

Property Information/Details

Location Description	Lot 1001 Block Q85J/8 Plan 1334
City of Yellowknife Community Plan No. 5007	Section 4.2 Old Town
City of Yellowknife Zoning By-law No. 5045, as amended	Section 3.1. Development Officer Section 4.1. Development Permits and Development Considerations Section 4.4. Application for a Development Permit Section 4.5. Development Permit Process Section 4.7. Development Permit Conditions and Development Agreements Section 4.11. Notice of Decisions Section 4.12. Effective Date and Validity of a Development Permit Section 7.1. Site Planning Considerations Section 7.3. Grade Section 7.4. Vehicular Access and On-Site Traffic Section 7.5. General Landscaping Regulations Section 7.6. Fences Section 7.7 Sight Visibility Triangle Section 7.8 Parking Section 7.9 Signs Section 7.10. Temporary Use Section 7.11. Set-backs from Water-Bodies Section 7.13. Specific Use Regulations Applicable to All Zones Section 13.2. PR- Parks and Recreation
Civic Address	NA
Access	Two-way access through Franklin Ave and one-way exit on Hershman Road
Municipal Services	Snow Fencing Protection of saplings through fence Parking signage's

Recommendation:

- Planning and Environment Division recommends Development Application PLDEV-2025-0087 for Temporary Use as Parking, a Permitted Use in PR- Parks and Recreation zone with the following conditions, be approved on a temporary basis.
- Development Permit to be issued with the following conditions:
 1. The Development shall comply with the Approved Stamped Plan and drawings;
 2. The Temporary Use (Parking) be permitted on a temporary basis up to 3 years in conjunction with the City of Yellowknife Lift Station No. 1 Replacement project at 3911 50 Ave (Block: 79,

Plan: 72) till September 30, 2028;

3. Temporary Parking will be restricted to non-snow months only (May 1 to October 31);
4. The site to be restored to the pre-development condition following the end of the activity, completion of the approved time period, or revocation of a Development Permit, whichever occurs first;
5. The development shall not cause permanent damage or alter natural vegetation or features;
6. Any changes to the Approved Development including the conditions future are subject to the Development Officer's review.

Proposal:

The subject lot is legally described as Lot 1001, Block Q85J/8, and Plan 1334; civic address: Not Applicable. The applicant, City of Yellowknife Public Works and Engineering Department, has applied for a Development Permit for 'Temporary Use of land as (Parking)' for 3 three years until September 30, 2028. Temporary Use is a Permitted Use in PR- Parks and Recreation zone. The proposed facility is meant to provide parking in non-snow months only i.e. between May 1 to October 31 for the vehicles and trailers as temporary parking for 72 hours maximum, as a alternative to closed parking lot due to City of Yellowknife Lift Station No. 1 replacement project that is being proposed on the property at 3911 50 Avenue (Block: 79, Plan: 72).

The proposed temporary parking is as a temporary alternative of parking existed on 3911 50 Avenue. Part of Fritz Thiel Park has been identified by the City of Yellowknife Public Works and Engineering Department as an alternative location for a temporary parking lot due to its close proximity. As per the proposal, Residents and Users will be allowed to park vehicles and trailers on a grassy/gravel area. Signages will be installed to indicate access points for the parking area, along with general rules. Temporary parking will be in use until September 30, 2028, between May 1 to October 31.

General Statement:

The development proposal is reviewed and assessed to identify whether the Use is compatible and has no negative impacts on neighbouring properties.

SUPPORTING STUDIES, DOCUMENTS AND REPORTS

In support of the application the following documents/studies were referenced:

- SITE PLAN prepared by City of Yellowknife Public Works and Engineering Department July 24/25, 2025.
- Temporary Parking sign attached by City of Yellowknife Public Works and Engineering Department July 24/25, 2025.

Justification:

Temporary Use Development Permit Requirements and Processes

Pursuant to section 25(2) of the *Community Planning and Development Act* (the "Act"), a development authority may, subject to any applicable conditions, approve an application for a development permit for a use of land or a building specified in a zoning bylaw as a use that may be permitted at the discretion of a development authority.

Further, pursuant to 4.6.1 of the Bylaw, the Development Officer must consider the impact of development in making a decision on any application under the Bylaw.

