

Location Description	Lot 9 Block A Plan 2145
City of Yellowknife Community Plan No. 5007	Section 4.2 Old Town Section 5.1 Environment and Climate Section 5.2 Transportation
City of Yellowknife Zoning By-law No. 5045, as amended	Chapter 3 - Roles and Responsibilities Chapter 4 - Development Permit Process Chapter 7 - General Development Regulations Applicable to all Zones Chapter 9 - General Development Regulations Applicable to Non-Residential Zones Section 11.3 - OT – Old Town Mixed Use
Civic Address:	3529 McDonald Drive
Access:	McDonald Drive; Government Dock (Yvonne Quick Heritage Wharf)
Municipal Services	Trucked water and sewage service; external garbage pickup

Recommendation:

The Planning and Environment Division recommends approval of Development Permit application PL-2025-0048 for a Mixed-Use Building consisting of Commercial Retail Sales and Service and Food and Beverage Services at 3529 McDonald Drive, including variances to the yard setbacks and lot coverage requirements, subject to the following conditions:

CONDITIONS OF APPROVAL

1. The lot coverage has been increased from 50% to 76%;
2. The front yard setback has been decreased from 6m to 0m;
3. The rear yard setback has been decreased from 6m to 0m;
4. The side yard setbacks have been decreased from 2m to 0m;
5. The Developer shall enter into a Development Agreement with the City with respect to on-site and off-site improvements and site servicing requirements;
6. Prior to commencement of the approved uses, the parking and loading requirements for the development shall be addressed through an amendment to By-law No. 4807, as illustrated on Schedule A-1;
7. Prior to construction of the proposed universal entrance to the adopted National Building Code Standards, the Developer shall submit and obtain approval of Land Acquisition authorizing the encroachment of the universal entrance within the municipal right-of-way, in accordance with the City's Land Administration By-law No. 5078, as amended; and
8. The development shall comply with the approved stamped drawings for PL-2025-0048 and with all By-laws in effect for the City of Yellowknife.

Proposal:

The application proposes to repurpose the existing building as a Mixed-Use Building consisting of Food and Beverage Services and Commercial Retail Sales and Service. The proposed Food Hub will provide space for the processing and storage of locally sourced foods, including fish, vegetables, fruits and berries, wild-

harvested products, and meat. The development will also include a commercial kitchen and event space, as well as a retail component for the display and sale of locally produced products.

Background:

The subject lot is located on McDonald Drive within the Old Town neighbourhood, an area designated for Mixed Use and characterized by a mix of small-scale commercial, residential, recreational, and mixed-use development. The existing building dates to approximately 1950–1951 and forms part of Old Town's longstanding commercial and industrial built fabric. The property has historically accommodated commercial activities, including its former use by Woodworks, and its configuration reflects the incremental and organic pattern of development characteristic of Old Town.

The property also has a unique relationship with the adjacent Government Dock. The building occupies a substantial portion of the lot and has historically relied on the dock area for aspects of vehicular access, parking, and access to loading areas at the rear of the building. The Government Dock lands are federally owned and leased to the City and serve both as a public waterfront space and a working wharf. The property's relationship with these lands has been the subject of access and parking arrangements over time; currently, By-law No. 4807 provides for three parking spaces associated with the property on the Government Dock. This physical and historical relationship is relevant to the proposed adaptive reuse of the building and the assessment of parking, loading, accessibility, and site circulation associated with the development.

SUPPORTING STUDIES AND REPORTS

In support of application PL-2025-0048, the following documents and reports were referenced:

- City of Yellowknife Old Town Placemaking Strategy Government Dock Redevelopment
- City of Yellowknife, *Yellowknife Heritage Building Project*, Compiled by Ryan Silke, Heritage Committee, 2018
- City of Yellowknife, *Yellowknife Old Town Emergency Circulation Review and Parking Study*, 2021
- Memorandum to Municipal Services Committee, August 11, 2014, DM# 396375
- Memorandum to Municipal Services Committee, November 3, 2014, DM# 398422

Assessment of the Application:

JUSTIFICATION

A development permit is required for any development that is accompanied by a variance, as stated in Section 4.8 of Zoning By-law No. 5045, as amended, authorized under section 23 of the *Community Planning and Development Act*. Section 4.8.1 of Zoning By-law No. 5045 authorizes that variances related to yard setbacks and lot coverage may be approved by the development officer. Moreover, as a condition of development permit approval, the development officer may require that the applicant enter into a development agreement with the City, as stated in Section 4.7 of Zoning By-law No. 5045.

LEGISLATION

Community Planning and Development Act

The *Community Planning and Development Act* establishes the framework for the City to regulate development within its boundaries. As stated in section 16. (1) and 25. (1) of the *Act*, a development

authority, being a development officer appointed under section 52, shall, subject to any applicable conditions, approve an application for a development permit for a use specified in a zoning bylaw as a permitted use of land or of a building, if the development authority is satisfied that the applicant meets all the requirements of the bylaw.

Section 20 (1), (2) and (3) states: “A zoning bylaw may authorize a development authority to require, as a condition of the approval of an application for a development permit that a person enter into a development agreement with the municipal corporation.”

Community Plan By-law No. 5007

Section 3 (1) of the Act states that the purpose of a community plan is to provide a policy framework to guide the physical development of a municipality, having regard to sustainability, the environment, and the economic, social and cultural development of the community.

This 2019 Community Plan is a comprehensive outline of the goals and objectives for the City with directive policies to accomplish the objectives. All applicable policies of the Community Plan are to be considered and applied at the time of development.

Zoning By-law No. 5045, as amended

The purpose of a zoning by-law is to guide the physical development of a municipality by offering regulations to the use and development of land and buildings within the municipal boundary of the City.

The Development Officer is authorized to receive and process development permit applications as referred to in section 3.1.1 of the By-law. The Development Officer is also authorized to evaluate variance applications as defined in the criteria set in sections 4.8 and 4.9 of the By-law.

