

Chinis

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In and for the Territory of Nunavut
Titiqqonik Huliniraiyi
Nunavunni Nunavunnilu
My Commission Expires: **APR 3/2020**



Cambridge Bay **Community Plan** By-law No.288 2015 to 2035

Planning our Future

A visionary document used by the Municipality to document the broad objectives and land uses for our community. The intent of the Community Plan is to guide decisions in relation to development and conservation, through policies for a variety of land uses.



Cambridge Bay Community Plan 2015 – 2035

Prepared by:

Ehrler Limousin and Associates

In association with:

Northern Futures Planning



CAMBRIDGE BAY COMMUNITY PLAN


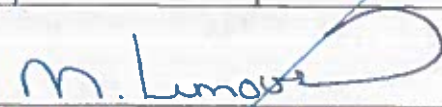

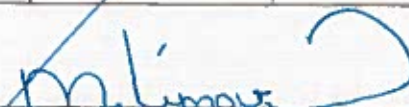
BY-LAW No. 288


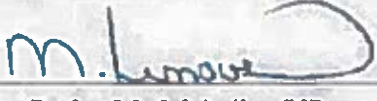




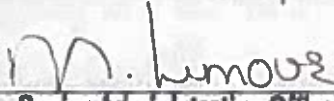
A By-law of the Municipality of Cambridge Bay in Nunavut Territory to adopt a Community Plan pursuant to the provisions of the Planning Act, RSNWT, 1988, c. P-7, s.13.

WHEREAS the Council of the Municipality of Cambridge Bay has prepared a Community Plan, for the next 20 years,

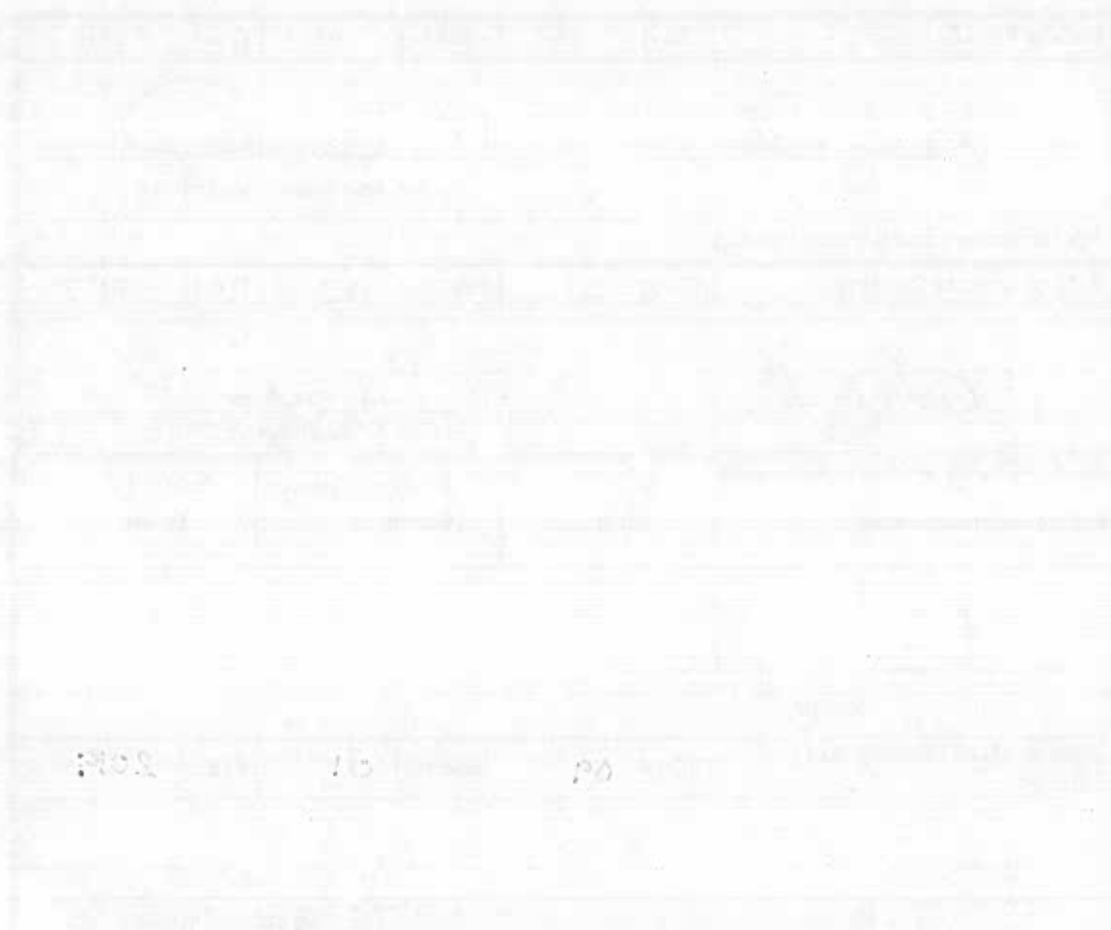
NOW THEREFORE, the Council of the Municipality of Cambridge Bay, duly assembled, enacts as follows:

1. That the Community Plan of the Municipality of Cambridge Bay hereto annexed and marked as Appendix "A" to this By-law, shall hereby constitute the Community Plan of the Municipality of Cambridge Bay.
2. This By-law may be cited as the "Cambridge Bay Community Plan".
3. This By-law shall come into full force and effect on the date of its Third Reading.
4. By-law No.221 and all amendments thereto of the Municipality of Cambridge Bay is hereby repealed.

Date of First Reading	(Day) 25	(Month) 07	(Year) 2016
 Mayor	 Senior Administrative Officer		
After due notice and a Public Hearing,			
Date of Second Reading	(Day) 01	(Month) 03	(Year) 2017
 Mayor	 Senior Administrative Officer		
Approved by the Minister of Municipal & Community Affairs	(Day)	(Month)	(Year)
_____ Minister			
Date of Third Reading and Passed	(Day)	(Month)	(Year)
_____ Mayor			
			_____ Senior Administrative Officer

Date of First Reading	(Day) 25	(Month) 07	(Year) 2016
 Mayor	 Senior Administrative Officer		
After due notice and a Public Hearing,			
Date of Second Reading	(Day) 01	(Month) 03	(Year) 2017
 Mayor	 Senior Administrative Officer		
Approved by the Minister of Community and Government Services	30 (Day)	November (Month)	2018 (Year)
 Minister			
Date of Third Reading and Passed	(Day) 09	(Month) 01	(Year) 2019
 Mayor	 Senior Administrative Officer		





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SCHEDULE 2 – MUNICIPAL BOUNDARY MAP



FIGURE 1 COMMUNITY FROM THE SOUTH, PHOTO CREDIT K TAYLOR

SECTION 1 INTRODUCTION

1.1 Purpose of the Community Plan

The purpose of the Community Plan is to outline the policies of Council to manage the physical development of the Hamlet for the next 20 years, 2015-2035, that reflect the needs and desires of the residents. The Community Plan is a visionary document developed through open consultation between the Hamlet of Cambridge Bay, the Mayor and Council and the residents and businesses of the community. This Community Plan builds on the previous plans that have been prepared and incorporates the new challenges, issues and needs of the community.

The Community Plan will guide decisions with regards to development and conservation, through policies for residential and commercial development, industrial activity, transportation infrastructure, as well as environmental and recreational considerations. It is a plan to further the growth of the community while fostering its image as a healthy, culturally vibrant, environmentally friendly and prosperous community. When adopted, the Community Plan will act as a policy guide to Council for short and long-term land use and development decision making, including associated social, economic, environmental and physical development.

The Community Plan vision for Cambridge Bay recognizes the importance of planning for economic diversity, efficient land use, cost-effective infrastructure, parks and green space, environmental sustainability and increasing population growth. It documents where future development should occur, and the overall considerations for implementation of the plan.

1.2 Goals

The Community Plan policies emerge from the values of the community and the vision of how it would like to grow. The goals established for this Community Plan are:

- To develop in an orderly and cost effective manner, creating a healthy, safe, attractive and functional community.
- To develop an overall strategy for land development and land use in the community by creating a tool whereby effective and consistent decisions can be made.

1.3 Authority for the Community Plan

The Nunavut Planning Act establishes the authority for the Community Plan. The Act outlines key requirements for a Community Plan, as follows:

- A council of a municipality may prepare a general plan (known as the “community plan”) for the Municipality;
- Municipal Council must adopt the Community Plan by by-law;
- The Community Plan must be approved by the Minister (Community and Government Services) prior to be given Third Reading;
- A council shall review its Community Plan at least once every five years after its adoption.
- A zoning by-law is to be enacted to implement the policies of the Community Plan.
- All development must follow the intent of the Community Plan.
- Changes to the Community Plan can only be amended by by-law in accordance with the *Nunavut Planning Act*.

