CITY OF YELLOWKNIFE

BY-LAW NO. 5146

BZ 393

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 Community Plan for the City of Yellowknife.

PURSUANT TO:

a) Part 2, Sections 3 to 7 inclusive of the *Community Planning and Development Act, S.N.W.T., 2011, c.22*; and

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 Council of the Municipal Corporation of the City of Yellowknife wishes to deems it desirable to adopt a Community Plan by by-law;

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

SHORT TITLE

1. This by-law may be cited as the "Community Plan – YK 2050".

APPLICATION

2. The Community Plan for the City of Yellowknife comprised of Schedule "A" attached hereto and forming part of this by-law, is hereby adopted.

REPEALS

3. By-law No. 5007 is hereby repealed.

EFFECT

4. That this by-law shall come into effect upon receiving Third Reading and otherwise meets the requirements of Section 75 of the *Cities, Towns and Villages Act*.

Read a First time this 26 day of AUGUST, A.D. 2026.

Mayor

City Manager

Read a Second Time this 23 day of SEPTEMBER, A.D. 2026.

Mayor

City Manager

APPROVED by the Minister of Municipal and Community Affairs of the Northwest Territories this _____ day of _____, A.D. 202__

Minister
Municipal and Community Affairs

Read a Third Time and Finally Passed this _____ day of _____, A.D., 202__.

Mayor

City Manager

I hereby certify that this by-law has been made in accordance with the requirements of the *Cities, Towns and Villages Act* and the by-laws of the Municipal Corporation of the City of Yellowknife.

_____

City Manager

CITY OF YELLOWKNIFE
BY-LAW NO. 5146
Schedule A

CITY OF YELLOWKNIFE

COMMUNITY PLAN BY-LAW NO. 5146

ADOPTED XXXX XX, 2026

COMMUNITY PLAN BY-LAW NO. 5007, AS AMENDED IS HEREBY REPEALED

DM #836813

Acknowledgement

With deep gratitude, City of Yellowknife recognizes the invaluable contributions of Indigenous Partners, residents, stakeholders, and council in shaping this Community Plan. Guided by our shared commitment, we have come together to create a Plan that reflects the values of our community and lays out an inclusive, sustainable vision for our City's future - toward 2050 and beyond.

The City of Yellowknife respectfully acknowledges that we gather, work, and govern within the homelands of the Yellowknives Dene First Nation, the Tłı̨chǫ, and the North Slave Métis.

We honour their enduring connection to this land and recognize the living laws, knowledge, and stewardship that continue to guide and protect this place. In our work, we commit to walking in partnership and respect, making decisions that honour Ancestors, uplift communities, and care for the generations yet to come.

We recognize all First Nations, Métis, and Inuit who live, work, and contribute to the life of Yellowknife, alongside all residents who now call this city home. Together, we share responsibility for strengthening this community and caring for the land and one another.

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1 INTRODUCTION

This document is the Community Plan of the City of Yellowknife: YK 2050 (also referred to as "the Plan"). It has been prepared in accordance with the *Cities, Towns and Village Act S.N.W.T. 2003, c.22,* as amended, and the *Community Planning and Development Act, S.N.W.T. 2011, c.22,* as amended (the *Act*).

1.1 What is a Community Plan?

A Community Plan is a high-level policy framework that serves as a long-term roadmap for physical development. It establishes the community's vision, goals, and land-use policies to guide how land is used and developed over a 20-to-25-year horizon.

1.1.1 Purpose of the Plan

YK 2050 establishes the policy direction for the future growth and development of Yellowknife over the next 25 years, while complying with the *Act's* requirement for statutory reviews every 8 years. It directs the location and timing of growth, balancing environmental, social, and economic factors.

The Plan is based on a comprehensive review of demographics, economic development, affordable housing, transportation, infrastructure services, and climate change. Its policies are supported by several foundational background studies:

- *Population, Employment, and Land Need Projections to 2050* (2025)
- *Housing Needs Assessment* (2024)
- *Climate Action Plan* (2026)

1.2 Strategic Priorities

The YK 2050 update process refines the city's vision to address long term growth, housing, and environmental challenges. These strategic priorities guide land-use planning, development sequencing, and capital investments:

- **Housing policy that increases affordability and attainability:** Focuses on expanding the housing supply across the entire continuum. With over 10% of all households (including 18% of renters and 5% of owners) in Core Housing Need due to unaffordable, inadequate, or unsuitable conditions, the Plan balances residential intensification, infill, and greenfield development to achieve diverse housing mixes.
- **Servicing and infrastructure:** Promotes efficient and compact land use to maximize the capacity of existing utility systems, ensuring sustainable growth and resilient public servicing in future development scenarios.
- **Mobility and transportation networks:** Provides a safe, accessible, multi-modal transportation network. It prioritizes shifting travel behavior from private vehicles to walking, cycling, and public transit through a year-round, integrated network of trails, sidewalks, and bike lanes.
- **Climate Action:** Promotes low-carbon, climate-resilient developments to withstand northern climate impacts, such as discontinuous permafrost degradation. It supports energy efficiency,

greenhouse gas reduction, and compact development patterns to optimize infrastructure and hit net-zero emissions by 2050.

- **Environmental protection and stewardship:** Focuses on protecting and restoring Yellowknife's natural assets (land, water, and wildlife habitats) as interconnected ecological systems.
- **Public safety and wildfire protection:** Integrates FireSmart principles, vegetation management, and protective fuel breaks to reduce public safety risks and community vulnerability.
- **Economic development:** Encourages downtown revitalization, local tourism growth, and public-private partnerships to diversify and strengthen the local economy.

1.3 How to Read This Plan

YK 2050 is the City's highest-level guiding land-use policy document. Its policies form the regulatory basis for development and must be read and applied collectively. Multiple policies may apply to a single proposal and must be interpreted together to advance the Plan's goals.

These policies represent minimum development standards; proposals may exceed them where appropriate. The City may issue supplementary guidelines, bulletins, or design standards to support implementation.

1.3.1 Community Planning Approach

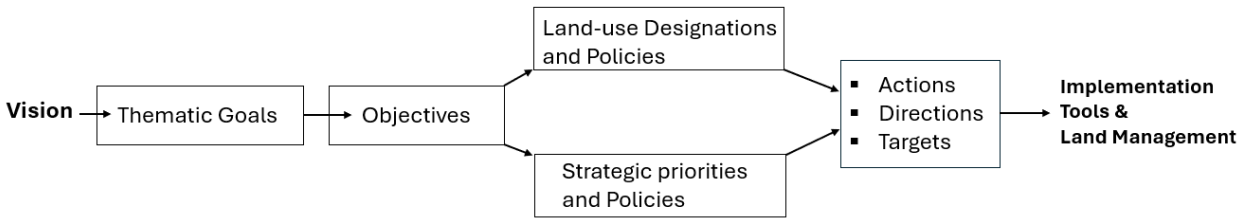
The Plan prioritizes economically, environmentally, and socially sustainable development. It balances compact, mixed-use intensification in existing urban areas with selective greenfield growth. The approach focuses on maximizing existing infrastructure, expanding affordable housing, boosting climate resilience, and safeguarding natural systems.

1.3.2 Structure of the Community Plan

YK 2050 is divided into 6 major sections, as follows:

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

Figure 1: Structure of the Community Plan



This structure translates community input into 6 thematic goals and 37 actionable objectives, implemented through clear policies, targets, and directions.

1.3.3 Interpretation

YK 2050 must be read in its entirety; isolating individual policies does not reflect the document's overall intent. Expected compliance levels are defined by specific terms:

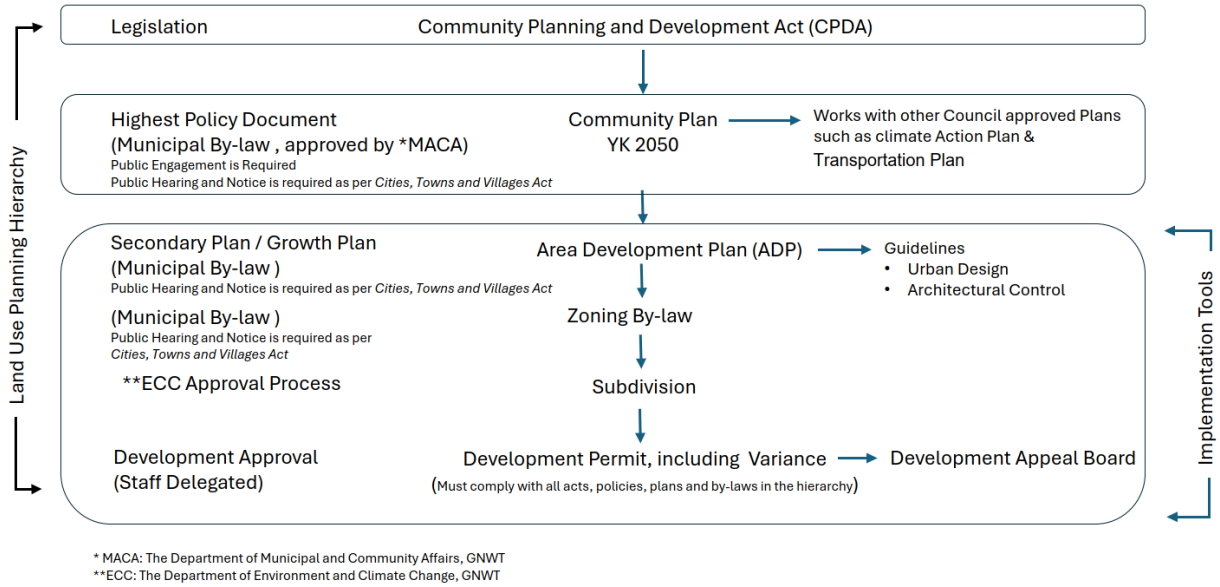
- "Shall" / "Must": Mandatory compliance. These policies are linked to territorial legislation, municipal bylaws, or mandatory policy requirements.
- "Should": Compliance in principle. Adherence is expected unless the applicant demonstrates to the City's satisfaction that compliance is impractical due to unique site circumstances, and that the proposed alternative still meets the policy's intent.
- "May": Discretionary compliance or optional policy application.

Note: The Plan is a long-term strategy; site-specific suitability must be verified on a case-by-case basis during subsequent development reviews.

1.3.4 Hierarchy and Alignment within the Planning Framework

YK 2050 is the highest-level land-use policy document under the *Act*. All lower-tier planning tools, bylaws, and permits must conform to this Plan. **Figure 2** below shows the relationship between territorial legislation, YK 2050, and tools used for implementing the Plan.

Figure 2: Land Use Planning Framework



YK 2050 guides how growth will be managed and implemented through other subordinate Plans, by-laws and guidelines:

1. **Statutory Consistency**: All lower tier planning tools, including the Area Development Plans (ADPs), Zoning By-laws and Development Permits must conform to the policies of YK 2050.

2. **Implementation Tools:** The Plan's policies are brought to life through specific implementation tools and processes.
3. **Integrated Planning:** YK 2050 is not independent of other city plans. It was informed by major strategic documents.

Section 11 Implementation provides more detail the different implementation tools and plans that compliment YK2050.

1.3.5 Who Should Use the Community Plan?

YK 2050 guides all stakeholders involved in the city's administration and development:

- **City Council and Administration**: Outlines strategic direction for growth, infrastructure spending, and public services.
- **Developers and Landowners**: Provides vision and certainty for growth and change supporting private sector investment to build commercial, industrial and residential developments.
- **Residents and Community Organizations**: Details how community input shaped the Plan and explains where future developments will occur.
- **Indigenous Partners**: Honors government-to-government relationships, including with the Yellowknife Dene First Nations (YKDFN), Tłı̨chǫ, and North Slave Metis Alliance (NSMA), and respects land negotiation processes, such as the **Akaitcho Interim Land Withdrawal**.

1.3.6 Plan Maintenance and Monitoring

YK 2050 is a **dynamic and living document** continuously monitored to ensure legislative compliance, regional alignment, and accountability.

- **Review:** Administration will actively monitor and recommend updates to the Plan to address legislative changes, land and resource matters between governments such as the Akaitcho Agreement negotiations or reconciliation efforts or emerging community trends.
- **Reporting:** The Planning and Development Department publishes an annual report tracking how goals, policies, and targets are being advanced, ensuring public accountability and informing business planning cycles.

2 COMMUNITY CONTEXT

2.1 City Context

The City of Yellowknife is the capital city of the Northwest Territories (NWT). It serves as the territory's administrative, economic, logistical, and cultural hub, hosting the Legislative Assembly of the GNWT, the territorial headquarters of the RCMP, and the Canadian Armed Forces Joint Task Force North (JTFN). .

Yellowknife is an important regional transportation and logistics hub, distributing goods to NWT and Western Arctic communities and remote mine sites by road, air, and seasonal winter ice roads. The Yellowknife Airport functions as a crucial hub connecting NWT and western Nunavut communities to southern Canadian metropolitan centers. such as Edmonton, Calgary, and Vancouver.

Situated on the shores of Great Slave Lake, the city maintains a close physical connection to its natural landscape. This proximity supports extensive year-round outdoor recreation (hiking, canoeing, skiing, and fishing), which represents a core aspect of the community's identity.

Yellowknife is located on the traditional territory of the Yellowknives Dene First Nation (YKDFN), the Tłı̨chǫ people and the North Slave Metis. One YKDFN community is currently located inside the City Boundary: Ndılǫ. Some YKDFN members live in other areas of the city, among a growing number of Indigenous residents from the Territory and the broader region. Many Tłı̨chǫ citizens live, work, and study in Yellowknife. The North Slave Métis Alliance represents Section 35 rights-bearing Métis whose Ancestors have long lived in the region.

Land within municipal boundaries is a mix of public and private holdings. Of the City's **10,514 hectares** of dry land, only **2,422 hectares** (23%) fall within the Planned Built Boundary to accommodate development over the 25-year planning horizon. The remaining **8,091 hectares** are excluded from development consideration due to active uses or administrative designations. These exclusions include **1,034 hectares** of interim-withdrawn lands held during Akaitcho Agreement negotiations with the member Akaitcho Dene First Nations (ADFN), as well as federal lands, Territorial Parks, airport operations, public highways, and Seismic Testing Facilities.

Within the 2,422-hectare Planned Built Boundary, land ownership is distributed across three primary sectors:

- **Territorial Government Lands (34%):** Approximately **816 hectares** remain under the administrative control of the Territorial Government (**Map 1**).
- **Municipal Lands (32%):** Approximately **777 hectares** are city-owned, though most vacant municipal parcels are subject to physical development constraints or are valued for community parks, open spaces, and recreation.
- **Private Lands (26%):** Approximately **627 hectares** are privately held.
- **Other Lands (8%):** Approximately **202 hectares** are federally held.

To guide sustainable development, the City operates under an **"intensification first"** policy that promotes local infill and redevelopment. However, because the capacity of these existing opportunities is structurally limited, accommodating long-term population and employment growth will depend on

securing the transfer of larger tracts of currently untenured Commissioner's Lands from the Territorial Government for future urban expansion.

2.2 Regional Co-existence and Indigenous Reconciliation

2.2.1 Regional Co-existence

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

- Social and demographic changes
- Economic cycles and changing prosperity trajectories
- Growing economic and social inequality
- Legacy planning and environmental stewardship

2.2.2 Indigenous Reconciliation

Community planning encompasses the collective land use needs of residents, businesses and organizations within a community, and does not seek to exclude any from realizing their aspirations and potential. While the Akaitcho Agreement negotiations and YKDFN's importance to the City have been discussed elsewhere, YK 2050 must also support the City's efforts toward reconciliation with all Indigenous peoples that are represented in the City and region, including the Tłı̨chǫ Government, Deline Got'ine Government, and the North Slave Métis Alliance. Through the 94 Recommendations in the *Truth and Reconciliation Commission of Canada's Calls to Action*, YK 2050 also incorporate learnings and paths to improved relationships within its policy framework. On November 10, 2025, City Council directed Administration to begin engagement with Indigenous partners on the recommendations in *Walking Forward Together: Yellowknife's Reconciliation Roadmap Report.* The report establishes ten-year goals and a three-year action plan to embed reconciliation into day-to-day practice.

As part of this commitment, the City is actively collaborating with Indigenous governments - including the Deline Got'ine and YKDFN Governments - on opportunities for future land development, with a focus on expanding housing options and supporting economic growth. YK 2050 will strengthen its policies to ensure reconciliation principles guide decisions across land use, housing, and infrastructure, with the shared goal of improving quality of life for all Yellowknifers.

2.2.3 Culture and Heritage

There were people living on these lands long before the City of Yellowknife came into existence. It is important that efforts are made to develop land in a culturally appropriate manner and that the history of the area is acknowledged and respected. The City's Heritage By-law and *Intercultural Heritage & Placemaking Plan* guides efforts to do this through preservation of historical sites and improvement of public information materials and signage that identifies historic and culturally important areas throughout the City.

2.3 Demography and Land Use

2.3.1 Historical population trends

Yellowknife's population grew to an estimated 21,788 in 2024 according to the most recent interim estimates by the NWT Bureau of Statistics. This represents a 7.1% increase from the official Statistics Canada 2021 census population of 20,340. Historically, Yellowknife has experienced fluctuating rates of growth. A period of fast population growth was observed from 2001 to 2004, followed by slower growth periods between 2004 to 2014. The most recent census data from 2021 indicated a 3.9% increase from the 2016 census. Population changes are largely dictated by inter-provincial and intra-territorial migration, following national trends of rural-to-urban migration. This change follows national trends of increasing urban populations and declining rural centres.

Table 1: Population Change 2006 to 2024

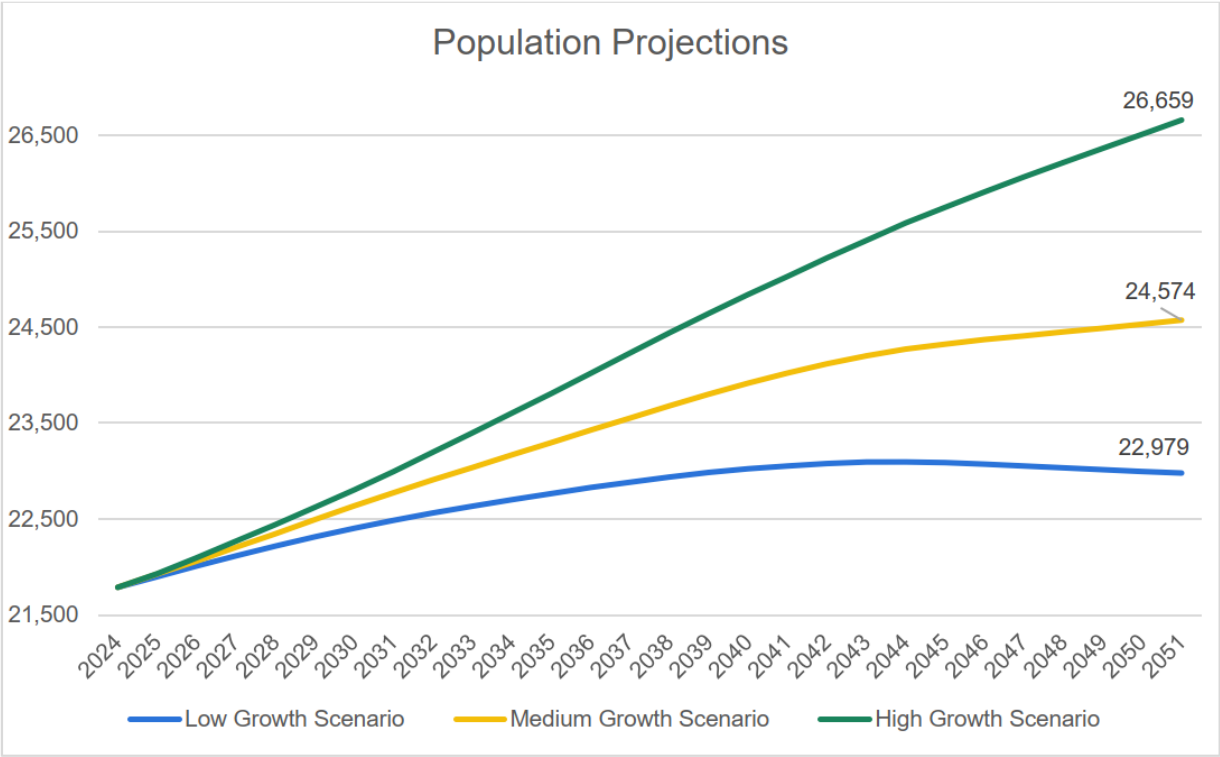
	2006	2011	2016	2021	2024
Yellowknife Population	18,700	19,234	19,569	20,340	21,788
Percentage Change from Previous Census	13.1%	2.9%	1.7%	3.9%	7.1%
NWT Population Count	41,464	41,462	41,786	41,070	44,731
Percentage Change from Previous Census	11%	-0.01%	0.8%	-1.7%	8.9%
Source	Statistics Canada Census	Statistics Canada Census	Statistics Canada Census	Statistics Canada Census	GNWT Bureau of Statistics Estimate

While the average age of the population is increasing (average of 35.5 years, with the 65+ age group rising to nearly 8% in 2021), Yellowknife still maintains a comparatively younger demographic profile than the Canadian average of 41.9 years. This younger cohort plays a critical role in sustaining the city's long-term demographic momentum, labour force capacity, and future housing demand.

2.3.2 Growth Scenarios and Future Projections

The *2025 Yellowknife Population Projections* report provided three scenarios for population growth for the 2025-2051 planning horizon. These three scenarios, low growth, medium growth, and high growth, are shown in **Figure 3**

Figure 3:Population projections for Yellowknife, (2024-2051 - low/medium/high growth scenarios)



The Low Growth Scenario is the most conservative, reflecting the mixed growth rates seen between 2011 and 2024. Slower population growth and accelerated aging. Assumes prolonged economic uncertainty, high construction costs, and a declining mining sector.

The Medium Growth Scenario captures moderate, stable growth, reflecting the trends seen over the last several years (2016 to 2024). Assumes steady public sector employment, moderate tourism, stable mining activity, and steady housing development.

Finally, **the High Growth Scenario** captures optimistic conditions or transformative events, reflecting the strongest growth rates seen since 2001 (from 2001 to 2006), projecting the population to reach 26,659 by 2051. This scenario assumes significant military expansion, the completion of major infrastructure projects (e.g., the Arctic Economic and Security Corridor, the Mackenzie Valley Highway, and the Taltson powerline), and high interprovincial and international migration. YK 2050 strategically focuses on the **High Growth Scenario**. This positions the city to capitalize on future northern federal investments and resource development opportunities, while ensuring the municipality is prepared for the substantial housing, land use, and infrastructure demands that accompany a rapid-growth trajectory.

2.3.3 Housing

Yellowknife's housing market is currently defined by rising cost barriers, limited supply, and changing household sizes:

- **Housing Stock Mix**: Single-detached dwellings represent 44% of the housing stock, followed by low-rise apartments (26%) and row housing (12%). Over 70% of the housing stock was built

before 2000, and 10.6% of homes require major repairs (compared to the national average of 6.1%).

- **Recent completions**: After a sharp slowdown in completions between 2018 and 2023 (averaging 15 to 55 units annually), development rebounded with 271 completions in 2024 and 124 in 2025. However, severe shortages of single-family, studio, and non-market affordable housing persist.
- **Rental Market Pressures**: The average monthly rent of $2,036 (2025) is significantly higher than the national average of $1,480. The rental vacancy rate is dangerously low, sitting at 1.9% in 2024 and dropping to 1.3% in late 2025 (down from 3.5% in 2023). Nearly 1 in 4 renter households rely on subsidized housing, and 18.2% of tenant households are in Core Housing Need.
- **Ownership Market Pressures**: The average single-detached home price reached $624,000 in 2024, and monthly owner shelter costs averaged $2,358 in 2021. Home values appreciated by 63% between 2006 and 2021, pricing out many moderate-income households. The Average aggregate price of a dwelling in 2025 was $534,178 (includes single, duplex, towns, condos etc).
- **Shifting Demographics**: The average household size is projected to decline from 2.7 to 2.61 by 2035, driven by a growing proportion of single-person households (which rose to 24% in 2021). This indicates a growing future demand for smaller 0–1-bedroom units. Concurrently, the city still requires 431 three-bedroom and 173 four-bedroom units by 2035 to accommodate families and multi-generational households.
- **Core Housing Need (CHN):** 10% of all Yellowknife households experience Core Housing Need, defined as housing that fails to meet at least one of three criteria: adequacy (no major repairs), affordability (costs less than 30% of pre-tax income), or suitability (adequate bedrooms based on occupancy standards). CHN is heavily skewed toward renters, with 18% of tenant households compared to only 5% of homeowner households. Affordability is the primary driver, affecting 80% of all CHN households.

2.3.4 Economy and Employment

Yellowknife maintains a robust economic profile with high household incomes and active participation, yet it faces unique northern resource-cyclical and cost-of-living challenges:

- **Key Indicators:** In 2021, Yellowknife had one of the highest average household incomes in Canada at $165,400 (vs. $106,400 nationally). The workforce is highly engaged, with a 79% participation rate (vs. 64% nationally) and a low unemployment rate of 3.7% in 2025. Permanent positions make up 74.9% of employment.
- **Cost-of-Living Barriers:** Exceptionally high costs for shelter, food, and transportation constrain economic mobility and present major recruitment and retention barriers for essential sectors like healthcare and trades.
- **The Government/Service Transition:** The economy has transitioned toward service and public sector employment. Public Administration represents the largest sector, employing 29% of the workforce in 2021 (up from 24% in 2011).

- **The Mining Sector Decline:** The historic economic driver of mining, quarrying, and oil/gas extraction fell from 8% to 5% of the workforce between 2011 and 2021. Key NWT diamond mines are nearing their end of life or have closed—Diavik closed in March 2026, and Ekati closed in July 2026 while Gahcho Kué may end by 2028,—impacting employment and support services unless new commercial mines are established.
- **Emerging Sectors and Investment Drivers:**
    - **Tourism:** Tourism is growing, but its seasonal nature and lower average salaries mean it cannot fully replace high-paying mining roles.
    - **Defence , Arctic Development & Remediation:** Substantial federal and territorial public investments are driving economic activity, including planned military expansions and the ongoing Giant Mine Remediation Project, which expects its peak workforce during the 2026–2036 decade.

2.3.5 Land Details and Future Demand

The City of Yellowknife has a relatively low population intensity compared to other similarly sized cities in Canada. It has a population intensity of 159.5 people/ km². This intensity suggests that a large amount of land is available for development. However, much of the land within the municipal boundary is currently unavailable for development for a variety of reasons. Overall, the amount of land within municipal boundaries is 13,660 ha. However, a significant amount of this land includes water bodies such as lakes and is not available for land development. When water is excluded, the land within the municipal boundary is 10,514 ha. In addition to water bodies, other land is not available to the City for development due to existing land rights (Akaitcho Interim Land Withdrawal, Federal land, GNWT land, contaminated former mine sites, seismic reserve, Solid Waste Facility and Territorial Park land uses). This land is referred to as 'Land Not Available' in **Table 2**. The following table shows the land in hectares and as a percentage of municipal area boundary.

Table 2: City Land Quantum

	Land Area (ha)	Land Area (%)
Total Land in Municipal Boundary (77% excluding water)	10,514	100
Lands Not Available	8,091	77
Available Lands for Development/ Redevelopment (Planned Built Area)	2,422	23
• Commissioner's Land and other Territorial Lands	816 (34%)	
• City Owned Lands	777 (32%)	
• Private Lands	627 (26%)	
• Other Lands	202 (8%)	

To support the projected **High Growth Scenario** population of 26,659 by 2051, the City will require additional residential, commercial, and industrial lands. Future planning models suggest modern, more efficient land-use ratios than those used historically:

- **Industrial Land Ratio:** Potentially reduced to 8 hectares per 1,000 people (down from 18.2 ha) due to market efficiencies.

- **Commercial Land Ratio:** Potentially reduced to 3.5 hectares per 1,000 people (down from 4.36 ha).
- **Institutional & Recreational Land:** The majority of institutional and open space demands can be absorbed within existing public and municipal lands.

Table 3: Projected Additional Land Needs for Yellowknife (2025-2051, High Growth Scenario).

Land Use Category	Additional Land Requirements	Notes
Residential Lands – High Growth Scenario	65 ha	Net densities assumptions: • 22.2 units/ha (single detached dwellings) • 39.5 units/ha (row or town housing) • 69.2 units/ha (higher intensity dwellings such as a 4-storey apartment)
Commercial Lands – High Growth Scenario	17-21 ha	Assumptions for land requirements: • Higher amount of land needed if using current 4.36 ha/1000 people ratio • Lower amount of land needed if using reduced 3.5 ha/1000 people ratio
Industrial Lands – High Growth Scenario	39-89 ha	Assumptions for land requirements: • Higher amount of land needed if using current 18.2 ha/1000 people ratio • Lower amount of land needed if using reduced 8 ha/1000 people ratio.

3 YK 2050 – VISION, GOALS, AND OBECTIVES

3.1 What We Heard from Yellowknife

The process for updating YK 2050, was structured around five distinct phases, moving systematically from initial visioning and research to policy development, public and indigenous government engagements, and final legislative approval. The entire process was designed to ensure the Plan is data-driven, and reflects community input, to serve as Yellowknife's long-term planning and development roadmap. The public engagement, titled 'Let's Talk YK 2050' produced a wide range of feedback that was analyzed and organized into six core community themes. Input gathered through pop-ups, surveys, workshops and comment cards revealed the priorities and aspirations residents hold for YK 2050 Update. These insights highlight both opportunities and challenges, and the resulting six themes directly inform the proposed Vision and Objectives.

Growing YK reflects on achieving environmentally responsible growth, balancing new development with conservation, proactive climate change preparedness, and adopting inclusive strategies to retain residents.

Living in YK reflects how residents experience daily life, from the vibrancy of public spaces to the accessibility of housing, and the sense of safety and belonging in community. Participants consistently underscore the importance of spaces that bring people together year-round, work toward dignity and inclusion, and reflect the city's cultural & land-based identity.

Working in YK reflects residents' concerns about economic opportunity, workforce stability, and the need to build a more resilient, community-oriented economy. Feedback emphasizes both the challenges and the opportunities shaping Yellowknife's local economy, from tourism growth to workforce housing.

Natural YK reflects how residents see nature and the environment as central to Yellowknife's identity. Community feedback emphasizes the desire to protect natural assets for future generations, while also enhancing access and connectivity so residents can continue to enjoy the city's unique relationship with the land and water.

Moving Around YK is about safety, connection and enjoyment. Residents have pride in the city's walkability and bikeability, and a strong desire to maintain and expand these advantages as the community grows. At the same time, they call for improved public transit, safer roads, and a more connected trail network that supports year-round use.

Proudly YK reflects the ways residents describe what makes Yellowknife unique and why they feel connected to the community. Pride in place is rooted in both people and nature, expressed through community closeness, cultural vibrancy, built form, and cherished natural assets.

3.2 Vision 2050

The vision for YK 2050 is to guide land use in a way that strengthens Yellowknife's economic, environmental, and social well-being. It commits to an inclusive and equitable future where all residents can thrive, while safeguarding the natural environment that defines and inspires our community. Perspectives gleaned from community engagement inform the Vision for the YK 2050:

YK 2050 is a healthy, multicultural, and resilient northern City that honours its distinct identity while embracing innovation and change. The community is inclusive and caring, grounded in a deep commitment to honour, recognize, and respect the inherent rights of Indigenous peoples.

The City's Growth is smart and sustainable. The City balances renewal, intensification, and new development with the protection of its valued natural landscapes, lakeshores, and defining northern character. Neighbourhoods are linked by an extensive, accessible trail network that brings people closer to the outdoors, supports active living, and strengthens appreciation for the environment.

Downtown is a safe, welcoming, and revitalized heart of civic life - animated by local businesses, culture, and year-round public activity. Yellowknife is a leader in climate resilience, supported by climate-ready infrastructure, innovative planning, and long-term stewardship.

The city offers diverse and affordable housing, accessible recreation, and a vibrant cultural scene that attracts and retains people of all ages. Residents enjoy a thriving standard of living, supported by strong community ties, opportunity, and a shared sense of belonging.

3.3 Thematic Goals and Corresponding Objectives

The Thematic Goals articulate the core values, priorities, and long-term aspirations expressed by residents during public engagement. They distill what the community considers essential to sustaining and enhancing quality of life in Yellowknife. The accompanying Objectives translate these themes into clear, actionable directions informed by both community input and supporting data, ensuring they are grounded in evidence and aligned with the broader intent of the YK 2050 Update.

Thematic Goals	Objectives
Growing YK (GYK)	• Development will be balanced with the preservation and enhancement of public, green, and blue (waterbodies) spaces to maintain overall environmental quality (GYK-1). • Growth strategies will maintain the community's character by ensuring appropriate spacing and compatibility between built forms and land uses (GYK-2). • New development will be guided by land use policies that prevent conflicting uses and support adaptable, mixed-use, and inclusive built form (GYK-3). • Promotes urban intensification by encouraging the redevelopment of vacant parcels and the conversion of surface parking lots into high-intensity, mixed-use developments within the city core to maximize existing infrastructure and enhance downtown vibrancy (GYK-4).