Lease Agreement for Federal Real Property to the Municipal Corporation of the City of Yellowknife

The Government Dock, legally described as Lot 10, Block A, Plan 3801 LTO (87476 CLSR), is federally owned land leased to the City of Yellowknife by Fisheries and Oceans Canada. The Lease Agreement for Federal Real Property to the Municipal Corporation of the City of Yellowknife provides for the lands to be used for “public use, public park and heritage preservation purposes, including the management and operation of the property in accordance with the Fishing and Recreational Harbours Act, the Fishing and Recreational Harbours Regulations, as amended from time to time, and any other applicable legislation or regulations in force during the term of the Agreement”.

Accordingly, while the Government Dock has an important functional relationship with the subject property, the lands remain separate from the development site, which is subject to municipal zoning regulations.

By-law No. 4807

By-law No. 4807 established a historical parking arrangement associated with the subject property and the adjacent Government Dock lands. The By-law provides three parking spaces on the Government Dock for the benefit of Lot 9, Block A. As the proposed development changes the use and operation of the existing building, amendments to By-law No. 4807 are proposed to relocate two of the three existing parking spaces. The amendment would allow the parking arrangement to better accommodate the

proposed development while recognizing the Government Dock's continued function as a public waterfront space and working wharf.

PLANNING ANALYSIS

The proposed development represents the adaptive reuse of a longstanding Old Town building for a combination of commercial, food-related and community-oriented activities. In assessing the application, consideration must be given not only to the proposed uses themselves, but also to how the development responds to the physical and historical context of the site. The existing building occupies a substantial portion of the lot, has limited opportunities for conventional on-site parking and loading, and has historically functioned in close relationship with the adjacent Government Dock. These site conditions are central to the application, as they inform the requested yard setback and lot coverage variances, as well as the proposed arrangements for access, parking, loading, servicing and accessibility.

From a broader planning perspective, the application raises two related questions. The first is whether the proposed reuse is consistent with the policy direction for Old Town, particularly objectives relating to mixed-use development, commercial activity, adaptive reuse, heritage character, waterfront access and the concentration of commercial uses along McDonald Drive. The second is whether the specific form and operation of the development can be accommodated in a manner that satisfies the regulatory requirements of the Zoning By-law and does not create negative impacts on adjacent lands or the public function of the Government Dock.

Additional justification follows.

Community Plan

Old Town is recognized as an integral part of Yellowknife's history and a major part of the unique character of the community. The neighbourhood will continue to be characterized by eclectic building forms and human scale streets and will continue to accommodate a mix of residential and commercial uses. The following Community Plan objectives and policies are in support of the proposed development at 3529 McDonald Drive and demonstrate its compatibility with the Old Town neighbourhood.

4.6 Old Town Objectives and Policies			
Planning and Development Objectives:		Policies:	
2.	To maintain existing retail and commercial services that respond to both the local residents and tourism industry.	2-a.	Retail and commercial land uses will be permitted.
4.	To encourage street oriented residential, retail and commercial development.	4-a.	Off-street parking minimums for new development will be reduced.
6.	To improve walking infrastructure and accessibility for people of all ages and abilities.	6-b.	Entrances to buildings shall be street oriented and accessible.
8.	To incentivize adaptive re-use of historical industrial building stock nearing the end of its life and encourage new uses.	8-a.	Old vacant buildings that represent the historical industrial activities that once characterized the area will be incentivized to accommodate new uses. Incentives will be considered to encourage re-purposing of

			buildings for uses that are complementary with the residential, commercial, and recreational uses in the area.
10.	To concentrate commercial operations to the main corridors of Old Town.	10-a.	Commercial operations shall occur on Franklin Ave, and McDonald, Wiley, Lessard and Mitchell Drives.
12.	To increase public access to the waterfront.	12-a.	Shoreline will be preserved for public access and commercial/government operations that require direct access to Great Slave Lake.
13.	To maintain the existing character of the built form.	13.	New development will consider existing context of immediate surrounding area.

The existing building and its compact site configuration reflect the established development pattern of Old Town, where buildings have historically developed with limited setbacks and in close relationship to streets, public spaces and the waterfront. The proposed Food Hub would reactivate the currently vacant building by introducing a mix of food processing, storage, retail, food and beverage, kitchen and event use, allowing the existing building stock to accommodate contemporary commercial and community-oriented activities. At street level, the proposed retail and food and beverage uses are compatible with the concentration of commercial activity along McDonald Drive and other main corridors within Old Town and have the potential to contribute to pedestrian activity and the vitality of the Government Dock area. The development also proposes accessibility improvements, including a universal entrance, to provide barrier-free access to the building. Given the constrained nature of the property, the proposal relies in part on existing and proposed arrangements involving the adjacent Government Dock for parking, loading and circulation; these arrangements must therefore be considered in relation to the continued public and working-wharf functions of the Government Dock.

Zoning By-law

The subject property is zoned OT – Old Town Mixed Use. OT Mixed-Use Zone, as stated in the By-law, is to provide an area for a mix of commercial and residential uses that recognizes and respects the unique features and historical significance of Old Town but also supports increased tourism and commercial activities. The proposed use is defined as Mixed Use under the Zoning By-law, which is a permitted use in OT Zone. This development proposed a mix of commercial retail sales and food and beverage services at ground-level. As demonstrated in Table 1 below, the proposed mixed-use development complies with regulations of Zoning By-law No. 5045, except for meeting the minimum yard setback requirements and maximum lot coverage, which is where variances are being requested.

Design Guidelines:

Section 11.3.3 of the By-law recognizes Old Town as a major part of the unique character and personality of Yellowknife and the neighbourhood is characterized by an eclectic rhythm, human scale streets, and natural features. Development Proposals in Old Town shall follow specific design guidelines within this section of the By-law.

Height and Massing - The existing building currently complies with the zone's maximum height regulation, and is consistent with structures within Old Town, which feature varied forms and massing that add interest to the streetscapes. The proposal does not include additional stories.

Materials and Rhythm - The building materials proposed are durable, low-maintenance finishes that fit the character of the area, which meets the design guidelines for the Old Town Zone. Proposed exterior improvements, including public art, murals, planter boxes and other landscaping treatments, further contribute visual interest at the pedestrian level and reinforce the informal and distinctive character envisioned for Old Town.

