CITY OF YELLOWKNIFE

CONSOLIDATION OF
COMMUNITY PLAN BY-LAW NO. 5007

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AS AMENDED BY

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**(This consolidation is prepared for convenience only.
For accurate reference, please consult the
City Clerk's Office, City of Yellowknife)**

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1 INTRODUCTION

This document is the Community Plan of the City of Yellowknife and it may be referred to as the Plan. It has been prepared in accordance with the *Cities, Towns and Village Act S.N.W.T. 2003,c.22* as amended and the *Community Planning and Development Act, S.N.W.T. 2011,c.22* as amended (the *Act*).

1.1. Purpose of the Plan

The purpose of the 2019 Community Plan is to create a policy framework that sets out a vision for the future growth and development of Yellowknife over the next 20 years. However, the Plan shall be updated every 8 years in accordance with the Community Planning and Development Act. The Community Plan provides policy direction not only on the timing and location of growth but on the character of that growth. The Community Plan:

- Creates a land use designation for each of the different areas of the community and outlines the intent and character of the land use for that area;
- Establishes land use objectives and strategies that will guide Council on decisions with respect to land use development, by describing locations for development and redevelopment to meet future needs; and
- Provides a policy framework to guide the physical development of a municipality, having regard to sustainability, the environment, and the economic, social and cultural development of the community.

The Community Plan is based on a comprehensive review pursuant to the statutory requirement set out in the Act. Pursuant to the Act, this Community Plan has been prepared based on studies of land use, population growth, community economic conditions, labour force activity, and the needs of the municipality relative to transportation, communication, public services and social services. The analysis is documented in the Community Plan Background Report (July 2019), which can be reviewed to understand the basis for the policy direction detailed in this Plan.

1.2. Interpretation

The Community Plan is to be read in its entirety. Reading only specific sections or policies in isolation may not reflect the general intent of the document. Compliance with policies in this Plan shall be interpreted and applied as follows:

- ‘Shall’ means mandatory compliance.
- ‘Should’ means compliance in principle but is subject to the discretion of the Approving Authority where compliance is impractical or undesirable because of valid planning principles or circumstances unique to a specific application.
- ‘May’ means discretionary compliance or a choice in applying policy.

1.3. Community Planning Approach

The approach to the Community Plan is to use land in an economically, environmentally, and socially sustainable manner. Therefore, the Plan emphasizes utilizing existing infrastructure to reduce costs and mitigate climate change. The Plan also supports compact urban development that will support a variety of mixed uses and higher intensity land uses.

1.4. Structure of the Community Plan

The Community Plan is divided into 6 major sections, as follows:

Section 1 – Introduction
Section 2 – Community Context
Section 3 – Vision, Goals and Strategy
Section 4 – Land Use Designations
Section 5 – General Objectives and Policies
Section 6 – Implementation

The Community Plan contains a series of land use designation and issue-specific maps that provide a geographic reference for the Community Plan's objectives and policies. The maps are included in the body of the document and correspond with the appropriate text.

2 COMMUNITY CONTEXT

2.1 City Context

The City of Yellowknife is the capital city of the Northwest Territories (NWT). It is home to the Legislative Assembly of the Government of the Northwest Territories (GNWT) and serves as the administrative, economic, and cultural hub of the Territory. Yellowknife is also home to the Territorial headquarters of the Royal Canadian Mounted Police (RCMP) and the Canadian Armed Forces Joint Task Force North (JTFN).

Yellowknife is an important regional transportation hub for the distribution of goods to many communities and remote mining operations throughout the NWT and Western Arctic. Distribution of goods are by road and air, with many goods shipped by ice road in the winter months. Yellowknife serves as a strategic airport hub between smaller communities in the NWT and western Nunavut, and larger cities in southern Canada such as Edmonton, Calgary, and Vancouver.

The City maintains a close relationship with its surrounding natural environment. It sits on the shore of Great Slave Lake, the second largest freshwater lake in Canada, and several smaller lakes are within the municipal boundary. Many of Yellowknife's residents enjoy outdoor activities such as hiking, canoeing, skiing, snowmobiling, fishing, and hunting.

Yellowknife is located on the traditional territory of the Yellowknives Dene First Nation (YKDFN). One YKDFN community is currently located inside the City Boundary: N'Dilo. Three other communities Dettah, Enodah and Tadecho (Wool Bay) are located in close proximity to the City boundary. Dettah is still an established community and includes an administrative centre for the YKDFN. Enodah and Tadecho (Wool Bay) are currently used seasonally and include a lodge and several cabins. Prior to the 1950's, when residents were moved closer to the City, each community had a church, school and residential houses. Some YKDFN members live within other areas of the city, amongst a growing number of Indigenous residents from the Territory and broader region.

Land within the City is a mix of private and public land controlled by various levels of government and includes 1,034 ha of interim withdrawn lands that are being held until the Akaitcho Dene First Nations (ADFN) settle their land claim with the Governments of Canada and the Northwest Territories. Additionally, publicly held lands include Territorial Parks, Seismic Testing Facilities, mines being remediated, airport lands and leased recreational lands. Each of these parcels remain within the municipal boundary however have been excluded from potential land development consideration.

Of the 10,514 ha of land within municipal boundaries, only 4,925 ha of land is available for potential development. Of the 4,295 ha of potentially developable land, 97.3% of this area is untenured Commissioner's Land and is under the administrative control of the Territorial Government. Only 118 ha is either private or City-tenured land. Many of the municipal 'vacant' lands have restrictions upon their use or are already valued by the public for recreational use. Development may also be directed into the existing developed lands (877.48 ha) through redevelopment and infill opportunities; however, this redevelopment potential is limited. The larger are of Commissioner's Lands will require approvals and transfers from the Territorial government for their use.

2.2 Regional Co-existence and Indigenous Reconciliation

2.2.1 Regional Co-existence

As the Capital of the Northwest Territories and the engine of the territorial economy, Yellowknife continues to demonstrate its resilience and adaptability to a number of interrelated factors and drivers (as discussed in Section 2.3.3) that inform and shape the City's role in and commitment to regional co-existence with Indigenous governments. These factors and drivers include:

- *Social and demographic changes* including migration from smaller communities and urbanization, that includes continued growth of the Indigenous population making Yellowknife the 'largest Indigenous community' in the NWT. This driver, along with an aging population, will continue to affect the demand for and supply of public programs and services by different levels of government. The City remains committed to improving the quality of life for all its citizens.
- *Economic cycles and changing prosperity trajectories* from mine closures and emergence of new industries. The cyclical nature of natural resource extraction, with respect to mining, has a direct impact on Yellowknife's economy. The stagnation and decline of commercial and retail activity in the downtown core will continue to be a challenge for the revitalization of the downtown. However, the rise of tourism in the City and region presents new opportunities for economic diversification and growth. Changes in economic activity have a direct impact on the tax base and this will continue to challenge the City Council to balance citizen and business affordability while appropriately managing existing public infrastructure in addition to addressing the infrastructure gap.
- *Growing economic and social inequality* characterized by homelessness, the challenges related to the cost of living (i.e., housing and affordability), and the negative impacts on the economy of the City and the Territory overall from declining private sector investment and resource development.
- *Legacy planning and environmental stewardship* around two mine sites: Con Mine and Giant Mine, characterized by challenges of environmental remediation, restoration and reuse for appropriate recreational, commercial and/or residential development.

2.2.2 Indigenous Reconciliation

Community planning encompasses the collective land use needs of residents, businesses and organizations within a community, and does not seek to exclude any from realizing their aspirations and potential. While the Akaitcho Land Claim and YKDFN's importance to the City has been discussed elsewhere, the Community Plan must also support the City's efforts toward reconciliation with all Indigenous peoples that are represented in the City and region. Through the 94 Recommendations in the Truth and Reconciliation Commissions Calls to Action, the Community Plan must also incorporate learnings and paths to improved relationships within its policy framework. The City Council of the City of Yellowknife on June 24, 2019 committed to undertake community engagement, using the *Reconciliation: Starting the Conversation* document as a guide. As this engagement occurs and a new relationship of respect forms, amendments to all City policies including the Community Plan may be needed.

2.2.3 Education

There were people living in this area long before the City of Yellowknife came into existence. It is important that efforts are made to develop land in a culturally appropriate manner and that the history of the area is acknowledged and respected. The City's *Intercultural Heritage & Placemaking Plan* will

guide efforts to do this through preservation of historical sites and improvement of public information materials and signage that identifies historic and culturally important areas throughout the City.

2.3 Demography and Land Use

2.3.1 Historical populations and population projections

The City of Yellowknife's population, as estimated on July 1, 2018 (by the NWT Bureau of Statistics) is 20,607, increasing from the 2016 federal census. In review of past census data, the population has continued to increase, however the rate of population growth has slowed in comparison to the early 2000s.

Table 1: Population Change 2006 to 2016

	2006	2011	2016
Yellowknife Population	18,700	19,234	19,569
Percentage Change from Previous Census	13.1%	2.9%	1.7%
NWT Population Count	41,464	41,462	41,786
Percentage Change from Previous Census	11%	-0.01%	0.8%

According to the NWT Bureau of Statistics, the City of Yellowknife's population is projected to continue growing at a modest annual rate of 0.5 to 0.7%, reaching 22,814 by 2035.

Much of the population change in Yellowknife will be the result of inter-provincial migration from other provinces and territories and intra-territorial migration from other regions of the NWT. This change follows national trends of increasing urban populations and declining rural centres. The average age of the population is also increasing and is currently 34.6 years. The fastest growing population cohort in Yellowknife is 50+ years of age. This is the large 'baby boomer' age cohort. Many older citizens are choosing to stay in the north instead of retiring in southern provinces. The trend of an ageing population is consistent with other cities and towns across Canada, although Yellowknife has a younger population than the Canadian average of 41 years.

2.3.2 Housing

Housing starts in Yellowknife declined in 2017 and were projected to decline further in 2018. Factors influencing the decline in housing starts were declining investment in mining exploration, low rates of in-migration to Yellowknife, fewer employment prospects in the public and private sectors, and less land being made available for development.

The overall vacancy rate in the rental market was up to 4.9% in 2018: a 1.4% increase from 2017 (3.5%), while only 0.7% higher than 2016 (4.2%). This variability is expected due to changes in employment, out-migration and slowing construction activity in a small housing market. Average rental rates were not affected by increasing vacancy, as average rental rates are up 2.0% in 2018, with an average of $1,614 per month. Rental rates and vacancies are projected to remain stable through 2019.

In the home ownership market, residential transactions declined from 460 sales in 2016 to 454 sales in 2017, with a further decline of 11.4% in 2018 (approx. 402). The average MLS residential transaction price in 2018 was $440,068, up 5.3% from 2017 ($415,536).

Housing adequacy, affordability and suitability continue to be issues in Yellowknife. The percentage of the population in Core Housing Need increased from 10.1% in 2011 to 10.7% in 2016. Core Housing Need means that a household falls short in one or more of the following criteria:

1) Adequate – housing is reported by their residents as not requiring any major repairs;
2) Affordable – dwellings cost less than 30% of total before-tax household income; and
3) Suitable – housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard requirements.

Household size, in terms of number of people per dwelling, continues to drop in Yellowknife in line with the trend in the rest of Canada. The average household size in 2016 was 2.7 persons, down from 2.8 in 2006. The average household size in the rest of the NWT dropped from 2.9 in 2006 to 2.7 in 2016. The Canadian average household size is 2.4. It is projected that the average household size in Yellowknife will continue to decrease, leading to increasing demand for more small housing units. This effect has already been witnessed in recent years, with slow or declining population change, traditionally the greatest factor in housing demand, not slowing the strong housing construction industry.

2.3.3 Economy and Employment

Yellowknife's economy is primarily driven by public administration. Public administration includes large employers such as the GNWT and Government of Canada. Public administration accounts for over 25% of the jobs in the labour market. Other significant sectors of the economy include retail trade, health care and social assistance, transportation and warehousing, mining and quarrying, educational services, accommodation and food services, and professional services.

From 2006-2016 occupations in education, law and social services, and community and government services saw the largest increase. Jobs in trades, transport and equipment operators and related occupations decreased. From 2011-2016 there has been a slight increase in jobs related to sales and service occupations.

The change in the City's employment mix can partially be attributed to the decrease in mining and mineral exploration activity and an increase in tourism. This reflects a broader trend in the Canadian economy with growth in the service sector and a relative stagnation or decline in manufacturing and primary economic activity such as agriculture, mining, quarrying, forestry, and fishing.

The City's median household income in 2016 was $142,616 compared to $100,468 in 2006. Yellowknife had the second highest median household income in the Territory after Norman Wells. Yellowknife's median household income is more than double the 2016 Canadian median household income of $70,336. It should be noted that although Yellowknife has a high median household income, it also has a relatively high cost of living compared to other cities and regions in Canada.

Looking forward it is likely that mining activity will decrease unless there is substantial investment in new mines. Two of the largest diamond mines in the NWT, Diavik and Ekati, are nearing the end of their commercial life and may cease commercial operations within the next 10 to 15 years unless new commercially viable diamond resources are discovered. As a result, there will be a drop in mining related employment and decline in revenue for private businesses providing mining support goods and services.

One sector in the Yellowknife economy that is currently experiencing growth is tourism. This growth is expected to continue and will likely result in additional employment related to tourism such as

accommodation services, restaurant services, retail, guiding, transportation, and tour operations. Although growth in tourism may offset some of the job losses in mining, it will not replace all of the jobs. Additionally, average salaries related to tourism ($600 to $1250/week) are substantially lower than mining ($2000/week) and the jobs are generally seasonal in nature.

Public administration will likely continue to be the largest economic sector in the City. Yellowknife will continue to serve as a hub for the rest of the Territory for transportation, logistics, government services, warehousing, retail services, education, healthcare, and professional services.

2.3.4 Land Details

The City of Yellowknife has a relatively low population density compared to other cities in Canada of similar size. It has a population density of 143.25/km^2. This low density suggests that there is a lot of land available for development. However, much of the land within the municipal boundary is currently unavailable for development for a variety of reasons. Overall, the amount of land within municipal boundaries is 13,660 ha. However, a significant amount of this land includes water bodies such as lakes and is not available for land development. When water is excluded, the land within the municipal boundary is 10,514 ha. In addition to water bodies, other land is not available to the City for development due to existing land rights (Akaitcho Interim Land Withdrawal, Airport, Federal land, GNWT land, privately owned land, contaminated former mine sites, and Territorial Park Land uses). This land is referred to as 'Land Not Available' in **Table 2**. The following table shows the land in hectares and as a percentage of municipal area boundary.

Table 2: City Land Quantum

	Land Area (ha)	Land Area (%)
Total Land in Municipal Boundary (77% excluding water)	10,514	100
Lands Not Available	6,217	59
• Developed Lands	877	8.3
Potentially Available Land (for modelling purposes)	4,295	41
• Un-Tenured Lands	4,178	40
• Vacant Surveyed Lands	117	1

Of the 10,514 ha of land within the City Boundary (excluding water), 6,217 ha (59%) is considered to be allocated with existing rights holders or having existing uses which limit further development. The remaining 4,295 ha (41%) includes un-tenured lands (unsurveyed and surveyed without a current lease holder on Commissioner's Lands) and municipal lands, which may be developable. Much of the un-tenured and unsurveyed land is Commissioner's Land which the City can only acquire after formally requesting it from the GNWT.

Past Community Plans have assumed that due to limited knowledge of the geotechnical conditions of the lands outside of the existing built-up areas of the City (unsurveyed lands), which includes archeological unknowns, that approximately 30% of lands within the municipal boundary may be assumed to be unavailable. This represents 1,253 ha of the 'un-tenured land' which is assumed to be undevelopable, and results in 2,925 ha of lands remaining for demand modelling purposes. Although 2,925 ha of land could then be considered available for demand modelling purposes, it should be noted

that other factors may limit the development potential of this land due to financial viability (such as municipal servicing costs), geographic limitations, social and cultural concerns, and desire of the population to maintain open undeveloped green space within city boundaries (such as Tin Can Hill).

Special consideration should be given to the Akaitcho Dene First Nations (ADFN) Land Claim as the City plans its short, medium, and long-term land uses. Withdrawn Lands are located adjacent to and within the City's municipal boundary. Once the land claim is settled, there may be an opportunity for the City and ADFN to negotiate land arrangements that are beneficial for both parties. However, until the claim is settled, the City does not consider any of the Withdrawn Land as land that is available for future development. The Withdrawn Land areas should be made clear to all residents of the City so that they understand the potential implications for land development once the claim is settled. The ADFN is currently claiming 1034 ha of land within the municipal boundary of Yellowknife. The ADFN is hoping for an agreement-in-principle by June 2020.

2.3.5 Land Demand

The demand for **residential** land in Yellowknife is determined primarily by household demographic interests (number of household residents, area needs), and secondarily by population changes. This has particularly become an issue in recent years with slowing population growth, however continuing demand for housing. Presented below is a summary of current available residential land supply and projected demand for residential land by 2035. The data estimates that demand for low density (single-unit) residential land will exceed supply by 2025, if no additional supply is added beyond what is currently available, and construction trends do not change.

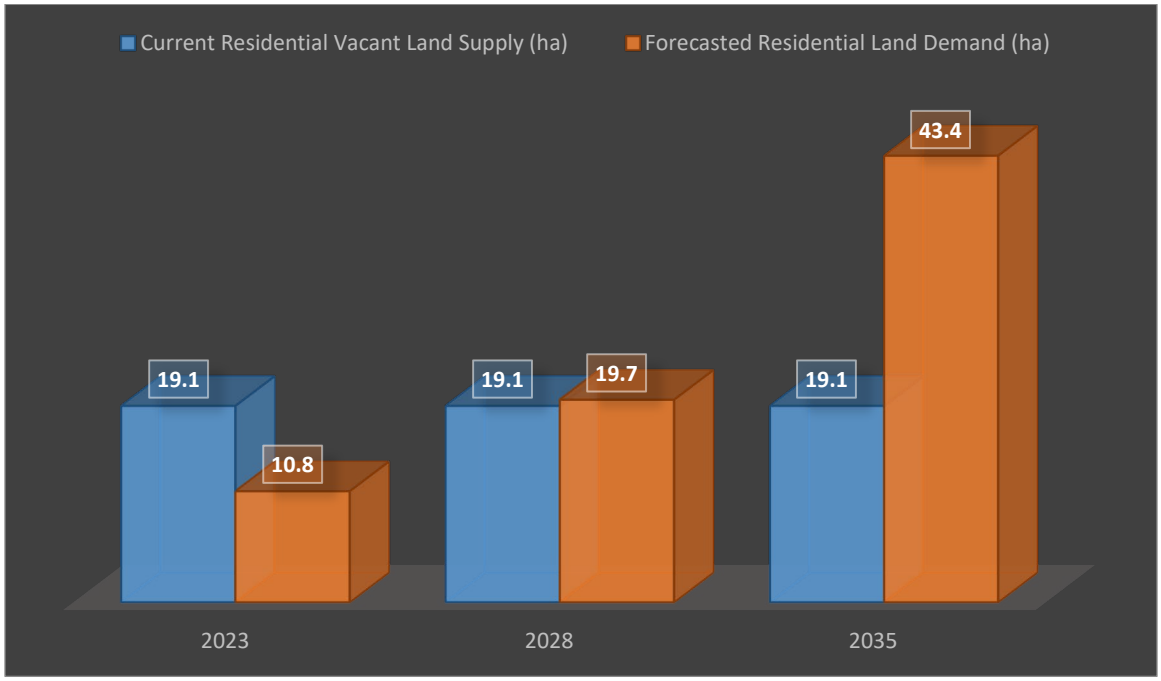


Figure 1: Current Residential Vacant Land Supply and Forecasted Residential Land Demand Comparison

The residential land supply and demand is assuming a mix of 60% single unit dwellings, 10% row dwellings, and 30% high density multi-unit dwelling buildings. This assumption is based on the existing

housing mix occurring within the City. There would be lower demand for residential land if the City moves to a higher density building mix.

The increase in forecasted demand in 2035 recognizes a **'net-to-gross'** addition of land area needs necessary for development outside of existing land areas (greenfield requires development of road, sidewalk and other services which increase total land needs). This assumption is based on the existing housing mix occurring within the City. Figure 2 shows the difference in land demand if the future residential development increases in density to a mix of 30% single dwelling unit, 30% row housing and 40% high density multi-dwelling.

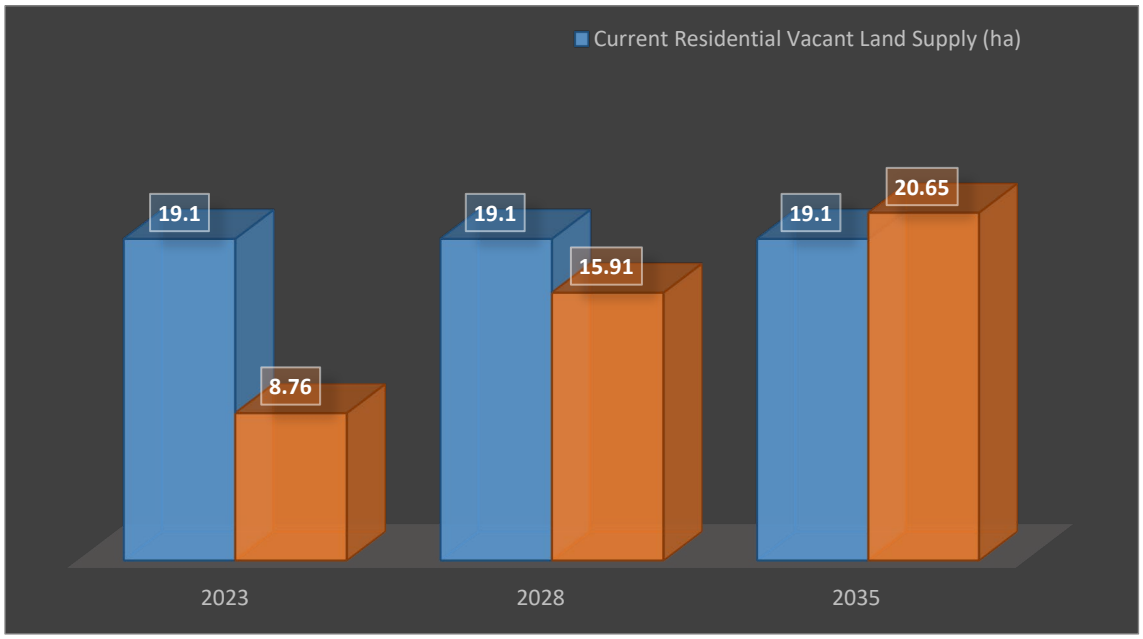


Figure 2: Current Residential Vacant Land Supply and Forecasted Residential High Density Land Demand Comparison

Conversely, there would be a higher demand for land if there is a higher ratio of low-density residential development.

The demand analysis for **commercial** land shows that there will be slightly higher demand for commercial land than what is currently available by 2035. This is based on the existing commercial land ratio of 4.36 ha/1000 population, and assuming that privately held commercial lands will be made available for demand. The existing commercial lands are primarily held by private land owners with some not adjusting their inventory to business needs. As this characteristic of the market is likely to continue, a greater amount of commercial lands **may** need to be made available by the City prior to 2033. Some policies including industrial relocation incentives are resulting in commercial properties becoming available on Old Airport Road and strengthening the commercial land supply inventory.

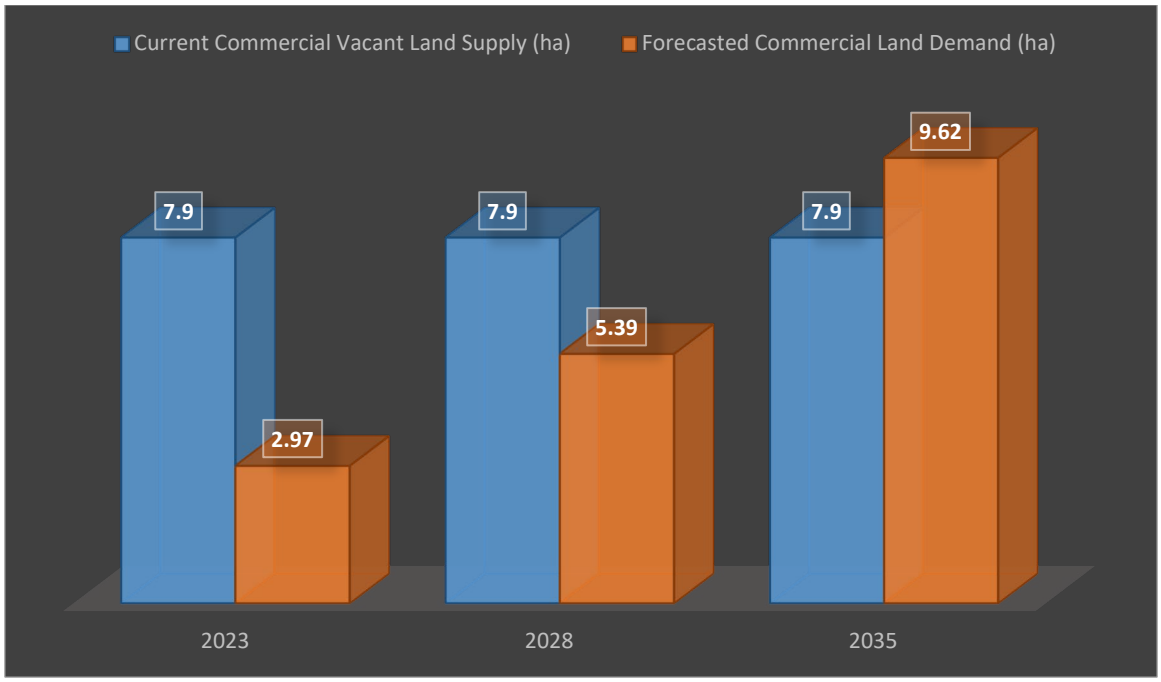


Figure 3: Current Commercial Vacant Land Supply and Forecasted Commercial Land Demand Comparison

The demand analysis for **industrial** land shows that there is more than enough land supply to satisfy demand until 2035 using the existing ratio of 18.2 ha/1000. This land inventory was created through the City's construction of the Engle Business District, which is intended to be used for industrial uses only. Additional industrial land supply may be added to this inventory over the next decades as the Akaitcho lands are settled, the Airport surveys new industrial lots, and historical mining sites are remediated to new uses.

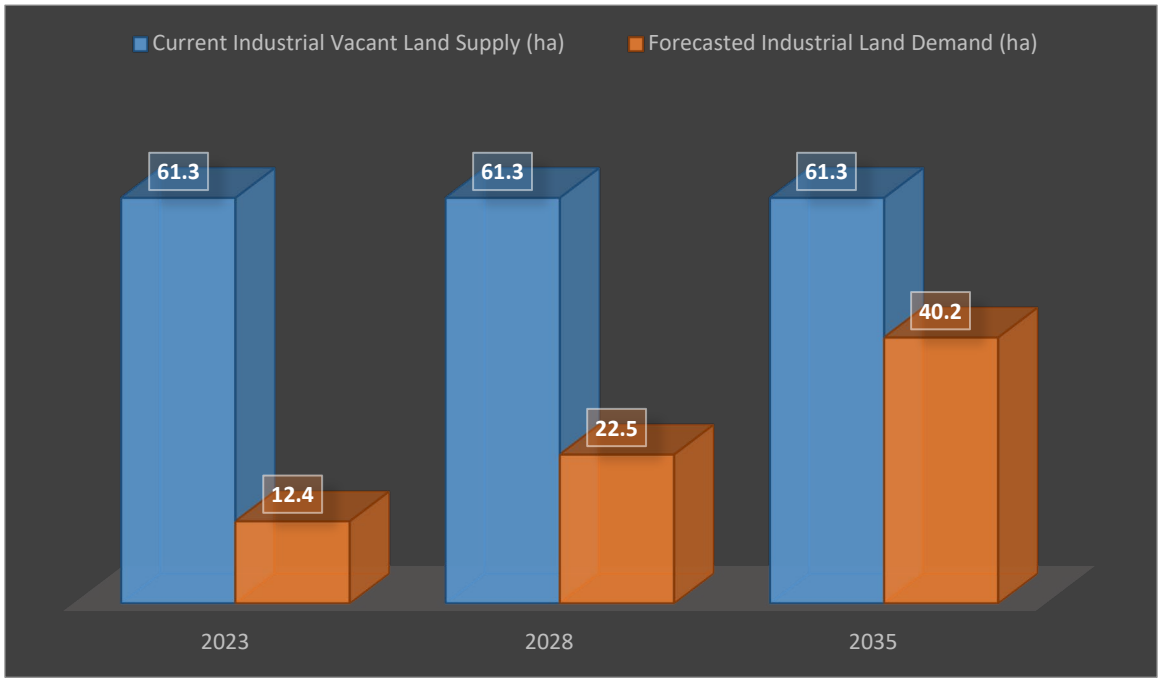


Figure 4: Current Industrial Vacant Land Supply and Forecasted Industrial Land Demand Comparison

Institutional and **Open Space and Recreation** land uses were also analyzed within the background report, with some changes expected in each land use over the review period of this Plan. A post-secondary institution, changes to the hospital and long-term care facilities and interest in a stand-alone museum by the Akaitcho people may result in sizeable institutional land demand. Additionally, recreational interests continue to grow through resident and tourism demands and may not be able to be accommodated within the municipal boundary. For the purposes of this analysis however, it was determined that the majority of these land use area demands could be accommodated within existing municipal and public lands.

It is important to note that the land analysis makes use of municipal tax roll information, and therefore includes all properties, private and public within the analysis. While this provides more accurate values within the analysis of the total land, it does not provide clarity on which lands are actually available due to private interests. There are several vacant properties throughout the City of Yellowknife that are privately owned and zoned for a variety of uses. Although the City can incentivize development of private land, it is difficult to force development of vacant private land unless purchased by the City and re-sold or developed by the City itself.

2.3.6 Climate Change and Adaptation

The City of Yellowknife has a *Corporate and Community Energy Action Plan* that sets goals for greenhouse gas reductions at a corporate and community level. Despite the push locally and globally for lower GHG emissions, the climate in Yellowknife is still changing as a result of climate change and the change in climate is predicted to continue. Climate change mitigation and adaptation will be a key consideration for land use planning in the City.

