

Property Information/Details

Location Description	Lot 8 Block 119 Plan 4880
City of Yellowknife Community Plan No. 5007, as amended.	Section 4.1 Downtown Section 4.1.2 Central Residential Section 5.2.2 Active Transportation Infrastructure Section 5.3 Municipal Infrastructure
City of Yellowknife Zoning By-law No. 5045, as amended.	Chapter 3 Roles and Responsibilities Chapter 4 Development Permit Process Section 5.1 Development Appeal Process 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 7.8 Parking Section 8.2 Specific Use Regulations Applicable to Residential Zones Section 10.5 RI-1 – Residential Intensification 1 Zone
Civic Address:	20 Gitzel Street
Access:	Gitzel Street
Municipal Services:	Piped water and sewage services; Municipal garbage pickup

Recommendation:

The Development Officer recommends approval of Development Permit Application PLDEV-2026-0047 for the development of six (6) unit Multi-Unit Dwelling, with the following condition(s):

1. Any site grading that exceeds an average change of 0.60m shall require a Grading Permit to be obtained.
2. A minimum of three (3) Bicycle Parking Space must be provided on-site as a part of the Development.
3. A Landscaped buffer of a minimum of 2.00m must be provided on the side of the lot abutting the existing Single Detached Dwelling.
4. Submission of a Real Property Report to the City of Yellowknife is required prior to occupancy.
5. The applicant must provide access to an enclosed garbage and compost area, which shall be screen in accordance with the Zoning By-law No. 5045, as amended.
6. The development shall comply with the approved stamped drawings for PLDEV-2026-0047 and with all By-laws and policies in effect for the City of Yellowknife.

Proposal:

The applicant has applied for Development Permit to develop a six (6) unit Multi-Unit Dwelling. Multi-Unit Dwelling is a permitted use in the RI-1 – Residential Intensification 1 Zone according to Zoning By-law No. 5045, as amended.

Background:

GENERAL STATEMENT

On March 12, 2026, Bob and Joyce Taylor, the applicants, had a pre-consultation meeting with City staff regarding their proposal for the subject Lot. The Lot has not be previously developed. Comments were provided to the applicant to ensure compliance with applicable City By-laws, including requirements for site grading. On March 16, 2026, an application for a Development Permit to develop a 5 Unit Multi-Unit Dwelling was received by the City for consideration. On April 9, 2026, the applicants updated the application to increase the number of proposed units from 5 units to 6 units. The application was recirculated for one week with the changes indicated on site signage and the City's Active applications page.

Assessment of the Application:

JUSTIFICATION

Multi-Unit Dwelling is a permitted use in the RI-1 Zone. A Development Permit is required under Section 4 of the Zoning By-law, authorized under Section 15 of the *Community Planning and Development Act*. The Development Officer is the approving authority for Development Permits within the scope defined by Section 3.1.1 of the Zoning By-law.

LEGISLATION

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

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.

Community Plan By-law No. 5007, as amended

As per section 3(1) of the *Act*, 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 2020 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 general 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 processes the application per section 3.1.1 (Development officer's roles and responsibilities) and applicable sections of Chapter 4 (Development Permit Process) of the By-law.

PLANNING ANALYSIS

City of Yellowknife Community Plan By-law No. 5007, as amended

Section 4.1.2 Downtown - Central Residential

The Plan identifies the Downtown - Central Residential Land use Designation as an area that has an intermixed with some high-density apartments and buildings that have seen adaptive re-use for small-scale offices and/or retail spaces. It is intended to be a transition area between the high-density city core and other area designations like Old Town, the Recreation Hub, and Old Airport Road Commercial. The area is a geographically convenient place to live, as services are easy to access by walking, biking, driving and public transit. The area is mostly low density residential but due to its proximity to walkable amenities and grid pattern of streets, it is suitable for transition to higher density residential and multi-use development through infill.

