

**CITY OF YELLOWKNIFE
BY-LAW NO. 4656**

A BY-LAW of the Council of the Municipal Corporation of the City of Yellowknife in the Northwest Territories, authorizing the Municipal Corporation of the City of Yellowknife to adopt a General Plan for the City of Yellowknife,

PURSUANT TO:

- a) Section 25 to 29 inclusive of the *Planning Act*, R.S.N.W.T., 1988, c. P-7;
- b) Due notice to the public, provision for inspection of this by-law and due opportunity for objections thereto to be heard, considered and determined; and
- c) The approval of the Minister of Municipal and Community Affairs, certified hereunder.

WHEREAS the Municipal Corporation of the City of Yellowknife deems it desirable to adopt a General Plan by by-law,

NOW THEREFORE, THE COUNCIL OF THE MUNICIPAL CORPORATION OF THE CITY OF YELLOWKNIFE, in a regular session duly assembled, hereby enacts as follows:

SHORT TITLE

1. This By-law may be cited as the General Plan By-law (2011).

APPLICATION

2. The General Plan for the City of Yellowknife comprised of Schedule "A" attached hereto and forming part of this by-law, is hereby adopted.

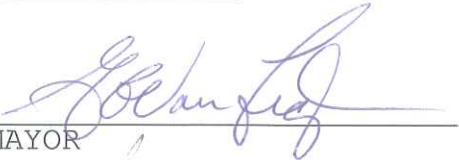
REPEALS

3. By-law No. 4315, as amended, is hereby repealed.
4. Old Town Secondary Development Scheme By-law No. 3651 is hereby repealed.

EFFECT

5. That this by-law shall come into effect upon receiving Third Reading and otherwise meets the requirements of Section 75 of the *Cities, Towns and Villages Act*.

READ a First Time this 28 day of NOVEMBER, A.D. 2011.


MAYOR

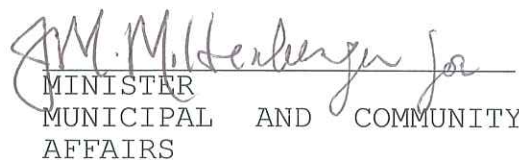

CITY ADMINISTRATOR

READ a Second Time this 9 day of JANUARY, A.D. 2012.

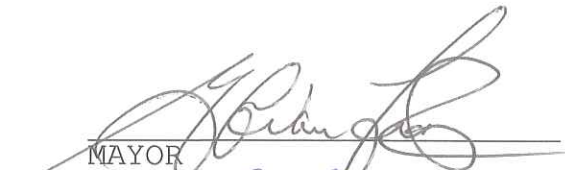
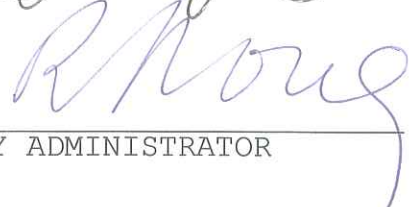

MAYOR


CITY ADMINISTRATOR

APPROVED by the Minister of Municipal and Community Affairs of the Northwest Territories this 1 day of March, A.D. 2012.


MINISTER
MUNICIPAL AND COMMUNITY
AFFAIRS

READ a Third Time and Finally Passed this 12 day of MARCH, A.D. 2012.


MAYOR

CITY ADMINISTRATOR

I hereby certify that this by-law has been made in accordance with the requirements of the *Cities, Towns and Villages Act* and the by-laws of the Municipal Corporation of the City of Yellowknife.



CITY ADMINISTRATOR

Docs #288529





CITY OF YELLOWKNIFE
2011 GENERAL PLAN
BY-LAW NO. 4656 SCHEDULE A

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1 INTRODUCTION

1.1 Purpose of the General Plan

The purpose of the 2011 General Plan is to set out a vision for the future growth and development of Yellowknife over the next 10 years. The General Plan provides policy direction not only on the timing and location of growth but on the character of that growth. The General Plan also designates lands for conservation and protection and contains proposals relating to the provision of public infrastructure for servicing and transportation. In this way, the General Plan clearly outlines the policies of Council regarding all future land use decisions.

The General Plan is based on a comprehensive review pursuant to the statutory requirement set out in the NWT *Planning Act*. Pursuant to the *Planning Act*, this General Plan has been prepared on the basis of studies of land use, population growth, community economic conditions, labour force activity, and the needs of the municipality relative to transportation, communication, public services and social services. This analysis is documented in the General Plan Background Report (October 2010), which can be reviewed to understand the basis for the policy direction detailed in this Plan.

1.2 General Plan Review Process

The 2011 General Plan review process drew upon the extensive public consultation carried out over a two year period (2008 to 2010) for the two plans that form the strategic framework for the General Plan – the Smart Growth Development Plan and the Community Based Strategic Plan. The consultation processes for these Plans together drew the participation of over 2,000 citizens in events and activities where ideas were shared, discussed, and then translated into policy directions and proposals. The consultation methods included questionnaire surveys, focus groups, open houses, the MetroQuest visioning tool, and a community design charrette. The General Plan draws upon the results of this extensive public consultation which created an integrated framework that can address the City's growth and development challenges over the next several decades.

The formal General Plan review process started with the completion of the General Plan Background Report (October 2010). The Background Report provides comprehensive information on the status of growth and development in Yellowknife, highlights relevant findings and recommendations from City plans, studies and by-laws, projects population and housing growth, assesses land demand and supply, summarizes key planning issues for the 10-year planning horizon, and provides policy considerations for the updated General Plan that respond to the key planning issues.

Starting in the fall of 2010, the City reviewed all the input received and the results of the Smart Growth Development Plan and Strategic Plan and began to draft a new General Plan to replace the 2004 General Plan. The Strategic Framework of the new General Plan reflects the direction of the Smart Growth Development Plan and Strategic Plan. New land use designations, new sections (eg. Community Design), and new mapping were added to the General Plan to reflect the issues and themes important to residents of Yellowknife. Draft 1 of the new General Plan was posted on the City's website in July 2011 and community engagement events were held in September 2011. The City received many verbal comments and a total of 50 input submissions regarding Draft 1. All of the input that was received was reviewed, and numerous changes were integrated into Draft 2 of the new General Plan. The Draft 2 General Plan was presented to Council on November 28, 2011 for First Reading to begin the formal by-

law adoption process. On December 12, 2011, a Public Hearing was conducted in accordance with the *Planning Act* requirement. Based on the Public Hearing comments, a few changes were made. Draft 3 of the General Plan was presented to Council for Second Reading on January 9, 2012. The 2011 General Plan By-law was then sent to Minister for approval and Third Reading was given upon Ministerial approval.

1.3 Structure of the General Plan

The General Plan is divided into eight major sections, as follows:

- **Section 1 – Introduction** outlines the purpose and structure of the General Plan, and provides a brief summary of the Plan review process and NWT *Planning Act* requirements.
- **Section 2 – Strategic Framework** provides the overall strategic directions of the Plan within the context of the Strategic Plan and 50-year vision presented by the Smart Growth Development Plan.
- **Section 3 – Land Use Development Policies** establishes Council's policies regarding each land use designation.
- **Section 4 – Community Design** sets out design objectives, compatibility criteria for new development in established areas, land development guidelines for new subdivisions, and identifies key Character Areas in the City.
- **Section 5 – Transportation** sets out policies for active transportation, transit, roads, and water-based transport.
- **Section 6 – Municipal Infrastructure** sets out policies related to water and sewer services, as well as waste disposal, energy, and other utility infrastructure.
- **Section 7 – Regional Coordination** addresses a range of regional issues including the municipal boundary, YKDFN communities, and harbour activities.
- **Section 8 – Implementation** contains policies related to the administration and implementation of the General Plan.

The General Plan contains 6 Maps which provide a geographic reference for the General Plan policies in the Section in which the Maps are found. The Maps are as follows:

Map 1 – Land Use Designations (Section 2)

Map 1A – Built-up Area Land Uses (Section 2)

Map 2 – Parks, Trails, & Open Space Network (Section 3)

Map 3 – Character Areas (Section 4)

Map 4 – Transportation Network (Section 5)

Map 5 – Municipal Servicing (Section 6)

1.4 NWT *Planning Act* Requirements

The NWT *Planning Act*, R.S.N.W.T. 1988, c.P-7 provides the legislative framework for municipalities in the Northwest Territories to prepare and adopt a General Plan.

Pursuant to the NWT *Planning Act*, a General Plan must be completed by qualified planning officers or qualified planning consultants working under the direction of Council. It must be prepared on the basis of surveys and studies of land use, population growth, community economic conditions, and the needs of the municipality relative to transportation, communication, public services and social services. Ultimately, the General Plan must contain maps and policies that direct how land within the municipal

boundaries will be used. The General Plan must also contain proposals regarding the content of a zoning by-law, and provides the framework for the creation of Development Schemes.

Section 5 of the *Planning Act* requires that each municipality undertake a review of the General Plan at least once every five years. By updating the policies of the 2004 Plan, this General Plan review is intended to satisfy the requirement of Section 5 of the *Planning Act*.

2 STRATEGIC FRAMEWORK

The General Plan 2011 review is a legislative requirement of the NWT *Planning Act*. This process has been guided by the City's key studies, namely the Smart Growth Development Plan and the Strategic Plan; both Council approved documents.

2.1 Community Based Strategic Plan

The Community Based Strategic Plan for Yellowknife establishes a collective vision for the future of the City, sets out a strategy for the optimization of municipal resources, and identifies key priorities for departmental business plans. The Strategic Plan identifies Four Priority Goals, which are associated with specific objectives:

Policy:

1. General Plan policies shall be consistent with and supportive of the Four Priority Goals of the Strategic Plan:
 1. Affordability:
 - Realize opportunities to encourage economic growth and diversity.
 - Adopt a sustainable and practical approach to infrastructure deficit reduction.
 - Pursue creative market partnerships to promote affordable living.
 - Emphasize fairness and transparency in financial decisions, program delivery and land assembly.
 2. Enhance Our Built Environment:
 - Maintain, respect, preserve and enhance the natural environment, natural heritage and green space.
 - Improve transit, roads, sidewalks, recreation facilities and trails with an emphasis on active transportation.
 - Develop smart and sustainable approaches to energy, water and sewer, waste management, and building systems.
 - Promote a range of commercial, residential, and institutional development and revitalization opportunities.
 3. Building Social Capital (Community Engagement):
 - Develop prosperity through strategic partnerships.
 - Improve quality of life by promoting healthy and active lifestyle choices.
 - Improve community participation and volunteerism opportunities.
 - Promote heritage, culture, arts and other unique characteristics of Yellowknife to honour our past and preserve/showcase our history and cultural diversity.
 4. Continuous Improvement:
 - Be accountable to residents by ensuring open and accessible information flow and accessible decision making.

- Create an environment of mutual respect, open dialogue, and team work.
- Recognize and reward performance.
- Be a leader in innovation.

2.2 Smart Growth Development Plan – A 50-Year Vision

In 2007, the City commenced a planning process known as the Yellowknife Smart Growth Development Plan. The objective was to create an integrated long-range 50-year growth and development strategy for the city based on smart growth principles. The planning process assisted the community in understanding the trade-offs and cumulative impacts on community sustainability of decisions relating to land use mix, density, urban design, transportation, energy, the natural environment, and the economy.

The process was launched using the MetroQuest interactive planning support tool to explore alternative future scenarios for the growth of the city. The tool facilitated stakeholder engagement with the objective of achieving a community supported long-range vision which addresses the integration of land use planning, infrastructure, and transportation. Key components of the resulting vision were further investigated through three additional reports. The Urban Design Initiative explored revitalization opportunities in four key areas of the City with an emphasis on place-making, community branding, and neighbourhood design. The Natural Area Preservation Strategy reviewed some 40 natural areas in the City and provided a framework for evaluating, designating, and regulating development activities on these lands. The Transportation Improvement Study reviewed existing transportation conditions and made recommendations for transportation improvements in support of the preferred long-term transportation strategy.

Together, these initiatives formed the Smart Growth Development Plan, which establishes a 50-year vision, guiding principles, and a development strategy for the growth and change of the City.

2.2.1 Smart Growth Scenarios – Compact, Hybrid, Dispersed

The alternative growth scenarios explored using the MetroQuest tool, and the preferred vision that resulted from this process, reveals important information about the direction, pattern, and character of growth preferred by the community. The purpose of the three scenarios was to identify the different ways in which the City could physically evolve and grow over the next 50 years. The three growth scenarios – Compact, Hybrid, and Dispersed – are therefore described below.

Growth scenarios were based on a projected number of households and jobs required for future populations of 25,000 (short-term), 33,000 (intermediate-term), and 50,000 (long-term). These household and job projections remain constant across the three growth scenarios. Locations in the city that could potentially accommodate the growth in households and jobs were then identified. Lands were grouped into three categories. Area A identifies target intensification areas within the city, namely Downtown, Old Airport Road and Old Town. Area B identifies lands where infilling and extensions to existing developed areas are possible. For example, lands include Phase 8 of Niven Lake, lands south of Taylor Road, Tin Can Hill, future phases of Engle Business District, and extensions to Kam Lake. Area C identifies lands that are outside the existing built-up area of the city and would require more significant infrastructure to extend services and supply roads. For example, lands include Negus Point, Grace Lake, Long Lake, lands south of Con Mine, and Giant Mine area. Table 1 provides a complete list of development areas defined for each Area.

Table 1: Definition of Growth Scenario Development Areas A, B, & C

	Households	Jobs
A Intensification Target Areas	Downtown Old Airport Road Old Town	Downtown / City Centre Old Airport Road / Capital Area West Old Town
B Existing Development Areas	Niven Lake Range Lake North Range Lake South Taylor Road (Con Mine North) Tin Can Hill (includes Con/Rycon + School Draw Extension) Kam Lake (East & South)	Niven Lake Range Lake North Range Lake South Con Mine / Tin can Hill / Negus Point Airport Kam Lake Engle Business District
C Outlying Areas	Negus Point Highway 4 North Grace Lake Kam Lake East (south of Con Mine) East Shore (Dettah) City West End (West of Engle Business District)	Long Lake North / West Highway 4 North Grace Lake / Engle West Kam Lake East (south of Con Mine) East Shore (Dettah) Giant Mine

In 2008, households were distributed roughly evenly between the Intensification Target Areas (48%) and the Existing Development Areas (51%). A very small percentage of households were located in the Outlying Areas (1%). Three quarters of the jobs were located in the Intensification Target Areas (75%) and the remainder in the Existing Development Areas and Outlying Areas (24% and 1% respectively).

Table 2 indicates how the growth in households and jobs to a population of 50,000 would be distributed across these development areas according to each of the three growth scenarios.

Table 2: Distribution of household and job growth to 50,000 population by growth scenario

	Growth Scenarios					
Development Area	COMPACT		HYBRID		DISPERSED	
	households	jobs	households	jobs	households	jobs
Intensification Target Areas	33%	39%	23%	22%	8%	9%
Existing Development Areas	30%	31%	31%	31%	22%	27%
Outlying Areas	37%	30%	46%	47%	70%	64%
Total households	10,250					
Total jobs	17,050					

The distribution of household growth ranges across the scenarios from 33% to 8% in the intensification target areas, 30% to 22% in the existing development areas, and from 37% to 70% in the outlying areas. The distribution of job growth ranges across the scenarios from 39% to 9% in the intensification target

areas, 31% to 27% in the existing development areas, and from 30% to 64% in the outlying areas. These differences in terms of the physical distribution of households and jobs create very distinct alternative development patterns over the longer term and therefore have different implications for community sustainability. The Dispersed scenario would mean that 70% of household growth and 64% of job growth would be in outlying areas where there is little or no infrastructure currently in place, while the Compact scenario would reduce these percentages to 37% and 30% respectively by concentrating a greater proportion of growth to target intensification areas and existing development areas.

2.2.2 Compact Growth Scenario

Based on the Smart Growth Redevelopment Plan process, the Compact growth scenario was selected as the preferred vision for community growth. Under this scenario, the distribution of households and jobs over the next 50 years (to a population of 50,000) would be as follows:

- 33% of new households and 39% of new jobs would be located in intensification target areas, namely Downtown, Old Airport Road and Old Town;
- 30% of new households and 31% of new jobs would be located in extensions to existing development areas; and
- 37% of new households and 30% of new jobs would be located within outlying areas of the city.

The Compact growth scenario implies an increased focus on infilling and intensification, particularly through medium density and mixed use developments in the target intensification areas. The scenario balances the need to intensify with the need to preserve natural areas and maintain housing choice. The benefits of the Compact growth scenario include:

- Providing a wider variety of housing choices for residents;
- Providing more affordable housing;
- Protecting parks, trails and natural area networks;
- Revitalizing the downtown core;
- Promoting walkable and dynamic neighbourhoods and mixed residential/commercial developments;
- Increasing opportunities for active transportation;
- Promoting transit use and transit-oriented development nodes;
- Reducing infrastructure deficit;
- Increasing tax income for the City; and
- Improving community sustainability.

2.2.3 Smart Growth Vision Statement and Principles

The Smart Growth Development Plan established a Vision Statement and ten Smart Growth Principles to guide the 50-year growth and change of Yellowknife. The Vision Statement and Smart Growth Principles strive to emphasize the idea that smart growth is an ongoing process based on a deep and integrated understanding of Yellowknife's planning issues and perspectives. The Smart Growth Vision Statement and Principles are adopted into the framework of the General Plan. Targets and indicators will be established to assist in monitoring progress in implementing the 50-year vision of the Smart Growth Development Plan. Targets will also be established for the 10-year time frame of the General Plan. Targets and indicators are addressed in the Implementation section of this Plan (Section 8.8).

Policies:

1. General Plan policies shall be consistent with and supportive of the Smart Growth Vision Statement which represents the 50-year vision for the growth and change of the community:

“An ongoing and integrated growth and development process that balances a long-range perspective with daily actions and initiatives, to measurably improve the quality of life in Yellowknife and distinguish our unique northern community as a leader in urban sustainability.”
2. General Plan policies shall be consistent with and supportive of the 10 Smart Growth Principles:
 1. Community collaboration – Require effective community involvement and openness to development opportunities in the ongoing long-range planning and development of the city to find unique solutions that fit with the community’s vision of how and where it wants to grow.
 2. Fair and equitable – Promote equitable sharing of benefits and responsibilities of development with consideration given to real costs of infrastructure, property values and taxes, quality of life and social conditions.
 3. Placemaking – Create lively, safe and attractive urban live/work/play neighbourhood environments with adequate amenities that respect the existing community character, landscape, and cultural heritage.
 4. Housing – Provide housing choices that suit different age groups, income and household sizes, and tastes to allow people to remain in the same neighbourhood through different life stages and discourage outmigration due to affordability issues.
 5. Open space and natural areas – Improve quality of life by protecting natural features, minimizing environmental impacts and making natural areas easily accessible.
 6. Redevelopment and reinvestment – Promote economic prosperity by encouraging revitalization of built-up areas through redevelopment, reinvestment, and adaptive re-use of existing buildings and neighbourhoods.
 7. Development form – Apply creative planning approaches to develop a greater number of compact (medium density) mixed use developments which reduce impacts on natural areas, minimize infrastructure investment and decrease reliance on motorized vehicular transportation.
 8. Transportation – Increase active transportation options to private automobiles by providing infrastructure for walking, bicycling, car pooling, car sharing, and public transit to help to improve air quality and reduce vehicle related land use.
 9. Promote clean energy – Reduce greenhouse gases and consumption of fossil fuels by maximizing energy efficiency through conservation, local renewable energy opportunities, green building design and innovative industries.
 10. Regional awareness – Support local and regional community-based planning and land-use decisions through communication and capacity building and communication that fosters cooperation on matters relating to the environment, infrastructure and the economy.

2.3 General Plan – The Next 10 Years

The General Plan contains the policies to guide growth and change in Yellowknife over the next 10 years in a manner that is consistent with the Four Priority Goals of the Community Based Strategic Plan described in Section 2.1 and the vision and guiding principles of the Smart Growth Development Plan described in Section 2.2. The NWT *Planning Act* requires that a General Plan shall be reviewed at least once every five years after its adoption. The statutory approval process often results in a longer effective period than five years. This Plan outlines a 10-year growth framework so as to keep its relevance until the adoption of the next General Plan.

2.3.1 Population, Housing and Employment Projections

Population and housing data for Yellowknife over the last two decades indicate that population and dwelling unit growth is highly volatile and is closely related to job creation and general economic conditions in the NWT. For example, the 10-year average for housing starts in Yellowknife between 1999 and 2008 was 111 units per year. The 5-year average, however, for the period 2005 to 2009 was only 40 units per year¹. Consequently, it is expected that there will be a relatively high degree of uncertainty regarding population growth in Yellowknife, particularly in the short term. As a result, the City should expect population growth and demand for new dwellings to reflect the prevailing economic conditions.

At this time, the economic outlook is uncertain and there is potential for an economic downturn. Low, medium and high growth scenarios based on varying assumptions about the future rate of growth were considered and are outlined in the General Plan Background Report. For the purposes of this Plan, a medium growth rate is assumed. The General Plan is reviewed and updated every five years and actual population growth is reviewed at this time. Thus, although the Plan looks 10 years into the future, the Plan is reviewed every five years to ensure the Plan remains relevant. Furthermore, priority areas anticipated for development in the short term (next 5 years) versus the medium term (6 to 10 years) are identified.

This General Plan is based on a medium growth scenario with an average annual population growth rate of 1.49 %. The projected growth in population, dwelling units, and jobs to the year 2021 is summarized in Table 3. The projected growth results in **3,230 new residents**, **1,385 new homes**, and **2,350 new jobs** over the next 10 years. The average number of people in each household (ie. household size) is anticipated to decrease from 2.82 to 2.74 persons per household over the next 10 years. This means that the rate of household growth is expected to be greater than the rate of population growth.

Table 3: Projected Population, dwelling units and jobs to 2021

	2011	Projected		Increase (2011 to 2021)
		2016	2021	
Population	20,270	21,950	23,500	3,230 residents
Dwelling units	7,190	7,895	8,575	1,385 homes
Jobs	11,000	12,450	13,330	2,350 jobs

¹ CMHC Northern Housing Report (2010)

2.3.2 Growth Vision

As outlined in Section 2.2.2, the long-term 50-year vision for the Compact growth scenario envisages 33% of household unit growth and 39% of job growth in target intensification areas. An additional 30% household unit growth and 31% job growth will occur by extensions to existing development areas. The remainder of growth is to be accommodated in outlying areas. The Smart Growth Development Plan also developed short-term targets, which are intended to apply to a population of 25,000. The projected 2021 population of 23,500 is very close to the short term targets and therefore these targets are adopted for the 10-year time frame of the General Plan. The short-term targets for Compact growth are shown in Section 2.3.1.

To achieve the Compact growth targets for dwelling units and jobs, this plan identifies future areas for development that are designed to reduce sprawl through compact development forms in strategic locations. Locating development near existing infrastructure, services and amenities helps reduce the infrastructure deficit and tax burden on residents and businesses, preserves natural areas, supports active transportation such as walking and cycling, and delivers a cleaner and healthier city. More vibrant, accessible and ‘complete’ communities are more compelling places to live. Furthermore, communities where residents do not need to drive for everyday activities, and where jobs, shopping, recreation and social activities lie within walking or cycling distance, have far greater potential for reducing their carbon footprint. Consequently, the policy direction in this Plan is to establish intensification targets that promote an efficient land-use pattern in locations that are strategically aligned with major roads, transit and municipal services.

Intensification refers to the intensification of a property, building or area that results in a net increase in dwelling units or jobs. This Plan identifies three target intensification areas in the City – Downtown, Old Airport Road, and Old Town. The designations that apply to these areas are the Downtown designation and the Mixed Use designation. Opportunities exist for intensification on other lands, particularly those designated Residential Community, but generally at a much smaller scale.