Although this Plan supports efforts to mitigate the level of greenhouse gas emissions, the climate is already changing in Yellowknife and will continue to do so. Climate change projections suggest that average temperatures will increase in all months of the year, average yearly precipitation will increase, and the number of below-zero days and very cold days below -30C will decrease. As a result, the rate of permafrost melt will increase, freezing of water bodies will occur later in the fall, and thawing of water bodies will occur earlier in the spring. Flooding due to increasing major storm events and more forest fires due to warmer weather and increased thunderstorm activity will also present challenges for land use planning.

Some areas of the City have melting permafrost which makes land development in these areas challenging. It is expected that this impact will increase over the review period of this Community Plan, through weather events, changes in soil conditions and stability, and impacts on utilities, roads and building foundation. Northern communities are warming much more quickly than Southern Canada and impacts (e.g., coastal erosion and flooding) from this change are already being felt across the Northwest Territories.

Melting permafrost and increased ground movement will likely mean that building practices in some areas will need to change. Other factors related to climate change such as higher temperatures, drier forests, increased moisture but more isolated and intense precipitation events, more intense summer storms, and increases in freeze-thaw cycles will also present challenges for land development. This may mean that some land is restricted from development, or different development practices will need to be used. For example, keeping ground permanently frozen with thermosyphons or using foundations that

are more easily adjusted to move with the ground while keeping buildings stable may be necessary in some areas of the City that experience high levels of surface displacement.

Increases in precipitation will require improved drainage infrastructure. Requirements for landscaping and grading of land may also need to be changed to better capture rainwater runoff so that it is more slowly released into the drainage system to prevent the system from being overwhelmed during large rain events.

Implementation of Fire Smart planning practices will need to be more widely adopted to reduce the risk that forest fires pose to buildings and infrastructure in the City. This may include building with more fire resistant materials, selective removal of natural fuels like brush and trees on the periphery of the built area of the City, and construction of fire buffers in at-risk areas. Fire risks throughout the City, due to increased frequency and severity of forest fires, should also be identified and mitigation plans to reduce risks should be implemented.

Transportation networks will need to become more resilient. Increased freeze/thaw cycles may require changes to operations and maintenance practices on roads and sidewalks. Planning, maintenance, and operations practices for winter travel routes may also need to change to keep these routes viable and safe for travelers.

Warmer temperatures and increases in precipitation will also impact activities such as recreation, tourism, hunting and fishing. This will present challenges as well as opportunities for these types of activities that are directly influenced by climate. Climate change may affect fish and animal habitat, result in changes to migration patterns and reproduction and pose greater risks to northern food staples of fish and animal populations. Alternatively, a longer growing season may enable different types of food to be grown and may allow for increased yields of certain types of vegetables. However, as referenced in the *2019 Food and Agriculture Strategy*, the risks of climate change outweigh benefits, and with the existing limited soil and unpredictability of northern weather, food security may not be improved through climate change.

Section 5.1 includes objectives and policies that will support land use decisions that consider mitigation and adaptation of the effects of climate change.

3 VISION AND GENERAL DEVELOPMENT GOALS AND STRATEGY

3.1 Vision and Goals

3.1.1 Vision

The City's vision is:

> *"Yellowknife is a welcoming, inclusive, and prosperous community with a strong sense of pride in our unique history, culture, and natural beauty." (2019-2022 City of Yellowknife Strategic Plan)*

The City's vision informs the goals for land use planning and development. The goals support and give additional meaning and effect to the City's broader economic, environmental, and social objectives.

The vision for the Community Plan is to manage land use in the City in an economically, environmentally and socially sustainable manner that is inclusive and equitable for residents while protecting the natural environment.

3.1.2 General Development Goals

- Develop land in a fiscally responsible and sustainable manner;
- Prioritize utilization of existing capacity of municipal infrastructure for land use development before adding new capacity;
- Reduce land use conflicts by providing clear policies that limit and mitigate incompatible uses;
- Recognize and respect the inherent right of the Indigenous peoples in this region to the land and continue to work with the YKDFN through a mutually respectful and beneficial relationship to honour the interim land withdrawal of Commissioner's land in the City of Yellowknife;
- Improve resiliency of land development with respect to climate change through a range of mitigation and adaptation measures and standards;
- Improve energy efficiency of land development through intensification of existing developed areas and encouraging mixing of uses;
- Increase housing affordability through increased land use flexibility for residential development;
- Encourage and facilitate more land use flexibility in core areas of City to support revitalization plans and initiatives; and
- Incentivize adaptive re-use of land that is no longer viable for its original use.

3.2 Context and Strategy for Area Designation Decisions

The **Land Use Designations**, as identified in the *Land Use Designation Map* (**Map 2**) reflect the different types of land use activities, both current and planned, in different areas of the City. Area designations are meant to provide additional clarity about how land use in the City should be managed over the next 20 years to support the City's overall vision and strategic goals. Determining the boundaries of the Land Use Designations and the planning and development objectives for each of the designations was informed by: 1) Historical land development patterns; 2) Contemporary land uses; 3) The City's vision and strategic goals for land development; 4) The City's economic, environmental, and social context; and 5) Land constraints (existing and potential). These factors are examined in more detail below.

3.2.1 Historical Land Use

The land in and around Yellowknife is the traditional territory of the Yellowknives Dene First Nation (YKDFN) and the homeland of the North Slave Metis Alliance. The YKDFN used the land for hunting, fishing, trapping and seasonal habitation long before Yellowknife became a permanent settlement.

In the late 1800s and early 1900s gold was discovered in Yellowknife. An indigenous woman named Liza Crooked hand showed the early prospectors where to find the gold. E.A. Blakeney was the first to account, in 1989, that gold was in the Yellowknife Bay area. More intensive exploration for gold did not occur until the 1930s. A permanent settlement was built in the 1930s to support gold and mineral exploration and mining in the area and other parts of the NWT. Development was concentrated in the Old Town area due to its proximity to Yellowknife Bay. Much of the land in what is now the City of Yellowknife was originally used for mining exploration and mine development. Two of the biggest gold mines within the municipal boundary, Giant Mine and Con Mine, operated until the early 2000s. These mine sites are still being remediated and they are a significant limiting factor in the types of land use activities that will be permitted in these areas in the future, as well as having some constraining impacts on adjacent lands. The objectives and policies for the land use designations for Giant Mine and Con Mine reflect this reality.

Over time, mining and industries supporting mining activity have moved out of the core of the City into the urban fringe as the City has grown. Other industrial activities such as warehousing, trucking, logistics, and construction yards have also moved to the edges of the City's built area. This change in land use is reflected in the designations for industrial areas such as Kam Lake and Engle Business District.

3.2.2 Contemporary Land Use

As the economy of Yellowknife has changed, so too have the land uses. For example, Old Town has turned into a historically significant area of the City and the land use designation for Old Town reflects this transition.

The service sector of the economy has grown in importance. Yellowknife's role as a centre for government administration has also grown and remains significant. Many of the jobs and services are concentrated in its downtown core and the land use objectives and policies for this area reflect this.

As the population has grown, so has the demand for housing. Newer residential areas such as Niven and the Western Residential areas around Range Lake have developed to accommodate housing demand. These areas are suburban and auto-oriented in nature and reflect the broader trend of suburban growth in cities and towns throughout Canada. The suburban growth has led to demand for auto-oriented commercial services in the Old Airport Road area. The objectives for the newer residential areas and Old

Airport Road recognize the auto-oriented design of these developments while providing improved options for public transit and active transportation.

Currently, transportation in Yellowknife is dominated by motor vehicles. It is the primary mode of travel for most residents. It also accounts for 53% of the City's GHG emissions. However, many trips are also made by walking. According to the 2016 Canadian Census, 20% of the employed labour force walked to work; this is about 4 times higher than the Canadian average. Cycling for both recreation and transport is also growing in popularity in all seasons. The City also has a public transit system. Less than 2% of the employed labour force uses public transit for commuting.

The City's *Corporate and Community Energy Action Plan (2015-2025)* commits to reducing residential vehicle kilometres travelled by 20% by 2025. The strategy for achieving this reduction is to shift trips to active transportation and public transit. As part of this strategy, the City has committed to a goal of redefining public transit in its 2019-2022 Strategic Plan. The City aims to attract new users to the system by strengthening the service model to respond to user needs.

The growth of the City has also led to more demand for recreational space and public services. The Recreation Hub designation recognizes the desire for recreational amenities and also the importance of accessing recreational facilities in this area in a safe and efficient manner for all modes of transportation.

3.2.3 The City's Vision and Strategic Goals

Land use designations and associated objectives and policies are informed by the City's vision:

> *"Yellowknife is a welcoming, inclusive, and prosperous community with a strong sense of pride in our unique history, culture, and natural beauty." (2019-2022 City of Yellowknife Strategic Plan)*

Land use designations, objectives, and policies are also informed by other City plans, reports, and studies:

- *Yellowknife Public Transit Review (2019)*
- *Intercultural Heritage & Placemaking Plan (2018)*
- *2019-2022 City of Yellowknife Strategic Plan*
- *Strategic Waste Management Plan (2018)*
- *City of Yellowknife 2017 Citizen Survey*
- *City of Yellowknife Trail Enhancement and Connectivity Strategy (2018)*
- *2010 Smart Growth Development Plan*
- *City of Yellowknife Transportation Improvement Study (2010)*
- *Natural Area Preservation Strategy (2010)*
- *Urban Design Initiative (2010)*
- *Creating Vibrancy in Downtown Yellowknife: 50/50 Site and Beyond (2018)*
- *City of Yellowknife Corporate and Community Energy Action Plan 2015-2025*
- *Everyone is Home: Yellowknife's 10 Year Plan to End Homelessness (2017)*
- *Grow: Yellowknife Food and Agriculture Strategy (2019)*

3.2.4 Economic, Environmental, and Social Factors

As detailed in **Section 2** of the Community Plan, Yellowknife's economy is primarily driven by public administration, services, transportation and warehousing, mining and tourism. The importance of these sectors is also reflected in the NWT's Gross Domestic Product (GDP), which mirrors the city's economic structure. The economy is shifting from being dominated by mining and industrial related activities to more public administration, service related activities and tourism. The land use designations, objectives, and policies support the transitioning economy by allowing for more mixed use residential and commercial activities in core areas. Objectives and policies also support movement of heavy industrial activities to Engle Business District while allowing for light industrial, agricultural, and more intensive commercial activities in Kam Lake. This should allow the industrial sector to grow while minimizing conflict with other land uses.

Environmental factors, specifically relating to the effects of climate change, were considered in the land use designations, objectives, and policies. The objectives and policies support the City's Corporate and Community Energy Action Plan to reduce greenhouse gas emissions and improve energy efficiency of buildings. For example, land use objectives in the core of the City call for higher densities to make more efficient use of land. Land use objectives for most areas of the City also support more sustainable transportation options such as walking, cycling, and public transit. Climate adaptation and mitigation were also considered for land use objectives and policies.

The City's vision highlights its desire to be an inclusive community. Some of the City's goals include reconciliation with Indigenous people, ending homelessness, and making decisions that serve the broad public interest. Objectives and policies relating to the Akaitcho land withdrawal, increasing housing options, and improving affordable transportation options through more efficient land use support the City's social goals.

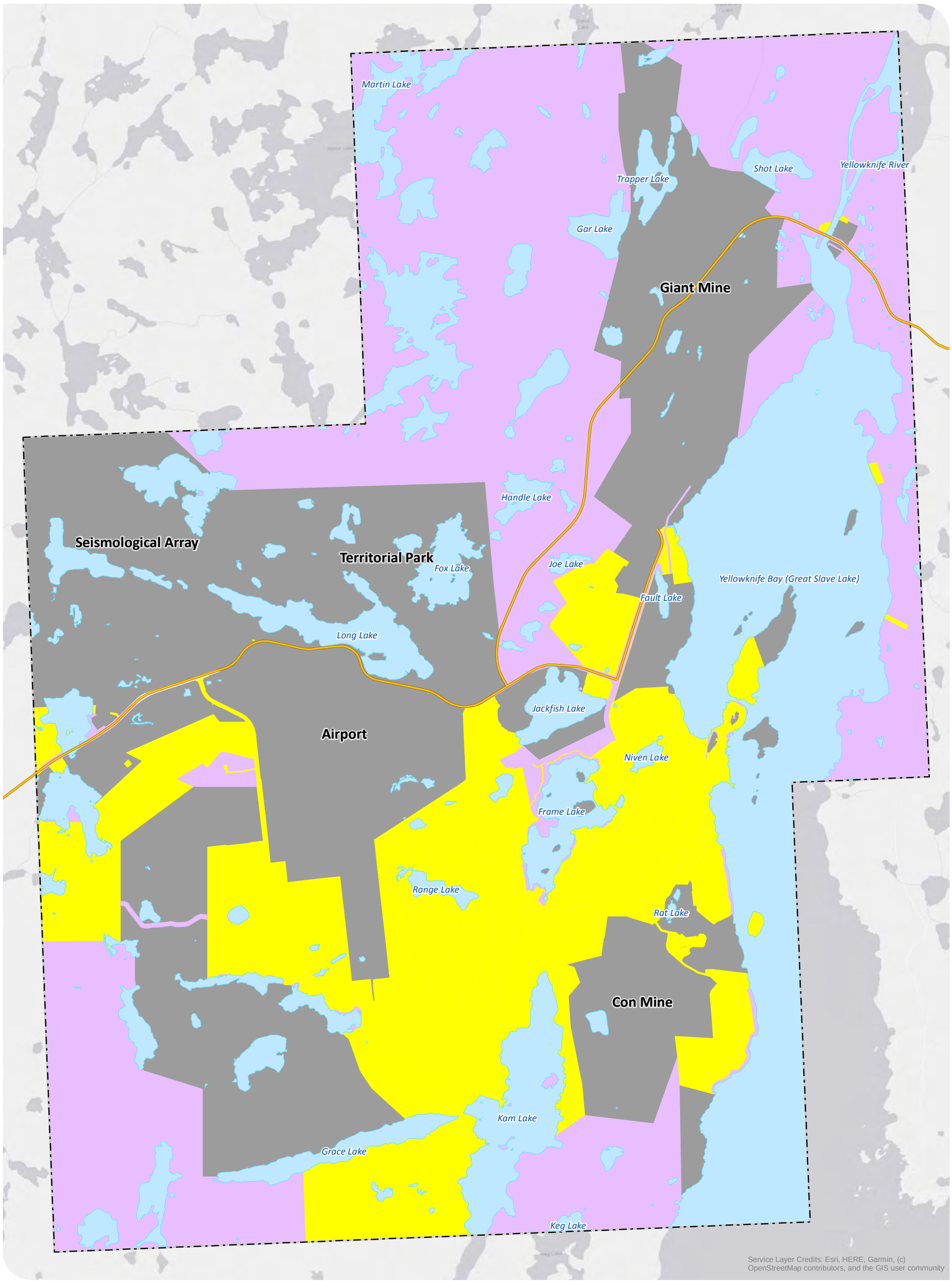
3.2.5 Land Constraints

Yellowknife is land constrained. It is constrained by physical land constraints, land tenure, and unsettled land claims. The land constraints are illustrated in the *Land Quantum Map* (**Map 1**).

Physically, the City is constrained by Great Slave Lake and lakes within its municipal boundaries. It is also constrained by contaminated mine sites that are unsuitable for development and may have limited development opportunities once they are remediated.

Much of the land within municipal boundaries falls outside the City of Yellowknife's control. This includes Akaitcho withdrawn land and Commissioner's Land. The airport also uses a large amount of land but the airport land is controlled by the GNWT. Other land outside of the City of Yellowknife's jurisdiction includes Fred Henne Territorial Park, the Yellowknife River Park, the North Slave Correctional Complex, the Government of Canada Seismological Array, and the Legislative Assembly of the Northwest Territories and surrounding land. There are also several parcels of land within City boundaries that are held by the GNWT and the Government of Canada for various purposes.

The land use designations, objectives, and policies account for the challenges that land constraints present. Objectives aim for more efficient use of available land, flexibility in land use, and adaptive re-use of land and buildings that are no longer suited for their original use.



CITY OF YELLOWKNIFE

2018 COMMUNITY PLAN REVIEW

LAND QUANTUM

MAP 1

Highway
Municipal Boundary
Lake
Development Control
GNWT Land (approx.)
Undevelopable Areas (approx.)

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:45,000

0 250 500 1,000 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/2/2019

FILE LOCATION: G:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig2_Land_Quantum.mxd

3.2.6 Designation List

The Community Plan designates the following areas within the municipal boundary as identified in the *Land Use Designation Map (**Map 2**)*:

- Downtown
- Old Town
- Old Airport Road
- Capital Area
- Niven Residential
- West Residential
- Grace Lake
- Kam Lake
- Kam Lake South
- Engle Business District
- Con Redevelopment Area
- Solid Waste Management
- Recreation Hub
- Giant Mine
- Akaitcho Interim Land Withdrawal
- Special Management Zone

The Plan provides an overview of each designation and the general purpose of land use within that designation. Objectives and policies are listed for each of the designations to support the overall intent of land use in that area.

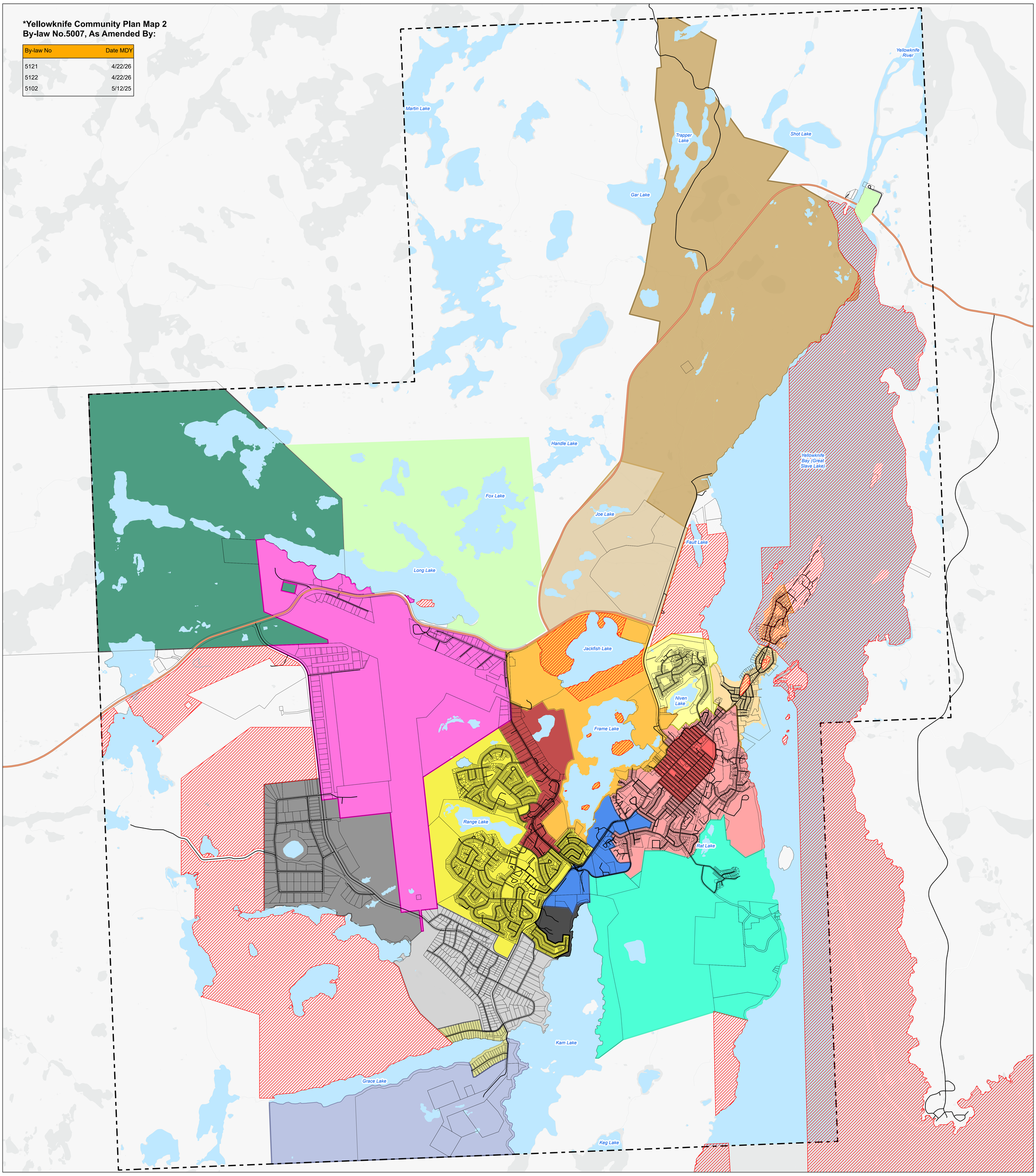
For the purpose of the Community Plan, specific definitions are used for objectives and policies:

- **Objectives** – Measurable outcomes or targets.
- **Policies** – Proposed decision or action.

Each policy in the land use designation is connected to and supports a specific corresponding objective. In some cases there are multiple policies supporting one objective. The objectives and policies are written in table format with the objectives in the left column and the supporting policy or policies in the right column.

***Yellowknife Community Plan Map 2**
By-law No.5007, As Amended By:

By-law No	Date MDY
5121	4/22/26
5122	4/22/26
5102	5/12/25



CITY OF YELLOWKNIFE

- Akaitcho (Interim Land Withdrawal)
- Fred Henne Park and Yellowknife River
- Municipal Boundary
- Highway
- Property Parcels
- Roads
- Lakes
- Downtown - CityCore
- Downtown Central Residential
- Old Town
- Old Airport Commercial
- Capital Designated Area
- Niven
- West Residential Area
- North Slave Correlation Complex
- Kam Lake
- Engle Industrial Business District
- Grace Lake
- Kam Lake South
- Recreation Hub
- Con Redevelopment Area
- Solid Waste Management
- Giant Mine
- Airport
- Seismic Reserve

Title:

CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

MAP 2

N

0 850 1,700
Meters

Created By: NK

6/03/26

4 LAND USE DESIGNATIONS

4.1 Downtown

Total Area: 275.2 ha

Downtown, as identified on the *Land Use Designation Map* (**Map 2**), is the hub of the City. It connects the past with the future and provides a variety of services to residents in Yellowknife, residents throughout the Northwest Territories, and visitors and tourists from around the world. It is a destination for employment, culture, arts, recreation, entertainment, shopping, dining and business. The built form includes a mix of office buildings, storefront retail and service commercial buildings, restaurants and bars, institutional and residential buildings, park space and natural areas.

Although the downtown is the hub of the City for many activities, there are also challenges. There is a high commercial vacancy rate in downtown for both office commercial and retail commercial space and the City is working on a strategy for revitalizing commercial activity. According to the *City of Yellowknife 2017 Citizen Survey*, a majority of residents perceive downtown as unsafe, dirty, poorly maintained, and lacking vibrancy. There is also a high concentration of homeless residents in the downtown area, many of whom struggle with addiction and mental health issues. In 2017, the City adopted a 10-year plan to end homelessness (*Everyone is Home: Yellowknife's 10 Year Plan to End Homelessness*). The City will also continue advocating to higher orders of government for more funding for affordable housing and social supports for residents with addiction and mental health issues.

The Downtown designation includes a large geographic area at the centre of the City. Traditionally downtown was only identified as the core area, however development patterns have created a residential area adjacent to the core area that allows for higher densities and supports easy access to the City Core. This is a transitional middle density area that bridges the high density City Core with lower density areas in other parts of the City.

4.1.1 City Core

Total Area: 47.8 ha

The City Core, as identified on the *Downtown – City Core Land Use Designation Map* (**Map 3**) is concentrated along the Franklin Avenue corridor. It is bound on the north by 49th Avenue and to the south by 52nd Avenue. It is bound to the west by 54th Street and to the east by 47th Street. It features a mix of offices, housing, retail uses, galleries, restaurants, bars, coffee shops, cultural venues, institutional uses, hotels, recreational activities, and open space. This area has developed over decades and has a mix of old and new buildings and architectural styles.

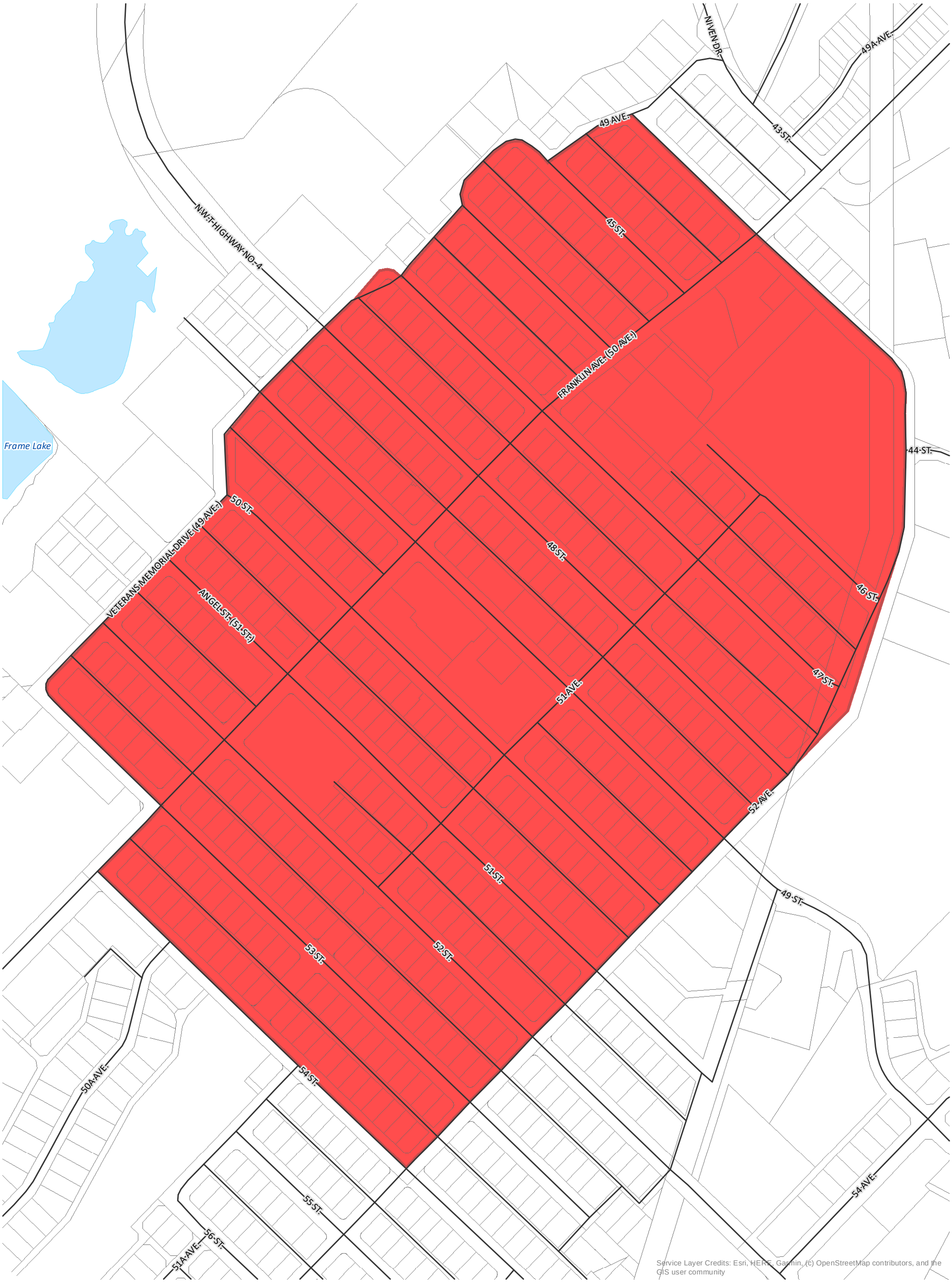
The City Core is intended to remain the central area of the community and serve as the highest order mixed use centre. The City Core will be the hub of the city's business community, containing the largest office buildings and a blend of professional and business service functions. Growing economic sectors such as tourism will concentrate tourist services such as accommodations, tour booking services, and information services in the area.

At the centre of the City Core is the 50/50 (50th Street and 50th Avenue) lot, a vacant parcel that the City owns. The City wants to re-develop this lot, in partnership with the private sector, to support increased economic activity and increase the vibrancy and attractiveness of the City Core. Any re-development of

the 50/50 lot or other vacant parcels in the City Core will be higher mixed-use density. The City will also work to attract more residential and commercial development throughout the City Core.

Planning and Development Objectives	Policies
1. To reduce the number of vacant parcels in the core by encouraging development that such as multi-residential, multiple story commercial, or office spaces.	1-a. A variety of incentives will be implemented for landowners to develop vacant parcels.
2. To reduce single use surface parking lots and incorporate on-site parking into building design.	2-a. No new surface parking lots will be permitted. 2-b. The City will work with developers to build alternatives for parking that supports new development. 2-c. The City will work with existing developments to build alternatives for parking if desired.
3. To increase the number of trips into and within City Core via walking, cycling, and public transit.	3-a. Improvements will be made to walking and cycling infrastructure so that it is accessible for people of all ages and abilities. 3-b. Increase in level of service for public transit into and within City Core will be considered based on recommendations in the *2019 Yellowknife Public Transit Review*.
4. To shift transportation mode share from private motor vehicles to walking, cycling and public transit.	4-a. Implementation plan for shifting trips to active transportation and public transit will be created.
5. To improve safety and network connectivity for pedestrians and cyclists of all ages and abilities.	5-a. Active transportation infrastructure will be safe, connected, accessible, direct and available year round. 5-b. Recommendations from City of Yellowknife Accessibility Audit, with respect to accessibility of City infrastructure, will be implemented.
6. To allow for greater residential density.	6-a. Density bonusing policy will be created to allow higher densities in exchange for developer funded landscaping, public art, affordable housing, and other public realm investments.
7. To increase flexibility for a variety of land uses that support the City's downtown revitalization strategy.	7-a. Off-street parking minimums will be removed.