Section 4.1.2 Central Residential Objectives and Policies	
Planning and Development Objectives:	Policies:
1. To improve walking and cycling connections for all ages and abilities within the area and to the City core and other adjacent land use designated areas.	1-a. Improvements will be made to intersection safety, sidewalks, cycling paths, and trail networks.
3. To intensify land use through higher density development, starting in the areas that are adjacent to the city core and moving outwards. High density development adjacent to the City core stepping down to medium density.	3-a. Zoning will be revised to allow for higher density re-development close to the City Core stepping down to medium density zoning further from the City Core.
4. To encourage higher density residential development.	4-a. Off-street parking minimums will be reduced. 4-b. Walking and cycling connections will be improved to support active modes of transportation.

5. To encourage a variety of housing options.	5-a. Alternative dwelling types that support higher density may occur in the area, but development must have enough space to accommodate living area, parking setbacks and outdoor amenity space.
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The proposed development of a 6 unit Multi-Unit Dwelling meets the objectives of the Downtown – Central Residential Land Use Designation as it contributes to a variety of housing options with two 1-bedroom units and four 2-bedroom units and has the space to accommodate six ‘type-B’ off-street parking spaces, one for each dwelling unit. The subject Lot located approximately 400m from the Downtown Land Use Designation area defined by the Plan, making it an ideal area for increased density as the Lot is located near the intersection of Gitzel Street and Matonabee Street which is predominately single detached dwellings.

Section 5.2.2 Active Transportation Infrastructure

The Plan identifies the need for continued improvements to be made to Active Transportation Infrastructure across the City to serve both recreational and commuter uses. New dedicated safe and efficient walking and cycling infrastructure for all ages and abilities in areas that are currently underserved by active transportation infrastructure will be a priority.

Section 5.2.2 Active Transportation Infrastructure Objectives and Policies	
Planning and Development Objectives:	Policies:
1. To address gaps in the active transportation network.	1-a. Safe and accessible active transportation infrastructure for all ages and abilities will be constructed to better connect residential and commercial areas of the City.

The proximity to Downtown also encourages active modes of transportation being located both close to employment opportunities and nearby Frame Lake trail which provides walking and cycling access to Old Airport Road. A sidewalk runs along the front of the subject Lot, which will be retained following construction to accommodate off-street parking and continued pedestrian access. Maintaining and improving the existing pedestrian and cycling infrastructure is important for continuing to encourage active transportation by residents and is considered as a part of this application. The Plan encourages addressing gaps in the network, which have not be identified in review of the subject Lot. Currently, the subject Lot is well served by non-motorized transportation modes with immediate sidewalk access and nearby access to Frame Lake Trail. The proposed development is not anticipated to negatively impact the existing pedestrian infrastructure as parking must be accommodated on the subject Lot. As such, no gaps in pedestrian infrastructure have been identified during the review of the application that could be addressed as a part of the Development Permit process.

Section 5.3 Municipal Infrastructure

The City owns and operates a variety of facilities and key infrastructure that is necessary for delivering public services and programs. Facilities and infrastructure include water supply and treatment facilities, water and sewer infrastructure, solid waste disposal and wastewater treatment facilities, and recreational facilities. Piped water and waste water services are a significant capital cost. To keep costs low for users, higher utilization of the existing systems is required. Infill development will support better utilization of existing infrastructure.

5.3 Municipal Infrastructure Objectives and Policies	
Planning and Development Objectives:	Policies:
3. To concentrate commercial and residential development in areas serviced by piped water and sewer services.	3-a. Commercial and residential development will be prioritized in areas with piped water and sewer services.

The proposed development meets the objectives for municipal infrastructure by concentrating new, more intense development in an area that already has access to piped water and sewer services. While the lot has not been previously developed, access to municipal water and sewer services already exists along Gitzel Street. The development will be able to connect to existing infrastructure rather than requiring expansion to existing piped or trucked services, as directed by the Plan.

Zoning

City of Yellowknife Zoning By-law No. 5045, as amended

The proposed 6 unit Multi-Unit Dwelling has been determined to meet all applicable requirements of the Zoning By-law.

