3 Study Areas

3.1 Regional Study Area

The spatial extent of the RSA was selected based on the anticipated mine plan for the Project, known caribou water crossing locations along the Thelon River basin (DIAND 1992), and critical areas identified by IQ studies. The RSA boundary incorporates all of the proposed Project facilities at and west of Baker Lake including three original proposed access road options, surrounded by a minimum 25 km wide buffer. The resulting RSA is 150 km long and 70 km wide, constituting a total area of 9,828 km² (see Figure 3.1-1). The RSA includes all of Judge Sissons Lake and southern portions of Aberdeen and Schultz lakes while Princess Mary Lake is located just to the south.

The RSA is comparable to study area sizes for caribou and other large mammals (i.e., muskox, grizzly bears, and wolves) for other mining projects in Nunavut and NWT (i.e., projects such as AEM Meadowbank, Jericho, Doris North, Diavik, and Gahcho Kué). The RSA includes areas with similar conditions to those found in the Mine LSA and access road Local Study Areas (LSAs), which will allow the RSA to be used as a comparable reference area for monitoring potential changes as the Project moves forward.

3.2 Local Study Areas

The LSA at the mine site is centered on the Kiggavik and Sissons deposits with an approximate five kilometre buffer around all proposed Project facilities, including a proposed airstrip and site haul roads. Dimensions of the Mine LSA are approximately 29 km wide by 20 km wide, constituting a total area of 450 km² (Figure 3.2-1). The access road LSAs include a five kilometre-wide LSA centered on the two proposed road alignments currently under consideration (see Figure 3.2-2), including an All-Season Road alignment (total LSA of 520 km²) and a Winter Road alignment (total LSA of 561 km²). Other potential facilities included within some of the road alignments include a dock facility at Baker Lake, a river crossing at the Thelon River¹, and potential quarry sites.

¹ The number of proposed dock and river crossing locations has also decreased since 2010, but survey results for all original proposed locations are provided in the TWBR.





