



# Baker Lake Sealift and Laydown Area

## Construction Environmental Management Plan

Revision Date: 14-Jul-2025

Document Number: PLN-WRL-10-Baker Lake Construction Environmental Management Plan-0001-25.R4

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Rev	Date	Reason for Issue
3	29-May 2025	For Use
2	22-May-2025	For Use
1	20-May-2025	For Client Review
0	16-May-2025	For Client Review
A	09-May-2025	For Internal Review

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## Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AEM	Agnico Eagle Meadowbank
AHJ	Authorities Having Jurisdiction
AIA	Archaeological Impact Assessment
AISR	Aquatic Invasive Species Regulations
ASPPR	Arctic Shipping Pollution Prevention Regulations
AWPPA	<i>Arctic Waters Pollution Prevention Act</i>
BMP	Best Management Practices
CCME	Canadian Council of Ministers of the Environment
CEMP	Construction Environmental Management Plan
CEPA	<i>Canadian Environmental Protection Act</i>
CNWA	<i>Canada Navigable Waters Act</i>
CSA	Canadian Standards Association
CWS	Canadian Wildlife Service
DFO	Fisheries and Oceans Canada
DFO-FFHPP	Fish and Fish Habitat Protection Program
DG	Dangerous Goods
Dynamic Ocean	Dynamic Ocean Consulting Ltd.
ECCC	Environment and Climate Change Canada
EM	Environmental Monitor
EZ	Exclusion Zone
FAA	<i>Fisheries Act Authorization</i>
GN	Government of Nunavut
GN-DoE	GN-Department of Environment
HADD	Harmful Alteration, Disruption or Destruction
the Hamlet	The Municipality of Baker Lake
HTO	Hunters and Trappers Organization
HWL	High-Water Line
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organization
INAC	Indigenous and Northern Affairs Canada
IQ	Inuit Quajimajatuqanjit
LoA	Letter of Advice
MBCA	<i>Migratory Birds Convention Act</i>
NIRB	Nunavut Impact Review Board
NPC	Nunavut Planning Commission



Acronym/Abbreviation	Definition
NTU	Nephelometric Turbidity Units
NuPPAA	<i>Nunavut Planning and Project Assessment Act</i>
NWNSRTA	<i>Nunavut Waters and Nunavut Surface Rights Tribunal Act</i>
OPP	Oceans Protection Plan
OPPR	Oil Pollution Prevention Regulations
PPE	Personal Protective Equipment
the Project	Baker Lake Sealift and Laydown Area Project
QEC	Qulliq Energy Corporation
QIA	Qikiqtani Inuit Association
SAR	Species at Risk
SARA	<i>Species at Risk Act</i>
SDR	Screening Decision Report
SDS	Safety Data Sheets
SEC	Sediment and Erosion Control
TC	Transport Canada
VEC	Valued Ecosystem Components
VSEC	Valued Socio-Economic Components
WHMIS	Workplace Hazardous Materials Information System
Worley Consulting	Worley Canada Services Ltd.
WQG	Water Quality Guidelines
WSCC	Workers Safety and Compensation Commission



# 1 Introduction

## 1.1 Project Location

The Baker Lake Sealift and Laydown Area Project (hereafter referred to as the Project) is located in the Hamlet of Baker Lake on the northwestern shore of Baker Lake in the Kivalliq Region of Nunavut (64°18.583' N, 95°58.485' W) (Figure 1-1).

## 1.2 Project Overview

The Municipality of the Corporation of Baker Lake (the Hamlet), with support from the Government of Nunavut (GN) received funding from Transport Canada (TC) under the Oceans Protection Plan (OPP) for the construction of the Project in the Hamlet of Baker Lake, Nunavut. Worley Canada Services Ltd., operating as Worley Consulting, has been retained by the Hamlet to design and support the construction of the sealift and laydown area in the Hamlet of Baker Lake (the Project). Dynamic Ocean Consulting Ltd. (Dynamic Ocean) is supporting Worley Consulting on the permitting requirements for the Project.

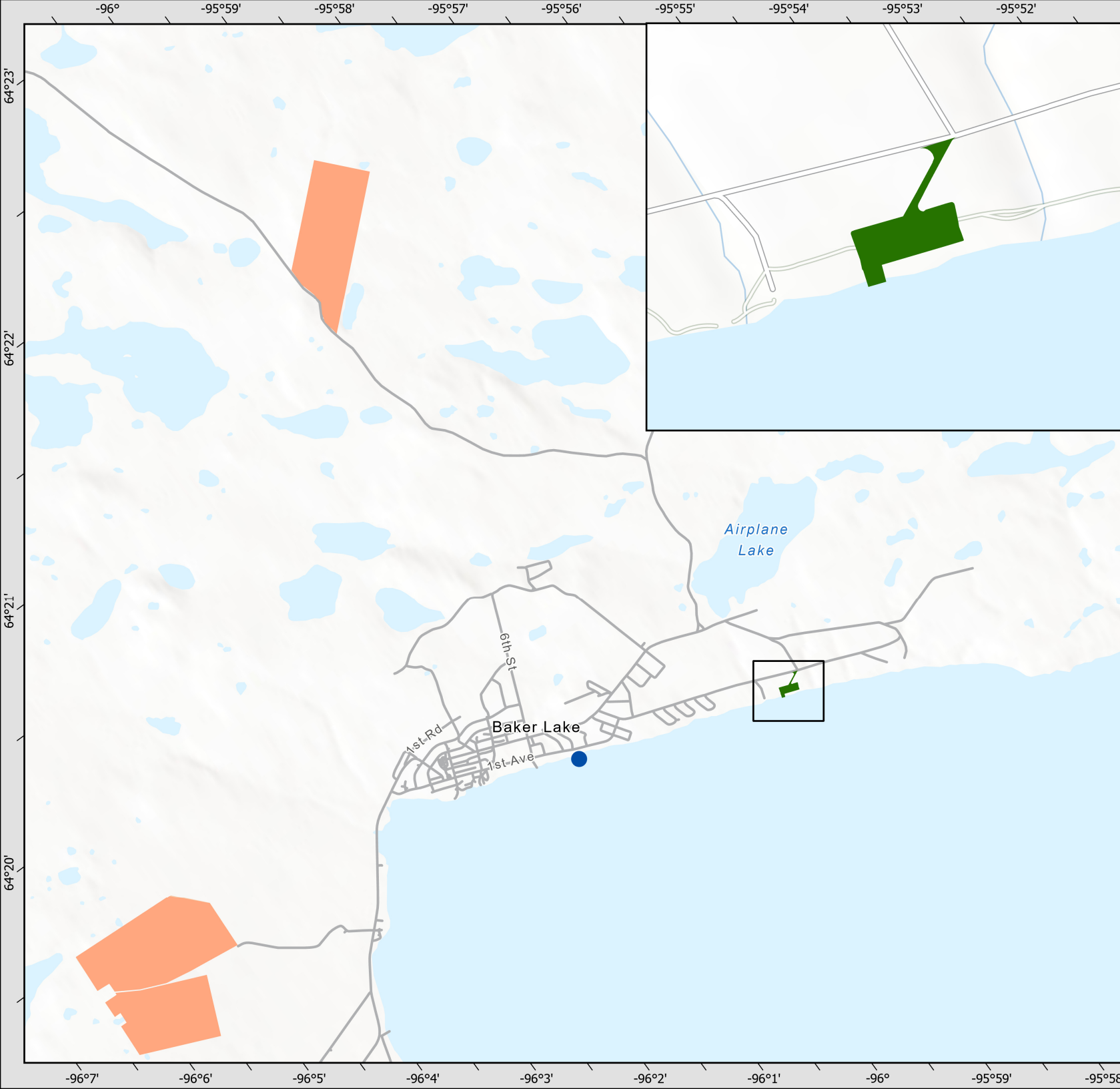
The Project is within municipal boundaries and will require a resolution by the Hamlet Council once the design is finalized. Council has accepted the design in concept (see Drawing 1-1). The Project is consistent with the community's land use and zoning plan (Hamlet of Baker Lake, 2013b), and the land is already appropriately zoned. The Baker Lake Community Plan and Zoning By-Law is provided in Appendix D.

## 1.3 Document Purpose

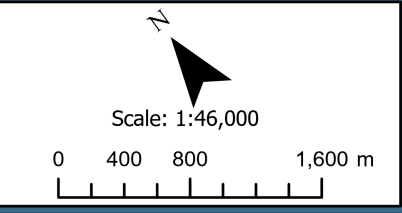
This document is the Construction Environmental Management Plan (CEMP) for the Project and has the following objectives:

- Target mandates of pertinent Authorities Having Jurisdiction (AHJ) and associated legislation to confirm Project permit approvals and relevant compliance requirements (see Section 1.5).
- Outline mitigation and monitoring measures to be implemented to minimize negative impacts to the physical, biological, and socio-economic environment associated with construction activities.
- Identify commitments made during consultation and confirm adherence to relevant Best Management Practices (BMPs) (see Section 4.1).

The CEMP is an evolving document and will be updated if any changes to compliance measures occur as a result of adaptive management or if additional measures are added through permit conditions.



- New Sealift
- Quarries
- Existing Sealift



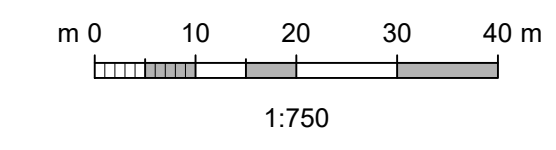
GCS: NAD 1983  
 Datum: NAD 83  
 Projection: UTM Zone 8N  
 Map Units: Meters  
 Exported: 07/04/2025  
 Drawn: C Laidlaw

Figure 1-1

Project Location





PLAN  
1:750



- NOTES:**
- FOR GENERAL NOTES, SEE DWG. 317086-48113-00-MA-DGA-0001.
  - NO WORK IS TO BE EXECUTED WITHIN THE WATER. PUSHOUT AND RAMP TO BE SET BACK 0.5m FROM HIGH WATER LEVEL.

REV	DATE	REVISION DESCRIPTION	DRAWN	DRAFT CHK	DESIGNED	ENG CHK	APPROVED	QAR	REF DRAWING No	REFERENCE DRAWING TITLE
D	29-MAY-25	ISSUED FOR PERMITTING	AAL	BJM	AD	-	AD	-		
C	20-MAR-25	RE-ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	AD	-		
B	23-OCT-23	RE-ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		
A	29-MAY-23	ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		

D SHEET	SCALE	SHOWN	ENGINEERING AND PERMIT STAMPS (As Required)	CUSTOMER
			<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <b>PRELIMINARY</b>  <small>DO NOT USE FOR CONSTRUCTION Last Saved: May 29/25 10:23am</small> </div>	
WORLEY PROJECT No			<small>*This drawing is prepared for the use of the contractual customer of Worley Canada Services Ltd. and Worley Canada Services Ltd. assumes no liability to any other party for any representations contained in this drawing.*</small>	
317086-48113			DRG No	REV



**HAMLET OF BAKER LAKE  
SEALIFT INFRASTRUCTURE  
GENERAL ARRANGEMENT**

Drawing 1-1
D

LOCATION: U:\V\317086\48113\_MCB\BAKER\KOP11\_DRAWINGS\15\_L\_AND\_E\02\_MARINE\317086-48113-00-MA-DGA-0003.DWG  
 USER NAME: aaron.leisham  
 PLOT DATE & TIME: 29/5/2025 10:35:49 AM  
 SAVE DATE & TIME: 29/5/2025 10:23:17 AM



#### 1.4 Project Study Area

The Project footprint is the extent of the Sealift site that interacts with the ground. A Study Area was developed for the Sealift site, hereafter referred to as the Sealift Study Area. The Sealift Study Area is considered the Project footprint plus a 100 m buffer. The buffer extent is based on the potential environmental effects that would result from the construction of the Project (e.g. turbidity, Sediment and Erosion Control (SEC)).

#### 1.5 Regulatory Framework & Permitting Requirements

Construction and operation of the Project will require compliance with several international, federal, territorial, and municipal legislative requirements as outlined in Appendix B.

The project team has engaged with AHJs to confirm that relevant legislation and regulations, policies, protocols and BMPs have been captured in the CEMP for compliance.

Permitting requirements that are expected for the Project are summarized below:

- Nunavut Planning Commission (NPC) Conformity Determination (NPC File No. 150689 (NPC, 2025)).
- Nunavut Impact Review Board (NIRB) Screening Decision Report (SDR).
- Transport Canada Minor Works Order.
- Fisheries and Oceans Canada – Fish and Fish Habitat Protection Program (DFO-FFHPP) Letter of Advice (LoA).
- Hamlet of Baker Lake Design and Development Permit/Approval.

