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1 INTRODUCTION

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The 2016 Capital Area Development Plan (hereinafter referred to as the “Plan”) provides a framework and guidelines for improving public space, preserving natural and cultural heritage, and managing future growth in the Capital Area. While maintaining the intent of the original Development Scheme, the Plan integrates the principles of sustainable community growth adopted under the Yellowknife Smart Growth Plan by identifying development opportunities while preserving the natural and cultural assets of the Capital Area.

1.1 PURPOSE
The Plan shall:

- Continue to preserve natural features of the Capital Area while increasing opportunity for recreational use through enhanced signage, trails and other amenities;
- Reinforce and build on the policies established in the original 1996 Capital Area Development Scheme;
- Identify sites for limited residential and commercial mixed use in the Capital Area and identify applicable land development guidelines for each;
- Clarify the role and structure of the Capital Area Committees;
- Identify initiatives in the Capital Area and provide a schedule of initiatives; and,
- Promote and serve as a model for the Smart Growth principles, including protecting natural areas, preserving and showcasing history and cultural diversity, building integrated parks, trails and open space networks, ensuring a high standard of community design, creating vibrant, mixed-use, pedestrian-oriented developments, and achieving a greater degree of integration with surrounding areas.
1.2 VISION
The core of the Capital Area is comprised of the lands surrounding the Legislative Assembly. The Legislative Assembly Building of the Northwest Territories is situated in a pristine setting with beautiful views of the surrounding land and water. The design of the Building and its site complements and provides emphasis to the natural environment, as was the wish of those who guided the development of the site to completion.

Prior to the establishment of Yellowknife, the lands were used as a prime hunting, fishing, and trapping area by the Yellowknives Dene First Nation. In recognition of Chief Drygeese Territory and traditional lands of Yellowknives Dene, the preservation of culturally significant lands and promotion of its history form a part of the vision for Capital Area. This vision will be further upheld though the designation of culturally significant resources and the naming or re-naming of features within the Capital Area, such as the islands and lakes, to traditional place names.

The Government of the Northwest Territories and the City of Yellowknife share a common vision that the natural setting comprising the core of the Capital Area be maintained. The shared vision is one of a continuing demonstration, and symbol, of the concept of people living in harmony with nature. While preservation of the natural environment remains a key element of the Plan, another element of the Plan is to support the public’s ability to enjoy the diverse flora, fauna, water, and geology present in the Capital Area by enhancing the amenities offered and identifying areas for additional recreation and potential areas for sensitive development.

The Plan is the means by which the vision will be fulfilled. The Plan, being an instrument of the Capital Area Steering Committee and Working Group, provides the conceptual and management framework within which the future development, enhancement, and preservation of the Capital Area will occur. The reinforcement of the City of Yellowknife as the Capital of the Northwest Territories will occur concurrently through the implementation of this vision.

1.3 CAPITAL AREA SCHEME REVIEW PROCESS
In September of 2013, the City of Yellowknife received Council direction to update the 1996 Capital Area Development Scheme. On July 10, 2014, the Capital Area Steering Committee passed a motion to support the commencement of the Capital Area Scheme review and public engagement process.

The update of the Capital Area Development Scheme occurred in collaboration with the Government of the Northwest Territories, public, and stakeholders through public engagement sessions and meetings. The City hosted two information sessions, four walking tours and one bus tour of the Capital Area for the public. The City held individual meetings with stakeholders, including government agencies, business owners, non-profit organizations, Members of the Legislative Assembly (MLAs), City Councillors, and the Mayor. Presentations were made to the Capital Area Steering Committee and City Council for input and support on general direction of the Development Plan.
1.4 STRUCTURE
The Plan is divided into ten major sections:

- **Section 1 – Introduction** summarizes the purpose and vision of the Plan and outlines the review process and NWT Community Planning and Development Act requirements.
- **Section 2 – Guiding Principles** identifies the overarching themes and values raised by the public and stakeholders to be reflected in the Plan.
- **Section 3 – Area Development Plan Boundary & Land Tenure** outlines the boundary and defines the current ownership of parcels within the Capital Area.
- **Section 4 – Land Use** establishes policies for each land use. The use and development of land and buildings in the area shall conform to the Plan.
- **Section 5 – Initiatives & Development Areas** identifies initiatives within the Capital Area for the establishment or improvement of gateways, water access, look-out points, and activity nodes.
- **Section 6 – General Branding Strategy** establishes the mechanism to establish a brand for the Capital Area and supports the establishment of standards and guidelines for signage and public art.
- **Section 7 – Transportation** describes the existing transportation network and planned extensions to the road network for new development areas and recreational trail systems.
- **Section 8 – Utility Services** describes the existing and planned water and sewer servicing for established areas and new development areas.
- **Section 9 – Governance** establishes the framework regarding the authority, operation, and oversight over the Capital Area.
- **Section 10 – Implementation** outlines the policies related to the administration of the Plan and the schedule of initiatives for the Capital Area.

Six maps supplement the Plan policies and initiatives. The Maps and respective Sections are as follows:

- **Map 1** – Capital Area Development Plan Boundary & Land Tenure (Section 3)
- **Map 2** – Land Use (Section 4)
- **Map 3** – Parks, Open Space, & Trails (Section 4)
- **Map 4** – Capital Area Enhancement Sites and Development Areas (Section 5)
- **Map 5** – Signage & Public Art (Section 6)
- **Map 6** – Transportation (Section 7)

1.5 NWT COMMUNITY PLANNING & DEVELOPMENT ACT REQUIREMENTS
The Community Planning and Development Act, S.N.W.T. 2011, c.22 provides the legislative framework for the development of an area within a municipality and Section 9 outlines the requirements for an area development plan. Pursuant to Section 9 of the Act, the area development plan must:

- Identify the area affected by the plan;
- Describe current and future land uses;
- Describe population density either generally or for specific areas;
- Identify the locations of major transportation routes, public utilities, and lands for municipal purposes;
- Provide a schedule for the phasing of development or redevelopment;
- Address any land acquisitions required for municipal or public purposes;
- Describe the preservation or improvement of lands or buildings;
- Describe the establishment, improvement, or relocation of roads, public utilities, or other services; and,
- Include a map or series of maps identifying the land affected by the plan and indicated the development of land.
2 GUIDING PRINCIPLES
The Plan includes the adoption of nine Guiding Principles. The Guiding Principles are a result of discussions with stakeholders and the public. The Guiding Principles shall apply to long-term planning initiatives and decisions in the Capital Area.

