

CITY OF YELLOWKNIFE

BY-LAW NO. 3213

A BY-LAW of the Corporation of the City of Yellowknife to adopt the General Plan for the City of Yellowknife;

PURSUANT TO:

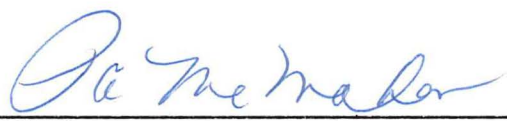
- a) Sections 25 to 29 inclusive of the Planning Act, R.S. N.W.T. 1974, C.P-8,
- b) Due notice to the public, provision for inspection of this by-law and due opportunity for objections thereto to be heard, considered and determined; and
- c) The approval of the Commissioner of the Northwest Territories, certified here under.

WHEREAS The council of the Corporation of the City of Yellowknife deems it desirable to adopt the General Plan by by-law;

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF YELLOWKNIFE, in meeting duly assembled, enacts as follows:

- 1. This By-law may be cited as the General Plan By-law, 1988.
- 2. The General Plan for the City of Yellowknife, comprising the attached Schedule "A" and Maps 1 through 11 inclusive is hereby adopted.
- 3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a First Time this 22nd day of February, A.D. 1988.




 MAYOR

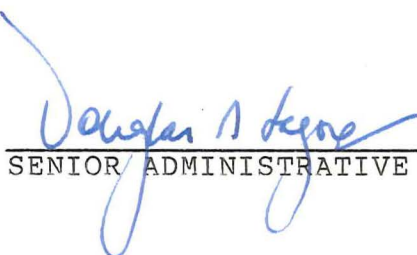


 SENIOR ADMINISTRATIVE OFFICER

READ a Second Time and Amended this 24th day of October, A.D. 1988.



 MAYOR



 SENIOR ADMINISTRATIVE OFFICER

APPROVED by the Minister of Municipal and Community
Affairs this 2 day of December, A.D. 1988.

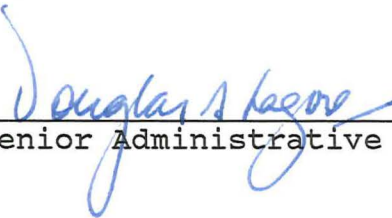


Minister,
Municipal & Community Affairs.

READ a third time and finally passed this 12th day of
December, A.D. 1988.



Mayor



Senior Administrative Officer





City of
Yellowknife

GENERAL PLAN 1988

NOVEMBER 1988

Submitted To:
CITY of YELLOWKNIFE

Prepared By:
REID CROWTHER & PARTNERS LIMITED
Engineers, Planners & Scientist

KEITH DRIVER & ASSOCIATES LTD.
Urban and Regional Planners

Nichols Applied Management
Economists

November 1988
49 133

SCHEDULE "A"
CITY OF YELLOWKNIFE
GENERAL PLAN 1988

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I INTRODUCTION

YELLOWKNIFE GENERAL PLAN 1988

I

INTRODUCTION

Through its legislation, the Government of the Northwest Territories, requires communities to prepare a General Plan every five years. Yellowknife's last General Plan was prepared in 1982. This present document is a review of activities that have occurred during the past five years and establishes a direction for the community for the next five years. In addition, one of the primary reasons for this General Plan has been to look at future growth of the City, in order to identify potential areas for development over the longer time frame.

In February 1987 the Council of the City of Yellowknife approved the appointment of Reid Crowther and Partners Limited, Engineers, with Keith Driver and Associates Ltd. and Nichols Applied Management, Economists and Management Consultants to carry out the preparation and updating of the Yellowknife General Plan.

The process that is being followed is consistent with the requirements of the G.N.W.T. legislation in that a review and updating of the General Plan must be done every 5 years. The process has now been completed and a new Yellowknife General Plan is presented to the City Council for approval as a new Bylaw, setting policy for the development of this City for the next five years. All growth and development for the duration of this Plan shall be in accordance with the intent of the Plan as reflected in the goals, objectives, policies and accompanying maps.

The separate Zoning Bylaw, when amended, becomes the main implementation tool for the General Plan. However this is not the only tool that will assist in this implementation. Other tools include:

- City and Territorial land ownership,
- Development Plans and Detail Plans of Subdivision,
- Master plans such as the Recreation Master Plan,
- the Five Year Capital Development Plan,
- proposed studies such as the Highway #4 Corridor Study, The Pineridge Road routing plan, a Downtown Development Plan, the Review of the Trail System, the Heritage Policy and others, will all assist as implementation strategies related to individual and specific aspects of city development.

I.1 What is a General Plan

The **General Plan** is both an anticipatory as well as a policy document. That is, it looks forward to the future and tries to anticipate what the City will be like in five years time; it anticipates the need for various facilities and identifies where the City can develop in an orderly fashion, all in keeping with the available funds and as far as possible in keeping with the wishes of diverse and ever-changing public opinion.

It is a policy document in that, by setting **goals and objectives** and then indicating **preferred policies** which will have the effect of achieving those goals, the **Council of the City of Yellowknife** sets in motion actions that hopefully will achieve the intended form of physical City that the General Plan has identified. These goals and policies cover all aspects of the City in terms of its physical growth, development and design, but they also address and aim at achieving many social and economic goals.

Fundamentally, the **General Plan** sets the goals to be achieved and the manner of achieving those goals (policies). In fact, the goals and policies may not be very different from what they have been in the past. Reinforcement of already identified worthwhile goals is just as important as setting new ones.

Three major concerns were identified as being the prime reason for the focus and update of this **Yellowknife General Plan**. They were:

- that a decision, identifying appropriate and reasonable areas for long range growth was needed,
- that the selection of growth areas recognized the uniqueness and individuality of the location, the role the City plays as the centre for Government and development of the N.W.T., and of the interests and suggestions made by the residents of the City, and
- that there was a need to establish the initial parameters and requirements for Land Claims negotiations and determination.

I.2 The Process

In order to achieve the general objectives set out above, a study process was adopted;

- that reviewed available reports, plans, studies and other literature relating to the City of Yellowknife, as background material and in some cases for direct adaptation,
- that included a program that undertook to discuss with and listen to the General Public of the City of Yellowknife in order to identify the concerns and interests of the residents. Four opportunities were presented for public involvement. They were;
 - a series of Public Meetings including formal Public Hearings at the reading of the Bylaw,
 - a Telephone Survey designed to solicit a broader range of public opinion, providing a statistical method of measuring the relative importance of the issues raised at the public meetings,
 - private meetings with public groups and with individuals from all segments of society, and
 - an Information Booth at the Annual Spring Trade Show held in May 1987.
- that reviewed the existing land uses and development throughout the City to bring the current Land Use Map up to date,
- that obtained direction from the General Plan Steering Committee and the Managers of Departments within the City Administration, and
- that reviewed and adjusted preliminary drafts of the General Plan before the formal set of public hearings were undertaken.

Details of this program and the information generated are to be found in the **City of Yellowknife General Plan. 1988 - Background Document.**

I.3 Growth and Future Development

In any community one of the major concerns is the future settlement pattern, and, in a rapidly growing community, the selection of appropriate growth areas.

Just where does one grow? Is that the best choice? Is it the most economical choice? Does it really match the

desires of the community for say, a more compact community or a more spacious community?. Does it affect daily traffic flow, or imply more expensive services? Yellowknife is located in a most interesting and in some ways inspiring landscape, therefore will future development take advantage of that uniqueness? How is advantage taken of modern conveniences like the automobile without also adopting methods other cities have used to control it? Is it possible to develop a unique way to design a City? Should buildings be built that look and are built the same way as buildings elsewhere on the continent, or can they be designed to accommodate the unique northern climate and location? How is this uniqueness used to make the City more livable throughout the year?

The General Plan is intended not just to answer these questions but to point a direction that may result from answers to these questions. To do this;

First, it was necessary to understand the existing City, identify various options for growth and then analyse these options in terms of their serviceability, and their influence on the overall design of the city - its image, the scope, the population, and the selected design advantages against other options,

Second, the analysis attempted to understand the diverse and unique attitudes of the residents of the City in order to "build into" this plan, their specific concerns and interests,

Third, it was necessary to establish a number of realistic thresholds for population growth such that the areas for long range development could be sized and selected to accommodate this growth, while at the same time meet the expressed concerns by the public for the range of servicing systems, range of development patterns, and integration of open space into the fabric of the resulting community. The three thresholds selected were population levels of 15,000, 25,000 and 35,000 people. (A more detailed analysis of population projections has been provided in the General Plan Background document.)

Fourth, it was necessary to identify goals and objectives that could be translated into policies that could be implemented during the next five years.

These four steps have helped identify the areas of growth, together with justification and the identification of limitations.

In the past, when the General Plan has identified growth directions it has been with the assurance that some reasonable opportunity will be afforded the City by the Territorial Government to acquire the land needed in its long term goal for development within the City boundaries. This General Plan should allow for similar opportunities.

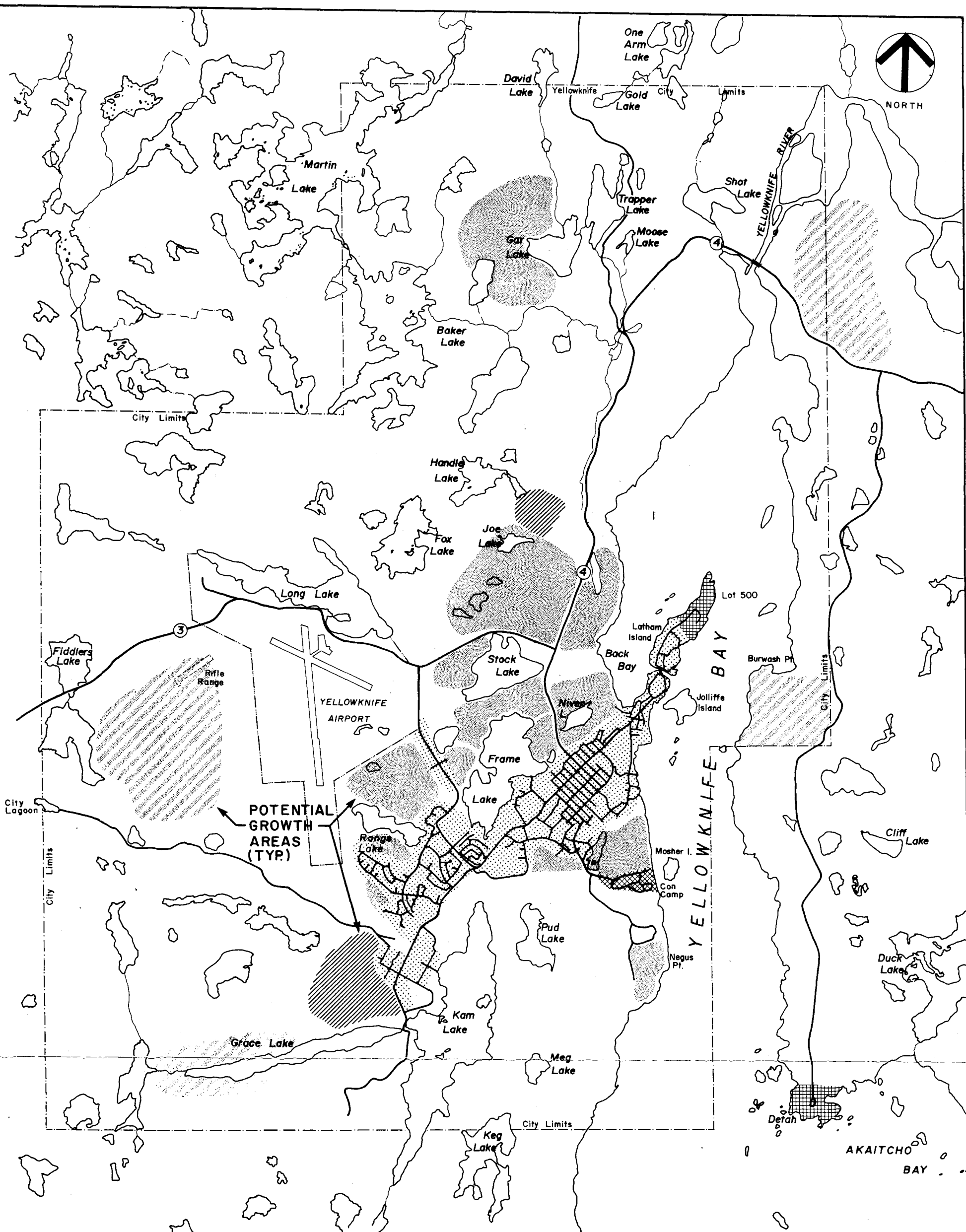
The other focus of the plan was to recognize that Yellowknife is the Capital of the Northwest Territories and as such plays an important role in the activities, government and social-economic life of all residents of the Territories. The City becomes the focal points for Government and Government Program development and action, for the provision of support services for the Northwest Territories, as the central focus for commercial activity, and the centre from which most daily life activities are influenced or controlled. Yellowknife is the central and dominant community in the Northwest Territories, and as such provides the primary focus for business, employment, government and social activities in the north. This focus has to be recognized in the Yellowknife General Plan.