Land Use (Section 10.5):

Multi-Unit Dwelling is a permitted use in the RI-1 Zone. The proposed uses meet the purpose of the RI-1 Zone with an infill development that is suitable for established neighbourhoods. The adjacent properties, with the exception of the property to the northeast which is the same RI-1 Zone, are all zoned RC-1 – Residential Central 1 Zone which allows for a range of residential uses, including Multi-Unit Dwelling. The existing land uses of the adjacent properties are Single Detached Dwellings and vacant land. Currently, only one existing Single Detached Dwelling directly abuts the subject Lot which requires a minimum 2.00m landscaped buffer to mitigate the interaction between the different intensities of residential use. Setbacks for Unenclosed Deck and unenclosed steps is the Side Yard Setback reduced by 40%. The Side Yard Setback is 3.00m meaning, the setback can be reduced by 1.20m for a minimum setback from the property line for unenclosed decks and steps of 1.80m. The provided site plan shows the 1.80m setback for only unenclosed decks and steps, demonstrating compliance with the RI-1 Zone’s regulations.

Below are additional zoning analysis of the Lot.

Site Planning Considerations (Section 7.1):

The proposed development must comply with Section 7.1 specifically in regards providing pedestrian access points to public roadways, transit and trails (Section 7.1.1), to incorporating proper Lot surface drainage (Section 7.1.2) and remaining accessible by emergency services (Section 7.1.6.).

Grading (Section 7.3):

The proposed development must comply with all applicable City regulations pertaining to drainage and grading. The applicants are proposing to grade less of the property than is outlined by the City's general subdivision grading plan. The applicant is required to ensure that the finish grading will be equal to or less than the grading proposed by City as a part of a Grading Permit. The proposal will, to the practical extent, retain the natural contour of the land, minimize the Use of retaining walls, and ensure positive drainage to appropriate receiving Watercourses or municipal storm water systems.

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

The Lot has Front Street Access from Gitzel Street. Based upon a review against the regulations of the Zoning By-law, the proposed development complies with the required regulations. While the subject Lot is partially across the street from the intersection of Gitzel Street and Albatross Court, the subject Lot's lot boundaries do not form the intersection, as the Lot is not a corner lot. Therefore, the proposed development does not need to alter the proposed driveway access as it already ensures safe and efficient vehicle movement. Additionally, the separation distance from the adjacent existing driveway is appropriate as the adjacent Lot has approximately 9.00m distance from the shared lot line to the edge of the neighbouring driveway. The proposed development will have a distance less than 1.80m to the edge of the driveway to the lot line. The distance is considered safe as given the combined distance of separation between driveway accesses. As the property on the other side of the proposed development is still vacant land at the time of this application, the 3.00m distance to the property line is sufficient to ensure the safe and efficient movement of vehicles. Section 7.4.1.c requires that the access from Streets must demonstrate the safe and efficient movement of vehicles. The proposed development demonstrates safe and efficient of planned traffic as it is following the same access as other properties in the area, by taking access from the Front Street Access. The proposed driveway also complies with Section 7.4.1.d by demonstrating positive surface drainage towards the road, and the grade of not exceeding 8% for both the driveway and the on-site parking.

Landscaping (Section 7.5):

The development must meet the landscape regulations for the RI-1 Zone as described in Table 7-1 of the Zoning Bylaw which includes a minimum of 100% of the Front Yard to be landscaped. Required Landscape areas must be covered with either natural rock outcrop, natural vegetation, seed/sod, mulch beds, paving stones, walkways, Amenity Spaces, raised planters or another Landscaping materials (Table 7-1). It is noted in Section 7.5.1.a that any areas that are not occupied by parking areas or driveways shall be maintained as landscaped areas. Additionally, as the proposed use is Multi-Unit Dwelling and the Lot is

directly adjacent to an existing Single Detached Dwelling, a minimum 2.00m wide landscaped buffer is required. On page one of the Stamped Plans, the applicant has demonstrated the intention to landscape a 3.00m buffer along the length of the adjacent to the Single Detached Dwelling, with the exception for a portion of the area being used as parking at the front of the Lot.