#### 1.6 Consultation and Community Engagement

The Project design has been developed by Worley Consulting in collaboration with the community following a joint meeting with the Hamlet, the Baker Lake Hunters and Trappers Organization (HTO), and public engagement sessions at an information booth at the Co-Op store in February 2020. Consultations were facilitated using a one-page information leaflet about the OPP, maps, aerial photographs, and large-scale drawings. All consultation materials were provided in both Inuktitut and English. Local radio and Facebook posts were placed to inform the community of the location, date, and time of the information booth.

Letters of support has been provided by the Hamlet and the HTO (see Appendix E).

In addition, Worley Consulting consulted with the marine carriers regarding the needs of delivery vessels and the community and obtained positive feedback on the proposed improvements. Worley Consulting recently completed a similar project in Kinngait and received positive feedback from carriers on the new sealift.



## 1.7 Description of Existing Conditions

Determination of Valued Ecosystem Components (VEC) and Valued Socio-Economic Components (VSEC) for the Project was done in collaboration with the community and key stakeholders and guided by NIRB’s Proponent Guidance document (NIRB, 2020). This allowed for an assessment of the potential environmental and socio-economic effects of the Project including its anticipated impacts on VECs and VSECs of residents and facility users.

The scope of the existing conditions assessment included the following VECs and VSECs to inform the assessment of potential effects and in support of the regulatory process (see Table 1-1).

The Project will rely solely on existing community infrastructure within municipal boundaries and will not have an impact on the surrounding environment outside of the municipality. Impacts to terrestrial components will be considered during the construction phase (e.g. dust control, SEC), however an assessment of the existing conditions was not required. The VECs and VSECs that will be managed to minimize negative effects for existing conditions relevant to the Project are provided in Appendix C (Table C- 1). Terrestrial environmental effects, and associated mitigation and monitoring requirements, are addressed in Sections 4.2 and 4.3.

**Table 1-1: Definition of Valued Ecosystem Components and Valued Socio-Economic Components**

Valued Ecosystem Components	Valued Socio-Economic Components
<p>Those aspects of the environment considered to be of vital importance to a particular region or community, including:</p> <ul style="list-style-type: none"> <li>• Resources that are either legally, politically, publicly or professionally recognized as important, such as parks, land selections, and historical sites.</li> <li>• Resources that have ecological importance.</li> <li>• Resources that have social importance.</li> </ul>	<p>Those aspects of the socio-economic environment considered to be of vital importance to a particular region or community, including components relating to the local economy, health, demographics, traditional way of life, cultural well-being, social life, archaeological resources, existing services and infrastructure, and community and local government organizations.</p>

Source: NIRB (2007)

## 2 Construction Summary

### 2.1 Design Drawings

Design drawings for the Project have been provided in Drawing 1-1 and Appendix A and are as follows:

- Hamlet of Baker Lake Sealift Infrastructure General Arrangement (Drawing No. 317086-48113-00-MA-DGA-003, Drawing 1-1)
- Hamlet of Baker Lake Sealift Infrastructure Existing Site Plan (Drawing No. 317086-48113-00-MA-DGA-0002, (Appendix A (Drawing A- 1))).
- Hamlet of Baker Lake Sealift Infrastructure Typical Sections (Drawing No. 317086-48113-00-MA-DGA-0004, (Appendix A (Drawing A- 2))).

### 2.2 Construction Activities

The Project aims to construct the following components:

- A new sealift laydown area.
- Access road to the laydown area from adjacent existing road.
- A new landing ramp for normal small ramp-onboard barges.

The Project will not require additional infrastructure to be developed for a haul road or quarry, as existing Hamlet infrastructure will be utilized. Aggregates that are imported to the site will be taken from either the quarry site, approximately 6 km north of the Hamlet along the road to Agnico Eagle Meadowbank (AEM) or the gravel pit to the west of the Hamlet, both of which are within the municipal boundaries.

**Table 2-1: Construction Activities Associated with the Project**

General	Sealift Site (above High-Water Line)
<ul style="list-style-type: none"> <li>• Operation of equipment.</li> <li>• Fuelling.</li> <li>• Equipment storage.</li> </ul>	<ul style="list-style-type: none"> <li>• Excavation.</li> <li>• Filling and compaction.</li> <li>• Surface water management.</li> <li>• Area lighting/electrical installation.</li> </ul>

**Table 2-2: Project Construction Activities**

Activity No.	Activity	Activity and Construction Detail
<b>General (Equipment, Mobilization, Demobilization)</b>		
-	Equipment mobilization and demobilization	Mobilization, use of, and de-mobilization of land-based equipment via sealift or as made available by local contractors.
-	Operation of equipment	<p>Equipment will be operated at the borrow pit/granular stockpile, sealift site and along the haul road. Please note, the borrow pit/stockpile and haul road are utilizing existing infrastructure, and no upgrades are required to support Project construction.</p> <p>Equipment required for the Project is described in Section 2.4 (Table 2-3).</p>
-	Fuelling and storage of fuel	<p>Refuelling will occur in designated areas and may be required near the marine environment.</p> <p>Fuelling will occur in designated areas and may be required near the marine environment (See Section 4.2.2.2, Table 4-3 for fuel management).</p> <p>Storage of fuel will be in designated areas and will not be within 30 m of the High-Water Line (HWL).</p>
-	Equipment storage	Construction is expected to be undertaken Equipment is expected to be stored at the construction site or an adjacent contractor laydown area as required. In the event local equipment is utilized, it will be stored at the owner's maintenance yard.
<b>Sealift Site</b>		
1	Excavation and infilling	<p>The laydown and storage area, access road, and sealift ramp will be constructed using a combination of fill imported to the site as well as locally excavated fill and will be built up and graded as per design drawings. The sealift ramp is designed to be set back 0.5 m from the HWL.</p> <p>The infill placement and shaping of the sealift features will be completed using land-based equipment, where a working platform will be constructed at the shore side and fill will be place from the shore to the seaward extent of the Sealift</p>

Activity No.	Activity	Activity and Construction Detail
		<p>site using an excavator. The working platform will not extend beyond the footprint of the Sealift site, and no work will be required to be completed in-water. Fill material will be placed in uniform layers as per design notes and compacted prior to placing the succeeding layer.</p> <p>Aggregates material will be required to support construction of the sealift laydown, access road and barge ramp. A total of 22,370 m<sup>3</sup> of material is expected to be required, which may be partially obtained during excavation at the Project site.</p>
2	Drainage Ditch Installation	<p>A drainage ditch will be constructed on the shore side of the sealift laydown area and along the access road to facilitate surface water drainage.</p> <p>One culvert is expected to be installed in order to maintain free drainage of surface water from the laydown and access road and further upland areas.</p>
3	Area lighting/electrical installation	<p>Lighting may be installed along the edges of the access road and sealift laydown area if the project budget allows. The area lights and poles would be provided from Quilliq Energy Corporation (QEC) and would be installed following completion of the Sealift site construction.</p>
<b>Quarry</b>		
4	Use of quarry	See Operation of equipment above.
<b>Haul Road</b>		
5	Road use for hauling material	See Operation of equipment above.

### 2.3 Schedule

Construction is planned to begin in summer 2025 and is expected to take approximately four months to complete, over a period of 124 days. Construction is expected to occur daily over a 10-hour period. The Project is expected to be operational in the open-water season of 2026.

### 2.4 Equipment

Typical equipment type, approximate quantity, size/dimensions and proposed use are outlined in Table 2-3.

**Table 2-3: Equipment Use**

Equipment Type and Quantity	Size - Dimensions	Proposed Use
Excavator - 2	30 to 40 tons	Handling aggregates and earthwork.
Front-end Loader - 1	20.25 ft. high by 7.91 ft. wide	Loading aggregates.
Rock Truck - 3	21 ft. long by 8.5 ft. wide	Hauling aggregates.
Roller Compactor - 1	-	Road construction.
Crusher - 1	-	Processing aggregates.
Screener - 1	-	Processing aggregates.

### 2.5 Operations

Operation of the Project is expected to begin in the open-water season of 2026. This will be a public facility for the community and will not have access restrictions.

### 2.6 Decommissioning

The Project is considered permanent with no plans for decommissioning.

### 3 Potential Environmental Effects

Potential impacts were considered relative to the proposed construction activities (described in Section 2.1) for the Project Study Area (described in Section 1.1) and specific to each of the VEC and VSEC. Impacts were considered for their potential to affect the baseline environmental and socio-economic conditions, as well as by the criteria NIRB uses for screening decisions:

- Could the Project have significant adverse effects on the environment, and Inuit harvesting?
- Could the Project have significant adverse effects on the well-being of northerners?
- Does the Project cause significant public concern?
- Does the proposal involve new technologies with unknown effects?

Mitigation and monitoring measures that will be implemented for the construction phase to minimize negative effects are described in Section 4.

Potential impacts were categorized by the terms in Table 3-1 and effects are summarized in Appendix C (Table C-2). All impacts were considered either “Positive” or “Negative and Mitigatable” and thus no residual effects are expected subsequent to implementation of mitigation and monitoring measures. This CEMP is exclusive the construction phase of the Project.

**Table 3-1: Screening Assessment Categories**

Category	Term in Appendix C (Table C-2)	Definition
Positive	P	Net gain in functionality after construction or during operations.
Negative, non-mitigatable	N	Negative and will remain as a residual effect, after construction or during operations.
Negative, mitigatable	M	Negative, but measures can be put in place to minimize or eliminate the effect.
Unknown	U	Information is not available to confirm what effects will be.
No impact	Blank (replaced with a dash)	There is a no effect and thus considered neutral.

Note: see Appendix C (Table C-2) for VECs and VSECs categories

## 4 Environmental Management

This section outlines BMPs, minimum mitigation and monitoring measures, and communication and reporting commitments that will be implemented during the Project.

### 4.1 Guidelines and Best Management Practices

Guidelines and BMPs that have been incorporated into the CEMP include:

- DFO: Equivalency metrics for the determination of offset requirements for the Fisheries Protection Program (Bradford *et al.*, 2016).
- DFO: Fish and Fish Habitat Protection Policy statement (DFO, 2019).
- DFO: Measures to Protect Fish and Fish Habitat (DFO, 2023).
- DFO: Nunavut Restricted Activity Timing Windows for the Protection of Fish and Fish Habitat (DFO, 2013).
- DFO: Policy for Applying Measures to Offset Adverse Effects on Fish and Fish Habitat Under the *Fisheries Act* (DFO, 2021).
- Environmental Protection Service, and Environmental Guideline for Dust Suppression (GN, 2023).
- Fact Sheet Nest Protection Under the Migratory Birds Regulations, 2022 (ECCC, 2022a).
- Government of Canada: General nesting periods of migratory birds (ECCC, 2025).
- Government of Canada: Guidelines to reduce risk to migratory birds (ECCC, 2023).
- Government of Canada: Guidelines to avoid disturbance to seabird and waterbird colonies in Canada (ECCC, 2024).
- GN: Contingency Planning and Spill Reporting in Nunavut. A Guide to the New Regulations (GN, 2022).
- Indigenous and Northern Affairs Canada (INAC): Guidelines for Spill Contingency Planning (INAC, 2013).
- INCA: Northern Land use Guidelines, Pits and Quarries (INAC, 2009).
- INCA: Northern Land Use Guidelines, Access: Roads and Trails (INAC, 2010).
- ECCC: Guidelines for the Preparation of Hazardous Material Spill Contingency Plans (ECCC, 1990).
- ECCC's Guidelines to Avoid Harm to Migratory Birds (ECCC, 2023).
- Emergency and continuity management program, Canadian Standards Association (CSA) Z1600-14, 2014 (CSA, 2022).
- Frequently Asked Question, Migratory Birds Regulations, 2022 (ECCC, 2022b).
- TC: National Oil Spill Preparedness and Response Regime (TC, 2019).

- Canadian Construction Association: A Best Practices Guide to Solid Waste Reduction (Canadian Construction Association, 2001).
- GN-Department of Environment (GN-DoE):
  - Environmental Guideline for the General Management of Hazardous Waste (GN, 2010).
  - Environmental Guideline for Used Oil and Waste Fuel (GN, 2012).
  - Environmental Guidelines for Industrial Waste Discharges into Municipal Waste and Sewage Treatment Facilities (GN, 2011).
- Species at Risk (SAR) in Nunavut (2021 Edition) (Government of Canada, 2021).
- Workplace Hazardous Materials Information System (WHMIS) (Health Canada, 2023).

#### 4.2 Mitigation Measures and Procedures

This section outlines mitigation measures and procedures to minimize negative effects due to the Project. The mitigations have been developed based on categories identified during the NIRB permitting process. These measures and AHJ permits and approvals constitute the regulatory compliance program.

##### 4.2.1 Mitigation Measures

Mitigation measures for the proposed construction activities and their applicability to the Project are presented in Table 4-1. While mitigations are assigned to a category, there are times when mitigations are pertinent to multiple aspects of construction. The Environmental Monitor (EM) will be responsible for confirming that appropriate measures are followed throughout construction.