The quality of the built environment is a significant cornerstone of intensification and new development areas. Well-designed public spaces, streetscaping and buildings are critical factors in achieving compatibility between the existing and planned built form. This Plan requires that intensification proposals have full regard for both the existing built context, including heritage resources, and for the future planned form. Consequently, this Plan contains policies to achieve excellence in community design, as outlined in Section 4 – Community Design.

The quality and quantity of accessible green spaces is also significant and highly valued by Yellowknife residents. A greenspace network of natural areas, waterfronts, parks and recreation spaces provides additional structure to the built-up area and promotes a healthy lifestyle. The designation of major elements of this network in this Plan (Section 3.3) and other policies for environmental protection will ensure that new development, including development in targeted intensification areas respects the greenspace network and pursues opportunities to extend and strengthen it.

Policies:

1. To achieve the Compact growth vision, growth in dwelling units and jobs from 2011 to 2021 will be targeted to the growth areas as outlined in Table 4. The City’s target for:

- a. residential intensification in the Downtown is 31% of unit growth or 430 units, 10% or 138 units along Old Airport Road, and 4% or 55 units in Old Town. The remaining unit growth will be by infilling and extensions to existing development areas;
- b. employment intensification in the Downtown is 36% of job growth or 846 jobs, 20% or 470 jobs along Old Airport Road, and 8% or 188 jobs in Old Town. The remaining job growth will be by infilling and extensions to existing development areas such as Engle Business District (20%), Kam Lake (8%), and the Airport (4%).

Table 4 – Target dwelling unit and job growth by area, 2011 to 2021²

Growth Area	Dwelling Units		Jobs	
Intensification Target Areas	45%	623	64%	1,504
Downtown	31%	430	36%	846
Old Airport Road	10%	138	20%	470
Old Town	4%	55	8%	188
Extensions to Existing Development Areas	55%	762	35%	823
Engle Business District	0%	0	20%	470
Kam Lake	2%	28	8%	188
Airport	0%	0	4%	94
neighbourhoods	53%	734	3%	70
Outlying Areas	0%	0	1%	23
TOTALS		1,385		2,350

2. Target areas for residential and employment intensification³ are lands designated Downtown and Mixed Use. These lands are generally those located in Downtown, Old Airport Road, and Old Town. In particular, lands fronting on Arterial Roads (ie. Old Airport Road and Franklin Avenue) within the Downtown and Mixed Use designations are suitable for higher density development. Lands north of Borden Drive along Old Airport Road are not part of the Old Airport Road target intensification area. Transit-Oriented Development Nodes are also identified along these roads pursuant to policies in section 5.3. Employment Intensification will also be targeted to lands designated Kam Lake, Industrial and Airport. Kam Lake will be an area for minor residential intensification as well.
3. New residential areas will target an average net residential density of 28 units per net hectare, as outlined in Section 4.4 – Land Development Guidelines. Net residential density is based on the area in exclusively residential use, and excludes public streets, rights-of-way and all non-residential uses.

² The population scenarios in the Smart Growth Development Plan (SGDP) forecast the distribution of households across the City once the population reaches 25,000, 33,000 and 50,000 residents. The SGDP short-term stage of 25,000 residents is closest to the 10-year population forecast for the General Plan (23,500). The distribution of households in target intensification areas (45%) and extensions to existing development areas (55%) is therefore linked to the short-term population stage of the SGDP.

³ Intensification shall mean development on an existing property, building or in an existing development area that results in a net increase in dwelling units or net increase in jobs. Residential intensification includes subordinate dwelling units and conversions of existing non-residential buildings

4. All intensification will occur in accordance with the policies in Section 4 – Community Design – to ensure compatibility of the proposed development with the character of the area and with existing and planned future uses.
5. New development areas shall be designed in accordance with the Land Development Guidelines in Section 4.4 to ensure excellence in the design of complete and connected communities.
6. The City will monitor and report annually on the pattern and amount of residential and non-residential growth and relate it to the targets established in this Compact growth vision.
7. The City may prepare a new residential growth study to better understand residential or mixed-use redevelopment potential in the target intensification areas of Downtown, Old Airport Road, and Old Town. Unit and job growth targets may need to be modified during the 5-year review of the Plan should the analysis reflect less or more potential for intensification in target areas.

2.3.3 Housing Choice & Housing Affordability

At the time of the last Census in 2006, 49% of Yellowknife's housing stock was single-detached homes and the remaining 51% was multi-family⁴. Multi-family includes semi-detached homes, duplexes, row dwellings, condominium, and apartment units. However, over the last 5 years, from 2007 to 2011, only 36% of housing starts were for single-detached homes, while 64% were for multi-family dwelling units.⁵

These numbers indicate a trend towards a greater percentage of smaller and lower-priced multi-family units in the overall housing market. The Compact growth vision of this Plan envisions intensification in target areas, presenting opportunities for multi-family and mixed-use developments. These developments need to be carefully designed and situated to be attractive choices. They must offer proximity and access to excellent services and amenities such as natural areas, parks and recreation, trails, and walkable and attractive streetscapes. Multi-family opportunities are also needed in the new development areas.

Housing choice is a key Smart Growth Principle and it is understood that there will continue to be significant demand for single-detached housing generated by residents from a variety of income levels, life stages, and lifestyles. The lands identified for development in this Plan will ensure an adequate supply of land and opportunities for single-detached housing forms. This Plan also recognizes the desire by some residents for an "on the land" living space. A new land use designation – Waterside Residential – has been created to provide that opportunity. To ensure this unserviced and low density form of development does not hinder the logical expansion of the serviced built-up areas, these lands will be limited in size and location. See policies in Section 3.4.3 for the Waterside Residential Designation.

Housing affordability is greatly facilitated by building a more compact and complete community with a range of housing choice. However, there are other more explicit planning tools the City can consider to address housing affordability. Policies to support inclusionary zoning, where affordable housing is a component of all significant development projects and to support density bonusing and flexible zoning

⁴ 2006 Census, Statistics Canada

⁵ CMHC Northern Housing Report – 2010 & 2011

for subordinate dwelling units, laneway housing, and home-based businesses are tools that can improve affordability. Many of these tools are further discussed in the Creating Housing Affordability report (2009).

Policies:

1. The City shall create inclusive and mixed neighbourhoods by working to provide a diversity of housing types within each neighbourhood that ensures housing is accessible to a wide range of people of different age groups, abilities, needs, family types and incomes.
2. The City will monitor and ensure that an adequate supply of new land is available on an ongoing basis for a range of housing types.
3. Provide opportunities for residential development outside the built-up area through the creation of a Waterside Residential designation, pursuant to Section 3.4.3 of this Plan. This designation will be piloted in this Plan and the results of these policies evaluated during the 5-year review of the Plan.
4. To address housing affordability, the City will:
 - a. review and implement flexible but appropriate zoning practices to encourage uses that positively affect affordability such as subordinate dwelling units and home-based businesses;
 - b. work with the development community to identify strategies for improving the development approvals process in order to minimize associated costs.
5. To further address housing affordability, the City may:
 - a. establish an Affordable Housing Committee that will collaborate with the City, CMHC and NWT HC to define affordability and to advise on strategies and initiatives dedicated to increasing the supply of affordable housing;
 - b. participate in a committee with CMHC and NWT HC, pilot non-market housing projects to provide affordable housing for low income households;
 - c. monitor and report annually on the number of affordable housing units being created each year and relate the results to the targets established for affordable housing;
 - d. provide financial incentives to residential intensification projects to dedicate 10% of units for affordable housing through the Residential Intensification Incentive under the City's Development Incentive Program By-law;
 - e. adopt inclusionary zoning practices to ensure affordable housing is a component of every significant residential development project. The inclusionary zoning could require that any residential development project of more than 20 units dedicate a minimum 10% of units towards affordable housing for low and moderate income households

- f. use density bonusing to allow developers to build at a higher density than permitted in the base zoning in return for the provision of affordable housing. The developer may be required to enter into a housing agreement to maintain the affordability of the housing as a condition of the density bonus. Density regulations and conditions will be set out in the Zoning By-law.

2.3.4 Residential Land Development & Development Priority

The Compact growth vision targets 45% of unit growth in target intensification areas. The remaining 55% of growth is targeted to redevelopment of and extensions to existing development areas. Table 5 indicates the development areas that have been identified to accommodate projected residential growth (Table 3) and the targeted growth by area (Table 4). Table 5 also indicates the priority for each new development area. Priority A lands are anticipated to be needed in the short-term (0 to 5 years) and the Priority B lands are anticipated for the medium-term (6 to 10 years). The location of development areas and their development priority are also illustrated on Figure 1.



Figure 1: Residential Land Development

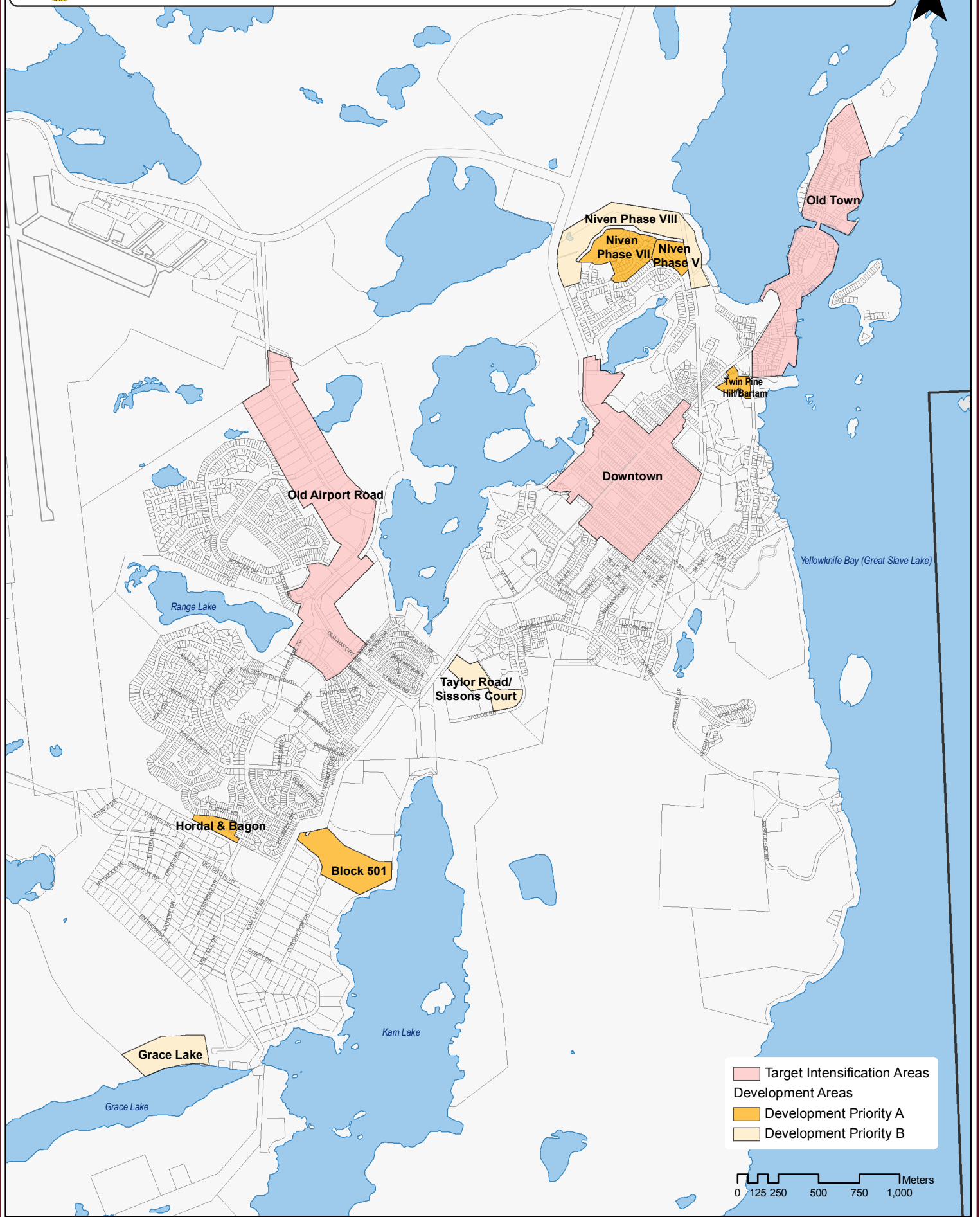


Table 5 – Residential land development, 2011 to 2021

Development	Potential no. of units	Development Priority
Target Intensification Areas (45%)		
Downtown (31% of total)	430	
Old Airport Road (10% of total)	135	
Old Town (4% of total)	55	
Sub-total	620 units	
Development Areas (55%)		
Niven Phase V	90	A
Niven Phase VII	195	A
Block 501 (south of correctional facility)	170	A
Hordal & Bagon	30	A
Twin Pine Hill / Bartam	75	A
Grace Lake ⁶	30	B
Niven Phase VIII (north of Phase VII)	190	B
Taylor Road / Sissons Court	100	B
Sub-total	880 units	
TOTAL	1,500 units	

Table 5 indicates a unit potential of 1,500 units while the projected 10 year need is 1,385 units. This total unit potential does not consider small-scale redevelopment opportunities outside of the target intensification areas, residential conversions, or creation of subordinate dwelling units. This type of activity will further increase the unit potential. All the lands identified in Table 5 are designated in this Plan for development. Land supply needs will be monitored with regards to actual rates of growth and demand for various housing types. Development Priority may change accordingly and will not require amendment to this Plan.

⁶ An analysis of land suitable for development has not yet been undertaken and therefore this number is subject to change.

2.3.5 Commercial and Industrial Land Development

The Compact growth vision anticipates an additional 2,350 jobs in Yellowknife over the next 10 years if the economic conditions and population growth to create these jobs prevails. This job growth will increase demand for commercial and industrial space. The demand for commercial space should be met through the intensification of existing commercial lands, particularly in the target intensification areas of Downtown, Old Airport Road and Old Town. The Kam Lake area can also accommodate a moderate amount of commercial redevelopment as older and heavier industrial uses are relocated over time to Engle Business District. The Yellowknife Airport is also targeting an expansion to lots available for commercial landside and airside development. The intensity of development in Kam Lake and the Airport, however, will be limited compared to other areas due to the lack of piped municipal services. To meet industrial land needs, the Engle Business District is a multi-phased development project that can deliver over 200 hectares of industrial land for development. The policies for these areas are found in Section 3 – Land Use Designations.

2.3.6 Land Use Designations and Overlays

The General Plan is implemented through numerous Land Use Designations which dictate the type of land use that is permitted in each area of the City. Land Use Designations set broad policies regarding the development of land, which are then implemented through the Zoning By-law. Overlays are also used to apply additional policies on certain lands. The policies of the underlying land use designation of lands subject to an overlay continue to apply. The following is a list of the Land Use Designations and Overlays found in the General Plan, and illustrated on **Map 1**:

Land Use Designations

- Capital Site
- Downtown
- Natural Area
- Major Recreation
- Fred Henne Territorial Park
- Watershed Protection
- Residential Community
- Waterside Residential
- Mixed-Use
- Community Facilities
- Growth Reserve
- Airport
- N'dilo
- Industrial
- Kam Lake
- Waste Disposal

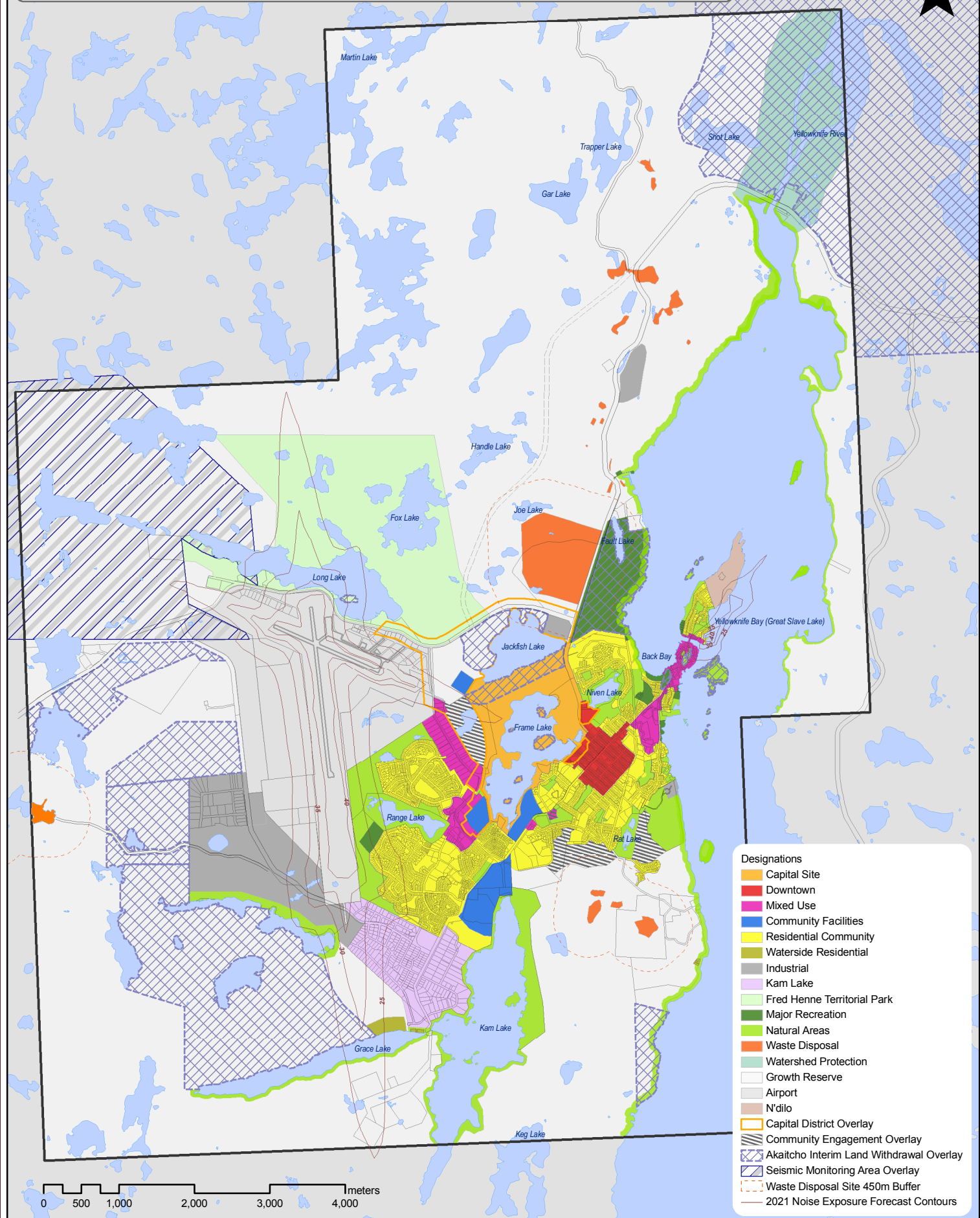
Land Use Overlays

- Akaitcho Interim Land Withdrawal Overlay
- Capital District Overlay
- Seismic Monitoring Area Overlay
- Community Engagement Overlay



MAP 1: Land Use Designations

N



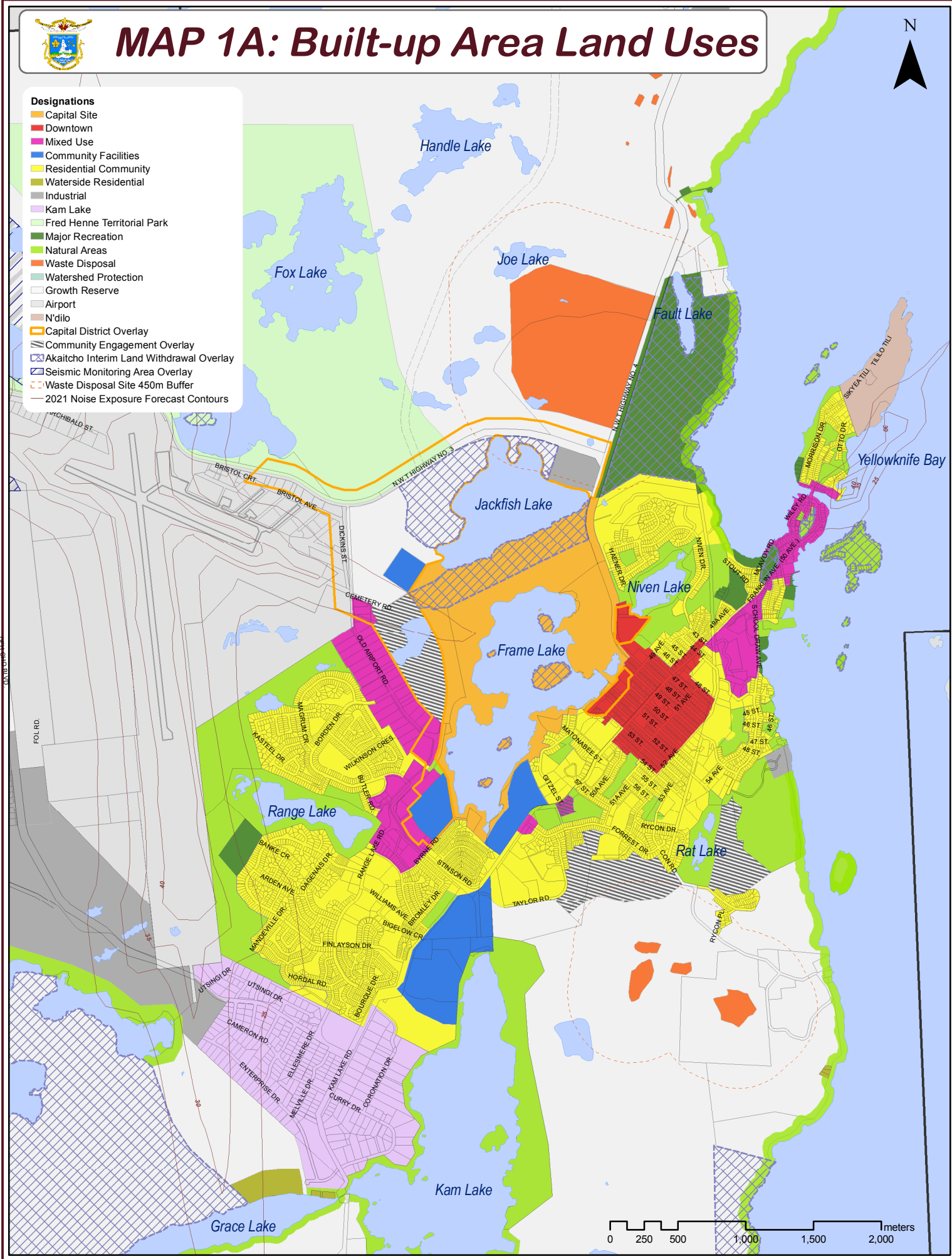


MAP 1A: Built-up Area Land Uses

N

Designations

- Capital Site
- Downtown
- Mixed Use
- Community Facilities
- Residential Community
- Waterside Residential
- Industrial
- Kam Lake
- Fred Henne Territorial Park
- Major Recreation
- Natural Areas
- Waste Disposal
- Watershed Protection
- Growth Reserve
- Airport
- N'dilo
- Capital District Overlay
- Community Engagement Overlay
- Akaiicho Interim Land Withdrawal Overlay
- Seismic Monitoring Area Overlay
- Waste Disposal Site 450m Buffer
- 2021 Noise Exposure Forecast Contours



3 LAND USE DEVELOPMENT POLICIES

3.1 Capital Site & District

The Capital Site preserves the natural setting around Frame Lake and is home to the Legislative Assembly of the Northwest Territories, the Visitors' Centre, and the Prince of Wales Northern Heritage Centre. The McMahon Frame Lake Trail forms a pedestrian and cycling necklace around Frame Lake, connecting the territorial functions with the civic functions of the surrounding city, including Yellowknife's showcase public open space, the Somba K'e Civic Plaza and Family Park. Although the Capital Site occupies the geographic heart of the city and is adjacent to the downtown core, the vision of the 1996 Capital Area Development Scheme is for the Capital Site "to be a continuing demonstration and symbol of the concept of people living in harmony with nature". In this respect, the vision in the 1996 Development Scheme was not for a purposeful interaction with the surrounding city, but to link its identity to the land.