Parking (Section 7.8):

A minimum number of parking spaces must be provided off-street for certain uses as outlined in Section 7.8.4 (b) of the Zoning By-law (Section 7.8.1.a.i). Table 7-3 describes the minimum parking space requirements for Residential uses. According to Schedule 2 – Parking Standard Areas Map of the Zoning By-law, the subject lot must meet the minimum parking requirement for all other areas. For Multi-Unit Dwellings of 9 units or less, a minimum of 1 ‘type B’ parking space per Dwelling unit and no more than 2 ‘type B’ per dwelling unit is permitted. The applicant has proposed a total number off-street parking spaces of 6, one for each Dwelling unit, which complies with the required minimum off-street parking regulations for Multi-Unit Dwellings.

In accordance with Section 7.8.13.a) of the Zoning By-law, a New Development requires off-street bicycle parking to be provided. For Multi-Unit Dwellings a minimum of 1 bicycle parking spaces per 2 units is required. The proposed development will have 6 units for a total minimum number of bicycle parking spaces of 3. Development of Bicycle Parking shall comply with the regulations of Section 7.8.13.d for locations on the Lot.

Section 8.2 Specific Use Regulations Applicable to Residential Zones

Section 8.2.6. provides specific regulations for the Development of Multi-Unit Dwellings. Based on the proposed development, the applicant has satisfied all applicable regulations for Multi-unit Dwellings such as, access for emergency vehicles (Section 8.2.6.a.i), pedestrian access to and from the public sidewalk (Section 8.2.6.a.v) and suitable landscaping (Section 8.2.6.b). Section 8.2.6.a.ii requires access to an enclosed garbage and compost storage. The applicant has shown, garbage bins located at the front of the property and must be screened through landscaping that can include a fence.

Servicing

The proposed development will be serviced by piped municipal water and sewage services, and will rely on municipal garbage pickup.

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 the following City Departments and external agencies on March 26, 2026, with updated plans for 6 units provided on April 13, 2026. Comments were reviewed and considered, and are summarized in the table below:

No.	City Department	Comments	Consideration
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1.	Public Works & Engineering	<p>Garbage bin locations at the front of the property must be screened. Both garbage and compost collection are required for this site and will be collected biweekly at the owner's expense. Site servicing for water and sewer will be evaluated through the water and sewer connection permit process. All site servicing must comply with City standards and applicable bylaws.</p>	<p>Under Section 8.2.6.a.ii of the Zoning By-law, the garbage and compost storage must be enclosed. A condition of the permit will be for the applicant to enclose the garbage and compost area appropriately. No other considerations required.</p>
2.	Lands and Building Services	<p>This review provides a general overview of the design; more detailed drawings will be required for review of compliance with the National Building Code of Canada during the Building Permit stage.</p> <p>The proposal consists of a multi-unit residential combustible construction building falling within the scope of Part 9 of the National Building Code of Canada.</p> <p>Building Code Considerations (Preliminary)</p> <p>The following items are noted and will require further information at the Building Permit stage:</p> <ul style="list-style-type: none"> • Means of Egress: Drawings show two directions of travel from each unit. A detailed egress analysis, including travel distances and exit configurations, will be required. • Fire Separations: Fire-resistance-rated assemblies will be required for protected exits, dwelling units, and service rooms. • Fire Protection: Current bylaws require the building to be sprinklered. • Spatial Separation: Spatial separation calculations must be provided to confirm compliance, particularly regarding property lines and reduced setbacks. 	<p>Building Services has indicated that their comments are intended to be addressed at the Building Permit stage, pending approval of the Development Permit application. The comments are provided here for the Applicant's consideration ahead of the Building Permit application. If changes to the proposed development are made, the applicant may need to submit for a Development Permit Amendment to ensure that the development still complies with the Zoning By-law and other By-laws and Policies. No consideration is required for the Development Permit stage.</p>

