



City of
Yellowknife
Northwest Territories



RESIDENTIAL GROWTH STUDY

Planning and Lands Division
City of Yellowknife
April 11, 2005
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Executive Summary

The City of Yellowknife is currently experiencing a surge in demand for more residential units. However, there is a very low supply of available land for residential development. Investment in the residential area will enhance our City's quality of life, add to the City's increasing economic growth and accommodate the City's future workforce.

This residential study was prepared to evaluate the feasibility of infill development opportunities of fifteen sites within the urban area of Yellowknife. Among the fifteen sites, five were proposed to remain undeveloped; one site can be brought forward for immediate sale; and four sites will require rezoning to residential use. Sites adjacent to a neighbourhood require development schemes to ensure these sites will be developed to enhance and protect natural landscape features. In keeping with the 2004 General Plan's goals and objectives, this Residential Growth Study was collaborated with the Green Space and Open Trails Study.

Based on the site evaluations, short term and long term strategies were created to manage growth and to give direction to residential development.

Implementation Strategy and Budget Estimates

<i>Strategies</i>	<i>Tasks</i>	<i>Implementation By</i>	<i>Budget Estimate</i>
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Short Term

Carry out the specific action proposal for the identified infill lots within an existing neighbourhood	1. Site 1 - Prepare a servicing cost analysis and a conceptual plan to help market the lower bench	2005	Staff time
	2. Site 3 - Subdivide northeast corner and rezone to R2	2005	Staff time Staff time Staff time
	3. Site 4 – Bring forward a disposal by-law and advertise for sale	2005	Staff time
	4. Site 5 – Prepare a servicing cost analysis and rezone the property to R3	2005	Staff time Staff time
	5. Site 8 - Prepare a servicing cost analysis and rezone the property to R3. Initiate discussion with the GNWT regarding the caveat	2006	Staff time Staff time
	6. Site 9 - Prepare a servicing cost analysis and rezone the property to R5	2006	Staff time
	7. Site 10 – Rezone property to NP	2005	Staff time
Complete the Niven Lake Subdivision	Start development for the next phase of Niven Lake subdivision	2005	Staff time

Mid Term

Prepare Smart Growth Principles and Sustainable Guidelines specific to Yellowknife	Create a process and develop Yellowknife principles	2006	Staff time
Prepare Design Guidelines for Infill Development	Create a process and develop design guidelines	2006	Staff time
Initiate land transfer for Tin Can Hill and prepare a Development Scheme for Tin Can Hill and Negus Point	Submit an application to the GNWT to acquire the land	2006	Staff time

Long Term

Prepare development schemes for Taylor Road area	Initiate a comprehensive planning exercise	2008	Staff time
Review residential potential for the area west of the airport	Prepare an RFP for consultant services	2008	\$50 000

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Introduction

Economic growth in the last few years in the Northwest Territories and Yellowknife, which has resulted from non-renewable resource development, has led to increased migration to Yellowknife from other areas of the territory and Canada. The influx of people has put pressure on the City's housing market and according to some discussions the imbalance in the housing situation has deterred some people from moving to Yellowknife. In response to the lack of residential units in Yellowknife, over 700 new units were approved by the City's Building Division since the year 2002.¹ The private sector and the City are making an effort to increase the supply of housing units to meet the market demand, but further work is needed to make certain the City of Yellowknife can sustain the forecasted future growth.

It is anticipated that Yellowknife will see a population increase of 2,100 persons in the next five years. The projected annual population growth of 1.6% will affect the demand for residential, commercial, industrial, institutional and open space land. The City adopted a new General Plan on January 24, 2005 which is to guide and facilitate the City's growth management. Within the General Plan, the issues of residential, commercial, industrial, institutional and open space land are analyzed and a direction is created through the evaluation and response. In order to achieve the direction, the identified specific proposals identified within each need to be implemented. One of the specific proposals in the residential section of the General Plan is to complete a residential study which will provide a frame work for compact, efficient and sustainable residential growth. In recognizing the direction of the General Plan, the purpose of this report is to identify objectives, policies and strategies to guide the City's residential growth.

Goals and Objectives

The goal of this study is to enable Council and the community to understand the course for residential growth in the current situation and as well provide strategies to relieve any housing concerns in the future. Firstly, the study will identify public vacant sites that could accommodate residential development this current year. Secondly, strategies will be identified to enable the community to create some policies that help give some certainty to growth in the City. Thirdly, the study will identify long term strategies for residential growth that will be in keeping with the General Plan policies but provide a vision for a twenty year growth scenario. To achieve these goals, the study identified various public owned sites and examines their potential for residential development.

The objectives of this study are to:

- 1) Provide for residential growth by evaluating opportunities for infill development and comprehensive residential development of larger tracts of land.
- 2) Develop an implementation strategy for residential growth in the City of Yellowknife.
- 3) Accommodate residential growth that achieves sustainable environmental, economic and social balance.
- 4) Target areas suitable for residential development.

Given the identified objectives, policies were developed to guide the method for action pertaining to conducting this strategy. The policies are:

1. Ensure future residential development is based on Smart Growth principles.

¹ City of Yellowknife, Building Statistics – January, 2004

2. Provide land for varying types of housing.
3. Encourage residential development that is fiscally, socially, environmentally responsible and sustainable.

Background

The Government of the Northwest Territories (GNWT) Bureau of Statistics estimates that the City's population will increase to 20,698 by 2009. Over the next five years, it is projected that the City will increase by 2,073 persons. Population change and projections are presented in Table 1, which summarizes the population and dwelling demand for the period 2004 to 2019.