1.4 Structure of the Plan

This plan is separated into 7 Sections, as follows:

- Sections 1 to 4 provide background information important to understanding the policies in the Plan.
- Section 5 contains the Land Use Policies. Each type of land use represents a sub-section and contains objectives and specific policies for developments proposed on those lands.
- Section 6 contains General Development Policies that apply to all developments regardless of what land use designation the project applies to.
- Section 7 contains important Implementation and Administration Policies for the Community Plan.
- Schedule 1 contains the Community Land Use & Zoning Map which identifies the land use designations of all lands within the populated area of the municipality.
- Schedule 2 contains the Municipal Boundary Map which identifies the land use designations of all lands within the municipal boundary but outside the populated area of the municipality.

Sections 1 to 7 inclusive and Schedules 1 & 2 form part of the legal content of this Community Plan and may only be amended by by-law as established in the *Nunavut Planning Act*.

1.5 How to Use the Plan

The Community Plan is a combination of policy statements contained within the text of the document and the Schedules (Maps), which must be read together and in context. The following is a general guide describing how to use this Plan in relation to a particular proposed development item or proposal, or relevant topic:

- STEP 1 Review **Schedule 1 – Community Land Use & Zoning Map** to determine the land use designation of the land.
- STEP 2 Review the **Land Use Designation Policies** in Section 5, focusing on the current designation of the land (e.g., Residential, Commercial & Community, etc.) and/or the proposed designation of the land.
- STEP 3 Review the **General Land Use Policies** in Section 6 in the context of the proposed item or proposal.

STEP 4 Conduct a general assessment based on all of the relevant policies to determine if the project represents good planning.

1.6 Interpretation of the Plan

When interpreting this Plan, the following guidelines are provided:

- The terms “such as” or “including” are used in this Community Plan to provide examples to clarify or expand upon the wording. Where examples are provided they are not intended to be the only specific situation that might be considered.
- Adoption of this plan does not commit Council to undertake any project suggested in this document.
- It is intended that the boundaries of the land use designations shown on Schedules 1 & 2 are approximate only, where bounded by such features as existing roads, rivers or other natural landmarks. It will not be necessary to amend the Community Plan for minor variations in the approximate boundaries, provided that the intent of the Community Plan is maintained.
- Amendments to the Community Plan are not required for administrative or technical changes, such as spelling or grammar errors, numbering, changing references to legislation, Government agencies or Departmental name changes, or for office consolidations of the Plan.
- Sections 1 to 7 inclusive and Schedules 1 & 2 form part of the legal content of this Community Plan and may only be amended by by-law as established in the *Nunavut Planning Act*.

1.7 The Community Plan Review Process

The Community Plan review process involved an extensive planning process including consultation events including community workshops, radio shows, stakeholder interviews and open houses with the public, stakeholders, consultants, and Municipal Council in order to determine the policy initiatives and develop drafts. This Community Plan is replacing Community Plan By-law No.221.

SECTION 2 COMMUNITY HISTORY

The community of Cambridge Bay is located on the southeast coast of Victoria Island at the western end of Queen Maud Gulf where it narrows into Dease Strait. In Inuinnaqtun it is called 'Iqaluktuutiaq' because it is a 'good fishing place.'

The area has a rich historical past. Archaeological sites found all over this large island prove that indigenous peoples have been living in this part of the Canadian Arctic Archipelago continuously for the last four thousand years.

The area of Cambridge Bay has had a long occupation. The first known people to occupy the area were the Pre-Dorset people, somewhere around 1800 BCE, about 4,000 years ago. The next group to enter the area were Paleo-Eskimo, known as the Dorset, arriving approximately 500 CE. The last of the Paleo-Eskimo people, who appeared here about 800 CE, were the Tuniit, and evidence of their living quarters can be seen close to Cambridge Bay. The Tuniit, had the reputation of being giants and were taller and stronger than the Inuit. The next to arrive around 1250 CE from Alaska were the Thule people, ancestors of the modern Inuit. The Thule people built food caches and stone houses in the area and were noted for their sophisticated tools.



FIGURE 2 - REMAINS OF HABITAT

About 500 years ago, around 1500 CE, the modern Inuit made an appearance. Although they had no collective name, the various groups of Inuit that made use of native copper for tools

have since become known as Copper Inuit. The groups that lived or interacted in the Cambridge Bay area included: the Ekalluktogmiut (Iqaluktuurmiut or Ikaluktuurmiut); Ahiarmiut (Ahiarmiut); the Killinirmiut; and the Umingmuktogmiut.

The first European to see Cambridge Bay was the explorer Thomas Simpson in 1839, followed by the explorer John Rae in 1851. The Norwegian explorer Roald Amundsen visited the Cambridge Bay area in his ship the *Gjøa* in 1905 when he travelled the Northwest Passage and arrived in Alaska in 1906. In 1918 he traversed the same route back from west to east in his new ship called the *Maud*. The Hudson Bay Company purchased this vessel as a fur trading supply ship, arriving in Cambridge Bay in 1921. The *Maud* was used for years before it sank into the harbour. Its exposed hull has been a Cambridge Bay landmark for 80 years. Over the past few years Norway has investigated the possibility of retrieving the vessel and will be bringing it back to Norway. Henry Larsen, RCMP, travelled in the area in 1941 on the RCMP Schooner *St. Roch*. The *St. Roch*, patrolled the Canadian Arctic coast, wintering in the north. It was the first ship to transverse the Northwest Passage from west to east in 1940/41 and it was the first to make the passage in both directions. Cambridge Bay was the site of RCMP and the Hudson Bay Company outposts established during the 1920s. Inuit were still living a traditional lifestyle and only visited the area to trade. The HBC opened a post in 1921 in the area called "Old Town".



FIGURE 3 THE EAGLE 1



FIGURE 4- THE BAY MAUD



FIGURE 5 THE ST. ROCH 1



FIGURE 6 THE LORAN TOWER

The LORAN Tower, once a prominent feature on the landscape was built in 1947, following World War II and was taken down in 2015. The Roman Catholic Church was constructed in 1954 using local material such as local rocks and seal oil and sand as mortar, and was used for services until the 1960s. In 2006, a large portion of the designated heritage church, was destroyed by fire but has been restored.

In 1955, the Distant Early Warning (DEW Line) site was established as the primary air defense warning line in case of an over-the-pole invasion of North America during the Cold War. Attack over the North Pole by enemy nuclear

bombers and missiles were considered a real threat to the security of the United States. To provide early warning of such an attack, 58 sites making up the "Distant Early Warning System" were established across the tundra of northern Greenland, Canada and Alaska. The DEW Line consisted of radar stations with "overlapping" radar coverage and the ability to detect aircraft and missiles within their areas of surveillance. This is an important piece of the Cambridge Bay history because the construction employed Inuit and resulted in a permanent community being established in what is presently Cambridge Bay. In 1989 this DEW Line site changed to CAM-MAIN, a part of the North Warning System and still operates today.



FIGURE 8 THE CAM MAIN (DEW LINE) 1

Cambridge Bay is the administrative centre for the Kitikmeot Region within the Territory. The community is also the air transportation hub for the Kitikmeot Region and is a stopover for passenger and research vessels traversing the Northwest Passage.

In 2017, Cambridge Bay will be home to the Canadian High Arctic Research Station (CHARS). CHARS is part of the federal government's Northern Strategy. Its central-Arctic location will serve strategic as well as scientific purposes. Cambridge Bay was selected from a number of communities in Canada's arctic. Criteria included ease of access, community services, and its location on the Northwest Passage. The Northwest Passage is expected to demonstrate impacts of climate change over the next century, including the opening of what was once an impassable, ice choked passage to more and more international shipping.



FIGURE 7 THE OLD STONE CHURCH 1

SECTION 3 VISION

In 2012, the Municipality adopted a Strategic Plan that demonstrated the Municipality's commitment to community sustainability.

The development and revision of the Community Plan is a continuation and extension of the Strategic Plan. As a result of creating the Vision for the community in the Strategic Planning Sessions, the following Vision Statement has been adopted.

“Cambridge Bay is a healthy, culturally vibrant, environmentally friendly community, with a thriving economy as a community, as a Regional Centre for the Kitikmeot Region and as a hub of air and marine transportation.”