1) **ENVIRONMENTAL PRESERVATION:**
Conserve the integrity of the pristine environment forming the greater part of the Capital Area.

2) **HOUSING CHOICE & ENVIRONMENTAL DESIGN:**
Characterize Smart Growth principles by facilitating compact (medium density), vibrant mixed-use development with greater architectural design standards, green building design and energy ratings and integrating with surrounding areas.

3) **SUSTAINABLE COMMERCIAL DEVELOPMENT:**
Facilitate commercial service developments which are compatible with adjacent uses and support neighbourhood needs and tourism services while not detracting from the vitality of downtown businesses.

4) **ACTIVE LIFESTYLES & WELL-BEING:**
Increase and promote accessible and active transportation opportunities to form an integrated multi-modal transportation network and promote trail usage and other recreational activities and amenities for year-round use.

5) **LOCAL ARTS & CULTURE:**
Promote and support local artists and community heritage and culture.

6) **RESPONSIBLE CAPITAL SPENDING:**
Prioritize initiatives where there is an established need for improvements and consider existing and future maintenance requirements and costs prior to new improvements.

7) **INTERGOVERNMENTAL COOPERATION:**
Coordinate and foster cooperative efforts with various levels of government.

8) **STRATEGIC PARTNERSHIPS:**
Engage and explore opportunities with community organizations, businesses, and other stakeholders to support the implementation of Capital Area initiatives.

9) **FIRST NATIONS STRATEGIC ENGAGEMENT:**
Engage Yellowknives Dene First Nation in major initiatives and increase awareness of First Nations history, heritage and culture.

10) **CAPITAL IDENTITY & AWARENESS:**
Protect and enhance the unique identity of the Capital Area which represents Yellowknife as the Capital as well as the communities in the Northwest Territories.
3 AREA DEVELOPMENT PLAN
BOUNDARY & LAND TENURE

Photo credit: Bob Wilson
The Capital Area is bordered by the Highway No. 3 corridor to the north, the Frame Lake Trail to the south, the Old Airport Road corridor to the west, and the Highway No. 4 corridor to the east. The Capital Area encompasses approximately 432 hectares (144 hectares of surface water, 283 hectares of public land, and 5 hectares of private land).

Ownership of the Capital area is split between the Government of the Northwest Territories, the City of Yellowknife, and Government of Canada. Withdrawn lands (Akaitcho Interim Land Withdrawal) are present around Jackfish Lake and on the islands of Frame Lake. The Withdrawn lands also include a Site Specific Withdrawal, of which one hectare may be selected upon settlement of negotiations.

The Capital Area Boundary and Land Tenure are shown below on Map 1 – Capital Area Development Plan Boundary & Land Tenure.

Pursuant to Section 9(1)(f) of the Community Planning and Development Act, any required acquisition of land for municipal and public purposes must be addressed in the area development plan. The proposed initiatives for the trail extension along the Capital Area Loop and improvements to amenities at Jackfish Lake require legal tenure of Highways No. 3 and 4 or an agreement between the City of Yellowknife and Government of the Northwest Territories. These initiatives will be later described in Sections 5 and 10.
4 LAND USE

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Future development in the majority of the Plan area will focus on preserving the natural environment and enhancing public spaces. Future land uses are shown below on Map 2 - Land Use. Changes with non-substantial land use adjustments will not require amendment to this Area Development Plan.

This section specifies the policies necessary to guide the development, enhancement, and preservation of the Capital Area as envisioned. Policies have been established for each land use area identified within the Capital Area to describe the visioning and character and furthermore, identify acceptable land uses. The implementation of these policies in planning decisions and initiatives will fulfill the unique identity envisioned for the Capital Area.

4.1 LEGISLATIVE ASSEMBLY SITE
The Legislative Assembly Site comprises of Lot 1, Block 310, Plan 2257. Major landmarks include the NWT Legislative Assembly, Prince of Wales Northern Heritage Centre, Northern Frontier Visitors Centre, and Ceremonial Circle. Prominent natural elements on the site shall be retained, though additions such as expansion of the Legislative Assembly shall be permitted. New cultural and/or institutional buildings will be considered provided that proposed developments meet the policies.

4.1.1 LAND USE
Policy 1: Additional buildings will be permitted (e.g., the expansion of the Prince of Wales Northern Heritage Centre and one or two other major public buildings that will stand alone functionally including but not limited to a legislative library, or a cultural, fine arts and/or performing arts centre).

Policy 2: Recreational uses that promote and enhance the pedestrian use of the Legislative Assembly Site (e.g. hiking or ski trails and related amenities) will be encouraged as important elements of the Capital Area.

4.1.2 FRAME AND JACKFISH LAKES
Policy 1: The lakes' water levels should be maintained whenever possible.

Policy 2: Development will be set back from the lakes in order to retain natural shorelines and to minimize impact to the lakes’ water quality.

Policy 3: Rehabilitation and restoration of the water quality and ecological habitat shall be encouraged.

