

WATERFRONT MANAGEMENT PLAN

Prepared for: City Council

By: Planning & Lands Division
Public Safety & Development
City of Yellowknife
Updated: December 21, 2000
Approved: February 26, 2001



DEFERRED BUSINESS AND TABLED ITEMS

- #0056-01 49. Councillor McDonald moved,
Councillor Lyons seconded,

That the Waterfront Management Plan along with its accompanying Implementation Strategy with a target date of 2008 for completion be adopted.

50. Councillor O'Reilly moved,

That the motion be amended by replacing "2008" with "2005".

As there was no seconder, the motion was lost.

MAIN MOTION CARRIED UNANIMOUSLY

OLD BUSINESS

51. There was no old business.

NOTICES OF MOTION

52. There were no notices of motion.

DELEGATIONS PERTAINING TO ITEMS NOT ON THE AGENDA

53. There were no delegations pertaining to items not on the agenda.

NEW BUSINESS

EXECUTIVE SUMMARY

The Waterfront Management Plan is a refinement and merging of waterfront policies from past planning documents, recent public consultation and physical analysis. This planning process has produced objectives, operational policies, and specific courses of action for enhancing access to the water's edge, protecting the natural attributes of the shoreline, resolving land tenure concerns and enhancing the tourism aspect of the Great Slave Lake within the City of Yellowknife.

A Bibliography of the studies and documents which were referred to, and summaries of the public consultive process including a questionnaire survey are found in the appendices of the Waterfront Management Study - Background Report. Public meetings were held March 20th & 21st ; April 4th & 5th, and October 3rd, 2000.

The Waterfront Management Plan presents a five stage implementation framework establishing priorities and implementing policies and specific proposals. Cost estimates for these courses of action are included in the Plan. Implementation of the Waterfront Management Plan will initiate and generate a considerable work program in the form of land negotiations, further public consultation, design work and construction.

Based on Schedule A: Priorities, Specific Proposal & Budget Estimates of the Waterfront Management Plan the following summary of the five implementation stages has been prepared.

Summary of Priorities, Specific Proposals with Budget Estimates			
Stage 1	Action		
	N/R	Design	Construction
A.4.1 Boat Launch Marina	✓		
A.4.2 Trail Through Tin Can Hill	✓		
B.4.1 Trail & Viewpoint		2K	25K
B.4.2 Willow Flats/Woodyard Park	✓	26K	
B.4.3 Woodyard		9K	
C.4.1 Headlease Block 19 & 20	✓		
C.4.2 Sublease Block 19 & 20	✓		
C.4.3 Heritage Preservation	✓		
C.4.4 Sublease Municipal Land	✓		
C.4.5 Franklin Walkway		3.8K	
C.4.6 Shoreline Viewpoint/Oldtown		1K	
C.4.7 Headlease Jolliffe Island	✓		
C.4.8 Inventory Public	✓		
E.4.1 Latham Island & Wetland	✓		
E.4.2 Watt Park Drive		13K	130K
E.4.3 Old Town/Back Bay Marina	✓		
E.4.5 Trail System		1K	
F.4.1 Niven Lake Urban Park		8.5K	
F.4.3 Giant Mine Waterfront		5K	116K
G.4.2 Rezoning of Islands	✓		
TOTAL		69.3K	271K

N - Negotiate or Consultation

R - Research

Summary of Priorities, Specific Proposals with Budget Estimates

Stage 2	Action		
	N/R	Design	Construction
A.4.1 Boat Launch Miramar Con			45K
A.4.2 Trail Tin Can Hill		5.2K	
A.4.3 Viewpoint Tin Can Hill		1.0K	
B.4.2 Willow Flats/Woodyard Park			260K
B.4.3 Woodyard			86K
B.4.4 Pumphouse Community dock		2K	25K
C.4.5 Franklin Walk Way			44K
C.4.6 Shoreline Viewpoint Old Town			11K
E.4.1 West Side Latham Island Wetlands	✓		
E.4.3 Old Town/Back Bay Marina		15K	
E.4.4 Back Bay Wetlands		8.2K	
F.4.1 Niven Lake Urban Park			5K
F.4.2 Fault Lake/Back Bay Park		7K	
TOTAL		38.4K	476K
Stage 3			
A.4.2 Trail - Tin Can Hill			52K
A.4.3 Viewpoint Tin Can Hill			11K
A.4.5 Negus Point Park		17K	
C.4.8 Joliffee Island Park		14K	
E.4.3 Old Town/Back Bay Marina			172K
E.4.4 Back Bay Wetlands			96K
F.4.1 Niven Lake Urban Park			100K
TOTAL		21K	431K

Summary of Priorities, Specific Proposals with Budget Estimates

Stage 4	Action		
	N/R	Design	Construction
A.4.4 Wilderness/Heritage Park		14.6K	
C.4.8 Jolliffe Island Park			168K
F.4.1 Fault Lake/Back Bay			71-140K
F.4.4 Trail System		9K	
TOTAL		23.6K	208K
Stage 5			
A.4.4 Wilderness/Heritage Park			170.8K
A.4.5 Negus Point Park			200K
F.4.4 Trail System			109K
TOTAL			479.8K

Summary By Year	Design	Construction
Stage 1	69.3K	271K
Stage 2	38.4K	476K
Stage 3	21K	431K
Stage 4	23.6K	208K
Stage 5		479.8K
TOTAL	152.3K	1,865.8K

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IMPLEMENTATION STRATEGY & BUDGET ESTIMATES

Prepared for: City Council

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INTRODUCTION

The Great Slave Lake shoreline within the boundaries of the City of Yellowknife has played and will continue to play a strong role in the economic and social well-being of the City. Yellowknife Bay, Back Bay and their shorelines are perhaps the City's most recognized and unique characteristics and they serve to define our northern lifestyle.

Over time the waterfront has been the subject of several studies, policy documents, and public debate. Most of these studies and debates have concentrated on the Old Town area where development has tended to evolve without specific direction or purpose other than to fulfil the needs of the varied water dependent uses. Although these studies have made specific recommendations, the implementation of these suggested proposals has not happened for one reason or another.

There is an increasing need to recognize changes in water dependent uses and to recognize trends in water enjoyment uses. In the past the waterfront activity related to the water-transportation mode on the Great Slave Lake and to a mixture of commercial and residential pursuits. Presently, the commerce located near the waterfront is typically more reliant on ground and air transportation modes but the desire to live, to do business, and recreate in the area still persists. An integral part of the past, present, and future of the City of Yellowknife the water's edge is strategic to the economy and livability of not only the City but the larger regional and territorial community.

The challenge of guiding policy and the change of uses along the shoreline lies in the need to ensure orderly change while preserving and enhancing the waterfront character not only for the developed area of Old Town but for the entire shoreline within the City's boundaries.

This Waterfront Management Plan is an action plan and a commitment package. The objectives, operational policies, and specific proposals of the Waterfront Management Study are summarized in this Plan. The Waterfront Management Plan does not contain the rationale for this objective, policies and proposals. One must read the Waterfront Management Study for this rationale and an understanding of the general public interest. The Waterfront Management Study provides the background for the Waterfront Management Plan while the Waterfront Management Plan provides the strategy for: enhancing access to the water's edge; guiding waterfront development; preserving the natural and heritage attributes of the waterfront; and resolving land tenure issues.

It is important to acknowledge the public input received through a series of public workshops and open houses, a questionnaire, correspondence and conversation. The public's response to the Plan has been productive and positive accompanied with a desire for action.

IMPLEMENTATION

Strategy

Developing a strategy for implementing the policies and specific proposals is a subjective process. There are many different scenarios that can be suggested based on different assumptions regarding the greater public interest, availability of development funds, and the ability of the City to carry out a desired policy or specific proposal. The proposed implementation strategy is formulated by setting priorities based on the following assumptions:

1. The most immediate, pressing, or greater public interest will be addressed first; and
2. The policies or proposals where the efforts of the City will produce the most immediate results will be implemented first.