Further, pursuant to 7.10.1 c) of the Bylaw, all Temporary Uses require Development Permit approval and processed according to the applicable sections of the Bylaw.

Further, pursuant to 7.10.1 g) i, ii, the Development Officer may attach any condition deemed necessary to ensure that the Temporary Use is removed and the Lot restored to its pre-activity condition; and require an Development Agreement and a security deposit to cover the cost of restoring the Lot if the Temporary Use is not properly removed.

LEGISLATION

Community Planning and Development Act S.N.W.T. 2011, c.22

The *Community Planning and Development Act* (the "Act") establishes the framework for the City to regulate development within its boundaries.

Section 3 of the Act sets out that the Purpose of a Community Plan is: 3. (1) 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.

Community Plan By-law (2020) No. 5007

The City of Yellowknife Community Plan was approved by the Minister of Municipal and Community Affairs on the 5th day of July, 2020. The *Community Plan By-law No. 5007* (the "Plan"), received Third and Final Reading by City Council on the 27th day of July, 2020 and came into effect.

The Community Plan is a comprehensive outline of the goals and objectives for the City with directive policies to accomplish the objectives. Policies of the Community Plan are to be read together and all applicable policies are to be considered and applied at the time of development.

Zoning By-Law No.5045

Section 12 of the Act identifies the purpose of a Zoning By-law as follows: 12. (1) the purpose of a zoning by-law is to regulate and control the use and development of land and buildings in a municipality in a manner that conforms with a community plan/ and if applicable, to prohibit the use or development of land or buildings in particular areas of a municipality. The By-law received Third and Final Reading by City Council on the 14th day of March, 2022.

Section 4 – Development Permit Process specifies which developments require a development permit, the process of applying for a development permit, the authority of a Development Officer particularly in relation to a variance, the evaluation criteria for a variance, as well as the notice of decisions.

PLANNING ANALYSIS

City of Yellowknife Community Plan By-law No. 5007

Section 4.2 of the Community Plan identifies Old Town Land Uses as an area which supports the addressing of growth pressures of increased tourism and commercial interests.

Planning and Development Objectives 1: To limit development of residential and commercial buildings to forms that are compatible with the wetland, shoreline and exposed rock settings.

Policy 1-a: New development will not adversely impact natural geographic features and environment.

Policy 1-b: Any alteration of significant natural bedrock and shoreline features will be avoided if at all possible.

Planning and Development Objectives 3: To encourage compact urban form.

Policy 3-a: Motor vehicle-oriented uses such as non-accessory surface parking lots and drive-thrus will not be permitted.

Planning and Development Objectives 17: To maintain known natural and culturally significant areas and open spaces.

Policy 17-a: Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Willow Flats, Peace River Flats, Latham Island E Shoreline, Willow Flats Shoreline and the School Draw Shoreline will be preserved as natural areas.

Section 5.1 Environment and Climate

The Community Plan outlines that development is to have consideration toward Climate Change mitigation and adaptation. Accomplishing this will require focusing development within the existing built areas of the City and avoiding the expansion of municipal infrastructure and services.

Staff has considered the environmental impacts of this temporary use, with a focus on whether there would be negative impacts generated from the proposed temporary development to existing ground and to neighbouring property. With no vegetation or natural features except grass, it is determined that the proposed temporary use will have very few negative impacts on the environment, also the intended proposal will be lifted after 3 years and City of Yellowknife Department of Public Works and Engineering will restore ground to its original condition.

Climate change impacts of the proposed development is considered minimal. Parking generally does not impact negatively on the ground especially when it is only for non-snow months of year and the surface conditions aren't changing. A certain level of noises may be anticipated but it is generally expected in this area.

Section 5.2 Transportation

Within the City transportation systems are important to ensure safe, efficient and accessible transportation for all modes. The proposed development site includes adequate parking to substitute for the closed parking on the lift station; and is in close proximity to the parking lot; and is situated within the baseball field on the north and grass on the west. Further, the existing proposal leaves enough space for potential parking demands.

The proposed temporary use is anticipated to serve users demand as well as to mitigate neighbouring resident's concerns without causing unexpected traffic/parking issues in the neighbourhood as the result of the closure of the current parking lot.

