1 Project Overview

1.1 Introduction

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 sealift and laydown area (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 Project in the Hamlet of Baker Lake. 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 3-1, Appendix A). The Project is consistent with the community's land use and zoning plan, and the land is already appropriately zoned. The Baker Lake Community Plan and Zoning By-Law is provided in Appendix B.

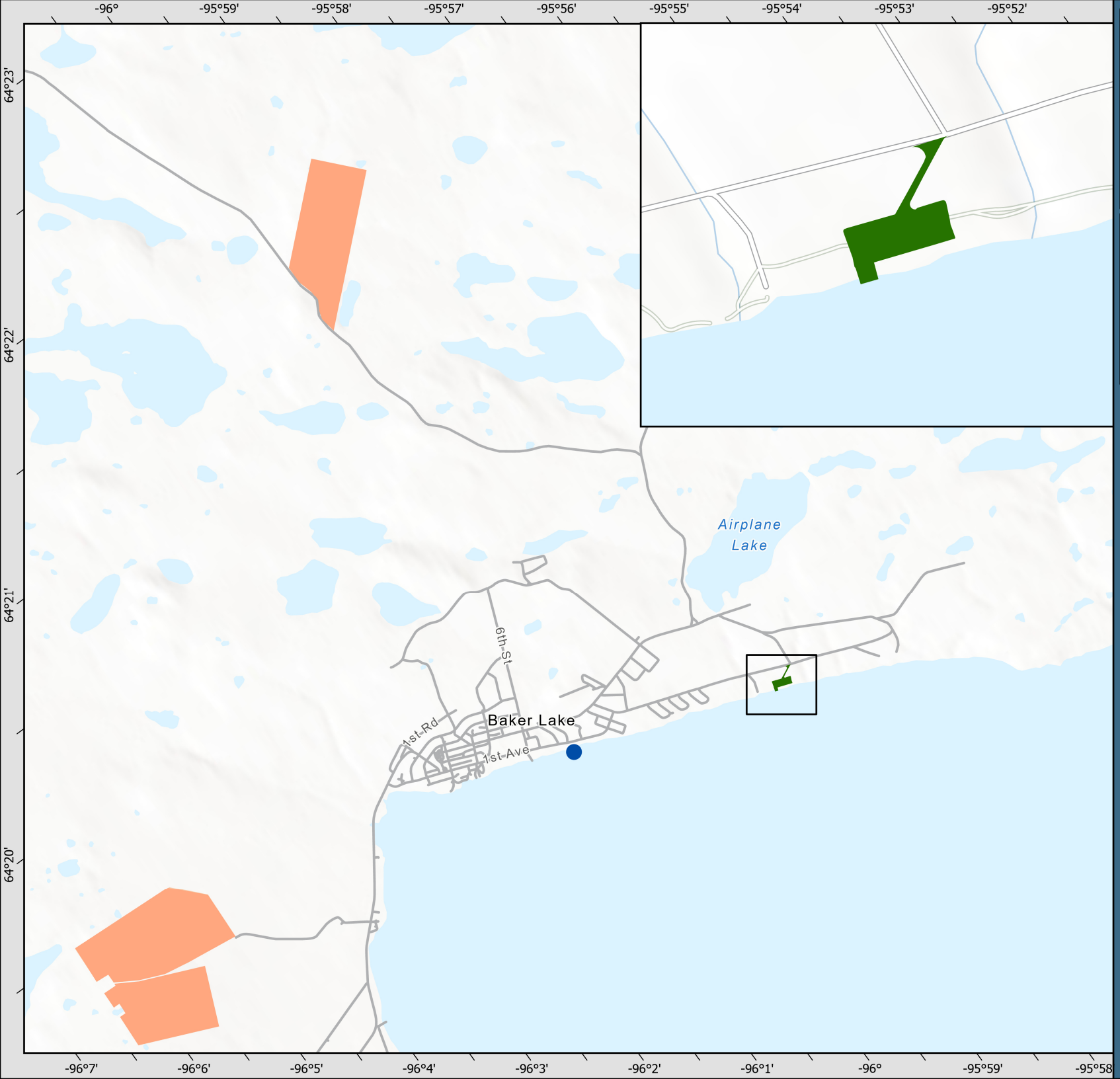
This letter provides details for the Project to support screening by the Nunavut Impact Review Board (NIRB).

1.2 Project Location

The Hamlet of Baker Lake is located on the northwestern shore of Baker Lake in the Kivalliq Region of Nunavut (64°18.583' N, 95°58.485' W) (Figure 1-1). The community conforms with the Keewatin Regional Land Use Plan (KRLUP) (NPC, 2000)). While Baker Lake is within the NBRLUP, the Recommended Nunavut Land Use Plan (RNLUP) (NPC, 2023) will replace the NBRLUP once it is approved.

1.3 Project Name

Baker Lake Sealift and Laydown Area Project (hereafter referred to as the Project).



worley consulting

MUNICIPALITY OF BAKER LAKE

Dynamic Ocean Consulting

New Sealift

Quarries

Existing Sealift

N

Scale: 1:46,000

0 400 800 1,600 m

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

2 Proponent and Representative Details

Contact information for the proponent and representative are provided in Table 2-1.

Table 2-1: Proponent and Contact Information

Information Request	Details
Application: Municipality of Baker Lake	
Applicant's Name	Sheldon Dorey Senior Administrative Officer
Address	P.O. Box 149, 3022 - 4th Avenue Baker Lake, NU X0C 0A0
Telephone	1-867-793-2874
Email	sdorey@bakerlake.ca
Applicant Representative: Dynamic Ocean Consulting Ltd.	
Name	Victoria Burdett-Coutts, MSc, RPBio Senior Marine Scientist and Regulatory Professional
Address	2901 Murray Street Port Moody, British Columbia V3H 1X3
Telephone	1-778-839-2372
Email	victoria@dynamicocean.ca
Design Engineer: Worley Canada Services Ltd.	
Name	Andre Dratwa, MEng, PEng Marine Structural Engineer
Address	Suite 200, 2930 Virtual Way Vancouver, British Columbia VM5 0A5
Telephone	1-778-945-5233
Email	andre.dratwa@worley.com

3 Project Description

3.1 Project Scope

The Project includes the following components:

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

Design drawings are provided in Appendix A, with the General Arrangement provided in Drawing 3-1.