The process of setting priorities is one of weighing and balancing these criteria for each proposal keeping in mind the importance of the three major objectives of Accessibility #1, Water/Land Occupancy #2, and Nature/Heritage Preservation #3 within each littoral and for the entire waterfront within the City.

Based on this process and these assumptions SCHEDULE A: PRIORITIES, SPECIFIC PROPOSALS and BUDGET ESTIMATES has been prepared. A five year time frame is used but this could be varied depending on the availability of development funds.

Monitoring and Review

During the annual budget preparation process the success in completing a specific proposal or achieving a policy will be evaluated. This process will help determine the budget requirements and the work program for those City Departments involved in implementing the Waterfront Management Plan.

Schedule A: Priorities, Specific Proposal & Budget Estimate	Year 1	Year 2	Year 3	Year 4	Year 5
	2001	2002	2003	2004	2005
Littoral A - Negus Point/Tin Can Hill					
A.4.1 Boat Launch Miramar Con	N	D/C 45K			
A.4.2 Trail through Tin Can Hill	N	D 5.2K	C 52K		
A.4.3 Viewpoint (Tin Can Hill)		D 1K	C 3K, 11K ¹		
A.4.4 Wilderness/Heritage Park				D.K. 6K	C 170.8K
A.4.5 Negus Point Park					C 200K
Littoral B - School Draw/Woodyard					
B.4.1 Trail & Viewpoint	D/C 2K, 25K				
B.4.2 Willow Flats/Woodyard Park	N/D 26K-30K	C 260K - 296K			
B.4.3 Woodyard	D 8.7K	C 86K			
B.4.4 Pumphouse Dock & Viewpoint		D/C 2K, 25K			
Littoral C - Old Town/Joliffe Island					
C.4.1 Headlease Block 19 & 20	L				
C.4.2 Sublease Block 19 & 20	L				
C.4.3 Heritage Preservation of Yellowknife Bay	R				
C.4.4 Sublease of Municipal Land	L				
C.4.5 Franklin Walkway	D 3.8K	C 44K			
C.4.6 Shoreline Viewpoint/Old Town	D 1K	C 11K			
C.4.7 Headlease Joliffe Island	L				
C.4.8 Joliffe Island Park			D 14K	C 168K	
C.4.9 Inventory of Public Land	R				
Littoral E - Old Town/Back Bay					
E.4.1 Latham Island Wetland	L	R/N			
E.4.2 Watt Drive Park	D/C 13K, 130K				
E.4.3 Old Town/Back Bay Marina	R/N	D 15K	C 172K ²		
E.4.4 Back Bay Wetlands		D 8.2K	C 96K		
E.4.5 Trail System	D 1K	C 5K			
Littoral F - Back Bay/Giant Mine					
F.4.1 Niven Lake Urban Park	8.5K		C 25K ³ ; 100K		
F.4.2 Fault Lake/Back Bay Park		D 7-14K		C 71-140K	
F.4.3 Giant Mine Waterfront	D/C 5K, 116K				
F.4.4 Trail System				D 9K	C 109K
Littoral G - YK River/East Shore					
G.4.1			N		
G.4.2	N				

Legend - C - Construct; D - Design; L - Lease; N - Negotiate/Consultation; R - Research; I - Implementation K = \$1000

¹ Includes staircase, dock and signage

² Plus land Purchase 400K - 500K

³ Optional Float Plane Moorage

PLAN OBJECTIVES

Three major themes emphasizing the concepts of accessibility, occupancy, and nature/heritage preservation have been generated. These provide the general direction or strategic emphasis for the operational policies and specific proposals.

ACCESSIBILITY:

- #1: To devise a plan that will improve and enhance vehicular, pedestrian, and water use access to the waterfront by providing or making provisions for boat launches and docks, parking, marinas, float plane bases, trails, viewpoints, and waterfront parks in locations that will optimize the cultural and physical characteristics of the site and the waterfront in general, while being sensitive to the natural and environmental characteristics and the existing and future development of the littoral.**

WATER/LAND OCCUPANCY

- #2: To establish water/land use, development, and occupancy policies and controls for the water surface and the shoreline of Great Slave Lake and Yellowknife River within the boundaries of the City of Yellowknife by implementing effective land administration policies and procedures, water/land use zoning bylaws, and negotiating agreements with present lease holders or owners and the senior levels of government.**

NATURE/HERITAGE PRESERVATION

- #3: To determine within each littoral: those natural areas that will be protected from any shoreline development; those natural areas which can be used for shoreline activities and development; those natural areas which have and shall be used for fulfilling the need to provide shoreline access and development; and to provide guidelines and controls for shoreline development to ensure that the effects of such development are mitigated.**

OPERATIONAL POLICIES AND SPECIFIC PROPOSALS

The waterfront consists of 23 kilometres (14 miles) of shoreline varying in use from remote and inaccessible shoreline to intensive marina activity with recreational, commercial, and light industrial uses. The diverse and varied physical, cultural, and ecological nature of the waterfront makes it necessary to simplify the planning process by dividing the waterfront in littoral reaches. Seven littorals have been identified based on certain common elements and are shown in Figure #1.

Within each littoral the opportunities and constraints have been identified and evaluated having due regard for each plan objective. By studying the inter-relationship of these opportunities and constraints and their relevancy to the development of the waterfront and the greater public interest operational policies and specific proposals can be generated. Through a public consultation process the acceptability of the suggested course of action can be judged thereby providing guidance to the decision making process.

LITTORAL A - NEGUS POINT/TIN CAN HILL, FIGURE #2

Synopsis:

It is within this littoral that one can begin to appreciate the rugged beauty of Great Slave Lake.

Stretching from the City limits on the south to the Pump House #1 on the north the Negus Point/Tin Can Hill Littoral covers approximately 6 km. of shoreline. Uses vary from the natural rugged shoreline to residential and industrial. There are several points that provide access for vehicles and snowmobiles. Three of these are used for docking and unloading fuel barges. Historically, the area referred to as Negus Point was part of the early settlement pattern. There are only a few remnants of this residential pattern, but the docks for fuel barges still exist.

Mosher Island lies within this littoral and has potential for development related to water activities.

In its relatively undeveloped state it is, within this littoral, easy to strike a balance between the accessibility, occupancy and nature/heritage objectives of the Waterfront Management Plan.

Policy:

A.3.1 - The City will improve accessibility in this littoral with the development of a boat launch, waterfront parks, a viewpoint and trail system.

A.3.2 - The City will not allow any further private development along the shoreline of this littoral. It will endeavour to regain public access of the shoreline that is now part of private lease agreements.

A.3.3 - The City will take steps to protect the natural attributes of this littoral

Specific Proposals:

A.4.1 - Initiate immediately negotiations with Miramar Con Mine Ltd to enter into a joint use agreement for the access road, the boat launch, and a parking area. Any necessary improvements and surety will be provided by the City.

A.4.2 - The City will:

- negotiate with Miramar Con Mining Ltd for a trail right of way through the Tin Can Hill area which is still under lease to the company;
- design and begin construction of a trail within the Tin Can Hill area that will provide linkages to the developed areas, a selected high rock view point and City wide trail system. Implicit in this proposal is the need for a detailed, comprehensive review of the present and proposed city wide trail system so that the critical path for trail development can be determined. It is expected that this review would bring forward recommendation related to signage and the promotion of the City's trail system as an attractive tourism venue.

A.4.3 - Select and construct a high rock view point.

A.4.4 - Secure lease, design, and construct a waterfront wilderness/heritage park for both summer and winter use including over-night camping.