Section 5.3 Municipal Infrastructure

This section of the Plan is not applicable as no extension of municipal piped services is required to facilitate the proposed development. No new addition/connection will be required.

5.4 Subdivision and Land Development Sequencing

This section of the Plan is not applicable as no subdivision of existing land is required as this is temporary use of land.

Section 6.7 Public Engagement and Notice

Notice of Application Letter for Temporary/Use (Parking) was circulated to the adjacent property owners on July 28, 2025, as per section 4.5.2 of Zoning By-law No. 5045. Public Notice of Application was also set up on the same day for comments. Comments received are mentioned in this report. Decision of the application will be posted on the appropriate locations including the City's website.

As per the section 4.5.1 the file was referred to City departments and external agencies for their review and comments. Comments received are mentioned in this report.

Zoning

City of Yellowknife Zoning By-law No. 5045

No variances are required based on the Technical Review of the application. PR- Parks and Recreation.

Use:

The proposed parking is considered 'Temporary Use' by the definition and listed as a Permitted Use in PR- Parks and Recreation on Table 13-3.

The proposed development is temporary as it is associated with alternative parking at 3911 50 Ave (Block: 79, Plan: 72). Additionally, there are no new accessory buildings/structures proposed except directional and warning signages.

Drainage and Grading:

No drainage or grading plan required at this stage.

Landscaping:

No changes will be made to the remaining land in terms of landscaping.

Signs:

Several signs such as directional sign, warning signs are proposed at this location and are part of stamped drawings and plans.

LEGISLATIVE AND POLICY REQUIREMENTS

Public Consultation

A notice of application for temporary/permitted use was circulated to the adjacent property owners on July 28, 2025, per section 4.5.2 of Zoning By-law No. 5045. A public Notice was also set on-site regarding the same. Following comments were received:

No.	Comments	Consideration
1	I am writing in response to PLDEV-2025-0087, the proposal to convert part of Fritz Theil park into a temporary parking lot. We live adjacent to this green space. While I feel this is a fair approach to managing the loss of parking space from the Lift Station #1 reconstruction project, I feel there are a number of items that should be considered and implemented to improve the integration of this parking lot. 1. Green spaces are very important to our community. Any support I have for this plan is based entirely on the premises that this is a temporary solution and that the green space will be reinstated following the completion of the upgrades to the School Draw Parking Lot. 2. There is a well trafficked foot/bike path that runs along the ball diamond fence. Your map indicates that parking will be available up to the ball diamond fence blocking pedestrian traffic. I request that a 3 m wide strip be left separate from the parking area to maintain this pedestrian and bike path. 3. The existing [REDACTED] next to the [REDACTED] on Hershamn is used by the [REDACTED] to access the [REDACTED] of [REDACTED]. This may present a conflict. 4. Hersham is planned as an exit from the parking lot. Hershamn is in poor condition with failing chipsal and many potholes. Please plan to complete upgrades on Hershamn to accommodate the increased heavy traffic. 5. You indicate that snow fencing will be used to separate the parking area from the remaining green space. Snow fencing is unsightly and often installed with metal posts which may be sharp. Given the multi-year duration of the temporary development please consider alternate fencing options.	• Green spaces are important for the City of Yellowknife. Therefore, all the saplings will be protected by 2 feet fence that will be around young trees. A condition of approval will be that the development must comply with the approved stamped drawings, restoration of land to its pre-development condition for PLDEV-2025-0087 and with all Bylaws in effect for the City of Yellowknife. The Temporary Use (Parking) be permitted on a temporary basis up to 3 years in conjunction with the City of Yellowknife Lift Station No. 1 Replacement project at 3911 50 Ave (Block: 79, Plan: 72) till September 30, 2028. • The foot/bike path is informal and not designated under Official Community Plan By-law No. 5007 and Zoning By-law No. 5045. A 3 m wide strip cannot be left as it is non-designated/informal foot/bike path. • Any operation outside property boundary is not permitted. In addition to one-way exit at Hershamn there is