**Table 4-1: Mitigation Measures**

No.	Description
<b>General</b>	
G1	An EM will be at the Sealift site based on sensitivity of the construction activity and as described in Section 4.3.1.
G2 <sup>1</sup>	Relevant Project activities will be suspended should any dead or injured fish or wildlife (including birds, bird eggs, and their nests) be observed during any works or activities in and around the Sealift site, Haul Road, or Quarry.
G3	Stop work measures will be implemented should any non-compliance concerns arise. Corrective actions or adaptive management strategies will be discussed with the EM and implemented where necessary prior to re-starting work. Stop work procedures are described in Section 4.6.
G4	Lighting will be limited to the extent required to provide a safe work site and shielded and directed to reduce diffusion outside of the work area.
G5	Appropriate communication and documentation measures will be in place for reportable incidents (Section 4.7.2), non-compliances (Section 4.4) and adaptive management measures implemented (Section 4.5).
<b>Project Permit and Approval Compliance</b>	

No.	Description
PC1	The Project team will operate in compliance with applicable Acts, Regulations and Guidelines. This includes permits, approvals and authorizations received after issuance of this CEMP.
PC2	A copy of each permit, license, or other authorization issued for the Project will be submitted to NPC and the NIRB as per S 137(4) of the <i>Nunavut Planning and Project Assessment Act</i> (NuPPAA).
PC3	Adherence to appropriate BMPs (see Section 4.1).
PC4	Communication requirements to specific AHJs as stipulated within permit conditions will be the responsibility of the permit holder, and as described in Section 4.8.1.
<b>Surface Features</b>	
SF1	The Project will be conducted in a manner that minimizes surface disturbance outside of the Project site.
<b>Air Quality</b>	
AQ1	Machinery and equipment will be maintained in good working order to minimize emissions.
AQ2	Dust suppressants (e.g., calcium-chloride) and/or watering will be used to reduce dust generation on the Haul Road use to acceptable levels. Dust suppressants will be in accordance with the GN Department of Sustainable Development, Environmental Protection Service, and Environmental Guideline for Dust Suppression (GN, 2023).
AQ3	An appropriate equipment inspection and maintenance program will be in place for construction equipment and vehicles.
AQ4	Speed limits will be implemented to maintain community safety, minimize dust, wildlife mortality, and other negative effects. With approval from the community, the speed limit will be reduced, as the site and potential aggregate source are all within municipal boundary.
<b>Noise</b>	
N1	All sound producing construction activities (e.g., hauling) will be restricted to 10-hours/day.
N2	All construction and road vehicle exhausts will be fitted with noise mufflers, where available, and engine idling will be minimized.
N3	Equipment will be located and oriented to minimize propagation of noise toward sensitive receptors.
N4	A notification protocol will be defined prior to construction with input from the Hamlet for advance notification of planned noise-causing activities, such as blasting.
N5	Revvng of engines on mobile or stationary machines will be limited and equipment not in use will be shut down (restrict idling).
<b>Marine Water and Sediment Quality</b>	

No.	Description
SWQ1	<p>No construction activity will result in exceedances of the Canadian Council of Ministers of the Environment (CCME) Approved Water Quality Guidelines (WQG) outside the work area. Compliance thresholds are stipulated in Section 4.3.3.</p> <p><i>Note, it is unlikely turbidity in the marine environment is a concern, as there are no works below the HWL.</i></p>
SWQ2	<p>No deleterious substances (e.g., fuel, chemicals, waste) will be deposited into any aquatic environment (freshwater, marine). Should such activities occur, appropriate measures for response and reporting must be stipulated as described in Section 4.2.2.1.2, Table 4-2.</p>
<b>Sediment and Erosion Control</b>	
SEC1	<p>The contractor will adhere to compliance requirements expected from DFO-FFHPP, or any other pertinent AHJs, for an appropriate SEC Plan to minimize sedimentation of the aquatic environment (freshwater, marine) during construction.</p>
SEC2	<p>Run-off will be visually monitored. If there is evidence of effects to the aquatic environment (freshwater, marine), appropriate perimeter controls will be applied to minimize or prevent sediment from entering the watercourse. Should sediment enter watercourses, turbidity monitoring will be undertaken as outlined in Section 4.3.3.</p>
SEC3	<p>Where appropriate, temporary sediment control measures will be applied (e.g., silt fences).</p>
SEC4	<p>Stockpiling and storage of material must occur in upland designated areas and be controlled in a way that debris and sediment entering the aquatic environment (freshwater, marine) will be minimized.</p>
<b>Migratory and Marine Birds (including wildlife)</b>	
WMB1	<p>In the event a sensitive species or wildlife habitat feature is identified, buffers (work Exclusion Zones [EZ]) will be implemented to minimize disturbance to wildlife. Any protected feature that is harmed, destroyed, or disturbed will be reported, and may result in immediate notification to appropriate AHJs (See Section 4.7.3).</p>
WMB2	<p>Polar bear sightings will be reported to the Baker Lake conservation officer immediately so that appropriate actions can be taken to avoid conflict situations.</p>
WMB3	<p>Sightings of wildlife species will be recorded on a wildlife sighting form (including time, date, location, activity, and proximity to Project personnel). Wildlife sightings will be tracked in order to respond appropriately to emerging trends.</p>
WMB4	<p>A zero-tolerance policy regarding the harassment, disturbance, and feeding wildlife whilst working on the Project.</p>
WMB5	<p>Project personnel will be educated on the wildlife (particularly SAR) expected to occur in the area according to scientific research and Inuit Quajimajatuqanjit (IQ)/traditional knowledge through site induction and toolbox sessions.</p>

No.	Description
WMB6	A wildlife sweep will be performed prior to construction, as outlined in Section 4.3.5. Construction cannot begin until this survey has been completed and confirmed that additional compliance measured are not required.
WMB7	Speed limits will be implemented to maintain community safety, minimize dust, wildlife mortality, and other negative effects. The speed limit will be no higher than 25 km/hr.
WMB8	<p>Relevant Project activities will be suspected should any dead or injured fish or wildlife (including birds, bird eggs, and their nests) be observed during any works or activities in and around the Sealift site, Haul Road, or aggregate sources.</p> <p><i>Note: There are no activities that will occur in the marine environment, below the HWL</i></p>
<b>Fish and Fish Habitat</b>	
FFH1	At no time will equipment operate below the HWL.
FFH2	<p>Relevant Project activities will be suspected should any dead or injured fish or wildlife (including birds, bird eggs, and their nests) be observed during any works or activities in and around the Sealift site, Haul Road, or Quarry.</p> <p><i>Note: There are no activities that will occur in the marine environment, below the HWL</i></p>
FFH3	No construction activity will result in exceedances of the CCME WQG outside the work area. Compliance thresholds are stipulated in Section 4.3.3.
FFH4	Deleterious substances (e.g., fuel, chemicals, waste) will not be deposited into any aquatic environment (freshwater, marine). Should such activities occur, appropriate measures for response and reporting must be stipulated as described in Section 4.2.2.1.2, Table 4-2.
<b>Species at Risk</b>	
SAR1	If SAR are reported or observed, it will be recorded, documented, and monitored (including time, date, location, activity, and proximity to Project personnel) and to determine potential impacts to species at risk, as well as any modification to construction activities that may be required to protect SAR.
<b>Employment, Training and Business Opportunities</b>	
ETB1	The contractor will be required to develop a hiring plan that will maximize participation of Inuit labour, training and business opportunities on the Project.
<b>Land and Resource Use</b>	
LRU1	The Project activities will be undertaken in a manner that will not interfere with Inuit harvesting or traditional land use activities.
LRU2	Interference to marine users is not expected, as there is no work below the HWL.
LRU3	Project personnel (who are not local to Baker Lake) will not hunt or fish, unless proper Nunavut authorizations have been acquired.

No.	Description
LRU4	The Project team will engage with the HTO, Hamlet and the community prior to the construction season to discuss planned construction activities, Project schedule, and to obtain feedback from the community to confirm that construction activities do not impede or interfere with any community activities and harvesting.
<b>Local and Regional Traffic Patterns</b>	
TM1	Protocols for notification and communication will be followed for marine users to be aware of potential navigation interferences should TC issue a permit or approval.
TM2	Project related drivers will be properly trained and licensed. Personnel will be instructed to drive defensively and courteously.
TM3	All vehicles will have adequate lighting so they can be easily seen.
TM4	Combustion emissions sources (machinery) and staging areas for vehicles and heavy-duty machinery will be located away from sensitive receptors.
TM5	Protocols for notification and communication will be followed for marine users to be aware of potential navigation interferences that are aligned with requirements for the TC Minor Works Order and other pertinent legislation.
TM6	Traffic control measures at busy intersections will be implemented as necessary.
TM7	The Project site will be marked/flagged for both safety and to confirm boundaries of the Project to minimize the footprint.
TM8	All equipment will be maintained and in good working order to prevent leaking or spilling of deleterious substances into the environment (e.g., hydraulic fluid, lubricants, diesel, gasoline) and to ensure that brakes are suitable to handle steepness.
TM9	Speed limits will be implemented to maintain community safety, minimize dust, wildlife mortality, and other negative effects. With approval from the community, the speed limit will be reduced, as the site and potential aggregate source are all within municipal boundary.
<b>Human Health and Community Wellness</b>	
HCW1	There will be a zero-tolerance policy for possession of or use of illicit drugs.
HCW2	First aid response will be conducted in accordance with Workers Safety and Compensation Commission (WSCC) requirements and emergency medi-vac procedures will be in place for the construction workforce.
<b>Archaeological and Culturally Significant Sites</b>	
AR1	Potentially sensitive archeological sites have been identified in the vicinity of the project, and an Archeological Impact Assessment will be undertaken prior to the commencement of construction. If archaeological resources are identified during the Archeological Impact Assessment (AIA) or during the course of construction, stop work procedures will be implemented and the GN Territorial Archaeology office will be contacted to confirm next steps.

No.	Description
AR2	Project personnel will be briefed as to the presence and types of archaeological sites, exclusionary zones, potential negative effects of construction activities to archaeological and paleontological resources, and the importance of avoiding those effects, as well as legal consequences of not doing so.
<b>Equipment Operation and Maintenance</b>	
EOM1	Vehicle washing areas for haul trucks, if required, will only be permitted in specific areas.
EOM2	All equipment will be maintained and in good working order to prevent leaking or spilling of deleterious substances into the environment (e.g., hydraulic fluid, lubricants, diesel, gasoline).
EOM3	Hydraulic fluids used on equipment that will be working near the HWL will be biodegradable and non-toxic, as appropriate.

Note 1: There are no activities that will occur in the marine environment, below the HWL

#### 4.2.2 Procedure

These following sections outline procedures that are applicable to the Project.

##### 4.2.2.1 Emergency Response

An emergency response plan allows for the rapid response of emergency services and/or containment and clean-up of environmental emergencies. Spill prevention measures are described in Section 4.2.2.1.2, Table 4-2 and fuel management measures are described in Section 4.2.2.2, Table 4-3. Requirements for emergency communication are described in Section 4.2.2.1.1.

##### 4.2.2.1.1 Emergency Communication

Efficient and concise communication reduces potential risk to construction personnel, the public, property, and the environment in the event of emergencies. In the event of a release of deleterious substances to water or to land that is over the volume for the listed schedule of GN: Contingency Planning and Spill Reporting in Nunavut communication with AHJ will be followed as described in Section 4.7.2.2.

##### 4.2.2.1.2 Spill Response Plan

Spill Response measures are described in Table 4-2. Mitigation measures specific to fuel management are described in Section 4.2.2.2. Procedures for proper handling and storage of hazardous materials are described in Section 4.2.2.3.

**Table 4-2: Spill Response Plan**

Category	No.	Description
General	SRP1	Relevant prevention and response measures as detailed in Table 4-1 for equipment maintenance and operation, storage of waste (including Dangerous Goods [DG]) and fuelling practices.

Category	No.	Description
Training and Responsibility	SRP2	All construction personnel will be familiar with the location and use of spill response equipment, including the deployment and use of absorbents.
Spill Response Material	SRP3	Spill kits will be readily available, appropriately stocked, and will be appropriate to the type and amount of hazardous and waste materials anticipated for the Project. Spill kits will contain at a minimum: absorbent booms, socks, pads, waste bags and ties, and Personal Protective Equipment (PPE) such as gloves and goggles.
	SRP4	All fuel-carrying equipment will be accompanied with spill prevention, containment, and clean up materials that are suitable for the volume of a potential spill.
	SRP5	Spill kits will be inspected regularly and refilled immediately after use.
Spill Response Procedures	SRP6	Designated fuelling locations will be identified to minimize the number of areas of risk. Fuelling procedures will abide by BMPs.
	SRP7	A boom will be available on site in the event of a spill, and all equipment should have a spill kit readily available.
	SRP8	Any contaminated soils resulting from accidental spills will be disposed of appropriately.
Reporting	SRP9	All spills will be reported in accordance with the <i>Spill Contingency Planning and Reporting Regulations</i> by calling the 24-hour Spill Report Line at 867-920-8130. Incident reporting procedures are described in Section 4.7.2.2.