Regulations	Required	Proposed	Variance required
Zone	OT – Old Town		
Minimum Lot width	15m	21.4m	N/a
Maximum Site area	-	513m ²	N/a
Maximum Lot coverage	50%	76%	Yes
Maximum Building height	12m	5m	No
Minimum Front yard setback	6m	0m	Yes
Minimum Side yard setback (north side)	2m	0m	Yes
Minimum Side yard setback (east side)	2m	0m	Yes
Minimum Rear yard setback	6m	0m	Yes
Off-street parking	0.5/100m ² for the commercial retail sales and services; 1 for the food and beverage services; =1 Type B and 0 Type A	3 Type B are provided through By-law No. 4807	No
Off-street loading	1 (3x9m)	By-law. No. 4807 Amendment	
Bicycle Parking	3	6	No
Landscaping	40% of Front Yard or alternative methods	Public art, murals, planter boxes; painted garbage bins; berry bushes	No
Sewer and Water	Trucked sewer and water services		N/a
Garbage and Organics	1 garbage bin; 1 organics bin		N/a

Variance Request:

The application requires variances to increase the maximum lot coverage from 50% to 76% and reduce the minimum front, rear and side yard setbacks to zero metres. The requested variances are primarily a consequence of the existing building and lot configuration rather than an expansion of the building envelope. The building has occupied the site in substantially its current form since approximately 1950–1951, predating the current Zoning By-law, and the proposal seeks to adaptively reuse this established building for uses permitted within the OT – Old Town Zone. Accordingly, requiring the current setback and lot coverage standards to be met would effectively require substantial alteration or removal of the existing building and would undermine the proposed adaptive reuse.

The proposed variances satisfy the evaluation criteria of Section 4.9 of Zoning By-law No. 5045. The variances are not expected to unduly interfere with neighbourhood amenities or materially affect the use, enjoyment or value of neighbouring parcels, as they principally recognize an existing and longstanding built condition rather than introducing a larger building form. The constrained size and configuration of the lot, together with the existing building's relationship to McDonald Drive and the Government Dock, also present practical limitations in meeting required yard and lot coverage requirements. Importantly, the proposed variances will allow the continued productive use of an existing building while maintaining its established relationship with the surrounding Old Town built environment and are therefore considered appropriate under Section 4.9.

Site Planning Considerations (Section 7.1):

The proposed development includes a universal entrance required to provide barrier-free access to the building. Due to the existing building's location and constrained lot configuration, a portion of the ramp will extend into the adjacent municipal right-of-way. Accordingly, as a condition of Development Permit approval, the Developer will be required to submit a Land Acquisition and obtain the necessary authorization from the City for the ramp encroachment prior to construction.

Drainage and Grading (Section 7.3):

The proposed development complies with Section 7.3 as no significant changes to the existing site grades or drainage patterns are proposed. The development primarily involves the renovation and adaptive reuse of the existing building, with limited site work associated with accessibility and site improvements. Existing elevations will generally be maintained, and the development is not expected to negatively affect drainage on adjacent properties.

Vehicular Access and On-Site Traffic (Sections 7.4):

The proposed development complies with Section 7.4 by maintaining the property's established vehicular access relationship with the adjacent Government Dock. Due to the existing building occupying most of the lot, direct vehicular access and internal circulation cannot be accommodated entirely within the subject property. Access to the proposed parking and rear loading area will therefore continue to occur through the Government Dock lands. This arrangement recognizes the historical operation and physical constraints of the property while avoiding the creation of a new vehicular access from McDonald Drive.

This development is in support of the Community Plan encouraging reduced vehicle dependence. The development proposes safe bicycle parking on-site and a pedestrian-oriented design with walkable access to nearby amenities and services. The site is also nearby a transit stop, providing residents and visitors with active transportation alternatives while supporting a more livable, sustainable Old Town.

The Government Dock is also a public waterfront space and working wharf, and vehicular access associated with the development must not interfere with its continued public use or operations. Community Services identified the potential for conflicts with commercial fishing vessels and other users of the wharf and emphasized the importance of maintaining its working and public functions. Accordingly, access through the Government Dock will be subject to applicable Lease Agreements and access arrangements, and the Development Permit does not provide the applicant with additional private rights over the adjacent dock lands.

Landscaping (Section 7.5):

The zoning regulation requires a minimum of 40% landscaped area for Old Town Zone, and in the absence of space for landscaping, which is the case for 3529 McDonald Drive, alternatives may be considered.

The proposed development complies with Section 7.5 through the use of alternative landscaping treatments appropriate to the constrained and largely developed site. The landscaping plan includes planter boxes, berry bushes, public art and murals, painted garbage and organics containers, and solar panels, which will improve the appearance of the building and provide visual interest at the pedestrian level. These improvements support the character of Old Town while allowing the existing building and site configuration to be maintained.

Parking (Section 7.8):

Based on the proposed Commercial Retail Sales and Service and Food and Beverage Services uses, one off-street parking space is required. The property already benefits from three parking spaces on the adjacent Government Dock through By-law No. 4807, which exceeds the minimum parking requirement for the development.

Section 7.8 also requires one off-street loading space. The applicant proposes to locate the required loading space at the rear of the building, where loading has historically occurred. Accommodating this loading space requires reorganizing the existing parking arrangement established through By-law No. 4807, which will require relocating two of the three parking spaces identified in the By-law to the rear of the property. As a result, the Development Permit can recognize the proposed parking and loading configuration but implementing it will require a separate amendment to By-law No. 4807. Approval of the Development Permit would therefore be conditional on the parking and loading arrangements being formally addressed through that amendment.

A bicycle rack for a minimum of six bikes is also proposed on-site, which exceeds the minimum requirement and encourages alternative ways of getting around.

Servicing /Safety /Parks &Recreation /Community /Reconciliation

The proposed development will continue to rely on trucked water and sewer services, consistent with servicing conditions in Old Town. Waste and organics collection will be the responsibility of the property owner. Public Works confirmed that the City does not prescribe a minimum container size, provided sufficient capacity and collection frequency are maintained. Building and fire safety requirements associated with the change of occupancy will be addressed through the Building Permit process, including consideration of the proposed assembly, retail and food-related uses and applicable fire-safety systems.