	6. I assume you are planning to surface the area with gravel. Please implement and execute an appropriate dust suppression plan throughout the duration of the parking lot. 7. You might want to consider adding some sort of netting, otherwise vehicles may be prone to damage from baseballs.	a two-way access from Franklin Ave. • Condition related to Hershman can be emailed to Public Works and Engineering Department. It is outside Planning and Development department jurisdiction to work on road condition. • The application PLDEV-2025-0087 mentions that the parking will be only for non-snow months (May 1 to October 31 only). Further, maximum parking time will be 72 hours as per the signage. • No gravel will be added, and the surface will remain in the current condition i.e. Grass where it is grass and gravel where it is gravel, as mentioned in the application. • Owners will park at there own risk and discretion. The City of Yellowknife does not hold any accountability for damage to any person, animal, property, vehicles and trailers etc. A warning will be mentioned on the signage. And additional warning sign is added on the stamped drawing.
2	This proposal would result in an unfortunate use, and loss, of public green space – which would disrupt use of this area by neighbourhood and City residents, including frequent use in spring and summer by school groups and sports groups. The need for and use of this area by a limited group of power boaters against use by a wider group of Yellowknifers for recreation purposes is questionable at best. While a period of 3 years is noted for this temporary use, this period could easily extend up to 5 years given propensity for construction projects (ie. The significant public works project taking place at School Draw/Franklin) to experience delays and cost overruns Specifically it is requested that: -the parking area be closed during the off season for boating on Great Slave Lake (suggest the lot be open May 15 – closing October	• Green spaces are important for the City of Yellowknife. Temporary parking won't be affecting Baseball field and the remaining green space of Fritz Thiel Park. • All the saplings will be protected by 2 feet fence that will be around young trees. A condition of approval will be that the development must comply with the approved stamped drawings, restoration of green spaces for PLDEV-2025-0087 and with all Bylaws in effect for the City of Yellowknife. As per the application from the City

	15) – this will prevent long term storage of various vehicles and items as occurs on the School Draw site -the parking area maintain the current grass/dirt surface – not surfaced with gravel – if the area is surfaced with gravel there needs to be a commitment to return the area to its current ground cover -the barrier to delineate the south border of the parking area should be such to allow pedestrian/bicycle movement through the parking area – this area is used by residents as a pathway to old town/downtown, dog walking and other uses (a snow fence is shown on the site plan) -alternatively, and a preferable option - a designated path should be created along the fenceline of the ball diamond to allow pedestrian/bicycle movement through the area -the one way access into the parking area from Hershman Drive should be deleted – the two way access shown at Franklin Ave is sufficient for access in/out of the site	of Yellowknife Public Works and Engineering department no changes will be made to the existing condition of ground. • The application PLDEV-2025-0087 mentions that the parking will be only for non-snow months (May 1 to October 31 only). Further, maximum parking time will be 72 hours as per the signage. • No gravel will be added, and the surface will remain in the current condition i.e. Grass where it is grass and gravel where it is gravel. A condition of Development Permit will be to restore land to its pre-development state. • The foot/bike path is informal and not designated under Official Community Plan By-law No. 5007 and Zoning By-law No. 5045. A strip/designated path cannot be left as it is non-designated foot/bike path. • Additional one way access from Hershman Road will also support access to emergency vehicles in case of emergency.
3	Thank you for the opportunity to comment on this development application. To begin, I would like to suggest that providing 1-week notice, using a small barely noticeable sign on the side of a fence facing Franklin Ave serves as insufficient notification to the public. I would also question the need for the City to provide boat trailer parking in this inner-city location where there is limited space and parking as is. I understand that local residents do not want to see a proliferation of boat trailers on their streets. That being said, it seems that those looking to launch around the corner from their homes can take their trailer back to their home, while those driving from elsewhere could be encouraged to go to Giant mine boat launch or Con mine area site. It seems that those without the luxury of a boat lose out on common usage recreation space that is easily accessible.	• Green spaces are important for the City of Yellowknife. Therefore, all the saplings will be protected by 2 feet fence that will be around young trees. A condition of approval will include that the development must comply with the approved stamped drawings, restoration of land to its pre-development condition for PLDEV-2025-0087 and with all Bylaws in effect for the City of Yellowknife. The Temporary Use (Parking) be permitted on a temporary basis up to 3 years in conjunction with the