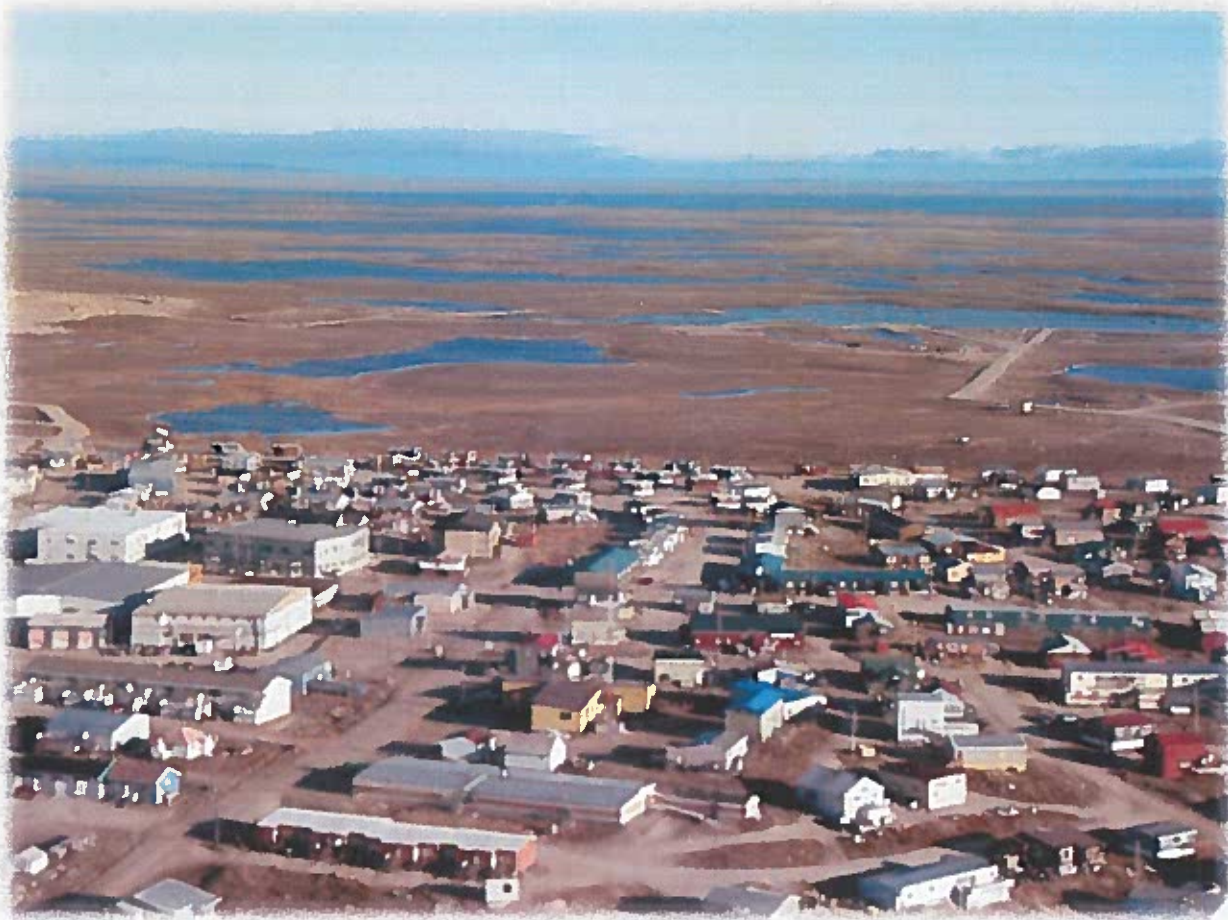


FIGURE 9 AERIAL VIEW 1

SECTION 4 POPULATION & HOUSING GROWTH

1.1 Population Growth

The Statistics Canada 2011 Census reported a population for Cambridge Bay of 1,610, representing a 9.5% increase since the 2006 Census, when the population was reported at 1,470. The Census reported a small decrease in population between 1996 and 2001 (-3.0%), but significant growth between 2001 and 2006 (12.2%). Cambridge Bay has a median age of roughly 27 years old, and the proportion of the population over 15 years old is 71.5%. Although Cambridge Bay has a very young population compared to Canada as a whole, the population is a little older compared to the Nunavut average. Nunavut has a median age of 24 years old and 67.3% of the population is over 15 years old (source: Statistics Canada, 2011 Census, Community Profiles).

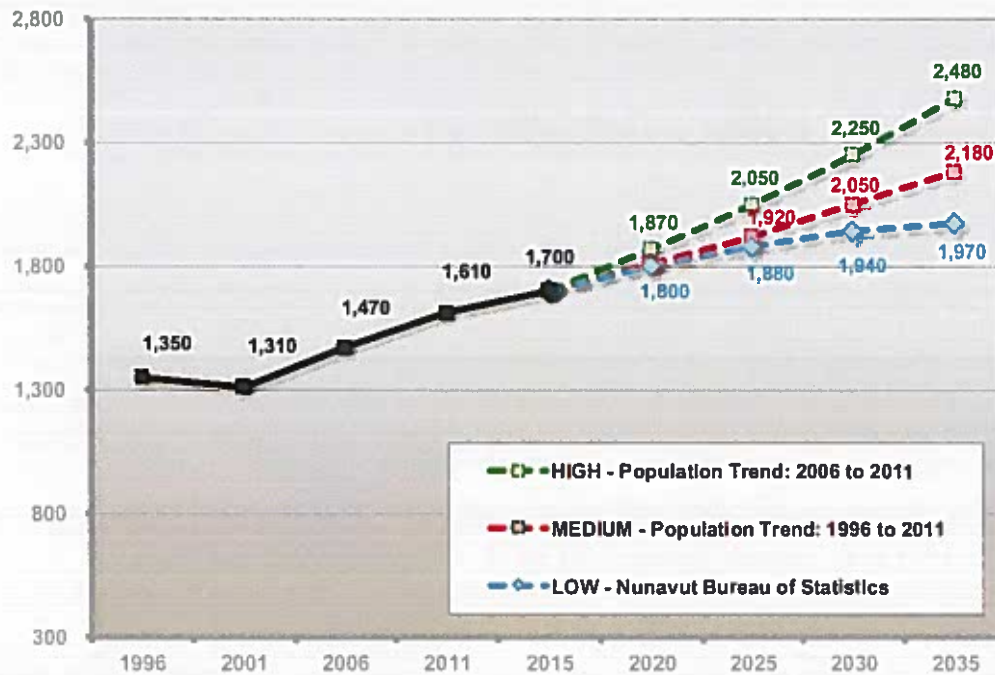
The Nunavut Bureau of Statistics reported a population of 1,700 for Cambridge Bay in July 2015, indicating a population increase of approximately 90 residents since 2011. The Bureau estimates are based on the 2011 Census counts and are adjusted for undercounting during the Census survey. For the purpose of projecting population growth, the 1,700 figure was used to establish the base year population in 2015 (source: Nunavut Bureau of Statistics, Population Estimate July 2015).

Three population projections were considered and are summarized in the table and figure below. The projections represent a LOW, MEDIUM and HIGH growth projections for Cambridge Bay to 2035. All scenarios are adjusted to the 2015 Population Estimate for Cambridge Bay.

- The **LOW** growth projection is based on the population projection prepared by the Nunavut Bureau of Statistics for all communities in Nunavut. The projection estimates a 16% or 270 person increase in population by 2035.
- A **MEDIUM** growth projection is based on the trend in population growth between 1996 and 2011 as reported by the Census. The average rate of growth was 1.3% per year over the 15-year period. The projection estimates a 28% or 480 person increase in population by 2035.
- A **HIGH** growth projection is based on the trend in population growth between 2006 and 2011 as reported by the Census. The average rate of growth was 1.9% per year over the 15-year period. The projection estimates a 46% or 780 person increase in population by 2035.

Table 1: Population Projection Scenarios, 2015 to 2035

Year	LOW growth	MEDIUM growth	HIGH growth
2015	1,700	1,700	1,700
2020	1,800	1,810	1,870
2025	1,880	1,920	2,050
2030	1,940	2,050	2,250
2035	1,970	2,180	2,480



Given the increased economic activity generated by the construction and operation of the Canadian High Arctic Research Centre along with other activities in the community, this Community Plan is based on the HIGH growth projection in order to be prepared if recent growth trends continue. Thus, a total future population of approximately 2,500 in 2035 is used as the basis for this Community Plan. Monitoring of actual growth rates are needed to review the timing of development phasing and the extent of infrastructure expansions.

1.2 Housing Growth

According to the 2011 Census, there were a total of 501 private dwellings in the community. This represents approximately 3.2



FIGURE 10 DIFFERENT HOUSING TYPES

persons living in each household, which is lower than the Nunavut average of 3.7 persons per household. Given Cambridge Bay's role as a regional centre with many employment opportunities, including the new CHARS facility, it is anticipated that the average number of persons per household will continue to decline. Thus, for the purpose of estimating future housing needed to support the projected population growth to 2035, a household size of 3.1 persons per household will be used. The reduction in average household size assumes that additional efforts are made to address housing shortages in the community.

