

CITY OF YELLOWKNIFE

# SMART GROWTH PLAN

## Yellowknife: 50-year Vision

### Our Community, Our Priorities, Our Vision

A 50-year vision to guide the growth and development of Yellowknife - created by the community for the community.

Let's create a vibrant and exciting downtown core.

Let's provide great housing choices for all types of families.

Let's protect our precious green spaces.

Let's conserve our natural resources and protect the environment.

Let's make sure it's easy to get around by bus, bike, foot, or ski.

Created by MetroQuest in partnership with the City of Yellowknife January 2009.

Photo: Jiri Hermann



Indian and Northern Affairs Canada

Affaires indiennes et du Nord Canada



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The preparation of this sustainable community plan was carried out with the assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are the personal views of the authors and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them. Additional funding assistance was provided by the Canadian Mortgage and Housing Corporation, Indian and Northern Affairs Canada, the GNWT Department of Education, Culture and Employment and the City of Yellowknife.

# Working together to create a Bright Future

In 2007 the City of Yellowknife initiated a process to create the Yellowknife Smart Growth Development Plan to address the long range growth and development needs of the community.

The Plan objective is to integrate decisions relating to land use, transportation, the environment, and economic development into a 50-year vision of the future. The MetroQuest component commenced in February of 2008 subsequent to the completion of the preliminary consultation elements of the Plan.

The MetroQuest process commenced with the calibration of the Yellowknife version of MetroQuest, called YellowknifeQuest, allowing for future growth scenarios of the City to be created and evaluated.

MetroQuest allows workshop participants to experiment with various planning decisions relating to land use, transportation, density, and environmental programs and shows the outcomes on a wide range of priorities. MetroQuest was used in an interactive consultation process with residents to gather feedback on the most desirable future for the city.

Over the next 50 years, Yellowknife will be challenged to:

- Accommodate a rapidly growing population
- Meet the needs of an aging population
- Provide desirable housing options for current and future residents
- Ensure that residents have convenient transportation options
- Preserve the environment
- Keep up with aging infrastructure
- Control the rising cost of living
- Maintain a healthy and robust economy
- Protect precious green spaces
- Maintain a high quality of life
- Provide high quality cultural and social services.

See Appendix A for more detail.

## Quotes from workshop participants:

“Running this workshop was a great idea”

“Nice exercise for encouraging constructive public discussion and encouraging participation”

“Keep up the good work”

“This is great!”

“Very valuable session”

“Thank you for this opportunity”

## Our Community

The MetroQuest team conducted interviews and analyzed data to understand the challenges that will face Yellowknife over the next five decades. See Appendix A for more detail.

# The MetroQuest Process

The MetroQuest community engagement process combined online outreach and a series of interactive visioning workshops using YellowknifeQuest. YellowknifeQuest is a localized version of the MetroQuest computer scenario tool configured with Yellowknife specific data. MetroQuest allows for 50-year future scenarios to be created and evaluated in a workshop setting. An online version of YellowknifeQuest was also used to educate the community about the issues being addressed and promote participation in the workshops.

In September and October of 2008 eight workshops featuring YellowknifeQuest hosted over 200 residents: four workshops open to the public, one workshop each with youth, seniors, First Nations, and social groups.

Using wireless handsets, participants voted on policies and priorities and collectively created and evaluated future scenarios. The total number of votes across all workshops was used to determine the most popular choice for each policy area. The popular votes were used to create the vision scenario presented here. As shown in Appendix C, the detailed voting results were very consistent from workshop to workshop making the creation of a preferred scenario straightforward.

The vision presented below represents the majority opinions of the participants involved in the process. It is divided into several elements: overall vision, housing and employment areas, transportation, and environmental programs.

While not everyone agreed on the best direction on each aspect of the vision, caution was taken to represent the most popular and frequently mentioned elements. Participants were also provided with a worksheet to record their comments on each of the vision components. Appendix C presents all of the raw written comments submitted by participants to allow the reader to understand the thoughts of participants in more detail. While the total number of participants represents about 1 percent of the total population of the city, the process attracted a wide diversity of participants.

The richness and diversity of the comments reflect the wide range of viewpoints that were represented in the process.

## The MetroQuest process included:

- Comprehensive data collection and analysis
- Web-based collaboration including YellowknifeQuest Online
- Eight community workshops featuring YellowknifeQuest

## Participant quote

Sustainable environment and "northern" way of life

Participants discussing the future at the First Nations workshop.



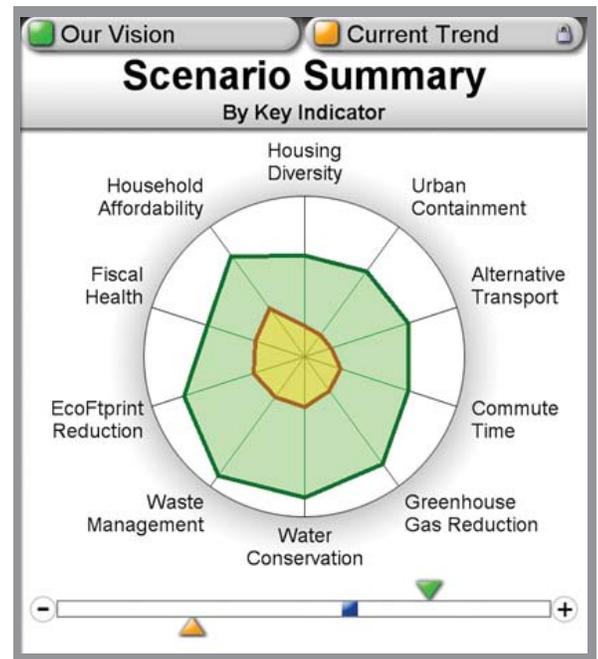
# Participants' Vision

creating synergies between environmental, social and economic priorities

Through an integrated approach, the participant's vision is able to simultaneously succeed economically, socially and environmentally. The vision focuses on creating a safe, clean, green, and livable city with a strong "northern" identity. Participants call for a blend of environmental conservation programs and integrated land use and transportation planning to address their environmental priorities. On the social front, the vision promotes a high quality of life for residents of all ages by increasing the diversity and quality of choices for housing, transportation, and social programs and preserving green space and natural areas both within the city and in surrounding areas. On the financial and economic sustainability front, the vision succeeds by controlling taxes and increasing household affordability.

The participant's vision recognizes the tradeoffs necessary to achieve these successes including:

- Smaller private homes and yards in favour of preserved green space and greater efficiency.
- More compact development near key urban 'nodes' in favour of a more efficient development pattern and transportation system.
- More investment in transportation alternatives in favour of reducing automobile travel.
- More regulations and spending on programs to conserve natural resources in favor of better environmental responsibility.



The Scenario Summary shows the results of the current trend future (shown in orange) compared with the vision scenario that emerged from the workshops (shown in green). In this summary the performance of the scenarios is shown on ten 'spokes' on a scale where the outside of the circle is the best possible result. MetroQuest shows that the 50-year vision created by participants outperforms the current trend future on all ten of the priority 'spokes'.



# Housing and Employment Areas

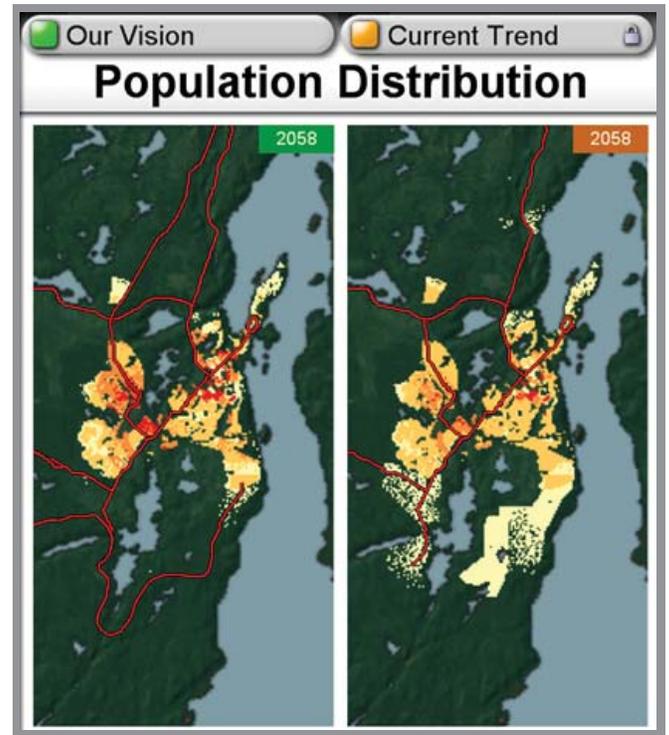
compact, attractive, green and uniquely northern

The majority of participants (79 percent) felt that new development in Yellowknife should be more compact than the existing housing and employment areas in the city. The majority felt that the focus for new development should be on medium density buildings and preserving existing green space. Participants felt that there was a significant amount of underused land in the city which could be used to provide attractive, high quality and energy efficient homes and business areas to accommodate growth and revitalize neighborhoods and the downtown core of the city. The focus on medium density, as opposed to very high or low density, recognizes the fact that many residents value personal and private space while also enjoying the benefits of more compact development.

The vision emphasizes well-planned and attractively designed neighborhoods with special attention paid to creating and maintaining a unique “northern” feel to the city. Participants were particularly interested in providing attractive housing options suitable for seniors wishing to remain in the city as well as affordable housing for younger residents and lower income families. Participants stressed the need to ensuring access to quality green space, particularly for residents with limited private yards.

Many of the participants’ comments about housing and employment areas focused on the design of the more compact areas such as Downtown, Old Airport Road, and Con Mine/Tin Can Hill. The next step in the Plan process is a Design Charrette focusing on these areas.

The vision encourages the development of more compact and walkable commercial space along key corridors and in the downtown core. The key to the vision is a strong focus on creating well-planned areas that make the city attractive for both residents and businesses. Participants were particularly excited about the opportunity for mixed use areas such as buildings with commercial space on the first floor and residential units above.



The vision sees the gradual creation of more compact development ‘nodes’ in the Downtown, Old Airport Road, and Con Mine/Tin Can Hill areas leading to more vibrant and walkable areas. The vision accomplishes this while protecting outlying residential and green spaces. Here we see a concept of what 2058 could look like using a more compact design (left map) compared to the current trend (right map).

## Participant quote

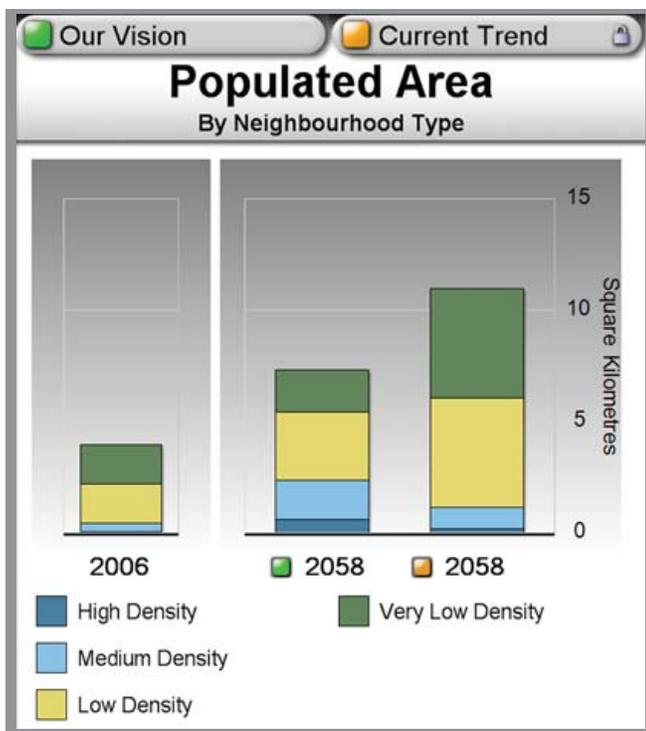
More compact growth will bring us together as a community, strengthening the community. It contributes to the elements of my vision.

## Housing and Employment Areas, Continued

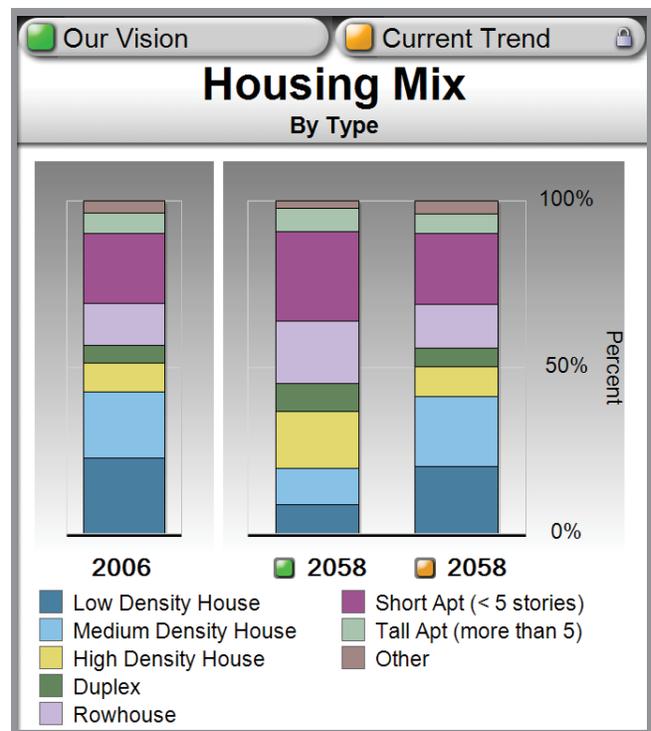
Participants identified many benefits of the vision - for example, it:

- Provides a wider variety of housing choices for residents
- Places a strong focus on attractive housing and neighborhood design
- Preserves existing neighborhoods for families needing more space
- Protects green space and natural areas
- Provides more affordable housing
- Increases tax income for the city
- Re-vitalizes the downtown core
- Allows for more mixed use areas
- Increases opportunities for alternative transportation
- Improves environmental sustainability
- Promotes walkable neighborhoods

See Appendix C for more detail.



As a result of these choices, the vision preserves over 7 square kilometres of open space and natural areas by 2058 (middle) compared with the current trend scenario (right).



This graph shows that the change to housing is fairly subtle. Over 60 percent of housing in the vision (middle) are homes with a private yard - a drop of less than 10 percent compared with the current trend (right). There is a shift away from new large lot suburban homes in favour of new houses with smaller private yards including single family houses on smaller yards, duplexes and rowhouses.

# Transportation

promote convenient alternatives to automobiles,  
create synergies between transportation and land use

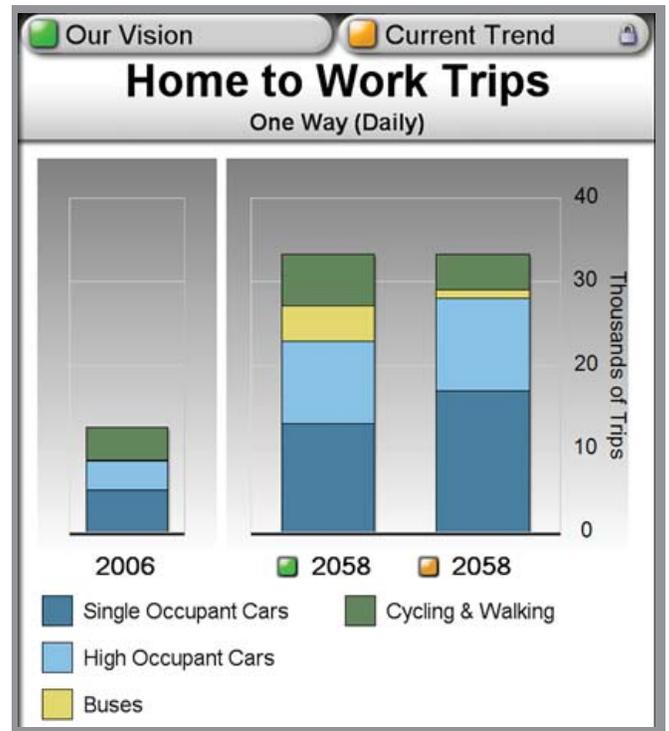
Mindful of rising fuel prices, increasing environmental concerns and the aging population trend, participants were eager to plan for and promote convenient alternatives to the automobile.

Participants were also interested in investing in roadway expansion to accommodate the growing population with a particular emphasis on roads to divert industrial traffic away from residential and commercial areas.

In the short term, given the relatively small size of the city, residents have called for an expansion of attractive walking, biking and transit opportunities including sidewalk and path enhancement programs. Participants also expressed the desire to invest in maintenance and expansion of the city's road network to accommodate growth and ensure that bus, car, as well as industrial traffic is well-managed.

In the longer term, given the rapid growth expected for the city, participants called for a focus on effective land use planning to prepare for a more efficient and transit-friendly pattern of development in the future.

By focusing new housing and commercial development in key nodes with convenient access to more frequent transit service, the vision illustrates that land use and transportation planning can work in harmony. The vision focuses much of the new development in the Downtown, Old Airport Road, and Con Mine/Tin Can Hill areas as well as along some key transit routes that connect these areas.



The vast majority of participants (93 percent) favoured increasing policies and programs to encourage the use of alternative transportation including car-pooling, transit, walking, biking and skiing. Given the relatively small size of the city and the focus on compact development, residents felt that non-motorized travel such as walking, biking, and skiing were feasible and attractive options to be encouraged.

Participants identified many benefits of the vision – for example, it:

- Responds to the challenges of transportation in a northern climate
- Provides a wide range of attractive transportation choices for residents of all ages
- Allows for healthier choices such as walking and cycling
- Reduces household costs for transportation
- Reduces energy use, greenhouse gasses, and air emissions
- Controls taxes by promoting the efficient use of existing infrastructure
- Promotes safe and quiet neighborhoods by rerouting industrial traffic

[See Appendix C for more detail.](#)

## Transportation, Continued

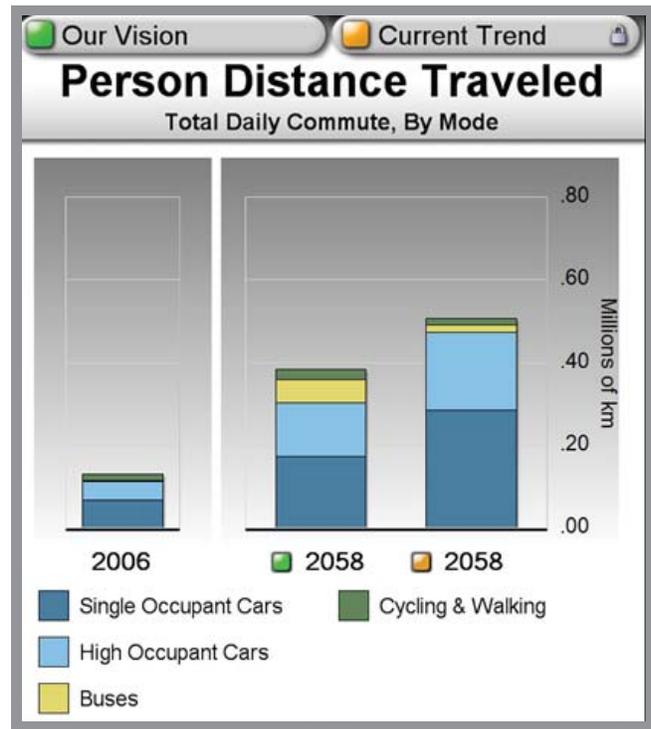
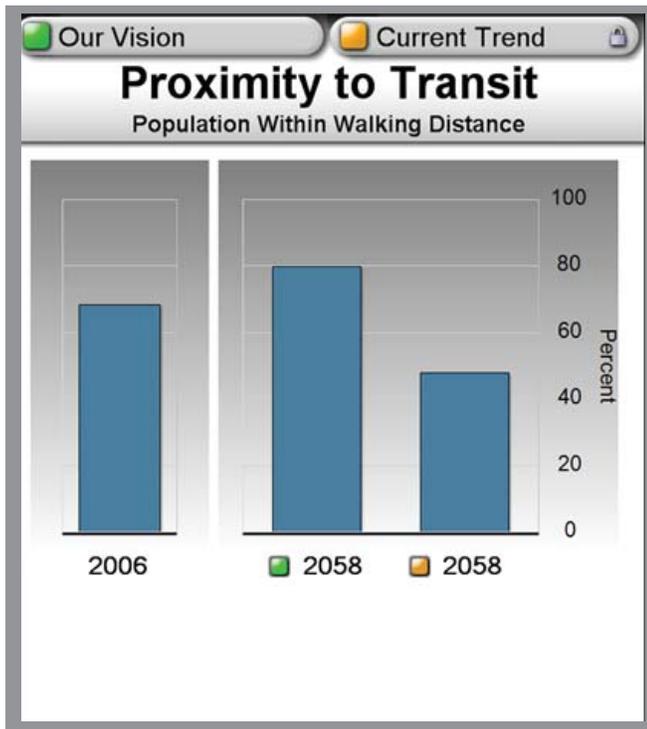
The vision calls for a significant expansion in both the number of routes and frequency of bus service to make transit a more convenient option for Yellowknife residents. Given the cold climate, wait time for busses was felt to be a critical factor in encouraging a shift towards bus travel. New routes should be planned to provide short walking access for most city residents and provide convenient connections to major employment, commercial and recreation areas.

### Participant quote

It is time to reduce the need for every family or person to have a vehicle.

Given that the vision calls for more compact development the opportunity for designing a highly-efficient and well-used bus system is greatly enhanced. As a result of these decisions, it is projected that 80 percent of the population could live within short walking distance of transit by 2058. See below; the middle bar shows the vision's projection for proximity to transit.

The synergy between land use and transportation choices proved to be powerful. The vision is projected to reduce automobile use by over 300 million kilometres per year by 2058 (middle) compared with the current trend projection (right).



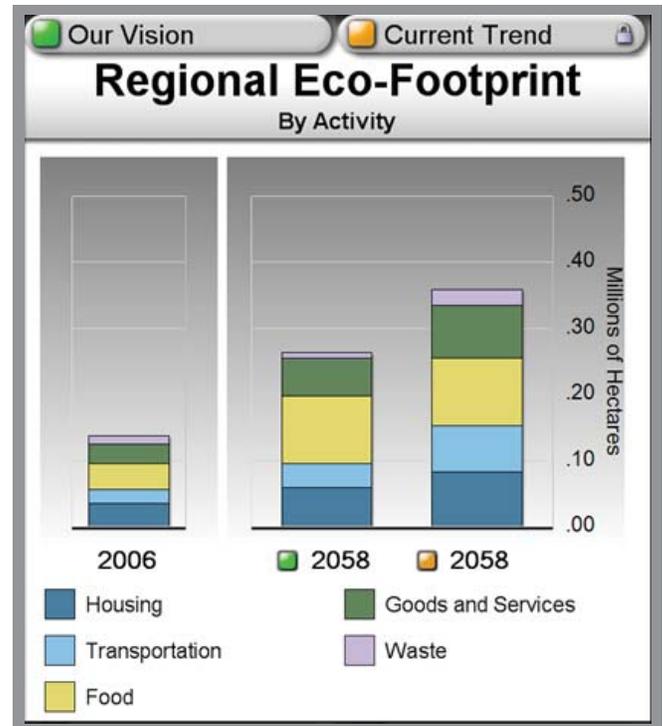
# Environmental Programs

showing leadership through a strong focus on energy conservation and waste reduction

Most of the participants (94 percent) supported investing in improved environmental and resource management programs with special emphasis on energy conservation and waste management.

Energy conservation was seen as the city's highest environmental priority. Given the cold climate, uncertain future for energy prices and availability, and increasing pressure to reduce greenhouse gas emissions, participants felt that Yellowknife should invest in programs and policies to achieve best practices in energy use. Several participants cited the Community Energy Plan as a positive step toward this goal.

Waste management was also a high priority for residents. The high cost of importing materials and the environmental and financial costs of the landfill were cited as key concerns. Participants felt that investment in waste reduction and reuse programs should be promoted in addition to the expansion of recycling and composting activities in the city. Participants offered a range of interesting ideas on what sort of programs should be pursued from expansion of the salvaging area at the dump to the introduction of curbside recycling pickup. Participants felt that by taking immediate action, Yellowknife could transform into an example of best practices in this area.



These policies and programs along with the integrated land use and transportation choices described above combine to reduce the ecological footprint of Yellowknife by over 25 percent (middle) over the current trend (right).

Participants identified many benefits of the vision - for example, it:

- Reduces energy use
- Reduces fossil fuel dependency and greenhouse gas emissions
- Reduces costs for waste disposal and shipping costs for new materials
- Increases water conservation
- Reduces the city's ecological footprint
- Demonstrates more leadership and innovation on sustainability

See Appendix C for more detail.

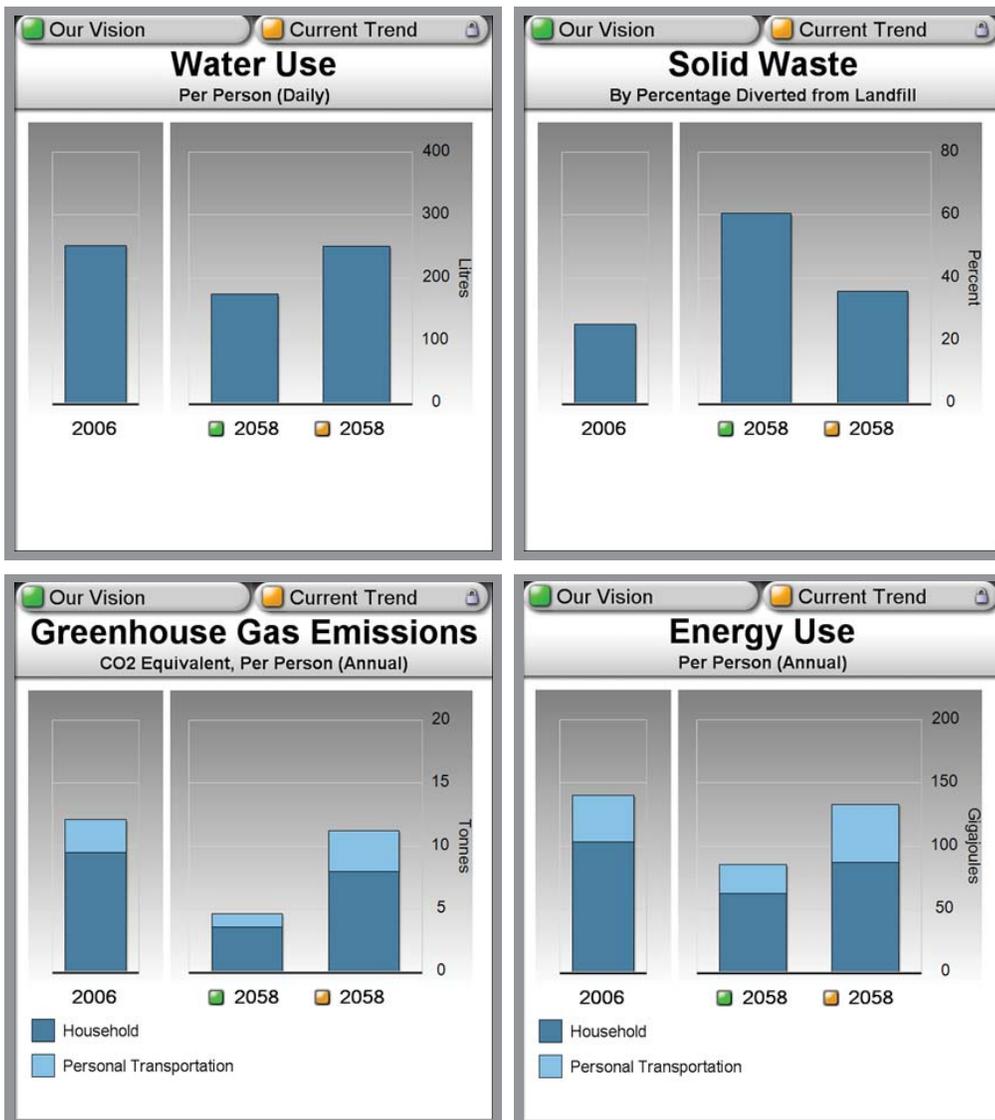
## Environmental Programs, Continued

Few participants expressed concern over the cost of such programs. Most were satisfied that savings in other areas (i.e. more efficient use of infrastructure dollars due to more compact development) could offset the cost of improved environmental programs. Several participants commented about the long term savings associated with environmental conservation. For example, investment in recycling now could reduce the cost of expanding the landfill in the future.

Participants also felt that water conservation and greenhouse gas reduction programs should be pursued. Programs such as water metering and education on conservation practices were cited as programs to consider. The focus of the vision on energy conservation enjoys the added benefit of also reducing greenhouse gas emissions.

### Participant quote

There's no reason to delay process of following best environmental practices.



These graphs show the consequences of the vision (middle) compared to 2006 (left) and the current trend (right).

# Conclusion

The MetroQuest visioning process revealed several interesting insights:

- Based on the number and enthusiasm of participants in the workshop series, with many workshop being at or above room capacity, the community demonstrated an eagerness to participate in the shaping the future of Yellowknife.
- The similarity between handset voting results from workshop to workshop indicate a fairly high level of agreement on the direction preferred by participants. In each of the policy areas, the vision created by participants represents a strong focus on protecting the environment for current and future generations.
- By a large majority, to accommodate growth participants chose to focus much of the new development in key areas including Downtown, Old Airport Road, and Con Mine/Tin Can Hill.
- Participants also registered a large number of comments about their preferred style of new development in these areas.

For more information on the Smart Growth Development Plan or YellowknifeQuest Online visit the City of Yellowknife website at:

[www.yellowknife.ca](http://www.yellowknife.ca)

or call the City's Planning and Development Department at:

**920-5614**

These conclusions suggest a general consensus among participants on the high-level vision for the city and a readiness to turn the attention to the design elements of the vision.

The next stage in the consultation process is a five-day (April 27 - May 1, 2009) Community Design Charrette for the neighbourhoods of Old Town, Downtown, Tin Can Hill/Con Mine, and Old Airport Road. The Charrette will involve professionals from various design and development disciplines, and will allow citizens to participate in designing transportation, land use, and development opportunities of these four areas.

A summary presentation will be made on the MetroQuest workshops on April 27, 2009 to assist Charrette participants in framing the guiding principles for the development and redevelopment of the four target areas.



Participants considering the issues at the public workshops on October 22.

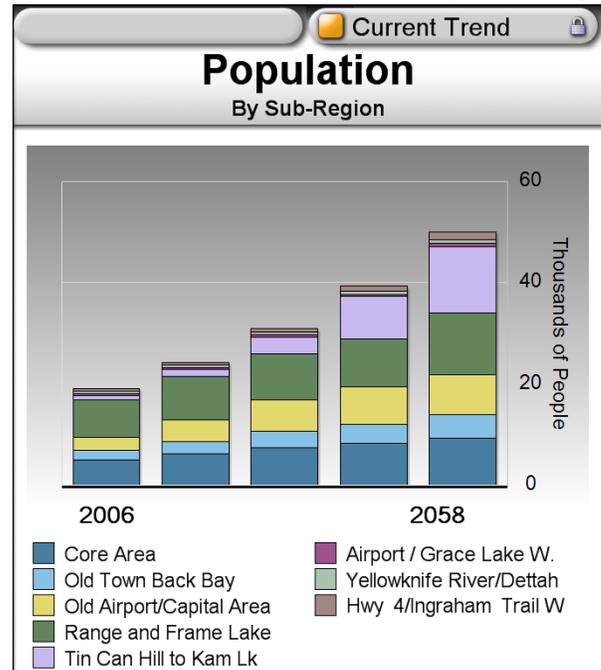
# Appendix A: Topics & Issues

What challenges do we face as our city grows?

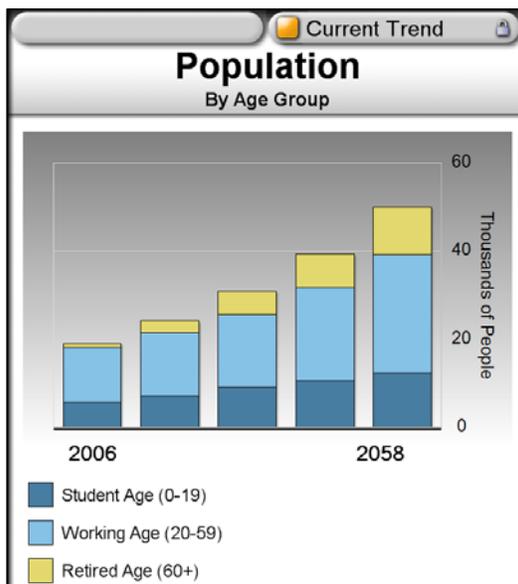
The MetroQuest conducted data collection, policy research and face to face communication with over 200 residents to develop an understanding of the issues that are most relevant to the future of Yellowknife. The MetroQuest software has also been used to evaluate the implications of growth on the region. Here is what was found.

## Population Growth

According to the most recent forecast, by 2058, Yellowknife's population is expected to more than double. At current house and lot sizes that could mean that the land area of the city could also double. As evidenced by comments during the MetroQuest process, residents place a high value on protecting the region's green spaces.



Can we grow in a way that enhances the quality of life for residents? How will we provide housing and services to accommodate that growth?