	If the unfortunate decision is made to go ahead with this proposal, I would request that: - The parking area maintain the current grass/dirt surface – not surfaced with gravel – if the area is surfaced with gravel there needs to be a commitment to return the area to its current ground cover. - A suitably sized specifically designated pedestrian/bike/dog walker passage between the parking area and the baseball diamond fence (~northwest side of the proposed parking area) be maintained. This will also serve to protect City water infrastructure that runs along the outside of the fence. Having full view of this area year-round, it is heavily used by many people and it would be important that passage not be impeded by parked vehicles. - The parking area be closed during the boating off-season on Great Slave Lake to prevent long term storage of various vehicles and items, as occurs on the School Draw site, and to limit the amount of time that there is restriction of public recreational use. Thank you for your time and attention,	City of Yellowknife Lift Station No. 1 Replacement project at 3911 50 Ave (Block: 79, Plan: 72) till September 30, 2028. • The foot/bike path is informal and not designated under Official Community Plan By-law No. 5007 and Zoning By-law No. 5045. A strip/designated path cannot be left as it is non-designated foot/bike path. • The application PLDEV-2025-0087 mentions that the parking will be only for non-snow months (May 1 to October 31 only). Further, maximum parking time will be 72 hours as per the signage image shared by Public Works and Engineering department, City of Yellowknife.
4	Welcome to Yellowknife, and thank you for taking the time to meet with me last week regarding the above noted proposed development. My [REDACTED], [REDACTED], who lives at [REDACTED], has asked that I respond on his behalf since he will be out on the land for [REDACTED]. We are concerned that various departments at City Hall are proceeding with a number of projects in this area, with minimal oversight on how these projects collectively will PROFOUNDLY impact the small row of houses facing Franklin Ave with the Fritz Thiel ballpark in behind. Just think of it: A [REDACTED] completely surrounded by construction – Lift station out front, Franklin Avenue ripped up and reduced to one way traffic, and now a parking lot in their backyard where there once was a park – with vehicles, c/w boat trailers and camper vans coming and going all hours of the day and night. All this going on for 3 years (at least). The proposed parking lot will purportedly benefit a handful of tourists and boaters for a limited amount of recreational time each summer. Meanwhile, the quality of life for these residents will be negatively impacted, day in, day out, 365 days a year, with increased noise, construction and traffic directly behind a neighbourhood where small children reside. [REDACTED] purchased this property, in part, knowing that it backed onto a municipal park where his children could play, and paid a premium for this luxury. Increased noise and traffic could	• The application PLDEV-2025-0087 mentions that the parking will be only for non-snow months (May 1 to October 31 only). Further, maximum parking time will be 72 hours as per the signage. • The Franklin Ave construction next to 3908 Franklin Ave timeline can be confirmed by contacting Public Works and Engineering department. • A portion of land with Lot: 1001, Block: Q85J/8 and Plan: 1334 will be converted to Temporary Use (Parking), no other activity or use will be permitted in that area. The City of Yellowknife holds no responsibility of safety on the temporary parking lot. • A portion of land with Lot: 1001, Block: Q85J/8 and Plan: 1334 is identified as a temporary parking solution for vehicles and trailers and will be restored to its pre-development condition by