4.1.3 VIEWS
Policy 1: To preserve views of the natural environment within the Legislative Assembly Site, the natural vegetation, features and habitats shall be maintained.

4.1.4 LANDSCAPING
Policy 1: Prominent natural elements shall be retained.

Policy 2: The maximum number of existing healthy trees shall be preserved when a site is developed.

Policy 3: Landscaping shall:
- Add visual interest to open spaces and blank facades;
- Provide definition of public trails and open areas;
- Provide protection on trails and other pedestrian areas from excessive winds;
- Provide a consistent visual image between adjacent properties within the Capital Site; and,
- Stabilize steep embankments.

Policy 4: Areas disturbed by development shall be revegetated with native species.

Policy 5: The provision of screening and vegetation adjacent to existing development along the Highway corridor will be encouraged.
4.1.5 AMENITY SPACES

Policy 1: Development should provide public open spaces that are oriented to receive sunlight, sheltered from the wind and are able to take advantage of views.

Policy 2: Trails shall be integrated with the natural features and sited to take advantage of existing vegetation.

Policy 3: Trails shall be integrated and connect places of interest and routes of probable travel.

Policy 4: Trails should provide views of the Legislative Assembly Site.

Policy 5: Trails and viewing platforms along the shoreline will be supported with permanent retaining structures of natural materials.

Policy 6: Year-round use of public amenities shall be encouraged.

4.1.6 PARKING AREAS

Policy 1: Parking lots and access roads will be limited to the minimum required.

Policy 2: Parking lots shall be located as unobtrusively as possible to minimize their visual impact.

Policy 3: Extensive parking lots, loading areas, snow piling areas, transformers and meters shall be screened from public view by buildings and/or attractive planting or low walls.

Policy 4: Parking lots shall be paved.

Policy 5: Road and directional signs, barriers and lighting shall be designed and sited to minimize their visual impact.

Policy 6: Garbage containers shall be stored inside buildings or enclosures.

Policy 7: Only limited vehicle access points will be allowed onto the Highway.

4.1.7 SITE SERVICES

Policy 1: Services shall be integrated into the development.

Policy 2: Management plans for snow removal shall ensure that the natural vegetation is not damaged.

Policy 3: Consultation with the utility agencies shall be pursued at the initial design stages.

Policy 4: Services shall be located to give minimum disruptions to the site in case of repairs.

Policy 5: Services should be buried wherever possible.
4.1.8 BUILDING DESIGN

Policy 1: Building design shall complement the Legislative Assembly Building in terms of shape, style, roof lines, colour and materials.

Policy 2: Building elevations and rooftops shall minimize their impact through selection of colours which complement the surrounding environment and careful siting in order to be as unobtrusive as possible.

Policy 3: Buildings shall be designed and sited to preserve and enhance special views, in particular, views of the Legislative Assembly Building and other important buildings and natural features within the Legislative Assembly Site.

Policy 4: Buildings shall be sited so that their impact on natural features, adjacent buildings, and surrounding developed areas is minimized.

4.2 MIXED USE

Two sites are identified as Mixed Use within the Capital Area: 1) Frame Lake West and 2) Block 301. The Frame Lake West Mixed Use site is located between Frame Lake and Old Airport Road. The Block 301 site is located across from the Legislative Assembly site and along the Downtown/Highway No. 4 gateway. The purpose of the land use is to promote a mix of residential, commercial, and recreational uses to establish and support liveable and sustainable neighbourhoods.

FRAME LAKE WEST POLICIES:

Policy 1: New development shall support a range of land uses and higher densities to complement and serve the needs of the residential community.

Policy 2: New development shall support housing diversity to provide development that incorporates a range of affordability to the community.

Policy 3: New development shall complement the natural setting through the carefully designed site plan with consideration of topography and surrounding uses, adequate green buffers from the lakes and trails, and provision of landscaping.

Policy 4: New development and new road(s) shall be designed concurrently with surrounding areas to promote quality open space, park development, and trail connections and shall optimize views of surrounding lakes, natural areas, and the downtown.

Policy 5: Land owners are encouraged to restore disturbed areas through the use of native vegetation and natural materials.

Policy 6: Development shall support the establishment of attractive streetscapes through the preservation of public viewpoints and coordination of site and building plans, streetscaping, park development, and landscaping design.

Policy 7: Quality architectural design and building materials shall be promoted. All buildings shall contain architectural features to permeate large building surfaces.

Policy 8: Explore district energy potential or alternative energy systems to reduce energy consumption and greenhouse gas emissions for residential and commercial buildings.

Policy 9: New development shall include active design strategies and/or passive solar opportunities to optimize overall building performance and energy efficiency.
**BLOCK 301 POLICIES:**

**Policy 1:** Outdoor storage or display will not be permitted.

**Policy 2:** New development will require a 20 metre landscaped buffer to provide a screening of uses from Highway No. 4 (48 Street). The buffer shall be rehabilitated and restored to a condition compatible with the Capital Site through the use of natural vegetation and reintroduced native species.

**Policy 3:** The maximum height of buildings shall be 15 metres.

**Policy 4:** Required access, parking and servicing shall be located on the side of building(s) away from the Highway No. 4 (48 Street).

**Policy 5:** Land owners are encouraged to restore disturbed areas through the use of native vegetation and natural materials.

**4.3 COMMERCIAL**

Lot 3, Block 314, Plan 4648 is the commercial parcel located adjacent to the intersection with Highway No. 3 and Old Airport Road. The intent of the commercial land use is to promote commercial and tourism services while supporting an attractive gateway to the City through trail connections, landscaping, and other design considerations.

**Policy 1:** New development shall complement the adjacent uses and natural setting through the provision of landscaping and connections to the trail system.