## Aging Population

Due to baby boomers and an increasing trend to retire in Yellowknife, the number of residents over the age of 60 is expected to soar! Meeting the needs of seniors today and in the future is something that the vision must consider carefully.

What sort of transportation options will seniors require to move around the region easily? What kind of social services will be provided? What kind of housing will best meet the needs of our residents as we evolve?

## Aging Infrastructure

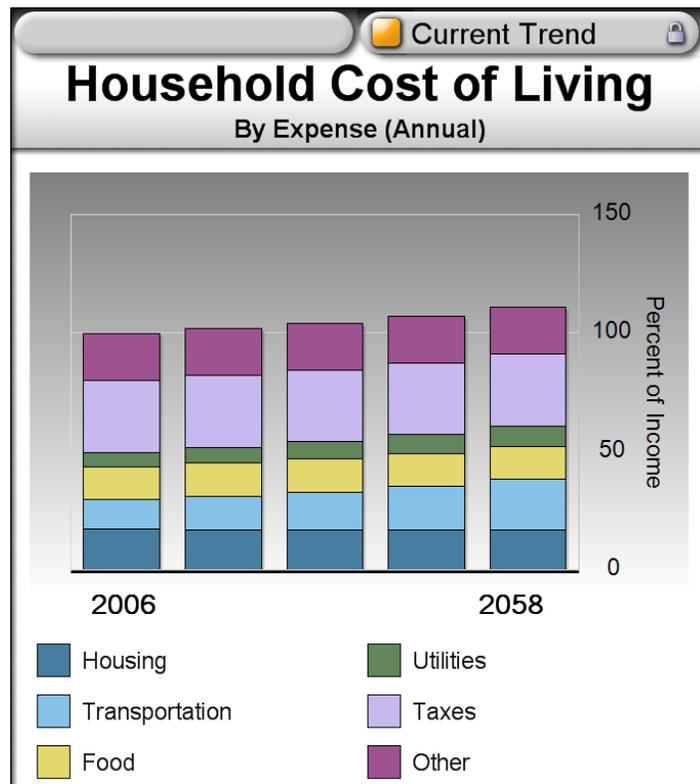
As the city grows and infrastructure ages, more neighbourhoods will require upgrades to their roads, water, and waste systems. Meeting these needs may be financially and ecologically costly and requires careful planning. In addition, the increasing demand for energy, water and other services from new residents will test the limits of our existing systems.

What systems will need to be replaced or maintained, and at what cost? How will we provide services to new areas on the edge of the city? To what extent can conservation help to minimize the costs?

## Cost of Living

Over the past few years housing prices and the cost of living have increased significantly for Yellowknife residents. Many resident report being concerned that their children may not be able to afford to own a home. With careful planning it may be possible to control cost of living increases but some tradeoffs may be required.

How can we ensure that existing and new residents will be able to afford to live here?



## Housing and Job Development

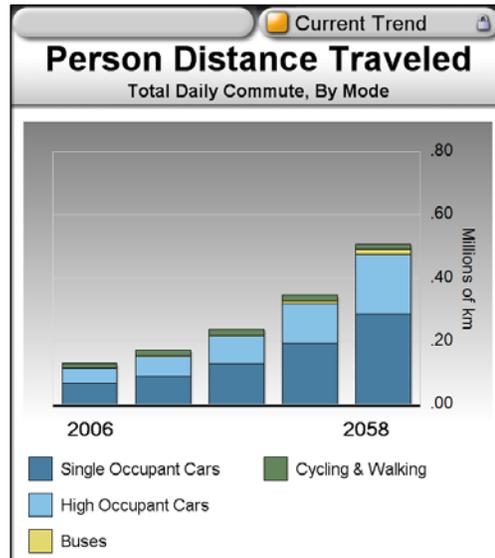
If the city doubles in population and housing density remains low, vast amounts of green space and natural land will be lost to development. In addition, neighbourhoods could be located in areas further and further away from the city as developable land near the city becomes scarce. These changes could dramatically impact land use and transportation in the region. It's clear that the vision must carefully evaluate what tradeoffs residents prefer when dealing with these choices.

What new development should we encourage, and where should new development occur?

## Transportation

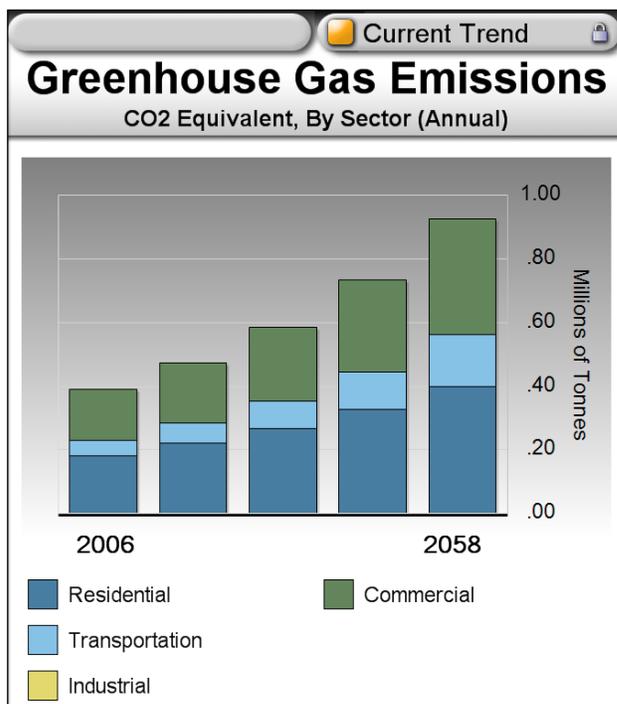
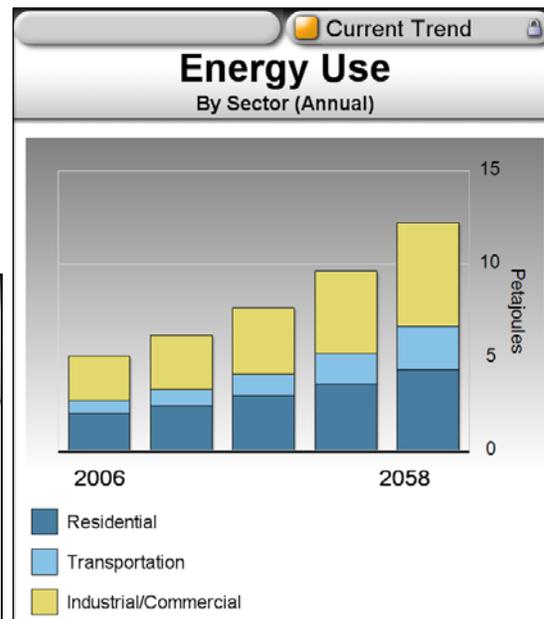
Today the bus system in Yellowknife is small and not well used. In general people find that traveling by car or truck is more convenient than taking the bus. In interviews several people mentioned that one of the great things about living in Yellowknife is how easy it is to get around. As the city doubles in size, traffic congestion may make travel much more difficult.

How will new housing and job growth affect traffic in the future? How can we manage growth to avoid traffic congestion problems? How will people get around, and how far will they have to travel?



## Environment

With the economic and population growth that is expected, it will be critical to ensure that the growth is managed in a way that quality of the natural environment is protected.



What policies do we need to consider to manage our resources? How will we respond to increasing concerns over greenhouse gas emissions and rising oil costs? How will Yellowknife manage its solid waste with twice the size of population? What is the carrying capacity of our natural environment?

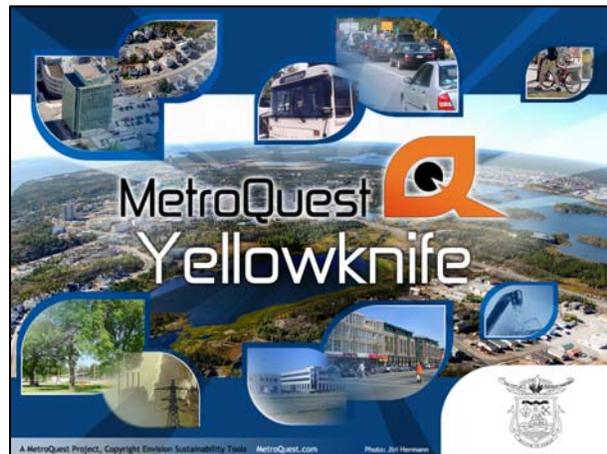
# Appendix B: Vision Details

## B.1: Process Overview

In September and October, 2008 eight workshops featuring MetroQuest were held in Yellowknife hosting over 200 residents.

1. Public Workshop 1: Sept. 23rd, 7:00 – 9:45 pm, Yellowknife Inn
2. Seniors Workshop: Sept. 24th, 10:00 - noon, Baker Centre
3. Public Workshop 2: Sept. 24th, 7:00 - 9:45 pm, Yellowknife Inn
4. Social Groups Workshop: Sept. 25th, 10:00 - noon, Northern United Place
5. Youth Workshop: Oct. 21st, 11:00 am - 12:30 pm, Sir John Franklin High School
6. Public Workshop 3: Oct. 21st, 7:00 - 9:45, Explorer Hotel
7. First Nations Workshop: Oct. 22rd, 10:30 - 12:30, Ndilo Gym
8. Public Workshop 4: Oct. 22nd, 7:00 - 9:45, Explorer Hotel

MetroQuest is a computer scenario tool that was configured with data for Yellowknife. MetroQuest allows for 50 year future scenarios to be created and evaluated in a workshop setting. Using wireless handsets, participants voted on policies and priorities that impact the future of the city. Participants were also encouraged to write down any thoughts and comments on the vision scenarios on their personal worksheets.



In each workshop the process was identical and followed the following steps:

- **Workshop Step 1:** Participants to record words that best describe their vision (recorded in Appendix C, Section C.2)
- **Workshop Step 2:** MetroQuest was used to create, evaluate and refine a preferred scenario. This appendix presents the voting results for each of the workshop audience groups: general public, youth, First Nations, seniors and social groups. While each workshop created their own preferred scenario the similarities from workshop to workshop were significant. Based on this consistency between workshop groups the total number of votes was used to create the vision scenario. See B.2 and B.3 for details on the voting and the differences between groups. The details of the vision scenario are presented in section B.4.
- **Workshop Step 3:** Participants were also asked to complete a series of additional worksheet questions to collect additional thoughts on their impressions of the workshop and comments for city staff (See Appendix C, Sections C.7 through C.11).

## B.2: Voting Results

YellowknifeQuest presents workshop participants with 6 policy questions which are used to shape 50-year future scenarios. The following shows each question with the voting results of each broken down by the five workshop audience groups: general public (labeled as Public), Youth, First Nations (labeled as FN), Seniors, and Social Groups (labeled as Social).

YellowknifeQuest Question 1: Development Density

Popular Choice
 Current Trend
🔒

**How compact will new housing and business development be?**

Development Density

Development Location

Road Network

Transit System

Transportation Policy

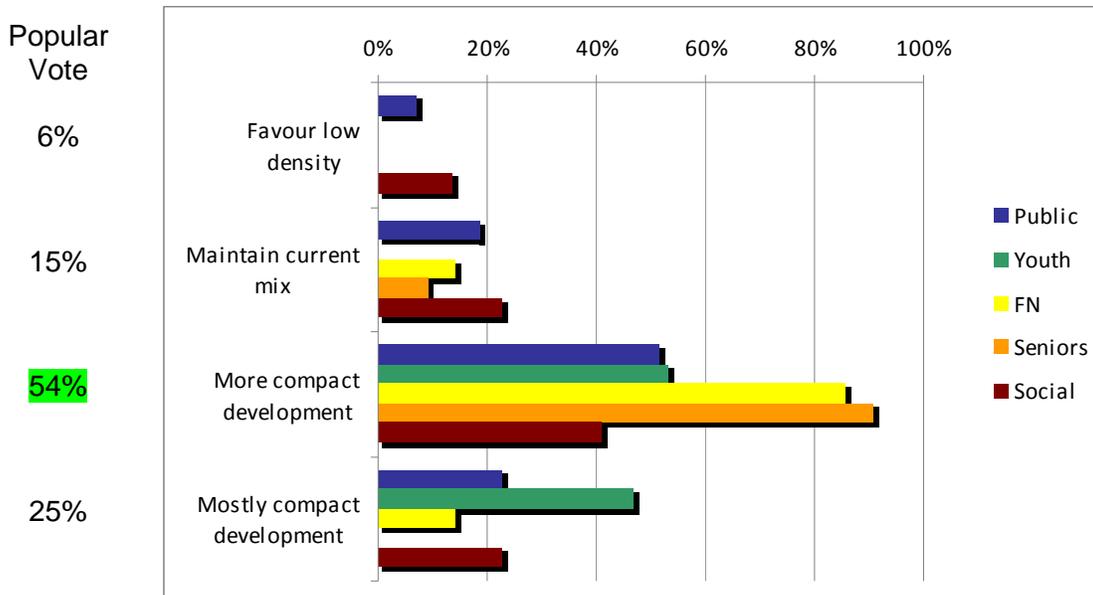
Resource Policy

**Favour low density**  
 Favour the development of single detached homes with large yards and business parks and malls.
 

**Maintain current mix \***  
 Build mainly homes with yards, business parks and malls with some multi-unit dwellings, compact offices and stores.
 

**More compact growth**  
 Favour duplexes, townhouses and small apt., office and retail buildings. Build some homes with large yards, business parks and malls.
 

**Mostly compact growth**  
 New development will mostly be duplexes, townhouses, apartments and multi-storey commercial buildings.
 



YellowknifeQuest Question 2: Development Location

Popular Choice
 Current Trend 🔒

**Where will the development of new homes and businesses be encouraged?**

Development Density

Development Location

Road Network

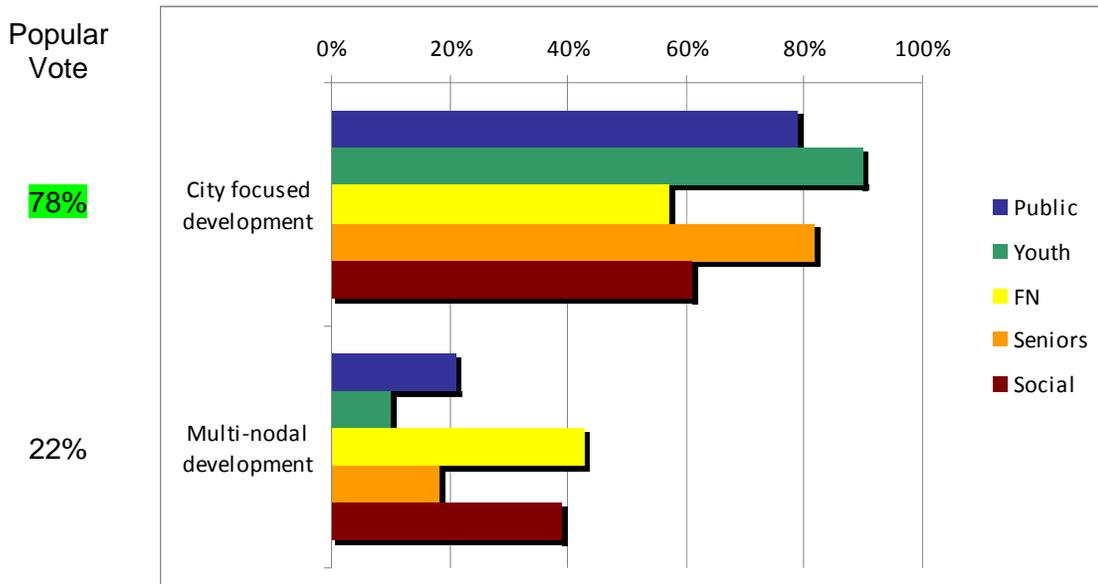
Transit System

Transportation Policy

Resource Policy

**City-centred development \***  
Encourage development mainly in the city, within or near the built-up area.

**City outskirts**  
Allow for increased development on the east shore of the lake.



YellowknifeQuest Question 3: Road Network

Development Density

Development Location

Road Network

Transit System

Transportation Policy

Resource Policy

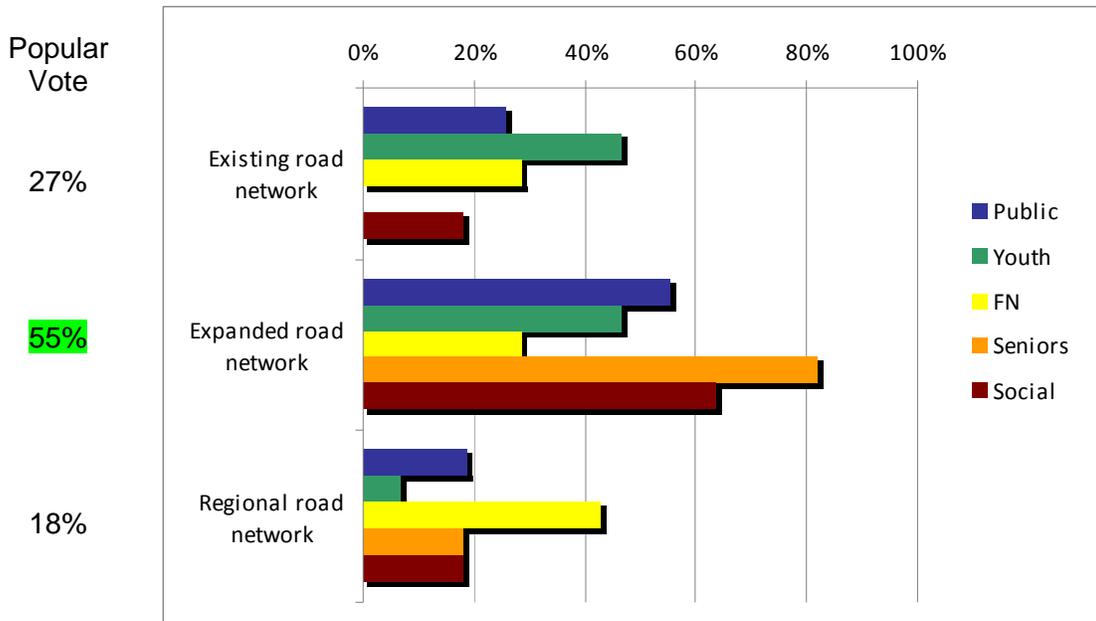
Popular Choice
Current Trend
🔒

How will the region focus investment in the road network?

**Existing road network \***  
 Maintain the current road network.

**Expanded road network**  
 Invest moderately in expanding the road network.

**Regional road network**  
 Significantly expand the region's road network.



YellowknifeQuest Question 4: Transit System

Development Density

Development Location

Road Network

Transit System

Transportation Policy

Resource Policy

Popular Choice
 Current Trend

How will the region focus investment in the transit system?

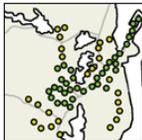
**Existing transit service \***

Maintain the current level of investment in the transit service per capita.



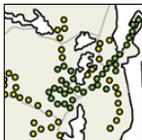
**Expanded city transit**

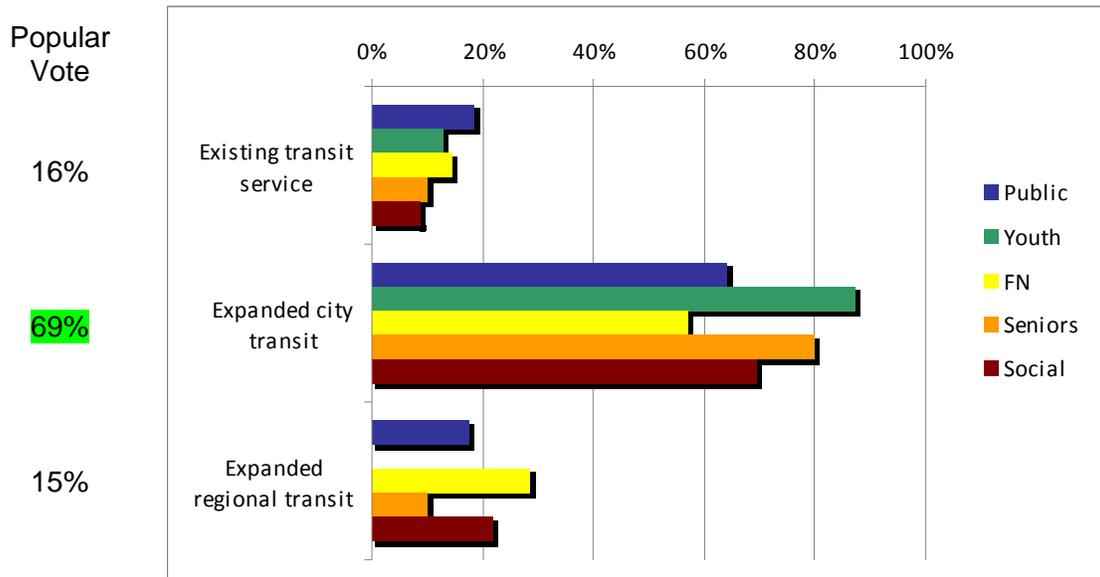
Invest moderately in expanding the city's transit system and improving transit service frequency.



**Expanded regional transit**

Significantly expand the region's transit system and increase transit service frequency.





YellowknifeQuest Question 5: Transportation Policy

Development Density

Development Location

Road Network

Transit System

Transportation Policy

Resource Policy

Popular Choice
📄
Current Trend
🔒

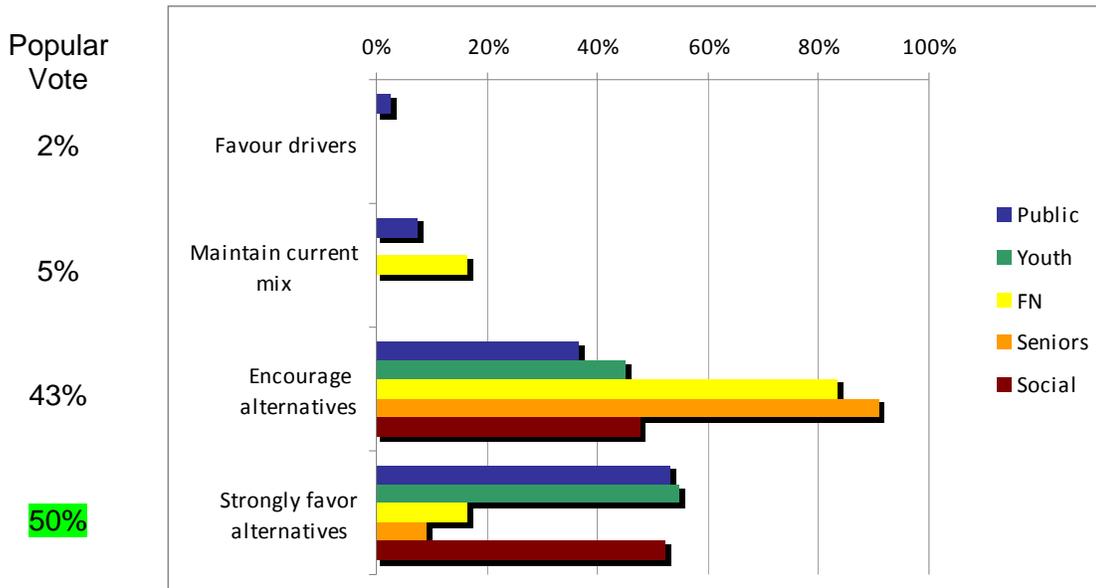
How much will alternative transportation be encouraged?

**Favour drivers**  
Discourage alternative transportation modes. Facilitate use of single occupant vehicles.

**Maintain current mix \***  
Maintain the current level of support for alternative transportation modes and single occupant vehicles.

**Support alternatives**  
Favour alternative transportation modes.

**Strongly favour alternatives**  
Heavily favour alternative transportation modes at the expense of single occupant vehicles.



YellowknifeQuest Question 6: Resource Policy

Development Density

Development Location

Road Network

Transit System

Transportation Policy

Resource Policy

Popular Choice
 Current Trend 🔒

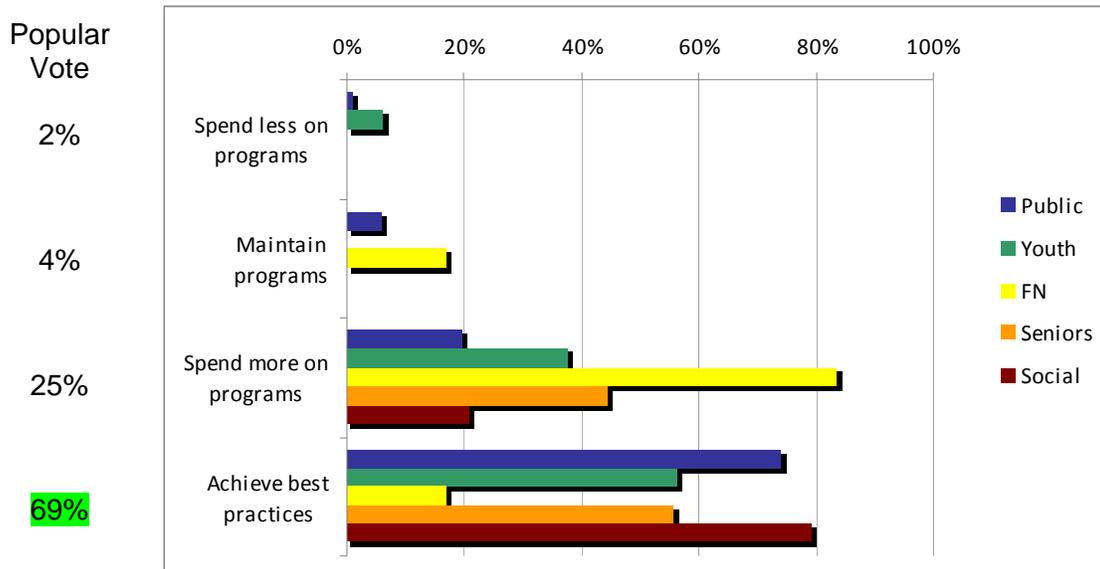
How much will energy, air quality, GHG, waste and water management programs be developed?

**Spend less on programs**  
Reduce funding for these programs.

**Maintain programs \***  
Maintain the existing funding levels for these programs per capita.

**Spend more on programs**  
Put more funding towards these programs.

**Achieve best practices**  
Focus funding to achieve best practices for these programs.



## B.3: Scenario Comparison

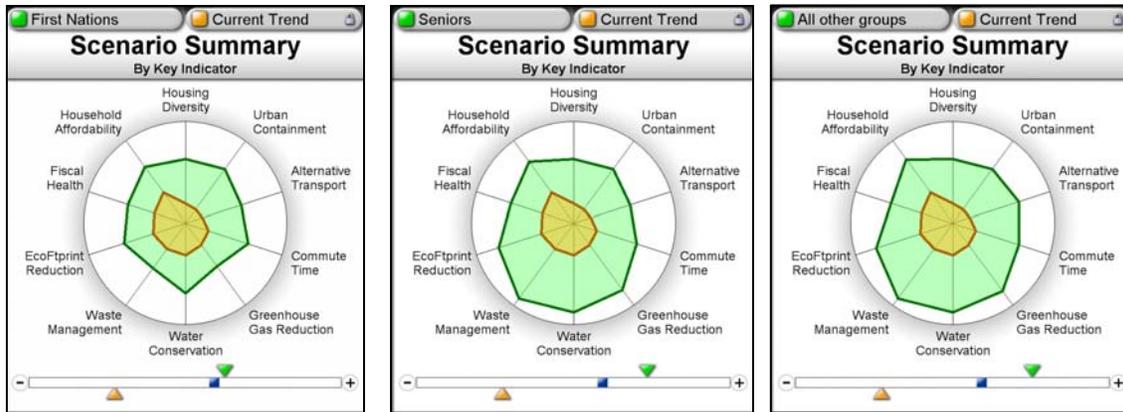
The Scenario Summary shows the results of the current trend future (shown in orange) compared with the vision scenarios that emerged from the workshops (shown in green). In this summary the performance of the scenarios is shown on ten ‘spokes’ on a scale where the outside of the circle is the best possible result. YellowknifeQuest shows that the 50-year vision created by participants outperforms the current trend future on all ten of the priority ‘spokes’.

The scenario outcomes of each of the five audience groups (Public, First Nations, Social Groups, Youth, and Seniors) were remarkably similar based on handset voting. The voting was so similar that the resulting future scenarios for the public, social groups and youth were identical and correspond as well to the popular votes for all participants when all votes are added up across all workshop participants.

The First Nations and Seniors groups voted differently on the transportation policy question. Both groups chose the “support alternatives” option compared with the other groups who preferred “strongly favor alternatives”. Both represent policies of the same kind to different degrees so the qualitative difference between groups is minor.

All groups elected to expand roads and the only difference was one of degree. The First Nation group chose to expand to a “regional road network” and submitted a significant number of comments on the need to better maintain roads. Other groups decided to expand the road to a lesser extent. The First Nation’s participants also chose “spend more on environmental programs” as opposed to the other groups who chose “achieve best practices”. Since both decisions suggested increasing policy toward improving environmental programs the differences between the two choices is one of degree.

Despite these differences the images below show the similarity between the three different scenario results on the scenario summary with the results of the First Nations workshop on the left, the Seniors workshop in the middle and the results of the Youth, Public, and Social Groups on the right (since all three groups chose the same scenario independently). It is noteworthy that all three scenario outperform the current trend by a wide margin on all ten priority spokes.



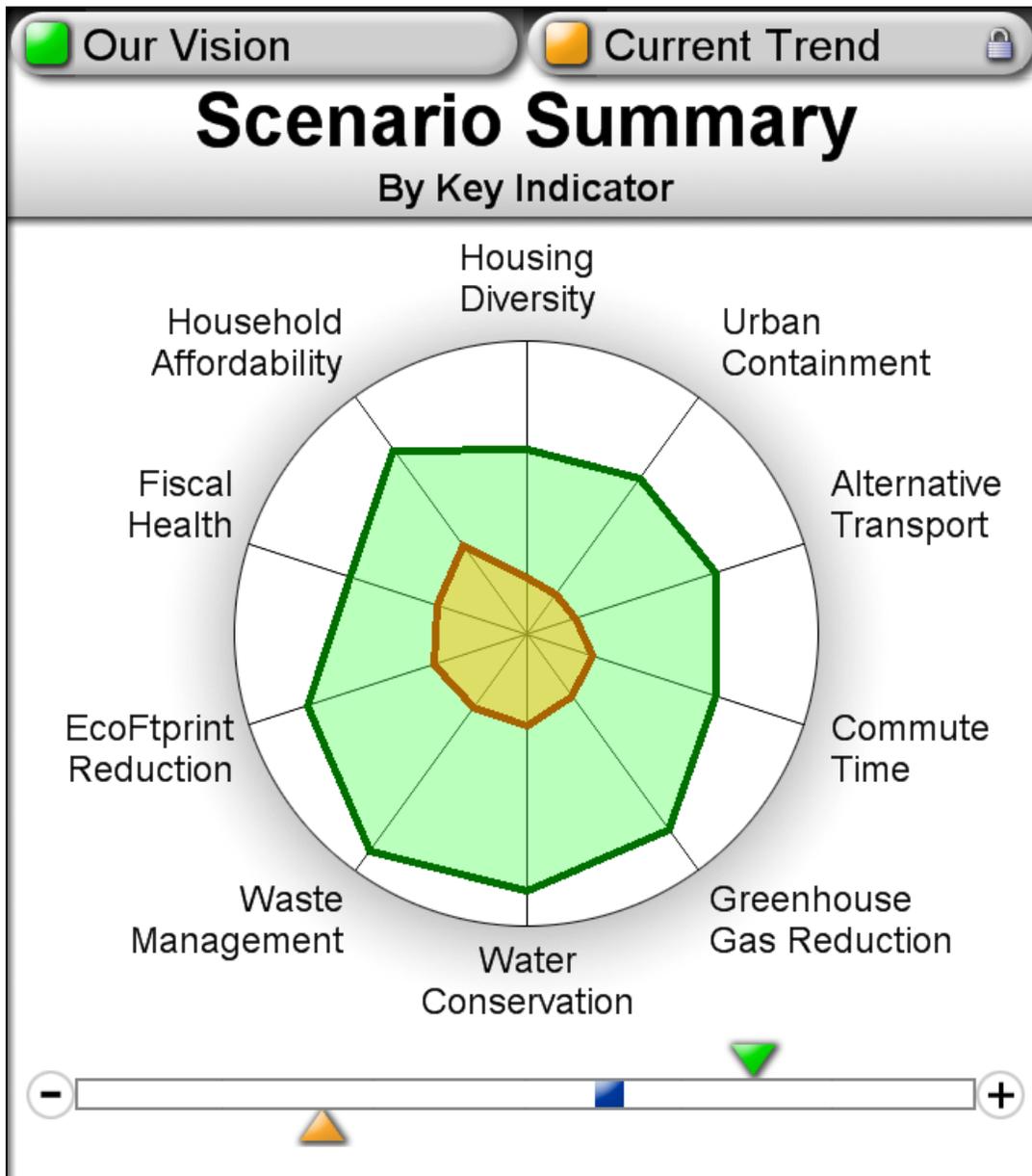
The First Nations scenario on the left shows marginally less success on the environmental spokes such as greenhouse gas reduction and waste management due to somewhat less emphasis on environmental programs. This scenario also shows slightly better Fiscal Health (i.e. government spending) than the other scenarios as a result of decreased spending on environmental programs but the difference is offset to some extent by increased spending on roads.

