

CITY OF YELLOWKNIFE

BY-LAW NO. 3898

A BY-LAW of the Council of the Municipal Corporation of the City of Yellowknife in the Northwest Territories, authorizing the Municipal Corporation of the City of Yellowknife to adopt a General Plan for the City of Yellowknife,

PURSUANT TO:

- a) Section 25 to 29 inclusive of the Planning Act, R.S.N.W.T., 1988, c. P-7;
- 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 Minister of Municipal and Community Affairs, certified hereunder.

WHEREAS the Municipal Corporation of the City of Yellowknife deems it desirable to adopt a General Plan by by-law,

NOW THEREFORE, THE COUNCIL OF THE MUNICIPAL CORPORATION OF THE CITY OF YELLOWKNIFE, in a regular session duly assembled, hereby enacts as follows:

APPLICATION

- 1. By-law No. 3213, as amended, is hereby repealed.
- 2. This By-law may be cited as the General Plan By-law (1996).
- 3. The General Plan for the City of Yellowknife, comprised on Schedule "A", which is attached to and forms part of this By-law, is hereby adopted.

EFFECT

- 4. That this by-law shall come into effect upon receiving Third Reading and otherwise meets the requirements of Section 58 of the Cities, Towns and Villages Act.

READ a First Time this 12 day of February A.D., 1996.

David Powell
MAYOR

[Signature]
SENIOR ADMINISTRATIVE OFFICER

READ a Second Time this 9th day of April A.D., 1996.

David Powell

MAYOR

Douglas A. Degen

SENIOR ADMINISTRATIVE OFFICER

APPROVED by the Minister of Municipal and Community Affairs of the Northwest Territories this 13th day of May, A.D., 1996.

Minister Thompson

MINISTER

MUNICIPAL AND COMMUNITY AFFAIRS

READ a Third Time and Finally Passed this 10 day of June, A.D., 1996.

David Powell

MAYOR

Douglas A. Degen

SENIOR ADMINISTRATIVE OFFICER



CITY OF YELLOWKNIFE

GENERAL PLAN

KARL STEVENS AND ASSOCIATES LTD.
Urban Design and Planning

TERRIPLAN CONSULTANTS
Landscape Architecture

RGP TRANSTECH INC.
Transportation

General Plan - Table of Contents

1.0	INTRODUCTION	1
1.1	General Background	1
1.2	Philosophy And Process	1
1.3	Structure of The General Plan	2
1.3.1	The Background Report	2
1.3.2	The Urban Design Guidelines	2
1.3.3	The Community Services Plan	2
1.3.4	The General Plan	3
2.0	BUILDING A VISION - THE LONG RANGE PLAN	3
2.1	Yellowknife Today	3
2.2	A "Visionary" Plan For The City With A Population of 50,000	3
2.2.1	City Form	3
2.2.2	Land Use	4
2.2.2.1	The Capital Area Institutional Uses	4
2.2.2.2	The Central Business District	4
2.2.2.3	Residential	5
2.2.2.4	Industrial	6
2.2.2.5	Open Space	7
2.2.3	Services	7
2.2.3.1	Expansion of Piped Utilities	7
2.2.3.2	Long Range Piped Sewage System	8
2.2.3.3	Long Range Water System	9
2.2.4	Transportation	10
2.2.5	Boundaries	11
2.3	Maps	11
3.0	GENERAL PLAN OBJECTIVES AND POLICIES	16
3.1	From Overall Objectives to Policy Formation	16
3.2	Framework	16
3.3	Objectives And Policies	16
3.3.1	Overall Objectives And Related Policies	16
3.3.1.1	Overall Objective 1	16
3.3.2	Long Range Objectives And Policies	17
3.3.2.1	Long Range Objective 1 (Overall)	17
3.3.2.2	Long Range Objective 2 (Development Schemes)	17
3.3.2.3	Long Range Objective 3 (Secondary Development Scheme)	19
3.3.3	Land Use Objectives And Policies	20
3.3.3.1	Land Use Objective 1 (General)	20
3.3.3.2	Land Use Objective 2 (Residential)	20
3.3.3.3	Land Use Objective 3 (Residential)	21

3.3.3.4	Land Use Objective 4 (Residential)	22
3.3.3.5	Land Use Objective 5 (Commercial)	22
3.3.3.6	Land Use Objective 6 (Commercial)	22
3.3.3.7	Land Use Objective 7 (Commercial)	23
3.3.3.8	Land Use Objective 8 (Commercial)	23
3.3.3.9	Land Use Objective 9 (Commercial)	23
3.3.3.10	Land Use Objective 10 (Institutional)	24
3.3.3.11	Land Use Objective 11 (Institutional)	24
3.3.3.12	Land Use Objective 12 (Institutional)	24
3.3.3.13	Land Use Objective 13 (Industrial)	25
3.3.3.14	Land Use Objective 14 (Open Space)	25
3.3.3.15	Land Use Objective 15 (Open Space)	26
3.3.4	Services	26
3.3.4.1	Services Objective 1 (Water)	26
3.3.4.2	Services Objective 2 (Sanitary Sewer)	27
3.3.4.3	Services Objective 3 (Storm Sewer)	27
3.3.4.4	Services Objective 4 (Power, Telephone, Cable)	28
3.3.5	Transportation	28
3.3.5.1	Transportation Objective 1	28
3.3.5.2	Transportation Objective 2	28
3.3.5.3	Transportation Objective 3	29
3.3.5.4	Transportation Objective 4	29
3.3.5.5	Transportation Objective 5	30
3.3.5.6	Transportation Objective 6	30
3.3.6	Boundaries And Growth Considerations	31
3.3.6.1	Boundary Objective 1	31
3.3.7	Development Scheme Areas	31
3.3.7.1	Development Scheme Objective 1	31
3.3.8	Development Phasing	32
3.3.8.1	Development Phasing Objective 1	32
4.0	ADMINISTRATION OF THE GENERAL PLAN	35
4.1	Implementation	35
4.1.1	Implementation Objective 1	35
4.1.2	Implementation Objective 2	36
4.2	Monitoring	37
4.2.1	Monitoring Objective 1	37
4.2.2	Monitoring Objective 2	37

1.0 INTRODUCTION

1.1 GENERAL BACKGROUND

A successful General Plan is founded on a statement of actions a community wishes to take in response to pressure and opportunities for growth or change; it is a goal setting directive and a statutory document. Through it, desired results are to be achieved over the short, medium and long term.

In creating this General Plan the community was surveyed to determine the direction of future actions the citizens wish to take and a careful planning profile of the community was created to allow for matching desired ends within the reality of the planning context. Opportunities for input into the planning process were provided at all stages of the work.

Legislation by the Government of the Northwest Territories requires that all municipalities conduct a General Plan Review every five years. It is through this mechanism that past developments and accepted policies are reviewed and present and foreseeable conditions are considered and evaluated on a continuing basis.

1.2 PHILOSOPHY AND PROCESS

The philosophy of the plan emphasises long range considerations; it tries to strike a balance between natural setting and existing manmade responses to community needs in an effort to accommodate the expressed desire for a unique "Northern Lifestyle" in the five year planning cycle of this Plan and far beyond. The development steps proposed are flexible to respond to the "uncertainties" identified (primary effects on employment due to the creation of Nunavut, potential developments in the mining industry, changing policy of the GNWT and native land claims) which are expected to affect the social and economic future of the City.

The Plan had to also address the fact that Yellowknife is "hemmed in" by Yellowknife Bay, the Yellowknife Airport and the two mine leases, and growing beyond the present confines may present a costly leap and it must be carefully taken. Through the process of developing a Long Range Plan, which considered the needs of developing a community up to a total population of 50,000 persons, a unified vision emerged. The General Plan uses a five year planning cycle, as detailed through a series of detailed maps and the Plan's Policy Statements, as a tool to achieving the desired vision.

1.3 STRUCTURE OF THE GENERAL PLAN

The separate documents which are supporting and complementary to the General Plan are presented as individual documents and are structured as follows:

1.3.1 THE BACKGROUND REPORT

The purpose of the Background Report is the documentation of the planning work undertaken to produce the General Plan for the City of Yellowknife. It provides, in a comprehensive form, a record of the planning process, the data and information generated and used, and it records public input and the results of research and investigation.

The Public Survey was presented as a separate document but it is an integral part of the Background Report; it represents the first step of information gathering and response by the public. The Background Report is presented as "an information item".

1.3.2 THE URBAN DESIGN GUIDELINES

Through the Urban Design Guidelines the City of Yellowknife intends to establish a firm basis of understanding between developers, designers, and the Committees and administration having responsibility for measures of control and implementation of development in the public realm. As a reference manual, the Guidelines' recommendations are designed to assist the designers and builders to address the northern climate, the preferred life style, and the values expressed by the community.

The Urban Design Guidelines have been produced as a co-ordinated effort covering the overlapping realms of Architecture, Landscape Architecture and Planning and they address highway, landscape design and architectural design issues. The Central Business District and its future redevelopment is dealt with as well. The Guidelines are in a separate information document which complements the General Plan.