Planning and Development Objectives	Policies
	7-b. Zoning will allow for a greater mix of residential, commercial and institutional uses in the downtown city core.
8. To improve the aesthetic and functional quality of the public realm in public gathering areas and public streets.	8-a. Specific revenue tools for investing in public realm improvements will be created (on-street parking revenue, business improvement district levies, density bonusing payments, etc.).
9. To encourage active uses at street level.	9-a. Parking, unless screened with active uses, will not be permitted in buildings at street level as defined in the Yellowknife Zoning Bylaw. 9-b. Design of street front buildings should include visual interest.
10. To improve inclusivity of public spaces for all residents.	10-a. Public areas will be designed to consider needs of people of all ages, abilities, genders, incomes, and cultural backgrounds.
11. To reduce the number of vacant or partially vacant buildings.	11-a. Incentives will be created for adaptive re-use of vacant existing buildings.
12. To allow for a mix of residential, commercial, institutional uses so that it remains the hub of the City.	12-a. Zoning bylaws will be examined, and where appropriate, revised to make development that encourages mixed compatible uses easier.
13. To enhance open spaces in the core to support community events, traditional activities, and passive recreation.	13-a. Large open spaces will include amenities that support larger community events of 50 people or more such as public washroom areas, vehicle and bicycle parking and walkways that support accessibility.
14. To enhance the mix between public and private realms.	14-a. Incentive programs for outdoor patios that were created in 2017 will be evaluated and considered for zoning bylaw amendment. 14-b. The City will create tools to incentivize street front ground level retail to support the revitalization of retail in the Core.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

DOWNTOWN - CITY CORE

MAP 3

Municipal Boundary
Highway
Road
Parcel Fabric
Lake
Downtown - City Core

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:3,420

0 30 60 120 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 2019-09-04

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.1.2 Central Residential

As amended by By-law No. 5122 April 22, 2026

Total Area: 215.599 ha

The central residential area, as identified on the *Downtown - Central Residential Land Use Designation Map* (**Map 4**), surrounds the Core and primarily consists of compact low-rise residential development. The area is intermixed with some high-density apartments and buildings that have seen adaptive re-use for small-scale offices and/or retail spaces. It will be a transition area between the high-density city core and other area designations like Old Town, the Recreation Hub, and Old Airport Road Commercial. The area is a geographically convenient place to live, as services are easy to access by walking, biking, driving and public transit.

The area is mostly low density residential but due to its proximity to walkable amenities and grid pattern of streets, it is suitable for transition to higher density residential and multi-use development through infill. Infill opportunities include development of vacant lots or redevelopment and densification of existing developed lots. Back laneways exist from 46th Street to 56th Street that allow road access to the back of the lots that could accommodate smaller alternative forms of infill such as secondary suites, mixed-use amenities or urban agriculture activities. However, when making connections or developing new uses, connectivity and alternative forms of transportation, including walking and biking trails must be accommodated.

Several natural areas in the Central Residential designation, such as the Toboggan Hill, Sir John Rock, and Tin Can Hill are valued open spaces and contribute to the quality of life and enjoyment for residents. These include the Toboggan Hill, Sir John Rock, parts of Tin Can Hill and Tin Can Hill Shoreline. Natural open spaces, that are demonstrated as valued because of on-going use and enjoyment will continue to be preserved

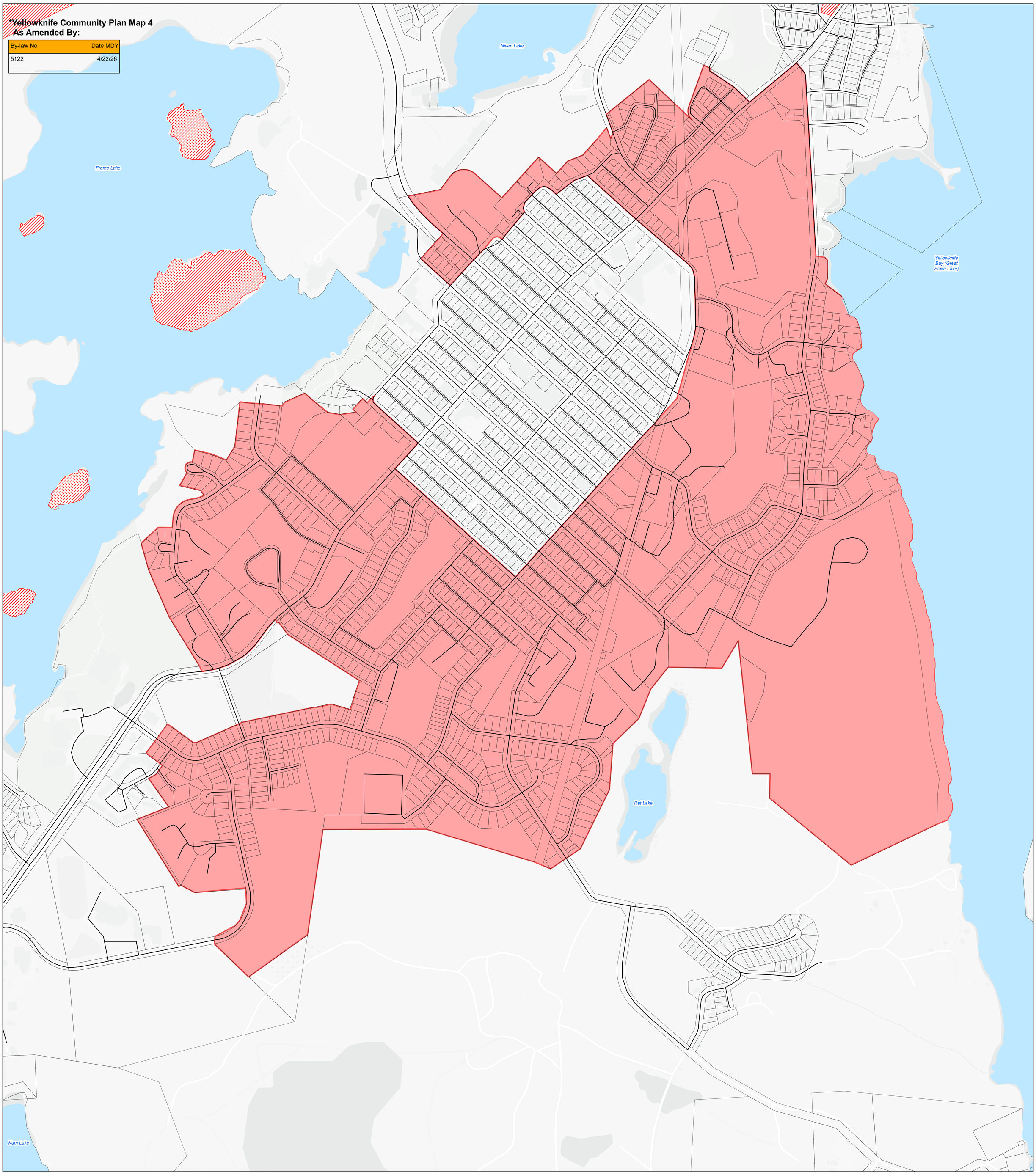
Tin Can Hill is a natural area located in the Central Residential designation. A portion of Tin Can Hill is used for a water treatment plant as identified on the *Public Amenities Map*. However, it is also a popular spot for passive recreation activities. Although not a formal greenspace, Tin Can Hill is a valuable and well used recreation destination. Future development of the area, that is compatible with the central residential designation, will respect this use of the space and large portions of Tin Can Hill will be retained to support the on-going recreational use of the area.

As amended by By-law No. 5122, April 22, 2026

amending Policy Section 4.1.2, Downtown Central Residential. page 25. to redesignate approximately 0.099 ha of site specific, vacant land, to allow for development. The land legally described as a portion of Lot 5, Block 301, Plan 2631 (located adjacent to 4302 49 Avenue) is to be removed from the 'Niven Residential' land use designation, as designated in City of Yellowknife, Community Plan, By-law No. 5007, and is hereby redesignated as 'Downtown Central Residential' land use designation, subject to the policies of section 4.1.2 Downtown Central Residential, as outlined in in the Community Plan, upon the effective date of this by-law (April 22, 2026)

Planning and Development Objectives	Policies
1. To improve walking and cycling connections for all ages and abilities within the area and to the City core and other adjacent land use designated areas.	1-a. Improvements will be made to intersection safety, sidewalks, cycling paths, and trail networks.
2. To enhance open spaces to support community events, traditional activities, and passive recreation.	2-a. Existing open spaces or natural areas such as the Toboggan Hill, Sir John Rock and parts of Tin Can Hill and the Tin Can Hill Shoreline will be preserved. 2-b. Natural areas that are difficult to development because of steep slopes, environmental setbacks will remain as open spaces. 2-c. Investment in open spaces will be made as the area continues to densify.
3. To intensify land use through higher density development, starting in the areas that are adjacent to the city core and moving outwards. High density development adjacent to the City core stepping down to medium density.	3-a. Zoning will be revised to allow for higher density re-development close to the City Core stepping down to medium density zoning further from the City Core.
4. To encourage higher density residential development.	4-a. Off-street parking minimums will be reduced. 4-b. Walking and cycling connections will be improved to support active modes of transportation.
5. To encourage a variety of housing options.	5-a. Alternative dwelling types that support higher density may occur in the area, but development must have enough space to accommodate living area, parking setbacks and outdoor amenity space.
6. To increase mixed land uses that are compact and compliment land uses in the City Core.	6-a. Accessory uses will be permitted such as home based businesses. Other permitted uses will include day cares and convenience stores that promote complete communities and reduce the need to use private motor vehicles to access services.
7. To promote urban agriculture activities that do not conflict with residential uses such as raised garden beds, small chicken coops, and domestic beehives.	7-a. Small-scale urban agricultural activities will be permitted but must be accessory to residential uses and will not negatively impact the residential character of the neighbourhood.

Planning and Development Objectives	Policies
8. To maintain Tin Can Hill, or significant portions, for passive recreation activities.	8-a. Any future development of Tin Can Hill will maintain space for passive recreation opportunities and maintain appropriate natural buffers between trails and development.
9. To consider limited development on portions of Tin Can Hill.	9-a. Development of Tin Can Hill must be designed and developed to minimize the disturbance to the natural environment, significant heritage features, and recreational areas of Tin Can Hill.
10. To improve walking and cycling connections to Tin Can Hill from other parts of the neighbourhood to make it more accessible to a greater variety of transportation modes.	10-a. Gaps in walking and cycling paths to Tin Can Hill will be identified and improved.



CITY OF YELLOWKNIFE

- Akaitcho (Interim Land Withdrawal)
- Municipal Boundary
- Highway
- Property Parcels
- Roads
- Lakes
- Downtown Central Residential

Title:

CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

Downtown Central Residential

MAP 4

N

0 850 1,700
Meters

Created By: NK

6/05/26

4.2 Old Town

Total Area: 92.9 ha

Old Town and Latham Island, as identified on the *Old Town Land Use Designation Map* (**Map 5**), is recognized as an integral part of Yellowknife's history and a major part of the unique character and personality of the community. It will continue to be characterized by eclectic building forms, human scale streets, modern and rustic materials, an active and natural waterfront, prominent rock outcropping, and a diversity of people and activities that reflect the independent, industrious and artistic culture of Yellowknife. The eclectic and historic nature of the area is a major tourist draw, including unparalleled views of the city and Yellowknife Bay from Bush Pilots Monument. It is important to recognize, protect, and celebrate the unique features of the area so that residents and visitors can continue enjoying Old Town's charm.

Land uses and associated activities in Old Town should be balanced to preserve the organic and historic built form of the area while addressing the growth pressures of increased tourism and commercial interest. Old Town and Latham Island are also not served by year-round piped water services. This restricts some types of land uses due to the limited capacity and high cost of trucked water services versus piped water services.

The area specific objectives and policy statements are intended to protect and enhance the cultural heritage value of Old Town while allowing it to continue to evolve and adapt to the broader contemporary economic, environmental, and social objectives of the City of Yellowknife. There are several open spaces or natural areas in Old Town that have been identified for a high level of protection in the City's *Natural Area Preservation (2010)*. These include, Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Willow Flats, Peace River Flats, Latham Island E Shoreline, Willow Flats Shoreline and the School Draw Shoreline. All areas are intended to remain as natural areas.

Old Town will continue to accommodate a mix of residential and commercial uses. It will continue to serve as a destination for Yellowknife residents and visitors year-round as they access a broad variety of activities and services from Old Town including:

- Unique character restaurants and pubs
- Boutique bed & breakfast accommodations
- Historical buildings
- Bush Pilots Monument
- Float plane bases
- Interesting architecture
- Old Town guided walk
- View of the house boat community
- Natural features (rock outcrops)
- Access to Yellowknife Bay which supports winter events like the Snow King and Long John Jamboree Festivals
- Location of a number of tourism operators

Old Town and Latham Island are also an important link to the YKDFN Community of N'dilo. It provides the only land based access to this community. The YKDFN are an important part of the history of Old

Town and lived in the area long before the existence of Old Town. The YKDFN will continue to be an integral part of Old Town and Latham Island, as reconciliation processes and commitment to regional co-existence evolve. This area's objectives and policies will respect and complement the Community of N'dilo and the YKDFN. Although all of Latham Island is identified in the Akaitcho Interim Land Withdrawl, private properties will remain private but will follow the laws or bylaws of the appropriate jurisdiction.

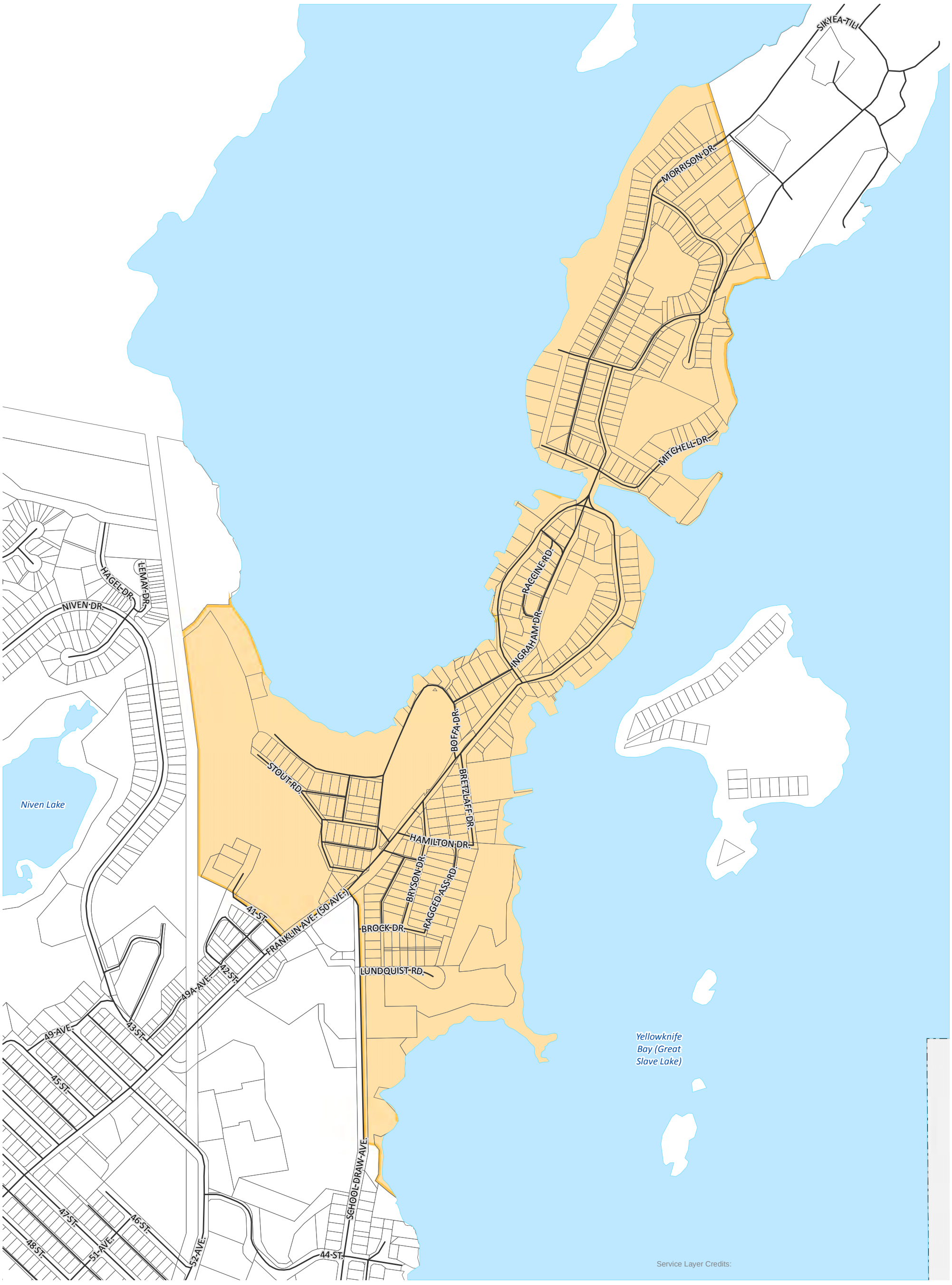
Water access to Great Slave Lake from Old Town is important for boaters, float plane operators, recreational vehicles (motorized and non-motorized), and for shoreline viewing or swimming. Access to the water for the public will be maintained and enhanced.

The redevelopment vision for the area will reflect the careful and incremental redevelopment of key sites and waterfront areas to add additional activities and increase public waterfront access, while at the same time respecting the organic and historic character of the area.

Planning and Development Objectives	Policies
1. To limit development of residential and commercial buildings to forms that are compatible with the wetland, shoreline and exposed rock settings.	1-a. New development will not adversely impact natural geographic features and environment. 1-b. Any alteration of significant natural bedrock and shoreline features will be avoided if at all possible.
2. To maintain existing retail and commercial services that respond to both the local residents and tourism industry.	2-a. Retail and commercial land uses will be permitted.
3. To encourage compact urban form.	3-a. Motor vehicle oriented uses such as non-accessory surface parking lots and drive-thrus will not be permitted.
4. To encourage street oriented residential, retail and commercial development.	4-a. Off-street parking minimums for new development will be reduced.
5. To encourage new retail and commercial operations that service the needs of visitors and local residents but do not exceed capacity of city's existing water, sewer and services.	5-a. New proposed development that will create more demand than existing capacity of water, sewer and services will not be permitted unless upgraded services are funded by developer.
6. To improve walking infrastructure and accessibility for people of all ages and abilities.	6-a. Gaps in accessible walking infrastructure will be identified and filled. 6-b. Entrances to buildings shall be street oriented and accessible. 6-c. Recommendations from *Yellowknife Accessibility Audit* for accessibility upgrades to public facilities will be implemented.

Planning and Development Objectives	Policies
7. To improve sustainable transportation networks from Old Town to other areas of the City to alleviate traffic congestion.	7-a. Improve walking and cycling networks between Old Town and other areas of the City. 7-b. Improvements to public transportation based on the *2019 Yellowknife Public Transit Review* will be considered.
8. To incentivize adaptive re-use of historical industrial building stock nearing the end of its life and encourage new uses.	8-a. Old vacant buildings that represent the historical industrial activities that once characterized the area will be incentivized to accommodate new uses. Incentives will be considered to encourage re-purposing of buildings for uses that are complementary with the residential, commercial, and recreational uses in the area. 8-b. Zoning bylaw will be reviewed to encourage adaptive re-use of buildings with historical designation.
9. To maintain Latham Island as primarily residential with the exception of those properties that have direct access to the causeway.	9-a. Only residential development will be permitted on Latham with the exception of home based businesses and properties with direct access to causeway.
10. To concentrate commercial operations to the main corridors of Old Town.	10-a. Commercial operations shall occur on Franklin Ave, and McDonald, Wiley, Lessard and Mitchell Drives.
11. To maintain commercial land uses on the causeway/narrows between Latham Island and the mainland.	11-a. The causeway/narrows area between Latham Island and the mainland will be preserved for commercial operations namely aviation and supporting uses, tourism operator activities that require waterfront access and boat docks.
12. To increase public access to the waterfront.	12-a. Shoreline will be preserved for public access and commercial/government operations that require direct access to Great Slave Lake.
13. To maintain the existing character of the built form.	13-a. New development will consider existing context of immediate surrounding area.
14. To encourage a mix of residential options including larger homes, duplexes, rowhouses, groups of tiny homes, and mixed residential and commercial spaces.	14-a. A variety of residential development including multi-unit and mixed residential/commercial development will continue be permitted.
15. To encourage a mix of uses that enhance the organic nature and built form of the development of Old Town.	15-a. Zoning will be made flexible to allow for mixed uses where they are deemed appropriate.

Planning and Development Objectives	Policies
16. To improve access for emergency vehicles.	16-a. Smaller emergency vehicles that can more easily manoeuver in narrower streets will be considered, when existing emergency vehicle fleets are due for replacement, to account for geographic constraints in Old Town. 16-b. Parking policy for emergency vehicles will be reviewed.
17. To maintain known natural and culturally significant areas and open spaces.	17-a. Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Willow Flats, Peace River Flats, Latham Island E Shoreline, Willow Flats Shoreline and the School Draw Shoreline will be preserved as natural areas.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

OLD TOWN

MAP 5

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Old Town

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:6,910

0 70 140 280 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/3/2019

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.3 Old Airport Road Commercial

Total Area: 102.5 ha

Old Airport Road Commercial, as identified on the *Old Airport Road - Land Use Designation Map* (**Map 6**), serves as a major transportation thoroughfare in and out of Yellowknife. It is also a major commercial corridor in the city. It serves as a regional shopping and service centre that attracts residents from around the NWT.

The corridor is predominantly made up of larger retail commercial box stores and strip mall auto-oriented commercial and retail activities. These activities require large lot sizes that can accommodate large amounts of off-street surface parking. Some quick service restaurants also require internal drive lanes and additional motor vehicle access points for drive-thru services.

The Old Airport Road Commercial area also includes activities such as storage areas, hardware or building stores and motor vehicle dealerships. Many of these activities require outdoor storage areas for materials and inventory.

The area also serves as a hub for primary, secondary, and tertiary healthcare services. It includes the Stanton Hospital lands which are public institutional lands. These lands include the new Stanton Territorial Hospital as well as the old hospital which is planned to be converted into a rehabilitation facility. Commercial land around the hospital land includes other health services such as pharmacies and offices for doctors, dentists, and other healthcare professionals.

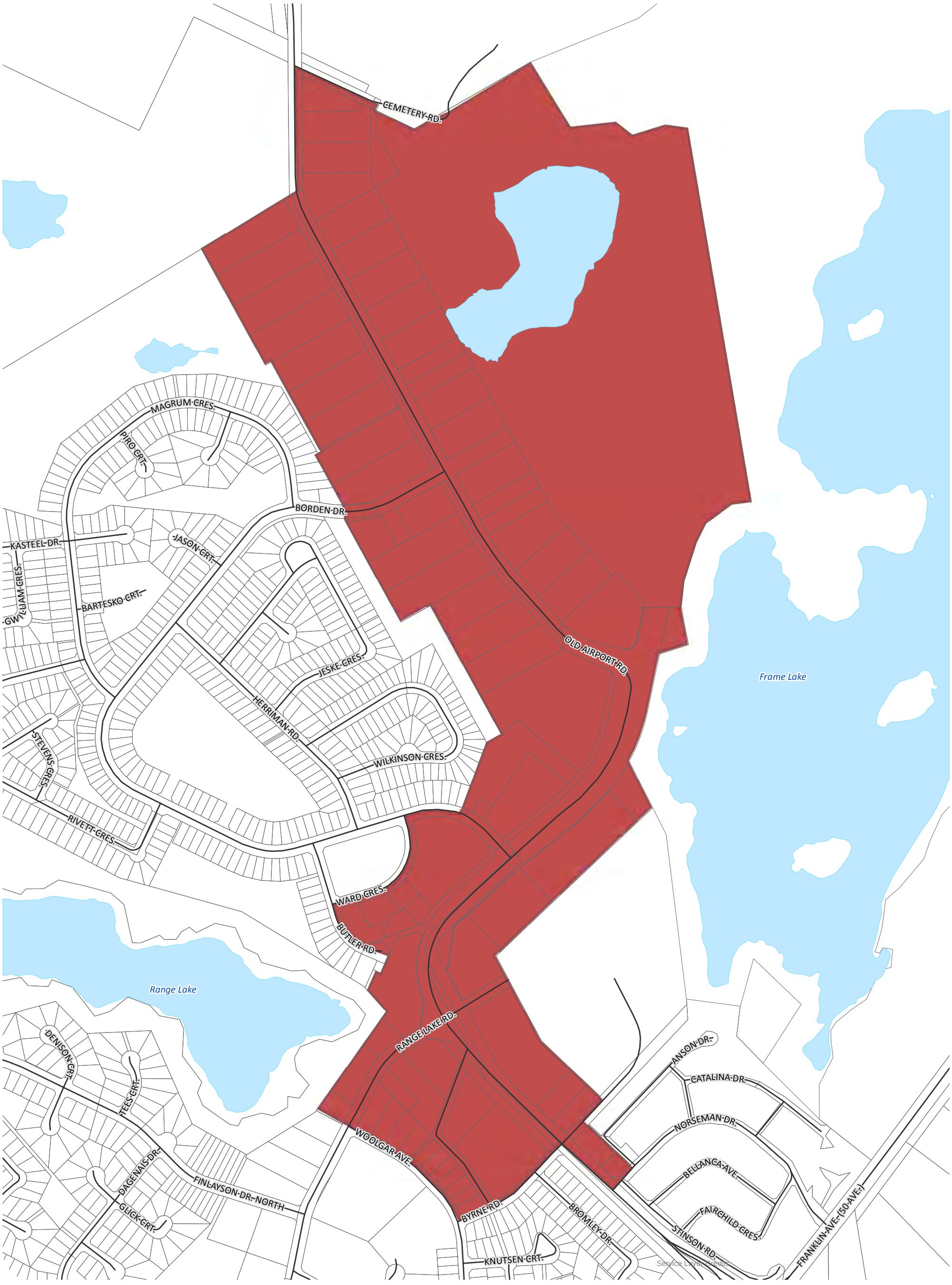
Residential and hotel development can be accommodated in the area. Higher density development will be located close to the main corridor (Old Airport Road) with densities scaling down as development moves further away from Old Airport Road.

The large surveyed parcel that is east of Old Airport road along the western shore of Frame Lake is identified in the *2017 Area Capital Plan* as Frame Lake West. This parcel is City titled land and has been identified for future commercial development. The area is adjacent to the Frame Lake Trail and includes an area that is a natural wetland. Any future Area Development Plan for this parcel will consider the importance of the Frame Lake Trail and the natural area.

Planning and Development Objectives	Policies
1. To ensure that land uses adjacent to the Stanton Hospital do not interfere with hospital services.	1-a. Any proposed land uses adjacent to the Stanton Hospital must not conflict with the function, services, and safety of the hospital.
2. To accommodate commercial uses that require large sites and a high degree of motor vehicle accessibility.	2-a. Commercial uses will continue to be required to accommodate all customer and delivery motor vehicle parking in off-street parking facilities.
3. To improve access to commercial uses via walking, cycling, and public transit.	3-a. Commercial activities should be designed to accommodate a variety of transportation modes including walking, cycling, and public transit.
4. To improve accessibility for all transportation modes for people of all ages and abilities.	4-a. Commercial site design must consider needs of users with limited mobility.

Planning and Development Objectives	Policies
5. To allow for a variety of motor vehicle parking options.	5-a. Parking options such as shared parking will be considered to reduce off-street parking requirements. 5-b. New buildings will front the street with street fronting landscaping and off-street parking will be accommodated behind buildings.
6. To accommodate outside storage areas related to commercial uses.	6-a. Outside storage shall be an accessory use to a permitted use and will not be permitted as a primary use for the property.
7. To improve safety, drainage, and attractiveness of off-street parking facilities.	7-a. Surface parking lots shall be landscaped, lit, paved and drained.
8. To intensify the use of commercial areas.	8-a. New multi-unit commercial (strip malls) should include more than one storey and could be used for mixed uses.
9. To encourage mixed uses for existing and new development.	9-a. Mixed use development will be incentivized through consideration of parking variances and flexibility of zoning where deemed appropriate.
10. To encourage the relocation of heavy industrial activities to the Engle Business District.	10-a. The City will continue to incentivize heavy industrial activities to re-locate to Engle Business District.
11. To develop an Area Development Plan that considers potential access to and development of the City owned vacant land behind the commercial activities on the northeast side of Old Airport Road known as "Frame Lake West".	11-a. The City will develop an Area Development Plan that aligns with the *Capital Area Development Plan* and considers mixed-use development, taking into consideration the capacity of municipal services. 11-b. Any future Area Development Plan for this parcel will take into consideration the natural features of the area, including the wetland and steep rock cliffs.
12. To improve pedestrian safety and comfort in off-street parking lots.	12-a. Large commercial blocks will be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot.
13. To allow for a mix of temporary accommodations to support regional visitors who are in the City for shopping or medical appointments.	13-a. Short-term accommodations such as hotels and motels will be permitted in the area.