The scenario summary in the middle shows the results of the Seniors workshop. It is very similar in performance to the scenario on the right which represents the outcome of the public, social groups and youth workshops (all three groups ended up with the same scenario according to handset voting) with the exception of slight differences in “Alternative Transportation”. This is the result of slightly more aggressive movement towards alternative transportation policies in the Public/Social Group/Youth Scenario (on the right). While it enjoys better performance on the use of alternative transportation it does introduce slightly higher costs (represented as Fiscal Health) due to increased spending on programs to support these programs.

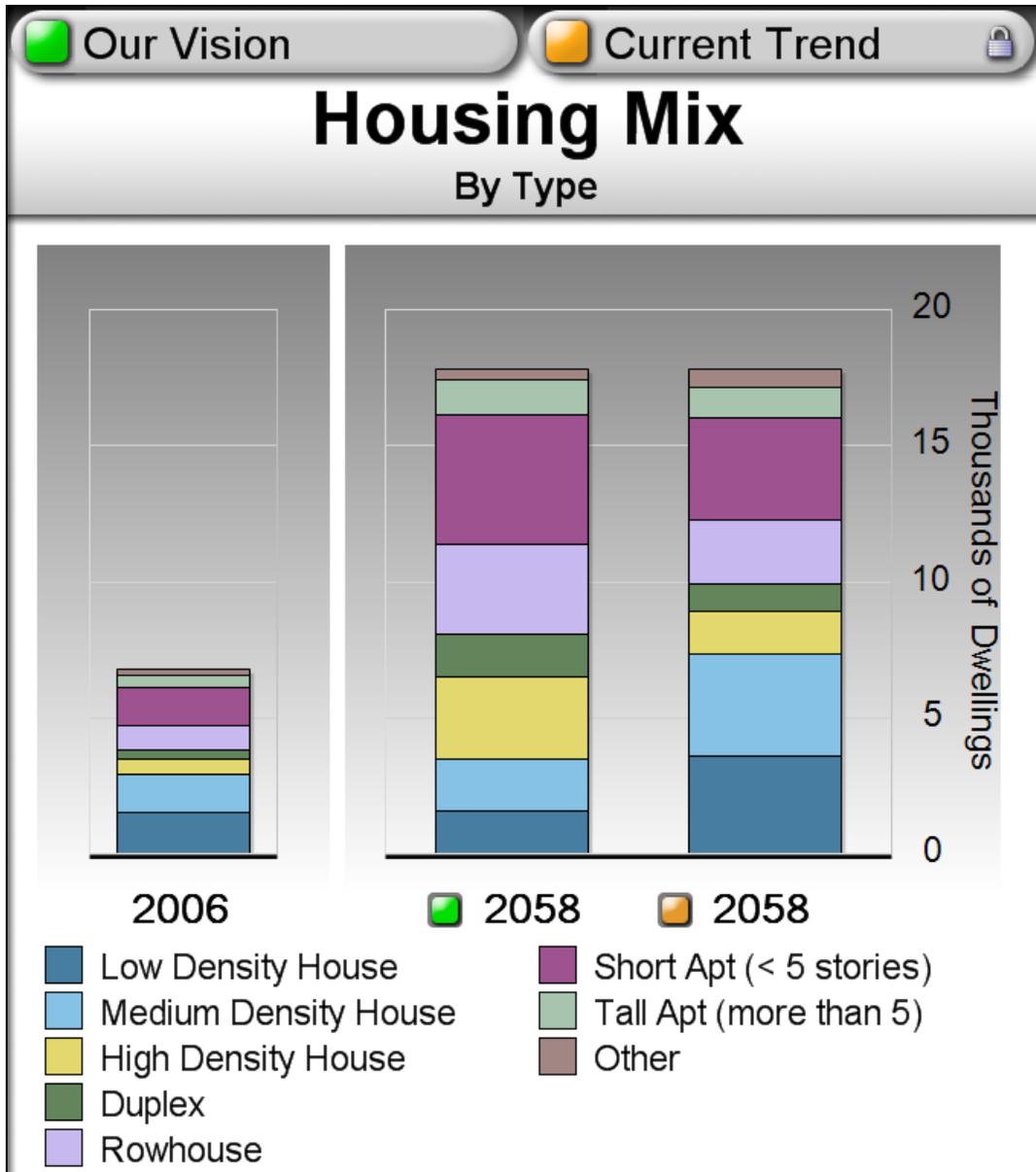
When all participants’ votes are given equal weight across all workshops a final vision scenario can be created. This vision scenario is the same scenario that emerged from the Public, Social Groups, and Youth workshops. The detailed results of this vision scenario are presented below.

## B.4: Detailed Vision Scenario Results

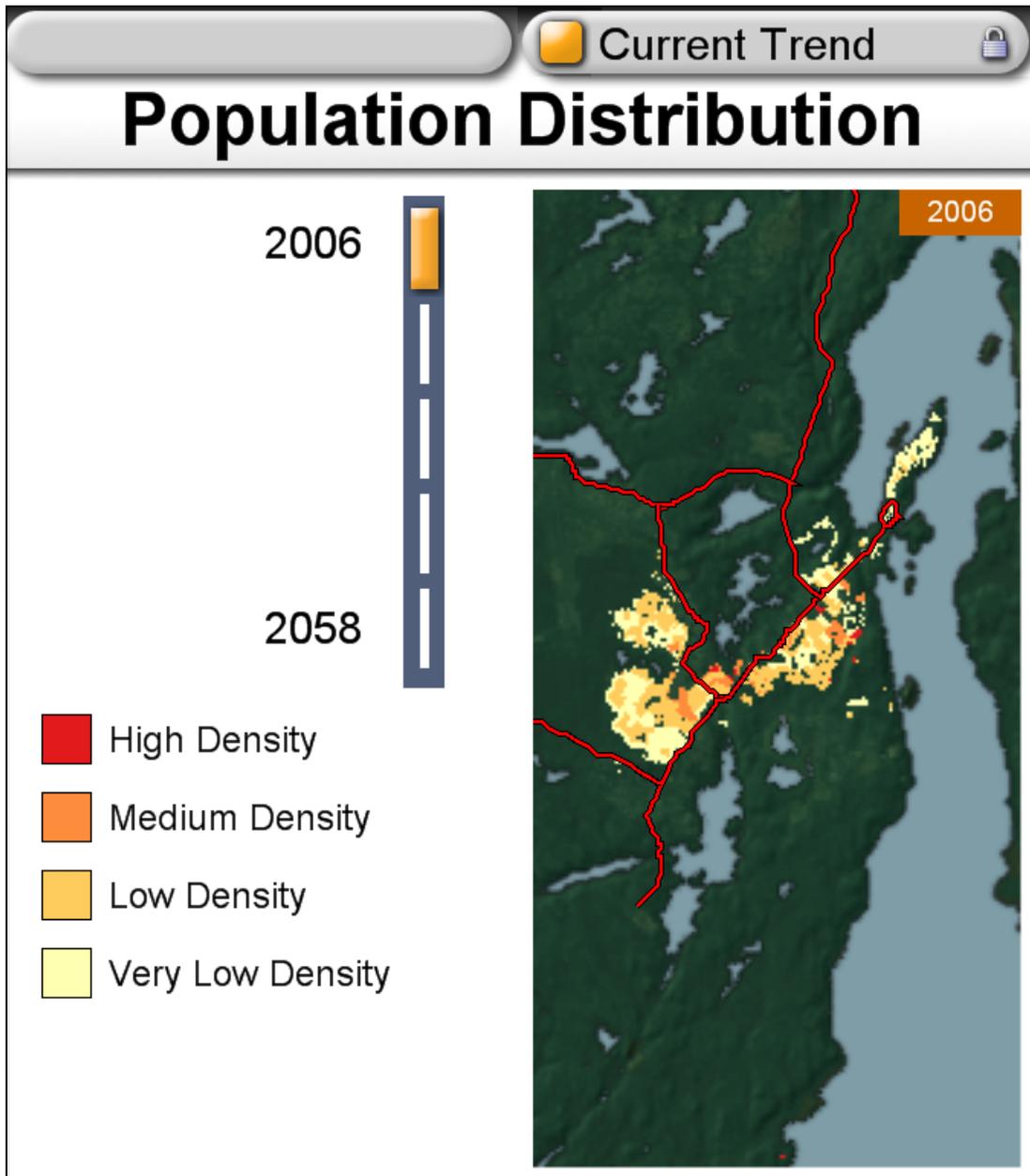
The final vision is based on the popular votes recorded from all participants in the YellowknifeQuest workshops. The following is a series of screenshots presenting the detailed results of that vision scenario.



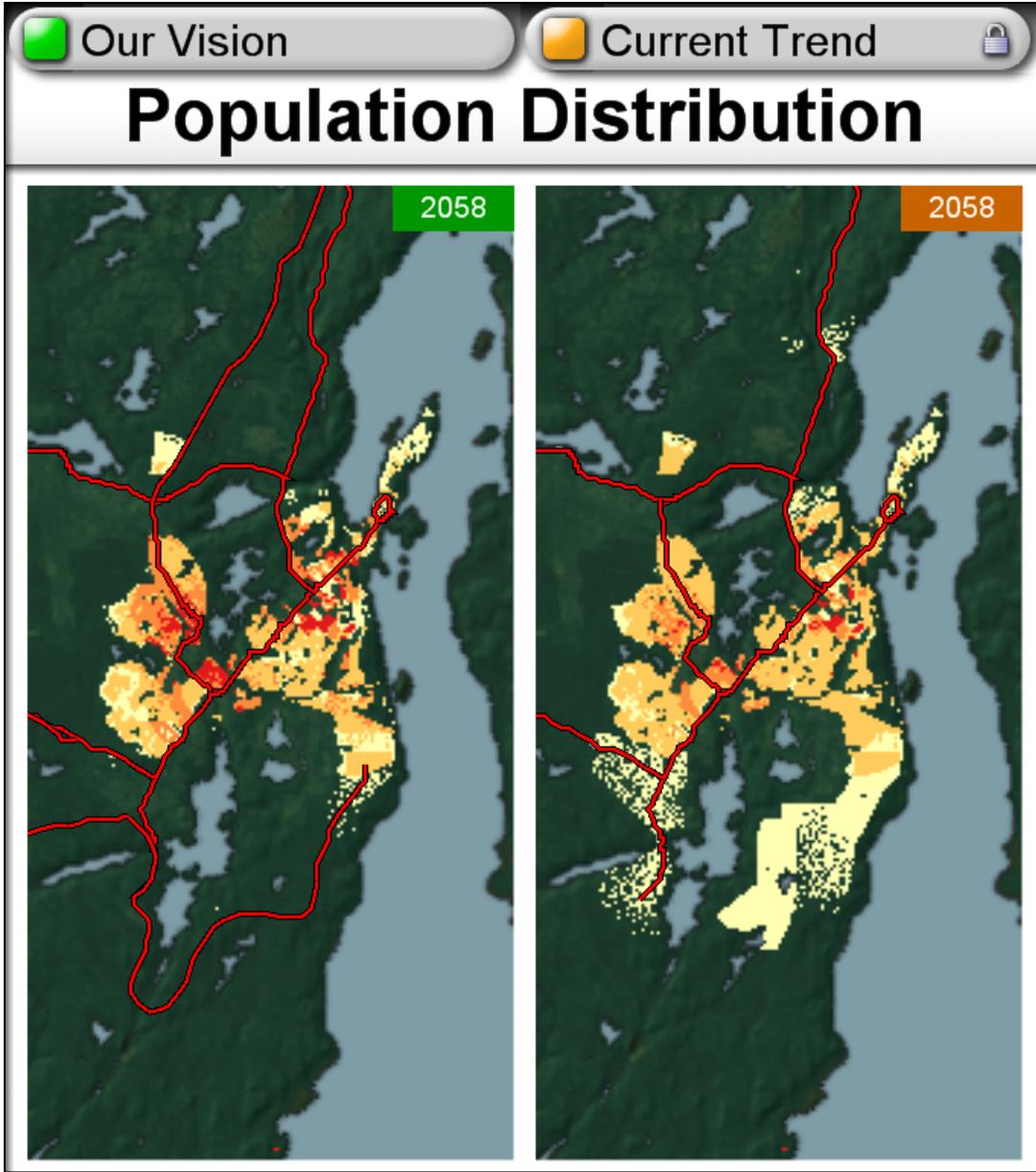
The Scenario Summary shows the results of the current trend future (shown in orange) compared with the vision scenario that emerged from the workshops (shown in green). In this summary the performance of the scenarios is shown on ten 'spokes' on a scale where the outside of the circle is the best possible result. MetroQuest shows that the 50-year vision created by participants outperforms the current trend future on all ten of the priority 'spokes'.



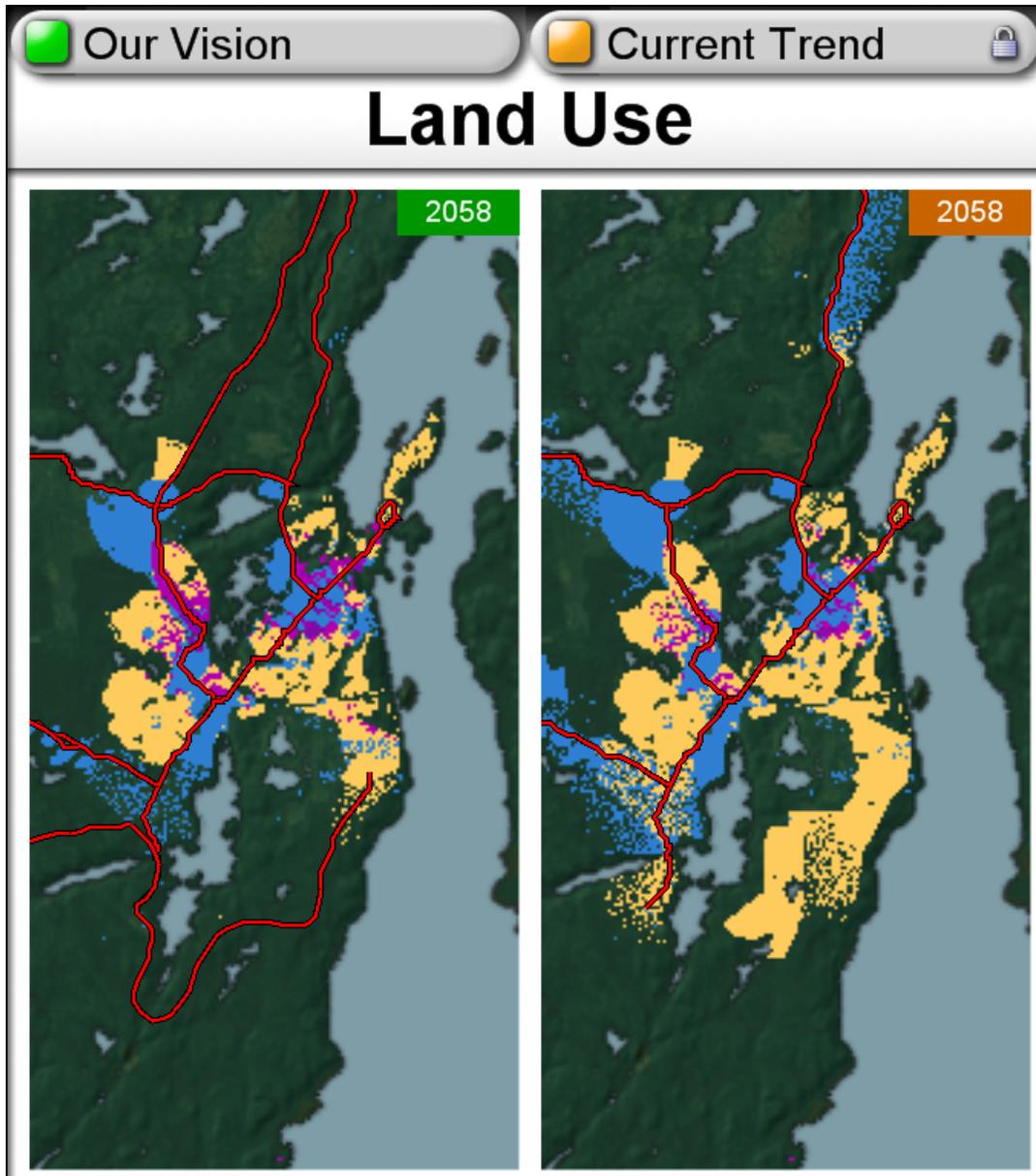
This graph shows the housing mix in Yellowknife in 2006 compared with the mix in 2058 in the vision scenario (in green on the left) and the current trend scenario (on the right). The shift toward more compact growth results in a shift away from large lot homes to homes on smaller lots, duplexes and rowhouses. The decision of participants to move toward medium density (as opposed to high density) means that over 60 percent of homes have access to some private yard, even if it is a small one such as in a rowhouse.



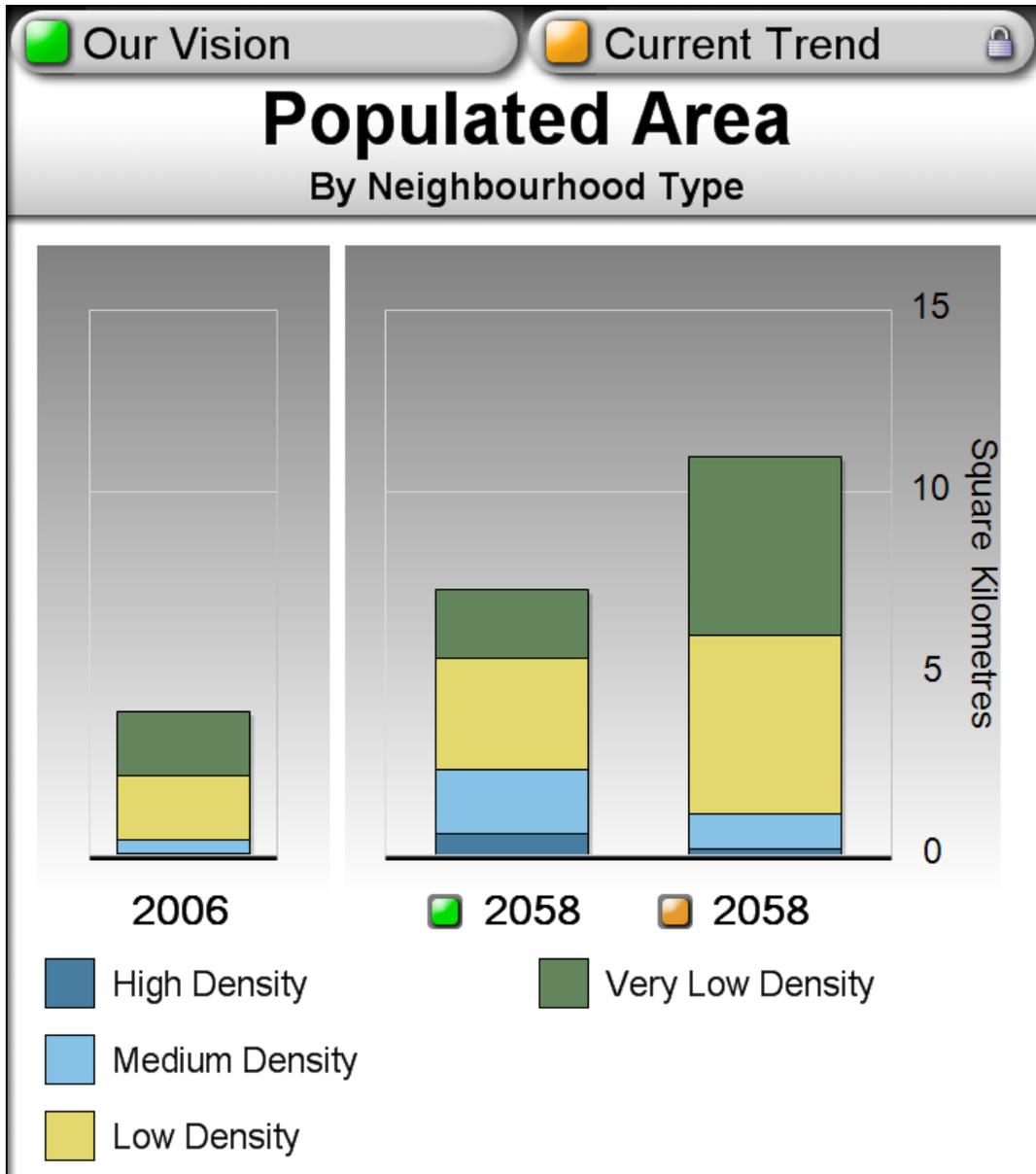
This image presents the population distribution in 2006 for reference purposes.



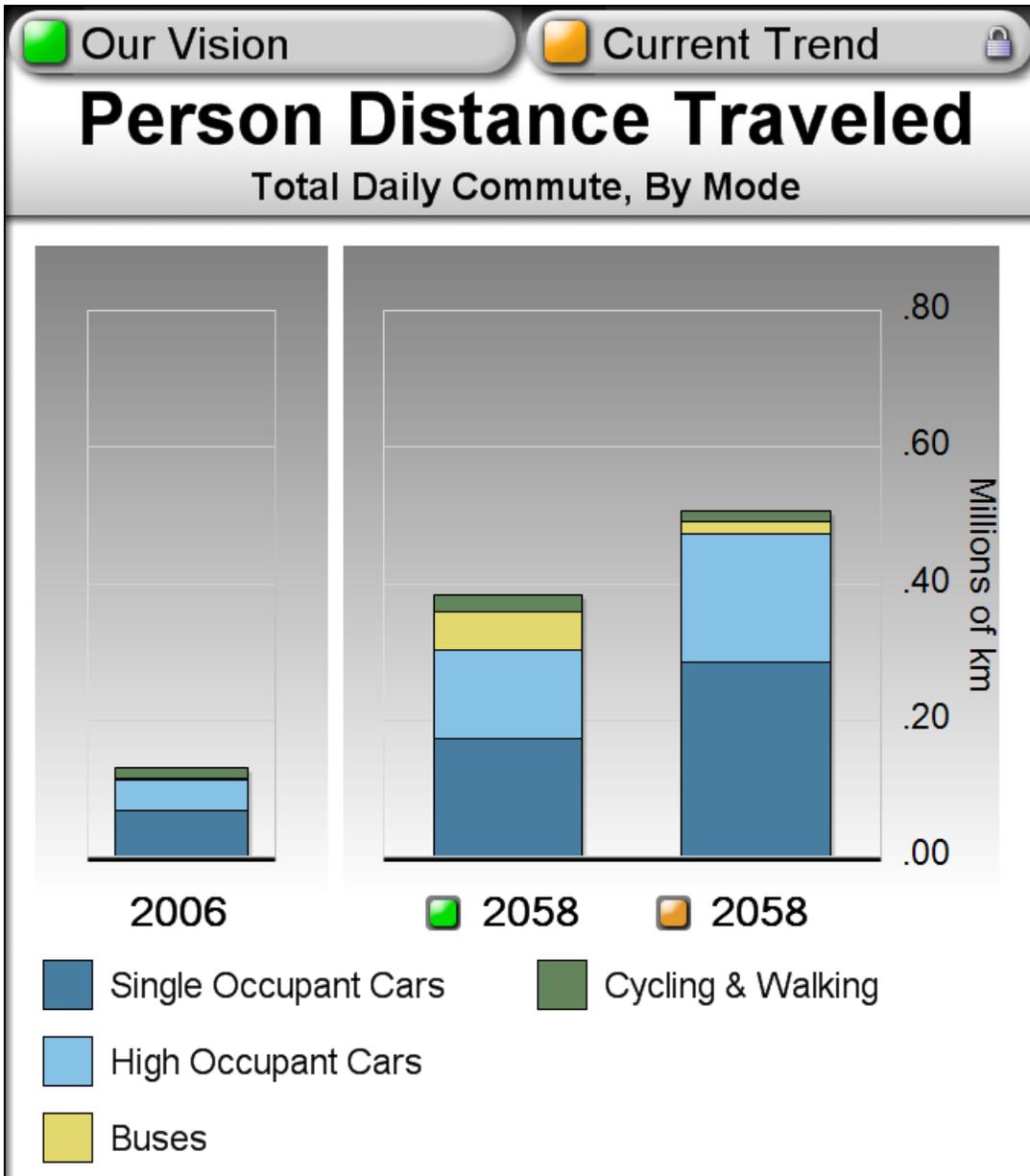
This image illustrates a concept map of how new growth may be accommodated under the vision scenario on the left and the current trend on the right. With higher densities shown in orange and red, it is easy to see the more compact nodes associated with the vision scenario in areas such as Old Airport Road, and Con Mine/Tin Can Hill.



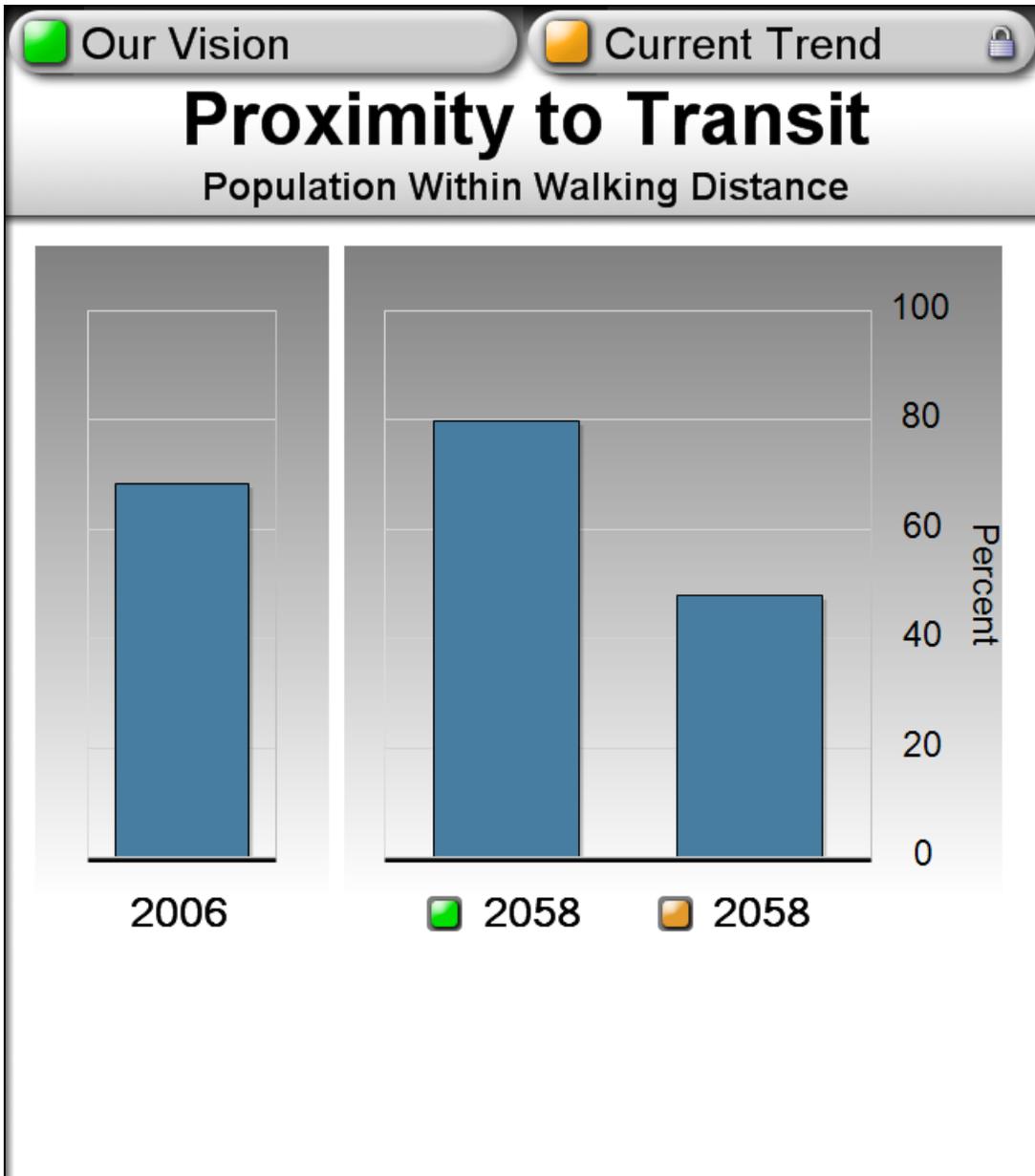
This image present the housing areas (in yellow), employment areas in blue and mixed use in purple for both the vision scenario (left) compared with the current trend (right). The vision scenario results in significantly more mixed use area and creates a more compact urban form in which distances between work and homes and encroachment on green spaces are minimized.



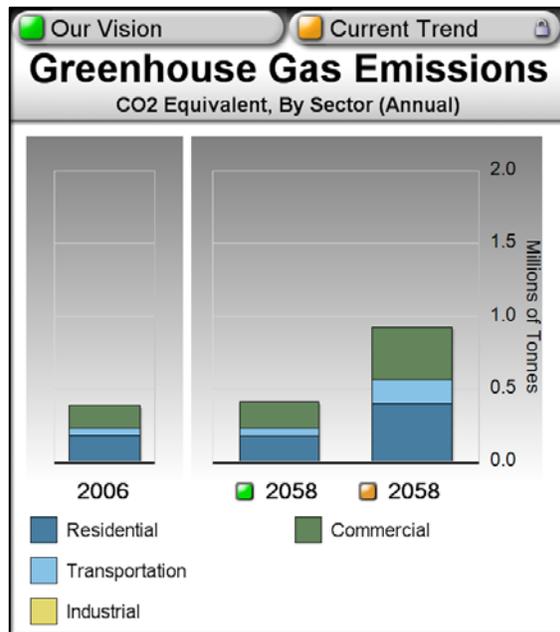
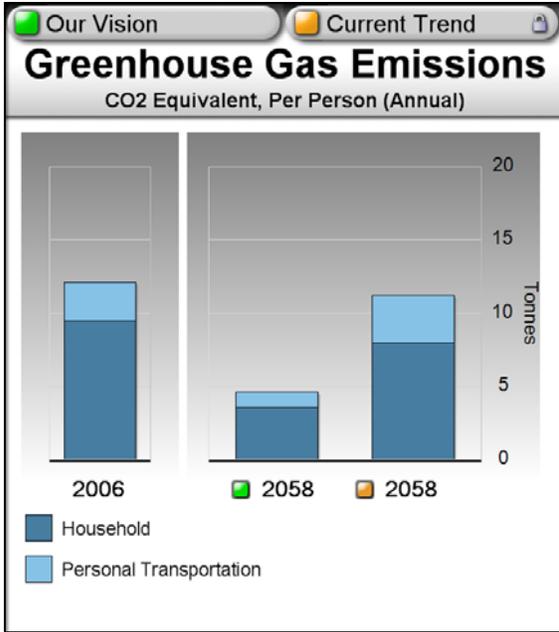
This image present the amount of land use for various types of development from low to high density in the base year compared with the vision scenario on the left and the current trend on the right. The vision scenario consumes about 7 square kilometres less land than the current trend to accommodate the same growth because of the compact growth policies selected by participants.



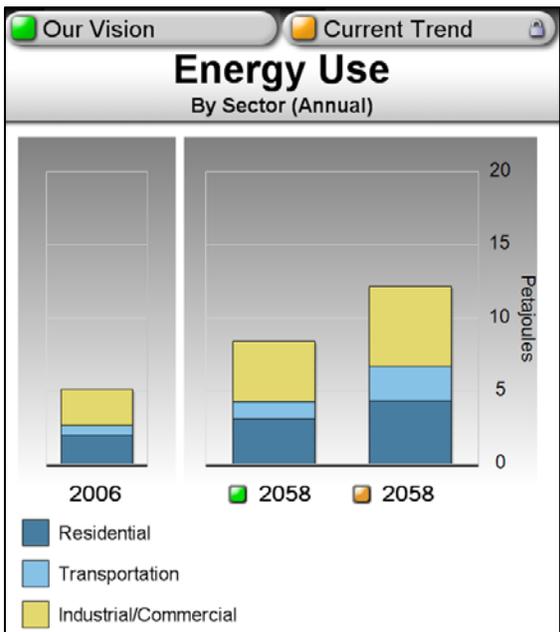
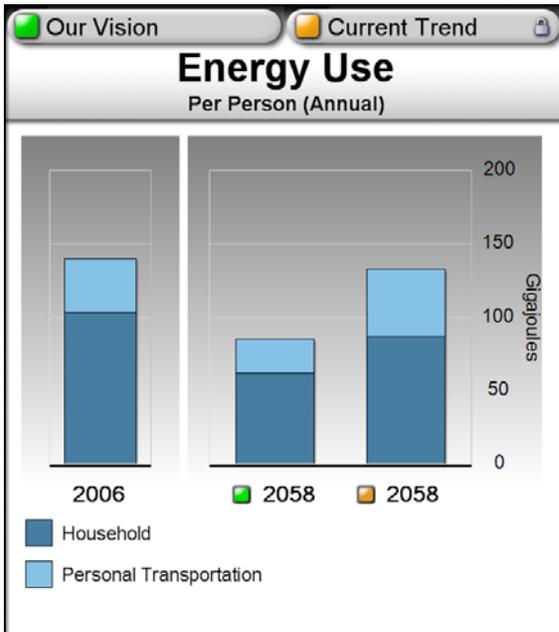
This image shows the distance and modes of travel for residents in the base year and projected to 2058 for both the vision scenario (left) and the current trend (right). The shift towards more compact development areas near transit combined with the investment more frequent bus service results in both the reduction of total distance travelled as well as a shift to more alternative forms of transportation. This shift is further bolstered by the policies to encourage carpooling, walking, biking skiing and transit as alternatives to automobile travel.