The current supply of housing is estimated at 530 units. CHARS has constructed 8 staff housing units in the past 2 years and plans to build another 12

units in 2016-2017. Nunavut Housing Corporation has constructed two 10-plexes over the last 2 years as well.

Table 2 contains the housing projection. Based on the projected population of 2,500 in 2035, a total of 270 new housing units are needed to house the population. This would mean the construction, on average, of 13 units per year over the next 20 years.

Table 2: Housing Projections

Projected population 2035	Total units needed by 2035	Estimated Current supply of units (2015)	Additional units needed by 2035	Average units / year
2,500	800	530	270	13

The recently constructed residential areas of Cambridge Bay are being built at densities over 30 units per net hectare, therefore approximately 9 hectares of Residential land should be designated on the Community Plan.

There are a number of potential factors which may affect housing demand in Cambridge Bay over the next 20 years which should be monitored and the housing projection modified during the next five-year update of the Community Plan:

- If the rate of homeownership increases, housing demand may increase.
- If average household incomes increase, housing demand may increase.
- If the size of the home buying age population increases, housing demand may increase.
- If job opportunities increase more rapidly, in-migration may increase housing demand.
- If mortgage rates increase, housing demand may decrease.
- If house prices and construction costs rise rapidly, housing demand may decrease.
- If Cambridge Bay residents vote YES in the May 2016 Land Referendum, housing demand may increase due to better access to mortgages under a fee simple title system. Private land development could also potentially low the cost of development, making house prices more affordable.

SECTION 5

LAND USE DESIGNATION POLICIES

This Section contains the policies that apply to each Land Use Designation identified on Schedules 1 & 2. Each sub-section contains the objectives and policies of a specific Land Use Designation. The applicable sub-section should be reviewed based on the existing and/or proposed Land Use Designation of the project under review.

5.1 Residential



FIGURE 11 RESIDENTIAL AREA

The *Residential* land use designation is intended to accommodate the full range of housing types including single-family homes, duplexes, and multi-family buildings such as row housing and walk-up apartments.

5.1.1 'Residential' Objectives

The **Objectives** of the *Residential* land use designation are:

- (a) To ensure there is an adequate supply of residentially-designated land to accommodate housing growth.
- (b) To ensure a mix of housing types and densities in the community and within neighborhoods to provide housing choice, affordability and to create diversity.
- (c) To provide for housing that meets the needs of specific groups such as Elder's housing, group homes, and residential care facilities.
- (d) To provide flexible employment opportunities within the home that have a low impact on the surrounding neighbourhood.
- (e) To have well-designed residential areas.
- (f) To enhance existing neighbourhoods by encouraging development on vacant lots and redeveloping older lots by removing old or abandoned structures or buildings.
- (g) To investigate opportunities for private land development.

5.1.2 'Residential' Policies

The **Policies** of the *Residential* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses include the full range of housing types and densities, including single-family, semi-detached, row housing and apartment. Parks are also permitted.
- (b) Special purpose housing, such as Elder's housing, group homes or other types of residential care facilities are also permitted, subject to any requirements in the Zoning By-law. The scale and form of special purpose housing in the *Residential* designation shall be compatible with the character of the surrounding area. Council shall discourage concentrations of any specific type of special purpose housing in any one residential area.
- (c) Home occupations will also be accommodated, subject to the requirements in the Zoning By-law. Home occupations must maintain the residential character of the property and minimize impacts on the surrounding neighbourhood with respect to noise, traffic and activity level. A home occupation must be approved by the owner of the building in situations where the building is being rented.
- (d) Self-contained dwelling units, called Secondary Suites, will be permitted within a single-family home or a semi-detached dwelling, subject to requirements in the Zoning By-law.

Housing Mix

- (e) Council shall encourage the construction of a variety of housing types with mixing of housing types within each neighbourhood.
- (f) Multi-family residential buildings and other types of projects that provide affordable housing options will be encouraged by the Municipality. Council shall give consideration to the location of larger-scale multi-family buildings to minimize impacts on smaller scale residential development such as single-family and duplex dwellings.
- (g) An appropriate ratio of single-family to multi-family dwellings should be determined as part of the overall concept plan for each new development area.

Infill Development

- (h) The infill of new housing on vacant residential lands shall be encouraged.
- (i) The removal of old or abandoned buildings and the redevelopment of the cleared lands will be encouraged.

New Development Areas

- (j) Maintain a minimum three-year supply of serviced land for residential development.
- (k) Where large residential land developments are proposed by the Municipality or by developers, Council may ask to include a drainage plan and building design information in order to ensure a high-quality development.
- (l) The Hamlet will not support development that would result in piecemeal, lot-by-lot development or leap-frog development that would isolate some lots and lead to the inefficient use of municipal services and resources.
- (m) The design of subdivisions will respect the winter conditions and will be developed to minimize the amount of snowdrifting on public roads and adjacent properties.

5.2 Core Area



FIGURE 12 SCHOOLS IN THE CORE AREA

The *Core Area* land use designation is the symbolic heart of Cambridge Bay as a community but also as a regional centre. The area provides a focal point for community amenities, institutional uses, government and commercial offices, retail, cultural activities, and tourism. The objectives and policies for the *Core Area* seek to maintain and enhance the character of this area through redevelopment and beautification.

'Core Area' Objectives

The Objectives of the *Core Area* land use designation are:

- (a) To ensure that Cambridge Bay strengthens its role as a regional centre with a diverse mix of uses accommodating commercial, cultural, educational, health and social activities.
- (b) To encourage new development in the *Core Area*.
- (c) To encourage the mixing of uses within buildings, where appropriate.
- (d) To create active and interesting streetscapes, with particular emphasis on the beautification of Omingmak Street.
- (e) To maintain the *Core Area* as the focus of retail and community uses.
- (f) To ensure a safe and convenient pedestrian environment that encourages walking in the *Core Area*.
- (g) To beautify the *Core Area* to create an attractive heart of Cambridge Bay.
- (h) To densify and concentrate commercial, civic and community activities in a more compact form to reduce the amount of new land needed, to create a walkable community core, and to make the provision of municipal piped services feasible in the future.

5.2.1 'Core Area' Policies

The Policies of the *Core Area* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses include general commercial uses, office and retail uses, residential uses, institutional and community uses, and parks and recreation uses.
- (b) Major community uses that service the entire community will be encouraged to locate in the *Core Area*. These uses may include government offices and major social, educational and cultural facilities.
- (c) Residential uses are conditionally permitted within the *Core Area*, provided that the residential uses form part of a non-residential building.
- (d) Despite the above Policy (c), special purpose housing, such as Elder's housing, group homes or other types of residential care facilities can be stand-alone uses and not need to form part of a non-residential building, subject to any requirements in the Zoning By-law.

Core Area Development

- (e) Council shall encourage and consider providing incentives for the demolition or relocation of old or dilapidated buildings in order to allow redevelopment of key sites in the *Core Area*.
- (f) Council shall encourage and facilitate the relocation of the tank farm outside the *Core Area* and revitalize the waterfront area.
- (g) A small pond in the *Core Area* designation is proposed to be filled to provide more land for development. The pond depth should be determined to assess feasibility of filling the pond and the necessary approvals undertaken to acquire the land as Municipal Lands and fill the pond.

Landscaping & Urban Design

- (h) The *Core Area* shall have high quality public spaces and a higher standard of architectural design to reflect a unique and attractive Cambridge Bay.
- (i) Prepare a Beautification / Streetscaping Plan that seeks to create a vibrant, safe and attractive *Core Area* for visitors and locals to enjoy. The Plan should reflect the natural and cultural heritage of the community and address elements such as building design and site layout guidelines, derelict building removal, waterfront access, walkway system, public art, seating, parking, native plantings, lighting and banners. The Plan shall include a detailed list of actions and phasing of improvements.

- (j) New developments in the *Core Area* will be required to respect the policies and strategies of the Beautification / Streetscaping Plan, as adopted by Council. Financial contributions to support the preparation of the Plan, and/or landscaping works either on-site or off-site may be required as a condition of development permit approval.
- (k) The Municipality will maintain a beautification program to give the *Core Area* a pleasant and attractive appearance through streetscape improvements, the rehabilitation and removal of buildings and upgrading existing building facades.