#### 4.2.2.2 Fuel Management

Fuel management is important to provide mitigation measures to manage fuel use during construction. Procedures for fuel management are described in Table 4-3.

**Table 4-3: Fuel Management**

Category	No.	Description
Training	FM1	Personnel responsible for refuelling of equipment and machinery will be familiar with the spill response training procedures and response measures described in Section 4.2.2.1, Table 4-2.
	FM2	Personnel responsible for refuelling of equipment and machinery will be familiar with refuelling procedures, including awareness of and compliance with the no-go areas for fuelling and additional precautions to be taken for fuelling near-water.
Fuel Handling Guide	FM3	Spill trays will be in place and a spill containment kit shall be immediately accessible in the event of an accidental spill.

Category	No.	Description
Fuelling	FM4	While refuelling, the operator will stay with the fuel nozzle. Vehicles and equipment will be shut off while refuelling.

#### 4.2.2.3 Waste Management

Waste from construction activities has the potential to adversely affect the marine and terrestrial environments. The waste management and hazardous material procedures are outlined in Table 4-4.

**Table 4-4: Waste Management**

Category	No.	Description
Waste Management	WM1	Daily site cleaning (housekeeping practices) and routine inspections will be completed to confirm materials are correctly sorted and placed in the proper bins.
	WM2	All food, food waste, and other attractants will be handled, stored, and disposed of safely to avoid attracting and habituating animals.
	WM3	Waste will be segregated in clearly marked waste containers applicable to the end use (e.g., landfill waste categories used by the Hamlet (i.e., wood waste)).
	WM4	Domestic waste containers, if any, will be kept closed (e.g., equipped with lids, covers / tarps over skips) at all times except when bins are being emptied or filled, to prevent scavenging by wildlife and domestic animals, as well as to control odour.
Training	WM5	Project personnel will receive appropriate training for the storage and handling of DG and hazardous material (Table 4-1).
Hazardous Waste	WM6	Based on the properties of the waste or materials to be stored, a suitable container will be selected: hazardous materials will be stored in their original containers, where possible, or in containers specially manufactured for the purpose of storing a specific hazardous waste or materials. Containers used for hazardous waste and materials will not be used for non-hazardous waste types.
	WM7	Shipping and transportation of DGs will be registered with the GN and appropriate shipping documents will accompany movements of DGs in accordance with the federal <i>Transportation of Dangerous Goods Act</i> and Regulations.
	WM8	A record of the type and quantity of hazardous waste being stored on-site will be maintained.
	WM9	Any open source of ignition, open flame, hot works, or smoking is prohibited in the hazardous waste and materials storage area. Designated smoking areas will have appropriate fireproof containers for waste.

Category	No.	Description
	WM10	Storage and handling procedures designed to prevent harm to personnel and the environment from hazardous materials, as per the Safety Data Sheets (SDS), will be implemented. SDS will be kept on-site.

### 4.3 Monitoring Procedures

Monitoring measures are described in this section. The EM will be responsible for appropriate documentation of construction activities and for environmental monitoring to confirm measures are tracked for reporting, and that information and details are available for conducting necessary communications with AHJ, stakeholders, the Hamlet, and the HTO.

#### 4.3.1 General

Primary responsibilities of the EM will be to:

- Conduct monitoring with presence based on sensitivity of construction activities.
- Visual monitoring of construction as outlined in Section 4.3.2.
- Confirm that mitigation measure and procedures outlined within Sections 4.2.1 and 0 are followed.
- Monitor and work with the site supervisor to adjust work procedures as necessary to limit environmental effects.
- Document species that are observed in proximity to the Project components during construction, along with any pertinent behaviours.
- Routinely verify that equipment in use at the Project site is in good working condition.
- Routinely verify that the required emergency response materials, including the spill kits, are on site and appropriately stocked during Project construction.
- Report any non-compliance as outlined in Section 4.4.
- Reporting requirements as described in Section 4.7.

#### 4.3.2 Visual Monitoring

Visual monitoring during the Project will be ongoing and will include:

- Monitoring of stressors on aquatic species, fish kills, any fish spawning/migration activity.
- Sightings and behavioural observations of terrestrial wildlife, including any injured wildlife observed.
- Observe for any concerns related to turbidity (Section 4.3.3) or SEC (Section 4.3.4), if applicable.
- Incidental SAR occurrences.

### 4.3.3 Turbidity

During construction activity near the marine environment and in the event there are concerns/considerations for effects to water quality based on visual monitoring, in-situ turbidity monitoring will be conducted based on federal CCME WQG (CCME, 1999) for turbidity. The CCME criteria for turbidity are defined as:

Flow State	Turbidity Threshold
Clear flow water	<ul style="list-style-type: none"> <li>• Maximum increase of 8 Nephelometric Turbidity Units (NTUs) from background levels for a short-term exposure (e.g., 24-hour period).</li> <li>• Maximum average increase of 2 NTUs from background levels for a longer-term exposure (e.g., 30-day period).</li> </ul>
High flow or turbid waters	<ul style="list-style-type: none"> <li>• Maximum increase of 8 NTUs from background levels at any one time when background levels are between 8 and 80 NTUs.</li> <li>• Should not increase more than 10% of background levels when background is &gt; 80 NTUs.</li> </ul>

### 4.3.4 Sediment and Erosion Control

The contractor will be responsible for implementing SEC measures (e.g., sediment traps, silt fences) if required. The EM will verify appropriate controls have been put in place prior to the start of construction and the contractor will be responsible for inspecting and maintaining the controls daily to confirm they are functioning as intended. Water quality at the Project site will be monitored for sediment run-off; if visual monitoring identifies sediment run-off, turbidity will be monitored as detailed in Section 4.3.3.

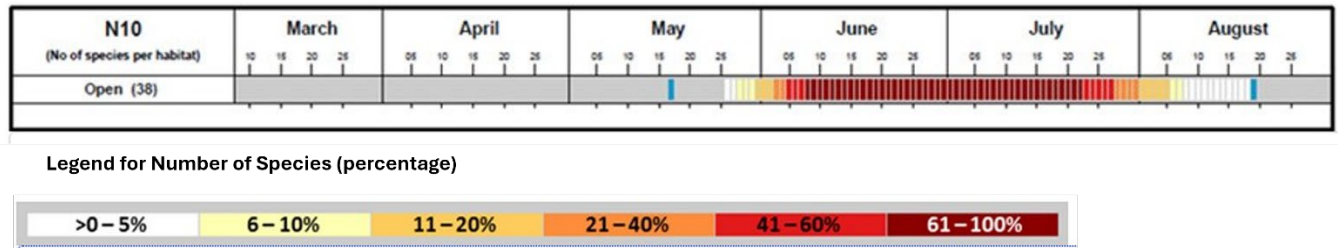
### 4.3.5 Pre-Construction Terrestrial Wildlife Sweep

A pre-construction sweep for terrestrial wildlife (including migratory and marine birds) will be conducted within seven days of initiating work at the Project site. Works must not begin until this sweep has been completed and confirmed that additional mitigation measures are not required. The sweep should include the Project Study Area (see Section 1.4 (Figure 1-1)). The purpose is to identify sensitive wildlife and their habitat features, such as active bird nests, wildlife dens, and wildlife foraging or traveling routes. Where work has not started within seven days following the wildlife sweep, the area should be re-swept for new wildlife features (e.g., nests) that may have established in the interim.

In the event a sensitive species or habitat feature is identified, buffers (work exclusion zones) will be implemented to minimize disturbance to wildlife until the feature becomes no longer active (e.g., until the young have permanently left the nest). Buffers will be based upon ‘alert’ and ‘flush’ behaviour distances of individuals as determined by the EM and/or standard government-recommended setback distances.

Within Canada, nesting zones have been categorized into broad areas, that roughly correspond to Bird Conservation Regions, where Baker Lake is within Zone N10 (ECCC, 2025). The migratory bird nesting window for Baker Lake is provided in Figure 4-1, and occurs from 17 May to 19 August of each year. The

current construction schedule proposed to commence on late-July to early-August (see Section 2.3) is within this window, however is at the tail end and after most birds have nested.



**Figure 4-1: Migratory Bird Nesting Window in Area N10**

Source: Nesting calendar zone N in ECCC (2025)

#### 4.4 Non-Compliance

In the event of a Project non-compliance with the CEMP and/or applicable environmental permits, the relevant construction activities will be suspended and/or implement adaptive mitigation strategies (see Section 4.5) to re-instate Project compliance. Records associated with, or produced by, actions or activities undertaken to achieve compliance or that indicate non-compliance with Project permit conditions will be maintained. These records will be available upon request.

#### 4.5 Adaptive Management

During the Project, it may be necessary to modify the methodology and address site conditions not foreseen in this CEMP. Mitigation measures will be agreed and updated, if required. Adaptive management reporting will be detailed within the construction monitoring reports in accordance with Section 4.7.

#### 4.6 Stop Work Procedures

Stop work procedures will be implemented, when necessary, based on specific conditions.

#### 4.7 Reporting

##### 4.7.1 Checklist

A bi-weekly checklist will be completed by the EM to confirm that:

- Measures as summarized in Section 4.2.1 have been followed.
- Construction activities completed during the reporting period including representative photos.
- Safety incidents, including near misses.
- A record of community concerns/complaints received during the reporting period, if any, and how they were addressed.
- Compliance and sighting report of terrestrial and marine organisms observed. This will include a detail of the species, number, and behaviours of the wildlife observed.
- Turbidity sampling data and general observations, if applicable.

- Outstanding environmental issues and/or non-compliances, including corrective actions.
- Planned activities for the following two weeks.

#### 4.7.2 Reportable Incidents

The contractor will be responsible for reporting incidents to the Project team, the Hamlet and the pertinent AHJs.

Project non-compliances, adaptive management measures, and stop work orders issued must be reported as summarized in Sections 4.4, 4.5, and 4.6, respectively.

##### 4.7.2.1 Canadian Environmental Protection Act

In the event of an emergency that is reportable under CEPA, 1999. A reportable incident is defined as an incident resulting in:

- A potential/actual contravention of legislation. According to Section 64 of CEPA, substances are considered harmful if they are entering or could enter the environment in quantities or concentrations or under conditions that:
  - Have or may have an immediate or long-term harmful effect on the environment or its biological diversity.
  - Constitute or may constitute a danger to the environment on which life depends.
  - Constitute or may constitute a danger to human life or health in Canada.
- A potential/actual contravention of a permit/approval condition.
- A significant non-compliance with this CEMP resulting in environmental effect.
- Adaptive management measures implemented, and results of additional monitoring triggered by the exceedance can be submitted to DFO-FFHPP, if requested.

##### 4.7.2.2 Government of Nunavut Department of Environment

All spills that occur in excess of the minimum reportable quantities described in Schedule B of the Spill Planning and Reporting Guidelines (GN, 1999), must be reported to GN-DoE via email ([spills@gov.nt.ca](mailto:spills@gov.nt.ca)) or via the 24-hour spill reporting line (1-867-920-8130).

##### 4.7.2.3 Fisheries and Oceans Canada – Fish and Fish Habitat Protection Program

Potential fisheries violations, due to Project construction must be reported to DFO through the Nunavut office 24-hour spill reporting hotline (1-867-920-8130) or by email ([fisheriesprotection@dfo-mpo.gc.ca](mailto:fisheriesprotection@dfo-mpo.gc.ca)). Violations could include HADD and death of fish not authorized in the *Fisheries Act* Authorization (FAA), or injury/mortality of SARA species.

##### 4.7.2.4 Environment and Climate Change Canada

Environment and Climate Change Canada have authority over the *Migratory Bird Convention Act* (MBCA), terrestrial SARA species, and Section 36(3) of the *Fisheries Act*.

Any harm, destruction, or disturbance to terrestrial SAR species (plants and animals), as well as birds, nests, or eggs are afforded protection under the MBCA will be considered reportable. Such events result



in immediate notification to the CWS branch of ECCC through the toll-free 24-hour reporting hotline at 1-800-668-6767 or through email ([cwsnorht-scfnd@ec.gc.ca](mailto:cwsnorht-scfnd@ec.gc.ca)).

Deposit of deleterious substances are prohibited under Section 36(3) of the *Fisheries Act*, unless specifically authorized under a *Fisheries Act* regulation or by a regulation under other federal legislation. Any deposit whether made directly into water frequented by fish or indirectly must be immediately reported to ECCC's environmental notification system by calling the 24-hour telephone number for the Nunavut region (Spill: 1-867-979-526, [lqaNordreg@innav.gc.ca](mailto:lqaNordreg@innav.gc.ca), Environmental Emergency: 1-867-920-8130) (ECCC, 2019).

#### 4.7.3 Regulatory Authority Reporting

As the Project is a single season, only end of construction reports are expected from pertinent AHJs.

#### 4.8 Communication

Communications with the community, stakeholders, and AHJ will be required throughout the Project.