A.4.5 - Design a waterfront park with a boat launch on City property (Lot 2, Bock 607, Plan 3503). This point is in the Negus area and is currently under lease to Petro-Canada.

LITTORAL B - SCHOOL DRAW/WOODYARD, FIGURE#3

Synopsis:

Extending from Pump House #1 on the south to the northerly boundary of the Woodyard this littoral covers about one kilometre of shoreline. The uses along this portion of waterfront are basically residential with an equal portion of wetlands. Adjacent to the wetlands is the Woodyard with its colourful history. Also within this area is the Dettah Ice Road access point.

This littoral is accessible by vehicles and boats, and on foot, but there are some physical factors that affect this accessibility. There are five points of access located at the ends of public roadways: Pump House #1 on 48th Street, at the end of 45th street, at the end of 44th street, at the Dettah Ice Road, and within the Woodyard area. Vehicular access to these points is not suitable for vehicles with boat trailers. Boat access is somewhat tenuous due to the shallow depths of the lake, except in the area of the Pump House #1. The suggestion of community docks and a trail system through the remaining natural areas in the School Draw residential area incited a significant response from the residents.

Access to the remaining high rock outcrop is hampered by the surrounding residential component along School Draw Road. Pedestrian access to the shoreline will be limited to the public roadway system. There is a high rock outcrop near Pump House #1 that can be developed as a view point and tied into a trail system. Some residents of the School draw area have suggested that the trail system be designed so as not to jeopardize the security of the neighbourhood. They have also expressed a desire to be part of the trail planning

process.

Between the Woodyard and the Dettah ice road area lies the ecologically sensitive Willow Flats Wetlands Complex.

Policies:

B.3.1 - The City will extend the trail systems from the Tin Can Hill area through the School Draw residential area to the Woodyard. This trail system should be sensitive to the existing development.

B.3.2 - The City will improve community and pedestrian access in this littoral by providing a community dock and a trail system connected to access points and view points.

B.3.3 - The City will establish control of the public lands along the shoreline. The private use of municipal land may be considered on site specific basis and such use shall be subject to appropriate lease agreements to insure that development is in keeping with the objectives of the Waterfront Management Plan.

B.3.4 - The City will provide a waterfront park in this littoral which will include the School Draw/Dettah Ice Road area, the Willows Flats Wetland Complex and the Woodyard (*hereinafter refer to as the Willow flats/Woodyard Park*).

B.3.5 - The Woodyard area will be considered for heritage/waterfront park including community dock facilities for the Willow Flats community, the houseboat community and users of Joliffe Island.

B.3.6 - The wetlands and the shallow waters of the Willow Flats Wetland Complex will be protected as a unique natural area.

Specific Proposals:

B.4.1 - Design and construct a trail that will provide linkages to the Tin Can Hill area , a selected high rock view point, and access points to the water's edge within the School Draw residential area.

B.4.2 - Apply for the land lease and design the Willow Flats/Woodyard Park. This waterfront park will include but is not limited to: contouring of the shoreline to provide beach-like access to the water's edge, open space for kite flying, dock and launch area for small water craft such as canoes and kayaks, landscaping, a landscaped parking area, protection of the wetlands. The park will be designed to included winter recreation activities. Construction will begin when City secures tenure to the land.

B.4.3 - Complete the Woodyard Waterfront Park Study. This will form an integral component of the Willow Flats/Woodyard Park.

B.4.4 - Develop a community/neighbourhood dock at the end of 48th Street at the Pump House #1. Due to limited parking at these points the docks will be designed to accommodate seasonal moorage. Initially boat slips will be rented to boat owners in the neighbourhood or people that live close enough to walk. A high rock viewpoint linked to the trail system will also be developed in this area.

LITTORAL C - OLD TOWN/JOLLIFFE ISLAND, FIGURE #4

Synopsis:

This littoral is one of the most complex and diverse along the waterfront with uses ranging from light industrial, residential, to the wetlands. Some uses are approved and authorized while others are not. Some are water dependant use while others are not. The uses of this littoral are intricately linked to the economic activity and the environment of the Old Town.

Extending from the northerly edge the Woodyard, to the southerly boundary of N'dilo on Latham Island and including Jolliffe Island there is approximately 2.5 km. of shoreline in this littoral. The shoreline of Jolliffe island is approximately 1.3 km. Demand for the water's edge (to be where the action is) is very intense within this littoral. Of all the littorals the Old Town/Jolliffe Island area is the most complex, the most developed, and the most diverse, ranging from the pristine shoreline of Jolliffe Island to the bustling water front activity.

This littoral along with the Back Bay side of Old Town is the centre of adventure; a focal point; a gateway to the hinterland, Great Slave Lake, and points beyond. This aspect must be preserved and enhanced as pointed out in the public forum on the Waterfront Management Plan.

Several of the policy statements of the General Plan and the Old Town Secondary Scheme relate directly to this littoral and these are categorized into the Accessibility and the Occupancy objectives. Although these policies are still relevant, some of them if taken literally, will be extremely difficult and costly to implement. Past policy statements related to this littoral are re-evaluated and redefined.

Several participants in the Public Forum raised concerns regarding Jolliffe Island. It was suggested that the private use of the island should be eliminated and that passive development such as trails, picnic areas along with a safe convenient dock should be developed for public use.

Policies:

C.3.1 - Public access to the shoreline in this littoral will be improved and enhanced by acquiring land; by entering into public/private joint use agreements and by providing access points where people can see, feel and hear the waterfront activity.

C.3.2 - The concept of contiguous, unimpeded access to the shoreline cannot be taken literally so it shall be accomplished by establishing strategically located access points linked to walkways utilizing public roads and lanes.

C.3.3 - Development along the shoreline, on Jolliffe Island and the other islands, and on Yellowknife Bay shall be controlled so that the authorized uses and ambiance of the Yellowknife Bay is preserved and so that the health, safety, and general welfare of the people who live, work, do business, and visit Littoral C - Old Town/Jolliffe Island is maintained and enhanced.

C.3.4 - With the cooperation and agreements with the Federal and Territorial agencies the City will seek development control and land administration of all public land along this shoreline but this shall not include administration of navigational or environmental regulations.

C.3.5 - The City will attempt to acquire leases to the foreshore property and where it is feasible this property may be leased to others for an appropriate fee.

C.3.6 - In this littoral public land should be made available to private enterprise to be used for tourism related ventures having due consideration for the natural characteristics of the site. Foreshore land that is not encumbered with permanent development may be leased to the adjacent property owner for commercial purpose if the purpose is related to water activity and/or the promotion of the tourism "gateway" concept.

C.3.7 - Municipal land which is not leased to others shall be used to provide public access to the shoreline. In those situations where land is leased to a commercial activity the public access component will be included in the lease where it is physically possible and feasible.

C.3.8 - Foreshore land that is not encumbered with permanent structures may be leased to the adjacent property for commercial purposes if the purpose is related to a water activity and the promotion of tourism.

Specific Proposals:

C.4.1 - Apply to the Territorial Government for the head lease for the shoreline land adjacent to Blocks 19 & 20.

C.4.2 - For those landowners in Block 19 & block 20 who have traditionally used the foreshore property for permanent structures and who paid taxes on the property the City will negotiate a sublease to ensure a continued use of the property.

C.4.3. - The City will evaluate methods for preserving the historical, natural, cultural, and aesthetic attributes of Yellowknife Bay as heritage resources.

C.4.4. - Lease No. 2447T will be developed as a pedestrian access and waterfront viewing area and the moorage space may be leased to adjacent landowners.

C.4.5 - Development of a low maintenance walkway along Franklin that will provide safe and convenient access to Old Town.