1.3.3 THE COMMUNITY SERVICES PLAN

The Community Services Plan addresses the City's planning and delivery of recreational programs and facilities within a five year time frame. They work in harmony with the General Plan and its' long range visionary perspective. The process followed was designed to deal with the need for

flexibility in implementation required by the City. It allows for balancing natural and manmade systems and it responds to the needs of the expressed preference of a "Northern Lifestyle". It is a separate document which complements the General Plan.

1.3.4 THE GENERAL PLAN

The General Plan addresses long range planning needs, defines the goals and objectives of development, and provides policy guidelines and implementation strategies to achieve the desired ends. It also provides direction for the next five years within the continuum of the long range plan; leading to a population of 50,000 persons it anchors short term decisions within a long range framework. The General Plan thus addresses the immediate physical, environmental, and socio-economic issues facing Yellowknife today, and the City's long range planning needs.

2.0 BUILDING A VISION - THE LONG RANGE PLAN

2.1 YELLOWKNIFE TODAY

The City of Yellowknife, as the Capital of the Northwest Territories plays an important role in the socio-economic life of the Territory. As the largest community, it not only influences, but is influenced by development in the region as a whole. This Plan considered the "uncertainties" created by many factors (e.g., Nunavut, Land Claims, and regional developments in the Mining Industry) which may affect the range of opportunities and constraints for the community.

The conclusion of the City's employment analysis is positive. Using a 3% growth rate, with in-migration filling the new job opportunities projected, the General Plan targets a population of 22,125 by the year 1999. The 20 year and 50 year projections have been reviewed in the Background Report and for the Visionary Long Range Plan a 50,000 population threshold was reached with varying rates of growth and development over time.

2.2 A "VISIONARY" PLAN FOR THE CITY WITH A POPULATION OF 50,000

2.2.1 CITY FORM

Using the available land to accommodate growth, the basic City Form of the future Yellowknife will approach a traditional concentric configuration

of a radial plan with a segment cut off by the Bay. The planning of its components however will be unique not only accommodating but designed to support the active "Northern Lifestyle" desired by its residents. With growth areas arranged to connect and surround the existing built up areas, the physical centre of the City is marked by a central park area as defined within the Capital Area Development Scheme. The new Capital Area and the Central Business District define by their location and importance, the City Centre. The open space system and its connected trails permeate the City and become an integral and important connecting element, radiating outwards to the land, providing alternate access routes to the road system which also focuses on the Central Business District, and set up a classical radial pattern.

2.2.2 Land Use

2.2.2.1 The Capital Area Institutional Uses

The Capital Area was established to provide a natural setting for the Legislative Assembly Building. The City and the Government of the Northwest Territories are in the process of developing a Development Scheme for the Capital Area. Central to the discussion has been the concern that the natural setting of the area be preserved.

The end result of this detailed planning exercise will be a suitable environment that strengthens the Capital Area and promotes Yellowknife as the Capital City of the Northwest Territories.

2.2.2.2 The Central Business District

The Central Business District will continue to develop and evolve to accommodate commercial, retail, office and entertainment uses. Higher density residential and mixed use projects are expected to be located in the Central Business District and are expected to spill over into adjacent areas. Some Institutional uses and recreational facilities will be accommodated in the Central Business District as well and will seek out this location in the future. The mix of land uses and the increasing density will give the area a vibrant character sustained by the growing population of the City and the Region. The need to preserve the present "friendly scale" and the ability to reach and access outdoors will be achieved. While some

management of building design leading to an improved environment is part of the Plan, it is recognized that the northern landscape, the harsh climate, and the strong individualistic character of its people and their creations all contribute to the unique Northern Character of the City of Yellowknife.

Much of the growth of the commercial portion of Yellowknife will happen as infill. The expansion of the Central Business District will be accommodated through replacement of low density housing and intensification of existing facilities.

Recent commercial projects have been successful in providing attractive places indoors and outdoors for people to meet and recreate. This provision is encouraged to allow for linking and joining indoor and outdoor areas, creating alternative routes through the District for use during the cold winter and hot summer season.

Other areas accommodate somewhat specialized commercial uses. The plaza type developments will continue to be accommodated in the Frame Lake Area and intensify over time. Highway commercial uses, which often require unique commercial facilities with large industrial/storage components, should relocate over time to more appropriate locations and larger sites. With the new Capital Area Development Scheme new development along some primary roads will be controlled and subject to guidelines. Most other commercial uses will serve neighbourhoods directly.

Old Airport Road will play a key role as a location for low density commercial land uses.

2.2.2.3 Residential

It is intended to develop residential land radiating from the centre outward, using first the adjacent areas whenever possible in a contiguous manner. "Urban Sprawl" is discouraged to keep cost of services and travel distances to a minimum.

The allocation of land for residential use has taken into account the often expressed desire for more variety in lot configurations, location, and housing options. In the Long Range Plan the request to develop and preserve views and access to the Bay and other open

space/water bodies is achieved.

Neighbourhoods are proposed to be the basic building block for the City with allowances for local convenience commercial development serving them. The neighbourhood commercial area should be ideally located at transportation nodes, with bus stops, and be connected to the open space system for the option of using alternative means of transportation. Around these centres, medium density housing and special housing projects, if required, can be provided and integrated within the development.

In development schemes, following proper engineering investigations, neighbourhoods should be designed to fit into the land and provide a degree of identifiable individuality and character. While the Development Scheme Map includes land for future expansion it will be at later stages that specific, smaller areas will have to be identified as Development Schemes.

With an increase in scale and by developing more than one neighbourhood at a time, choice of location and housing types will become available to home buyers and renters.

2.2.2.4 Industrial

A new industrial area is proposed to be created west of the Airport. This location is close to the entrance to the City on Highway #3 and it will allow heavy trucks entering Yellowknife to avoid downtown and residential streets. The road linking it with the Kam Lake industrial area will further reduce the time and travel distances. The relatively flat area is well suited for this use. The possibility of efficient distribution to consumers, or for break of bulk for further shipping from the adjacent airport or close float plane bases, is an added bonus of the chosen location.

There is room for buffering the industrial uses from future, adjacent residential development. The proximity to the sewer forcemain could be utilized to provide cost effective piped services to the new industrial area.

2.2.2.5 Open Space

The successful linking of the City's Open Space is the key to achieving a unique and accommodating urban environment. In the Long Range Plan, the Frame Lake area becomes a focal point of the City. Trails and pathways connect the institutional Capital Area with the Central Business District. From here and through connection of Open Space and parkland many key points in the City can be reached. Accessible shorelines and linked water bodies allow for continued and uninterrupted travel to and from the "land" during all seasons. The extent and the quality of these trails gives the Yellowknife General Plan a uniquely "Northern" character providing access to the outdoors and thereby encouraging the enjoyment and use of the outdoors.

At the points crossing the road system, public amenities such as telephone booths, bus stops, lighting and parking can be provided where demand exists.

The trails will be designed to allow for year round use and they will reach into the residential, institutional, and industrial areas providing access and connecting neighbourhood centres, play areas and points of interest.

By providing for the ability to avoid the use of the car and allowing residents to walk, ski or use their snow mobiles or all-terrain vehicles with ease, part of the "Northern Lifestyle" requirements are met.

2.2.3 Services

2.2.3.1 Expansion of Piped Utilities

Historically Yellowknife has developed by the incremental expansion of existing utilities. This allowed relatively easy watermain looping for freeze protection and relatively short forcemains which quickly attained flows required for freeze protection. Any remote development will have either long water, long sewage trunk lines, or both.

When contemplating major developments, remote from existing infrastructure, a major difficulty will be freeze protection until such time as water use in the development reaches a volume where the water supply main and/or the sewage main are self sustaining.

For long term development, the point of discharge for sewage is expected to be the existing lagoon system. Water supply is similarly anticipated to remain a single point source, the Yellowknife River. In order for the City to expand to the north, the role of Pumphouse No. 1 as the primary source of water for the City distribution system will have to change. Development north of the City and in the vicinity of the Yellowknife River would be more economically served by Pumphouse #2 and a submarine line with a trunk line to the new area, to avoid pumping from the River to Pumphouse No. 1 and then pumping back to the development area. The reserve capacity in the current submarine line and Pumphouse No. 1 can be utilized to serve the existing City area and proposed areas to the south and west of the City.

Development Schemes for proposed peripheral areas which are separate from existing infrastructures must address the economics of piped services versus trucked services. The proposed new industrial area could be serviced by either trucked or piped services. The following comments pertain to potential piped utilities in the Long Range Plan.

2.2.3.2 Long Range Piped Sewage System

While detailed contour mapping and development schemes will be required to define individual areas, the general topography around Yellowknife will necessitate a series of lift stations and forcemains to accommodate future growth. In general, sewage handling is described in the Background Report. Alternative new systems include:

- .1 Keg Lake Area South of Mirimar Con Mine**
 - conveyed to Kam Lake Lift Station No. 5.
- .2 Grace Lake Area and South of Existing Forcemain**

- conveyed to existing or upgraded Forcemain.

.3 North of Long Lake/Highway No. 3

- conveyed to the lagoon by a major collection system along the major collector road.