Thematic Goals	Objectives
	• Culturally inclusive and affordability-sensitive growth will ensure Yellowknife remains a community where people of all backgrounds can establish long-term futures. Yellowknife will grow as an inclusive, affordable community that supports long-term futures for all residents (GYK-5). • Natural and man-made hazard risks will be reduced through strengthened emergency preparedness measures and climate-resilient infrastructure (GYK-6). • Green infrastructure, renewable energy, and local food production will be prioritized and integrated into future planning (GYK-7). • Natural resources will be protected and managed for long-term use by safeguarding resource areas from incompatible development, supporting responsible exploration and resource extraction activities (GYK-8). • Wildfire risk will be reduced, and community resilience will be enhanced by ensuring that new development incorporates FireSmart design, vegetation management, and fuel break strategies to protect life, property, and critical infrastructure (GYK-9). • Light pollution will be minimized, and dark sky conditions will be preserved by ensuring that outdoor lighting associated with new development is appropriately designed, directed, and controlled to protect environmental quality, wildlife, and community character (GYK-10).
Living in YK (LYK)	• Mixed housing options, affordability spanning incomes, and various tenure types across the City will foster inclusion and livability for all residents (LYK-1). • Downtown revitalization will support local businesses, cultural activities, and an animated, safe social environment for all (LYK-2). • Public and community spaces will support inclusive, and year-round community life and safe public realm (LYK-3). • Land use planning approaches to care, healing, and recovery that are inclusive of, and appropriate for, all residents. • Reconciliation will be embedded throughout every stage of the land-use planning process (LYK-4). • Long term planning will help identify and incorporate water and sanitation infrastructure needs and initiate sustained investment to support future growth (LYK-5). • Human health and environmental quality will be protected by managing development on or adjacent to contaminated sites - identified, assessed and remediated, if required, in accordance with a risk-based approach that ensures safe and appropriate long-term land use (LYK-6).

Thematic Goals	Objectives
Working in YK (WYK)	• Locally owned businesses will have access to supportive development incentives where revitalization or relocation is required, along with the enabling conditions necessary for them to remain viable and continue to thrive (WYK-1). • Safe and healthy workforce housing will be promoted as essential infrastructure in appropriate locations to support local businesses and industries (WYK-2). • Tourism will be supported through appropriate land use policies including infrastructure planning, and development criteria that promote local identity (WYK-3). • The downtown core will be strengthened through policies that attract new businesses and mixed-use development, address barriers to revitalization, and enhance its role as an active civic space. This includes supporting everyday street-level activity, patios, events, and cultural programming that extend vibrancy beyond standard business hours (WYK-4). • Support the integration of housing and employment opportunities to strengthen local economic growth, labour retention, and business vitality by promoting mixed-use development (WYK-5).
Natural YK (NYK)	• The integrity of Yellowknife's natural heritage gems including wetlands will be protected as the city grows (NYK-1). • Public access to lakes and green spaces will be enhanced and expanded (NYK-2). • Blue (waterbodies) and green spaces, where appropriate, will be animated for environmentally friendly, passive recreational uses (NYK-3). • Protect and enhance connections between natural and built environments by integrating high-quality public realm, shared amenity spaces, and publicly accessible open spaces to strengthen ecological values, community wellbeing, and access to nature in Yellowknife (NYK-4). • Natural heritage areas will be protected from the adverse impacts of development. Where impacts are unavoidable, development will minimize effects through appropriate mitigation and rehabilitation measures (NYK-5).

Thematic Goals	Objectives
Moving Around YK (MYK)	• Mobility across the city, with a particular emphasis on connections to and from the downtown, will be improved and strengthened (MAYK-1). • Public transit will be accessible, expanded, and integrated to connect residents to key services, neighbourhoods, and community amenities citywide (MAYK-2). • Active transportation infrastructure will form a safe, continuous, and year-round network supporting walking, cycling, and other non-motorized modes (MAYK-3). • A connected and extended trail system will link all neighbourhoods with one another and with Yellowknife's major natural features and open spaces (MAYK-4). • Street design will prioritize safety, accessibility, and comfort for pedestrians and cyclists as part of a complete mobility network (MAYK-5). • Commercial goods transport will be safe, efficient, and prioritized in industrial areas while minimizing conflicts with vulnerable road users like pedestrians and cyclists (MAYK-6).
Proudly YK (PYK)	• Diversity and accessibility will be advanced by through inclusive infrastructure and public spaces across the community (PYK-1). • The City's built form will reflect the aesthetics, identity, and Northern character that make Yellowknife distinct (PYK-2). • Walkable, bikeable, multimodal, human-scaled public spaces will support community connection and reflect shared local pride (PYK-3). • Yellowknife's lakes, rock formations, trails, and tree canopy will remain core to the City's character and residents' everyday lives (PYK-4).

4 LAND USE DESIGNATIONS

4.0.1 Context and Strategy for Area Designation Decisions

The land use designations and overlays shown on the *Land Use Designation Map* (**Map 2.a**) illustrate both existing and planned land uses across the City. These designations and overlays provide a clear framework for managing and directing land use over the next 25 years. Planning and development objectives and policy directions associated with each designation and overlay are guided by the City's vision for growth. The City's historical land use, contemporary trends, and anticipated future needs informed the objectives and policies. Collectively, the land use designations and overlays establish the basis for permitted uses, development regulation, and the implementation of the City's strategic planning priorities.

4.0.2 Designations and Overlays

YK 2050 designates the following areas within the municipal boundary, as identified in the *Land Use Designation Map* (**Map 2.a**):

- Downtown (city core and central residential)
- Niven Residential
- West Residential
- Grace Lake Residential
- Frame Lake Residential
- Old Town
- Old Airport Road
- Highway Commercial
- Kam Lake
- Kam Lake South
- Engle Business District
- Mineral Extraction Area
- Solid Waste Management
- Recreation Hub
- Giant Mine
- Special Management Area

Call-out: Land Use Designations - The Plan describes each land use designation, defining its purpose, permitted uses, and its role in the community's long-term planning. For every designation, the Plan establishes clear objectives and policies with directions on how land should be used, including specific actions and targets to ensure development aligns with the overall vision and goals of YK 2050.

Overlay Areas

YK 2050 identifies the following overlay areas within the municipal boundary, as identified in the *Land Use Overlays Map* (**Map 2.b**):

- Capital Area
- Akaitcho (Interim Land Withdrawal)
- Seismological Array

Call-out: Overlay areas identify locations with exceptional economic, cultural, geological or environmental value. These areas require an added layer of direction and control beyond the underlying designation. Each overlay includes targeted objectives, policies and restrictions that safeguard its unique attributes to reinforce the intended purpose of the overlay.

4.1 Downtown

Total Area: 329.7 ha

Downtown, as identified on the *Land Use Designation Map* (**Map 2.a**), is the hub of the City. It connects the past with the future and serves local residents, the broader Northwest Territories, and global visitors by offering a vibrant mix of employment, commerce, culture, and recreation. Since the last Community Plan update, the downtown has experienced growth in retail, commercial, and residential-commercial projects. This activity supports a more active and diverse downtown environment that includes office spaces, storefronts, institutional facilities and natural park areas. To build on this momentum, the City has updated its Economic Development Strategy and Implementation Plan. Concurrently, the City and the YKDFN are implementing a Joint Economic Development Strategy. Both initiatives share a unified goal: to strengthen the local economic base, foster collaborative partnerships, and maximize sustainable prosperity for the residents of Yellowknife, Dettah, and Ndılǫ.

Geographically, the Downtown designation encompasses a large area at the center of the city, extending beyond the traditional downtown core. Recent development patterns have established a transitional, mixed-use residential zone adjacent to the primary commercial center. This middle-intensity area bridges the highly active urban core with the lower-intensity neighborhoods found elsewhere in the city, supporting diverse land uses while ensuring easy access to central amenities.

4.1.1 City Core

Total Area: 57.5 ha

The City Core, as identified on the *Downtown – City Core Land Use Designation Map* (**Map 3.a**) centers on the 50th Avenue corridor between 49th and 52nd Avenues, and 47th and 54th Streets. Developed over decades with various architectural styles, this area features a mix residential, commercial, cultural, institutional and recreational uses.

As the community's primary mixed-use centre, the City Core anchors Yellowknife's business and administrative functions. It serves as the principal hub for professional services, supporting the logistics sector, tourism, arctic-focused partnerships, and nation-building projects. The City Core is intended to remain the central area of the community and serve as the highest order mixed use centre. The City balances infill and redevelopment of vacant and underutilized parcels by providing land use flexibility

and adaptive reuse of existing buildings, aligned with the City's downtown revitalization goals. Vacant and under-utilized parcels in the City Core will be encouraged for mixed use development with active street level commercial uses and residential on floors above. Intensification will be achieved through mandatory mixed-use along key streets, increased building height and lot coverage to support local businesses, services, and winter vitality. The City Core will grow as a 24/7 community, beyond a government and commercial purpose district.

Call-out: The City Core policies support an adaptable, affordable, efficient, and inclusive City Core. They promote flexible, mixed-use buildings that can respond to changing needs over time. They focus on intensification or redeveloping vacant and underutilized lands and parking lots into higher intensity uses. This approach revitalizes the City Core and makes full use of existing infrastructure. The policies also support diversity and housing affordability, helping to create a community where all residents can remain and build a future.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GKY-3, GYK-4	i) New residential developments or redevelopment within the City Core must be high-intensity.
	GYK-4	ii) New multi-unit dwelling developments within the City Core must adhere to reduced off-street parking maximums and minimums.
	GYK-4	iii) New surface parking lots must not be developed within the City Core. The redevelopment of existing surface parking lots to accommodate mixed-use intensification should be encouraged, and the City should support the removal of parking-related caveats where they constrain this redevelopment.
	GYK-2	iv) Large mixed-use developments with 20 or more residential units that require municipal infrastructure upgrades and public realm improvements may, pending available funding, have city led cost-sharing, incentives, or funding mechanisms in place to enhance the development.
Living in YK (LYK)	LYK-1	v) New multi-unit dwelling developments should designate a proportion of total units as affordable housing, where supported through municipal development incentives, grants, or other offsetting mechanisms to mitigate associated costs.
	LYK-1	vi) New multi-unit dwelling developments should designate a portion of the total units as accessible barrier-free housing.
	LYK-2	vii) Street-level parking must not front any major arterial roads in the Downtown Core.
	LYK -3	viii) Public areas should be designed to accommodate diverse activities and foster a sense of belonging for all ages and abilities.

Thematic Goal	Objective Code (identifying Image)	Policies
	LYK-2	ix) Commercial and mixed-use areas in the City Core should incorporate active frontage, such as patio development.
	LYK - 4	x) Traditional healing, Indigenous-led services, and cultural practice spaces are encouraged to develop or be part of new development in the City Core.
Working in YK (WYK)	WYK – 1, WYK - 4	xi) The City will develop a Business Improvement District in consultation with the business community and residents and update Map 3.a to remove boundaries of BID.
	WYK - 4	xii) All new developments or redevelopments along 50th Avenue and on 48th street to 53rd street between 49th Ave and 52nd Ave, exceeding three storeys in height, must include ground-level active commercial uses (e.g. office, retail, or restaurant) fronting the street. (**Map 3.b**).

4.1.2 Central Residential

Total Area: 272.2 ha

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

The area is mostly low-intensity residential. Due to its proximity to walkable amenities and grid pattern of streets, the area is suitable for transition to medium- intensity residential and multi-use development through infill and redevelopment. Infill opportunities include development of vacant lots, municipal land, or redevelopment of existing developed lots. Back laneways exist from 46th Street to 56th Street that allow access to the rear of the lots that could accommodate smaller alternative forms of infill such as secondary suites, mixed-use amenities or urban agriculture activities. All new developments must be connected to the existing active transportation network, including trails where available, and accommodate alternative modes of transportation.

Call-out: The Central Residential policies promote environmentally responsible growth through urban intensification and climate resilience. Multi-unit dwelling developments should include affordable and accessible housing, while expanding investments in public spaces and recreational facilities. Specific requirements and thresholds for affordable and accessible housing units will be implemented by Zoning regulations. Furthermore, planning and development should support a safe, year-round active transportation network that connects neighbourhoods to the City Core and should must protect Yellowknife's unique Northern identity and natural heritage by ensuring public access to nature.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-2, GYK-3	i) Provide a gradual built-form transition from mixed-use to multi-unit residential, from low-intensity forms.
	GYK-4	ii) There are no off-street parking minimums for secondary dwelling units, one-bedroom units, and studio units.
Living in YK (LYK)	LYK-2	iii) Intensification requires shared investment by the City and Developer in open spaces in a location agreed to be the City.
Working in YK (WYK)	WYK - 1	iv) Small-scale urban agricultural activities will be allowed provided they are accessory to residential or mixed use.
Natural YK (NYK)	NYK-1	v) Environmentally sensitive land that is difficult to develop because of ground movement, permafrost, or risk of erosion or flooding should be preserved as open space.
Proudly YK (PYK)	PYK-4	vi) Any future developments in Tin Can Hill should consider all other available land development options first and include a justification as part of the Area Development Plan as to why this location is the appropriate site for new development.
	PYK-4	vii) Development of Tin Can Hill should be designed to minimize disturbance to the natural environment, significant heritage features, and recreational areas.

4.2 Niven Residential

Total Area: 82.7 ha

Niven, as identified on the *Niven Residential Land Use Designation Map* (**Map 5**), is a residential area that is located adjacent to the downtown core and provides easy access to the City Core by all multimodal transportation modes. It will continue to be a mix of low, medium and high-intensity residential uses with mixed-use activities that encourage and/or incentivize community-oriented land use functions. Such mixed uses may include parks, places of worship, convenience stores, small retail outlets, schools, day-cares/day homes, home-based businesses, and home offices.

The fringe of Niven is a primary trail network, providing year-round connection from Back Bay to the Capital Area and beyond for walkers, skiers, snowmobilers and cyclists. The natural landscape and the rock cliff on the eastern portion of the designation are natural features that should be preserved. The trails around Niven Lake are important for maintaining permanent public access to Niven Lake. Future strategies should focus on strengthening connectivity between this trail and the City's broader walking pathways while preserving passive recreation use around the lake.

Call-out: The Niven Residential policies aim to manage development that respects the community's existing built form and prompts a mix of housing types.

Thematic Goal	Objective Code	Policies
Living in YK (LYK)	LYK-1	i) A full range of housing types across the housing continuum, including single-unit and multiple-unit dwellings, must be accommodated.
	LYK -3	ii) Community amenities should be provided in future development.
Moving Around YK (MYK)	MAYK - 3	iii) Active transportation trail improvements should be considered for all new future development areas.

4.3 West Residential

Total Area: 370.8 ha

The West Residential designation, as identified on the *West Residential Land Use Designation Map* (**Map 6**), is primarily a residential area. The area is adjacent to the Old Airport Road Commercial area and is commonly known as Frame Lake South and Range Lake. There are some institutional and recreational land uses in the area such as schools, parks, and sport fields. Most of the residential development is in the form of low-intensity single-family dwellings with some medium-intensity residential development such as row-houses, duplexes, and low-rise apartment buildings. The West Residential area is functionally connected to the Old Airport Road Commercial area, where residents access many of their services and daily needs.

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

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

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

Approximately 5.18 ha of site specific, vacant land, was redesignated to allow for residential development. The land legally described as Lot 1, Block 553, Plan 1907 (located at the corner of Deh Cho Boulevard and Kam Lake Road) is to be removed from the 'Kam Lake' land use designation, as designated in City of Yellowknife, Community Plan, By-law No. 5007. Lot 1, Block 553, Plan 1907, is hereby redesignated as 'West Residential' land use designation and is subject to the policies of **Section 4.3** - *West Residential*, as outlined in in the YK 2050, upon the effective date of this by-law (May 12, 2025).

Call-out: The policies for the West Residential area aim to prioritize housing variety and intensification throughout the designation with the highest intensity development concentrated along transit corridors, while allowing for mixed-use development in strategic locations. Natural heritage features identified in the West Residential area should have environmental preservation.

Thematic Goal	**Objective Code (identifying Image)**	**Policies** *(from Section 4 – West Residential)*
Growing YK (GYK)	GYK-3	i) Commercial, institutional and mixed-use facilities should be limited to sites along Arterial or Collector Roads or be contiguous with local service facilities.
	GYK-3	ii) Mixed-use development, featuring street-level commercial space with residential units above, should be encouraged where the West Residential and Old Airport Road designations abut to create a seamless, dynamic transition between the two areas.
	GYK-3	iii) Land uses should facilitate a gradual transition in scale and intensity between low-intensity residential areas and adjacent medium-intensity mixed-use/commercial uses to improve the interface between these zones.
	GYK-2	iv) Shared parking options may be utilized for new multi-unit dwelling developments to reduce off-street parking requirements.
	GYK-4	v) Residential intensification should be supported along transit corridors.
Natural YK (NYK)	NYK-1	vi) Natural areas of Lot 52, Blk 564, Plan 3220; Lot 971, Blk 464, Plan 1069 and Lot 25, Blk 550, Plan 4692 must remain natural heritage and act as a buffer between the Airport and West Residential Area.

4.4 Grace Lake

Total Area: 25.7 ha

Grace Lake, as identified on the *Grace Lake (Residential) Land Use Designation Map* (**Map 7**), is an estate-style residential area. The lots are two to three times larger than an average City lot.

Compared to other residential areas, Grace Lake is located away from public amenities and services like retail shopping, recreational facilities, and other public facilities. It is located approximately five km from the downtown core area of the city.

The land use in this area will continue to be low- to medium-intensity residential. Other uses, such as industrial and commercial activity, will not be permitted, with the exception of home-based businesses.

Given the low population intensity of the area and the distance to other built-up areas of the city, it is unlikely that public transit service will be extended to this area. No extension of piped water (drinking water or wastewater services) to this area is contemplated for the planning period of this plan.

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

Call out: The Grace Lake Residential policies support context-sensitive land use by promoting mild intensification through secondary dwelling units and promoting environmental preservation to avoid future land-use conflicts.

Thematic Goal	Objective Code	Policies
Living YK (LYK)	LYK-1	i) Residential development may include secondary dwelling units in addition to primary dwelling units.
Natural YK (NYK)	NYK - 2	ii) Public access to the south shoreline of Grace Lake must be maintained for recreational activities.

4.5 Frame Lake

Total Area: 222.7 ha

The Frame Lake area, as identified on the *Frame Lake Land Use Designation Map* (**Map 8**) provides a framework and direction for improving existing public spaces, preserving natural and cultural heritage, and managing future growth in part of the Capital Area.

The Frame Lake designation is an area identified for growth and development. Development will include a mix of primarily residential and some commercial uses, incorporating a mix of residential forms from low to medium and some high-intensity development. The focus will be to integrate new development seamlessly with the natural environment. Trails and future transit extensions will link the Frame Lake Residential area with the Niven Residential area and the Downtown, creating a cohesive network of open spaces and multi-modal transportation routes. This will ensure that as new development occurs, the community retains its signature access to the trails, institutions, and shorelines.

The designation also respects significant ongoing land tenure processes, specifically the Akaitcho Interim Land Withdrawal. This overlay identifies Commissioner's Land of interest to the Akaitcho Dene First Nations, ensuring their identified land interests are protected during negotiations with the Government of the Northwest Territories and the Government of Canada. Any future development in these areas is coordinated through intergovernmental cooperation to ensure that the eventual settlement strengthens the cultural identity of the Capital Area.

Call-out: The objectives for this designation are to prioritize environmentally responsible and inclusive growth. This is achieved by mandating minimum shoreline buffers that incorporate the McMahon Frame Lake Trail to protect or improve its integrity, and by encouraging large residential developments to provide a full continuum of housing. Policies guide a gradual transition in building scale from intensive mixed-use near Old Airport Road to neighbourhood-oriented residential forms, utilizing Area Development Plans to identify necessary community amenities, parks, and infrastructure sequencing.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-1	i) The Bristol Pit should be preserved for year-round recreational use, specifically for activities such as snowboarding, skiing, skateboarding, and mountain biking. Future enhancements must be limited to those that build on existing winter and summer recreational activities.
	GYK-2 GYK-3	ii) New residential development near Old Airport Road must establish a gradual transition in scale, moving from intensive mixed-use forms near the main corridor to neighbourhood-oriented residential forms farther east from Old Airport Road.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-3	iii) Area Development Plans must be used as a tool to guide development in the area.
	GYK-3	iv) New development must ensure the preservation, continued access, and expansion of the Lakeview Cemetery. (new policy)
	GYK-5	v) A mix of different housing types, including low to medium-intensity residential and high-intensity mixed-use development, must be accommodated.
Natural YK (NYK)	NYK-1	vi) Land use changes must establish appropriate buffer zones along the shoreline of Frame Lake to maintain the integrity of the Frame Lake Trail and prevent shoreline privatization.
	NYK-1	vii) Shorelines must be preserved in their natural state from development through the use of buffer areas.
Moving Around YK (MYK)	MAYK-3 MAYK-4 MAYK-2	viii) All new developments within the Frame Lake designation must be planned to connect and align with existing and future multi-modal transportation networks.
Proudly YK (PYK)	PYK-4	ix) New development must be designed to preserve and enhance special views, specifically those of the Legislative Assembly, The Prince of Wales Northern Heritage Centre, Somba K'e Park, and the Ceremonial Circle.

4.6 Old Town

Total Area: 68.8 ha

Old Town and Latham Island, as identified on the *Old Town Land Use Designation Map* (**Map 9**), is recognized as an integral part of Yellowknife's recent history and a major part of the unique character and personality of the community. It will continue to include eclectic building forms, human-scale streets, modern and rustic materials, an active and natural waterfront, prominent rock outcroppings, and a diversity of people and activities that reflect the independent, industrious and artistic culture of Yellowknife. The eclectic and historic nature of the area is a major tourist draw, including unparalleled views of the city and Yellowknife Bay from the Bush Pilots Monument. It is important to recognize, protect, and celebrate the unique features of the area so that residents and visitors can continue enjoying Old Town's charm.

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

The area-specific objectives and policy statements are intended to protect and enhance the cultural heritage value of Old Town while allowing it to continue to evolve and adapt to the broader contemporary economic, environmental, and social objectives of the City of Yellowknife. There are several open spaces or natural areas in Old Town that have been identified for preservation. These include Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Willow Flats, Peace River Flats, Latham Island E Shoreline, and Willow Flats Shoreline. All areas are intended to remain as natural areas and future adjacent development is to enhance these features.

Old Town and Latham Island are also an important link to the Yellowknives Dene First Nation (YKDFN) Community of Ndılǫ. It provides the only land-based access to this community. The YKDFN are an important part of the history of Old Town and lived in the area long before the existence of Old Town. The YKDFN will continue to be an integral part of Old Town, Latham Island and Jolliffe Island, as reconciliation processes and commitment to regional co-existence evolve. This area's objectives and policies will respect and complement the Community of Ndılǫ and the YKDFN.

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

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

Call-out: The Old Town designation establishes policies that balance sustainable residential and commercial redevelopment opportunities with the preservation of the area's unique heritage and natural environment. Policies support this balance by limiting auto-oriented uses, and encouraging sensitive redevelopment of residential and commercial land, while maintaining Latham Island primarily for residential use. Economic and cultural vitality is promoted through adaptive re-use of historic

buildings, relocation of incompatible industrial uses, and protection of waterfront access for aviation and tourism along the causeway.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-1	i) Auto-oriented uses such as non-accessory surface parking lots and drive-thrus must not be permitted
	GYK-2	ii) Lathan Island should be restricted to residential development except for home-based businesses and properties with direct access to the causeway.
	GYK-3	iii) Redevelopment and retrofitting of residential and commercial uses should be supported.
	GYK-4	iv) Off-street parking minimums for residential and commercial uses should be reduced.
	GYK-3	v) Lot consolidation should be encouraged to facilitate residential and commercial development that provides public access to the waterfront.
	GYK-3	vi) City owned lands fronting the waterfront should be redeveloped to provide public access.
	GYK-3	vii) Incentives for relocation of incompatible industrial and storage uses out of Old Town to industrial designations should be supported.
Living in YK (LYK)	LYK-1	viii) Medium intensity multi-unit residential development are encouraged.
Working in YK (WYK)	WYK-3	ix) The causeway/narrows area between Latham Island and the mainland must be preserved for commercial operations, which may include aviation and supporting uses, tourism operator activities that require waterfront access and boat docks.
Natural YK (NYK)	NYK-1	x) New development should not adversely impact natural geographic features and the environment.
	NYK-1	xi) Any alteration of significant natural bedrock and shoreline features should be avoided.

Thematic Goal	Objective Code (identifying Image)	Policies
	NYK-1	xii) Specific culturally and environmentally significant sites, including Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Peace River Flats, Latham Island E Shoreline, Willow Flats Shoreline, should be preserved as natural areas.
Moving Around YK (MYK)	MAYK-1, MAYK-5	xiii) New development or redevelopment in Old Town must demonstrate it creates no undue pressure on on-street parking.
Proudly YK (PYK)	PYK-2	xiv) Adaptive re-use of historical buildings, particularly those in deteriorated condition, should be encouraged.

4.7 Old Airport Road

Total Area: 64.8 ha

Old Airport Road, as identified on the *Old Airport Road - Land Use Designation Map* (**Map 10**) serves as a major transportation and commercial hub for the City and the Northwest Territories. Historically developed with large-format retail and surface parking, the 25-year planning horizon for the area supports a transition to a high-intensity, mixed-use corridor designed to support a more complete and inclusive community. Policies that have an * apply when municipal services are available to service the lot and/or development.

The city is actively promoting mixed-use, multi-unit commercial and residential development, to move away from purely auto-oriented activities. While the corridor will continue to meet the community's commercial needs, the strategy focuses on:

- Transit-Supportive Intensity**:** Concentrating high-intensity residential and commercial spaces along the main thoroughfare to encourage public transit use and walkability.
- A "Complete Community" Model: Integrating a range of residential options to enliven the area throughout the day, ensuring the district remains active long after business hours.
- Institutional Integration**:** Maintaining the area's role as a healthcare hub, including the Stanton Territorial Hospital and the medical clinic and outpatient rehabilitation services in the Łiwegǫatì Building, while surrounding them with supportive institutional and professional services.

Future development will follow a scaled intensity approach. Higher intensity projects will be prioritized directly along Old Airport Road, with building heights and intensities tapering down as they move further from the primary corridor. This ensures an appropriate transition into surrounding areas while maintaining the corridor's commercial function through flexible mixed-use policies.

Call out box: The Old Airport Road policies support urban intensification and vibrancy by transforming vacant and under-utilized lots and parking areas into high-intensity, mixed-use developments that respect the surrounding community form and function. Growth is supported by inclusive land-use policies that protect local businesses.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Proposed land uses adjacent to the Stanton Hospital must not conflict with the function, services, and safety of the hospital.
	GYK-3	ii) New developments on lands fronting Old Airport Road should be mixed-use.
	GYK-4	iii) New auto-oriented development should not have vehicular access from Old Airport Road and may be serviced from accessible existing or new service roads.
	GYK-4	iv) The redevelopment of existing auto-oriented uses into transit-supportive developments should be supported when municipal services are available.
	GYK-4	v) Mixed-use developments should incorporate multiple storeys of commercial or retail space to accommodate large-format retailers, with residential units integrated above or to the rear of the site when municipal services are available.
Living in YK (LYK)	LYK -3	vi) Buildings oriented towards Old Airport Road should feature a clearly defined primary entry point opening directly onto the public sidewalk.
	LYK-3	vii) New development should be sited adjacent to the street to provide direct access for multi-modal transportation and minimize interaction with vehicle parking areas.
Working in YK (WYK)	WYK - 1	viii) Heavy and light industrial activities should be incentivized and encouraged to relocate to the Engle Business District.
Moving Around YK (MYK)	MAYK - 5	ix) Commercial and mixed-use development should be designed to accommodate walking, cycling, and public transit.

4.8 Highway Commercial Area

Total Area: 32.64 ha

Highway Commercial, as identified on the *Highway Commercial Land Use Designation Map* (**Map 11**) is an area strategically situated along Highway 3, serving as a vital gateway within the proposed Arctic Economic and Security Corridor. This location presents a unique opportunity to develop a highway-oriented commercial hub that supports regional mobility and the efficient movement of freight. By accommodating a range of commercial services, the site will bolster local economic activity and strengthen the City's role as a primary service center for corridor-related trade and travel. Given its position along a key regional transportation route, the lands present opportunities to support regional mobility and freight movement while also accommodating complementary highway commercial uses that could contribute to local economic activity and strengthen the City's role in servicing corridor-related travel and trade.

A portion of these lands include the interim withdrawal lands, as identified on the *Akaitcho (Interim Land Withdrawal)* overlay map. Any proposed development within these areas requires proactive support and meaningful collaboration with the Akaitcho Dene First Nations.

To balance these vehicle-heavy uses with safety and aesthetics, the policies require that direct access from Highway 3 be limited using service roads, while including safe pedestrian routes and the maintenance of existing trail networks in the area, where appropriate.

The designation also prioritizes environmental and cultural protection by establishing a 15-metre buffer along Jackfish Lake, maintaining natural drainage channels, and protecting nearby landmarks like Bristol Monument Park and Lakeview Cemetery from development impacts.

Call-Out: The policies for the Highway Commercial designation focuses on large-format, vehicle-dependent uses—such as automotive sales and service, freight logistics, and specialized traveler services—that require significant space and highway visibility. This approach is intentionally designed to complement, rather than compete with, the boutique retail, pedestrian-scale services, and high-intensity hospitality concentrated in the Downtown, Old Town and Old Airport Road areas.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-2	i) Commercial service development should primarily serve auto-oriented uses.
Natural YK (NYK)	NYK-1	ii) Buffer areas must be required adjacent to the shoreline of Jackfish Lake.
	NYK-1	iii) Bristol Monument Park and Lakeview Cemetery and the trails connected to these areas should be preserved and incorporated into future development.

Thematic Goal	Objective Code (identifying Image)	Policies
Moving Around YK	MAYK-6	iv) Direct access to commercial development from Highway 3 should be limited and primary access for new lots are to be from a service road.

4.9 Kam Lake

Total Area: 228.8 ha

Kam Lake, as identified on the *Kam Lake Land Use Designation Map* (**Map 12**) is an area that supports the production and sale of goods and services in the City. Historically, Kam Lake was the primary light industrial area of the City. It was not designed to accommodate residential amenities such as parks, sidewalks or piped services. Currently, its primary land use activities include light industrial and commercial activities. Some parcels have accessory dwelling units that are intended to support the primary industrial or commercial uses. The commercial uses tend to have a quasi-industrial form whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on site, or large warehouse components that do not integrate well within residential streetscapes and neighbourhoods. These activities may also generate noise, vibrations, emissions and other nuisances that are not compatible with residential activities.

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

Emerging industries that require lower land intensity, such as agriculture, animal services, animal shelters, horticulture, food processing and packaging, manufacturing of goods or artisanal products (carvings and others) may be accommodated on the larger lots in Kam Lake. Residential land uses may continue to be accessory (secondary) to the primary land use activity. Workforce Accommodation policies of **Section 6** may apply within this designation. Municipal and utility uses shall be permitted within the Kam Lake designation. Land uses that are better suited to the City Core or other areas of the city, will be encouraged to relocate to make space for new activities better suited for Kam Lake.

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

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

Call-Out: The Kam Lake designation is specifically intended for light industrial and quasi-industrial commercial activities that require large outdoor storage areas or generate nuisances incompatible with traditional residential neighbourhoods or service commercial areas. Its core function is to support the production and sale of goods, safely accommodate the movement of large vehicles and equipment, and provide space for emerging lower-intensity industries such as agriculture, food processing, animal services, and artisanal manufacturing. To preserve this specialized light-industrial focus, residential uses are strictly limited to accessory dwellings that support primary commercial operations.

Incompatible commercial uses are encouraged to relocate to the City Core, and new heavy industrial uses are explicitly prohibited and directed to the Engle Business District.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-1	i) Any new development near the west shoreline of Kam Lake should preserve the existing natural heritage, maintain and expand public access, and protect view corridors to the lake.
	GYK-2	ii) Subdivision of new lots must be contiguous to existing developed lots with appropriate access for light industrial and commercial activities.
	GYK-3	iii) All new subdivided lots and developments must front on a municipal road and incorporate site designs that ensure adequate emergency response access.
	GYK-7	iv) Urban agricultural activities may include specific uses such as equine operations, plant growing facilities, egg production, other uses defined in zoning or logistics for Commercial Urban Agriculture businesses.
	GYK-3	v) Land uses adjacent to West Residential area should be limited to workforce accommodation, commercial and community services to provide a compatible transition.
	GYK-3	vi) New large format commercial uses should be encouraged to develop and relocate in Kam Lake.
Working in YK (WYK)	WYK-2	vii) Residential land use must be accessory to the primary land use to maintain business as the primary focus while permitting essential on-site housing.
	WYK-2	viii) Workforce accommodation may be permitted.
	WYK-1	ix) New development that includes Animal services, including kennels. should be encouraged to locate to the Kam Lake South area.
	WYK-4	x) Community or commercial activities better suited to the City Core should be relocated to appropriate locations.
	WYK-1	xi) Existing heavy industrial activities should be encouraged to relocate to the Engle Business District.