However, a new and stronger vision is required for the Capital Site, one that embraces the role of the Capital Site to symbolize the Territory – its people, history and natural wealth – but also to recognize and contribute to the 50-year vision and guiding principles of Yellowknife's Smart Growth Development Plan that is moving the City towards community sustainability. This vision includes protecting natural areas, preserving and showcasing history and cultural diversity, building integrated parks, trails and open space networks, ensuring a high standard of community design, creating vibrant, mixed-use, pedestrian-oriented developments, and achieving a greater degree of integration with Old Airport Road and Downtown built-up areas.

This section therefore provides a framework for the preparation of a new Capital Site and District Development Scheme. This new Development Scheme will define a clear vision for the Capital Site and District and detailed policies to guide any proposed changes or new development on these lands. Amendments to the Zoning By-law may be required, including the possible introduction of a new zone for the Capital Site. It is not intended that amendments to the General Plan will be required with the adoption of the new Development Scheme.

The Capital Site and Capital District Overlay are shown on **Map 1**. The boundary of the Capital Site is as represented in the 1996 Development Scheme. To reinforce the design strategy of the Capital Site, it will be important to control the form and quality of development on key lands that form the edge of the Capital Site or that contribute to the function of the Capital Site. These lands are described as the Capital District and are shown as an Overlay on **Map 1**. The Capital District Overlay boundary may need to be amended to reflect the new Development Scheme.

3.1.1 Capital Site Designation

Policies:

1. Lands designated Capital Site are shown on **Map 1** and will generally be used for territorial government uses within a retained natural environment, or as described in the Development

Scheme adopted for the lands. Accessory uses include trails and associated infrastructure, open spaces, plazas and recreational infrastructure.

2. Council will consider adopting a new zone for the Capital Site in the Zoning By-law, in accordance with the Capital Site and District Development Scheme.
3. The City shall work in partnership with the Yellowknives Dene First Nation (YKDFN), the Legislative Assembly, and the Department of Municipal and Community Affairs (MACA), to prepare terms of reference for a Committee to guide the preparation and implementation of a new Development Scheme for the Capital Site and District.
4. The new Development Scheme for the Capital Site and Capital District lands shall address the following:
 - a. A clear vision statement that provides guidance for the detailed policies and actions in the Development Scheme;
 - b. The membership, roles and responsibilities of the Committee or Commission responsible for implementing the policies and actions in the Development Scheme. Membership should include, at minimum, a YKDFN representative, an appointed Member of the Legislative Assembly (MLA), and an appointed Member of City Council.
 - c. Detailed policies regarding land uses;
 - d. The development review process for development proposals within the Capital Site and Capital District. This may include a peer review process and/or input by the Smart Growth Implementation Committee for all development proposals.
 - e. Building design and siting policies, which may address the following:
 - i. A prescribed minimum building standard such as LEED Gold, equivalent or higher;
 - ii. Architectural design standards;
 - iii. Consideration for the Land Development Guidelines in Section 4.4.
 - f. Trail and open spaces policies, which may address the following:
 - i. Integrated trail and open space network as shown on **Map 2** and pursuant to policies in Section 3.3;
 - ii. Identification and prioritization of areas for lookouts, trail upgrades, new trail connections, and park spaces.
 - g. Identification of significant viewsheds, scenic entries and processional approaches and associated protection and enhancement policies;
 - h. Environmental protection, which may address the following:
 - i. Lake water quality;

- ii. Shoreline protection and restoration;
 - iii. Sensitive areas and habitat protection;
 - iv. Tree retention and native plantings.
- i. Public art and signage;
 - j. Parking and vehicular access policies.
- 5. The islands within Frame Lake and a portion of land along the northern edge of the Capital Site are part of the Akaitcho Interim Land Withdrawal. The City and GNWT will ensure open communication with the YKDFN on all land use issues affecting lands in the Capital Site subject to the Interim Land Withdrawal, pursuant to policies in Section 3.13 of this Plan.
- 6. To support implementation and capital projects, the City, GNWT and the federal government will agree on an annual contribution amount and a process for allocating funds.
- 7. All new development in the Capital Site shall be in accordance with an updated Development Scheme for the Capital Site and District. The development standards and regulations in the Development Scheme will seek to integrate with development in the adjacent districts of Old Airport Road and Downtown.

3.1.2 Capital District Overlay

Policies:

- 1. Lands designated Capital District Overlay are shown on **Map 1**. Permitted uses on these lands will be in accordance with the policies of their underlying designation.
- 2. All new development in the Capital District Overlay shall be in accordance with an updated Development Scheme for the Capital Site and District, pursuant to Section 3.1.1.

3.2 Downtown Designation

Downtown is the cultural and economic heart of Yellowknife and features a diverse mix of offices, housing, retail uses, galleries, restaurants, bars, coffee shops, cultural venues, institutional uses, hotels, recreation activities, and open spaces. The Downtown acts as the focal point for business, commerce, shopping, tourism and entertainment for residents and visitors alike. Over the last several years, the Downtown has also experienced a number of challenges. For instance, a number of businesses have left their traditional premises and moved to other locations (e.g. Old Airport Road), which has left some vacant store fronts. Some of the social issues that affect the City are also more obvious and pronounced in the Downtown, including homelessness.

In light of these characteristics, the Downtown offers significant opportunities to intensify the number of jobs and residences, to diversify housing choices in the city and to create high quality urban spaces. The Downtown is a critical component of the City's growth management strategy and intensification targets, as outlined in Section 2 of this Plan. This Plan targets 25% of residential growth and 36% of job

growth to be accommodated in the Downtown over the next 10 years. To realize this target, the policies of this land use designation are designed to ensure new development achieves a high quality of design and contributes to a vibrant pedestrian environment. Furthermore, the policies outline the City's commitment to a variety of existing or potential financial and regulatory incentives or mechanisms that support reinvestment and revitalization in the Downtown.

The vision for the Downtown has emerged and evolved under the policy direction provided by the Downtown Plan (2002) and the Smart Growth Development Plan (2010), which includes the Urban Design Initiative, the Downtown Façade Improvement Guidelines, and the Recommendations Report. The newly formed Smart Growth Implementation Committee will prioritize actions and provide input pursuant to the policies of this Plan.

Policies:

Land uses

1. Lands designated Downtown are shown on **Map 1**. A broad range of uses is permitted, including retail, service commercial, office, residential, institutional, and open space uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.
2. Lands designated Downtown will be zoned Downtown (DT) Zone or Public Services (PS) in the Zoning By-law. Certain lands may be subject to a Single Detached and Duplex Dwelling Overlay in the Zoning By-law.

Intensification & revitalization

3. Lands designated Downtown are target areas for intensification pursuant to the Strategic Framework outlined in Section 2. All new developments or redevelopments in the Downtown will achieve a higher quality of building design and will contribute to a vibrant and comfortable pedestrian environment, through the following:
 - a. Demonstrate consistency with Compatibility Criteria in Section 4.1 – Community Design;
 - b. Demonstrate consistency with the Design Guidelines in Section 4.2 – Character Areas;
 - c. Apply LEED Silver as the minimum development standard for new City-owned facilities;
 - d. Building design should follow Crime Prevention Through Environmental Design (CPTED) principles;
 - e. Refer to the Yellowknife Building Façade Improvement Guidelines;
 - f. Work with the Chamber of Commerce to establish a Downtown Business Improvement District;
 - g. 50th Street should be a revitalization priority;
 - h. Adherence to the regulations in the Downtown (DT) Zone of the Zoning By-law, which may address the following:
 - i. Requirement for provision of amenity spaces with large scale developments;

- ii. Requirement for the inclusion of ground floor retail in large scale developments in certain locations;
 - iii. Stepping back of building massing for developments of a certain height and location;
 - iv. Design, colour and articulation of the building façade;
 - v. Definition of building entryways;
 - vi. Fenestration design and materials;
 - vii. Architectural detailing and their contribution to street character;
 - viii. Requirement for a wind impact statement/study and/or a sun shadow impact study to assess how the massing of the proposed development will impact streets and adjacent properties;
 - ix. Requirement for design input from the Smart Growth Implementation Committee when requested by the Development Officer;
 - x. Minimum building heights for lots in certain locations;
 - xi. Maximum front yard and exterior yard setbacks for buildings with ground floor retail to create a strong street edge.
4. The City shall support the realization of intensification targets, outlined in Section 2 of this Plan, for the Downtown through financial and regulatory incentive and support mechanisms, as follows:
- a. City may consider financial incentives for certain types of developments in the Downtown;
 - b. Promotion of programs offered under the Development Incentive Program By-law which provides tax abatements and grants to support smart growth development initiatives, such as residential intensification, brownfield remediation and redevelopment, LEED building, and heritage preservation;
 - c. The Smart Growth Implementation Committee will partner with the Chamber of Commerce to enhance and promote the Façade and Site Improvement Program to make the program more attractive to businesses;
 - d. City will explore opportunities to replace land-consuming parking lots with parking structures in order to free up lands for intensification development pursuant to policies in Section 5.7.
 - e. Provide more flexible off-street parking regulations in the Zoning By-law pursuant to policies in Section 5.7.
 - f. Maintain the vision for a future district Community Energy System to service the Downtown with an affordable and green energy supply.

- g. To support residential intensification, the City shall explore opportunities to acquire land or enter into partnerships to create new parks to meet the minimum park space standards outlined in Section 3.3.1 of this Plan.
- h. The City shall explore opportunities for an Eco-Housing demonstration project within the Downtown.

Beautification

- 5. The City shall work with local partners to pursue a major redevelopment project at the 50/50 corner. The redevelopment may include an open space component, as outlined in the City of Yellowknife Urban Design Initiative (2010).
- 6. The development of Downtown gateways will be encouraged at three key locations: the intersections of Franklin Avenue / 44th Street, Franklin Avenue / 54th street, and Highway No. 4 / Lot 3, Block 301 (north of Explorer Hotel). These gateways will enhance community pride and visitors' impression of the City, while creating a more defined Downtown. The development of lots located at gateways shall reinforce the gateway function by ensuring a high quality of building design and shall contain a public art and/or public open space component.
- 7. The City may create a Design Review Committee to provide architectural and design input on significant development applications in the Downtown and mixed use areas.
- 8. The City shall support public art initiatives throughout the Downtown area, including at gateways, in parks, streetscapes and private lands. The City shall foster partnerships, such as with the Aurora Arts Society, to seek ways to encourage greater involvement from local artists in creating and incorporating public art into streetscaping initiatives, large developments, and open spaces.

Walking, cycling & transit

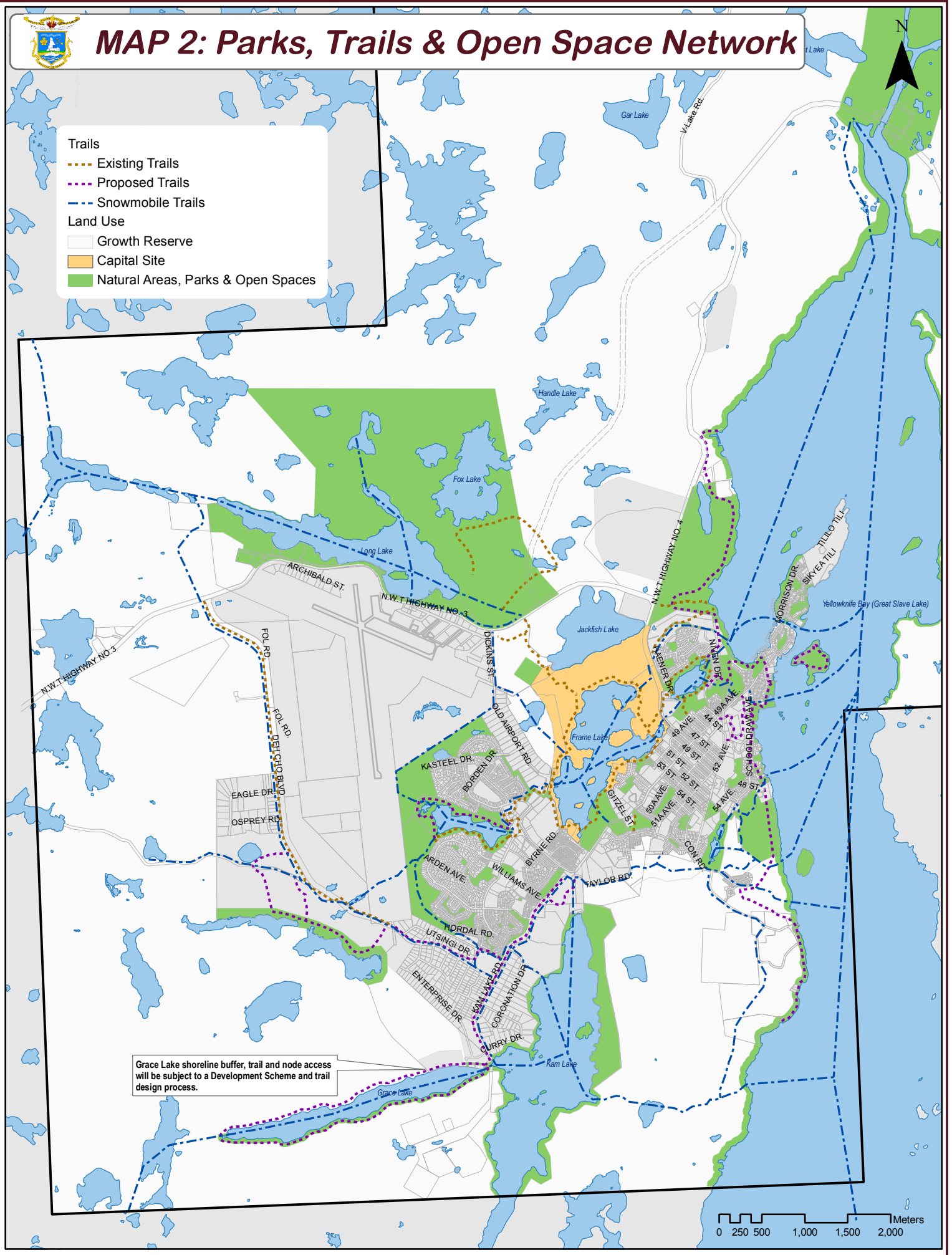
- 9. Lands designated Downtown will have enhanced opportunities for walking, cycling, and transit use. Policies to support these opportunities include:
 - a. Creation of Transit-Oriented Development Nodes, as shown on **Map 4**, and pursuant to the policies in Section 5;
 - b. Giving priority to improved streetscaping along 50th Street, 52nd Street, 49th Avenue, and 51st Avenue;
 - c. Ensuring all new significant developments, particularly those fronting on an Arterial Road (Franklin Avenue), have a recognizable pedestrian circulation system that connects development to pedestrian facilities in the road right-of-way, to transit infrastructure, and to adjacent developments, where applicable;
 - d. Providing better pedestrian connections, particularly in the form of mid-block connections and 'green corridors' to increase pedestrian connectivity.



MAP 2: Parks, Trails & Open Space Network



- Trails**
- Existing Trails
 - Proposed Trails
 - Snowmobile Trails
- Land Use**
- Growth Reserve
 - Capital Site
 - Natural Areas, Parks & Open Spaces



3.3 Parks, Trails & Open Space Network

Yellowknife's open spaces assume many forms, consisting of trails, sports fields, playgrounds, natural areas, lakes, rivers, streams or areas of ecological importance. The spaces may be in public or private ownership and may be experienced in an active or passive way. Significant natural sites and open spaces serving the entire community are individually designated, for example as Natural Area or Major Recreation, while neighbourhood-serving open spaces and the trail network that connects them are embedded within other designations including Residential Community, Downtown, or Mixed-Use Centre. Waterbodies, including lakes, rivers and streams also contribute to open spaces. Portions of the Capital Site and District (i.e. Somba K'e Park, Frame Lake Trail) also function as key park areas in the City. Together, these parks, trails and other open spaces form a network that functions to protect the integrity of sensitive ecosystems, encourage ecosystem connectivity, provide year-round outdoor recreation opportunities throughout the City, encourage active transportation and promote compact development. The foundation for this section of the General Plan emerged from the Council-adopted Integrated Parks, Trails and Open Space Development Study (2005) and the Natural Areas Preservation Strategy (2010).

This section presents general policies for all parks and recreation uses, ecological protection and trail networks regardless of the land use designation in which the use is located. This section also outlines policies for four specific open space designations including Natural Area, Major Recreation, Watershed Protection, and Fred Henne Territorial Park.

Policies:

1. The Parks, Trails and Open Space Network is shown on **Map 2**. Parks, trails and open spaces are permitted in all land use designations, except the Waste Disposal designation. These uses will also be limited in the Watershed Protection designation.
2. The City shall seek to improve the Parks, Trails and Open Space Network through the implementation of Council-adopted plans, the review of development applications, the design of transportation corridors, infrastructure and other municipal facilities, and partnerships with public and private organizations.
3. New parks, trails and open spaces will be planned and designed in accordance with the relevant policies in this section of the Plan and in accordance with the Land Development Guidelines in Section 4.4 of this Plan. The City shall provide opportunities for public involvement in planning new parks, trails and open spaces.
4. The City shall work with the GNWT to promote legislative changes to the NWT *Planning Act* to create stronger requirements for the recognition and protection of parks, trails and open spaces.

3.3.1 Parks & Recreation

Yellowknife's parks contribute to healthy communities and offer passive and active recreation opportunities. Parks form part of the overall green space network and function at the neighbourhood and community level. Three distinct types of parks are located throughout the city:

- Neighbourhood parks are smaller neighbourhood-serving parks that feature playgrounds, 'tot lots' (playgrounds targeted for children 5 years and under), informal play areas and passive

walkway and seating areas. Neighbourhood parks are a short walking distance and accessing them does not require the crossing of major roads.

- Community parks are larger parks that serve a number of adjacent neighbourhoods and may include playfields, passive open space and community facilities.
- Major urban parks are parks that service the entire community and feature sportsfields or courts, formal public gathering spaces and may include indoor facilities. Due to their scale, prominence and potential impacts on surrounding land uses, these parks are designated Major Recreation, pursuant to policies in section 3.3.5.

The following policies are intended to ensure the appropriate siting, sizing and design of park spaces in the city. The Integrated Parks, Trails and Open Space Development Study (2005) recommended that new park space standards be reviewed, updated, and adopted. Since then, the Community Services Department has refined the catchment areas for the three park types to establish minimum standards for the provision of park services. The policies in this section reflect current standards with respect to the siting, sizing and design of parks.

Policies:

1. The City shall seek to provide parks in accordance with the following standards:

a. Neighbourhood Park

- i. A Neighbourhood Park will be a target minimum size of 1,000 m² (0.1 ha);
- ii. All residents within the Residential Community, Mixed-Use and Downtown designations should be within 250m of a Neighbourhood Park;
- iii. No crossing of an Arterial Road will be required to access a Neighbourhood Park;
- iv. The crossing of a Collector Road to access a Neighbourhood Park should be avoided. If crossing of a Collector Road is required, safe crossing facilities will be provided.

b. Community Park

- i. A Community Park will be a target minimum size of 15,000 m² (1.5 ha);
- ii. All residents within the Residential Community, Mixed-Use and Downtown designations should be within 1km of a Community Park;
- iii. The crossing of an Arterial Road to access a Community Park should be avoided. If crossing of an Arterial Road is required, safe crossing facilities will be provided.

c. Major Urban Park

- i. A Major Urban Park will be a target minimum size of 40,000 m² (4.0 ha);
- ii. All residents within the Residential Community, Mixed-Use and Downtown designations should be within 2.5km of a Major Urban Park;
- iii. The siting and design of Major Urban Parks shall be consistent with the policies in Section 3.3.5 – Major Recreation designation.

2. The City will pursue opportunities to meet the above park space standards in underserved neighbourhoods or where redevelopment and intensification is occurring, by the following:
 - a. Commit long term resources in the Capital Plan to implement the park standards;
 - b. Use funds from the Major Community Facilities Reserve, the Land Development Fund and/or Capital Plan for park space acquisition and park construction;
 - c. Dedicate city-owned lands as park space, in accordance with the park space standards outlined in Policy 1;
 - d. Require a park dedication or construction of a new park space as a condition of development approval;
 - e. Collaborate and partner with local schools to build park facilities, if appropriate.
3. New residential development areas will provide park space in accordance with the standards described in Policy 1 and in the Land Development Guidelines outlined in Section 4.4.
4. The City will study the feasibility of acquiring land and/or developing new parks in a number of areas, including but not limited to the following priority locations:
 - a. Lot 1, Block 553, Plan 1907 – corner of Deh Cho Boulevard and Kam Lake Road;
 - b. Lot 3, Block 301, Plan 1955 – north of Explorer Hotel;
 - c. Portion of MACA Lease No. 105-85-J/8 – 1012– north Con Mine site area;
 - d. Lot 5, Block D, Plan 7 – Wiley Road water front;
 - e. Lot 10, Block A, Plan 3801 – DFO lot

3.3.2 Trails

The protection of well-used trails is essential to the quality of life for residents. Trails provide important recreational opportunities but they also provide off-road connectivity between neighbourhoods, community amenities, and places of work. The Integrated Parks, Trails and Open Space Development Study (2005) indicates the location of existing trails and recommendations for protecting, enhancing, and extending the trail network.

Policies:

1. Trails, as identified on **Map 2**, will be protected through legal easements or land acquisition, where possible. These trails include both existing and proposed trails.
2. Existing Trails may, in some cases, need be rerouted to allow new development to take place. Rerouted trails shall be the responsibility of the developer but will be subject to the City's approval. Rerouted trails shall not be located within a road right-of-way and must be designed as per City standards and guidelines.

3. The alignment of Proposed Trails, as shown on **Map 2**, is subject to change as more detailed analysis of the terrain, sensitive environmental features and surrounding development patterns are determined. Any significant change to the alignment of Proposed Trails will be subject to City approval.
4. The City may, in conjunction with other agencies and governmental departments, develop a trail signage program, which encourages trail use, promotes safety on the trails, increases awareness of any sensitive shoreline or wetland habitats, and facilitates visitor appreciation of the City's natural, cultural, and historic attributes.
5. The design of trails shall propose boardwalks around wetlands and other waterbodies to preserve the integrity of the natural vegetation and sensitive shoreline habitat.
6. Trail connections from existing residential areas to open spaces shall be maintained or developed in accordance with consistent standard and practice, such as, consistent signage and restricted motor vehicle access.
7. The Land Development Guidelines outlined in Section 4.4 offer guidance for the design of new development areas including the development of new trails and connectivity to the existing trail network.
8. Safe crossing points shall be established when a trail junctions with a major road.
9. The City may develop and implement a trails usage by-law.

3.3.3 Snowmobile Routes

Snowmobiles provide alternative winter access to the land and lake system. Snowmobiles are used for recreation and for general transportation in the winter. Snowmobiles are restricted on certain roads in the city, particularly in the downtown due to conflicts with other vehicles and pedestrians. The preferred routes and driving surfaces for snowmobiles are therefore independent of the road network.

Policies:

1. Snowmobile Routes, as identified on **Map 2**, will be protected to ensure access to the lake system and to lands outside the built up area of the city.
2. Should any land be developed in the vicinity of Snowmobile Routes, the City will ensure that access for snowmobiles is maintained or that the trail is rerouted in a satisfactory and safe manner. Potential conflicts with other vehicles and pedestrians will be considered in any rerouting.
3. The Land Development Guidelines outlined in Section 4.4 guide the design of new development areas and includes guidelines related to the development of new snowmobile routes to connect to the existing routes.

3.3.4 Natural Area Designation

Yellowknife is located in a unique and inspiring natural setting, providing residents and visitors with opportunities to connect with nature and engage in nature-based recreational activities. The integration of natural areas with the urban environment is a defining feature of city life and is an essential component of the Smart Growth Vision. Natural areas contribute to quality of life and ecological function.