I.4 The City at 35,000 Population

The approach taken has been to initially recognize the highest population and then determine the form or pattern of development that should be achieved to meet this population level. (See "Potential Growth Areas Plan", Map 1 and "The 35,000 Population Level Plan", Map 2). The second aspect was to then determine the phasing or sequence of development that would achieve this pattern and at the same time accommodate the two intermediate threshold levels. See "Residential" Map 3 for Phasing.

Four things have dictated the City's form at this population threshold. They are:

First, the need to search for alternative directions of growth now that development to the southwest (Frame Lake South) is substantially completed, and cannot be extended further without being seriously impacted by the Airport and vice versa. This required looking at both the potential for satellite community development as well as growth on the periphery of the existing city. In the latter case, the growth would be in a direction different from the current southwest-northeast line.



POTENTIAL GROWTH AREAS

Reid Crowther

Reid Crowther & Partners Ltd.
Engineers-Planners-Scientists

KEITH DRIVER AND ASSOCIATES LTD
urban and regional planning consultants

LEGEND



CITY LIMITS BOUNDARY
AIRPORT BOUNDARY
HIGHWAY / ROAD
LAKE
STREAM
INTERMITTENT STREAM

DEVELOPED AREAS - CITY SETTLEMENT

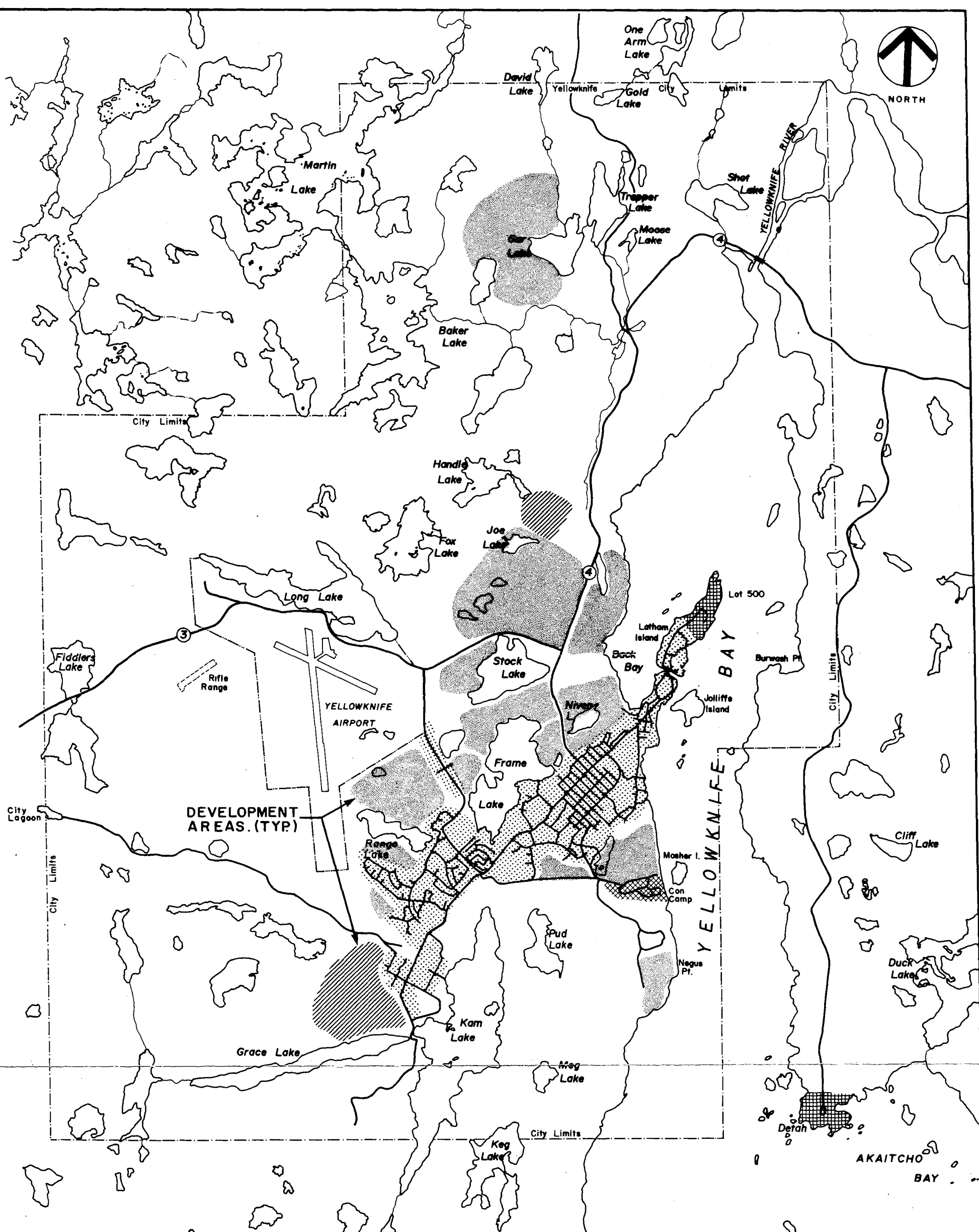


CITY OF
YELLOWKNIFE
GENERAL PLAN-
1988

MAP No.

1

CAL 1982



**35,000 POPULATION
DEVELOPMENT**

**Reid
Crowther**
Reid Crowther & Partners Ltd.
Engineers-Planners-Scientists

KEITH DRIVER AND ASSOCIATES LTD
urban and regional planning consultants

LEGEND

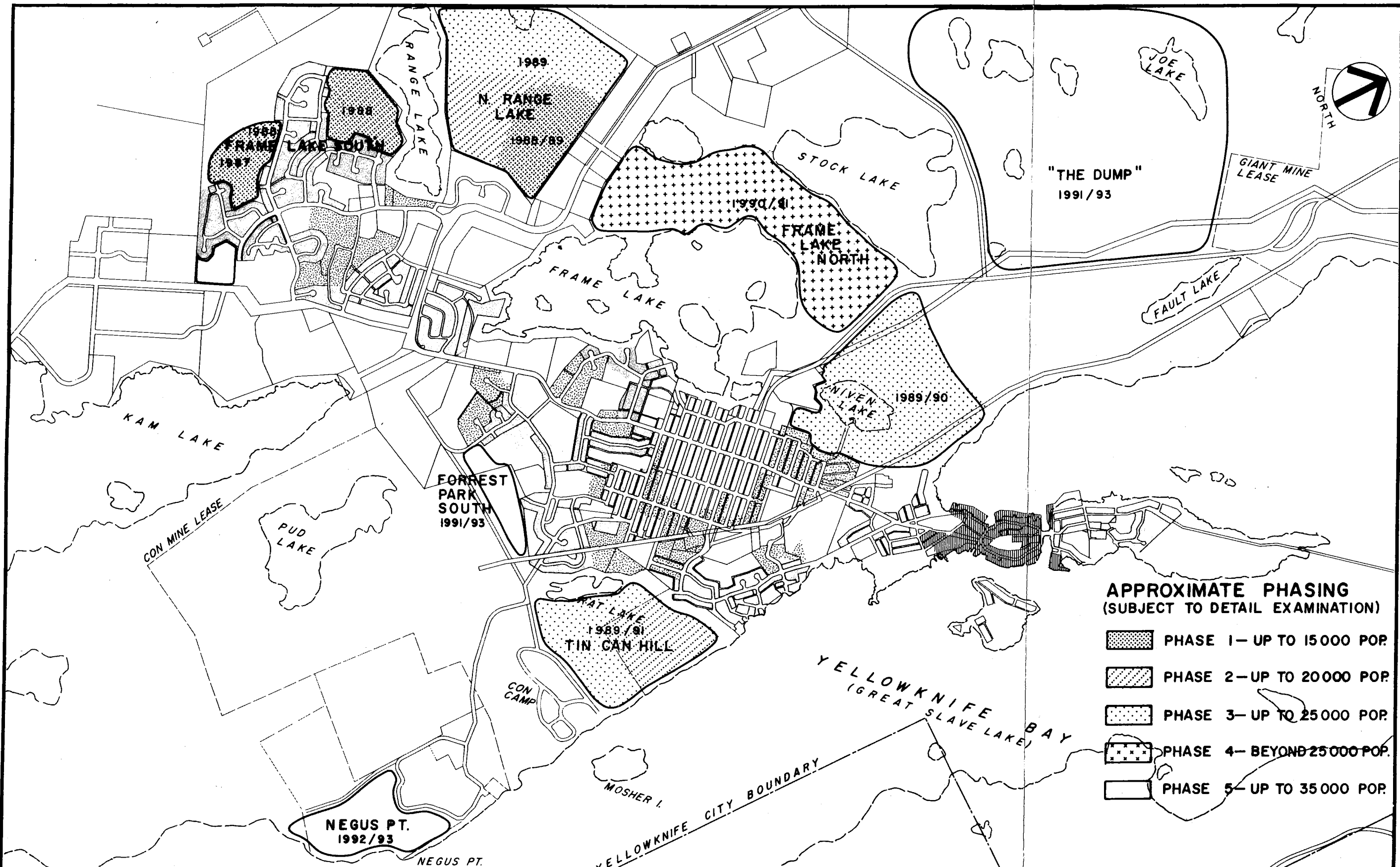


- CITY LIMITS BOUNDARY
- AIRPORT BOUNDARY
- HIGHWAY / ROAD
- LAKE
- STREAM
- INTERMITTENT STREAM
- DEVELOPED AREAS - CITY
- DEVELOPED AREAS - SETTLEMENT

CITY OF
YELLOWKNIFE
GENERAL PLAN-
1988

MAP No.

2



**APPROXIMATE PHASING
(SUBJECT TO DETAIL EXAMINATION)**

- PHASE 1—UP TO 15000 POP.
- PHASE 2—UP TO 20000 POP.
- PHASE 3—UP TO 25000 POP.
- PHASE 4—BEYOND 25000 POP.
- PHASE 5—UP TO 35000 POP.

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CITY OF YELLOWKNIFE
GENERAL PLAN - 1988
RESIDENTIAL

- LEGEND:**
- EXISTING RESIDENTIAL
 - HIGHER DENSITY
 - OLDTOWN MIX
 - FUTURE COMMUNITIES
- NOTE: AREA DESIGNATION NOT PRECISE
(INCLUDES S.F., M.F., SCHOOLS, PARKS,
RECREATION, INSTITUTIONAL, NEIGHBOURHOOD
COMMERCIAL & OTHER NEEDED USES.)

SCALE:
100 0 500 1000 metres

MAP No. 3

Second, the need to preserve and integrate development into a comprehensive open space system where the essential quality of northern living in close proximity to the natural terrain is preserved and enhanced. This required identifying and selecting locations for open space areas and identifying reasons for its retention and ultimate development as open space.

Third, the need to consider alternatives to current housing and servicing systems.

Fourth, the need to develop a rational transportation and servicing infrastructure system to support this development while at the same time attempting to resolve some of the current and foreseeable traffic problems that exist or have been identified within the present city.

The primary goal of the full development scenario is to establish a rational expansion of the present city into one that has:

- a central focus,
- a rational open space and park system that allows for continuous linking of recreation and natural open space throughout the City that has local recreational needs identified within each Development Scheme area,
- a major road pattern that provides easy access to all parts of the city,
- a servicing system that is consistent with the need for proper health and safety requirements, while at the same time recognizing the inherent cost and terrain problems that might compromise these objectives,
- a rational distribution of major land uses such that the City can provide both work centres as well as residential areas, and recreation areas that are easily accessible to all residents,
- a major commercial central business centre, with appropriate neighborhood commercial centres, and
- access to the hinterland and recreation areas surrounding the City.

Of equal importance to the design of the City was the need to recognize that the Native peoples have a stake in the City, as residents of the City. In essence the overall design is intended to be the best planning solution given all the constraints, diverse interests and requests.