Planning and Development Objectives	Policies
14. To improve transit, walking, and cycling connections between Old Airport Road Commercial corridor and other areas of the city.	14-a. The city will consider changes to public transit level of service to Old Airport Road in line with recommendations from the *2019 Yellowknife Public Transit Review*. 14-b. Gaps in walking and cycling infrastructure will be identified and an implementation plan will be created to address the gaps.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

OLD AIRPORT ROAD COMMERCIAL

MAP 6

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Old Airport Road Commercial

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:6,410

0 65 130 260 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/3/2019

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.4 Capital Area

Total Area: 363.8 ha

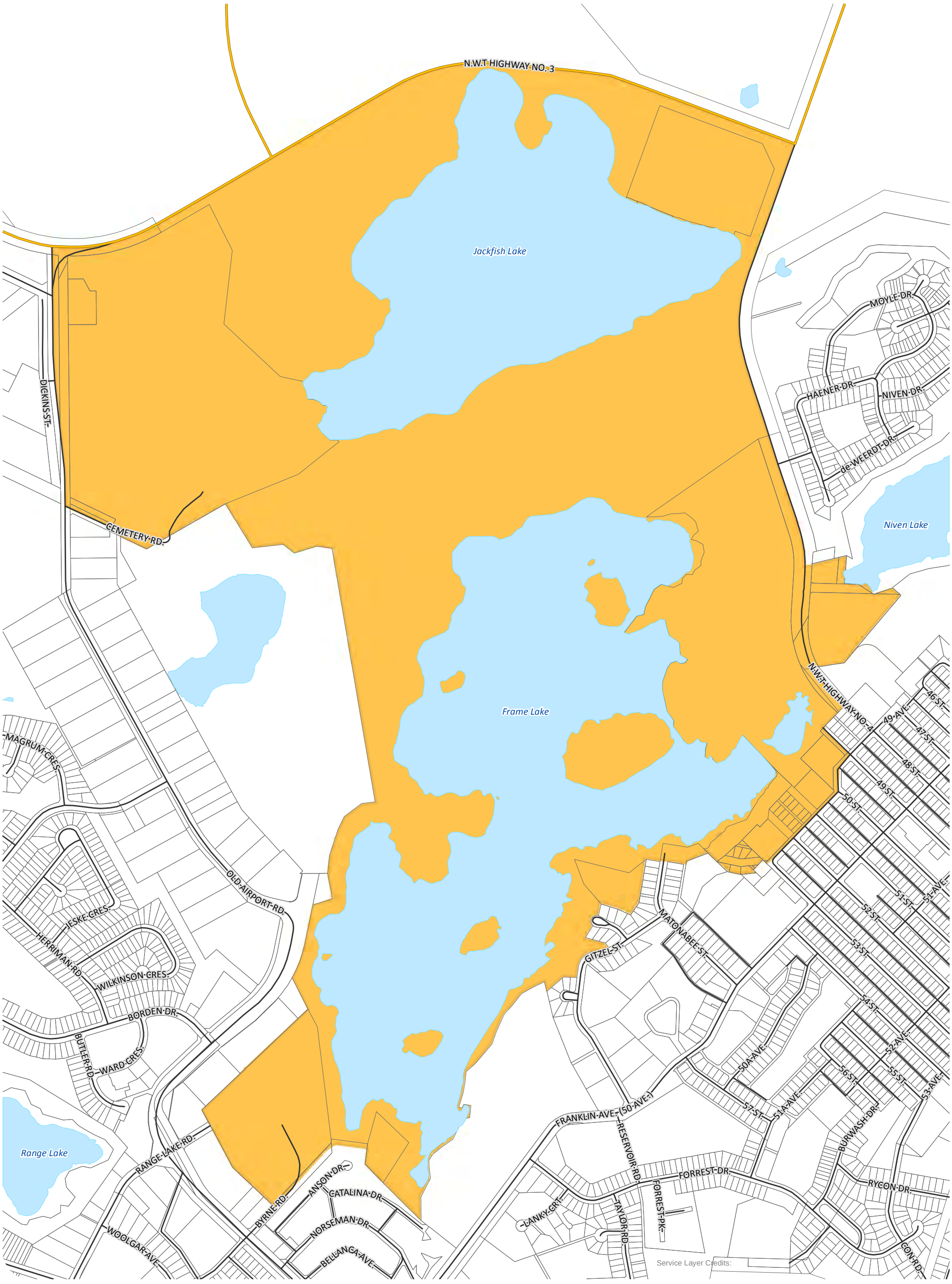
The Capital Area, as defined on the *Capital Area Land Use Designation Map* (**Map 7**), is a key political and cultural gathering area for people of the NWT. The area is home to the institutions that represent the political capital of the Northwest Territories and it is a significant historical resource. It is a diverse and vibrant area situated in a natural setting. Prior to the establishment of Yellowknife, the Capital Area lands held prime hunting, fishing, and trapping lands for the Yellowknives Dene First Nation. The Capital Area continues to preserve the natural setting around Frame Lake and it is home to the Legislative Assembly of the Northwest Territories, City of Yellowknife City Hall, and the Prince of Wales Northern Heritage Centre. The McMahon Frame Lake Trail forms a pedestrian and cycling necklace around Frame Lake, connecting the territorial functions with the civic functions of the surrounding city, including Yellowknife's showcase public open space, Somba K'e Civic Plaza and Family Park.

As identified in the Capital Area Development Plan, the area is representative of the Northwest Territories in many aspects:

- Politics and Government – the Legislative Assembly, City of Yellowknife City Hall, Royal Canadian Mounted Police, Department of National Defence;
- Culture & Heritage – Prince of Wales Northern Heritage Centre, traditional area for the Yellowknives Dene (including withdrawn land);
- Recreation – McMahon Frame Lake trail, Somba K'e Civic Plaza, and Bristol Pit;
- Tourism – Popular tourist destination and Visitors Centre located in City Hall; and
- Natural Environment.

The Capital Area Designation is identified in the 2017 Capital Area Development Plan. To maintain the intent of the Capital Area, there are significant constraints on development, including placing emphasis on the form and quality of development on key lands that compose the edge of the Capital Area and that contribute to the function of the Capital Area.

Planning and Development Objectives	Policies
1. To preserve the natural features of the area.	1-a. Development proposed in proximity to the McMahon Frame Lake Trail will be screened to protect the natural state of the area and outdoor experience for trail users.
2. To uphold the goals and objectives of the Capital Area Development Plan.	2-a. All development will align with the objectives and policies of the Capital Area Development Plan.
3. To respect the Yellowknives Dene First Nation's decisions for land use on interim land withdrawal in the Capital Area.	3-a. The interim withdrawn land inside the Capital area will be preserved until the land claim of the ADFN is settled.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

CAPITAL AREA

MAP 7

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Capital Area

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:9,450

0 95 190 380 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/3/2019

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.5 Niven Residential

As amended by By-law No. 5122 April 22, 2026

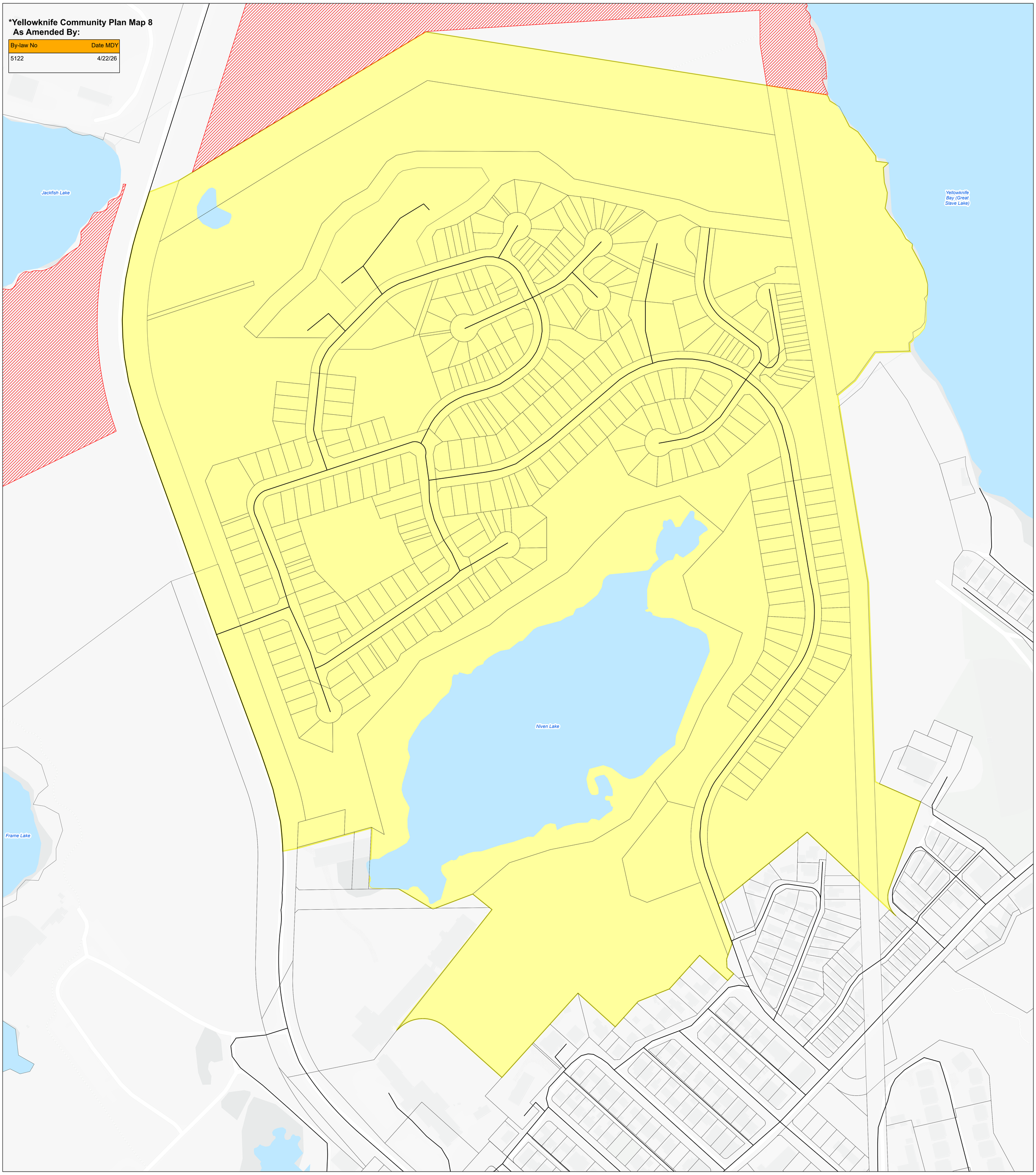
Total Area: 85.901 ha

Niven, as identified on the *Niven Residential Land Use Designation Map* (**Map 8**), is a residential area that is located adjacent to the downtown core and provides easy access to the core of the City by vehicle and alternative transportation modes. It will continue to be a mix of low, medium and high density residential uses with some mixed use activities such as places of worship. It is not anticipated that the area will need to accommodate further institutional or commercial activities because of its proximity to downtown.

Much of the residential development in the area is recent and new residential lots continue to be developed on vacant parcels. There will be few redevelopment opportunities of existing properties over the next 20 years.

The fringe of Niven is a primary trail network, connecting Back Bay to the Capital Area and beyond. This trail is well used by walkers, skiers, snowmobilers and cyclists. The natural landscape and the rock cliff on the eastern portion of the designation is an important natural feature that will be preserved.

Planning and Development Objectives	Policies
1. To maintain and enhance the existing active transportation network within Niven.	1-a. Gaps in active transportation infrastructure will be identified and filled. 1-b. Active transportation trail improvements will be considered based on the *City of Yellowknife Trail Enhancement and Connectivity Strategy*.
2. To improve public transportation service in Niven as the neighbourhood develops.	2-a. Public transit service will be reviewed based on recommendations in public transit studies.
3. To improve active transportation connections between Niven and downtown.	3-a. Walking and cycling infrastructure connecting to downtown for all ages and abilities will be constructed.
4. To support a mix of residential types and densities.	4-a. A variety of residential single unit and multiple unit dwelling types will be permitted.
5. To encourage affordable housing opportunities.	5-a. Incentives for affordable housing development will be implemented as recommended in *Yellowknife's 10 Year Plan to End Homelessness*.
6. To enhance public outdoor recreation amenities.	6-a. Amenities will be constructed as the area continues to be develop in line with current development standards.



CITY OF YELLOWKNIFE

- Akaitcho (Interim Land Withdrawal)
- Municipal Boundary
- Highway
- Property Parcels
- Roads
- Lakes
- Niven

Title: CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

NIVEN

MAP 8

N

0 850 1,700
Meters

Created By: NK

6/05/26

4.6 West Residential

As amended by By-law No. 5102 May 12, 2025

Total Area: 361.6 ha

The West Residential designation, as identified on the *West Residential Land Use Designation Map* (**Map 9**), is primarily a residential designation. The area is adjacent to the Old Airport Road Commercial area and is commonly known as Frame Lake South and Range Lake. There are some institutional and recreational land uses in the area such as schools, parks, and sport fields. Most of the residential development is characterized by low density single unit dwellings with some medium density residential development such as row-houses, duplexes, and low-rise apartment buildings. Residents in the West Residential area access the Old Airport Road Commercial area for many of their services.

The land use in this area will continue to be primarily residential. However, there will be opportunities for other types of activities that are compatible with the existing land uses while enhancing the amenity options within walking distance of residential development. Such amenities could include parks, places of worship, convenience stores, schools, day-cares/day homes, home-based businesses, and home offices. These types of amenities support more complete neighbourhoods by making services more accessible for residents.

Medium density residential development, such as row-housing, duplexes, and low-rise multi-unit buildings, will be encouraged on land adjacent or near to Old Airport Road and parts of Range Lake Road. This type of density already exists in this area and residential lots in this area are within walking distance of amenities such as schools, parks and retail and commercial services.

Improvements to the transportation networks between the West Residential area, Old Airport Road Commercial area, and the Recreation Hub area (identified in *Land Use Designation Map*) will be necessary to accommodate additional development in this area. Specific emphasis will be placed on improving space efficient modes of transportation such as walking, cycling, and public transportation to better connect the West Residential area to other parts of the City.

Several natural areas such as Range Lake, Balsillie Court, Kam Lake Road/Old Airport Road, were identified natural areas that should be considered for preservation in the *2010 Natural Area Preservation Strategy.* The Balsillie Court is the area between the West Residential and the Airport Designation; it and Range Lake are not suitable for intense development because of environmental ground conditions (natural lakes or wetlands). Both shall remain natural areas, providing a buffer from airport operations, and continued use for passive recreation, or considered for potential low impact agricultural uses such as raised garden beds.

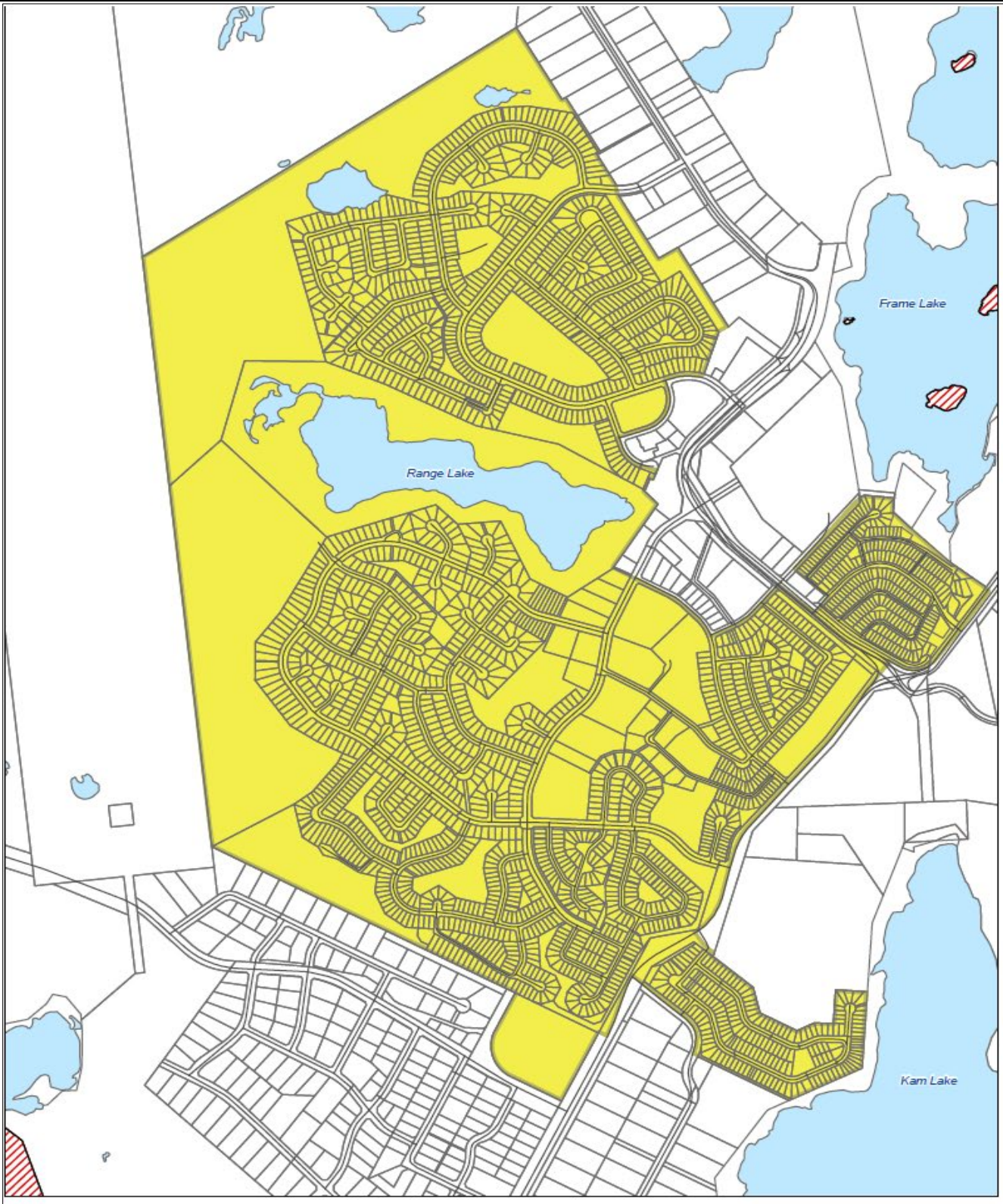
As amended by By-law No. 5102 May 12, 2025

To redesignate approximately 5.18 ha of site specific, vacant land, to allow for residential development. The land legally described as Lot 1, Block 553, Plan 1907 (located at the corner of Deh Cho Boulevard and Kam Lake Road) is to be removed from the 'Kam Lake' land use designation, as designated in City of Yellowknife, Community Plan, By-law No. 5007. Lot 1, Block 553, Plan 1907, is hereby redesignated as 'West Residential' land use designation and is subject to the policies of section 4.6 West Residential, as outlined in in the Community Plan, upon the effective date of this by-law (May 12, 2025).

Planning and Development Objectives	Policies
1. To improve walking, cycling, and public transportation options to better connect to other areas of the City.	1-a. Maintain sidewalks and trail networks, identify gaps in active transportation networks and develop a plan to better connect walking and cycling infrastructure to other areas of the City.
2. To increase transportation modal share of walking, cycling, and public transit.	2-a. Construct safer and more direct walking and cycling infrastructure for all ages and abilities. 2-b. Increase level of service of public transit and make routes more direct to other key activity nodes in the City.
3. To increase amenities within walking distance of residential development.	3-a. Institutional uses that are compatible with neighbourhoods (e.g. education facility, community centre, places of worship) are permitted. 3-b. Small-scale local-serving commercial uses (e.g. convenience store, personal services) are permitted. 3-c. Small scale community park and recreation uses are permitted. 3-d. Commercial uses shall generally be limited to sites along Arterial or Collector Roads, or shall be contiguous with other local service facilities such as community centre or education facility.
4. To maintain the natural areas known as Balsillie Court and Range Lake.	4-a. Limited development may occur in the natural areas of Balsillie Court and Range Lake.
5. To maintain residential land use as the dominant land use.	5-a. Lands will be used primarily for housing with a range of dwelling types and densities.
6. To direct residential intensification in mid-rise multi-use forms along the main transportation corridors (and away from the interior of the neighbourhoods).	6-a. Zoning bylaws and other planning tools will be used to allow for residential intensification along main corridors.
7. To increase housing options.	7-a. Zoning will allow for a variety of housing types.
8. To ensure development intensification is located and designed to be compatible with existing uses and respect the residential amenities of nearby properties.	8-a. All non-residential development or higher density residential development shall be compatible with and sensitive to the existing residential land uses of the neighbourhood.

Planning and Development Objectives	Policies
9. To increase affordable housing opportunities.	9-a. Consider incentives such as, but not limited to, density bonusing in exchange for more affordable housing units, development fee discounts or exemptions on affordable housing units, and fast-tracking of development applications to allow for more affordable housing development. (Referenced from *Yellowknife's 10 Year Plan to End Homelessness* pg. 35)

Map 9 as amended by By-law No. 5102 May 12, 2025



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

WEST RESIDENTIAL AREA

MAP 9

Municipal Boundary
Highway
Road
Parcel Fabric
Lake
West Residential Area

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:9,480

0 95 190 380 m

PROJECT: 18-7267 STATUS: APPROVED DATE: 2025-02-24

4.7 Grace Lake

Total Area: 27.5 ha

Grace Lake, as identified on the *Grace Lake Land Use Designation Map* (**Map 10**), is an estate style residential area with above average sized residential lots, ranging from 2000 sq.m to over 3000 sq.m. The lots are about two to three times larger than an average City lot for a single detached home. The residential density of the area is low and exclusively consists of single detached dwellings. Grace Lake North has a unit density of 3.03 units/ha and Grace Lake South has a unit density of 7.1 units/ha. Residential development in the City of Yellowknife since 2012 has averaged 24.3 units/ha.

Compared to other residential areas, Grace Lake is located away from public amenities and services like retail shopping, recreational facilities, and other public facilities. It is located about 5 km from the downtown core area of the City. The primary mode of transportation in this area is private automobile.

The land use in this area will continue to be low density residential. Other uses such as industrial and commercial activity will not be permitted. Home based businesses will be permitted and the regulations with respect to home based businesses will be the same as they are for other residential areas in the City.

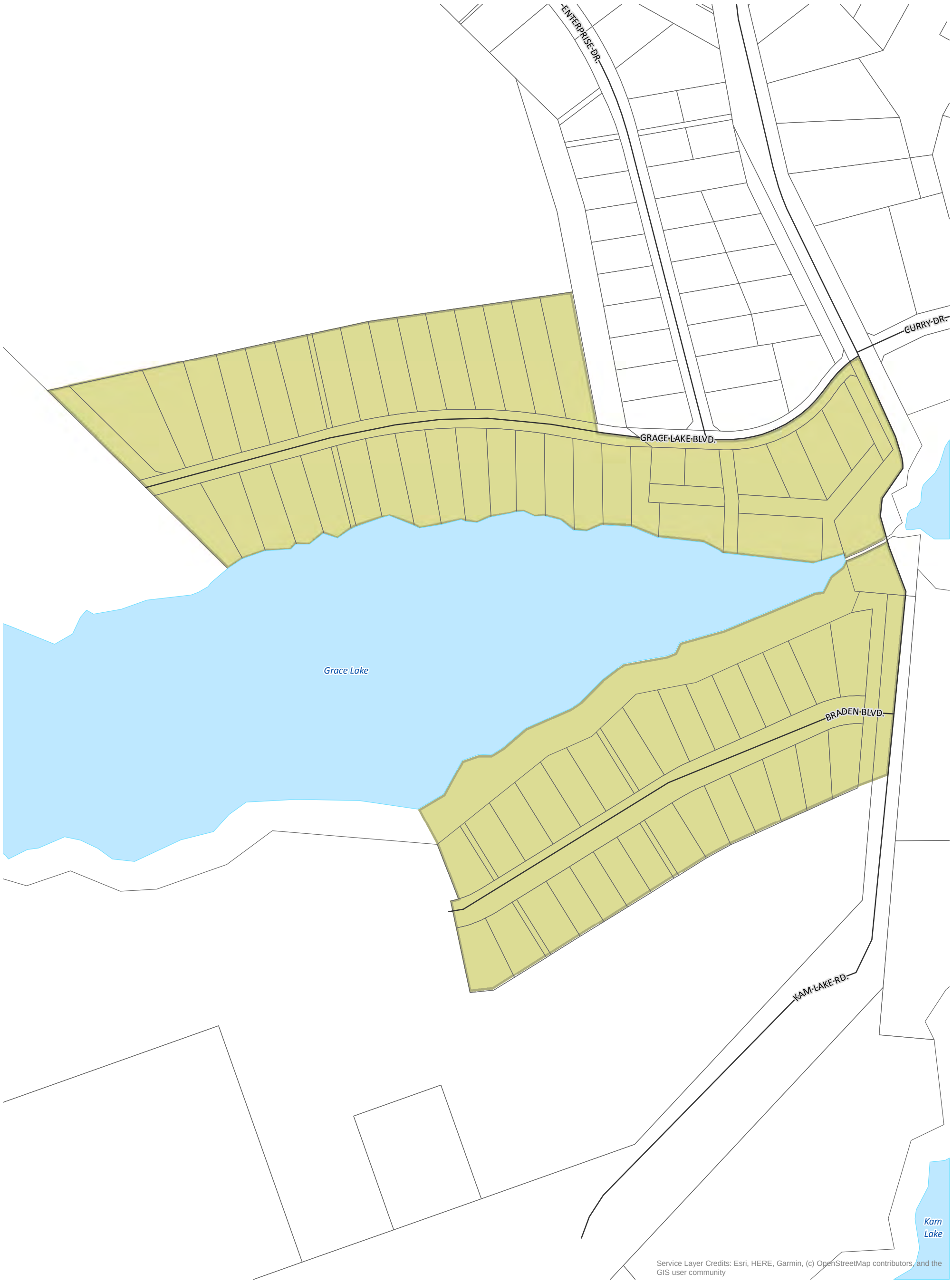
Given the low population density of the area and distance to other built-up areas of the city, it is unlikely that public transit service will be extended to this area. Piped water (drinking water and wastewater) service will not be provided to this area.

Apart from the existing surveyed lots, no additional lots will be surveyed for residential development.

Grace Lake is a natural feature that is used by many residents for passive recreation activities. Development along the south shore of Grace Lake will provide a buffer along the shoreline that will allow for public access.

Planning and Development Objectives	Policies
1. To maintain area for low-density residential development.	1-a. Permitted uses will be limited to detached dwellings and complementary secondary uses such as secondary suites, home based businesses and home offices.
2. To allow for estate style living, without interfering with other uses in the area.	2-a. Existing land uses adjacent to Grace Lake in Kam Lake and Kam Lake South such as light industrial activity and dog kenneling will be permitted to continue.
3. To maintain existing number of surveyed lots for development.	3-a. Additional residential subdivision phases will not be considered.
4. To maintain access to passive recreation activities.	4-a. Public access to the south shoreline of Grace Lake will be maintained for recreational activities. 4-b. Trail networks will be considered along the southern shoreline based on the general recommendations in the *City of*

Planning and Development Objectives	Policies
	Yellowknife Trail Enhancement and Connectivity Strategy for a comprehensive city wide trail network.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

GRACE LAKE

MAP 10

Municipal Boundary
Highway
Road
Parcel Fabric
Lake
Grace Lake

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:3,870

0 37.5 75 150 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/1/2019

FILE LOCATION: G:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.8 Kam Lake

As amended by By-law No. 5102 May 12, 2025
As amended by By-law No. 5121 April 22, 2026
Total Area: 196.8 ha

Kam Lake, as identified on the *Kam Lake Land Use Designation Map* (**Map 11**), is an area that supports the production and sale of goods and services in the City. Historically, Kam Lake was the primary industrial area of the City. It was not designed to accommodate residential amenities such as parks, sidewalks or piped services. Currently, its primary land use activities include light industrial and commercial activities. Some parcels have accessory dwelling units that are intended to support the primary industrial or commercial uses. The commercial uses tend to have a quasi-industrial character whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on site, or large warehouse components that do not integrate well within residential streetscapes and neighbourhoods. These activities may also generate noise, vibrations, emissions and other nuisances that are not compatible with residential activities.

The area is a motor vehicle dominated environment, away from neighbourhoods and pedestrian oriented streetscapes. Landscaping has typically been used to screen property boundaries and this will continue to be a requirement.

Emerging industries that require lower land intensity, such as agriculture, animal services, animal shelters, horticulture, food processing and packaging, manufacturing of goods or artisanal products (carvings and others) may be accommodated on the larger lots in Kam Lake. Residential land uses may continue to be accessory to the primary land use activity. Land uses that are better suited to the City Core or other areas of the City, will be encouraged to re-locate to make space for new activities better suited for Kam Lake.

The area will remain a low intensity area with wider street widths and wide road shoulders. The primary purpose of the road network in the area is to support the safe movement of larger vehicles and equipment. However, Kam Lake Road is an important connection between the City Core and Old Airport Road for residents in Grace Lake. Separate walking and cycling infrastructure may be developed in sequence with major road repairs. However, the City may improve the safety of shoulders for walking and cycling in the interim.

New heavy industry land uses, which are not compatible with accessory dwellings, must be located in the Engle Business District or other areas that are designated for heavy industrial uses.