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 six kilometres (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.

PLAN
1:750

m 0 10 20 30 40 m
1:750

NOTES:

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

REV	DATE (DD-MMM-YY)	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

WORLEY PROJECT No
317086-48113

ENGINEERING AND PERMIT STAMPS (As Required)

PRELIMINARY
DO NOT USE FOR CONSTRUCTION
Last Saved: May. 29/25 10:23am

CUSTOMER

MUNICIPALITY OF BAKER LAKE

worley consulting

HAMLET OF BAKER LAKE
SEALIFT INFRASTRUCTURE
GENERAL ARRANGEMENT

DRG No: Drawing 3-1
REV: D

LOCATION: U:\YVR\317086\48113_MCBL_BAKER\KOPP\11_DRAWINGS\15_I_AND_E\02_MARINE\317086-48113-00-MA-DGA-0002.DWG
USER NAME: aaron.liedsham
PLOT DATE & TIME: 29/5/2025 10:35:49 AM
SAVE DATE & TIME: 29/5/2025 10:23:17 AM

3.2 Project Background

Most dry goods throughout Nunavut are delivered to communities by Nunavut Sealink and Supply Inc. (NSSI) and Nunavut Eastern Arctic Shipping Inc. (NEAS). These carriers typically use ships originating from Montreal, Quebec and occasionally from the Port of Churchill, Manitoba. These ships will carry cargo for numerous communities and make many stops during their voyage before returning to the port of departure to pick up cargo for another voyage.

Front-end loaders and operators from the ships are brought to the beach to unload barges and stack and store cargo upland, above the High-Water Line (HWL). In some cases, the carrier is also contracted to deliver the cargo into the community, such as in the case of the Northern Store and the Co-Op. In other cases, a local company is hired to deliver the cargo from the laydown area, and much of the smaller private cargo is claimed at the laydown area by the owners. All arriving cargo must be signed for before the carrier is able to leave.

Often, and especially in the case of project cargo (such as construction materials for buildings), the cargo is stored at the laydown area after being signed for and can stay in the laydown area for weeks or even months. Empty containers are frequently returned to the laydown area throughout the winter as retrograde cargo for the following season.

Baker Lake is the fourth largest community in Nunavut with a population of 2,067 residents according to 2016 census data from Statistics Canada, which also noted a 10.5 % increase in population since 2011 (Statistics Canada, 2017). Considerable population growth and supporting services to the AEM mine has resulted in Baker Lake seeing a steady increase in sealift cargo. Baker Lake is also unique as the only in-land community in Nunavut, and navigating the Chesterfield Narrows to access the lake adds extra logistical complications to cargo delivery.

3.3 Sealift Infrastructure Purpose & Community Benefits

Improvements to the existing sealift area are not practical given it has outgrown the open space designation of the original sealift space. The overflow on the opposite side of the road has commercial zoning, which is not suitable for sealift marshalling/storage. The Project will improve the safety of the sealift operation in the Hamlet as well as any other communities in the Kivalliq Region being subsequently serviced by the sealift. A faster, safer, and more efficient sealift operation in Baker Lake will contribute to speeding up the overall sealift operations within the region and reduce the overall risk of weather on the carrier.

3.4 Study Areas

The Project Study Area includes the footprint of the Project components plus a 100 metres (m) buffer.

3.5 Project Components & Construction Activities

3.5.1 Aggregates

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.

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 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.

Aggregates material will be required to support construction of the sealift laydown, access road and barge ramp. A total of 22,370 m^3 of material is expected to be required, which may be partially obtained during excavation at the Project site.

3.5.2 Sealift Laydown

A new laydown area will be constructed approximately 500 m east of the easternmost extent of the current developed zones. The new laydown area will initially measure approximately 1.5 hectares (ha) but will retain the potential for further eastward or northward expansion. Due to the approximately 1V:10H ground slope in the proposed area, the laydown area will consist of a single bench, partially cut and partially filled, and covered by 0.3 m of processed gravel at a 4 % slope. Drainage ditches on the upland side will redirect surface water both east and west, and down toward the lakeshore.

A desktop geological assessment of the site, together with data from approximately 800 m down the shoreline, shows that an overlying granular layer should be available for cutting and filling works (Worley Consulting, in prep). An allowance is carried to remove surficial organics.

3.5.3 Access Road

A new access road will be constructed to link the existing road with the laydown area. The road will be approximately 135 m long, 10 m wide and consist of 1.2 m of pit-run fill covered by 0.3 m of processed gravel. Drainage for the site will be a ditch cut alongside the road, and a culvert beneath to roadway access to the laydown area. The access road will be built via cut/fill of existing materials and will be topped with road base and sub-base gravels. This road is part of the permanent installation, although it may support some haul traffic as it is the primary access to the major area of construction. Beyond the access road, all proposed segments of the haul route use existing roads.

3.5.4 Barge Ramp

A new landing ramp will be constructed to the edge of the lakeshore and will be accessible from the lower bench of the laydown area. The ramp will be 30 m wide to allow for two barges to unload simultaneously and will be surfaced with 0.5 m of processed gravel. The ramp will not extend below the HWL.

3.5.5 Power and Lighting

Power is planned to be brought in from the Hamlet, approximately 500 m to the west of the new sealift area. Lighting for the laydown area and the ramp will be provided. The components will be standard Qulliq Energy Corporation (QEC) poles and LED flood lights.

3.5.6 Fencing

Approximately 600 m of fencing is planned to be installed around the perimeter of the laydown area, including rolling gates at the main road access. Additional rolling gates or sections of movable fencing

may be installed at the inshore end of the barge landing ramp provided they do not impede operating equipment during sealift operations.

3.5.7 Signage

Signage is planned to be installed at the sealift site and at the roadway junction, and will include standard road signs, caution at the entrance, and instructions/demarcation for sealift in both Inuktitut and English.