I.5 The Concept Plan

The description of the Concept Plan for a City which meets the 35,000 Population (See Maps 2 and 4) is set out below. It follows the seven points made above as modified by the interests and concerns expressed by the public through the public participation process.

I.5.1 Frame Lake Institutional Park

The Concept for the future City of Yellowknife is focused on Frame Lake as the Institutional Centre and Open Space Central Park. At the present time there are some five or six major Institutional uses located around this lake (the City Hall, the Heritage Centre, the R.C.M.P. Offices, the DND office building, two arenas and the new Hospital. Soon a new Swimming Pool and Curling Rink will open, and there is a possibility of the redevelopment of the DND building. Proposed, but with no clear time frame, is a Territorial Capital Centre adjacent to the Heritage Museum.

To maintain and strengthen this central focus, it is intended that other Institutional uses should be located in this area (such as a possible post secondary education or research centre). The Frame Lake Institutional Park should become the central feature and focus of the City in the future.

I.5.2. Open Space

The second feature of the long range plan is the open space system. Here, while certain general areas are suggested, there is no firm determination of the width and nature of each area of open space, except that, in general, the system should;

- give access to the waterfront where possible,
- use those areas that appear to be natural open space areas (with some flexibility regarding surrounding uses and actual uses within the open space system), and

- endeavour to link all parts of the City into one comprehensive open space system.

The City has the opportunity to ensure the retention of these areas for open space as new development is approved and proceeds. In addition, the open space system should contain where possible (although not exclusively) other recreational uses such as playing fields, trails and passive parks, recreational buildings needed both at a City-wide and local neighborhood level. In addition to the open space system, there has to be identification of recreational needs in each new development area. These recreational facilities could be separate from or attached to the major open space system.

I.5.3 Transportation

The major road pattern becomes the base generator of future development areas, and as such should be designed now to at least reserve the necessary right-of-way for future road widening when development occurs or when additional development is built on the system. The major traffic system must also be designed as far as possible to prevent major traffic congestion points, although with the present major road pattern, some of these problems may not be entirely eliminated. The major road system is based on a series of loops that allow two alternative systems providing access to all parts of the City when fully developed. (It is important to note that over the course of development to the 35,000 population level, some of these roads will take more traffic than they are ultimately designed for, but these should be short term problems in the course of achieving long term solutions.)

The major traffic concern identified as a result of the plan for 35,000 population threshold is the access to the downtown area from the north (Highway #4). There is both a need to widen the road as it enters the downtown adjacent to the Explorer Hotel, as well as find alternative downtown access points such as 49th Street and/or in the area of 43rd Street.

I.5.4. Servicing

The need to provide all necessary services to each development area is consistent with the requests made by the

public. However, the residents of Yellowknife also made a secondary request (about 20% - see Phone Survey in City of Yellowknife General Plan 1988 - Background Document) for alternative servicing systems (trucked services).

The terrain and access to each new development area proposed does not always allow for the normal or easy expansion of existing services, nor does it allow on all occasions for the development of separate but similar services. Thus each area needs to be examined separately to determine the servicing system most suited to it. It is also necessary to establish the costs associated with the provision of those services and how they are to be recovered. This should be undertaken at the Development Scheme Stage or during the process that precedes the selection of a Development Scheme Area.

The system proposed recognizes that major water reservoirs and sewage lift stations need to be built to accommodate development. The preliminary needs for services for each development area have been identified together with the essential nature of that service (piped or trucked). The number of reservoirs and sewage lift stations as well as the major trunk distribution or collection systems (including the impact on existing systems) has been identified.

I.5.5

Land Use

The pattern of land use identifies:

- a central business district,
- an Institutional Central Park around Frame Lake
- residential development north and northwest along the present Highway #4 towards the Giant Mine as well as south and southeast into Tin Can Hill and further south into the Negus area. Some satellite residential development may be considered at a number of locations (Burwash Point, the River Crossing, the west side of the Yellowknife River Crossing, Gar Lake, Grace Lake in the south, west of the Airport and in other areas not currently identified).

The maximum area required for development to the 35,000 population threshold may include satellite development.

All potential satellite development areas around the City need to be examined from the point of view of topography, soils, groundwater, vegetation, environmental sensitivity, access, water quality and the potential to be serviced through complete or partial servicing systems, in order to determine more precisely the design suitability of "satellite" development. At the present time, this kind of detail is not available, thus, the selection of "satellite" areas is only suggested and is based solely on some knowledge of suitable soil conditions. Specific proposals for "satellite" development must be accompanied by this type of information in order for the City to assess their feasibility.

- Industry development would continue in the Kam Lake Industrial Subdivision, along Airport Road, and at the Airport itself, although there may be a need for an additional industrial area by the time the population reaches 35,000 population level.

One of these industrial areas should be located north of the Dump area providing an alternative employment destination and thus alleviating heavy traffic on the major road system. In addition, there would be an expansion of the existing Kam Lake Industrial Park to accommodate similar and other industrial developments.

The Airport Planning Staff have also requested additional development areas for Airport Industrial uses adjacent to the Airport. Two locations are suggested - a small area with difficult access would be adjacent to the City's Airport Industrial Area and the second location would be on the west side of the Airport. Discussion with the Airport Planners should be continued with a view to developing a mutually satisfactory solution to this request.

I.5.6 Central Business District (C.B.D.)

The Central Business District should be the focus of all commercial retail and service business within the City. There will inevitably be a need for Neighborhood type commercial developments in outlying residential areas, but the primary focus for commercial activity should be the downtown area. In addition to this focus, there should be an encouragement to develop the downtown for a mixture of uses, not just retail service and office commercial. Residential

uses should be encouraged particularly along the south and west edges of the C.B.D. allowing the development of higher density development than currently exists. This is a function of the market but also the establishment of an appropriate development climate would encourage development and redevelopment of commercially focused outlets. The C.B.D. should also focus on a system of circulation for both pedestrian and automobile alike, through the provision of adequate parking within or adjacent to new developments, and the provision of specific links between buildings whenever possible.

I.5.7 Access to the Hinterland

Two aspects are covered under this heading. They are, development other than normal urban development contained within the boundaries of the City, and development occurring outside the City boundaries.

There are many important land uses located outside the built up area of the present city - the Giant and Con Mines, the Oil Tank Farm, the Golf Course, Ranch and Dairy Farm just to mention a few. In addition there are a number of areas that have been identified as being good deposits of granular material. It is important to recognize the potential conflict between the need for granular material and the fact that the areas where these deposits occur are also the most suitable areas for future development, given the fact that it is much easier and cheaper to install underground services in such soils. In addition the present solid waste disposal site is proposed for long range future development. There is a need to find a new site and to relocate this facility.

To accommodate legitimate requests for uses of land outside the general built up area of the City, determination should be made on the basis of merit at the time that the request is made, considering that the potential development areas outlined in the Concept Plan should not be compromised.

In terms of development outside the City, (permanent residential establishments on the Ingraham Trail, mining and quarrying operations), the City has no control over what may be proposed or approved. However, the City becomes the only agency at this time required to provide some level of service to each of these uses and developments, (roads, library, schools, hospital service and such) while at the

same time receiving no compensation for the provision of these services. This area is also the playground for many permanent residents of the City and is used by many on a daily basis, thus access to this area should be maintained.

In recognition of the City's legitimate long standing interests in this adjacent area, the City should request of the Territorial Government, a method of referral and consultation relating to all applications for lease and/or development within this area, so that the issues and concerns can be effectively dealt with.

I.5.8 Phasing

While the "35,000 Population Level Plan" Map 2, and the "Land Use" Map 4, are designed to recognize long range development and from it identify areas (i.e. the Highway #4 entrance to the Downtown) that need to be protected as the City grows, phasing of development has been identified in only very general terms and scaled to match approximately the 15,000, 20,000 and 25,000 population thresholds. See "Residential" Map 3.

G GOALS AND OBJECTIVES

G GOALS AND OBJECTIVES

This section of the General Plan, extrapolates from the Concept preceding the major Goals and Objectives together with the attendant Policies.

G.1 Overall Goals and Objectives

Notwithstanding the need to resolve and finalize land claims negotiations, the Council of the City of Yellowknife wishes to address the growth and development of the City as a whole.

Council's primary and overriding objectives therefore are:

G.1.1 Goals and Objectives

G.1.1.1 To provide an Urban and Rural environment that reflects the needs, desires, aspirations and collective views of the Community, both now and in the future.

G.1.1.2 To ensure that growth and development takes place in a logical manner consistent with the economic capability of the City and its residents.

G.1.1.3 To ensure that there is a rational distribution of land uses.

G.1.1.4 To ensure that land development occurs in the most economical and responsible way possible, consistent with good land development practice.

G.1.1.5 To recognize that the northern location of the City and the unique terrain should be reflected in the detailed planning and design of the City.

G.1.1.6 To ensure that future development occurs with due regard to the health, safety and welfare of the residents.

G.1.1.7 To promote a sense of unity within the community.

G.1.1.8 To reflect the role of the City as the Capital of the Northwest Territories, as the focal point for Government and Government Program development and action, for the provision of support services for the Northwest Territories, as the central focus for commercial activity, and the centre from which most daily life activities are influenced or controlled. The City must reflect its central and dominant role in the Northwest Territories, which provides the pri-

mary focus for business, employment, government and social activities in the Northwest Territories.

G.1A Municipal Boundaries

Objective

- To ensure that the municipal boundaries of the City are adequate for the long range planning and development of the community.

The Policy of this Council shall be:

G.1A.1 To support the retention of the areas now encompassed within the City's municipal boundaries.

G.1A.2 To initiate a review with the Territorial Government of the municipal boundaries in order to establish the additional areas that need protection such as:

- highways,
- recreation areas,
- the sewage lagoon system,
- sand and gravel deposits,
- potential residential expansion areas, and
- potential industrial areas,

which are needed for the future growth, development and economic protection of the City.

G.1A.3 To request that the Territorial Government ensure that a full review of servicing, economic and management constraints be undertaken for any residential development/communities proposed outside of municipal boundaries.

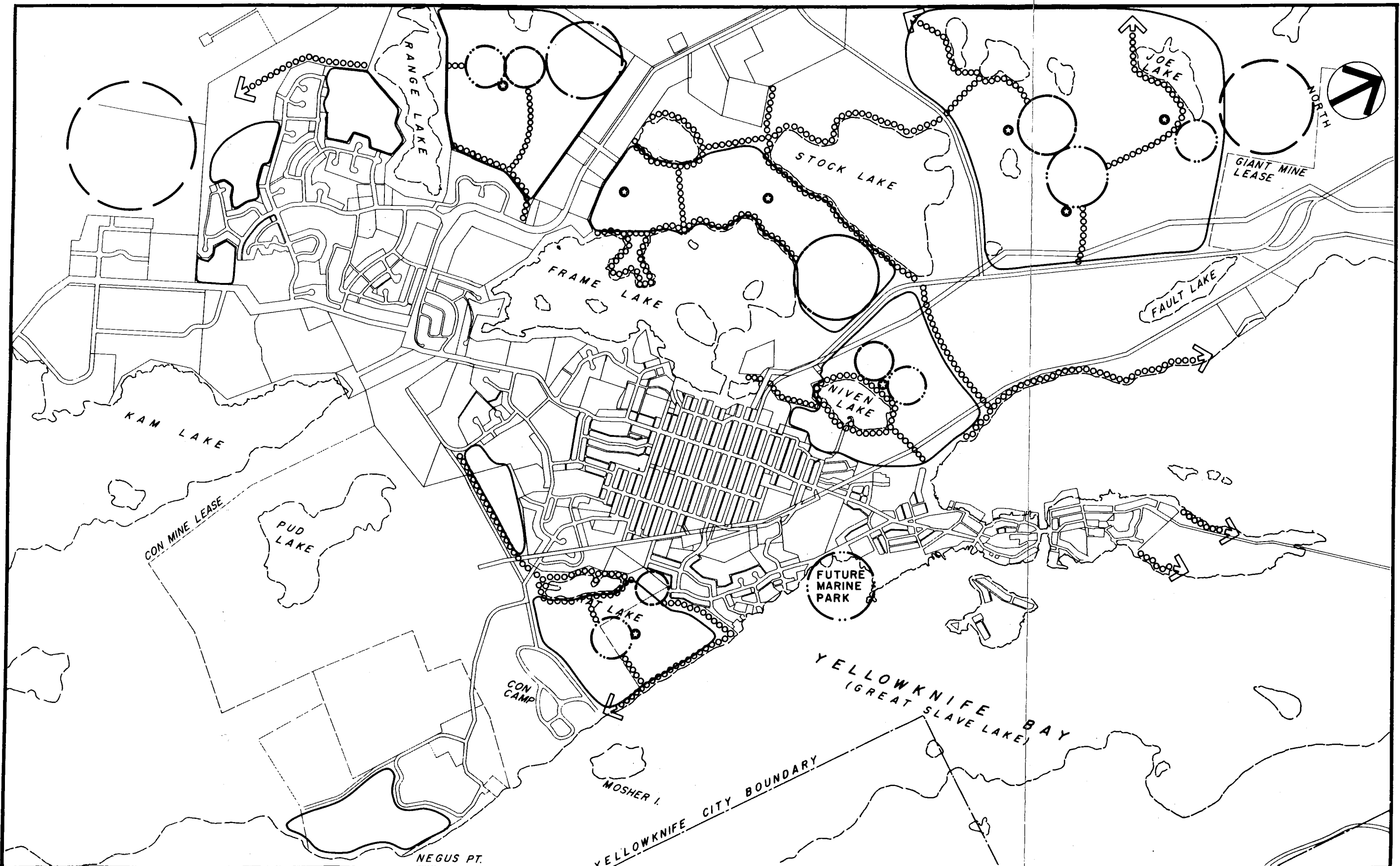
G.1A.4 To ensure that the City has full jurisdiction within the Legislation to control and manage land use and development within its boundaries.