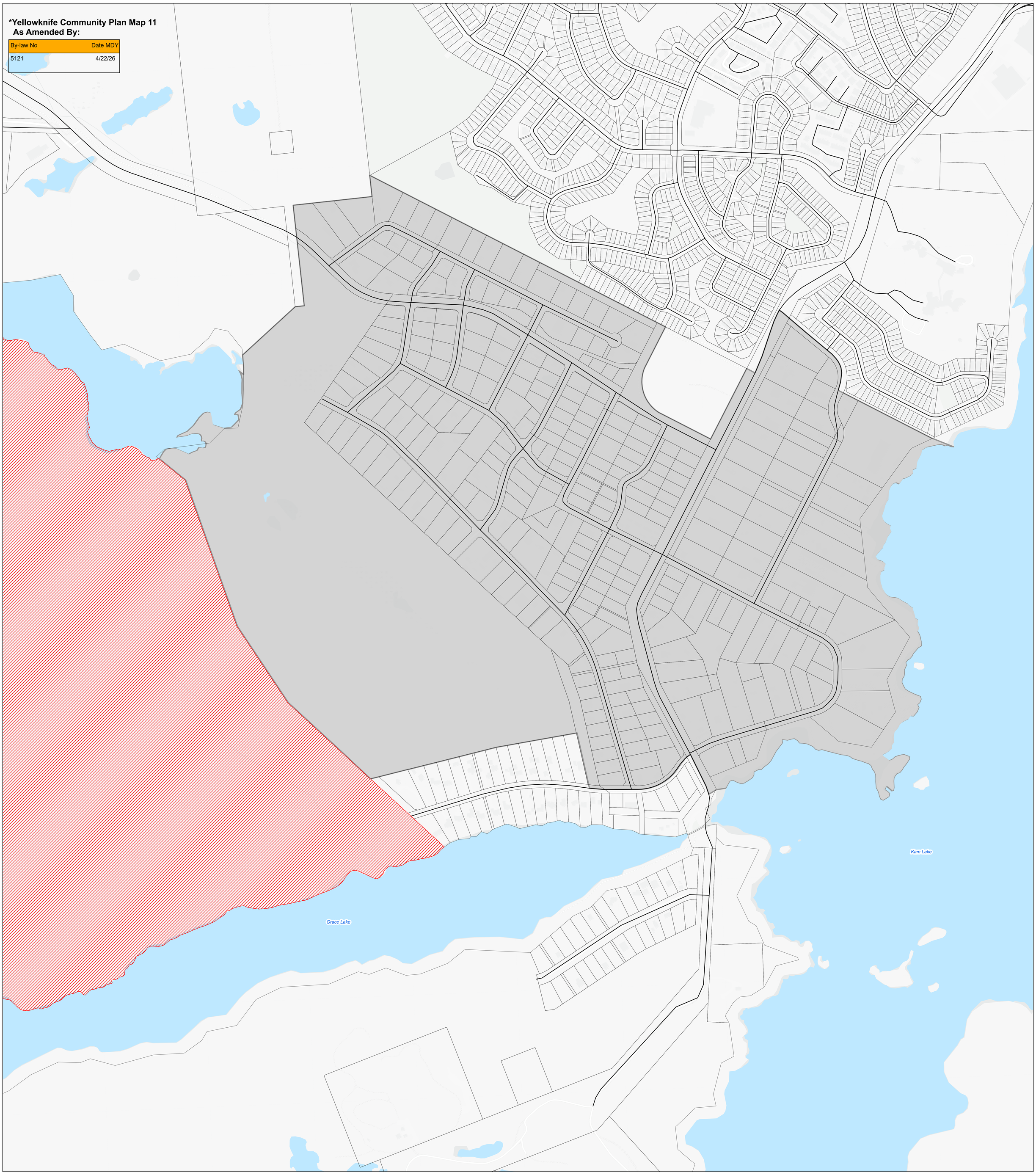
Planning and Development Objectives	Policies
1. To accommodate larger scale commercial and light industrial operations such as warehouses, large commercial show rooms, outdoor storage, and agriculture activities that require more land than commercial activities typically found in the City Core or commercial areas.	1-a. The City will ensure that lot sizes, lot access, and municipal services are appropriate for the demands of high-intensity commercial and light industrial activities.

Planning and Development Objectives	Policies
2. To provide opportunities for residential uses as accessory to commercial operations (artisanal).	2-a. Residential land uses must be accessory to the primary land use.
3. To accommodate the flow of large motor vehicles that support the commercial and transportation activities in the area.	3-a. Transportation networks will be maintained to accommodate large motor vehicles, including turning radius, height clearance, provisions for loading areas, staging and off-street parking to support the nature of commercial and light industrial activities.
4. To increase artisanal manufacturing activity.	4-a. Allowances will be made for artisan workshops and other facilities that may require more space and could create dust, odour or noise such as carvers or carpenters (woodworking, cabinetry etc.).
5. To transition the area from heavy industrial to light industrial and higher intensity commercial activities.	5-a. As the area transitions from heavy industrial to light industrial or higher intensity commercial, non-conforming uses will be phased out over time.
6. To reduce heavy industrial activity.	6-a. New heavy industrial activities will not be permitted in Kam Lake. 6-b. Heavy industrial uses will be encouraged to locate in Engle Business District.
7. To ensure safety of all land users in area.	7-a. Site design shall consider adequate response times and on-site mitigation to the existing level of fire and emergency services.
8. To incentivize new land uses that require larger land parcels, such as commercial agriculture and horticulture activities, by creating flexibility to support the growth of these enterprises.	8-a. Consolidation of smaller land parcels into large land parcels will be permitted for commercial purposes.
9. To improve drainage of runoff and surface water.	9-a. Site design must include storm water management and proper drainage in accordance with the Zoning Bylaw requirements.
10. To allow for an area where interior landscaping design is less restrictive, but buffering and visual barriers are key.	10-a. Buffering and visual separation between parcels will be required. 10-b. Separation shall be done in a manner that allows for new uses without creating conflicts or safety issues.

Planning and Development Objectives	Policies
	10-c. Landscaping will support Fire Smart principles.
11. To support tourism operations.	11-a. Permitted activities supporting tourism in Kam Lake will include staging, storage and warehousing for the operations of tourism related businesses.
12. To support commercial horticulture and agriculture.	12-a. Staging support, plant growing facilities, and logistics related activity for agricultural and horticultural businesses will be permitted.
13. To ensure a phased and orderly approach to subdivision of new lots for development.	13-a. Subdivision of new lots, when required, will be contiguous to existing developed lots.
14. To encourage the relocation of community use and commercial activities to the City Core or Old Airport Road.	14-a. The City will continue to incentivize community or commercial activities to re-locate to the City Core or other appropriate locations to provide space for light industrial activities.
15. To accommodate land for the purpose of treatment, grooming, temporary shelter of animals, retail sales of associated products as well as facilities that provide short-term shelter and care of homeless, lost or abandoned animals.	15-a. Permitted activities will include support for veterinary clinics, pet grooming, dog daycares, animal shelters and animal services but will not include kennels.

As amended by By-law No. 5122, April 22, 2026

amending Policy Section 4.8, Kam Lake, page 48, to redesignate approximately 8.8 ha of site specific, vacant land, to allow for development. The land legally described as a portion of Lot 32, Block 568, Plan 4452 (located adjacent to Deh Cho Boulevard} is to be removed from the 'Engle Industrial Business District' land use designation, as designated in City of Yellowknife, Community Plan, By-law No. 5007, and is hereby redesignated as 'Kam Lake' land use designation, subject to the policies of section 4.8 Kam Lake, as outlined in in the Community Plan, upon the effective date of this by-law (April 22, 206).



CITY OF YELLOWKNIFE

- Akaitcho (Interim Land Withdrawal)
- Municipal Boundary
- Highway
- Property Parcels
- Roads
- Lakes
- Kam Lake

Title: CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

KAM LAKE

MAP 11

N

0 850 1,700
Meters

Created By: NK

6/05/26

4.9 Kam Lake South

Total Area: 356.6 ha

Kam Lake South, identified on the *Kam Lake South Land Use Designation Map* (**Map 12**), is an area that is intended to be the home for the dogs sledding community. Dog kennels and accessory residential uses as required for dog mushers that may wish to live on the same property as their dogs will be permitted uses. The City recognizes the traditional and historical importance of dog sledding in the community and the access to trails and lakes that have been established because of a long-term tenure in this area of Yellowknife. There is an active community of dog mushers who keep their dogs in this area and have developed a network of trails and access points that allow them to regularly run sled dog teams.

The area also supports some light industrial activities such as animal shelters and quarrying, and has the potential to support increased tourism and commercial recreation activities as well as potential agriculture activities. Other tourism or commercial recreation activities, such as snowmobile tours or potential aurora viewing may also be permitted in the area. Agricultural uses, including greenhouses, small-scale farms, and animal husbandry will be permitted. Accessory dwelling units that support permitted tourism, commercial recreation and agriculture operation will be permitted. Any potential development must be aware that dog lots are present in this area and will remain.

There is an active quarry that has been operating in the area for over 40 years. This quarry is run by a private business and the quarry is leased from the City. The City anticipates the quarry will expand in the near future to meet demand for aggregate material. Quarrying activity will continue as a private use and adjacent uses will be complimentary to allow for safe operations of the sites. To reduce impacts to the Grace Lake South subdivision, a natural vegetation buffer will be maintained between the quarries and residential properties. As the quarry pits are exhausted of resources, a reclamation plan will be implemented.

Infrastructure to support low impact tourism and commercial recreation activities shall only be located in areas with existing city services and infrastructure. This may include uses such as aurora viewing operations, snowmobile facilities, and the like. Recognizing the importance of access to the lake for many of these operators, development of these uses will be encouraged to begin near the western shore of Kam Lake, and push westward as infrastructure allows. To maintain public access to the shore of Kam Lake, the City will develop a trail network.

Light industrial activities, similar to those found in the Kam Lake designation will continue to be permitted in the area north of the causeway between Grace and Kam Lake (the causeway), but will be restricted in the area south of the causeway. Future dog lots, tourism and recreational commercial operations, agriculture activities and the quarry will be the only activities south of the causeway. A sequencing of development from the west shore of Kam Lake westward will be followed, to limit the strain on municipal infrastructure and resources.

The primary transportation mode in the area is motor vehicle. However, there is a network of trails that are used frequently by dog mushers, snowmobilers and other recreational users. The connectivity and lake access of this trail network will be preserved. The road design needs to account for activities associated with dog running, and speed limits and signage will reflect this. The area will remain a low-density area with wide streets as it is intended to support the safe movement of larger vehicles and

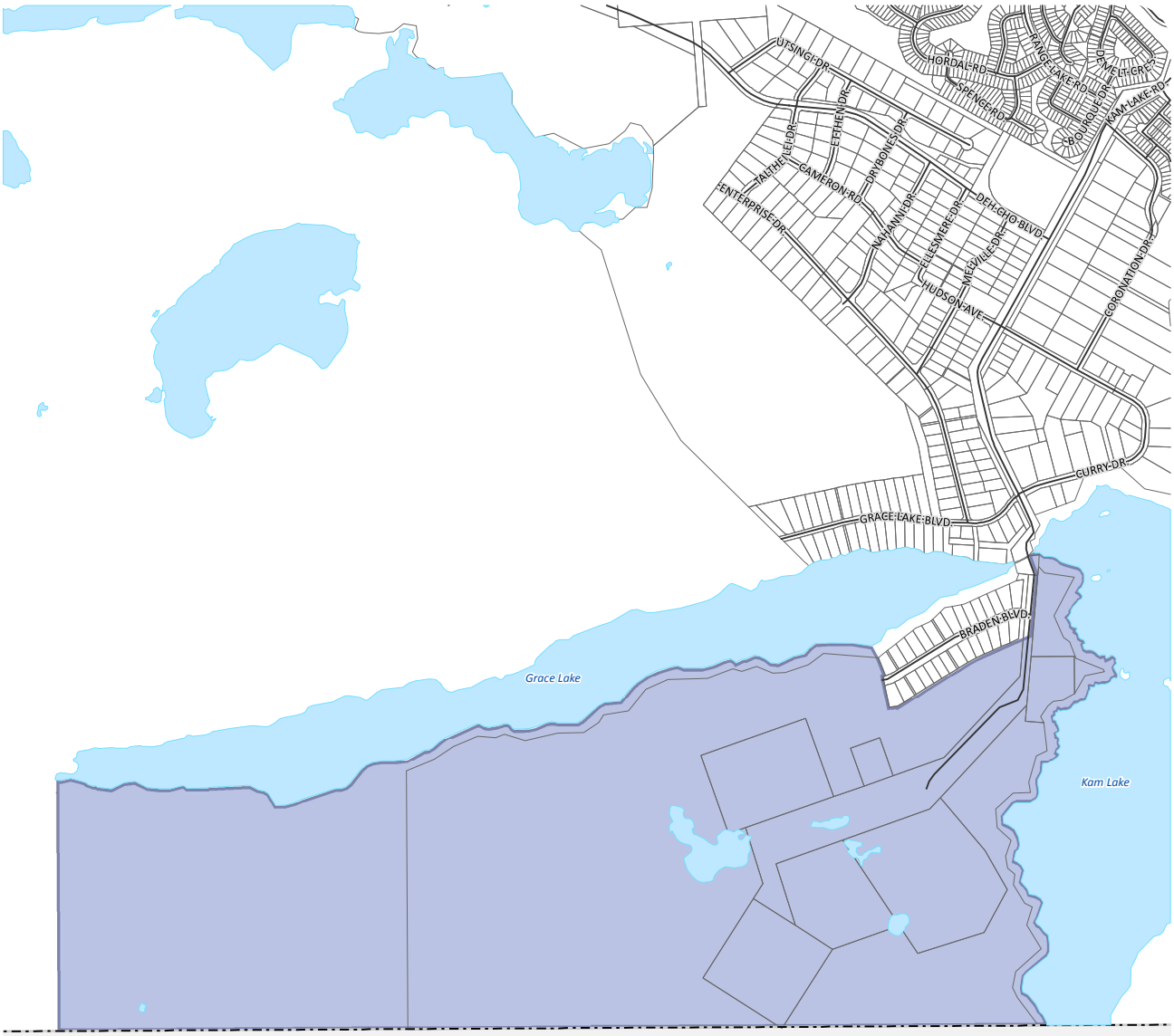
equipment. Any new low intensity land uses must not conflict with the intent of the area which is dog lots, tourism, commercial recreation and agriculture activities, as well as quarrying. Any light industrial activity will remain in the area north of the causeway. To support the orderly development of the area, the City will consider developing a subdivision plan for the land along the shore of Kam Lake.

The westernmost portion of this designation is Commissioner's Land under the administration of the GNWT. To allow for more comprehensive planning of this area, the City will apply to acquire this land from the GNWT.

Planning and Development Objectives	Policies
1. To accommodate land for the purpose of boarding, breeding, raising, or training of animals, including Kennels and Animal Shelters.	1-a. The City will permit kennels in this area. 1-b. Easements will be identified to allow non-exclusive access to Kam Lake for kennel operators. 1-c. Public access to waterfront of Kam Lake will be maintained. 1-d. The dog mushing trail network will be preserved. 1-e. Kennels will not be permitted along the south shore of Grace lake and appropriate buffers will be established between dog lots and residential areas of Grace Lake South. Buffer requirements will be set in the zoning bylaw. 1-f. The City will permit Animal Shelters in this area but not Animal Services.
2. To accommodate tourism and commercial recreation operations.	2-a. Tourism operations and related uses will be permitted in this area. 2-b. Development that supports the staging or operations of tourism and commercial recreation operations should be accessible by existing City roads and infrastructure. 2-c. Public access to waterfront of Kam Lake will be maintained. 2-d. Land development should be concentrated along the western shore of Kam Lake and slowly develop westward as municipal infrastructure is developed.

Planning and Development Objectives	Policies
3. To accommodate agricultural and horticultural uses.	3-a. Agricultural and horticultural uses will be permitted in this area. 3-b. Commercial agriculture and horticulture activities must occur on tenured property and should be accessible by existing City roads. 3-c. Appropriate buffers will be established between commercial agricultural and horticultural uses and residential areas in Grace Lake South. Buffer requirements will be set in the zoning bylaw. 3-d. The zoning bylaw will be updated to define appropriate agricultural and horticultural activities for this area.
4. To accommodate accessory dwelling units that support primary uses such as dog lots and kennels, tourism, commercial recreation and agriculture activities.	4-a. Dwelling units that are accessory uses to Kennels, Animal Shelters, tourism, commercial recreation or agriculture uses will be permitted.
5. To accommodate quarrying inside of the municipal boundary.	5-a. Quarry operations will be permitted in this area. 5-b. The City will lease or sell lots in fee simple to private companies planning to quarry this area.
6. To minimize land use conflicts between activities that create noise, dust, vibrations and other nuisances that may disturb residential use.	6-a. Subdivision of land for residential use will not be permitted in Kam Lake South. 6-b. Any land use requests in the area must consider the compatibility with quarrying and kennels. 6-c. Vegetation buffers will be maintained around the quarry sites to minimize disturbances. 6-d. Light industrial uses will be permitted in the area north of the causeway between Grace Lake and Kam Lake.

Planning and Development Objectives	Policies
	6-e. New industrial uses will not be permitted south of the causeway between Grace Lake and Kam Lake.
7. To sequence development in a way that minimizes strain on municipal infrastructure and resources.	7-a. Tourism and related operations will be encouraged to locate in the area near the west shore of Kam Lake. 7-b. All uses will be located along municipal roads. 7-c. Development will not proceed westward south of Grace Lake until municipal infrastructure is in place. 7-d. The City will apply to acquire the remaining Commissioner's Land in the area from the GNWT.
8. To ensure road safety for all users.	8-a. Road design will accommodate all users in the area. 8-b. Signage and speed limits will be used to maintain safety for dog teams and motor vehicle traffic. 8-c. Clear sight lines on roads will be maintained to reduce blind spots or visually obstructed corners.



Service Layer Credits:

CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

KAM LAKE SOUTH

MAP 12

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Kam Lake South

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:14,340

0 145 290 580 m

PROJECT: 18-7267 STATUS: DRAFT DATE: 12/6/2019

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\December 2019 revisions\Fig_Land Use De

4.10 Engle Industrial Business District

As amended by By-law No. 5121 April 22, 2026

Total Area: 280.4ha

Engle Industrial Business District, as identified on the *Engle Industrial Business District Land Use Designation Map* (**Map 13**), is intended to accommodate a variety of general industrial and business industrial uses. The Engle Business District Area Redevelopment Plan identifies the following zones:

- **Business Industrial Zone:** Intended for lower impact business industrial uses to be located along the Deh Cho Boulevard to provide a physical buffer from heavy industrial uses.
- **General Industrial:** The primary purpose of the land is to provide a suitable location for heavy industrial uses prone to admit noise, odour, vibrations and dust.
- **Growth Management:** Provides a land bank for future development to encourage buildup of industrial uses within the boundaries of the Area Development Plan.
- **Nature Preservation:** To preserve natural areas in the Area Development Plan Area and provide a natural buffer from surrounding waterbodies.

Traditional primary heavy industrial uses traditionally found in Yellowknife that are appropriate for the Engle Business District include but are not limited to:

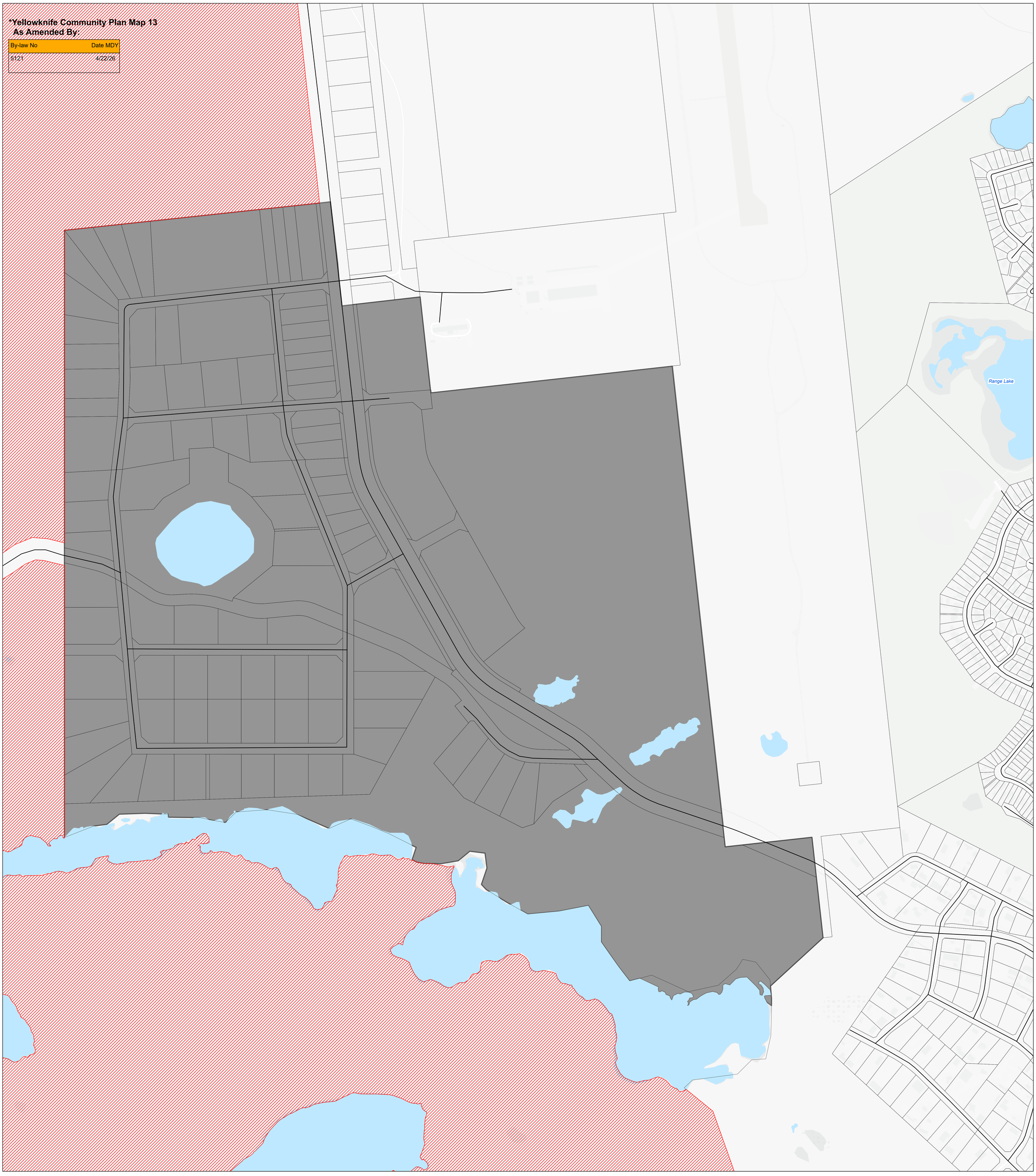
- Bulk fuel storage
- Industrial commercial use
- Construction and manufacturing
- Diamond facility
- Public facility uses and structures
- Natural Resource Extraction
- Office space to support industrial activity
- Fabrication and manufacturing
- Warehousing
- Wholesale and trade
- Transportation facility (staging for winter road)

Opportunities for the adaptive reuse of buildings to house alternative uses may be considered. However, these opportunities should not restrict the relocation or location of heavy industrial uses to the area. The City may also consider uses that support the resource extraction industry. Elements associated with heavy industrial uses create conflict when paired with human habitation, therefore the lands are not suitable for residential uses as accessory or otherwise.

Future expansion of the Engle Industrial Business District, to accommodate growth or demand of the area, will take place towards the east of the existing surveyed area.

Planning and Development Objectives	Policies
1. To direct all future heavy industrial uses to the Engle Industrial Business District.	1-a. Direct all new heavy industrial uses to lands within the Engle Industrial Business District. 1-b. The City will continue to incentivize the relocation of heavy industrial uses to the Engle Industrial Business District. 1-c. The City will protect existing and identified industrial areas from inappropriate development, which adversely affects or hampers the growth of industrial industry.
2. To accommodate heavy industry land uses that are known to cause nuisances such as odor, dust, noise and vibrations.	2-a. The City will ensure that lot sizes, lot access, and utility services are appropriate for the demands of high-intensity industrial uses.
3. To minimize potential conflicts with non-compatible uses.	3-a. The City will ensure new non-industrial developments are separated by appropriate distances and buffered from noxious industrial activities.
4. To accommodate heavy traffic movement and to allow road access that bypasses commercial and residential areas.	4-a. The City shall design the transportation network to a standard that accommodates large industrial vehicles by considering turning radius, height clearance, provisions for loading areas, and staging and off-street parking to support the nature of the heavy industrial activities.
5. To allow for an area where interior landscaping design is less restrictive, but buffering and visual barriers are key.	5-a. Each property shall be landscaped in accordance with the zoning bylaw.
6. To ensure the efficient provision of emergency services such as fire, ambulance, police and hazardous spill response to the Engle Business District.	6-a. Emergency response plans shall be provided during the development of these sites to make sure adequate emergency response procedures are documented. 6-b. Road access and widths shall be designed to accommodate emergency response vehicles. 6-c. All new developments will have a visible street address for location identification by emergency response teams.

Planning and Development Objectives	Policies
7. To ensure safe and orderly development of the Engle Industrial Business District.	7-a. Future development shall provide safe pedestrian crossings and vehicular movements. 7-b. Natural areas are encouraged to be developed and maintained to a high standard to function as a buffer to environmentally sensitive areas. 7-c. Phased development will occur east of the existing phases once these phases have been developed.



CITY OF YELLOWKNIFE

- Akaitcho (Interim Land Withdrawal)
- Municipal Boundary
- Highway
- Property Parcels
- Roads
- Lakes
- Engle Industrial Business District

Title:

CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

ENGLE INDUSTRIAL BUSINESS DISTRICT

MAP 13

N

0 850 1,700
Meters

Created By: NK

6/05/26

4.11 Con Redevelopment Area

Total Area: 533.6 ha

The Con Redevelopment Area, as identified on the *Con Redevelopment Area Land Use Designation Map* (**Map 14**), consists of low density residential development (mostly mobile homes) with some waterfront homes, a large industrial site (former Con Mine), natural areas, and a private boat launch area. Along the waterfront is the well-used Tin Can Hill informal trail network that is used for passive recreation in all seasons. The area also provides a key link to Great Slave Lake in the winter.

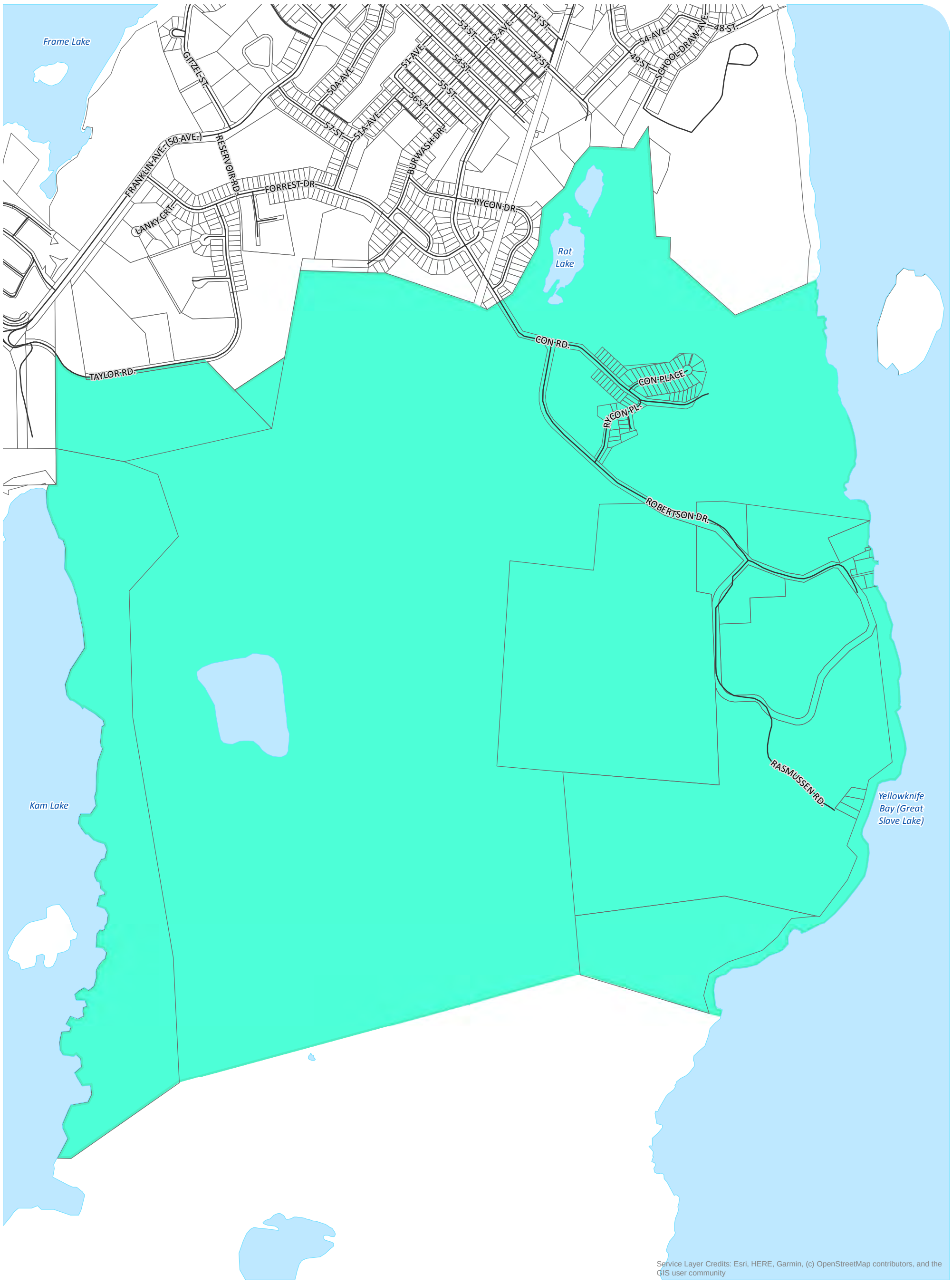
The area includes the former Con Mine site that is still under the administrative control of Miramar Northern Mining (mining company) and is currently being remediated to an industrial standard, with areas expected to be remediated to a recreation standard. Most of the site will be unsuitable for permanent habitable structures. The City is working with the GNWT and Miramar to acquire land adjacent to the existing mine lease for future land development. Options for future development of former mine land will depend on the level to which the former mine can be remediated. The City plans to develop the Con Site as a sports park for field sports such as softball, fastball, and soccer if the level of remediation allows for these uses.

Municipal services in the area are limited however, adjacent areas, including parts of Con Road and Forrest Drive have existing municipal infrastructure such as water pipes and roads. The proximity to these existing services and other built areas of the City makes the undeveloped areas with limited access attractive for long-term future greenfield residential development. Any future residential development will include a mix of housing types and densities that allows for a variety of housing choice. Industrial land uses will not be permitted in this area.

This area will become the primary public access to Great Slave Lake. The City is working to acquire a parcel along the waterfront and is determining the feasibility of a public boat launch. There may be additional amenities that support waterfront access for the public. The Tin Can Hill trail network will be considered when improving the public access to Great Slave Lake.