3.6 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.

3.7 Personnel

A crew of approximately 15 project personnel are anticipated to be at the Project site during construction (see Table 3-1).

The workforce will be comprised of skilled and semi-skilled labour including, heavy equipment operator, truck driver, mechanic, electrician, and general labourers. Work rotations for non-local labour are presently unknown but will be determined by the contractor, and will comply with all applicable Workers Safety and Compensation Commission (WSCC) regulations (WSCC, 2021).

The Project aims to comply fully with the GN's Nunavummi Nangminiqaqtunik Ikajuuti (NNI) Policy (01 April 2017) and will aim to maximize participation of Inuit labour, training and Inuit-owned businesses on the Project (GN, 2017).

The Project anticipates the community will see further economic benefits and training opportunities with the hiring of local labour during construction. In addition, there will be secondary economic benefits through the Project's expenditures in local businesses.

Project personnel travelling to the site (if using a non-local labour force) will use air travel and are expected to use chartered flights, with limited use of scheduled flights.

Table 3-1: Personnel Numbers for the Project

Shift Type	Total Number of Personnel	Total Number of Days on Site per Season	Total number of Person Days per Season
10–hour	15	124	1,860

4 Consultation

The concept 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 HTO (see Appendix C).

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.

5 Project Map

See Figure 1-1.

6 Land Use and Licensing

6.1 Land Use

The Project will occur within the land use areas described in Table 6-1.

Table 6-1: Land Use and Ownership

Administrative Boundary	Kivalliq Region
Planning Reion	Keewatin
Land Use	The Project, which by NPC's descriptions, would be most closely categorized as Transportation and/or Communications Corridor.
Land Ownership	Municipal

6.2 Permitting

A summary of permits expected to be required, based on construction activities, is provided in Table 6-2.

Table 6-2: Licenses and Permits Relevant to the Program

Permit	Regulatory Authority	Construction Activity	Comment
Determination of Referral to the NIRB	NPC	Any development of land and water resources within Nunavut.	NPC will be engaged to determine if the Project will be referred to the NIRB. The Project sits entirely within municipal lands.
Screening Decision Report	NIRB	Any development of land and water resources within Nunavut.	If the Project is referred to the NIRB, a Part 4 Screening is expected.
Minor Works or Approval	TC	Navigational interferences during construction or change to navigation during operations.	While there are no works below the HWL, TC will be engaged to confirm any requirements for navigation during the operational phase of the Project.
Letter of Advice (LoA) or *Fisheries Act Authorization* (FAA)	Fisheries and Oceans Canada – Fish and Fish Habitat Protection Program (DFO-FFHPP)	In-water or near-water works associated with the construction that have the ability to result in the Harmful Alteration, Disruption or Destruction (HADD) to fish or fish habitat , as defined under the *Fisheries Act*.	There are no works below the HWL, therefore it is not expected that the HADD (Section 35) or death of fish (Section 34) will occur. A request for review (RFR) has been submitted to DFO-FFHPP (Dynamic Ocean, 2025a) to confirm if there are requirements, in addition to those proposed in the Construction Environmental Management Plan (CEMP) (Dynamic Ocean, 2025b) for the protection of fish and fish habitat.
Design and Development Permit/Approval	Hamlet of Baker Lake	Engagement with council to confirm approval for the Project design.	The Hamlet will be engaged to obtain necessary development permits.
Land Use Permit (LUP)	Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)	Construction below Ordinary High-Water Line (OHWL) for land tenure under Commissioners or Untitled Municipal lands.	A LUP will be required from CIRNAC as there are no components of the Project below the OHWL. However, the Project will respond to Information Requests (IRs) as needed during the NIRB process (should it be required).

Permit	Regulatory Authority	Construction Activity	Comment
Class 2 Nunavut Territory Archeologist Permit	Government of Nunavut - Culture and Heritage (GN-C&H)	Any development of previously undisturbed land resources in Nunavut.	Permit application to conduct an Archaeological Impact Assessment (AIA) has been submitted.

7 Material Use

The following equipment and materials are indicative and are subject to change depending on the contractor's methodology and equipment. Measures will be in place to confirm that all equipment and materials are safely stored, utilized and when pertinent disposed of. The contractor will maintain an equipment and materials manifest.

7.1 Equipment

Typical equipment type, approximate quantity, size/dimensions and proposed use are outlined in Table 7-1.

Table 7-1: Equipment Use

Equipment Type and Quantity	Size - Dimensions	Proposed Use
Excavator - 2	30 to 40 tons	Handling aggregates and earthworks.
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.

Note: Design drawing (Appendix A, 317086-48113-00-MA-DGA-0003) specifies that no work will be executed in-water and the ramp will be set 0.5 m back from the HWL

7.2 Fuel Use

Fuel use and storage methods are outlined in Table 7-2.

Table 7-2: Fuel Use and Storage Methods

Fuel	Number of Containers and Capacity	Total Amount of Fuel (in Litres [L])	Proposed Storage Methods	Proposed Use
Diesel	4 – 100,00 L	400,000	N/A, fuel will be dispensed on a daily basis from existing facilities in the Hamlet.	Mobile equipment, generators, and heaters.
Gasoline	2 – 500 L	1000	N/A, fuel will be dispensed on daily basis from existing facilities in the Hamlet.	Mobile equipment, generators, and heaters.

7.3 Hazardous Materials

Hazardous and chemical materials expected to be required during construction are outlined in Table 7-3.

Table 7-3: Hazardous Materials and Chemical Use

Hazardous Materials and Chemicals	Number of Containers and Capacity	Total Amount of Hazardous Materials and Chemicals	Proposed Storage Methods	Proposed Use
Lubes and Oils	8 – 5 Gallons	40 Gallons	Drums on pallets in lined and bunded storage area.	Maintenance of mobile equipment.

7.4 Water Use

Water for the Project will be used for municipal and industrial purposes. The Project water use requirements and proposed sourcing are outlined in Table 7-4.