Parks and Recreation lands discussed in Section 3.3.1 are included in the Natural Area designation. In addition, most of the Natural Area designation has been applied to lands that were recommended for a high level of protection in the Natural Area Preservation Strategy (2010). Sites were evaluated based on an assessment of factors that contribute to a high quality urban environment. These factors are grouped into four main areas:

- Qualities (e.g. presence of lakes, wetlands, steep slopes);
- Distribution (e.g. located within specified walking distances of residential areas);
- Connections (e.g. form part of a continuous corridor); and
- Quantity (e.g. size, role as buffer).

Although not evaluated by NAPS, two sites adjacent to the shoreline between 44th Street and 48th Street have been designated Natural Areas. Also included in the Natural Area designation are buffers along waterbodies. The purpose of the Natural Areas designation is to retain and preserve these lands in a primarily natural state.

Policies:

1. Lands designated Natural Area are shown on **Map 1**. Natural Area lands are designated to protect and preserve the natural features and functions inherent in each area. Permitted uses are limited to passive recreation, conservation uses, and scientific or educational uses associated with the features of the environmental area.
2. The majority of the lands designated Natural Area will be zoned Nature Preservation (NP) in the Zoning By-law.
3. Buffers along waterbodies designated as Natural Area and the delineation of public access shall be determined by Development Scheme based on attributes of the shoreline. Any applications for Zoning By-law amendments in these areas shall be considered based on merits of the application and also on the attributes of the shoreline. Waterbodies includes lakes, bays and watercourses. This strip of land will provide protection of sensitive shoreline habitats and ensure public access for future trail development or other waterfront activities. Existing surveyed lots within the shoreline area are excluded from the lands designated Natural Area.
4. Trails and interpretive signage may be considered. Any formal trails should be constructed in a manner that is sensitive and appropriate for the land attributes of the area and may include the use of boardwalks, gravel surfacing, or asphalt surfacing.

5. Any permitted development on lands designated Natural Area should be directed to any previously disturbed parts of the lands.
6. Development on sites adjoining lands designated Natural Area should be sensitively designed to mitigate impacts on the ecological or recreation functions of the Natural Area. These design features may include:
 - a. Maintaining pedestrian and cycling access points to existing or proposed trail networks in the Natural Area;
 - b. Protection of prominent natural features that extend into and form part of the Natural Area;
7. The City will adopt and maintain a Natural Area Site Database which contains detailed information about the biophysical conditions of each site evaluated in the NAPS (2010) report. The assessment of any new sites will also be added to the database. This database will provide a useful analytical tool to be used when any development is being considered on a site or adjacent to a site.
8. New lands will be designated Natural Area through the completion of Development Schemes for new development areas. The Development Scheme will assess each site's features with regard to factors that contribute to a high quality urban environment similar to the evaluation undertaken for NAPS, such as, natural recreational value, natural heritage preservation value and accessibility to pedestrians. Lands will be redesignated by amendment to this Plan.

3.3.5 Major Recreation Designation

The Major Recreation designation recognizes large tracts of land that are primarily used for active outdoor recreational uses and that serve residents beyond the immediate neighbourhood. Major Recreation lands are a key component of Yellowknife's open space network, which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment. Recreational areas are also an important economic contributor, making a community attractive to new residents and businesses and thereby contributing to economic growth and the maintenance and increase of property values.

Major Recreation lands include major parks such as Rotary Park and the Parker Recreation Field, large recreational areas such as the Ski Club cross-country ski facilities, and other recreational lands such as the Giant Mine boat launch parcel.

Policies:

1. Lands designated Major Recreation are shown on **Map 1**. This designation applies to large outdoor recreation spaces that serve the entire community. Permitted uses include outdoor recreation facilities, trails, water-oriented facilities along shorelines, and ancillary facilities such as club houses, restaurants, small-scale retail uses, and maintenance facilities. Limited indoor community facilities may be permitted if the primary outdoor recreational use is not impacted.

2. Lands designated Major Recreation will be zoned Parks and Recreation (PR) Zone in the Zoning By-law.
3. New Major Recreation lands will be designated as required to maintain minimum standards, as outlined in Section 3.3.1.
4. New Major Recreation lands will have direct access to an Arterial or Collector Road that is serviced by transit. Where a proposed facility does not have direct access to an Arterial or Collector Road, a traffic impact study is required that examines the capacity of the surrounding road network to accommodate the anticipated traffic volumes and recommend mitigation measures or roadway modifications where appropriate.
5. Safe and accessible walking and cycling links will be provided between uses on the Major Recreation lands and the surrounding trail network, adjacent roads, and bus stops.

3.3.6 Fred Henne Territorial Park

Territorial Parks play an important role in the economic landscape and social fabric of the Northwest Territories and are popular with residents and visitors alike. Fred Henne Territorial Park is located on Long Lake on the north side of Highway 3. The lake has a sandy beach, and offers swimming, sunbathing, canoeing, water skiing and wind surfing.

Policies:

1. Lands designated Fred Henne Territorial Park are shown on **Map 1**. Uses permitted are outdoor recreation, campground facilities, and ancillary administrative, commercial and recreation uses.
2. Lands designated Fred Henne Territorial Park will be designated Parks and Recreation (PR) Zone in the Zoning By-law.
3. An attractive gateway to the Park entrance will be maintained by ensuring adequate natural screening of uses located at the Yellowknife Airport and elsewhere along Highway No.3.
4. The design for the realignment of Highway No. 4 will be integrated into future plans for Park redesign and/or improvement.

3.3.7 Watershed Protection Designation

The Yellowknife River supplies residents with a clean and plentiful water supply. Water is drawn near where the Yellowknife River empties into Great Slave Lake and is piped to the urbanized area. The purpose of the Watershed Protection designation is to protect the integrity of the City's water supply by prohibiting most types of development in the watershed. Only a small portion of the Yellowknife River watershed is located within the municipal boundary, which restricts the City's ability to directly control land uses within the watershed. Additional policies regarding water supply and treatment are found in Section 6 (Municipal Infrastructure) while policies regarding the municipal boundary can be found in Section 7 (Regional Coordination).

Policies:

1. No development is permitted on lands designated Watershed Protection, except municipal infrastructure related to the supply of water. Road and trail development may also be permitted subject to appropriate mitigation measures to address potential spillage or discharge of fuels or other types of waste.
2. Lands designated Watershed Protection will be zoned Watershed Protection (WSP) Zone in the Zoning By-law.
3. The approximated boundaries of the Yellowknife River watershed that lie inside the municipal boundary are designated Watershed Protection on **Map 1**. When detailed watershed mapping is available, the boundaries of the Watershed Protection designation on **Map 1** shall be amended to reflect the detailed mapping.
4. The City will apply the policies of this section of the Plan when commenting on Commissioner's land applications circulated to the City that address land within the Watershed Protection designation.
5. The watershed of the Yellowknife River extends beyond the municipal boundary. To ensure better protection of the City's water supply, Council shall:
 - a. Communicate with the GNWT to ensure that where the watershed falls outside of the municipal boundary it is appropriately identified and protected from incompatible development.
 - b. Explore the feasibility of extending the municipal boundary to encompass a greater portion of the upriver watershed, pursuant to policies in Section 7.2.

3.4 Residential

Housing is a fundamental building block for social and community health. Every community must offer a diversity of housing for a range of incomes, family sizes, ages and lifestyles. As such, a sufficient amount of land must be designated to meet the residential needs of the City's diverse and growing population. In addition, policies are needed to guide the mixing of residential uses with other compatible uses, such as commercial and institutional uses. The policies of this section support the Strategic Framework for residential development as outlined in Section 2.3.3 of this Plan.

3.4.1 General residential policies

This section contains general policies for residential uses regardless of the land use designation in which they appear. Although most new housing will be built on lands designated Residential Community, residential uses are also permitted on lands designated Downtown, Mixed-Use, and in a more limited way on lands designated Kam Lake. Policies in this section also support the creation of affordable

housing forms and therefore addresses subordinate dwelling units, laneway housing, and home based businesses.

Policies:

1. Residential uses include all types of dwellings intended for human habitation and may generally be attached to other uses such as commercial and institutional uses.
2. Residential uses will be permitted in the Residential Community, Downtown, Old Town, and Mixed-Use designations. Residential uses will also be permitted in a more limited way on lands designated Kam Lake.
3. Residential infilling and intensification is encouraged, particularly in the Downtown, Old Town, and Mixed-Use land use designations. Residential intensification development proposals must demonstrate consistency with the Community Design policies in Section 4.
4. The establishment of new residential uses is not permitted on lands above the 2021 30 NEF contour of the Yellowknife Airport, pursuant to policies in Section 3.8, and as shown on **Map 1**. In addition, new residential development proposed between the 25 and 30 2021 NEF contour will require a noise study.

Subordinate dwelling units

5. Any detached house or semi-detached house may have one (1) subordinate dwelling unit either in the principal dwelling, or in a building ancillary to the principal dwelling (eg. laneway house or above a garage). A laneway house is considered ancillary to a principal dwelling. Subordinate dwelling unit regulations shall be updated in the Zoning By-law and provisions may address the following:
 - a. The manner in which the suite is created, being through internal renovation, exterior addition, or in an accessory building to the primary dwelling (eg. above a detached garage);
 - b. The entrance of the secondary suite, through combined entranceway with the principal dwelling or by independent entrance;
 - c. Minimum lot size, minimum and/or maximum unit size, maximum ancillary building height, parking, vehicle access and other regulations;
 - d. In the case of a laneway house, restrictions on ownership and strata titling.

Home Based Businesses

6. Home based businesses will remain permitted in the Zoning By-law as an accessory use to any residential use. Provisions in the Zoning By-law will address the following:
 - a. The number of home based businesses allowed at a given residence;

- b. The number of persons other than the resident(s) who may work at the home based business;
- c. Limitations on retail sales, provision of personal services, exterior signage and storage;
- d. Provisions to ensure that home based businesses do not disturb residential neighbours, are compatible with the character of the neighbourhood, and operate safely;
- e. Specific provisions for the operation of a bed and breakfast as a home based business.

3.4.2 Residential Community Designation

Lands that were designed to have a predominantly residential character, are designated Residential Community. The Residential Community designation recognizes the form and character of existing neighbourhoods and promotes the development of new neighbourhoods to meet projected housing needs over the next 10 years. Complete neighbourhoods consist of more uses than simply housing; they include parks and recreation opportunities and small-scale institutional and commercial uses to serve the local population.

The policies in this section apply to lands designated Residential Community, however, policies that apply to all residential uses regardless of the land use designation are provided in Section 3.4.1.

Policies:

1. Lands designated Residential Community are shown on **Map 1** and will be used primarily for housing with a range of dwelling types and densities. Institutional uses that are compatible with neighbourhoods (eg. education facility, community centre, church) are permitted. Small-scale, local-serving commercial uses (eg. convenience store, personal services) will also be permitted. Park and recreation uses are also permitted, except for large-scale park facilities that are designated Major Recreation, pursuant to Section 3.3.5.
2. Lands designated Residential Community will be zoned Residential (R1 to R7) according to the proposed housing form, Public Service (PS) Zone, Parks and Recreation (PR) Zone, and Site Specific (SS) Zone for commercial or other site-specific uses.
3. With the exception of parks, non-residential uses within the Residential Community designation shall be subject to the following conditions:
 - a. Commercial uses shall primarily serve the residents of the neighbourhood in which they are located;
 - b. Commercial and institutional uses shall be generally limited to sites along Arterial or Collector Roads, or shall be contiguous with other local service facilities such as a community centre or education facility; and
 - c. All non-residential development shall be compatible with and sensitive to the residential character of the neighbourhood, in accordance with Section 4.1 and Section 4.2.

4. The evaluation of development applications will be in accordance with community design policies, pursuant to Section 4.1 and Section 4.2.
5. Where the subdivision of land in a Residential Community designation is proposed and where the proposed subdivision will create more than 10 lots for development, or where the land area subject to the subdivision is greater than 2 hectares, the preparation and adoption of a Development Scheme will be required prior to any development on the lands. An exception to the requirement for a Development Scheme may be made if the site is in an established area and/or other relevant considerations apply. The Development Scheme will be prepared pursuant to the Land Development Guidelines in Section 4.4.
6. Lands in the Residential Community designation that are subject to a Development Scheme will be serviced with piped municipal water and sanitary sewer, or as approved by the Department of Public Works, pursuant to policies in Section 6.
7. The City will monitor the provision of park space in neighbourhoods in accordance with the park standards and associated policies in Section 3.3.1.

3.4.3 Waterside Residential Designation

There are currently five surveyed lots for detached dwellings located outside of Yellowknife's established neighbourhoods. Three lots are near Negus Point, and the remaining two lots are located on Grace Lake. Waterside residential developments refer to settlements outside the built-up area and oriented to water. These developments rely on trucked water and sewer services. Waterside residential living is a desirable lifestyle for people who value having their own piece of natural open space and more immediate access to outdoor and water recreation, and consequently place less emphasis on access to services and amenities.

People who live outside the built-up area tend to rely more on the use of the automobile since services such as grocery store, schools, indoor recreation facilities are further away. This adds to traffic congestion, air pollution and weaker support for transit. This Plan targets a limited amount of new residential lots outside the built-up area in the vicinity of Grace Lake. Furthermore, the policies of this designation are intended to ensure that new development provide offsetting contributions to sustainability in site and building design to compensate for the disproportionate use of transportation infrastructure associated with these developments.

Policies:

1. The purpose of the Waterside Residential designation is to provide opportunity for a lifestyle outside of the built up area. Uses will be limited to detached dwellings and complementary secondary uses, such as home-based businesses, to be defined and regulated in the Zoning By-law.
2. The Waterside Residential designation is being piloted in this Plan and the results of these policies will be evaluated during the next 5-year review of this Plan.

3. Lands designated Waterside Residential will be zoned Waterside Residential (R0) in the Zoning By-law.
4. Park standards, pursuant to Section 3.3.1, do not apply to residences in the Waterside Residential designation.
5. When considering the designation of new Waterside Residential settlement by amendment to this Plan, in addition to the applicable Land Development Guidelines in Section 4.4 of this Plan, the City shall give consideration to:
 - a. Settlements do not impede the ability of the existing built-up area to expand and may not be located within 1 kilometre of the existing piped service area of the city.
 - b. Subdivisions will not create conflicts with non-residential uses that need to locate outside the built-up area, including mineral extraction activities, waste disposal sites, and expansion to industrial subdivisions;
 - c. Policy recommendations in the Yellowknife Harbour Plan which may restrict residential settlements in proximity to Great Slave Lake;
 - d. Potential restrictions on road access to a Highway, in consultation with the GNWT;
 - e. In consultation with Public Works, that the proposed residential settlement area can be accessed satisfactorily with trucked services;
 - f. The location of utilities including power and telephone;
 - g. Preservation of wildlife corridors;
 - h. Maintenance of Trails as shown on **Map 2**, and pursuant to policies of Section 3.3;
 - i. The preservation of public access for developments abutting waterfront lands shall be delineated by Development Scheme;
 - j. Privacy between adjacent residences through the retention of natural buffers.
6. All development in the Waterside Residential designation may be subject to special off-site levies as a condition of development approval.

3.5 Mixed-Use Designation

The Mixed-Use designation applies to areas that have been identified as having a high potential to maintain or achieve compact and mixed use developments, particularly through redevelopment and intensification. These areas constitute a critical element in the City's growth management strategy and intensification targets as outlined in Section 2 of this Plan.

Areas designated Mixed Use include a portion of Old Town, lands along Old Airport Road, and a parcel of land along the south side of Franklin Avenue, just west of Downtown. These areas have good access to major roads (Old Airport Road and Franklin Avenue) which are the focus of proposed transit-oriented

development nodes and streetscaping improvements in support of active transportation. These areas are ideally located and will be designed to accommodate an increase in housing, commercial, institutional, and recreational uses, thereby contributing to a vibrant, mixed use environment. Careful attention to design is required in target intensification areas, particularly in areas like Old Town, where new development should be compatible and respectful of the unique character of the neighbourhood. The policies of this designation therefore seek to promote sensitively designed infill which is compatible with the existing built form with consideration for the planned future form of the area.

Policies:

1. Lands designated Mixed Use are shown on **Map 1**. The lands offer substantial opportunities for new development or redevelopment and represent a key element in this Plan's strategy to accommodate and direct growth in the city.
2. Lands designated Mixed Use encourage a mix of transit-supportive land uses including residential, offices, commercial services, retail uses, institutional, parks and community recreation uses. The permitted form and location of these uses will vary according to the specific location and the policies below. Low intensity uses such as motor vehicle sales, service, rental and repair, and transportation-related facilities are intended to be phased out over the longer term but may be conditionally permitted uses in the Zoning By-law in the shorter term. Significant community facilities and major recreation facilities serving the entire community will be accommodated under other land use designations.
3. Lands designated Mixed Use will be zoned Old Town Mixed Use (OM), Old Airport Road (OAR), and Site Specific (SS) in the Zoning By-law.
4. Lands designated Mixed Use are target areas for intensification pursuant to the Strategic Framework outlined in Section 2. To ensure all new development is consistent with community design objectives and compatible with existing and future planned uses, all development projects within the Mixed Use designation will be subject to the Community Design policies in Section 4 of this Plan. Lands along Old Airport Road and in Old Town are defined as Character Areas, pursuant to policies in Section 4.2.
5. Mixed Use areas shall optimize the use of land through compact, mixed use development. To achieve this type of development, the Zoning By-law may address the following:
 - a. Allow for a mix of uses within a building or in adjacent buildings;
 - b. Reduce off-street parking requirements pursuant to policies in Section 5.7;
 - c. Permitting higher density commercial (office) and residential development and discouraging low intensity development, such as single family residential development, within 120m of a Transit-Oriented Development Node, as shown on **Map 4**, and pursuant to policies in Section 5.3;

- d. Require residential uses on lots fronting on an Arterial Road to be in the form of apartments or multi-family developments at a medium or high density;
 - e. Implementation of minimum building heights for lots with frontage on Arterial Roads (ie. Old Airport Road and Franklin Avenue, from Old Airport Road to Weaver Drive);
 - f. Ensure an appropriate transition between lands designated Mixed Use and any surrounding lands designated Residential Community through zoning regulations, such as including a transition overlay zone in which building heights can be increased/reduced to a certain extent, and requiring green buffers between the Mixed Use and Residential Community designation.
6. The City may adopt a Land Assembly Strategy for lands designated Mixed Use in Old Town to assemble lots for intensification, to develop a mixed-use waterfront marina and/or to support any additional objectives of the Yellowknife Harbour Plan, currently under development.
7. The policies of the Mixed Use designation shall be amended, as required, to be consistent with the policy recommendations of the Yellowknife Harbour Plan.
8. To make land available for intensification on lands designated Mixed Use, existing industrial uses are encouraged to relocate over time to the Engle Business District. The City's Development Incentive Program By-law offers incentives to assist with the relocation of industrial uses.
9. Lands designated Mixed Use will have enhanced opportunities for walking, cycling, and transit use. Policies to support these opportunities include:
- a. Creation of Transit-Oriented Development Nodes, as shown on **Map 4**, and pursuant to the policies of Section 5.3. Identified TOD Nodes may be designated as an overlay zone in the Zoning By-law with intensification regulations incorporated;
 - b. Priority through Capital Budgeting shall be given to improved streetscaping along Arterial Roads (e.g. Franklin Avenue, Old Airport Road) to address pedestrian accessibility, comfort and safety, pursuant to policies in Section 5.1;
 - c. Ensuring all new significant developments, particularly those fronting on an Arterial Road, have a recognizable pedestrian circulation system that connects development to pedestrian facilities in the road right-of-way, to transit infrastructure, and to adjacent developments, where applicable.
 - d. Establishing a boardwalk system along the waterfront (Rotary Park-McMeekan Causeway).
10. Lands designated Mixed Use located north of Borden Drive to Cemetery Road are currently serviced with trucked water and wastewater. Significant intensification of these lots is not possible without the provision of piped municipal services. The City will consider undertaking a study in partnership with the GNWT to examine the feasibility of extending municipal services along Old Airport Road, pursuant to policies in Section 6.2. Until piped municipal services are installed, the lands designated Mixed Use located north of Borden Drive to Cemetery Road are not considered part of the City's Intensification Target Areas.

11. The redevelopment or revitalization of the lands designated Mixed Use on the site of the Tommy Forrest Ball Park will be subject to the policies of the Community Engagement Overlay in Section 3.7, Policy 4.

3.6 Community Facilities Designation

The Community Facilities designation recognizes lands used for major community facilities that service the entire community, such as the Fieldhouse, the Multiplex, the Ruth Inch Memorial Pool, the Stanton Territorial Hospital, and the North Slave Correctional Centre. These uses constitute an essential component of city services and share characteristics that require special land use considerations. These uses generally require large sites to accommodate high volumes of visitors and therefore must be well located to be conveniently and safely accessed by all modes of transportation.

Policies in the designation ensure sufficient well-located lands are available for new major community facilities and ensure that these uses are compatible with surrounding uses. Smaller-scale community facilities such as schools, day care centres, places of worship, clubs, and medical clinics, are accommodated throughout the city within multiple other land use designations. The Yellowknife Airport is a facility that services the entire community but is accommodated within the Airport Designation.

Policies:

1. Significant community facilities intended to serve the entire community are located on lands designated Community Facilities. Permitted uses on lands designated Community Facilities includes regional hospitals, correctional institutes, indoor recreational facilities, post-secondary educational facilities, and cemeteries, but does not include airports. Commercial uses accessory to the principal use, such as retail uses or restaurants, shall also be permitted.
2. Lands designated Community Facilities will be zoned Public Service (PS) and Parks and Recreation (PR) Zone in the Zoning By-law.
3. New major community facilities will have direct access to an Arterial Road that is serviced by transit. Where a proposed facility does not have direct access to an Arterial Road, a traffic impact study is required that examines the capacity of the surrounding road network to accommodate the anticipated traffic volumes and recommend mitigation measures or roadway modifications where appropriate.

Site Design

4. All new City-owned facilities will achieve LEED Silver or measurable equivalent standards as the minimum development standard.
5. Priority shall be given to providing walking, cycling, and public transit connections to and from uses within the Community Facilities designation in order to promote active transportation and transit access and reduce the traffic impact on surrounding uses. The main building entrance of a new facility should be within 150 m walking distance of a transit stop.

6. The design of any major community facility building greater than 2,000 m² in gross floor area will be transit and taxi-friendly, as follows:
 - a. Indoor waiting areas with good visibility to the outside should be incorporated into building design, either as part of the main entrance lobby, or a separate area immediately adjacent to the main entrance.
 - b. Logical and convenient pick-up and drop-off areas should be incorporated into site design.
7. New facilities will consider the principles of Crime Prevention Through Environmental Design (CPTED) in site design, including:
 - a. Sufficient lighting in outdoor spaces intended for public use;
 - b. Clearly identifying pedestrian access routes;
 - c. Preservation of sight lines, where appropriate;
 - d. Avoiding the creation of enclosed areas invisible from within the building or from adjacent public spaces.

3.7 Growth Reserve Designation

The intent of the Growth Reserve designation is to identify lands outside of the built-up area of the city that have either been identified for future growth or that may be suitable for future growth, subject to further study. Based on the growth projections, these lands will not be required for the 10-year planning horizon of this Plan. As such, the policies for the Growth Reserve designation restrict most forms of development so as not to impede orderly and well-planned future development. Yellowknife residents place a very high value on the natural areas within and surrounding the built up area, which translates into a strong community desire to minimize disturbance to the significant natural beauty that both frames and permeates the urbanized portion of the City. On the other hand, as Yellowknife continues to grow important decisions will continue to be made on how and where the new growth will be accommodated.

Notably, the Growth Reserve includes three key sites evaluated in the Natural Area Preservation Strategy (NAPS), completed as part of the City's Smart Growth Development Plan. The strategy identifies that portions of the following sites are suitable for development:

- Portion of the Capital Area (site #19) – 15 hectares of land located between Frame Lake and Old Airport Road;
- Tin Can Hill (site #22) – 56 hectares of land located south of School Draw Avenue;
- Con Mine Infill (site #27) – 25 hectares of land located south of Forrest Drive and Taylor Road.