**Policy 2:** Permitted Developments are compatible with recreational uses.

**Policy 3:** Motor vehicle sales is not an intended use.

**Policy 4:** Land owners are encouraged to restore disturbed areas through the use of native vegetation and natural materials.

**4.4 COMMERCIAL RECREATION**

The Commercial Recreation land use pertains to the Bristol Pit site located within a portion of Lot 1, Block 314, Plan 4150. The intent is to provide land and structures wherein the public provides compensation for participation in a recreational activity.

**Policy 1:** Enhancements to the site will occur in consultation with the NWT Boardsport Association, where deemed appropriate.

**Policy 2:** Year-round use of the site shall be encouraged.

**4.5 PARKS & RECREATION**

The Parks & Recreation land use identifies sites forming the park system within the Capital Area, including Lakeview Cemetery, McNiven Beach and Playground, Somba K’ee Family Park and Civic Plaza, Bristol Monument Park and Frame Lake West Park as shown in Map 3 – Parks, Open Space, & Trails. The purpose of this land use is to provide spaces and facilities for the use and enjoyment of the public.

**Policy 1:** Priority shall be given to the integrity of the McMahon Frame Lake trail system network.

**Policy 2:** Design and maintain park spaces to enhance public enjoyment and use of spaces, increase public safety, and encourage and support more public use and events year-round.

**Policy 3:** Promote parks by increasing public awareness though signage and/or public art.
4.6 NATURE PRESERVATION
The majority of the Capital Area shall be preserved as a natural area and designated Nature Preservation. Permitted uses include open space, public utility uses and accessory uses and structures such as trails, signage, and benches. The intent of the Nature Preservation land use is to protect the natural area while allowing for passive recreational amenities which enhance public use and enjoyment of natural features.

Policy 1: Trails and signage will be enhanced to form a continuous trail network bordering the Capital Area as shown on Map 3 – Parks, Open Space, & Trails.

Policy 2: The use of sustainable landscaping practices (e.g. though the planting of edible plants, native vegetation and natural materials) shall be promoted.

Policy 3: The natural state of the rock outcrops along the western shore of Jackfish Lake will be maintained.

Policy 4: Multi-use trails and safe connections for pedestrians and cyclists shall be established where deemed appropriate.

Policy 5: Any trail development shall complement the natural setting through sensitive design.

4.7 NORTHWEST TERRITORIES POWER CORPORATION SITE
The Northwest Territories Power Corporation (NTPC) Site is located at the north-east periphery of the Capital Area at Lot 1054, Block Q85 J/8, Plan 2696. The Jackfish Power Plant is operated by NTPC and is responsible in part for power generation and distribution for Yellowknife. It is recognized that no changes are planned at the site with the exception of the potential addition of infrastructure in the longer-term for improved power generation and reliability for Yellowknife. The policies pertaining to this site shall be re-evaluated and updated to align with the intent of the Plan should the power plant be decommissioned and demolished.

Policy 1: Opportunities to rehabilitate the land surrounding the power plant, through the reintroduction of native species, shall be encouraged.

Policy 2: Unenclosed outdoor storage shall be limited.

Policy 3: Whenever possible, power lines shall be buried or rationalized to reduce their number and to give a more orderly appearance to the area.
4.8 GOVERNMENT AGENCIES
The Government Agencies land use involves lands occupied by various levels of government (i.e. Yellowknife City Hall, Royal Canadian Mounted Police (RCMP), and Department of National Defence (DND), and Stanton Territorial Hospital). Recognizing these lands are occupied with established uses, the purpose of this land use is to ensure any changes are aligned with the intent of the Capital Area.

Policy 1: Permitted Developments are compatible with recreational and institutional uses.

Policy 2: Outdoor storage will not be permitted.

Policy 3: View corridors onto the Capital Area from streets abutting 49th Avenue shall be preserved.

Policy 4: Landscaping shall integrate into the McMahon Frame Lake trail system and complement the landscaping in the Capital Area.

4.9 AKAITCHO INTERIM LAND WITHDRAWAL
The Akaitcho Interim Land Withdrawal Overlay, in accordance with the Commissioner’s Land Withdrawal Order, identifies Commissioner’s lands within the municipal boundaries of the City of Yellowknife that have been withdrawn by the Government of the Northwest Territories to facilitate negotiations with the Akaitcho Dene First Nations and the Government of Canada. One hectare of the Site Specific Withdrawal surrounding Frame Lake is being considered by the Akaitcho Dene First Nations as a potential site for institutional uses (e.g. a legislative assembly building, cultural centre, or similar use). Designated as Nature Preservation, all lands within the withdrawal overlay shall be preserved in their natural state. Upon settlement of negotiations policies pertaining to lands within the Akaitcho Interim Land Withdrawal may be re-evaluated and established wherever necessary.
5 INITIATIVES & DEVELOPMENT AREAS
The Capital Area contains opportunities to better reflect the people, history and natural wealth of the City of Yellowknife and the Northwest Territories through its strategic location, unique landscapes and ecological value. These opportunities are captured in the list of recommended development areas and initiatives described below, illustrated conceptually in the associated figures, and shown in Map 4 – Capital Area Enhancement Sites and Development Areas.

1) BRISTOL GATEWAY DEVELOPMENT:
Located at the intersection of Highway No. 3 and Old Airport Road, near the Bristol Monument. The Bristol Gateway Development consists of the commercial area (i.e. Lot 3, Block 314, Plan 4648) and park. This area is in a strategic location and considered to be the entrance corridor and gateway to the Capital Site and the City of Yellowknife. Due to the proximity of the highway, special attention shall be given to site circulation and impacts on adjacent districts.