Table 7-4: Water Use

Daily Amount (m^3)	Proposed Water Retrieval Methods	Proposed Water Retrieval Location
Average of 3.5 m^3 will be used per day.	Municipal equipment.	Municipal water supply.

7.5 Waste Management

Waste management activities are outlined in Table 7-5.

Table 7-5: Waste Management – Types and Disposal Methods

Type of Waste	Projected Amount Generated	Method of Disposal
Hazardous Waste	1,600 L	Returned to south in sealed drums or lined bags, transported in 20 ft. shipping containers and disposed in accordance with regulatory procedures.
Greywater and Sewage (Human Waste)	400 m^3	Municipal sanitary truck to Hamlet sewage lagoon.

8 Environmental Management

8.1 Potential Environmental and Social Impacts

Potential environmental and social impacts that may occur during the construction and operation of the Project are described in Table 8-1.

Table 8-1: Environmental Effects and Mitigation

Environmental Effect	Mitigation
Change of Disturbance Risk to Terrestrial Habitats and Wildlife from Construction	• A CEMP has been developed to implement mitigation and monitoring measures for the Project to prevent impacts to the environment and community. • A pre-construction terrestrial wildlife sweep will be conducted prior to construction to mitigate harm to wildlife. • Terrestrial habitat will be impacted within the Project footprint where the infrastructure will be placed. For terrestrial habitats outside of the Project footprint, flagging tape or other visible markers may be used to identify sensitive vegetation communities or other sensitive features that should not be impacted within a 30 m buffer from the Project site. • Flagging tape and other markers will be removed upon completion of works.
Change of Terrestrial Land Use	• A notice will be provided to the community prior to construction to describe the planned work and potential impacts to community access as fencing will be set up for human health and safety purposes.
Change to Ambient Noise, Dust, and Light Related to Construction Activities	• The Project is expected to be completed over a four-month period and will be limited to the Project footprint. • Noise will generally be restricted to 10-hour shifts. • Lights, if needed, will be positioned towards the work area to reduce ambient light to outside the Project area. • Mitigations will be outlined in the CEMP for the Project and will be developed to confirm to government guidelines, including Ambient Air Quality (GN, 2023a) and Dust Suppressants (GN, 2023c).
Change in Risk of Accidental Leaks and Spills to the Environment	• A Spill Prevention and Emergency Response Plan (SPERP) has been developed as a component of the CEMP and implemented by the contractor that will include requirements for spill response kits, proper fuelling techniques and the required use of secondary containment.

Environmental Effect	Mitigation
	• The SPERP conforms to the requirements as outlined in the Contaminant Spill Remediation (GN, 2023b) and Spill Contingency Planning and Reporting Regulations (GN, 2023d).
Risk of Sediment Run-Off Into the Aquatic Environment During Construction Activities	• A Sediment and Erosion Control (SEC) Plan has been developed as a component of the CEMP. • The CEMP will be implemented by the contractor for the Project. Mitigation measures will be implemented and managed, and adaptive management using sediment control will be applied to continually manage unforeseen environmental conditions to prevent sediments/sedimentation to any waterbody.
Change in Risk to Accidental Unearthing of Archaeological Artifacts During Ground Disturbance Work	• An Archaeological Discovery Plan (ARDP) will be developed to mitigate and manage archaeological discovery. • Any archaeological artifacts/fossils unearthed during ground disturbance will be reported to the Territorial Archaeologist and work will be halted immediately until the Territorial Archaeologist provides direction for the continuation of works.
Change in Personnel Numbers Within Community that Increase Personnel Infrastructure Needs and Support Services	• There is potential for the additional, non-local personnel requiring community infrastructure and support services during construction. However, construction is anticipated to be completed within one open-water season.
Change in Truck Occurrence and Traffic Through Community	• A Traffic Management Plan has been developed as a component of the CEMP and will be implemented by the contractor to manage site access, traffic through the community, and inform the community of any on-going construction traffic safety or maintenance concerns (e.g., dust suppression).

8.2 Construction Environmental Management Plan

A CEMP has been developed to support permitting, and to confirm mitigation and monitoring measures to minimize negative effects to socio-economic and environmental factors. The mitigations and monitoring measures will be implemented during construction.

9 Reference

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Appendix A: Design Drawings

HAMLET OF BAKER LAKE
OCEANS PROTECTION PLAN FUNDED
SEALIFT INFRASTRUCTURE

DRAWING NO.	DESCRIPTION
317086-48113-00-MA-DGA-0001	COVER SHEET, DRAWING LIST AND GENERAL NOTES
317086-48113-00-MA-DGA-0002	EXISTING SITE PLAN
317086-48113-00-MA-DGA-0003	GENERAL ARRANGEMENT
317086-48113-00-MA-DGA-0004	TYPICAL SECTIONS

GENERAL NOTES:

1.0 GENERAL

1.1 ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH ENVIRONMENTAL AND REGULATORY DOCUMENTATION PROVIDED BY THE OWNER OR AS REQUIRED BY MUNICIPAL, TERRITORIAL, OR FEDERAL LEGISLATION.

1.2 NO WORK IS TO BE EXECUTED WITHIN THE WATER.

1.3 ANY DAMAGE INCURRED IN THE EXECUTION OF THIS WORK TO ANY PART OF THE PROPERTY NOT SPECIFICALLY DESIGNATED FOR CONSTRUCTION SHALL BE REPAIRED, REPLACED AND RECONSTRUCTED BY THE CONTRACTOR TO SUIT EXISTING CONDITIONS.

2.0 PROJECT DATUM

2.1 THE PROJECT COORDINATE SYSTEM IS UTM NAD83 ZONE 14 NORTH.

2.2 TO CONVERT FROM UTM TO GROUND, DIVIDE THE NORTHING AND EASTING BY THE COMBINED SCALE FACTOR 0.99985658 AT THE PROJECT ORIGIN OF (0,0).

2.3 ELEVATIONS AND CONTOURS ARE IN METRES AND DECIMALS THEREOF TO CHART DATUM (CD). REFER TO CANADIAN HYDROGRAPHIC SERVICE CHART NO. 5626 FOR CHART DATUM DEFINITION AT BAKER LAKE.