		<ul style="list-style-type: none">• Structural Design: Design documentation regarding snow loads and lateral bracing in accordance with Part 9 will be required.• Building Envelope: Provide details for insulation, air, and vapour barrier systems, as well as prescriptive or performance path information <p>Pedestrian Access There is a 1.0 m grade difference between the public sidewalk and the entrance elevation. No barrier-free route, slopes, or landings are identified. Please confirm if a compliant barrier-free path of travel from the street or parking area to the principal entrance will be provided.</p> <p>Vehicle Access/parking While parking stall dimensions are shown, the driveway location and geometry are missing. The following will be required:</p> <ul style="list-style-type: none">• Drive aisle width• Turning movements• Sightline triangles• Curb cut details• Snow storage <p>Fire Department Access Clarification required for the following:</p> <ul style="list-style-type: none">• Intended access path for fire apparatus (street or on-site).• Distance from the access route to principal building faces.• Location of the nearest fire hydrant and hose lay distance. <p>Site Grading and Access Slopes A detailed grading plan is required to evaluate the feasibility of a barrier-free</p>	
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		pedestrian route (if required), driveway slope compliance, and proper drainage. Waste Collection Access Additional information regarding access and parking space will clarify the access route for collection vehicles and confirm if bins can be adequately serviced as drawn.	
3.	Fire Services	Fire has no concerns at this time.	None required.
4.	Community Services	There are no Parks and Recreation plans for the area.	None Required.

Public Comments

Public Comments were collected through the circulate of a Notice of Application letter for the Development Permit to neighboring residents within 30m of the subject site on March 26, 2026, per sections 4.5 of Zoning By-law No. 5045, as amended, Section 6.7 of Community Plan By-law No. 5007, as amended, and section 14 (2) of the *Community Planning and Development Act*. A Notice of Application Sign was placed on site on March 26, 2026, facing Gitzel Street, with a QR code to the City of Yellowknife's Active Applications Webpage where additional information and documents could be viewed. An updated sign was posted on the site and updated documents on the Active Applications page on April 13, 2026 until April 20, 2026 notifying that the application was changed from 5 to 6 units.

Two comments for consideration were received from the public and are included in the below table.

No.	Public Comments	Consideration
1.	<p>A member of the public came in person to speak with the Development Officer regarding concerns pertaining to Parking, Pedestrian and Vehicle safety based on parking orientation and access. The comments are summarized below:</p> <p>The concerns pertain to the potential impacts to safety as vehicles backing out of the parking spots proposed to be access along Gitzel Street as there is potential for reduced visibility when a resident is backing out of the space. Additionally, the entrance to Albatross Court may create increased safety issues as the vehicles will partially back into the intersection at the entrance of the court. The goal should be to ensure the safety of all sidewalk and road users, with pedestrians given priority over automobiles in terms of preserving safety.</p> <p>To accommodate both the parking requirements and safety of pedestrians and other road users, an amendment to the Parking By-law should be considered to prohibit parking on the street in front of this proposed developments and the other developments that will be coming adjacent to this property.</p>	<p>The summarized comments were provided directed to the Public Works and Engineering Department during the internal agency review of the application. No comments or concerns pertaining to pedestrians, vehicles or driveway access and pathways where provide by Public Works and Engineering in response to the application.</p> <p>The Development Officer has reviewed the application with consideration for the comments.</p> <ul style="list-style-type: none"> Regarding reduced visibility, except for setback requirements for corner lot, the Zoning By-law does not