The development is street-oriented, which fits with the existing building forms in Old Town. While there's no formal sidewalk in front of the lot, there is an approximate 3 to 3.5 metre-wide space between the building's main facade and McDonald Drive, which is posted at 30 km/h speed limit and with limited street parking. These conditions naturally calm traffic and support safe pedestrian movement. Visitors will occasionally need to cross the street to access transit and some amenities, but the low traffic volumes and open sightlines support safe crossings. From an operational standpoint, this setup is appropriate for a compact, walkable neighbourhood like Old Town and reflects how the area already functions today.

The development's relationship with the Government Dock requires particular consideration of parks, recreation and community use. The dock functions as both a working wharf and an important public

waterfront space providing access to Great Slave Lake. The development is intended to reactivate an existing Old Town building without reducing the dock's public function, and any parking, loading or access arrangements associated with the development will need to maintain public access and avoid unreasonable interference with existing wharf activities. More broadly, the Food Hub supports community-oriented use of the site by providing space for processing, storing, displaying and selling locally harvested and produced foods, including fish, meat, berries and other wild-harvest products. This creates opportunities to strengthen connections between local food systems, traditional harvesting activities and the Old Town waterfront, while maintaining the Government Dock as a shared public space.

City Departments / External Agency Consultation

As directed in section 4.5.1 of Zoning By-law No. 5045, a request for comments was circulated to city Departments in July 2025 and March 2026. Comments were reviewed and considered, and are summarized in the table below:

No.	City Department	Comments	Consideration
1.	Public Works & Engineering	Public Works & Engineering expressed concern with the development relying on adjacent public lands for private commercial operations, particularly for parking or outdoor furniture. Regarding waste management, the Department advised that there is no minimum required container size, provided adequate garbage and organics capacity and collection frequency are maintained in accordance with the Solid Waste Management By-law. As a commercial development, waste collection and associated costs will be the responsibility of the property owner.	The development does not propose to rely on the adjacent Government Dock for its commercial operations, as dedicated indoor space is provided within the building for the proposed activities. In addition, no outdoor furniture or commercial activity is proposed on the Government Dock. The development's use of the adjacent lands is limited to the established parking arrangement and access necessary to accommodate parking and loading.
2.	Community Services	Community Services identified the importance of maintaining the Government Dock as both a working wharf and public waterfront space. The Department noted that commercial fishing vessels, barges and the Coast Guard use the dock and that additional private uses could create conflicts with these existing activities. Community Services did not support additional private parking or outdoor commercial amenities on the dock and advised that any vehicular access associated with the development should not impede	The development does not propose additional parking or outdoor commercial activities on the Government Dock. The existing three parking spaces established through By-law No. 4807 are proposed to be relocated, rather than increased, to accommodate the required loading space and improve site circulation. No tables, chairs or other commercial amenities are proposed on the dock. Vehicular access will be limited to access necessary for the existing parking arrangement and loading activities and will be

		existing wharf operations or public access to Great Slave Lake.	required to maintain the Government Dock's continued function as a working wharf and public waterfront space. This approach addresses Community Services' concerns while allowing the adaptive reuse of the existing building.
3.	Lands and Building Services	Building Services: The Building Inspector advised that the existing building was likely previously classified as a Group F3 – Warehouse occupancy. The proposed change of use will require consideration of a Group D occupancy classification for the commercial component and potentially a Group A, Division 2 classification for the food and beverage component. Building Services also identified the need to consider available fire safety systems and resources. Lands: The Lands Officer advised that the Government Dock lands are federally owned and leased to the City by Fisheries and Oceans Canada. Overall, Lands supports the development permit application. However, they can only provide limited comments on the proposed ramp because of the road ownership-Commissioners owned by the GNWT. Under Land Administration By-law No. 5078, a licence agreement may allow a wheelchair ramp to extend into the road ROW. But McDonald Drive is unsurveyed Commissioners Land. This means that before the City can issue a licence agreement, we must first secure tenure for that road - acquire it. Also, since municipal roads are maintained by PWE, we rely on their approval before issuing any licence agreement.	Building Services: This was communicated to the applicant. These matters will be addressed through the subsequent Building Permit and plan review process. Lands: The proposed universal entrance is required to provide barrier-free access to the existing building. As the ramp would extend beyond the subject property into the McDonald Drive right-of-way, separate land authorization will be required in addition to the Development Permit. Approval of the Development Permit does not itself authorize the encroachment, and the Developer will be required to submit a Land Application and obtain the necessary land authorization prior to construction of the ramp.

4.	Fire Division	No concerns were identified.	Fire and life-safety requirements associated with the proposed change of occupancy will be addressed through the Building Permit process and must comply with the applicable building and fire code requirements.
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Public Consultation

A Variance Notice was mailed to neighboring residents within 30m of the subject property, on July 21, 2025, as directed in Section 15. (1) (h) of the *Community Planning and Development Act*. A public notice of decision will be posted on-site, as well as on the City's Capital Update, in conjunction with the date of approval of the permit. The application will be subject to a 14-day appeal period, commencing on the date of the approval. If not appealed within this 14-day period, the development will be considered effective starting on the 15th day.

As a result of the Notice of application posted on-site and circulated by mail, there were no comments received and consequently considered by the City of Yellowknife.

CAVEATS / OTHER LEGAL AGREEMENTS

The subject property has an established relationship with the adjacent Government Dock, including the three parking spaces provided through By-law No. 4807. As part of the proposed development, the parking arrangement will need to be amended to accommodate the proposed loading space and relocation of the existing parking spaces. In addition, the proposed universal entrance extends beyond the subject property and will require separate land authorization. These matters will be addressed through the applicable land and legal processes and are conditions of the Development Permit approval.