The Growth Reserve is not intended to imply that all designated lands will be subject to future development. Most of the Growth Reserve lands were not assessed as part of the NAPS report. However, the lands identified in the list above may represent some of the best opportunities for community growth beyond the 10-year horizon of this plan. It is prudent therefore to begin a dialogue

with the community to determine how future growth might be accommodated in a way that satisfies the City's future needs for urban land while balancing the requirement to maintain the most valued aspects of the natural and recreational systems that contribute to quality of life and the unique character of the City. Recognizing this need for dialogue, the three key sites identified in the list above will be subject to the provisions of the Community Engagement Overlay as detailed in Policy 4 below.

All lands considered for future community development will be subject to the preparation and adoption of a Development Scheme, following which the General Plan will be amended to give the lands an appropriate designation for development, or formal inclusion in the Parks, Trails and Open Space Network, as shown on **Map 2**.

Policies:

1. To ensure orderly and well-planned future development, permitted uses on lands designated Growth Reserve will be limited to cultural, passive recreational and natural area uses, which includes temporary buildings or structures, small-scale community use buildings or structures, trails, roads, utility infrastructure, transportation facility, remediation activities, natural resource extraction activities and associated uses.
2. Lands designated as Growth Reserve will be zoned Growth Management (GM) in the Zoning By-law.
3. Council will consider the re-designation of Growth Reserve lands to a designation that permits development, under the following conditions:
 - a. The amendments are being considered in the context of the five-year review of the General Plan, or, if prior to the five-year review, there is an acceptable assessment and justification of the need for the re-designation;
 - b. For lands which were not evaluated in the Natural Area Preservation Strategy (2010), a Development Scheme for new development areas is completed prior to the re-designation of lands, in accordance with policies in Section 3.3.4.
 - c. The development area has the following characteristics:
 - i. Proximity to required infrastructure, including roads and municipal services;
 - ii. Geotechnical and terrain conditions are suitable for development;
 - iii. For new Waterside Residential development, the lands identified for redesignation are in conformity with the policies in Section 3.4.3.

Community Engagement Overlay

4. To ensure meaningful community dialogue and involvement in the future planning exercises for lands in the Growth Reserve which may be of particular interest for development beyond the 10-year time horizon of this plan, a Community Engagement Overlay will apply to certain lands as shown on **Map 1**. While the Community Engagement Overlay is applied mainly to lands with an underlying Growth Reserve designation, the overlay may also be applied to lands with other

underlying designations if the City feels there is significant public interest in the proposed development. The Community Engagement Overlay commits the City to the following minimum actions prior to proceeding with development:

- a. Conducting consultations with area residents and other stakeholders to determine the suitability and development capacity of the lands, as well as the terms of reference for continued community engagement.
- b. Conducting an inclusive and participatory design charrette to plan the detailed layout of land uses, roads, public facilities, trails and natural areas.
- c. Presenting a preliminary development cost analysis for all development options resulting from the design charrette.
- d. The preparation and formal adoption of a Development Scheme for the lands, which synthesizes all input received from technical and community stakeholders.

3.8 Airport Designation

The Yellowknife Airport is a vital economic engine. The airport supports many industries including mining, oil and gas, transportation, search and rescue operations, and tourism in the region. The airport is also the primary aviation link to the communities of the Northwest Territories and the Kitikmeot region of Nunavut, where road and marine access is limited or not available. The Yellowknife Airport Development Plan (2004), along with the 2008 update, guides the long-term development of the airport to the year 2023. Key components of the Plan are the eventual relocation of the Air Terminal Building to the west side of the airport property, new airside and landside commercial land in the southeast and west portions of the airport property, and extensions to the runways. Key to the feasibility of these projects is the extension of the City's water and sanitary sewage systems to the airport, including to the west side of the airport.

The Yellowknife Airport falls within the jurisdiction of the GNWT Department of Transportation and the City has no zoning authority on the airport lands. The City has a mutual interest with the GNWT in supporting the airport's critical transportation and economic role. The City will thus continue to work and partner with the GNWT to ensure the airport's vitality. The City understands that airports in urban areas require thoughtful land use planning. The operation and economic viability of the Yellowknife Airport must be protected by restricting incompatible land uses and activities that could create potential hazards. New developments must respect federal aerodrome standards and applicable airport zoning regulations. At the same time, Yellowknife is growing and policies must ensure that residential and other noise-sensitive land uses are protected from the adverse effects of aircraft noise. The City must also ensure that development on the airport property, particularly development visible from public roads, does not detract from the airport's role as primary gateway to the territorial capital. These objectives are achieved by:

- Maintaining a partnership and communicative approach with the GNWT regarding land use and infrastructure decisions of mutual interest on and off the airport property;
- Ensuring consultation between the City and the GNWT on all development proposals in and around the airport to ensure development is appropriate and compatible;

- Ensuring building heights and natural growth respect airport obstacle limitation surfaces as established by the Yellowknife Airport Zoning Regulations;
- Developing land uses and managing activities in a manner that reduces wildlife presence and bird attractants that are hazardous to aircraft operations;
- Restricting new residential development and other noise sensitive uses above the 30 Noise Exposure Forecast (NEF) for the year 2021 for both the Yellowknife Airport and for the Latham Island float plane facility;
- Imposing building standards on residential and other noise sensitive uses between the 25 and 30 NEF contours to reduce the impact of airport noise indoors;
- Restricting development that could potentially interfere with the performance of navigational aids;
- Implementing design guidelines for developments on the airport property that front onto gateway roads into the city.

Noise Exposure Forecasts (NEF) are the officially recognized planning tool in Canada for airport noise assessment. Noise is represented by the illustration of noise contours to designate areas of equal noise exposure and provide information to assist in planning for compatible land uses. In 2004, the GNWT prepared NEF contours for 2011 and 2021 based on potential increases in airport operations and expansion of the runway facilities. NEF contours were also prepared for the Latham Island float plane facility. To both reduce potential impacts to the functioning of the airport and to define boundaries for sensitive development such as residential uses, NEF contours and appropriate buffers surrounding the airport navigational systems are shown on **Map 1**.

Policies:

1. Areas designated Airport, as shown on **Map 1**, are the jurisdiction of the GNWT and the Government of Canada and will be used primarily for the airport, associated air navigation communications systems, related commercial and industrial activities and accessory uses. Complementary light industrial and commercial uses will be also permitted, including uses such as hotels, car rental establishments, and ground fuelling stations.
2. Lands designated Airport will be zoned Airport Environs (A) Zone in the Zoning By-law.
3. Council may propose to establish a memorandum of understanding with the GNWT to reinforce its partnership and to ensure consultation occurs on all land use and infrastructure planning and new development proposals on the airport lands and within the vicinity of the airport to address potential incompatibilities and opportunities for partnering.
4. The City will partner with the GNWT to study the feasibility of extending water and sanitary sewage services to portions of the airport property, in particular along Old Airport Road to the southeast quadrant of the airport site where landside and airside commercial development is proposed in the near-term, pursuant to policies, in Section 6.2.

Airport Zoning Regulations

5. Council shall not support permission of non-compatible land uses near the Airport that could jeopardize operations and safety by creating hazards such as emissions or birds.
6. All development within the prescribed approach surface, outer surface and transitional surface of the Yellowknife Airport must conform to the Yellowknife Airport Zoning Regulations enacted under the *Aeronautics Act*. Any application for development that could impact these surfaces shall be referred to the Airport Manager, Yellowknife Airport.

Aircraft Noise

7. No residential development and other noise sensitive uses are permitted on lands above the 2021 30 NEF contour, as amended from time to time.
8. Residential development and other noise sensitive uses proposed between the 25 and 30 2021 NEF contours will require a noise study conducted by a qualified professional to ensure appropriate measures are put in place to reduce the impact of airport noise indoors. Building standards may be imposed as a condition of development approval.

Non-Interference with Air Navigation Systems

9. Council will ensure non-interference with the air navigation system (VHF/DF site) located at the south end of the air strip, by prohibiting any development, obstructions, buildings or equipment within a 365 metre radius of the antenna array.
10. Council will ensure non-interference with the air navigation system (Independent Secondary Surveillance Radar [ISSR]) located west of the airport and Deh Cho Boulevard, by:
 - a. Designating the air navigation site as Airport;
 - b. Prohibiting any building or structure exceeding a height of 5 metres below the geodetic height of the radar tower platform within 300 metres of the radar site;
 - c. Prohibiting any building or structure exceeding the geodetic height of the antenna tower platform between 300 metres and 1,000 metres of the radar tower;
 - d. Ensuring that any building or structure proposed within 1,000 metres of the radar be constructed with non-metallic materials.
 - e. Referring any proposed development within 1,000 metres of the site to NAV Can for review and comment.

Design of Developments along Primary Gateway

11. Developments on the Airport property that front onto Highway 3, Old Airport Road, or Deh Cho Boulevard may have a higher standard of design to reinforce the role of these roadways as primary gateways into the city. Regulations in the Zoning By-law are the basis for Council to provide input respecting any development on the Airport property, if requested by the GNWT. The regulations may include but are not limited to the following:
 - a. Site access;

- b. Building design, orientation and materials;
- c. Buffering and screening;
- d. Landscaping;
- e. Signage and lighting.

3.9 N'dilo Designation

The community of N'dilo is located at the northern end of Latham Island and is a Yellowknives Dene First Nations (YKDFN) settlement. The City recognizes YKDFN authority over the N'dilo community.

Policies:

1. Lands designated N'dilo are shown on **Map 1**. All uses and development proposed on lands designated N'dilo shall be subject to approval of the Yellowknives Dene First Nation. Council or the Development Officer may provide input regarding any proposed development.
2. Lands designated N'dilo will be zoned N'dilo Community (NC) Zone in the Zoning By-law.

3.10 Industrial Designation

Industrial activity contributes an important component of Yellowknife's employment opportunities. Traditional industrial sectors include transportation and warehousing, wholesale trade, construction and manufacturing, which together accounted for approximately 18% of Yellowknife's labour force in 2010. To accommodate expansion to industrial activity, it is important to designate sufficient lands for industrial uses.

The Engle Business District in the city's west end is a multi-phased project that accommodates a variety of general industrial and business industrial uses. In addition, as part of the City's Smart Growth Development Plan initiatives, existing industrial uses in target intensification areas such as Old Town and Old Airport Road, are encouraged to relocate to the Engle Business District. Currently in Phase 1 development, the Engle Business District can supply over 200 hectares of industrial land which is more than sufficient to accommodate industrial growth and relocation of uses from other parts of town beyond the 10-year timeframe of this Plan.

Policies:

1. Lands designated Industrial on **Map 1** are intended for a mix of light industrial (e.g. warehousing, transportation facilities, outdoor storage, laboratory and research facilities) and heavy industrial uses (e.g. bulk fuel storage, manufacturing, power generation facility, recycling depot).
2. Lands designated Industrial will be zoned General Industrial (GI) or Business Industrial (BI) in the Zoning By-law.
3. Future phases of the Engle Business District will be opened for development as land supply in earlier phases diminish and when deemed appropriate by Council.

4. Industrial uses that front onto Highways 3 & 4 (e.g. power generation facility) and Deh Cho Boulevard will have a higher standard of design to reinforce the role of these roadways as primary gateways into the city. Regulations in the Zoning By-law may include but are not limited to the following:
 - a. Site access;
 - b. Building design, orientation and materials;
 - c. Buffering and screening;
 - d. Landscaping;
 - e. Signage and lighting.
5. To make land available for intensification through new mixed-use developments, existing industrial uses on lands not designated Industrial are encouraged to relocate over time to the Engle Business District. The City's Development Incentive Program By-law offers incentives to assist with industrial relocation. These incentives apply to industrial uses in targeted areas including Old Town, Downtown, Negus Point, Old Airport Road, and Kam Lake.

3.11 Kam Lake Designation

Kam Lake was designated Industrial in the 2004 General Plan, however a new land use designation – Kam Lake – has been created to recognize its unique characteristics. Current uses in Kam Lake are primarily light industrial uses, but with a significant amount of commercial and accessory residential uses. The City is currently in the process of expanding Kam Lake to the south between Enterprise Drive and Curry Drive. Furthermore, Kam Lake area is identified as lands eligible for development incentives to relocate industrial uses to the Engle Business District, under the City's Development Incentive Program By-law. This program and the planned expansion to the area present significant redevelopment opportunities. Thus, over time, this area could transition from a focus on land-intensive light industrial uses, to more compact commercial and business park type uses, with increased residential. However, a very real limitation to further growth in this area is the lack of piped services.

The expansion of Kam Lake to the south will trigger the need for a new Development Scheme for these lands. The City may consider expanding this Development Scheme to address all lands within the Kam Lake designation. The Development Scheme could establish a clear vision and policies for Kam Lake to support and guide the longer term transition and change of the area. It is not intended that amendments to this Section of the Plan be required with the adoption of the new Development Scheme.

Policies:

1. Lands designated Kam Lake are shown on **Map 1**. Permitted uses shall be guided by the Development Scheme adopted for the Kam Lake lands, or a portion thereof. Until such time as a Development Scheme is adopted or for lands not subject to a Development Scheme, the generally permitted uses shall include a range of employment uses, including commercial and light industrial uses. Limited residential uses shall also be permitted. Low intensity, land consuming uses such as motor vehicle sales, service, rental and repair, and transportation-related facilities are intended to be phased out over the longer term but may be conditionally permitted uses in the Zoning By-law in the shorter term. In addition, industrial uses not deemed to be compatible with residential uses will be restricted in the Zoning By-law.

2. To make land available for redevelopment, low intensity, land consuming industrial uses on lands designated Kam Lake are encouraged to relocate over time to the Engle Business District. The City's Development Incentive Program By-law offers incentives to assist with industrial relocation. These incentives apply to industrial uses in targeted areas including Kam Lake.

3.12 Waste Disposal Designation

The Waste Disposal land use designation identifies and sets out policies for the municipal solid waste disposal site, the municipal sewage treatment lagoon, a number of solid waste sites located at Con Mine and Giant Mine, and the stopes at Giant Mine which have been refilled with mining wastes.

The municipal solid waste disposal site is located north of Jackfish Lake and the current landfill footprint is nearing capacity. The quarry sites immediately north of the existing landfill have been identified for expansion of the existing landfill facility. The municipal sewage treatment lagoon is located at Fiddler's Lake, which discharges into a complex of lakes with eventual discharge to Great Slave Lake. Only a small portion of the Fiddler's Lake sewage treatment system is located within the municipal boundary.

Yellowknife's old mining operations created solid waste disposal sites within their leased lands. The Con Mine Final Closure and Reclamation Plan (2007) identifies three hazardous and one non-hazardous solid waste sites. The Plan recommends that the three hazardous solid waste sites be permanently designated. The Giant Mine Remediation Plan (2007) identifies two hazardous and one non-hazardous solid waste sites. Recent remediation planning by Public Works and Government Services Canada has identified a number of stopes at Giant Mine that have been refilled with mine wastes. As part of the preliminary plans, these areas would be fenced off from public access and the subterranean mine wastes frozen in place using a series of freeze pipes. These areas which are proposed to be fenced off areas are also designated as Waste Disposal.

The policies for the Waste Disposal designation recognize the jurisdiction of the GNWT and the Government of Canada in regulating waste disposal sites, waste sites from old mining operations, and land uses within the vicinity of waste sites.

Policies:

1. Permitted uses within the Waste Disposal designation are limited to waste disposal sites and associated activities such as waste processing, recycling, and remediation activities.
2. The City shall create a new zone for waste disposal sites in the Zoning By-law to identify the boundary of waste disposal sites and regulate the use of land for waste processing, recycling, and remediation activities.
3. Development proposals within 450 metres of the boundary of the Waste Disposal designation, as illustrated on **Map 1**, are subject to the General Sanitation Regulations of the *Public Health Act*. These regulations restrict residential uses and certain types of commercial uses within 450 metres of the footprint of a waste disposal site.

4. Due to the nature of the solid waste sites at the Con Mine and Giant Mine sites and the remediation and reclamation plans registered for these sites, it is unclear whether these waste sites are subject to the General Sanitation Regulations of the Public Health Act, as described in Policy 3 above. If it is determined that these Regulations do apply, a reduction or exemption to the Regulations may be sought pursuant to Policy 5 below.
5. Studies that demonstrate remediation of a waste disposal site to a standard that would safely permit residential and commercial uses within 450m of a waste disposal site may be used to apply for an appropriate reduction or exemption to the setbacks under the General Sanitation Regulations of the *Public Health Act*. This policy may be particularly relevant for the mine wastes buried and stabilized in the stopes at the Giant Mine.
6. Any waste disposal site no longer in use must be rehabilitated to the standards required by the applicable legislation and/or applicable restoration or remediation plans.
7. The establishment of new or expanded waste disposal sites will require an amendment to the General Plan to re-designate the lands as Waste Disposal, as well as an amendment to the Zoning By-law. The City will evaluate the proposal based on, among other matters, the following criteria:
 - a. Rationale for the undertaking;
 - b. Compliance with the relevant legislation;
 - c. Proximity to land uses that are sensitive to potential odours, water contamination, gas migration, or bird attractants;
 - d. Consideration of waste diversion and reduction initiatives and longer term targets;
 - e. A comprehensive public consultation process.

3.13 Akaitcho Interim Land Withdrawal Overlay

The residents of Yellowknife value and respect First Nations' culture, traditions, governments, and stewardship of the land. The Akaitcho Dene First Nations (ADFN) has entered into negotiations with the GNWT and Canada to complete an agreement on land, resources and self-government. One component of the negotiations has involved the identification of lands of interest to the ADFN, of which 1,034 hectares of land are located within the City of Yellowknife. To protect the identified lands from being sold or leased during the course of negotiations, an Interim Land Withdrawal Agreement was signed in 2006. The Agreement stipulates that no new interests can be created on the withdrawn lands for a period of five years or until a final agreement is reached, whichever comes first. It also ensures that any existing interests on these lands are protected during the period of the withdrawal. The principles and process for these land withdrawal negotiations were laid out in the Interim Land Withdrawal Protocol. The Akaitcho Interim Land Withdrawal Overlay in the General Plan identifies these lands and applies special policies to recognize their unique status.

Policies:

1. Lands designated with an Akaitcho Interim Land Withdrawal Overlay are subject to the Akaitcho Interim Land Withdrawal. No new interests can be created on the withdrawn lands for a period of five years or until a final agreement is reached, whichever comes first. The City will ensure open communication with the ADFN on all land use issues affecting lands in the Overlay, as shown on **Map 1**.
2. The City commits to supporting the fair, equitable, and timely settlement of the Akaitcho Agreement. The City will continue to foster and promote communication with the Akaitcho Dene First Nation regarding the Land Withdrawal timelines and process.
3. Once the Akaitcho Agreement is completed and comes into effect, an amendment to the General Plan may be required to redesignate the lands to reflect their intended future uses and to the land management and development protocols outlined in the Agreement.

3.14 Seismic Monitoring Overlay

Through the Geological Survey of Canada, the Government of Canada operates a network of seismic monitoring stations across the country. One station is located several kilometres to the west of Yellowknife, north of Highway 3. To ensure that the monitoring equipment functions properly, development in the vicinity of the seismic monitoring station must be restricted. While the majority of the seismic monitoring area lies outside the municipal boundary; a small portion falls within the municipal limits of Yellowknife. A Seismic Monitoring Overlay identifies these lands and applies the following special policies to recognize their unique status.

Policies:

1. Lands designated with a Seismic Monitoring Overlay are shown on **Map 1**. Development proposed on these lands will be referred to the Government of Canada for comments and final approval.

4 COMMUNITY DESIGN AND HERITAGE

4.1 Intensification Compatibility

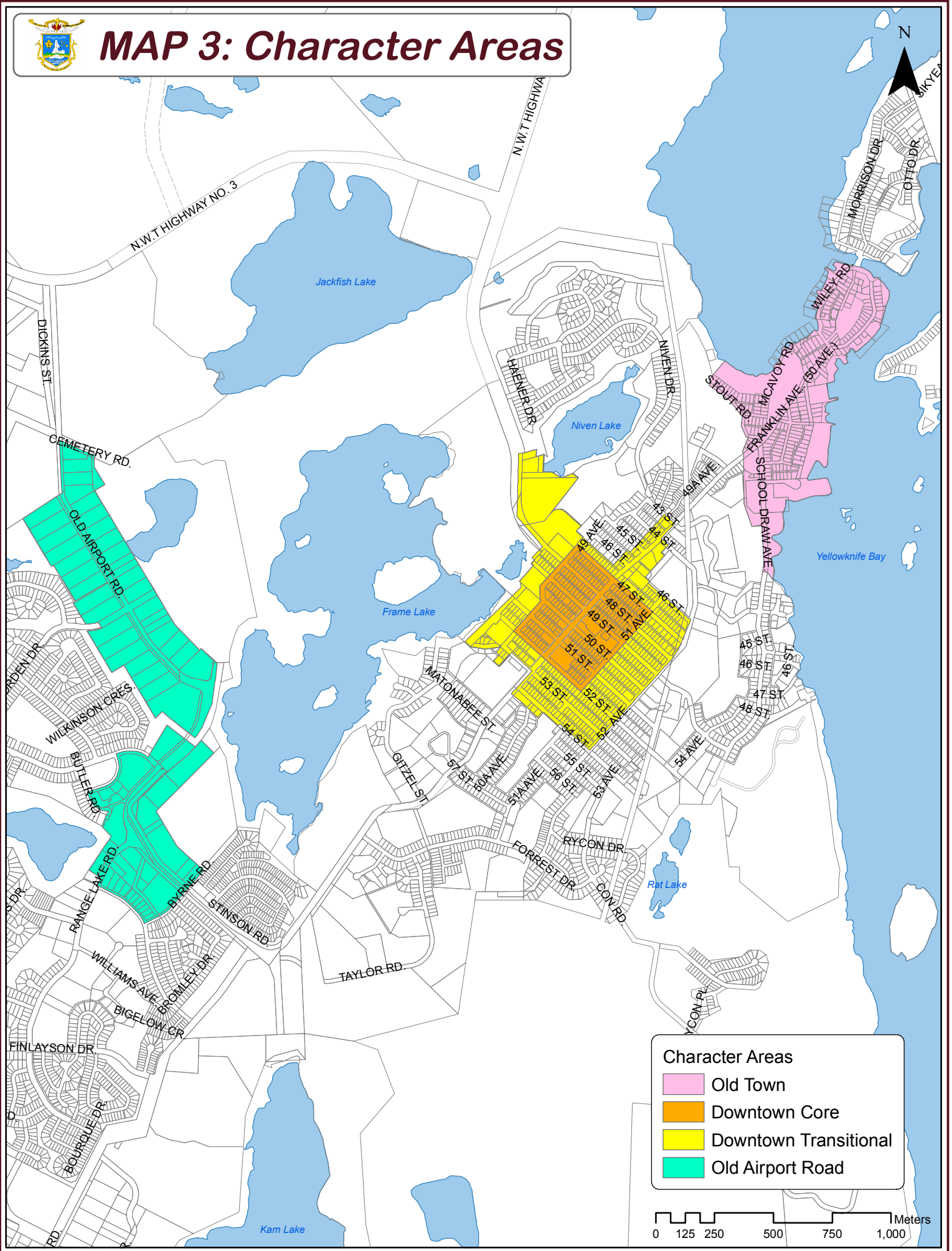
Intensification introduces new development into existing areas and requires a sensitive approach and consideration of the area's established characteristics. Intensification often raises community concerns about livability and quality of life. Attention to urban design and ensuring the compatibility of new development with existing community character can assist in building acceptance of intensification.

Compatible development means development that, although it is not necessarily the same as, or similar to, existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. A number of Character Areas have been defined in Section 4.2. Developments proposed in these Character Areas need to demonstrate conformity with the Character Area design guidelines, in addition to the compatibility criteria below.