Planning and Development Objectives	Policies
1. To support the remediation of the Con Mine site, where possible to a recreational standard, and the remediation of adjacent lands, where possible, to a residential standard.	1-a. The City will work with Miramar to lobby the GNWT to reduce the 450 m setback, as defined in the NWT *Public Health Act*, General Sanitation Regulations, that currently exists for areas of the Con Mine site to allow for residential development where it is deemed safe.
2. To create an area structure plan for the vacant land that is adjacent to the Con Mine lease, connecting to Taylor and Con Road.	2-a. The City of Yellowknife will not allow any development in the area until the Area Structure Plan for the land adjacent to the Con Mine lease connecting to Taylor and Con Road is complete.
3. To support the orderly development of a mix of density residential uses after at least 65% of the existing residential land supply in all other areas of the City is	3-a. No new greenfield residential development will occur until 65% of the existing land supply for primary

Planning and Development Objectives	Policies
developed and after municipal services including pipes and fire protection services are installed.	residential uses is developed in all other areas of the City. 3-b. Development will have frontage on and access to a year round maintained public road.
4. To support low impact tourism activities that do not require road access.	4-a. The City will apply to acquire the Commissioner's land located south of the Con Mine lease area with the intention of making land available for low impact tourism operations that can be accessed without having permanent road access.
5. To preserve access to the waterfront as a public resource.	5-a. Public access to the waterfront must be maintained. No future development that segments the shoreline and creates exclusive private use will occur. 5-b. New development and the re-development of the existing properties will be of low structural profile that will limit visual impacts to the waterfront.
6. To maintain and enhance the existing trail networks.	6-a. New development must be completed in a manner that preserves and connects to the well-established trail network. 6-b. Development will be designed and developed to minimize the disturbance to the known cultural heritage features including trails.
7. To maintain in part or in full, the natural areas of Tin Can Hill for informal passive recreation.	7-a. Any future development of Tin Can Hill in the Con Redevelopment Area must be done in coordination with the portions that are in the Downtown Central Residential Area. It will maintain space for passive recreation opportunities. 7-b. Development of Tin Can Hill must be designed and developed to minimize the disturbance to the natural environment, significant heritage features, and recreational areas of Tin Can Hill.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

CON REDEVELOPMENT AREA

MAP 14

Municipal Boundary
Highway
Road
Parcel Fabric
Lake
Con Redevelopment Area

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:10,940

0 110 220 440 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/1/2019

FILE LOCATION: G:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.12 Solid Waste Management

Total Area: 264.7 ha

The Solid Waste Management Area, as identified on the *Solid Waste Management Land Use Designation Map* (**Map 15**), is an area that is designated for the City's solid waste disposal. The current Solid Waste Facility (SWF) is located within this area along with quarries which are the City's primary source of aggregate. The location currently provides enough space to manage the City of Yellowknife's solid waste disposal requirements.

The Solid Waste Management Area will provide the appropriate space and allow for appropriate uses that are necessary for the City to achieve its waste management objectives and diversion targets as set out in the *2018 Strategic Waste Management Plan*. The plan specifically calls for 80% of organics and 100% of cardboard to be diverted from the landfill by 2025.

In order for the City to achieve its waste diversion targets, there may be a need to upgrade existing infrastructure or construct new infrastructure to meet these targets. Possible infrastructure requirements, as detailed in the *2018 Strategic Waste Management Plan,* could include new organics processing facilities for improved aeration, a new weigh scale, and a new area for salvage options. The proposed new infrastructure will be accommodated within the existing Solid Waste Management Area. In the long-term, a waste-to-energy (WTE) facility may be considered. However, there is currently no proposed location for a WTE facility.

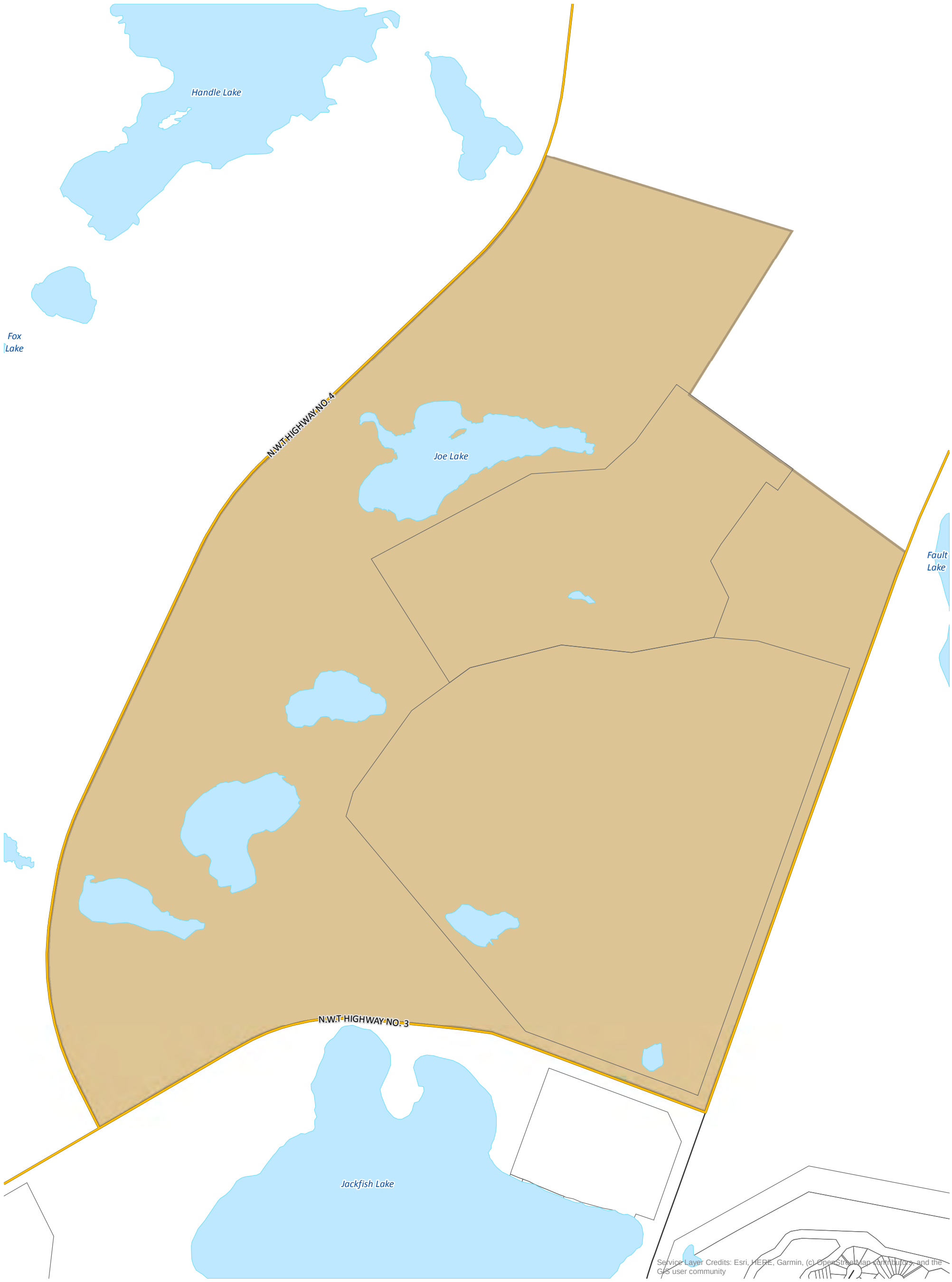
According to the *2018 Strategic Waste Management Plan*, the airspace in the existing landfill will reach capacity in 2027 at current disposal rates of 1100 kg/capita/year. As the existing landfill cells near capacity, new cells will be developed from old quarrying sites in the area. Increased diversion rates and/or lower disposal rates will prolong the life of the existing landfill cells.

Although the majority of the waste diversion and processing takes place at the Solid Waste Facility, there are efforts to increase waste separation at source. In order for the City to meet its waste diversion targets, additional waste sorting at source will need to be implemented throughout the City at private residential properties, commercial properties, and public facilities. This means that land use requirements throughout the City will need to consider the need for appropriate waste sorting facilities such as organics and recycling receptacles.

The Solid Waste Management area will continue to be used for quarrying activities and solid waste management.

Planning and Development Objectives	Policies
1. To support the environment, public health and safety, and the interest of residents by ensuring all of the environmental social and financial impacts of waste management are sufficiently controlled or mitigated in a timely manner.	1-a. Permitted uses within the landfill industrial designation are limited to waste disposal sites and associated activities such as waste processing, recycling, organics processing and quarrying. 1-b. Development proposals within 450 metres of the boundary of the Landfill industrial designation are subject to the

Planning and Development Objectives	Policies
	General Sanitation Regulations of the *Public Health Act*.
2. To provide opportunities for future City waste management activities according to the City's *2018 Strategic Waste Management Plan.*	2-a. New infrastructure or upgrades to existing infrastructure relating to solid waste management will be permitted. 2-b. As current landfill nears capacity, the City will apply to acquire additional land from the GNWT to increase capacity.
3. To promote best practices in site selection, design and operation and remediation.	3-a. Solid Waste site will be operated in accordance with the operation and maintenance plan. 3-b. Solid Waste site will be suitably buffered from adjacent land use activities. 3-c. Distinct uses in the solid waste site will be appropriately buffered and separated from each other. 3-d. Expansion of the site will only occur in accordance with the Waste Strategy and approval from Council.
4. To provide opportunities for industrial land uses that use materials diverted from the landfill operations or outputs of materials generated by the landfill operation.	4-a. If alternative forms of energy production become viable for the City, using waste as a feedstock, a Waste-to-Energy facility will be considered in this area.
5. To provide space to cultivate organic waste into alternate uses such as bio-fuel or nutrient soil to support agriculture activities.	5-a. Organic waste shall be separated and kept clean of contaminants so that it can be used for food production.
6. To reduce odours from waste management facilities.	6-a. Odour reducing techniques will be used to manage organic waste and other waste streams.
7. To reduce wildlife interactions with solid waste	7-a. Organic waste will be covered, where reasonable, to prevent attraction of birds and other wildlife.
8. To allow the continued use of quarrying to support municipal operations and services	8-a. The City will continue to quarry at the site. 8-b. The waste management site may be used for other compatible uses as directed by Council. 8-c. Former quarry pits will be considered for use as additional landfill cells.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

SOLID WASTE MANAGEMENT

MAP 15

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Solid Waste Management

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:8,150

0 80 160 320 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/1/2019

FILE LOCATION: G:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.13 Recreation Hub

Total Area: 63.7 ha

The Recreation Hub, as identified on the *Recreation Hub Land Use Designation Map* (**Map 16**), connects Downtown to Old Airport Road. Many of the City's recreation facilities are located in this area including:

- Ruth Inch Memorial Pool (and proposed locations for the new aquatics center)
- Yellowknife Community Arena
- Yellowknife Curling Club
- Yellowknife Tennis Club
- The Multiplex
- The Fieldhouse
- Tommy Forrest Ball Park

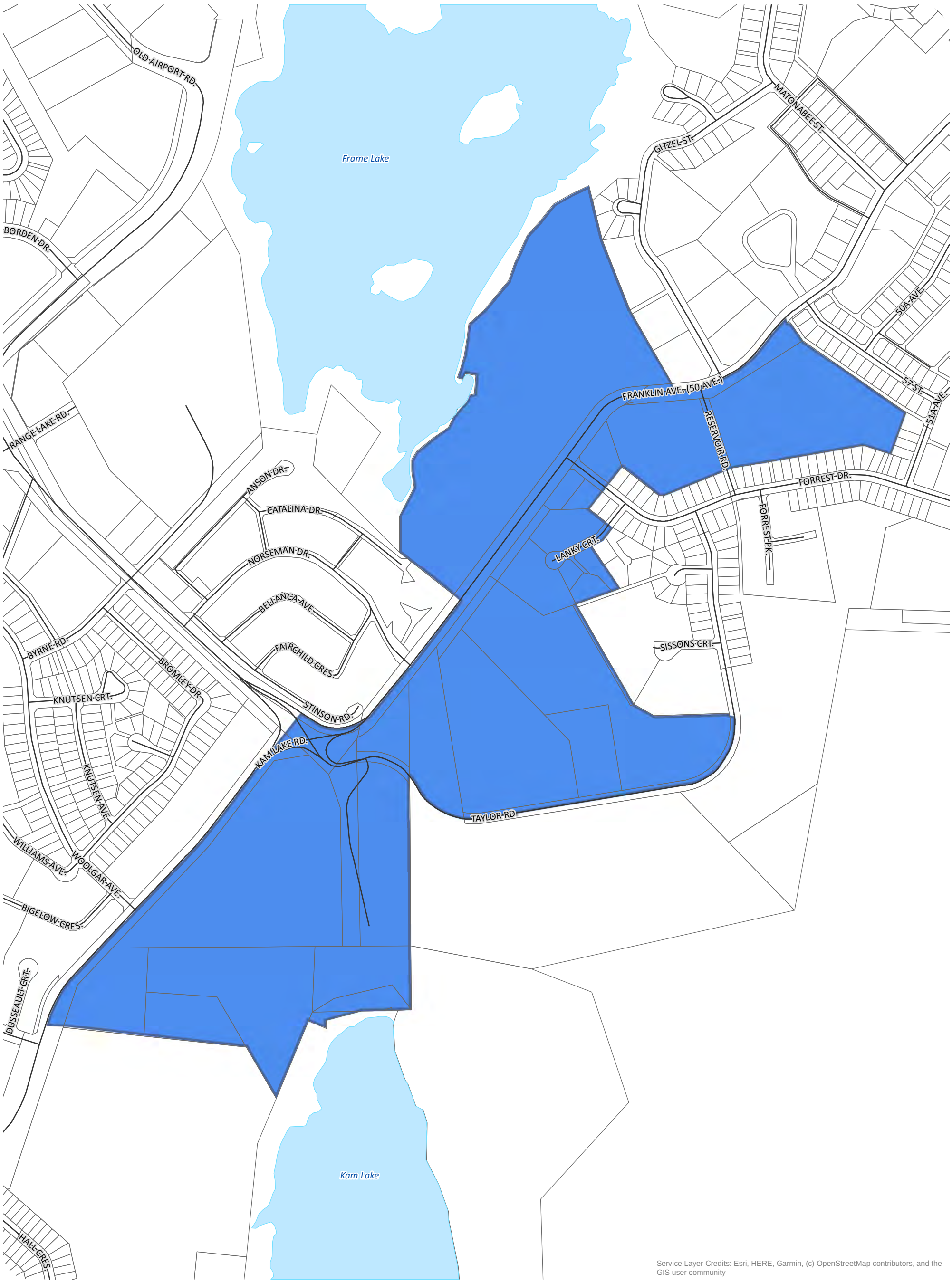
The proximity of this area to other amenity rich areas like Downtown and Old Airport Road, makes this area a strategic location for recreational facilities and provides opportunities for other types of complementary land uses. The recreational facilities are well used by both locals and visitors to the City from other Territorial communities and from outside the Territory. The area hosts trade shows, sports tournaments, Christmas bazar and craft sales, community garage sales, picnics and other community events that need large gathering spaces. There could be opportunities for development of visitor accommodations such as hotels and motels. Some high-density residential development on the Franklin Avenue corridor may also be considered.

This area includes a fire hall used for emergency services such as emergency medical response, fire response, hazardous materials response, and rescue services. The area is also home to the City's public works yard. These land uses will continue to be accommodated in this area.

The area also includes a concrete plant. This plant will continue to operate in this area. However, the City's relocation incentive to move industrial activities, such as this plant, to Engle Industrial Business District will remain in place.

Planning and Development Objectives	Policies
1. To maintain concentration of large scale recreational infrastructure in a central location.	1-a. Any large city recreation facilities will be concentrated in this area because of its location to piped service, the transportation network and the existing complementary services.
2. To provide safe and efficient transportation for walking, cycling, public transit, and private vehicles throughout the area.	2-a. Public parking for private motor vehicles will be available at recreational facilities. 2-b. Bicycle parking will be available at all recreational facilities. 2-c. Access to the facilities will be made safe with appropriate infrastructure for pedestrians, cyclists, public transit users, and motorists.

Planning and Development Objectives	Policies
3. To enhance the trail network between facilities to accommodate pedestrians and cyclists.	3-a. The City will improve the trail connections and networks to the Multi-plex and field house. 3-b. Trails will be well marked and safe for pedestrians and cyclists in all seasons.
4. To ensure there is adequate space for the growth of the City's emergency services facilities.	4-a. Emergency services will stay in this area as the regional hub. 4-b. Adequate space will be preserved to support any growth required for emergency service facilities. 4-c. Transportation networks will remain efficient and easily accessible to support prompt response times for emergency services.
5. To allow flexibility in land uses by accommodating mixed uses that are compatible with existing uses.	5-a. Medium and high density residential development or hotel/motel development will be permitted if they are located on arterial roadways.



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

RECREATION HUB

MAP 16

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Recreation Hub

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:6,150

0 60 120 240 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 9/27/2019

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.14 Giant Mine

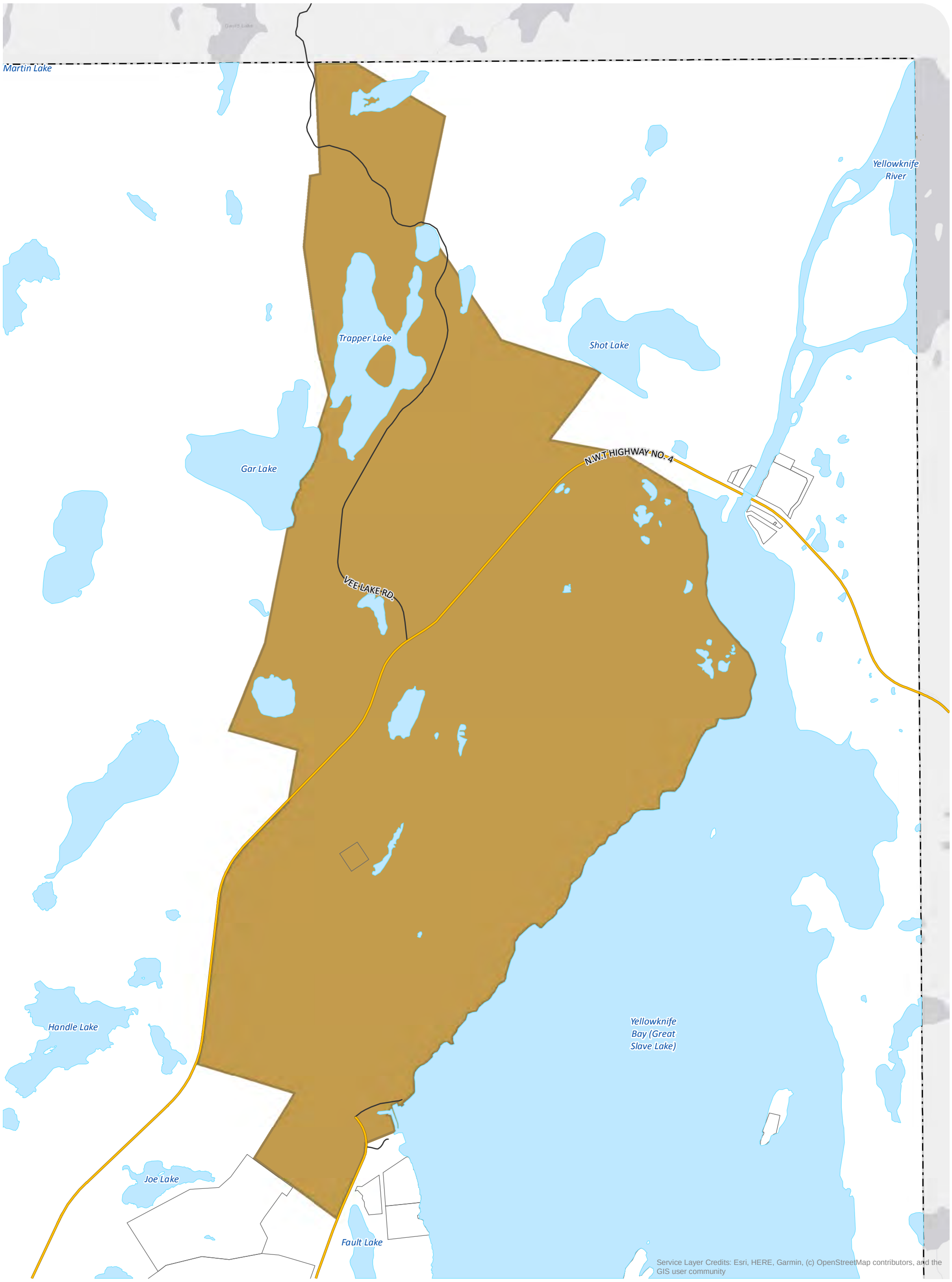
Total Area: 1051.7 ha

Giant Mine, as identified on the *Giant Mine Land Use Designation Map* (**Map 17**), is a former gold mine. The area is contaminated with arsenic trioxide and fibrous asbestos and it is currently in the process of being remediated by the Federal Government. The remediation is a multi-year project and the bulk of the remediation is not expected to be complete before 2030. During this time areas that are now accessible to the public, such as the Giant Mine boat launch, may have limited or completely restricted access. No other non-remediation related land uses will be permitted at the site until remediation is complete. Given the complexity of the remediation process, it is possible that remediation work could take much longer.

Remediation of the area will be carried out in a manner that is environmentally sound, socially responsible and culturally appropriate. As a result of the environmental assessment process, the federal government agreed to remediate the former town site at Giant Mine to a residential standard. The City will work with the Government of Canada, the Government of the Northwest Territories, the Yellowknives Dene First Nation, and all other parties involved in remediation to ensure that the area is remediated to the highest possible standard within a reasonable timeline, as well as identifying and mitigating land use impacts to the greatest extent possible. The City will also work with other parties to ensure that planned remediation activities pose little risk to City residents.

No development activity is currently permitted in this area. The area will only be used for remediation activities until remediation is completed. After remediation is complete, the City will re-evaluate opportunities for development of this area only if it is deemed safe to do so on the advice of remediation experts and legally permitted by higher orders of government.

Planning and Development Objectives	Policies
1. To support and accommodate, where appropriate, the responsible management of the remediation.	1-a. The City will work with partners to ensure that the area does not create health risks in other areas of the City. 1-b. The City will cooperate and respect the remediation construction schedule.
2. To advocate for the remediation standard of the site for highest and best use.	2-a. Contaminants on land or in water shall be remediated before any re-development of this site can occur. 2-b. The City will advocate that the former town site shall be remediated to a residential standard.
3. To consider development options for area when remediation is completed.	3-a. The City will consider land development only when deemed safe to do so by experts and permissions are granted from other levels of government.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

GIANT MINE

MAP 17

Municipal Boundary
Highway
Road
Parcel Fabric
Lake
Giant Mine

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:20,790

0 210 420 840 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/3/2019

FILE LOCATION: G:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

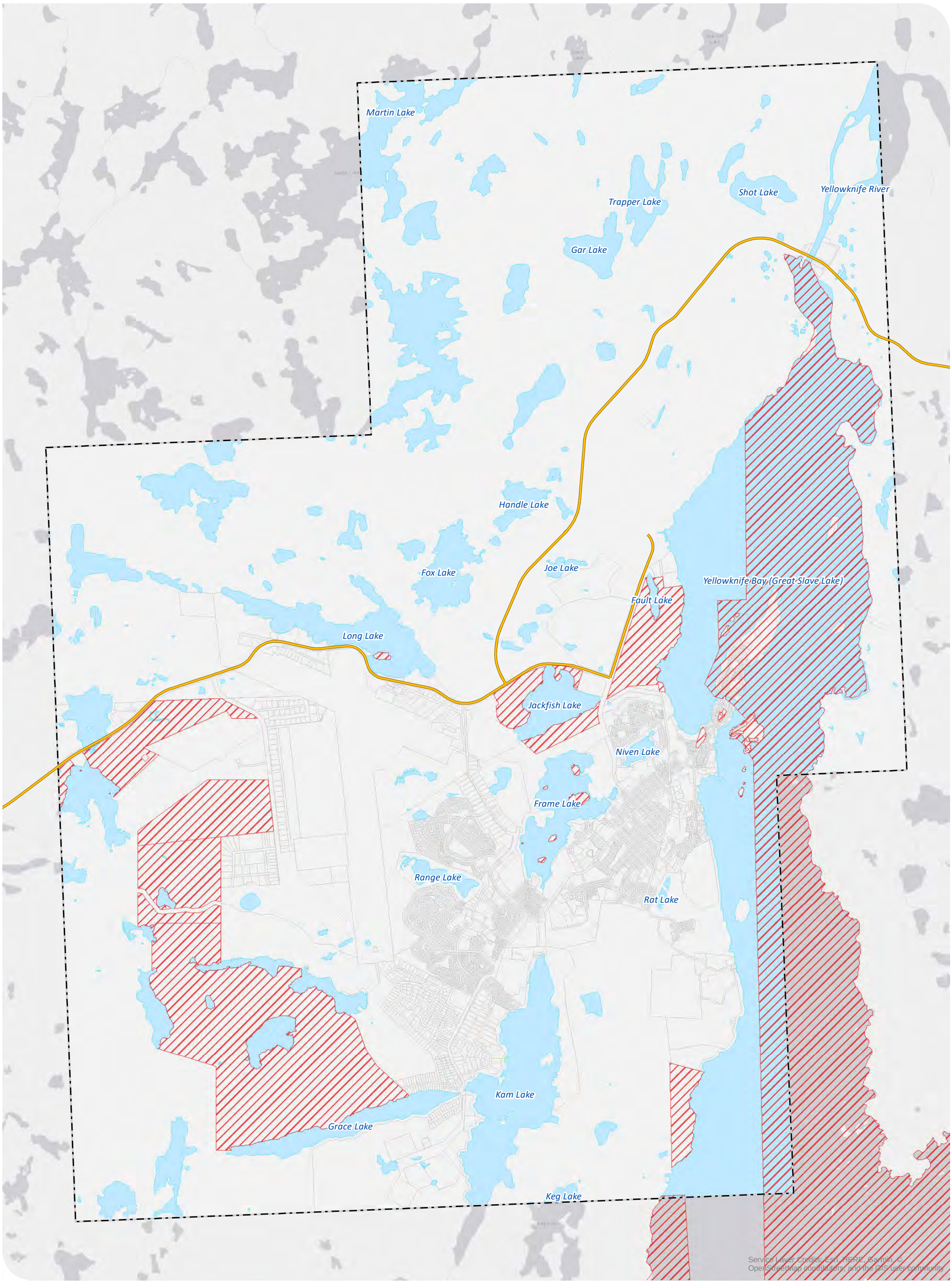
4.15 Akaitcho

Total Area: 1034 ha

Akaitcho, as identified on the *Akaitcho Land Use Designation Map* (**Map 18**), is withdrawn land that is being held until the land claim between the Akaitcho Dene First Nations (ADFN) and the Government of Canada is settled. The residents of Yellowknife value and respect First Nations' culture, traditions, governments, and stewardship of the land. The ADFN is in the process of negotiating with the GNWT and Canada to complete an agreement on land, resources and self-government. The ADFN represents the collective environmental, social, political, cultural, and economic interests of the Deninu Ku'e First Nation, Lutselk'e First Nation, and Yellowknives Dene First Nation. One component of the negotiations has involved the identification of lands of interest to the ADFN, of which 1,034 hectares of land are located inside the existing boundary of the City of Yellowknife. An Interim Land Withdrawal Agreement was signed in 2006 to protect the identified lands from being sold or leased during the course of negotiations. This Agreement stipulates that no new interests can be created on the withdrawn lands until negotiations between the ADFN, GNWT, and Government of Canada are finalized.

Until land negotiations are complete, no development will happen on these lands. The City of Yellowknife and the YKDFN have a Memorandum of Understanding for a boundary adjustment between the City and the YKDFN. When the land claim is settled, the City will work with all stakeholders to honour this agreement. The City will continue to work with the YKDFN to support mutually beneficial land uses that support the City's land use planning and development objectives and the land use planning and development objectives of the YKDFN.

Planning and Development Objectives	Policies
1. To support the ongoing land negotiations between the ADFN, GNWT, and Government of Canada.	1-a. The City will provide any required relevant municipal information, in good faith, to the parties involved in the ADFN land, resource, and self-government negotiation.
2. To prevent development on withdrawn lands until land negotiations have been settled.	2-a. No development within the jurisdiction of the City will be permitted on withdrawn lands until land negotiations have been settled.
3. To ensure that future development of withdrawn lands, once the land claim is settled, supports the City's planning and development objectives.	3-a. All future development of withdrawn lands, once Agreement is settled, will comply with City's development standards and by-laws.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

AKAITCHO INTERIM LAND WITHDRAWALS

MAP 18

Interim Land Withdrawal (Surface)

Parcel Fabric

Highway

Municipal Boundary

Lake

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE, GOVERNMENT OF NORTHWEST TERRITORIES

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:96,355

0 250 500 1,000 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 2018-10-17

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\ReportFigures\FigX_InterimLandWithdrawals.mxd

4.16 Special Reserve

The Special Reserve includes the Yellowknife Airport, Fred Henne Territorial Park, the Yellowknife Seismological Array, and the North Slave Correctional Complex. All or parts of these lands fall within the municipal boundary of Yellowknife. However, the Yellowknife Airport, Fred Henne Territorial Park, and the North Slave Correctional Complex are within the jurisdiction of the GNWT. The Yellowknife Seismological Array is within the jurisdiction of the Government of Canada. Therefore, these lands are outside the development control of the City of Yellowknife despite being located within the City boundary. The City will ensure that adjacent land uses next to these lands are complementary and will not interfere with the designated land use activities associated with the Yellowknife Airport, Fred Henne Territorial Park, the Yellowknife Seismological Array, and the North Slave Correctional Complex.

4.16.1 Airport

Total Area: 716.2 ha

The Yellowknife Airport, identified on the *Airport Land Use Designation Map* (**Map 19**), is the primary airport facility for passengers and cargo serving the City of Yellowknife and region. It is also the largest hub for air traffic in the Northwest Territories and parts of Western Nunavut. The Airport is owned and operated by the GNWT Department of Infrastructure and an *Airport Area Development Plan* exists to guide and regulate the land use activities on the Airport designated lands. The City of Yellowknife has no zoning authority on airport lands.

Despite the fact that the City has no jurisdiction on Airport lands, airport development still has an impact on land use in other parts of the City. The airport is also one of the largest employment centres in Yellowknife and generates significant economic development for the region. There may be potential for the City to collaborate with the airport on economic development opportunities and the City will pursue these opportunities if they align with their planning and development objectives.