The development of the park area will occur in concurrence with the development of the commercial area. Following the land sale of the commercial property (Lot 3, Block 314), Bristol Monument Park will be developed and funded as a Capital Project. The land development of the Bristol Gateway area will be subject to the policies under Sections 4.3 Commercial and 4.5 Parks & Recreation and will include, but is not limited to the following steps:

a) Land sale pursuant to the Land Administration By-law No. 4596, as amended;
b) Consultation with the City of Yellowknife, relevant stakeholders, and the public as required;
c) Development Permit review and approval of the site plan, landscape plan, servicing plan, and other applicable plans;
d) Building Permit review and approval; and,
e) Construction.

The preservation and enhancement of the Bristol Monument, trail systems, parks, and open space will play a key role in the design of a vibrant mixed-use pedestrian-oriented area. The new park node will enhance the existing park system along the perimeter of the Capital Area and include amenities such as a new trail connection from Bristol Pit, a naturalized garden with a picnic area, and trail signage. The site will also feature themed banners along Old Airport Road indicating entry into the Capital Area.
2) **BRISTOL PIT**: Located along Old Airport Road and adjacent to Lakeview Cemetery. Bristol Pit was historically used as a granular borrow pit until resources were depleted. The intent is to support winter activities and other amenities to support year-round recreational use via enhancements to the land or addition of buildings and structures. Activities envisioned at the Bristol Pit include, but are not limited to, snowboarding, skiing, skateboarding, and mountain biking.
3) **FRAME LAKE WEST DEVELOPMENT**: Located west of Frame Lake at a portion of Lot 1, Block 315, Plan 4142 and adjacent to the existing commercial corridor along Old Airport Road. One of the fifteen Smart Growth Implementation Strategies was to “rezone the built-up area of Old Airport Road to relocate industrial uses, facilitate residential and mixed-use development, and sensitively integrate the commercial corridor into the Capital Area”. Therefore, opportunities for neighbourhood commercial services within a predominately residential area and nearby recreational park amenities are envisioned to support the integration of the commercial corridor into the Capital Area, support development potential of properties along Old Airport Road, and promote transition of Old Airport Road to a mixed-use corridor.

The new park node will enhance the existing park system along the lakefront area. The park will feature signage indicating the McMahon Frame Lake trailhead, an asphalt trail leading to a non-motorized boat launch, a wooden boardwalk to the lookout point, a picnic seating area and amenities. The parking lot will be configured to allow for trailers and bike racks will be installed.

The area will be developed in multiple phases in accordance with market demand. The land development of the Frame Lake West will include, but is not limited to:

a) An Area Development Plan and design concept for the subdivision and park;

b) Consultation with relevant stakeholders and the public as required;

c) Detailed engineering design plan;

d) Subdivision survey and registration;

e) Construction of infrastructure and site services;

f) Land appraisal (proportionate costs of the Frame Lake West Park development may be included in the land appraisal or as a developer contribution when each lot is developed); and,

g) Land sale pursuant to the Land Administration By-law No. 4596, as amended.

Figure 5.5 - Frame Lake West Development (Conceptual Subdivision Phases, Road Extension, and Park)
4) **MCNIVEN BEACH AND PLAYGROUND:**
Located along the southern shoreline of Frame Lake. Improvements will be contemplated to restore the beach area and increase amenities for the playground.

5) **SOMBA K’E PARK:** Located adjacent to Yellowknife City Hall. Signage and other improvements will establish a formal boat launch area by the shoreline of Frame Lake next to the United in Celebration art installation. While it is recognized that the site is well-used in the summer for events such as the Community BBQ and Farmer’s Market, opportunities will be explored to enhance amenities and activities year-round.

*Figure 5.6 - Present-Day McNiven Beach*

*Figure 5.7 - McNiven Beach Concept (subject to water testing results and feasibility of any appropriate remediation measures)*

*Figure 5.8 - Present-Day Somba K’e Park/Civic Plaza*
6) **CEREMONIAL CIRCLE:** Located at the end of the causeway from the Prince of Wales Northern Heritage Centre. This location carries a lot of symbolism by connecting all three levels of government (i.e. the Prince of Wales Northern Heritage Centre, Department of National Defence, Royal Canadian Mounted Police, and Yellowknife City Hall). Signage and public art will increase public awareness and aesthetics of this public space. Design improvements are envisioned to elevate opportunities for this public amenity to host recreational and cultural activities year-round.
7) **HIGHWAY NO. 4/DOWNTOWN GATEWAY:**
Located at the stretch of Highway No. 4 between Niven Gate and the intersection of 49 Avenue and 48 Street. Improvements to this site will include enhanced streetscaping (e.g. landscaping and banners) and safe pedestrian and cyclist connections via crosswalks. Sidewalks are considered along Highway No. 4 (48 Street), extending from the intersection of 48 Street to the Legislative Assembly and Niven Gate.

8) **JACKFISH LAKE LOOK-OUT POINT:** Located at the pull-in area off of Highway No. 3. Improvements are contemplated to support recreational and tourism amenities, such as aurora viewing and fishing.

9) **TRAIL CONNECTIONS:** Located at various locations in the Capital Area. Significant trail connections will be contemplated along Highway Nos. 3 and 4 and Niven Gate to the downtown. Detailed information on the proposed trails are described in **Section 7 – Transportation** and illustrated in **Map 6 – Transportation**.

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Figure 5.12 - Highway No.4/Downtown Gateway Potential Improvements (banners & sidewalks)

Figure 5.11 - Present-Day Highway No.4/Downtown Gateway

Figure 5.13 - National Capital Commission Confederation Boulevard Banners
6 GENERAL BRANDING STRATEGY

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Photo credit: Bob Wilson
The branding of the Capital Area will be unified through signage and public art at designated locations shown on Map 5 – Signage & Public Art.