Area 1 and 2 above are relatively straight-forward, provided the developments proceed from the areas near the discharge points to minimize potential problems with early low volume years.

Area 3 will be very difficult to handle in the early development years due to the length of the sewage trunk lines required. One means to overcome this problem and to defer the capital cost of the major infrastructure would be to begin development in the quarry/Handle Lake area and to initially pump the sewage back to the existing sewage system in Yellowknife where reserve capacity exists. Once sufficient flow is in place, the sewage from this area would then be diverted to the new north side transmission system. Development south of the City, under such a scenario, should be minimized until such time as flow from the north is diverted.

2.2.3.3 Long Range Water System

The future water system will depend on detailed development schemes and mapping. In general, the water system is described in the Background Report and it is recommended that the following alternative distribution systems be considered with respect to their overall cost:

.1 Keg Lake Area South of Mirimar Con Mine

- water supply from Pumphouse No. 1 area via Tin Can Hill and/or a submarine pipeline from Pumphouse No. 1.

.2 Grace lake Area and South of Existing Forcemain

- water supply initially utilizing reserve capacity of Pumphouse No. 4 and ultimately supplied via the Keg Lake area.

.3 North of Long Lake/Highway No. 3

- water supply by a separate underwater pipeline from the River Pumphouse No. 2 to a secondary major Pumphouse/reservoir for the area.

.4 Gar Lake/River Area

- water supply from a separate Pumphouse at the River.

2.2.4 Transportation

The proposed Long Range Plan provides an opportunity to solve some of the transportation problems presently encountered. The General Plan calls for a new road for industrial development west of the airport to link Highway #3 with the existing Kam Lake industrial area allowing trucks arriving from the south to avoid the built up areas. For future development, this solution provides a preferable location for warehousing and manufacturing being adjacent to the airport and the highway system.

A new tier of growth can occur after a road from Highway #4 (close to the Baling Facility) is built. This new road will act as an arterial and connect to Highway #3. A looped arterial road system is anticipated and the road system would be completed in the southern portion where future residential development is foreseen.

The present bus system is expected to be enlarged to include new developed areas and to deal effectively with the increase in ridership. The climate, the nature of the users' needs and preferences as well as other relevant criteria are to be considered when laying out the details of this service.

2.2.5 BOUNDARIES

Based on the work leading to the update of the General Plan (1995) it is concluded that it will be difficult to accommodate the expected future growth within the existing City boundaries.

The land requirements associated with a target (total) population of 50,000 is provided in the Background Report to demonstrate the pressures on the available land. The area within the City boundary is inundated with obstacles which make rational and cost effective development planning a challenging task. The difficult terrain reduces the size of the suitable areas capable of accommodating building sites and roads and the cost of new development may be high.

A lack of data describing the land, the topography, vegetation, subsoil conditions, and any environmental hazards (pollution/contamination) that create obstacles to development does not allow a detailed assessment of the capabilities of the available land to sustain development. However it is concluded that the remaining undeveloped land may not be of sufficient size to accommodate the estimated growth. It is therefore recommended that further work and detailed field data is necessary to define the actual suitability of the land for development within and adjacent to the Municipal Boundaries. Then, adding the planning perspective of what is desired by the community, a more detailed long range Plan can be finalized and in the process the future boundaries of the City of Yellowknife can be determined.

2.3 MAPS

The following maps deal with Section 2.0 and are part of this General Plan.





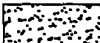


2.3.1 'Long Range' Land Use Plan - Map No. 1

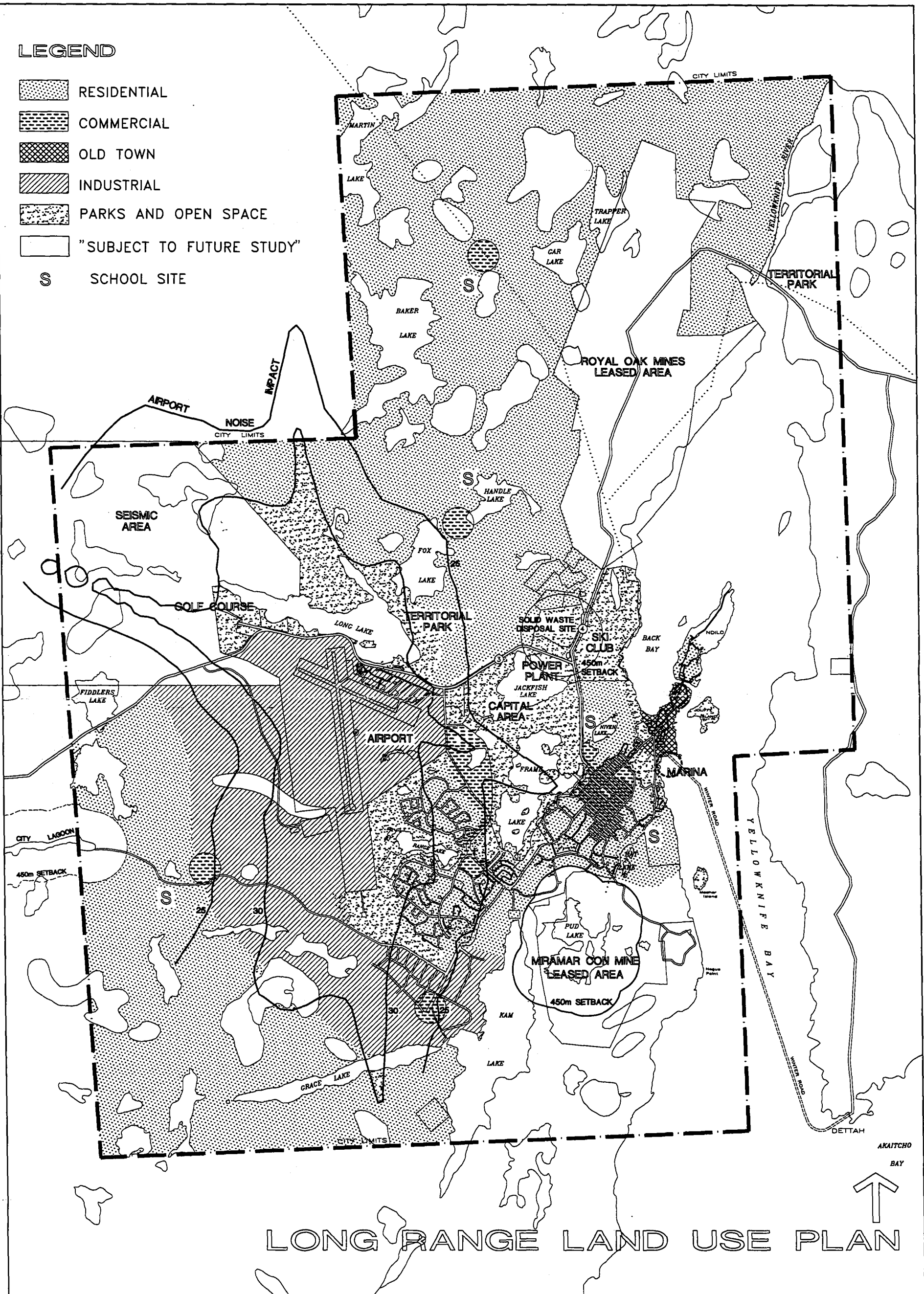
2.3.2 'Long Range' Transportation Plan - Map No. 2