##### 4.8.1 Authorities Having Jurisdiction

Communications with AHJ will be undertaken by the permit holder.

Non-compliance incident reporting protocol will be confirmed prior to the start of construction.

##### 4.8.2 Social Media, Website and Community Postings

Construction notices will be translated and at minimum be posted publicly on social media, community radio, the Hamlet's website, and the Hamlet office. Locations and timeline of where and when the construction notices will be posted will be confirmed prior to construction.

Road closure notices will be posted on radio, social media and within the community if required.

##### 4.8.3 Hamlet and Hunters and Trappers Association

Continued consultation and coordination of construction activities will be conducted with the HTO and Hamlet throughout construction.

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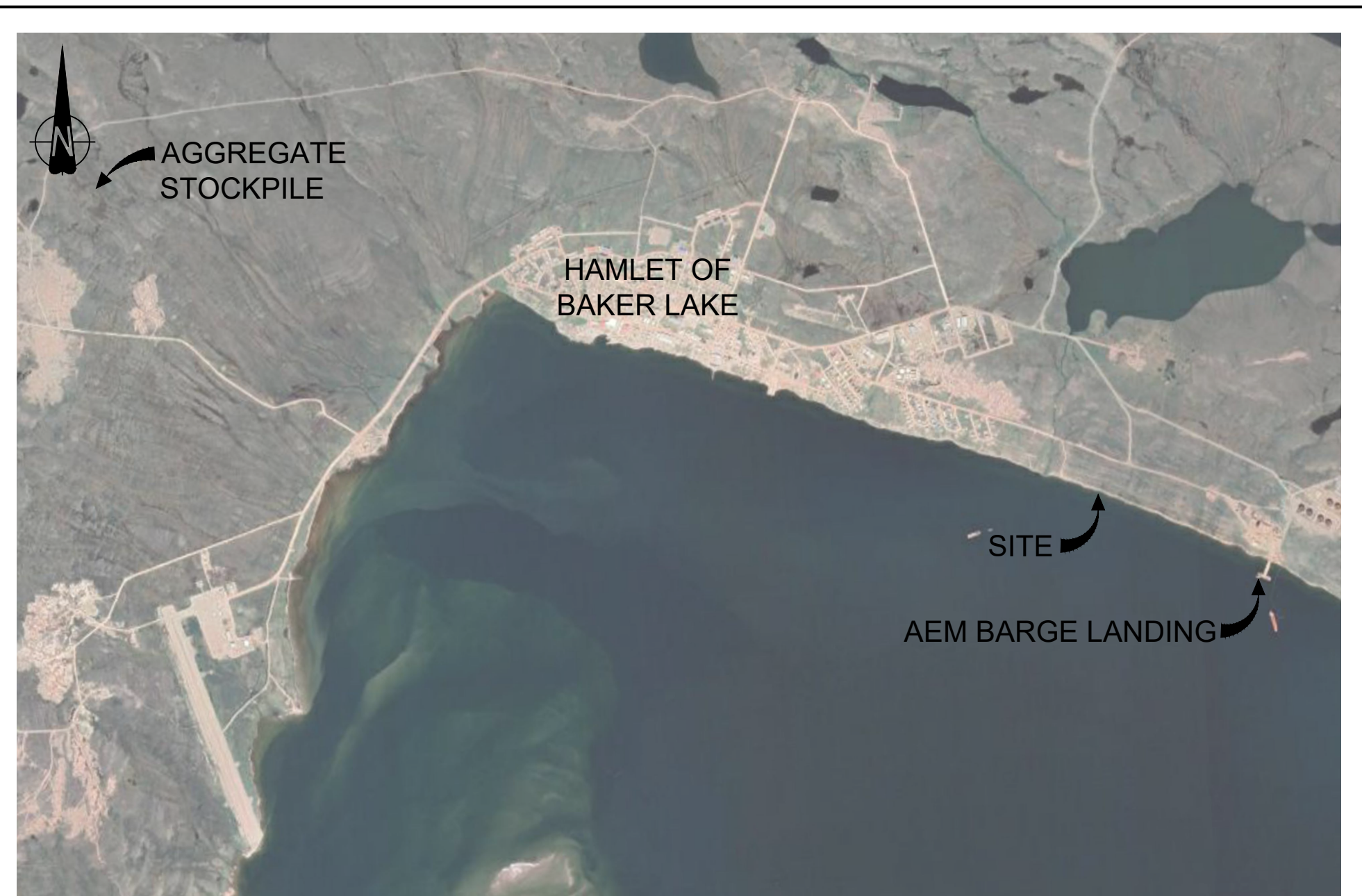
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# Appendix A: Design Drawings

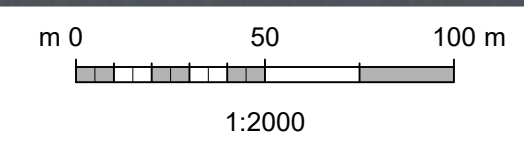




**KEY PLAN**  
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**PLAN**  
1:2000



**NOTES:**

- FOR GENERAL NOTES, SEE DWG. 317086-48113-00-MA-DGA-0001.

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C	20-MAR-25	RE-ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	AD	-		
B	23-OCT-23	RE-ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		
A	29MAY-23	ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		

D SHEET	SCALE	SHOWN
WORLEY PROJECT No		
317086-48113		


ENGINEERING AND PERMIT STAMPS (As Required)

**PRELIMINARY**


DO NOT USE FOR CONSTRUCTION

Last Saved: Mar. 20/25 9:48am

CUSTOMER



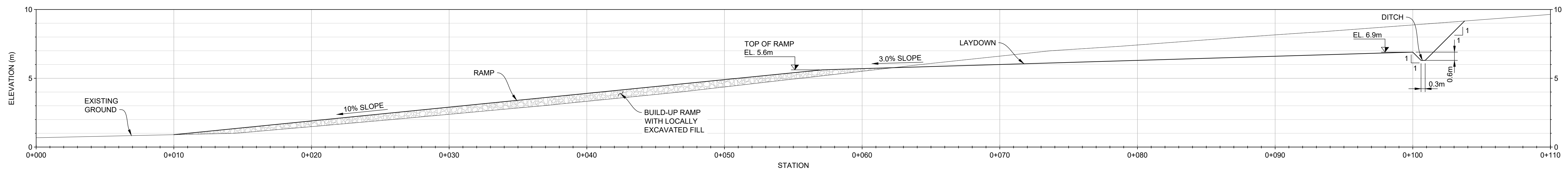
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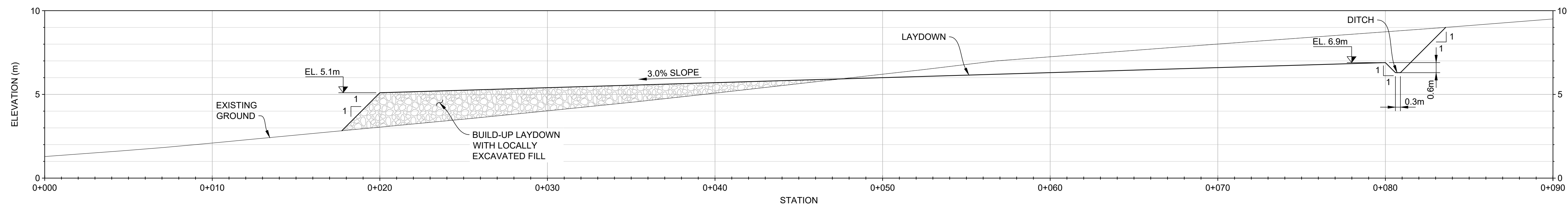
**HAMLET OF BAKER LAKE  
SEALIFT INFRASTRUCTURE  
EXISTING SITE PLAN**

DRG No	Drawing A-1	REV	D
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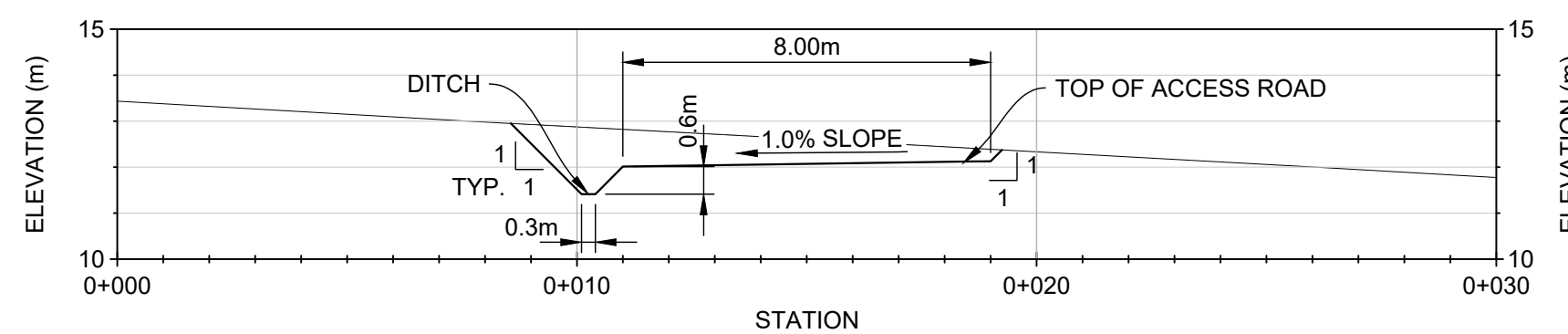
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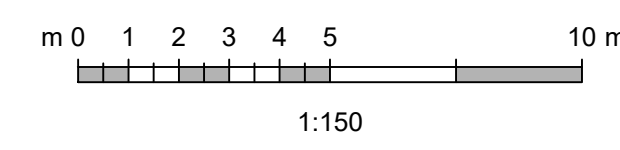
SECTION A LAYDOWN WITH RAMP  
1:150



SECTION B LAYDOWN  
1:150



SECTION E ACCESS ROAD  
1:150




NOTES:  
1. FOR GENERAL NOTES, SEE DWG. 317086-48113-00-MA-DGA-0001.


REV	DATE	REVISION DESCRIPTION	DRAWN	DRAFT CHK	DESIGNED	ENG CHK	APPROVED	QAR	REF DRAWING No	REFERENCE DRAWING TITLE
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C	20-MAR-25	RE-ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	AD	-		
B	23-OCT-23	RE-ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		
A	29-MAY-23	ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		

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WORLEY PROJECT No			
317086-48113			

CUSTOMER



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**HAMLET OF BAKER LAKE  
SEALIFT INFRASTRUCTURE  
TYPICAL SECTIONS**

DRG No **Drawing A-2** REV **D**

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# Appendix B: Pertinent Acts and Legislation





- Section 36: Subject to subsection (4), no person shall deposit or permit the deposit of a deleterious substance of any type in water frequented by fish or in any place under any conditions where the deleterious substance or any other deleterious substance that results from the deposit of the deleterious substance may enter any such water.
- Aquatic Invasive Species Regulations (AISR).
  - Sections 6 to 10 prohibit any person to import, possess, transport, release, or introduce members of species set out in Part 2 of the schedule into or within areas detailed within the schedule, unless otherwise exempt as outlined within Sections 11 to 17.
- *Species at Risk Act (SARA)*.
  - Section 2(1): wildlife species means a species, subspecies, variety or geographically or genetically distinct population of animal or plant.
  - Section 32(1): No person shall kill, harm, harass, capture or take an individual of a wildlife species that is listed as an extirpated species, an endangered species or a threatened species.
  - Section 33: No person shall damage or destroy the residence of one or more individuals of a wildlife species that is listed as an endangered species or a threatened species, or that is listed as an extirpated species if a recovery strategy has recommended the reintroduction of the species into the wild in Canada.
  - Section 36(1): If a wildlife species that is not listed has been classified as an endangered species or a threatened species by a provincial or territorial minister, no person shall: (a) kill, harm, harass, capture or take an individual of that species that is on federal lands in the province or territory; (b) possess, collect, buy, sell or trade an individual of that species that is on federal lands in the province or territory, or any part or derivative of such an individual; or (c) damage or destroy the residence of one or more individuals of that species that is on federal lands in the province or territory.
  - Section 58(1) prohibits the damage or destruction of any part of designated critical habitat of a threatened, endangered, or extirpated species.
- Environment and Climate Change Canada (ECCC)
  - ECCC is the AHJ for Section 36 of the *Fisheries Act*, and to meet this requirement, the CEMP has measures in place to confirm that there are no deleterious substances in the marine environment due to the Project.
  - Furthermore, ECCC, through the Canadian Wildlife Service (CWS), administers the *Migratory Birds Convention Act (MBCA)* (1994) and associated *Migratory Birds Regulations* (2022) to protect and conserve migratory birds in Canada. ECCC is likely to be engaged by the NIRB during their public consultation process. Any damage to migratory birds, their eggs, or active nests would require consultation with ECCC.
- *Migratory Birds Convention Act*.
  - *Migratory Birds Regulations*.