The City maintains a buffer between the Airport and residential areas for noise abatement and safety purposes and there are building height restrictions in place in parts of the City due to the orientation of the Airport's runways. The Airport also leases parcels of land for commercial development. This impacts the adjacent land uses because they will need to be compatible with the airport leased land. This also influences the overall supply and demand of commercial land in the City.

Planning and Development Objectives	Policy
1. To maintain a buffer around airport lands, to support the safe and continued operation of the Airport.	1-a. The City will not permit any development in the buffer area that is not compatible with airport operations such as residential development.
2. To collaborate with the GNWT Department of Infrastructure on Airport economic development opportunities that are beneficial to the City of Yellowknife and align with the City's General Development Goals.	2-a. The City will engage with the GNWT Department of Infrastructure to identify mutually beneficial economic opportunities on Airport land.

4.16.2 Fred Henne Park and Yellowknife River Park

Total Area: 537 ha and 6.84 ha

The Fred Henne Territorial Park, identified on the *Land Use Designation Map* (**Map 2**), is a territorial campground under the jurisdiction of the GNWT Department of Industry, Tourism and Investment. It is a popular recreational destination for residents and visitors to the City. The park includes amenities for swimming, camping, day use activities, and boating.

The Yellowknife River Park is a territorial day use area as well as an important cultural and traditional area for the Yellowknives Dene First Nation. It is a popular recreation destination for residents as well as an important boat launch for power boats, canoes, kayaks and other types of water craft. The park includes amenities for swimming, day use activities (campfires and picnic tables) and boating. On the North side of the highway, the YKDFN have a traditional gathering site that is used today for cultural events.

The City has no jurisdiction on the Park lands, but it is part of the larger recreation amenities for the City and access to the Parks will be available through multiple forms of transportation, including walking, cycling, and private motor vehicle. Any future public transportation routes to the airport could include a stop at Fred Henne Park for residents and tourists.

The City will work collaboratively with the GNWT Department of Industry, Tourism and Investment to promote tourism that uses Park facilities and its access to the natural environment and dark skies for winter tourism.

Planning and Development Objectives	Policy
1. To improve connections and integration of Fred Henne Territorial Park with the City.	1-a. The City will improve walking, cycling and public transportation networks between Fred Henne Territorial Park and built areas of the City.
2. To support the YKDFN's efforts for stewardship of the Yellowknife River.	2-a. The City will continue to work with the YKDFN to respect culturally significant areas through education and engagement.

4.16.3 Seismological Array

Total Area: 897.3 ha

The Government of Canada, Geological Survey of Canada operates the Yellowknife Seismological Array as identified on the *Land Use Designation Map* (**Map 2**). This is a reserve that is used for monitoring underground seismic activity. The City does not have jurisdiction on the reserve lands. Any proposed development activity falls under the jurisdiction of the Government of Canada.

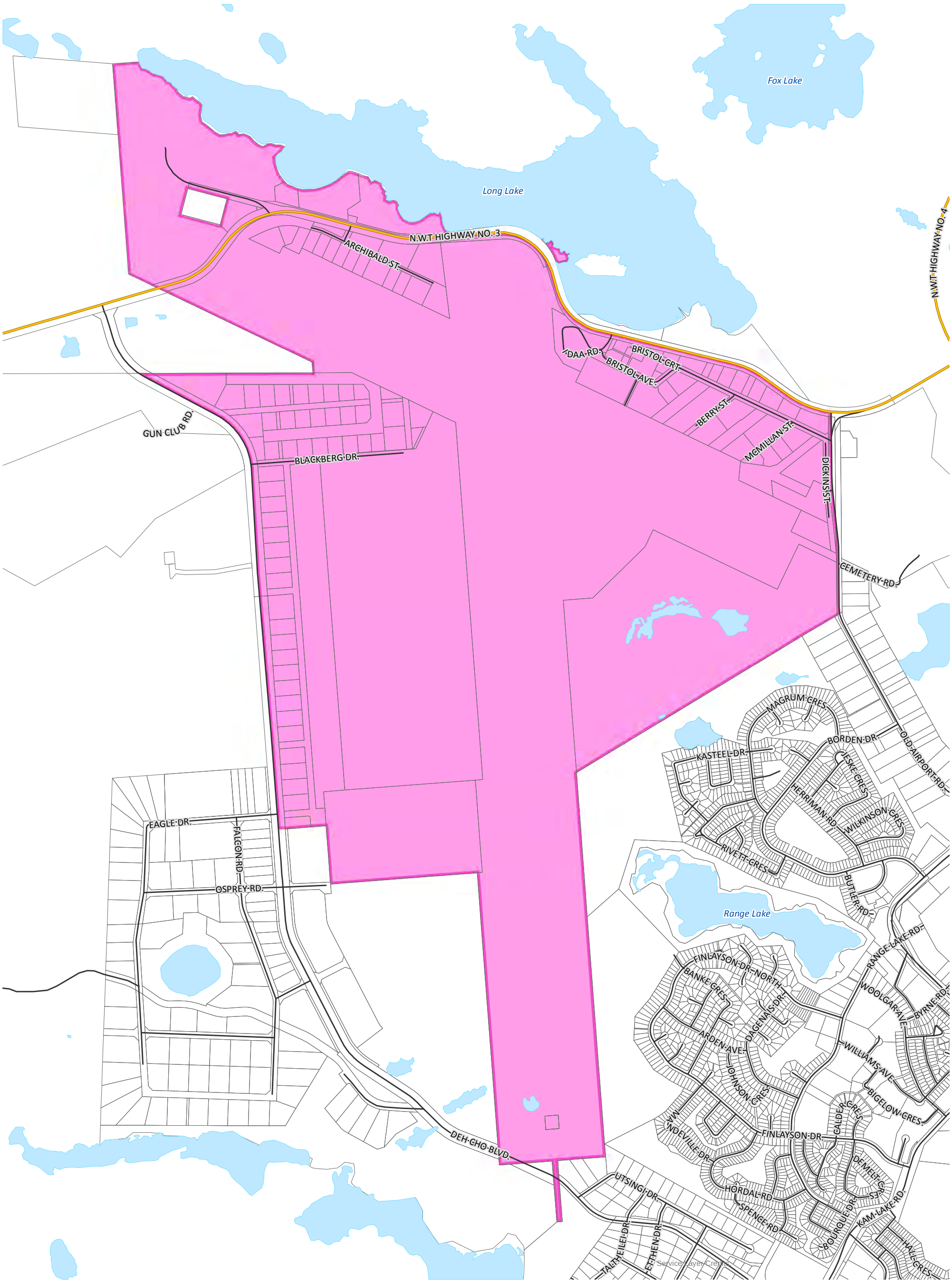
Planning and Development Objectives	Policy
1. To ensure development activity does not interfere with the seismological array.	1-a. Development proposed on these lands will be referred to the Government of Canada.

4.16.4 North Slave Correctional Complex

Total Area: 16.7 ha

The North Slave Correctional Complex, as identified on the *Land Use Designation Map* (**Map 2**), is a correctional facility run by the GNWT Department of Justice. It is between the Western Residential area and the Recreation Hub. It is within the jurisdiction of the GNWT and it will stay in its present location for the foreseeable future. The City will work with the GNWT to ensure that adjacent land uses do not conflict with the facility.

Planning and Development Objectives	Policy
1. To ensure that adjacent land use is compatible with the operation of the North Slave Correctional Facility.	1-a. The City will consult with the GNWT prior to developing land adjacent to the North Slave Correctional Complex.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

AIRPORT

MAP 19

Municipal Boundary
Highway
Road
Parcel Fabric
Lake
Airport

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:16,190

0 162.5 325 650 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/3/2019

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_LandUseDesignations_DD.mxd

4.17 Special Management Zone

Total Area: 3266.2 ha

As amended by By-law No. 5102 May 12, 2025

The Special Management Zone, as identified on the Land Use Designation Map (Map 2), is land that is not currently designated for a specific land use. However, this land may be used for a variety of uses in the future based on the needs of the City as it continues to grow and change. Council will consider the re-designation of Special Management lands to another designation, under the following conditions:

a. The amendments are being considered in the context of the five-year review of the Community Plan, or, if prior to the five-year review, there is an acceptable assessment and justification of the need for the re-designation; and

b. The development area has proximity to required infrastructure, including roads and municipal services.

Planning & Development Objectives	Policies
1. To ensure orderly and well-planned future development, permitted uses on lands designated Special Management will be limited.	1. a. Permitted uses will be limited to cultural uses, recreational uses, agriculture, temporary buildings or structures, utility infrastructure, natural resource extraction activities and associated uses.

As amended by By-law No. 5102 May 12, 2025

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Map 20: Mining Tenure

As amended by By-law No. 5102 May 12, 2025

Map 20 Mining Tenure deleted; this page intentionally left blank.

5 GENERAL OBJECTIVES AND POLICIES

5.1 Environment and Climate

5.1.1 Climate Change

The impacts of climate change are outlined in section 2.3.6. To mitigate and adapt to these changes the City will work to mitigate and adapt to climate change as defined below:

1) **Mitigate climate change** – actions that reduce greenhouse gas emissions that cause climate change; and
2) **Adapt to climate change –** actions that prepare for changes that are occurring, or are likely to occur, in the future.

The Community Plan supports climate change mitigation by focusing most development within the existing built footprint of the City. This ensures that existing infrastructure is better utilized without significantly expanding road, wastewater, and drinking water infrastructure, all of which require significant amounts of energy to build and operate. Focusing development within already built areas also supports higher density development which is more energy efficient than sprawling development.

The Community Plan also includes a number of objectives and policies that encourage mixed-use development. Mixing residential, commercial, and institutional uses shortens the distance between uses and makes it easier for residents to walk, cycle, or take public transit to work or other activities. This lessens the need to make trips in motorized vehicles and reduces the carbon emissions associated with those trips.

The Community Plan also recognizes that the climate in Yellowknife is already changing and that the climate will continue to change throughout the life of this plan and likely much further into the future. Therefore, the Plan establishes objectives and policies to support climate change mitigation and adaptation.

Specific Land use and development objectives and policies for mitigation and adaptation are listed below. Objectives and policies relating to climate change mitigation and adaptation are also embedded throughout the Community Plan in the various land use designations.

Climate Change Mitigation Objectives and Policies:

Planning and Development Objectives	Policies
1. To reduce corporate greenhouse gas emissions by 50% by 2025 using 2009 as the baseline year as described in the *City of Yellowknife Corporate and Community Energy Action Plan 2015-2025*.	1-a. The City will increase the share of corporate renewable energy use as detailed in the *City of Yellowknife Corporate and Community Energy Action Plan 2015-2025*. 1-b. The City will increase energy efficiency and energy conservation in all sectors of its operations.
2. To reduce community greenhouse gas emissions by 30% by 2025 using 2009 as the baseline year as described in the *City*	2-a. The community will increase the share of renewable energy use from 18% to 30% by 2025.

Planning and Development Objectives	Policies
of Yellowknife Corporate and Community Energy Action Plan 2015-2025.	2-b. The City will incentivize more sustainable modes of transportation such as walking, cycling, and public transportation (See transportation section for more detailed policies).
3. To better utilize existing municipal infrastructure.	3-a. The City will prioritize development in the existing built footprint of the City before developing new greenfield areas. 3-b.The City will encourage compatible mixed land uses where appropriate to support compact urban development and to reduce travel distances for residents. 3-c. Higher density development will be encouraged near employment centres and major activity nodes.

Climate Change Adaptation Objectives and Policies:

Planning and Development Objectives	Policies
1. To consider future development suitability based on ground conditions and areas susceptible to permafrost degradation.	1-a. The City will use the most up to date seasonal surface displacement data, derived from the InSAR satellite data, to identify areas that have significant displacement to plan appropriate land uses that are suitable for ground conditions. 1-b. Adaptation plans will be developed for existing infrastructure known to be on discontinuous permafrost. 1-c. Road alignments and surface covers will consider impacts on permafrost. 1-d. Standards for development in areas that have a high level of surface displacement or are in permafrost areas should consider best building practices that mitigate movement of buildings. 1-e. The City will ensure that land purchasers are able to test ground conditions prior to purchase.
2. To create a built environment that will lower the risk of wildfires spreading to structures and key infrastructure.	2-a. The City will manage vegetation between structures and flammable wildland vegetation, where it has access, to

Planning and Development Objectives	Policies
	reduce the intensity and rate of spread of wildfire approaching or leaving development. 2-b. A low fuel buffer will be maintained between structures and flammable vegetation in accordance with the *Yellowknife Community Wildfire Protection Plan*. 2-c. There will be regular removal of combustible fuels such as dead vegetation along trails, alleys, electrical corridors and road right of ways. 2-d. New or re-development construction areas shall pile combustible construction material no closer than 10 m to a structure. 2-e. Development will follow FireSmart practices.

5.1.2 Environment

A healthy natural and built environment are integral aspects to the liveability and sustainability of the City of Yellowknife.

There are a number of environmental challenges that the City continues to work on within the municipal boundary. These challenges include:

- Remediation of the Giant Mine and Con Mine
- Ground and water contamination from former industrial activities in the Frame Lake area
- Changes in climate due to climate change (as detailed in the previous section)
- Use of aggregate resources
- Waste management
- Loss of natural habitat due to land development
- Air pollution
- Light pollution
- Noise pollution
- Litter

The City will work to protect the natural environment and improve the built environment in an effort to be good environmental stewards and ensure that future generations are able to enjoy and thrive in the City and its surroundings.

Planning and Development Objectives	Policies
1. To support the remediation of former mine sites and other contaminated sites within the City.	1-a. The City will work collaboratively with other levels of government and First Nations groups to support remediation activities.
2. To protect the quality of water in lakes and waterbodies.	2-a. The City will respect the 100' reserve on land adjacent to waterbodies according to GNWT's *Commissioner's Land Act and Northwest Territories Lands Act.*
3. To protect natural rivers and streams.	3-a. No harmful contaminants will be permitted to run off properties into rivers or streams
4. To ensure public access to shorelines of waterbodies for public enjoyment and flood management.	4-a. When practical, the City will acquire land on private development that is immediately adjacent to water for flood protection purposes and public access.
5. To remediate quarrying sites responsibly when quarrying resources are exhausted.	5-a. All quarries will be required to implement a remediation plan when resource is exhausted.
6. To manage waste in a way that limits negative impacts to the natural environment.	6-a. The City will increase diversion from landfill. 6-b.The City will reduce per capita waste. (See Solid Waste Management Designation for more detailed objectives and policies)
7. To improve the quality of air.	7-a. The City will reduce use of fossil fuels in line with the *City of* Yellowknife *Corporate and Community Energy Action Plan 2015-2025*.
8. To reduce light pollution.	8-a. A lighting policy to protect dark skies will be created and implemented.
9. To reduce noise pollution.	9-a. Natural vegetation and other types of noise barriers on major roads will be used to reduce noise levels for residents. 9-b. Industrial land uses will be required to maintain a buffer of natural vegetation on the perimeter of property.
10. To reduce litter throughout the community.	10-a. Public disposal facilities will be provided in public areas. 10-b. Problem litter areas will be identified and a plan will be created and implemented to reduce litter.

Planning and Development Objectives	Policies
11. To protect natural slopes from erosion.	11-a. Natural vegetation on slopes will be protected, when possible, to preserve soil stability and reduce water run-off.
12. To increase tree cover and natural vegetation in built areas of the City.	12-a. The City will plant more trees and natural vegetation on municipal land that is indigenous to the area and supports biodiversity. 12-b. The City will adopt a low water usage landscaping approach. 12-c. Planting of trees and natural vegetation native to the region on private land will be incentivized.

5.2 Transportation

Transportation is a key component of land use planning and development decisions. Objectives for land use planning and transportation planning should be complementary. Due to the close relationship between land use planning and transportation planning, this section outlines key objectives and policies that support and align with the overall Community Plan.

Overall, the City is committed to a transportation system that is safe, efficient, and accessible for all modes. The City also aims to shift more trips from private motor vehicles to more sustainable and more space efficient modes of transportation such as walking, cycling, and public transit.

The City's overall General Development Goals support shifting trips from private motorized vehicles to walking, cycling, and public transportation by prioritizing compact urban growth and encouraging mixed-use development. This growth will also be focused on arterial roadways with existing public transit service and gaps in the active transportation network will be filled to provide better connectivity and safety for users.

5.2.1 Roads and Motorized Vehicle Trails

Public roads, handle the bulk of the City's transportation trips. A variety of vehicles rely on the road network such as commercial vehicles, public transit vehicles, emergency service vehicles, City operations and maintenance vehicles, taxis, and private motor vehicles. Many roads also include sidewalks for pedestrians as well as marked and unmarked pedestrian crossings. The road network includes arterial roads, collector roads, and local roads.

The road network will continue to link the City together in a safe and efficient manner. Improvements in road safety for all users will be a priority.

There are also multi-use trails in various parts of the City that are used for snowmobiling and off-highway vehicles such as ATVs. Although the City does not actively maintain these trails, their use by motorized vehicles will continue to be permitted within the municipal bylaws and territorial and federal laws that govern their operation. The City will also work with local organizations and clubs to promote the safe use and enjoyment of these trails.

Planning and Development Objectives	Policies
1. To improve the safety of the road network for all road users.	1-a. High collision areas will be identified and plans will be made to improve these areas.
2. To maintain the capacity of the road network.	2-a. The road network will be maintained in good condition.
3. To reduce vehicle kilometres travelled by 20% by 2025.	3-a. Active transportation and public transit will be promoted by City administration.

5.2.2 Active Transportation Infrastructure

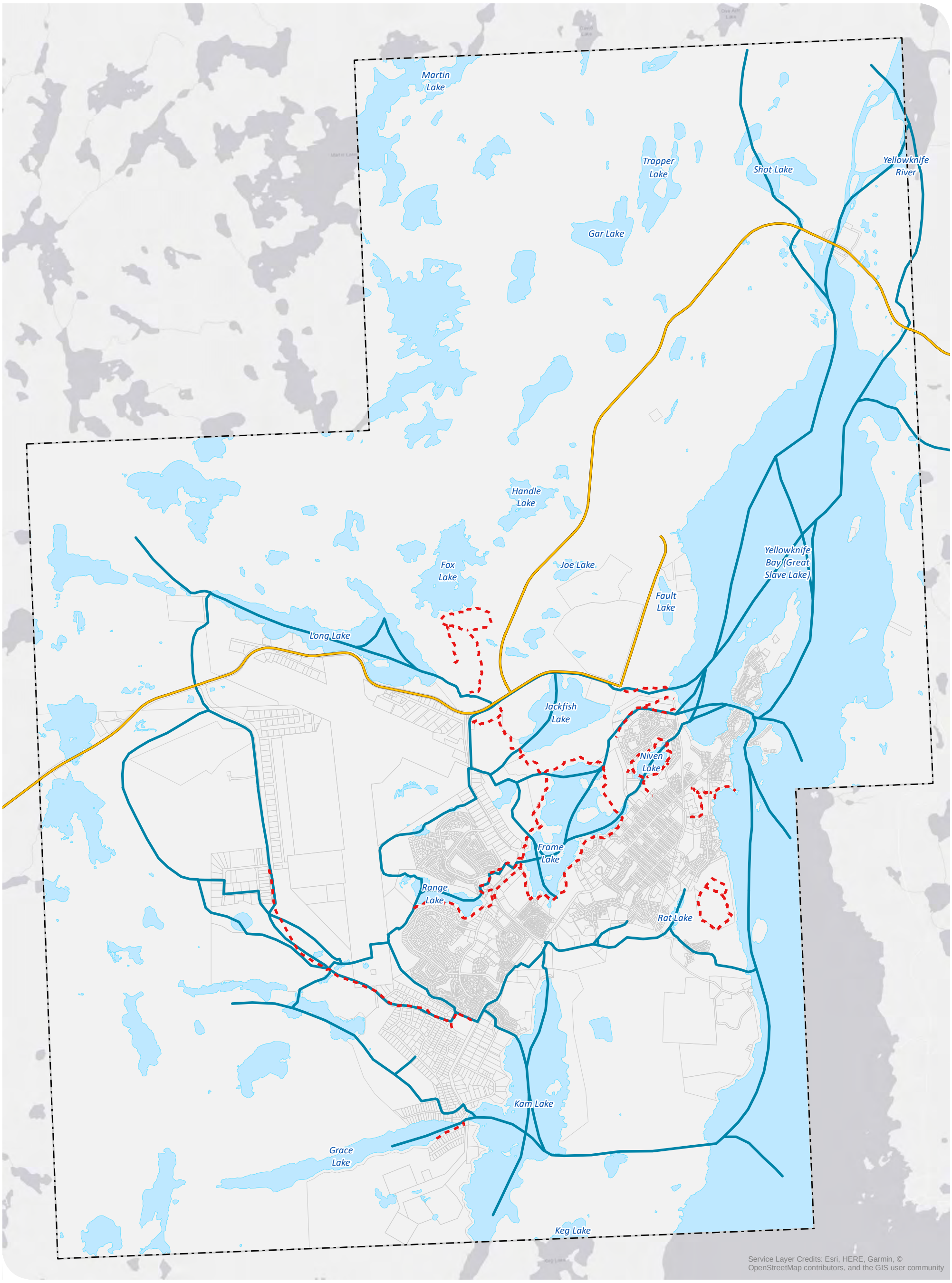
The City has an extensive and varied network of interconnected active transportation routes as identified on the *Trails Map* (**Map 21**). These routes include recreational walking, biking, dog mushing trails and hiking trails. It also includes infrastructure for commuting and other daily activities. This infrastructure includes sidewalks, multi-use paths, painted on-street bike lanes, and separate and raised on-street bike lanes.

Active transportation infrastructure is well used in Yellowknife. A high percentage of people walk to work (20%) and 2.4% of the employed labour force cycles to work compared to the Canadian average of 1.4%.

Despite the relatively high number of commuters walking and cycling to work, compared to the Canadian average, improvements will need to be made to the active transportation network to encourage people to shift from private motor vehicle trips to active modes of transportation. Filling gaps in the existing active transportation network is a priority for the City. The *City of Yellowknife Trail Enhancement and Connectivity Strategy (2018)* specifically lists improvements of the McMahon-Frame Lake Trail network from the Stanton Trailhead to Co-op corner as a high priority to make the trail more accessible and continuous. New dedicated safe and efficient walking and cycling infrastructure for all ages and abilities in areas that are currently underserved by active transportation infrastructure will be a priority.

Dog mushing trails are found in various parts of the City and much of the tourist related dog mushing activities take place on Kam Lake and Grace Lake. Dog mushing trails will be respected and their safe use and enjoyment will be promoted by the City.

Planning and Development Objectives	Policies
1. To address gaps in the active transportation network.	1-a. Safe and accessible active transportation infrastructure for all ages and abilities will be constructed to better connect residential and commercial areas of the City. 1-b. The McMahon-Frame Lake Trail will be improved to make it more accessible for users with varying abilities. 1-c. Better signage will be installed along active transportation networks to assist users with wayfinding.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

TRAILS

MAP 21

Trail
Snowmobile Trail
Highway
Municipal Boundary
Lake
Parcel Fabric

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE, GOVERNMENT OF NORTHWEST TERRITORIES

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:96,355

0 250 500 1,000 m

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PROJECT: 18-7267 STATUS: DRAFT DATE: 2018-10-17

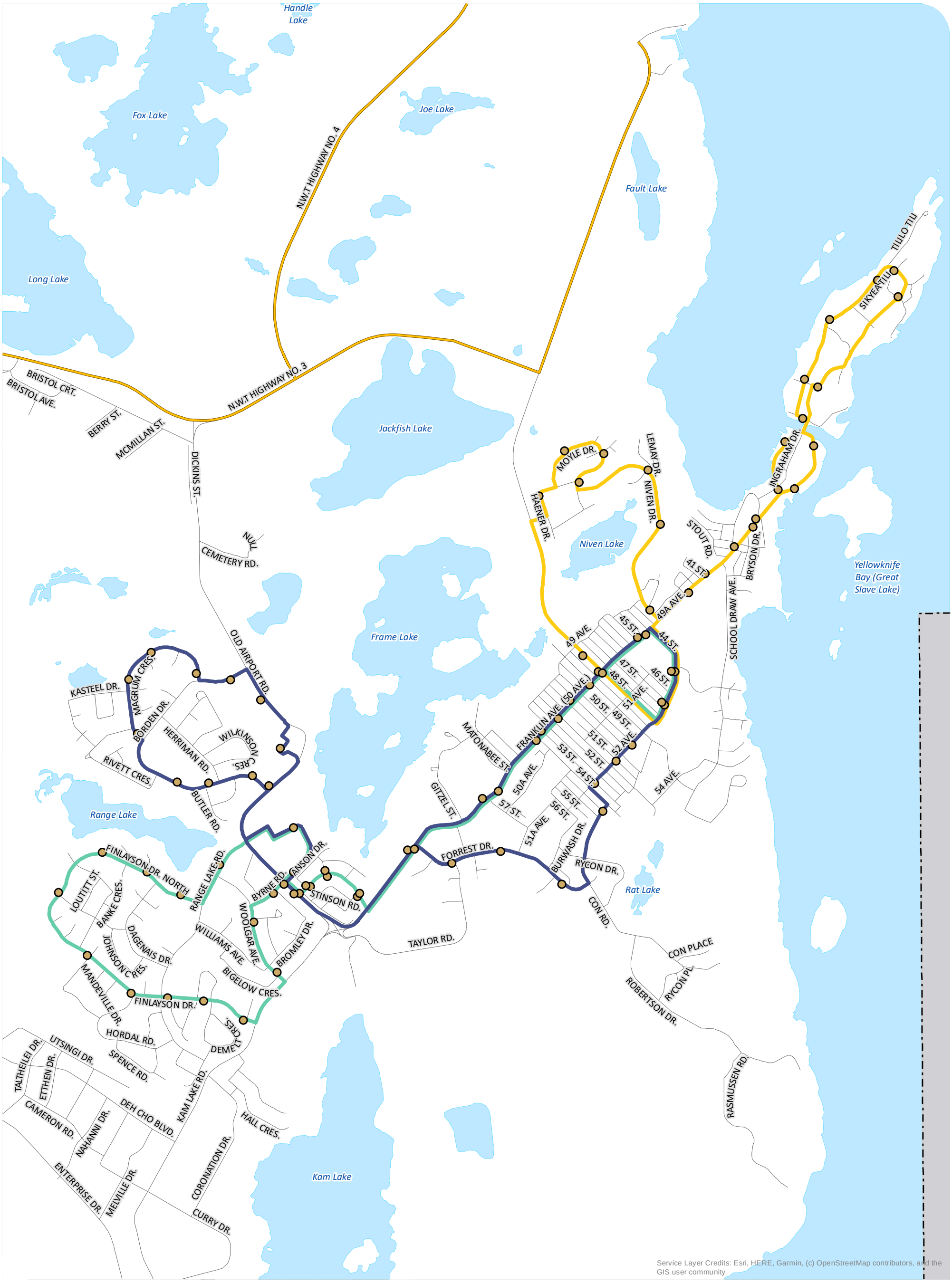
FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\ReportFigures\FigX_Trails.mxd

5.2.3 Public transit

The City's public transportation system, as identified on the *Public Transit Map* (**Map 22**), consists of a bus network with three regular routes and some alternative transportation for special needs. As the City's built form intensifies through infill development, the public transit system will have to improve to accommodate travel demands and support the reduction of private motorized vehicle use.

The City will work to improve public transit service so that it is better able to meet the needs of existing users, attract new users, and make it an attractive alternative to driving a private motor vehicle.

Planning and Development Objectives	Policies
1. To improve experience for public transit users.	1-a. Changes to service hours to better serve public transit users will be considered based on recommendations in the *2019 Yellowknife Public Transit Review*. 1-b. More direct routes will be considered based on recommendations in the *2019 Yellowknife Public Transit Review*.
2. To attract new users to the public transit system.	2-a. Service to currently unserved areas and improvements to underserved areas of the City will be considered. 2-b. Service to the airport will be considered. 2-c. Increased service frequency will be considered. 2-d. Frequent and direct service between key activity areas (Old Town, Downtown, Recreation Hub, Old Airport Road, and Airport) will be considered.



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

CITY OF YELLOWKNIFE

COMMUNITY PLAN

PUBLIC TRANSIT

MAP 22

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Bus Stop
- Route A
- Route B
- Route C

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE

MAP CREATED BY: LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:20,324.91

0 250 500 1,000 m

PROJECT: 18-7267 STATUS: DRAFT DATE: 2019-07-23

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Draft_Plan_July2019\FigX_PublicTransportation.mxd

5.3 Municipal Infrastructure

The City owns and operates a variety of facilities and key infrastructure that is necessary for delivering public services and programs. These facilities are identified on the *Public Amenities Map* (**Map 23**). Facilities and infrastructure include water supply and treatment facilities, water and sewer infrastructure, solid waste disposal and wastewater treatment facilities, and recreational facilities. These facilities and services contribute to residents' health and well-being. They are significant factors that influence the quality of life for residents and visitors. It is essential that they are operated and managed sustainably and that they have sufficient capacity to meet the needs of residents now and in the future.

5.3.1 Water and Wastewater Supply and Treatment Services

The Yellowknife River supplies the City with its drinking water and water for other uses. The water is piped 9 km from the Yellowknife River to the Water Treatment Plant on Yellowknife Bay. The City is in the process of securing funding to replace the water pipe which is nearing the end of its useful life. The replacement of the pipe will take three or four years once funding is in place. The Water Treatment Plant was constructed in 2015 and is designed to satisfy the City's water needs for the next 50 years. The wastewater Treatment Facility primarily consists of a sewage lagoon (Fiddlers Lake) and a wetland filtration area. Once per year, the lagoon is drained through 13 km of wetlands area before reaching Great Slave Lake.

Piped water and waste water services are a significant capital cost. To keep costs low for users, higher utilization of the existing systems is required. Infill development will support better utilization of existing infrastructure. Future expansion of the piped water infrastructure will have to consider the potential utilization and cost effectiveness in relation to the existing systems. Any consideration for extending piped services will consider the recommendations in the *Water and Sewer Expansion Study*.