A Walkable Core Area

- (l) Existing and proposed Pedestrian Pathways are shown on Schedule 1 – Community Land Use & Zoning Map. Improvements to Pedestrian Pathways in the vicinity of a proposed development may be required as a condition of development permit approval.
- (m) The open space surrounding the schools shall be well maintained, as well as other walking infrastructure such as cross-walks and walkways.
- (n) The design of buildings and site layouts of new development should consider snow drifting effects and the creation of all-weather environments. Snow studies may be required to accompany development applications for larger scale developments.

5.3 Commercial & Community



FIGURE 13 - COMMERCIAL AND COMMUNITY 1

The *Commercial & Community* land use designation is intended to maintain an adequate supply of land for commercial and community uses outside the *Core Area* so that residents may enjoy easy access to public facilities and services outside the *Core Area*.

5.3.1 'Commercial & Community' Objectives

The **Objectives** of the *Commercial & Community* land use designation are:

- (a) To provide residents with good access to facilities and services close to residential areas.
- (b) To ensure that proposed new commercial and community uses are compatible with adjacent uses.
- (c) To encourage the mixing of uses within buildings, where appropriate.

5.3.2 'Commercial & Community' Policies

The **Policies** of the *Commercial & Community* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses include:
 - i. commercial uses such as restaurants, retail stores, personal and business services, and offices;
 - ii. public uses such as community centres, places of worship, medical clinics, schools, day care centres, Elder's facilities, group homes, recreation complexes and other institutional or community uses.

- (b) Residential uses are conditionally permitted within the *Commercial & Community* designation, provided that the residential uses form part of a non-residential building.
- (b) Uses providing government services, hotels and other tourist servicing uses will not be permitted in the *Commercial & Community* designation.

Location & Design of Development

- (c) Commercial and community facilities will be centrally located along main roads, where possible, to ensure safe and convenient access by residents.
- (d) For larger scale developments, the Hamlet may request an impact analysis to determine the impact of a proposed development on municipal services, traffic flows and surrounding land uses, particularly near residential areas. Higher standards of site and building design may be required for these developments.

5.4 Major Institution

The *Major Institution* land use designation is intended to identify two unique institutions in Cambridge Bay – Canadian High Arctic Research Station and the North Warning System Site. These two institutions have unique land use requirements.



FIGURE 14 CAM MAIN 1



FIGURE 15 RENDERING OF CHARS 1

5.4.1 'Major Institution' Objectives

The **Objectives** of the *Major Institution* land use designation are:

- (a) To protect these institutions from incompatible development.
- (b) To accommodate the unique land use requirements of these institutions.

5.4.2 'Major Institution' Policies

The **Policies** of the *Major Institution* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses include:
 - i. Offices, research laboratories and works and other uses associated with large institutions;
 - ii. Uses of an industrial nature including outdoor storage, waste processing or storage, communications facilities, and utility installations;
 - iii. Residential uses to accommodate employees or visiting workers or researchers.

- (b) Heavier industrial uses such as hazardous waste storage, waste disposal site and a power generation facility are conditionally permitted within the Major Institution designation, subject to Council's satisfaction that these uses will be operated to meet all regulations and appropriate setbacks from any off-site residential uses is maintained.

5.5 Open Space



FIGURE 16 COMMUNITY PLAYGROUND 1

The *Open Space* land use designation is intended to provide for a wide range of parks, recreation, and open spaces that link together as much as possible, provide open space connections between areas of the community, and form access corridors to the land and sea. These spaces act as natural areas for drainage, shoreline protection, and steep slopes and other hazard areas that are not suitable for development. These spaces are also intended to provide a system of spaces for active and passive recreation.

5.5.1 'Open Space' Objectives

The **Objectives** of the *Open Space* land use designation are:

- (a) To provide for a classification system for parks and open spaces that serve various community needs.
- (b) To ensure adequate recreational opportunities for the community.
- (c) To protect important natural areas from development such as drainage courses and shorelines.
- (d) To protect hazard areas from development such as steep slopes and snow drifting zones.
- (e) To provide for an interconnected system of open spaces throughout the community, including protecting all shorelines for community use.
- (f) To utilize open space areas as a means of separating incompatible land uses, thereby protecting certain uses from potential adverse and undesirable effects.
- (g) To reserve the site in the area in front of the new Municipal offices, to allow for a gathering space with access to the shoreline.
- (h) To ensure that parks are designed within the context of a larger area.

5.5.2 'Open Space' Policies

The **Policies** of the *Open Space* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses will be primarily recreational facilities with no associated buildings, such as playgrounds, parks, playing fields, campgrounds, picnicking areas, walking trails, snowmobile trails, and non-permanent buildings such as camping and tenting structures.
- (b) Permitted uses shall also include cemeteries, snow fences, and interpretive facilities and similar infrastructure for the protection and promotion of heritage sites.

- (c) Conditional uses will include dog teams, communications facilities, outdoor storage, and beach shacks for harvesting purposes and traditional use, but not for human habitation, subject to requirements in the Zoning By-law.

Classification System of Parks

- (d) Parks shall be classified as follows:

- i. **Neighborhood Parks:** These parks provide for active play and are accessible and centrally located in each neighbourhood. The park locations will be identified in the subdivision plan for the neighbourhood. Neighbourhood Parks should generally have a minimum size of 2,000m².
- ii. **Community Parks:** These parks are larger and located to be accessible to the community as a whole. The parks may include a playing field, rink or court, or infrastructure for large community gatherings for social, cultural, educational and recreational events. Community Parks may be designed in combination with school playgrounds. The Many Pebbles Golf Course is a Community Park. The Heritage Park is also a Community Park.
- iii. **Regional Parks:** These parks will be specialized areas for the conservation and preservation of resources and for activities such as picnics and family camping. Ovayok Territorial Park is a Regional Park. The jurisdiction of Territorial Parks falls under Nunavut Parks and Park Management Plans guide their growth and direction.

Design of new parks

- (e) In new development areas, space for new parks shall be identified on the development concept plan. A concept design for a park site should be prepared before any development is undertaken.

Community Parks

- (f) A new Community Park (name to be chosen by the Elders) with a heritage theme, will be sited between the new Hamlet office and the waterfront. The Park will be a representation of the settlement heritage and history of the community. It will act as a central gathering area for community activities and provide a welcome approach from the waterfront for visitors arriving by ship.

Protection of Drainage Courses & Waterfronts

- (g) Unless otherwise noted on Schedules 1 or 2, lands located within 30.5 metres of a natural creek system or waterbody will be designated *Open Space*.
- (h) Exceptions to the above Policy will apply in situations where drainage courses can be successfully redirected, where the drainage courses are less significant, or where historical development in the area makes it unreasonable to demand or impossible to achieve development setbacks of 30.5 metres.
- (i) Unless otherwise noted on the Schedules 1 or 2, all Commissioner's Lands forming part of the 100 foot strip, as measured 30.5 metres from the Ordinary High Water Mark along the shoreline of the seacoast, will be designated *Open Space*.

Open Space Buffers

- (j) Open space buffers will be incorporated in the design of new development areas where there are potentially incompatible land uses. In existing developed areas where incompatible uses are proposed, attempts will be made to buffer uses, where feasible. The size of the buffer and design will be established as part of the development permit application process.

5.6 Seasonal Waterfront Use

The *Seasonal Waterfront Use* land use designation is intended to accommodate cabins that support traditional and recreational activities. These cabins may be seasonally occupied to support these activities. The cluster of cabins along the waterfront west of the Core Area (Akulailgok Park) towards the airport are in a designated *Seasonal Waterfront Use* area. Council may designate other lands in the future for other clusters of cabins.

5.6.1 ‘Seasonal Waterfront Use’ Objectives

The Objectives of the *Seasonal Waterfront Use* land use designation are:

- (a) To accommodate cabins that support traditional and recreational activities.
- (b) To ensure that cabins close to the populated area are restricted to certain locations and that these cabin areas are to be kept tidy and clean, and representative of the land.

5.6.2 ‘Seasonal Waterfront Use’ Policies

The Policies of the *Seasonal Waterfront Use* land use designation are:

Conditional Uses

- (a) Conditional uses will be cabins and passive recreational uses such as walking trails and snowmobile trails. Cabins may be a permanent structure but may not be permanently fixed to the ground and may only be used to support seasonal traditional and recreational activities and may not be used as a primary home. Cabins will be subject to requirements in the Zoning By-law.

Land Management

- (b) Council will consider, in partnership with the GN Department of Community and Government Services, implementing a system of leasing recreational parcels with a fair and equitable method of disposition.

Setbacks from water

- (c) New cabins shall not be sited within the ‘100-foot strip’ which are lands measured 30.5 meters from the Ordinary High Water Mark along the shoreline of the seacoast.