- Section 6: Subject to subsection 5(9), no person shall (a) disturb, destroy or take a nest, egg, nest shelter, eider duck shelter or duck box of a migratory bird, or (b) have in his possession a live migratory bird, or a carcass, skin, nest or egg of a migratory bird except under authority of a permit therefor.

## Territorial

- *Commissioner's Land Act*
  - Commissioner's Land Regulations.
- *Environmental Protection Act.*
  - Part 5 states that: *"Subject to subsection (3), no person shall discharge or permit the discharge of a contaminant into the environment...Unless the discharge is authorized by this Act or the regulations or by an order issued under this Act or the regulations"*.
  - Spill Contingency Planning and Reporting Regulations (R-068-93).
- *Explosives Use Act.*
- *Fire Safety Act.*
- *Nunavut Lands Claim Agreement Act:*
  - Article 13 Part 7 states that: *"With the exception of domestic or emergency use of waters as set out in Section 5 of the Northern Inland Waters Act RSC 1985, c. N-25, no person may use water or dispose of waste into water without the approval of the Nunavut Water Board"*.
- *Nunavut Agreement.*
  - Section 33 in part states that: *"a permit holder shall not survey, investigate, excavate or alter an archaeological site without the consent of the title holder to the land."*
- *Nunavut Act.*
  - Nunavut Archaeological and Palaeontological Sites Regulations:
    - Part 5(1) states that: *"No person shall excavate, alter or otherwise disturb an archaeological site, or remove an archaeological artifact from an archaeological site, without a Class 2 permit."*
- NuPPAA.
- *Nunavut Waters and Nunavut Surface Rights Tribunal Act (NWNSRTA).*
  - Nunavut Water Regulations.
- *Public Health Act.*
- *Public Safety Act.*
- *Transportation of Dangerous Goods Act.*
- *Wildlife Act.*
  - Section 90(1): No person shall intentionally feed a wild animal.

- Section 90(2): No person shall deposit or place in, on or about a place an attractant, if there is a reasonable likelihood that it would endanger a person, a wild animal or a domestic animal.
- Section 72(1): Unless lawfully harvesting eggs, no person shall injure, molest or destroy an egg of a bird.
- Section 72(2): Unless lawfully harvesting down, no person shall injure, molest or destroy (a) the nest of a bird when the nest is occupied by a bird or its eggs; or (b) the nest of any bird of prey or prescribed bird.
- Section 73(1): No person shall, unless authorized by a licence, (a) engage in any activity, other than harvesting, that is likely to result in a significant disturbance to a substantial number of wildlife; or (b) break into, destroy or damage any abode of a bear, fox, beaver, muskrat, weasel, wolf or wolverine outside any municipality or prescribed area.
- Territorial Land Act
  - Territorial Land Use Regulations:
    - Part 16 states that: *“If, in the course of a land use operation, a suspected historic or archaeological site or burial site is unearthed or otherwise discovered, the permittee shall immediately:*
      - (a) *suspend the land use operation on the site.*
      - (b) *notify the engineer or an inspector of the location of the site and the nature of any unearthed materials, structures or artifacts”.*

### Municipal

- By-Law 93 Land Administration.
- By-Law 218 Community Plan.
- By-Law 219 Zoning.

# Appendix C: Supplemental Tables



**Table C- 1: Valued Ecosystem and Socio-Economic Components Pertinent to the Project**

Category	Component	Addressed in CEMP	Component in Table 4-1
Physical	Designated Environmental Areas	-	-
	Geological Site Conditions and Marine Sediment Quality	-	-
	Surface Features	✓	Yes
	Ground Stability and Permafrost	-	-
	Hydrology	-	-
	Air Quality	✓	Yes
	Noise	✓	Yes
	Climate Conditions	-	-
	Marine Water and Sediment Quality	✓	Yes
	Coastal Morphology	-	-
	Bathymetry	-	-
	Tides and Currents	-	-
Biological	Terrestrial vegetation (including rare plants)	-	-
	Terrestrial Wildlife (including habitat and migratory patterns)	✓	Yes
	Migratory and Marine Birds (including habitat and migratory patterns)	✓	Yes
	Fish Habitat (including marine vegetation)	✓	Yes
	Fish and Marine Mammals	✓	Yes
	Species at Risk	✓	Yes
Socio-Economic	Employment, Training and Business Opportunities	✓	Yes
	Land and Resource Use	✓	Yes
	Local and Regional Traffic Patterns	✓	Yes
	Human Health and Community Wellness	✓	Yes
	Community Infrastructure and Services	✓	N/A
	Archaeological and Culturally Significant Sites	✓	Yes

Table C-2: Nunavut Impact Review Board Environmental and Socio-economic Effect Table

	Physical	Designated Environmental Areas	Geological Site Conditions	Surface Features	Ground Stability and Permafrost	Hydrology	Air Quality	Noise	Climate Conditions	Marine Sediment and Water Quality	Coastal Morphology and Bathymetry	Tides and Currents	Biological	Vegetation (Terrestrial)	Wildlife	Birds (Migratory and Marine)	Marine Fish Habitat	Fish and Marine Mammals	Species at Risk	Socio-Economic	Employment, training and business opportunities	Land and resource use	Tourism	Local and regional traffic patterns	Community Health and Wellness	Community Infrastructure and services	Archaeological and Culturally Significant Sites
<b>Construction</b>																											
Mobilization / Demobilization of equipment		-	-	-	-	-	M	M	-	M	-	-		P	P	P	P	M	P		-	-	-	M	P	M	-
Operation of Equipment		-	-	-	-	-	M	M	-	M	-	-		M	M	M	M	M	M		P	M	-	M	P	P	M
Fuel storage, refueling, accidental spills		-	-	-	-	M	M	-	-	M	-	-		M	M	M	M	M	M		-	M	-	M	M	M	M
Equipment storage		-	-	-	-	-	-	-	-	-	-	-		M	P	M	-	-	P		-	M	-	-	M	M	-
Infill		-	M	M	-	M	M	M	-	M	-	-		M	M	M	-	-	-		P	M	-	M	M	M	M
Area lighting/electrical installation		-	-	-	-	M	M	M	-	-	-	-		-	M	M	M	M	M		P	M	-	M	M	M	M
<b>Operation</b>																											
Not applicable, as it's infrastructure support to replace existing infrastructure																											

	Physical	Designated Environmental Areas	Geological Site Conditions	Surface Features	Ground Stability and Permafrost	Hydrology	Air Quality	Noise	Climate Conditions	Marine Sediment and Water Quality	Coastal Morphology and Bathymetry	Tides and Currents	Biological	Vegetation (Terrestrial)	Wildlife	Birds (Migratory and Marine)	Marine Fish Habitat	Fish and Marine Mammals	Species at Risk	Socio-Economic	Employment, training and business opportunities	Land and resource use	Tourism	Local and regional traffic patterns	Community Health and Wellness	Community Infrastructure and services	Archaeological and Culturally Significant Sites
Decommissioning																											
Not applicable.																											

Note: see Table 3-1 for screening assessment categories

# Appendix D: Community Plan and Zoning By-Law Poster



# BAKER LAKE COMMUNITY PLAN AND ZONING BY-LAW

## SCHEDULE 1 - COMMUNITY PLAN

### SECTION 1. INTRODUCTION

**1.1 Purpose of the Plan**  
The purpose of the Baker Lake Community Plan is to outline Council's policies for managing the physical development of the Hamlet for the next 20 years - to 2033. The Community Plan was created through a community consultation process and reflects the needs and desires of the Community. The Community Plan builds on previous plans, while incorporating new challenges, issues and needs identified by the Community.

**1.2 Goals of the Community Plan**  
Community Plan policies emerge from the values of a community and its vision of how it would like to grow. The goals established for this Community Plan are:  
1. To develop in an orderly fashion creating a safe, healthy, functional, and attractive community that reflects community values and culture.  
2. To promote the Plan as a tool for making effective and consistent decisions regarding land use and development in the community.  
3. To ensure an adequate supply of land for all types of uses to support the growth and change of the community.  
4. To build upon community values of participation and unity to support community projects and local economic development.  
5. To protect the natural beauty of "Nunavut", protect viewpoints to the water, and retain waterfront and lakeshore areas for public uses and traditional activities.

**1.3 Administration of the Plan**  
The Community Plan is enacted by By-law. Changes to the Plan can be made by amending the By-laws in accordance with the *Nunavut Planning Act*. The Community Plan should be reviewed and updated every five years as required by the *Nunavut Planning Act*. A Zoning By-law is also being enacted for the purpose of implementing detailed policies based on the Community Plan. All development must follow the intent of the Community Plan and Zoning By-law. The Community Plan includes Schedule 1 (Plan Policy Text), Schedule 2 (General Land Use Map) and Schedule 3a-3c (Community Plan Map and Airport Area).

a) Plan for a 2033 population range of between 2,554 to 2,754 people  
b) Density sufficient land on the Community Plan to meet the needs of the projected 2033 population.  
c) Review the Community Plan in 5 years, in 2018, to reassess actual rates of growth and community needs.  
d) Council will generally phase new land development as follows:  
i) 2015 - 2018  
• Build on existing vacant lots within the built-up area;  
• Develop Phase 1, 2, 3, and 4 residential subdivisions;  
• Develop additional industrial lots;  
• Develop commercial land near airport.  
ii) 2018 - 2023  
• Develop Phase 5 subdivisions (a, b, c);  
• Develop industrial subdivision near old landfill site, if required;  
• Develop new barge landing, dock and seafront.  
iii) 2023 - 2033  
• Redevelop and develop Municipal Reserve areas (as required).  
e) Council may change the phasing of development without amendment to this Plan.

### SECTION 3. GENERAL POLICIES

The following policies of Council apply to all development in the Hamlet regardless of land use designation.  
a) All service connections to buildings shall be easily accessed from the front yard on all lots and grouped together, where possible.  
b) Access to new buildings will avoid, where possible, main entrances on the south-southeast side to reduce problems associated with snow drifting.  
c) Buildings shall be sited to respect setbacks identified on the Zoning Chart.  
d) Any building over 500m<sup>2</sup> in gross floor area shall consider potential wind impacts on surrounding development. A wind study may be required by the Development Officer. Curbs are required and shall be installed at the access points to lots.  
e) On any portion of a lot where fill is introduced, drainage shall be directed towards the public road. Exceptions may be made by the Development Officer. Where possible, drainage troughs shall not be located in Utility Right-of-Way or Easements.  
f) Road windings may be obtained as required at the time of development or redevelopment of a lot in situations where the road right of way is less than 16 metres wide.  
g) Consideration shall be given to the development of a Master Drainage Plan for the entire community and the adoption of a snow plowing by-law.  
h) Utilities or communication facilities shall be permitted in any land use designation. Other than designated Rights-of-Way or Easements for Utility or Communication lines, Easements alongside roadways, marked between the edge of the roadway and lot lines, will be used for distribution lines, with a minimum clearance, as specified in the Utility Corporation's Joint Use Agreement.  
i) The Hamlet will pile snow in locations to minimize snow drifting and where spring melt run-off can be properly channeled to drainage ditches or water bodies.  
j) A minimum setback distance of 30.5m (100 feet) shall be maintained, except subject to terms and conditions of the Hamlet Council.  
k) The Hamlet shall protect any cemeteries and sites of archaeological, ethnographical or historical significance from disturbance.  
l) The Hamlet shall encourage development that minimizes emissions from fossil fuels, that are energy efficient and that consider alternative energy supply technology.  
m) The Hamlet shall work with the National Planning Commission to ensure that the Baker Lake Community Plan and the future Kivalliq Regional Land Use Plan are compatible.

### SECTION 4. LAND USE DESIGNATION

**4.1 Residential**  
The Residential designation provides land for primarily residential uses, but also permits other small-scale conditional uses subject to the approval of Council. The policies of Council are intended to maintain an adequate supply of land for residential development, to build safe and livable neighbourhoods and to protect residential areas from inappropriate development. The policies of Council are:  
a) The Residential designation will be used primarily for housing with all types of dwelling types permitted. Other related residential uses such as a group home, a home occupation, or bed and breakfast will also be permitted.  
b) Residential development will be phased so that a target minimum of 2 hectares of vacant surveyed land is available at any given time.