Opportunities for signage and public art are identified at nine designated locations. Projects for signage and public art will be identified on an annual basis with the allocated Capital Budget amount. The general guidelines for signage and public art and main priorities for each designated location are as follows:

6.1 GENERAL SIGNAGE GUIDELINES
The breadth of amenities and interests within the Capital Area is reflected through various types of signs. The following points provide general guidance in consideration of the various types of signs within the Capital Area.

• Signage design should consider consistency and brand recognition for the Capital Area.
• Signs in bad condition or damaged signs should be replaced/repairs in a timely manner.
• Maps should be included in signage at applicable locations to improve wayfinding.
• Where appropriate, signage should be developed in coordination with the Heritage Committee and/or Yellowknives Dene First Nation for any signage with Aboriginal content.
• Educational signs should focus on local heritage, environment, culture, and Aboriginal content.
6.2 GENERAL PUBLIC ART GUIDELINES
A number of opportunities to celebrate the Capital Area, enhance the visual environment, and engage viewers exist within the Capital Area. The following points provide guidance with respect to public art installations within the Capital Area.

- Public art may include both permanent and temporary installations.
- Public art using local materials and elements, such as rock, snow and ice is encouraged.
- Public art should celebrate and symbolize First Nation’s culture and the communities within the Northwest Territories at key locations within the Capital Area.
- Adequate maintenance should be performed for the lifetime of the installation.

6.3 PRIORITIES AT DESIGNATED LOCATIONS
1) BRISTOL MONUMENT PARK AND GATEWAY: Significant signage improvement required during development of the park. As a major gateway to the City and trailhead location, wayfinding and educational signage is prioritized.

2) BRISTOL PIT: Low priority location for significant signage improvements. Any signage installations will increase wayfinding and provide historical information on Bristol Pit.

3) FRAME LAKE WEST PARK: Signage for wayfinding into the McMahon Frame Lake Trail System required during development of the park.

4) MCNIVEN BEACH AND PLAYGROUND: Any signage should educate and advise the public about the quality of the water and its suitability for recreational purposes.

5) SOMBA K’E PARK: Notable public art and signage improvements in place. Additional public art and educational signage may be contemplated.

6) CEREMONIAL CIRCLE: High priority location for public art installations. Signage explaining the meaning of the Ceremonial Circle and flag corridor along the causeway is encouraged as well as clear wayfinding signage to nearby facilities.

7) HIGHWAY NO. 4/DOWNTOWN GATEWAY: As another of the major gateway to the City, wayfinding to nearby buildings and facilities is prioritized though it is recognized that the Government of the Northwest Territories is in the process of implementing a signage project for the Legislative Assembly site (Lot 1, Block 310, Plan 2257).

8) JACKFISH LAKE LOOK-OUT POINT: Low priority location for significant signage improvements. Wayfinding signage shall be considered in concurrence with the development of the Capital Area Loop trail.

9) TRAILHEADS AND TRAIL INTERSECTIONS: Wayfinding signage shall be improved at the unpaved, northern portion of the McMahon Frame Lake trail, trailheads, and trail intersections, where applicable. Educational signage and signage containing multiple languages shall be placed in key areas.
TRANSPORTATION

7.1 Road Network
7.2 Public Trail Network
7.3 Public Transit Network

Photo credit: Bob Wilson
7 TRANSPORTATION

The initiatives identified in Section 5 - Initiatives and Development Areas involve extensions to the road, public trail, and public transit networks. Map 6 - Transportation illustrates general road and trail paths. Future road and trail layout may be adjusted through future plan of survey and engineering design.

7.1 ROAD NETWORK

Extensions to the existing multi-modal transportation network within the Capital Area are shown on Map 6 – Transportation. Old Airport Road will connect to Borden Drive via a two lane roadway to service the Frame Lake West development. The roadway may be increased to four lanes in the future, as deemed necessary. All new roads shall be paved and curbed. Detailed road design shall be approved by the Department of Public Works.

7.2 PUBLIC TRAIL NETWORK

The Capital Area features several trails, including the McMahon Frame Lake Trail and several snowmobile trails that cut across Frame Lake and Jackfish Lake. Existing snowmobile trails within the Capital Area will remain. The Frame Lake West development area shall accommodate pedestrian and cyclist connections to the McMahon Frame Lake Trail. An extension of the Frame Lake Trail is planned to extend along Highways No. 3 and 4 around the area known as the ‘Capital Area Loop’. The multi-use path will be a minimum of 3 meters in width. Public recreational skating trails on Frame Lake may also be contemplated in the future with consideration to the snowmobile trails and resources. Additional trail connections between residential areas may be incorporated on an as-needed basis.

7.3 PUBLIC TRANSIT NETWORK

Proximity and access to public transportation are important components to any mixed-use development. The 2011 General Plan identifies the intersection of Borden Drive and Old Airport Road as a transit-oriented development node.

The Capital Area Mixed-Use zone may be reached through an extension of an existing Yellowknife Public Transit Bus Route. The two nearest bus stops are located within proximity of the Borden Drive and Old Airport Road intersection and across from the Canadian Tire.
8 UTILITY SERVICES
Utility services shall include water, sanitary sewer, storm sewer, cable, electricity, and telecommunications. New utility services are proposed at the two development areas: the Bristol commercial area and the Frame Lake West Subdivision. The western portion of the Capital Area north of Borden Drive to Highway No. 3 is currently serviced with trucked water and sewer. The 2011 General Plan proposes extensions to piped services to the Bristol area (Lot, 1 Block 314, Plan 4150) and Frame Lake West area (Lot 1, Block 315, Plan 4142), subject to further study.

At this time, piped services are only contemplated for the Frame Lake West area. The development of the Frame Lake West area requires new local roads and allows for underground municipal services, including water, sewer and electrical utilities to occur concurrently with road construction. The City of Yellowknife will work with Northland Utilities Limited to ensure electrical services are buried.