2.3.3 'Long Range' Piped Sewage System - Map No. 3

2.3.4 'Long Range' Piped Water System - Map No. 4

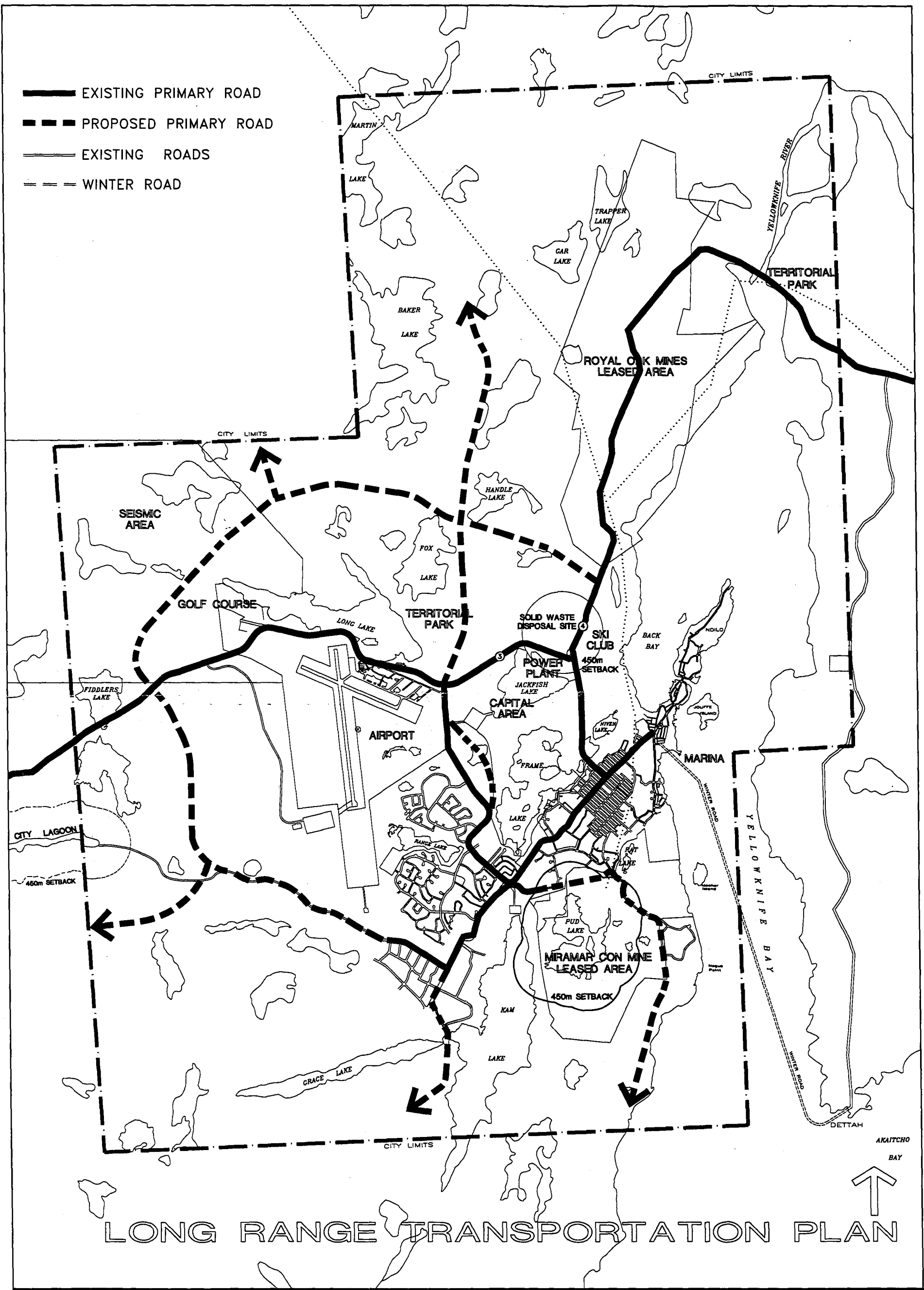
LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  OLD TOWN
-  INDUSTRIAL
-  PARKS AND OPEN SPACE
-  "SUBJECT TO FUTURE STUDY"
-  SCHOOL SITE

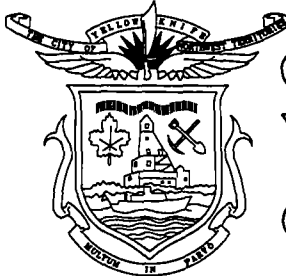


**CITY OF
YELLOWKNIFE
GENERAL PLAN 1996**

KARL STEVENS AND ASSOCIATES LTD.
Urban Design and Planning
TERRIPLAN CONSULTANTS
Landscape Architecture
REID CROWTHER & PARTNERS LTD.
Municipal Engineering
RETHINK GROUP
Community Services
R.G.P. TRANSTEC INC.
Traffic Engineering



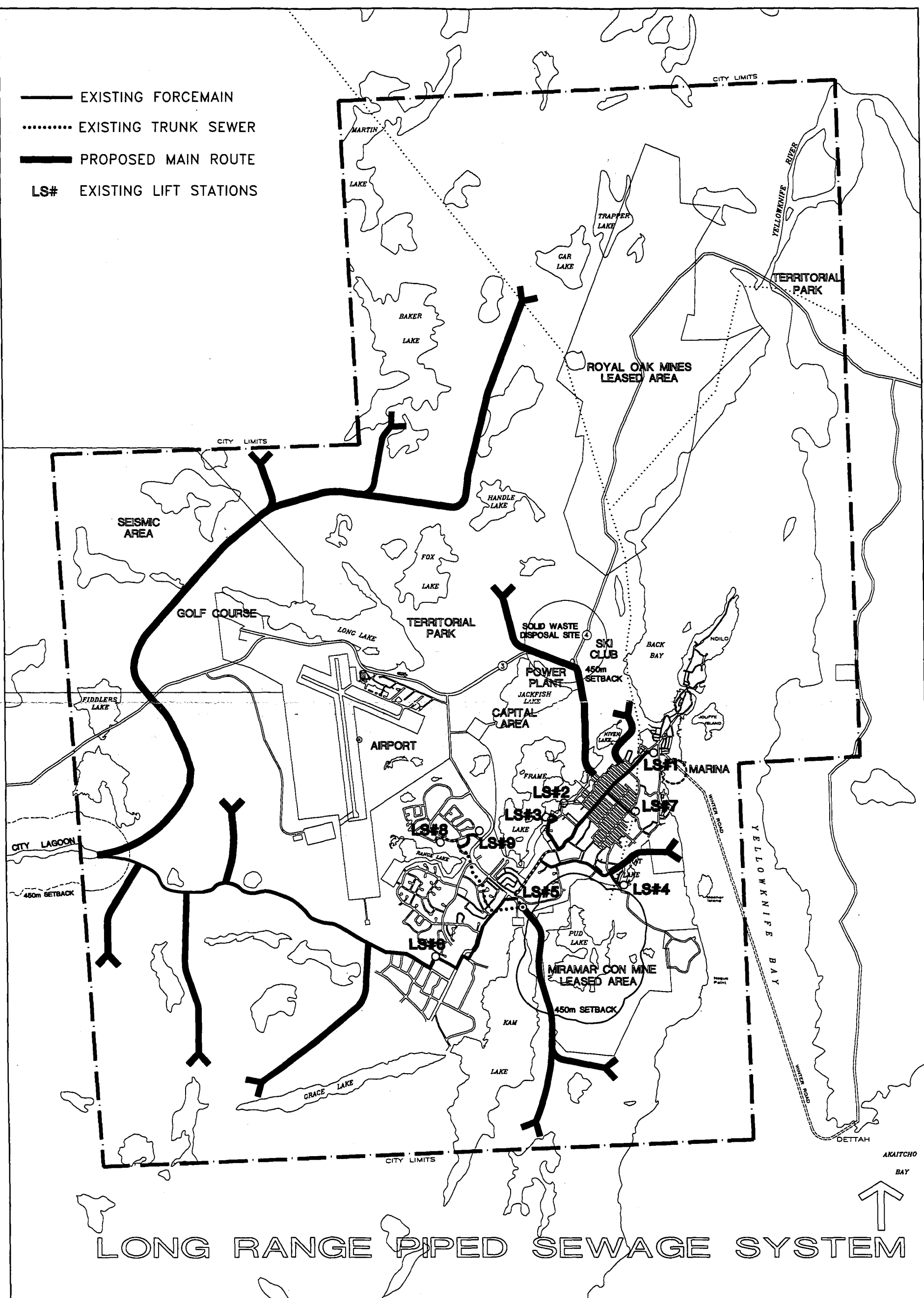
LONG RANGE TRANSPORTATION PLAN



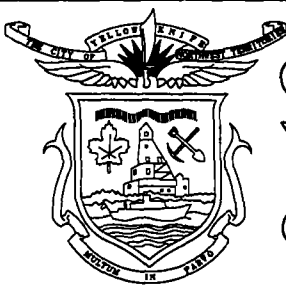
CITY OF
YELLOWKNIFE
GENERAL PLAN 1996

KARL STEVENS AND ASSOCIATES LTD.
Urban Design and Planning
TERRIPLAN CONSULTANTS
Landscape Architecture
REID CROWTHER & PARTNERS LTD.
Municipal Engineering
RETHINK GROUP
Community Services
R.G.P. TRANSTEC INC.
Traffic Engineering