<p>This would help preserve the visibility when vehicles are backing out of spots and be more aware of surroundings. As this street is already highly used by residences for vehicle travel and pedestrians especially with the nearby Avens Pavillion Seniors Community, safety must be considered.</p> <p>It is requested that the Development Officer consider the big picture of this and future development in the area for if the existing sidewalk is feasible to maintain or better removed in the support of safety. As the Developer of 20 Gitzel Street will need to be connecting to sewer services and replace the curb with a roll face to allow vehicle access, this is a conversation that should be had or provided answers if these conversations have already taken place.</p> <p>An additional comment was provided via email following this conversation:</p> <p>Thank you for your response.</p> <p>In addition to my feedback provided verbally, I will note here a significant concern relating the proposed leveling of the lot.</p> <p>As we have fully finished and sealed basement in the consolidated sand lens in the neighborhood which may connect directly to the rock outcrop, we have concerns that blasting may impact the integrity of our foundation. As such we would seek to further understand the specific finished grade, blasting techniques and pre blasting surveys and safety plan that is to be proposed to ensure the integrity and safety.</p> <p>Blasting a rock outcrop connected to a consolidated sand lens can pose significant risks to existing residential foundations, as the connecting geology can efficiently transmit seismic energy. Vibrations from rock blasting can cause foundation cracks, drywall fissures, and structural damage,</p> <p>Development Officer: I have updated your comment to reflect the additional. Information regarding grading and blasting for the proposed development and lot are available on the site plan posted on the City's Active Application page. It should be noted that blasting are outside of the scope for this Development Permit. The Zoning By-law No. 5045 requires a separate grading permit be obtain if the grading, including blasting, exceeds an average change of 0.60m. This includes notice to adjacent properties that blasting will be conducted. As noted on the City's website, if blasting is required for site grading, the applicant shall obtain a proper blasting permit from the Workers Safety and Compensation Commission (WSSC) which enforces the territorial regulations for blasting. As a result, Zoning By-law only requires that an applicant obtain a grading permit which is</p>	<p>regulate how residents park on private property, only the amount and location of parking spaces. The reduced visibility is not different from the visibility of any individual backing out of their driveway on to the street from a Single Detached Home. Concerns relating to sidewalks and public roads are not within the purview of the Development Officer. Only access to the subject Lot from a public roadway can be considered by the Development Officer and no major concerns or non-compliance with By-law regulations have been identified.</p> <ul style="list-style-type: none">• Consideration for restricted on-street parking is not within the consideration for a Development Permit review. These considerations are considered by Public Works and Engineering who have provided comments on this application.• It is not within the defined powers of the Development Officer nor the Zoning By-law to consider the removal or addition of sidewalks as a part of a Development Permit. The removal of the sidewalk between the proposed development and Matonabee Street would be not align with the policies of Community Plan By-law 5007, as amended by severing a connection for pedestrian access when the
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<p>a separate process from the current Development Permit that is being considered. I would recommend reaching out to the appropriate agencies regarding your concerns for specifically the blasting permit. If you have any additional comments regarding the application, do not hesitate to reach out.</p> <p>In addition to the above emails and in-person meeting, a following meeting was scheduled with the resident for April 16, 2026, with the Development Officer, the Manager of Planning and Environment and a Municipal Engineer. The main points of concern expressed during this meeting are summarized below:</p> <p>The City needs to address the commenter's concern regarding safety for traffic flow, parking and vehicle interaction with pedestrians on the street, with cars moving over the sidewalk for parking purposes on the site. Also wanted to understand what the proposed plan for the lane accessing Aven's is, which was direct to Public Works and Engineering.</p> <p>Concerned about the volume of blasting activities to neighbouring properties.</p> <p>Believes there is an opportunity to address the conflicts by adding a sidewalk on the other side of Gitzel from the proposed development along the length of the street, as well as crosswalks across Gitzel.</p> <p>The commenter was asked what level of reduction to risk would be acceptable and stated that as little risk as possible but provided no specific outcomes they would like to see in response to their concerns.</p> <p>Lastly, the applicant asked to be informed of how notification for a Grading Permit application is carried out.</p>	<p>Plan specifically encourages improving access. Additionally, The City of Yellowknife is currently in the process of Development a Transportation Plan for the entire City. The commenter is encouraged to provide their input regarding pedestrian and vehicle connections through this process for consideration as the Transportation Plan is created.</p> <p>The commenter also expressed concern related to the proposed blasting of the Lot. Section 4.2.1.i. of the Zoning By-law states Site Grading of not more than the average of 0.6 m where such works do not affect the Lot and adjacent properties' drainage pattern. This does include clearing, grubbing and stripping of the Lot intended for a proposed new Development, does not require a permit. If these conditions are not met, the applicant is required to obtain a Grading Permit from the City. Notice for a Grading Permit comes in the form of a Sign placed at the property being graded.</p> <p>Concerns regarding blasting been provided to the Development Officer. The City of Yellowknife is not the permitting authority for blasting. The Government of the Northwest Territories (GNWT) and Worker's Safety and Compensation Commission (WSCC) is responsible for regulating and overseeing blasting activities within the territory, primarily through safety and environmental regulations. As</p>
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		<p>required by WSCC, certified blasting companies are required to notify WSCC of blasting activity under the requirement of Notification of High Hazard Work. As such, any related questions may be directed to WSCC or blasting companies.</p> <p>Committer will be provided a copy of this Planning Report for a formal response the provided comments.</p>
<p>2.</p>	<p>Public Comment via Email: Hello,</p> <p>Concerning the development application PLDEV-2026-0047 for 20 Gitzel Street and the development of a 5 unit dwelling.</p> <p>A significant amount of blasting of bedrock will need to occur in order for this development to occur. I live with my family [REDACTED] [REDACTED] from the lot 8 Block 119 Plan 4880 and am very concerned about the potential effects of the blasting on my residence.</p> <p>Prior to any blasting or excavation, and at the expense of the proponent, a pre-blast house survey of the nearby houses including my residence at [REDACTED] needs to be done by an independent and qualified, registered professional to document and inspect interior and exterior conditions, including existing cracks in foundations, walls, brickwork and drywall/plaster. This allows for a baseline and verify pre-existing conditions, as well as distinguish between preexisting conditions and potential damage caused by vibrations from blasting.</p> <p>The proponents needs to provide a completed pre-blast house survey to the home owners in advance of any blasting or excavation at 20 Gitzel Street and will also need to complete a post-blast house survey of the nearby houses by an independent and qualified, registered professional to document if any damage has occurred as a result of the development activities. The post-blast house survey will also need to be provided to all home owners.</p> <p>This pre-blast house survey did not occur at my residence prior to the substantial blasting required to develop Aven's Pavilion. As a result it is difficult to determine if additional cracks in our dry wall was the result of this blasting or not.</p>	<p>This comment was forwarded to the Manager of Planning and Environment and the Director of Planning and Development.</p> <p>The City of Yellowknife is not the permitting authority for blasting. The Government of the Northwest Territories (GNWT) and Worker's Safety and Compensation Commission (WSCC) are responsible for regulating and overseeing blasting activities within the territory, primarily through safety and environmental regulations. As required by WSCC, blasting companies are required to notify WSCC of blasting activity under the requirement of Notification of High Hazard Work. As such, any related questions may be directed to WSCC or blasting companies.</p> <p>Section 4.2.1.i. of the Zoning By-law states Site Grading of not more than the average of 0.6 m where such works do not affect the Lot and adjacent properties' drainage pattern. This does include clearing, grubbing and stripping of the Lot intended for a proposed new Development, does not require a permit. If these conditions are not met, the applicant</p>