It is extremely important that the water capacity and quality of the Yellowknife River is maintained to ensure that the City's water needs are met. Although the watershed of the River is outside of the municipal boundary, the area is protected under the *Area Development Act – Yellowknife Watershed Development Area Regulations*. The City will continue to work with other stakeholders to prevent land use activities that could diminish the quantity or quality of water.

Planning and Development Objectives	Policies
1. To maintain quality of drinking water.	1-a. The City will work with stakeholders in Yellowknife River watershed to ensure that land use activities do not negatively impact the quality of water.
2. To ensure sufficient quantity of water supply for City needs.	2-a. The City will work with stakeholders in Yellowknife River watershed to ensure that land use activities do not decrease water supply for City needs.
3. To concentrate commercial and residential development in areas serviced by piped water and sewer services.	3-a. Commercial and residential development will be prioritized in areas with piped water and sewer services. 3-b. Expansion of piped water and sewer network will consider economic,

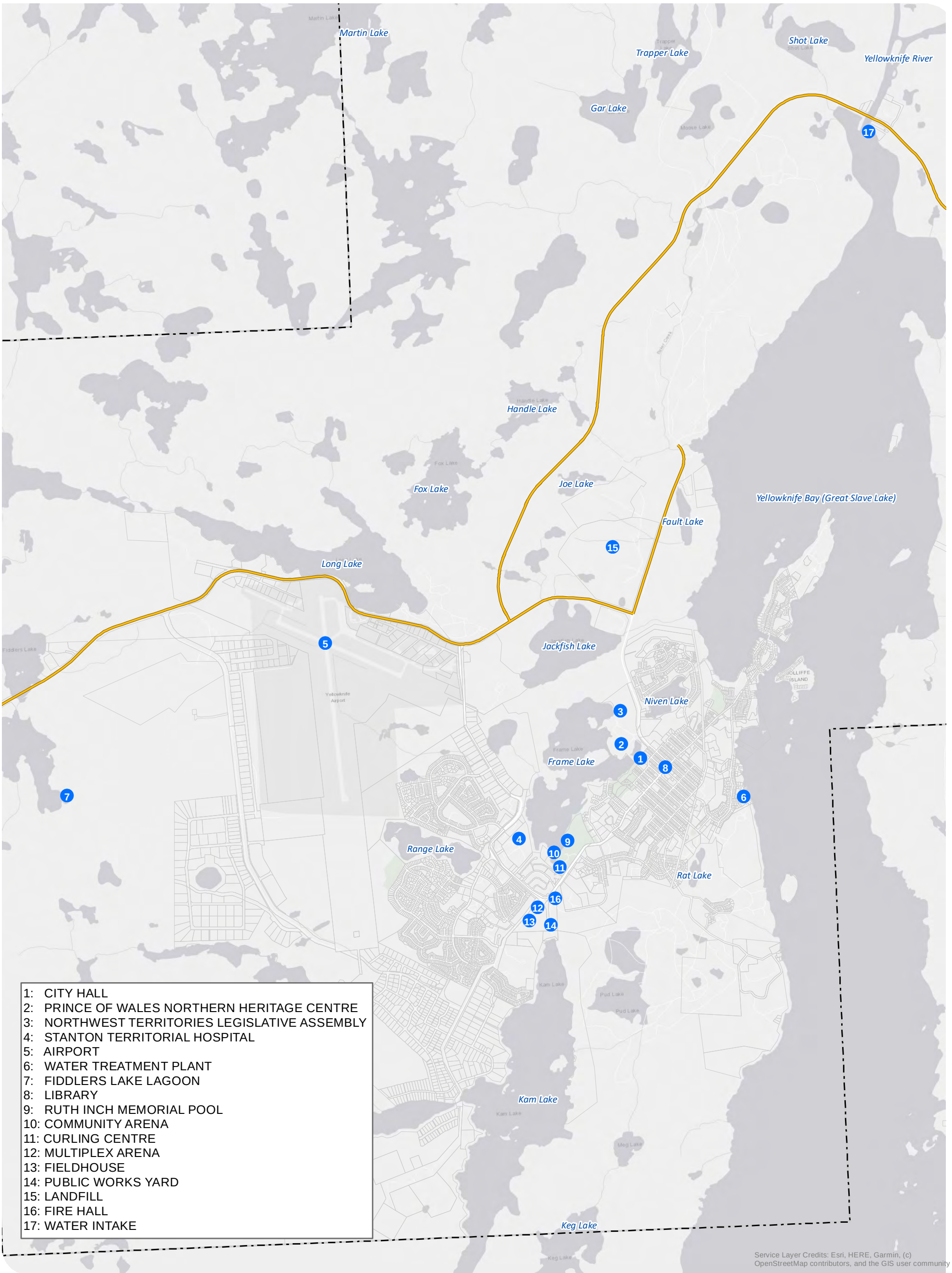
Planning and Development Objectives	Policies
	environmental, and social costs and benefits.
4. To limit residential development in areas serviced by trucked water and sewer services.	4-a. Residential development in areas with trucked water and sewer services will be discouraged.
5. To ensure sufficient capacity of Wastewater Treatment Facilities for City needs.	5-a. The City will not allow uses around the wastewater lagoon that may conflict with its operation. 5-b The City will work with stakeholders adjacent to the wetland treatment system to ensure that there are no conflicting land uses. 5-c. Boundary review discussions, with the YKDFN and the GNWT should consider the City's impacts to the wasterwater treatment.
6. To maintain quality of treated wastewater being released into Great Slave Lake.	6-a. Operations and maintenance practices will comply with any federal and territorial legislation with respect to wastewater treatment and releasing wastewater into a public water body.
7. To limit residential development in areas serviced by trucked water and sewer services.	7-a. Residential development in areas with trucked water and sewer services will be discouraged.

5.3.2 Solid Waste Disposal

The City operates a Solid Waste Facility (SWF). This facility handles almost all of the waste generated in the City. In 2017, approximately 24,000 tonnes of solid waste was landfilled at the SWF. The City is in the process of diverting organic waste from the landfill and processing it so that it can be used as compost. Through its recycling programs and initiatives, the City is also working to divert other streams of waste out of the landfill to extend the life of the existing landfill cells.

The City will ensure that sufficient capacity is maintained at the SWF for future growth. Application for land from the GNWT will be made when facilities reach capacity so that they can continue meeting the waste disposal needs of the City. The City will continue its efforts to divert waste from the landfill through increased composting and separating out recyclable materials.

Planning and Development Objectives	Policies
1. To ensure sufficient capacity of Solid Waste Facility for City needs.	1-a. New sites for landfill cells will be identified and developed prior to existing cells being filled. 1-b. Sufficient land will be preserved for future landfill needs.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

COMMUNITY AMENITIES

MAP 23

Highway

Municipal Boundary

Parcel Fabric

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE, GOVERNMENT OF THE NORTHWEST TERRITORIES

MAP CREATED BY: SCM/LK
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:40,000

0 250 500 1,000 m

N W E S

PROJECT: 18-7267 STATUS: DRAFT DATE: 2019-09-04

FILE LOCATION: I:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig1_CommunityAmenities.mxd

5.4 Subdivision and Land Development Sequencing

Pursuant to the *Community Planning and Development Act* 4.(1)(e), this section provides a policy framework for the sequence in which specified areas of land may be developed or redeveloped to accommodate future land use needs in the short-term, medium-term, and long-term.

As part of the *Community Plan* update, land analysis and modeling was performed to determine how much land would be required for different uses for the next 20 years (see Section 2.3). The City considered existing inventory and available land development opportunities within the built area of the City as well as greenfield areas. Based on these considerations, a set of objectives and policies were developed to guide decisions about subdivision and land development sequencing to meet the future land development needs of the City in an environmentally, economically, and socially sustainable way, as identified on the *Land Development Sequence Map* (**Map 24**).

Area development plans are a tool that the City can use to create more detailed land use plans for a specific area of land. As per section 8 of the *Community Planning and Development Act* the purpose of an area development is to provide a framework for the subdivision or development of land within a municipality. Several area development plans are identified in the land development sequencing. The City may consider an area development plan any time an undeveloped parcel of land is being proposed for subdivision or five or more lots are being subdivided. Objectives and policies for subdivision and land development sequencing are outlined in the table below:

Planning and Development Objectives	Policies
1. To utilize existing infrastructure for land development.	1-a. Vacant lots, both City owned and private, within the built area of the City will be prioritized before greenfield development. 1-b. The City will consult with owners of private vacant land to incentivize development that aligns with the City's general development goals (**Section 3.1.2**).
2. To pursue greenfield redevelopment with consideration to market demand and economic, environmental, and social cost benefit analysis.	2-a. New greenfield development will be prioritized after development consideration is given to policy 1-a and 1-b. 2-b. Greenfield development will occur adjacent to developed areas in a phased approach in order to utilize existing infrastructure for land development. 2-c. A cost benefit analysis on the economic, environmental, and social aspects of new land subdivision will occur prior to greenfield development.

Planning and Development Objectives	Policies
	2-d. Costs and benefits of extending municipal infrastructure and services to new greenfield development will be evaluated before approval is given for new development.
3. To pursue greenfield residential development that aligns with the City's general development goals as described in **Section 3.1.2**.	3-a. Greenfield development will align with the City's general development goals (**Section 3.1.2**)
4. To utilize existing infrastructure for land development.	1-a. Vacant lots, both City owned and private, within the built area of the City will be prioritized before greenfield development. 1-b. The City will consult with owners of private vacant land to incentivize development that aligns with the City's general development goals (**Section 3.1.2**).
5. To pursue greenfield redevelopment with consideration to market demand and economic, environmental, and social cost benefit analysis.	2-a. New greenfield development will be prioritized after development consideration is given to policy 1-a and 1-b. 2-b. Greenfield development will occur adjacent to developed areas in a phased approach in order to utilize existing infrastructure for land development. 2-c. A cost benefit analysis on the economic, environmental, and social aspects of new land subdivision will occur prior to greenfield development. 2-d. Costs and benefits of extending municipal infrastructure and services to new greenfield development will be evaluated before approval is given for new development.
6. To pursue greenfield residential development that aligns with the City's general development goals as described in **Section 3.1.2**.	3-a. Greenfield development will align with the City's general development goals (**Section 3.1.2**)

5.4.1 Residential

The City currently has a variety of vacant lots available for residential development. There are residential lots in Niven, Grace Lake South, the City Core and the Central Residential areas. Some lots are currently for sale and some lots are being prepared to sell. The City will prioritize the sale of these lots for residential development.

In the medium to long-term, the City will pursue greenfield development in the Con Redevelopment Area. The timeline for this development will depend on: 1) the progress of remediation activities in the area; 2) Market conditions; and 3) Costs and benefits of extending municipal infrastructure and services.

Table 3: Residential Land Development Sequence

Priority	Timeline
Dispose of existing parcels in inventory	2020
Focus on infill opportunities in the City Core	2020-2021
Infill opportunities in Central Residential, Niven Residential	2021-2022
Con Redevelopment Area	As demand requires

5.4.2 Commercial

Commercial development will take place primarily in the Downtown and Old Airport Road Commercial designations. Currently there is vacant and under-utilized land in both of these areas. The City is currently working on a Downtown Retail Revitalization Strategy to better utilize vacant downtown commercial retail properties. The City will continue to work with private landowners of vacant and under-utilized commercial properties to incentivize commercial development.

There are also opportunities for smaller scale commercial development on under-utilized sites in Old Town, Central Residential, and West Residential areas.

Table 4: Commercial Land Development Sequence

Priority	Timeline
Old Airport Road – approach current land owners of vacant or underdeveloped parcels to encourage development	2020
Develop incentives for commercial development on under-utilized sites, specifically commercial retail development, in the City Core based on recommendations in from future or on-going *downtown revitalization studies* and the Theia Report	2020-2021
Develop Area Development Plan for Frame Lake West parcel	2021

Collaborate with other departments to encourage sale of parcels in downtown to encourage mixed use commercial/residential	2020-2021
Develop commercial land in Frame Lake West	As demand requires

5.4.3 Industrial

Heavy industrial development will occur in the Engle Industrial Business District. Currently there are several vacant lots available for development in this area. Current demand analysis shows that there is enough industrial land supply to satisfy demand until at least 2035 based on current trends.

In the longer term, once the current supply of land in Engle Industrial Business District is exhausted, future lots will be surveyed to the east of the current development.

Kam Lake will continue to be the primary area for light industrial land uses. As heavier industrial uses continue to re-locate to Engle Industrial Business District from Kam Lake, this will allow for expansion of light industrial uses in the area.

In the longer term, there may be opportunity to subdivide land southwest of Enterprise Drive for light industrial activities.

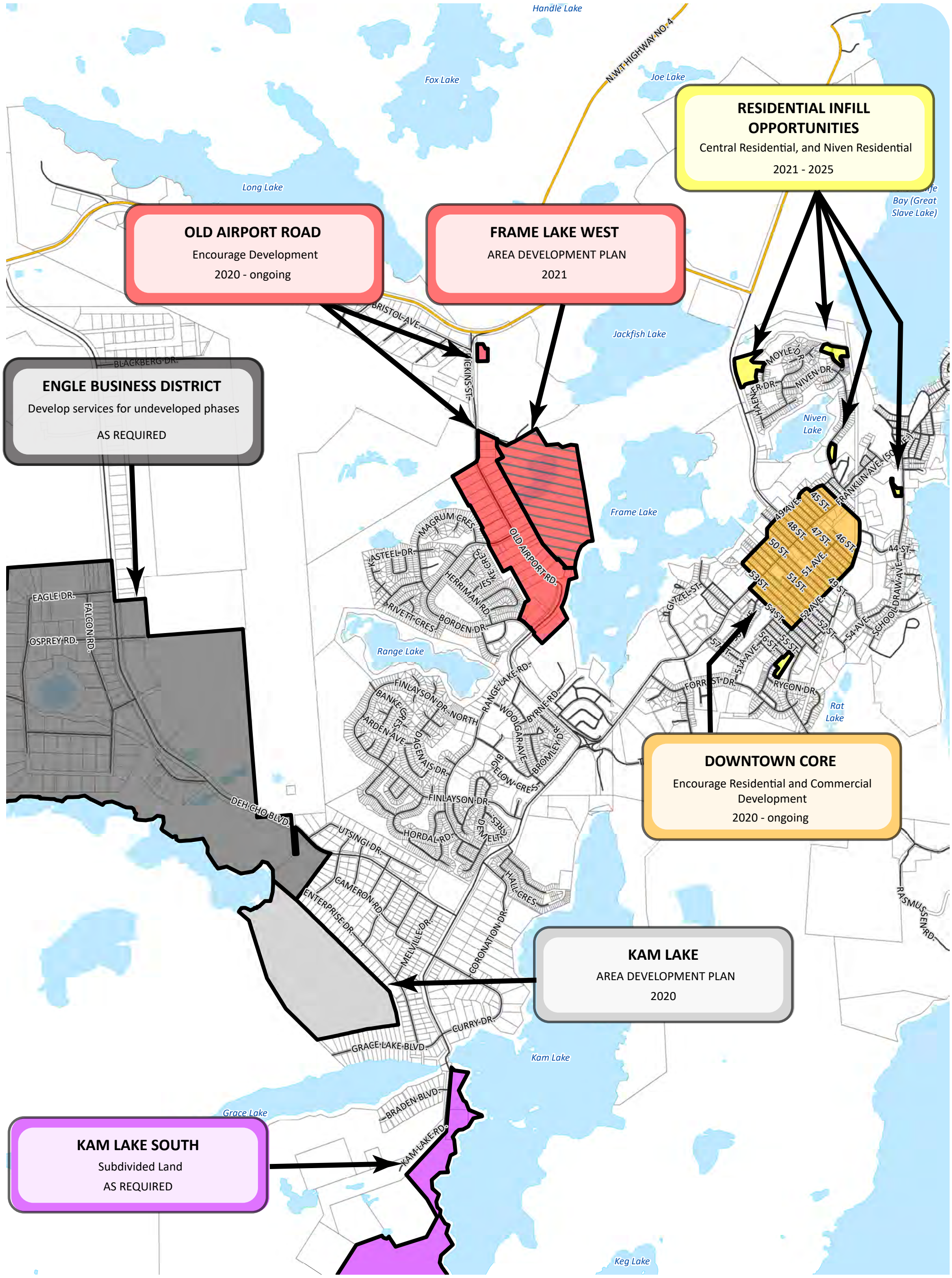
Table 5: Industrial Land Development Sequence

Priority	Timeline
Sell and develop existing parcels in Engle Business District that are already accessible and serviced for heavy industrial use.	2020-2035
Develop services for new un-developed phases of Engle Business District.	As demand requires
Allow for new light industrial uses in Kam Lake as heavier industrial uses relocate to Engle Business District.	2020 - ongoing
Develop an Area Development Plan for the land in Kam Lake that is southwest of Enterprise Drive.	2021
Subdivide land in Kam Lake southwest of Enterprise Drive for light industrial use	As demand requires
Subdivide larger surveyed parcels along the western shore of Kam Lake to create more available lots in Kam Lake South.	2022

5.4.4 Institutional and Recreational

Institutional land uses can be accommodated within the City's existing built area. As part of the City Council's goals and objectives for the revitalization of downtown, any future post-secondary education facility will be encouraged to locate in the downtown designation.

Any future indoor recreational facilities will be encouraged to be located in the recreation hub designation. There is currently enough land in this designation to accommodate the growth of existing facilities or the construction of new facilities.



CITY OF YELLOWKNIFE

COMMUNITY PLAN

LAND USE DESIGNATION

MAP 24

- Municipal Boundary
- Highway
- Road
- Parcel Fabric
- Lake
- Downtown Core
- Engle Business District
- Kam Lake
- Kam Lake South
- Old Airport Road
- Frame Lake West
- Residential Infill Opportunities

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF YELLOWKNIFE, DILLON CONSULTING LIMITED

MAP CREATED BY: LK, RB
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 11N

SCALE 1:25,000

0 245 490 980 m

PROJECT: 18-7267 STATUS: DRAFT DATE: 10/24/2019

FILE LOCATION: G:\GIS\187267 - Yellowknife Community Plan\MXDs\Final_Plan_Sept2019\Fig_Land_Development_Sequence_Boundary.mxd

6 IMPLEMENTATION

Following the adoption of the *Yellowknife Community Plan*, (the *Plan*) it is implemented through two primary mechanisms and processes:

1) Land development by private and public developers; and
2) Supplemental studies or plans undertaken by the City from time to time.

This section of the Plan describes the tools, processes and procedures that can be used to effectively implement the Community Plan.

6.1 Area Development Plans

Area Development Plans provide more detail than the Community Plan on the development of specific areas (such as designation areas addressed in the Plan). They illustrate and provide policies regarding lot division, land uses, densities, means of service, road layouts and circulation, pedestrian movements, greenspace, the phasing of development, as well as other elements as identified by the City.

Area Development Plans are required to follow the objectives and policies set out in the corresponding land use designation(s) in which it exists.

6.2 Zoning Bylaw

Zoning is the principal means for implementing the policies for the Community Plan. The Zoning By-law regulates the use of land, erection and use of buildings and structures, yard requirements, parking and loading space requirements, design standards and similar matters. All new development must conform to the intent of this Plan and the Zoning By-law. Upon the adoption of the Community Plan, Council will initiate the review and update of the existing Zoning By-law No. 4404 to conform to the Community Plan.

In deciding on proposed amendments to the Zoning By-law, consideration shall be given to the following:

- Conformity with the general intent and purpose of the Community Plan; and
- Conformity with the *Act.*

A development proposal that does not comply with the Zoning By-law and cannot be considered by a "minor" variance to the Zoning By-law requires an amendment to the Zoning By-law.

6.3 Subdivision of Land

As per the *Act, "*subdivision means the division of a lot or other parcel of land, the consolidation of lots or other parcels of land, or any other rearrangement of the boundaries of a lot or other parcel of land."

Part 3 of the *Act* provides mechanisms for the subdivision of land, including the ability for the City to adopt a subdivision bylaw that may include provisions such as: "criteria for subdivision and the impositions of terms and conditions for approval of proposed subdivisions or plans of subdivision. Proposed plans of subdivision will be evaluated for the conformity with the Community Plan, Area Development Plans, zoning bylaw or the *Act* and its regulations."

Any proposed subdivision of land that will create more than 10 lots for development or where the land area subject to the subdivision is greater than 2 hectares will require an Area Development Plan pursuant to section 8.4.

The City may require the subdivision applicant to provide at his or her own expense for installation and construction of all necessary public roadways, sidewalks, culverts, drainage, ditches, utility systems, landscaping, parks, trails and other public facilities as may be required.

The City may require as a condition of subdivision approval that the applicant enter into a Development Agreement with the City. The Development Agreement will ensure the provisions of facilities as specified on the approved subdivision plan and ensure that conditions of subdivision approval are observed. The Development Agreement shall be a covenant running with the land. Details of the typical requirements of a Development Agreement will be outlined in the Zoning By-law.

6.4 Reports and Studies

Council may require specific reports and studies, at no cost to the municipality, as part of a comprehensive planning application submission – referred to as a 'complete application'. The reports and studies are intended to provide information pertaining to a subject site and the areas adjacent to it. This is to assist Council and its delegated approval authorities in the evaluation of an application to ensure that it is consistent with the Act and in conformity with the policies of this Plan.

6.5 Integrated Planning

The Community Plan is not independent and separate from other plans and strategies that Council adopts. As stated in section 3.2.3, *The City's Vision and Strategic Goals*, this Community Plan was informed by other City plans, reports and studies. The Community Plan must consider and align with the goals and objectives of other plans, strategies and regulations.

New plans or strategies will be adopted as the City changes and adapts. The Community Plan should be reviewed and considered as part of all other planning processes, outside of the plans listed herein to ensure the goals, objectives and policies of this Plan are in keeping with the spirit and intent of other planning processes. If it is required, Council should review and amend the Plan to conform to those plans.

6.6 Reporting

The 2019 Community Plan sets out objectives and policies to achieve the general development goals set out in section 3.0. The City requires an annual report from the Planning and Development Department that describes how the specific objectives and policies are being met, or advanced, that links to the following year's business plan to focus development where it's needed. Reporting will assist in highlighting the effectiveness of objectives and policies of this plan and contribute to internal and public accountability.

6.7 Public Engagement and Notice

It is crucial that the public is informed and consulted, as appropriate, on various planning proposals and be given the opportunity to review and provide comments on these matters within reasonable timelines. The City may utilize a variety of engagement techniques, including:

- Public meetings of Committees of City Council through statutory public meetings;
- Non-statutory community information meetings for the purpose of informing the public and receiving their input;
- Open house style engagement events;
- Stakeholder workshops;
- Internet-based tools and social media;
- Land use change signage posted on-site;
- Verbal and written submissions to staff;
- Standing Committees of Council and specific purpose committees that may be established;
- Direct consultation with various groups and individuals; and
- Collaboration with other groups and agencies to reach out to engage citizens.

Provisions for public engagement will be appropriate for the intended audience and to the nature and scope of the planning matter being addressed, including physical meeting venues and the use of information technology.

After receiving a complete application for a development project the City will ensure *Notice of Acceptance* of a complete application is provided. For applications made under the Act requiring public notice, the City will provide a *Notice of Application* to the persons and public bodies prescribed under the Planning Act, and make the required information and material available to the public.

In the case of an amendment to the Community Plan, or the adoption or amendment of an Area Development Plan or Zoning By-law, Notice of Public Meeting will be given a minimum of ten days prior to the date of the public meeting. For the approval or revision of a plan of subdivision, or a vacant land or common elements condominium, Notice of Public Meeting will be given a minimum of 14 days prior to the date of the public meeting.

The Yellowknives Dene First Nation are a government and will therefore being engaged by the City as government to government.

6.7.1 Reconciliation with Indigenous Peoples

At the time this Plan was prepared, the City is preparing a Reconciliation Action Plan that will confirm the foundation for how the City will build respectful relationships with, and create a more inclusive representation of Indigenous Peoples in the City of Yellowknife. This includes building government to government relationships with the Yellowknives Dene First Nation and the North Slave Metis Alliance, whose shared traditional lands are the lands where the City is located.

The Reconciliation Action Plan will build on the respectful relationship the City has with the Yellowknives Dene First Nation. It is anticipated that the Reconciliation Action Plan will inform how Indigenous groups are engaged in planning processes.

6.7.2 Duty to Consult

The Government of the Northwest Territories has a legal and constitutional duty to consult and where appropriate, accommodate Indigenous governments and organizations where it considers carrying out a government action that has potential to adversely impact asserted or established Aboriginal and/or Treaty rights. The approval of the Community Plan, and any subsequent amendments under the Act will

trigger the duty to consult. The City recognizes this is a responsibility of the Government Northwest Territories.

6.8 Adoptions and Amendments

The Community Plan is enacted through by-law and any changes to this Community Plan can only be done by amending the by-law in accordance with the *Act.* Recognizing the legislative environment is adapting to the changing climate and socio-political landscape, there may be other territorial or federal legislation that could impact future land use and development. This includes the Akaitcho Land Claim negotiation processes. Changes to legislation that may affect the objectives, policies of this Plan should be considered, and amendments made accordingly.

6.8.1 Current and Future Municipal Boundary

At the time this plan was prepared, the City in partnership with the Yellowknives Dene First Nation are in discussion with the territorial government for reviewing and amending the City's municipal boundary pursuant to the GNWT's Community Boundaries Policy (21.10) and in the context of land constraints and other factors (see section 3.1). Should amendments be made to the boundary, a review of any new land that is incorporated will be completed, including an analysis of the current designations as part of the planning considerations and decision regarding potential amendment of the Plan and associated Zoning By-law.

7 GLOSSARY OF TERMS (DEFINITIONS)

ADFN – Akaitcho Dene First Nations. The ADFN is made of the Deninu Kue First Nation, Lutsel K'e Dene First Nation, Smith's Landing First Nation, Yellowknives Dene First Nation Dettah, and Yellowknives Dene First Nation Ndilo.

Agriculture – Activities related to growing food for human or animal consumption. In an urban context this typically includes community gardens and enclosed irrigated plant production such as greenhouses, hydroponic growing, and vertical farming.

Area Development Plans – A land use plan for a specific area or section of a municipality.

Arsenic Trioxide – A by-product of gold mining. Prolonged exposure to arsenic by humans is toxic and can result in many different types of health issues.

Artisan – Locally made products typically crafted by hand. Includes activities like wood working, stone carving, pottery making, and some types of food production.

Climate Change Adaptation – Actions that prepare for changes, related to climate change that are occurring, or are likely to occur, in the future.

Climate Change Mitigation – Actions that reduce greenhouse gas emissions that cause climate change.

Commercial Land – Land used for commercial purposes like trade, retail, restaurants, accommodation, services and other commercial enterprises.

Commissioner's Land – Land owned and controlled by the Government of the Northwest Territories under the *Commissioner's Land Act*.

Fibrous Asbestos – A heat-resistant fibrous silicate mineral that can be woven into fabrics, and is used in fire-resistant and insulating materials such as brake linings. Asbestos fibers are harmful to humans when inhaled and it is banned as a building material in Canada.

Fire Smart Planning – A land use planning practice to ensure that communities are better protected from the risks of structural fires and wildfires. Typically involves building with fire resistant materials, minimizing fuel sources on properties like dead brush and branches, and creating buffers free of fuels between building structures and forests.

Food and Beverage Processing – Activities related to value added processing of primary food and beverage ingredients. Examples include bakeries, packaged food production, commercial kitchens, canned and bottled beverage production, microbreweries, and distilleries.

GNWT – Government of the Northwest Territories

Greenfield Development – Refers to the development of land that was not previously developed for residential, commercial or industrial purposes.

Heavy Industrial Land – Land used for the manufacture of large, heavy articles and materials in bulk. It involves higher capital intensity than light industry. Heavy industry generally produce goods and materials as inputs for other industrial or commercial processes.

Horticulture – Activities focused on cultivation of plants including vegetables, herbs, flowers, trees, grass and shrubs. Typically horticulture activities take place in enclosed gardens.

Institutional Land – Land that serves a community's social, educational, health, and cultural needs. This includes land uses like schools, health facilities, museums, libraries, and community halls.

Land Use – Refers to the types of activities that occur on land. There are various land uses such as commercial, industrial, institutional, recreational, residential, and open space.

Land Use Designation – Any area specified for defined types of land use activities, both current and planned, in different areas of the City.

Leapfrogging – Non-contiguous development of land.

Light Industrial Land – Light industry is typically less capital intensive than heavy industry. Generally produces smaller consumer goods for end users rather than products for other businesses.

Manufacturing – The production of products for use or sale using labour and machines, tools, chemical and biological processing, or formulation.

Mixed-use Development – Land with a variety of uses mixed together. Common mixed uses include mixes of residential and commercial uses.

MLS – Multiple Listing Service. A database used in real estate to gather information about real estate transactions.

NWT – The Northwest Territories.

Objective – Measurable goal or target.

Open Space and Recreation Land – Land used for recreational activities like organized sports, walking, hiking, cycling, and other types of recreational activities. In some cases land is left undeveloped in a natural state for public use.

Places of Worship – Facilities or areas used for religious gatherings.

Policy – Proposed decision or action.

Residential Land – Land used for the development of human dwellings. Encompasses a variety of dwellings such as single detached dwellings, attached dwellings, low-rise multi-unit dwellings, and high-rise multi-unit dwellings.

RCMP – Royal Canadian Mounted Police.

SWF – Solid Waste Facility. Used for the disposal or processing of solid waste. Common types of solid waste facilities include landfills, organic material processing facilities, recycling facilities, and incinerators.

Tiny Homes – Small dwellings smaller than 400 square feet (37 metres squared). In many cases tiny homes are mobile and not fixed to the ground.

As amended by By-law No. 5102 May 12, 2025

Work Camp – definition deleted.

WTE – Waste to energy facility. These facilities convert various kinds of waste such as plastic, wood, or human waste into energy such as heat and/or electricity.

WTF – Wastewater Treatment Facility. A facility used to treat wastewater from homes, businesses, industry and other water users.

YKDFN – Yellowknives Dene First Nation.

Zoning Bylaw – Specifies the permitted uses and the required standards for each zone in a municipal area.