	negatively impact house values for several years and present a safety risk for his children. We are strongly opposed to construction of the parking lot at this location and would like to make the following suggestions: 1. We understand that an additional parking area is proposed for over by the start of the Dettah Road. Why not just expand this area? 2. If there is no other workable solution, establish a buffer zone behind this row of houses with dedicated parking for residents, at least as long as Franklin Ave is reduced to one way traffic. 3. Allow for an elimination or at minimum a reduction in municipal taxes for affected residents during the time that enjoyment of their personal property is disrupted. In closing, I ask all departments at City Hall to collectively consider the impacts multiple projects will have on the quality of life for families who live in this area. Respectfully,	Public Works and Engineering Department, City of Yellowknife, after construction of lift station parking lot as mentioned in the development permit condition. • The movement of trailer and vehicles require more space therefore parking area was identified by the Public Works and Engineering department as per there requirement. • A dedicated parking cannot be established as there are no such provisions related to temporary use under Zoning By-law No. 5045. • A tax reduction cannot be provided as there are no such provisions related to temporary use under Zoning By-law No. 5045.
5	With regard to the subject development proposal to turn a portion of this park into temporary parking; I am a resident of [REDACTED] and utilize this park on a daily basis. I do NOT support the proponent's application to change the property's current usage from park to parking. This response is from myself and from [REDACTED], [REDACTED], who also resides with me. Thank you.	• The application PLDEV-2025-0087 states that this is temporary use of land for next 3 years. Intention of this proposal is to provide a temporary solution till the construction of lift station is completed.
6	I was disappointed to hear of the proposal to convert greenspace along Franklin Avenue in the Peace River Flats neighbourhood, where I live, to parking space for boat trailers For several years, free parking has been provided as a convenience to people using the boat launch in Old Town. It is unfortunate now that providing a convenience to some residents is inconveniencing many others. The greenspace along Fritz Theil Ball Park is well used by may residents of the neighbourhood, and of the city. There have not been any assurances made that, once converted to parking, the area can be reverted to greenspace once the construction project is done. Parking isn't a necessity; people are able to launch boats without it. There are other access points to Great Slave Lake. Perhaps reopening the boat launch at Con or expanding the facilities at Giant Mine or the Yellowknife River would help meet the needs of Yellowknife boaters.	• A condition of Development Permit will be to restore the land to its pre-development state.

	Thanks,	
7	I personally do not think putting a parking lot behind the ball diamond is a wise idea unless you have intentions of placing a net along the border of the diamond Slopitch is played almost nightly and the ball get be hit deep into that green space which could pose a liability for broke windshields Thank you	The City of Yellowknife does not hold any accountability for damage to any person, animal, property, vehicles and trailers etc. A warning will be mentioned on the signage.
8	I'm the [REDACTED], while I no longer live in Yellowknife I still consider it [REDACTED]. I lived there for almost [REDACTED] and the [REDACTED]. I just learned that there are plans to use 75% of the green space along Franklin and turn it into parking space. I am really surprised and disappointed that the City is considering this option. It will really create an eye sore and detract from the intention of created green space to soften and enhance the esthetician along that road. That green space is used by families and others such as ultimate frisbee groups. Once you repurpose that space it opens the door to other possibilities. New construction etc. I'm curious if this is an excuse for the City to not have to maintain the green space? Please reconsider. Sincerely,	A condition of approval will be that the development must comply with the approved stamped drawings and plans, restoration of land to its pre-development condition for PLDEV-2025-0087 and with all Bylaws in effect for the City of Yellowknife. The Temporary Use (Parking) be permitted on a temporary basis up to 3 years in conjunction with the City of Yellowknife Lift Station No. 1 Replacement project at 3911 50 Ave (Block: 79, Plan: 72) till September 30, 2028.
9	I am responding to letter dated July 28 2025. In general I have no concerns of the use of [REDACTED] [REDACTED] to be used as temporary parking for 3 years. Having said that I have the following comments Once parking term is finished will the grounds be remediated back to the grass green space? Once winter season comes will all vehicles be removed for winter? Will the City extend the chain Link Fencing to prevent Vehicles from short cutting across my property? If you would like to meet at the property to discuss my contact is [REDACTED]. I can meet with you at your convenience.	A phone call was made to answer these questions. A chain link fencing cannot be provided as this is temporary use of land. Public Works and Engineering department will be asked to provide snow fencing on ground to avoid people short cutting.