- EXISTING FORCEMAIN
- EXISTING TRUNK SEWER
- PROPOSED MAIN ROUTE
- LS# EXISTING LIFT STATIONS



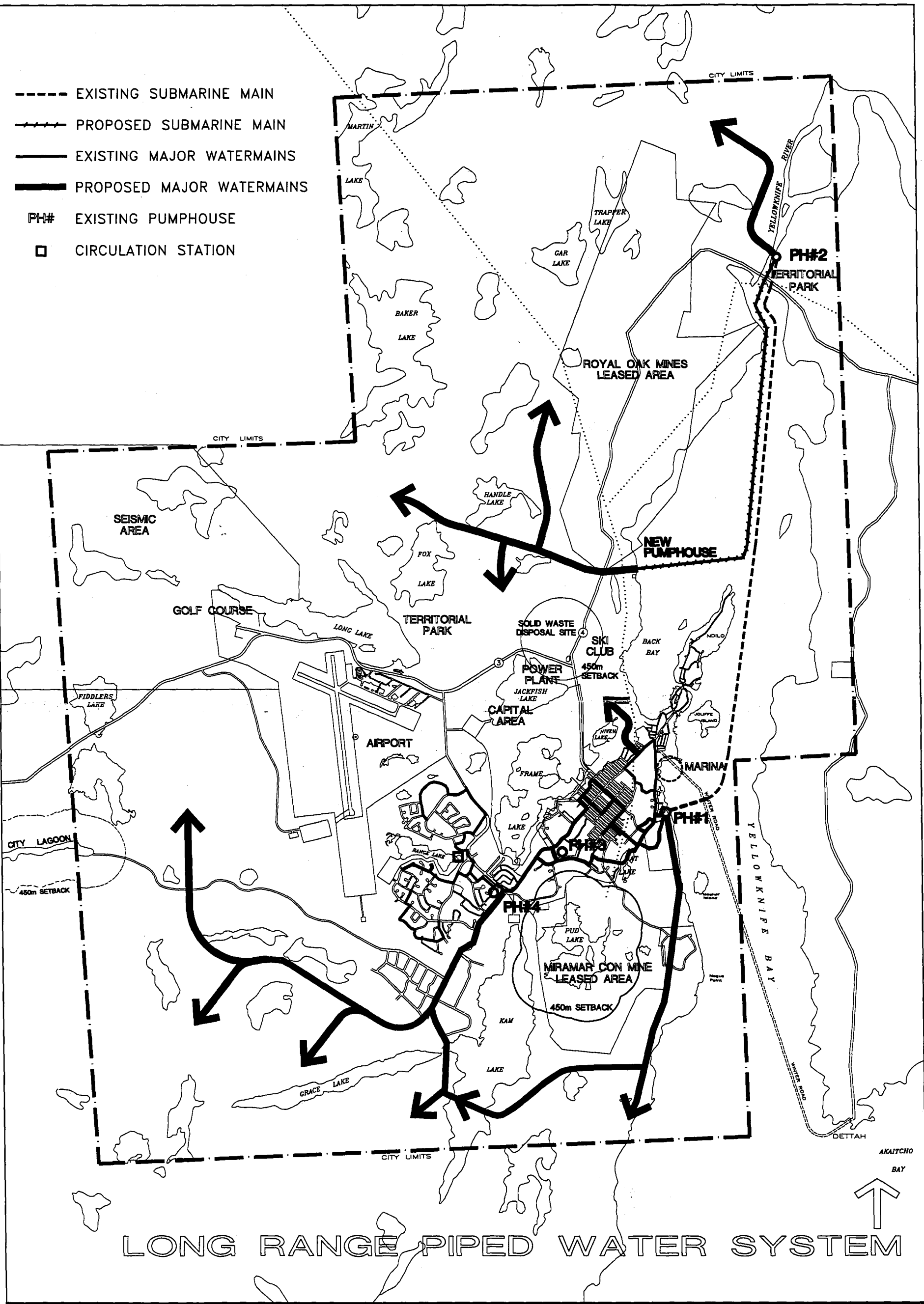
LONG RANGE PIPED SEWAGE SYSTEM



CITY OF
YELLOWKNIFE
GENERAL PLAN 1996

KARL STEVENS AND ASSOCIATES LTD.
Urban Design and Planning
TERRIPLAN CONSULTANTS
Landscape Architecture
REID CROWTHER & PARTNERS LTD.
Municipal Engineering
RETHINK GROUP
Community Services
R.G.P. TRANSTEC INC.
Traffic Engineering

- EXISTING SUBMARINE MAIN
- PROPOSED SUBMARINE MAIN
- EXISTING MAJOR WATERMAINS
- PROPOSED MAJOR WATERMAINS
- PH# EXISTING PUMPHOUSE
- CIRCULATION STATION



LONG RANGE PIPED WATER SYSTEM



CITY OF YELLOWKNIFE GENERAL PLAN 1996

KARL STEVENS AND ASSOCIATES LTD.
Urban Design and Planning
TERRIPLAN CONSULTANTS
Landscape Architecture
REID CROWTHER & PARTNERS LTD.
Municipal Engineering
RETHINK GROUP
Community Services
R.G.P. TRANSTEC INC.
Traffic Engineering

3.0 GENERAL PLAN OBJECTIVES AND POLICIES

3.1 FROM OVERALL OBJECTIVES TO POLICY FORMATION

Objectives are specific and achievable community goals. Policies are a series of guides leading to consistent and rational public and private decisions in the use and development of urban land and resources.

3.2 FRAMEWORK

The framework for the General Plan is comprised of six major issue areas for which specific policies have been developed.

- 3.2.1 Overall Objectives and Policies defined in the planning process
- 3.2.2 Long Range Objectives and Policies shaping the future city form
- 3.2.3 Land Use Objectives and Policies (Residential, Commercial, Industrial, Institutional, Open Space)
- 3.2.4 Services Objectives and Policies (Water, Sewer, Power, Telephone, Cable)
- 3.2.5 Transportation Objectives and Policies
- 3.2.6 Boundaries and Growth Considerations

3.3 OBJECTIVES AND POLICIES

3.3.1 OVERALL OBJECTIVES AND RELATED POLICIES

3.3.1.1 Overall Objective 1

To reflect the aspirations of the Community and promote the development of its given assets.

Policy:

The City will endeavour to:

- 3.3.1.1.1 sustain and increase the City of Yellowknife's role as the Capital of the Northwest Territories, as a seat of Government, a focal point for business, and as a partner in the development of the resource industry;
- 3.3.1.1.2 provide the foundation for growing socio-economic opportunities for its citizens;

- 3.3.1.1.3 provide the framework for future development to occur with due regard to the health and safety of its residents;
- 3.3.1.1.4 recognize the need for accommodating special interest groups and minorities while maintaining the greater public interest;
- 3.3.1.1.5 encourage a sense of community and support cultural diversity;
- 3.3.1.1.6 continue to deliver a high quality of public service;
- 3.3.1.1.7 support the development of a diverse and stable economy; and
- 3.3.1.1.8 recognize the northern location, the challenging climate, unique terrain and to plan with these given conditions for the support of the desired "Northern Lifestyle" of its inhabitants;

3.3.2 LONG RANGE OBJECTIVES AND POLICIES

3.3.2.1 Long Range Objective 1 (Overall)

Consider long range growth considerations when making decisions of a more immediate nature.

Policy:

The City will endeavour to:

- 3.3.2.1.1 consider the long range implications of land use decisions;
- 3.3.2.1.2 consider environmental effects when planning for development;
- 3.3.2.1.3 ensure that future development is not inordinately affected by present needs;
- 3.3.2.1.4 support heritage preservation efforts; and
- 3.3.2.1.5 develop, where suitable, adjacent lands and infill opportunities to avoid scattered ("leap-frog") urban development and costly extensions of infrastructure.

3.3.2.2 Long Range Objective 2 (Development Schemes)

Prepare for development through a progressively more detailed level of planning by utilizing the designation and adoption of Development Schemes. The areas are illustrated on Map No. 5

Policy:

In preparing Development Schemes, the City may:

3.3.2.2.1 collect detailed information on:

- 3.3.2.2.1.1 topography;
- 3.3.2.2.1.2 soils;
- 3.3.2.2.1.3 ground water;
- 3.3.2.2.1.4 vegetation; and
- 3.3.2.2.1.5 environmental constraints both natural and manmade.

3.3.2.2.2 assess amenities of the area:

- 3.3.2.2.2.1 views and vistas of water bodies, interesting land forms and/or vegetation;
- 3.3.2.2.2.2 impact on/by adjacent uses;
- 3.3.2.2.2.3 closeness to open space water bodies, parks, and recreation; and
- 3.3.2.2.2.4 access to places of work, shopping and entertainment.

3.3.2.2.3 consider the cost of infrastructure options respecting capital, operation and maintenance.

3.3.2.2.4 identify:

- 3.3.2.2.4.1 boundaries of the subject areas;
- 3.3.2.2.4.2 existing and proposed infrastructure;
- 3.3.2.2.4.3 distribution of land use;
- 3.3.2.2.4.4 density and specific mix of land uses;
- 3.3.2.2.4.5 location of schools, parks, trails, etc.;
- 3.3.2.2.4.6 areas of open space;
- 3.3.2.2.4.7 itemized estimates of development costs;
- 3.3.2.2.4.8 response to Urban Design Guidelines and Community Services Plan; and
- 3.3.2.2.4.9 Obtain public input through an appropriate review process.

3.3.2.3 Long Range Objective 3 (Secondary Development Scheme)

Prepare for the renewal and redevelopment of existing developed areas through the adoption of Secondary Development Scheme Areas. The areas are illustrated on Map No. 5.

Policy:

In preparing the Secondary Development Scheme, the City may:

3.3.2.3.1 define and collect detailed information on:

- 3.3.2.3.1.1 topography;
- 3.3.2.3.1.2 soils;
- 3.3.2.3.1.3 groundwater;
- 3.3.2.3.1.4 vegetation;
- 3.3.2.3.1.5 environmental constraints (both natural and manmade);
- 3.3.2.3.1.6 existing services;
- 3.3.2.3.1.7 transportation system;
- 3.3.2.3.1.8 location of major public facilities;
- 3.3.2.3.1.9 vacant sites;
- 3.3.2.3.1.10 existing land uses;
- 3.3.2.3.1.11 characteristics of special areas; and
- 3.3.2.3.1.12 historical buildings and land marks.