Conditions of Approval:

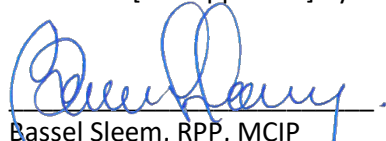
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2. The front yard setback has been decreased from 6m to 0m;
3. The rear yard setback has been decreased from 6m to 0m;
4. The side yard setbacks have been decreased from 2m to 0m;
5. The Developer shall enter into a Development Agreement with the City with respect to on-site and off-site improvements and site servicing requirements;
6. Prior to commencement of the approved uses, the parking and loading requirements for the development shall be addressed through an amendment to By-law No. 4807, as illustrated on Schedule A-1;
7. Prior to construction of the proposed universal entrance to the adopted National Building Code Standards, the Developer shall submit and obtain approval of Land Acquisition authorizing the encroachment of the universal entrance within the municipal right-of-way, in accordance with the City's Land Administration By-law No. 5078, as amended; and
8. The development shall comply with the approved stamped drawings for PL-2025-0048 and with all By-laws in effect for the City of Yellowknife.

Conclusion:

The proposed development represents an appropriate adaptive reuse of an existing commercial building and is consistent with the overall objectives and policies of the Community Plan for Old Town. The proposed retail, food and beverage, food-processing and community-oriented activities will reactivate a longstanding building along McDonald Drive while maintaining the established scale and character of the area. The development also incorporates accessibility, landscaping and site improvements that will enhance the building and its relationship with the surrounding streetscape.

The requested variances largely recognize the existing building and lot configuration rather than facilitate an expansion of the building envelope. The development can meet the intent of the Zoning By-law, subject to conditions addressing parking and loading, land authorization for the accessibility ramp, and other required site improvements. The proposed development is not expected to unduly interfere with surrounding properties or the continued public and working-wharf functions of the Government Dock. On this basis, the Planning and Environment Division recommends approval of Development Permit PL-2025-0048, subject to the identified conditions.

Reviewed [and approved] by:


Bassel Sleem, RPP, MCIP
Acting Manager, Planning and Environment

08/28/2026

Date

Appendix A: Application Proposal

Appendix B: Approved Drawings PL-2025-0048, DM# 839660

Appendix C: By-law NO. 4807, DM# 396638

Appendix A:

“THE CHANNEL”



NWT's FIRST FOOD HUB

The Channel is poised to become the NWT's first Food Hub. Aiming to stimulate small northern food business' through demand side economic opportunities, facilitate transportation, processing, and food business incubation, alongside culinary tourism to provide healthy northern food to Yellowknife and regional markets.

A Food Hub is a place where food is collected, processed, transformed into value added products, distributed and sold. In Yellowknife the foods that the hub will focus on will be local fish, vegetables, fruits and berries, wild harvested products, and eventually meats. The hub will be a central location, in which foods will travel to and from, be processed or stored, where branding and value will be added within the commercial kitchen and the retail market will sell these local foods and provide a focal point for the food community.

Behind the scenes the food hub will have a large commercial kitchen and bright event space, which will be rentable by local food producers and harvesters, but also chefs, tourism outfits and even for conventions and events. Cold storage, freezers and walk-in fridges will keep produce, fish and meats fresh and available year round. A fish processing station will allow independent local fishers to clean, process and flash

freeze or ice their products. While the retail store will provide a market for local and northern food products.

The Hub would be anchored by a fillet station for local fishers. The fishers would have access to walk-in freezers, fridges, vacuum packer and a kitchen to process fish into alternative products. The Hub would purchase and sell fish as a product, and store fish for the fishers to access when needed. The location on the government dock is mere feet from Great Slave Lake and the dock where fish comes in daily. This is also a location where Yellowknife residents and tourists come to look for local fish.