C.4.6 - Develop, in conjunction with the walkway along Franklin Avenue, pedestrian access to the shoreline at several points. Where there is not any municipal land to accommodate this the City will pursue a joint use agreement with the landowner.

C.4.7 - The City will apply for a head lease for land on Jolliffe Island that is presently being used for private purposes and in turn negotiate a sub-lease with those land users that may be allowed to remain on Jolliffe Island.

C.4.8 - Design a waterfront park on Jolliffe Island which will include trails, picnic areas, viewpoints and other appropriate recreational functions in keeping with the Community Services Plan. The schedule for development on these facilities will be determined during this design stage.

C.4.9 - The City will inventory within this littoral the land that is titled to other levels of government and with the co-operation of these senior levels of government determine which parcels, if any, may become surplus and available for municipal purposes and eventually incorporated in to the City's policy to improve public access to the shoreline.

LITTORAL D - NDILO, FIGURE # 5

Synopsis:

Since this area is Federal land used solely by the Yellowknives Dene First Nations group the objectives of the Waterfront Management Plan are beyond the City's jurisdiction, however, they are still appropriate for this littoral. The First Nations group controls all development in this littoral including shoreline uses.

Policies:

D.3.1 - The City will cooperate with the Yellowknives Dene First Nation Community in their endeavours to provide and enhance public access to the water's edge, to ensure that the occupancy of shoreline is authorized, and to preserve the natural attributes of the Littoral D - Ndilo

LITTORAL E - OLD TOWN/BACK BAY, FIGURE # 6

Synopsis:

Littoral E extends along the westerly shore of Latham Island and Old Town community,

around the southerly tip of Back Bay to an area just beyond the deValle residence on the westerly shore of Back Bay. Except for the Back Bay wetlands along the Anderson Thompson Boulevard most of the shoreline is developed with private docks, commercial uses, docking and mooring areas of residential uses.

Historically this area was the primary location for accessing the water. Relatively shallow water and marshy areas hampers full accessibility from the water side. Physically from the land side accessibility is well established but lies mostly in private ownership. Public accessibility is limited.

A contiguous public walkway or access to the shoreline is impractical and it is not favoured by the present shoreline property owners. On the Latham Island segment of LITTORAL E the City controls most of the shoreline which makes it relatively easy to implement policy and specific proposals that fulfill the expectations of the general public. In this part of the littoral there is potential conflict between the demands of the major themes of accessibility, occupancy and nature preservation. The challenge lies in achieving a mutually compatible balance within these objectives.

Policies:

E.3.1 - Public access to the shoreline in this littoral will be improved and enhanced by developing viewpoints, small waterfront parks and on land controlled by the City.

E.3.2 - Community/neighbourhood dock facilities will be encouraged in the sensitive natural areas adjacent to Latham Island and the Back Bay wetland.

E.3.3 - The concept of contiguous, unimpeded access to the shoreline cannot be taken literally so it shall be accomplished by establishing strategically located access points linked together by walkways utilizing public roads and lanes.

E.3.4 - Development along the shoreline of the Old Town/Back Bay Littoral shall be controlled so that the present uses and ambiance of the littoral is preserved and so that the health, safety, and general welfare of the people who live, work and do business in the area and who visit the area is maintained and enhanced.

E.3.5 - Shoreline development in sensitive natural areas will be regulated and must be constructed to mitigate its effect on the environment and fish habitat.

E.3.6 - In the Old Town part of this littoral tourism-related and commercial activities that require access from the shoreline will be encouraged and in determining the use of municipal land such activities will be given priority.

E.3.7 - The City will evaluate possible sites for private float plane moorage space.

E.3.8 - All municipal land in this littoral will be retained by the City Parcels that cannot sustain waterfront park, commercial/tourism development, or provide convenient, attractive, public access may be leased to the adjacent property owners. Where it is practical the use of the land must provide public pedestrian access and viewing points of waterfront activities. The details of this joint private/public use will be addressed in the lease agreement.

Specific Proposals:

E.4.1 - Area E.1 (Latham Island/Morrison Drive wetland) of this littoral may be leased in accordance with past practice to the adjacent property owners. The continued use and future construction of a separate dock and moorage space for each of the separate property owners may adversely affect the sensitive balance of nature of this wetland area. Recognising the need to accommodate water access for the residents and also the need to consider the natural attributes of the shoreline the City will initiate a study in consultation with the adjacent property owners and the fish habitat experts to determine:

- (2) whether or not private docks and walkways have any adverse affect on fish habitat and the wetland area;
- (3) if there is any dock construction techniques that will enhance the fish habitat; and
- (3) alternative docking and mooring arrangements if the study determines that present practice does significantly affect the environmental sensitivity of the wetland.

E.4.2 - Area E.2 (Watt Drive) shall be developed as public waterfront park with uses both on shore and on the water. The park will be designed to accommodate day uses and it will be linked to the overall trail system. It will also include a dock and moorage space for float planes which may be leased to private operators on seasonal basis. A neighbourhood dock will be included. The informal launching areas for light water craft will be retained with minor improvements for safety and convenience. A limited amount of parking will be provided. Individual and private docks in this area will be phased out with the completion of the park.

E.4.3 - Within Area E.3 (Old Town Waterfront) there are two parcels of municipal land that will be utilized for tourism-related or commercial water-related activities. The feasibility of consolidating Lots 5, Block 11 and Lot 11, Block E with Lot 6, Block D for the purpose of a marina site as suggested by the Great Slave Lake Yacht Club will be investigated further. If this possibility is not feasible the City will call for development proposal for Lot 5, Block 11 and Lot 11, Block E on an individual parcel basis.

E.4.4 - In Area E.4 (Back Bay) design work for a community dock and moorage area will be completed along the Back Bay Wetlands. This includes a launch area for small water craft

due the shallow water depths. The possibility of a two-point mooring system will be investigated in the design stage. Winter recreational activities should also be accommodated in the planning of this area. Consultation with the Back Bay Community Association during the design and construction stages will be part of this planning process. .

E.4.5 - In this littoral the trail system will be laid out in conjunction with the Heritage Walking tour linked with Pilot's Monument , the McAvoy Rock Cultural Art area and the activity points on the shore.

LITTORAL F - BACK BAY/GIANT MINE, FIGURE#7

Synopsis:

This littoral begins near the outlet of the drainage pattern for Niven Lake and extends up to the Giant Mine town-site and includes the shoreline adjacent to the mine houses. There are basically three areas of development within this littoral: the Back Bay Cemetery; a private residence; and the Giant Mine marina and town-site. The rest of the littoral is a well preserved, pristine, natural shoreline with high rock outcrops, interspersed with several accessible rocky beaches.

There is vehicular access to the private residence and the Giant Mine waterfront. For the rest, littoral access is restricted to boats or by foot via an informal trail system through the rock outcrops, ravines and dense vegetation. Ski trails also provide access at some points. Overall this littoral is an attractive natural area with an excellent view of Old Town, Back Bay, and Latham Island. There is ample opportunity for waterfront development in the form of waterfront parks, viewpoints, trails, boat launch, historic preservation and enhanced recreational water activities.

Policies:

F.3.1 - The natural attributes of this littoral will be protected with development being limited in order to preserve the natural and cultural heritage for the enjoyment of future generations.

F.3.2 - Public access to the shoreline will be enhanced with the development of a waterfront park, view points, interpretive trails and a boat launch.

F.3.3 - With exceptions of the existing private residences, all land in this littoral will be under the control of the Municipal and Territorial Governments, to be used for public purposes.

F.3.4 - Notwithstanding Policy F.3.3, development of the Giant Mine waterfront will be determined by further study which will assess the need for reclamation, remediation, fish habitat preservation, heritage preservation and economic development.