3.0 EARTHWORKS

3.1 PROVIDE TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES TO PREVENT SOIL EROSION AND DISCHARGE OF SOIL BEARING WATER RUNOFF OR AIRBORNE DUST TO THE RECEIVING ENVIRONMENT. REMOVE EROSION AND SEDIMENTATION CONTROLS, AND RESTORE AND STABILIZE AREAS DISTURBED CONSTRUCTION TO SUIT ORIGINAL STATE.

3.2 SHORE AND BRACE EXCAVATIONS, PROTECT SLOPES AND BANKS, AND PERFORM WORK IN ACCORDANCE WITH NUNAVUT REGULATIONS.

3.3 STRIP TOPSOIL OVER AREAS TO BE COVERED BY NEW CONSTRUCTION, OVER AREAS WHERE GRADE CHANGES ARE REQUIRED, AND SO THAT EXCAVATED MATERIAL MAY BE STOCKPILED WITHOUT COVERING TOPSOIL. AVOID MIXING TOPSOIL WITH SUBSOIL.

3.4 DO NOT BURY SNOW OR ICE IN FILL MATERIAL.

3.5 PLACE BACKFILL MATERIAL IN UNIFORM LAYERS NOT EXCEEDING 150mm COMPACTED THICKNESS UP TO GRADES INDICATED. COMPACT EACH LAYER BEFORE PLACING SUCCEEDING LAYER.

REV	DATE (DD-MMM-YY)	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	-		
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A	29-MAY-23	ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		

D SHEET | SCALE NONE

WORLEY PROJECT No 317086-48113

ENGINEERING AND PERMIT STAMPS (As Required)

PRELIMINARY
DO NOT USE FOR CONSTRUCTION
Last Saved: May. 29/25 10:31am

CUSTOMER

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HAMLET OF BAKER LAKE
SEALIFT INFRASTRUCTURE
COVER SHEET, DRAWING LIST AND GENERAL NOTES

DRG No 317086-48113-00-MA-DGA-0001 | REV D

LOCATION: U:\YVR\317086\48113_MCBL_BAKERLK\OPP\11_DRAWINGS\15_I_AND_E\02_MARINE\317086-48113-00-MA-DGA-0001.DWG
USER NAME: aaron.ledsham
PLOT DATE & TIME: 29/5/2025 10:36:42 AM
SAVE DATE & TIME: 29/5/2025 10:31:01 AM

PLAN
1:2000

KEY PLAN
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NOTES:

1. 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

MUNICIPALITY OF BAKER LAKE

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HAMLET OF BAKER LAKE
SEALIFT INFRASTRUCTURE
EXISTING SITE PLAN

DRG No
317086-48113-00-MA-DGA-0002

REV
D

PLOT DATE & TIME: 29/5/2025 10:34:43 AM
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PLAN
1:750

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1:750

NOTES:

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

REV	DATE (DD-MMM-YY)	REVISION DESCRIPTION	DRAWN	DRAFT CHK	DESIGNED	ENG CHK	APPROVED	QAR	REF DRAWING No	REFERENCE DRAWING TITLE
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A	29-MAY-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: May. 29/25 10:23am

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MUNICIPALITY OF BAKER LAKE

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HAMLET OF BAKER LAKE
SEALIFT INFRASTRUCTURE
GENERAL ARRANGEMENT

DRG No: 317086-48113-00-MA-DGA-0003
REV: D

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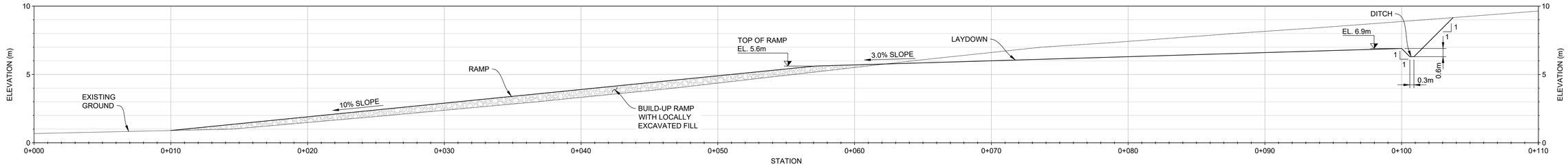

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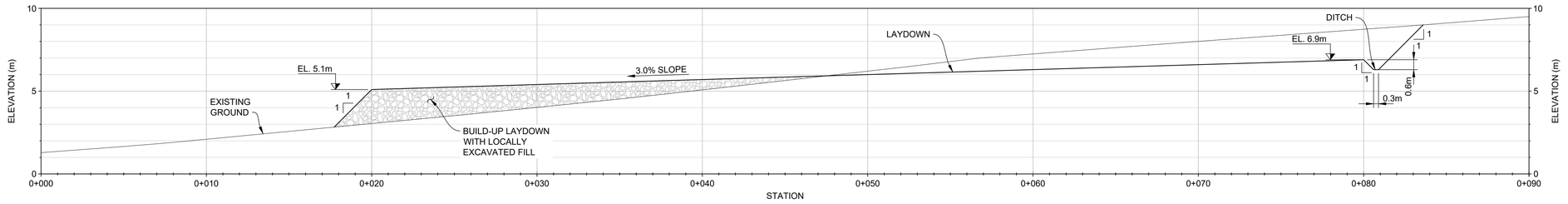

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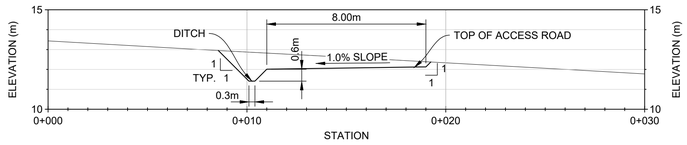

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NOTES:

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

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A	29-MAY-23	ISSUED FOR CLIENT REVIEW	JLC	-	AD	-	HGK	-		

D SHEET | SCALE | SHOWN

WORLEY PROJECT No
317086-48113

ENGINEERING AND PERMIT STAMPS (As Required)

PRELIMINARY
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HAMLET OF BAKER LAKE
SEALIFT INFRASTRUCTURE
TYPICAL SECTIONS

DRG No
317086-48113-00-MA-DGA-0004

REV
D

LOCATION: U:\YVR\317086\48113_MCBL_BAKER\KOPPI1_DRAWINGS\15_I_AND_E\02_MARINE\317086-48113-00-MA-DGA-0004.DWG
USER NAME: jennifer.coppendale
PLOT DATE & TIME: 29/5/2025 10:37:54 AM
SAVE DATE & TIME: 20/3/2025 9:49:28 AM

Appendix B: Community Plan and Zoning By-law

worley consulting

MUNICIPALITY OF BAKER LAKE

Dynamic Ocean Consulting Ltd.