G.2 Overall Growth (See "Potential Growth Areas" Map 1, "35,000 Population Development" Map 2, "Residential" Map 3 and "General Plan Land Use" Map 4)

G.2.1 Expansion Areas

Objective

- To identify the next most logical areas for city development and expansion recognizing the unique northern charac-



Reid Crowther
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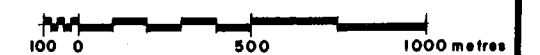
CITY OF YELLOWKNIFE
 GENERAL PLAN - 1988

**GENERAL PLAN
 LAND USE MAP**

LEGEND:

- | | | | |
|------|--|---|-------------------------|
| ○ | FUTURE PARK & RECREATION | ⊙ | FUTURE LOCAL COMMERCIAL |
| ○ | FUTURE SCHOOL & INSTITUTIONAL | ○ | FUTURE COMMUNITIES |
| ○ | FUTURE INDUSTRY | | |
| ○ | FUTURE SERVICE - COMMERCIAL | | |
| ○○○○ | OPEN SPACE / TRAIL / BUFFER / NATURAL OS | | |

SCALE:



MAP No. 4

ter, terrain and environment of the City and its surrounding area.

The Policy of this Council shall be:

- G.2.1.1 To continue development of the Frame Lake South area until completed (Additional 2000 population).
- G.2.1.2 To commence immediately with the preparation of technical, economic, planning and servicing information for the immediate development of:
 - Tin Can Hill (review and possible redesign for approximately 2000 population).
 - Range Lake North (approximately 2500 population).
 - Niven Lake Development Area (design for approximately 2500 population).
- G.2.1.3 To commence with the collection and review of technical data needed for the preparation of planning relating to future development schemes for:
 - Frame Lake North, and
 - Forrest Park South.
- G.2.1.4 To undertake a review on a continuing basis of all other possible Development areas within the City boundaries in order to ascertain their suitability for development from the point of view of:
 - cost effectiveness,
 - topography,
 - soil,
 - groundwater,
 - drainage,
 - impact of adjacent uses,
 - alternative uses,
 - servicing, including all utility services,
 - constraints to development both natural and man made, and
 - access.
- G.2.1.5 To provide for natural open space buffers between adjacent Development Scheme areas as identified on "The General Plan Land Use" Map 4, and the "Open Space, Park, Recreation and Trails" Map 5.

G.2.2 Protection

Objective

- All other areas within the City Boundary not already identified in the Zoning Bylaw and in this General Plan shall be protected from premature development.

The Policy of this Council shall be:

G.2.2.1 That all proposals for development in areas of transition be reviewed in terms of:

- their suitability to the site selected,
- the permanency of the development proposed,
- the proposed servicing,
- the intended use,
- the relationship to past and future development, and
- the likely impact on the surrounding and natural environment.

G.2.3 Development Schemes

Objective

- That there should be a progressive level of plans that cover the manner in which development will take place. While the **General Plan** is the overriding document that establishes the general direction of growth and development, each area as it develops, should be subject to progressively more detailed examination and planning to ensure that the details of appropriate land use, needed public facilities, servicing and transportation networks are provided for.

The Policy of this Council shall be:

G.2.3.1 To develop or have developed when required, Development Schemes for each new development area as identified on the Residential, Map 3 or for any other area identified as a Development Scheme Area by Council at the time of the proposal, in sufficient detail to show:

- the boundary of the development scheme area,
- the major traffic and servicing systems,
- the distribution of major land uses,
- the proposed density and housing mix,
- urban design guidelines,

- the general location of major public facilities - schools, parks and trails, etc. and
- the anticipated gross development costs.
- any areas which could be identified as possible environmental reserves (Ecology North).

G.2.3.2 To develop or have developed over time, Secondary Development Schemes for defined existing developed areas as shown on Map 6. The Secondary Development Scheme should show:

- boundary of the area,
- major traffic and all utility services, both existing and proposed,
- the distribution of land uses and proposed land use zones,
- proposed redevelopment areas including identifying proposed direction of redevelopment,
- anticipated redevelopment costs,
- methods to achieve the proposed redevelopment changes
- methods to preserve the essential and desirable characteristics of the area,
- urban design guidelines,
- proposed density including extent of proposed changes, and
- any other topic determined by Council to be appropriate and related to the area being examined.

G.2.3.3 To obtain where appropriate, public review and comment on each Development Scheme and Secondary Development Scheme before it is approved by Council.

G.2.3.4 To prepare or have prepared, where appropriate, detailed Subdivision Plans based on the outlines and land use patterns proposed in the Development or Secondary Development Schemes.

G.2.4 Private Development

Objective

- To develop a policy relating to the sale of relatively large areas of land to Private Developers without encouraging or developing a monopoly situation for any developer. Where necessary and appropriate the Private Developers would undertake the preparation of Development Schemes and/or detailed Plans of Subdivision for approval by the City.

The Policy of this Council shall be:

- G.2.4.1 That within selected areas, the Council of the City of Yellowknife will negotiate the sale of land to Private Developers who would, by agreement, be responsible for the provision of services related to each development proposed.

The focus of the agreement should, at a minimum, address:

- the size of development,
- the intended zoning to be established, and
- the pricing and recovery of payment for major public infrastructure.

- G.2.4.2 That where necessary and appropriate, Private Developers would be asked to, prepare Development Schemes as a concomitant part of their proposal to develop land within the City. Such Development Schemes shall be consistent with the requirements for such Schemes as set out in this General Plan.

G.3 Institutional

G.3.1 Frame Lake Institutional Park

Objective

- To provide as a central focus for the Capital City an Institutional, Recreational and Administrative use area surrounding Frame Lake.

The Policy of this Council shall be:

- G.3.1.1 To encourage the Territorial Government to fund, design and develop the Capital Centre on Frame Lake.
- G.3.1.2 To encourage the future development of a post secondary educational or research facility on Frame Lake to complement the Capital Centre, but also to foster the notion of Frame Lake being the Institutional and Administrative Land use Centre of the future City.
- G.3.1.3 To investigate and attempt to improve the water quality of Frame Lake .
- G.3.1.4 To develop, over time, the shoreline of Frame Lake as a Capital City Park including trails and recreational areas.

G.3.1.5 To consider the incorporation of high density residential sites, in selected location(s) surrounding the lake, which would be complementary to the overall focus of th area.

G.3.2 Other Institutional

The Policy of this Council shall be:

G.3.2.1 To encourage the Territorial Government to maintain the Yellowknife Correctional Centre at its present security status while allowing for its expansion in size as required.

G.4 Housing (See "Residential", Map 3)

G.4.1 Choice

Objective

- To provide an environment for the development of a full range of housing types across the City.

The Policy of this Council shall be:

G.4.1.1 To accommodate within each new Development Scheme area a range of housing types.

G.4.1.2 To encourage development of clusters of similar housing types within each Development Scheme area.

G.4.2 Architectural Control

Objective

- To provide a set of design guidelines that will assist in controlling the size, siting, design and appearance of new residential neighborhoods.

The Policy of this Council shall be:

G.4.2.1 To provide, or to ensure Private Developers provide, at the development stage, a level of design control over the siting, design, size and appearance of housing, and to include into the Development Agreement or Development Permit process, a mechanism that ensures that the controls are followed.

G.4.2.2 To define within the zoning bylaw each housing type.

- G.4.2.3 To identify and define on a map, areas where each set of architectural controls will apply.
- G.4.2.4 To recognize that the terrain around Yellowknife requires that specific and individual treatment be applied to the design of housing in the City.
- G.4.2.5 To include provision for the review of designs, and
- G.4.2.6 To encourage the use of winter design information and energy conservation information in the design of housing.

G.4.3 Downtown Housing

The Policy of this Council shall be:

- G.4.3.1 To continue to encourage the development of higher density housing (mixed use developments) within and immediately adjacent to the downtown.

G.4.4 Squatter Development

The Policy of this Council shall be:

- G.4.4.1 To continue to adhere to current squatter policy in an effort to phase out squatter development.

G.4.5 Standards

The Policy of this Council shall be:

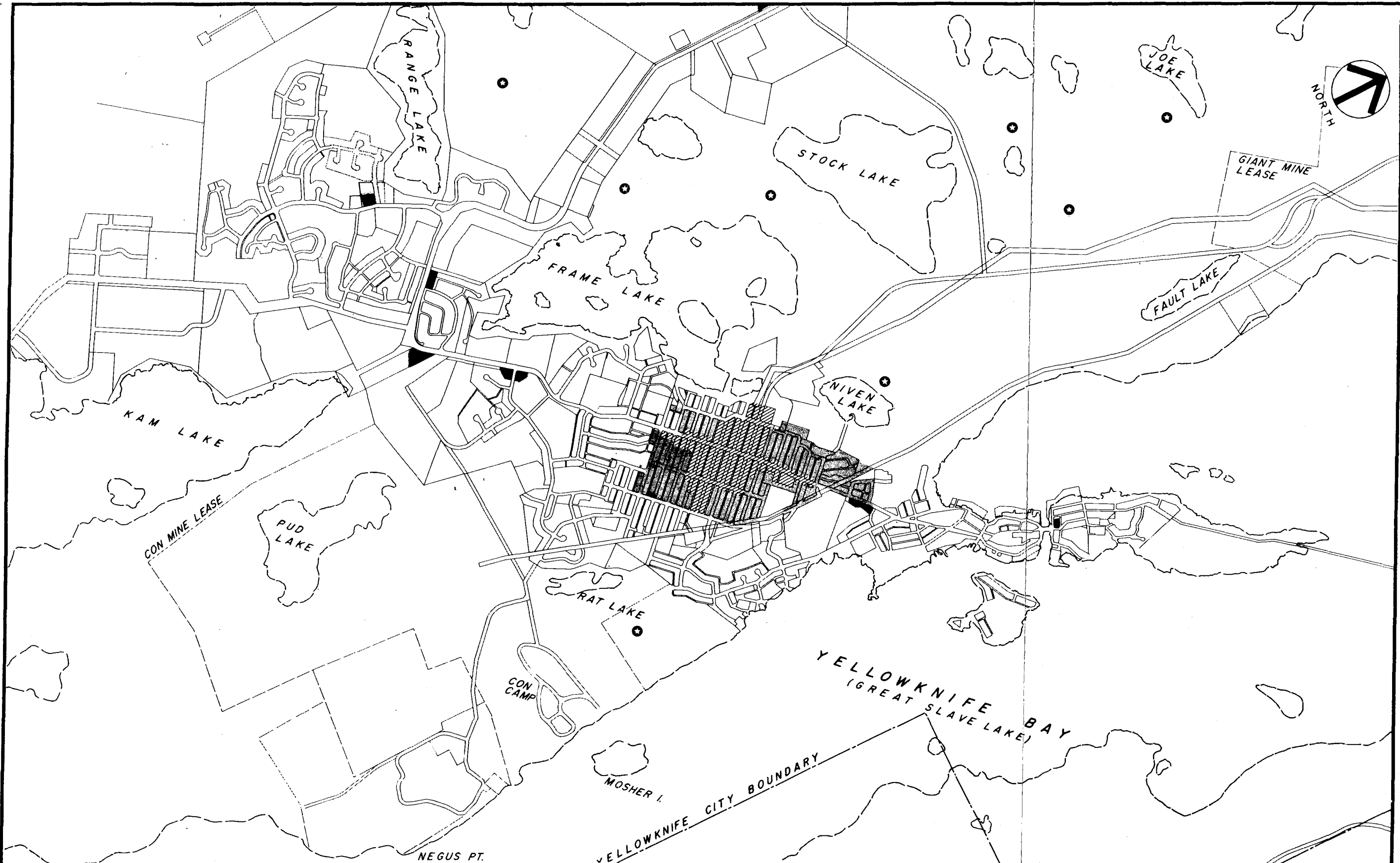
- G.4.5.1 To continue to adopt the National Building Code as the minimum standard for development of all construction projects within the City.