3.3.2.3.2 consider:

- 3.3.2.3.2.1 the impact on adjacent land uses;
- 3.3.2.3.2.2 the essential and desirable character of the area;
- 3.3.2.3.2.3 density and land use;
- 3.3.2.3.2.4 the Urban Design Guidelines and Community Services Plan;
- 3.3.2.3.2.5 development costs; and
- 3.3.2.3.2.6 phasing of redevelopment.

3.3.3 LAND USE OBJECTIVES AND POLICIES

3.3.3.1 Land Use Objective 1 (General)

Implement the land use decisions within the time frame of the General Plan.

Policy:

The City will:

- 3.3.3.1.1 plan for the compatible and complementary land use;
- 3.3.3.1.2 allocate and designate land use considering the need to minimize the cost of creation, operation and maintenance of the infrastructure required; and
- 3.3.3.1.3 seek cost effective land use patterns, infrastructure and transportation systems;

3.3.3.2 Land Use Objective 2 (Residential)

Consider all reasonable options for future expansion, and assess the suitability and cost effectiveness of each.

Policy:

The City will:

- 3.3.3.2.1 develop infill opportunities whenever possible;
- 3.3.3.2.2 develop, if suitable, land adjacent to built up areas first;
- 3.3.3.2.3 develop the lots now identified for production by the City;
- 3.3.3.2.4 phase development to provide choice of location, size and shape of lots, and provisions for services;
- 3.3.3.2.5 develop residential land in a cost effective manner; and
- 3.3.3.2.6 consider all forms of housing.

3.3.3.3 Land Use Objective 3 (Residential)

Use the neighbourhood unit as building blocks of the community.

Policy:

The City will:

- 3.3.3.3.1 create identifiable and distinct neighbourhoods wherever possible;
- 3.3.3.3.2 design new neighbourhoods to fit into the landscape;
- 3.3.3.3.3 conserve natural landscape features;
- 3.3.3.3.4 provide for opportunities to connect to the existing trail and open space system;
- 3.3.3.3.5 consider the desirability of vistas and proximity to water bodies as a factor in detailed planning;
- 3.3.3.3.6 consider the preference for grouping larger lots with vistas and privacy associated with more expensive homes;
- 3.3.3.3.7 encourage the creation of special housing units close to or in conjunction with neighbourhood centres;
- 3.3.3.3.8 require adequate parking provisions with new development;
- 3.3.3.3.9 require that the outdoor storage of snowmobiles, all terrain vehicles, trailers, boats and other items is effectively managed;
- 3.3.3.3.10 endeavour to phase out the unauthorized development and occupancy of public land, except squatters who have continuously occupied their sites since before September, 1967;
- 3.3.3.3.11 encourage the development of houseboat neighbourhoods which are accessible by emergency vehicles, environmentally sensitive and a contributing part of the community;
- 3.3.3.3.12 require home occupations to be secondary to and compatible with the residential character of the neighbourhood; and
- 3.3.3.3.13 require second dwelling units (suites) to be incidental to and compatible with the residential character of the neighbourhood.

3.3.3.4 Land Use Objective 4 (Residential)

Integrate residential uses into the Central Business District.

Policy:

The City will:

- 3.3.3.4.1 consider the Central Business District as a place which is desirable as a place of residence for all age groups; and
- 3.3.3.4.2 encourage mixed use developments in close proximity to and as part of the Central Business District.

3.3.3.5 Land Use Objective 5 (Commercial)

Create a Central Business District where people want to live, work, shop and recreate.

Policy:

The City will:

- 3.3.3.5.1 encourage banks, corporate and government offices to locate in the Central Business District;
- 3.3.3.5.2 encourage mixed land use projects; and
- 3.3.3.5.3 encourage ground floor areas to be used for commercial and public institutional purposes which facilitate and serve pedestrian traffic.

3.3.3.6 Land Use Objective 6 (Commercial)

Support neighbourhood commercial uses in conjunction with new residential developments.

Policy:

The City may:

- 3.3.3.6.1 support the creation of indoor merchandise sales and services to serve residential needs.

3.3.3.7 Land Use Objective 7 (Commercial)

Encourage appropriate locations for uses requiring open space storage facilities, and large storage and warehouse areas.

Policy:

The City will:

3.3.3.7.1 endeavour to supply adequate alternative choices for the location of land uses requiring large outdoor storage areas.

3.3.3.8 Land Use Objective 8 (Commercial)

Council desires to enhance and preserve the positive character and ambiance of the existing commercial areas.

Policy:

The City will endeavour to:

3.3.3.8.1 preserve, enhance and promote Yellowknife's favourite public places in commercial areas as identified in the Public Survey (1994);

3.3.3.8.2 support redevelopment of the least favourite public places in commercial areas as identified in the Public Survey (1994);

3.3.3.8.3 encourage the provision of public areas for multi seasonal use in conjunction with new development;

3.3.3.8.4 retain existing vegetation, parks and open space;

3.3.3.8.5 establish landscape standards for commercial developments;

3.3.3.8.6 provide suitable street furniture, street lighting; and

3.3.3.8.7 promote opportunities for linkages and access to the open space system.

3.3.3.9 Land Use Objective 9 (Commercial)

Encourage appropriate commercial development along primary and secondary roads in designated areas.

Policy:

The City wishes to:

- 3.3.3.9.1 encourage commercial users requiring large sites, parking, and loading and delivery facilities to locate in a highway commercial area; and
- 3.3.3.9.2 support in principle the Urban Design Guidelines for the Capital Area entrance corridor.

3.3.3.10 Land Use Objective 10 (Institutional)

Support the development of the Capital Area Development Scheme as a means to enhance the City's role as the Capital of the Northwest Territories.

Policy:

The City will:

- 3.3.3.10.1 support joint management of the Capital Area in accordance with the Capital Area Development Scheme; and
- 3.3.3.10.2 consider surrounding land uses in respect to their impact on and by the Capital Area.

3.3.3.11 Land Use Objective 11 (Institutional)

Provide for institutional uses in other appropriate areas of the City.

Policy:

The City will:

- 3.3.3.11.1 work with institutional organizations to plan and provide sites for schools and other facilities in appropriate locations, as required.

3.3.3.12 Land Use Objective 12 (Institutional)

Encourage institutional uses to reflect the character and aspirations of the Community and the region.

Policy:

The City encourages institutional uses to:

- 3.3.3.12.1 reflect the Northern character of the Community;
- 3.3.3.12.2 encourage linkages with the City's Trail and Open Space system;
- 3.3.3.12.3 plan for use during all seasons; and
- 3.3.3.12.4 encourage the creation of usable outdoor and indoor public spaces with new development.

3.3.3.13 Land Use Objective 13 (Industrial)

Make suitable sites for industrial uses available.

Policy:

The City will:

- 3.3.3.13.1 encourage the development of infill opportunities wherever possible;
- 3.3.3.13.2 develop land adjacent to built up areas, if the site is suitable;
- 3.3.3.13.3 consider phasing of land development that provides choice in location, size, and provision of services;
- 3.3.3.13.4 develop industrial land in a cost effective manner in harmony with the long term plan;
- 3.3.3.13.5 consider in the detail design stage the specific requirements created by the unique terrain, the climate, and the needs of the different users;
- 3.3.3.13.6 Allow merchandise sales and service outlets which serve the day-to-day needs of employees in the industrial areas; and
- 3.3.3.13.7 discourage the use of industrial areas for residential uses other than those required for owners, operators or caretakers.

3.3.3.14 Land Use Objective 14 (Open Space)

Create a linked Open Space System which will provide residents with alternative routes to the land and opportunities to enjoy the outdoors.

Policy:

The City will endeavour to:

- 3.3.3.14.1 make suitable sites available for recreational activities and facilities that require level, well drained, and useable land;
- 3.3.3.14.2 support the creation of a connected trail system within Open Space areas;
- 3.3.3.14.3 plan for facilities for active recreation needs to be provided; and
- 3.3.3.14.4 provide open space within all new and existing development.

3.3.3.15 Land Use Objective 15 (Open Space)

Recognize the importance of water bodies and provide users with the appropriate level of access to this resource.

Policy:

The City will endeavour to:

- 3.3.3.15.1 increase access to these water bodies where appropriate;
- 3.3.3.15.2 establish continuous public shoreline rights-of-way wherever possible;
- 3.3.3.15.3 designate islands for recreational and open space land uses only;
- 3.3.3.15.4 manage the location and development of stationary water uses (houseboats and docks) while having regard to the impact on the community as a whole; and
- 3.3.3.15.5 confirm zoning by-law jurisdiction over water bodies in the City.

3.3.4 SERVICES

3.3.4.1 Services Objective 1 (Water)

Endeavour to provide adequate water supply to present and future users.

Policy:

The City will endeavour to:

- 3.3.4.1.1 continue to provide potable water which meets health and safety standards;
- 3.3.4.1.2 provide piped services as the preferred service option;
- 3.3.4.1.3 provide trucked services only where piped services are not economically viable;
- 3.3.4.1.4 provide summer water lines where economically viable; and
- 3.3.4.1.5 reduce the proportion of truck serviced development.