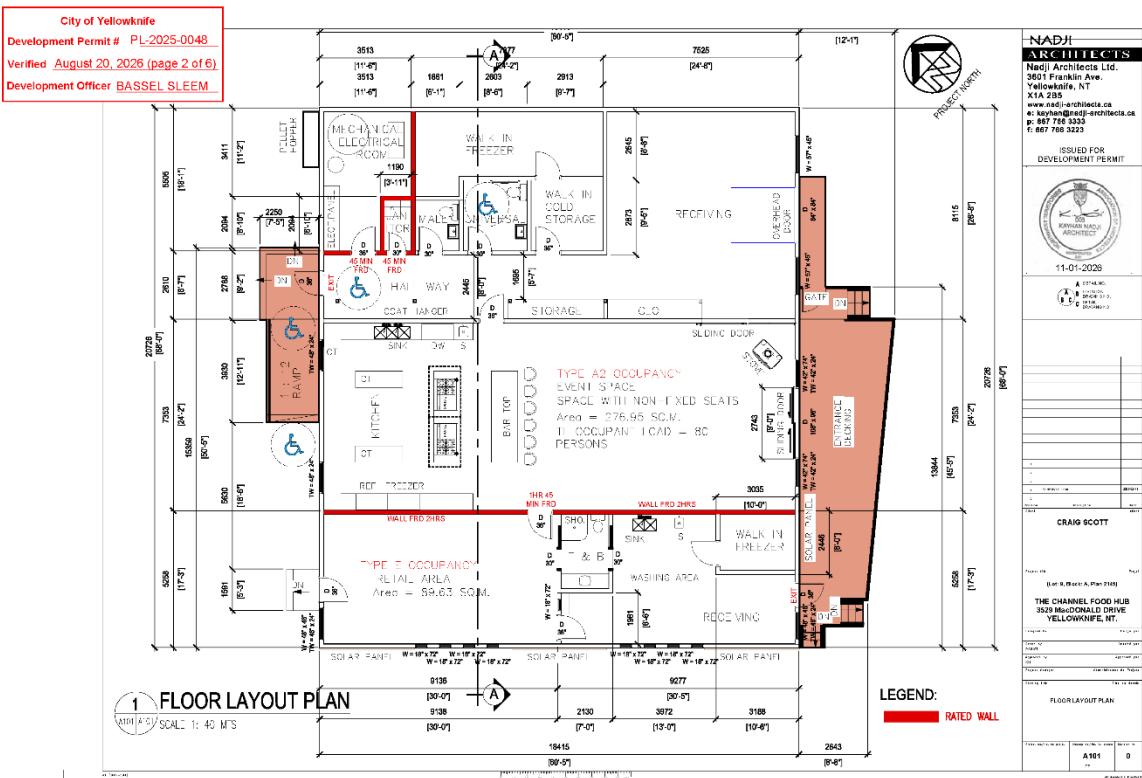
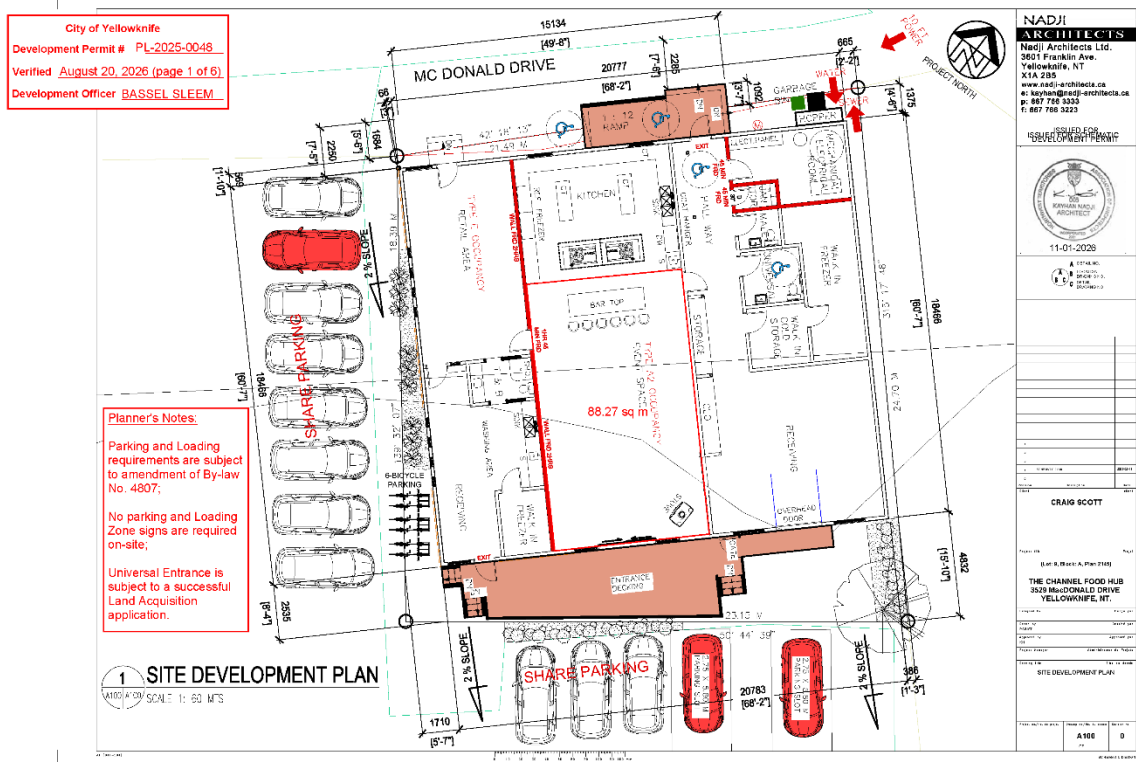
The retail store would sell fish, as well as processed wild foods from NWT, Yukon and Nunavut. Local foods would be prioritized, with unique northern products (ie honey from Yukon, Char from Nunavut) also being sold. Local established business' such as Sapsucker Birch Syrup, Laughing Lichen, other NWT and northern food businesses would be able to expand sales, with a selection of sustainable, or indigenous harvested products from the south as well (ie wild rice). A cold cellar would provide a space for bulk quantities of potatoes, carrots and other root vegetables for sale all winter, freezers would store berries, fish, meat, and frozen vegetables. Local country foods will be made available when possible.

The hub would act as a meeting place for the local food establishment. With a commercial kitchen overlooking Great Slave Lake in which chefs and others could hold dinners, cooking classes, promote northern food fusions, and provide a place for canning, preserving and adding value to local foods. The adjacent storage area would hold freezers, cold storage and other food storage areas.

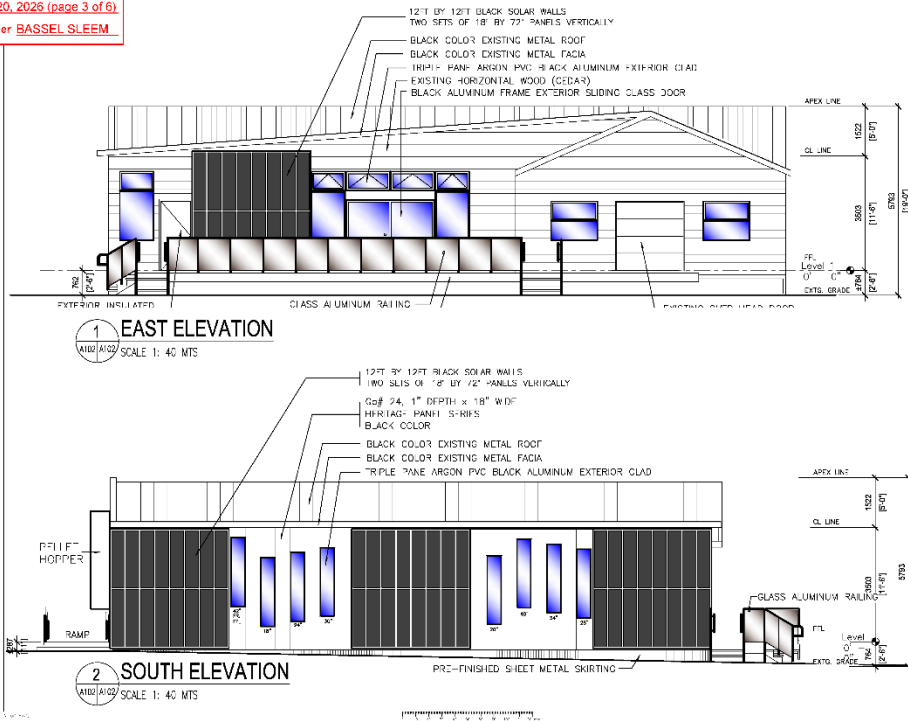
The hub and spoke model would support food growers, harvesters and fishers in communities with abundant supplies, but a small market and little to no storage and processing opportunities. In return fresh and processed foods from the hub would travel to the spokes. This reciprocal movement of healthy foods would help to encourage local harvesting and food production as a business, and provide indigenous governments, communities and independent stores with northern foods for feasts, elders and in retail stores.