Specific Proposals:

F.4.1 - In Area F.1 (Niven Lake) an urban/nature park will be developed. As the Niven Lake subdivision develops the area between the subdivision and the Back Bay shoreline provide an excellent opportunity to preserve the natural attributes of the northern vegetation, rock outcrops and the water's edge. This park system will include the Back Bay Cemetery.

F.4.2 - In Area F.2 (Fault Lake/Back Bay) a waterfront park will be developed. This park although it will be linked to the trail system, will be designed to accommodate boating activities such as water skiing. The major access will be by boat. It will also include picnic tables, shelter, outdoor toilet facilities, and docks.

F.4.3 - In Area F.3, the Giant Mine Waterfront lease area, the present water related uses will remain. The site for a boat launch will be determined. If it is possible the boat launch will be constructed provided the necessary approvals can be obtained. Further planning of waterfront/heritage park will commence in consultation with the present users and the public.

F.4.4 - Within this littoral a system of trails and viewpoints will be designed and built over the next five years in funding permits. The trail system will extend to the Giant Mine Waterfront area. It will be strategically laid out so as to provide a link with the cross-country ski trails. Ideally it should be designed for both pedestrians and bicycles. Low cost and low maintenance are two other design parameters.

LITTORAL G - YELLOWKNIFE RIVER/EAST SHORE, FIGURE #8**Synopsis:**

Littoral G extends from the Giant Mine town-site along the westerly shore up to the mouth of Yellowknife River where the bridge on the Ingraham Trail crosses and then down the easterly shoreline to the City Limits near Burwash Point. There are two unnamed islands in this littoral. There are only a few points where vehicles can access the shoreline, the most obvious being the Territorial Park and boat launch on the Yellowknife River.

The natural attributes within this littoral vary considerably and provide opportunities for water recreational uses. The mouth of the Yellowknife River provides a large extensive natural habitat for many different species of fish. It is basically only accessible area from the water. Most of the shoreline is only accessible from the water. In the winter snowmobilers use the trails on the east shore to access the hinterland.

Policies:

G.3.1 - Further new development of the shoreline in this littoral will be prohibited until there is pressure to develop, at which time further study will be initiated to determine the extent of the development. The existing snowmobile trails should be protected and enhanced.

G.3.2 - The natural attributes of this littoral shall be protected and restored where necessary.

G.3.3 - The land along the shoreline should not be leased and subdivided until an over all plan addressing these items has been adopted through a public consultative process.

G.3.4 - Burwash Point shall be developed as heritage waterfront park.

Specific Proposals:

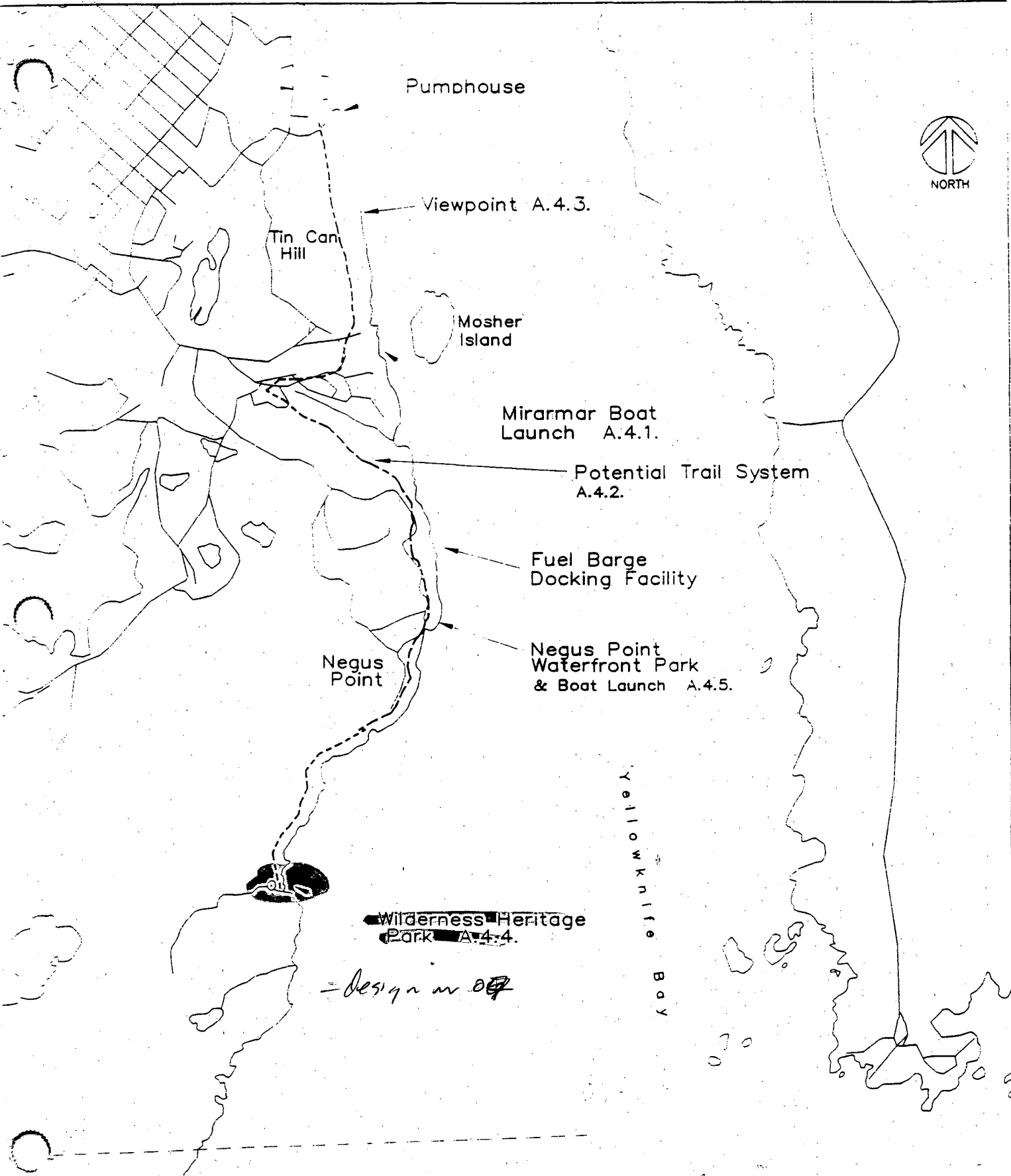
G.4.1 - A detailed study of this littoral will be initiated. The study should be conducted in concert with the Akaitcho Community.

G.4.2 - The islands in the Yellowknife Bay shall be re-zoned to provide for tourism related uses. These uses shall be compatible with the preservation of natural features of the island.

CONCLUSION

Ideally if the planning process has been effective the objectives and operational policies will be consistent with each other and the greater public interests will be addressed while protecting certain inherent individual rights of our society. Schedule B, Plan Objectives and Operational Policy Matrix illustrates the consistency of these two components of the Plan. Based on an open public consultative process the Waterfront Management Plan has integrated or addressed many of the public's ideas, suggestions and concerns in the policies and specific proposals. The Waterfront Management Plan will enhance access to the water's edge; it will resolve some tenure issues, and much of the natural heritage will be preserved. As time passes the need to review and revise can be accommodated as new ideas and expectations emerge - a plan cannot be static and still be effective.