3.3.4.2 Services Objective 2 (Sanitary Sewer)

Endeavour to provide sanitary sewage infrastructure to present and future users.

Policy:

The City will endeavour to:

- 3.3.4.2.1 continue to provide an adequate sanitary sewage collection system which meets health and safety standards;
- 3.3.4.2.2 provide piped services as the preferred service option;
- 3.3.4.2.3 provide trucked services only where piped services are not economically viable;
- 3.3.4.2.4 reduce the proportion of truck serviced development; and
- 3.3.4.2.5 reduce the proportion of "honey bucket" services.

3.3.4.3 Services Objective 3 (Storm Sewer)

Endeavour to ensure that future development incorporates adequate storm water runoff facilities.

Policy:

The City will endeavour to:

- 3.3.4.3.1 provide and maintain storm water conveyance systems including surface, piped and ditched where appropriate.

3.3.4.4 Services Objective 4 (Power, Telephone, Cable)

Endeavour to ensure that adequate power supply, telephone and cable services are available.

Policy:

The City will:

- 3.3.4.4.1 inform the suppliers of utility services of all development plans at the earliest stage; and
- 3.3.4.4.2 require developers to make satisfactory arrangements for power services.

3.3.5 TRANSPORTATION

3.3.5.1 Transportation Objective 1

Improve conditions for pedestrians, vehicles, and alternate modes of transportation.

Policy:

The City will endeavour to:

- 3.3.5.1.1 develop a road network to allow vehicles to move about efficiently and with ease;
- 3.3.5.1.2 develop trail systems to allow walking, cycling, skiing, and all terrain vehicles as alternate means of transportation;
- 3.3.5.1.3 continue to provide, as the City grows, a cost effective, dependable bus system; and
- 3.3.5.1.4 undertake a comprehensive transportation and parking study.

3.3.5.2 Transportation Objective 2

Design new residential developments with suitable road layouts and good neighbourhood planning.

Policy:

The City will:

- 3.3.5.2.1 encourage relatively short, discontinuous street patterns that discourage through traffic;
- 3.3.5.2.2 plan neighbourhood commercial uses at transportation nodes along with higher residential densities;
- 3.3.5.2.3 generally discourage through traffic from using residential streets;
- 3.3.5.2.4 consider long term transportation needs when laying out detailed plans for residential developments; and
- 3.3.5.2.5 design neighbourhood centres to be served by the bus system and be connected and linked to the trail and open space system.

3.3.5.3 Transportation Objective 3

Create an efficient road system that focuses on the Central Business District while providing access to other areas of the City.

Policy:

The City will:

- 3.3.5.3.1 encourage a road system that allows for choice of routes and efficient traffic flow;
- 3.3.5.3.2 identify options for a bypass to Franklin Avenue;
- 3.3.5.3.3 require the provision of adequate and convenient long-term parking facilities in conjunction with new development; and
- 3.3.5.3.4 require the provision of appropriate service vehicle (loading) facilities with new developments.

3.3.5.4 Transportation Objective 4

Improve vehicular access to industrial areas.

Policy:

The City will:

- 3.3.5.4.1 develop a new truck route west of the airport linking the Kam Lake Industrial area and Hwy #3; and
- 3.3.5.4.2 require provision of adequate parking for trucks and cars with new industrial development.

3.3.5.5 Transportation Objective 5

Provide alternatives to roads and sidewalks by developing separate trails for pedestrians, skiers, snowmobiles and all terrain vehicles.

Policy:

The City will endeavour to:

- 3.3.5.5.1 strengthen and improve existing trail systems;
- 3.3.5.5.2 expand the trail system into and between new development areas; and
- 3.3.5.5.3 create good linkages between the road/sidewalk and the trail system.

3.3.5.6 Transportation Objective 6

Improve and preserve the character of the City owned lands associated with the road network and apply the Urban Design Guidelines on certain major transportation corridors.

Policy:

The City will:

- 3.3.5.6.1 implement the Urban Design Guidelines where deemed appropriate.

3.3.6 BOUNDARIES AND GROWTH CONSIDERATIONS

3.3.6.1 Boundary Objective 1

Ensure that an adequate supply of land is available within the municipal boundaries for future development.

Policy:

The City will:

- 3.3.6.1.1 annually assess its growth and need for land;
- 3.3.6.1.2 protect areas where sand, gravel, top soil and other aggregates have been identified as necessary resources;
- 3.3.6.1.3 develop an appropriate data base for all land within the municipal boundaries as detailed information becomes available; and
- 3.3.6.1.4 assure that sufficient land is available to satisfy long range growth.

3.3.7 DEVELOPMENT SCHEME AREAS

3.3.7.1 Development Scheme Objective 1

Use Development Schemes to establish City policies for specific areas (the areas are illustrated on Map No. 5).

Policy:

The City will prepare Development Schemes for:

- 3.3.7.1.1 Areas of new development (e.g., Tin Can Hill) and for new areas being added to already developing areas (e.g., Kam Lake Industrial);
- 3.3.7.1.2 Areas of redevelopment (Secondary Development Schemes) address issues and opportunities arising from infill, and upgrading, and from density changes and change in use (e.g., Central Business District, Matonabee, Frame Lake South and Frame Lake North, Annex and Forrest Park, School Draw, and Latham Island); and
- 3.3.7.1.3 Areas of development subject to overlapping jurisdiction

between the City of Yellowknife and the GNWT (e.g., Capital Area)

3.3.8 Development Phasing

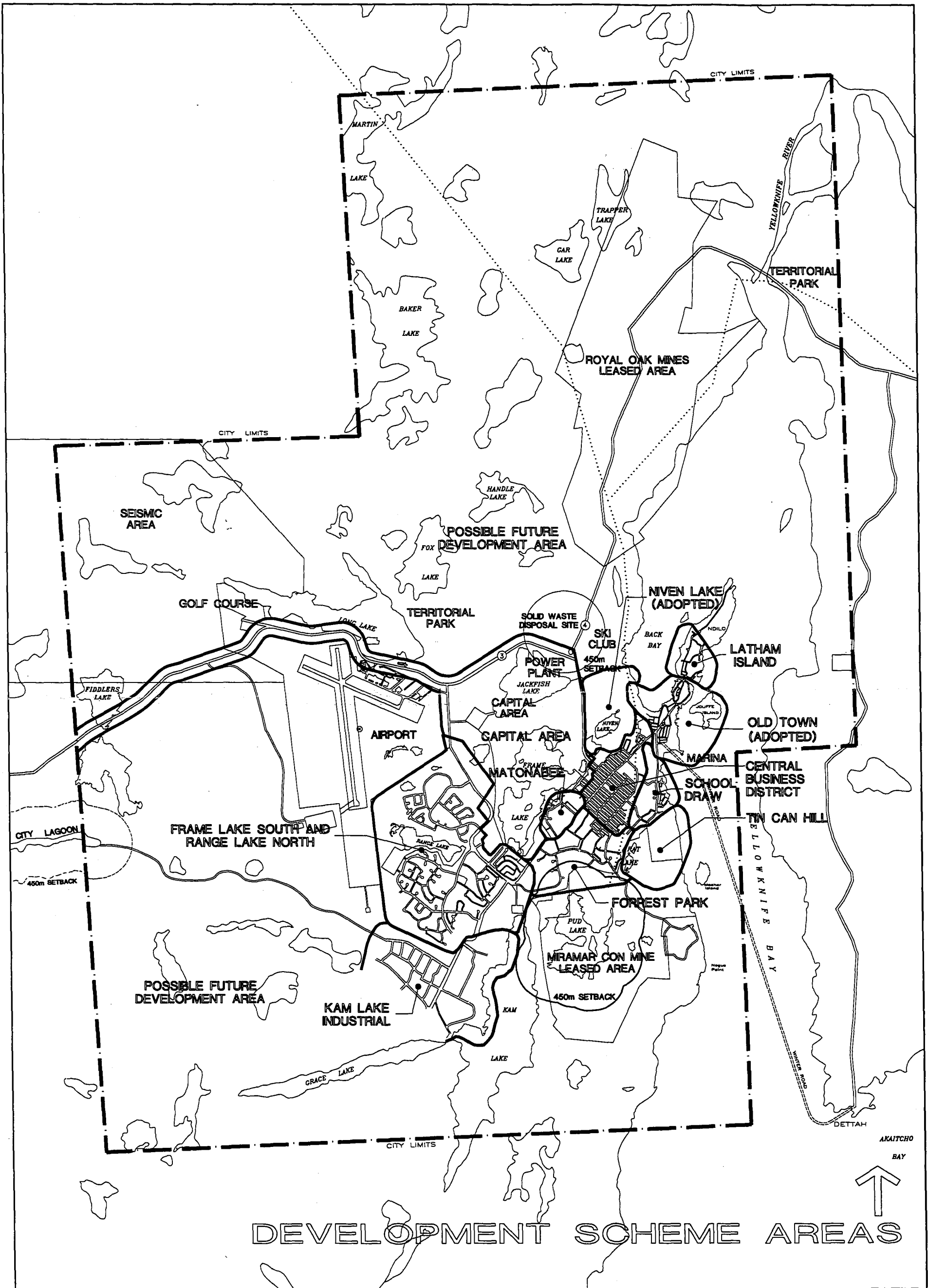
Ensure that all development efforts outlined in the General Plan will be subject to and activated by market pressures. The phasing of development is shown on Map No. 6.