As a business incubator the Hub would help harvesters, fishers and growers by providing access to a commercial kitchen, storage, and freezers, a small but growing year round market, and eventually marketing, branding, and other supports to help grow micro businesses into sustainable ventures. This would also be a place where local food fusion and processing would happen to develop new opportunities for food growers/harvesters, and a place to gather, share ideas and support each other.

Appendix B:



City of Yellowknife
Development Permit # PL-2025-0048
Verified August 20, 2026 (page 3 of 6)
Development Officer BASSEL SLEEM



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ISSUED FOR
DEVELOPMENT PERMIT



PROJECT NO.	
DATE	
BY	
CHECKED BY	
APPROVED BY	
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CLIENT	
LOCATION	
DESCRIPTION	
REVISIONS	

CRAIG SCOTT

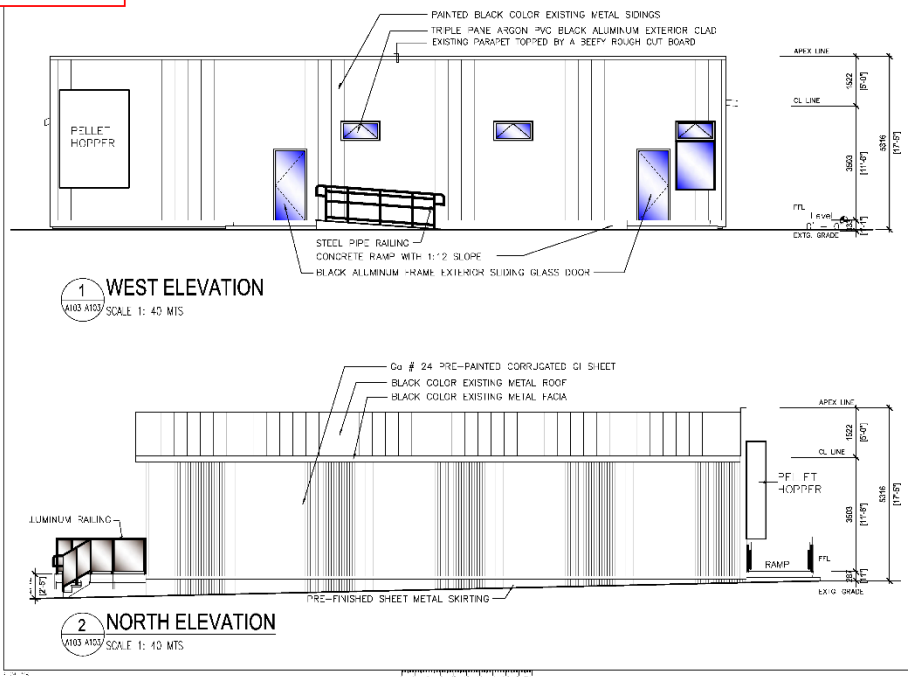
CLAD & BLOCK A, Plan 2 (40)

THE CHANNEL FOOD HUB
3628 MacDonald Drive
Yellowknife, NT

ELEVATIONS

A102 0

City of Yellowknife
Development Permit # PL-2025-0048
Verified August 20, 2026 (page 4 of 6)
Development Officer BASSEL SLEEM



NADJI ARCHITECTS
Nadji Architects Ltd.
3001 Franklin Ave.
Yellowknife, NT
X1A 2B5
www.nadji-architects.ca
p: 867 788 3233
f: 867 788 3223

ISSUED FOR
DEVELOPMENT PERMIT



PROJECT NO.	
DATE	
BY	
CHECKED BY	
APPROVED BY	
SCALE	
PROJECT NAME	
CLIENT	
LOCATION	
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REVISIONS	