Policies:

1. Compatibility of intensification proposals shall be assessed based on the following compatibility criteria, which shall be incorporated into each Character Area's regulations in the Zoning By-law :
 - a. Character: the design of new development should take advantage of opportunities to improve the character and quality of an area. New developments in a defined Character Area, pursuant to Section 4.2, must demonstrate consistency with the design guidelines for that Character Area.
 - b. Building height and massing: new buildings should have regard to the height and massing of adjacent buildings. Where a variation in height or massing is proposed, a transition in building height and form may be desirable.
 - c. Pattern of surrounding community: proposed development should consider the character of the surrounding buildings, including scale, rhythm, and architectural design.
 - d. Traffic: roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated.
 - e. Vehicular access: the location and orientation of vehicular access should consider potential conflicts with pedestrian activity and take into account impacts on adjacent properties including noise, glare, and loss of privacy.
 - f. Parking: adequate on-site parking should be provided, with minimal impact on adjacent uses.
 - g. Loading and servicing areas: the operational and visual appearance of loading and service areas, including garbage and outdoor storage areas, should be designed to mitigate adverse effects on adjacent properties.

- h. Shadowing: developments should be designed to minimize shadowing on surrounding streets, and private/public amenity spaces.
- i. Wind: developments should be designed to minimize adverse effects related to wind on surrounding streets, and private/public amenity spaces.
- j. Heritage: development on or adjacent to Recognized or Designated heritage resources shall be pursuant to policies in Section 4.3.



4.2 Character Areas

4.2.1 Old Town

Old Town is recognized as an integral part of Yellowknife's history and a major part of the unique character and personality of the community. The redevelopment vision for this area responds with the careful and incremental redevelopment of key sites and waterfront areas to add additional activity, increase public waterfront access, while at the same time respecting the organic and authentic character of the area. Old Town is characterized by eclectic building forms, human scale streets, modern and rustic materials, an active and natural waterfront, prominent rock outcroppings, and a diversity of people and activities that reflect the independent, industrious and artistic culture of Yellowknife. The design guidelines and statements of this section are intended to reinforce the established character of Old Town.

A new Harbour Plan is being prepared and may contain a further definition of the character of Old Town. Amendments to the guidelines below may result from the adoption of the Harbour Plan.

Policies:

1. Intensification proposals in Old Town, as described on **Map 3**, should conform to the following design guidelines and statements:
 - a. Design of buildings should celebrate the eclectic character of built form in Old Town by sensitively contrasting building massing, materials, and colour.
 - b. Massing and scale of buildings should respect the human-scale of Old Town streets, respond to any adjacent public gathering spaces, and emphasize priority of pedestrian activity.
 - c. Redevelopment of lots that include waterfront must incorporate public access to the waterfront into the site design.
 - d. Development in proximity to Pilot's Monument Rock and McAvoy Rock shall not detract or obscure the Rocks' distinctiveness. Development should have a form that fits with the contours and does not dominate the terrain. Finishing materials should fit in with the natural terrain.
 - e. Prominent views to the lake from public gathering spaces are to be maintained, wherever possible.
 - f. No building should exceed 3 storeys in height. Exceptions to this height limit will be considered for sites along Franklin Avenue (west of Weaver Drive), subject to conformity with compatibility criteria in Section 4.1 and to the design guidelines of this section.

4.2.2 Downtown – Core & Transitional Area

Downtown is a focal point for business, shopping, tourism and entertainment in the City. Reinvestment, revitalization, and intensification of the Downtown are key strategies in the Smart Growth Development Plan. The redevelopment vision therefore focuses on mixed use developments, a range of housing types,

high quality streetscapes and building design, improved transit, and a major downtown gathering area. Downtown is characterized by two areas – a ‘Core’ and a ‘Transitional’ area.

The Core is focused along Franklin Avenue, extending north to 49th Avenue and south to 51st Avenue, west to 52nd Street and east to 47th Street. The Core is characterized by a broad range of uses, street oriented retail, and a variety of building scales and architecture. The Transitional area surrounds the Core and is characterized by primarily compact low-rise residential uses with some high-rise apartments and adaptive re-use of residential building forms for small-scale offices and/or retail spaces. Both areas present opportunities for intensification, however, it is recognized that the small lot fabric of the Transitional areas will require significant land assembly efforts. It is envisioned that these areas will transition over time to higher intensity developments. The design guidelines and statements of this section are intended to establish and refine the character envisioned for the Downtown.

Policies:

1. Intensification proposals in Downtown Core & Transition Area, as described on **Map 3**, should conform to the following design guidelines and statements:
 - a. All developments in the Core of the Downtown should have regard for the Yellowknife Building Façade Improvement Guidelines, as amended from time to time, which are intended to promote a higher development standard and improve the liveability and sustainability of these projects.
 - b. Any redevelopment of the Centre Square Mall should link with the proposed revitalization of the adjacent 50/50 corner.
 - c. Adaptive re-use of buildings should consider façade or site function alterations in order to be more consistent with compatibility criteria in Section 4.1 and development policies for the Downtown land use designation.
 - d. Large-scale developments proposed in the Transitional Area or immediately adjacent to the Transitional Area should have regard for the height and massing of surrounding buildings, pursuant to Section 4.1, however the longer-term intensification of these areas should be recognized as the future planned form.

4.2.3 Old Airport Road

Old Airport Road was collectively envisioned as not only a more attractive gateway to the city, but as a centrepiece for sustainable urban intensification. As a result, the redevelopment vision for the corridor incorporates greater density and diversity of use, with a special emphasis on the creation of open space and active transportation networks. The character of Old Airport Road is therefore in transition.

Policies:

1. Intensification proposals in Old Airport Road, as described on **Map 3**, should conform to the following design guidelines and statements:

- a. New development on the east side of Old Airport Road north of Co-op corner will consider potential future transportation connections and development on the lands to the east currently designated Growth Reserve.
- b. Development will have enhanced opportunities for walking, cycling, and transit use, pursuant to Policy 9 of Section 3.5.
- c. Existing and future trail links between Old Airport Road and adjacent natural areas will be maintained and enhanced pursuant to policies in Section 3.3.
- d. Internal site circulation and parking lot access should be consolidated on adjacent sites wherever possible during redevelopment.
- e. Parking lots shall be restricted in the front yard and be primarily located in the side and rear yards.
- f. To support a compact urban form, buildings along Old Airport Road are encouraged to minimize setbacks to the street and to adjacent buildings.

4.3 Heritage Resources

Yellowknife has a rich collection of heritage resources which includes places, buildings, structures, or works which represent or celebrate the community's prehistoric, historic, cultural, natural or aesthetic values. These resources include historical buildings and sites, archaeological sites, public art, trails, and places that support cultural activities and honour the community's First Nations, aviation and mining history. The protection, enhancement and promotion of heritage resources is achieved through the efforts of the City and the Heritage Committee, in partnership with other organizations including the Prince of Wales Northern Heritage Centre (PWNHC), the YKDFN, Aurora Arts, and the Northern Frontier Visitors Association. Heritage resources are identified in detailed inventories and celebrated on the Yellowknife Heritage Map, through walking tours prepared for the Old Town and Downtown areas, the annual Heritage Week event, the active display of art, among other tools and strategies.

Further to the community's heritage interest, in 1985 the City of Yellowknife established a Heritage Committee through the adoption of a Heritage By-law. The Heritage By-law outlines the process by which heritage resources can be 'Recognized', 'Designated', 'Restored', and 'Altered'. To date, nine (9) heritage resources have been 'Designated', which include:

1. Wildcat Café
2. Canadian Pacific Float Base,
3. Weaver and Devore Store,
4. Hudson Bay Warehouse,
5. Back Bay Cemetery,
6. Fireweed Studio,
7. Old Log School House (Mildred Hall),
8. Bank of Toronto Building, and
9. Yellowknife Post Office.

The City's Zoning By-law identifies 'Designated' heritage resources through the use of a Heritage Preservation (HP) Overlay. Overlays are used in the Zoning By-law to impose regulations on lands within the Overlay. These regulations are in addition to the regulations of the underlying zone. All applications for development permits affecting these sites are to be reviewed by the Heritage Committee in accordance with the process outlined in the Heritage By-law.

Yellowknife's heritage resources also include archaeological sites. The *Northwest Territories Archaeological Sites Regulations* defines an "archaeological site" as a site where an archaeological artifact is found. An "archaeological artifact" is defined as any tangible evidence of human activity that is more than 50 years old and in which an unbroken chain of possession cannot be demonstrated. The Prince of Wales Northern Heritage Centre (PWNHC) is the Territorial Government agency that oversees the protection and management of archaeological sites in the Northwest Territories, in partnership with land claim authorities, regulatory agencies, and the federal government.

The policies of this Plan seek to reinforce the policy tools and the roles of the City, the Heritage Committee, and the PWNHC in protecting and maintaining heritage resources. Policies 4 to 7 reflect and reinforce the current provisions of the Heritage By-law. Policies in other Sections of this Plan also assist in protecting and maintaining heritage resources. Policies in Section 3.3 address the protection and enhancement of significant natural areas, parks, and trails. Policies in Section 3.1 preserve the natural setting around Frame Lake for the Capital Site. Policies in Section 4.2 provide design guidelines to be applied to any new development in defined Character Areas. These Character Areas, such as Old Town, include communities where there are significant heritage resources.

Policies:

1. The City supports the conservation and enhancement of its heritage resources. "Heritage Resource" means a place, building, structure, or work which may be of interest because of their prehistoric, historic, cultural, natural or aesthetic value, whether or not designated as such under the City's Heritage By-law.
2. The City shall continue to maintain and support its Heritage Committee. The City will consult with the Heritage Committee on all matters pertaining to the orderly planning, development, and management of heritage resources, including but not limited to the acquisition, recognition, designation, restoration, alteration, relocation, and demolition of heritage resources.
3. The City will continue to educate residents and visitors about Yellowknife's heritage resources by promoting and raising awareness of their existence through such measures as Heritage Walking Tours, Historical Building Inventories, plaques, the City's annual Heritage Week, and active display of artwork.

Recognition and Designation

4. Heritage resources shall be Recognized or Designated as per the process outlined in the Heritage By-law.

5. Designated heritage resources will be identified in the City's Zoning By-law through a Heritage Preservation (HP) Overlay. The Overlay provides the ability to impose further regulations on lands that are in addition to those regulations of the underlying zone.

Restoration and alteration

6. Restoration and alteration of a Designated heritage resource shall occur as per the Heritage By-law respectively. The Heritage Committee may require that a Cultural Heritage Impact Statement be prepared which demonstrates how the Designated heritage resource will be preserved and/or impacted by the proposed works.
7. The City shall, in consultation with the Heritage Committee, establish guidelines for the preparation of a Cultural Heritage Impact Statement. The guidelines may include, but is not limited to, the following:
 - a. when a cultural heritage impact statement is required;
 - b. the objectives of a cultural heritage impact statement;
 - c. the scope, minimum content, and format of a cultural heritage impact statement;
 - d. persons qualified to prepare a heritage impact statement.

Relocation

8. Relocation of a Designated heritage resource will only be considered if it is demonstrated, through the preparation of a Cultural Heritage Impact Statement, that relocation is the only method by which the heritage resource can be conserved. The Heritage Committee will review the Cultural Heritage Impact Statement and make a recommendation to the City prior to approval of the relocation.

Demolition

9. Demolition of a Designated heritage resource will not be permitted unless it is demonstrated that the rehabilitation and/or reuse of the property is not viable. A Cultural Heritage Impact Statement may be required by the Heritage Committee before making a recommendation to the City regarding the proposed demolition.
10. In the unlikely event that demolition is permitted by the City, the Designated heritage resource will be fully documented with the cooperation of the Heritage Committee, at the property owner's expense, for archival purposes prior to the issuance of a demolition permit.

Alteration of adjacent properties

11. Prior to making a decision on a development permit for the alteration of a property that shares a lot line with or is located across the street from a Designated heritage resource, the City will request that the Heritage Committee review the proposed works and provide a recommendation on the proposal to the City. In their review of the proposed works, the Heritage Committee may require that a Cultural Heritage Impact Statement be prepared that identifies and evaluates the

anticipated impacts to the Designated heritage resource, if any, and that provides recommendations on how to avoid or mitigate these impacts.

Heritage Resource Inventory

12. As outlined in the Heritage By-law, the City shall maintain and periodically update a publicly-available "Heritage Resource Inventory" which identifies all Recognized and Designated heritage resources. Removal of a heritage resource from the inventory may occur in accordance with the Heritage By-law.

Conservation tools

13. To aid in the conservation of Designated heritage resources, the City may request financial securities and the implementation of restrictive covenants and easements, as conditions of development approval for the restoration, alteration, relocation of a Designated heritage resource.

Restoration facilitation

14. Heritage Preservation Grants, which provide an abatement for eligible work costs to restore or preserve architecturally significant elements of a building or structure, shall be administered as per the City's Development Incentive Program By-law, as amended.
15. The City may explore other opportunities to facilitate restoration, including but not limited to funding partnerships with the Territorial Government.

Character Areas

16. Section 4.2 of the General Plan contains design guidelines for specific Character Areas in the City including Old Town and the Downtown. The Heritage Committee will work with City Administration and residents/stakeholders to define the contributions made by heritage resources in these Character Areas with the goal of implementing design guidelines relating to Designated and Recognized heritage resources. These guidelines may be incorporated into this section through an amendment to this Plan. These guidelines will ensure that any redevelopment or new development is compatible with the heritage character of the area.

Archaeological sites

17. An inventory of known archaeological sites within the municipal boundary will be maintained and kept up-to-date by the City, in partnership with the Prince of Wales Northern Heritage Centre (PWNHC).
18. If a proposed development has the potential to impact an archaeological site, the City will circulate details of the proposed development to the PWNHC and Heritage Committee. The PWNHC may recommend the preparation of an Archaeological Impact Assessment. In such cases, the PWNHC will provide guidance on the preparation and review of the impact assessment, prior to the City making a decision on the development application.

19. If an archaeological site or artefact is discovered during the course of development, the City will communicate with the PWNHC to determine appropriate actions.

4.4 Land Development Guidelines

Land Development Guidelines provide design criteria and policies to assist applicants or City Staff in preparing or reviewing new development schemes. The guidelines are intended to ensure that City adopted Smart Growth Principles are embedded in the new neighbourhood and subdivision planning process. The guidelines present new policies and provide links to policies in other sections of the Plan in order to present a comprehensive and easy-to-use checklist for ensuring the proper integration of land uses, transportation systems and municipal infrastructure. The applicability of the guidelines may vary depending on the bio-physical attributes of the site and the intended land uses, however, all plans should generally conform to the Land Development Guidelines.

Lands identified as having development potential in the Natural Area Preservation Strategy (2010) will also need to conform to supplementary Land Development Guidelines. These supplementary guidelines are intended to ensure that development on these sites is sensitive to the inherent value of the natural features of the site, is exemplary of environmental stewardship and sustainable development, and demonstrates consistency with the Smart Growth Principles outlined in Section 2.2.1.

Policies:

1. Council will apply the Land Development Guidelines where the subdivision of land is proposed in the Residential Community, Mixed Use, Waterside Residential, or Kam Lake designation and where the proposed subdivision will create more than 10 lots for development or where the land area subject to the subdivision is greater than 2 hectares.

Land Development Guidelines

2. In preparing or reviewing Development Schemes, the City will consider the following Land Development Guidelines:

Parks, trails & open space network

- a. Identify areas with slopes greater than 15% which are generally unsuitable for development;
- b. Identify natural areas that have prominent physical features or ecological importance and have the ability to contribute to a high quality urban environment. These areas would be assessed and designated in accordance with the Natural Area designation policies in Section 3.3.4;
- c. Protect Natural Areas around waterbodies, where appropriate, in accordance with the policies in Section 3.3.4;

- d. Consult the inventory of known archaeological sites to ensure no sites are located within or in close proximity to the development area, in accordance with the policies in Section 4.3;
- e. Incorporating the lands identified above, identify an integrated parks, trails and open space network in accordance with the policies in Section 3.3. The design of this network will consider, in particular:
 - i. Provision of Neighbourhood, Community, and Major Urban Parks in accordance with the park standards in Section 3.3.1;
 - ii. All public spaces and neighbourhood parks should be designed to ensure personal security by preserving unobstructed sight lines for persons passing through, and visibility of such spaces to people in adjacent buildings or other public spaces;
 - iii. Integrating natural areas and parks, where appropriate, to achieve a linked open space network, both within the new development area and with adjacent neighbourhoods;
 - iv. Accommodating as much as possible any existing or proposed Trail, as identified on **Map 2**, into the new development. If a Trail must be rerouted, it will be done at the expense of the developer and the Trail shall not be located within the road right-of-way, pursuant to policies in Section 3.3.2;
 - v. Provision of safe and convenient trail links from the new development area to an existing or proposed Trail, as identified on **Map 2**;
 - vi. Incorporation of existing dog sledding trails in consultation with the appropriate community groups, into subdivisions where required; and
 - vii. Identification of a safe access to a Snowmobile Route, as identified on **Map 2**.

Design with nature

- f. Configure and orient, as much as possible, the road network and blocks of land for development to respond to the local microclimate and physical site conditions by considering:
 - i. Minimize disruption to existing hydrological corridors and drainage patterns;
 - ii. Avoid steep slopes greater than 15%;
 - iii. Direction of and exposure to prevailing winter winds;
 - iv. Orientation of roads in an east-west direction (+/- 30 degrees) to maximize sun exposure on residential buildings;
 - v. Using topography to mitigate against sun shadowing by adjacent developments;
 - vi. Capitalize on prominent views by integrating into open spaces.

Transportation

- g. Provide Arterial, Collector and Local Roads in accordance with the policies in Section 5;
- h. Integrate road network, where feasible and opportunities have been retained, with adjacent neighbourhoods;
- i. Retain opportunities to connect road network to future developments adjacent to the site;
- j. Where transit service is proposed or likely, ensure road allowances allow for pedestrian facilities;

Land uses

- k. Create a mix of uses along Arterial and Collector Roads, where appropriate, to increase activity and personal security for pedestrians and cyclists;
- l. Consult with community organizations and school boards to determine the need for land for a new school or community use. Community facilities should occupy prominent locations with good access and good visibility from the surrounding neighbourhood or proposed neighbourhood;
- m. Identify any new land required municipal servicing infrastructure, such as a water pump station;
- n. For the residential component of Development Schemes:
 - i. target an average net residential density of 28 units per net hectare. Net residential density is based on the area in exclusively residential use, and excludes public streets, rights-of-way and all non-residential uses;
 - ii. ensure an appropriate mix of detached, attached, multi-family, and apartment housing within each development area;
 - iii. consider the location of low density residential areas relative to medium and high density residential areas with respect to sun shadowing and privacy of individual amenity spaces.

Supplementary Guidelines for NAPS sites

- 3. In preparing or reviewing Development Schemes on lands identified as having development potential in the Natural Area Preservation Strategy (NAPS), the City will apply supplementary Land Development Guidelines. The applicable NAPS sites are as follows:
 - a. Twin Pine Hill (NAPS Site #16);
 - b. Parcel east of Ecole Allain St.-Cyr extending between Franklin Avenue to Taylor Road (NAPS Site #35);
 - c. Niven Phase 8 lands (NAPS Site #11);

- d. Lands between Forrest Drive and 57th Street on south side of Franklin Avenue (NAPS Site #33);
4. Beyond the 10-year time horizon of this plan, portions of the following NAPS sites may be of interest for development, as identified in Section 3.7. If developed, the City will also apply supplementary Land Development Guidelines to these sites:
 - a. Tin Can Hill (NAPS Site #22);
 - b. Con Mine lands south of Taylor Road stretching to Ptarmigan Road (NAPS Site #27);
 - c. Lands east of Old Airport Road in Capital Area Overlay (NAPS Site #19).
5. In addition to the Land Development Guidelines outlined in Policy 2 above, the City will consider the following supplementary Land Development Guidelines in the preparation and review of Development Schemes on all NAPS sites listed in Policies 3 and 4 above:
 - a. The Natural Area Site Database or the Natural Area Preservation Strategy (May 2010) will be referenced to obtain information on the natural features of the site;
 - b. Significant and/or sensitive natural features will be mapped and appropriate development setbacks applied to delineate the developable areas on the site;
 - c. Developable areas will be clustered as much as possible to reduce fragmentation of the remaining natural areas of the site;
 - d. A minimum natural buffer of 10 metres will be retained between new development and adjoining existing development;
 - e. The Development Scheme may contain one or more of the following policies to ensure that development on the site is 'exemplary':
 - i. Site-specific design standards are outlined;
 - ii. Alternative road, parking, and servicing standards are considered to reduce land requirements and minimize site disturbances;
 - iii. All non-residential projects meet the LEED NC (New Construction) Silver or equivalent standard;
 - iv. Residential projects, where feasible, meet the LEED ND (Neighbourhood Development) Silver or equivalent standard;
 - v. All commercial buildings will meet or exceed the requirements of the Commercial Buildings Incentive Program (CBIP), which requires the building to be at least 25% more efficient than the Model National Energy Code for Buildings (MNECB);
 - vi. Site and building design are sensitive to the ecological functions of the site and are integrated with the natural areas as much as possible;

- vii. Housing forms may be limited to multiple unit building forms in sensitive areas in order to reduce the site disturbance caused by installation of water and sewer services.

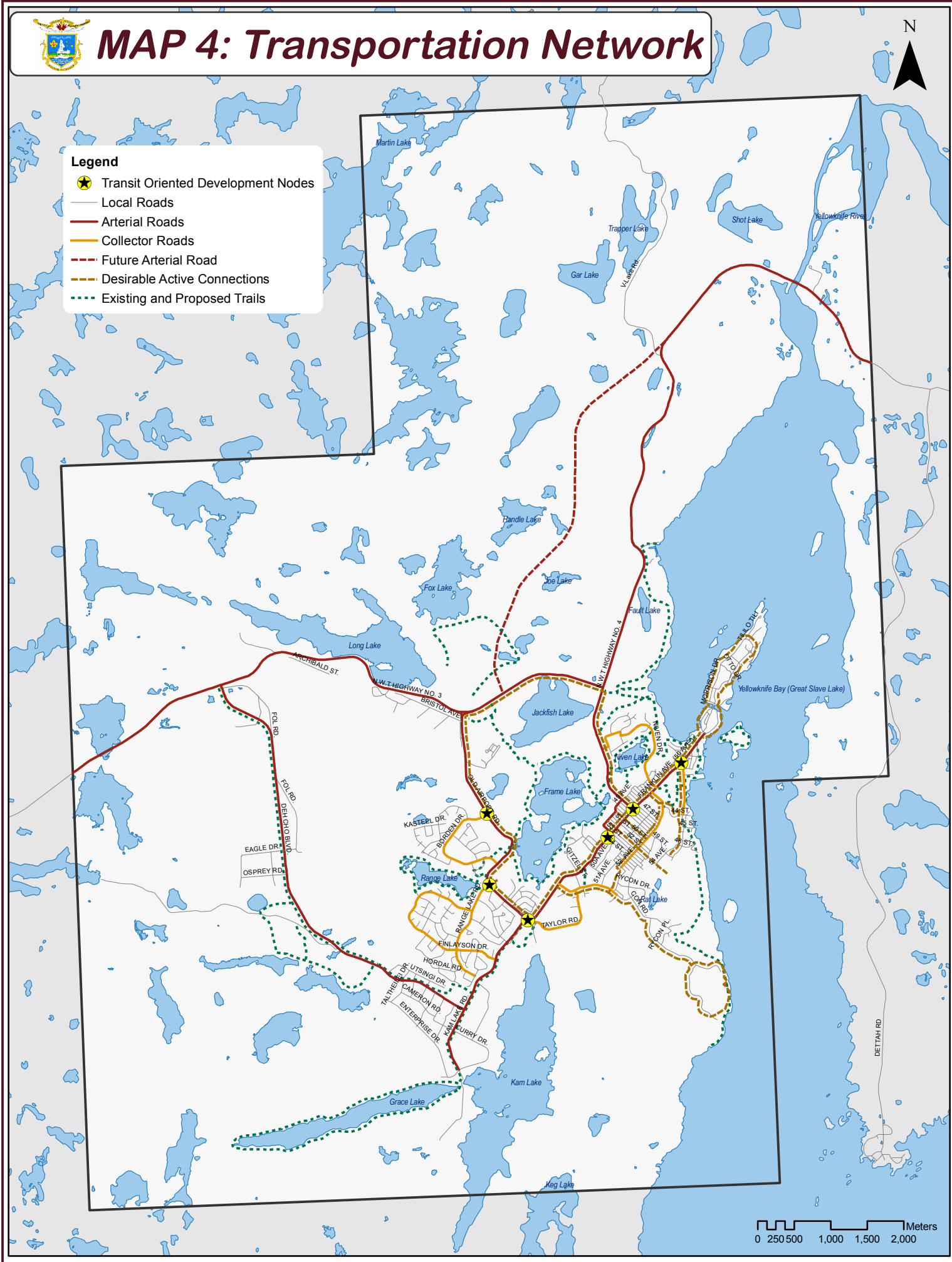


MAP 4: Transportation Network



Legend

- ★ Transit Oriented Development Nodes
- Local Roads
- Arterial Roads
- Collector Roads
- - - Future Arterial Road
- - - Desirable Active Connections
- - - Existing and Proposed Trails



5 TRANSPORTATION

Yellowknife is committed to providing a safe and efficient multi-modal transportation system to meet the present and future needs of the City. Greater investment in compact development, combined with support for active transportation options, will help reduce greenhouse gases, minimize infrastructure capital and operation costs, and minimize traffic congestion.