The following policies shall apply to development within the Capital Area:

**Policy 1:** Piped water and sewer services shall be provided within the Frame Lake West area via the extension of existing City services;

**Policy 2:** Electrical services and other utilities shall be underground within the Frame Lake West area, unless otherwise approved by the City of Yellowknife;

**Policy 3:** Trucked water and sewer services shall be provided within the Bristol commercial site located at the corner of Old Airport Road and Highway No. 3, unless otherwise approved by the City of Yellowknife;

**Policy 4:** Where applicable, off-site levies shall be collected in accordance with Land Administration By-law No. 4596;

**Policy 5:** Existing natural drainage patterns and wetlands shall be maintained where possible; and,

**Policy 6:** Positive drainage toward the public right-of-way shall be ensured. The final grading plan will be subject to review and approval by the Department of Public Works and Engineering.
9 \hspace{1cm} \textbf{GOVERNANCE}
In the 1996 Capital Area Development Scheme, the management and oversight of the Capital Area was under the purview of two Committees: 1) The Capital Area Steering Committee (CASC) and 2) The Development and Program Committee. Under the new Capital Area Development Plan, a joint committee shall be formed as the Capital Area Committee (CAC).

The existing Capital Area Steering Committee and the Development and Program Committee shall remain in force until the new Capital Area Committee is established. The membership and structure of the CAC shall be subject to the following:

- Membership shall include the Senior Administrative Officer, Director of Planning and Development, Director of Community Services and Director of Corporate Services from the City of Yellowknife; the Deputy Minister of the Department of Municipal and Community Affairs (MACA); the Clerk of the Legislative Assembly; an appointed Member of the Legislative Assembly (MLA), an appointed City Councillor, a Yellowknives Dene First Nation representative, a Department of National Defence (DND) representative, and a Royal Canadian Mounted Police (RCMP) representative; and any additional representation as deemed appropriate, subject to a Terms of Reference following the Capital Area Development Plan By-law adoption;

- The CAC shall meet monthly to discuss current initiatives in the Capital Area and set priorities for future initiatives; and,

- The CAC shall administer a budget based on established annual contributions from the four property owners within the Capital Site, including the City of Yellowknife, the Government of the Northwest Territories, DND and RCMP. Each property owner shall contribute $50,000 annually with potential inflation adjustment, or any other amount approved by the Committee.

Under the Plan, the CAC shall:

- Adopt a Memorandum of Understanding between the City of Yellowknife, the Government of the Northwest Territories, DND and RCMP to clarify the responsibilities of each property owner for operations and maintenance;

- Adopt an operations and maintenance plan to establish schedules, responsibilities, and standards pertaining to maintenance of the Capital Site; and,

- Review individual proposals for development within the Legislative Assembly Site and/or deemed of sufficient interest, and make recommendations thereon to the City’s Development Officer or City Council as appropriate.
10 IMPLEMENTATION

10.1 Schedule of Initiatives
10.1 SCHEDULE OF INITIATIVES

The implementation framework for the Plan is summarized in the table shown below.

Table 1: Implementation Framework

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Schedule</th>
<th>Responsibility/ Suggested Partners</th>
<th>Financial</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1) Bristol Gateway Development</strong></td>
<td>2016-2018</td>
<td>• City of Yellowknife – Planning &amp; Development, Community Services</td>
<td>• Land Development Fund</td>
</tr>
<tr>
<td>• Re-zone Bristol Monument Park from Growth Management to Parks and Recreation;</td>
<td></td>
<td>• Private sector</td>
<td>• Private investment</td>
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<tr>
<td>• Amend Commercial Services Zoning Regulations to prohibit motor vehicle sales at Lot 3, Block 314;</td>
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<tr>
<td>• Land sale of the Bristol commercial parcel pursuant to the Land Administration By-law No. 4596, as amended;</td>
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<td>• Consultation with the City of Yellowknife, relevant stakeholders, and the public as required;</td>
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<tr>
<td>• Development Permit review and approval of the site plan, landscape plan, servicing plan, and other applicable plans;</td>
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<td>• Building Permit review and approval; and,</td>
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<td>• Construction.</td>
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<tr>
<td><strong>2) Bristol Pit</strong></td>
<td>2018 onward</td>
<td>• City of Yellowknife – Planning &amp; Development, Community Services</td>
<td>• Potential Funding from Government Agencies</td>
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<td>• Consultation with the NWT Boardsport Association; and,</td>
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<td>• NWT Boardsport Association</td>
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<td>• Analysis of improvement options.</td>
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<tr>
<td>Recommendations cont’d</td>
<td>Schedule cont’d</td>
<td>Responsibility/Suggested Partners cont’d</td>
<td>Financial cont’d</td>
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<tr>
<td><strong>3) Frame Lake West Development</strong></td>
<td>2016-2021</td>
<td>• Private sector</td>
<td>• Land Development Fund</td>
</tr>
<tr>
<td>• Re-zone Frame Lake West Subdivision from Growth Management to Mixed Use and re-zone</td>
<td></td>
<td>• City of Yellowknife – Planning &amp; Development, Community Services, Public</td>
<td>• Private investment</td>
</tr>
<tr>
<td>Frame Lake West Park from Nature Preservation to Parks and Recreation;</td>
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<td>Works</td>
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<tr>
<td>• An Area Development Plan and design concept;</td>
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<td>• Consultation with relevant stakeholders and the public as required;</td>
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<td>• Detailed engineering design plan;</td>
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<td>• Subdivision survey and registration;</td>
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<td>• Construction of infrastructure and site services;</td>
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<td>• Land appraisal (proportionate costs of the Frame Lake West Park development may</td>
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<td>be included in the land appraisal or as a developer contribution when each lot is</td>
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<td>is developed); and,</td>
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<tr>
<td>• Land sale pursuant to the Land Administration By-law No. 4596, as amended.</td>
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<td><strong>4) McNiven Beach and Playground</strong></td>
<td>2018 onward</td>
<td>• City of Yellowknife – Planning &amp; Development, Community Services, Government</td>
<td>• Capital Budget</td>
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<td>• Confirmation of water quality as per results of existing studies;</td>
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<td>of the Northwest Territories</td>
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<td>• Analysis of restoration options;</td>
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<tr>
<td>• Acquire funding for any other appropriate testing/remediation; and,</td>
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<tr>
<td>• Feasibility analysis of improvement options in consideration of restoration</td>
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<td>requirements.</td>
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<td><strong>5) Sombe K’e Park</strong></td>
<td>2018 onward</td>
<td>• City of Yellowknife – Planning &amp; Development, Community Services</td>
<td>• Capital Budget</td>
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<td>• Signage installation for boat launch area; and,</td>
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<td>• Explore opportunities to enhance year-round use.</td>
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<td><strong>6) Ceremonial Circle</strong></td>
<td>2018 onward</td>
<td>• City of Yellowknife – Planning &amp; Development, Community Services, Government</td>
<td>• Capital Budget</td>
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<tr>
<td>• Further consultation with interested groups (e.g. Prince of Wales Northern Heritage</td>
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<td>of the Northwest Territories</td>
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<td>Centre, Yellowknife Artist Run Community Center);</td>
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<td>• Public events coordination and planning; and,</td>
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<td>• Design and construction of site improvements.</td>
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<tr>
<td>Recommendations cont’d</td>
<td>Schedule cont’d</td>
<td>Responsibility/Suggested Partners cont’d</td>
<td>Financial cont’d</td>
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</tbody>
</table>
| **7) Highway No. 4/Downtown Gateway**  
• Acquisition of Highway and land tenure;  
• Sidewalks and trail construction;  
• Landscaping improvements in coordination with the Northern Frontier Visitors Association, where appropriate;  
• Installation of traffic lights where deemed appropriate; and,  
• Construction of pedestrian crossing from Niven to downtown.  