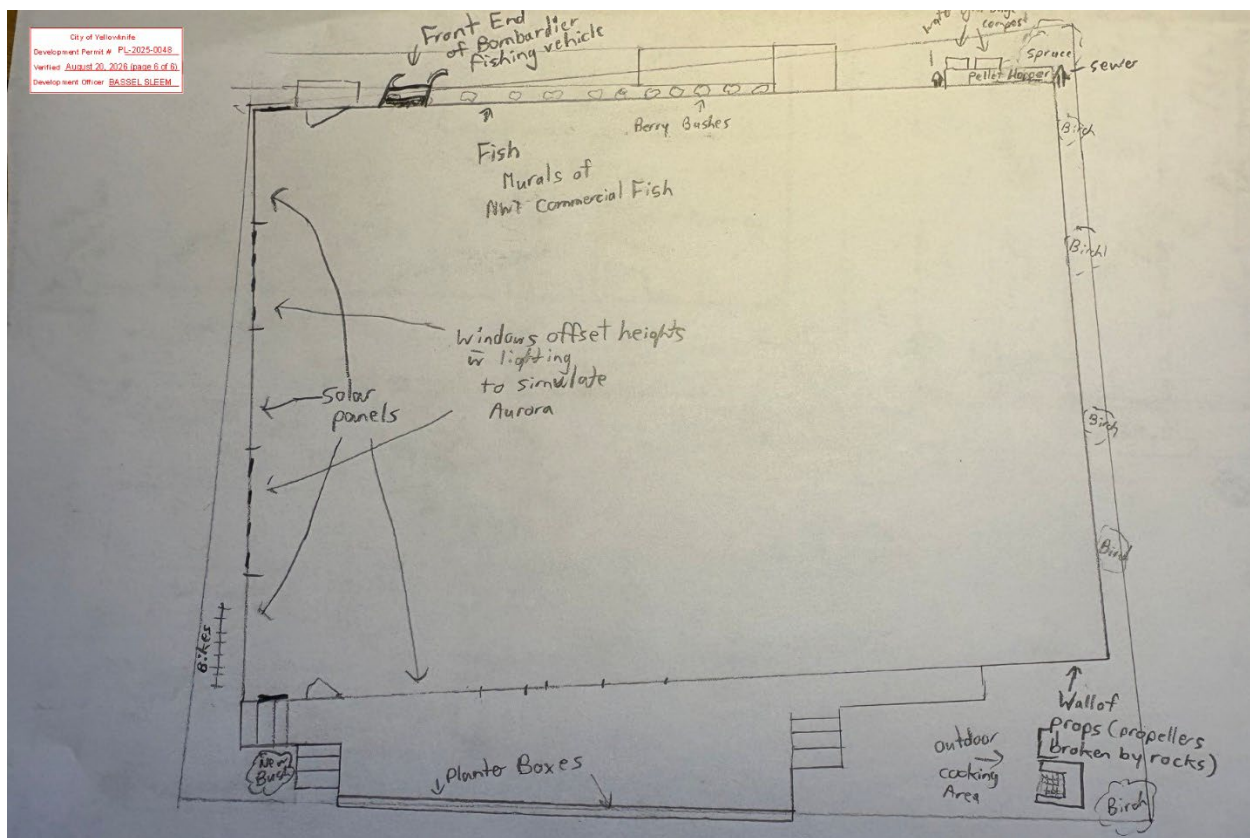
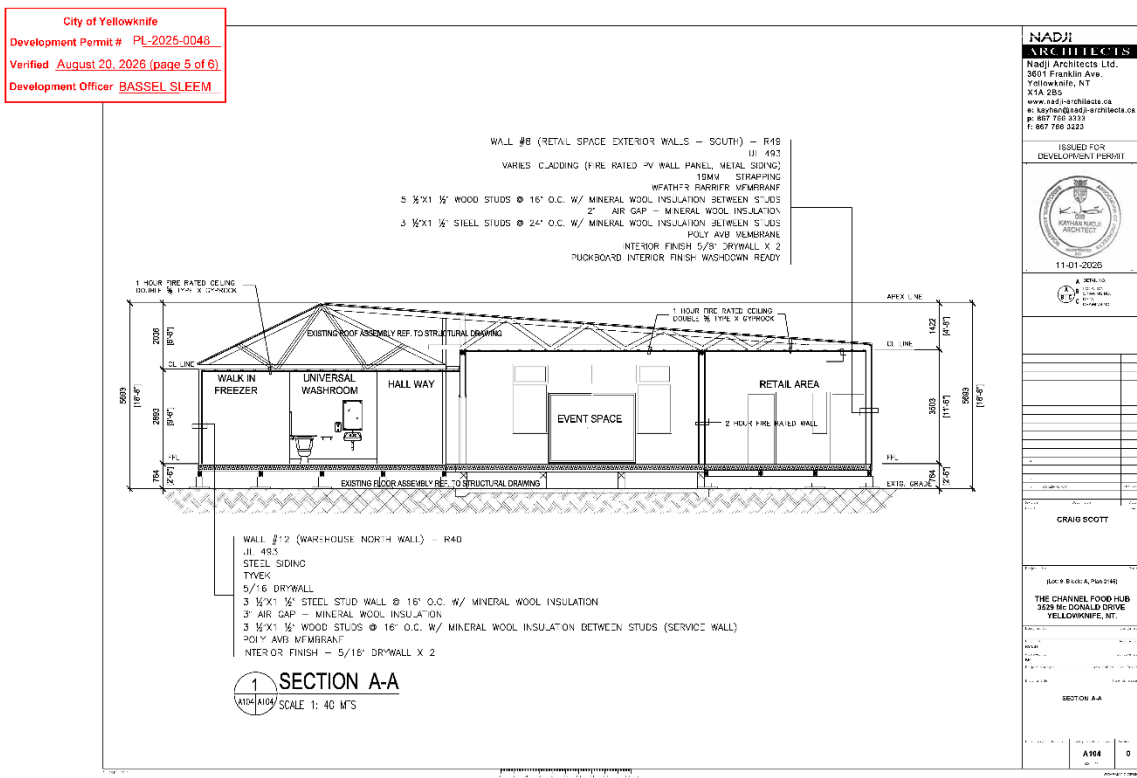
CRAIG SCOTT

CLAD & BLOCK A, Plan 2 (40)

THE CHANNEL FOOD HUB
3628 MacDonald Drive
Yellowknife, NT

ELEVATIONS

A103 0



Appendix C:



CITY OF YELLOWKNIFE

BY-LAW NO. 4807

BL 325

A by-law of the Council of the Municipal Corporation of the City of Yellowknife authorizing the Municipal Corporation of the City of Yellowknife to dispose of leasehold interest in land for the Municipal Corporation of the City of Yellowknife, in the Northwest Territories.

PURSUANT to Section 54 of the *Cities, Towns and Villages Act*, S.N.W.T., 2003, c. 22;

WHEREAS the said parcels of land are not required for municipal purposes by the Municipal Corporation of the City of Yellowknife;

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

APPLICATION

1. That the Municipal Corporation of the City of Yellowknife is hereby authorized to dispose of leasehold interests in land more particularly described as:

All the portion of Lot 10 Block A Plan 3801, as shown on Schedule "A" attached hereto and forming part of this by-law.

2. That the Mayor and City Administrator of the Municipal Corporation of the City of Yellowknife, or lawful deputy of either of them, are hereby authorized in the name and on the behalf of the Municipal Corporation of the City of Yellowknife, to execute all such forms of application, deeds, indentures, and other documents as may be necessary to give effect to this by-law and to affix thereto the corporate seal of the Municipal Corporation of the City of Yellowknife as the act and deed thereof, subscribing their names in attestation of such execution.

EFFECT

3. 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*.

By-law No. 4807

BL 325

Read a First time this 25 day of August, A.D. 2014.

Mark Heyck
Mayor

Grenier Kefala
City Administrator

Read a Second Time this 25 day of August, A.D. 2014.

Mark Heyck
Mayor

Grenier Kefala
City Administrator

Read a Third Time and Finally Passed this 8 day of September, A.D., 2014.

Mark Heyck
Mayor

Grenier Kefala
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.

Grenier Kefala
City Administrator