G.5 Commercial (See "Commercial" Map 7)

G.5.1 Downtown (C.B.D. and C.B.D. Fringe)

Objective

- To focus commercial development on the downtown area.



CITY OF YELLOWKNIFE
GENERAL PLAN - 1988

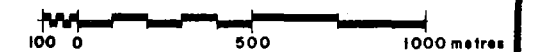
COMMERCIAL

LEGEND:

- LOCAL COMMERCIAL
- HIGHWAY COMMERCIAL
- C.B.D.
- COMMERCIAL (MIXED USE)

⊛ FUTURE LOCAL COMMERCIAL

SCALE:



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MAP No. 7

The Policy of this Council shall be:

- G.5.1.1 To encourage the concentration of retail commercial and offices in the downtown.

Encouragement would be given to:

- pedway linkages and pedestrian movement,
- retaining the public focus around important buildings,
- the development of indoor and outdoor malls, and
- the recognition of northern climate in the design of each development.

- G.5.1.2 To develop a series of walkway linkages between the surrounding residential uses and the downtown.

- G.5.1.3 To manage the distribution, location and operation of parking on public land including on-street parking within downtown, and in particular to encourage the joint development and management of parking between private and public agencies.

G.5.2 Architectural Controls

The Policy of this Council shall be:

- G.5.2.1 To enhance the existing and future development in the downtown area from the point of view of:

- its appearance on the various approaches to downtown,
- the reinforcement of areas of specific character and use,
- the street landscaping,
- the provision of a pedestrian environment,
- its compatibility with northern climate
- the retention of views and vistas,
- human scale, and
- street level retail activity.

- G.5.2.2 To minimize any effect of uncomfortable weather conditions through the use of awnings, canopies, pedways, malls and accessible indoor spaces.

G.5.2.3 To encourage the Chamber of Commerce to take an active interest in:

- improving the downtown visual image,
- developing business cooperation, and
- improving the opportunity for doing business.

G.5.3 Neighborhood Commercial

The Policy of this Council shall be:

G.5.3.1 To limit retail commercial development outside the Downtown to those developments compatible and consistent with the need to service a residential neighborhood.

G.5.4 Service Commercial

The Policy of this Council shall be:

G.5.4.1 To limit Service Commercial development to lands adjacent to major arterial roads or to industrial areas.

G.5.5 Mixed Commercial Areas

The Policy of this Council shall be:

G.5.5.1 To restrict, where appropriate, to commercial use only, ground and/or second floor developments in the C.B.D. and in the C.B.D. Fringe.

G.5.6 Home Occupation

The Policy of this Council shall be:

G.5.6.1 To review standards relating to home occupation specifically:

- the size and area to be used for the operation
- the number of employees
- the impact on the residential area
- parking needs for both employees and customers and type of use.

G.6 Open Space (See "Open Space, Parks Recreation and Trails"
Map 5)

Objective

- To provide the Community with a variety of open spaces to meet the needs of the different types of recreational activity.
- To integrate the natural open space unique to Yellowknife into the general fabric of the developing community.

The Policy of this Council shall be:

- G.6.1 To preserve areas of open space within the developed areas of the City that are consistent with the overall need for that open space, act as a buffer between developments, and form part of the integrated open space system.
- G.6.2 To integrate open space areas into the fabric of all new subdivisions and Development Schemes.
- G.6.3 To provide, within each new Development Scheme Area, and to show on each Secondary Development Scheme, open space areas that meet the needs at a local neighborhood level for appropriate playing fields, and park areas.
- G.6.4 To develop a separate trail system for motorized vehicles away from developed areas (i.e. for both Summer and Winter use).
- G.6.5 To protect the following areas for future trail, open space and park development over time:
 - around Frame Lake,
 - between Frame Lake and Back Bay,
 - between Stock Lake and Back Bay,
 - from the Old Town through School Draw to Rat Lake,
 - along the waterfront,
 - through the Old Town and Historical Waterfront area as a tourist/historical interest trail,
 - along the west side of Back Bay,
 - both through and south along the shoreline of Tin Can Hill,
 - from Frame Lake past the Bristol Monument to the Territorial Park,
 - from the Territorial Park to the Golf Course along the south side of Long Lake, (to be negotiated and developed in conjunction with the Airport).

- from Frame Lake through the area north of Range Lake and then south past South Frame Lake, and
- along the west side of Kam Lake.

G.6.6 To recognize the importance to the total environment of sensitive environmental areas such as;

- wildlife areas,
- vegetative areas, and
- wetlands.

G.6.7 To recognize and protect distinctive important topographic features such as;

- highpoints (views),
- steep slopes (shoreline), and
- unique individual valleys (skiing).

and to incorporate them into the detail planning for open space, park and recreation system.

G.6.8 To begin discussions with the Administrators of the Ski Club and other recreational lease holders on adjustments to their leases and on the selection of more appropriate locations for their activities so as to accommodate the proposed Development Scheme areas and to protect natural open space areas.

G.6.9 To provide within the Community Services Master Plan clear definitions for;

- Open Space,
- Natural Open Space,
- Trails,
- Parks,
- Recreation areas, and
- Buffers.

G.6.10 To establish within the Community Services Master Plan, an hierarchy of open space designed to serve the needs of the community at a local, neighborhood, Development Scheme area and City wide level.

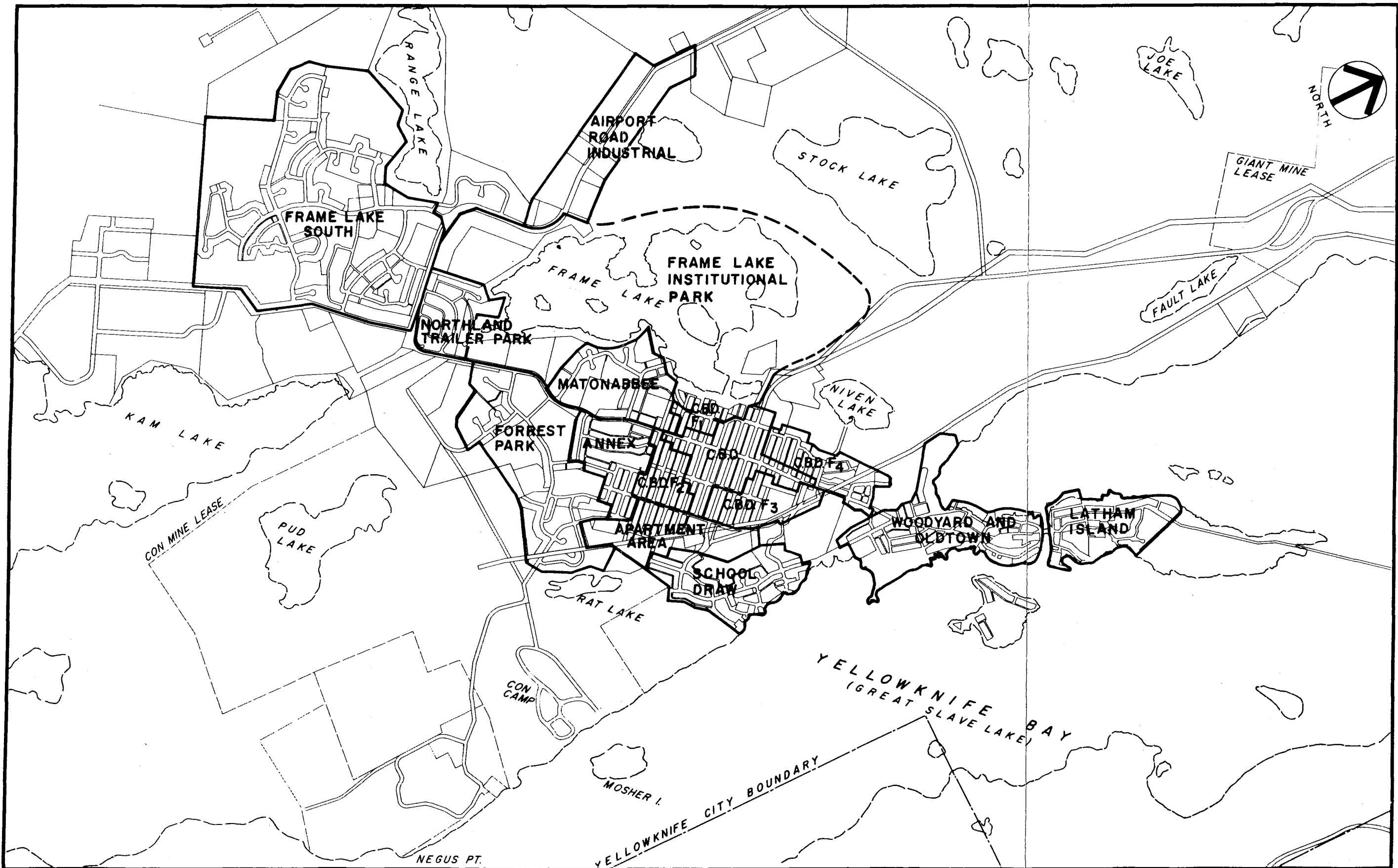
G.7 Industrial Development (See "Industrial", Map 8)

Objective

- To encourage the development of a full range of Industries compatible with and suited to the needs of the City and the Northwest Territories.

The Policy of this Council shall be:

- G.7.1 To encourage the development of a full range of industries through:
- the development of an Industrial Strategy, and
 - the provision of a number of locations for industrial development with appropriate zoning and covering the full range of industrial operations.
- G.7.2 To review the Zoning Bylaw with the intent of clarifying the intent for each of the Industrial zones and to define the permitted uses in each zone.
- G.7.3 To develop a special area zoning for Industry that is on full municipal services and to include special performance standards covering its development;
- within an existing service system at both North Range Lake and along the Old Airport Road, and
 - in the longer range development north of the "Dump" Development Scheme area.
- G.7.4 To expand the industrial area at Kam Lake with a variety of lot sizes.
- G.7.5 To negotiate with the Airport Authority for the development of an additional Airport Industrial Subdivision, as a component of the Revised Airport Master Plan.
- G.7.6 To review the role, impact and need for Caretaker Security Units within the existing Industrial and Service Commercial Areas including;
- the size of the caretaker security unit,
 - the purpose relative to the industrial use,
 - the intended occupancy controls and tenure of the caretaker,
 - the need for utility and other services, and
 - the terms of a permit to install such a unit.