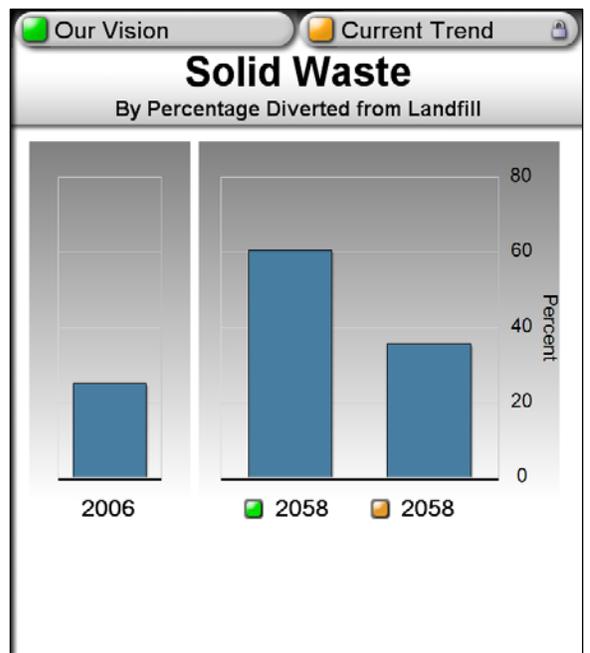
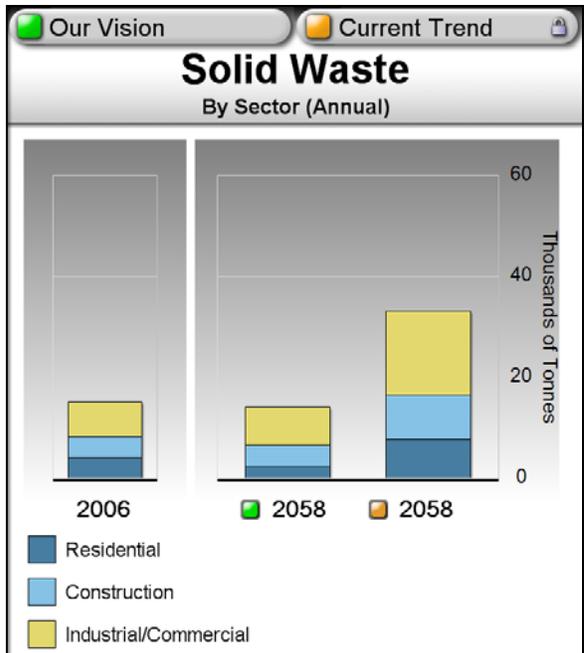
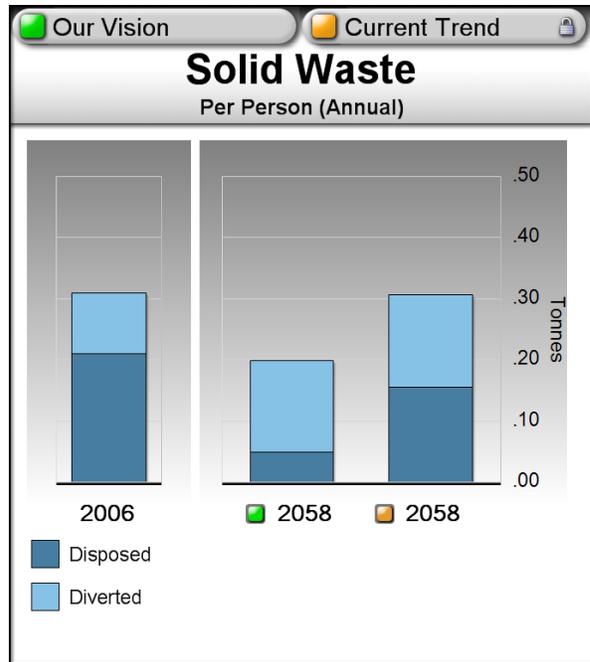
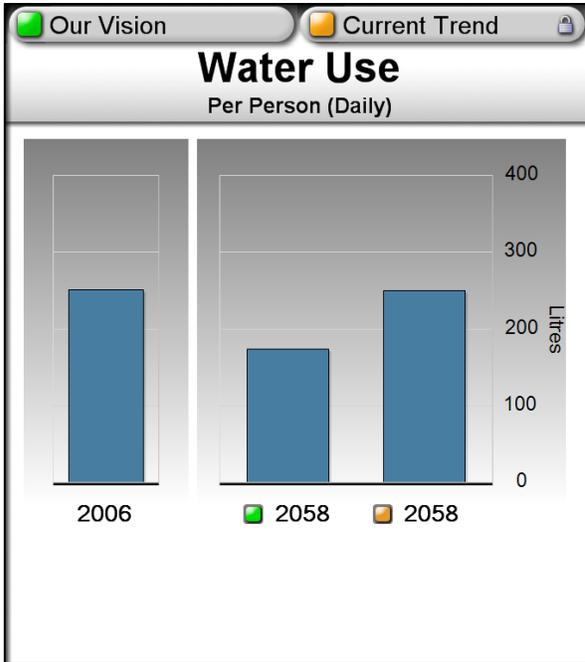


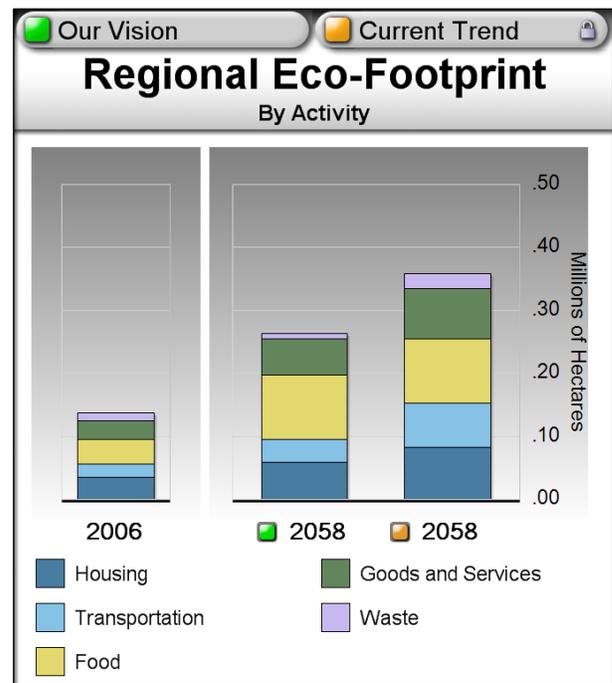
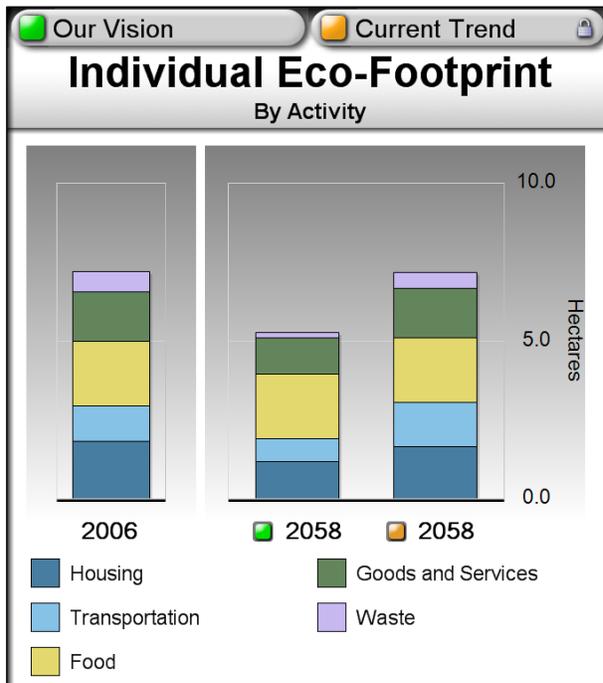
Helping to facilitate the shift toward transit use is the movement of the vision towards locating new housing near existing transit routes. The vision manages to increase the percentage of people within close walking distance from transit to about 80 percent.



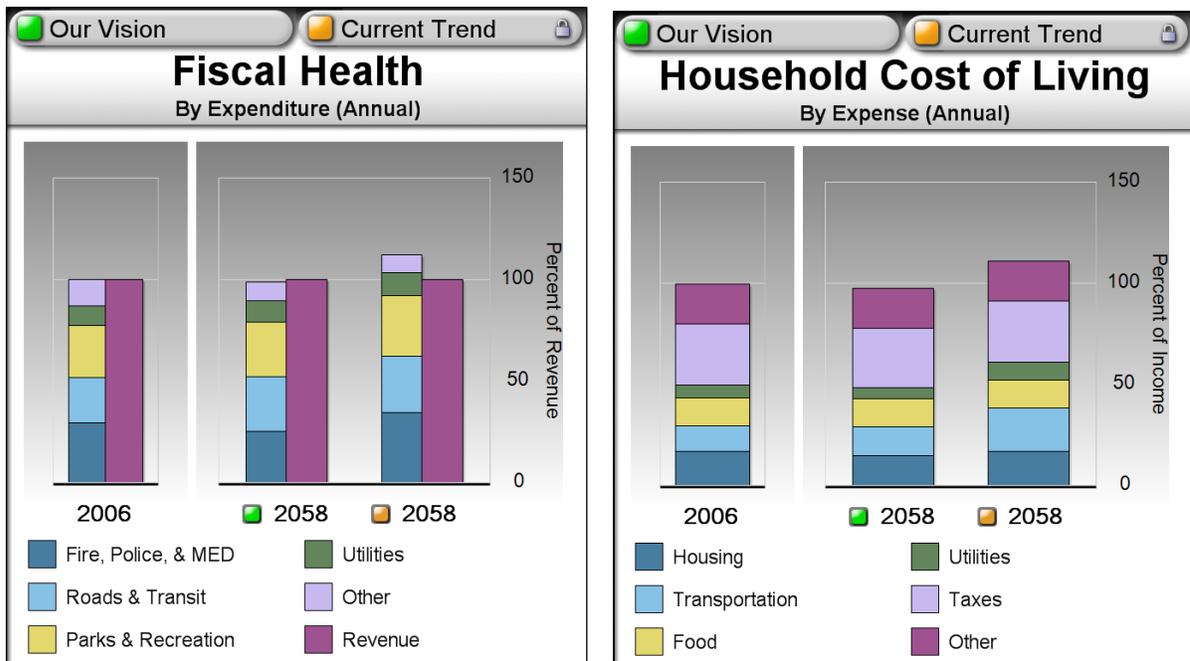
These images and the ones on the following pages show the per capita and total greenhouse gas emission, energy use, water use, solid waste associated with the current trend (right) compared with the vision scenario (left).







The images above show an estimate of the amount of ecologically productive land that is required to support the population in Yellowknife per capita and total. The scenario on the left (the vision scenario) shows significant savings in ecological footprint over the scenario on the right (the current trend scenario).



These images show the financial aspects of the vision scenario (left) compared with the current trend (right). The Fiscal Health represents an estimate of the government spending associated with each scenario relative to the revenue (which is indexed to 100 percent for comparison purposes). The vision scenario shows a surplus situation but 2058 as a result of more efficient use of existing infrastructure like roads and utilities. The current trend indicates a deficit situation requiring a potentially significant increase in taxes.

The household cost of living associated with the vision is significantly less than the current trend, due to several factors:

- Decreased transportation costs due to less distance travelled and a decreased need for multiple automobiles for many families due to better access to alternatives.
- Decreased housing costs as a result of the availability of a wider range of smaller and more affordable housing types allowing families a wider range of options to suit their family size and budget.
- Decreased utility bills as a result of greater resource efficiency
- Decreased taxes due to a better fiscal health situation.

# Appendix C: Vision Details with Detailed Participant Feedback

Workshop participants were asked to give some written feedback about the vision and the workshop. Below are their responses divided first into the sections from the worksheet (See Appendix D for a sample worksheet) and then by each workshop audience group.

## Contents:

- C1: My Vision
- C2: Development
- C3 Road Network
- C4: Transit System
- C5: Transportation Policy
- C6: Resource Policy
- C7: My favourite part...
- C8: I learned that...
- C9: I can help too...
- C1: Anything else to add?
- C11: One minute with the Mayor...

## C1: My Vision

*When you think about the best future you can imagine for the city, what words would you use to describe it?*

### Public Workshops

- Healthy
- Accessible / walkable
- Entice more retirees to stay in YK
- Cheaper housing
- Greener
- Lively, easy to walk
- Convenient public transit system
- Nice work, live, play place
- Sustainable
- Neighbourhoods
- Pedestrian/bicycle focused
- Live / work
- Medium density
- Mixed uses
- Modern
- Energy Efficient
- Connection to Great Slave Lake
- Green space and corridors
- Shoreline access
- Improved public transportation system
- Development in keeping with local value system
- Self sufficient
- Compact
- Clean and presentable
- Expanded burbs / city limits
- Diverse
- Inactive
- Livable
- Made in Yellowknife
- Active community (physical exercise)
- Self-sufficient (more) in terms of food production
- Pedestrians first, cars second, cars way down on the list
- Clean, green, still with a small-town feel
- Facilities for all age groups
  - Sports
  - Rec
  - Indoor
  - Outdoor
- Family friendly
- Functional
- Well accessed
- Touristy
- Minimal residential sprawl
- Wide streets, great architecture
- Energy efficiency
- A city that has carefully planned for its future by developing neighbourhoods that encourage and enable residents to walk/cycle to work and amenities
- Provide access to park space
- Are within walking distance of a community garden (within 1km)
- City bylaws are in place to ensure energy efficient housing and provision of low and medium-cost housing

## C1: My Vision Public Workshops, Continued

- Clean power
- A unique sense of place
- Bio climate design/ design for northern climate
- Walkable, transit and bike friendly
- Performing arts center
- Livable, affordable
- Safe, responsive to needs of citizens
- Natural landscape walking trails
- Alternative transportation – bike v- light rail
- Multi-use neighbourhoods, i.e. not just residential subdivisions around a core
- Community gardens
- Green
- Open
- Colourful
- Clean
- Friendly
- Warm (ha ha figuratively of course)
- Mobility (public / sustainable transportation)
- Affordable housing / rent
- Diversified employment opportunities (science outside those directly related to mining)
- Mixed-use neighbourhoods
- Affordable energy costs
- Sustainable environment and “northern” way of life
- No personal vehicle use within city limits
- “Community” in the best and fullest sense
- “Sustainable” including social, environmental and economic sense
- Good sense of past and future (direction)
- Collaborative cultural facilities
- Tin Can Hill Park as a wilderness area with walking trails remains!!
- Greater reliance on renewable energy (i.e. hydro geothermal)
- Bicycle / pedestrian accessible
- Denser housing
- Mixed use neighbourhoods
- Inclusive accessible
- Pedestrian / alternative transportation focused
- Neighbourhoods with district heating
- Multi use trail network
- Natural beauty with buildings that fit with the landscape and are unique to the northern climate with trails that link neighbourhoods and access green space
- Large lots with small houses would allow better affordability and improve aesthetics
- Vibrant bustling economy and jobs
- Active seniors population
- Accessible health care
- Interesting museums, art galleries, theatre
- Numerous parks walking trails, indoor health facilities for walking and exercise areas
- Places (services) easy to walk to
- Green and clean spaces
- Safe and friendly
- Reflecting our rich northern history and culture
- Walkable, skiable, safe, friendly, healthy
- Vibrant downtown – where I can get everything I need without having to go to Airport Road
- Clean
- Healthy
- Clean friendly city
- Traditional
- Lots of parks
- Developed waterfront around back

## C1: My Vision Public Workshops, Continued

- Multi-use city venues
- City parks in centre
- Transportation services (public)
- Unique architecture
- Schools utilized 365 days
- Energy efficient architecture in addition to design
- City centre family developments
- Friendly
- More culture / heritage
- Walk, hiking, snowmobile
- More room for people in and outside of city
- Greenhouses
- Geothermal heat
- Orderly
- Welcoming
- Friendly
- Accessible
- Affordable
- Safe
- Small but compact city
- Quick easy access to parks and wilderness spaces
- Interesting public spaces and buildings
- Self sustaining, environmentally friendly (more agriculture – green houses)
- I would like to see a vibrant downtown core. Most European cities have a centre with an open area, a park, a statue, and places to sit and YK bay, residential and public
- Walking, biking trails
- Revitalized downtown with commercial and residential
- Progressive well-planned city
- Collaborative
- Holistic
- Socio-ecological
- Balanced
- “Wealthy” (based on agreed upon livelihood indicators)
- Familiar sites
- YK “feel”
- Good diversity
- Strong, happy population
- No Native / non-Native racism (i.e. good harmony)
- Good transit (less cars / trucks!!)
- Greener
- Unique
- Mix development – to retain culture and originality of city
- Respecting city landscape fully
- Accessible (regular) public transit used by many segments of population
- Lots of foot traffic and therefore services close to residential areas
- Multi use buildings (i.e. community health centre by day, community centre by night)
- Mixed zone buildings downtown
- Green – walkways (bike/walk)
- Developed traditional city
- Vibrant
- Affordable housing (single unit, multiple units and apartments for working families and retired couples / single)
- Effective land use to ensure above
- Public transportation
- Social activities
- Green space
- Walking trails

## C1: My Vision Public Workshops, Continued

- In Yellowknife I feel that we have a lot of people who would like to sit down and socialize, but there is not a place to do so without seeming to impose. There are not enough seats for those who want to sit. The Ceremonial Circle is a good example of features we need in the city.
- I also want to maintain green spaces and trails. Currently I can mountain bike and X-country ski at lunch from my downtown office. This adds hugely to my quality of life.
- Clean, attractive
- Good recreational and cultural infrastructure
- Heritage of the city is preserved and celebrated
- Citizens active in cultural and recreational activities
- Clean
- Safe
- Green space
- Beautiful waterfronts
- Well planned
- Amenity spaces / amenity infrastructure
- Efficient public transit
- Well-planned medium density hsg.
- Fewer trailers
- Recreational facilities
  - Protect those provided by self-funded service clubs
- Safe
- Variety of quality of life amenities
- Affordable
- Livable
- Walkable
- Waterfront accessible
- Creative
- No garbage
- Inviting
- Happy community
- Green spaces and trails
- “Neighbourhoods” with mixed residential and commercial
- Vibrant commercial spaces
- No more high rises but more retail/residential low rises
- Clean
- Natural
- Easy access
- Vibrant city core
- Neighbourhoods with character
- History apparent
- Quirkiness of old town etc. maintained
- Good sense of community
- Ecologically sound
- Affordable
- Walkable (fewer cars and lands dedicated to them)
- Clean
- Progressive
- Inclusive
- Attractive
- Green
- Clean
- More road access to the Big Lake
- Accessible
- Integrated
- Environmentally sensitive
- Accommodating
- Nuclear – smaller footprint
- More roads for people to get around
- More green areas
- Diverse
- Strong identity – environmentally and culturally
- Progressive – environmentally and socially
- Greener – parks really taken care of all over the city, empty concrete

## C1: My Vision Public Workshops, Continued

- Relaxing
- Friendly
- Accessible to all
- No street people
- Some pedestrian only streets
- Benches / pride of business and building
- Healthy
- Utilizing renewable energy sources
- No smogs
- No postindustrial contamination
- Full use 24/7 of all areas – no dead zones
- User friendly for all ages
- Low impact
- Sustainability
  - Using waste as energy
  - Renewable energy
  - Short driving distances
- Land claims settled
- Signs of city pride
- Responsible use of space (i.e. waterfront land being used for residential and public use – not industrial)
- Lots of green space
- Public walking and bike trails
- Streets safe and clean
- Community gardens
- Accessible facilities
- A sophisticated city that encompasses both the urban and natural features of the town
- Vibrant downtown that is accessible through various transportation options
- Parking at airport
- An organized appealing industrial park
- A commercial area set up to service a neighbourhood
- areas turned into parks
- Open waterfront where people can walk (not privately owned)
- Small businesses thriving downtown
- Green city
  - Trails
  - Transit
  - Public garden
  - Low dependence on fossil fuels
  - Clean
- Clean and organized
  - Maintained well
  - Streets and public areas cared for
- Green – environmentally friendly
- Family oriented
- High standard, affordable housing
- Development that fits the environment
- Rejuvenated, friendly, livable downtown
- Publicly accessible waterfront
- Walkable / bicycle friendly
- Natural areas within the city
- Excellent public transport
- Low car traffic
- Zero-emissions vehicles
- Clean air
- Small town / friendly feel
- Diverse
- Clean streets
- Mixed developments (residential / commercial)
- Integrated
- Bus friendly
- Well maintained
- Green space
- Efficient transportation / roadways
- More walkways / paths / bike paths
- Marina / boat launch
- Waterfront development
- Community neighbourhoods with on old town “feel”

## C1: My Vision Public Workshops, Continued

- Well planned
- Clean
- Neat neighbourhoods i.e. not trailer trash house
- Keep walking trails and expand
- Planned around our natural landscape
- Mix use
- More like the downtown core
- All parts easily reachable by public transportation
- Imaginatively designed
- Diverse
- Active
- Busy
- People moving on streets
- A place where people (choose) want to live
- Clean (tidy, safe)
- Green (access to open space)
- Green space and access to natural areas
- Diverse economy
- Trails and bike paths
- Clean environment
- Safe friendly community
- People walking places
- Services downtown after business hours
- Limited traffic congestion
- Easily accessible green spaces throughout city
- Clean
- Safe
- Abundance of green space trails, sidewalks, bike trails
- Preservation of our resources such as lakes
- Developed shore line
- Tapped geo-thermal source
- Dynamic, Vibrant
- Plenty of green space
- Arts centre – in that the city has a vibrant arts community
- A place where more emphasis is placed on the citizens’ well-being than on the entity of “city”
- Bigger streets
- Spread out
- Mining
- Less garbage
- Stability
- Comfort (security – cleanliness)
- Better retirement options
- More parking
- Good water access for the public
- Green spaces
- Public spaces – outdoor summer market
- Cultural activities
- Safe place (less crime)
- Gardens
- Clean (litter problem)
- Cultural activities
- Arts centre
- College campus – more academic opportunities
- Co-op housing for seniors
- Bicycle and walking paths and ski trails (more)
- Affordable – people shouldn’t be pushed out to cost
- Sustainable
  - Social
  - Economic
  - Environmental
- Expanded public waterfront
- Versatile green spaces
- Houseboats on frame lake
- Green space
- A “unique” community
- “Gateway to the north”
- Neighbourhoods
- Green space

## C1: My Vision Public Workshops, Continued

- Safety
- More narrow lot small homes
- Fewer trailer slum areas
- Clean
- Lots of green space
- Ditches along roads don't exist
- Old airport road is not industrial (all commercial)
- Marina and boat launch
- Waterfront walkway along Great Slave
- Giant Mine is a subdivision
- More bike paths
- Develop (but for the public) water front
- Affordable housing
- Clean
- Human scale
- Friendly for the most vulnerable people (youth, elders, people with disabilities)
- Walkable
- Green spaces
- Small homes (less energy use)
- Vibrant – people are connected encouraged to interact
- Pristine
- Clean
- Green
- Friendly
- Respect for history of community
- Varied neighbourhoods
- Conservation of natural landscape
- Cultured landscapes
- Integrated commercial and residential
- Plenty of trees and greenery
- A few pedestrian only streets
- Litter free
- Sustainable
- Free of poverty and violence
- Affordable housing
- A well-planned, easy to use transit system
- Mix of housing with feature for northern living (e.g. mudrooms etc.)
- Pedestrian and bike friendly – well connected trails system(s)
- Lots of walking areas
- Keep the wilderness feeling
- Good transportation
- Green areas
- Affordable housing
- Accessible
- Green
- Clear sidewalks
- Litter-free
- Full of parks
- Bike and pedestrian friendly
- Stroller safe
- YK becomes a vibrant city with quality of life reached high in North America
- More pride in city from young people to older
- Drug free
- Drunk free downtown
- More community pride and cleanliness of area
- Pathways not used as garbage dump
- Safe city therefore drug free
- Clean city
  - Encourage tourist and from that new citizens across to Great Slave Lake
- Vibrant growth city with clean streets
- And minimal street people
- No drug problem
- Safer city
- Compact
- Walkable
- Retirement villages / diverse housing
- Clean streets

## C1: My Vision Public Workshops, Continued

- Numerous community gardens and a community greenhouse
- Pedestrian friendly
- Mixed use (housing and commercial and employment together)
- Accessible services
- Preserve / conserve natural areas
- Compact
- Clean
- Welcoming
- Comfortable
- Sensible
- Dark skies
- Balanced development
- Easy transportation – all modes (bike, walk, ski, bus, skidoo, car)
- Community village feel
- A healthy integration of green space and development
- You shouldn't be forced to leave the city to see the natural surroundings that make it unique
- Economically active – no dead space areas / empty storefronts
- Clean, safe
- No light pollution
- Public space downtown
- Public transit
- Traffic system to accommodate bicycles and pedestrians in all seasons throughout the city
- Focus on Great Slave Lake
- Vibrant arts community
- Lots of vegetation / green
- Clean – no litter
- Lake access – trails for public use especially Great Slave Lake
- Affordable housing
- Public transit – sustainable / viable
- Long term care to meet seniors needs
- Green boulevards
- Views to lakes
- Walking and biking trails
- Clean
- Relocate industry (power plant at Jack Fish and landfill) further then build around it
- Water / self-sufficient agriculture
- Roads
- Friendly
- Equitable and engaging for all citizens
- Managed growth
- Recreation facilities maintained
- Ski club maintained in its current location
- Variety of housing / commercial development choices
- Development of field house
- Bike and pedestrian paths (safe!)
- Clean
- Green space (natural)
- Strong arts and culture community with space and support form the city
- Nicer looking downtown
- Safer especially downtown
- I'd like to see a city full of character. It would be brimming with life and culture.
- Neighbourhoods would be different, unique but will al add to the mosaic
- Downtown will be full of multiuse condo / retail
- Sustainable
- Just society
- Accessible services
- Mixed housing
- Less than 50,000 - With 50,000 people – city hasn't grown that much people still are able to enjoy

- Create a safe drinking water system

## C1: My Vision Public Workshops, Continued

- Recreational venues / facilities
- Green space
- LTC facilities / access
- buildings
- Good use of alternative energy sources
- Safe streets
- Uniquely Yellowknife!
- Green buildings, integrated with the landscape
- Lots of green space, especially along waterfront – rec. opportunities
- Indoor and outdoor public spaces
- Higher density residential
- Few cars, lots of busses and paths
- What traffic there is flows well (roadways well-planned)
- Mixed zoning (with reason)
- Green space (more)
- Sidewalks (more)
- Trails (more)
- Investment in transit
- Improved policies supporting alternative transportation
- Bicycle lanes
- Compost program
- No more trailer park sprawl
- Sustainable
- Green
- Active
- Affordable
- Vibrant
- Creative
- Proactive
- Friendly
- Compact development
- Green transportation corridors
- Economically and environmentally

the northern land and water within a few minutes walk

- Open spaces next to Great Slave Lake
- A variety of housing types
- The ability to live downtown in a safe environment
- A clean city
- Lots of recreational areas
- We are unique – enhancing this
- Clean
- Natural
- Exciting
- Easy to get around
- Affordable
- Uniquely Yellowknife
- Safe
- Mixed use neighbourhoods
- Natural recreational areas have been preserved
- Clean, safe streets and neighbourhoods
- Walking/biking trails and paths have been expanded and are well maintained
- More self sufficient and efficient in its energy use
- Modern
- Green space areas
- Clean
- Safe
- Organized
- Ample housing
- Easy to get around
- Vibrant
- Recreation facilities
- Safe and clean
- Healthy
- People are walking or riding bikes
- There are fewer cars
- A feeling of safety
- A northern cultural feel to Yellowknife
- Range of housing types, size and

stable and safe respectively

## C1: My Vision Public Workshops, Continued

- Adequate and affordable housing
- Aboriginal inhabitants fully participating in development
- Walkability
- Green space
- Cutting edge technology
- Sustainable
- Reliable public transit options
- Green and sustainable buildings
- Relatively high population density particularly around the city core in hopes of minimizing sprawl
- It's really warm
- Access to Great Slave Lake
- Fewer cars
- Maintaining our rock (part of our uniqueness)
- Vibrant downtown core
- Having a city that is identifiably Yellowknife
- City character as it is – people know each other, community involvement
- Vibrant occupied downtown
- Sustainable
- Self-sufficient
- More green spaces
- Alternative transportation
- Inroads towards sustainability such as greenhouse, solar panels, wind turbines, etc.
- Less reliance on fossil fuels for heating buildings
- Revitalized downtown with less crime, homeless people, ugly buildings
- No light pollution
- Clean sidewalks, especially in winter
- Arts community

shape (fit the north)

- Recreation
- Clean air and water and land



## C1: My Vision Seniors Workshop

- Shops and facilities close to housing developments
- Energetic – vibrant
- Dynamic atmosphere and economy
- Logical people at the helm
- Clean
- Downtown hub
- Festivals etc.
- Better shopping
- Facilities for tourists
  - Telephones, bathrooms etc
  - Stores (shopping) (restaurants)
- A city where homelessness and crime are socially unacceptable to the general population such that these problems are dealt with, with the expectation that everyone be a contributing member of society.
- Homelessness be separated into those who are mentally ill, those who are disadvantaged and those who are slackers.
- Cleanliness
- Less crime
- More green space
- Better retail services
- Safe, slip free sidewalks
- Housing developed for seniors i.e. Aven Ridge
- Dependable public transit
- Extension of walking trails
- Provide cost analysis for new proposed programs
- People oriented
- Keep Northern perspective and strive to show it in buildings parks etc.
- Adequate housing with accessibility to good services recreation and green space – including medical services, shopping, schools
- Safe, clean, user-friendly for persons with disabilities and seniors, with good transit system
- Keep small-town atmosphere
- A place that will encourage people to stay
- A city that is compact with apts and high density

## C1: My Vision Social Groups Workshop

- A change of perception from a mining town to a well-planned city
- Changing the mistakes of the past with the expanding city
- Accessible (for disabled)
- Safe
- Modern
- Clean
- Inviting
- We no longer use fossil fuels to power cars and heat homes
- There are lots of bikes, smaller cars and a metro system
- There is affordable, energy efficient housing
- Low-cost recreation centers (indoor tennis courts, gyms with equipment)
- No litter
- Self contained suburbs
- Residential,
- Commercial
- Green space
- Sound proofed apartments with one or two levels of stores at the bottom
- More main roads
- 15 min transit
- High efficient homes including condos and apartments
- Thermal heating for entire city
- Sobriety
- Racial equality
- Beautiful
- Environment preservation
- No homelessness
- Culturally rich
- Balance between all social classes
- No or at least less homelessness
- Urban development – work oriented
- Everyone has a place they can call home
- Everyone is contributing to the community
- A city that is environmentally in tune
- Families first
- Clean
- Open spaces
- Accessibility
- Affordable
- Safe
- Northern Spirit and hospitality integrated
- Sustainable
- Good balance with environment
- Respect amongst all population groups
- Lots of green (summer!)
- Lots of active people
- Opportunities to get outside summer and winter
- Participated in arts and culture
- Colour, form – lovely buildings
- Lots of art
- Sustainable
- Green
- The few homeless people have a basic but comfortable and safe to go every night
- Everyone feels “at home” with some awareness of and satisfaction in the roles they play in our community
- Retains / enhances sense of community
- Natural features (rock, water, and trees) incorporated into design– not lost

## C1: My Vision Social Groups Workshop, Continued

- Services (case management team) for mental health, disabilities, homelessness
- Expanded, not as congested
- Clean developed affordable housing
- Row housing
- No signs of homelessness, everyone has safe place to stay
- More green, less pollution
- Rustic – sense of being in the North
- Inviting / comfortable to Northern community peoples
- Not heavily metro
- Green
- Walkable
- Beautiful
- No sprawl / compact
- Following needs meet
  - Housing – enough and affordable
  - Services
  - Properly planned development rather than piece meal planning – have a longer range plan
- Vibrant
- Colourful
- Easy to get around
- Unique
- Green
- Clean
- Vibrant
- Healthy
- Eclectic
- Sustainable
- Beautiful (green space, architecture, character)
- Self-propelled
- Accessible
- Modern
- Safe
- Clean
- Green space / parks
- Thought-out planning
- Clean and busy with lots of people walking who work, and enjoying walking areas / parks
- Sustainable