4.10 Kam Lake South

Total Area: 323.9 ha

Kam Lake South, identified on the *Kam Lake South Land Use Designation Map* (**Map 13**) is an area that is intended to be the home for the dog sledding community. Dog kennels and accessory residential uses as required for dog mushers that may wish to live on the same property as their dogs, will be permitted. The City recognizes the traditional and historical importance of dog sledding in the community and the access to trails and lakes that have been established because of a long-term tenure in this area of Yellowknife. There is an active community of dog mushers who keep their dogs in this area and have developed a network of trails and access points that allow them to regularly run sled dog teams.

The area also supports some light industrial activities, such as animal shelters and quarrying, and has the potential to support increased tourism and commercial recreation activities, as well as potential agriculture activities. Other tourism or commercial recreation activities, such as snowmobile tours or potential aurora viewing, may also be permitted in the area. Agricultural uses, including greenhouses, small-scale farms, and animal husbandry, will be permitted. Workforce Accommodation policies of **Section 6** may apply within this designation. Accessory dwelling units that support permitted tourism, commercial recreation and agriculture operation will be permitted. Any potential development must be aware that dog lots are present in this area and will remain.

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

Infrastructure to support low-impact tourism, commercial recreation activities and Workforce Accommodation uses may be required at the time of development in this designation, no expansion of municipal water or sewer piped services is contemplated. This may include uses such as aurora viewing operations, snowmobile facilities, and others permitted in zoning. Recognizing the importance of access to the lake for many of these operators, development of these uses will be encouraged to begin near the western shore of Kam Lake and push westward as infrastructure allows. To maintain public access to the shore of Kam Lake, the City will develop a trail connection.

Any light industrial activity will remain in the area north of the causeway. Light industrial activities, similar to those found in the Kam Lake designation, will be restricted in the area south of the causeway. Future dog lots, tourism and recreational commercial operations, agriculture activities, Workforce Accommodation and the quarry will be the only activities south of the causeway in this designation. The primary transportation mode in the area are motor vehicles. However, there is a network of trails that are used frequently by dog mushers, snowmobilers and other recreational users. The connectivity and lake access of this trail network will be preserved. The road design needs to account for activities associated with dog running, and speed limits and signage will reflect this. The area will remain a low-intensity, area with wide streets, as it is intended to support the safe movement of larger vehicles and equipment. Any new low-intensity land uses must not conflict with the intent of the area, which is dog lots, tourism, commercial recreation and agricultural activities, as well as quarrying.

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

Call out: The Kam Lake South designation emphasizes a pragmatic, functional approach to growth that prioritizes land-use compatibility and the protection of existing industrial operations. By implementing strategic land use policies, the plan ensures that new development is compatible with the area's existing uses and are supported by appropriate on-site or communal service standards.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-2, GYK-3	i) Kennels must not be permitted in Kam Lake South, along the south shoreline of Grace Lake. (adapted from 1-a and 1-e)
	GYK-2	ii) Vegetation buffers must be maintained between commercial Urban Agriculture uses and the Grace Lake Residential areas.
	GYK-2	iii) Vegetation buffers must be maintained around quarry sites to minimize disturbances to adjacent uses.
	GYK-3	iv) New development in Kam Lake South must be compatible with quarrying and dog kennel activities.
Living in YK (LYK)	LYK - 5	v) New development should only be permitted along existing municipal roadways or existing road allowances where upgrades are made to facilitate safe access.
	LYK - 5	vi) New Development should be permitted along the western shore of Kam Lake and may progress westward where infrastructure is developed.
Working in YK (WYK)	WYK - 1	vii) Non-exclusive access to Kam Lake for kennel operators should be provided through identified easements.
	WYK - 2	viii) Residential uses must be accessory to the primary land use in the form of a single dwelling on a lot or series of lots under one ownership.
	WYK - 2	ix) Workforce accommodation may be permitted.

Thematic Goal	Objective Code	Policies
	WYK - 3	x) New development supporting tourism operations should be granted access to the west shore of Kam Lake to support operations.
Natural YK (NYK)	NYK - 2	xi) Public access to the Kam Lake waterfront must be maintained.
Moving Around YK (MYK)	MAYK - 4	xii) The dog mushing trail network must be preserved.

4.11 Engle Industrial Business District

Total Area: 280.6 ha

Engle Industrial Business District, as identified on the *Engle Industrial Business District Land Use Designation Map* (**Map 14**) is intended to accommodate a variety of general industrial and business industrial uses. The Engle Business District Area Redevelopment Plan identifies the following zones:

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

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

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

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

Call out: The Engle Business District objectives prioritize economic resilience and industrial compatibility, ensuring a steady supply of land for long-term growth and the burgeoning defense industry. Strategies focus on maintaining the district's operational integrity by preventing conflicts with non-industrial uses. To support industrial efficiency and safety, the plan emphasizes improved road connectivity to the highway corridors and mineral and aggregate resource areas, ensuring the transportation network can accommodate heavy operations and emergency access.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-2, GYK-3	i) New development in or adjacent to the Engle Business District must be compatible with industrial operations.
	GYK-3	ii) New subdivision design must include lot size, site access, and utility services capable of accommodating high-intensity industrial uses.
	GYK-6	iii) Site design must incorporate adequate emergency response access and on-site fire mitigation measures.
	GYK -1	iv) Dehcho Boulevard must be developed as a primary industrial corridor, prioritizing upgraded infrastructure for heavy vehicle traffic and other transportation modes.
Working in YK (WYK)	WYK - 1	v) Heavy industrial activities should be incentivized and encouraged to relocate to the Engle Business District.

4.12 Mineral Extraction Area

Total Area: 517.9 ha

The City of Yellowknife is located within the Yellowknife Greenstone Belt (YGB a north-south-oriented, series of metavolcanic rocks in the Archean Slave Province. Running along the west side of Yellowknife Bay, adjacent to the shore of Great Slave Lake,this formation hosts significant mineral deposits, both metallic and non-metallic.

The Government of the Northwest Territories (GNWT) regulates mining through the Northwest Territories Mining Regulations and the *Mineral Resources Act*, overseeing mineral rights, exploration, extraction, and royalties. The Mining Recorder's Office manages mineral tenures, while projects often require additional authorizations like land-use permits or water licences. The policies of YK 2050 do not regulate mining exploration or underground mining operations. The Mineral Extraction policies designate lands where mining may occur or is occurring and include directions for the use of the surface of the land to ensure compatibility with adjacent land uses.

The intent of the Mineral Extraction policy is to encourage geological surveys, exploration, development and mineral production within the areas of high mineral potential. Policy also recognizes and provides for similar activities in areas of lesser mineral potential. In the mining sequence, it is the intent to ensure the proper closure and rehabilitation of closed mines or mineral mining operations prior to any subsequent land use. All mineral mining operations will be undertaken in compliance with the *Mineral Resources Act* and other relevant legislation. Though nearly the entire City is within a significant area of mineral potential, to aid planning, existing and potential mining sites are identified on the *Mineral Extraction Area Land Use Designation Map* (**Map 15**) (excluding Giant Mine site) and will be included in a corresponding zone of the City of Yellowknife Zoning By-law.

Mineral Extraction policies apply to the whole site (which may include multiple parcels or leases) of an active or potential mining operation. Mineral Extraction designated lands are areas where a high level of mineral exploration, mining development and mineral mining operations occur in the City. These lands have geophysical and geochemical properties that are conducive to mineral exploration. It is these lands where mining development and mineral extraction will occur and have a greater likelihood of success. Land within the Mineral Extraction designation is segregated as significant areas of mineral potential since these areas are intended to be protected from activities that would preclude or hinder mineral mining operations, mining expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

The City will support and cooperate with the mining industry in minimizing or avoiding adverse impacts of mineral mining operations in and around the built urban form and to this extent intends to achieve the best balance between the economic importance of mining and the development of a healthy, liveable and safe urban community. The development and operation of a mine may be permitted within the city, subject to an amendment to YK 2050, on lands not currently designated for mineral resource activities (shall be limited to exploration only priority to amendement).

On undeveloped lands, but adjacent or contiguous to existing development, the City will consult with the GNWT and the mining industry on the potential impacts, if any, of proposed development on the establishment of new mining operations prior to rendering any development approvals. New

development will be subject to any required separation distances. In areas not designated for development, a technical report will be required to substantiate the need for non-resource related development within or adjacent to known mineral deposits or areas of mineral potential.

YK 2050, mineral extraction and supporting uses are considered equal to industrial land uses in applying separation distances and influence area requirements. The actual influence area will be determined by technical studies, as required by the GNWT guidelines. The identification of the Mineral Extraction designation is not intended to preclude mining exploration or development outside of these areas. The city encourages mining-related activities in all areas with mineral potential, subject to compliance with the *Mineral Resources Act*, other relevant legislation and the relevant policies of YK 2050. Rehabilitation to accommodate subsequent land uses will be required after extraction and other related activities have ceased. Progressive rehabilitation will be undertaken where feasible. Mine waste may be considered for use as aggregate provided that sufficient testing is completed to ensure that the material is not acid-generating and that it does not contain metals or other compounds harmful to the environment. Mine tailings should not be considered as potential aggregate supply except for use as backfill material in a mineral mining operation.

Mine waste and tailings are considered mine hazards and are subject to the *Mineral Resources Act* and are to be rehabilitated as part of a mine closure. The *Mineral Resources Act* must be considered, with required approvals in effect, prior to using rehabilitated mine waste or tailings as aggregate.

Call-out: The City protects mineral resources to be managed for long-term use by safeguarding extraction areas from incompatible development. Objectives include minimizing environmental and community impacts through effective buffering, mitigation, and monitoring measures; ensuring public health, safety, and infrastructure considerations are addressed.

Thematic Goal	**Objective Code (identifying Image)**	**Policies**
Growing YK (GYK)	GYK-8	i) Industrial uses that support or will not preclude future mining activities should be permitted subject to zoning permission and development agreement, where appropriate.
	GYK-8	ii) Mineral Extraction areas should be protected from development that would preclude or hinder the establishment of new operations or access to the resource unless: a) the resource use would not be feasible; or, b) the proposed land use or development serves a greater long-term public interest; and, c) issues of public health, public safety and environmental impact are addressed.
	GYK-8	iii) The City should work with the GNWT to control and regulate surface operations.
Natural YK	NYK -4	iv) Appropriate buffering and mitigation measures for active extraction activities - including noise, dust, blasting, storage of overburden and waste rock, truck traffic, and other nuisance effects - must be implemented to minimize or eliminate impacts

Thematic Goal	Objective Code (identifying Image)	Policies
		on adjacent land uses and to protect public health and safety. Such measures will also address any temporary, interim, or permanent modifications required to public infrastructure, including roads and utilities, and provide for their reinstatement and/or relocation as necessary.

4.13 Solid Waste Management

Total Area: 264.7 ha

The Solid Waste Management designation, as identified on the *Solid Waste Management Land Use Designation Map* (**Map 16**) is an area that is designated for the City's solid waste disposal. The current Solid Waste Facility (SWF) is located within this area, along with quarries. The designation currently provides enough space to manage the City of Yellowknife's solid waste disposal requirements through municipal and private operations.

The Solid Waste Management designation will provide the appropriate space and allow for appropriate uses that are necessary for the city to achieve its waste management objectives and diversion targets as set out in the *2018 Strategic Waste Management Plan*.

As the existing landfill cells near capacity, new cells will be developed. Increased diversion rates and/or lower disposal rates will prolong the life of the existing landfill cells.

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

Call out: The objectives for the Solid Waste Management designation integrate sustainable growth with long-term infrastructure resilience. By prioritizing appropriate spacing and land-use compatibility, the city aims to mitigate the impact of waste facilities on residential areas. The plan emphasizes proactive long-term planning to identify waste management infrastructure needs, ensuring that sustained investment keeps pace with future urban expansion and environmental requirements.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) New developments compatible with solid waste management activities should be considered.
Living in YK (LYK)	LYK - 5	ii) New infrastructure or upgrades to existing solid waste management infrastructure is permitted.
	LYK - 5	iii) Additional land acquired from the GNWT must be for landfill capacity and solid waste facilities.
	LYK - 5	iv) Quarrying activities may be permitted in the Solid Waste Management designation.

4.14 Recreation Hub

Total Area: 46.3 ha

The Recreation Hub, as identified on the *Recreation Hub Land Use Designation Map* (**Map 17**), connects Downtown to Old Airport Road. Many of the City's recreation facilities are located in this area, including:

- ATCO Aquatic Centre
- Yellowknife Community Arena
- Yellowknife Curling Club
- Yellowknife Tennis Club
- The Multiplex
- The Fieldhouse
- Tommy Forrest Ball Park

The proximity of this area to other amenity-rich areas like Downtown and Old Airport Road, makes this area a strategic location for recreational facilities and provides opportunities for other types of complementary land uses. Recreational facilities are well used by both residents and visitors to the City from other Territorial communities and from outside the Territory. The area hosts trade shows, sports tournaments, a Christmas bazaar, craft sales, community garage sales, picnics, and other community events that need large gathering spaces. Some high- intensity residential development on the 50th Avenue corridor may also be considered.

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

Call-out: Yellowknife's Recreation Hub is designed to be the centralized home for the city's large-scale recreational facilities, taking full advantage of existing services and transportation networks. Built for accessibility and safety, the Hub prioritizes seamless multi-modal travel, featuring dedicated parking for vehicles and bicycles, safe access for transit users, and a well-maintained, year-round trail system for pedestrians and cyclists connecting to the Multiplex and Fieldhouse. Beyond recreation, the area serves as a vital base for emergency services, ensuring protected space for future growth and highly efficient transportation routes for prompt response times. To foster a dynamic and flexible mixed-use environment, the Hub also welcomes medium- and high-intensity residential builds, along its major roadways.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Medium and high intensity residential development may be permitted if located along major roadways.
	GYK-6	ii) Emergency services uses will be maintained within the Recreation Hub area.

Thematic Goal	Objective Code	Policies
	GYK-6	iii) Development of the Recreation Hub should consider and preserve space for future expansion of emergency service facilities.
Living in YK	LYK -3	iv) New recreational facility development should be encouraged to develop in the Recreational Hub.

4.15 Giant Mine

Total Area: 1051.7 ha

Giant Mine, as identified on the *Giant Mine Land Use Designation Map* (**Map 18**), is a former gold mine. The area is contaminated with arsenic trioxide and fibrous asbestos and is currently being remediated by the Federal Government. The remediation is a multi-year project, and the remediation is expected to be complete during the term of this plan and maintained far into the future. During this time areas that are accessible to the public, such as the Giant Mine boat launch, will have limited or completely restricted access. No other non-remediation-related land uses will be permitted at the site until remediation is complete. Given the complexity of the remediation process, it is possible that remediation work will take much longer.

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

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

Call out: The overarching objectives for the Giant Mine area prioritize long-term management and public safety through the rigorous management of legacy contaminants. The site must be remediated to specific standards, ensuring that soil and water quality do not pose risks to the surrounding community or the broader ecosystem. Furthermore, any future land development is strictly contingent upon verified site safety and compliance with senior government regulations. The policy framework recognizes the site transition from a contaminated former mine to a safer, stable landscape that does not adversely impact adjacent lands or human health.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Remediation construction schedules should be maintained through coordinated site management and operational alignment.
	GYK-3	ii) Contaminated land and water should be remediated to applicable environmental standards prior to site occupancy.

Thematic Goal	Objective Code	Policies
	GYK-3	iii) The former town site should be remediated to a residential land-use standard. (adapted from 2-b)
	GYK-3	iv) Future land development may only be permitted on sites verified as safe for the intended use.

4.16 Special Reserve

The areas designated as Special Reserves represent land set aside for specific, vital purposes that are currently outside of the City's direct jurisdictional control. These reserves include significant facilities or land holdings, including the Yellowknife Airport and the North Slave Correctional Complex. Because these areas are governed by specific institutional mandates or other levels of government, the City's role is to acknowledge their unique status within YK 2050 while recognizing the specific development controls and limits that apply to them.

4.16.1 Special Reserve – Airport

Total Area: 716.2 ha

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

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

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

Call-out: The Airport Designation is established to protect the long-term operational integrity and safety of aviation services by ensuring all development is strictly compatible with airport and federal requirements. A primary focus is the prevention of sensitive land-use encroachment, such as residential development, which could compromise the technical and acoustic needs of the facility. Growth within this designation is guided by a principle of inter-governmental cooperation, ensuring that economic and defence opportunities on Airport lands provide mutual benefits to the City and the Government of the Northwest Territories while supporting broader regional and national development goals.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Development within the airport buffer area must be compatible with airport operations respecting NEF Noise Contours.
	GYK-3	ii) Residential development must be prohibited in the Airport area.
Working in YK (WYK)	WYK - 1	iii) Economic development on Airport land should prioritize opportunities that provide mutual benefit to both the City, GNWT and Federal Government.

4.16.2 North Slave Correctional Complex

Total Area: 16.7 ha

The North Slave Correctional Complex, as identified on the *North Slave Correctional Complex Land Use Designation Map* (**Map 20**) is a correctional facility owned and operated by the GNWT Department of Justice. It is between the Western Residential designation and the Recreation Hub. It is within the jurisdiction of the GNWT, and it will stay in its present location for the foreseeable future. The City will work with the GNWT to ensure that adjacent land uses do not conflict with the facility.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Development adjacent to the North Slave Correctional Complex must be compatible with the security and operational requirements of the facility.

4.17 Special Management Area

Total Area: 6069.24 ha

The Special Management Area, as identified on the *Special Management Area Land Use Designation Map* (**Map 21**) is land that is not currently designated for a specific land use. It is land that will support future growth. Growth Management Land/areas are important to the economic success of the city and our quality of life. These rural areas are a system of lands that may include mineral or aggregate resources, agricultural areas, natural heritage features and areas, and other resource areas. Growth Management and built-up areas within the municipal boundary are interdependent in terms of markets, resources and amenities. It is important to leverage GM assets and amenities and protect the environment as a foundation for a sustainable economy.

Council will consider the re-designation of Special Management lands to another designation, under the following conditions:

a. The amendments are being considered in the context of the eight-year review of YK 2050, or, if prior to the eight-year review, there is an acceptable assessment and justification of the need for the re-designation; and,
b. The development area has proximity to required infrastructure, including roads and municipal services.

Call-out: To ensure the long-term resilience and vibrancy of the Special Management Area, growth strategies prioritize safety and sustainability, proactively reducing risks from natural and man-made hazards through emergency preparedness and the integration of climate-resilient infrastructure. Future development will be governed by clear land-use policies designed to minimize conflicting uses and foster adaptable, inclusive, and mixed-use environments that evolve with our needs. The tourism sector will be supported by aligning infrastructure planning with development criteria that celebrate and promote local identity. The city will provide locally owned businesses with the incentives and enabling conditions necessary for successful revitalization or relocation, ensuring they remain viable and continue to thrive as integral parts of the community.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-2	i) Development in growth management areas must be compatible with form, scale, and appropriate service levels.
	GYK-3	ii) Development must avoid the unjustified or uneconomical expansion of municipal infrastructure and services.
	GYK-6	iii) Natural hazard protection infrastructure, which may include fuel breaks shall be permitted within growth management areas.
	GYK-2	iv) Development that is compatible with the rural landscape and sustainable on rural service levels should be encouraged.

Thematic Goal	Objective Code	Policies
	GYK-3	v) Growth and development should be directed to growth management areas in accordance with the policies in the Special Management Area or through redesignation.
Working in YK (WYK)	WYK - 3	vi) Sustainable tourism opportunities that leverage indigenous, cultural, and natural assets should be encouraged.
	WYK - 3	vii) Recreational and tourism opportunities should be promoted to enhance the local economic base.

4.18 Land Use Overlays

Land Use Overlays are designated for areas that require additional development controls or specific management rationales that differ from the existing land use designations. These overlays are applied to sites with unique constraints, such as unresolved land claims where development may be withheld, or the presence of sensitive federal and territorial infrastructure, including seismologic equipment used for geological study. The purpose of this section is to provide context for these designations and to acknowledge that these areas are subject to specific limits and regulatory controls that often fall outside of the City's direct jurisdictional authority.

4.18.1 Capital Area

Total Area: 218 ha

The Capital Area overlay, as defined on the *Capital Area Overlay Map* (**Map 22**) is a key political and cultural gathering area for people of the NWT. The area is home to the institutions that represent the political capital of the Northwest Territories, and it is a significant historical resource. Non-governmental uses in the area include commercial, institutional and may in future include residential and other compatible uses. It is a diverse and vibrant area situated in a natural setting. Prior to the establishment of Yellowknife, the Capital Area lands held prime hunting, fishing, and trapping lands for the Yellowknives Dene First Nation. The Capital Area preserves the natural setting around Frame Lake, and it is home to the Legislative Assembly of the Northwest Territories, the City of Yellowknife City Hall, and the Prince of Wales Northern Heritage Centre. The McMahon Frame Lake Trail forms a pedestrian and cycling necklace around Frame Lake, connecting the territorial functions with the civic functions of the city, including Yellowknife's showcase public open space, Somba K'e Civic Plaza and Family Park.

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

- Politics and Government – the Legislative Assembly, City of Yellowknife City Hall, Royal Canadian Mounted Police, Department of National Defence;
- Culture & Heritage – Prince of Wales Northern Heritage Centre, traditional area for the Yellowknives Dene (including withdrawn land);
- Housing Choice – characterized by smart growth principles, facilitating compact design and mixed-use development;
- Recreation – McMahon Frame Lake trail, Somba K'e Civic Plaza, and Bristol Pit;
- Tourism – Popular tourist destination; and,
- Natural Environment.

The Capital Area Overlay is identified in the 2017 Capital Area Development Plan. To maintain the intent of the Capital Area, there are ten guiding principles for new development, including placing emphasis on the form and quality of development on key lands that compose the edge of the Capital Area and that contribute to the function of the Capital Area.

Call out: The Capital Area Overlay policies are guided by the Capital Area Development Plan. The policies emphasize sustainability and enhancement of spaces, ensuring that natural landscapes and waterbodies are integrated into the city's growth to maintain high environmental quality enhancing access to Yellowknife's key cultural and institutional spaces.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-1	i) Development proposed in proximity to the McMahon Frame Lake Trail will include a natural buffer to help preserve the area shoreline and outdoor experience for trail users.
	GYK-3	ii) All development must comply with the objectives and policies of the Capital Area Development Plan. Any new long-range plans to develop within the Capital Area Overlay must be incorporated as an amendment to the Area Development Plan.
	GYK-3	iii) Land use in the Capital Area Overlay must remain flexible to allow a range of compatible institutional, cultural, and government functions alongside other uses such as residential and commercial.
Living in YK (LYK)	LYK-3	iv) Key civic spaces should be enhanced with placemaking initiatives, public art, and infrastructure to support accessible, year-round community gathering.
	LYK-4	v) Development must respect the Akaitcho Interim Land Withdrawal and future agreements.
Natural YK (NYK)	NYK-1	vi) The natural state of rock outcrops, topography, and native vegetation within the Capital Area Overlay should be preserved, and/or integrated into site designs.
	NYK-2	vii) Public access to the shoreline should be preserved and enhanced.
	NYK-2	viii) New development shall ensure the continuous connection of the Frame Lake Trail system.
Proudly YK (PYK)	PYK-2	ix) Building design, public art, and landscaping should complement the surrounding natural environment, utilizing local materials, where possible, and celebrating Indigenous culture and the distinct Northern form of Yellowknife.

Thematic Goal	Objective Code (identifying Image)	Policies
	PYK-4	x) Buildings and developments should be sited and designed to preserve and enhance special viewscapes, specifically visual connections to the Legislative Assembly Building, the Prince of Wales Northern Heritage Centre, Somba K'e Park, and the Ceremonial Circle.

4.18.2 Akaitcho (Interim Land Withdrawal)

Total Area: 1034 ha

Akaitcho, as identified on the overlay *Land Use Designation Map* (**Map 23**) is withdrawn land that is being held until an agreement between the Akaitcho Dene First Nations (ADFN) and the Government of Canada is settled. The residents of Yellowknife value and respect First Nations' culture, traditions, governments, and stewardship of the land. The ADFN is in the process of negotiating with the GNWT and Canada to complete an agreement on land, resources and self-government. The ADFN represents the collective environmental, social, political, cultural, and economic interests of the Deninu Ku'e First Nation, Lutselk'e First Nation, and Yellowknives Dene First Nation. One component of the negotiations has involved the identification of lands of interest to the ADFN, of which 1,034 hectares of land are located inside the existing boundary of the City of Yellowknife. An Interim Land Withdrawal Agreement was signed in 2006 to protect the identified lands from being sold or leased during the course of negotiations. This Agreement stipulates that no new interests can be created on the withdrawn lands until negotiations between the ADFN, GNWT, and the Government of Canada are finalized.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) All future development of withdrawn lands, once Agreement is settled, must comply with the City's development standards.
Living in YK (LYK)	(LYK - 4)	ii) Development on withdrawn Commissioner's Land should not be permitted until an Agreement is finalized or other mechanism is in place removing the lands from withdrawal.
	(LYK - 4)	iii) Existing development must be permitted to remain and be maintained. Property owners may expand existing development through attached building additions, detached accessory structures, or minor site modifications.

4.18.3 Seismological Array

Total Area: 897.3 ha

The Yellowknife Seismological Array overlay is a reserve operated by the Geological Survey of Canada as identified on the *Seismological Array Land Use Designation Map* (**Map 24**). This is a reserve that is used for monitoring underground seismic activity. The City does not have jurisdiction on the reserve lands. Any proposed development activity falls under the jurisdiction of the Government of Canada.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Development on lands within or adjacent to federal jurisdictions shall be subject to federal review and coordination.

4.18.4 Fred Henne Park and Yellowknife River Park

Total Area: 537 ha and 6.84 ha

The Fred Henne Territorial Park and Yellowknife River Park overlay are identified on the *Land Use Designation Map* (**Map 25**). Both are territorial parks, one a campground and one a day-use park under the jurisdiction of the GNWT Department of Industry, Tourism and Investment. Popular recreational destinations for residents and visitors to the city, the park includes amenities for swimming, camping, day use activities, and boating.

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

The city has no jurisdiction over the park lands, but they are part of the larger recreation amenities for the City, and access to the Parks will be available through multiple forms of transportation, including walking, cycling, and private motor vehicle. Any future public transportation routes to the airport may include a stop at Fred Henne Park for residents and tourists in accordance with the Transportation Plan.

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

Thematic Goal	Objective Code	Policies
Living in YK (LYK)	LYK - 4	i) Culturally significant areas identified by the Yellowknives Dene First Nation (YKDFN) shall be protected from incompatible development to ensure their long-term integrity.

5 HOUSING

5.1 YK Housing Context

Yellowknife's housing landscape exhibits the longstanding presence of Indigenous communities and more recently, Canadian settlement patterns, as well as emerging pressures shaping the city's housing challenges. **Sections 5.1** through **5.4** summarize City's overall housing situation including market dynamics, rental conditions, affordability, and vacancy, based on the *City's Housing Needs Assessment (2024)* and background study of *population and economic development projections (2025)*, providing a foundation for targeted policy direction in this Plan found in **Section 5.5**.

Yellowknife's housing stock reflects a mix of older and newer dwellings with varying levels of condition and livability. Single-detached dwellings remain the dominant form, accounting for 44% of units, followed by low-rise apartments (26%) and row housing (12%). The community's housing stock is largely made up of established homes, with many requiring significant repairs due to their age. Recent residential growth has increasingly focused on multi-unit housing, reflecting a gradual shift toward higher-density development. New single-detached dwelling construction has significantly declined due to the limited availability of land for serviced residential lots. The combined pressures of an aging housing stock and lack of land supply underscore the need to prioritize retrofits, intensification, and strategic land supply to meet future housing demand.

Table 4: Housing Supply between 2023 and 2025

Year	Multi-Unit	Single-Detached	Secondary Unit	Total
2023	91	12	1	104
2024	250	15	6	271
2025	112	2	10	124
Units Lost				(17)
Total				478

The City's *Housing Needs Assessment (2024)* highlights several priority issues for policy considerations. Housing affordability is increasingly strained across both ownership and rental markets, with the greatest impacts on tenants and lower-income households. Much of Yellowknife's housing stock is aging and requires substantial repair and maintenance, adding pressure to both affordability and long-term sustainability. The limited supply of smaller rental units is widening a mismatch between available housing and the growing number of one- and two-person households seeking high-quality, appropriately sized options. At the same time, demand for single-family homes remains strong, driven by restricted new land availability and a resulting shortage of new single-detached housing in recent years. While growth in multi-unit development is beginning to support intensity and dynamic community goals, continued monitoring on mix of housing types and targeted policy interventions are needed to ensure that future housing supply aligns with demographic changes, affordability challenges, and the city's broader housing objectives.

5.2 Housing Continuum, Affordability and Supply

Call-Out: The Northwest Territories Housing Corporation (Housing NWT) remains the central territorial agency for planning, building, operating, and coordinating housing services across the continuum - from emergency shelter to enabling the transitional and supportive housing and income- based public housing (subsidized) with wraparound services. City of Yellowknife is not responsible for social housing programs, but creates supportive conditions through planning, zoning, land policies, incentives, and partnerships that allow both private and non-profit housing supply to grow. Intensification strategies, incentives, land supply and development supportive policies are direct tools by the City to assist housing supply across the continuum.

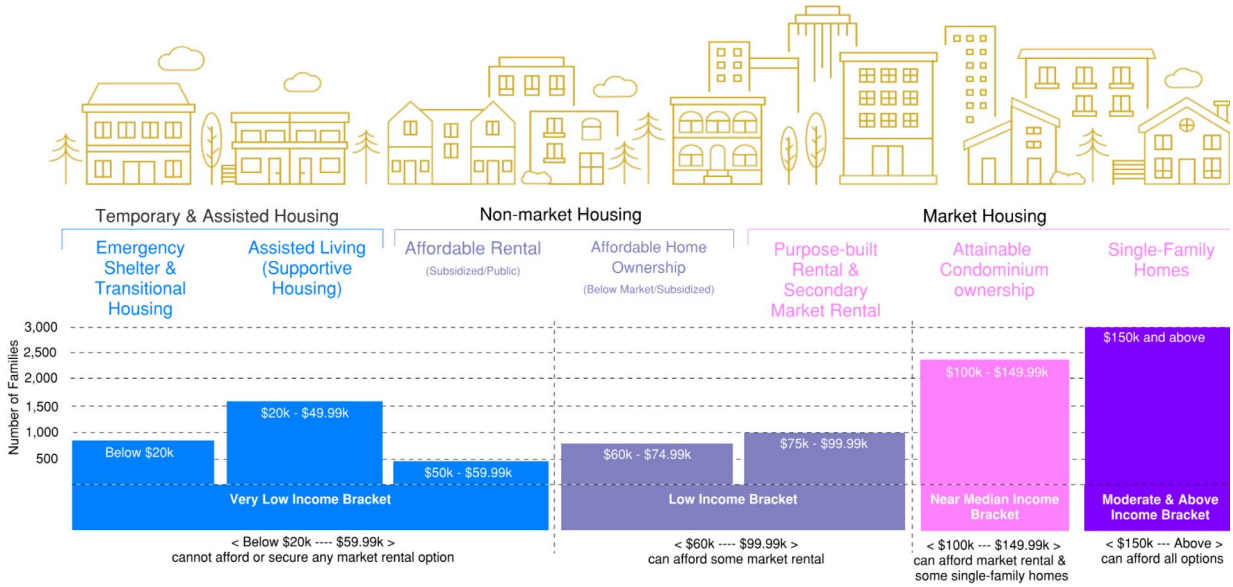


Figure 4: Housing Continuum in Yellowknife and Income Thresholds Across Tenure

A complete and well-functioning housing system provides a full range of housing options to meet the diverse needs, incomes, and life stages of residents. This range of options is referred to as the housing continuum, which typically includes emergency and supportive housing, social and subsidized housing, affordable rental housing, market rental housing, and homeownership opportunities. A balanced housing continuum supports housing stability, enables household mobility between housing types, and promotes the social and economic well-being of the community.

While affordability is a key indicator of sustainable housing infrastructure, without enough housing supply, the housing continuum fails. Yellowknife's housing continuum is a funnel where the middle households occupy subsidized and affordable units and cannot move to the market housing due to a lack of supply and overpriced housing, currently creating a bottleneck. Ensuring housing affordability and attainability requires both the provision of non-market housing and an adequate supply of housing across all tenure types and price levels. Increasing overall housing supply supports system mobility, improves housing choice, stabilizes costs, and enables efficient use of existing housing stock. A diverse range of housing forms and tenures is therefore essential to support community growth, labour force retention, and long-term resilience.

Accordingly, this Plan supports a complete housing continuum by enabling a variety of housing types, facilitating more land supply over the planning horizon, intensification and infill development,

encouraging housing diversity and tenure choice, and supporting the delivery of both market and non-market housing to meet current and future needs.

5.3 Housing Targets

The housing targets in this Plan identify the number and mix of housing units required between 2026 and 2051, including market ownership housing, market rental housing, affordable ownership housing, affordable rental housing, and non-market and subsidized housing. City also encourages and supports other creative housing models, including tiny homes, community-based housing or co-op housing and rent-to-own models.

In a high-growth scenario, the City is projected to experience a population increase of approximately 4,871 residents over the next 25 years. Based on the current average household size of 2.7 persons per unit, this growth would require approximately 2,000 additional dwelling units, including those needed to address the existing housing deficiency across the housing continuum. As household sizes are expected to decline slightly over time, the total number of required units may increase further.