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 "Nuna", 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 and 3b (Community Plan Map and Airport Area).

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:

a) Plan for a 2033 population range of between 2,554 to 2,754 people.
b) Identify 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 re-assess actual rates of growth and community needs.
d) Council will generally phase new land development as follows:
   i.) **2013 - 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 sealift area.
   iii.) **2023 - 2033**
      - Redesignate 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) The development of lots shall be subject to the following lot development policies:
   i.) All service connections to buildings shall be easily accessed from the front yard on all lots and grouped together, where possible.
   ii.) Access to new buildings will avoid, where possible, main entrances on the south-southeast side to reduce problems associated with snow drifting.
   iii.) Buildings shall be sited to respect setbacks identified on the Zoning Chart.
   iv.) Any building over 500m^2 in gross floor area shall consider potential wind impacts on surrounding development. A wind study may be required by the Development Officer.
   v.) Culverts are required and shall be installed at the access points to lots.
   vi.) 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.
   vii.) Road widenings 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.
b) Consideration should be given to the development of a Master Drainage Plan for the entire community and the adoption of a snow piling by-law.
c) 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.
d) The Hamlet will pile snow in locations to minimize downwind snow drifting and where spring melt run-off can be properly channeled to drainage ditches or water bodies.
e) The Hamlet shall avoid piling snow within at least 30.5m (100 feet) of any watercourse.
f) A minimum setback distance of 30.5m (100 feet) shall be maintained, except subject to terms and conditions of the Hamlet Council.
g) The Hamlet shall protect any cemeteries and sites of archaeological, ethnographical or historical significance from disturbance.
h) The Hamlet shall encourage development that minimizes emissions from fossil fuels, that are energy efficient and that consider alternative energy supply technology.
i) The Hamlet shall work with the Nunavut 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 incompatible 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 focal 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 service 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 walkways, street lighting, paving, road widenings, signage, public art, as outlined in the Plan.
c) Council will consider granting a land credit to the GN 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 side 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 reserve 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 shacks, harbour uses, boat storage, dog teams, community docks, temporary storage of sealift materials and equipment during sealift 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 seashore measured from the ordinary high water mark will be designated Open Space.
e) No development is generally 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 is it 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 reserve land closer to the townsite for residential and community uses. Council will work with local businesses and government operations to identify opportunities to relocate over time non-conforming industrial uses (eg. 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 accessory to these activities such as related commercial activities 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 Nunavut Airports 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 - 'Nuna' - 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 Qaujimajatuqangit.

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 90m 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 will evaluate all possible options for an integrated waste management system, including:
   a. the suitability of the existing landfill site for long-term use;
   b. the use of an incinerator;
   c. metal recovery projects; and
   d. 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.