**4.2 Community Core**  
The Community Core designation defines the core area of the community which provides a local point for community amenities, cultural activities, and tourism. Given the important role the Community Core plays in defining community and cultural identity, specific policies are adopted for this area. Policies are aimed at maintaining the community uses and a mix of services commercial and tourism related uses, allowing limited types of residential uses, improving the character of development, increasing pedestrian safety and beautifying the streetscape. The policies of Council are:  
a) The Community Core designation will permit all uses permitted in the Community Use designation and retail commercial and tourism or visitor related uses. Residential uses will be conditionally permitted by Council and only multi-unit dwellings or dwelling units in non-residential buildings above the ground floor will be permitted.  
b) Council may adopt a Downtown Beautification Plan which provides more details on the character of development in the Community Core and provides an action and phasing plan for improvements such as sidewalks, street lighting, parking, road windings, signage, public art, as outlined in the Plan.  
c) Council will consider granting a land credit to the GM Department of Education for future land applications in return for the re-alignment of the road on the west side of the High School.  
d) Council shall seek opportunities and encourage the relocation of industrial uses and low density residential uses outside the Community Core over time by considering land swaps and/or other incentives.  
e) Front yard parking will not be permitted for any new development of a significant size in the Community Core. Parking will be provided at the site or rear of the building. Parking spaces that require vehicles to back-out onto the municipal road will also not be permitted.  
f) Give priority for the development of a defined walkway as shown on the Community Land Use Map. Monetary contributions for the construction of the walkway may be requested as a condition of development approval.

### 4.3 Community Use

The Community Use designation is intended to maintain an adequate supply of land for community uses, to provide easy access to public facilities and services, and to relieve significant and important locations for community uses. The policies of Council are:  
a) The Community Use designation will be used primarily for public uses (i.e. social, cultural, religious, or educational) and government services.  
b) Community facilities will be centrally located to ensure safe and convenient access by residents.

### 4.4 Commercial

The Commercial designation is intended to support local economic development by maintaining an adequate supply of land for commercial uses in a central location with good access from the community. The policies of Council are:  
a) The Commercial designation will be used for commercial uses such as hotels, restaurants, retail, personal and business services, and offices.  
b) Residential uses shall be permitted when located above a ground floor commercial use.  
c) Commercial facilities will be located along main roads, where possible, to provide safe and convenient access by residents.  
d) Council will encourage the re-use or redevelopment of existing commercial sites within the existing townsite.

### 4.5 Open Space

The Open Space designation is intended to protect shoreline environments, maintain access to the sea and to reserve open spaces within the built up area for recreational uses and cultural events. The policies of Council are:  
a) The Open Space designation will be used primarily for parks, walking trails, traditional and recreational uses such as beach stumps, harbour uses, boat storage, dog housing, community docks, temporary storage of seal materials and equipment during seal operations, and municipal infrastructure such as a water pump house. All uses are conditional and at the discretion of Council.  
b) Owners of development will be required to maintain the development and keep the surrounding area tidy.  
c) A playground should be located within 300m walking distance from any residence in the community.  
d) Unless otherwise noted, all Commissioner's Land forming part of the 100-foot strip (30.5 m) along the shoreline measured from the ordinary high water mark will be designated Open Space.  
e) No development is permitted within 30 metres from the normal high water mark of any river or major creek. Council may consider the filling of a waterbody where it is needed for future development provided that the appropriate approvals are obtained.  
f) Open Space corridors will be protected for trail connections and drainage channels.

### 4.6 Industrial

The Industrial designation is intended to reduce the negative effects and dangers associated with industrial uses such as noise, dust, odours, truck travel and the storage of potentially hazardous substances by concentrating these uses on the periphery of the townsite. The policies of Council are:  
a) Permitted uses in the Industrial designation will include all forms of manufacturing, processing, warehousing and storage uses. Permitted uses will also include garages, power generation plants, and fuel storage.  
b) Council will develop a new industrial subdivision near the old landfill site to minimize land use conflicts and to ensure land closer to the townsite for residential and community uses. Council will work with local businesses and government operators to identify opportunities to relocate over time non-conforming industrial uses (e.g. garages, warehouses) to the new industrial subdivision.  
c) Council will explore the opportunity of a public/private partnership with mining interests to develop a new dock and barge landing site at the east end of town.

### 4.7 Transportation

The Transportation designation is intended to protect and ensure the safe operation of airport and related activities such as the NavCanada communications site. The policies of Council are:  
a) Permitted uses in the Transportation designation includes all activities related to air traffic and uses necessary to these activities such as related communications and communications sites.  
b) All development within the 4km boundary of the airport, as shown on Schedule 2, shall comply with the Baker Lake Airport Zoning Regulations. Development applications shall be referred to NavCanada for review and approval where development is proposed adjacent to the airport and/or where development has the potential to interfere with airport operations.  
c) All development within the Transportation Influence Zone of the communications facility is subject to the approval of NavCanada.  
d) Council will discourage the use of travelled pathways that are not identified as public right-of-ways.

### 4.8 Hinterland

The Hinterland designation applies to all unsurveyed land within the Municipal Boundary not designated by another land use and is intended to protect the natural beauty and cultural resources of the land - "Nunavut" - while providing access for traditional, recreational and tourism activities, as well as quarrying. The policies of Council are:  
a) The Hinterland designation generally permits traditional, tourism and passive recreational uses. Permitted uses also include dog teams, quarrying, and infrastructure projects for local economic development.  
b) Council shall ensure that development does not negatively impact wildlife, wildlife habitat and harvesting and is consistent with the guiding principles of Inuit Qanuqpijngut.

### 4.9 Waste Disposal

The Waste Disposal designation is intended to identify existing or former waste disposal sites and ensure required development setbacks. The policies of Council are:  
a) The Waste Disposal designation permits no development except those uses accessory to the operation or remediation of a waste disposal site.  
b) The Hamlet shall prohibit the development of residential uses and uses involving food storage or food preparation within the 450 metre setback from any existing or former waste disposal site, pursuant to the General Sanitation Regulations of the Public Health Act.  
c) The Hamlet shall prohibit the development of any public road allowance or cemetery within a 50m setback from a waste disposal ground, pursuant to the General Sanitation Regulation of the Public Health Act.  
d) The Hamlet will evaluate options for long-term sewage treatment. The evaluation will consider cost-effectiveness, the degree of environmental protection and the land use designation.  
e) The Hamlet shall prohibit the development of any public road allowance or cemetery within a 50m setback from a waste disposal ground, pursuant to the General Sanitation Regulation of the Public Health Act.  
f) The Hamlet will evaluate all possible options for long-term use, including:  
i. the suitability of the existing landfill site for long-term use;  
ii. the use of an incinerator;  
iii. metal recovery projects; and  
iv. complementary strategies, such as source reduction, reuse, and recycling of waste materials.

### 4.10 Granular Resources

The Granular Resources designation is intended to protect aggregate deposits for future extraction. The policies of Council are:  
a) The Granular Resources designation does not permit any development except uses accessory to the operation or remediation of a quarry or gravel pit.

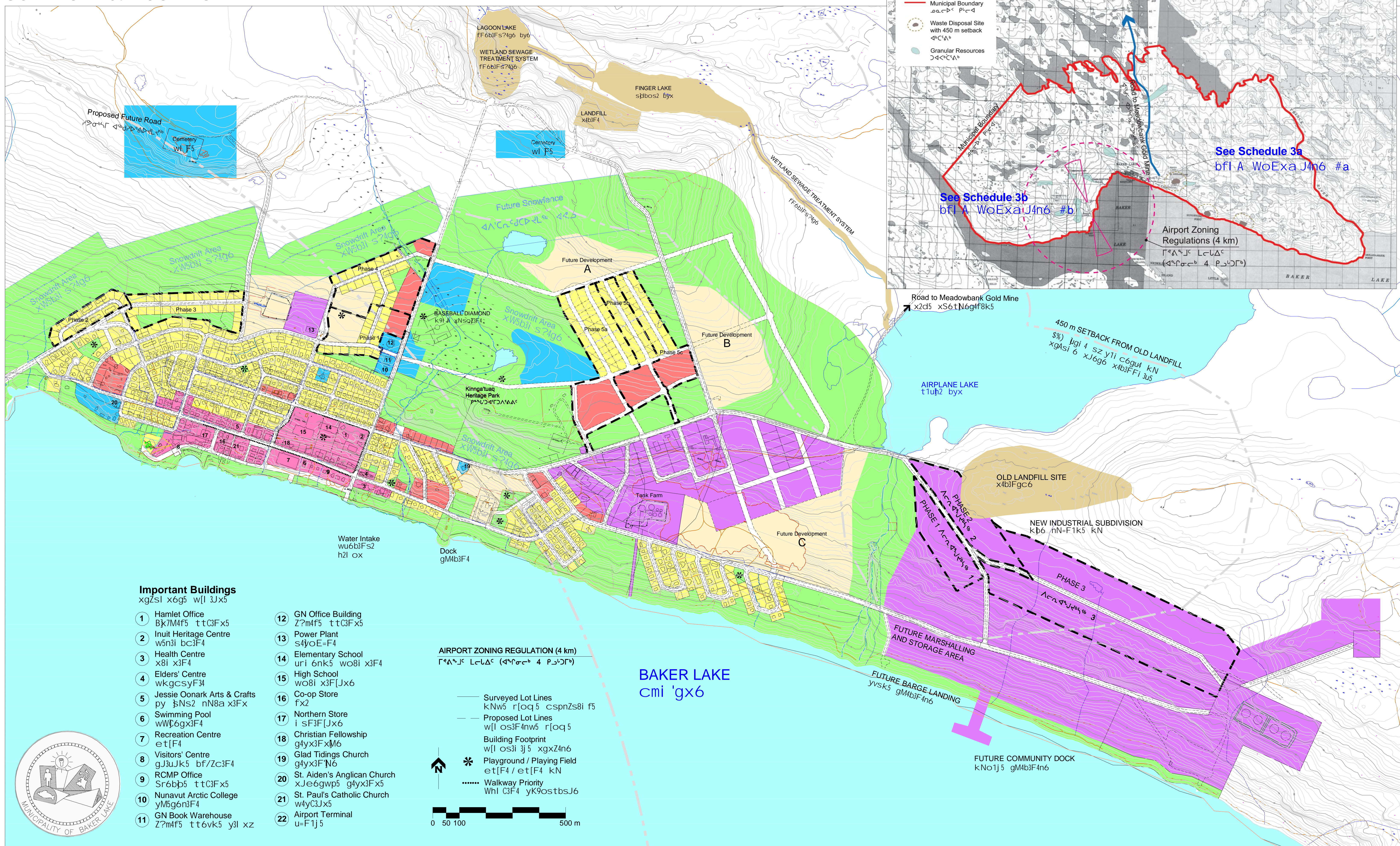
### 4.11 Municipal Reserve

The Municipal Reserve designation is intended to reserve land for the future growth of the community. The policies of Council are:  
a) The Municipal Reserve designation does not permit any development except temporary uses approved by Council.  
b) Municipal Reserve lands shall be redesignated by amendment to this Plan prior to being used for community expansion.  
c) A conceptual road network is shown on some of the Municipal Reserve lands which considers connections with existing road network, future land uses, prevailing wind direction, slope orientation, drainage and topography. The concept may need to be changed according to community needs during the detailed subdivision design process.  
d) Lands designated Municipal Reserve near the old power plant may be affected by significant environmental constraints to development, such as contaminated soils and poor drainage. All constraints shall be cleared of environmental constraints prior to the lands being redesignated for development.