## C1: My Vision Youth Workshop

- Improved social services, addiction counseling, etc.
- Increased awareness of social issues
- Environmental protection
- Vibrant community filled with both recreational organizations b/c in my opinion powers =perseverance=a positive community in Yellowknife and future
- Building this vision through an accumulation of ideas and passion
- More means to provide the homeless with shelter
- More musical facilities
- Better transportation
- Preservation of environment
- Litter free / cleaner environment
- More efficient transportation system
- Less drug use – more available help for addicts (not just addicts) and general help to those who need it
- Trust to get problems solved...
  - Trustworthy government
  - Solutions are effective
- Cultured
- Keep up with technology
- Affordable accommodations (housing)
- No bust
- If we depend on non-renewable resources we need another solid reason (beside the great place) for people to come here and stay
- Not overrun (population)
- Clean
- Lots of public green space
- Social support
- More public waterfront access
- Improved healthcare facilities
- Clean transportation
- Cultured
- Contemporary – in terms of technology
- Security
- Sports complex
- Indoor soccer pitch
- More accessible for disabled
- Train to Edmonton
- Clean environmentally
- Athletic facilities
- Central parks
- Transit systems
- Less trailers
- More modernized
- More environmentally friendly, run on green power
- Nicer roads – no potholes
- Clean
- Safe place to be
- More parks
- Better athletic fields (soccer pitch)
- “Green” municipal transportation
- Cleaner streets
- Safe quiet community neighbourhoods
- Culture, music facilities
- A safe and clean environment
- Not over developed, maintaining the natural beauty of Yellowknife
- Convenient mapping of the town
- Repaired roads (i.e. Finlayson)
- Sports facility
- Improve public transport
- Being more green
- Medical equipment (advanced)
- Abundance of green space
- A strong connection with the environment
- A clean city that is not over crowded

## C1: My Vision Youth Workshop, Continued

- Drug problem diminished
- Lodgings for the homeless
- Water reserving
- Drug rehabilitation centers and community outreach
- Green
- Genuinely Yellowknife
- Welcoming
- True to its roots
- Non-commercial
- A clean environment with less litter and pollution
- A safe environment with little or no violence
- Costs for resources will decrease (e.g. gas prices)
- Acceptance of culture in our communities
- Improved economy
- Recycling!
- Mass transit system \*only viable for population numbers
- Efficient and green transportation
- Litter free – clean
- Logical layout
- Responsible for our effect on the environment
- Economically strong
- Trustworthy
- Balanced (development and environment)
- Effective solutions
- Technologically advanced
- Sustainable energy
- Green
- Cooperative
- Efficient
- Productive
- Friendly
- Environmentally friendly
- Abolishment of poverty
- Community based facilities to address appropriate issues
- Environmentally conscious / responsible
- Controlled growth
- A more aware citizenship (socially, culturally, etc.)
- A shift in major industries (from government to something more realistic and sustainable)
- Ecologically sensitive and forward-looking
- Cultured
- Clean city transportation
- Cultural
- Clean water
- Respecting the environment
- Clean
- Safe
- Less homelessness
- Environmentally friendly
- Enhanced environment
- Increased
  - Culture
  - Safety
  - Healthcare (help everyone!)
  - Transit
- Bigger
- More like a city
- Less homeless / drunks
- Cleaner
- Beautiful
- Bigger
- Cleaner
- Nicer
- Less homeless
- More transportation
- More shopping centers
- Population increase
- Fix the roads
- Tennis court (indoors)

## C1: My Vision Youth Workshop, Continued

- Low crime rates
- Clean
- Litter free
- Clean and organized layout
- Cultured
- Athletic facilities
- Maintain elements of nature and northern elements
- Solution to the homeless problem
- Green!
- Social programming
- Clean
- Adequate housing
- More room, not too crowded
- A small sustainable community
- Up to date
- Rehabilitation programs
- Improved transit (above ground)
- More Aboriginal doctors
- More activities for youth
- Affordable environmentally housing
- Improved public transport
- Less reliance on imported products
- Cultured
- Housing
- Social programs (rehabilitation etc.)
- Clean
- Less crime / drugs
- Higher graduating rate – less dropout
- Do something about the dump
- Environmentally friendly
- Cultured
- Arts facilities
- Not over-developing
- Environmental affects
- Modern
- Clean
- Advancing
- Best situation would be to not become “old” would like to see the city keeping up with the rest of Canada
- Clean – not cluttered / polluted
- Clean (environment, public transit, litter)
- Efficient
- Change
- Social
- Modern

## C1: My Vision First Nations Workshop

- Walking trail
- Stores in Ndilo
- Paradise
- Palm trees
- More high building
- More bridge from city YK to coop area
- A road that can be made across to hosp. from city of YK promoting to our First Nation
- More road access to YK
- More urban locations
- University campus
- Bigger college campus outside YK
- All services
- More parks, trees, and plants
- 911 services
- Campus out on the highway
- Public parks and trees
- More roads
- More walkways
- More urban locations
- Outskirts
- Best for all children
- Best for all families
- Good road system
- Lots of green space
- Ndilo roads paved
- Walking trails on water front
- Best relationship with city and YDFN
- Conserved in most natural state
- Clean
- Safe walking trail in Latharn Island Ndilo
- Safe
- Public parks
- More First Nation influence in city
- Bike lanes
- Parking at the periphery of city core
- Walk downtown
- Commercial downstairs residential upstairs
- Three or four story building limit in most places
- Aesthetic designs reflecting environment
- Continued trail development
- Off leash areas
- Plan with First Nations
- Best city in North
- Capital and green space
- Road transportation
- Water transportation
- Air water zones
- Access to stores and food shopping
- Promotion of First Nation YKDFN
- Pet peve: the tax regime needs to be reconciled. House in the old town area often have lower taxes than we do in Niven (I have a small house) despite real values and square footage
- Want a pedestrian friendly city
- Intermixing of zoning

## C2: Development (Density and Location)

### Public Workshops

*The thing that excites me about the vision is...*

- Larger lots
- More personal green space
- Downtown core with affordable housing
- Close to downtown
- No new low density development
- Strong neighbourhood focus
- Solar-positioned housing
- Eco / architectural design
- More downtown condos
- The costs to build Niven phase 7 shows we cannot afford low density
- Most areas in YK are within 500m to the outskirts of town that can be defined as green space
- Large condos, family units
- 10 floor with 4 units per floor makes more compact affordable but dense living
- Energy efficiency
- Mixed use space
- Affordable / sustainable
- Must be built for energy effectiveness
- Dense with lots of green spaces between
- Combination of moderate density housing with preservation of natural areas for use by people living in moderate high density housing who may not have a large yard of their own (i.e. Tin Can Hill)
- Access to a food production area (community garden)
- Expanding the city is appropriate YK has a lot of space but developing in a model manner so it's not just a single central core
- The scope of how centralized housing should be would depend on how well transit can connect them
- Everyone having to drive into a centre would be a nightmare, as well as forcing everyone into high rise clusters
- More town homes – like Gino Din's in Old town (except cheaper)
- “Polynodal” compact development – no single downtown
- Less energy will be used to accommodate the mass
- City centered – cut need for transport / efficient service delivery
- Big gap / opportunity – co-housing (parcel of land with modest built environment and green space)

## C2: Development (Density and Location) Public Workshops, Continued

### *The thing that excites me about the vision is...*

- Inclusion of parks / pedi-walks / will provide easier and better usage for all residents including families and seniors and are ultimately important even though we will experience three month season (summer)
- People need space for toys, boats, snowmobiles, etc.
- Northern housing designed for conditions not imported designs
- Majority chose higher density
- Creating mixed use neighbourhoods where work and shopping are walkable and there are amenities for children and families
- Diversity of housing type and always keeping the accessibility to green space as a priority – don't allow development unless it takes into account the natural environment i.e. the Staples building should have been built elsewhere or at least redesigned so the lakeside could be appreciated
- More compact housing for seniors in downtown
- More low density in new outskirts areas mixed with townhouses or ranch (1 level) homes that are smaller
- More compact growth will bring us together as a community, strengthening the community. It contributes to the elements of my vision.
- Our downtown is healthy and vibrant and people live in it s there's more restaurants and things to do downtown
- Balance between high and low density
- Maintain strong central core / downtown
- Encourage medium and higher density residential and commercial development and redevelopment, particularly in the downtown area
- More compact affordable town homes (row housing) with small yards, community gardens, common play area, open space cushion
- It might make housing more affordable
- Diversified design
- High density
- Local amenities
  - Green space
  - Recreational facilities
  - Gardens
  - Community workshops
- Higher density improves walkability of city
- Walking distance
- Closeness to amenities
- Not having to drive for anything
- A comfortable place to live and work
- Compact
- City-centered

## C2: Development (Density and Location) Public Workshops, Continued

### *The thing that excites me about the vision is...*

- A return to the uniqueness of the north
- City centered – it's a good way for green living, less distances, less fuel
- Multiuse / development means there is an actively diverse community. That makes us safer (more people = more foot traffic). People police each other.
- Expanding city
- City core – facilities and transportation and social networking
- The city “footprint” in more economical to maintain
- Sense of community that takes care of each other – a community of people being serviced, not the other way around
- Suburbs isolate and disconnect people
- I want higher density and central development for warmer neighbourhoods
- Maintain look, feel and uniqueness of Yellowknife
- If higher density housing increases there needs to be a areas to store toys (skidoos, boats, quads...) not necessarily cars.
- It's hopeful – sustainable and affordable solution
- The potential to develop a more vibrant city centre
- More density in city
- The landscape in proximity to the city will remain unchanged. We will get maximum use of resources, power, water, and minimum need for new and expensive sewer lines etc.
- City centered development – good
- Satellite communities – not good
- Creative city planning – no more one-off neighbourhoods filled with gravel and trailers – it's depressing
- A welcoming and tidy place
- Accessible to everyone who wants to own a home or have a bit more space
- I choose to expand high density areas in the city center to increase a sense of community
- Quality high density homes – sound proofing, safety, good use of space a well managed condo corps with city building policies to support good quality housing.
- High density housing with green spaces. Will increase ridership of public routes yet still have nice public spaces
- The mix of uses that will continue in the downtown area
- Developing neighbourhoods or housing accessible of foot
- That the city may actually think about how it will encourage development in the future
- Lake view lots
- Containing urban sprawl but not at the cost of green space and quality of life and accessibility to the outdoors / wilderness

## C2: Development (Density and Location) Public Workshops, Continued

### *The thing that excites me about the vision is...*

- That the city stays compact but is developed so that green spaces are maintained, walking, biking, and transit are promoted
- The ability to plan around attractions, green space and other places valuable to Yellowknife to further enhance the quality of life
- I like the idea of city centre development but not if we have to give up the green spaces within the existing city. These green spaces make this city a very pleasant place to live now but would reduce it to a concrete jungle or environmental wasteland without them
- Keep things close together as much as possible keep a portion of the green spaces with the city
- Make sure any outlying communities share good transit connections to limit single passenger vehicles
- Bike / walking paths
- Mixed land use and medium and high-density populations means cities with lots of activity day round. The evenings too. Many separate commercial and residential areas become ghost towns after the shops shut
- Higher density housing can help bring people together
- I know there may be reasons to favour more density and some is appropriate; however overall I favour low density spread out development to allow wider buffers and more access to green space
- New development should be very sensitive to environment – maintain viewpoints
- Higher density development with higher portion of green space
- Walking is an option to get to work, school, and other places we need to go
- More opportunity to keep the city centre vibrant
- Transportation cost should be less
- Cost of getting around will remain low
- Infrastructure costs will be kept low
- Spread YK out – don't get rid of pleasant green space – expand the city limits.
- Move to narrower lots for houses – not more trailers
- More into giant Mine and Con Mine areas
- More senior housing
- Need more small houses – not trailers or modulars
- Need min development
- Standards for landscaping for houses and commercial
- Seeing the housing in downtown and the suburbs continuing on as is I do think that the city will expand its foot print in 50 years by it's not as though there is not much land up here
- Chipseal on industrial roads
- By increasing the area of development it leave an option for more green space in city limits as well as for the outskirts development

## C2: Development (Density and Location) Public Workshops, Continued

### *The thing that excites me about the vision is...*

- Would want to retain the green spaces so higher density would incorporate natural spaces, walking paths, roof-top gardens, community gardens
- High density
- Making Yellowknife a viable beautiful city long term one that will not crash as oil prices climb
- A city that is better able to deal with infrastructure (as there will be less of it to upkeep)
- A City that isn't run by vehicles
- World leader in houseboat construction
- Revitalization of downtown core development
- Provide a water lot system for houseboats
- More public access to moorage
- Low density along waterfront with good transit system
- Have a chance to participate in what types of housing current residents want to see
- Current mix is the best - I feel ability to walk anywhere in the city
- I prefer more compact development to provide more affordable housing options and maintaining green space
- More need for low-income housing and a more concrete design of same.
- Easier transportation
- Little land available outside – many low income population – healthcare availability
- Why not have the YK Dene open up lots across the Bay More lots overlooking the lake – similar to Okanagan
- More duplexes, row housing, and apartments would use less resources to build, would be more energy efficient, and would result in a smaller, more sustainable city with more affordable housing. In sense neighbourhoods services are closer and more convenient
- Compact – will promote alternative transportation and reduce energy use
- Duplexes and apartments could be built to include alternative energy sources
- More affordable housing for young families
- I like the bike-ability and access to nature in Yellowknife
- We need common access to green corridors since everyone having their own private slice of wilderness would sprawl the city too much for easy biking
- Maintaining walking / biking as viable transportation alternatives
- Makes use of existing “blasted” space instead of creating / destroying additional areas
- People can walk reduce cars in downtown areas
- Commute times to work may be stable

- Reduces need for complex public transit

## C2: Development (Density and Location) Public Workshops, Continued

### *The thing that excites me about the vision is...*

- Downtown development builds on current patterns expanding downtown makes this area stronger economically safer (more people) and more attractive for high density housing (apts)
- Build up not out
- Reducing road infrastructure and reliance on cars
- Reducing disengagement of the population with central core
- Maintain reasonable commute times for families / individuals
- Minimize infrastructure capital costs
- Larger cities have a busy and vibrant downtown, which creates a common space for people to share. We should develop ours and make it easier to live downtown and close to downtown, but without compromising natural green areas i.e. Tin Can Hill
- Should be a mix of high and low density in all area of town
- Condo buildings with main floor retail!!! Reduce energy costs per person, less reliance on vehicles provide ownership opportunities for young residents, provide downsizing opportunities for seniors
- Add density to downtown creating a vibrant commercial / retail district
- It cuts down on sprawl
- Easier to promote alternative transportation and cultivate activity
- More affordable living
- Less need for a car
- Increased support in developing parks and green space that are easily accessible a more inviting downtown and less sprawl
- Encourages green forms of transportation while keeping wilderness areas intact
- We must avoid becoming Whitehorse
- The less the density of growth the less social ills related to density would occur
- With greater city centre development it will promote a walking culture in YK. This will ultimately keep business in the core which is close presently to people who help business
- Allowing people to still be able to enjoying living close to work and close to downtown trails and water access
- Focus on high density but not high rises
- Won't be like Calgary!
- Sustainable – allows biking, walking, skiing, etc. as viable alternatives
- The positive benefits of a high density city are already clear – YK has more people that walk to work that many other places and we should build on that
- The ability to live downtown, close to amenities, but still have lots of open, green spaces
- Increased non-motorized transport
- Economies for heating

## C2: Development (Density and Location) Public Workshops, Continued

### *The thing that excites me about the vision is...*

- That if done well it can be very efficient for infrastructure and be quite aesthetic
- Smaller human footprint
- High density = less sprawl
- More walking, more mixed use neighbourhoods
- High density = lower ecological footprint
- Keep development within city limits to preserve nature around us and reduce impact on wildlife. Also reduces amount of driving and GHG emissions. Also need to keep green spaces within the city and develop more walking and biking trails
- Walk to work, less pollution by vehicles, short commute
- Opportunities for walking and bike
- Different housing types
- Less need for cars
- Housing affordability
- I love being able to walk to work or go paddling nearby. It excites me that this would be maintained
- Vibrant downtown
- More cost effective in terms of infrastructure
- Proximity to amenities
- Less need for vehicles lower transit time
- Maintain YK ski Club at current location
- Higher density – more choices for high rise; less 3 story walk up
- More community gardens
- That you should not build lots of houses outside the city
- Environmentally friendly community
- More vibrant city centre
- Development of well-used parks and rec. facilities
- Lower infrastructure costs
- Keeps a vibrant downtown with people living downtown – not primarily a concrete business urban space
- Allows for reduced imprint and concerted effort to be put into developing the current infrastructure

## C2: Development (Density and Location) Public Workshops, Continued

### *Other comments*

- Need more options for first time buyers / starters (2 bedroom)
- Less focus should be placed on preserving in town green space
- Made in YK approach
- Less trailers
- It would be great to develop a model sustainable neighbourhood as part of development plans – use of alternative energy, energy efficient buildings, efficient waste water this could be a model management community garden and shining example for Canada and other northern communities
- I am skeptical of growth rates when YK population is dropping
- Had to dispel single family home dream
- Distributed energy / ground source heat
- Need LEED neighbourhood development
- Need truly affordable housing
- Doesn't fill in current green space
- More compact growth doesn't mean high rises, it means diversity of housing that can accommodate different needs and allows for mixed populations / socio-economic background
- More Willowood type development
- Need to make downtown more friendly, clean and approachable especially evenings
- Need to avoid the featureless cookie-cutter, tightly packed suburbs of Southern Canada
- No satellite housing developments
- High density reduces cost
- Green space and public space needed
- I can't believe one in five in this room think "out skirts" development is even feasible
- There seems to be a mood swing to more density
- Walkability is important and valued in this community
- I am concerned about densifying Yellowknife to a point where green space will be compromised
- Death to suburbia
- Please don't destroy Tin Can Hill
- Developers should be required to landscape lots completely
- Need better segregation of industrial and residential commercial
- Need more commercial space
- I like the way the city is built around 7 lakes
- Emergency shelters
- Frame Lake houseboats

## C2: Development (Density and Location) Public Workshops, Continued

### *Other comments*

- The one thing I have in Yellowknife is room. Room to grow.
- Be nice to see both city centered and some emphasis on existing communities people have options
- Do not wish to lose current green spaces
- We need public parks, off-leash areas, and green spaces
- There is a demand for acreage-type development as well. Co-housing development where locally dense housing shares a common green space / facilities structures could fit.
- Vibrant communities can be concentrated in urban space. European cities manage so could YK
- Need access to lots of green spaces - increase green spaces
- Need to be careful not to take over green spaces and outdoor recreation areas within the city
- Current land claim issues need to be a part of this discussion. Aboriginal considerations don't seem to be recognized in this "euro-centric" computer program
- What to do with Niven Lake?
- The less I have to use my car the better
- Height and density issues
- Economy
- Development costs
- Green spaces and recreational areas should be maintained along with a balance of med. density housing options
- Needs to preserve valued and well-used green spaces (e.g. Tin Can Hill)
- Maintain and develop existing green space – do not build on it

## C2: Development (Density and Location) Seniors Workshops

*The thing that excites me about the vision is...*

- Smaller houses for the elderly / retired and beginning home owners
- More downtown development our city core is dead at night like many cities down south
- Climate change is not a spectator sport – encourage a city that keeps population central
- Limit development so existing city centre evolves rather than expanding into the wilderness
- This will help our taxation problems
- City centered but keeps green spaces within the city. Everyone doesn't have a car and access to Ingraham Trail etc.
- Downtown core will be revitalized

## C3: Housing Seniors Workshops, Continued

*Other comments...*

(None)

## C2: Development (Density and Location) Social Groups Workshop

*The thing that excites me about the vision is...*

- The city is now planning its future, a marked departure from the past
- Encouraging there is a balance available subsidized units and condo type
- More compact housing increases energy efficiencies and reduces the need for land; will encourage more people to walk and bike
- High density is more affordable land and infrastructure
- Self contained suburbs is best – res, rec, and shopping in one spot
- Less environmental impact
- Compact growth = more affordability to combat homelessness
- Walking and public transit will be more popular and convenient
- Concerns:
  - Will homelessness become more visible?
  - Where do social concerns become addressed in the overall picture?
- More 3-4 bedroom housing options – affordable living
- More parks between homes
- Affordability of medium density
- City centered is good for walking – but will need more policing for safety
- We can proactively make development ecologically sensitive
- Developing areas that are already available but not well developed
- Clean up what we have
- There's a lot of winter so people don't need large yards but do need storage (lots) and places to walk dogs etc.
- A concentrated population allows for better use of transit and walking as well as use of infrastructure, parks, etc.
- More compact development will be a significant contributor to decreasing city of YK costs
- City-centered higher density allows for more emphasis on alternative transportation and reducing foot print
- Filling space up rather than out. Up in Yellowknife has advantages
  - Better views
  - Keeps downtown active
  - Better use of resources
- Have to move outside current residential spaces, you will end up with all high density if you don't expand, go around Big Lake
- Currently downtown is not nice
- Density! Downtown infill!
- Less costly to build up city rather than have outpost areas
- Most people coming from communities will come to main part of city
- Bring medium density and commercial together for neighbourhoods

## C2: Development (Density and Location) Social Groups Workshop

### *Other comments...*

- Increased density = increased crime rate
- Problems:
  - Where do kids play?
  - Harder to be a home owner (looks like there'll be more apt building owners)
  - Too crowded / congested
- The most obvious issue that I find present downtown is homelessness, where people are huddled in and around city buildings on my way to work
- Contain industrial area
- Homes in industrial area lack easy access to services
- On other hand having some estate lots off grid – alternatives outside town for some offers greater opportunity for low cost living
- Sprawl is not an option
- Suburbs are unfriendly and isolating

## C2: Development (Density and Location) Youth Workshop

*The thing that excites me about the vision is...*

Development that allows for increased population growth in an affordable manner

- That the environmental integrity of the area is maintained and that the downtown core is revitalized
- The less congested the better. I am personally in favour of utilizing space efficiently with the understanding that it is also comfortable, whether this means increasing the need for better more environmentally friendly building designs, considering it grants the space will be more likely to pay as well as remain in the community
- Use less fuel for heating – green house gas emissions
- Not concentrate on size
- (Nicer) apartment buildings
- Smaller houses
- Keeping us (population) well under control. YK is charming because in part, it isn't a city.
- Keep away from suburbs
- I think we should attempt to optimize usage of apartment complexes and town house with this we can keep Yellowknife centered while still accommodating our booming growth
- Newer, more attractive housing
- The newer neighbourhoods would be cleaner fresher
- Help out the smaller communities by providing grocery stores or sports complex, help them develop
- I want YK to grow, however, if that means increasing distances to travel each day, there is no way I could do that with our roads/transit.
- I would also like there to be houses with yards not only apartments
- That were it is a good pace, we should stay at the same rate
- While we develop there will be an effort to maintain the city as it is today by incorporating both compact and widespread housing complexes
- I would prefer to see less compact city centered living
- I'm excited to see what will come of this
- I think the city is too condensed but I don't think that they should build on the outskirts of town
- If more dense living spaces are needed this should be more developed
- Housing and development needs to be considered carefully with the environment in mind
- Prevent urban sprawl
- The possibility of maintainable growth, we have the opportunity to affect for the better

## C2: Development (Density and Location) Youth Workshop

*The thing that excites me about the vision is...*

- That the smaller communities will benefit from growth that takes place in Yellowknife
- Smaller homes (we should use less living space)
- Denser!
- Building more around the city center then the outskirts
- Large stores will / should be more convenient to access, not all should be clustered in one area, as they are generally the same, selling identical goods
- Not sure how I feel about the option of building on the outskirts of YK. The surrounding environment is already taking a hard blow – how will this help things?
- I do like the idea of more compact development, this will really minimize the actual space we take up
- I think it would be good to create a new section of the city devoted to business and apartment-like housing
- The increasing more towards higher density housing while still maintaining a compact city layout
- Considering how density and location has an affect on the future – for instance if it takes up too much room and thus the environment and figuring out a way to slow down the process and saving room for further generations
- Development around our cities
- Diversity of homes
- Our city is going to get bigger, hopefully creating more things to do like malls, kids centers, etc.
- Our town is going to get bigger in both the city and outskirts
- I think we should use the sand pits to build more things
- See this city getting better
- Low density housing
- Houses need open space
- City-centered development
- I think that the mix is important. We need the mix to keep our culture. Things that excite me is the population growth.
- We would maintain our identity of being a compact, easy to maneuver city
- Modern apartments
- Clean condos
- Small yards
- More high-density housing downtown
- Many people seeking homes are single or small families therefore there is no use for large amount of spread out housing

## C2: Development (Density and Location) Social Groups Workshop

### *Other comments...*

- High density may be uglier but better for populations control management and the environment
- I couldn't see the above lasting for too long, with Yellowknife's current reputation (if the development was centralized around the city itself)
- I wouldn't like to see the surrounding areas of Yellowknife, like Rec Lake be turned into a rural area
- Maybe grow some more on the outskirts
- Environmentally efficient apartments / condos / houses
- Development is a necessary evil and we need to encourage it, through efforts such as streamlining the permitting and regulatory process
- 
- The pros/cons aren't very easy to control, nobody likes / wants to raise a family in an apartment building, but too much expansion would only increase the money needed elsewhere
- We have more living space (overall) in NA than anywhere else in the world, it wastes resources
- Negative effects on the environment?
- I think the houses should be the same size and so big because we don't need big houses
- More people living across Great Slave Bay
- We don't need three story houses!
- Not a fan of many apartments then the culture of the city we begin to lose in my perspective
- I also like the expansion
- Spread out city can lead to economical / environmental downfalls

## C2: Development (Density and Location) Fist Nations Workshop

*The thing that excites me about the vision is...*

I think we should stay as a city of YK, always there are options to creating and developing within Yellowknife

- More urban locations for homes
- Homes or houses
- Expanded road city of YK
- Less truck rules
- Affordable housing mixed with green space – favour not all downtown growth
- YK should grow in area already accessed – accessing more land will take land away from YKDFN or YKDFN future development
- I compare to Whitehorse – a sprawling city within nature. Our pattern is a compact city surrounded by accessible natural environment. Better that we keep city compressed than have a suburb witch requires more driving.
- More units for retirees or those expecting to retire in 10-15 years
- Fire hall and police in downtown - Latham Is.
- Develop city to southwest of YK away from waterfront

## C2: Development (Density and Location) Fist Nations Workshop

*Other comments...*

- I would like to see the city expand like the city of Vancouver. We would like to see the First Nation in the city Centre
- Affordable housing for the larger Aboriginal youth coming up
- FN's boat and cultural at waterfront
- Fish market
- Restaurant
- Tourist activities, etc.

## C3: Road Network

### Public Workshops

*The thing that excites me about the vision is...*

- Complete road network
- To the extent possible make existing road network multi-use (bike/ carpool / pedestrian)
- Driving from Inuvik to Edmonton via YK, true all-around services
- Bike lanes
- Potholes
- Ring roads for efficiency
- Move traffic away from downtown – make walk friendly or alternate tx to downtown
- We need the city’s road systems to make more sense – more effective, but not more extensive
- Projected expansion roads do not address planned residential expansions
- Little more variety for getting to place
- Possibility to minimize this huge cost
- Special road(s) fro large vehicles and 18 wheelers to mines (perhaps exclusive)
- Plough the streets, clear the sidewalks
- No desire for sprawl
- Recognition that more can be done with fewer km of roads (i.e. increasing density on roads)
- Roads will open up the area to new access for nature hikes
- Put limited resources into roads – make it more desirable to walk and use public transit
- Discourage vehicles
- I’d like to ski to work
- Need to spread out the traffic as we continue to grow
- Maintain and improve existing roads – don’t build new transport routes to augment existing ones
- Expanded arteries
- Bike friendly, Walk friendly
- Perimeter / ring road routes
- Bottleneck of Franklin S/B improved
- Road expansion is needed to have access to more land and safety development
- Lights on streets are needed
- Develop roads with sidewalks

### C3: Road Network Public Workshops, Continued

*The thing that excites me about the vision is...*

- It should cut down distances and travel time
- Expanded road network – not so keen. I believe it encourages excessive use of vehicles by making it too easy to drive. Also a huge cost to build and upkeep.
- An opportunity to use smaller roadways than divided roads to big-box stores
- For better connectivity expanded road network
- Future density and location should reflect or be considered in line with roads
- Keep big trucks moving not through downtown
- More city development
- Takes me where I want to go without going through neighbourhoods – bypass will do that
- Regional expansion should be done with other partners – other orders of government, private, etc. partnerships
- Maintain the flow of the city
- Keep traffic issues in check
- Eliminate bottle necks in transport corridors before they become problems
- Choice was better than “all roads” option
- Less hopeful
- Depends on what vehicles will be on the roads
- Improved access to major attractions
- Potential for expanded transit routes
- Expand road network
- Easing congestion in downtown core
- Expanded road network
- Faster commute times
- Lets use the space and roads we have already and expand the alt. transport system (busses and trails) instead
- Maintain good roads increase when funds allow
- Roads confuse things and add complexity
- Fewer roads makes for more pressure to find other means of transportation
- A blend of road repair yet a select expansion of road networks
- Less costly road networks
- That the road network stays as it is and that transit / biking walking is promoted
- An expanded road network could possibly elevate pressure on existing roads and provide more opportunities for businesses to be located on a main road
- That we need some additional roads but within moderation since our “rush” time is only about 15 min morning, noon and evening (5:00). Otherwise there are traffic jams.
- Get industrial traffic out of the city, but give priority to alternative transport within the city (if it is faster to bike, more people will).

### C3: Road Network Public Workshops, Continued

*The thing that excites me about the vision is...*

- Get low speed electric vehicle lanes / roads
- Ban diesel vehicles
- Implement mandatory vehicle emissions testing
- Any new development will need new roads
- Good idea to keep heavy goods vehicles out of town if possible
- I don't like the idea of expanding the road network much. The more cars you get and the more sprawl you get since the roads are already there
- Provides access to new development areas
- Increase access to YK Bay
- New roads are going to be required as the city grows, however careful planning needs to be done so the roads don't become the features of the city, they are only a utility to get us about the city
- The current old airport loop and range lake deal is very congested right now, expanded road may relieve this a bit
- Road takes south of Kam Lake and lets us access Great Slave Shore
- Airport (old) road is impossible to get onto during all hours now
- More turning lanes are needed
- More street lights are needed
- Get big trucks off old airport road more
- Current road network is in adequate must be expanded and improved
- More turning lanes
- The possibility of bypass roadways so that heavy industrial traffic is not going through neighbourhoods with schools and many homes
- Truck access
- Turning lanes
- Less lights (merging)
- Areas with right turn only
- Keeping road congestion to a minimum but not having overwhelming "rush hour" traffic
- Getting industrial traffic out of residential areas
- I would also like to have 52<sup>nd</sup> Ave changed so it's not such a heavily used route – it's a very residential area, yet it gets used because people dislike driving down Franklin with all the stop lights – why not install speed bump "Mexican stop signs" in residential areas
- No more roads
- With climate change it will be crazy to maintain more roads – our children will pay dearly
- There are bicycle paths on all the roads for bikes and dog teams
- Keeping road network as compact as possible

### C3: Road Network Public Workshops, Continued

*The thing that excites me about the vision is...*

- Don't use it for my car
- Walk – bike – canoe
- Transport truck traffic is not a current problem
- Traffic to mines is not expected to increase given hydroelectric potential (e.g. Taltson)
- We could get the “heavy / industrial” traffic out of the school zones and residential areas. Then it becomes more people / bike / etc. friendly
- Improving transit service frequency would be an important concept to me
- Moderate road expansion
- Expanded road network is that traffic will flow more easily
- Ring Road to off load traffic down town
- Winter community road over Frame Lake
- More access to lake – road so that a view of the lake is possible
- Many people are not contributing to tax base
- Expand the network
- Priority to tie in Kam Lake to highway and route around Long Lake to tie into Ingrahm
- Less roads – they are expensive to build and maintain and bring more traffic. I don't want my taxes used to build more roads. More bike paths would be a more sustainable and cheaper investment
- It would be great to divert the large trucks that are going to the mines away from the regular city traffic
- Access to new additional green spaces especially Great Slave Lake
- Allow for more roads options to more industrial traffic
- Regional road – long range planning and this level required to ensure we don't end up with the road system we are living with now
- Parking
- Reducing traffic congestion
- Improving safety for users of non-mechanized transportation
- Adding bypass to reduce industrial traffic in the central urban areas
- Adding roads to access areas of growth (managed not sprawl)
- In the short term I think money should be spend on improving the existing system. I think over the longer term industrial roads would help.
- I believe the downtown needs to be the focus of new residential growth
- I believe the existing road network, with the expansions that are already on the books is adequate. Let's not encourage sprawl.
- Industrial traffic bypasses of residential areas
- Increased transit systems at 10-15 minute intervals

### C3: Road Network Public Workshops, Continued

*The thing that excites me about the vision is...*

- It is time to reduce the need for every family / person to have a vehicle
- Solid plan to simply build upon existing roadways in order to minimize cost and damage to environment
- Regional road expansion
- No roads to nowhere
- Less roads promotes more walking
- Some expansion
- A new vision will not require dependency on extensive roads and auto use
- Since so many people walk – no need for 4 lane highways
- I would like to see enough roads built to completely deflect industrial traffic away from the city core. This will help reduce pollution where most of the people live and make walking / driving safer.
- Would like kept to a minimum to enhance transit system use and discourage more personal vehicles
- Would like big trucks off Old Airport Road, but still with high density
- No need for more roads
- Agree with idea of rerouting industrial traffic away from residential areas
- New roads (and existing) should be wide enough to accommodate cycling routes. It's very dangerous for cyclists now – that's why most ride on the sidewalks
- Better roads not more roads
- Less need for car
- Share the road – bikes cars transit
- Diverting spending from car favouring options to other forms of transportation
- Having industrial traffic bypass the city
- Diverting industrial transit is a worthy motive for an expanded road network
- Outer ring road is preferred to reduce congestion
- Should keep industrial areas outside downtown city core
- Need to be designated bicycle lanes on main roads including Franklin
- Less congestion
- Conservation of space
- Sidewalks!