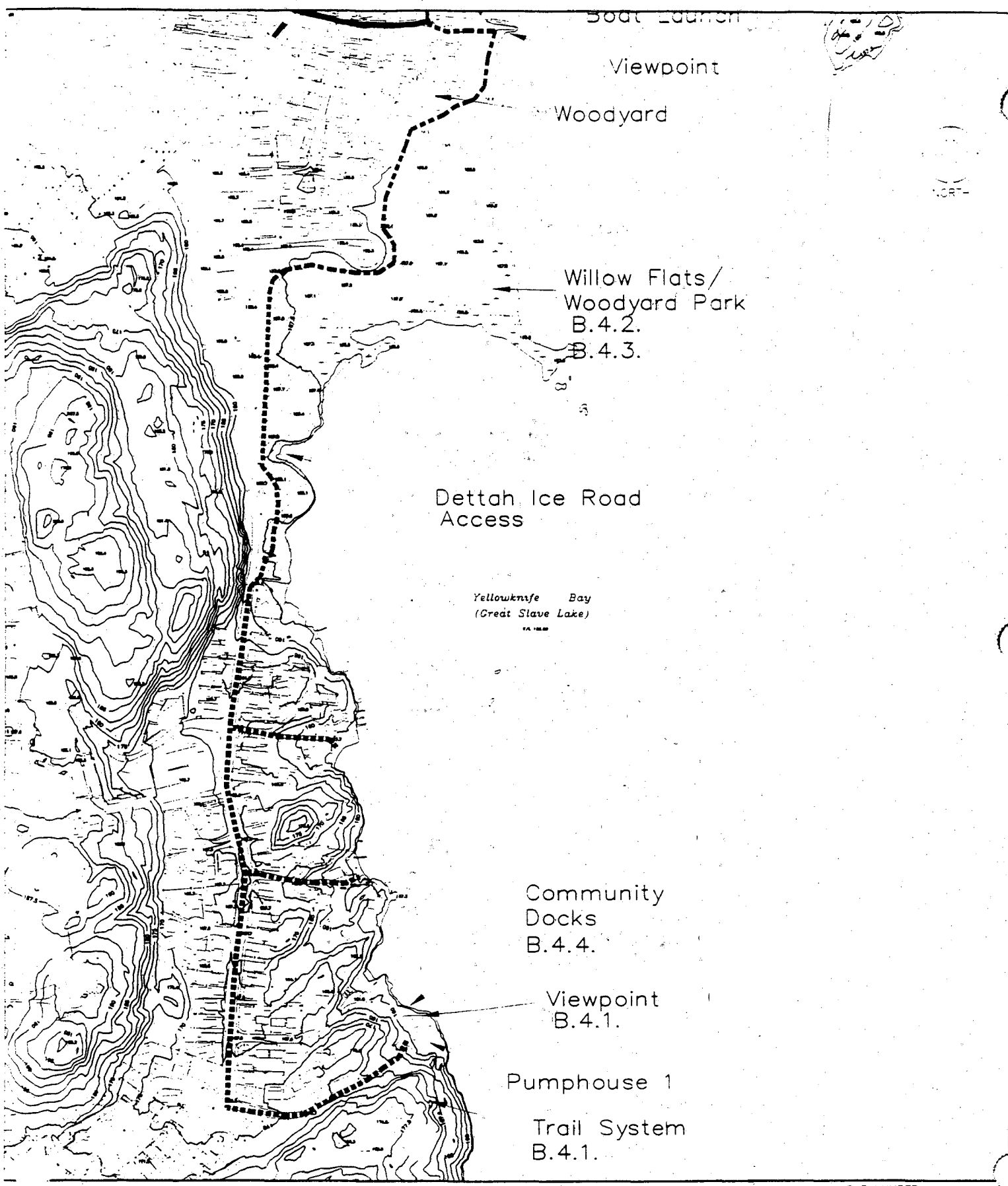
Schedule B: Plan Objective & Operational Policy Matrix	Accessibility #1	Water/Land Occupancy #2	Nature/Heritage Preservation #3
Littoral A - Negus Point/Tin Can Hill A.3.1 A.3.2 A.3.3	<hr/> <hr/> <hr/>	<hr/> <hr/> <hr/>	<hr/> <hr/> <hr/>
Littoral B - School Draw/Woodyard B.3.1 B.3.2 B.3.3 B.3.4 B.3.5 B.3.6	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Littoral C - Old Town/Joliffie Island C.3.1 C.3.2 C.3.3 C.3.4 C.3.5 C.3.6 C.3.7 C.3.8	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Littoral D - N'Dilo D.3.1	<hr/>	<hr/>	<hr/>
Littoral E - Old Town/Back Bay E.3.1 E.3.2 E.3.3 E.3.4 E.3.5 E.3.6 E.3.7 E.3.8	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Littoral F - Back Bay/Giant Mine F.3.1 F.3.2 F.3.3 F.3.4	<hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/>
Littoral G - YK River/East Shore G.3.1 G.3.2 G.3.3 G.3.4	<hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/>	<hr/> <hr/> <hr/> <hr/>



City of Yellowknife
 Planning & Lands Division

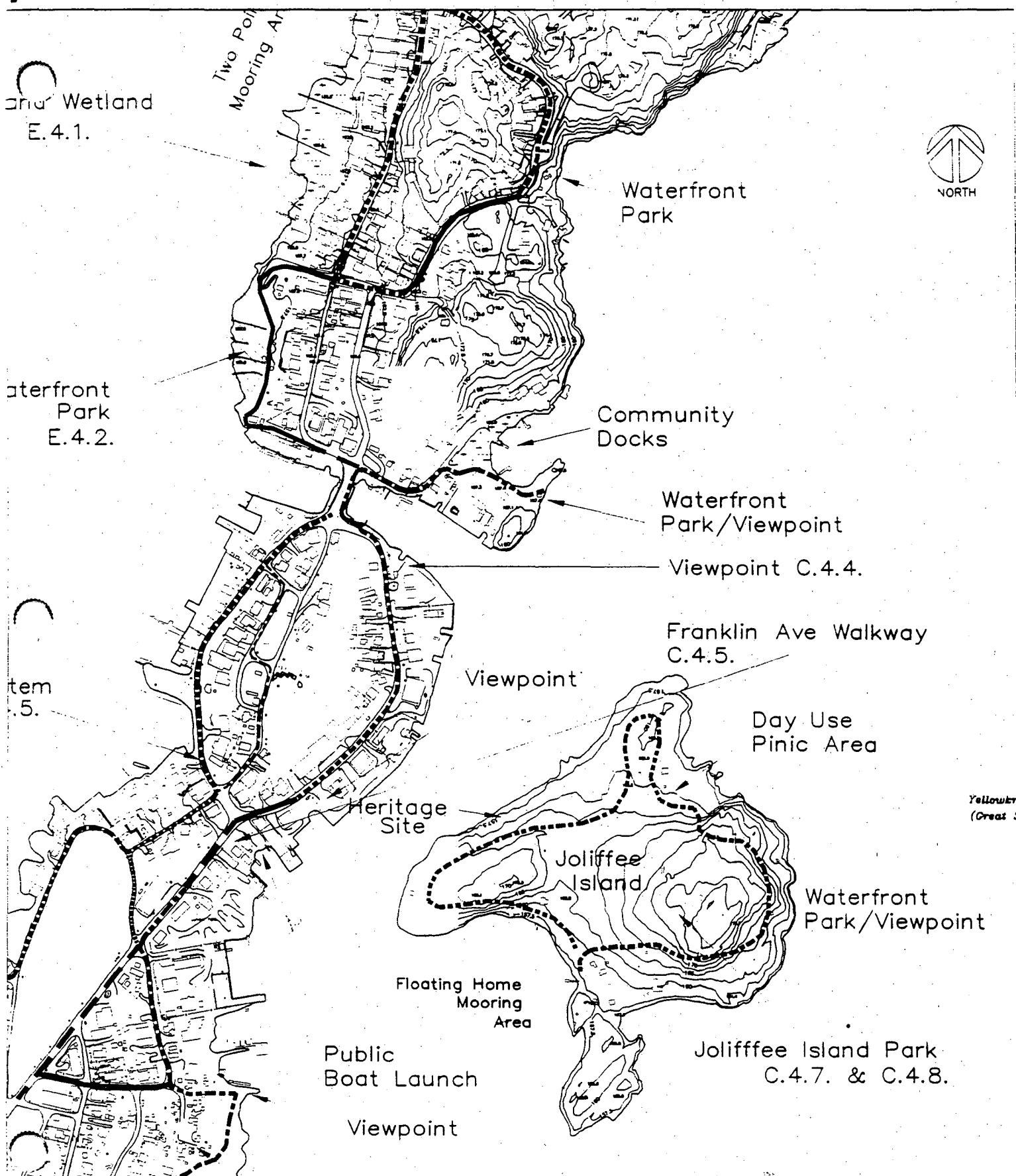
PROJECT Waterfront Management Study
 for the Great Slave Lake
 TITLE Littoral A - Negus Point/Tin Can Hill (Figure #2)