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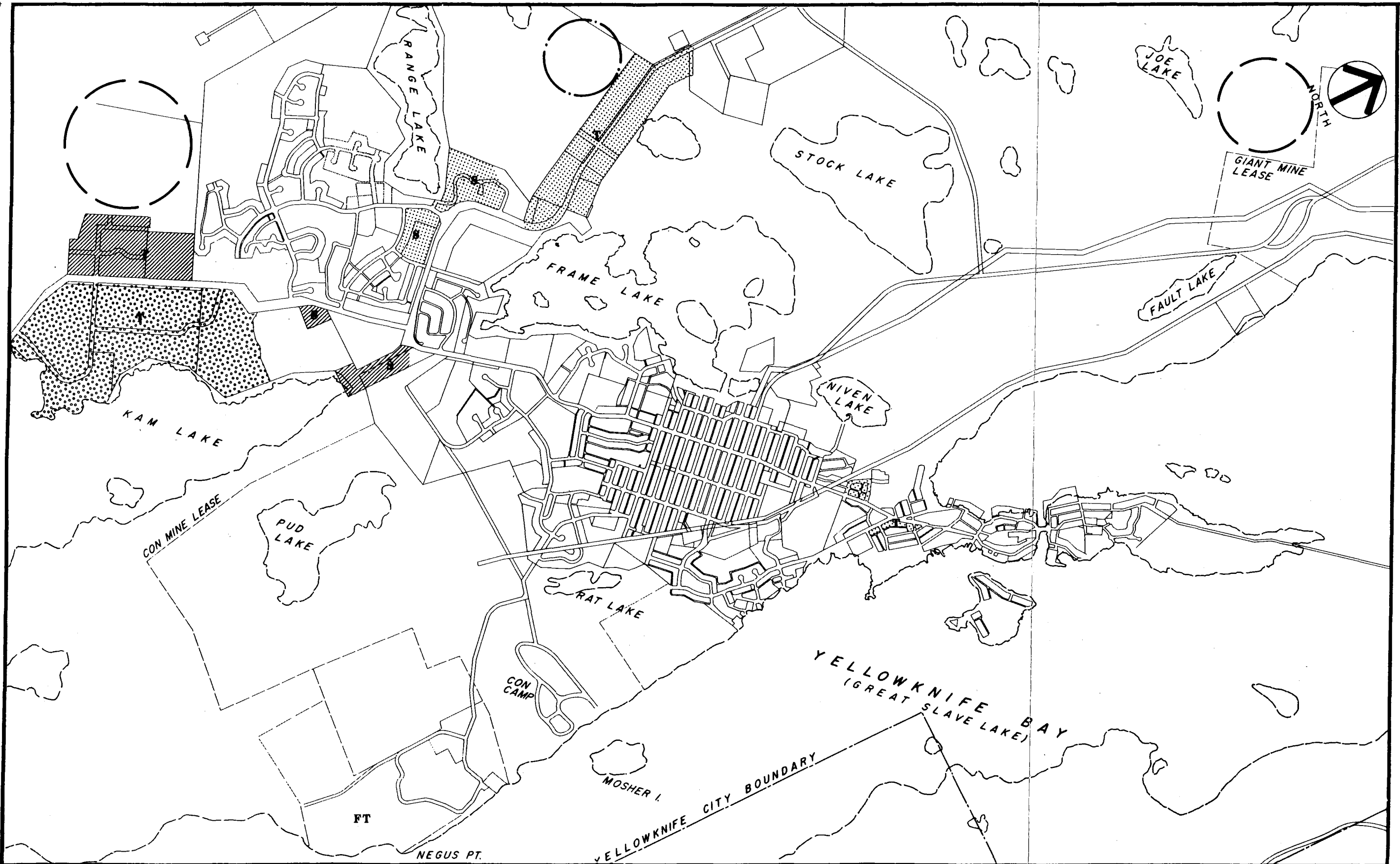
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CITY OF YELLOWKNIFE
 GENERAL PLAN -1988
**SECONDARY
 DEVELOPMENT
 SCHEME AREA**

LEGEND:
 C.B.D. F1-4 - CBD FRINGE 1-4

SCALE:
 100 0 500 1000 metres

MAP No. 6



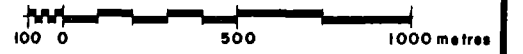
CITY OF YELLOWKNIFE
GENERAL PLAN - 1988

INDUSTRY

LEGEND:

-  H.I. - HEAVY INDUSTRY
-  M.I. - MEDIUM INDUSTRY
-  FUTURE INDUSTRY
-  SERVICE - COMMERCIAL
-  FUTURE SERVICE - COMMERCIAL
-  FULL SERVICES
-  TRUCKED SERVICES

SCALE:



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MAP No. **8**

This review would be carried out as part of the overall review of the Zoning Bylaw and Development Control process.

- G.7.7 To encourage over time the relocation of non-compatible industrial uses from inappropriate zones and areas such as;
- the Franklin Avenue/Old Town/Pilots Monument area,
 - the multi-family area on Con Road,
 - the Government Storage Yard on 44th Street.

G.8 Recreation (See "Open Space, Parks Recreation and Trails", M Map 5)

Objective

- To provide or encourage the development of a full range of recreation opportunities to satisfy the general needs of the Community.

The Policy of this Council shall be;

- G.8.1 To establish the Capital City Development Scheme area around Frame Lake as the prime choice area for the development of major recreational and community facilities needed for the City as a whole. Consideration should be given for such sites in the Recreation Master Plan.
- G.8.2 To consider where appropriate, the development of facilities (ski hills, trails, marinas, sports and cultural complexes) needed for the City as a whole.
- G.8.3 To examine for each major facility, the need for, feasibility of, the level of public interest in, and the compatibility with the Community Services Master Plan (as amended from time to time).
- G.8.4 To adopt the recommendations of the Community Services Master Plan (as amended from time to time) as the general basis for the selection and development of major and minor public recreational and cultural facilities.
- G.8.5 To include within each recreational neighborhood, appropriate parks and recreation areas specifically designed to meet local residential area needs.

G.8.6 To encourage the development of private recreational facilities which meet specific needs of the residents and can fill specific gaps in the general provision of such facilities and where they clearly complement the Recreation Master Plan.

G.9 Transportation (See "Transportation" Map 9)

Objective

- To develop a transportation system that will safely and efficiently accommodate traffic movement in and around Yellowknife both now and in the future.

The Policy of this Council shall be:

G.9.1 To protect the appearance and scenic quality of the main approaches to the City (along Highways #3 and #4).

G.9.2 To develop a road network that provides for an alternative route paralleling Franklin Avenue;

- to relieve some of its existing traffic load,
- to provide for future traffic demand, and
- to provide an alternative emergency access route.

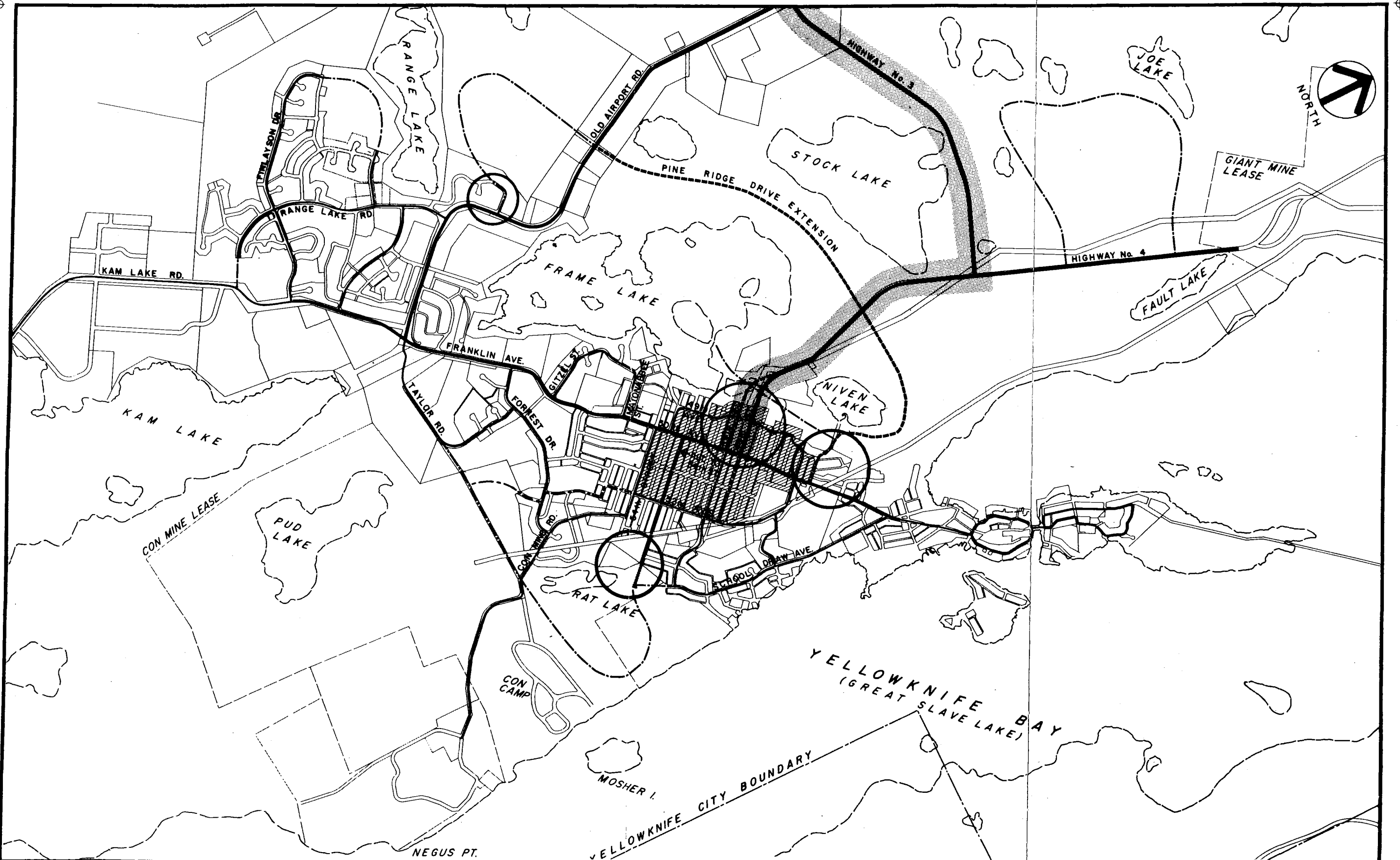
G.9.3 To provide a future tie from Taylor Road to the Con Mine Road so as to provide an emergency bypass of Franklin Avenue and to link the Tin Can Hill area with Taylor Road.

G.9.4 With the development of new residential areas in the north sector;

- to provide for an alternative route to Highway #4 for downtown access,
- to provide for future traffic demand, and
- to provide an alternative emergency access in this direction.

G.9.5 To review the transportation concerns related to Highway #4 from the Ski Club entrance to south of Franklin Avenue. Such review should include the impact on traffic of;

- the Capital Centre,
- Niven Lake development,
- 48th and 49th Street one way couplet,
- the development proposed by the Department of National Defence,



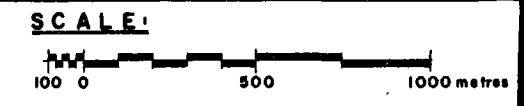
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CITY OF YELLOWKNIFE
 GENERAL PLAN - 1988

TRANSPORTATION ROAD NETWORK

- LEGEND:**
- HIGHWAY APPEARANCE CONTROLS
 - MAJOR ARTERIALS
 - MAJOR ARTERIALS (PROPOSED)
 - LOCAL COLLECTORS
 - LOCAL COLLECTORS (PROPOSED)
 - DOWNTOWN PARKING CONSIDERATION
 - PROBLEM AREAS



MAP No. **9**

- highway development,
 - future traffic needs generated by growth in the City up to the 35,000 population,
 - the Pineridge/Highway #4 bypass link, and
 - storm drainage in the area.
- G.9.6 To consider the development the extension of Pineridge Drive from the Old Airport Road to Highway #4 to serve as a major arterial roadway connector to residential growth areas, and to provide a secondary access from the downtown to the hospital.
- G.9.7 To consider the conversion of 48th and 49th Streets into a one way couplet, extending 49th Street, north and east to tie back into Highway #4 at the curve east of Frame Lake.
- G.9.8 To consider the extension of Pineridge Drive east across Highway #4, then south around the east side of Niven Lake then down the escarpment to tie into Franklin Avenue.
- G.9.9 To orient the access (collector) roadway to Tin Can Hill area, such that traffic is encouraged to travel directly to Franklin Avenue and to the Downtown without excessive travel on the local standard street system.
- G.9.10 To reinforce the downtown as a shopping and employment area, as an essential part of the General Plan by ensuring that there is an adequate supply of parking spaces. This supply must be adequate not only in terms of total stalls, but also in terms of appropriate parking duration limits for various land uses, and should be properly managed.
- G.9.11 To continue to consider transit service as a transportation alternative to continue to be provided through private agencies.
- G.9.12 To designate and provide appropriate signs for specific truck routes through the City including the designation of appropriate Hazardous Goods Routes.
- G.9.13 To consider developing, over time, a specific set of bicycle paths that parallel major arterial and other major roads.
- G.9.14 To undertake the preparation of a Transportation Master Plan, that will identify more clearly the issues related to transportation in the City.

G.10 Public Facilities

Objectives

- To determine from time to time the need and location of appropriate Public Facilities required by the City as it grows.