2016-2018  
• City of Yellowknife – Planning & Development, Community Services, Public Works  
• Government of the Northwest Territories  
• Northern Frontier Visitors Association  

• From 2017 Capital Budget |
| **8) Jackfish Lake Look-out Point**  
• Evaluate improvement options in concurrence with the development of the Capital Area Loop trail.  

Concurrent with Capital Area Loop trail connection project  
• City of Yellowknife – Planning & Development, Community Services  
• Government of the Northwest Territories  

• Capital Budget |
| **9) Trail Connections**  
• Capital Area Loop  
  o Acquisition of Highway and land tenure;  
  o Design and Engineering; and,  
  o Sidewalks and trail construction.  
• Skating Trail  
  o Consult with the Great Slave Snowmobile Association;  
  o Finalize potential route and funding options; and,  
  o Implement a Pilot Project for a skating trail on Frame Lake.  

2017 onward  
• City of Yellowknife – Planning & Development, Community Services, Public Works  
• Government of the Northwest Territories  

• Capital Budget |
| **10) Capital Area General Branding Strategy**  
• Signage and public art management and maintenance; and,  
• Seek input from the Heritage Committee, where required.  

2016-2018 and on-going  
• City of Yellowknife – Planning & Development, Community Services  
• Government of the Northwest Territories  

• Capital Budget  
• Potential Funding from GNWT |
<table>
<thead>
<tr>
<th>Recommendations cont’d</th>
<th>Schedule cont’d</th>
<th>Responsibility/Suggested Partners cont’d</th>
<th>Financial cont’d</th>
</tr>
</thead>
</table>
| **11) Capital Area Management**  
• Develop Terms of Reference (ToR) for the Capital Area Steering Committee;  
• Dissolve two-tier committee structure and form a joint committee known as the Capital Area Committee;  
• Administer an annual budget of $50,000 (with potential inflation adjustment) from each of the four Capital Area property owners or any other amount approved by the Committee; and,  
• Schedule monthly meetings. | 2016-2017 and on-going | • City of Yellowknife  
• Government of the Northwest Territories  
• Legislative Assembly  
• Government of Canada (DND and RCMP)  
• Yellowknives Dene First Nation | • Capital Budget |
| **12) Operation and Maintenance**  
• Develop and adopt Memorandum of Understanding between the City of Yellowknife, Government of the Northwest Territories, DND and RCMP; and,  
• Develop and adopt an operational maintenance plan between Capital Area property owners. | On-going | • City of Yellowknife  
• Government of the Northwest Territories  
• Government of Canada (DND and RCMP) | • O&M Budget |
| **13) General Plan Amendments**  
Pursuant to Policy 3 of Section 8.4 of General Plan, the Area Development Plan must outline any required amendments to the General Plan resulting from the adoption of the Area Development Plan. A summary of the required amendments are as follows:  
• Combine the Capital Site and Capital District and amend the boundary;  
• Re-designate Frame Lake West from Growth Reserve to Mixed Use; and,  
• Update Map 1 – Land Use Designations, Map 1A – Built-up Area Land Uses, Map 2 – Parks, Trails & Open Space Network, Map 3 – Character Areas, Map 4 – Transportation Network, and Map 5 – Municipal Servicing. | 2017 onward | • City of Yellowknife – Planning & Development  
• Government of the Northwest Territories | • No direct costs |
| **14) Other Zoning By-law Amendments**  
• Amend 10.6 Public Service Re: Capital Area Development Regulations. | 2016-2017 | • City of Yellowknife | • No direct costs |