5.7 General Industrial



FIGURE 17 INDUSTRIAL ACTIVITY IN THE CORE 1

The *General Industrial* land use designation is intended to provide land for adequate development at appropriate locations to support ongoing development in the industrial sector. This industrial designation is intended to reduce the negative impacts of noise, dust, truck travel and the storage of potentially hazardous substances associated with industrial activity.

The requirement for industrial land is critical for the growth of the community. Many lots in the Core Area and Municipal Reserve designations are used for scrap metal, heavy equipment and sea cans.

5.7.1 ‘General Industrial’ Objectives

The Objectives of the *General Industrial* land use designation are:

- (a) To ensure an adequate supply of land in appropriate locations to meet the ongoing needs of the community for various types of industry.
- (b) To minimize or eliminate conflicts between industry and other land uses.

- (c) To develop efficient, attractive and well-planned industrial areas serving the interests of industry, the municipality and the region.

5.7.2 'General Industrial' Policies

The Policies of the *General Industrial* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses in the *General Industrial* land use designation include the full range of light industrial and some heavy industrial uses such as lumber yards, vehicle repair and service stations, waste processing and non-hazardous storage facilities, open storage, warehousing, manufacturing and processing plants;
- (b) Conditional uses include the storage of fuel and hazardous materials, water treatment facilities, and power generation facilities.

New Industrial areas

- (a) When designating new *General Industrial* areas, they should be adequately separated from residential areas to minimize any potential detrimental or nuisance factors.
- (b) New industrial development will be located on the road to the Solid Waste Site and immediately west of the Sewage Lagoon.
- (c) The General Industrial area or portion of the area adjacent to the sewage lagoon will be reserved for soil remediation uses

Industry Relocation

- (d) Industrial uses that are currently located in non-industrial areas will be encouraged to relocate to an appropriate *General Industrial* or *Restricted Industrial* area. If the relocation of existing industry is impractical, steps should be taken to minimize negative impacts on adjoining properties.

NPC & NIRB Environmental Screening

- (e) New industrial activity may be subject to screening and/or review by the Nunavut Planning Commission and/or the Nunavut Impact Review Board in accordance with the *Nunavut Planning and Project Assessment Act*, as amended.

5.8 Restricted Industrial



FIGURE 17 INDUSTRIAL ACTIVITY IN THE CORE 2

The *Restricted Industrial* land use designation is intended to provide land for a limited type of industrial uses located on the airport property near the existing tank farm.

These lands provide another opportunity to relocate existing industrial uses in the Core Area and Municipal Reserve designations to industrial lands.

5.8.1 'Restricted Industrial' Objectives

The **Objectives** of the *Restricted Industrial* land use designation are:

- (a) To ensure an adequate supply of land in appropriate locations to meet the ongoing needs of the community for various types of industry.
- (b) To minimize or eliminate conflicts between industry and other land uses.
- (c) To develop efficient, attractive and well-planned industrial areas serving the interests of industry, the municipality and the region.

5.8.2 'Restricted Industrial' Policies

The **Policies** of the *Restricted Industrial* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses in the *Restricted Industrial* land use designation will be limited to a small range of light industrial uses that will not be associated with a proliferation of outdoor storage of materials and equipment.
- (b) All the uses in this designation will be Conditional uses subject to Nunavut Airports review and other criteria.

New Industrial areas

- (c) Council will pursue the development of a *Restricted Industrial* area on the Airport property to the west of the community in the area of the tank farm. Council shall consult with the community prior to approving an overall concept plan for a new industrial subdivision in this area.

Industry Relocation

- (d) Industrial uses that are currently located in non-industrial areas will be encouraged to relocate to an appropriate *General Industrial* or *Restricted Industrial* area. If the relocation of existing industry is impractical, steps should be taken to minimize negative impacts on adjoining properties.

NPC & NIRB Environmental Screening

- (e) New industrial activity may be subject to screening and/or review by the Nunavut Planning Commission and/or the Nunavut Impact Review Board in accordance with the Nunavut Planning and Project Assessment Act, as amended.

5.9 Municipal Reserve



The *Municipal Reserve* land use designation is intended to reserve lands for future community development.

FIGURE 19 LAND FOR FUTURE DEVELOPMENT

5.9.1 'Municipal Reserve' Objectives

The **Objectives** of the *Municipal Reserve* land use designation are:

- (a) To set aside sufficient land for future housing, services, and employment.
- (b) To further explore the feasibility of developing the reserved lands.
- (c) To prepare development concept plans for the subdivision of the land to create an open network, an efficient road network, and new lots for a variety of uses.

5.9.2 'Municipal Reserve' Policies

The **Policies** of the *Municipal Reserve* land use designation are:

Permitted & Conditional Uses

- (a) In general, no new development will be permitted on lands designated *Municipal Reserve*, except for temporary or non-permanent uses that will not interfere with the future subdivision of the land for community growth and development.

Development Concept Plan

- (b) An amendment to the Community Plan will be required to change the designation of the land to the appropriate new land use designation prior to development. The proposed amendment shall be supported by:
 - i. A Development Concept Plan or Subdivision Plan for the lands that illustrates the proposed land uses, the road layout, drainage patterns, and lot sizes and configurations.
 - ii. A study that demonstrates the feasibility of draining and filling ponds, where applicable.
 - iii. In the case of the lands on the east side of the main road to the weather station and water supply lake, a Phase 1 & 2 Environmental Site Assessment has been completed, and any required remedial works have been undertaken.

5.9.3 Nuna



FIGURE 20 MOUNT PELLY AT OVAYOK TERRITORIAL PARK

The *Nuna* land use designation is intended to protect the land outside the populated area of the community in a largely natural state for a variety of traditional, recreational and tourism activities.

5.9.4 'Nuna' Objectives

The **Objectives** of the *Nuna* land use designation are:

- (a) To provide for the lands outside of the built form (surveyed lands) of the community in land uses for traditional, tourism and passive recreational uses.
- (b) To protect the watershed of the community water supply.
- (c) To accommodate the disposal of solid waste and sewage waste at a safe distance from the community.
- (d) To accommodate other community infrastructure that requires location outside the populated area.
- (e) To manage the gravel extraction areas in an environmentally responsible manner.

5.9.5 'Nuna' Policies

The **Policies** of the *Nuna* land use designation are:

Permitted & Conditional Uses

- (a) Permitted uses in the *Nuna* designation are primarily cultural, recreational and tourism uses including recreational cabins, temporary camping structures, small-scale public buildings or structures for community uses, interpretive facilities for heritage sites, and dog teams.
- (b) Permitted uses in the *Nuna* designation also include community infrastructure and resource uses such as the water supply and treatment infrastructure, solid waste site, sewage treatment area, granular extraction areas, communications towers, or renewable energy generating facility. Waste processing facilities such as recycling, composting, and landfarming will be permitted when located next to an existing Solid Waste Site, as shown on the Schedules 1 or 2.
- (c) Council may also permit commercial harvesting, small-scale commercial or infrastructure facilities to support local economic development if Council is satisfied that the project is consistent with the guiding principles of Inuit traditional knowledge and that there will be no negative impact on wildlife, wildlife habitat and harvesting.

NPC & NIRB Environmental Screening

- (d) Any proposed development close to the municipal boundary or with potential impacts outside the municipal boundary shall be submitted to the Nunavut Planning Commission.
- (e) New infrastructure projects may be subject to screening and/or review by the Nunavut Planning Commission and/or the Nunavut Impact Review Board in accordance with the Nunavut Planning and Project Assessment Act, as amended.

Watershed Protection

- (f) Despite the Permitted Uses for the *Nuna* designation, no development other than water supply related infrastructure shall be permitted within the 'Watershed Area' as shown on Schedules 1 or 2.

Setbacks from Waste Disposal Sites & Sewage Treatment Area

- (g) Any proposed development within the 450 meter setback of a Waste Disposal Site or the Sewage Treatment Area, as shown on Schedule 1, shall be subject to the requirements of the Public Health Act. In general, residential, community and commercial uses will not be permitted within the setback.

5.10 Transportation



FIGURE 21 APPROACH AT THE AIRPORT

The *Transportation* land use designation is intended to protect from operational interference the community's major transportation infrastructure including the airport, communications facilities, existing and proposed sealift beach, and the float plane base.

5.10.1 'Transportation' Objectives

The *Objectives* of the *Transportation* land use designation are:

- (a) To ensure development adjacent to the airport, float plane base, the sea lift beach, and their communications systems are compatible with the operation of these facilities.

5.10.2 'Transportation' Policies

The *Policies* of the *Transportation* land use designation are:

Permitted Uses

- (a) Permitted uses include airport and marine infrastructure and commercial uses related to these uses, outdoor storage and warehouses.