The City's population projection modelling, therefore, suggests that an appropriate distribution of future housing supply would include approximately 30% single-family housing, 30% medium-intensity housing such as missing-middle forms, semi-detached and row housing, and 40% high-intensity housing. This distribution supports a balanced housing supply across the housing continuum. Based on the findings of the Housing Needs Assessment and household projections, the City has identified a high-level estimate of the number, form, tenure, and affordability of housing required at different points along the housing continuum.

Considering all household types, the proportion of households experiencing core housing need is expected to remain at approximately 10% over time. This proportion provides an estimate of the level of non-market housing required to meet the needs of lower-income households. These non-market housing needs are in addition to the existing 22% of subsidized housing currently available in the city. Beyond meeting core housing need, additional affordable housing supply is required in the form of purpose-built rental, missing-middle housing, and entry-level ownership options. Expanding these housing options supports mobility from subsidized housing to market housing and helps reduce overall price pressures within the housing system.

Table 5: City of Yellowknife Housing Targets, 2026-2051

Housing Type	Income Bracket (Household)							
	Very Low	Low	Median	Moderate	Above Moderate	Affordable Units	Total Units	(%)
Affordable & Non-Market (apartment & Mixed-use)	100	100				200 (100%)	200	40%
Market Rental (apartment & Mixed-use)		100	100	100		45 (15%)	300	
Market Condominium (apartment & Mixed-use)		100	100	100		30 (10%)	300	
Missing Middle (Row House, Duplex, Triplex, Fourplex, Six-plex, Secondary dwelling Units etc.)		200	200	200		60 (10%)	600	30%
Single-Family (including modular homes and tiny homes)		100	200	200	100		600	30%
Minimum Total Housing Targets	100	600	600	600	100	335 (17%)	2000	100%

The housing targets are intended to guide the planning and release of serviced lands, support a balanced mix of housing types and tenures, inform infrastructure and capital planning decisions, monitor housing supply, affordability and market conditions over time, and provide accountability in achieving housing outcomes. Meeting these targets will help ensure that Yellowknife's housing system remains responsive, inclusive, and resilient, supporting long-term community well-being and economic stability.

5.4 Housing Implementation

The City is advancing a coordinated two-track implementation strategy: prioritizing intensification within the existing built-up area while enabling carefully phased urban expansion through new serviced land supply to meet long-term needs. To guide this growth responsibly and prevent dispersed, infrastructure-intensive development, the City has established a Planned Built-Area (Urban Containment) for the next 25 years (**Map 26**). This deliberate growth management framework aligns housing delivery with incremental infrastructure investment and service upgrades, ensuring that supply expands in a fiscally responsible, sustainable, and orderly manner.

5.4.1 Land Supply

Based on *population and economic development projections (2025),* the City has identified the need for approximately 65 hectares of additional residential land supply to accommodate anticipated growth over the 25-year planning horizon. To meet this need, the city has designated the Frame Lake (**Map 8**) area as a strategic expansion area capable of supporting neighbourhood-scale development, including a range of residential housing forms. A future Frame Lake Area Development Plan will establish detailed phasing for this area, including the distribution of housing types across the housing continuum, the provision of parks and community services, supporting land uses, and the extension of required municipal infrastructure. Development within this area will be implemented incrementally to align with infrastructure capacity and long-term demand.

In parallel, the City has also identified several vacant and underutilized parcels, both municipally owned and privately held, within existing residential and mixed-use areas that present opportunities for medium to high-intensity infill and redevelopment. These sites will be encouraged and supported through appropriate planning tools and incentives to advance the City's intensification objectives. This approach is further supported by the City's Transportation Plan, transit-supportive development and future intensification, ensuring that land use, housing supply, and mobility investments work together to achieve the City's long-term growth targets.

5.4.2 Intensification and Greenfield Development Targets:

While the City has adopted an "Intensification First" approach as a central land use strategy, opportunities for redevelopment within existing neighbourhoods remain limited. Much of the vacant or underutilized land within the built-up area is scarce, fragmented, or constrained by parcel size, servicing limitations, and site-specific conditions, which collectively restrict the feasibility and scale of infill development. Consequently, while policy direction strongly supports intensification, these physical and market constraints moderate the pace at which redevelopment can occur. Recognizing these realities, the City has adopted a hybrid growth management approach that balances intensification with strategic land supply. This approach establishes quantitative growth targets through three complementary mechanisms: intensification linked to land use designations, transit-supportive development corridor, and phased greenfield expansion. **Table 6** and **Map 26** illustrates the spatial distribution of these growth targets within Yellowknife's Planned Built-Area (Urban Containment), guiding housing supply and development over the 25-year planning horizon.

i. **Intensification Target:** The City's intensification target is primarily focused within the Downtown and Central Residential areas, with moderate, context-sensitive intensification encouraged in other established low-intensity neighbourhoods through infill and redevelopment. Intensification is anticipated to occur through the development of vacant or underutilized parcels and parking lots, the redevelopment or rehabilitation of aging housing stock, and the introduction of a broader range of housing forms. This includes mixed-use residential development, missing-middle housing such as duplexes, triplexes, and fourplexes, as well as the addition of both attached and detached secondary dwelling units. Over the life of this Plan, a minimum of **30 percent** of all new residential dwelling units are aimed to be accommodated within Downtown and 10% within existing residential neighbourhoods, as identified in **Table 6.**

Call Out: For the purposes of this Plan, "Intensification" refers to the development of additional residential units within the existing neighbourhoods of Yellowknife, including infill, redevelopment, and addition of new housing units including secondary suites, aimed at increasing housing supply, diversity, and compactness while making efficient use of existing infrastructure and services. Intensification is a key tool to support the City's "Intensification First" strategy and to meet long-term housing and growth targets.

To guide planning and implementation, the City defines intensification in three categories based on residential intensity measured in units per hectare (UPH):

i) **Low-Intensity Housing:** Less than 25 UPH. Typically includes single-detached or duplex dwellings compatible with existing low-intensity neighbourhoods.
ii) **Medium-Intensity Housing:** 25 to 65 UPH. Typically includes duplexes, triplexes, fourplexes, six-plexes, townhouses, low-rise apartments, that increase intensity while maintaining neighbourhood form. For the purposes of this Plan, medium-intensity housing is also referred to as "missing-middle" housing.
iii) **High-Intensity Housing:** Above 65 UPH. Typically includes mid- to high-rise apartment buildings, mixed-use towers, and other forms of concentrated residential development along transit and service corridors.

This categorization provides a consistent framework for zoning, land-use planning, infrastructure allocation, and monitoring of housing delivery across the City.

ii. **Priority Development Corridor:** The city has identified a Priority Development Corridor along Old Airport Road (see **Map 26** and **Section 8.4**), connecting to Frame Lake lands, where existing and proposed transportation routes, transit services, and municipal infrastructure will support higher intensity development. This corridor is intended to accommodate a portion of City's future mixed-use and higher-intensity housing growth. To facilitate this objective, the City will consider proactive rezoning and regulatory adjustments within the corridor to align zoning with the intensification objectives of this Plan. Development along the corridor is encouraged to incorporate vertical mixed-use forms, with commercial, service commercial and restaurant use at grade and residential units above. The corridor will also support a range of housing and accommodation types, including live-work units, assisted housing, special care housing, and student-oriented housing,

particularly in proximity to major employment and service destinations such as commercial centres, the hospital, clinics, and educational facilities. Where transit access and walkability are present, reduced parking requirements shall be considered to support compact development. Over the life of this Plan, a minimum of **10 percent** of all new residential dwelling units are aimed to be accommodated within and adjacent to the Priority Development Corridor identified in Error! Reference source not found. and **Map 26**.

iii. **Greenfield Development Target:** The greenfield lands identified in **Map 26**, designated as Frame Lake, will be developed in a phased and coordinated manner to ensure fiscal sustainability and alignment with planned infrastructure servicing capacity and conveyance. Development sequencing will correspond with planned extensions of water, wastewater, transportation, and community services. New greenfield neighbourhoods will provide a diverse mix of housing types across the housing continuum. They will include parks and open spaces linked to existing and planned trail and active transportation networks and be designed to accommodate future transit routes. Neighbourhood plans for the Frame Lake area will also identify opportunities for small-scale neighbourhood commercial and mixed-use area to enhance walkability and reduce automobile dependency. Over the life of this Plan, Greenfield Developments are aimed to be a minimum of **50 percent** of total residential growth, unless the City demonstrates that established intensification targets cannot reasonably be achieved.

All infill and greenfield redevelopment within the Planned Built-Area (Urban Containment) are aimed to achieve or exceed minimum intensity targets unless site and housing-market constraints justify alternative performance.

Table 6: Housing Target by location and types of development

Housing Target Area	Types of Development	Planning Horizon	Housing Target
Downtown	Intensification	25 Years	30% (minimum)
Existing Residential Neighbourhood	Intensification		10% (minimum)
Development Corridor	Intensification		10% (minimum)
Frame Lake Area	Greenfield Development		50% (minimum)
Total			100% (minimum)

5.4.3 Affordable Housing

Yellowknife recognizes that housing affordability is fundamental to economic resilience, workforce stability, social wellbeing, and Indigenous reconciliation. In a northern context characterized by high construction costs, limited serviced land, and a short building season, market forces alone cannot deliver the full range of housing required to meet community needs. The City will therefore implement a number of measures supporting housing across the full housing continuum, including non-market rental, affordable market rental, attainable homeownership, supportive housing, and Indigenous-led housing initiatives.

The City will aim to achieve a minimum of **17 percent** of all new residential units citywide as affordable housing, consistent with Canada Mortgage and Housing Corporation (CMHC) definitions and informed by local income data and core housing need indicators. The City will monitor and report on progress toward this target annually and may refine the target over time based on updated housing needs assessments.

Where a developer commits to affordable housing, they will be supported through financial and administrative benefits (where available) in form of grants, incentives, fees waivers, cost sharing as available through City's Development Incentives or other funding programs and, density bonuses, and parking reductions. The City will adopt incentives zoning approach to encourage voluntary affordable housing implementation and applies to residential and mixed-use development areas only. A developer may voluntarily opt into City's Affordable Housing Incentives or similar Program by committing 10 years of affordable housing with incentives by receiving density bonus, and/or financial and administrative offsets (where available). The incentives are designed to layer on top of federal and territorial housing grants.

5.4.4 Housing Monitoring

The City will monitor and report annually on the achievement of housing targets, including the proportion of new units delivered in alignment with Intensification and Greenfield Development targets. Reporting will also track housing composition by type, including affordable units, universally designed units, condominiums, market and non-market rentals, and ownership.

Annual monitoring will provide the City with evidence to adjust development incentives, prioritize infrastructure investment, phase and release land strategically, and support funding applications and collaborative housing partnerships. This approach ensures that housing delivery remains responsive to evolving demand, aligns with the City's growth management objectives, and supports the full housing continuum across Yellowknife.

5.5 Policy Directions

Housing is a core component of the City's infrastructure and living system, closely connected to land use and intensification strategies, infrastructure capacity planning, climate resilience and energy efficiency objectives, transportation and active mobility planning, reconciliation, and cultural vitality. Housing policies in this plan establish conditions and guidance for land use and development that respond to these interconnected priorities. They prioritize access to appropriate, secure, affordable, and attainable housing, while supporting a broad range of housing types, tenures, and price points to ensure meaningful housing choice for all Yellowknifers.

Call-out: The Housing policies provide an integrated housing framework that ensures an adequate and diverse housing supply, promotes affordability and inclusive housing choices, supports economic growth by aligning housing with employment opportunities, enhances residential quality and climate resilience, protects environmental sustainability, and improves accessibility to foster complete, healthy, and connected communities.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-2	i) New residential development, particularly multi-unit dwelling, should provide transitions in height, scale, and massing when located adjacent to lower-intensity residential areas, to maintain compatibility and cohesive built form.
	GYK-3	ii) Residential development, as a sensitive land use, must be located on lands that are compatible with surrounding uses and free from identified risks to human health and the environment.
	GYK-4	iii) All new residential development must connect to municipal piped water and sewer services where such infrastructure is available or can be reasonably extended. This requirement supports efficient use of public infrastructure, reduces long-term servicing costs, improves public health outcomes, and promotes compact urban growth. iv) Trucked water and sewer services, or private on-site systems, may only be permitted where accommodation facilities are essential to function certain businesses and industries.
	GKY-4	v) Missing-middle housing must be prioritized for new development or redevelopment of underutilized lands within residential and mixed-use areas to expand housing choice, support families and seniors, enable residents to stay in the community, and increase housing supply through incremental intensification.
	GYK-5	vi) When funding is available and allocated, development incentive programs must be implemented to help offset the costs associated with delivering affordable and missing-middle housing. Approval authorities must prioritize and expedite applications for qualifying affordable housing projects. The use of standardized and pre-approved housing designs will be encouraged to improve efficiency, reduce construction costs, and accelerate housing delivery.
	GYK-5	vii) Residential development should contribute to inclusive and accessible neighbourhoods by incorporating universal design principles, ensuring convenient access to services and amenities, and providing a range of housing options that meet the diverse needs of all residents.
	GYK-7	viii) New residential development should prioritize energy efficiency, reduced emissions, and building performance suitable for northern climates.
	GYK-7	ix) New residential development should be designed to respond to local environmental conditions, including permafrost, drainage, snow management, and extreme weather.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-7	x) Developers should incorporate measures to improve and retrofit existing housing, to enhance climate resilience and reduce environmental impacts. Development proposals should prioritize energy efficiency improvements and sustainable building practices.
Living in YK	LYK-1	xi) Developers of residential subdivisions are encouraged to provide a full range of housing options across the housing continuum. Innovative and alternative housing forms, including tiny homes, co-operatives, and student housing, should be considered where they respond effectively to evolving community needs.
	LYK-1	xii) New developments should advance a family-friendly city, support larger households that want to stay in the city and seek to meet the evolving needs of generational families.
	LYK-1	xiii) The City will offer municipal development incentives, including financial incentives, grants, density bonusing, prioritized approvals, fee reductions, or other administrative benefits and infrastructure cost sharing opportunities, where available, in exchange of a minimum of 10% affordable housing for residential multi-unit developments. xiv) Where affordable housing is provided through these programs, the units should be secured through a legal agreement for a minimum period of 10 years, unless otherwise specified by the applicable incentive program. xv) Multi-unit dwelling developments of 20 or more units should include a mix of market units that reflect community needs, including family-sized and accessible units. A minimum of 10% of units in such developments should be designed to be universally accessible. xvi) Multi-unit developments must provide bicycle parking spaces appropriately splitting between temporary (visitor) and permanent (Resident) use. xvii) Secondary dwelling units will have no minimum parking requirement.
	LYK-1	xviii) Developers should locate non-market housing, including assisted living, supportive housing, and temporary shelters, in close proximity to amenities such as retail, grocery, and dining options, and ensure strong connections to public transit and trail networks.
	LYK-1	xix) The Government of the Northwest Territories, Indigenous governments and organizations, and qualified non-profit housing providers should prioritize the use of lands when made available for non-market housing and plan projects incrementally to align with established housing targets, ensuring that delivery meets

Thematic Goal	Objective Code (identifying Image)	Policies
		community needs and leverages available public and non-profit resources.
	LYK - 3	xx) Large housing developments should provide public-private interface and amenities where appropriate and should be reflective of community context and cultural significance.
Working in YK (WYK)	WYK -5	xxi) Developers and proponents should recognize housing as essential infrastructure that supports economic stability and labour retention by prioritizing the delivery of mixed-use developments in the City Core, Old Airport Road, and Frame Lake designated areas, particularly along major roads, and transit routes.
		xxii) New mixed-use projects should consider accessible and affordable daycare programs, including preschool, out-of-school care, and senior daycare spaces, by integrating these facilities on-site or coordinating with nearby service providers to meet community needs. xxiii) Day care facilities shall be permitted in all residential, commercial, and mixed-use zones.
Natural YK (NYK)	NYK -2	xxiv) Large scale housing projects including mix-use developments must provide access to amenities and community services within walking distance.
	NYK -4	xxv) New mixed-use or multi-unit dwelling developments with more than 100 units should include a shared amenity space for the residents. xxvi) Developers may incorporate Privately Owned Public Space (POPS) within mixed-use or large-scale housing developments to promote public access to important community areas, including waterfronts. Where POPS is provided, developers may be eligible to request development incentives, fee waivers, and intensity bonuses, as appropriate, to support the delivery of publicly accessible spaces.
	NYK -4	xxvii) Multi-unit dwelling developments should promote social interaction, safety, and community cohesion by providing shared indoor and outdoor spaces, amenities, universal design and Crime Prevention through Environmental Design (CPTED) standards.
	NYK -4	xxviii) New residential developments, particularly multi-unit dwelling developments, should consider health-based housing design to ensure enough daylight, indoor air quality, and proximity to nature and community wellbeing.
Moving Around YK (MYK)	MAYK - 2	xxix) New housing developments should be designed as integral components of complete communities, ensuring residents have access to services, employment, recreation, and natural areas.
	MAYK - 2	xxx) New housing developments should be prioritized in walkable areas with access to transit and active transportation.

Thematic Goal	Objective Code (identifying Image)	Policies
	MAYK – 3, 4	xxxi) Multi-unit dwelling developments should provide active transportation infrastructure such as sidewalk, ramp, tactile warning surface, bicycle parking, where warranted, to address network gaps and support connectivity to the City's active transportation system. The City may support required infrastructure improvements through contribution agreements, subject to available funding.

6 WORKFORCE ACCOMMODATION

6.1 YK Context

Workforce Accommodation plays an important role in supporting economic development in northern locations. As the administrative and service hub of the Northwest Territories, Yellowknife supports regional mining, mineral exploration, infrastructure development, building construction, mine remediation, defence and northern logistics. These sectors periodically generate surges in labour demand that can exceed the capacity of the local housing market. The provision of appropriate accommodation for project-related workers has been further constrained by the absence of a clear municipal policy framework for Workforce Accommodation; this gap is addressed through the policies in this Plan.

Purpose-built Workforce Accommodation provides a mechanism to house project-related workers while minimizing pressure on local rental housing and hotel markets. YK 2050 identifies the importance of establishing a clear policy framework to guide the siting, approval, and operation of Workforce Accommodation in order to reduce land-use conflicts and provide certainty for industry and residents.

The policies in this section aim to:

- Support economic development and major projects;
- Protect mainstream housing supply for residents;
- Ensure compatibility with surrounding land uses;
- Minimize negative environmental and community impacts; and,
- Provide predictable approval processes for industry.

Workforce Accommodations include temporary and long-term facilities constructed to provide housing for workers in the form of residences, typically for related business for an appropriate project, term or seasonal purpose. Workforce Accommodation may include modular, relocatable, or other structures containing sleeping, dining, and separate sanitary facilities. Workforce Accommodation may also include recreational, administrative, and service facilities.

6.2 Types of Workforce Accommodation

Workforce Accommodation may take one of the following forms:

i. **Temporary Workforce Accommodation:** Accommodation established for a maximum of three years duration of a specific construction project- including residential, commercial, industrial or resource operation projects and intended to be removed, reused, or relocated after project completion.

ii. **Long-term Workforce Accommodation:** Long-term accommodation established to support ongoing industrial, commercial or resource operations where workers rotate through short-term shifts and may not tied to one specific project.

6.3 Land Use

The City will guide Workforce Accommodation to locations that minimize conflicts with residential neighbourhoods, any other sensitive land uses and the Engle Industrial Business Park. Both temporary and long-term Workforce Accommodations shall be located within the Kam Lake and Kam Lake South area (**Map 27**). Temporary Workforce Accommodation may be located within the large construction, major infrastructure and logistics sites, outside of the permitted areas, for up to three years. A term longer than three years will be subject to Council's approval and the proponents planning justification. Off-site Workforce Accommodations should be close to established transport routes or should demonstrate a transport connection to the City services and amenities.

Workforce Accommodation must not be located within established residential neighbourhoods, downtown commercial areas, parks and recreation areas, or environmentally sensitive lands. **Map 27** shows preferred areas for Workforce Accommodation to increase predictability for industry and reduce ad-hoc siting conflicts.

6.4 Implementation Tools

The City will implement Workforce Accommodation policies through zoning by-law provisions, development permit guidelines, and development agreements containing appropriate servicing methods and securities.

i. Development must comply with zoning regulations or obtain rezoning approval where required;
ii. All Workforce Accommodation developments must require a development permit that addresses site design, land use compatibility, access and transportation, amenities, and infrastructure servicing;
iii. All buildings must comply with applicable building, fire and fuel codes; and,
iv. Food service, sanitation, and water systems must comply with, and receive permits under, applicable territorial health regulations (Public Health Act) where required.

6.5 Policy Directions

Call-out: The Workforce Accommodation policies provide a comprehensive framework to ensure that workforce accommodation supports Yellowknife's sustainable growth through responsible land use, environmental stewardship, health and safety, operational efficiency, economic development, and connectivity. Collectively, these policies ensure that workforce accommodation is strategically located, and well integrated into the community, balancing the needs of economic development with the health, safety, and well-being of residents and the natural environment.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-2 GYK-3	i) Workforce Accommodation must avoid proximity to sensitive land uses such as hospitals, schools, and residential neighbourhoods and must minimize environmental impacts. ii) Workforce Accommodation developments proposed adjacent to the West Residential and Grace Lake areas must incorporate

Thematic Goal	Objective Code (identifying Image)	Policies
		appropriate buffering and screening measures and ensure that all site lighting is contained within the property boundaries.
	GYK-3	iii) Workforce Accommodation should be considered potentially sensitive land use when located within a commercial and light industrial zone. Appropriate buffering, noise attenuation, and other mitigation measures are required in accordance with the zoning by-law. Workforce Accommodation shall not be located in Engle Industrial Business District.
	GYK-6	iv) Temporary Workforce Accommodation developments must include a decommissioning plan outlining removal of temporary structures, and restoration of the site, to minimize any environmental impacts to the site.
Living in YK (LYK)	LYK-4	v) Where feasible, Workforce Accommodation developments should support local and Indigenous participation through employment opportunities, service contracts, or partnerships related to camp operations and services.
	LYK-5	vi) Workforce Accommodation developments must demonstrate adequate provision of potable water supply, wastewater management, solid waste management, fire suppression, and stormwater management. Workforce Accommodation must connect with municipal piped services where available. Where piped servicing is unavailable or an extension of piped service is not feasible, the proponent shall provide approved trucked or private servicing systems to the satisfaction of the City.
Working in YK (WYK)	WYK-2	vii) Developments with more than 20 units must be required to submit an Operations and Emergency Management Plan that outlines site management and security measures, worker transportation arrangements, emergency response procedures, and noise and nuisance mitigation (particularly where the site is near potential noise and health hazard sources).
	WYK-5	viii) Workforce Accommodation developments should be appropriately scaled to the operational needs of the project they are intended to serve. Proposals must consider the cumulative impacts of multiple Workforce Accommodation facilities within the surrounding area, including potential effects on infrastructure, services, and the local community. Where feasible, proponents of multiple or concurrent projects are encouraged to pursue coordinated or shared Workforce Accommodation solutions to minimize dispersed development.

Thematic Goal	Objective Code (identifying Image)	Policies
	WYK-5	ix) Workforce Accommodation developments should encourage local procurement and services, support local employment opportunities, and contribute to municipal infrastructure where feasible.
Natural YK (NYK)	NYK-2	x) Workforce Accommodation should not be permitted within any Natural Heritage Features including woodlands identified in this plan and must provide a buffer from any wetlands or shoreline.
	NYK-3	xi) Workforce Accommodation proposed adjacent to woodlands or wetlands should demonstrate that the development will not negatively impact natural heritage features and that appropriate mitigation measures are implemented to the satisfaction of the City.
Moving Around YK (MYK)	MAYK-1 & MAYK-2	xii) Workforce Accommodation should be located near existing or privately arranged transport routes and connected to City amenities and shopping areas.
	MAYK-1, MAYK-2, MAYK-3 & MAYK-4	xiii) Developments with more than 20 units must include a transportation plan outlining how residents will access local amenities, retail areas, trails, parks, open spaces, and on-site facilities.

7 ENVIRONMENT AND CLIMATE

7.1 Environment

Healthy natural and built environments are integral aspects to the liveability and sustainability of the City of Yellowknife. This Section of YK 2050 establishes policy direction for the preservation of the City's Natural Heritage System - an interconnected network of natural features and ecological functions that includes woodlands, wetlands, lakes, wildlife habitats, and supporting ecological processes.

Call-out: "The Natural Heritage System is essential to maintaining biodiversity, supporting ecosystem services, and strengthening the City's capacity to respond to and adapt to climate change. Preserving this system is a foundational component of building a resilient community, ensuring that ecological integrity is sustained alongside urban development."

To protect environmentally sensitive areas this plan supports the conservation of biodiversity and the quality of ecological systems. Compact urban form reduces habitat loss and improves habitat, water quality and resident quality of life. All Federal and Territorial legislation and protection regulations are to be complied with as related to environment, species at risk and fish habitat. Environmental policies and framework include five key categories. Each category establishes clear policy direction and development requirements that shall guide land use planning, design, and decision-making, and to which all future development within Yellowknife must conform:

1. Preservation of Natural Heritage Features;
2. Land Use Compatibility adjacent to Industrial Use;
3. Land Use Compatibility adjacent to Contaminant Site;
4. Fuel Break and FireSmart Policies; and,
5. Dark Sky Policies.

7.1.1 Preservation of Natural Heritage Features

For the purpose of this Plan, Natural Heritage Features shall be interpreted in a comprehensive manner that includes:

i. **Woodlands** and treed areas of ecological significance greater than two hectares in areas that provide environmental and economic benefit to the community. Development adjacent to these woodlands must be managed to maintain their ecological integrity and connectivity.

ii. **Wetland** include marshes, fens, bogs, and swamps. Yellowknife includes all four wetland types: marshes, fens, bogs, and swamps, though their distribution reflects the boreal and subarctic landscape. New development must be carefully managed to protect wetlands and their ecological functions, including any development on or adjacent to wetlands.

iii. **Wildlife Habitat** – This includes species at risk that are classified as endangered, threatened, or of special concern. Wildlife habitat, once identified under the federal Species at Risk Act (SARA), must be protected from destruction; development activities that would destroy critical habitat are not permitted. General wildlife habitat, as defined under the Northwest Territories Wildlife Act and associated guidelines, includes habitat essential for the survival,

movement, breeding, feeding, and seasonal needs of all wildlife populations. Protection of these areas is achieved through environmental review processes, development approval conditions, and adherence to industry standards.

Thematic Goal	Objective Code (identifying Image)	Policies
Natural YK (NYK)	NYK-1	i) Development proposals should avoid the removal fragmentation of or negative impact to natural heritage features. The presence, extent, and boundaries of natural heritage features, as well as their proximity to proposed development, must be verified by the proponent through appropriate field surveys and/or updated aerial or satellite imagery to the satisfaction of the City.
	NYK-1	ii) Public Infrastructure, utilities services and recreational uses are permitted within natural heritage features.
	NYK-1 NYK-4	iii) A minimum buffer zone must be maintained between development and the edge of woodlands, wetlands and identified wildlife habitat. iv) Buffer widths shall be determined based on woodland size, slope, soil stability, wildlife habitat needs, and potential permafrost disturbance.
	NYK-1 NYK-4	v) Development adjacent to natural heritage features may require an Environmental Impact Study (EIS) to: a) Identify natural heritage features boundaries and assess ecological functions; b) Confirm wetland boundaries and classification (e.g., bog, fen, marsh, swamp); c) Evaluate potential impacts on wildlife habitat, hydrology, and connectivity; d) Recommend mitigation measures, including any natural heritage feature retention, replanting, or alternative site design; and, e) Demonstrate that development will have no negative impact on the wetland or its ecological functions.
	NYK-1	vi) Where feasible development proposals are encouraged to restore degraded natural heritage features.
	NYK-4	vii) Permafrost-sensitive areas must incorporate engineering or design solutions to avoid long-term natural heritage feature degradation.
	NYK-4	viii) All developments, adjacent to woodlands and wetlands, will require a development permit.
	NYK-1 NYK-4	ix) Development and site alteration should not be permitted within wetlands if identified during the approval process unless it has been demonstrated that no negative impacts will occur.

Thematic Goal	Objective Code (identifying Image)	Policies
	NYK-1	x) Direct discharge of untreated stormwater into wetlands should not be permitted, except where the system is designed to receive in a constructed wetland environment (ex. Niven Lake).
	NYK-1	xi) Development should maintain or enhance ecological linkages between wetlands and other natural features to support wildlife movement and biodiversity.
	NYK-1 NYK-4	xii) All developments, adjacent to identified wetlands, should require a development permit. The city may require a development agreement and post-development monitoring to ensure wetlands buffers remain effective and ecological function is maintained.
	NYK-1 NYK-4	xiii) The City may identify and protect strategic parcels or blocks of land and/or water that critically contribute to natural heritage systems. Natural heritage features may be included in the City asset management process.

7.1.2 Land Use Compatibility adjacent to Industrial Use

The City of Yellowknife will ensure that land uses adjacent to industrial areas are planned and developed in a manner that prevents or minimizes adverse effects such as noise, vibration, odour, dust, traffic, and risk to human health and the environment, consistent with best practices in land use compatibility planning. The city will separate incompatible land uses, particularly industrial uses and sensitive land uses (e.g., residential, institutional, and recreational uses), to prevent adverse effects. Land use planning decisions will have regard for potential and actual impacts from industrial operations, including emissions, noise, and traffic.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-1 GYK-1	i) Industrial uses should be categorized based on scale and impact. The classification will inform required separation distances, buffers, and study requirements. For land use compatibility requirements, the following three categories shall be used: a) Class I (Light Industrial) – small-scale, minimal impacts. b) Class II (Medium Industrial) – moderate emissions and activity. c) Class III (Heavy Industrial) – large-scale, significant impacts. ii) The Zoning By-law establishes and defines the classifications of industries and any required buffer between any sensitive land use and an Industrial use.
	GYK-1 GYK-1	iii) New sensitive land uses are not permitted within the influence area of a class III industrial use unless it is demonstrated that: a) There will be no adverse effects; or, b) Impacts can be appropriately mitigated through design, buffering, or other measures.
	GYK-1 GYK-1	c) The city will require a Land Use Compatibility Study where: A new sensitive development is proposed within a Class III industrial influence area; or, d) A sensitive land use is located within the influence of a proposed industrial use. iv) The study must be at minimum: a) Assess noise, air quality, lighting, odour, vibration, and safety risks. b) Evaluate cumulative and long-term impacts. i) Recommend mitigation measures (buffers, building design, orientation, etc.).

Thematic Goal	Objective Code (identifying Image)	Policies
Natural YK (NYK)	NYK-1	v) Distance should be the preferred mitigation tool, supplemented by design measures where required. Development adjacent to industrial uses shall incorporate appropriate mitigation measures, including: a) Vegetated buffers and berms; b) Increased setbacks; c) Building orientation and site design; and, d) Noise attenuation and air quality controls.
	NYK-4	vi) Residential use including accessory residential dwelling units and Workforce Accommodation may be permitted in proximity to Class I industrial uses within the Kam Lake and Kam Lake South areas, subject to demonstrated land use compatibility to the satisfaction of the City.

7.1.3 Deleted by Council Motion #0247-26 September 23, 2026

Section 7.1.3 “Land Use Compatibility adjacent to Contaminant Site “deleted in its entirety by Council Motion # 0247-26 September 23, 2026

7.1.4 Fuel Break and FireSmart Policies

The City of Yellowknife recognizes wildfire as a significant natural hazard and a key climate change risk. The city will apply FireSmart principles to land use planning, development, and vegetation management to reduce wildfire risk, protect life and property, and enhance community resilience between the woodlands and urban interfaces, and within the city.

The City risk will plan, establish, and maintain fuel breaks (fireguards) on municipal, territorial, and federal lands to reduce wildfire intensity and spread toward developed areas in accordance with City's Community Wildfire Protection Plan.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-9	i) Hazardous forest types and wildfire hazards are recognized as a development constraint in all land use planning and development approvals.
	GYK-9	ii) Development proposals in areas of moderate to high wildfire risk must incorporate FireSmart planning and design measures.
	GYK-9	iii) Development adjacent to designated fuel breaks risk must: a) Maintain the function and accessibility of fuel breaks; and, b) Not introduce vegetation, structures, or uses that compromise fire protection effectiveness. iv) The City may require setbacks or easements to ensure long-term fuel-break integrity and maintenance access.
	GYK-9	v) Fuel Break areas function as protective buffers for the built environment. These areas may be used for urban agriculture and recreational purposes, including trails, active transportation, gathering spaces, and passive recreation, provided that such uses do not increase wildfire risk or compromise the effectiveness of the fuel break.
	GYK-9	vi) All new developments must incorporate FireSmart vegetation management consistent with the Community Wildfire Protection Plan.
	GYK-9	vii) New developments and subdivisions are encouraged to provide a Wildfire Risk Assessment and Mitigation Plan located in or adjacent to wildfire hazard areas. a) The assessment shall: b) Identify wildfire hazard and exposure. c) Evaluate fuel types and topography. d) Recommend mitigation measures, including fuel management and building design.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-9	viii) Infrastructure must be designed to support wildfire response and evacuation. Development must ensure: a) Safe and adequate emergency access, including looped roads or turnaround areas; and, b) Adequate water supply for fire suppression, including hydrants or alternative systems. c) In trucked areas the developer is responsible for water for fire suppression.
	GYK-9	ix) Developments are required to maintain FireSmart conditions over time. The City may require maintenance
	GYK-9	x) Landscaping, buffering, and natural area policies must not conflict with FireSmart requirements. FireSmart principles must be integrated into: a) Zoning By-law provisions. b) Subdivision design standards.