### C3: Road Network Public Workshops

#### *Other comments*

- Please do not build a road through Tin Can Hill – this is a gem in the city an important place for recreation (walking, hiking...) and mental health (solace) within walking distance of downtown!
- Cannot properly maintain roads we have
- Need alternative transport routes along with any new roads
- Make sure the roads are ploughed not packed down
- Commercial development suburban have policies that discourage cars
- The current road system can barely accommodate traffic. If city is going to grow, roads must be expanded
- Bike lanes!
- Funds could be better used to make the vision a reality
- A by-pass system needed for trucks to industrial area and away from residential / commercial
- Reduction of single-use cars: this will mean a paradigm shift for many but will mean a higher quality of living for the community
- Build only what we need – real time
- I answered #3 on the keypad but I meant to answer #1. Please change the result. Sorry about that.
- This is an excellent opportunity to develop a pedestrian bicycle friendly road network with a focus on shared users of the road
- Heavy traffic is the city is not a problem in my opinion
- Yellowknife has space, provided land tenure can be negotiated
- Finish the roads we have - get rid of the (litter collecting) ditches
- Very poor routes to Frame Lake South
- Need an alternative to Franklin Ave to get downtown
- Would like to see more than one road leaving out of YK so we are not struck when armed planes drop their cargo
- One ways
- Encouraging car culture is totally unsustainable!
- Public transit should be encouraged
- We need to focus on fixing up what we have first and then onto making it better overall
- Hoping for a bike lane and widened sidewalks
- City of YK should not be responsible for N' dilo roads
- Pave it you will be responsible for upkeep and cleaning
- Get major haul traffic off the light vehicle roads
- Build a proper truck stop and weigh scale and entrance / exit to YK!!
- Don't let roads cut off existing trails, allow crossings

### C3: Road Network Public Workshops, Continued

#### *Other comments*

- Roads only need to be expanded to accommodate growth, not to encourage growth
- Focus on quality urban centre
- Roads and bikes / pedestrian facilities
- Current corners / situations need attention
  - Borden / airport road
  - Tim Horton / Wal-Mart mess unsafe
  - Airport Road
- If most growth is within existing city footprint and we want more planning for alternative transportation, we shouldn't need to spend much more money on building roads!
- I would prefer roads to only be expanded for the transit system – the driver should not be the priority
- Owning a vehicle in YK is expensive and with proper city planning would not be required
- Roads should have safe walking sidewalks or paths built in conjunction with the roadway. Too many of our roads are built with only cars in mind
- Making the community accessible to vehicles, but not excluding other forms of transportation
- I believe that you should expand the road network greatly so you have more people walking over a long distance of time

### C3: Road Network Seniors Workshop

*The thing that excites me about the vision is...*

- Maintain existing road systems
- More choices in routing
- Roads without potholes
- Please don't expand roads until we can maintain the roads we have
- To expand the road system somewhat, but not to a regional level
- Building better roads and filling in roads to help our density population
- Bigger population obviously would need more roads, hopefully better bus services etc. should eliminate the need for very extensive roads
- Alternate access to city via Kam Lake
- Roads for all the neighbourhoods to reach areas early

*Other comments*

- Provide bike lanes on all roads

### C3: Road Network Social Groups Workshop

#### *The thing that excites me about the vision is...*

- That loop road for the regional transportation route
- Plough to the edge of the lanes
- Connect people
- Reduces the amount of traffic, therefore increases safety
- An expanded road network that would address congestion and road maintenance
- Transit to reach the whole area, not selected – Kam Lake area – industrial, the bus does not go all the way out
- Add bike lanes – maybe monitor all terrain vehicles more – safety issues
- Gives access without over concentration of driving
- More transportation to highway (though lake)
- Accessibility for walkers and riders
- Improved access
- Diverting trucks and commercial traffic
- Should be focused on alternative transit
- Focus on developing trail network
- Design development so minimal road additions needed
- Some new roads for new development – too much development of roads contradicts sustainability goals
- Focus on current roads
- Don't build roads to nowhere
- No big trucks in town
- Density allows the city to invest in the existing road network (including bike and pedestrian pathways) without spending large sums on new roads
- Second road to access YK
- Can build community around added roads
- Some expansion will relieve pressures on existing main roads

#### *Other comments*

- In the long run we need regional networks to promote industry, it's a good investment
- What about bike paths? Bike lanes? Seems like there is too much focus on cars / trucks...
- 52 Ave needs to be redesigned to be a thoroughfare
- Negotiate with YK for land and use of land
- Old airport road system has to be rethought especially around Walmart - strip mall area
- Absolutely essential
- No bottlenecks

### C3: Road Network Youth Workshop

*The thing that excites me about the vision is...*

- One of the things that is so appealing about YK is the walkability of the city. I believe this should be maintained and expansion of the road networks would hinder this.
- Regional expansion (I believe within our local community there needs to be an emphasis placed on rapid and efficient repair of YK's roads including pot-holes, road blockades etc.)
- Lights as well
- Don't want it to get too much bigger – keep everything in walking distance relative walking distance – biking distance
- Efficiency in roads
- More cost efficient to maintain roads that build
- More in keeping with high density
- Keep small, more walking!
- Not only by expanding road networks, but by improving them we can make public transit and viable transportation system and maybe people will start bussing or car pooling as opposed to driving gas guzzling hummer two blocks to work
- Less traffic in the busiest hours of the day, this could mean less accident during our icy winters
- Making it easier for people to get in and out of YK could lower the cost of transportation on export goods
- I think that we need more access to communities. This will help them as well as us and decrease amount of flights required. However with gas prices increasing, it is very likely that driving will decrease
- Fixing up some of the roads they are in bad shape
- Expanding the roads for others would help out as well
- The city will focus on the condition of quality of the existing road systems and make a conscious effort to improve them
- To have more convenient roads that are efficient
- The expansion of the road network will make transportation easier
- Many roads, if not all roads are severely damaged. This should be repaired before trying to create any other roads
- The road network need to accommodate the population growth without expanding “too much”
- Obviously to accommodate new growth, new roads are needed, repairs to current roads etc.
- There will be more road space for our community a population increases
- Equal space for people who choose to walk and drive
- Efficient roadways, not necessarily more
- Well maintained

### C3: Road Network Youth Workshop, Continued

*The thing that excites me about the vision is...*

- Safe
- Expanding the network
- The more roads that we have the more money goes into them in order to maintain them. As YK is a very high maintenance city. The taxpayers will be paying more for road maintenance rather than more useful resources such as hospitals
- Actually have maintained roads!
- Instead of having more roads perhaps more efficient roads would be better?
- I think we can work with existing road networks with revisions to certain areas
- With new development, we need to expand our existing infrastructure. However, due to the nature of the North, much also needs to be spent on maintenance of existing roads
- Considering what would be best for the future and how to do it without hurting any thing else
- That with an expansion in the road network, we will be able to move around better
- Expanding the road network different but accessible ways to get around
- Better quality roads; more streets will lessen traffic
- Better roads
- The roads are going to expand to go with the city expanding
- We need to make the roads bigger we are a growing city and we need them to be expanded
- I think if YK is acting like a big city they should become one
- Regional road network connecting isolated communities
- The idea of an easier less congested way of commuting
- Our roadways are less or as busy as other roads in Canada. A larger population would be spread out.
- Maintaining current roads is important with permafrost, paving new roads is not physically viable many regions with lower traffic do not require paving or high upkeep, as they are more seldomly traveled

### C3: Road Network Youth Workshop

#### *Other comments*

- It could be costly because of all the repairs we'd have to do in the spring
- An effort should also focus on outlying road networks such as the highway and in the prelude are and make them safer
- It is convenient because the downtown roads are reduced to one lane during the day because of the parking meters
- The existing roads need to be maintained properly
- Logically planned roads should be a priority
- There is no real road layout to YK so maybe that should be worked on first
- Divided highways
- Train from Yellowknife to Edmonton
- It depends on the population when it comes to existing roads and expansion. Based on the table shown I think expansion is a necessity
- Don't fix what isn't broke

### C3: Road Network First Nations Workshop

#### *The thing that excites me about the vision is...*

- Easy access, especially heavy traffic, more access road in the Ndilo road, probably a pavement road
- More paved roads
- Less bumps and potholes
- Less bumps and potholes
- More paved roads Ndilo
- More access to Ndilo road to YK city
- Need to accommodate the population – traffic congestion right now is frustrating so need to expand somewhat
- City should on the current road such as Ndilo before expanding
- Need more parking – create free parking lots on periphery of city core
- Keeping roads constrained encourages bikes and walking
- Have to consider costs vs. benefits / expected growth over next 10-15 years after one or two diamond mines close
- The city will pave roads in Ndilo and sidewalks and lights as in city and winter roads around Latham Is. 4 Dettah

#### *Other comments*

- We need a better road access and especially paving the road
- Ndilo roads paved!
- Existing road capacity has to do be modified more lanes, bike lanes
- Ndilo road upgrades
- Dettah road improvement
- Bypass old mines / tailings
- Plan all roads and access

## C4: Transit System

### Public Workshops

*The thing that excites me about the vision is...*

- Does YK have pop base to support use-based public transit?
- Convenient bus system
- Longer service time
- Shorter frequency
- Easily accessible
- More public awareness of the public transportation system
- We are blessed with a compact community
- Not freezing during winter, when the bus arrives five minutes early; always
- Frequency
- More stops
- Expanded cycling and walking paths
- Integration of cycling paths with current roads
- More frequent bus service; longer hours
- Greater accessibility for bike and pedestrians would be good
- In the winter bus service could get people to work if buys awareness and support programs were in place and possible money incentives from employers for bus passes
- YK is too small to have a bigger transit system
- Bike lanes
- More enticing method to encourage transit use
- Transit system could be incorporated with school bus system
- If transit ran more often with ½ size busses people would utilize it more
- Mini busses on demand
- Greater desire for access to public transit
- Not much
- Busses will be more useful for outlying new developments and senior development / housing
- Free busses
- Bike trails / lanes (if they're safer I'd let my kids ride to school)
- YKers have a block about using busses
- Need to make busses more friendly to users, more welcome aboard

## C4: Transit System Public Workshops, Continued

*The thing that excites me about the vision is...*

- Trolley
- Light rail
- Street car
- Frequency is issue with current system
- We don't have transit for workers to go to the industrial jobs
- Smaller busses more frequent service expanded service
- Keeping the costs under control
- The system should satisfy a majority of the population
- Expanded city transit
- Decent choice as it merges the need for public transit with current trend of vehicle use would prefer focus on more transit and less cars though
- Expanded city transit to have more green cities one should promote rather than private ones
- Keep less cars downtown
- Better transportation service
- City downtown / pedestrian needs good transit to get around
- Need to improve (invest in) existing first before expanding (more of a bad thing wouldn't be better)
- Need to investigate options other than standard large diesel busses
- Getting people out of SUVs must be a goal
- Reduction of greenhouse gas emissions
- Tighter knit community
- Expand city transit
- More frequency of availability
- Expanded city transit
- No more worrying at 40 degrees
- More and better busses would help everyone get around
- Reliability and sustainability
- Increase the efficiency of the transit system would encourage more use
- More passengers
- Promoting and improving transit will lower our ecological and carbon footprint
- I think you should get smaller buses more frequently
- More frequent
- Free transit
- Smaller bus

## C4: Transit System Public Workshops, Continued

*The thing that excites me about the vision is...*

- Having a free bus system. The payment is such a small portion of the cost. If we made it free we would be paving the way for our own environmentally friendly city transit system that is affordable (free!) for the people that need it the most
- Transit has not received the attention it needs politically to drive it further into a reliable and dependable service
- An expanded transit system will increase ridership and the service as a whole
- The transit system is dependent on the type of development that takes place in the future
- I think a survey of use is a very good idea and possibly adjusting service to only high use times
- I'm not in favour of expanding service unless it will be used
- Getting cars and trucks off the road so that I can breathe cleaner air
- Get lower emission buses
- Consider cab sharing policy
- Putting people close to amenities and shops means they don't have to use any transportation as much or if they do a frequent round town bus service (every 15 min) serves more people who are encouraged to use their cars less
- Smaller more frequent buses (or vans)
- Taxi sharing (driver waits for 4+ customers and then drops them off one-by-one)
- The transit system seems to be below critical mass
- Maybe a conventional bus system for YK doesn't work, maybe a shuttle type service would be better
- It doesn't seem convenient for me it is much easier to hop in my car and drive
- There will be a bus stop within a 20 min walk of my house
- Expanded service would bring a bus to my neighbourhood, at present we have no service
- If it's going to be used it needs to be more frequent during peak times
- Seeing more busses running more frequently in peak hours
- Seeing more stops in old town
- Use smaller buses off peak
- Finding peak times and scheduling accordingly
- Make it more user friendly with fuel increases for "private cars" is ridership fares going to increase beyond its means
- Increased ridership
- Better transportation to the big stores – co-op Canadian Tire
- Would be nice to have an easy way to get groceries when you live downtown
- On demand / taxi share service – the big buses are inefficient during off-peak

## C4: Transit System Public Workshops, Continued

*The thing that excites me about the vision is...*

- Get people to try for at least a month for free – it takes this long for people to get habituated and see that it is a good way
- More frequent rush our service
- Smaller buses with more frequent service
- More frequent buses during peak periods
- Tailored for school kids seems rush hour ridership is centered around school kids who currently are driven
- More and more frequent during peak hours
- Reliable, predictable, affordable, frequent, expanded to industrial areas, operates earlier in morning and later in evening
- Expand regional transit
- Expanded transit system focusing on frequency and servicing to low income areas
- Bus schedules are difficult to find – city website updated more reliably
- Much of the population does not contribute to tax base
- Transit is expensive for few who use it
- Buses are currently not full why expand at this point
- We need a smarter transit system, not a larger system
- Share taxis and smaller buses would mean more options without a huge increase in costs
- The transit system may become usable
- Have bike carriers on buses connecting to outlying areas
- To be a viable alternative, the transit system needs to have buses more often on existing routes and provide easy access to transit for new residential areas
- More frequent service to encourage people to use it
- Reduce number of cars in commercial area not just downtown
- Increase access for public transit
- Increase usage if more frequent service
- Increase efficiency
- Lower vehicle use
- Expand existing transit
- Efficiency
- More buses
- Reducing traffic congestion
- Reducing carbon footprint
- Ensure public transit options for outlying areas particularly future areas of growth
- I think it is important for buses to reach outlying areas because that will allow more people to live there

## C4: Transit System Public Workshops, Continued

*The thing that excites me about the vision is...*

- More frequent bus stops would help in cold weather
- Also the transit system would be communicated better
- With a greater population density downtown, more residents will be able to walk to work and shopping areas. Still, outlying areas need improved access to transit
- Medium access to transit
- Better transit service throughout existing city footprint (where most development will occur)
- Less GHG emissions if transit use becomes the norm
- Less need for a vehicle and money savings
- Less winter complications with personal vehicles if we can rely on timely bus service
- To give people a reliable / dependable choice other than private vehicles
- Reduce traffic on our streets
- A regional system expansion to service residents
- Less traffic in rush hour
- Easier access to outlying areas
- No driving to work!
- That people might actually be able to use the system
- If it is useful people will use it
- Expanding is key
- Need frequent dependable free transit
- Need to look at northern options – like “dial-a-bus” system
- Smaller buses e.g. minibuses going more frequently. Entrepreneurs could operate these as is done in many parts of the developing world.
- It can improve social interaction, save GHG, people’s money by providing a legit option to personal vehicles
- People will use transit if it’s convenient – more routes, more stops more often
- Expand the transit system to reduce vehicle traffic and congestion and pollution.
- Also fits with plans to have higher density residential areas.
- Expand convenience (increase frequency, increase hours of operation)
- Increased transit service
- Better service
- Less need for a car
- Cold climate needs more frequent city transit
- Need to have clean sidewalks 12 months / year to encourage walking

## C4: Transit System Public Workshops

### *Other comments*

- YK considered van / taxi system that has frequent trips made by vans / taxi long set routes
- Opportunities for low / alternative energy transport
- Expand only if riders are there
- Improved transit will become more and more of an economics issue for residents (it will make more economic sense) with rising fuel prices
- Bus routes do not address my commuting needs
- Seniors transportation needs will be higher and increased alternatives
- Alternative vehicles with hybrid engines will decrease costs to both city and residents
- Money spent on transit saves money on paving and road building
- If I could comfortably take the bus to the other side of town frequently I would use it more
- Buses should be scheduled in a fashion that suits the needs of the riders only
- Have bus pull-outs on Franklin Ave so they don't stop all traffic behind them when they stop
- Need bus pullouts on major roads
- Perhaps use smaller buses with lower emissions – something like the jitneys in Caribbean countries i.e. Bahamas
- We don't need larger busses running all day
- I drive all day long and never see full busses
- I live downtown but shop on the other side of the lake in winter – could plough Frame Lake for walking
- Need well marked transit stops
- Better marketing of transit system
- Need to pay attention to peak use times
- Need routes to industrial areas
- Cannot use the bus now, times do not match appointments time
- Weekend bus service form hospital to downtown
- Design transit to meet the demands (current use)
- If we maintain a more dense, less sprawling city then transit is also less expensive
- Public transit is fundamental to good city design and should be available to a great a proportion of the population as possible
- If you expand the road system / city you will need more transit
- Even if growth is within existing city, transit still needs to be improved to existing suburbs

## C4: Transit System Public Workshops, Continued

### *Other comments*

- Restrict vehicles in downtown and outlaw cabs
- I know transit loses money, but I would rather invest here than widening or building roads
- Those that have short trips will choose to walk rather than transit
- Expansion should focus on farther areas
- Improve walking and biking and skiing routes
- As low ridership expensive per capita implement electric sooner

## C4: Transit System Seniors Workshop

### *The thing that excites me about the vision is...*

- The expanded transit program will encourage more people to use it
- More busses more routes would be helpful
- Have scheduled bus times during peak hours maybe dial-a-bus for slower times as seniors travel during these times
- Would it not be more economical to run smaller busses on off hours and larger busses in peak hours
- City system should be extended in frequency and stations within city limits. This would lower single occupant car use
- Busses have to be subsidized
- Problem is how to get people to use them
- More convenient system with sensible transfer arrangements
- Transit to serve more areas
- More frequent service
- Perhaps more busses

### *Other comments*

- This would keep the drivers employed and can even incorporate the disabled bus
- Bike lanes

## C4: Transit System Social Groups Workshop

*The thing that excites me about the vision is...*

- This will promote public usage of transit system
- Must become better should be a priority
- The busses will run more frequently and serve more areas
- 15 minutes <400m from homes
- More people will have access to public transit
- Environment is healthier
- More options for lower socioeconomic people
- Expanded bus service that would allow more options for the lower socioeconomic classes
- A valuable option for individuals who choose to use the bus system
- Get more routes to go to more areas within the town
- Get around without vehicle
- Need for young and elderly and low income
- Expansion of transit will encourage people to use transit
- Transit should be more readily available - frequency, weekends
- Accessibility
- Affordable
- Space to store strollers etc.
- YKers are independent what may work best is promoting cycling skiing walking
- Transit should focus on seniors and disabled
- Increase frequency first
- Use more appropriate size of vehicle for traffic by time of day
- Expanded regional transit could help with reducing need for vehicle / cost of living reduction
- Real benefit Dettah for berry pickers hikers etc.
- Expand on time service more routes
- Green vehicles
- Low transit fares
- Hop-on-hop-off service
- I could use it to get to work on time
- Increased transit makes life (and city budget) more affordable and convenient
- Transit options are attractive enough that few people need to own motor vehicles
- With busses running at regular schedules and more times per hour more people (and me) may take it
- This will create revenue making it a money maker not a huge money loser for the city
- Improve the existing first to gain passenger confidence

## C4: Transit System Social Groups Workshop

### *Other comments*

- Can't take the bus in the evenings right now parents are forced to drive and pickup kids instead of kids taking the bus home
- Real city busses (not dressed up school busses)
- Needs to be safe child and senior friendly
- Needs to be reliable

## C4: Transit System Youth Workshop

*The thing that excites me about the vision is...*

- Expanded city transit is important to promote alternatives to driving in order to protect our environment
- The better the transit system is the more likely people are to use it
- City expansion (inner)
- More updated technology on roadways especially in regards to the disabled
- Easier to get around
- Expand transit system efficiency and effectiveness affordability
- Consider environment
- Still keeping small
- Away from detached communities
- Decrease reliance on single occupant cars
- Public transit is golden
- Busses save on greenhouse gasses, reduce auto accidents and save on building parking solutions
- With an improved transit system there would be hopefully less personal vehicles putting around
- Improve old before making new
- People cannot use the system late at night
- Lower prices
- Use ticket system in South
- Train system Yukon to Edmonton
- More accessible to down south
- An expanded network would help out so people can get around better
- City needs to work on existing transit system by making it more accessible. However this could possibly be achieved by expansion and the city should focus on this aspect as well if necessary
- Better transit system that runs routinely and on time
- Better transit systems, environmentally friendly
- More parking spots
- The transit system that needs to be expanded so that it is more convenient
- I don't own a vehicle, nor do I plan on purchasing one for some time so a more accessible transit system that reaches all of the city would be terrific
- Improved transit systems will allow for less air pollution from motor vehicles as well as save money on increasing gas prices
- Make them affordable
- Affordability, efficiency, effective environmental
- Making transit better

## C4: Transit System Youth Workshop, Continued

*The thing that excites me about the vision is...*

- At this point the public transit system does not need to be expanded very much as you can reach most bus stops within 10 minutes. However if YK were to expand its residential areas then we would need to expand the transit system into that area / those areas
- Having a better developed transit system
- Less traffic
- Buses right now are very crowded, not taken care of
- More efficient transit systems, with more routes for buses
- More options
- As development expands, so does the need for public transit
- To provide a better future and thus expanding the transit system would be best because it would hopefully reduce greenhouse gas emissions
- At this point a more developed transit system is really necessary, but as YK develops, public transportation is crucial
- More buses = more routes = more use of transit = awesome
- Better buses; more transit but stops; more transit buses going around
- The transit will expand because more people will live here and won't have the money for cars
- More environmentally friendly
- We should get trains like they have in San Francisco
- Because in 2058 YK will be big (especially because of the pipeline) and we need to become bigger
- Expanded city transit
- Creating better alternatives for transportation that supports our future population
- The amount that agreed with my vote. Why I voted expanding is to eliminate congestion, also the green house gases and carbon emissions. Pop increasing = more vehicles
- City transit is currently very inefficient, therefore it is under used. Improve the systems and ensure people hear about these improvements and people will be more inclined to use it

## C4: Transit System Youth Workshop, Continued

### *Other comments*

- More lights / sound for the blind and deaf on cross walks
- Round the clock bus schedule, or at least later
- We should work on improving bus systems. I take the bus twice a day and about 3 other passengers usually accompany me - not a lot.
- I'm wondering how we could make public transit more popular
- We need more city transit also
- Environmentally green transit system
- Fuel efficient vehicles
- Less parking meters on the main roads more parking available for downtown
- Existing transit systems need to be made more reliable and efficient
- Bike paths?
- Open to the entire public
- Having a regional transit system seems (at this point) excessive
- I think the key to getting people to take busses more is to make it more affordable and better run
- Open to all public (affordable)
- I think we need to fix our existing system before we worry about making it bigger
- Less time waiting for bus
- More bus
- Transit alternatives bus, subways
- Better bus service form Yellowknife to other Northern communities
- Better inner city bus service
- The system we have now, from my experience is not busy. The buses are really empty most of the time
- More efficient routes, cleaner busses, but no new busses are necessary

## C4: Transit System First Nations Workshop

### *The thing that excites me about the vision is...*

- The bus should run every 15 minutes, as Ndilo is such a long distance in the winter
- 24 hour transit service
- 24 hour service
- Walking
- If the bus ran more often and regular convenient stops maybe more people would ride the bus more
- Have a bus in Ndilo every 15 min during prime time 7:30 am – 10 am, 3 pm – 6 pm
- Have bus enter other areas of YK rather than transferring
- Dettah / Ndilo work time transit (back and forth at 9 and 5)
- Buses don't work
- Smaller buses – more frequent routes
- Don't need 10 seat buses when only 5 people use it during off-peak hours
- Bus service to Ndilo and Dettah and others working people need bus late to 11pm

### *Other comments*

- Bus service has not been running late we would like to see bus run until 11:00 pm
- Bus service should run till late in the evenings and start early to Dettah, Ndilo, airport
- Car/cabin service subsidy system?
- Whatever – some sort of different system than buses or a lot more small buses more frequent service hours
- Dettah needs bus service for work and school etc. work with YKDFN leaders

## C5: Transportation Policy

### Public Workshops

*The thing that excites me about the vision is...*

- More bike trails
- Bike lane on roads
- More place to lock your bike
- Encourage more ways for public transit
- Reduced GHG emissions
- Reduced our energy requirements
- Don't try to use a southern-based model. Built in YK model – let's be innovative
- More car pool
- More transit
- Better bus service
- Light rail
- Bike trails
- Small vehicle routes operating
- Incorporation of cycling trails into current roadways
- Maintain / growing ridership and transportation services
- A certain amount of driving is inevitable – but I like to walk and bike and ski, so the more opportunities the better
- Potential for improvements to roads and alternate transportation
- Behavior encouraged to change – method supplied
- Go alternative – only common sense
- Best to plan so all transportation is the natural choice rather than heavily subsidized
- Transportation must be affordable and cost effective and address our climate
- Greater desire for transportation other than single occupancy cars
- Decrease access to parking in downtown core
- Relax parking requirements for commercial spaces
- The city is endeavoring to develop alternatives by we aren't there yet. We need to keep on looking for ways to draw people out of the cars / trucks.
- More walking trails – well lit and safe – ski to work (trail groomed in town) – even a way to skate to work – like in Ottawa
- We could ice / flood one sidewalk so people could skate
- Maintain walking trails or at least routes on our roads that are walking friendly
- I was surprised at the “extreme” position on this question
- Reward alternative transportation like car pools

## C5: Transportation Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Provide parking space for vehicles with 3 or more passengers
- More bike paths and secure lockups
- Alternative methods of transportation
- Bus service that is effective and easy
- The city hasn't done much to improve transportation in the last 20 years
- Less congested streets more walking trails expanded sidewalks
- Some vehicle-free streets
- A well balanced system
- Support alternatives – strongly
- Encourages healthier communities and population base
- Increases activity levels as well as level of social interactions
- The use of the car must be geared to the need to use one e.g. you can't get groceries on a bike
- Maintain and support alternatives
- Policy around alternatives means putting into infrastructure (roads with bike paths, walkways) that makes it easier for people to make healthy choices.
- Encouraging people to use different alternatives
- Alternative transportation
- Less use of fossil fuels yet transportation is achieved
- "Climate change is not a spectator sport" policy can influence change
- Get cars off the road!
- The movement away from fossil fuels dependency
- Good that alternatives are favoured
- Healthier community
- Reduced greenhouse gas emissions
- Greener city
- Alternative
- Systems in place to encourage alternatives, pedestrian and bicycle corridors
- Mall like connection "outdoor" type
- Voted – support alternatives
- The city has begun to pay more attention to transit issues and anything else they can do to encourage more improvement and investment will be paid back in full by a healthy ridership and less wear and tear on roads
- Some sympathy for the seasons i.e. seasonal parking rates of peak parking rates
- We already have a population that embraces alternative forms of transit. It excites me that YK can continue with this.
- Possible expansion of walking and bike paths
- Having a road from the airport to the closest part of the North Arm

## C5: Transportation Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Shift away from single vehicle transport and embracing alternative formats esp. foot and non-vehicular
- You should encourage walking or biking
- Having a pedestrian friendly city and cutting down on the number of big trucks / SUVs that are used in the city unnecessarily
- Allowing for consideration to all users preferences of transportation is key to having a plan that is suited to all YKers while providing options and alternatives to more environmentally friendly transportation
- Giving people several options for getting around the city but especially during rush times when people are going to work or school
- Biking and walking is a priority with a healthier population and cleaner air!
- Getting there faster on a bike than in a car!
- Have pedestrian only streets
- Cycle lanes slower roads reduce traffic speeds all over town
- Active transportation is good for your health
- Cuts govt. spending in health, infrastructure, environment cleanup, oil subsidy
- Facilitates pedestrian and bicycles (scooter?) traffic
- Provide bike lanes or paths. This is not a bike friendly town. We need safe places to lock bikes
- I think that wherever there are city roads, there should be either a sidewalk or bike path (even in the industrial area)
- Might reduce my carbon footprint
- More bike paths and walking paths are needed. It is too dangerous to bike on Franklin Ave
- Bike trails on all roads would be great
- More recreational bike paths are needed. Bike paths out to Prelude etc.
- Need more bike and walking paths
- More safe, well-lighted walking trails that are regularly patrolled
- Encouraging car pooling
- Possible downtown tunnel system
- Buildings should have mandatory parkades in downtown
- Some one ways for more parking (angled)
- If there are options for all more will utilize them e.g. walk one way, buy your groceries, pay bills, and then take the bus home.
- Getting vehicle use lowered and encouraging walking, biking, etc.
- How about ski routes in town?
- We have so much of our year with snow cover – need to consider use of lakes, frozen, ice surfaces – Ice roads, water access, routes

## C5: Transportation Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Car pooling, car sharing
- Walking, cycling – anything but single occupancy vehicles
- Encouraging more environmentally friendly vehicles (rebates etc.)
- New hydrogen fueled cars
- Planning of neighbourhoods should support alternatives
- Alternatives will allow cohesiveness of community
- More bike friendly routes
- Skidoo access
- Public transit!! It is underused in YK.
- This could be a city that supports alternatives which will make it unique and interesting not everyone can afford or wants a car. It'll be a healthier city as well if we support alternatives for transportation
- Support alternatives
- The idea of bike lanes clear wide sidewalks and winter pedestrian lake crossings
- Hospital hub for transit users
- Easier access for those who would use it as an alternative to car
- People obviously are interested in alternative forms of transportation but there is a cost to this
- Alternatives to cars will result in more healthy people, a less noisy city, and a more livable city, and a more sustainable city
- I look forward to a day when the downtown is not dominated by cars and parking
- The opportunity to steer the city's growth
- It encourages people to get into the natural areas of YK and to interact with other people. When new people leave town, one of the most common reasons I've heard is that they stayed indoors all winter and got depressed. Interacting with others and being active counteracts that.
- Promotes a greener environment and improves health for better walking bicycling movement of people
- Reduce use of cars / autos
- Reduce GH gas emissions
- Dedicated cycling lane takes the bikes away from vehicles and sidewalks
- Wide pedestrian – bike pathways perhaps
- More buses
- Tolls to discourage driving
- Improving personal health

## C5: Transportation Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Reducing impact of motor vehicle traffic
- As the city develops sustainable methods of transportation should be encouraged
- Designs should include facilities for such modes
- It is really important that the city encourage safe walking and biking. People don't use the Frame lake trail because it is unsafe which limits our ability to walk or bike. Safe high visibility bike paths bike lanes in street and increasing the safety on the frame Lake Trail would encourage more people to walk / bike
- I believe a denser downtown will move people away from reliance on vehicles. I do not, however, think it's wise to punish people for using vehicles. Use the carrot, not the stick.
- Strongly favour alternative transportation give lots of options (should be year-round options!) makes sense in a smaller footprint city
- Better air quality for pedestrians and citizens
- Favouring alternative transportation
- A more healthy active population brings social, personal and economic benefits
- We can easily make this a greener more sustainable city through these transportation policies
- Easy to implement
- The transportation choices of individuals and residents make is based on their individual needs
- Healthier lifestyle
- Reduced energy use
- Prettier city (more bike paths etc)
- Alternatives are not only an option - it is a necessity. We have to get away from cars.
- People other than car owners will have access to all city amenities
- People will actually use transit
- I strongly support alternative transportation (e.g. I personally ride a mountain bike to my office job year round (yes, even at 40 below).
- Need to encourage other alternatives than cars
- Bike racks should be plentiful and in front of main entrances to buildings
- Alternate walking paths should be provided with bike lanes in addition
- More people = more cars. Bad!
- Give people an affordable alternative and promote the extraordinary cost of vehicles over their lifetime.