The 2006 Census reveals that 68% of residents commuted to work by car or truck, 24% walked or cycled, 1% used public transit, and 7% used other means of transportation (eg. taxis, ATV, snowmobile). While vehicle use increased by 2% over this 10 year period, the modal share of walking and cycling fell by 5%. These figures reveal that it will be important for the City to make targeted investments in its road and trail infrastructure to improve the convenience, attractiveness and safety of walking and cycling. To encourage smart growth and healthy active lifestyles, emphasis should be placed on providing improvements to on-road and off-road cycling routes and walking paths, providing a safe, convenient and aesthetically pleasing pedestrian street environment and making improvements to transit.

Table 6 – Commute to Work modal share, 1996 to 2006⁷

Mode of Transportation	1996	2001	2006
Car or Truck	66%	67%	68%
Transit	1%	1%	1%
Walked/Cycled	29%	25%	24%
Other	4%	7%	7%

The Transportation Improvement Study (2010) provides strategic policy direction with respect to walking and cycling infrastructure, transit, roads (including truck traffic), transportation demand management, traffic calming, and parking. Not all recommended measures outlined in this document are feasible within the ten year time frame of this Plan, however targeted policies are adopted into this Plan to ensure the integration of land use and transportation decision-making. This policy framework will create the necessary conditions to move the City towards more sustainable transportation infrastructure in the longer-term.

Policies:

1. Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including automobiles, trucks, transit, cycling, walking and other modes of active transportation;
2. Promote transit and active transportation as energy efficient, affordable and accessible forms of travel;
3. Ensure that new roads are constructed safely, and where possible in a grid oriented street network to help distribute traffic and to provide access for the efficient operation of future public transit;

⁷ Census, Statistics Canada, Yellowknife Community Profile

4. Ensure that appropriate right-of-way widths for all existing and proposed roads are provided or preserved. Land for existing road widening shall be obtained where feasible.
5. Encourage the use of alternative development standards for roads, where appropriate;
6. Encourage compact development in particular along Arterial and Collector Roads to improve public transit accessibility and ridership.

5.1 Active Transportation (On-Road)

Active transportation is any form of human powered, non-motorized transportation such as walking and cycling. To encourage active means of transportation, the City supports the development of on-road and off-road transportation infrastructure. Policies for off-road infrastructure, or Trails, are found in Section 3.3.2 of this Plan.

The City is committed to providing convenient and appealing streetscapes through the provision of adequate sidewalk widths, street furniture, trees and amenities, and cycling-related infrastructure. Infrastructure improvements for both new and existing developments will improve the attractiveness of walking and cycling as a healthy, safe and sustainable mode of transportation.

Policies:

1. The City shall give priority to improving pedestrian and cycling facilities within the road right-of-way in targeted corridors through Capital Budgeting. These corridors are identified as “Desirable Active Connections” on **Map 4** – Transportation Network. Improvements shall include removing barriers, increasing connectivity, providing signage, and making walking and cycling safe.
2. Provide pedestrian and cycling infrastructure when building new roads in accordance with the Municipal Design Standards defined for each road classification, pursuant to Section 5.4.
3. When upgrading or widening existing Arterial or Collector Roads, as shown on **Map 4**, the minimum standards for pedestrian and cycling infrastructure on Arterial and Collector Roads shall be implemented in road design. Minimum standards will be defined in the Municipal Design Standards, pursuant to Section 8.1.
4. The provision of adequate and well-located bicycle parking required for all multi-family and non-residential developments has been regulated and will remain in the Zoning By-law.
5. Consider the connectivity between cycling and walking routes on private land and the adjacent road network in the review of all development applications. Connections should be convenient, well-designed, and free of conflicts. Consider establishing formal rights-of-way as a condition of development approval.
6. Encourage and support barrier free design of pedestrian facilities when developing new or replacing existing pedestrian networks.
7. The City will improve signage and markings for existing pedestrian and cycling facilities.

5.2 Transit

Although current ridership is low as a percentage of modal share, there is community support for a quality transit system. The policies of this Plan promote land development that will encourage increased

ridership through compact and transit-oriented development and ensure active transportation infrastructure that supports safe and convenient access to bus stops. Given the harsh climate in Yellowknife, the integration of bus stops into major developments located along Arterial or Collector Roads presents an opportunity to improve rider comfort and the attractiveness of transit.

Policies:

1. The City will co-ordinate bus stop locations with the layout of pedestrian infrastructure, intersections, and development patterns in order to minimize walking distances to bus stops and to allow for efficient stop spacing.
2. Improvements to an adjacent bus stop may be required as a condition of development approval.
3. Transit service shall be considered in the design of new development areas, pursuant to the Land Development Guidelines in Section 4.3.
4. The City may require any new large-scale institutional or government buildings located on an Arterial Road to incorporate bus stops or indoor waiting areas with good visibility to the outside into building design. These waiting areas or bus stops may be integrated with the main entrance lobby, or as a separate area adjacent to the main entrance. A pull-in adjacent to the road allowance may need to be incorporated into site design. The size and type of development subject to this requirement may be regulated in the Zoning By-law.

5.3 Transit Oriented Development Nodes

Transit Oriented Development (TOD) is compact, mixed use development planned around a transit facility. The Transportation Improvement Study (2010) recommended the creation of six Transit-Oriented Development Nodes along Franklin Avenue and Old Airport Road, as identified on **Map 4**. TOD Nodes are aimed at increasing transit ridership by promoting transit-supportive land uses and amenities. Over time, each TOD will offer housing, shopping and employment in a walkable and bike-friendly environment within a short walking distance of a bus shelter. Properties in which a majority of the property falls within 120 metres of the transit stop are considered to be within the designated Transit Oriented Development Node.

Policies:

1. Six (6) Transit-Oriented Development (TOD) Nodes are shown on **Map 4**. The TOD Nodes are located along Franklin Avenue and Old Airport Road. All properties in which a majority of the property falls within 120 metres of the transit stop are considered to be within the designated Transit Oriented Development Node.
2. Within each TOD Node described in Policy 1 above, the City may undertake the following:
 - a. Encourage mixed-use and medium to high-density development;
 - b. Discourage auto related development such as uses that generate a high level of vehicle activity, requires extensive parking or consume a large amount of land through low-density form;
 - c. Install well-designed, all-season transit shelters and wait areas for riders;

- d. Seek opportunities to integrate bus waiting areas into new development, pursuant to Policy 4, Section 5.2;
 - e. Encourage ground floor retail adjacent to transit stop;
 - f. Improve streetscapes to provide excellent pedestrian connectivity and routes that are safe, efficient and barrier free; and
 - g. Regulate the use and form of development in the Zoning By-law.
3. Council will consider the development of Transit Oriented Development Guidelines to provide a framework for evaluating development within the designated TOD Nodes.

5.4 Roads

The City is committed to the development of a road network which will provide safe and convenient access between areas of the City for all modes of transportation. The General Plan provides direction with respect to road classification and direction for future road works. More detailed direction can be found in the Transportation Improvement study (2010). **Map 4** illustrates the transportation network and road classification system. Three classifications are described below: Arterial, Collector, and Local Roads.

The City will prepare Municipal Design Standards, pursuant to Section 8.1, to provide guidance and present minimum standards for municipal infrastructure such as road right-of-way widths and design, streetscaping, trails, municipal servicing and utilities. All lands subject to subdivision will be required to be subdivided in accordance with the Municipal Design Standards to ensure adequate road rights-of-way for the desired infrastructure. The Transportation Improvement Study provides detailed direction with respect to priorities for all road works. It should be noted however that not all recommendations are feasible or will be constructed or improved within a specific time period or sequence.

5.4.1 Arterial Roads

Arterial Roads provide the backbone to the City carrying the largest volumes of traffic. Direct access to Arterial Roads is not encouraged, except where local circumstances do not provide alternatives. On street parking will generally be limited. Arterial Roads include:

- Franklin Avenue – the main road linking Downtown to Old Town and Old Airport Road;
- Old Airport Road – links Franklin Avenue to Highway 3;
- Highway 3 – provides a link to the airport from Highway 4 and Old Airport Road;
- Highway 4 – provides access north of the City;
- Deh Cho Boulevard – connects Highway 3 to Kam Lake Road and provides access to the Engle Business Park.
- Kam Lake Road – connects Franklin Avenue and Old Airport Road to Deh Cho Boulevard and beyond to Grace Lake.

Highway 4 is proposed to be rerouted around the mine hazard areas of Giant Mine. Three potential alignments are under consideration by the GNWT Department of Transportation. The preferred alignment is shown on **Map 4**.

Policies:

1. Existing Arterial Roads are shown on **Map 4**. The preferred alignment of the Highway 4 rerouting around the mine hazards of Giant Mine is shown as a Future Arterial Road on **Map 4**.
2. Rights-of-way for Arterial Roads shall be protected for 30 metres and shall be in accordance with the Municipal Design Standards.
3. The City may undertake a Road Right-of-Way Width Study to determine where existing road right-of-way widths are inadequate for the desired road geometry and walking, cycling, and transit infrastructure.
4. Where the road right-of-way width of an Arterial Road is substandard, a road widening may be obtained on an abutting property at the time of subdivision of the land.
5. Collector and Local Road junctions with Arterial Roads should be minimized.
6. Traffic using Arterial Roads shall have precedence over traffic on Collector and Local Roads.
7. Driveway locations onto Arterial Roads in new developments should be limited to two per 100m of frontage along the road. Any driveway should be at least 30m from the curblin of an intersection but preferably 50m, or as may be defined in the Municipal Design Standards.

5.4.2 Collector Roads

Collector Roads distribute traffic from the interior of neighbourhoods, commercial service and employment areas to Arterial Roads. Collector Roads include:

- Borden Drive
- Finlayson Drive
- Range Lake Road
- Taylor Road
- Forrest Drive
- Niven Drive
- School Draw Avenue
- 52nd Avenue

Policies:

1. Collector Roads are shown on **Map 4**. A Future Collector Road that will connect Taylor Road to School Draw Avenue is also shown on **Map 4**, however, the alignment is currently undefined and may be defined through the preparation of a development scheme for the area or at a later time when future development warrants a new Collector Road. .
2. Rights-of-way for Collector Roads shall be protected for between 20 and 25 metres and shall be in accordance with the Municipal Design Standards.
3. The City may undertake a Road Right-of-Way Width Study to determine where road right-of-way widths are inadequate for the desired road geometry and walking, cycling, and transit infrastructure.
4. Where the road right-of-way width of a Collector Road is substandard, a road widening may be obtained on an abutting property at the time of subdivision of the land.

5. On-street parking on Collector Roads is encouraged where appropriate to animate the street and to act as a traffic calming measure.
6. Development of lots that have frontage on Collector Roads should be developed so that the main entrance of the building faces the street. Development on corner lots may face the road that intersects the Collector Road.
7. Traffic using Collector Roads shall have precedence over traffic on Local Roads.

5.4.3 Local Roads

Local Roads consists of remaining roads in the City that not defined as Arterial or Collector Roads.

Policies:

1. Local Roads are shown on **Map 4**.
2. Rights-of-way for Local Roads shall be designed and protected for between 20 metres and shall be in accordance with the Municipal Design Standards.

5.5 Traffic Calming

Traffic calming measures can improve road safety and comfort for all users, especially for pedestrians and cyclists. Traffic calming involves the use of physical features along roads to encourage motorists to drive at slower speeds. Measures used for traffic calming will be unique for each situation. More detail with respect to traffic calming measures can be found in the City's Transportation Improvement Study (2010).

Policies:

1. The City may consider implementing traffic calming measures on the existing road network or as part of the development of new roads. Traffic calming measures may include, but are not limited to, the following features:
 - a. On-street parking;
 - b. Curb bulges;
 - c. Traffic circles;
 - d. Speed humps, tables, raised crosswalks, and cushions;
 - e. Alternative road standards (ie. "road diets").

5.6 Truck Traffic

Truck access is necessary but the City recognizes that the adverse effects of truck traffic should be minimized. Industrial uses are particularly high generators of truck traffic. The policies of this Plan support new industrial development to be directed to the Engle Business District, where truck access is not through residential areas. Policies also support the eventual relocation or phasing out of non-conforming industrial uses in older parts of town. More detail with respect to truck traffic can be found in the City's Transportation Improvement Study (2010).

Policies:

1. Designated long-term truck routes include Highway No. 3, Highway No. 4, Deh Cho Boulevard (and Extension) and Kam Lake Road south of Coronation Drive.
2. Truck traffic through and to the Downtown should be discouraged and/or restricted, unless they are providing delivery services and/or municipal services.
3. Truck traffic through Old Airport Road, Franklin Avenue, Forrest Drive, Con Road and Kam Lake Road north of Coronation Drive should be diverted to the designated long-term truck routes over time along with industrial relocation to the Engle Business District.
4. To reduce truck traffic through residential areas, the City shall promote the Industrial Relocation Incentive Program, pursuant to policies in Section 3.11 – Industrial.
5. The City shall regulate the overnight parking of commercial vehicles in residential areas which has the potential to adversely affect the air and visual quality of neighbourhoods, generate excessive noise and impose real or perceived safety risks. City regulations shall be enforced by the Department of Public Safety.

5.7 Parking

Vehicular parking is provided off-street on private lots and on-street throughout the City where road widths and design allow on-street parking. Increased activities associated with intensification will create the need for more off-street parking. The Transportation Improvement Study (2010) reported parking utilization rates for both on-street and off-street parking in the Downtown during the peak hour (ie. 2:00pm). Utilization rates consider the supply of parking and demand for parking to calculate the utilization rate. The utilization rate for on-street parking in the Downtown was 72% and for off-street parking was 64%. Although these numbers suggest some remaining parking capacity in the Downtown, as intensification continues, it will be important to consider parking strategies that use parking resources more efficiently, create new parking areas, and reduce the demand for parking. More detail with respect to parking strategies can be found in the City's Transportation Improvement Study (2010).

Policies:

1. The City may consider the following parking strategies to facilitate intensification while maintaining adequate off-street parking:
 - a. Seek opportunities to convert existing City-owned land or acquire new land for the purposes of a municipal parking facility, which may also include a private section;
 - b. Restricting stand-alone parking lot uses in the Downtown;
 - c. Providing financial incentives to development proponents for the provision of on-site structured parking or underground parking.
2. The City may consider strategies to use parking resources more efficiently, by including provisions in the Zoning By-law that address the following:
 - a. Provide the potential for shared parking arrangements among uses on a lot that peak at different time periods;
 - b. Consider parking variances for developments that propose and/or implement Transportation Demand Management (TDM). An example TDM strategy is when an employer provides reserved parking for carpooling employees;

- c. Consider parking variances for developments that provide enhanced cycling infrastructure, or that integrate a bus stop waiting area into the building design, pursuant to Section 5.2.

6 MUNICIPAL INFRASTRUCTURE

6.1 Water Supply & Treatment

The Yellowknife River supplies residents with a clean and plentiful water supply. Water is drawn near where the Yellowknife River empties into Great Slave Lake and piped 9 kilometres to a connection point to the municipal piped water network located just north of Tin Can Hill. A water treatment plant is currently at the design stage development at this location. The Yellowknife River can supply the long-term water needs of the City.

Protection of the Yellowknife River watershed is addressed in Section 3.3.7. The majority of the watershed lies outside the municipal boundary which restricts the City's ability to directly control land uses within the watershed. Policies that support regional coordination and a potential municipal boundary expansion are found in Section 7.

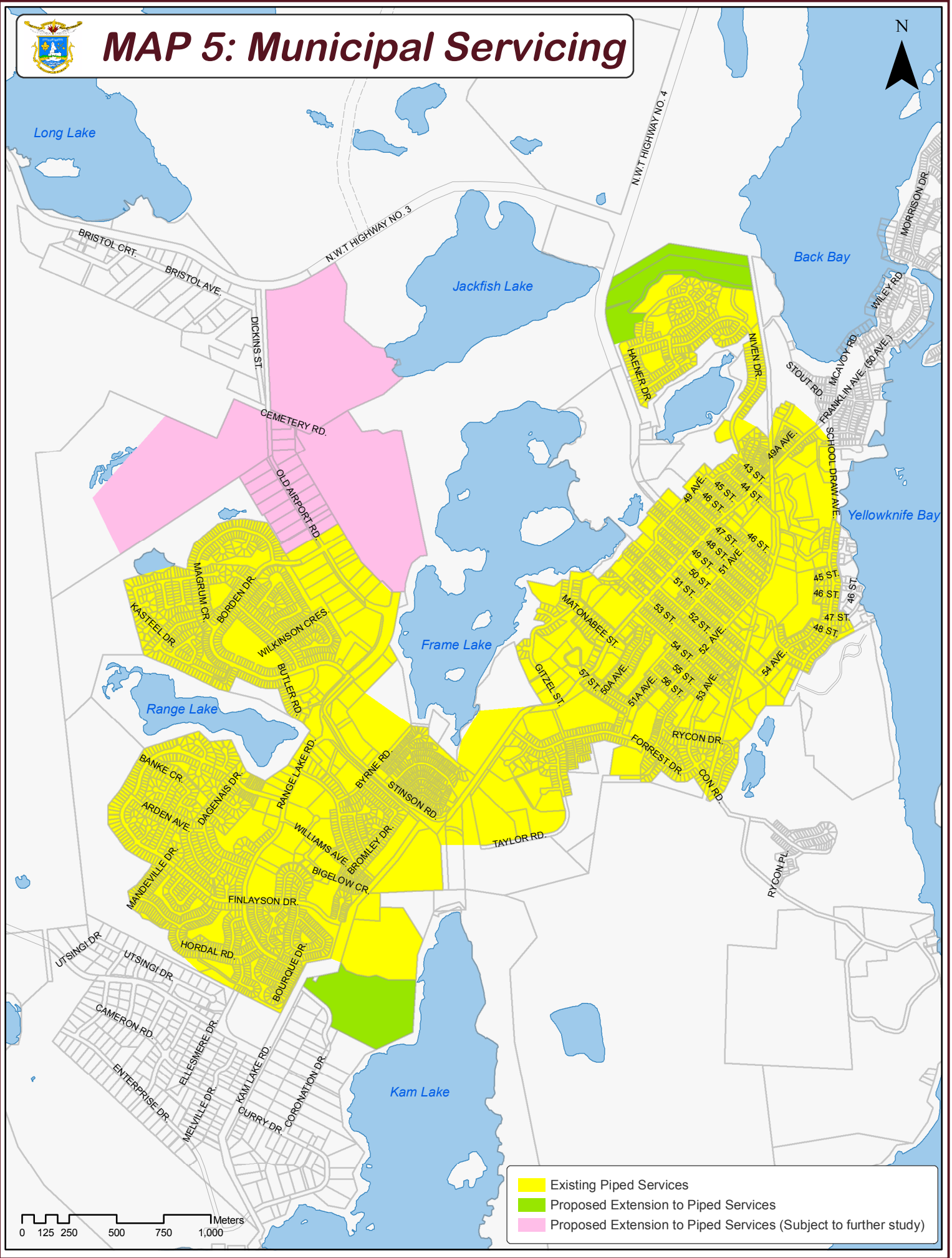
Policies:

1. Council will protect the City's water supply by designating the watershed of the Yellowknife River Watershed Protection, pursuant to policies in Section 3.3.7.
2. The City may pursue a municipal boundary expansion to give the City greater regulatory control of a greater portion of the Yellowknife River watershed, pursuant to policies in Section 7.2.
3. The City shall ensure that sufficient water treatment capacity is provided to accommodate anticipated growth.
4. The City shall set targets for per capita reduction of water wastage and propose programs and initiatives to achieve targets.

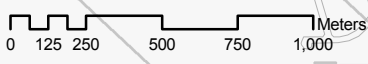


MAP 5: Municipal Servicing

N



- Existing Piped Services
- Proposed Extension to Piped Services
- Proposed Extension to Piped Services (Subject to further study)



6.2 Water and Sewer Services

Yellowknife provides municipal water and sewer services to lots by either trucked services or piped services. The extent of the piped service system is shown on **Map 5**. Piped services are not available in Old Town, Kam Lake, the Airport, Engle Business District, along Old Airport Road north of Borden Drive, and in the Con/Rycon subdivision. The cost of extending piped services to new areas is very expensive. The Smart Growth Development Plan concept of compact growth will help lessen the tax burden on residents by focusing development in areas where piped services are already available and by ensuring full cost recovery of services extended to new development areas.

There is adequate capacity within the servicing infrastructure to service infill and intensification projects within the existing serviced area. There is also sufficient capacity to link the proposed Niven Lake developments and NAPS site developments, as outlined in Table 5 of Section 2.3.3, to existing infrastructure. Old Airport Road is identified as a target intensification area, however, piped services do not extend beyond Borden Drive which currently limits significant redevelopment potential in this area. A longer-term servicing strategy to bring services to this area is needed.

Policies:

1. Existing piped water and sewer service areas, proposed extensions, and potential extensions are shown on **Map 5 – Municipal Servicing**.
2. The City shall ensure there is adequate capacity in the piped water and sewer system to accommodate intensification in the target intensification areas, pursuant to policies in Section 2.
3. The City shall ensure full cost recovery for the extension and upgrading of municipal services to service new development lots or areas through on- and off-site levies.
4. Lands in the Residential Community designation that are subject to a Development Scheme will be serviced with piped municipal water and sanitary sewer, or as approved by the Department of Public Works.
5. Lands designated Mixed Use located north of Borden Drive to Cemetery Road are currently serviced with trucked water and wastewater. Significant intensification of these lots is not possible without the provision of piped municipal services. The Yellowknife Airport Development Plan identifies the lack of municipal piped services at the airport property as a major constraint to expanded airside and landside commercial development. The City may consider undertaking a study in partnership with the GNWT to examine the feasibility of extending municipal services along Old Airport Road. The study may address the following:
 - a. The cost of extending piped water and wastewater services along Old Airport Road to the airport property, or to a portion of the airport property such as the proposed southeast commercial quadrant;
 - b. Identification of lands that could benefit from redevelopment opportunities presented by the provision of piped water and sewer, including lands east of Old Airport Road on lands designated Growth Reserve;
 - c. Alternative strategies for recovery of servicing costs by the City (e.g. cost-sharing agreement with GNWT, levies imposed on benefiting landowners, infrastructure funding from external sources, servicing connection fees, etc.);
 - d. Potential phasing options for implementation of piped servicing.