7.1.5 Dark Sky Policies

The City of Yellowknife recognizes the importance of preserving dark skies as a valued environmental, cultural, and tourism resource, while reducing energy consumption and minimizing impacts on wildlife and human health. The city shall regulate outdoor lighting to limit light pollution, glare, and skyglow, particularly in areas adjacent to natural environments.

The Dark Sky policies apply to all new private and public residential, commercial, industrial, institutional, park and recreational, and public infrastructure developments. Existing private and public developments are exempt from these policies unless they are redeveloped following the adoption of this Plan

.Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK (GYK)	GYK-10	i) All outdoor lighting must be designed to minimize light pollution, including glare, light trespass, and skyglow. Lighting shall be only as bright as necessary and directed downward to serve its intended purpose.
	GYK-10	ii) New development must use full cut-off (fully shielded) lighting fixtures that: a) Direct light downward; b) Prevent light emission above the horizontal plane; and, c) Unshielded or upward-facing lighting will not be permitted.

.Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-10	iii) Development must be designed to ensure that lighting does not: a) Spill onto adjacent properties; and, b) Impact natural areas, wildlife habitat, or water bodies. c) Buffer areas and setbacks must incorporate lighting controls to protect sensitive uses.
	GYK-10	iv) Commercial and industrial developments should implement after-hours lighting reduction strategies.
	GYK-10	v) New developments must prioritize dark sky preservation in environmentally sensitive areas. Lighting near wetlands, woodlands, and wildlife habitat must: a) Be minimized or avoided; and/or, b) Use low-intensity, warm-spectrum lighting where required.

7.2 Climate Action

The impacts of climate change in Yellowknife are pervasive, including community-wide wildfire evacuations and significant infrastructure damage from permafrost degradation. To address these risks, the city follows the 2026-2036 Climate Action Plan (CAP), which directs a dual approach of mitigation and adaptation:

1. **Mitigation:** Actions that reduce the greenhouse gas (GHG) emissions causing climate change. The City is committed to reaching net-zero emissions by 2050.
2. **Adaptation:** Adjusting decisions and behaviors to prepare for current and future climate impacts, such as extreme weather and shifting environmental conditions.

To address climate change and climate impacts, YK 2050 establishes policies to:

- Integrate a "climate lens" into all land-use planning and infrastructure projects where the city is the decision-making authority;
- Preserve natural heritage and greenspaces for their value in carbon sequestration and community resilience; and,
- Ensure the built environment is designed to withstand future climate scenarios through Climate-Adjusted Design Criteria.

Call-out: The primary purpose of this section is to provide a unified framework for climate action by integrating mitigation and adaptation strategies into the city's long-term growth and development. By aligning land-use planning with the 2026-2036 Climate Action Plan, this section supports progress toward net-zero emissions by 2050. Simultaneously, it establishes policies building upon community-wide resilience against high-vulnerability hazards, including permafrost degradation, extreme heat, and wildfires. Key objectives include greenhouse gas (GHG) emission reduction, community and infrastructure resilience, the protection of the natural heritage system, and public safety.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-4	i) Development should be prioritized within the planned built area. Any proposed greenfield expansion must occur in a sustainable and responsible manner, requiring a formal evaluation that factors in the value of maintaining existing greenspace for community resilience, carbon sequestration, and the maintenance of the natural heritage system.
	GYK-4	ii) Compatible mixed land uses should be integrated into urban areas to support compact development and reduce travel distances.
	GYK-4	iii) Higher intensity development should be located near employment centres and major activity nodes.
	GYK-4	iv) Development within designated intensification corridors shall be exempt from, or subject to significantly reduced, off-street vehicle parking minimums. New developments, particularly multi-unit residential, commercial and institutional developments should incorporate accessible bicycle parking and associated end-of-trip facilities to support a permanent shift toward low-carbon transportation.
	GYK-6	v) Multi-unit residential, commercial and industrial developments should demonstrate alignment with the city's Climate Action Plan and any established corporate energy targets. Proponents are encouraged to show how their proposal supports these goals.
	GYK-6	vi) Land-use designations, Area Development Plans, and development viability should be determined based on ground suitability data, including frost heave, thaw settlement, and the presence of discontinuous permafrost.
	GYK-6	vii) Infrastructure situated on discontinuous permafrost should be subject to climate adaptation and stabilization engineering standards.
	GYK-6	viii) Road alignments and surface covers may be designed using Climate-Adjusted Design Criteria to minimize thermal impacts on permafrost and ensure infrastructure resilience in thawing areas.
	GYK-6	ix) Development in areas of high surface displacement should utilize building practices that mitigate structural movement

Thematic Goal	Objective Code	Policies
	GYK-7	x) Municipal operations should maximize energy efficiency and conservation across all sectors.
	GYK-7	xi) New road construction and major upgrades should incorporate green infrastructure and Climate-Adjusted Design Criteria.
	GYK-7	xii) Community energy consumption should derive at least 30% of its total share from alternative and/or renewable sources.
	GYK-7	xiii) Land designated for agricultural use must be protected for the sole purpose of food production to enhance community resilience and food security, including but not limited to zoning with buffer.
	GYK-7	xiv) Green infrastructure and renewable energy systems should be prioritized in all new large-scale developments.
	GYK-7	xv) District energy infrastructure must be designed and constructed in accordance with the District Energy Policy Framework technical standards.
	GYK-6	The city should prioritize the use of renewable and district energy sources for all municipal infrastructure and facilities. New construction and major retrofits of City-owned assets will aim to increase the proportion of energy derived from these sources to support corporate emission targets.
	GYK-7	xvi) Private or community-owned heat and energy systems should be integrated into district energy priority areas.
Moving Around YK	MAYK-1	xvii) Internal and external access for new developments should be designed and maintained to ensure climate-resilient mobility and safety under variable weather and ground conditions.
	MAYK-3	xviii) Transportation planning and infrastructure should prioritize active and public transportation, mixed-use development, and intensification along transit corridors
Living in YK	LYK-5	xix) The municipal water supply, distribution networks, and system extensions should be engineered using Climate-Adjusted Design Criteria, redundant systems, and source-water protections to ensure resilience against climate and geological hazards.

8 TRANSPORTATION

Transportation is a key component of land use planning and development decisions. Objectives for transportation planning should be implemented and complement the land use policy. Transportation infrastructure investments shall align with the Yellowknife Transportation Plan, prioritizing multi-objective projects that address environmental protection, housing, conservation, and economic growth. Yellowknife's population and employment is expected to grow significantly by 2050 resulting in an increase in daily private vehicle use if current trip-making patterns were to continue. Over the next 25 years, the City of Yellowknife aims to accelerate the transition from a primarily car-dependent community to one where walking, cycling, and transit are seen as increasingly viable and attractive alternatives. The City will take a transit-supportive land use planning approach to urban development. Growth and intensification will be focused along roadways served by transit. Network connectivity, walkable streets and higher intensity mixed-use development will be emphasized. As a requirement of the Transportation Plan, Active Transportation connections will be integrated with the transit network, supporting improved access by enabling multimodal transportation options.

Transportation infrastructure is a key element in community building. Our transportation network and systems have an important and defining placemaking function. Urban streets are purposeful places, and great streets make great communities. This Plan utilizes the *Complete Streets* philosophy, to be applied to future development and the transportation network to balance modal share, increase safety for all users, and connect Yellowknife's neighbourhoods.

8.1 Roads Network

Public roads, handle the majority of the City's transportation trips. A variety of vehicles rely on the road network such as commercial vehicles, public transit vehicles, emergency service vehicles, City operations and maintenance vehicles, taxis, and private motor vehicles. Bicycles are accommodated within the road network through a combination of shared travel lanes and dedicated bicycle lanes, where provided. Roads with sidewalks (and some without) are used by pedestrians as well as marked and unmarked pedestrian crossings.

The road network will continue to link the City together in a safe and efficient manner. Improvements in road safety for all users will be a development consideration. While the City of Yellowknife manages its local transportation network, it is important to note that territorial highways are under the ownership and jurisdiction of the Government of the Northwest Territories (GNWT).

Local Roads may be closed temporarily or seasonally, with the approval of Council, to support use by the public or local businesses. The closure may support seasonal use by businesses for outdoor activities, festivals, or other revitalization activities in the Downtown or other designations where appropriate.

8.2 Active Transportation Network

Active transportation refers to "human-powered/guided" mobility including walking, rolling, cycling, and dog-mushing. It is also associated with transit use where riders typically use active transportation methods to access transit. The City has an extensive and varied network of interconnected active transportation as detailed in the Transportation Plan. This includes recreational walking, cycling, dog

mushing trails, and hiking trails. It also includes infrastructure for commuting and other daily activities including sidewalks, multi-use paths, and painted on-street bike lanes.

Call-out: Active transportation infrastructure is well used in Yellowknife. Approximately 20% of workers in Yellowknife walk or cycle to work. This is one of the highest rates of active transportation in Canadian cities (*Statistics Canada 2021 Census*). While Yellowknife already sees a higher-than-average number of residents walking and cycling to work compared to the rest of Canada, the City remains committed to enhancing the active transportation network through implementing the Transportation Plan by strengthening existing connections and improving overall accessibility.

Expanding the network of safe and efficient walking and cycling infrastructure remains an important objective for the City particularly for ensuring independent movement throughout the city for all ages and abilities. To achieve this, the City will look to integrate new connections and improving existing ones as outlined in the Transportation Plan. Rather than standalone projects, these advancements will be realized as part of new development and redevelopment opportunities, ensuring that as Yellowknife grows, active transportation remains a cohesive component of the urban fabric.

Call-out: Various parts of the city feature trails used for snowmobiling, off-highway vehicles (ATVs), and dog mushing, with significant mushing activity concentrated on Kam Lake and Grace Lake. While the City does not actively maintain these trails, it will continue to protect dog mushing routes and permit motorized vehicle use in accordance with applicable bylaws and legislation. To ensure these networks remain a vibrant part of the community, the City will collaborate with local organizations and clubs to promote their safe use, enjoyment, and long-term preservation.

Thematic Goal	Objective Code	Policies
Moving Around YK (MYK)	MAYK-2	i) New development and redevelopment within activity nodes and near transit stops must provide dedicated sidewalks and/or multi-use pathway connections, where appropriate, to transit stops to facilitate inter-modal travel, and in accordance with the Transportation Plan and/or Development and Design Standards.
	MAYK-3	ii) New development and redevelopment must coordinate with, and where appropriate contribute to, existing and planned transportation infrastructure projects, including active transportation facilities and road improvements identified in the Transportation Plan.
	MAYK-3	iii) All active transportation infrastructure should incorporate universal design principles as detailed in the Transportation Plan and/or the Development and Design Standards.
	MAYK-4	iv) Dog mushing routes must be protected from encroachment by new development to preserve their long-term community use.
	MAYK-4	v) Active transportation infrastructure must be designed to accommodate essential maintenance and potential emergency

Thematic Goal	Objective Code	Policies
		access functions in accordance with the Transportation Plan and/or the Development and Design Standards.
	MAYK-3	vi) New development and redevelopment should be designed to strengthen active transportation connections between residential neighbourhoods, schools, recreational facilities, commercial areas, and employment areas by improving network connectivity, safety, and user comfort.
	MAYK-3 MAYK-4	vii) Bicycle lanes may be included in the design of arterial and collector roads, in accordance with the Transportation Plan and/or the Development and Design Standards.
	MAYK-3 MAYK-4	viii) New development and redevelopment that incorporates surface parking between a public road and a primary building entrance should provide safe, direct, and convenient active transportation access from the public sidewalk to the building entrance
	MAYK-3 MAYK-4	ix) Development proposals that interfere with any existing or planned active transportation infrastructure specified in the Transportation Plan will not be supported.

8.3 Public Transit

YK Transit, the City's public transit system consists of a fixed-route bus network, currently with limited main routes and a specialized, door-to-door service for registered users, known as *YKFlex.* As the City's City grows and it's built form changes through infill and Greenfield Development, the public transit system may expand to accommodate increased travel demand, reduce dependency on private vehicle use, and provide additional transportation options.

Thematic Goal	Objective Code	Policies
Moving Around YK (MYK)	MAYK-2	i) Transit should provide convenient access between residential areas, commercial areas, employment areas, institutions and key community amenities including recreation facilities, cultural facilities, and attractions.
	MAYK-2	ii) Infill development areas should be prioritized for phased transit investment in alignment with the City's long-range transit implementation planning.
	MAYK–2	iii) Development in areas served by transit should be transit-supportive, this may include higher intensity, mixed-use development, and accessible active transportation connections.
	MAYK–2	iv) Active transportation infrastructure near transit stops or corridors should provide direct and convenient connections between residential neighbourhoods, commercial areas and transit in accordance with the Transportation Plan and/or the Development and Design Standards.
	MAYK–2	v) Development proposals that interfere with any existing or planned transit infrastructure specified in the Transportation Plan will not be supported.
	MAYK–2	vi) Public transit service from high intensity developments and transit corridors to Yellowknife Airport should be implemented in accordance with the Transportation Plan.

8.4 Activity Nodes and Transit Corridors

Transit corridors are corridors of higher intensity development served by frequent transit. Development in the transit corridors will incorporate improved active transportation infrastructure and link to existing active transportation networks. Transit corridors are anchored by several activity nodes. There are two transit corridors identified on **Map 28**:

1. **50th Avenue Corridor:** This transit corridor runs from Old Town to the intersection with Old Airport Road; and,
2. **Old Airport Road Corridor:** This transit corridor spans the entirety of Old Airport Road.

Activity nodes are programmable, destination areas along the transit corridors anchored by local landmarks and supported by wayfinding signage. They are located around focused connections between public transit and active transportation infrastructure. Development in the activity nodes will primarily be higher intensity mixed-use development, with a mix of residential, commercial, and institutional uses. Activity nodes are identified on **Map 28.**

There are three mixed use nodes identified in the 50th Avenue Corridor:

1. Old Town at the corner of 50th Avenue and School Draw Avenue;
2. Downtown at 50th Avenue and 48 Street; and,
3. Intersection of 50th Avenue and Old Airport Road.

There are two planned activity mixed use nodes in the Old Airport Road Transit Corridor:

1. Intersection of Old Airport Road and the future connection to Frame Lake; and,
2. Intersection of Highway 3 and Old Airport Road.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-3	i) Development within identified activity nodes should incorporate a mix of residential, commercial, and institutional uses.
	GYK-4	ii) High-intensity residential and commercial development should be prioritized within the 50th Avenue and Old Airport Road transit corridors.
Moving Around YK (MYK)	MAYK-2	iii) Multi-unit and mixed-use developments on transit corridors should provide or contribute to transit infrastructure and support barrier-free access in alignment with the Transportation Plan. This may include bus stops and active transportation infrastructure such as barrier free pathways and sidewalks, bicycle parking, street furniture etc.

Thematic Goal	Objective Code	Policies
		iv) The City may support the intensity bonusing of certain development where applicable, to support development and programming objectives along transit corridors through the Development Incentive By-law.
Proudly YK (PYK)	PYK-3	v) New developments located at activity nodes should incorporate wayfinding and landmark elements to enhance the public realm. Wayfinding should be supported and consistent with the City's Wayfinding Strategy.

9 MUNICIPAL INFRASTRUCTURE

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

9.1 Water and Wastewater Supply and Treatment Services

The city Water Treatment Plant was constructed in 2015 and is designed to satisfy the City's water needs for the next 50 years. The Wastewater Treatment Facility consists of a sewage lagoon (Fiddlers Lake) and a wetland filtration area. Once per year, the lagoon is drained and filtered through 13 km of wetland area before reaching Great Slave Lake.

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

It is extremely important that the water capacity and quality of the Yellowknife River and Great Slave Lake is maintained to ensure that the City's water needs are met. Although the majority of the watershed is outside of the municipal boundary, the area is protected under the *Area Development Act – Yellowknife Watershed Development Area Regulations (R-019-2003)*. The City will continue to work with other stakeholders to prevent land use activities that could diminish the quantity or quality of water.

Call-out: To ensure the long-term health and safety of the community through the responsible management of water resources, wastewater management and infrastructure. This section establishes the framework for protecting the watershed as the primary potable water source, while ensuring that wastewater systems, including lagoons and natural wetland treatments, operate effectively and in compliance with environmental standards. By prioritizing development within serviced areas and aligning municipal growth with infrastructure capacity, these policies safeguard public health, promote fiscal responsibility, and protect the environmental integrity of the surrounding water bodies.

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK -1	i) Land use activities within the watershed must be managed to prevent negative impacts on water quality.
	GYK-3	ii) Land uses adjacent to the wastewater lagoon must be compatible with the facility's ongoing operation and maintenance.
	GYK-3	iii) Land uses adjacent to the wetland treatment system must be compatible with the system's function and environmental integrity.
	GYK-4	iv) If the City extends a main line to an area currently on trucked services, the City may offer a "Standard Connection Credit" to incentivize early adoption by offsetting a portion of the connection fee.
	GYK-4	v) New and residential development must only be located in areas with existing and planned piped water and sewer infrastructure. vi) New developments must demonstrate planned water and sewer connections before receiving approval for the City.
	GYK-4	vii) The use of trucked water and wastewater services must be restricted to new developments located outside the City's existing and planned service areas that support worker accommodation, industrial and light industrial uses, commercial operations, or critical services and infrastructure.
	GYK-4	viii) New residential development should be restricted in areas reliant on trucked water and sewer services.
	GYK-5	ix) The developer must be fully responsible for the design, permitting, and installation of piped water and sewer extensions required to service a new development.
	GYK-5	x) Neighbourhood scale expansion of the piped water and sewer network should be based on a comprehensive evaluation of economic, environmental, and social impacts.

9.1.1 Stormwater Management

Yellowknife's stormwater infrastructure is a specialized network designed to navigate the unique challenges of a sub-arctic environment characterized by discontinuous permafrost and Precambrian rock. The city's network is a hybrid of curb-and-gutter piping, open drainage ditches, and natural wetlands that work together to divert snowmelt and rainfall away from the built environment. This system plays a critical role in protecting the community from localized flooding. Using natural topography and chain of inland lakes the infrastructure manages the flow of surface water toward the receiving bodies of water. Modern management of this network increasingly focuses on environmental stewardship ensuring that runoff is managed to protect the water quality while maintaining the structural integrity of the city's roads and building foundations.

The City Yellowknife relies heavily on natural lakes and wetlands. There are 6 waterbodies used as primary "ponds" to collect, hold, and naturally treat urban runoff before it eventually reaches Great Slave Lake, including:

- **Frame Lake:** Located in the heart of the city, it collects a significant portion of downtown and residential runoff. Its large surface area helps settle sediments.
- **Niven Lake:** Originally used for sewage in the city's early days, it has been reclaimed as a vital stormwater retention and natural treatment constructed wetland for the Niven Lake subdivision.
- **Rat Lake:** Acts as a collection point for the drainage area between the downtown core and the Con Mine site.
- **Range Lake:** Serves as the primary receiving body for the newer residential and commercial "uptown" expansions.
- **Kam Lake:** A major light industrial, commercial and residential drainage basin. It is one of the last stops for much of the city's western runoff before it enters the larger lake systems.
- **Grace Lake:** Primarily services the newer light industrial, commercial and residential developments on the city's southern edge.

Call-out: The primary purpose of the City's stormwater management and facilities is to protect public safety, private property, and the environment from the impacts of surface runoff. The City's facilities, serve three core functions: flood mitigation, protecting water quality and protecting structural integrity of the City's transportation and infrastructure networks. By managing stormwater as a functional utility, the City ensures that urban growth remains compatible with the natural hydrology of the North

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-1	i) Stormwater discharge into natural water bodies shall meet applicable environmental quality standards.
	GYK-6	ii) New Infrastructure must be designed to minimize peak runoff rates to pre-development levels.

Thematic Goal	Objective Code	Policies
	GYK-6	iii) Industrial and commercial land uses must implement spill containment and pre-treatment measures for stormwater runoff.
	GYK-6	iv) Surface drainage patterns should be maintained or enhanced to prevent localized flooding on adjacent properties.
	GYK-7	v) Development should incorporate Low Impact Development features to promote on-site infiltration.
	GYK-7	vi) Natural wetlands and vegetation may be utilized as part of a managed stormwater treatment train.
Living in YK (LYK)	LYK-5	vii) Multi-unit residential and large-scale commercial development should demonstrate that post-development runoff does not exceed the capacity of the municipal stormwater system

9.2 Solid Waste Disposal

The city operates a Solid Waste Facility (SWF). This facility handles almost all of the waste generated in the city. The city is in the process of diverting organic waste from the landfill and processing it so that it can be used as cover at the landfill. Through its recycling programs and initiatives, the city is also working to divert other streams of waste out of the landfill to extend the life of the existing landfill cells. The city encourages partnerships which support waste disposal and diversion.

The City shall maintain sufficient capacity at the Solid Waste Facility (SWF) to accommodate future growth. Following the 2025 land acquisition from the GNWT, the city will manage these expanded lands to ensure the long-term waste disposal needs of the community are met. The city will continue its efforts to divert waste from the landfill through increased composting and separating out recyclable materials.

Call-out: The Yellowknife Solid Waste Facility serves as the central hub for environmentally responsible waste processing and disposal for the city's residents and commercial sectors. The facility's primary mandate is to ensure the community has access to long-term, sustainable waste solutions while minimizing the environmental footprint of our waste.

Thematic Goal	Objective Code	Policies
Living in YK (LYK)	LYK-5	i) Sufficient land must be preserved to accommodate long-term waste management and landfill requirements.
	LYK-5	ii) Landfill capacity must be maintained through the establishment of new cells prior to the exhaustion of existing cell volume.
	LYK-5	iii) Multi-unit dwelling buildings and businesses that generate organic waste should provide on-site compost collection.

10 SUBDIVISION AND DEVELOPMENT SEQUENCING

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

Land analysis and modeling was performed to inform YK 2050 to determine how much land would be required for different uses for the next 20 years (see **Section 2.3**). The city considered existing inventory and available land development opportunities within the built area of the city as well as greenfield areas. Based on these considerations, a set of policies were developed to guide decisions about subdivision and land development sequencing to meet the future land development needs of the city in an environmentally, economically, and socially sustainable way, as identified on the *Land Development Sequence Map* (**Map 29**).

Area Development Plans are a tool that can be used to create more detailed land use plans for a specific area of land. The purpose of an Area Development Plan is to provide a framework for the subdivision or development of land within a municipality. Several area development plans are identified in the land development sequencing. The city may consider an Area Development Plan any time an undeveloped parcel of land that is being proposed for subdivision with 50 or more lots/units or is greater than five hectares. Policies for subdivision and land development sequencing are outlined in the table below:

Thematic Goal	Objective Code	Policies
Growing YK (GYK)	GYK-1	i) Greenfield Development that requires neighbourhood scale servicing infrastructure costs should be preceded by a cost-benefit analysis that evaluates the economic, environmental, and social impacts of the proposed new land subdivision.
	GYK-4	ii) Vacant lots, both City owned and private, within the built area of the City will be prioritized for development with the exception of some Natural Areas which will remain undeveloped.
	GYK-4	iii) Greenfield Development must occur adjacent to developed areas in a phased approach to utilize existing infrastructure and minimize cost for extending infrastructure.
	GYK-4	iv) Incentives for development of private vacant land may be considered.

10.1 Residential

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

In the near to medium term, the City will pursue a larger scale phased Greenfield Development near Frame Lake. Smaller scale infill development opportunities adjacent to existing developed areas will also be developed in the near to medium term as identified in the *Land Development Sequence Map* (**Map 29**).

Table 7: Residential Land Development Sequence

Priority	Phasing Sequence
Dispose of existing parcels in inventory	Short-term and ongoing
Focus on infill opportunities in the City Core	Short-term
Infill opportunities in or near developed areas	Short-term and Medium-term
Frame Lake phased Greenfield Development	Short-term, Medium-term, and Long-term (phasing and timeline to be refined when area development plan is completed)
Taylor Road infill/ Greenfield Development	Short-term, Medium-term, and Long-term

10.2 Commercial

Commercial development will take place primarily in the Downtown and Old Airport Road Commercial designations. Currently there is vacant and under-utilized land in both areas. The City will continue to work on implementing the recommendations from the *Downtown Retail Revitalization Strategy* or update with a new version, to better utilize vacant downtown commercial retail properties. The City will continue to work with private landowners of vacant and under-utilized commercial properties to incentivize commercial development.

As the Old Airport Road corridor continues to intensify, there may be new opportunities for retail commercial businesses as part of mixed-use developments.

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

The development of the highway commercial designation will also allow for new auto-oriented commercial development opportunities that do not currently exist in the city.

Table 8: Commercial Land Development Sequence

Priority	Phasing Sequence
Incentivize commercial development on under-utilized sites, specifically commercial retail development, in the City Core based on recommendations in the *Downtown Retail Revitalization Strategy*.	Short-term
Collaborate with other levels of Government and developers to encourage sale and development of parcels in downtown	Short-term
Prepare an area development plan for Highway Commercial	Medium-term
Old Airport Road – Encourage higher intensity and mixed-use development along the corridor.	Medium-term
Prepare and service Highway Commercial lots for disposition	Medium-term

10.3 Industrial

Heavy industrial development will occur in the Engle Industrial Business District. Currently there are several vacant lots available for development in this area.

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

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

The Kam Lake Market Study projected that additional light industrial land will be needed as the City continues to grow. Land to the southwest of Enterprise Drive in Kam Lake has been identified for future light industrial development.

Table 9: Industrial Land Development Sequence

Priority	Phasing Sequence
Develop an Area Development Plan for the land in Kam Lake that is southwest of Enterprise Drive.	Short-term
Allow for new light industrial uses in Kam Lake as heavier industrial uses relocate to Engle Business District.	Short-term and Medium-term
Sell and develop existing parcels in Engle Business District that are already accessible and serviced for heavy industrial use.	Medium-term
Subdivide land in Kam Lake west of Enterprise Drive for light industrial and agricultural uses.	Medium-term

10.4 Institutional and Recreational

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

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

11 IMPLEMENTATION

Following the adoption of the YK 2050, its vision and policies are realized through regulations and processes, including land development by private and public developers, and supporting studies, plans, or guidelines undertaken by the City over time. As the highest-level guiding policy document for land use, YK 2050 guides how growth will be managed and implemented through subordinate plans and by-laws.

This section of the Plan describes the specific statutory tools, processes, and procedures that the city uses to effectively implement YK 2050. All lower-level planning tools and development decisions—including Area Development Plans, Zoning By-law amendments, Plans of Subdivision, Variances and Development Permits—must strictly conform to the goals, objectives, and policies outlined in YK 2050.

Applications and processes outlined below are strongly encouraged to first complete pre-consultation with the city. Pre-consultation includes a meeting with administration, which may include multiple departments technical staff, where developers provide an outline of the proposal. City administration will provide information related to process, requirements and service availability related to the proposal.

11.1 Area Development Plans

An Area Development Plan (ADP) serves as a comprehensive framework to guide the orderly subdivision and development of specific land parcels within the city. In accordance with the *Community Planning and Development Act*, Council may adopt an ADP by bylaw following a public hearing. While the adoption of an ADP does not obligate the city to implementation, all subsequent land use, subdivision, and building development within the plan area must conform to its established guidelines. Once adopted, the ADP and its associated maps are integrated into the municipal regulatory framework.

11.1.1 Thresholds for Requirement

To ensure that planning resources are focused on complex developments while streamlining other projects, an Area Development Plan shall be required when a proposed subdivision or development meets any of the following criteria:

- **Scale of Subdivision:** The proposal involves the creation of **50 or more lots/units**.
- **Land Area:** The development encompasses a contiguous land area of **5 hectares or greater**.
- **Strategic Impact:** The proposal introduces a neighbourhood scale change to a **greenfield area** or requires the extension of major municipal infrastructure and services.

11.1.2 Mandatory Content

Area Development Plans shall include the requirements of Section 9 of the *Community Planning and Development Act*, and include:

- **Site Description:** A detailed description and map series of the affected area.
- **Land Use and Intensity:** Defined current and future land uses including projected population and unit counts.

- **Infrastructure and Utilities:** Locations of major transportation routes, public utilities, and lands reserved for municipal or public purposes.
- **Phasing and Sequencing:** A scheduled sequence for development or redevelopment (categorized into short, medium, or long-term horizons) and the strategy for providing necessary municipal infrastructure and services.
- **Acquisition Details:** Plans for the acquisition of any land required for public use.
- Redevelopment and Optional Provisions.

For areas designated for redevelopment, the ADP shall further detail the preservation, rehabilitation, or removal of existing structures and the relocation of utilities. At Council's discretion, an ADP may also specify the exact manner of land subdivision and any other matters deemed necessary to ensure the development aligns with the city's long-term strategic goals.

11.2 Zoning By-law

Zoning is the principal means for implementing the policies for YK 2050. The Zoning By-law regulates the use of land, erection and use of buildings and structures, yard requirements, parking and loading space requirements, design standards and similar matters. All new development must conform to the intent of YK 2050 and the Zoning By-law. Upon the adoption of YK 2050, Administration will bring forward amendments to Zoning By-law No. 5045, as amended, to conform to YK 2050.

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

- Conformity with the general intent and purpose of YK 2050; and,
- Conformity with the *Community Planning and Development Act.*

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

11.3 Subdivision of Land

The subdivision process serves as the regulatory mechanism for the orderly division of land into smaller parcels for development. In accordance with the *Community Planning and Development Act*, the City may be the Subdivision Authority; to evaluate proposals against municipal standards and the long-term strategic goals of YK 2050. While draft approval establishes the framework for a project, final registration is only granted once the applicant demonstrates the capacity to service the land and adheres to all legal and technical requirements.

11.3.1 Approval Timelines and Validity

To maintain a consistent supply of shovel-ready land and prevent speculative holding, the following timeline constraints apply:

- **Draft Plan of Subdivision Approval:** All conditions of a draft plan approval must be satisfied within three years, after which the approval expires.

- **Extensions:** The city will not extend draft approvals beyond the three-year limit unless the subdivider demonstrates a reasonable effort to meet the established conditions.
- **Modification of Terms:** At the time of an extension request, the city may review and modify draft plan conditions to reflect current standards or municipal priorities.
- **Phasing:** Where an ADP outlines multiple phases, the timelines above may be adjusted to reflect the sequence approved in the ADP.

11.3.2 Subdivision Agreements and Servicing

Final approval or the recommendation for final approval is contingent upon the execution of a binding subdivision agreement. These agreements ensure that:

- **Infrastructure Completion:** All required services, and infrastructure must be installed within three years of the agreement's registration.
- **Performance Standards:** Development must adhere to city-adopted standards for design, servicing, roads, and financing.
- **Sale Restrictions:** A requirement will be included in all registered agreements prohibiting the sale of lots until the city provides explicit permission or the associated caveat is released.

11.3.3 Mandatory Submission Requirements

To facilitate a comprehensive review, applicants must provide technical documentation prepared by qualified professionals. Requirements include:

- **Planning Justification:** A report supporting the proposal, including an analysis of housing affordability, commercial or industrial market need and alignment with municipal intensification targets.
- **Technical Assessments** (where required)**:** Detailed evaluations regarding grading, engineering, the hydrogeological setting, stormwater management, and the sustainability of proposed water supplies.
- **Site Context:** A description of natural features and land uses within 500 metres of the subject lands to evaluate environmental and community impacts.
- **Engagement and Mitigation:** A detailed public consultation strategy and a mitigation analysis for the proposed development's impact on the community and natural environment.

11.4 Reports and Studies

The city may require specific reports and studies, at no cost to the city, as part of a comprehensive planning application submission – referred to as a 'complete application'. Studies may include but are not limited to:

- Planning Justification Report;
- Traffic Impact Assessment;
- Environmental Site Assessment;
- Drainage Plan (site specific);
- Geotechnical Study;

- Municipal Servicing Study;
- Record of community engagement; and,
- Others specific to impact to noise or vibration, sun/shadow study, etc.

The reports and studies are intended to provide information pertaining to a subject site and the areas adjacent to it. This is to assist Council and its delegated approval authorities in the evaluation of an application to ensure that it is consistent with the *Act* and in conformity with the policies of this Plan.

11.5 Integrated Planning

At the time YK 2050 was prepared, the city in partnership with the Yellowknives Dene First Nation are in discussion with the territorial government for reviewing and amending the city's municipal boundary pursuant to the GNWT's Community Boundaries Policy (21.10) and in the context of land constraints and other factors (see **Section 3.1**). Should amendments be made to the boundary, a review of any new land that is incorporated will be completed, including an analysis of the current designations as part of the planning considerations and decision regarding potential amendment of YK 2050 and associated Zoning By-law.