3.3.8.1 Development Phasing Objective 1

Policy:

The City will:




- 3.3.8.1.1 complete residential projects on sites presently under development (i.e., Range Lake North, Niven Lake and in areas of infill) (Phase I);
- 3.3.8.1.2 develop new residential areas (i.e., Tin Can Hill) (Phase II);
- 3.3.8.1.3 assess areas for future expansion to the north and west (Phase III);
- 3.3.8.1.4 complete development of the Kam Lake Industrial Area (Phase I);
- 3.3.8.1.5 plan for a new industrial area west of the Airport (Phase II); and
- 3.3.8.1.6 encourage major institutional users to locate in the Capital Area whenever feasible.

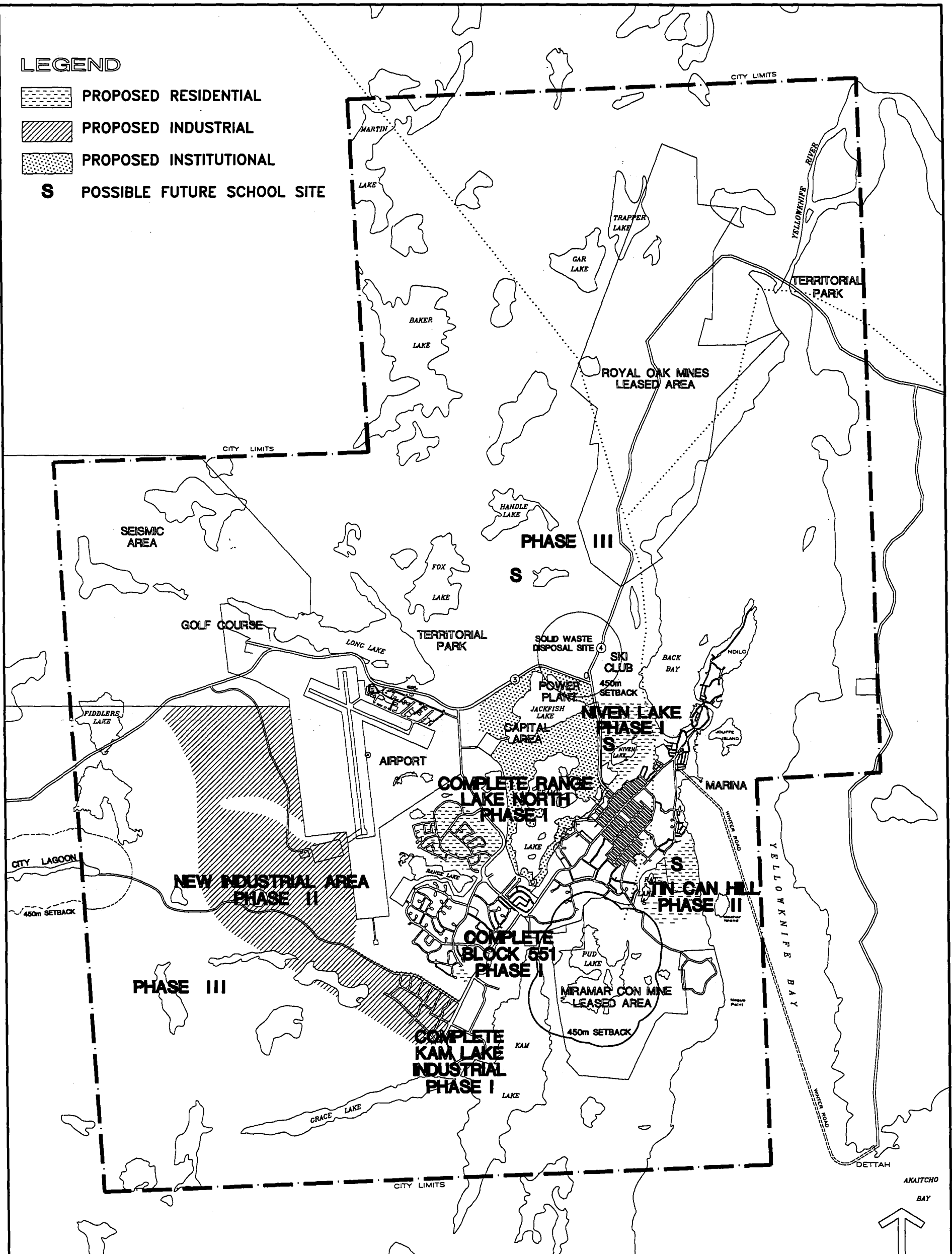


CITY OF
YELLOWKNIFE
 GENERAL PLAN 1996

KARL STEVENS AND ASSOCIATES LTD.
 Urban Design and Planning
 TERRIPLAN CONSULTANTS
 Landscape Architecture
 REID CROWTHER & PARTNERS LTD.
 Municipal Engineering
 RETHINK GROUP
 Community Services
 R.G.P. TRANSTEC INC.
 Traffic Engineering

LEGEND

-  PROPOSED RESIDENTIAL
-  PROPOSED INDUSTRIAL
-  PROPOSED INSTITUTIONAL
- S** POSSIBLE FUTURE SCHOOL SITE



PROPOSED DEVELOPMENT PHASING (5 YEARS)

NOTE: PHASE III AREAS ARE SUBJECT TO FURTHER STUDY TO DETERMINE SUITABILITY FOR URBAN EXPANSION



**CITY OF
YELLOWKNIFE
GENERAL PLAN 1996**

KARL STEVENS AND ASSOCIATES LTD.
Urban Design and Planning
TERRIPLAN CONSULTANTS
Landscape Architecture
REID CROWTHER & PARTNERS LTD.
Municipal Engineering
RETHINK GROUP
Community Services
R.G.P. TRANSTEC INC.
Traffic Engineering



4.0 ADMINISTRATION OF THE GENERAL PLAN

4.1 IMPLEMENTATION

Through the General Plan, the City of Yellowknife is committed to a course of action. Specific actions may be undertaken to implement the intent of the document. While changes to the plan are possible, it is the commitment to the direction created by the Plan that gives the public and the private sector the stability for effective action.

4.1.1 Implementation Objective 1

Implement the General Plan and seek the co-operation of all stakeholders.

Policy:

The City will:

4.1.1.1 seek and conduct meaningful discussion of mutual interest and concern with all levels of government, departments, agencies, corporations and citizens groups on topics related but not limited to:

4.1.1.1.1 The Federal Government:

- Federal Buildings and activities providing employment in Yellowknife;
- the realignment of the seismic array;
- management of development affecting lakes and waterways; and
- the collection of environmental data and the delivery of protection.

4.1.1.1.2 The Government of the Northwest Territories:

- the Capital Area;
- management of development along the waterfront;
- the development of post secondary education facilities;
- planning the airport and the airport industrial areas;
- the highway corridor or approaches to the city;
- joint tourism facilities;

- establishment of a mapping data bank based on the land within, and adjacent to the City Boundary; and
 - support of preservation efforts for special and unique historic landmarks.
- 4.1.1.1.3 Municipalities and Claimant Groups:
- support of cooperative efforts for regional economic development;
 - municipal boundaries; and
 - N'dilo
- 4.1.1.1.4 Local Agencies:
- the size, number and location of new school sites within the City;
 - the delivery of specific programs and facilities; and
 - development of pro-active positions respecting land claims and self-government aimed at improving both the urban and community environments.
- 4.1.1.1.5 Corporations:
- long range land requirements; and
 - minimizing potential land use conflicts.
- 4.1.1.1.6 Citizens Groups and Citizens:
- new development or redevelopment plans.

4.1.2 Implementation Objective 2

Take specific actions to implement the Plan.

Policy:

The City may undertake:

- 4.1.2.1 transportation and parking studies;
- 4.1.2.2 geotechnical reviews to determine the most economical direction of urban expansion;
- 4.1.2.3 Zoning By-law reviews;
- 4.1.2.4 discussions with relevant owners, lessees and/or agencies on anticipated future growth requirements and impacts; and
- 4.1.2.5 budget reviews of the major capital improvements which are

necessary to achieve the long range plan.

4.2 MONITORING

With the adoption of this General Plan the Council of the City of Yellowknife acknowledges the need to monitor the Plan's performance and development.

4.2.1 Monitoring Objective 1

Monitor the General Plan on a regular basis.

Policy

The City will:

- 4.2.1.1 monitor the success of decisions and actions based on the General Plan;
- 4.2.1.2 amend and revise the General Plan as needed; and
- 4.2.1.3 commence a General Plan Review within five years.

4.2.2 Monitoring Objective 2

Monitor certain specific developments as they may impact on the community.

Policy:

The City will monitor:

- 4.2.2.1 the land claims/land selection process;
- 4.2.2.2 the mining industry;
- 4.2.2.3 the need for institutional and other land uses;
- 4.2.2.4 land demand; and
- 4.2.2.5 relevant environmental studies.