10	As a follow up to our discussion about the temporary parking adjacent to Fritz Theil Ballpark. IPad mentioned the completion of the chain link fencing on the perimeter of this proposed parking area. Some years ago the city parcel of Greenspace that is now the proposed temporary parking lot used to be quite a bit lower in grade than the residential lots in front. At some point the city brought in more fill and raised the grade closer to the level of the residential lots to help prevent the erosion of these lots. There was a chain link fence that was buried due to the amount of fill that was bought in. The City had come down and was replacing some of this fencing but they paused on finishing this as there were some houses going up and there was some water and sewer work in the field as well it was used as a construction laydown. The City said they would come back and finish the fence but this did not happen. Given that this will now be ac3 year parking lot, this may be the time to finish this fencing. Once again I am available to meet and show you what I have written about above if you want to meet in the field. You have my email as well my number is [REDACTED]. I can meet at your convenience	A chain link fencing cannot be provided as this is temporary use of land. Public Works and Engineering department will be asked to provide snow fencing on ground to avoid people short cutting.
11	To whom it may concern, and [REDACTED], whoever you may be, and the new Mayor I am also sending this to. The blatant destruction of a public resource (park) that all Yellowknifers enjoy and truly and desperately need in a city with almost zero green space is a disgraceful idea, as is any attempt to develop Willow Flats. Neither of these developments should even be on your table and up for discussion right now. There are so many other messes of yours to clean up. So many indeed. Not to mention the garbage all over the city you are doing absolutely nothing about. In addition, any covert attempt to go ahead with destruction of this green space only as a way to secretly offer the new Islamic mosque which was erroneously permitted to be built on a terrible spot where there is NO PARKING anywhere, (and neighbours have complained for 30 years already about parking and noise issues caused by this particular religious organization) some free parking now at the expense of everyone else in the city is also illegal and will not go without major trouble from other religious organizations within our community and rightly so. I cannot stress this point enough. It blows my mind that you think no one is paying attention to this. This is such vile behaviour and I strongly suggest you stop all of this nonsense immediately. How many other churches have been offered free parking in this city or ever would be, I wonder? None, of course, and for good reason! Your idea is and should be illegal and it likely is.	The development permit application PLDEV-2025-0087 propose a portion of land with Roll No.: 0965100150, Lot: 1001, Block: Q85J/8 and Plan: 1334, to be used as a temporary use (Parking) for next 3 years till September 30, 2028, only between May 1 to October 31 every year. Application including the plan, File Number: PLDEV-2025-0087 was prepared by Public Works and Engineering Department, City of Yellowknife. Development Officer working on this file did not prepare or propose/identified area for this application, neither was part of pre-consultation (if there was any). A Notice of Application was posted on site on July 28, 2025, and the deadline to submit comments was August 5, 2025. Comments after August 5, 2025, were also added to this report as good planning practise. Intend of this application (File Number: PLDEV-2025-0087) as described in the project description is to provide a temporary solution for vehicles and trailer till the construction of lift station is completed.

	I am a 49 year resident of this city and I am completely fed up and many like me are about to make some major noise. In addition, your ignorance and arrogance absolutely astounds me. How dare you waste everyone's precious time on a continual basis with your ludicrous insulting trickery and behaviour like putting up public notices and picket signs the day of the deadlines for public consultation on your stupid and shameful proposals. Shame. Absolute garbage behaviour from the lot of you time, money, and goodwill wasters. Garbage duty is what you should really be doing with your time instead of forcing that task upon irate and heartbroken citizens who actually love their hometown and are forced to see it all decaying so incredibly rapidly at the hands of irresponsible narcissistic newcomers like you.	This email (with comments) was forwarded to Manager, Planning and Environment with Development Officer's note on August 13, 2025.
12	To Yellowknife City Council; In a world plagued by climate change and wildfires Yellowknife City Council must be unique in actively seeking to destroy its green spaces, specifically two recreational areas in the old town that have been in constant use by the citizens of Yellowknife for decades. It doesn't matter what your administrative problem is, your judgement is questionable and, in the face of world wide environmental destruction, so seems your ability to provide us with a reasonable solution. Your proposal cheapens life for the citizens of Yellowknife instead of improving it. No one who lives in Yellowknife and loves the city would ever contemplate such destruction. Whose idea was this? I am also concerned that the citizens of Yellowknife are paying the price to provide the Muslim church with parking space which any responsible civi-minded group would have ensured was part of their original building plan. I'm not sure the behind-the-scenes negotiations regarding this issue would stand up to a constitutional challenge on religious grounds should another faith group decide they want to receive special treatment from the City of Yellowknife and have public parking lots provided to convenience them too. This is the second time this year when a decision made by Yellowknife City Council rests on shaky constitutional ground. To adopt a strategy that charges one group of citizens in one part of the city more for the same service (water) sets a precedence for all sorts of constitutional challenges by people who can show that, by virtue of their location, the city doesn't have to spend as much to provide them services so they will be entitled to a reduction in fees, retroactively no doubt. Are you ready for that? Can you imagine what the map of Yellowknife will look like then? How much extra will we have to charge to run a snowplow an extra kilometre down the same street?	The development permit application PLDEV-2025-0087 propose a portion of land with Roll No.: 0965100150, Lot: 1001, Block: Q85J/8 and Plan: 1334, to be used as a temporary use (Parking) for next 3 years till September 30, 2028, only between May 1 to October 31. Application including the plan, File Number: PLDEV-2025-0087 was prepared by Public Works and Engineering Department, City of Yellowknife. Development Officer working on this file did not prepare or propose/identified area for this application, neither was part of pre-consultation (if there was any). A Notice of Application was posted on site on July 28, 2025, and the deadline to submit comments was August 5, 2025. Comments after August 5, 2025, were also added to this report as good planning practise. Intend of this application (File Number: PLDEV-2025-0087) as described in the project description is to provide a temporary solution for vehicles and trailer till the construction of lift station is completed. This email (with comments) was forwarded to Manager, Planning and Environment with Development Officer's note on August 13, 2025.