## C5: Transportation Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Less driving = less cars = less greenhouse gas emissions
- I walk when I can, drive when I must. I'd cycle more if it were safer – but it's not!
- I'd like to see the downtown area as a car-free area with parks, a sort of boardwalk like you see in larger cities
- Encourage move away from vehicles
- Increased activity – walking etc.
- Clean air
- More choice
- Less car dependency
- “If you build it they will come”
- Build trails not roads
- Clear sidewalks no parking lots
- Less pollution
- Healthier on individuals
- Less expensive (cost effective)
- In order to be a healthy community people need to include exercise in their activities of daily living
- Bike lanes and clear sidewalks will support this

## C5: Transportation Policy Public Workshops

### *Other comments*

- With our low commute time not much of an issue
- Bus lane
- Positive currently = Frame L. trail
- Neg. currently = roadside of Hwy 4 Niven Lake to town
- Discourage single person automobile usage
- Be proactive, innovative and futuristic towards public transport
- Biking – walking supportive
- I would not like to see expansion at a cost to single driving vehicles
- Don't just focus on buses
- Alternative transportation
- The city should support low occupancy higher fleets example taxis – make it easier to ferry people around
- Think about allowing for snowmobile community
- Incentives for business to promote car pooling
- Connecting all the bike / walking paths – make it safer also to bike on the roads (suggestions from the Transportation Issues Committee)
- Encourage use of it e.g. trails, buses, etc.
- Walking always best
- Still need more parking when unable to walk or better bussing
- Preserve green belts around lakes when developing new areas
- Connect developed areas with green corridors
- Alt. transport favours safe downtown, encourages social interactions, greater encouragement with businesses. More pleasant for seniors and low income earners who do not compete well with SUVs
- Need for parents to take children to school / day care cause people to use vehicles – make daycare closer to homes
- Favour alternatives
- These are things we need to do if YK is to se itself apart as a leader in sustainable living
- Buildings should have attractive stairs, not hidden dingy stairwells that discourage foot traffic
- Will make people healthier and happier
- Better bike paths / routes more waking trails
- Need to be designated bicycle lanes on main roads including Franklin
- Sidewalks need to be kept clear of snow throughout the city not just downtown (enable seniors to walk 12 mo/yr)

## C5: Transportation Policy Seniors Workshop

*The thing that excites me about the vision is...*

- The expanded road system will encourage people to use the circle road system
- More buses more routes would be helpful
- Please make walking / cycling alternatives an important focus
- Alternative support should include building bike trails
- Bike lanes

## C6: Transportation Policy Seniors Workshop

*Other comments*

- (none)

## C5: Transportation Policy Social Groups Workshop

*The thing that excites me about the vision is...*

- Environmental sustainability
- Walking trails
- Easier access to alternatives
- Nobody supported favouring drivers! (in the first vote) and maintaining current mix disappeared in the second vote
- Encourage alternate transportation
- Less single occupant vehicles
- Develop more bike lanes on the streets
- Develop more pathways
- Development of pathways
- Maintenance of pathways
- Focus on alternatives – make it safe for kids to bike, etc. to reduce car use. Should be combined with alternatives to fossil fuels
- Strongly favour alternatives esp. walking and biking
- Prepare for electric vehicles and smaller vehicles – smaller spaces
- Moving towards a more sustainable and healthier city
- Ways to get places that avoid fossil fuel powered vehicles are important, as are ways to avoid vehicles that travel quickly
- Opportunity to build on our high walking practices and enhance green natural areas
- Too congested at certain times
- More roads leading into suburbs
- Safe walking trails
- Fewer vehicles during busy time – work hours school, it'll save me money (gas!)
- Alternative transportation become mainstream. Motorized vehicles become the “alternative”
- The population is healthier, streets are safer and the bonds of community are stronger
- Less usable land wasted for parking
- As a cyclist, will ensure greater safety when traveling the roads
- Less drivers, less pollution especially in very cold seasons
- Alternatives support healthy living

## C5: Transportation Policy Social Groups Workshop

### *Other comments*

- Canada needs to lower its energy usage per capita
- Man, we need more bike paths
- I hope one day the two outside lanes going down Franklin Ave will be for bikes only
- We've got to have fewer cars, scooters should be encouraged too
- Need more parking for bikes / scooters etc.
- Need more walking paths (esp. ploughed in the winter). The sidewalks are usually in terrible shape for walking. Plough the sidewalks on Franklin! Plough the walking paths on Frame Lake!
- Check out [pickupal.com](http://pickupal.com)
- Smaller vehicles max engine HP i.e. 100
- Parking for low impact vehicles – bicycles, mopeds / motorcycles, snowmobiles
- It could encourage people to use alternatives to driving
- Accessibility
- Should remedy parking discrepancy between downtown and Old Airport Rd. – allowing lots of parking at Old Airport Rd is killing downtown
- It would be great to know how much Frame Lake and Neven Lake trails used to enhance walking versus driving
- Would still like to see more parking in downtown core
- Ensure people with vehicle are not treated like criminal – balance

## C5: Transportation Policy Youth Workshop

*The thing that excites me about the vision is...*

- It is important to encourage people to find alternatives to driving
- The environmental cost to driving outweighs the benefits in many circumstances and should be avoided when possible
- More busses
- Car pooling
- Less of an impact made by our city with regard to local emissions and pollution exposure
- Efficiency
- Have more people use alternatives
  - Usable – it's easy for people to use
  - Encourage use
- Discourage single drivers
- Bike lanes
- Road maintenance during winter to enable bikes
- Create a campaign favouring walking to work or taking a bike
- Discounts year long on passes?
- Less carbon emissions
- A large percent of YK citizens walk to work and school
- I would like to see the city greener. So I'm glad to try to see what alternatives could do to help it.
- Car pooling lane
- More parking so you're not driving around for half an hour. It's better for the environment
- The youth of the city are clearly in favour of alternative modes of transportation, which demonstrates a want for less developed areas and more green space. The results also demonstrate a conscious realization that we, the youth, will face the effects of environmental damage in our future and wish to improve the environment of our city.
- To have more support for alternative transportation. Better environment will be a product of this.
- More bus stops in walking distance
- Affordable
- Transportation policies need to support alternatives so that residents can make their own decisions
- Alternative methods of driving will allow easier transportation between destination and will benefit environmental conditions
- Less impractical and wasteful driving; enforce speed limits
- Encourage alternative transport
- Enable people to have access to means other than their cars

## C5: Transportation Policy Youth Workshop, Continued

*The thing that excites me about the vision is...*

- Supporting alternatives
- The way that we run things now is good. People like walking places, even in the winter. I don't think that driving should be discouraged, but public transportation should be encouraged
- Last frontier in Canada, we should be promoting alternatives to driving. If we aren't, who will?
- More and easier to use biking / walking paths
- Better bus system
- The move towards alternatives is an encouraging one, in that it has both economic and ecological benefits
- Encouraging people to take city transit or car pool for the better
- That with alternatives and by supporting them more people will be prone to use them, which would have several benefits (health, environment, etc.)
- Alternatives becoming essential and important. It's good youth understand that alternatives can be effective
- Have more alternative transportation options
- If they just put more possibility to walk, bike, take the bus and less on parking spaces we'd be better off
- Support alternatives not everyone needs to drive
- Electric buses
- Raise gas prices for vehicles
- Strongly favour alternatives
- Bus bus bus
- I liked the ideas of alternative transportation. Car pool lanes, (like States). More buses, bike lanes, more alternatives
- In winter it's hard to use alternative means of transportation so punishing those who do would be unjust
- More encouragement of alternative transportation
- Bike lanes
- Walking trails that are safe

## C5: Transportation Policy Youth Workshop

### *Other comments*

- It bothers me when I'm walking to or from a place and over half the drivers I see are alone
- Reality: we live in the north, extreme weather makes life difficult
- This is the most important part of the future
- The city should look into encouraging car-pooling in addition to expanding walking trails etc.
- Supporting – positive alternatives (keep to positive)
- Discouraging – negative driving
- Bus or car pool instead of wasting gas on one person
- I thought the vote was surprisingly great
- Bike lanes in city

## C5: Transportation Policy First Nations Workshop

*The thing that excites me about the vision is...*

- Support alternative transportation / bus is not running in the evening
- More bus should be running out to the airport and to run late till 12 am
- More services, systems
- Walking – safe walking – biking – skiing – encourage car pooling and bus use
- City should focus on walking / biking trails in Lathern Island with lamp posts
- Anything but single occupant vehicles
- Passenger pickup / drop off areas – enables you to park for free
- Need free parking in DT core – or more parking lots
- Alternatives
  - 2<sup>nd</sup> access roads
  - Winter roads

## C6: Transportation Policy Youth Workshop

*Other comments*

- Transportation bus should run to the airport and to the hospital in the late hour
- I have lived here for 28 years and have never taken the bus – needs to be more convenient
- Bike lanes
- Keep trail network expanding
- Service Dettah and communities outside of YK

## C6: Resource Policy

### Public Workshops

*The thing that excites me about the vision is...*

- Less consumptive lifestyles
- Explore responsible energy development
- Thermal energy opportunities
- Keep it going
- Too expensive to see nothing but charges at the dump
- Enhanced recycling
- Centralized composting
- Increased access to recycling
- Water meters
- Electricity meters
- Ban cardboard and organics from entering the landfill (follow Nova Scotia's lead)
- Increase recycling capacity
- Water metering
- There's no reason to delay process of following best environmental practices
- Best practices probably also economically best here
- Property development must realize and reflect that YK does not have vast amounts of land therefore wasting or allowing major groupings of private ownerships by 1 developer will slice our options.
- Salvaging at dump
- Composting
- Larger salvage area
- Majority in favour of "best practices"
- Allow salvaging at the dump to continue and encourage it by increasing the salvage area
- Spending more on programs is not the answer – determine their usefulness and how they fit vision first
- Spend more on programs also assumes that best practices will be employed – at least I expect my city leaders to always have their eye on the pulse and practices else where
- The possibilities – if we follow this I want to live here
- YK has superb natural resources of air, water and environment and access to wilderness
- Maintain high quality air and water
- Consolidated (municipal collectives) to advance innovative sustainable / alternative technology

## C6: Resource Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Concern that ideology replaces fiscal responsibility
- Better recycling program
- Composting!
- Do anything within our means
- Achieve best practices
- Makes sense and is best for building well-being among all citizens while better respecting the resources we're depended on.
- We need to be a lot smarter about energy
- Achieve best practices – it should be done before it's too late
- Precaution is better than cure
- Achieve best practices
- We're doing great with the CEP – let's go further!
- Really hopeful result
- The impact on fiscal health and waste management benefits
- Is dealing with inappropriate squandering of energy resources we could do more with proper design and engineering
- Achieve best practices
- The desire to exceed best practices with respect to resource management will mean more pride, tourism, and a general feel of core and responsible environmental management in our city.
- Best does not mean spend more. Develop industry that favours our type of recycling.
- Our unique climate gives an opportunity to strive to do better and try new and innovative alternatives
- This policy is key to ensuring YK is working towards being green and environmentally friendly
- I think we should be aiming for best practices in all areas
- Curbside recycling and compost
- Enforcement of litter laws – fine people!
- Make our own soil by composting here in YK
- Lower dependency on oil, grow more locally (a community greenhouse?), burn wood pellets
- We won't always have as much as we have today
- Solid waste recovery and fully salvageable dump
- City-wide composting
- Sustainable energy important

## C6: Resource Policy Public Workshops, Continued

### *The thing that excites me about the vision is...*

- Best practices by definition take a long view – perhaps more expensive in the short-term (capital) but savings in the long term
- I believe our taxes are not unreasonable compared to other areas and I would be willing to pay somewhat more for enhanced services
- We really need to se less; reuse more and increase recycling
- Waste and water management should be a priority (i.e. protecting our watershed and managing waste better)
- Move the garbage dump further out of town
- Assure that the houseboats aren't polluting the water
- Have sidewalk recycling pickup (blue buckets)
- The city instituting a curbside recycling program and encouraging and supporting composting
- Spend money on bio hazards emitting then gasses
- We over study things and spend a lot of money to make no changes. Unfortunately we never agree on things so there will always be disgruntled parties
- Improvement of waste management so we will reduce our use of the landfill
- Should work with industrial sector as they may be the source of a lot o the waste
- Best practices! Long-term savings!
- Implement compost
- Way to go on the community energy plan implementation, bravo.
- Becoming a Canadian leader that shows what is possible in the North
- Education important
- Involvement of the community
- Energy – it's expensive to live in a cold climate
- Achieve the best – we want to and need to – we have the potential and “brain power” to do it.
- Educate, implement, control
- The idea of recycling pickups and community composting
- Need to protect the water. It is our tourism attraction. Currently a two edged sword
- City can pollute water (storm sewers) while mines have very tight guidelines
- We need to maintain an affordable and livable city. That can only be obtained by a more compact, energy and resource efficient city.
- Energy will only become more expensive and more precious so we need to take steps now
- More efficient homes, less singe-family homes, and a more compact city requiring less driving will be key

## C6: Resource Policy Public Workshops, Continued

*The thing that excites me about the vision is...*

- Maybe I'd actually consider retiring here
- It preserves many of the things that attract southern workers to come here, which supports our economy
- Needs to be fiscally sustainable
- Use what is available gravity and geothermal wind and solar
- Environmental sustainability is the way the whole world is moving. If you embrace it now it will make things smoother and more effective in the long-term also and environment is part of what YK special
- I'd like to know which of these best practices end up being cost neutral. If they don't make financial sense i.e. if our taxes rise significantly for a given initiative without an equally great benefit, I'm not sure I'm in favour of it
- Conservation
- Yellowknife has an unparalleled opportunity to model and further develop best practices in resource conservation we are dependent on fossil fuels and have a lot at stake – why not conserve??
- The priority is sustainable development and GHG reduction
- More mixed use areas
- We can get a positive example to be followed by others
- Progressive and necessary!
- Management of industrial and commercial waste
- Will ultimately save money
- Resource management is critical
- We can become a role model for other cities
- City is becoming known as “most sustainable small city” – build on that
- Granolas rule
- Improving energy efficiency
- Reducing GHG emissions
- Less cars
- More walking and biking
- Better mass transit
- Cut energy usage by cutting light pollution!
- Cleaning up our act
- Best practice but must consider the energy required to have recycled waste south. Not best practice at any cost.

## C6: Resource Policy Public Workshops

### *Other comments*

- Can our low population sustain a true recycling program? Seems like a lot of emphasis on development on former mine sites.
- These and other important issues should use full cost accounting and triple bottom line approach
- Keep dump open for recycling and re-using
- Maintain green spaces near people!
- Important to maintain feeling of natural environment in our city – trails, waterfront access, clean air
- Regarding waste management: scavenging at the dump is an excellent system of recycling and should be preserved
- Lets find creative solutions to deal with our waste and resources
- The appetite is there to be sustainable and the community will participate more fully now than ever before.
- Green space should be available in city
- Flea markets, trading, clothing exchange; consignment stores; recycle electronics
- Discourage packaging; take-out containers; plastic bags
- Improve dumpster collection system – too much garbage falls our now and ends up on the ground
- Could use some waste for energy – e.g. bio fuel, thermal incinerate waste and produce heat as a by-product
- As a walker I hate having to walk through blocks of exhaust
- This will create higher taxes
- Concentrate on garbage and waste first and storm sewers
- It's not green space if your ten year old can't walk there
- More recycling and reduce waste
- Build green right off
- Spend the time and money to investigate and research what's working in other communities so as not to re-invent the wheel

## C6: Resource Policy Seniors Workshop

*The thing that excites me about the vision is...*

- The city will endeavor to increase energy and waste management
- Guard our water sources!
- We have to look after our environment for future generations
- It costs money now, but in light of not spending more in future lets take this seriously
- Adopting best practices not only would translate into best services for YK residents, but in the long run will cost way less
- Making better use of all our resources
- Cost of recycling versus cost of extended land fill

## C7: Resource Policy Seniors Workshop

*Other comments*

- How to use plastic etc. locally and avoid shipping costs south

## C6: Resource Policy Social Groups Workshop

*The thing that excites me about the vision is...*

- Reduction in emissions
- Increase in recycling programs in essential
- People are going to be stressed out over their heating fuel bills. We have got to find alternate energy sources (hydro, solar, wind thermal)
- We are even thinking about improvement. I have felt city planning is an oxymoron!
- That we can be proactive and address issues before they arise
- Best practice will support better living and teach the growing youth to be more responsible
- To preserve a way to be within our financial restrains
- We will be thankful later
- It's about learning to live in our means
- Reducing waste and our footprint
- Amount of resources and money that could be saved
- Possibility to do it right!
- Best practices
- The buy in by the group for environmental goals and priorities
- We don't have to be granola central
- My grandchildren will be living it, safe, healthy, good to mother earth and to their health
- The city is sustainable in the long term. Our footprint is small and among the lowest in Canada for cities our size.
- How positive it looks
- CEP is great, waste management is improving and needs more work

## C7: Resource Policy Social Groups Workshop

*Other comments*

- We need more work on this we are doing the bare minimum
- I compare it to retraining people to stop smoking
- Hope this works in building our community

## C6: Resource Policy Youth Workshop

*The thing that excites me about the vision is...*

- It is important to spend more on programs to improve water quality and make energy more efficient, decrease greenhouse gasses, etc. However, due to the circumstances in the north I do not believe that we are able to achieve best practices.
- Green party politics and the adoption of more of their recent legislation therefore distributing resources more evenly or equally
- Concentrate more on environment
- Balanced
- Think long term sustainability
- Effective resource uses
- Best practices
- We're here and it might as well be clean and healthy
- Water and oil conservation are in our highest interests
- Oil is something that we don't have a lot of and it is non renewable. This should push us to find alternative energy sources
- Having a cleaner environment of course! We could potentially influence other cities / towns / communities to favour the environment as well.
- Yellowknife dump is enlarging every year and soon will need to create a new dump
- Making our city green as soon as possible
- Better resource management
- That we should spend more on programs
- We should save the environment
- There is recognition that more money is needed to be spent on resources. A problem in the north is that much of the land and resources is wasted and taken advantage of
- I think the environment is very important and as a community we should try and be more eco friendly
- We need to preserve our natural resources around our community
- Interesting, spend money now save money later
- We will have a cleaner environment and we won't have problems with managing resources
- Balance resource policies with development
- Recycling
- Think long-term benefits, not short
- Conserve
- I think that we should invest more money into more environmentally friendly things and tax companies, businesses, and factories for their waste output
- Better recycling program for YK

## C6: Resource Policy Social Groups Workshop, Continued

*The thing that excites me about the vision is...*

- Balance resource policies
- Needs to be manageable spending but something needs to be done – promotion
- It is unrealistic to become the leaders in “green” policies, as we live in the north
- Conserve our resources for future generations
- Find ways to keep the limited resources for future generations
- It’s really important to keep the environment strong, to respect it
- That we are able to conserve more water and waste less
- The city will be cleaner and more attractive / appealing to people / tourists
- We need more things that will help our environment instead of killing it
- Try our best to please everyone
- Achieve best practices
- Alternative energy
  - Wind power
  - Solar energy
- Corporations must pay for the resources they use e.g. Jack Fish Lake Power plant should pay for the water they use from the lake
- Definitely spending money on our resources, but not over spending to the point of no money for other things
- We would help the environment
- Try to match best practices being used by cities across the world

## C6: Resource Policy Social Groups Workshop

*Other comments*

- Charge companies / corporation for resources they use
- I would like to see more spending on programs
- The environment should be a priority
- Find new resources
- We are already a 100% hydro community
- Use the geothermal potential of Con Mine
- Businesses should have to pay for the resources they are using and the pollution they produce
- May have to spend more money but will be better in the long run

## C6: Resource Policy First Nations Workshop

*The thing that excites me about the vision is...*

- Spend more on program – might give more work for the First Nation people and the First Nation can learn about energy
- More on programs
- Water is the most important
- Water will become the new gold
- We need to protect and use water wisely!
- I encourage energy efficiency promotion!
- The YKDFN are limited with water and waste being trucked
- The city should apply a limit
- City and FN should consider thermo project – the price of oil is substantial it would accommodate both parties
- Charge more for resource use
- Offer more incentives to convert to higher efficiency
- Sewage waste management from city and old mines
- Filtering system and manage clean water
- Management for future as city expands and grows

## C6: Resource Policy Youth Workshop

*Other comments*

- I would like to see our city of YK be clean of pollution
- Would like to see the heating system much more cheaper
- Air and water conservation
- Geothermal energy at mines

## C7: My Favourite Part

### Public Workshops

- The music!
- Seeing the impact of decisions
- Voting
- Scenario approach useful
- Presenter was knowledgeable and good humored
- Exciting to live in place that has political and administrative leaders that care to go back to the community for advice and comment
- Pressing buttons - this was a little bit patronizing for the crowd
- Like the 'instant' results so the workshop created a sense that input may in fact be incorporated into city plans (which hasn't always been the case in the past)
- Musical interludes
- The vision that the group created
- Seeing the results
- Interesting scenarios but I am not convinced for more taxation costs and infrastructure growth costs are realistic
- Option finder ®
- Anonymous polling
- Seeing our communal vision develop into a surprisingly positive and feasible scenario
- Great learning and interesting presentation – thank you!
- Interesting ideas
- Interactive
- Fun, clear presenters
- The visual with the results of our outcomes
- Dialog
- The education / info
- Reality checks
- Enjoy the dialogue – great forerunner to change
- Vote pad is fun
- The clickers
- Being able to compile the information and see the result
- I enjoyed the interactive nature of the workshop providing questions and giving us a venue for thinking about them and answering the was key
- Dialogue with others
- The interactive aspect of it was really interesting
- It actually felt like we were making a difference in these decisions that are to be made

- The facilitation was excellent (and the music was fun)

## C7: My Favourite Part Public Workshops, Continued

- Pushing buttons
- Seeing what the different decisions can make different results
- Seeing how different decisions can impact
- Technology was neat – immediate feedback was beneficial
- To learn the commonalities of the people in the room, despite the differing backgrounds
- The software is very informative and educational
- The technology is really great – lots of information – model is wonderful
- Well presented understandable graphics etc.
- To see 2058 city footprint
- The expertise / knowledge of presenter
- The connections made but the diff. “value components” (the wheel graph)
- When I realize that people of YK are so aware and they are hopeful for good that what is hoped for in 2058
- Interesting software
- Discussing the group vision and areas of contention
- Consultative approach
- I noticed that most people share a propensity towards smart growth and sustainable practices. It was encouraging.
- Open conversation
- Being able to see the results of every vote immediately afterward. It was nice to see the results and understand how people voted. The results honestly surprised me.
- The ability to visualize what the population wants to see in the future
- Voting
- The ability to see the different visions (scenarios)
- So easy to participate
- Discussion
- Jeff’s answers to tough questions
- The music
- Becoming aware of the opinions of others
- The idea of using modeling to vision the future city
- The clicker
- Getting to share my thoughts
- Great facilitation, Dave was very friendly, responded to people’s comments thoughtfully and with respect
- The visuals and graphs made it interesting and engaging
- Was having a speaker with a good sense of humor who was able to answer questions in an explainable way for every question given to him

## C7: My Favourite Part Public Workshops, Continued

- The music was good as well
- Seeing what the majority of the people in the room were favouring. We were pretty much all on the same page.
- Seeing the suggested roadway systems that have been proposed
- Getting to see the implication of decisions so quickly
- Voting and seeing the results
- Hearing people give their opinions
- The music and the gadgets
- It's good to get people thinking of the consequences of the city's development choices
- The interactive approach
- Engagement of participants through voting – it gave a voice to each participant and made the group inclusive of the scenarios and options
- The electronic answers and being able to review the results right away
- Interactive voting key
- Feel like I can participate in planning
- The road development part
- It was interesting to discuss options and vote. However, felt public participation was somewhat redundant as MetroQuest already has answers as to what mix works best as far as planning. They sold us on the mix but money and time may be shortened by just going to the best scenario as designed
- The end
- Voting was fun
- Interactive part
- The music
- Talking with people at the beginning
- Policy info!
- Seeing a room full of people share a vision for a highly sustainable YK
- Looking at the comparisons
- Music
- Being able to have input on the planning of YK. In the past it seemed like the planning department was doing its own thing without bothering to ask anyone else's opinion.
- The concept
- Having input
- The music
- Very interactive – good
- Gave us an idea that people are planning for the future and asking our opinion – good on ya
- The cookies were also nice

## C7: My Favourite Part Public Workshops, Continued

- Discussion
- Very empowering and interactive
- Enjoyed the praise about our planning abilities
- Educational
- Opportunity to create vision and offer feedback on the development in YK
- Interactivity
- Long-term thinking
- When I spilled the ice water pitcher on this sheet. Too much ice!
- Hearing other people's opinions on city issues made me think more about my own.
- I was pleasantly surprised of the outcome of group's feedback to the questions
- Opportunity to find out how other people view the future of Yellowknife
- Enjoyed the concepts and exploring them
- Look beyond North American models on car and transit. Future is urban planning.
- Overall time well spent and opportunity.
- The ability to participate in an active way
- Realizing that ideals prove to be economically viable and preferable

## C7: My Favourite Part Seniors Workshop

- The seeing what happens when one part changes
- Using gadget to vote
- Good to see the effects of our choices on the different aspects
- Considering each part and adding it to make a complete picture
- How we can make a difference
- The cost analysis for each item considered
- I wanted to vote on issues concerning health, recreation, and crime
- The presentation and the ability to ask questions
- The voting system was cool

## C7: My Favourite Part Social Groups Workshop

- Good use of my time (great tunes)
- The voting gizmo
- Very educational!
- Important feedback via graphs
- Short, sweet, to the point and the method of voting
- Instant illustration of feedback from participants
- Dreaming
- Information
- Seeing the overall effect of our choices
- The education about the various areas of city planning of how they intersect
- Other perspectives on the growing impacts
- Educational component
- Information sharing
- Meeting individuals from various government and non-government organizations
- Creating our vision of the city
- Listening to others' concerns and opinions
- That a group of concerned citizens came out
- The voting is cool!
- Being able to give our opinions how quickly the data could be gathered
- Being able to visually see the impact of a decision
- Presentation info was quite educational
- The utilization of the remote selector was great

## C7: My Favourite Part Youth Workshop

- Seeing our vision take shape
- Being able to vote on the topics
- I liked how we got the vote, and say. We are the future and I think that we are the ones it will affect in 50 years.
- I liked the simulation because it shows / estimates our affect and how we can make a difference
- Finding our how our votes / opinions change different things:
  - The networks
  - Locations
  - Policies
- Knowing that we can change the future!
- My favourite part is when we got to see how the decisions we make no can effect us in the future
- The view of what could happen and the affects of it all
- Being able to see what our city could amount to in 50 years
- Seeing the possible development of our city in a very positive way.
- Knowing if we all try we achieve a healthy future
- We were shown the impacts of what we decided in each category
- Finding ways and making choices to have a good future, where resources are still achievable
- How we got to vote with the clickers and get instant results for our votes
- The people doing the presentation were very energetic and fun. It was very interesting and easy to follow
- That we honestly expect our population to grow to 50,000 it was quite entertaining. Reasons:
  - Arcane regulatory process for mineral development
  - Cheaper to fly workers in than have them live here
  - Even with the current diamond boom, we lost population
  - It is far easier and cheaper to develop elsewhere
- Getting a chance to see how the city may be developed in the future
- Actually being able to see what the different options for development would look like in 50 years
- I liked saying what I had to say in order to shape Yellowknife's future
- My favourite part was being able to see what is possible in 50 years
- Learning a little more about the ideas and impacts of what the city is considering in terms of development
- My favourite part was our ability to vote on our choices and to see our results. This gave us a trial and error method on how to improve our city and was really interesting
- Recapping on our choices when estimates on what could be done better was shown, and how dramatically the changes stand out

## C7: My Favourite Part Youth Workshop, Continued

- Hearing the vision city and seeing the financial impacts of doing so
- Being able to vote and see the positive prospectives and negative prospectives of our simulated scenarios
- I enjoyed the simulation, the choices we make and then see how it would affect our city. It is an eye opener for me.
- Being able to see what the youth of the city feel is the most important and seeing as we will be the ones who have to live with these decisions in the future, we should have a say in what decisions are being made
- Voting on the future of the city, helping make it a better place
- I liked seeing what the city looks like in the future and being part of it
- I enjoyed the visual concept of the workshop. It makes it easier to make more accurate changes / feedback.
- Being able to make our own decisions on how we want to develop our city. (With a bias opinion of course, but it was a good one).
- Being able to view what our city would look like
- “Dave” was rather entertaining. He has “spunk.”
- I really enjoyed our level of involvement, and the software seemed to run smoothly
- The only thing I’d improve on would be the exploration of exactly how the software worked and how it calculated its outcomes
- The interactive nature, and the freedom to speculate on different policies
- I liked the idea that we will have room to have more natural parts of the city: such as parks and trails, also less pollutants and more affordable resources and alternatives to transportation.
- I like the long-term outlook of the picture and the fact that it can be done. Now we just need to think on how we can achieve it and do what is necessary to achieve it
- The result of our generated graph, positive outlook for the future of Yellowknife it created
- Less conversation and more social spending (within reason of course, not for indulgent purposes, but rather for the community’s improvement of its quality of life or its residents)
- The simulations, it was really interesting seeing what impact the various choices we made would actually have

## C7: My Favourite Part First Nations Workshop

- Good info on future growth
- Resource policy

## C8: I Learned That

### Public Workshops

- The power and importance of value judgments
- That I do not understand all the issues and how they affect each other. Wow. I'll stop talking like I know something.
- That there are a lot of greeners in this city who care about nothing but “global warming” blah, blah!
- Issues are interrelated
- New ideas from other municipalities
- Visuals
- Projected future population of YK
- Tax drain of low-density residential housing on a city
- This (MetroQuest) is an excellent citizen engagement and educational tool! I look forward to city admin using the results in planning
- About the cents per dollar return for taxes associated with various housing types and commercial uses
- How many empty bedrooms there are in Vancouver and why
- It's a messy process but hopefully it works
- That the variety of people – the room, want a vision for YK that is vastly better than what is happening today
- That planning is based on a lot of guesses and whims of the public and are lead by the questions asked of them
- Big box stores are subsidizing urban sprawl
- Cool tool to press buttons and vote as a group – I want to know if I can rent this to use in other sessions I do myself
- That there is consensus of my own personal vision for the city
- Keep it close
- Less single family large lot development
- We're not as bad as I thought
- There is surprising agreement on priorities
- Common interests
- That the most desirable choices for growth are also the most economical
- Most of us think the same way
- There are many engaged and intelligent citizens interested in progressive growth. Lends encouragement for realizing a prosperous planning scenario / reality.
- No real surprises
- I am very new to YK. I learned a lot about YK and what development that can happen here.
- That the city is interested in making good choices
- To learn about future of YK

## C8: I Learned That Public Workshops, Continued

- Our group showed a great ability to choose development etc at a cost effective pace
- That at least with this group, there is a reasonable consensus of opinion
- Many people are thinking the same things
- The density is so linked to all of the other components
- Trends towards youth, interest in money, affordable housing, interconnecting jobs
- The choices we make today will affect our future
- Interesting trends
- That YK can improve its growth design enough to keep me here
- That many others share my views – being consulted is always empowering – but it’s also really interesting to participate in a consultation session with others to share ideas
- Different goals can be met with a good plan
- It will be very important to carefully examine growth options - decisions made now will affect how efficient this city can be.
- That we have opportunity and options for growth
- Not much
- That we could really expand public transit
- Eco footprint
- How important long term planning is
- The most significant thing I learned was the possible impact on the environment that the current growth would be given if continued for 50 years
- I learned that our scenario with the key indicators does not include the social interaction and social safety net. We must make our community an all encompassing healthy place to live and this includes green space and outdoor recreation places
- That people think that they want to do the things that will improve the community. Hopefully they will really choose this when the money is on the line!
- Not sure!
- That decisions made today will impact / constrain development well into the future, regardless of whether or not the population projection is realistic
- The city has a grand vision of our population growth
- That most people present are very concerned about not losing green space in YK
- The majority of the people in the room are thinking along similar lines.
- It was great to see so much community interest
- We’re on a trend that moves everyone into high-rises and no cares which is more feasible but makes us into Japan instead of a quaint mining town
- That regardless of what is accomplished from this projection that we need to look at the future now instead of just waiting for it to happen and then not being able to fix our errors

## C8: I Learned That Public Workshops, Continued

- That a good turn-out means that there are many people in YK who are concerned about how this town will look in the future
- Synergies are key: high density = cheaper public transit / walkability, less public infrastructure and healthier people! - And a place people (all kinds of people) can afford to live in
- Importance of a broad view of city and community development
- I live in a small town – half the audience I knew
- As a northern community surrounded by wilderness we have an obligation to protect and celebrate our natural environment
- That the change doesn't have to take away the character
- The importance of providing diversified housing
- Fine to do study but what if population stays stagnant? How does this affect decisions? Comment was made that population has only increased by 2000 in past 10 years?
- Need a plan for what if population does not grow as fast or even reduces
- That there is good support in YK for sustainable development that is more affordable, more efficient, and more livable.
- I now have hope that this city may maintain its pedestrian friendly nature and not sprawl over the landscape like so many other cities.
- The best solution in the simulation would have us all living in a concrete apartment block with self-contained shopping. This probably doesn't suit many people's lifestyle
- The best-case simulation has mostly high density housing, yet one of the biggest draws for people to come north is to see the environment. If we are all living in apartments, we need to preserve green areas in the city
- The citizens of YK are united in their vision of the future
- How things are inter-connected
- That more high-density housing could help the city
- That resource management is a top priority for YKers
- I knew what to expect. I think things went well.
- All these planning elements are so closely related
- That I hold a double standard – I want a home of “low density” quality yet favour “more compact housing development” in principle
- How closely related the different aspects / elements of planning really are.
- High density = saving the city money
- Compact development saves tax dollars
- Planning a livable, sustainable and efficient city is quite simple but for some reason is rarely done
- 50000 might not be so bad
- Most people at this workshop favour a core centered development construct yet we are moving ahead with low-density urban sprawl. Why?