FILE NUMBER Reaches.dwg
 DATE 29-02-2000



City of Yellowknife
Planning & Lands Division

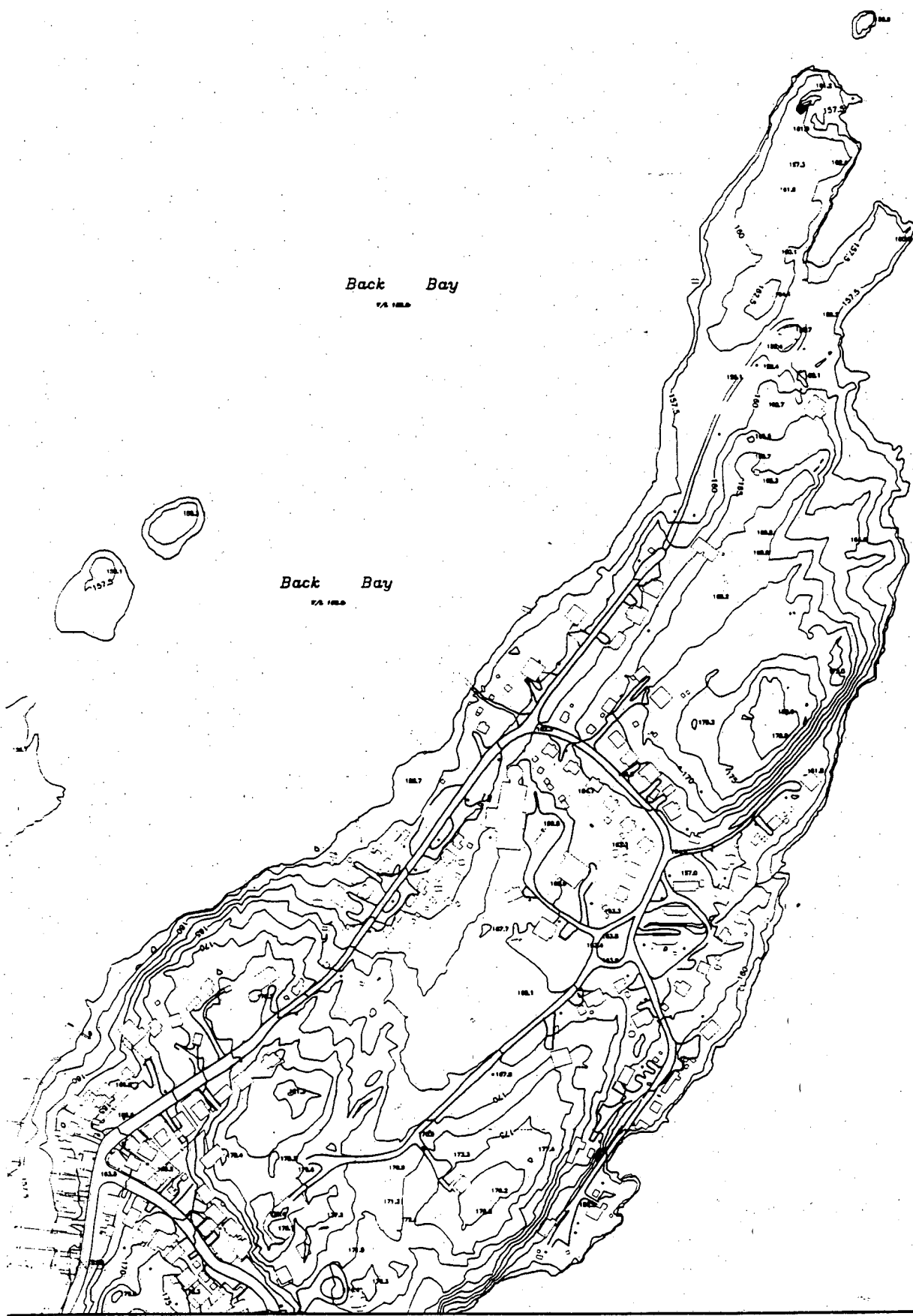
PROJECT	Waterfront Management Study for the Great Slave Lake	FILE NUMBER	littoralb.dwg
TITLE	Littoral B - School Draw/Woodyard Figure. #3	DATE	28-09-200




City of Yellowknife
Planning & Lands Division

PROJECT **Waterfront Management Study
for the Great Slave Lake**
 TITLE **Littoral C - Old Town/Joliffee Island Figure #4**