YK 2050 is not independent of other city plans and strategies that Council adopts. As reflected in **Section 3: YK 2050 – Vision, Goals, and Objectives**, YK 2050 was heavily informed by other city plans, reports, and studies to ensure a cohesive approach to the city's future. Specifically, the Plan considers and aligns with the goals and objectives of major strategic documents, including but not limited to:

- Smart Growth Development Plan (2010)
- Natural Area Preservation Strategy (2010)
- Strategic Waste Management Strategy (2018)
- Grow: Yellowknife Food and Agriculture Strategy - Implementation Plan (2021)
- Yellowknife Tourism Strategy (2025-2028)
- Community Emergency Plan (2025)
- City of Yellowknife Community Wildfire Protection Plan Review (CWPP) (2025)
- Climate Action Plan (2026)
- Transportation Plan (draft 2026)

New plans or strategies will inevitably be adopted as the city changes and adapts. While YK 2050 serves as the highest-level guiding policy document for land use, meaning all lower-level tools like Area Development Plans and Zoning By-laws must strictly conform to it, YK 2050 is a dynamic and living document. It should be reviewed and considered as part of all other municipal planning processes to ensure ongoing alignment. Administration will monitor YK 2050 on an ongoing basis for implementation progress and emerging trends; if required, Council may review and amend YK 2050 to ensure it remains in keeping with the spirit, intent, and objectives of new and evolving city strategies.

11.6 Legislative and Regulatory Compliance

While this YK 2050 serves as the City of Yellowknife's highest-level guiding policy document for land use and development, it operates within a broader multi-jurisdictional framework. All development, subdivision of land, and land use activities within the municipal boundary must comply with all

applicable Federal and Territorial Acts, Regulations, and associated agreements, as amended from time to time.

Approval of a development permit, subdivision application, or Zoning By-law amendment by the City does not exempt a developer, applicant, or landowner from the responsibility of obtaining all necessary approvals, permits, or licenses required by higher levels of government prior to the commencement of development. Where there is a conflict between the policies of this Plan and federal or territorial legislation, the federal or territorial jurisdiction shall prevail.

Applicable legislation, regulations, and agreements include, but are not limited to:

Federal Legislation:

- Species at Risk Act (SARA)
- Fisheries Act
- Canadian Environmental Protection Act
- Aeronautics Act (governing airport operations and height restrictions)
- National Fire Code of Canada

Territorial Legislation:

- Area Development Act (including the Yellowknife Watershed Development Area Regulations)
- Environmental Protection Act
- Commissioner's Land Act
- NWT Highways Act
- Mineral Resources Act and Northwest Territories Mining Regulations
- Northwest Territories Wildlife Act
- Public Health Act
- NWT Waters Act

11.7 Archaeological Site Management and Protection

The City shall respect archaeological resources, culturally significant landscapes, and Indigenous heritage values by ensuring that development within or adjacent to known archaeological sites, or within areas of archaeological potential, is undertaken in accordance with the Northwest Territories Archaeological Sites Act and applicable GNWT guidelines. The City may require archaeological screening, assessment, monitoring, mitigation measures, setbacks, site protection, and compliance with territorial permitting requirements as part of development, subdivision, or infrastructure approvals. Where archaeological resources, artifacts, human remains, or culturally significant materials are discovered during construction, work shall cease immediately, the site shall be protected, and the appropriate territorial authority shall be notified. The City will work collaboratively with Indigenous Governments, Indigenous Organizations, and territorial agencies to identify, protect, and appropriately manage archaeological resources and cultural heritage values while supporting responsible and sustainable development.

11.8 Reporting

YK 2050 sets out specific objectives and policies to achieve the community's vision and thematic goals established in **Section 3: YK 2050 – Vision, Goals, and Objectives**. YK The city will provide an annual

report from the Planning and Development Department detailing how these specific objectives and policies are being met or advanced. This reporting process links to future business planning cycles to focus development where it is most needed, while highlighting the overall effectiveness of the Plan. Ultimately, this ongoing monitoring and reporting process enhances internal and public accountability.

11.9 Public Engagement and Notice

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

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

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

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

In the case of an amendment to YK 2050, or the adoption or amendment of an Area Development Plan or Zoning By-law, Notice of Public Meeting will be given a minimum of 14 days prior to the date of the public meeting. For the approval or revision of a plan of subdivision, or a vacant land or common elements condominium, Notice of Public Hearing will be given a minimum of 14 days prior to the date of the public meeting.

The city recognizes the necessity of respectful government-to-government relationships with Indigenous groups. The Yellowknives Dene First Nation (YKDFN) are a government and will therefore be engaged by the city as government-to-government. Furthermore, the city is committed to advancing reconciliation by actively collaborating and engaging with all Indigenous peoples represented in the city and region, including the North Slave Métis Alliance (NSMA), the Tłı̨chǫ Government, and the Deline Got'ine Government.

11.9.1 Duty to Consult

The Government of the Northwest Territories has a legal and constitutional duty to consult Indigenous governments and organizations. The approval of the YK 2050, and any subsequent amendments under the *Act* will initiate the duty to consult. The city recognizes this is a responsibility of the Government Northwest Territories.

11.10 Adoptions and Amendments

YK 2050 is enacted through by-law and any changes to this Community Plan can only be done by amending the by-law in accordance with the *Act.* Recognizing the legislative environment is adapting to the changing climate and socio-political landscape, there may be other territorial or federal legislation that could impact future land use and development. This includes the Akaitcho Agreement negotiation processes. Changes to legislation that may affect the objectives, policies of YK 2050 should be considered, and amendments made accordingly.

12 GLOSSARY OF TERMS (DEFINITIONS)

12.1 List of Acronyms

ADFN – Akaitcho Dene First Nations

AESC – Arctic Economic and Security Corridor

CPTED – Crime Prevention Through Environmental Design

EIA – Environmental Impact Assessment

ESA – Environmental Site Assessment

GHG – Greenhouse Gas

GNWT – Government of the Northwest Territories

NWT – The Northwest Territories.

RCMP – Royal Canadian Mounted Police

SWF – Solid Waste Facility

UPH – Units per Hectare

WTE – Waste to Energy Facility

WTF – Wastewater Treatment Facility

YKDFN – Yellowknives Dene First Nation

12.2 List of Definitions

Community-Based Housing – see: *Co-op Housing*.

Co-op Housing – Housing administered and delivered by a co-operative. A co-operative, or co-op, is a business that is owned and controlled by its members in order to provide goods or services to those members. Each member pays a membership fee or purchases a membership share and has one vote regardless of the amount of money they have invested in the co-op. The co-op's assets are collectively owned, and surplus earnings are allocated to the members according to the policies established by the co-op.

Dark Sky – Denoting or located in a place where the darkness of the night sky is relatively free of interference from artificial light.

Development and Design Standards – A document that provides information and defines minimum acceptable standards to developers and other interested parties requiring knowledge of the principles governing the development of land in the City of Yellowknife.

Greenfield Development – Refers to the development of land, often on the edges of the city's-built area, which has not previously developed for residential, commercial or industrial purposes and does not have connections to municipal servicing infrastructure.

Housing Continuum – Represents the full spectrum of housing options based on varying needs, including emergency shelters, transitional housing, assisted living, public rentals, subsidized private rentals, subsidized home ownership, private rentals, and finally home ownership.

Infill Development – Also known as, "Intensification". Developing and redeveloping underutilized lots, typically within existing communities, through the creation of new units, structural additions to existing housing, demolition and reconstruction, or new construction.

Intensification – The development of additional residential units within an existing neighbourhood of Yellowknife, including infill, redevelopment and addition of new housing units, aimed at increasing housing supply, diversity, and compactness. See also: ***Intensity***

Intensity – The measure of residential development concentration in a given area, measured in units per hectare (UPH). Development can be classified as high intensity, medium intensity, or low intensity.

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

Land Use Overlay – Additional development policies on specific areas of the city that supersede or add to the development policies of the underlying land use designation.

Live Work Housing – In Canada refers to built environments where residential and work uses are combined in the same unit or building in a functional and intentional way, allowing occupants to both live and conduct work or business activities from the same space. This form of housing has grown in planning practice as cities seek to support flexible work arrangements, reduce commuting pressures, and enhance local economic vitality, especially in core areas, corridors, and mixed-use neighbourhoods.

Market Ownership Housing – Housing owned by a private individual or company, acquired at a prevailing market rate without direct subsidy to purchase or maintain it.

Market Rental Housing – Housing owned by a private individual or company that is rented to tenants who pay market rates.

Municipal Boundary – The legal boundary that delineates the geographic extent of a municipality and identifies the area over which the municipal government exercises jurisdiction, governance, and service delivery responsibilities.

Planned Built Boundary – A delineated boundary identifying the area intended for existing and future urban development, distinguishing the existing/planned built-up urban area from lands generally not intended for urban expansion.

Privately Owned Public Space – A privately owned space that is accessible to the public.

Special Care Housing – See: ***Supportive Housing***

Subsidized Housing – Refers to whether a renter household lives in a dwelling that is subsidized, including rent geared to income, social housing, public housing, government-assisted housing, non-profit housing, rent supplements and housing allowances.

Supportive Housing – Also known as, "Supported Living". Long-term, stable housing that includes ongoing support services tailored to residents' needs. These supports may address challenges such as

health, disability, or social vulnerability, enabling residents to maintain housing stability and improve quality of life.

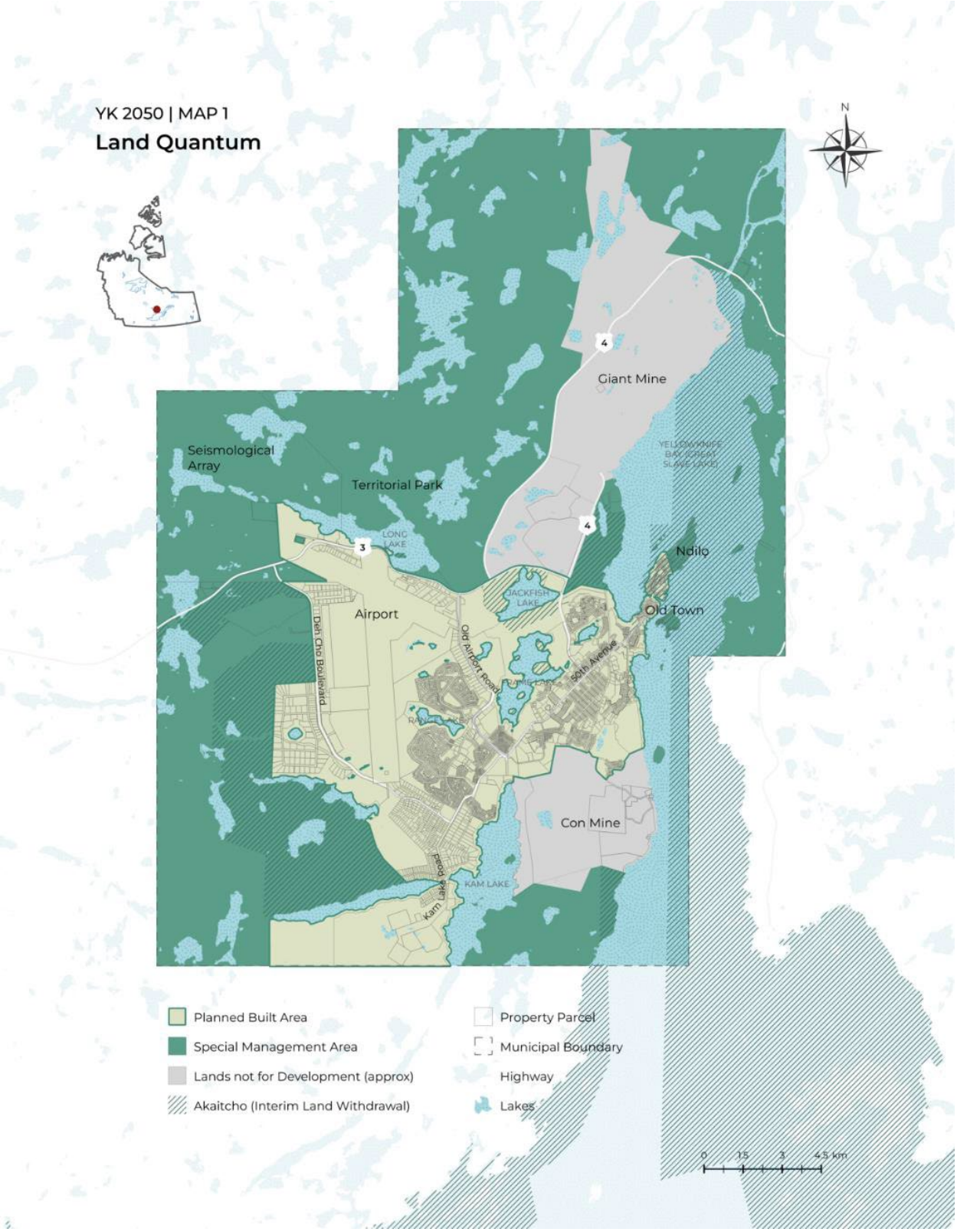
Transitional Housing – Temporary accommodation and support for individuals and families who are transitioning out of homelessness or other unstable housing situations.

Transit-Supportive Development – An approach to urban development designed to bring people, services, and activities together with quality public transit supported by walking and cycling conditions to facilitate shorter trips, better lifestyles, and more efficient use of city resources. It promotes compact city growth by integrating land development with transit and active transportation.

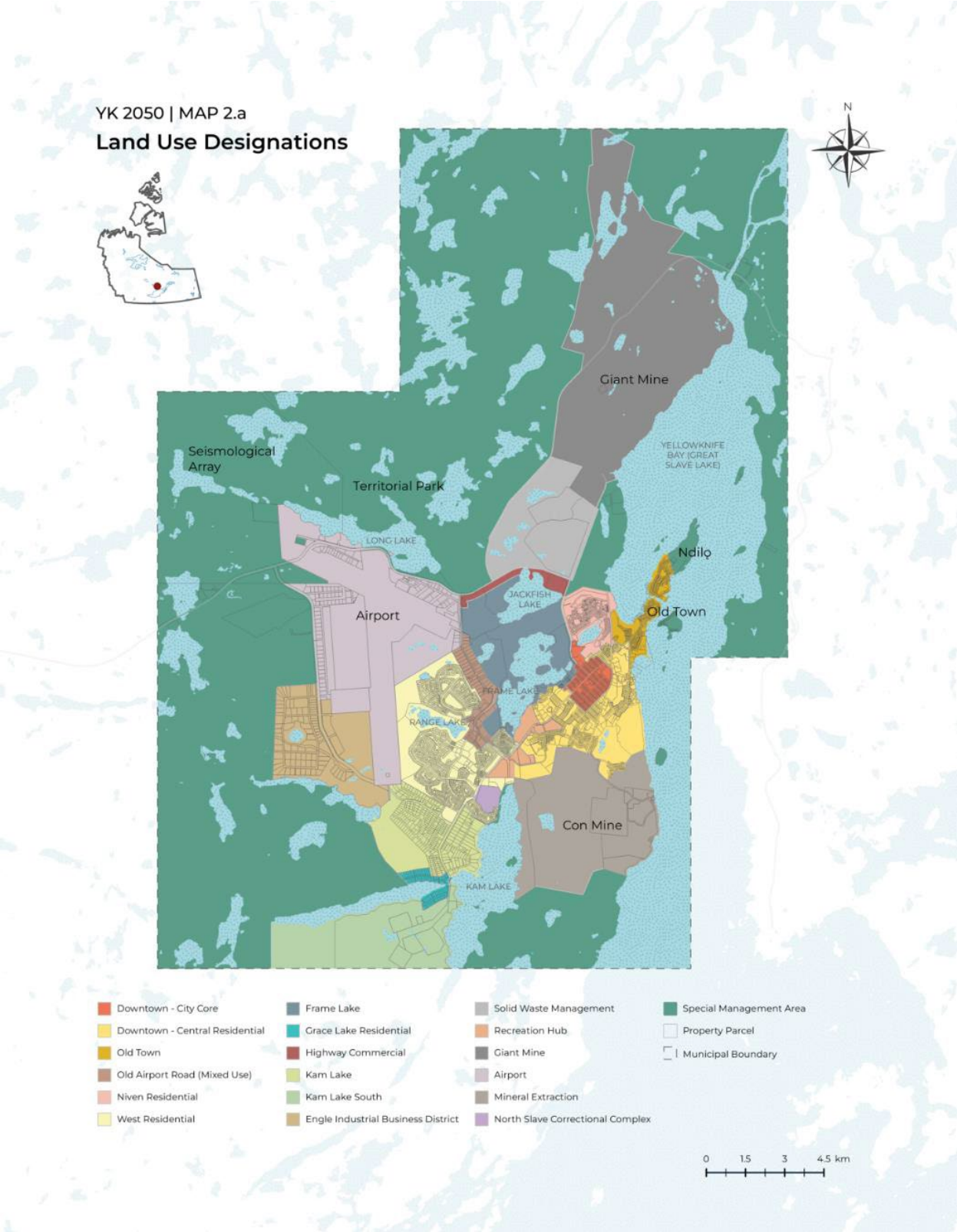
Urban Containment – See: ***Planned Built Boundary***

13 MAPS

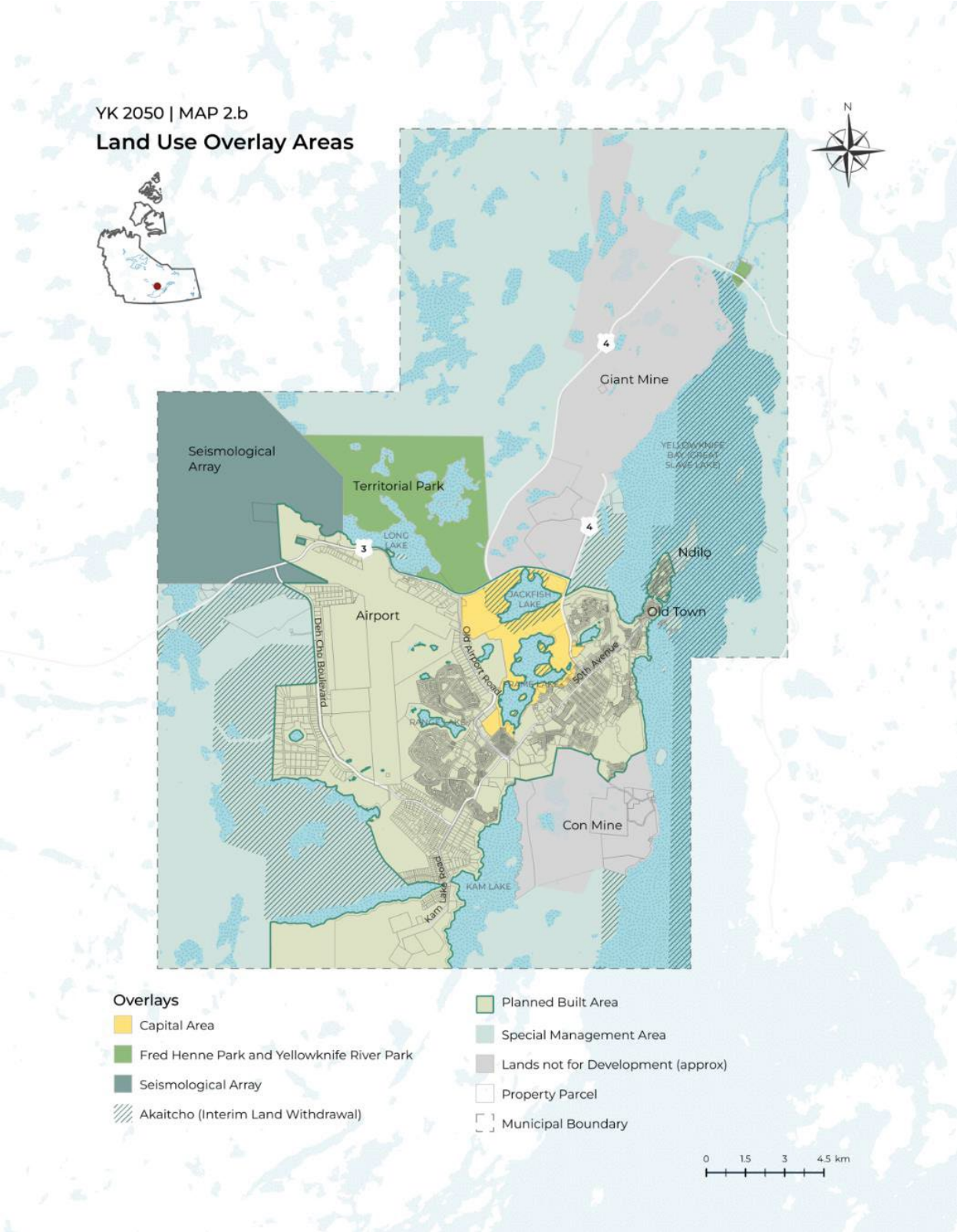
Map 1: City Land Quantum and Planned Built Boundary



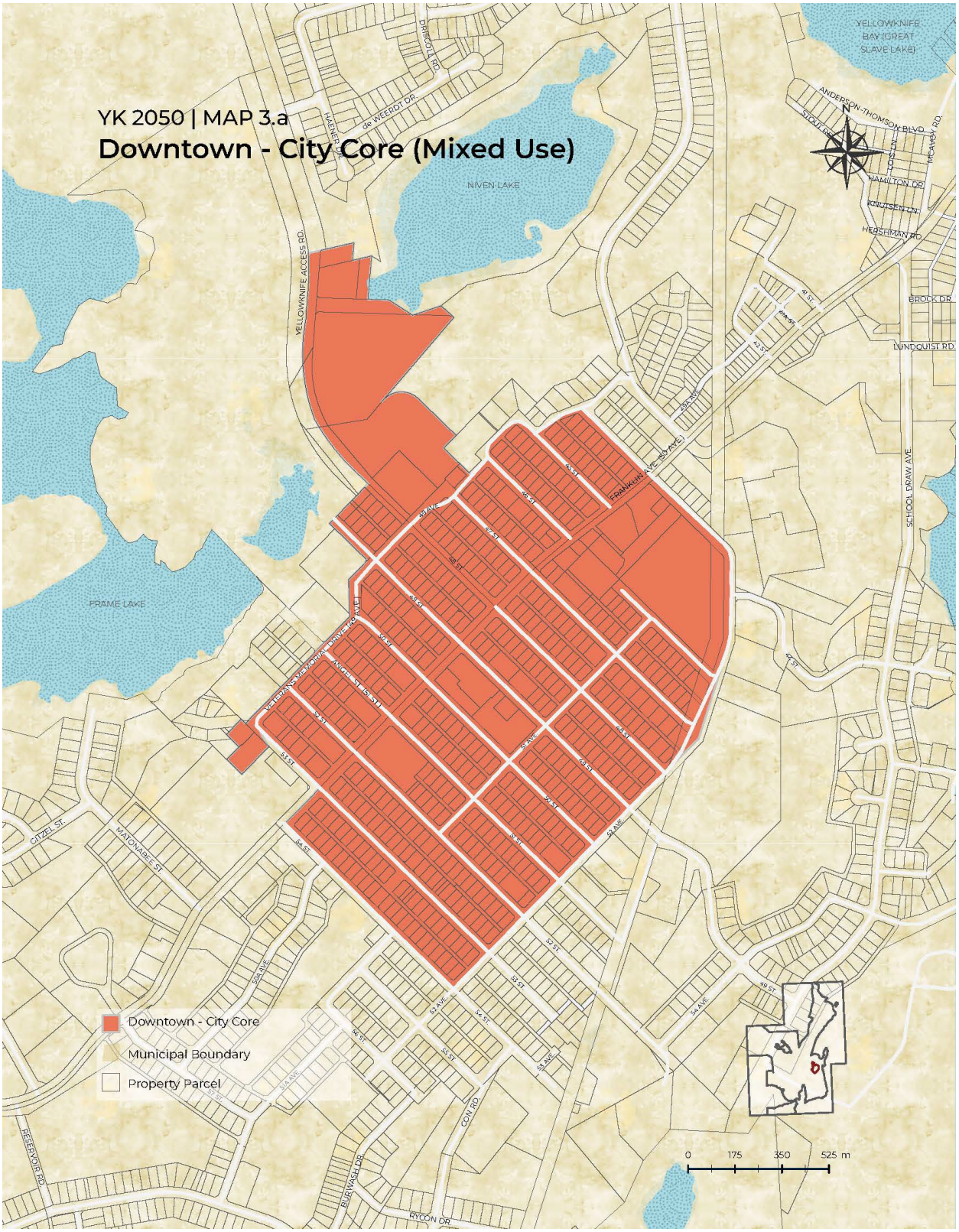
Map 2.a: Land Use Designations



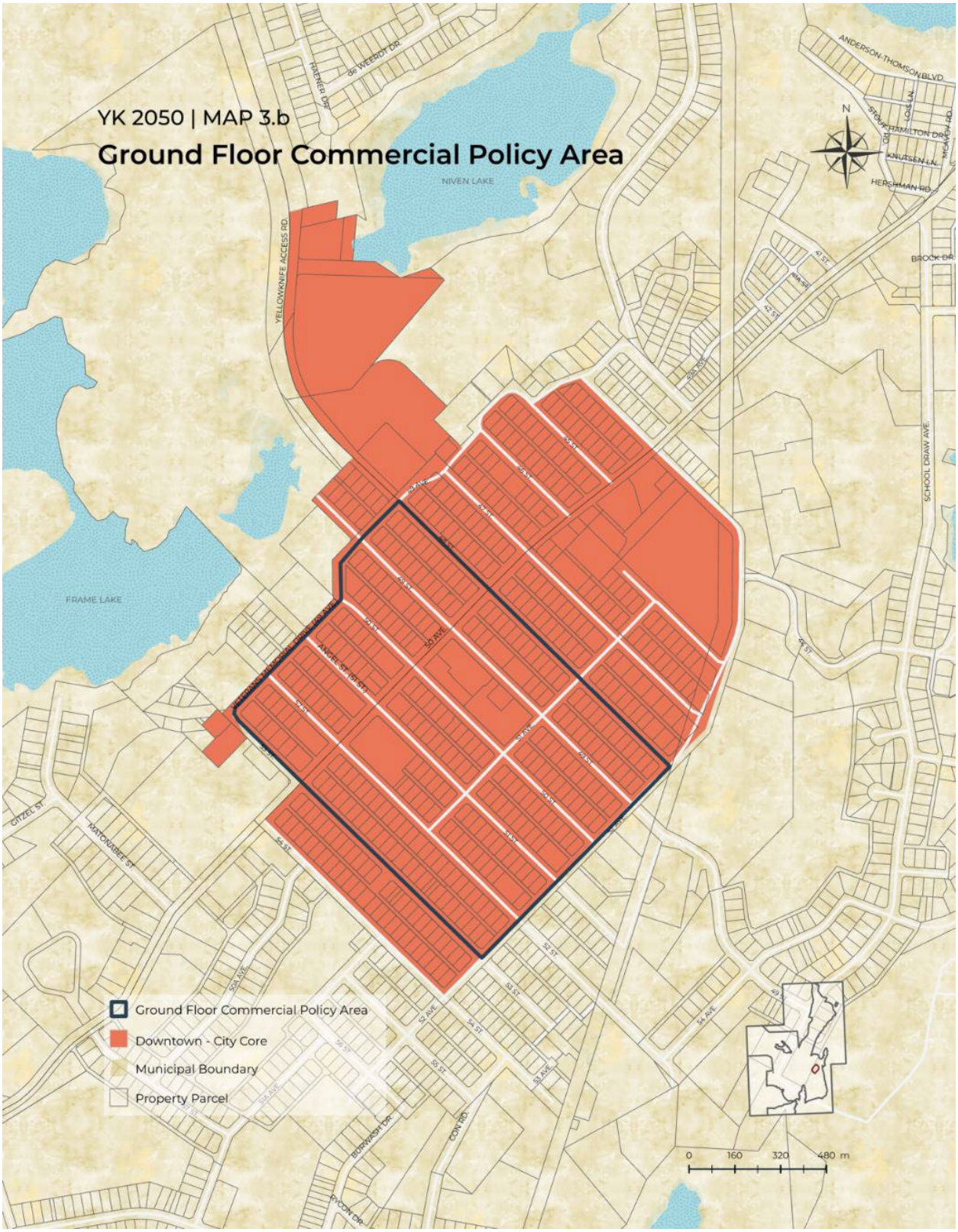
Map 2.b: Land Use Overlays



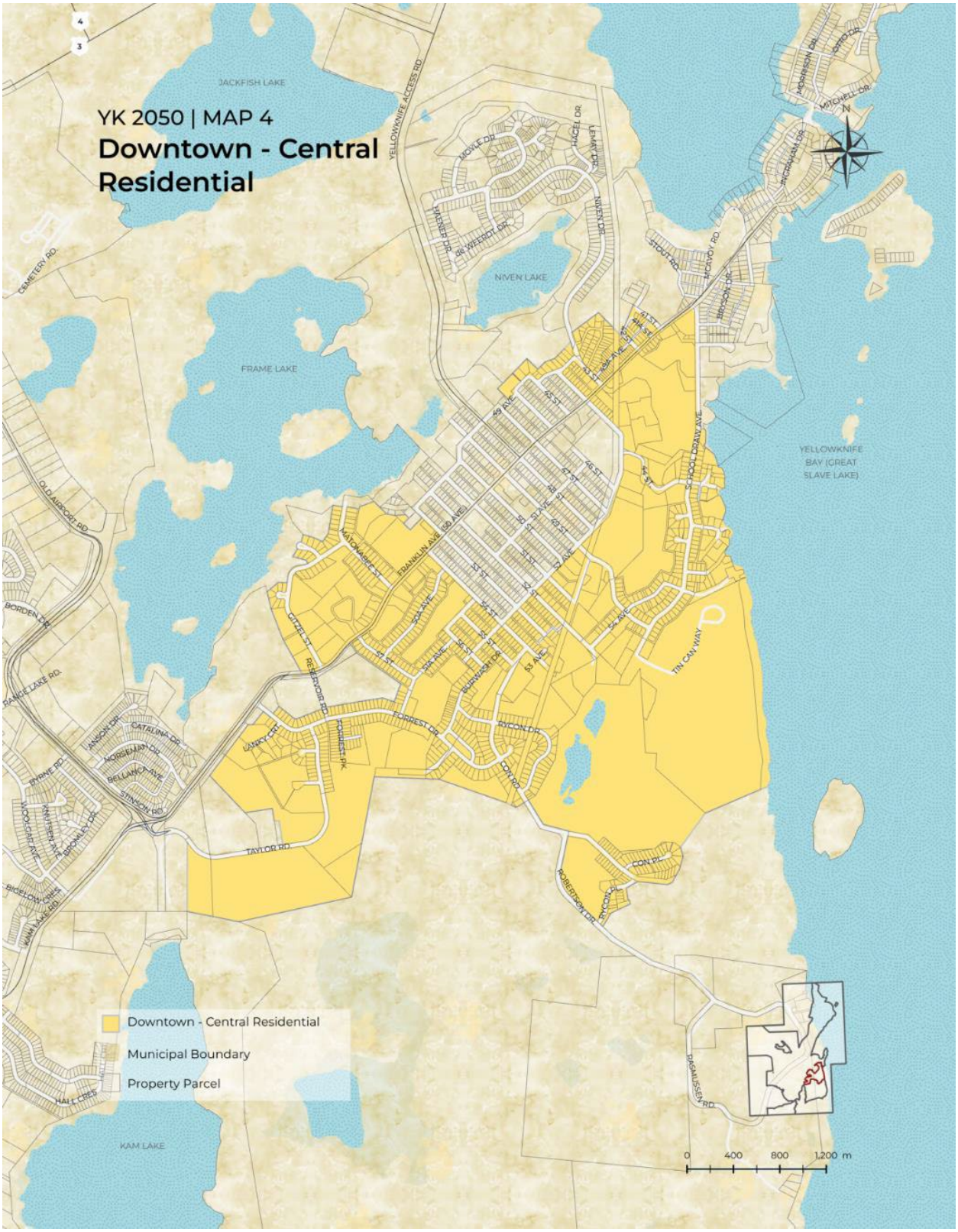
Map 3.a: Downtown – City Core



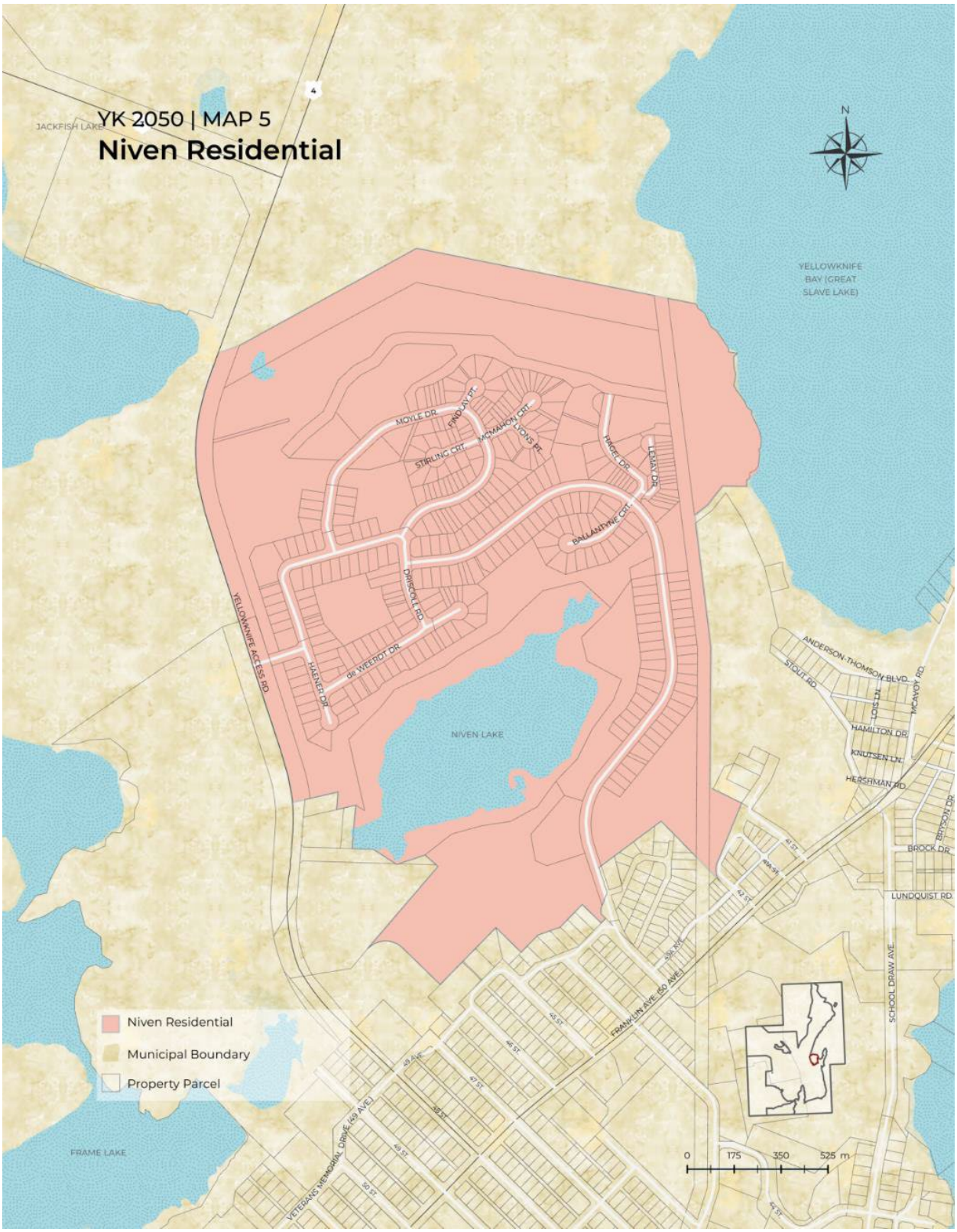
Map 3.b: Ground Floor Commercial Policy Area