## C8: I Learned That Public Workshops, Continued

- The road policy has already been decided and is being acted upon.
- A lot of people seem to feel the same way I do, but I don't see this reflected in some of the city's policies and priorities
- There is hope that they will pay attention
- Walking issue in YK
- Compact development – highest priority.
- This is only one aspect of the planning process.
- The impact of today's decisions on future growth scenarios
- Energy conservation is top priority
- Lots of folks think like I do

## C8: I Learned That Seniors Workshop

- I learned that we all have a part to play in making YK a better place to live
- The city is concerned about these areas
- That the choices we make – can influence the future – and the fact that you can be part of the choices
- Theory of city growth – but it is only a theory. In the case of Yellowknife – what is the future economy after diamonds
- How changing a scenario affects fiscal health in the long run

## C8: I Learned That Social Groups Workshop

- The city is taking a serious look at improvement and planning
- How much road per person predicts tax base needed
- About the cost of servicing YK's footprint
- That most people who attended the workshop DID NOT drive to work (they walked, biked, or took the bus!). Now that says something about what priorities should be
- We tend to feel the same low impact and the earth's increased sustainability
- Every component of our city is completely interconnected
- Being environmentally friendly can positively impact social issues
- I have to take an active role
- Decisions in one area affect the other areas
- Low density housing comes at a high cost
- Each choice has an ultimate ripple effect on the other
- Balance
- Sustainable choices can also be good economic choices
- From scenario visual, we need to make changes in this direction
- We all play a role
- Many citizens do not understand the critical difference between saving energy in general and reducing greenhouse gas emissions (which is much more urgent)
- The way each area interconnects and why you make the decisions you do
- A smaller city footprint will save tax dollars
- Many like-minded individuals

## C8: I Learned That Youth Workshop

- The future is friendly!
- I learned the difference that we can make. It's good to know we can make a difference this significant.
- High density, environmentally sustainable is possible in YK
- I learned that YK is taking a step in the right direction and is concerned about our future. You go, YK!
- If we get over a small fiscal bump early on in the game, we'll be spending less in the future
- More compact growth benefits money category, it is more economic and conserving the environment
- I learned that our city needs more compact growth
- If we spend money now we will pay less in the future.
- That everything works out in the long run
- That our opinions as youth are very valued by the leaders of the community. Many youth have similar opinions and therefore it would be easier to put these decisions into play once the initiative is taken.
- Having more compact growth in development density will have more beneficial aspects than negative
- I learned that in many aspects about the city, there is a lot of room for improvement
- I learned that it is difficult – even impossible to create “the perfect” city. It is still possible to have more green space than we have currently
- Apartment buildings might not be as bad as the first glance
- I learned that while we may want to make all of these great changes we have to make sure it is affordable but doesn't increase taxes enough to become a problem
- It is beneficial to the city to invest in sustainable development
- That we can afford being sustainable
- YK should focus more on building upwards rather than outwards because we would need to build more roads otherwise, and spend more money on transportation, which would also affect our greenhouse gas emissions
- How interdependent all the aspects of development are
- How much thought and planning goes into it
- How density affects our overall plan
- Honestly, not that much I didn't already
- The choices that we make can have a huge effect on the future. Learning different ways to improve our vision of the future to come.
- A less expanded city can lead to a potentially better life (financially, environmentally, etc.)
- That we can use less resources to develop a better community

- Things will change with everything we do whether it's good or bad – we just have to do whatever we can to better our city

## C8: I Learned That Youth Workshop, Continued

- Whatever you do something will change whether it's taxes or our environment and green spaces will disappear
- That YK could be in danger of a financial crisis
- Even the little things can have a great impact; may it be a good or bad impact is up to us
- Our community relies on us
- That the community and culture and the ways we can conserve also helped open my eyes to what effects are there and what I can do
- That people care about the future 50 years from now
- A greener future is not only better for the environment, but is cheaper both in the short- and long-term.

## C8: I Learned That First Nations Workshop

- How we can work to better our city and to save budget
- Why can't modern elections be conducted like this with electronic media?

## C9: I Can Help Too

### Public Workshops

- Personal choices that benefit collective and long term planning
- Serve on committees
- Participate in sessions such as this
- Continue to participate in community planning
- Vote for any “green” councilors
- Hold the city’s feet to the fire to make sure this policy sorting exercise is reflected in general plans, various development schemes
- Keep giving input
- Continue to push for the vision I have
- I’m doing it
- Save the dump
- Save the history
- Save the prospectors
- Respond to city-provided opportunity to comment
- Make personal decisions in lifestyle that support our community
- Make sure city follows through with our vision
- Continue work with YK Community Garden Collective to make food production opportunities accessible for citizens
- I work at city hall
- I will be working for the September 24<sup>th</sup> session
- Burn half of Frame Lake and the downtown core!
- Not bad mouth the administration
- Listen to people with knowledge in the area
- Be involved in the process
- Choose my habits appropriately and follow what I believe
- I’m here
- Keep reminding the city that these are my ideals and priorities for long term planning
- To participate in committees and forms and consult sessions like this
- Keep advocating or smarter planning and best case scenarios
- Lobby decision makers to adopt smart growth ideals
- I will tell my friends and associates to get involved in process
- Live up to the choices selected
- Continue participating and providing input (and listening to and learning from others)
- Keep participating in the design and developing of planning
- Keep being involved in the process
- To be part of the design team

- Participate in similar sessions

## C9: I Can Help Too Public Workshops, Continued

- I will plan development at optimum cost and high quality
- Be engaged in the planning process and help muster support for sustainable planning options
- Provide input
- Come to events like this
- Follow the trends I voted for
- Share comments
- I own a lot in the city and I will build a duplex rather than a single-family home. I will also put a greenhouse on the roof to maintain green space and produce local food. I will continue to walk and bike everywhere and provide input whenever the city is looking for it.
- Participating in these workshops, surveys, and offering feedback to my council
- Making my opinion known
- Keep participating in these types of meetings
- Keep on biking, skiing, and walking to work, and for shopping
- Lobby our politicians and civic servants
- Participate in such events
- Continued involvement in city development issues
- Keep on advocating for a school for artists
- Support public transit
- Get to know more people in YK
- Buy a condo!
- Encourage others to make lifestyle changes
- Continue to walk to work, to ride my bike, to try and compost and demonstrate environmental awareness
- Participate in some more of the surveys that are happening, as it will give me a voice, although small, towards a future, my future.
- Pay more taxes
- Attend sessions like this and shame my friends into doing it also
- Be involved in public meetings regarding future development
- Pay my fair share
- Walk/cycle
- Divert waste
- Live modestly
- Pay attention to decisions being made at the city
- Participate
- Live in high density housing
- Grow my own vegetables
- Shop in the downtown core
- Take the bus

## C9: I Can Help Too Public Workshops, Continued

- Push for continued creative and sustainable urban development
- Design better, more efficient buildings.
- Keep walking and biking
- I can offer my input to hopefully bring about a balanced plan for the future
- Support city in recycling waste initiatives
- Provide feedback via surveys on proposed development and policies effecting YK's development plans
- Stay involved
- Talk to city councilors
- Attend future workshops
- Learn more
- Be active in town planning
- Leave YK
- I participate in monthly / weekly downtown clean ups
- I can walk and bike more
- Reduce GHG by driving less and making home more energy efficient
- Reduce car trips
- Good candidates for municipal elections
- Offer feedback to officials!
- Turn out and vote
- Offer my input
- Don't insist on a suburban house with two cars and a big yard
- Sell my vehicles
- Walk more
- Encourage others
- Educate
- Get out to more planning events to provide input
- I'll keep coming to workshops if given the opportunity
- Burn the suburbs
- Stay interested and come to more meetings like this
- Promote sustainable living
- Encourage people to take part in this process
- Attend workshops like these
- Volunteer
- Keep participating in planning opportunities and contribute to my community
- Stay in YK
- Continue to live downtown and participate in downtown events
- Commit to green lifestyle
- Support city beautification
- Participate in similar future planning programs

## C9: I Can Help Too Public Workshops, Continued

- Be involved in the planning
- Feedback on options
- Drive less
- Each of the development scenarios seems to involve converting Northlands trailer park into high-density housing, yet this is a privately owned condo. Having the city invest funds to move the water / sewer upgrades along would ultimately speed the dissolution of the condo, which many of the unit owners want. This would free up the land for future development by the city into higher density housing.

## C9: I Can Help Too Seniors Workshop

- Walk or bike more
- Recycle
- Attend meetings regarding policies which may lead to change
- Taking part in all the programs
- Inform others of what we learned
- Support politicians who support my vision of the future
- Make you voice heard
- More attention to recycling
- I can use less energy and do my part in waste management

## C9: I Can Help Too Youth Workshop

- Use my bike
- Support high density housing developments
- Talk about the future
- My input I think is a big one. Since we are the future we are people who will be constructing and working on this plan.
- I can help shape the future by indulging my thoughts and opinions
- Talk to people about it (powerful people)
- Talk to people that have the right to talk to the mayor
- Not drive so much
- Get involved with being more environmental
- Take more transit, conserve water, waste less (recycle more!)
- Participate actively in workshops like these
- Talk about it
- I could tell people of what we could do for our future generations
- Develop the geothermal potential of Con Mine
- Continue to voice opinions on things that are important to the city
- Help promote certain ideas
- Decreasing my own personal footprint
- I can stay in YK to work after schooling in order to pay for many of the things that we wish to achieve
- Take public transit more
- I can stay and remain an active citizen, or at the very least come back after university
- Providing input to city councilors in respectful ways
- Put forth my ideas and attend other meetings regarding this issue
- I can help by coming back from university and placing my input on the situation
- Get involved in the community
- Influence parents / peers to use alternative forms of transportation
- Encourage the community to be more environmentally efficient
- Use less resources
- I can run for mayor when I'm older.
- Become urban planner
- Start at home, recycle
- Get involved in any way I can
- Reduce single drives, walk to school
- Conserve our resources
- Come back here after school and purchase high density housing
- Utilize less environmental resource by having respect and replenishing those we do use
- Returning to the community after university to share my new found intellectual insight with regard to its improvement

## C9: I Can Help Too Social Groups Workshop

- Continue my involvement in this work (i.e. design charrette)
- Participate in these types of sharing / planning events
- Participation in discussions groups
- Help make others understand the interconnection of all areas
- Be willing to live in housing with higher density
- Continue to talk about these topics in “little bites” for kids to understand and learn about these topics
- Support progressive policies and initiatives
- Vote wisely
- Participate in public sessions
- Talk to folks about the vision
- Support directions I voted for!
- Continue to let my view be known
- Talk to others about this workshop and having a say
- Preserve by recycling and walking more
- While I support the overall vision there needs to be acknowledgement that this vision has repercussions, and the benefits as well as the deficits need to be examined better. Where did the impact of or on social groups fit in?
- Continue to recycle
- Use alternate transportation
- Teach kids too
- Keep walking, keep biking, keep trying to make my home more energy-efficient
- Drive van less...

## C9: I Can Help Too First Nations Workshop

- Work with us!
- Hire our Nation Youth and to teach them about development

## C10: Anything Else to Add?

### Public Workshops

- Will there be consulting with low-income people and unemployed, homeless or street people
- Better develop the “character” of YK
- Infrastructure and ornament that celebrates the city
- Property development!
- I think that certain types of people come to these workshops and that the response / data received can, in no way, be considered representative. I think the workshop is good because it is an educational opportunity but in many ways this workshop (Sept 23) was very much “preaching to the converted.” In other words the people at this workshop already the benefits of more compact development and better transit. I really hope the city doesn’t think that the ideas / beliefs shared at this workshop is representative of all of YK and tries to receive the thoughts / beliefs of those YKers that don’t come out to these types of workshops
- Architect standards for medium density
- A bit general
- Community green spaces – gardens, parks, dog trails
- Acquire land downtown to develop into parks and multi unit housing
- It would be great for high school students to take part in this exercise!! – An opportunity for them to engage in community decision making and to learn more about issues facing the city that will be part of their future. Great work you’re already planning this!
- Although planning does need to be long term, for a resource industry based city like YK 2058 is a very far stretch. Diamond mines will close in 20 years and if the pipeline does / does not happen will lead to very different scenarios with very different futures for the city
- It is utterly unrealistic to project into the year 2058. As a student interested in trends in science and technology, this attempt to create such a long-term vision does not seem plausible. Twenty (or even thirty) years is pushing it, but is at least sensible
- Session doesn’t take in northern reality, like 40 below 8 months of winter
- Negotiate with businesses prior to development and insist on parking below buildings to decrease the size of paved parking lots
- Increase the distance that buildings must be built from lot lines to decrease the building size and improve safety re: possible fires
- Some refinement is needed on population models due to future mine closures – be realistic and factor in population shrinkage
- Public green spaces are so important

## C10: Anything Else to Add? Public Workshops

- Cultural and social development need to be added to vision
- The presentation ran out of time, would have liked to have seen the impact of other choices
- Do big box stores contribute or drain city coffers by requiring new infrastructure in undeveloped areas?
- Homeless is a big problem
- It must be kept in mind that although most people vote for high density, few actually aspire to own condos vs. houses
- Nice exercise for encouraging constructive public discussion and encouraging participation
- Good tunes
- Development has many folds but it starts up with building infrastructure. So should look for more flexible solutions towards that
- I want to see more of this technology and its resulting model
- This is great!
- Very interesting
- It is an interesting process would like to see how it plays out
- The city generally misses the boat on most things it does
- I was invited as representative to community org. those needs were not addressed nor was opportunity or consideration given
- Include a heading for social health / programs etc.
- This exercise has made me realize and appreciate the scattered green spaces in YK. I would only hope the city would not deplete green space in their attempts to densify the downtown core Green Spaces are vital to the health of YKers
- Please don't sacrifice family and people friendliness for efficiency and lower cost living
- Keep smaller houses in the picture (no more Niven monstro sites that people can't afford to heat)
- Push local, renewable energy like wood pellets
- Get YKers driving smaller vehicles and lower vehicle emissions for air quality
- Large scale commercial interests must be controlled by a strong community governance / city council multi use zoning is very important for long term sustainable goals
- I'm unclear on how compact development will conserve green space
- Thank you for this opportunity to give input! We should build civic pride
- Get a developer that is interested in building small homes rather than another trailer park
- Low density costs more but is a way to keep green space
- I'd like you to consult with social activism groups such as Alternatives North, the Salvation Army, the YWCA and the shelters as they are important stakeholder groups

## C10: Anything Else to Add? Public Workshops

- Some studies have been done correlating sprawl with lower social capital
- YK is one of the most special places in Canada – let’s make it as sustainable as possible so it can stay this way!
- We need to develop the Arts community
- MetroQuest is money well spent – for the discussion alone
- Very valuable session
- Livability – friendly to family and children – play spaces
- More considering of accessible housing
- Before the city expands any infrastructure, they seriously need to understand the existing lives on the diamond mines. They are decreasing fast. The city should push first for a new vision of the north (push the GNWT and Feds) to invest in the right infrastructure to encourage existing and future mines. Otherwise taxes will be too high and people will move south.
- A pedestrian only street with lots of restaurants and stores would be an amazing addition to YK. One block of pedestrian only street downtown would provide an amazing cultural centre.
- Why were there no questions regarding public green spaces, community facilities such as libraries, sports facilities? These services need to support any future growth particularly in a climate that can be as restrictive to outdoor activities at times as ours can be.
- Better waste management more recycling
- In your transportation policies / planning please avoid the type of congestion experienced at certain intersections
  - Borden & Old Airport Road (WalMart)
  - Walmart / Tim Horton’s
  - Range Lake Road and Old Airport Road
- Running this workshop was a great idea
- Not a very good mix of participants. I think 90% of the audience are ecology north members. Not sure how to address that for future events. Not that it’s bad, just not balanced
- Impressive model – hope the results are carefully and thoroughly incorporated into the smart growth plan
- Thanks!
- Why was poverty indices not included!
- Keep up the good work – more sessions like this
- I feel YK is currently doing well with increasing density and having low car usage. I think the citizens deserve the credit for this and the city should do more to promote these things.
- Need to rethink some of the questions especially last one
- How do we add in social and economic factors to planning process
- Ban all upward facing light fixtures in all types of building (commercial especially) curb Airport lights! It is blight on the landscape!

## C10: Anything Else to Add? Seniors Workshop

- Well organized
- Good presentation
- Who are these people? They didn't introduce themselves! Are they city employees?
- More willow wood type designs – we have enough Niven Lake crap.
- Thank you
- I really don't think YK will have 40 000 in 50 years
- Do not build on open (green) spaces in the city!

## C10: Anything Else to Add? Social Groups Workshop

- Plough those sidewalks (and walking trails on Frame Lake) in the winter. And the Niven Lake walking trail needs to be ploughed too.
- Are any sessions being held with single parents, those who are homeless, individuals with disabilities, those with a lower income (income support recipients). Should not the decisions we make as a city and the impact on the social groups be as important if not more so than our focus on “eco footprint” reduction?
- How will this information actually be utilized? This may have been explained in the beginning – I missed the 1<sup>st</sup> 10 minutes.
- Great presentation and study!
- It's a neat process but I wonder how assumptions might change things drastically. Economic factors can change suddenly e.g. these past two weeks in the USA!!
- This is an effective consultation tool. So often there are concerns about interpretation and reporting of feedback. In this case we all know what the general feedback was
- Thanks for inviting me, from a non-profit member of YK
- Thanks, it's been fun
- The city needs to address the problem of homelessness in the downtown core in its improvement plans as safety is a concern

## C10: Anything Else to Add? Seniors Workshop

- The software was used too heavily, and may not pan out into reality. How realistic is the program?
- Well done
- Although the idea of a booming new YK is appealing, I'll always worry for its uniqueness being lost with the addition of more rural areas and shopping centers and the like. YK is a special place and I hope we'll never lose that quality
- Thank you
- The scenario and seminar were very eye opening to what the possibilities are for our city
- I enjoyed this workshop and believe there should be more
- I hope to see some of these changes within the next 50 years
- More efficient building practices can only help in the long run
- I am curious as to how accurate the projected growth really is
- I think we should remember that we do not and most likely will not, for a long time) have the same population as southern Canada
- Land claim issues should be resolved
- As we are developing I hope the uniqueness and heart of YK is not lost
- Please don't make us into just another city
- I think we're working under the false assumption that YK will actually grow to over 50 000
- Spend less on vague studies / surveys
- Nothing will change if the land claims aren't approved
- No everything was good.
- Enjoyed it
- Very well done
- One thing to fear is an increase in taxes can harm our population. With higher taxes there is no benefit to being in the north.
- Curious about the accuracy of the projections... I don't doubt them, but it would be nice to know accurate they really are
- Bus / transit schedules need to accommodate high school students (especially route 2)
- More people need to be involved in these things, they are education but fun at the same time

## C10: Anything Else to Add? First Nations Workshop

- Educating our youth
- Include Dettah
- Future growth

## C11: One Minute with the Mayor

### Public Workshops

- Two wheels good, four wheels bad
- Look after the service clubs and those who provide the amenities that are so important to the quality of life
- Recognize those who want services and reward those who are willing to provide for themselves
- I would not lie to see an extreme on any issue but instead a balance
- YK has to do more to preserve its heritage. Our heritage as a mining town is the basis of our sense of community and provides the basis for tourism and homegrown arts and culture.
- Make the box stores meet our design and standards. Staples, Canadian Tire and shoppers are all an obnoxious red and white. We should mandate that they make their stores fit into the environment, not stand out! Thanks!
- Be open and generous with community-based initiatives that improve our community and quality of life such as community gardens heritage sites, ski trails, and adopt a street program.
- Where is the social development plan? Would like to see this moved along ASAP.
- Start opening up new areas for development and don't cram high density developments into current green spaces in the meantime
- Keep working on more nature trails and access to waterfront for the public
- Stop "paving paradise" and leave large buffer areas between trails and residences or businesses preserve what heritage remains in this community re: mining
- If the desire of people seems to be to create more compact neighbourhoods with greater accessibility to amenities (i.e. mixed use) why does the city continue to press forward with Niven Lake type development!
- Don't develop the green space behind my house
- We've got big catch up to do on the environment Gord. Not doing it will cost us / our people in the future and today.
- YK needs to be affordable to encourage retirees to stay
- Preserve access to natural areas within a walking distance of downtown – Tin Can Hill is a city gem!
- Work towards higher density housing (more row housing, duplexes, houses on small lots)
- Community garden within new neighbourhoods; community garden within 1km of every residence
- More housing
- Sustainable
- Affordable
- Livable
- Unique sense of place

## C11: One Minute with the Mayor Public Workshops, Continued

- Transportation
- Please keep the discussion to urban dev. Compared to social eng. ing.
- More power to ya!! Keep up the dialogue with us. Keep moving forward!!
- Community and civic pride
- Fine businesses that allow / tolerate litter on their property (i.e. Bruno's Pizza)
- Develop mixed use medium density neighbourhoods that offer flexible housing alternatives socio economic mix, live / work options and opportunities for community gardening
- More frequency for buses
- To encourage growth we need to encourage development for people i.e. more of it
- Make quality decisions and listen to those who want to help create a sustainable future here we can and we're smart!
- Willing to help any way I can. Dennis Altnoose.
- It will have to better than current trends, or I would leave
- Fix the homeless problem and hire bylaw enforcement that are effective
- Don't be afraid to raise taxes a little in the short term so that the long term fiscal health would improve
- Think long term. Be realistic about what our real options are.
- More participation by the public and more informed council
- Remember to give all citizens a voice on this process
- Thank you for the city's vision
- All planning is integrated any decisions impact on building community resources (and ensuring access to them) is critical to this. This was important to me when growing up; it is the same for kids today.
- Looking forward to look for solutions for construction industry in which less infrastructure is required, which could be done by limited resources but promising towards quality. Looking forward for a home for everyone (affordable home)
- Think balanced short-term growth if you want to realized long-term prosperity and "wealth." Slow and steady. Takes more effort to do things right and benefit form it in the future than to implement quick fixes and go for short-term gains.
- Think long term while handling the transformation sensibly
- You've gotta stop approving trailer parks.
- The city needs to enforce its bylaws.
- Listen to what people have said here.
- Use common sense: a staples on prime potential residential property is idiotic
- Please work I would ask that community gardens be made an integral component of any new development.
- Local food production is splendid for reducing cost of living, improving nutrition, providing active recreation opportunities, and creating community. Especially in this city, most home owners and people don't have land suitable for gardening
- Clean up the streets! The downtown core.

## C11: One Minute with the Mayor Public Workshops, Continued

- Terminate the drug problem!
- Make the city a safer place to live!
- Lower the cost of living!
- Know your people
- Listen
- Cater to tourism
- Make YK ore available by advertising
- Population increase is not coming from south but coming from the north!  
Therefore more of population poorly educated poor possibilities for employment
- Respect personal, civic, others in city – responsibly
- We have a truly unique area here, let's try and keep it that way... be the best we can in all areas. Encourage alternative transportation and keep housing mixed and the rest will fall into place
- Put money into litter
- Beautification
- Community health
- Civic pride
- Investment
- Fire Andrew Morton!
- Please keep us involved on all issues
- The development of a school for artists
- Thank you for this opportunity
- It would be great to encourage more public spaces instead of trying to 'clean up' 50<sup>th</sup> street we should embrace it as public space
- Keep Tin Can Hill as a green space
- More heritage preservation and more funding for the arts and heritage. A mining heritage village on Giant Mine grounds. Great tourist site and means or preserving the most significant aspect of this city's heritage
- To make an attractive city (attractive in all aspects) we need to first have a much cleaner city than we have. Not enough is done by city employees to clean up our city and keep it clean. Get them out there picking up litter and penalize (fines) those businesses that don't keep their lots clean. Don't just talk – do it! And money collected from these fingers should be used solely to pay people to pick up the garbage – not put into the city's general coffers.
- Don't let Miramar off the hook.
- I think the city should concentrate on resource management (protecting watersheds) and energy rather than implementing policies that have little impact overall
- We need a cleaner city. Litter is a huge problem

## C11: One Minute with the Mayor Public Workshops, Continued

- The city should address social issues – homelessness, crime, addictions, vandalism, B&E
- The city should encourage and promote youth programs, opportunities for seniors and those with disabilities
- Preserve character of YK with substantial areas of green space within the city even if this means spreading out
- Every property I've bought in YK (3) has backed on to green space
- Preserve Frame Lake trail – don't wreck it like Niven Lake trail
- Develop a people friendly waterfront
- It's easier to do things well in the first lace than to fix them afterwards
- Be bold and make decisions for the future not to uphold the status quo!
- Keep the air and streets clean, the town compact and friendly, and get more people walking and biking
- Please preserve the green spaces within the city. Many homes open onto a beautiful piece of northern landscape and this is what feeds the spirit at the end of a long day at work or at school and make us happy, very happy to live in YK
- Mayor Van Tigham, please continue to support energy conservation and enhance green alternatives.
- Provide more affordable property development and housing development opportunities for the wide demographic range of YKers to further enhance the quality of life for everyone
- Keep in mind the less fortunate in YK and promote social healing through funding social programs, affordable housing, and free transit, building a healing centre or just a place where homeless people can eat lunch.
- Promote green spaces in the city encouraging walking and biking
- YK is an amazingly diverse and culturally rich town with really interesting people – please don't screw it up
- Put a net over the garbage dump. Open up the north arm to the public (maybe a trailer park).
- on to have more land affordability
- Do more to promote waste recycling
- In addition look at diversifying the economy so that people will say and some will want to come
- Curb light pollution and keep or force people to clean sidewalks!
- How can we work together – link services and govt. agencies as well as private sector. (Affordable housing)
- How to look at social issues
- It's good to see the city considering long term planning
- There is evidence of random development as well thought out planning will make YK a better city
- Have municipal enforcement of officers enforcing the existing littering bylaw

## C11: One Minute with the Mayor Public Workshops, Continued

- Have city budget amounts for city cleanup and garbage = to the actuals
- Have city establish a total city sidewalk snow clearing bylaw and enforce the current downtown one more fully
- Make energy conservation a top priority
- Improve transit for city especially downtown
- Keep unique heritage of YK but must revitalize the downtown and work with GNWT and Feds to solve social ills that plague the downtown.
- I'd also like to see legislation that would allow for alternative forms of energy (i.e. solar panels) and electric cars in town
- Listen carefully to Mark Henry and the folks at AEA. There is a group of very bright younger folks in this community who should be listened to
- Mono rail!
- Why when we know people are interested in preserving public space, improving transit, building sustainable housing, we have things like a new 'staples' store on a waterfront lot and Niven Lake.
- Resource management – best practices is the only intelligent sustainable way forward!
- We have an opportunity, as a fairly wealthy community of people to be cutting edge in terms of resource management, transportation and energy use. We should take advantage of that opportunity.
- The social situation of YK was not factored in to the MetroQuest study. It seemed to be base on southern Canadian city development without the unique characteristics of the north and its people
- We would be foolish not to pursue this new direction for our city, so let's move ahead with it!
- We need to maintain and enhance all of the things that make YK unique – this can be done while achieving best practices in planning and sustainability! We need to start moving on this stuff now and not lose sight of it as time passes.
- Would like to see evidence of a clearer connection between the direction of council and the actions of city planning staff.
- Let's see those incentives for downtown development!! C'mon Gord!
- Sustainable living and support for local businesses and support for arts and culture and city beautification = ☺
- Maintain S4 Club lease including existing boundaries and trails
- Hello Mr. learn from southern mistakes
- Lead by example; build the territory correctly the first time around.
- Consider the north becoming the future of Canada

## C11: One Minute with the Mayor Public Workshops, Continued

- Focus on zoning and transit. That will set the pattern for all future development. If that is not in place (the planning) future development will be focusing on the goals we set today.
- Not to lose sight of the whole picture and all the things that are important to YKers, arts reduced ecological footprint, increase green spaces, and access to them.
- Alternative corridors can accommodate bikes, pedestrians, and motorized recreational vehicles i.e. ATVs, snowmobiles, which add to the town's character.
- Gravel is better than salt for the environment

## C11: One Minute with the Mayor Seniors Workshop

- Act now and keep a long term view
- Continue to encourage people to work together.
- Encourage the public not to worry about privacy and individualism. Our fore fathers thought about the future not just themselves. We need to do the same, we need to share not just be greedy!
- Thanks for your good leadership
- Have more of these presentations you learn so much and you feel empowered
- Consult with the territorial government to access more money for people arriving here from other communities

## C11: One Minute with the Mayor Social Groups Workshop

- City should be ploughing all sidewalks and trails
- Keep up the good work!
- Lower overall footprint.
- Sustainability for the future!
- Sometimes it's hard to balance but you hold the tie breaker
- Thanks for the public consultation opportunity
- Keep green space – don't make downtown an area by our city hall ugly
- YK should take the lead in being a sustainable city that takes advantage of our natural features and builds on sense of community and tolerance
- I would like to see YK as a leader in clean, beautiful, self-propelled, accessible and caring.
- Thanks for your support for a sustainable community
- Building concrete parks and rearranging the natural beauty of YK is counter productive
- Provide access to the natural beauty, keep it clean, maintain it and make it safe for all to enjoy
- Thank him for the good work to date on combating the social issues and to encouraging growth within the office as well to recognizing and deal with financial issues all social human problems that the community faces – housing / poverty / homelessness
- Instead of focusing on buses and roads etc. we should be focusing on the numerous social issues that plague our city. I think that is the most important factor in addressing my “best future” possible.
- My impression of him is that he is stuck in maintaining status quo. I would like to encourage him to open his mind to better ways of doing business!!
- We have to move away form fossil fuels as the main source of heat and fuel for cars, we have to help people be able to walk and bike year-round; we need recreation centers (reasonable cost for family rate).
- We need more affordable housing

- Transit needs to be a top priority in the short term

C11: One Minute with the Mayor  
Youth Workshop

- We need to do our best to achieve the healthiest policies and positive growths.
- We may need to spend some cash but later on we will have more revenue in the future
- People have to be informed of what they can do to help and how their opinions matter and shape the future. We have to think of children before ourselves.
- More money for green programs
- Bike lanes
- I would want to know his perspective, and why so.
- Explaining the environmental impact. Pro's con's.
- Explaining my views. With tax increase and possible pipeline and bridge affects.
- Explore the culture of non-northerners
- Hi what are you going to do about the dump when it fills up? In five years that place would be too full to do anything, and also what about Jack Fish Lake? You know about the electric company polluting the lake significantly.
- More parking
- Make the roads bigger
- Nicer MED
- What kinds of things is he thinking about to improve our city in the may ways it needs improvement
- I would ask him what his plan would be to better our city
- I would tell the mayor that everyone needs to work together to make our vision possible. Team work!
- I would tell the mayor that the youth is the future and to listen to what all of us have to say, just like this workshop. To use what we think to help realize a better future
- I would ask him what he thought about this vision and in what ways he would be willing to help and see how this vision would turn out
- I think we should be planning to see that YK still exists in 50 years, never mind planning a misguided spending spree.
- The next 50 years will be critical with the world with global warming.
- What we're planning is great but we need to start implementing it sooner than later or we may regret it.
- My vision means very little on its own, but show more people that things can be done a whole lot better, with a little effort in the right direction and I have very little doubt that the right choices will be made
- In the future, the mayor and city councilors must consider green space going ahead with construction
- Our environment is not a renewable resource and cannot be treated as such
- If we want to improve the city, focus on one main thing until it is up to par before moving on to anything. Or else nothing will get finished the way it should be.
- Have more meetings regarding this topic. Try enrolling everyone possible.

## C11: One Minute with the Mayor Youth Workshop, Continued

- Spend money on athletic fields as well as energy conservation
- That we should help develop the town more
- We need more compact growth, soon. What do you plan on doing about it?
- Also like the idea about businesses being forced to pay for their environmental damage
- I would say people who are older will not enjoy the increase in taxes because they won't all be around to witness these changes
- Public waterfront access
- Try to do what is necessary to achieve this outlook. Encourage the people, support the decisions, make it possible for our community to help and achieve this goal
- I would like to discuss the issue of homelessness and the future implementation of social programs!
- The developmental growth in YK needs to be done in a way that preserves and protects our environment. In too many instances, the environment has taken a back seat to development, specifically economic development.
- Taking care of the environment is not only the morally right thing to do it is also economically sound in the long run.
- I would ask what are you doing to help the homeless situation in YK?

## C11: One Minute with the Mayor First Nations Workshop

- Roads in Ndilo and sidewalk and services
- Cheaper water deliveries
- Pave our roads! Ndilo
- Pave the roads in Ndilo.
- Better relationship with YDFN
- Please pave our road
- We need fire services in Ndilo
- Hello and how are you?
- More jobs for our First Nation Youths in the energy resource, plus more development for road in Ndilo, give more education with the youths

# Appendix D: Sample Worksheet

The worksheet has been condensed to keep it on one page in this appendix. The participants were given ample room for their written comments.

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## My Notes to the Mayor

<p><b><i>My Vision</i></b> When you think about the best future you can imagine for the city, what words would you use to describe it?</p>	<p><b><i>Development (Density and Location)</i></b> The thing that excites me about the vision is.... Other comments?</p>
<p><b><i>Road Network</i></b> The thing that excites me about the vision is.... Other comments?</p>	<p><b><i>Transit System</i></b> The thing that excites me about the vision is.... Other comments?</p>
<p><b><i>Transportation Policy</i></b> The thing that excites me about the vision is.... Other comments?</p>	<p><b><i>Resource Policy</i></b> The thing that excites me about the vision is.... Other comments?</p>
<p><b><i>My favourite part...</i></b> What was your favourite part of the workshop?</p>	<p><b><i>I learned that...</i></b> What is the most important thing you learned today?</p>
<p><b><i>I can help too...</i></b> What can you do to help make the vision come true?</p>	<p><b><i>Anything else to add?</i></b> We welcome any other comments.</p>
<p><b><i>One minute with the Mayor...</i></b> If you had one minute to talk to the mayor about your vision, what would you say?</p>	