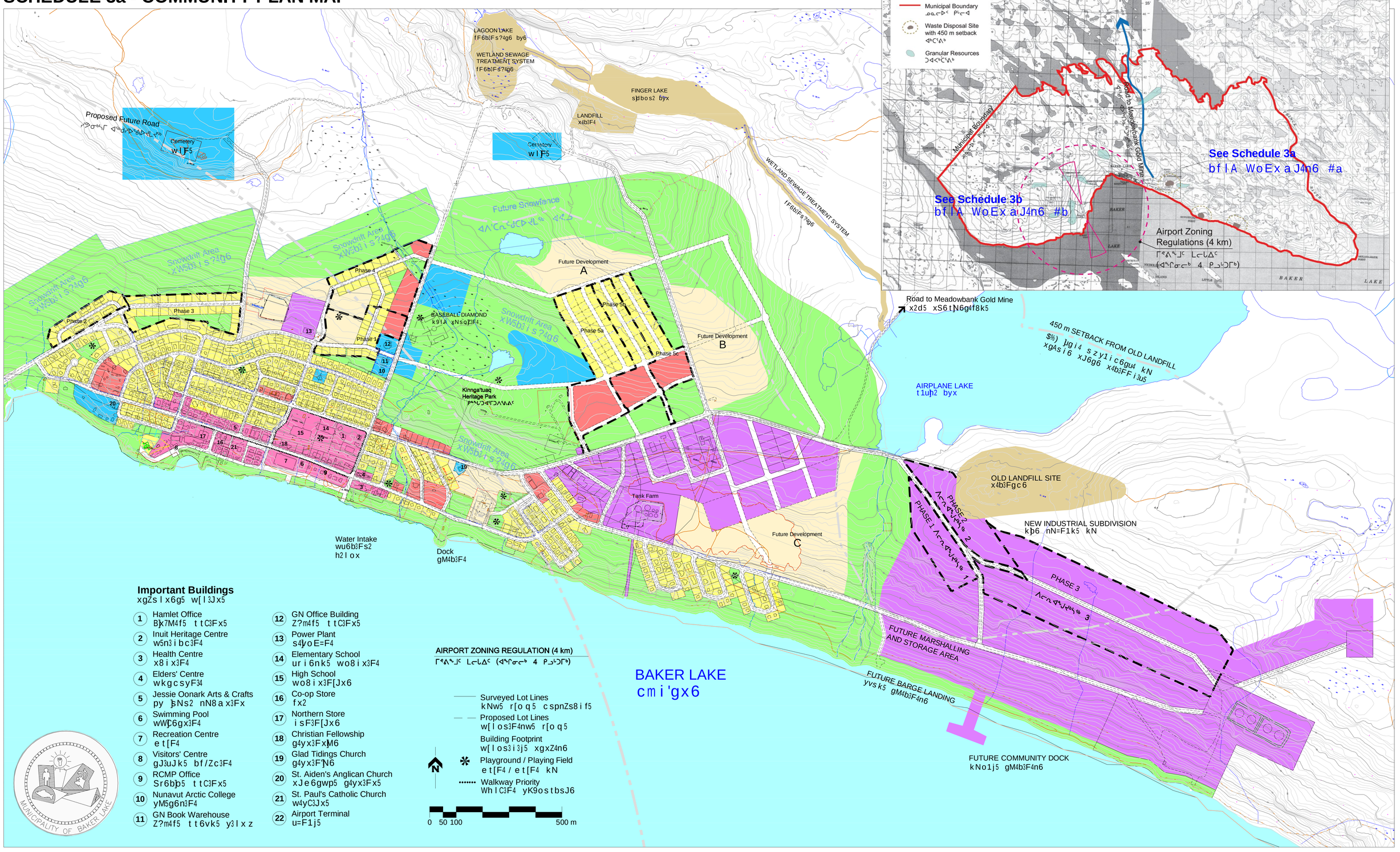
4.11 Municipal Reserve

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, solar 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.

SCHEDULE 2 - GENERAL LAND USE MAP

SCHEDULE 3a - COMMUNITY PLAN MAP



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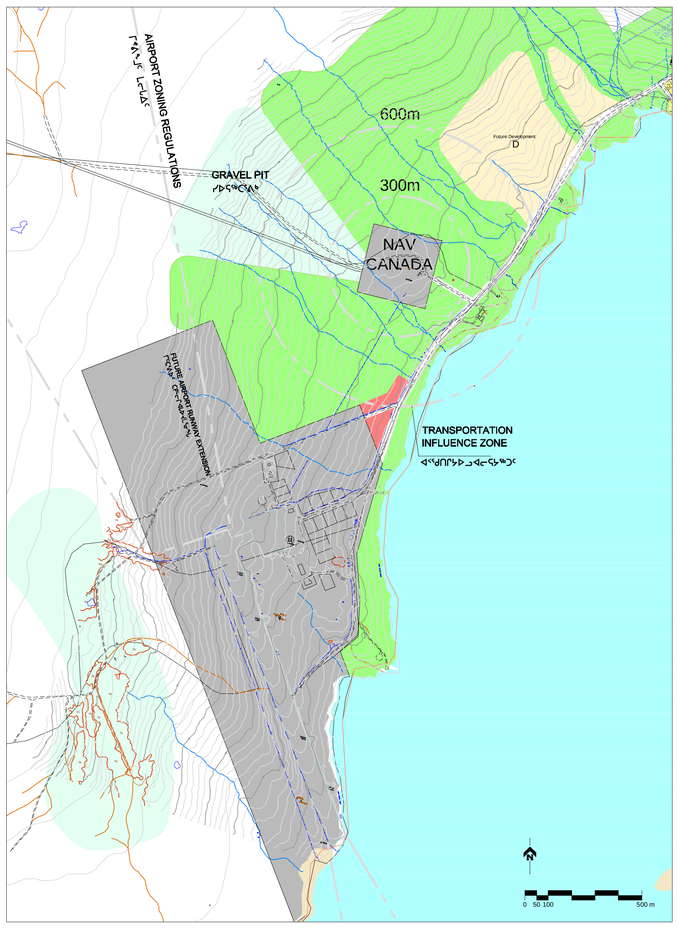
2. Inuit Heritage Centre — w5nƆibcƆF4
3. Health Centre — x8ix3F4
4. Elders' Centre — wkgcsyF3ɬ
5. Jessie Oonark Arts & Crafts — pyʖNs2 nN8ax3Fx
6. Swimming Pool — wWʗ6gx3F4
7. Recreation Centre — et[F4
8. Visitors' Centre — gJ3uJk5 bf/ZcƆF4
9. RCMP Office — Sr6bþ5 ttCƆFx5
10. Nunavut Arctic College — yM5g6nƆF4
11. GN Book Warehouse — Z?m4f5 tt6vk5 yƆlxz
12. GN Office Building — Z?m4f5 ttCƆFx5
13. Power Plant — s4ʏoE=F4
14. Elementary School — uriɛ6nk5 wo8ix3F4
15. High School — wo8ix3F[Jx6
16. Co-op Store — fx2
17. Northern Store — isF3F[Jx6
18. Christian Fellowship — g4yx3FxM6
19. Glad Tidings Church — g4yx3F'N6
20. St. Aiden's Anglican Church — xJe6gwp5 g4yx3Fx5
21. St. Paul's Catholic Church — w4yCƆJx5
22. Airport Terminal — u=F1j5