<p>Pre and post blast survey's of nearby residences including my residence at [REDACTED] needs to be a requirement in order to approve this development application.</p> <p>Development Officer: Thank you for submitting your comment regarding the development at 20 Gitzel Street. It will be included in the planning report and made publicly available when a decision on the application is issued, with personal information redacted, on the City's Active Applications page. Please note that the considerations for blasting are outside the scope for this Development Permit. The Zoning By-law No. 5045 requires a separate grading permit be obtain if the grading, including blasting, exceeds an average change of 0.60m. This includes notice to adjacent properties that blasting will be conducted. As noted on the City's website, if blasting is required for site grading, the applicant shall obtain a proper blasting permit from the Workers Safety and Compensation Commission (WSCC) which enforces the territorial regulations for blasting. As a result, there is no method to require a pre-blast survey under the current Zoning By-law as a part of a Development Permit. I would recommend reaching out to the appropriate agencies regarding your concerns for specifically the blasting permit. If you have any additional comments regarding the application, do not hesitate to reach out.</p> <p>A phone call regarding concerns related to site blasting and grading also took place, where the above information was reiterated to the commenter. The Development Officer also provided contact information for the City's Lands Division for the applicant's questions pertaining to the Grading Permit Process.</p> <p>Following this, the commenter sent the following emails to City Staff.</p> <p>Public Commenter: I have spoken to the WSCC cced here who have indicated they do not regulate blasting in communities and only certify blasters.</p> <p>The WSCC indicated Yellowknife bylaw is the responsible party for regulating this type of blasting.</p> <p>I would appreciate if the city and WSCC could confirm who is responsible for regulating this type of behavior as soon as possible so my concerns about blasting can be addressed by someone.</p> <p>Otherwise this is a major regulatory gap which provides limited protection to homeowners that are located near blasting.</p>	<p>is required to obtain a Grading Permit from the City.</p> <p>Commenter will be provided a copy of this Planning Report for a formal response the provided comments.</p>
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<p>A response was provided by WSCC in response.</p> <p>Public Commenter: Hello City of Yellowknife,</p> <p>In light of the response from the Chief Inspector of Mines & Chief Safety Officer from the WSCC indicating they do not issue blasting permits for blasting activity and only blasting certificates for blasters under the Explosives Act.</p> <p>I request the City of Yellowknife, provide documentation as to who does have the authority to provide an applicant "a proper blasting permit" with respect to blasting in the City of Yellowknife, as the information the City provided below is inaccurate.</p> <p>I request that this information be provided as soon as possible.</p> <p>City of Yellowknife, Director of Planning and Development: Your email inquiry has been provided to me, as Director of Planning and Development and Acting City Manager.</p> <p>The City of Yellowknife is not the permitting authority for blasting. The Government of the Northwest Territories (GNWT) is responsible for regulating and overseeing blasting activities within the territory, primarily through safety and environmental regulations.</p> <p>As noted by WSCC, blasting companies are required to notify WSCC of blasting activity under the requirement of Notification of High Hazard Work. As such, any related questions may be directed to WSCC or blasting companies.</p> <p>Thank you.</p>	
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Any further comments submitted following the signing date of this report will be noted by the Development Officer as a part of the record of the application, but will not affect the decision, unless any persons officially file an appeal for the decision.