The Policy of this Council shall be;

- G.10.1 To set aside for major public service and emergency facilities (eg fire halls, bus depots) as the development of the City occurs.
- G.10.2 To provide school sites within each new residential neighborhood as the growth of the City occurs. The size, type and general location of such school sites should be mutually determined between the City and the School Board and should be incorporated into the general planning of the area at both the Preparation of the Development Scheme (general identification), and Subdivision Plan (specific site determination) stages.
- G.10.3 To set aside Sites for cemetery use and to protect existing cemetery areas.

G.11 Heritage Development and Protection

Objective

- To develop a comprehensive policy for historical and heritage preservation within the City.

The Policy of this Council shall be:

- G.11.1 To support the undertaking of an inventory of historical and heritage buildings in the City with a view to prioritizing and selecting only the most significant and important for preservation.
- G.11.2 To recognize and provide support for the preservation and renovation of designated historical and heritage buildings and interest areas. Consistent with recognized preservation practices, preservation, restoration and renovation should also respect and maintain current standards of health and safety in determining appropriate construction and design features.

- G.11.3 To encourage private preservation of existing historical buildings wherever possible.
- G.11.4 To investigate the establishment of a Historical and Heritage Foundation as a means to provide funding and support for the preservation of historical and heritage buildings.
- G.11.5 To support the retention of an Historical and Heritage Trail along the Old Town waterfront.

G.12 Tourism

Objective

- To develop a strategy that focuses on the delivery and management of tourist programs and facilities within and around the City.

The Policy of this Council shall be:

- G.12.1 To encourage the development of tourist facilities within the City.
- G.12.2 To encourage the development of City tourist interest places so as to provide a focus for visitors to the City. Such places should include but not be limited to:
 - the Pilots Monument,
 - the Old Town Trail,
 - the Wild Cat Cafe,
 - the Capital City Park (Frame Lake),
 - natural parks and open space areas,
 - the Heritage Museum and heritage sites, and
 - the Mines
- G.12.3 To designate the main entrance route from the City boundary to 48th Street and 49th Avenue intersection as the entrance route into the City.
- G.12.4 To encourage along this route, appropriate;
 - landscaping and fencing
 - development of appropriate and attractive uses on adjoining land, including the development of roadside and lake-side parks, in addition to those already in place,
 - limit the location of and standards for signs and lighting, and
 - provide protection for important views and vistas (e.g. lake views, downtown views and vistas).

G.12.5 To work with and encourage the Territorial Government to develop appropriate facilities such as parks and campgrounds (e.g. the south side of Long Lake to the Golf course), and major marine tourism on Great Slave Lake. Such developments should not be confined to the City Boundary, but should include areas along Highway #3, the Ingraham Trail, and the water front where there is easy access.

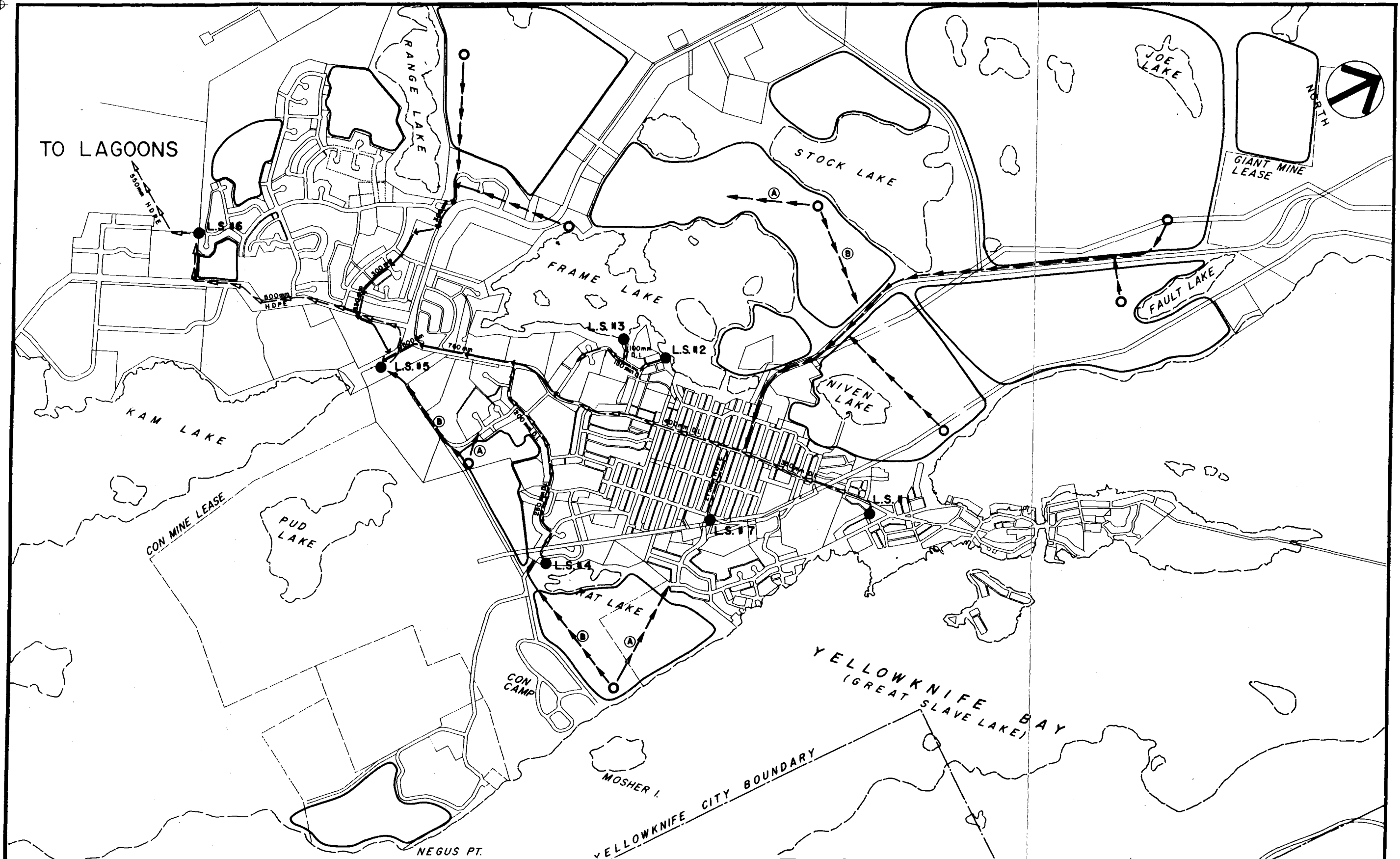
G.13 Services (See "Piped Sewer Service", Map 10 and "Piped Water Service", Map 11)

Objective

- To develop appropriate servicing systems to serve both the existing City as well as the expansions as they occur such that normal required health and safety regulations relating to the provision of municipal services are satisfied.

The Policy of this Council shall be:

- G.13.1 To provide a sufficient quantity of water to each household for basic consumption, sanitation and personal hygiene requirements in a manner consistent with reasonable health and sanitation standards.
- G.13.2 To collect all sewage and waste water generated by each household in a manner consistent with reasonable health and sanitation standards.
- G.13.3 To provide treatment and to dispose of sewage and waste water in a manner which meets applicable regulatory requirements.
- G.13.4 To intercept surface storm runoff and to convey this runoff to receiving waterbodies hence limiting potential stormwater damage to private and public lands to a reasonable degree.
- G.13.5 To require that drainage plans to be a part of every Development Scheme.
- G.13.6 To manage the collection and disposal of solid waste in a manner consistent with applicable regulatory requirements. This may include the encouragement of waste recycling and incineration as well as traditional methods of waste disposal.



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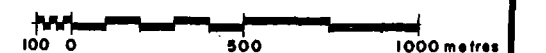
PIPED SEWAGE SERVICE

LEGEND:

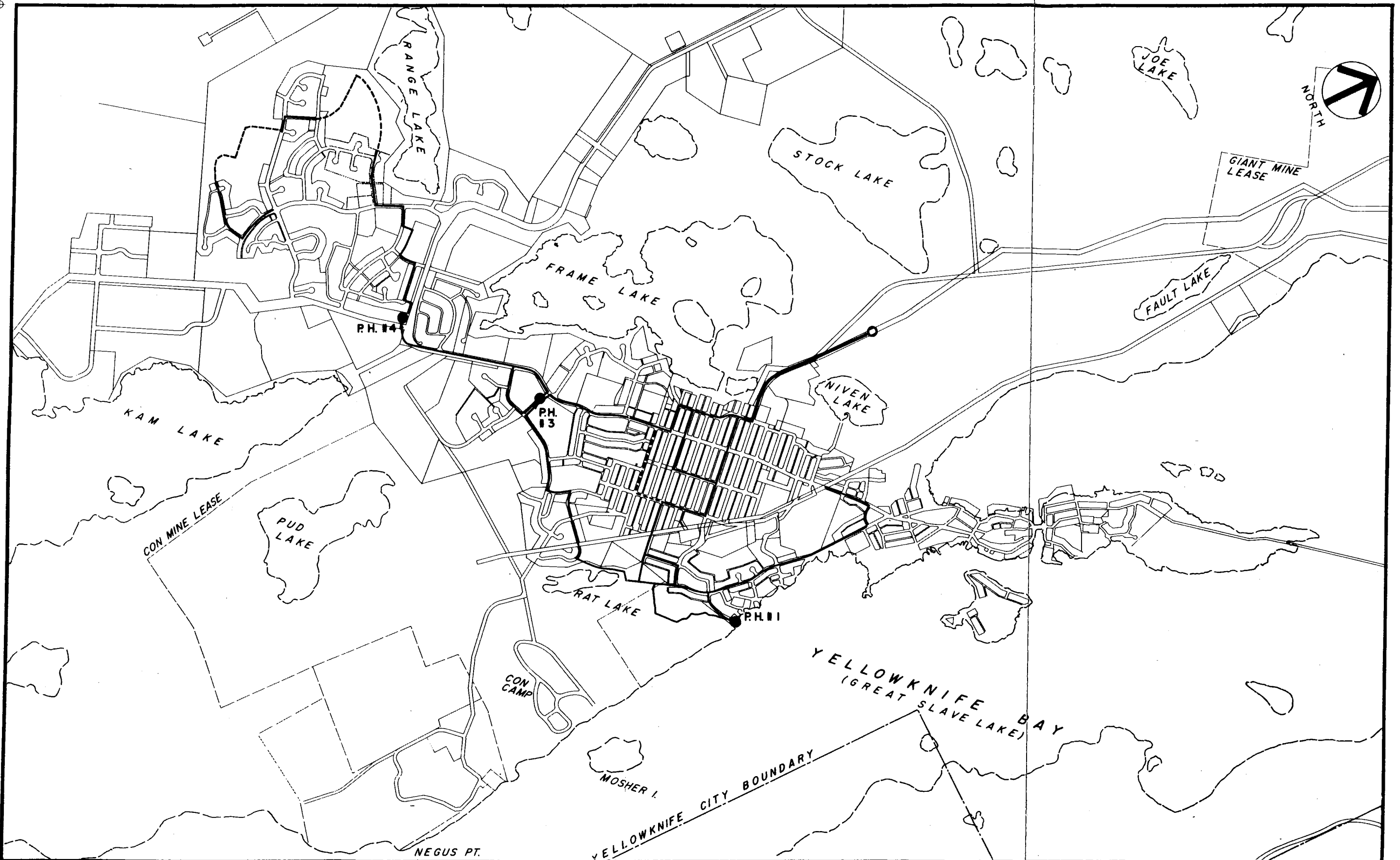
- EXISTING TRUNK SEWER
- 350mm PIPE SIZE
- EXISTING FORCE MAINS
- D.I. TYPE
- EXISTING LIFT STATIONS
- ← POTENTIAL FORCE MAINS
- Ⓐ ALT. FORCE MAIN ROUTES

○ POTENTIAL LIFT STATIONS

SCALE:



MAP No. 10



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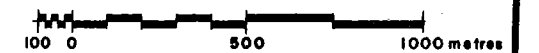
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CITY OF YELLOWKNIFE
 GENERAL PLAN - 1988
PIPED WATER SERVICE

LEGEND:

- EXISTING MAJOR WATERMANS (250 mm & LARGER)
- EXISTING PUMPHOUSE
- - - FUTURE MAJOR WATERMANS
- POTENTIAL MAJOR WATERMAIN
- POTENTIAL PUMPHOUSE

SCALE:



MAP No. 11

- G.13.7 To ensure that all routes for public services are protected by way of easements, public utility lots, rights-of-way or other mechanisms.
- G.13.8 To initiate a review of the sewage treatment system and facility to ensure that the system has the flexibility to accommodate the growth of the City over time.
- G.13.9 To discuss with the appropriate power, telephone, and other utility companies, their requirements for easements and access to new Development Scheme areas. Such discussion should take place when Development Schemes are being prepared and recommendations made as to the phasing of major developments.
- G.13.10 To encourage, where feasible and cost effective, the development of underground power, telephone and other cable services in;
- specified residential areas,
 - the downtown area, and
 - the major entrance to the City.
- G.13.11 To provide all existing and new development with a minimum of trucked water service.
- G.13.12 To provide all existing and new developments with a minimum of trucked sewage and waste water collection.
- G.13.13 To provide and operate a solid waste disposal facility including a separate hazardous waste disposal facility to regulatory requirements.