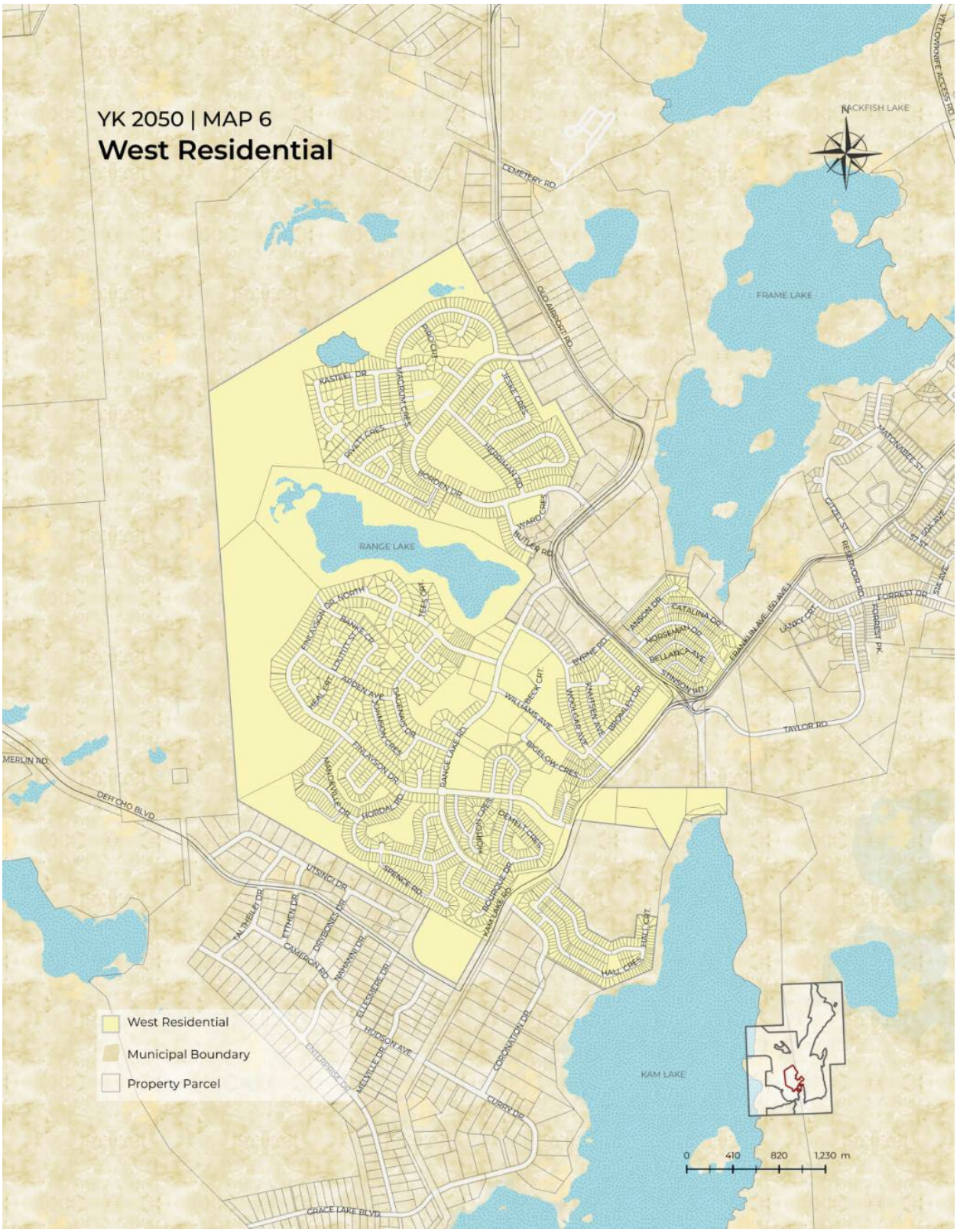
Map 4: Downtown – Central Residential



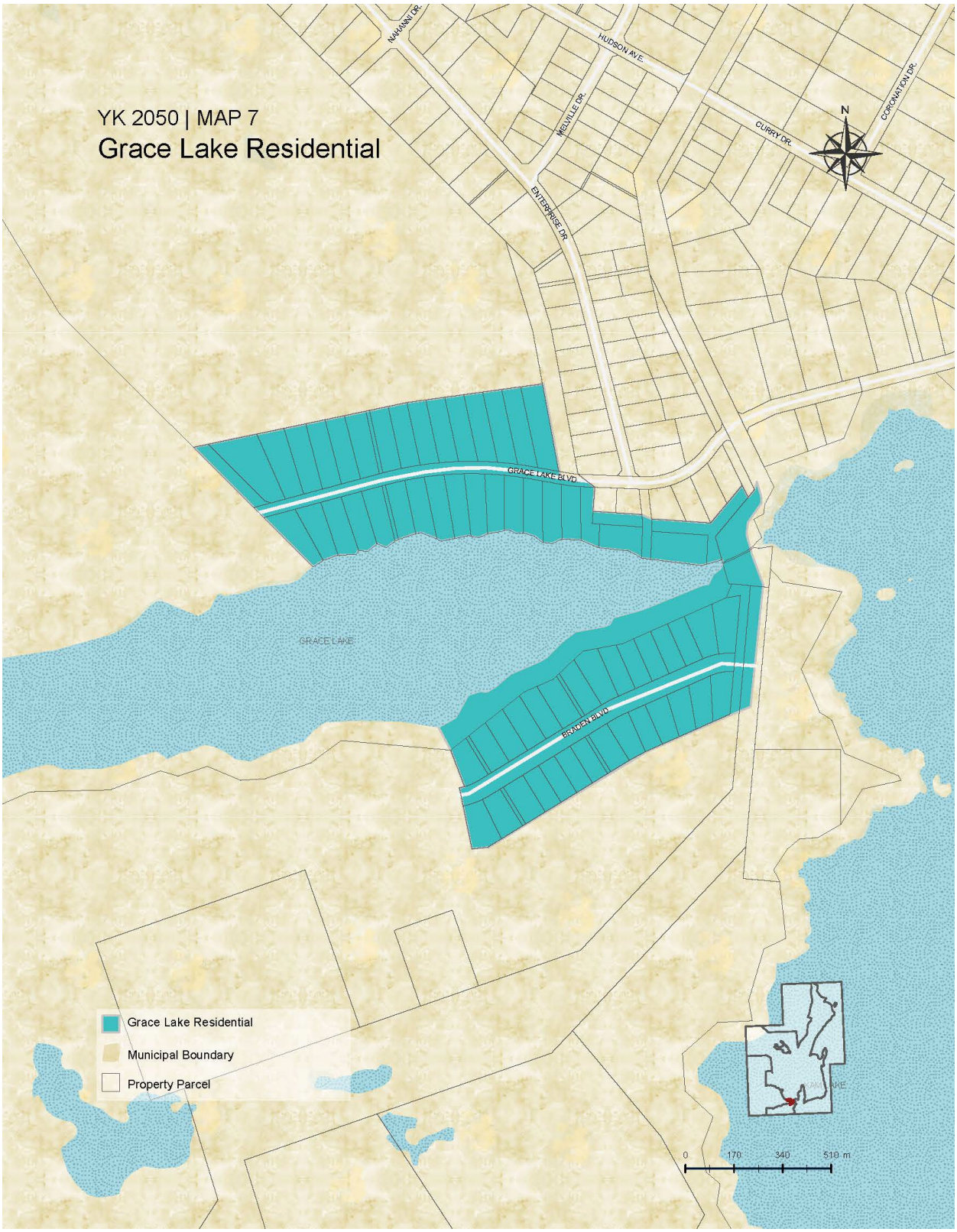
Map 5: Niven Residential



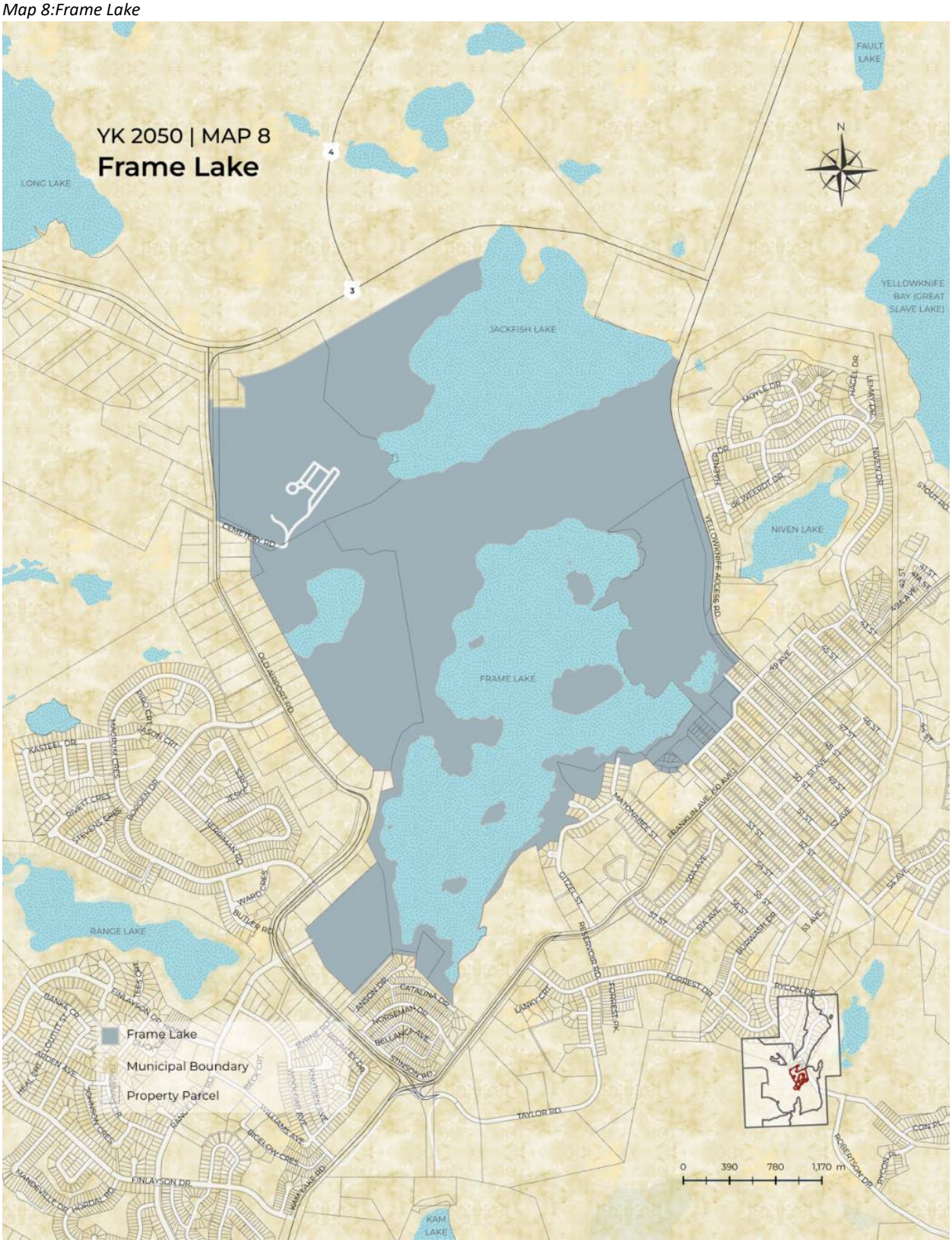
Map 6: West Residential



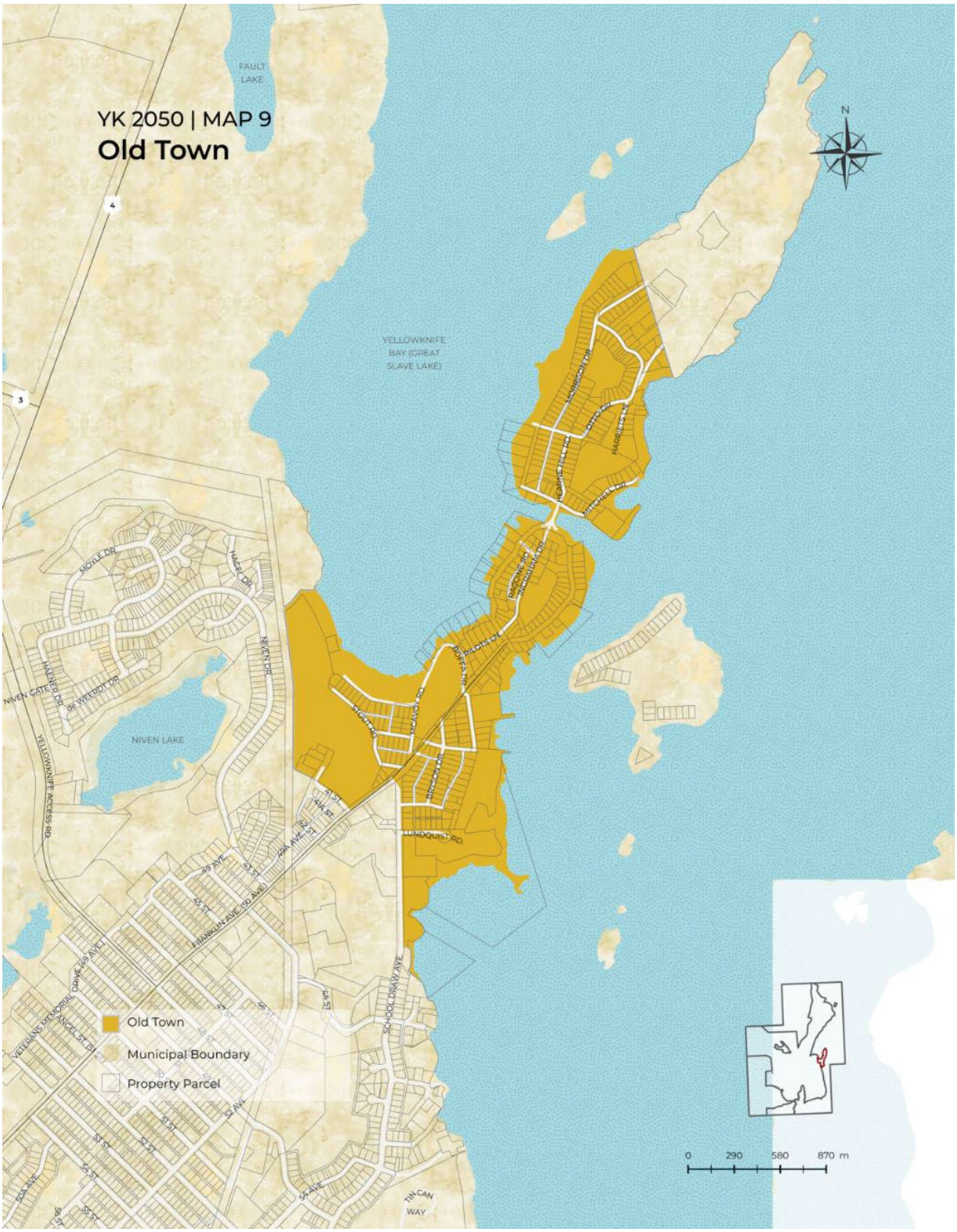
Map 7: Grace Lake Residential



Map 8:Frame Lake

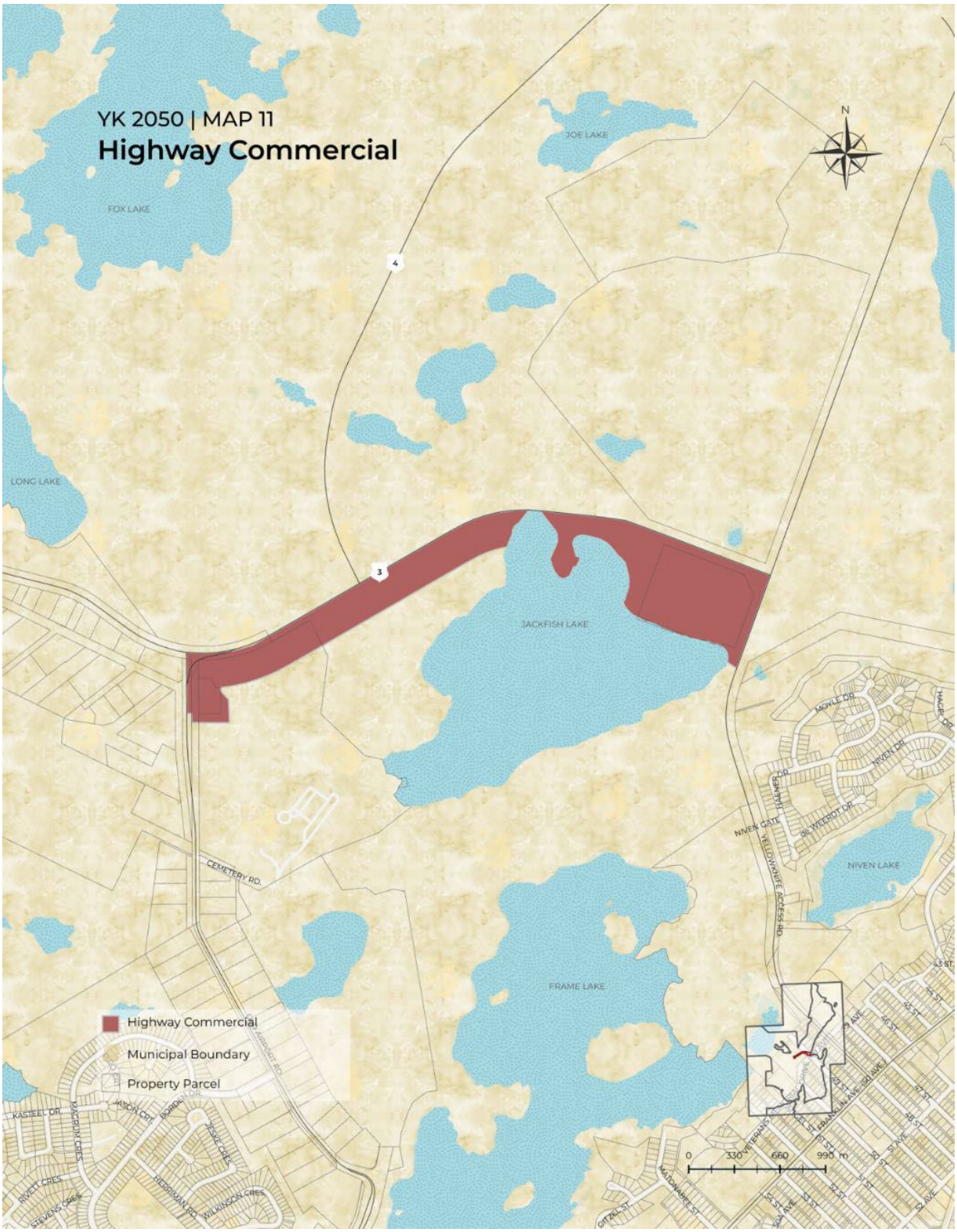


Map 9: Old Town



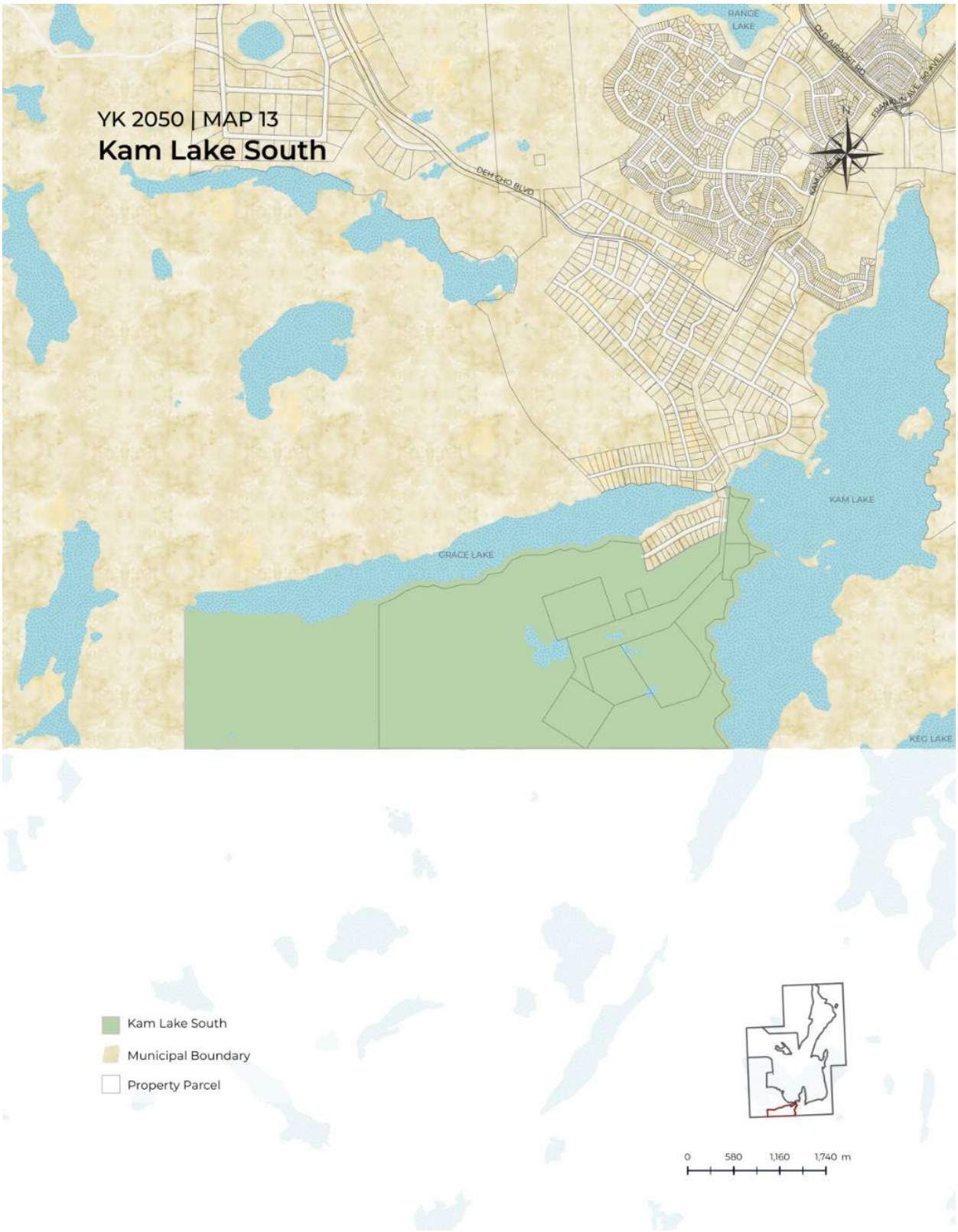
Map 10: Old Airport Road

Map 11: Highway Commercial Area

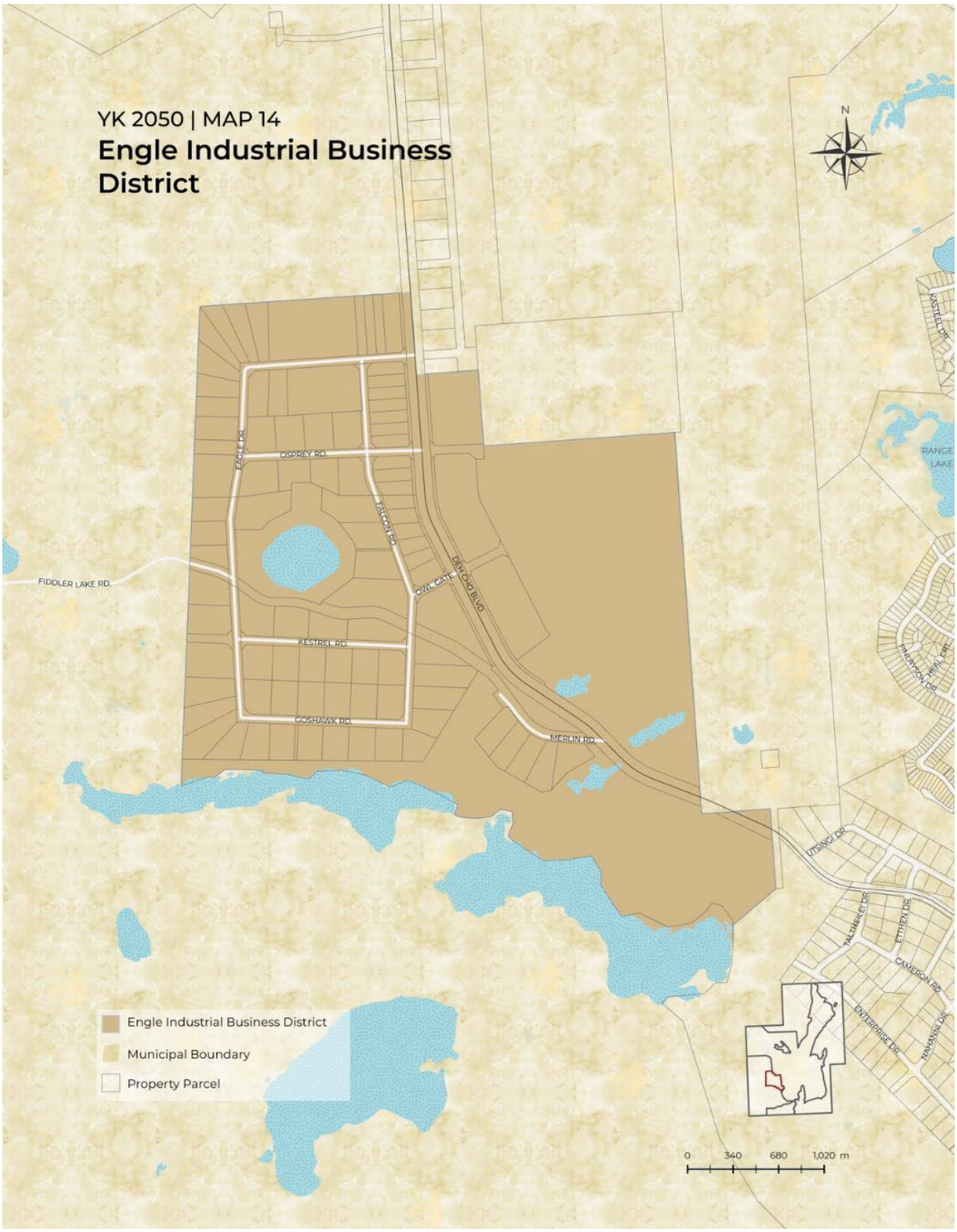


Map 12: Kam Lake

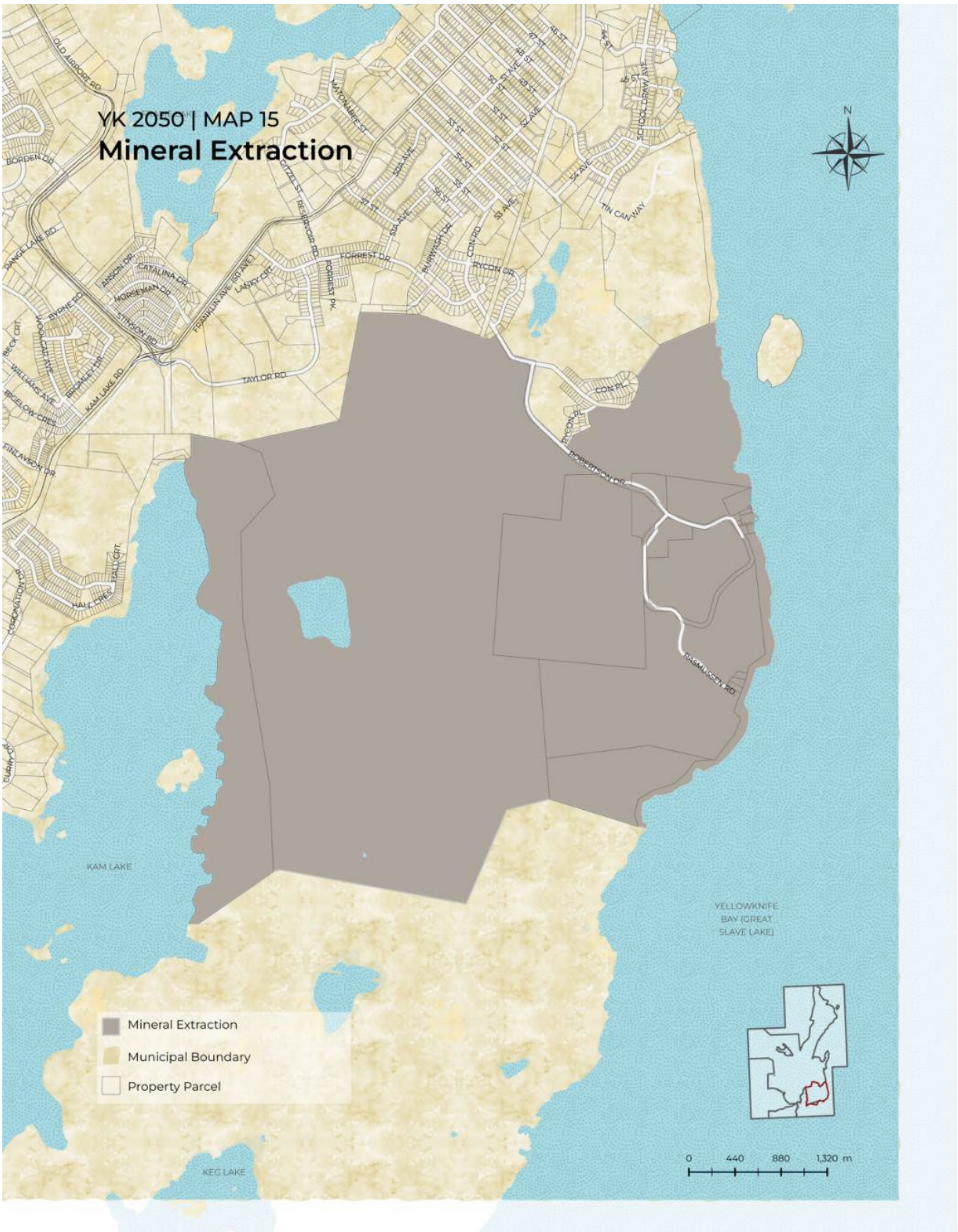
Map 13: Kam Lake south



Map 14: Engle Industrial Business District

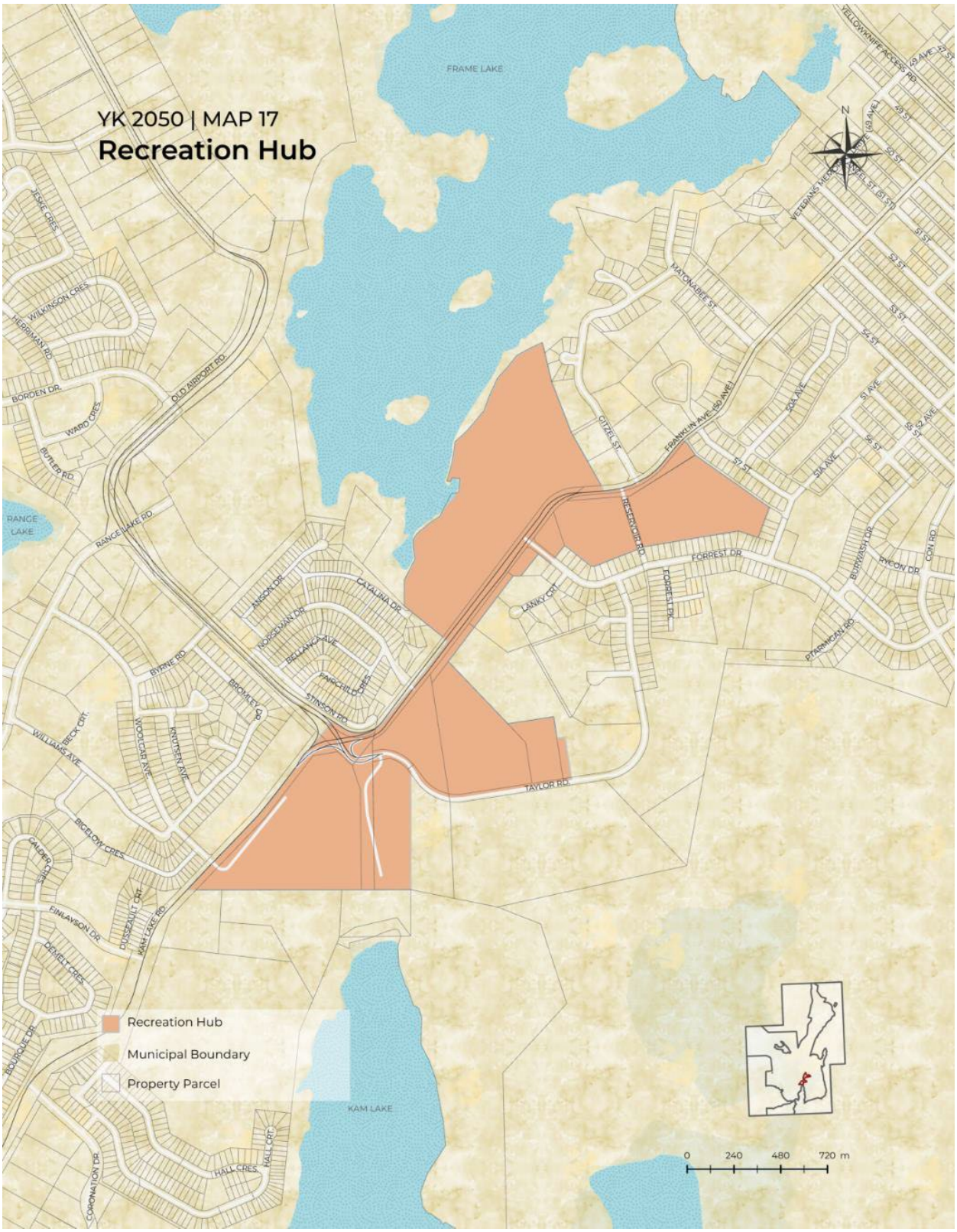


Map 15: Mineral Extraction Area

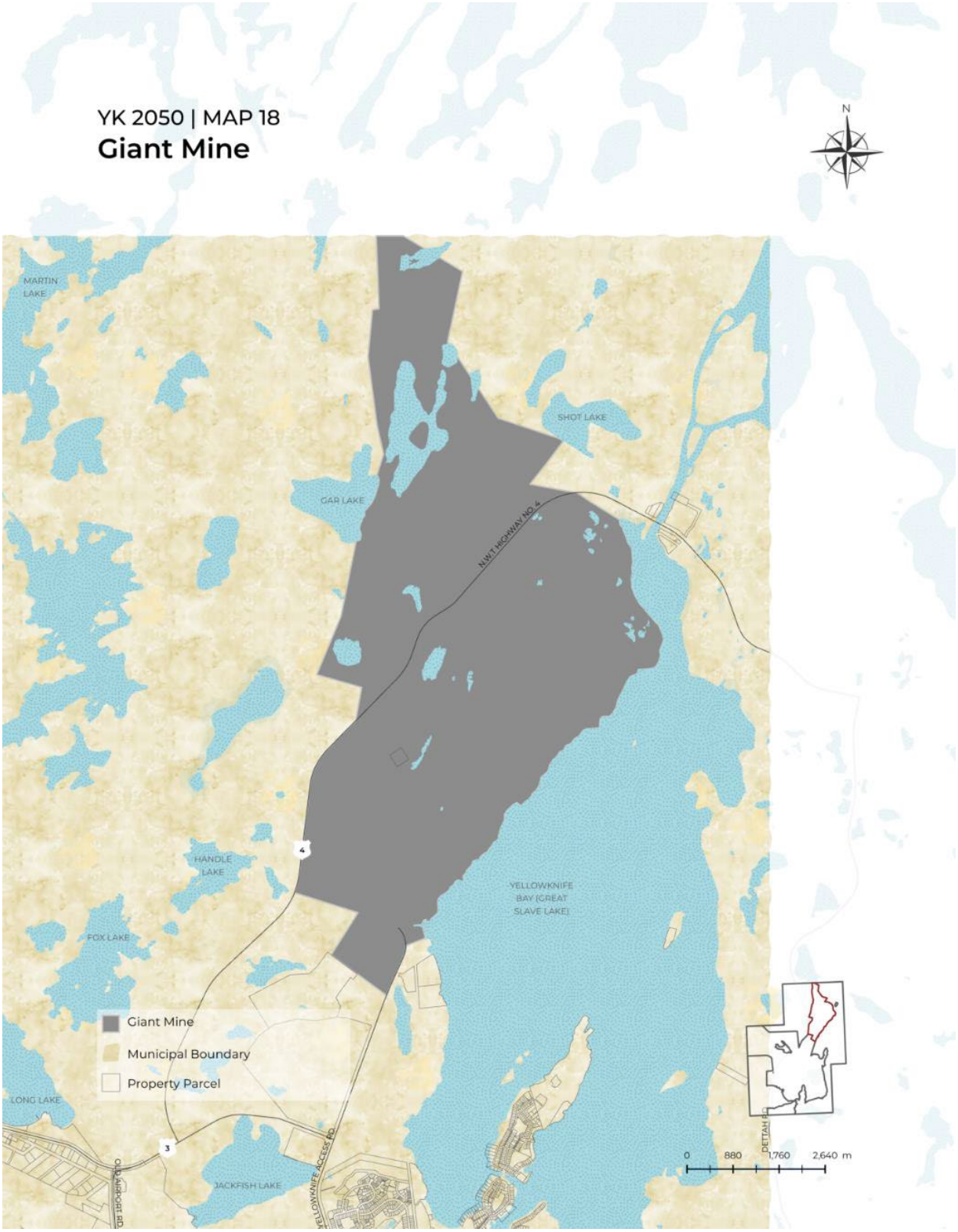