Airport Zoning Regulations

- (b) All development within the Airport influence areas, as shown on Schedules 1 & 2, shall be subject to the Cambridge Bay Airport Zoning Regulations.

Future Dock

- (c) Lands for a future dock for sealift operations is identified next to the tank farm facility on the Airport property.

SECTION 6

GENERAL LAND USE POLICIES

This Section contains General Land Use Policies that apply to all developments regardless of what land use designation the project is located in. Each sub-section contains the objectives and policies of specific policy areas including Planning Policies, Transportation Policies, Municipal Services and Utilities Policies, and Historic Resources Policies. The applicable sub-sections should be reviewed based on the existing and/or proposed Land Use Designation of the project under review.

6.1 Community Growth & Phasing Policies

Phasing policies ensure the orderly development of areas identified for future community expansion and development. It is important that a supply of lots for the various types of development be available at all times.

Although there is adequate land designated for development or Municipal Reserve for the life of this Plan (to 2035), community growth beyond 20 years will be severely challenged due to Reserve 1853, as shown on Schedules 1 or 2. Reserve 1853 is a Department of National Defense Reserve, covers an area of approximately 103,600 hectares, and was created for the USAF Seismic Array. It is understood that community expansion is currently not permitted to encroach into Reserve 1853. Community growth is also constrained by multiples parcels owned and managed by Nunavut Airports and the Department of National Defense. These large parcels severely restrict future expansion opportunities for the community.

Policies:

Community Growth

- (a) Plan for a 2035 population of 2,500 people and designated adequate land for this community growth.
- (b) Encourage and facilitate the consolidation, intensification and redevelopment of existing lots within the townsite to conserve land supplies on the periphery of town.
- (d) Where appropriate, Council will support infill in the form of multi-unit residential buildings.

Development Phasing

- (e) Council will phase new residential land development as follows:
 - a. Phase 1: Develop new housing in the *Residential* designated lands north of the pond and Nunavut Arctic College Centre, which represents an approximate a 3 to 4 year land supply. Phase 1 also includes the connection of a new Major Road to Mitik Street in the west part of the Core Area (road to the airport) and an extension of the *Core Area* land.
 - b. Phase 2: Develop new housing in the *Municipal Reserve* designated lands identified as Phase 2 on Schedule 1, subject to a re-designation of the lands in accordance with Policies in Section 5.6 of this Plan. Phase 2 lands represent a 3 to 4 year supply of land for residential development.
 - c. Phase 3: Develop new housing in the *Municipal Reserve* designated lands identified as Phase 3 on Schedule 1, subject to a re-designation of the lands in accordance with Policies in Section 5.6 of this Plan. Phase 2 lands represent a 4 to 5 year supply of land for residential development.
 - d. Future phases: There are three “Future Phases” identified on Schedule 1. The ‘Future Phase’ on the east side of Kuvalak Street (road to water supply lake) is subject to an Environmental Site Assessment and remediation as required. Another ‘Future Phase’ is located directly north of the Phase 2 and 3 lands. A third ‘Future Phase’ is

located to the northwest of the Core Area and would provide a link to access lands outside the DND Reserve Line if that constraint to community expansion is relaxed in the future.

- (f) Council will provide new industrial land development by developing industrial subdivisions as required along the road north of the CHARS facility in the vicinity of the Community Landfill and Sewage Treatment Area.

Supply of Lots

- (g) Council will ensure an approximate 3-year supply of vacant serviced land is available for acquisition and development by interested applicants.
- (h) The oversupply of lots will be avoided to reduce debt loads and operating costs.

Community Expansion beyond Reserve 1853

- (i) The Hamlet will continue discussions with Nunavut Airports (Airport Property) and Department of National Defense (Reserve 1853) regarding parcels owned and managed by these organizations outside the populated area to determine longer term future community expansion opportunities.

6.2 Design of New Development Areas

The policies in this Section are intended to ensure that large developments will be well-designed and integrated with the existing community and any natural features that are present on the land.

Policies:

Development Concept Plans

- (a) Where large undeveloped areas or partially developed areas are being proposed for development, a Development Concept Plan may be required to be prepared prior to development.
- (b) Development Concept Plans shall be approved by Council and should provide information with regard to the following:
 - a. Layout of roads, with provisions for integration in a safe and efficient manner with other existing and anticipated road in the area, and in conformity with accepted engineering standards.
 - b. Layout of lots, with lot sizes that are appropriate for the nature of the anticipated development.
 - c. Location and size of proposed buffers, parks and open spaces with details of any natural features.
 - d. Preliminary drainage plan.
 - e. Where appropriate, an assessment of the impact of the proposed development on the environment.

Development Schemes

- (c) Council may adopt by by-law, a development scheme, in accordance with the Planning Act. The Development Scheme for an area may address issues such as future land uses, proposed road patterns, walking trails, municipal services, heritage resources, sensitive lands, and building design.

6.3 Public Participation

Public participation in planning issues allows residents to contribute in a positive and constructive way to the future growth and change of the community. There is a range of public involvement in planning processes including public information, public consultation, public participation, and public empowerment. The degree to which the public becomes involved in decision-making processes will depend on the specific situation.

Policy:

- (a) The Hamlet will encourage public engagement on planning issues and will exceed the consultation requirements of the *Nunavut Planning Act*, whenever possible.

6.4 Transportation System Policies

Establishing safe and efficient transportation systems for vehicle, bicycle and pedestrian modes is critical to the overall development of the community. Transportation policies apply to all land use designations and developments.

Policies:

- (a) Consider the safe and efficient flow of traffic in the community when reviewing new development permit applications and in the design of new development areas.
- (b) In the design of new development areas, the road network should be designed to be compatible with the existing and planned road network in the surrounding areas.
- (c) Maintain traditional access points to the land and sea, wherever possible. When traditional links are potentially disrupted due to a proposed development, the link should be rerouted in a satisfactory manner.

Parking

- (d) Establish appropriate standards for the provision of parking for new developments in the Zoning By-law.

Road ROWs & Road Widenings

- (e) Road right-of-ways shall be protected for 18 meters. In the older areas of town, road widenings may be obtained at the time of redevelopment or subdivision of land, as a condition of development or subdivision approval. The road widening may be uneven of either side of the road depending on existing conditions.

6.5 Municipal Services & Utilities Policies

Municipal services include the water supply and treatment system, drainage networks, sewage and solid waste management. Policies to provide and maintain a high level of municipal services are required to protect the health of residents and to ensure orderly development in an economic manner.

Policies:

Water Supply & Treatment

- (a) Ensure adequate capacity of the water supply and treatment system to service a projected 2035 population of 2,500.
- (b) Maintain a high quality of drinking water through regular maintenance of infrastructure and in accordance with the standards of the Nunavut Water Board and Territorial Guidelines and License requirements.

Solid Waste Management

- (c) Ensure adequate capacity of the community landfill to service a projected 2035 population of 2,500.
- (d) Plan, develop, operate and maintain a solid waste management program pursuant to the General Sanitation Regulations of the *Public Health Act*.
- (e) The Municipality may investigate the reduction of the 450 meter setback from the existing waste disposal site due to the difference in topography between the waste site and the community.
- (f) The Municipality will continue to update and use the Solid Waste Management Plan and incorporate, where feasible, complementary strategies such as waste reduction, reuse, and recycling of waste materials.

Utilities

- (g) Coordinate and approve utility service designs to ensure that new developments are adequately serviced and that the access points for service vehicles are located in a safe and efficient manner.

6.6 Heritage Policies

The Cambridge Bay area has a long history in Inuit settlement as well as more current day history in military and marine transportation. As a result, there are a number of historical sites found within the Municipal Boundary, specifically on the other side of the river. These include buildings that represent the origins of the community's permanent establishment and include historic churches, marine and military histories. As a relatively new community, the protection of heritage will add to the community's sense of history and culture now and in future years. The Plan balances the interests of development with the need to protect heritage features for future generations. These features may include buildings and sites with unique architectural, historical, cultural, or archaeological features, or simply physical locations that played a significant role in Cambridge Bay's development.

Policies:

Identification of Heritage Sites

- (a) The Hamlet will protect known archaeological and historical sites in collaboration with the NTI, Inuit Heritage Trust, and the Territorial and Federal Governments.
- (b) Heritage Sites shall be identified with a symbol on Schedule 1. Heritage Sites may be a site, building or structure with known historic, architectural or archaeological significance. New Sites shall be added to Schedule 1 by amendment to this Plan.
- (c) Where there are limited remains of a historical structure or activity, a simple marker and/or signage may identify the location and provide interpretation.