G.14 Old Town/Latham Island

Objective

- To maintain the general ambience of the Old Town/Latham Island Area as a unique and original part of the City of Yellowknife.

The Policy of the Council shall be:

- G.14.1 To enhance the appearance of the Old Town/Latham Island area through the encouragement of;
- architectural designs sympathetic to the terrain, and when appropriate adjacent development,

- recognition of the historical and heritage context of the area, and
- protection of views.

G.14.2 To allow development that is compatible and consistent with the historical and unique topography existing in the Old Town.

Four essential criteria shall govern development in this area. They are:

- compatibility of use,
- its need for water front access,
- architectural (height, size, and external appearance) and yard control, and
- its relevance to the history and tourism focus of Yellowknife.

G.14.3 To prepare a Secondary Development Scheme or Schemes for the Old Town and Latham Island areas which consider among other factors:

- existing land uses and land use conflicts,
- transportation issues,
- servicing issues,
- standards for construction and maintenance, and
- the use of vacant waterfront areas.

G.15 Lot 500

Objective

- To consider that residents of Lot 500 are residents of the City of Yellowknife and as such should be subject to the same rights, privileges, rules and regulations governing development, taxation, services, safety and protection as any other landowner.

The Policy of this Council shall be:

G.15.1 To work with the Native People and the Federal Government on a mutually acceptable system of planning, access, development control, servicing and protective service system applicable to Lot 500.

G.15.2 To negotiate an acceptable system of payment for services rendered and that the arrangement be reviewed annually.

G.15.3 To investigate the establishment of a second access point to Lot 500.

G.16 Waterfront

Objective

- To preserve the waterfront for the use of all residents and visitors to Yellowknife.

The Policy of this Council shall be:

G.16.1 To continue to allow specific uses along the waterfront that are consistent and compatible with their waterfront use and location. This would include the retention of the current policy of leasing land to prospective developers for uses that are not in conflict with surrounding areas or public use of the waterfront.

G.16.2 To work with the appropriate Federal Departments responsible for the control over activity and development on the water in an effort to resolve outstanding problems and difficulties such as;

- land and water use,
- land and water activity conflicts,
- the Federal dock,
- management for sewer and solid waste,
- development control, and
- payment for services.

G.16.3 To investigate the possibility of a joint standing committee charged with the specific responsibility to supervise and enforce the controls over use and activity on the water and at the land/water interface.

G.16.4 Subject to satisfactory resolution with the Federal Departments over jurisdictional responsibility, to develop;

- appropriate service centres at locations where water supply, solid waste disposal, sewage pump outs and honey bag storage can be collected and properly monitored,

- appropriate launching and haulout facilities, including parking, to handle a full range of small, medium and large water craft.

- G.16.5 To develop a Marine Park which incorporates a wetlands park and a marina at the School-Draw-Detah Ice Road Site. This park will enhance the existing wetlands habitat of the Willowflats area, as well as provide a safe and useful location for the moorage of boats within the City.
- G.16.6 To protect all other waterfront areas within the city from inappropriate development.
- G.16.7 To negotiate with current lease holders to permit public access to the waterfront where appropriate.
- G.16.8 To request the Federal Departments to assess the environmental impacts of temporary activities (e.g. Caribou Carnival) held on the lake ice during winter. Specific "clean-up" and environmental standards should be established to cover such items as garbage collection and petroleum pollution.
- G.16.9 To utilize the Yellowknife Waterfront Development Study, prepared by McLaren Plansearch 1985 as a resource document related to the planning and policy development for the waterfront.
- G.16.10 To develop a policy for the regulation of houseboats within City boundaries.
- G.16.11 To include public input into any waterfront development schemes.

G.17 Northern Environment

Objective

- To recognize that Yellowknife is in a northern location and that development must be designed and cognizant of this fact.

The Policy of this Council shall be:

- G.17.1 To recognize that Yellowknife is subject to extreme winter conditions and because of that the design of developments should recognize;

- the impact of prevailing winds,
- the use of sun,
- the orientation of windows, doors and blank walls,
- the need for appropriate screening of indoor and outdoor open spaces,
- the need for weather protection, and
- the need for energy conservation.

G.17.2 To encourage the provision of specific climate control design interpretation for all new buildings especially;

- in the downtown area,
- on all major apartment and multi-family developments, and
- on all public developments.

G.18 Other

The Policy of this Council shall be:

For Specific Agricultural or Industrial Uses

G.18.1 To assess specific agricultural or industrial uses from the point of view of;

- their location relative to proposed development areas,
- their location relative to other uses,
- their use of topography,
- the appropriateness of soil conditions for the proposed use,
- the access required,
- the type of municipal services required, and
- the risks that may be incurred from environmental pollution resulting from the proposed use.

G.18.2 To review the use as a potential interim or temporary use, and to assess its merits and location relative to proposed development for that area as well as the time frame for its development.

For the Collection of Environmental Data

G.18.3 To develop an inventory of environmental data as it becomes available on all lands and water bodies within the City of Yellowknife.

In Working with Major Land Users

- G.18.4 To work with the major industries and major land users or facilities (e.g. Mines, Airport), within the City of Yellowknife, to ensure that all surface developments are adequately reviewed, and are subject to, and compatible with the general development pattern adopted as part of this General Plan.

Protection Resources

- G.18.6 To investigate an appropriate water protection policies.
- G.18.7 To protect areas where sand, gravel and other aggregate resources have been identified, and are needed for the development of the City.
- G.18.8 To establish appropriate reclamation procedures consistent with Territorial requirements for areas that are mined or where major excavation and surface disturbance occurs.

M I M P L E M E N T A T I O N

M **IMPLEMENTATION AND MONITORING**

The purpose of this section is to outline the general implementation and monitoring procedures that are required to carry out the policies of the General Plan. Three main thrusts of the Implementation and Monitoring Section are:

- .1 that Council is committed to the General Plan as a legislative device to carry out the collective wishes of the residents of the City of Yellowknife in managing and controlling development of their City for the next five years,
- .2 that Council requires a flexible document that will not necessitate constant changes throughout its life. This may entail the development of some secondary legislation to carry out the specifics of the Plan, and
- .3 that information needs to be developed on a regular basis that allows Council and the Administration to better assess specific parts of the Plan.

M.1 **Implementation Policies**

- M.1.1 To review the Zoning Bylaw to ensure that there is no conflict with the General Plan.
- M.1.2 To establish requirements for preparing Development Schemes and the Secondary Development Schemes.
- M.1.3 To develop a policy establishing guidelines and regulations for land development within the City.
- M.1.4 To establish a policy for Architectural Control Guidelines.
- M.1.5 To review the Community Services Master Plan to ensure there is no conflict with this General Plan.
- M.1.6 To adopt a heritage policy relating to the protection and preservation of historical and heritage buildings in Yellowknife.
- M.1.7 To carry out Policy G.2.1.5 as soon as possible starting with the Development schemes for Tin Can Hill, and Range Lake North.
- M.1.8 To prepare Secondary Development Schemes for the C.B.D. and C.B.D. Fringe and the Old Town and Wood Yard.

- M.1.9 To investigate the need for special studies such as:
- the Highway #4 Entrance to the City from the Highway #3 Intersection to Downtown,
 - the Frame Lake Recreation area,
 - secondary access to Lot 500,
 - the route for Pineridge Drive including the link through the Niven Lake Area to Franklin Avenue east of the Downtown,
 - the extension to Taylor Road to Tin Can Hill,
 - the relocation and development of a new Solid Waste Disposal Facility,
 - a Transportation Master Plan, and
 - economic development and tourism strategies.
- M.1.10 To meet with and discuss with the appropriate Department of the Territorial Government areas of mutual interest and concern such as:
- the Capital Centre development,
 - the acquisition of appropriate lands for development,
 - the development of a post secondary educational or research facility on Frame Lake,
 - the maintenance and retention of the Yellowknife Correctional Centre,
 - the maintenance and design of the Highways as they approach the City,
 - support for the preservation of Heritage and Historical buildings,
 - joint tourism facilities, and
 - the development and collection of appropriate environmental data for the area bounded by the City Boundary.
- M.1.11 To meet with and discuss with the appropriate Department of the Federal Government those areas of mutual interest and concern, such as:
- the redevelopment of Federal Buildings (e.g. Post Office) within the Downtown,
 - the planning of the Airport and Airport Industrial areas,
 - Lot 500,
 - the waterfront and the need for controls, and
 - the collection of appropriate environmental data.
- M.1.12 To meet with local agencies for the purpose of establishing;
- recommendations as to the size, number and location of school sites required as each Development Scheme is prepared, and

- an ongoing understanding of the needs and requirements of the major land users within the City (e.g. Airport, Mines, Federal and Territorial Governments).

M.2 **Monitoring**

- M.2.1 To monitor and amend this General Plan on a regular basis.
- M.2.2 To use the Implementation and Monitoring Handbook as a guide concerning all policies of this General Plan.
- M.2.3 To require that the Planning and Lands Division provide on an annual basis a report on their activities, including data recommended to monitor and implement this General Plan.

A P P E N D I X

DEFINITIONS

These Definitions are presented as guides to understanding the General Plan; they should not be taken as legally binding unless they are as well as defined in the Bylaw (* indicated that definition is already included in the Zoning Bylaw. + indicates that the definition is taken from the Territorial Legislation).

Buffers means a Natural Open Space area or a Park that is located between Development or Secondary Development Scheme areas or other developments that act as a screen or separation area between land uses or land use functions such as roads and developed areas.

Building includes any structure, erection, stockpile, sign or fixture built or placed on land.

Caretaker Security Unit means a dwelling unit as defined in the Zoning Bylaw, but located on an industrial site for the exclusive use of a caretaker/security person. No more than one unit per site. The unit may be separate or incorporated within the industrial buildings.

Development means

- (i) the carrying out of any construction or excavation or other operations in, on, over or under land, or
- (ii) the making of any changes in the use or intensity of use of any land or building.

Development Scheme means a Development Scheme referred to in the Planning Ordinance 1974 (3rd), c*, s.1. of the Northwest Territories. In the context of this General Plan it means a Development Scheme for an area of the City that is proposed for development and which at this time is still substantially a natural area or undeveloped area of the City (e.g. Tin Can Hill). See also "Secondary Development Schemes".

Houseboat means a houselike structure mainly intended for human accommodation built on a floatation system not primarily intended or useable for normal navigation.

Multi-Family means a building containing more than two dwelling units. ***Dwelling Unit** means a building or portion thereof designed or used exclusively as the living quarters (construed as including sleeping, cooking, and toilet facilities) for one family.

Natural Open Space means an open space where the natural terrain and vegetation has been retained without any maintenance or upkeep.

Open Space means any area that is not used for building or use that requires a development permit.

Park means an area that has been developed for park or playground purposes and may include cultivated areas, lawns, flowerbeds, seating areas and part equipment of a limited nature.

Playground means a park where the equipment is related directly to play and playing activities by children.

Playing Field means a park where a variety of, or a specific sport, may be played and may include one, any or all of the following: baseball, soccer, tennis, softball, rugby, cricket, or other team or individual sport generally recognized as being a recreational sport.

Recreation Area means a park where a variety of active and passive recreation activities may take place including those found in Parks, Playgrounds and Playing fields.

Secondary Development Scheme means a Development Scheme referred to in the Planning Ordinance 1974(3rd), c.8.s.1. of the Northwest Territories but in the context of this General Plan specifically refers to a Development Scheme prepared for an existing developed area of the city (e.g. The Downtown).

Subdivision Plan means a plan of survey registered in the Land Titles Office for the purpose of subdividing a parcel or parcels of land.

Trail means a lineal park system that extends through an area linking open spaces, parks, school grounds and other public spaces. The trail could include one, any or all of the following: walkways, bicycle paths, cross-country ski trails, snowmobile trail, dog sled trails, all terrain vehicle trails. The trail could be exclusive or multi-purpose.