Map 16: Solid Waste Management

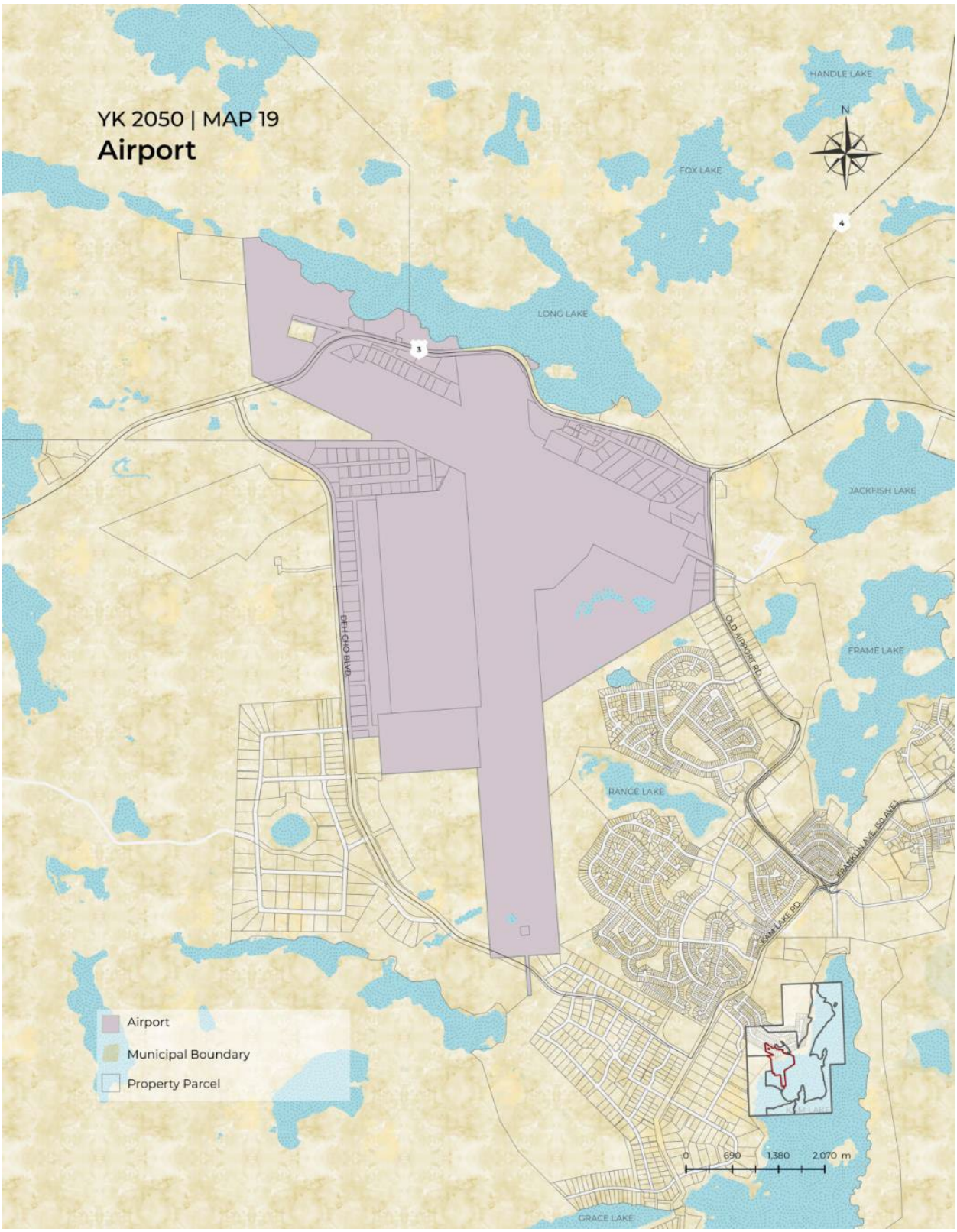
Map 17: Recreation Hub



Map 18: Giant Mine

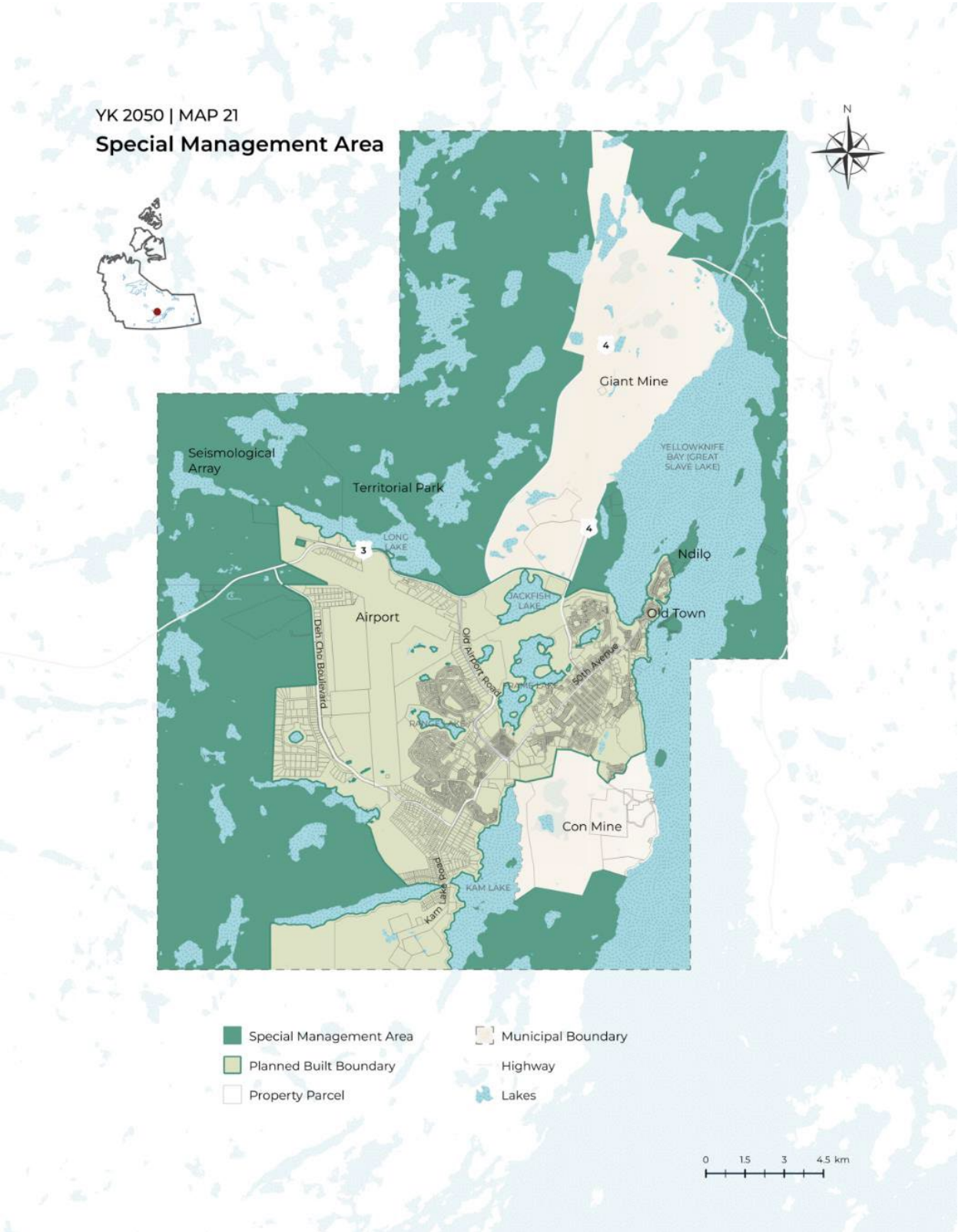


Map 19: Airport

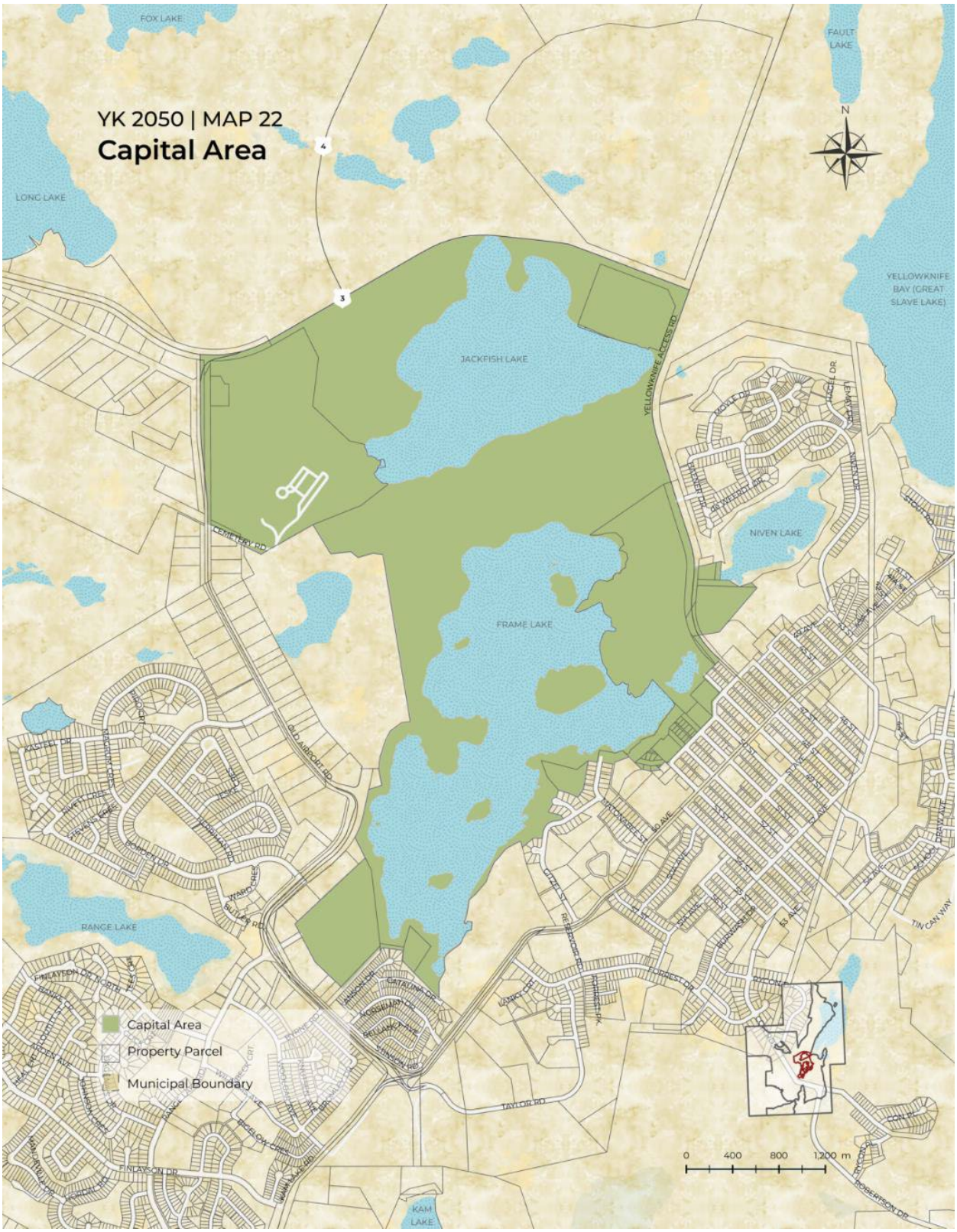


Map 20: North Slave Correctional Complex

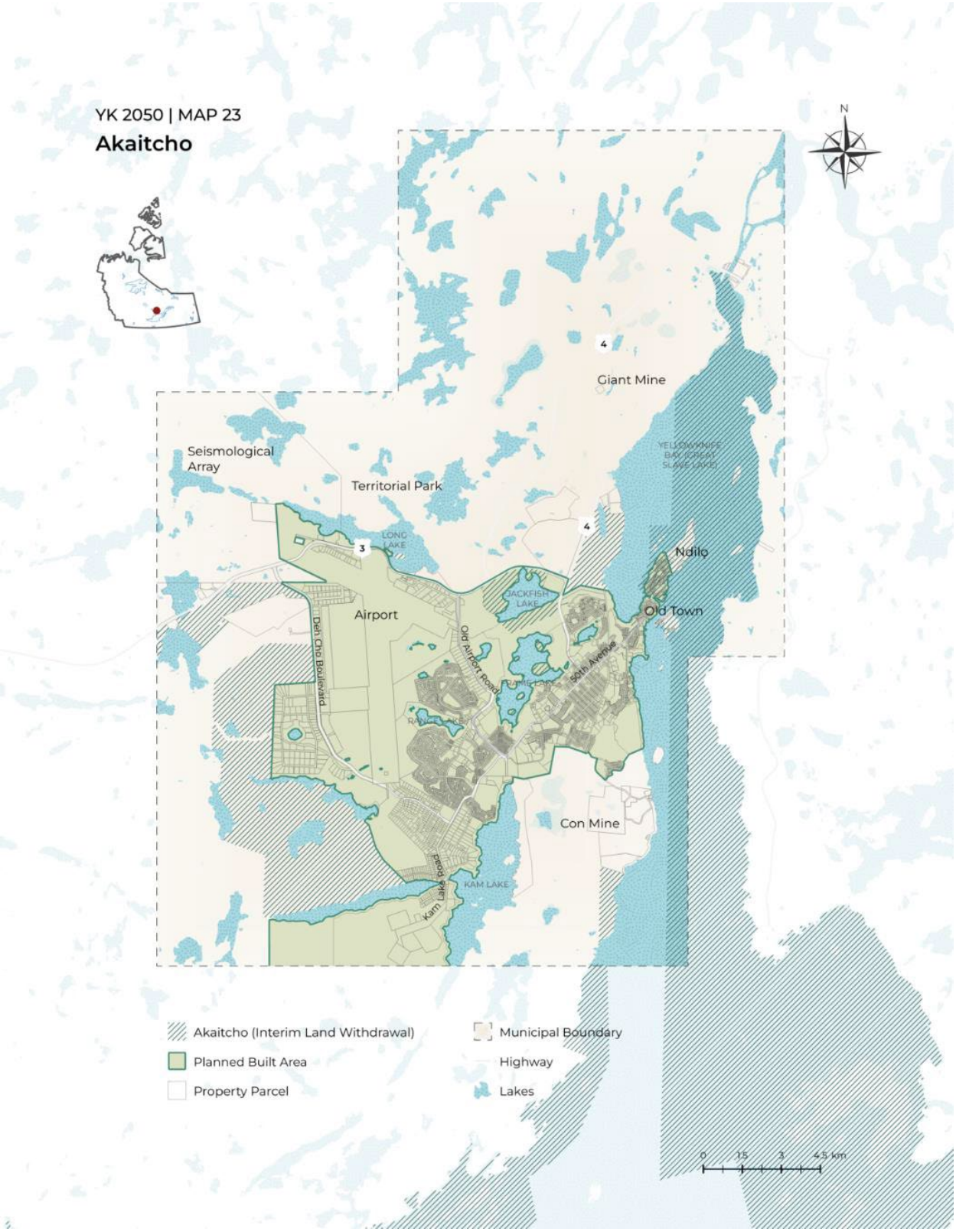
Map 21: Special Management Area



Map 22: Capital Area



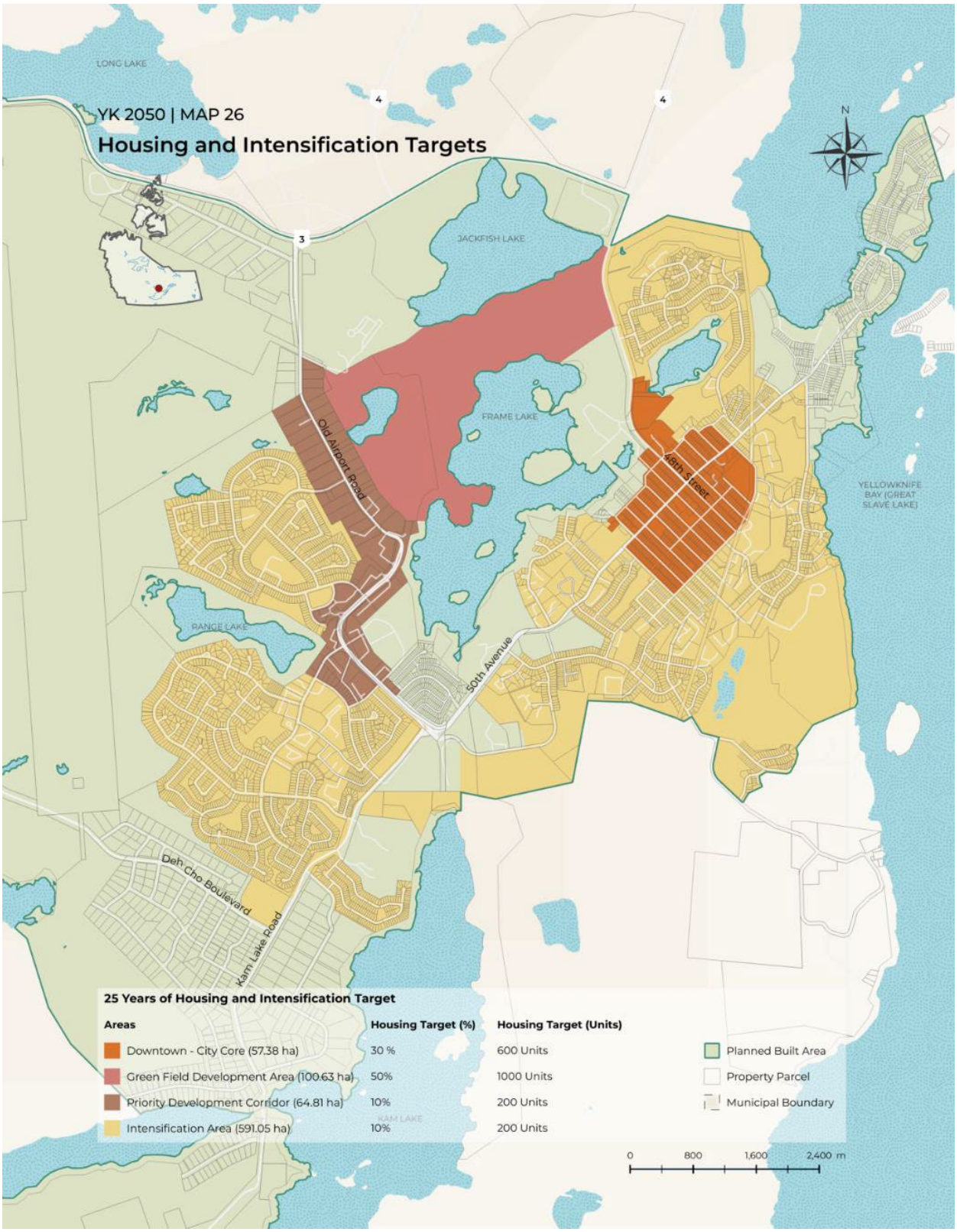
Map 23: Akaitcho



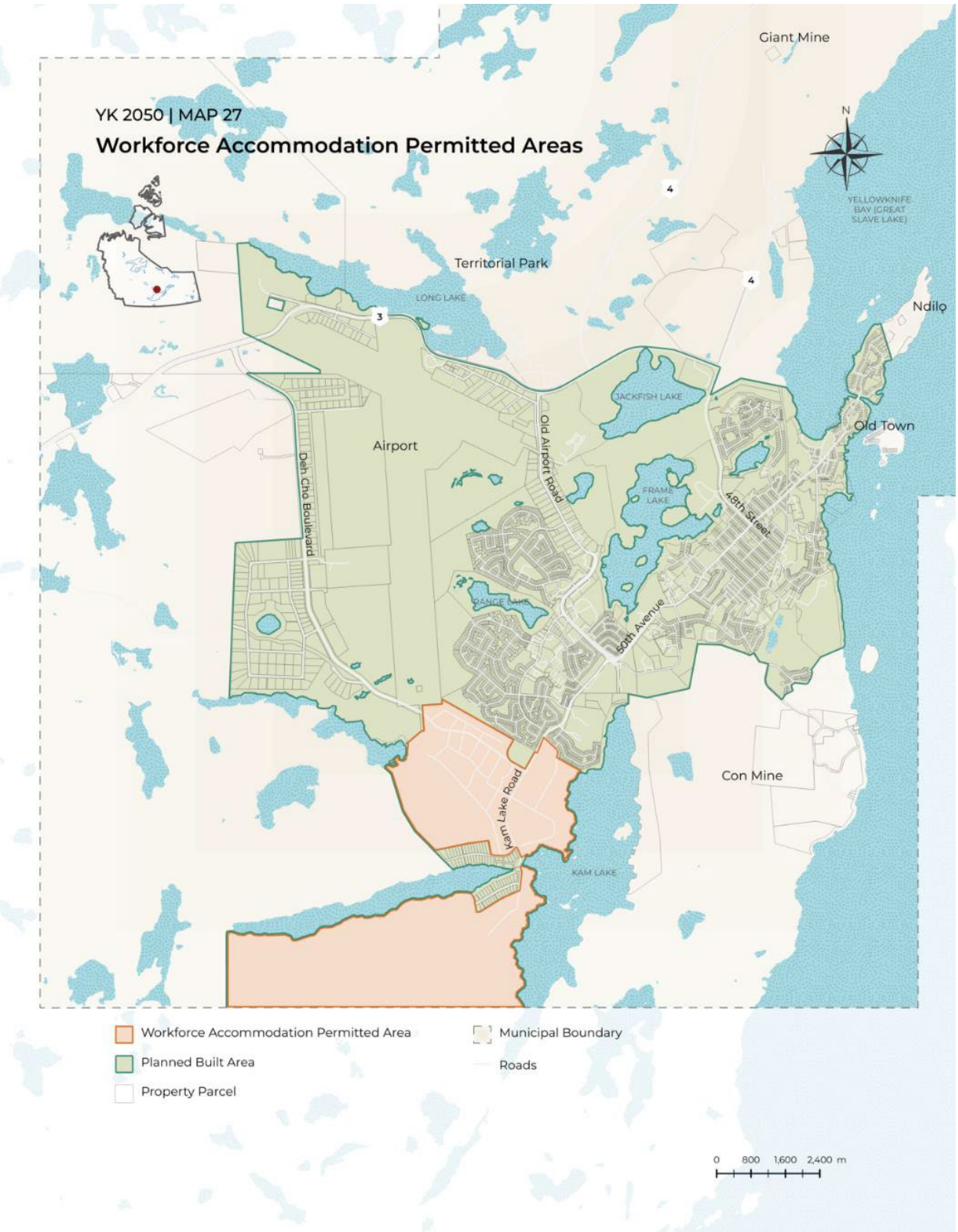
Map 24: Seismological Array

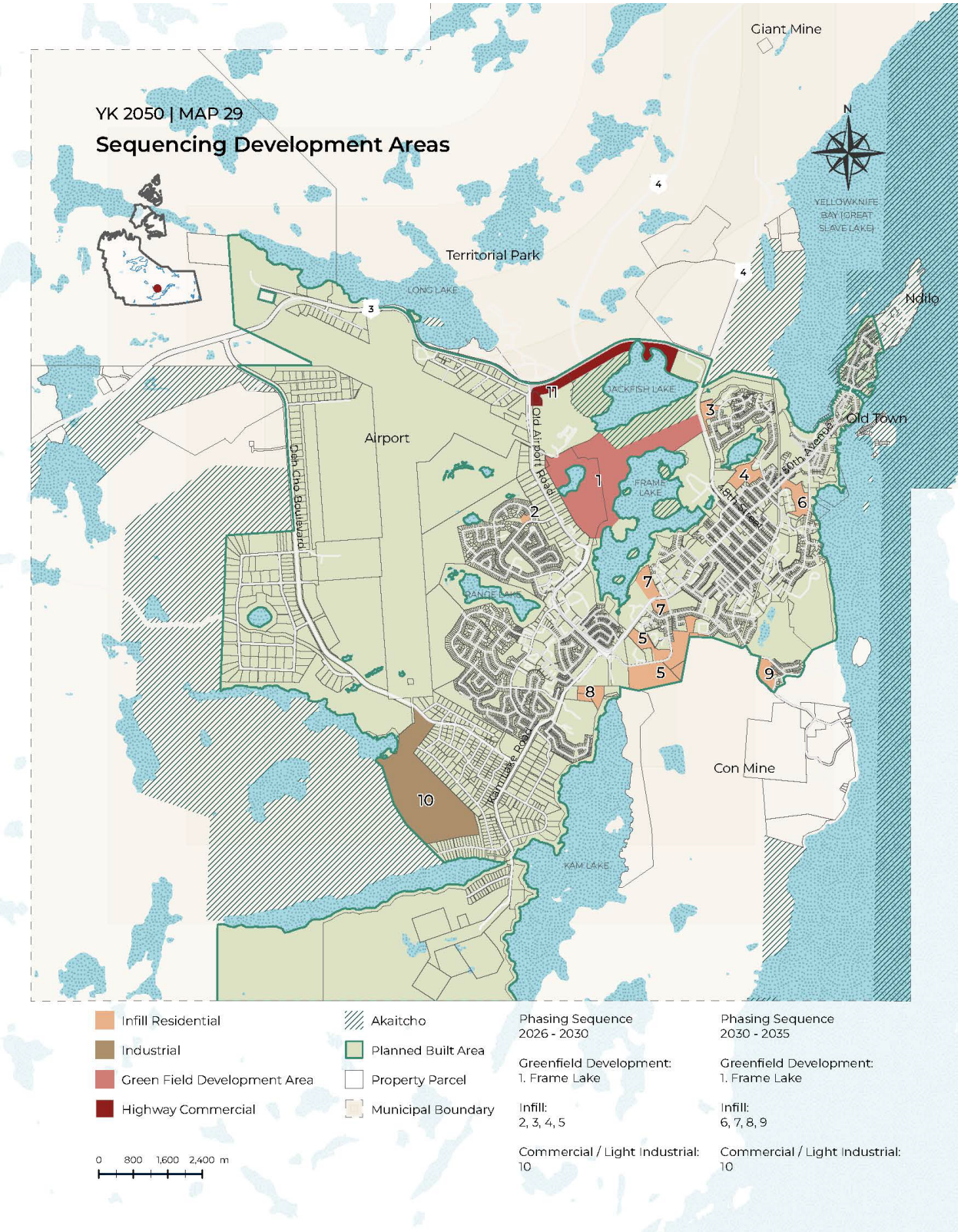
Map 25: Fred Henne Park and Yellowknife River Park

Map 26: Housing and Intensification Targets



Map 27: Workforce Accommodation Permitted Areas



Map 28: Transit Corridors and Activity Nodes

Map 29: Sequencing Development Areas