Outlined in Section 5 of the Zoning By-law and sections 61 – 62 of the *Community Planning and Development Act*, the approval of an application for a Development Permit is subject to a 14- day appeal period, commencing on the date of the approval. Once the Development Permit decision has been issued, a Notice of Decision Sign will be posted at the site, and Notice of Decision Letters circulated to landowners and lessees within 30m of the subject site in accordance with Section 4.11. of the Zoning By-law. The City's Active Application webpage will be updated with the Notice of Decision, Stamped Plans and Planning Report. If not appealed within this 14-day period, the development will be considered effective starting on the 15th day.

Conditions of Approval:

Date: May 4, 2026
DM# 822437.

1. Any site grading that exceeds an average change of 0.60m shall require a Grading Permit to be obtained.
2. A minimum of three (3) Bicycle Parking Space must be provided on-site as a part of the Development.
3. A Landscaped buffer of a minimum of 2.00m must be provided on the side of the lot abutting the existing Single Detached Dwelling.
4. Submission of a Real Property Report to the City of Yellowknife is required prior to occupancy.
5. The applicant must provide access to an enclosed garbage and compost area, which shall be screen in accordance with the Zoning By-law No. 5045, as amended.
6. The development shall comply with the approved stamped drawings for PLDEV-2026-0047 and with all By-laws and policies in effect for the City of Yellowknife.


Conclusion:

Development Permit application PLDEV-2026-0047 is recommended for approval with the above mentioned condition(s) as the proposed development conforms to Community Plan By-law No. 5007, as amended and complies with all applicable regulations of Zoning By-law No. 5045, as amended.

Approved by:



Eli Smith
Planner I, Planning and Environment



Date

Concurrence by:



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



Date

Attachments:

Approved Drawings PLDEV-2026-0047, DM# 822438.