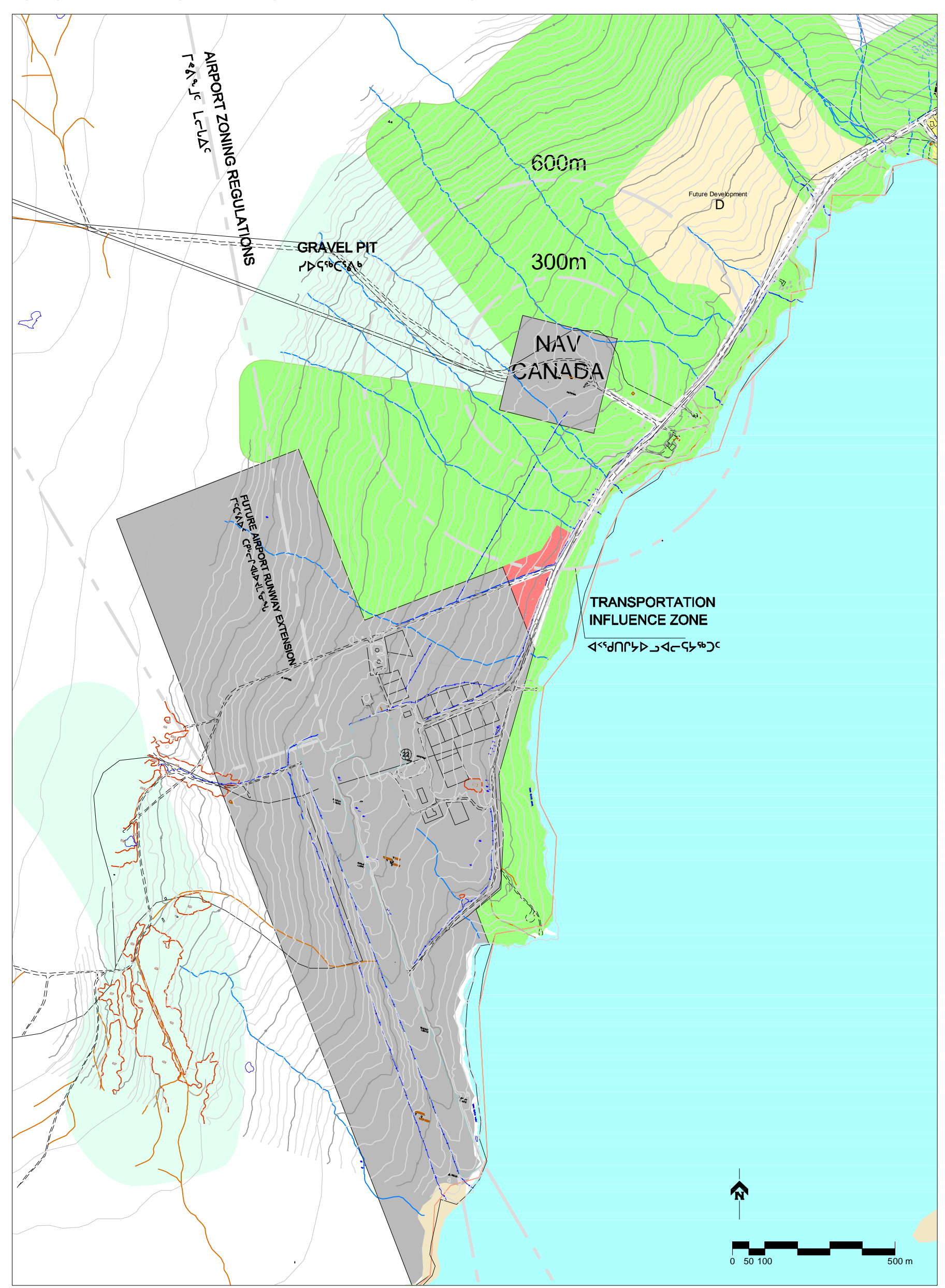
### SECTION 2. COMMUNITY GROWTH AND PHASING POLICIES

At the time of preparation of this Plan, the population of Baker Lake was approximately 1,934 people. This Plan is based on a future population of 2,554 people by 2033, however a potential population of 2,754 is also considered in the case of increased mining activity. It is estimated that an additional 442 to 509 dwelling units will be required to meet the projected population growth, representing the need for approximately 24 to 28 hectares of land for residential development. A further 3 hectares are required for commercial uses, 2.8 hectares for community uses and approximately 10.7 hectares for industrial uses. The policies of Council are:

## SCHEDULE 3a - COMMUNITY PLAN MAP



## SCHEDULE 3b - AIRPORT AREA



## SCHEDULE 4 - ZONE REGULATIONS

Zone	Permitted Uses	Conditional Uses	Zone Requirements	
<b>Residential</b>	Dwelling, single-unit Dwelling, semi-detached or duplex Dwelling, two-unit Park or playground Any accessory building, structure or use, subject to Section 5.1	Bed and breakfast Elder's facility Group home Home occupation Secondary suite Dwelling, multi-unit Dwelling, multi-unit provided that the dwelling unit(s) are above the ground floor Home occupation	a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Rearlot) = 4 metres Side (Frontlot) = 4 metres, or as required by the Fire Marshal Building Height (maximum) 8.5 metres (28 feet)	b) Despite the provisions of Section 6.3(a), for semi-detached dwellings or rowhouse dwellings located on a residential lot, the side yard setback with an attached garage may be reduced to zero. c) Parking or storage of a commercial vehicle having a gross vehicle weight of 4,500 kg or construction equipment including bulldozers, backhoes, hammers, and any vehicles is not permitted. d) The following provisions do not apply to Secondary Suites: i) The suite forms part of a single unit or semi-detached dwelling. ii) The suite is a structure attached or located within the principal dwelling. iii) The suite does not exceed a floor area of 20% of the principal dwelling, or 50m <sup>2</sup> of gross floor area, whichever is less.
<b>Commercial</b>	Bank Commercial recreation Convenience store Coff shop Day care centre Retail store Service shop	Hotel Office Community facility Personal service Coff shop Retail store Service shop	a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Rearlot) = 4 metres Side (Frontlot) = 4 metres, or as required by the Fire Marshal Building Height (maximum) 13 metres (43 feet)	b) No outdoor storage is permitted.
<b>Community Use</b>	Church Communications facility Community facility Community hall or centre Day care centre Educational facility Elder's facility Fire hall	Government office Group home Health care facility Park or playground Police station Public library Public office Any accessory building, utility, structure or use, subject to Section 5.1	a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Rearlot) = 4 metres Side (Frontlot) = 4 metres, or as required by the Fire Marshal Building Height (maximum) 13 metres (43 feet)	b) A covered or screened area for garbage and refuse waste is required.
<b>Community Core</b>	Bank Commercial recreation Convenience store Coff shop Day care centre Office Park or playground	Parking lot Personal service Restaurant Retail store Use permitted in the Community Use Zone (CUZ) Hotel Park or playground	a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Rearlot) = 4 metres Side (Frontlot) = 4 metres, or as required by the Fire Marshal Building Height (maximum) 10.7 metres (35 feet)	b) No outdoor storage is permitted.
<b>Open Space</b>	Archaeological site Beach/shade Boat storage Dock Movement, camp, or vehicle Park or playground Shed for equipment for traditional, outdoor, and recreational activities taking place in the Zone	Snow fence Sports field Temporary outdoor storage of wealth Equipment during shed Wharves facility	a) The following provisions apply to all development in the Open Space Zone: i) Building Height (maximum) 2.1 metres (7 feet) ii) Building Height (maximum) 10.7 metres (35 feet) b) No building or structure shall be located closer than 10m to any side or rear lot line. Dog houses may not be located closer than 30.0 m to a waterbody.	
<b>Industrial</b>	Automotive gas bar Automotive repair, sales or facility Cannery unit Outdoor storage Retail shop Wholesale Communications facility Any accessory building, structure or use, subject to Section 5.1	Community facility Garage staging and loading site with associated Hazardous goods storage Manufacturing plant Power plant Quarry	a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Rearlot) = 4 metres Side (Frontlot) = 4 metres, or as required by the Fire Marshal Building Height (maximum) 10.7 metres (35 feet)	b) Only 1 container unit is permitted on a lot. c) Hazardous goods, storage or sale farm uses shall not be permitted within 30.5 metres of any water body. d) No commercial development involving food storage, handling or preparation shall be permitted within 450m of a waste disposal site.
<b>Granular Resources</b>				
<b>Waste Disposal</b>				
<b>Hinterland</b>	Archaeological site Dog team Temporary tenting or camping	Beach/shade Cabin Cannery Commercial building Communications facility Permanent hunting and fishing cabin or camp Pasture Tourist facilities Any accessory building, structure or use, subject to Section 5.1	a) Any development within the Transportation Influence Zone as indicated on the Land Use Map shall be subject to the approval of NAV Canada. b) No development is permitted within 150 metres downward of any snow fence without the approval of NAV Canada. c) No development is permitted within 200 metres of a wind tower. d) No development is permitted within 100 metres of an Archaeological Site or Paleontological Site.	
<b>Transportation</b>	Airport and related uses Communications facility Service shop Sea or facility		a) Any development within a 400m radius of the airport reference point, as indicated on the Land Use Map, is subject to the Baker Lake Airport Zoning Regulations and shall be subject to the approval of NAV Canada and NavCanada. b) No development shall occur within 150m of the Non-Designated Season (NDS) Site. c) No development is permitted in the MR Zone unless the use is temporary, subject to Council approval.	
<b>Municipal Reserve</b>				

**BAKER LAKE COMMUNITY PLAN BY-LAW No. 218**  
A By-law of the Hamlet of Baker Lake in Nunavut Territory to adopt a Community Plan pursuant to the provisions of the Planning Act, RSN/RT, 1988, c. P-7, L-4.  
WHEREAS the Council of the Hamlet of Baker Lake has prepared a General Plan, referred to as the "Baker Lake Community Plan", in accordance with the Planning Act;  
NOW THEREFORE, the Council of the Hamlet of Baker Lake, duly assembled, enacts as follows:  
1. Schedules 1, 2, 3a and 3b of this By-law form part of the By-law.  
2. This By-law may be cited as the "Baker Lake Community Plan".  
3. This By-law shall come into full force and effect on the date of its Third Reading.  
4. By-law No. 172 of the Hamlet of Baker Lake, and all amendments thereto, is hereby repealed.  
READ a first time this 13th day of December, 2012 A.D.  
David Akeene Mayor Dennis Zetter Senior Administrative Officer  
After due notice and a Public Hearing, READ a second time this 7th day of March, 2013 A.D.  
Joe Appalutiq Mayor Dennis Zetter Senior Administrative Officer  
APPROVED by the Mayor of Community and Government Services this \_\_\_ day of \_\_\_\_\_, 2013 A.D.  
Mikavak  
READ a third time this \_\_\_ day of \_\_\_\_\_, 2013 A.D.  
Joe Appalutiq Mayor Dennis Zetter Senior Administrative Officer

**BAKER LAKE ZONING BY-LAW BY-LAW No. 219**  
A By-law of the Hamlet of Baker Lake in Nunavut Territory to adopt a Zoning By-law pursuant to the provisions of the Planning Act, RSN/RT, 1988, c. P-7, L-3.  
WHEREAS the Council of the Hamlet of Baker Lake has prepared a General Plan, and  
NOW THEREFORE, the Council of the Hamlet of Baker Lake, duly assembled, enacts as follows:  
1. Schedules 1, 2, 3a, 3b and 4 of this By-law are declared to form part of the By-law.  
2. This By-law may be cited as the "Baker Lake Zoning By-law".  
3. This By-law shall come into full force and effect on the date of its Third Reading.  
4. By-law No. 173 of the Hamlet of Baker Lake, and all amendments thereto, is hereby repealed.  
READ a first time this 13th day of December, 2012  
David Akeene Mayor Dennis Zetter Senior Administrative Officer  
After due notice and a Public Hearing, READ a second time this 7th day of March, 2013  
Joe Appalutiq Mayor Dennis Zetter Senior Administrative Officer  
APPROVED by the Mayor of Community and Government Services this \_\_\_ day of \_\_\_\_\_, 2013  
Mikavak  
READ a third time this \_\_\_ day of \_\_\_\_\_, 2013  
Joe Appalutiq Mayor Dennis Zetter Senior Administrative Officer

# Appendix E: Baker Lake Letter of Support





Telephone: 867-793-2874

Fax: 867-793-2509

BAKER LAKE, NU  
X0C 0A0

March 6<sup>th</sup> 2020

Mr. Matthew Bowler  
Government of Nunavut  
Department of Economic Development & Transportation  
P.O. Box 1000, Station 1570  
Iqaluit, Nunavut X0A 0H0

Dear Mr. Matthew Bowler:

**RE: Baker Lake Marine Needs**

On behalf of the Mayor and Council of the Municipality of Baker Lake, please accept this letter as our support for the work of Advisian regarding marine needs in Baker Lake.

Our community has seen steady growth since Agnico Eagle opened its first gold mine outside of Baker Lake some 10 plus years ago; we anticipate this growth to continue. This growth has seen a significant increase in marine traffic over this period and as indicated we expect this to continue.

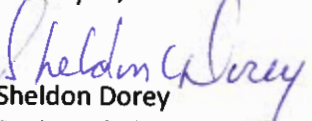
Our current "community sealift docking and staging area", where all the communities annual sealift supplies are offloaded and marshalled is in the center of our community. During the offloading times this area becomes very congested and causes safety concerns for our residents.

Another concern, our community has, relates to the proximity of this docking / staging area to our intake for the potable drinking water supply; the docking area is approximately 1,500 feet away from the water intake.

The Municipality of Baker Lake is in need of new marine infrastructure that can accommodate our community's reliance on the annual sealift to replenish supplies for our growing community as well as reduce the concerns related to our potable water supply by relocating the sealift area to a proposed area some 2 km down the shore.

Our Mayor and Council fully supports Advisian's work and we look forward to continuing the efforts that will improve the marine infrastructure situation in our growing community. If you require any further information, please feel free to contact me at (867) 793 – 2874.

Thank you,

  
Sheldon Dorey  
Senior Administrative Officer  
Municipality of Baker Lake



April 17, 2020

Harald Kullman  
Senior Project Manager, Parts and Marine Terminals  
Suite 500, 4321 Still Creek Drive  
Burnaby, BC  
V5C 6S7

Dear Harald,

**RE: Support Letter for OPP Sealift Project in Baker Lake, NU**

The BLHTO board of directors fully support your proposed project on our sealift location project in Baker Lake. We also appreciate you coming into Baker Lake to discuss your plans on this project with the Baker Lake Hunters and Trappers Organization board.

If you have any questions, feel free to contact our office at 867-793-2520 or email to [bakerlake@kivallighto.ca](mailto:bakerlake@kivallighto.ca)

Thank you.

Sincerely,

Philip Putumiraqtuq  
Chairperson  
Baker Lake Hunters and Trappers Organization