6.3 Solid Waste Disposal & Wastewater Treatment

The City of Yellowknife owns and operates a solid waste facility located at the intersection of Highways 3 and 4. The landfill is currently nearing capacity. The quarry sites to the north of the existing landfill, once exhausted, offer the best opportunity for future expansion. The City currently owns one of these quarry sites, and has plans to acquire the two remaining quarry sites. These quarry sites will meet the landfilling needs of Yellowknife well beyond the 10-year planning horizon of the General Plan. Furthermore, the Solid Waste Composition Study and Waste Reduction Recommendations (2007) revealed that significant waste reduction could be achieved in Yellowknife by increasing the diversion rate for marketable recyclable materials and organic waste. The Study estimated that 31% of waste currently disposed is comprised of marketable recyclable materials. The existing landfill and proposed expansions into adjacent quarry sites are designated Waste Disposal and are subject to the policies in Section 3.12.

Wastewater is treated in the Fiddler's Lake sewage lagoon system located at the western edge of the municipal boundary. The Fiddler's Lake sewage treatment system has long-term capacity beyond the planning horizon of this Plan. The majority of the lagoon and wetland treatment system is located outside municipal boundaries. Policies related to expansion of municipal boundaries to improve the City's regulatory control of essential services, such as the sewage lagoon, are found in Section 7.2.

Policies:

1. The Fiddler's Lake sewage treatment system has adequate capacity for the 10-year projected growth in this Plan. The system shall be operated in accordance with the City's water license.
2. The City shall pursue a municipal boundary expansion to give the City greater regulatory control of the Fiddler's Lake sewage lagoon system, pursuant to policies in Section 7.2.
3. The City shall ensure that sufficient solid waste disposal capacity is provided to accommodate anticipated growth, including consideration of recycling and other diversion activities, organics processing, and other waste reduction initiatives.
4. The City will pursue the acquisition of two quarry sites north of the municipal waste disposal site in order to accommodate the future expansion of the landfill.
5. The City shall set targets for waste reduction and diversion. To achieve targets, the City will pursue strategies to enhance diversion programs for residential and commercial waste streams. Specific prioritized recommendations are provided in the Solid Waste Composition Study and Waste Reduction Recommendations (2007).

6.4 Community Energy Planning

The City adopted a Community Energy Plan in 2006 to define specific actions that the community can take to use energy more efficiently and ultimately to reduce emissions of greenhouse gases. The Plan focused attention on the high cost of traditional energy sources for the City. Heating fuel was identified as the largest energy cost for homes, commercial and institutional buildings. In addition, meeting targets for greenhouse gas emissions outlined in the Plan rely on movement away from traditional energy sources. Further to this, the City has been exploring the feasibility of a community energy system using the decommissioned Con Mine as a geothermal heating resource.

Policies:

1. The City shall continue to support and explore the feasibility of a community energy system using the decommissioned Con Mine as a geothermal heating resource.

2. The City shall adopt short-term (10 years) and long-term targets (10 to 50 years) for greenhouse gas emissions reductions for the entire community.

7 REGIONAL COORDINATION

7.1 Yellowknives Dene First Nation

The Yellowknives Dene First Nation (YKDFN) have two settlements in the area: N'dilo lies at the north end of Latham Island within the municipal boundary, and Dettah is situated on the east shore of Yellowknife Bay outside the municipal boundary. Since the YKDFN and the City share a common geographic setting, they must work together to address regional land issues, including those related to the municipal boundary and harbour planning. Moreover, communication with the YKDFN is critical in relation to the Akaitcho Dene Interim Land Withdrawal. The Interim Agreement expires on November 2, 2012, with the possibility of further extension depending on the status of the negotiation process. Policies in Section 3.13 relate to lands within the municipal boundary subject to the Land Withdrawal.

The YKDFN are also currently initiating a process to update the Dettah Land Use Plan (2001). This Plan looks not only at new development in the Dettah community core area but also significant residential and commercial development along the eastern shore of Yellowknife Bay, from Dettah to Highway 4. Planning by the City and the YKDFN needs to be coordinated to ensure regional issues are addressed.

The City and YKDFN signed a Memorandum of Understanding (MoU) in 2002 which recognizes that the futures of both entities are closely linked and establishes a relationship to be based upon mutual respect. The MoU addresses information sharing, notification circumstances, notification content and timing, emergency measures, and Joint Council Meetings. The MoU expired in 2007, however, the spirit of the document is recognized.

Policies:

1. The City shall continue to foster and promote open communication with the Yellowknives Dene First Nation on land use and development issues, including those related to the municipal boundary, harbour planning, and the Land Withdrawal process.
2. The spirit of the relationship established by the 2002 Memorandum of Understanding between the City and YKDFN is recognized. The City and YKDFN may consider signing an updated version of the Memorandum to formalize the relationship and to set out the expectations for information sharing and notification on initiatives of mutual interest.
3. Lands subject to the Akaitcho Interim Land Withdrawal are identified with an Overlay on **Map 1** and are subject to the policies in Section 3.13.

7.2 Municipal Boundary

The City's municipal boundary encloses an area of approximately 136 km². Based on the pursuit of the Smart Growth Development Plan's compact growth scenario, there is no requirement to expand the

municipal boundary for the purpose of increasing the amount of land for community development (i.e. residential, commercial, community, industrial, and open space uses) for at least 30 years.

However, the GNWT Policy 21.10 on Community Boundaries states that *“boundaries should include sufficient land:*

- 1. To encompass the projected expansion requirements of the community for a minimum of 20 years and a maximum of 30 years;*
- 2. To encompass the community water supply;*
- 3. To encompass the waste disposal areas;*
- 4. To encompass, if possible, resource areas sufficient to provide a 20 year supply of granular material for the community;”*

Currently, the majority of the watershed of the City’s water supply (i.e. Yellowknife River) and the majority of the sewage lagoon and associated wetland treatment area system lie outside the municipal boundary. In addition, although a study of future granular supply sources is required, it appears likely that these resources will be located outside the municipal boundary.

Given these conditions, the City needs to pursue an application to the GNWT to expand municipal boundaries. In the meantime, it is critical that the City foster open communication with the GNWT to ensure that non-compatible development does not occur within proximity to the sewage lagoon, within the Yellowknife River watershed, in the vicinity of granular resources, and in the manner that might impede future community expansion. This includes providing input on the GNWT’s draft Recreational Leasing Framework Policy which will contain specific development controls related to recreational leases outside the municipal boundary, such as the number of cabins in an area and the protection of the natural environment.

Policies:

1. To ensure no incompatible land uses occur within the Yellowknife River watershed and within the vicinity of the sewage treatment system and future granular supplies, the City shall continue to cooperate and foster open communication with the GNWT.
2. The City shall continue to cooperate and foster open communication with the Yellowknives Dene First Nation regarding potential adjustments to the municipal boundary, with recognition of the Akaitcho Interim Land Withdrawal Agreement.
3. The City shall consider an application to revise the existing municipal boundary to the Minister of Municipal and Community Affairs to achieve consistency with the NWT Policy on Community Boundaries (Policy 21.10). In conformity with Policy 21.10, the application would consider the need for the municipal boundary to encompass a greater portion of the Yellowknife River watershed, the entire sewage lagoon and associated wetland treatment area, and any granular resources identified through a granular resource study.
4. The City shall undertake a granular resource study to identify sand and gravel resources which may lie outside the municipal boundary and provide for their protection. The study will provide a rationale for any proposed municipal boundary expansion or land application to the GNWT.

5. Any proposed development within close proximity to the municipal boundary that has potential impacts outside the municipal boundary shall be submitted to the GNWT for review and comment.
6. The City shall review and provide comments on the GNWT Recreational Leasing Framework Policy to ensure the policy protects the interests of the City regarding consultation on potentially incompatible land uses in sensitive areas.

7.3 Harbour Planning

In order to fulfill an identified need for a comprehensive harbour and waterfront strategy, the City has initiated a process to adopt a Harbour Plan. The study area of the Harbour Plan extends from the mouth of the Yellowknife River in the north, encompassing the entire western shoreline (including Latham Island, Back Bay and Joliffe Island) to the southernmost boundary of the City. The Harbour Plan is anticipated to include policies, concepts, and strategies relating to environmental conservation, transportation, tourism and recreation, commercial development, floating homes, and public waterfront access. The Plan will also address the feasibility of establishing a harbour authority to assist in the regulation of waterways and infrastructure. A Harbour Planning Committee has been organized to engage stakeholders representing a diverse range of interests. The Harbour Planning Committee will make recommendations to the City and the Yellowknives Dene First Nation (YKDFN) regarding the Harbour Plan and a future harbour authority.

The YKDFN has a rich history with the harbour which includes an enlightened understanding of the harbour environment and its interconnectivity with all natural and human aspects. The YKDFN have and continue to be stewards of extensive parts of the harbour and they will be an integral partner in both defining and managing its future.

Policies:

1. The City shall encourage partnerships and open communication in relation to harbour planning with the Yellowknives Dene First Nation, GNWT, and Federal Government departments including Indian and Northern Affairs Canada and Fisheries and Oceans Canada.
2. The Harbour Planning Committee will make recommendations to the City and the Yellowknives Dene First Nation (YKDFN) regarding the Harbour Plan and a future harbour authority.
3. The City shall ensure that relevant policies and strategies of the Harbour Plan are reflected in and consistent with the General Plan. Amendments to the General Plan may be required.
4. The City may enter into a Memorandum of Understanding between the various agencies and interests in the harbour, with the specific inclusion of the YKDFN, to establish a City-led harbour authority.

8 IMPLEMENTATION

8.1 Future Plans, Studies, Regulations and By-Laws

The General Plan is a broad statement of goals, directions and policies guiding change in the City of Yellowknife, which will be implemented through a number of policy and regulatory instruments. Table 7 contains a list of future plans, studies, regulations and by-laws that will be required in order to achieve the goals, directions and policies stated in the General Plan. This list should be envisioned as an overview of the more significant plans, studies, regulations and by-laws necessary for implementation, and is not intended as an exhaustive reference to all actions required.

Table 7 - Future Plans, Studies, Regulations, and By-laws

Revised Zoning By-law	Complete a thorough review of the current Zoning By-law to ensure that the regulatory provisions conform to the policies of the General Plan.
Targets and Indicators	Develop a set of 50-year targets that embody the Smart Growth Vision of the Smart Growth Development Plan (2010) and Community Based Strategic Plan (2010) and a set of indicators that can be used to measure progress towards the 50-year targets.
Development Schemes	Prepare Development Schemes for lands identified in the 10-year growth vision of this Plan. Development Schemes are required for development on lands designated Growth Reserve, Residential Community, Mixed-Use, Waterside Residential, Kam Lake and Industrial designation, and, where a proposed subdivision will create more than 10 lots for development or where the land area subject to the subdivision is greater than 2 hectares, unless otherwise determined unnecessary. Required Development Schemes thus far include the following: ▪ Capital Site and District Development Scheme; ▪ Kam Lake Redevelopment Scheme (including the Enterprise Drive Extension area); ▪ Block 501 (lands east of correctional facility); ▪ Niven Phase 8.
Residential Growth Study	Prepare a new residential growth study to better understand residential and mixed-use redevelopment potential in the target intensification areas of Downtown, Old Airport Road, and Old Town. Intensification targets may need to be adjusted to reflect the potential documented in the study.
Land Assembly Strategy	The Harbour Plan may recommend that a Land Assembly Strategy for lands designated Mixed-Use in Old Town be undertaken to assemble lots for intensification and/or to develop a mixed-use waterfront marina.
Old Airport Road Municipal Services Extension Study	May undertake a study in partnership with the GNWT to examine the feasibility of extending municipal services along Old Airport Road and to the Airport property.

Natural Area Site Database	Adopt and maintain a database which contains detailed information about the biophysical conditions of each site evaluated in the NAPS (2010) report, as well as an assessment of new sites.
Heritage By-law Amendment	Amend the Heritage By-law to add a requirement for Cultural Heritage Impact Statements.
Cultural Heritage Impact Statement Guidelines	Establish guidelines for the preparation of Cultural Heritage Impact Statements, in consultation with the Heritage Committee.
Archaeological Site Inventory	Maintain and periodically update an inventory of known archaeological sites within the municipal boundary, in partnership with the Prince of Wales Northern Heritage Centre (PWNHC).
Municipal Boundary Study	Undertake a study to identify and provide a rationale for proposed changes to the municipal boundary. Study to reflect discussions with the YKDFN and land needs to encompass the sewage treatment system, a larger portion of the Yellowknife River watershed and granular resources identified in the Granular Resource Study.
Watershed Study	Study should prepare detailed watershed mapping of the Yellowknife River. Amendments to the boundary of the Watershed Protection Area designation may be required as a result.
Granular Resource Study	Undertake a granular resource study to identify future sand and gravel resources and provide for their protection from incompatible development, both on the resource and in the vicinity of the resource.
Municipal Design Standards	The Municipal Design Standards will provide design guidance and present minimum standards for municipal infrastructure such as road right-of-way widths and design, streetscaping, trails, municipal servicing and utilities.
Right-of-Way Width Study	A Right-of-Way Width Study may be undertaken to determine where road right-of-way widths are inadequate to accommodate pedestrian, cycling, and transit infrastructure. The results of the Study would be incorporated into the Municipal Design Standards.
Harbour Plan	The Harbour Plan is currently underway and is anticipated to include policies, concepts, and strategies relating to environmental conservation, transportation, tourism and recreation, commercial development, floating homes, and public waterfront access.

8.2 Repeals

Listed below are the existing plans and by-laws that should be repealed as they have been replaced by policies in the General Plan, or they have been updated or replaced by other Plans identified in Section 8.1.

Table 8 – Plans & by-laws to be repealed

General Plan (2004)	General Plan By-law No.4315 and any amendments thereto shall be repealed upon adoption of the 2011 General Plan.
Capital Area Development Scheme	Repeal the Capital Area Development Scheme upon adoption of a new Development Scheme for the Capital Site and District.
Old Town Secondary Development Scheme	Repeal the Old Town Secondary Development Scheme, since its policies have been incorporated into the General Plan and new policy direction is provided in the Harbour Plan.
Waterfront Plan	Repeal the Waterfront Plan which will be replaced by policy direction in the Harbour Plan.
Municipal By-laws	Amendments may be required to other municipal by-laws to implement the policy direction provided in the General Plan.

8.3 Committees

Council has appointed various Committees to explore, promote, report, recommend and/or act upon a particular matter that supports and forwards the vision for the community. These Committees play an important role in implementing the overall Smart Growth Vision. Table 9 lists the Committees that are referenced in this Plan. Not all the Committees listed in Table 9 are currently in existence.

Table 9 – Committees

Smart Growth Implementation Committee (SGIC)	Responsible for prioritizing Smart Growth Development Plan implementation strategies, monitoring progress on action items, and measuring impacts of the various initiatives. The SGIC may also be identified as the Committee for overseeing the preparation of a new Capital Site and District Development Scheme which will propose a vision, actions, and policies to guide development on these lands.
Harbour Committee	Responsible for making recommendations to the City and the Yellowknives Dene First Nation regarding the adoption and implementation of a Harbour Plan and a future harbour authority.
Affordable Housing Committee	Responsible for conceiving the structure of a future housing organization that can facilitate the provision of non-market rental and ownership housing.
Heritage Committee	Responsible for making recommendations to the City regarding the orderly planning, development, and management of heritage resources, including but not limited to the acquisition, recognition, designation, restoration, alteration, relocation, and demolition of heritage resources.
Design Review Committee	Responsible for architectural and design input on significant planning decisions in the Downtown. This responsibility may also fall under the Smart Growth Implementation Committee.

8.4 Development Schemes

Development Schemes provide more detail than the General Plan on the development of specific areas. They illustrate and provide policies regarding lot division, land uses, densities, means of service, road layouts, pedestrian movements, greenspace, the phasing of development, as well as other elements as identified by the City. The Land Development Guidelines set out in Section 4.4 provide design criteria and policies to assist applicants or City Staff in preparing or reviewing Development Schemes. Development Schemes must be approved by Council and adopted by by-law.

Policies:

1. Development Schemes are required on lands designated Growth Reserve, Residential Community, Mixed Use, Waterside Residential, Kam Lake and Industrial designation, where the proposed subdivision will create more than 10 lots for development or where the land area subject to the subdivision is greater than 2 hectares, unless otherwise determined unnecessary due to the site location in established area and/or other relevant considerations.
2. Development Schemes will be prepared in conformity with the Land Development Guidelines specified in Section 4.3.
3. Council will adopt Development Schemes by by-law. The Development Scheme by-law will outline any required amendments to the General Plan resulting from the adoption of the Development Scheme.
4. Development Schemes will normally be initiated by the City to ensure an appropriate supply of land is available for development. However, there may be circumstances where a landowner, developer, or other group may initiate the preparation of a Development Scheme. In those cases, the City will participate in the process and confirm that the Development Scheme is in conformity with the Land Development Guidelines in Section 4.4 and all other policies of the General Plan.

8.5 Zoning By-Law & Variances

Zoning is the principal means for implementing the policies of the General Plan. The Zoning By-law regulates the use of land, erection and use of buildings and structures, yard requirements, parking and loading space requirements, design standards and similar matters. All new development must conform to the intent of this Plan and the Zoning By-law.

Variances to the Zoning By-law allow an applicant to develop land in a way that does not comply exactly with the Zoning By-law. They are usually necessitated by circumstances peculiar to the property. A variance may not alter the existing use of the land in a way that would normally require a change in zoning; it must be considered a minor change to the Zoning By-law. Since proposed variances may be “minor” in some situations and “major” in others, each case must be evaluated by the Development Officer to determine whether a variance or a Zoning By-law amendment will be required. The policies below include criteria the Development Officer or Council will use in deciding on a request for a variance.

Policies:

1. A revised Zoning By-law shall be adopted to reflect the policies of this Plan.
2. In deciding on a proposed amendment to the Zoning By-law, Council shall consider the following:
 - a. Conformity with the general intent and purpose of this Plan;
 - b. Conformity with the GNWT *Planning Act*.
3. Authority by the Development Officer and Council to make decisions on a proposed variance shall be outlined in the Zoning By-law.
4. In deciding on a proposed variance to the Zoning By-law, the Development Officer or Council shall consider the following:
 - a. The policies, general intent and purpose of this Plan;
 - b. The provisions, general intent and purpose of the Zoning By-law;
 - c. The variance does not alter the use of the land in a way that would normally require a change in zoning;
 - d. The request for variance constitutes a minor departure from the Zoning By-law. Whether or not the variance is minor shall depend primarily on whether the proposed variance will interfere with or affect the use, enjoyment or value of neighbouring parcels of land;
 - e. Site constraints or restrictions that create physical hardship in meeting the requirements of the Zoning By-law;
 - f. The concerns of adjacent owners, residents, and community;
 - g. Approval of the variance would not create an undesirable precedent;
 - h. The variance does not exceed maximum allowable variations to provisions, as set out in the Zoning By-law.
5. A development proposal that does not comply with the Zoning By-law and cannot be considered a “minor” variation to the Zoning By-law requires an amendment to the Zoning By-law.

8.6 Subdivision of Land

Subdivision means the division of a parcel of land into one or more smaller parcels by means of a plan or survey, and includes the consolidation of parcels into a single parcel. Council is required to follow the *Planning Act*'s land subdivision approval process to control the division of land into lots and to ensure that all subdivision plans meet the requirements of this Plan.

Policies:

1. Proposed subdivisions must be in conformity with the policies of this Plan, any applicable Development Scheme By-law, and any Council approved plans or policies, and the Zoning By-law.
2. Any proposed subdivision that will create more than 10 lots for development or where the land area subject to the subdivision is greater than 2 hectares on lands designated Growth Reserve, Residential Community, Mixed-Use, Waterside Residential, Kam Lake or Industrial designation, unless otherwise determined unnecessary due to the site location in established area and/or other relevant considerations, require a Development Scheme pursuant to Section 8.4.
3. The City may require the subdivision applicant to provide at his or her own expense for the installation and construction of all necessary public roadways, sidewalks, culverts, drainage ditches, utility systems, landscaping, parks, trails and other public facilities as may be required.
4. The City may require as a condition of subdivision approval that the applicant enter into a Development Agreement with the City. The Development Agreement will ensure the provision of facilities as specified on the approved subdivision plan and ensure that conditions of subdivision approval are observed. The Development Agreement shall be a covenant running with the land. Details of the typical requirements of a Development Agreement will be outlined in the Zoning By-law.

8.7 Development Permits

The *Planning Act* states that Council may adopt a system of Development Permits to control development and ensure that it is undertaken in accordance with the policies of this Plan and the regulations of the Zoning By-law.

Policies:

1. The Zoning By-law shall establish a system of Development Permits, along with terms and conditions under which a permit may be issued, suspended, reinstated or revoked.
2. As a condition of a Development Permit, Council may require that the applicant enter into a Development Agreement with the City. The Development Agreement will ensure the construction and maintenance of facilities as specified on the approved plan and ensure that conditions of development permit approval are observed. Details of the typical requirements of a Development Agreement will be outlined in the Zoning By-law.

8.8 Monitoring & Performance

8.8.1 Targets & Indicators

The City's Smart Growth Development Plan presents a 50-year Smart Growth Vision for the City. Although this Plan contains targets for residential and employment intensification, the City has identified the need to develop a consolidated set of long term 50-year targets (to 2060) as well as

indicators to measure and monitor progress towards these targets. The indicators must be meaningful and be based on metrics (where applicable) that are available or easily produced or obtained. To monitor the effectiveness of General Plan policies, medium term 10-year targets (to 2021) should also be adopted. Targets and indicators can be developed through a review of existing City plans and documents, supplemented by consultation and a review of best practices in other communities. It is envisioned that these targets and indicators and developed by or in consultation with the Smart Growth Implementation Committee.

Policies:

1. Ten-year targets (to 2021) for residential and employment intensification are established in Section 2.3.2 of this Plan.
2. The City may develop a comprehensive set of 50-year targets (to 2060) and 10-year targets (to 2021), and associated indicators, to measure and monitor progress towards the realization of the Smart Growth Vision.
3. The 50-year targets, 10-year targets, and indicators may be developed by or in consultation with the Smart Growth Implementation Committee.
4. The City may put in place an appropriate governance structure and performance management system in order to ensure that the 10-year and 50-year targets and indicators are integrated into the City's planning, budgeting and decision-making processes.

8.8.2 Reporting

A successful monitoring and measurement process includes a reporting mechanism to communicate positive or negative progress towards achieving the adopted 10-year targets for this Plan. Reporting will assist in highlighting the effectiveness of the policies of this Plan and associated implementation strategies.

Policies:

1. The City shall adopt a reporting process to Council to monitor the effectiveness of this Plan in moving the community towards the 10-year targets.

8.9 Plan Administration

8.9.1 Amendments to the General Plan

Amendments may be made to the General Plan as warranted. The provisions of the *Planning Act* with respect to General Plans apply also to amendments, including the approval of the Minister.

Policy:

1. When amendments are made to this Plan, the Zoning By-law or other applicable by-laws will also be amended to ensure conformity with this Plan.

8.9.2 Interpretation of the General Plan

Policies:

1. It is intended that the boundaries of any land use areas shown on the General Plan Maps be considered approximate only, except where bounded by lot lines and such features as existing roads, rivers or other natural landmarks. It will not be necessary to amend the General Plan for minor variations in the approximate boundaries, provided that the intent of the Plan is preserved.
2. It is intended that all figures and quantities contained in the Plan be considered approximate only. Amendments will not be required for any reasonable variation from these figures.
3. It is intended that buildings, structures and uses that are normally incidental, accessory and essential to a permitted use will also be allowed, even if not specified in the land use policies.
4. Any significant change from the policies contained herein will require an amendment to the General Plan and implementing By-laws.
5. Amendments to the General Plan will not be necessary for administrative or technical changes, such as correction of typographic errors, spelling, grammar or numbering, changing references to legislation, or for office consolidations of the Plan.
6. If responsibilities or names of Territorial departments, Federal ministries or other public bodies change, any references to them may be correspondingly changed in the Plan without an amendment.