FILE NUMBER **littoralb.dwg**
 DATE **01-03-2000**



Back Bay
FA 188.0

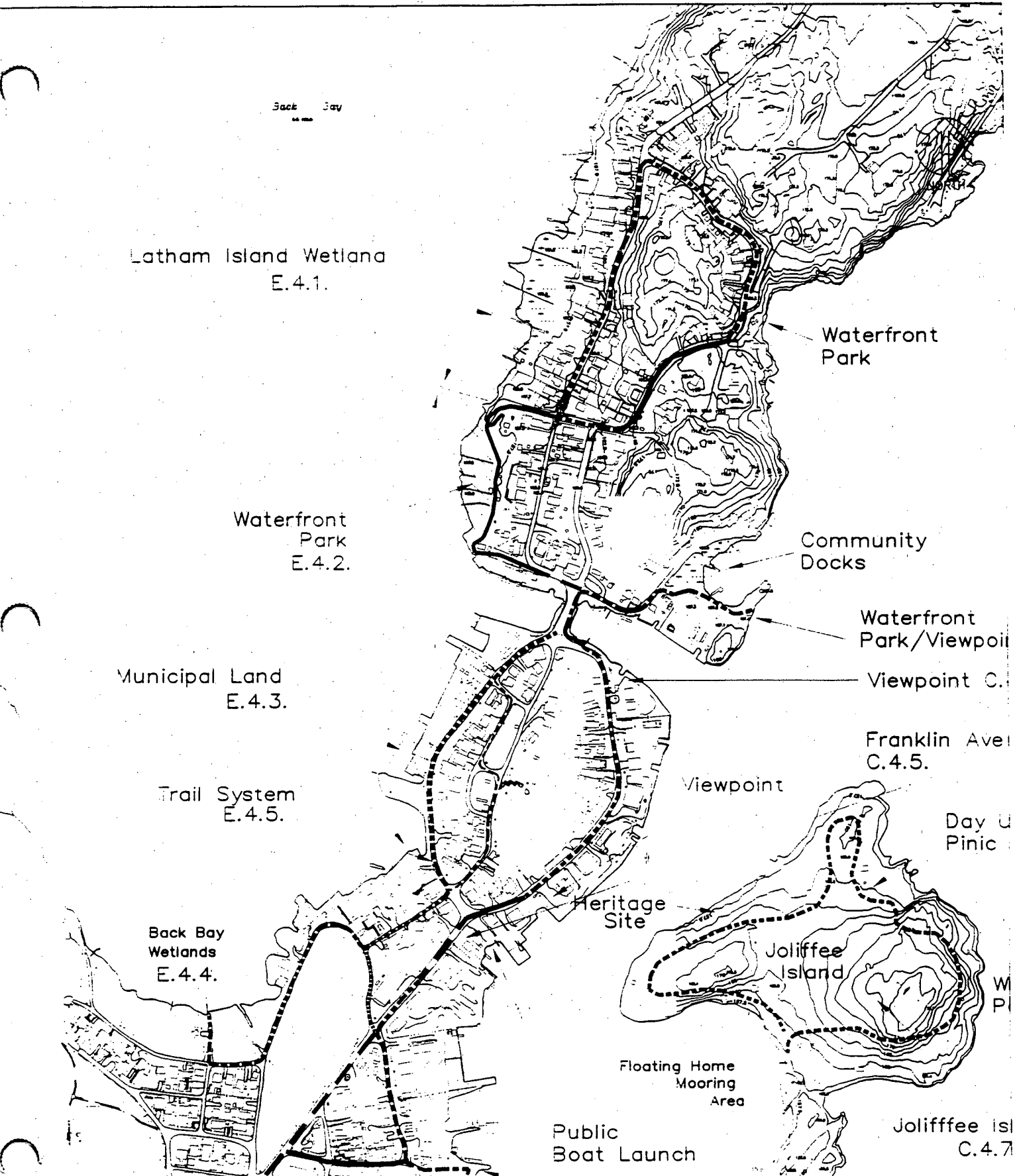
Back Bay
FA 188.0

Yellowknife Bay
(Great Slave Lake)
FA 188.0

City of Yellowknife
Planning & Lands Division

PROJECT Waterfront Management Study
for the Great Slave Lake
TITLE Littoral D. - Ndlo Figure #5

FILE NUMBER littoralb.dwg
DATE 01-03-2000



Back Bay
Latham Island Wetland
E.4.1.

Waterfront
Park
E.4.2.

Municipal Land
E.4.3.

Trail System
E.4.5.

Back Bay
Wetlands
E.4.4.

Heritage
Site

Public
Boat Launch

Waterfront
Park

Community
Docks

Waterfront
Park/Viewpoint

Viewpoint C.

Franklin Ave
C.4.5.

Viewpoint

Day U
Picnic

Joliffee
Island

Floating Home
Mooring
Area

Joliffee Isl
C.4.7

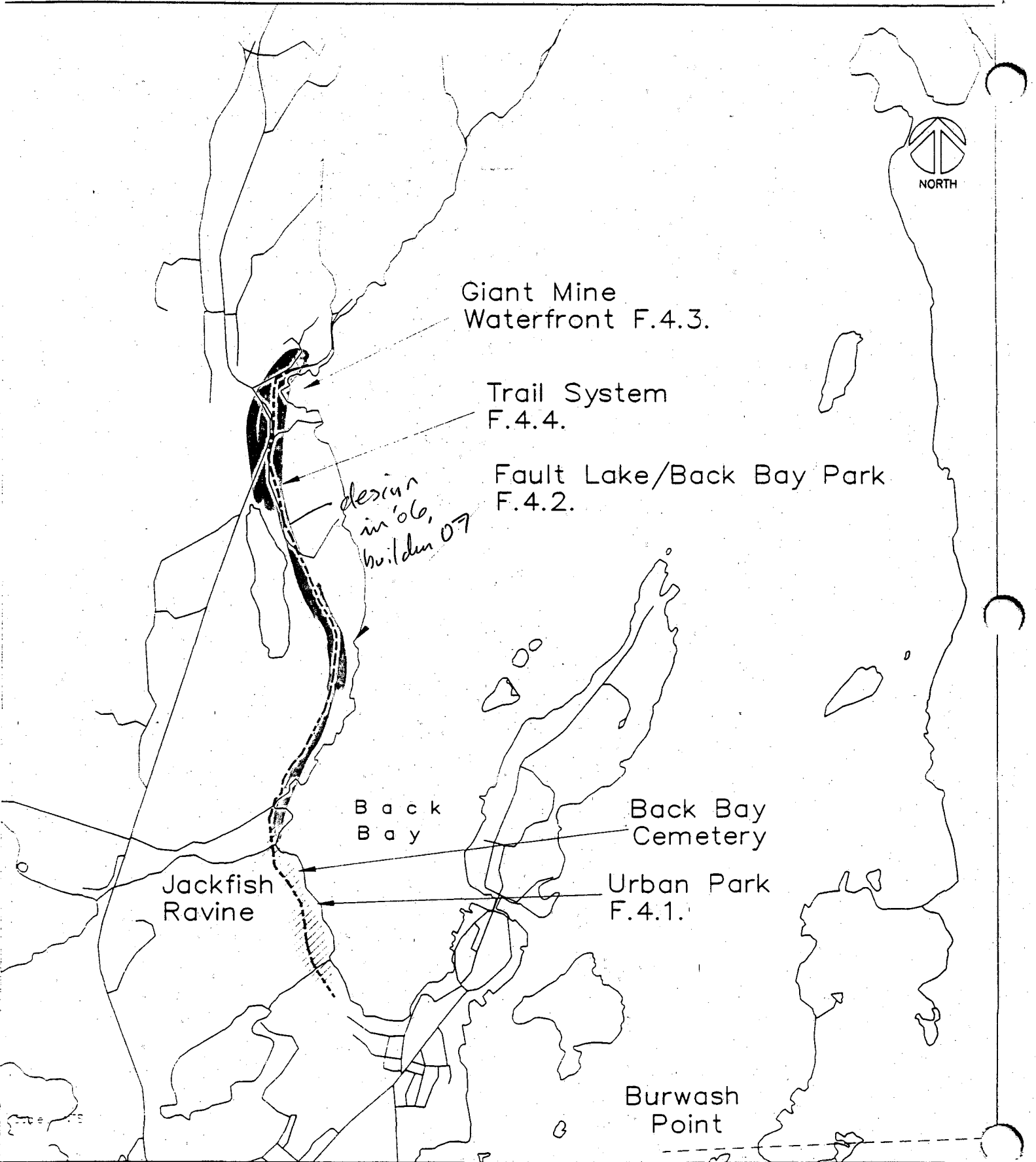
*City of Yellowknife
Planning & Lands Division*

PROJECT Waterfront Management Study
for the Great Slave Lake

FILE NUMBER
littoralb.dwg

TITLE Littoral E - Old Town/Back Bay Figure #6

DATE
28-09-200



Giant Mine
Waterfront F.4.3.

Trail System
F.4.4.

Fault Lake/Back Bay Park
F.4.2.

*design
in '06,
build in 07*

Back
Bay

Back Bay
Cemetery

Jackfish
Ravine

Urban Park
F.4.1.

Burwash
Point



*City of Yellowknife
Planning & Lands Division*

PROJECT	Waterfront Management Study for the Great Slave Lake	FILE NUMBER	Reaches.dwg
TITLE	Littoral F- Back Bay/Giant Mine Figure #7	DATE	29-02-2000



Territorial Park
& Boat Launch

Municipal Boundary

Further Study
G.4.1.

G.4.1.

Back
Bay

Future
Waterfront
Park

Burwash
Point

City of Yellowknife
Planning & Lands Division

PROJECT Waterfront Management Study
for the Great Slave Lake

FILE NUMBER
Reaches.dwg

TITLE
Littoral G - Yellowknife River/East shore Figure #8

DATE
29-02-2000

Giant Mine Lease

YK Ski Club Lease

Back Bay

Miramar Con Mine Lease

Waterfront Study

Access to Shoreline

Ownership

Legend



Commissioner of the NWT



Government of Canada



Head Lease



Private



City of Yellowknife

Yellowknife Bay