Community Involvement

- (d) The Hamlet will encourage the identification, promotion, protection, investment and maintenance of Heritage Sites and other significant cultural heritage resources through community involvement and education.

Development near a Heritage Site

- (e) In approving development close to a Heritage Site as shown on Schedule 1, Council shall consider the following:
 - a. Potential impacts on the Heritage Site;
 - b. Ways to mitigate these impacts, where possible;
 - c. Ways to enhance the Heritage Site, where possible;
 - d. Define a suitable development buffer from the Heritage Site.
- (f) Any development of land that will endanger a Heritage Site will not be approved.
- (g) Conditions may be imposed on the approval of development or subdivision of land in the vicinity of a Heritage Site.

SECTION 7

IMPLEMENTATION & ADMINISTRATION

The Community Plan is a broad statement of goals, directions and policies guiding change, as it occurs, in the community. It will be implemented in a number of ways, through a hierarchy of legislation and policy tools, and by the commitment of Municipal Council and the residents of Cambridge Bay to ensure that the vision remains alive and relevant. Municipal Council will use the Community Plan as a general reference in its annual budgetary process, its decisions about programs and capital expenditures, and its support for proposed land developments.

As a broad statement of direction, the Community Plan is the starting point for the implementation of more detailed and site specific zoning and subdivision bylaws, development permit systems, and other policy and regulatory instruments designed to ensure that development is appropriate and meets public expectations. These tools provide guidance on siting, permitted land uses and activities, the character and form of development, and other details which ensure the highest quality of development.

7.1 Changes to the Community Plan

In accordance with the provisions of *The Nunavut Planning Act*, a review of the Community Plan is required every five years. This allows the Community Plan to anticipate or respond to changing conditions within the Municipality of Cambridge Bay.

While the Community Plan is intended to direct future development to appropriate locations and to provide standards and guidelines for development, it is recognized that there may be cases where the Plan does not accommodate a proposed development that the community may wish to consider. In such cases, an amendment to the text of the Community Plan or to the Schedules will be required in order to accommodate the proposed development. An amendment to the Community Plan should be thoughtfully considered since it may represent a change to the accepted direction and vision of the community.

7.2 Other Planning Tools

The Community Plan serves as a guide in making day-to-day decisions on planning matters; however, it does not in itself provide a complete planning tool. It must be used in conjunction with other planning controls and territorial policies, regulations, guidelines, and development requirements available to the Municipality under the *Planning Act* and other legislation. Actual enforcement of the Community Plan's policies and programs is carried out by using the following planning controls:

7.2.1 Development Schemes

Development Schemes provide more detail on the development of specific areas in the General Plan, and may be adopted by Council in accordance with Section 7 of the *Planning Act*. A Development Scheme may show lot division, land uses, road layouts, phasing of development, and specific policies and standards for development.

7.2.2 Zoning By-law

Once the Municipal Council has prepared a Community Plan it is a requirement under Section 13 of the *Planning Act* to adopt a Zoning By-Law. A Zoning By-Law is the principal regulatory tool to control land use and development. It establishes various land use districts ("zones"), determines both permitted uses and conditional uses in these zones, and prescribes regulations for development in the zones. The Community Plan provides the vision and broad policies to be maintained when preparing or amending the Zoning

By-law. When Council considers an application for re-zoning, its decision will be based on the vision, objectives, and policies in the Community Plan.

7.2.3 Subdivision

The *Nunavut Planning Act* contains detailed provisions and regulations governing the form and approval of subdivision applications. Section 38 of the Act states that the subdivision of land shall not be approved unless the council of the municipality has by resolution given its approval. Council's approval may be given with or without conditions.

The Council of the Hamlet of Cambridge Bay shall approve a subdivision plan only when the objectives and policies of the Community Plan and also other relevant laws and by-laws are complied with.

7.2.4 Other By-laws, Codes and Regulations

Land development and land use proposals for individual building projects are also subject to the provisions of municipal by-laws, such as the Land Administration By-Law and national legislation such as the National Building Code.

7.2.5 Capital Expenditures

Capital expenditures from the Land Development Fund is one of the most crucial considerations for giving effect to the programs and policies outlined in the Community Plan. Allocation of funds for improvement, expansion or initiation of capital works establishes the community's commitment to a prioritized program of development. After the Community Plan has been adopted, capital expenditure programs of the Hamlet of Cambridge Bay shall be consistent with the provisions of the Plan.

7.3 Monitoring of the Plan

In order to gauge the success of the Plan, a regular evaluation process shall be undertaken. This may include establishing a list of measurable indicators, for consideration by Council, upon which Community Plan goals and objectives will be reviewed. Based on the level of success in meeting Community Plan goals and objectives, Council may wish to amend policies, consider new implementation strategies and, when needed, conduct a comprehensive Plan review. In accordance with Section 5 of the *Nunavut Planning Act*, a review of the Community Plan is required every 5 years.

7.4 Required Actions

In addition to regulations and bylaws to implement the Community Plan, a number of policies offer specific recommendations for future actions. Several of these relate to added work that may need to be undertaken by the Municipality, other governments or private/public agencies to further define the scope of actions. Other recommendations reinforce the need for further study to provide background and data to allow for more targeted implementation actions.

Listed below is a list of **ten actions** necessary to achieve better implementation of the Community Plan. They are not in any chronological order. Once completed, the conclusions and recommendations should be considered for future inclusion in this Plan.

1. **Industrial Subdivision Surveys:** Schedule 1 of the Community Plan identifies new industrial subdivisions next to the tank farm near the airport and near the solid waste dump and sewage lagoon. Council should prioritize these industrial areas and request surveys to be prepared for the lands to be subdivided to create new industrial lots. The proposed industrial area near the airport is on the Airport property. Preliminary discussions with Nunavut Airports indicate the potential for development.

2. **Phase 1 (north of NAC/pond) Resurvey:** The alignment of roads and lot sizes in this area needs to be resurveyed. The resurvey will improve future road access to future phases, change the alignment of roads, create smaller lots to improve affordability, and subdivide a larger lot to create a neighbourhood park and more residential lots.
3. **Establish a Pilot Project for Tiny home development in Phase 1.** To density the use of land and to create a diversity of housing styles, create small lots to allow opportunities for tiny home development and other non-conventional housing styles.
4. **Development Concept Plan for Phase 2, Phase 3 and Future Phase lands:** With the limited area left remaining for development of the community, an efficient use of land is needed. There are multiple small ponds that are proposed to be filled but studies are required to determine the feasibility and cost of filling and to determine the most effective drainage system. Once determined, a conceptual road layout, lots and land uses could be proposed for discussion.
5. **Environmental Site Assessment:** The “Future Phase” lands on the east side of the road to the water supply may have contamination. A Phase 1 and 2 Environmental Site Assessment should be undertaken for these lands to determine what cleanup of the lands is required.
6. **Community Drainage Plan:** Due to the shortage of developable lands, the ponds and drainage system on the lands surrounding the community need to be studied and a comprehensive drainage plan needs to be developed.
7. **Quarry Management Plan & Survey:** Adequate granular supplies should be identified and a quarry management plan prepared to manage the site. The management plan should include plans for restoration of quarries once the supply is used up. Resource areas should be surveyed so that the municipality can control and manage the pit, and collect fees for use.
8. **Location of Solid Wates Site:** Site Locations need to be identified and studied.
9. **Designate site for pilot project on Soil Remediation:** Designate an area that all contaminated soils can be taken to for soil remediation. Other names associated with this type of use are Land Farms.
10. **Beautification & Streetscaping Plan:** The creation of a beautiful streetscape along Omingmak Street will provide a visual identification for the community. A plan will need to be developed for this area to meet the needs of the users and the potential of the landholders. The Plan will also address other beautification and streetscaping initiatives for the *Core Area*.
11. **Heritage Park:** The location of a Community Park in the *Open Space* designation just south of the Municipal Office will create a meeting and gathering place for the community and for tourism. A Plan will need to be developed for this area that will meet the needs of the community. The site will become more important over time, when significant increases in marine and visitor based tourism is expected to occur. Heritage buildings will be moved to the site to save them from destruction.
12. **Sealift Relocation:** The reorganization of dock locations, the location of recreational facilities and an analysis of appropriate land and water uses. The relocation of the sealift operation from the center of the community to the area by the airport is encouraged.
13. **Tank Farm Relocation:** The longer-term relocation of all tank farms from the *Core Area* is to be explored in partnership with the Government of Nunavut and the private companies owing them.



—FIGURE 22 - PLANNING FOR TODAY AND TOMORROW. VIEW OVER THE SEWAGE LAGOON AND THE SOLID WASTE SITE