	We elected you assuming you were going to try to improve life in the city. None of this qualifies. Not only are you engaged in environmental destruction you are creating divisions within the Yellowknife community on two fronts. You should be ashamed of yourselves. Sincerely,	
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A notice of approval will be posted at the site as well as on the City's Capital Update on a decision is made. 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.

The above written and oral submissions received were considered by the City of Yellowknife in its decision.

City Departmental Consultation

An application package for temporary/permitted use was circulated to the Community Services Department on August 18, 2025, per section 4.5.1 of Zoning By-law No. 5045. Following comments were received:

No.	Comments	Consideration
1.	It is understood that the City will provide the areas for alternate parking and that signage will need to clearly state that everything stored on the property will be at the owner's risk. The area surrounds the Fritz Theil ballfields and balls are hit into the area regularly. The area to the right of the two-way gate was recently overseeded so if we could open the area to the left first to preserve as much of that work as possible, we would prefer that as a first option. The turnaround area we can prep so the trees are not damaged. We will work to support this plan, Between the Franklin entrance and Stout Road entrance. Obviously if more room is needed, we will just ignore this concern, and they can park on the overseeded area but if we can save the work, we would appreciate it. Thanks	Additional warning signages will be requested by the Public Works and Engineering department.

External Departments and Agencies

An application package for temporary/permitted use was circulated to the Rotary club of Yellowknife on August 27, 2025, as per section 4.5.1 of Zoning By-law No. 5045. No comments were received.

Conditions of Approval:

Conditions of the Temporary Development Permit Approval are recommended as follows:

- The Development shall comply with the Approved Stamped Plan and drawings;
- The Temporary Use (Parking) be permitted on a temporary basis up to 3 years in conjunction with the City of Yellowknife Lift Station No. 1 Replacement project at 3911 50 Ave (Block: 79, Plan: 72) till September 30, 2028;
- Temporary Parking will be restricted to non-snow months only (May 1 to October 31);
- The site to be restored to the pre-development condition following the end of the activity, completion of the approved time period, or revocation of a Development Permit, whichever occurs first;
- The development shall not cause permanent damage or alter natural vegetation or features;
- Any changes to the Approved Development including the conditions future are subject to the Development Officer's review.

Conclusion:

Based on the planning technical analysis, it is identified that Development Permit application (PLDEV-2025-0087); and a Parking, as defined in the Zoning By-law No. 5045 and a Temporary Use is Permitted. Further, the proposal conforms to associated policies in the Community Plan By-law No. 5007 and meets all the requirements and regulations of PR – Parks and Recreation zone set out in the Zoning By-Law No. 5045.

The proposal is near the existing closed parking lot and boat launching. Planning and Development department approves the Development Permit application (PLDEV-2025-0087), as a Temporary Use (Parking) up to 3 years until September 30, 2028.

Prepared [and approved] by:



Himanshu Singh Parihar
Planner I

September 12, 2025
Date

Concurrence by:



Tatsuyuki Setta, RPP, MCIP, AICP
Manager, Planning and Environment

Sept. 12, 2025
Date

Attachment: Approved Drawings Development Permit PLDEV-2025-0087, DM#805083