SCHEDULE 3b - AIRPORT AREA



SCHEDULE 4 - ZONE REGULATIONS

	Permitted Uses	Conditional Uses	Zone Requirements
Residential	Dwelling, single-unit Dwelling, semi-detached or duplex Dwelling, rowhouse Park or playground Any accessory building, structure or use, subject to Section 5.1	Bed and breakfast Craft studio Day care centre Dwelling, multi-unit Dwelling, mini home Elders facility Group home Home occupation Secondary suite	(a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Rear, backing onto an OS Zone = 2.5 metres Side (Exterior) = 4 metres Side (Interior) = 6 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 separate, adjacent lots, the side yard where units are attached 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 buildozers, backhoes, high hoes, and pay loaders is not permitted. (d) The following provisions will apply to Secondary Suites: (i) The suite forms part of a single unit or semi-detached dwelling; (ii) The suite is structurally attached or located within the principal dwelling; (iii) The suite does not exceed a floor area of 25% of the principal dwelling, or 60m² of gross floor area, whichever is less.
Commercial	Bank Commercial recreation Communications facility Convenience store Craft studio Day care centre Hotel Office Parking lot Personal service Restaurant Retail store Service shop	Dwelling unit(s) in a non-residential building provided that the dwelling unit(s) are above the ground floor. Home occupation	(a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Exterior) = 4 metres Side (Interior) = 6 metres, or as required by the Fire Marshal Building Height (maximum) 3 storeys, not to exceed 13 metres (b) No outdoor storage is permitted.
Community Use	Church Communications facility Community freezer Community hall or centre Day care centre Educational facility Elders facility Fire hall Government office Group home Health care facility Park or Playground Parking lot Police station Post office Any accessory building, utility, structure or use, subject to Section 5.1	Cemetery	(a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Exterior) = 6 metres Side (Interior) = 6 metres, or as required by the Fire Marshal Building Height (maximum) 13 metres (42.65 feet) (b) A covered or screened area for garbage and trade waste is required.
Community Core	Bank Commercial recreation Convenience store Craft studio Day care centre Hotel Office Park or playground Parking lot Personal service Restaurant Retail store Uses permitted in the Community Use Zone (CU)	Dwelling, multi-unit Dwelling unit(s) in a non-residential building provided that the dwelling unit(s) are above the ground floor Home occupation	(a) Setbacks (minimum) Front = 6 metres Rear = 6 metres Side (Exterior) = 4 metres Side (Interior) = 6 metres, or as required by the Fire Marshal Building Height (maximum) 10.7 metres (35 feet) (b) No outdoor storage is permitted.
Open Space	Archaeological site Beach shacks Boat storage Dock Monument, cairn, or statue Park or playground Shed to store equipment for traditional, cultural, and recreational activities taking place in the Zone. Snow fence Sports field Temporary outdoor storage of sealift equipment during sealift Washroom facility	Communications facility Dog teams Temporary tenting or camping	(a) The following provisions applies to all development in the Open Space Zone: Gross Floor Area (maximum) 25 sq.m. Building Height (maximum) 3.1 metres (10 feet) (b) No building or structure shall be located closer than 10m to any side or rear lot line. (c) Dog teams may not be located closer than 30.5 m to a water body.
Industrial	Automotive gas bar Automotive repair, sales or facility Building supply or contractors shop Caretaker unit Outdoor storage Rental shop Warehouse Communications facility Any accessory building, structure or use, subject to Section 5.1	Community freezer Barge staging and landing site with associated warehousing Hazardous goods storage Manufacturing plant Power plant Tank farm	(a) Setbacks (minimum) Front = 6 metres Rear = 8 metres Side (Exterior) = 6 metres Side (Interior) = 8 metres, or as required by the Fire Marshal Building Height (maximum) 10.7 metres (35 feet) (b) Only 1 caretaker unit is permitted on a lot. (c) Hazardous goods storage or tank farm uses shall not be permitted within 30.5 metres of any water course. (d) No commercial development involving food storage, handling or preparation shall be permitted within 450m of a waste handling facility.
Granular Resources		Quarry	
Waste Disposal		Waste disposal site Sewage treatment system	(a) No residential development or commercial development involving food storage, handling or preparation shall be permitted within 450 metres of a waste disposal site.
Hinterland	Archaeological site Dog team Temporary tenting or camping	Beach shack Cabin Quarry Cemetery Commercial harvesting Communications facility Permanent hunting and fishing cabins or camps Resource exploration and development Snow fence Tourist facilities Wind turbine 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 downwind of any snow fence without the approval of council. (c) No development is permitted within 200 metres of a wind turbine. (d) No development is permitted within 100 metres of an Archaeological Site or Paleontological Site.
Transportation	Airport and related uses Communications facility Service shop Sea lift facility		(a) Any development within a 4000m 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 Nunavut Airports. (b) No development shall occur within 150m of the Non-Directional Beacon (NDB) Site.
Municipal Reserve			(a) The Municipal Reserve Zone identifies lands that may be interesting for future redevelopment. No development is permitted in the MR Zone unless of temporary nature, subject to Council approval.

BAKER LAKE COMMUNITY PLAN
BY-LAW No. 218

A By-law of the Hamlet of Baker Lake in Nunavut Territory to adopt a General Plan pursuant to the provisions of the *Planning Act*, RSNWT, 1988, c. P-7, s.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 this 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 Aksawnee, Mayor — Dennis Zettler, Senior Administrative Officer

After due notice and a Public Hearing, READ a second time this 7th day of March, 2013 A.D.

Joe Aupaluktuq, Mayor — Dennis Zettler, Senior Administrative Officer

APPROVED by the Minister of Community and Government Services this __ day of _____, 2013 A.D.

Minister

READ a third time this __ day of _____, 2013 A.D.

Joe Aupaluktuq, Mayor — Dennis Zettler, 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, RSNWT, 1988, c. P-7, s.13.

WHEREAS the Council of the Hamlet of Baker Lake has prepared a General Plan, and

WHEREAS it is deemed desirable to regulate certain uses of land and development within the Municipality,

NOW THEREFORE, the Council of the Hamlet of Baker Lake, duly assembled, enacts as follows:

1. Schedules 2, 3a, 3b and 4 of this By-law are declared to form part of this 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, are hereby repealed.

READ a first time this 13th day of December, 2012

David Aksawnee, Mayor — Dennis Zettler, Senior Administrative Officer

After due notice and a Public Hearing, READ a second time this 7th day of March, 2013

Joe Aupaluktuq, Mayor — Dennis Zettler, Senior Administrative Officer

APPROVED by the Minister of Community and Government Services this __ day of _____, 2013

Minister

READ a third time this __ day of _____, 2013

Joe Aupaluktuq, Mayor — Dennis Zettler, Senior Administrative Officer

Appendix C: Letter of Support

Telephone: 867-793-2874
Fax: 867-793-2509

BAKER LAKE, NU
X0C 0A0

March 6th 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 Municipally 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

PH: 867-793-2520 Box 255 FAX-867-793-2034
Baker Lake H.T.O.
BAKER LAKE, NU. X0C-0A0

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

Thank you.

Sincerely, Philip Putumiraqtuq

Philip Putumiraqtuq
Chairperson
Baker Lake Hunters and Trappers Organization