Table 1 Population Change and New Dwelling Demand, 2004 to 2019

Year	Projected Population	Population Change	Cumulative Pop'n Change	New Dwellings Required	Cumulative New Dwellings Required
2002	18,463				
2003	18,642	179		64	
2004	18,626	-17		-6	
2005	18,890	264	264	94	94
2006	19,427	538	802	192	286
2007	19,889	461	1,263	165	451
2008	20,388	499	1,762	178	629
2009	20,698	310	2,073	111	740
2010	20,797	99	2,171	35	775
2011	20,881	85	2,256	30	806
2012	21,646	765	3,021	273	1,079
2013	22,381	735	3,755	262	1,341
2014	22,693	312	4,067	111	1,453
2015	23,000	307	4,374	110	1,562
2016	23,323	323	4,697	115	1,678
2017	23,661	338	5,036	121	1,798
2018	23,980	319	5,355	114	1,912
2019	24,304	324	5,678	116	2,028
Period Summary					
2004-2009	20,698		2,073		740
2010-2014	22,693		1,995		712
2015-2019	24,304		1,611		575
2004-2019			5,678		2,028

Based on these projections, the following conclusions can be made:

- Over the next five years (2004-2009), the population increase of 2,073 will see a demand for some 740 new dwellings (based on an average of 2.8 persons per dwelling).
- Over the next ten years (2004-2014), the population will increase by a total of 4,067, which will result in a demand for a total of 1,453 new dwellings.
- Over the entire population projection period of 2004 to 2019, the population will increase by a total of 5,678, which will see a demand for a total of 2,028 new dwellings.

The following table was created using the minimum site area and density provisions from the Zoning By-law. The calculations outline the number of hectares necessary to accommodate various density levels as per the population projections.

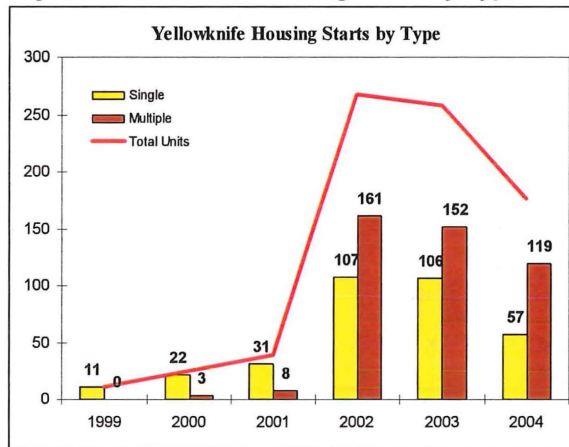
Table 2 Dwelling and Land Demand at Various Density Ranges

Period	Absolute Population Change	Land Demand (ha)			Standard Density Model: 35 ha/1,000 population	
		Dwelling Demand	Low: 10 lots/ ha	Medium: 37 units/ ha		High: 74 units/ ha
2004 - 2009	2,073	740	74	20	10	73
2010 - 2014	1,995	712	71	19	10	70
2015 - 2019	1,611	575	58	15	8	56
2004 - 2019 Total	5,679	2,027	203	54	28	199

Note: Land Demand is rounded to the nearest hectare.

The City released thirty-six lots in the Niven Lake Residential Area in the summer of 2003, and all the lots were sold within three weeks. The City signed a development agreement in the spring of 2004 that allows for the development of additional residential lots in the Niven Lake Area. The private sector has also continued to add to the housing market with over 700 new housing units being approved for building permits since 2002.

Figure 1 Yellowknife Housing Starts by Type



Challenges

Creating a strategy for residential growth has some challenges that have been identified through consultations and public input through the 2004 General Plan process. The following provides a brief overview of some challenges.

i.) Constraints

The City of Yellowknife has a land mass of 10,297 ha within its municipal boundaries that allows itself for development potential. Of that amount, 46% of the land is existing area allocation or committed land. That leaves 54% of land available for potential development, but, several factors do make it difficult for the City to expand. These include land leases, various land tenures, mine sites, the airport, Yellowknife Bay, terrain and soil conditions, and lakes and open water spaces. *See Map 1 - Yellowknife Land Constraints Map (page 4)*

ii.) *Affordability*

Many of the housing challenges revolve around affordability. Affordable housing is defined by Canada Mortgage and Housing Corporation (CMHC) as 30% of the household's gross monthly income. Some definitions throughout Canada may include utilities as part of the housing costs. In Yellowknife, the average house price in 2004 was approximately \$220,000. This price increased considerably from \$182,600 in 2002 and \$206,200 in 2003. The increase can be attributed to the constraints identified above, the transportation of materials, and lack of available land, which consequently increases the end purchaser's price. A mortgage for a \$220,000 with 5% down at a 5.7% interest rate, will equate to \$1330 per month. Property taxes can range from \$150 to \$200 per month depending on assessments. By using the definition of affordable from CMHC, this mortgage is affordable for couple families but lone-parent and non-family persons² need to find alternatives.

Examining the rental market, vacancy rates have increase due to the large amount of new units added to the supply and rental rates have increased from 2003 to 2004 for one-bedroom and two-bedroom apartments, but decreased for bachelors and three-bedroom plus apartments. Nevertheless the rental rates are still not affordable for the lone-parent families or non-family persons using the definition of affordability from CMHC. Rents averaged about \$1188 per month, with a one bedroom unit costing \$1060. The following chart provides the breakdown and comparison of affordable housing in Yellowknife compared to places in the NWT and Canada.

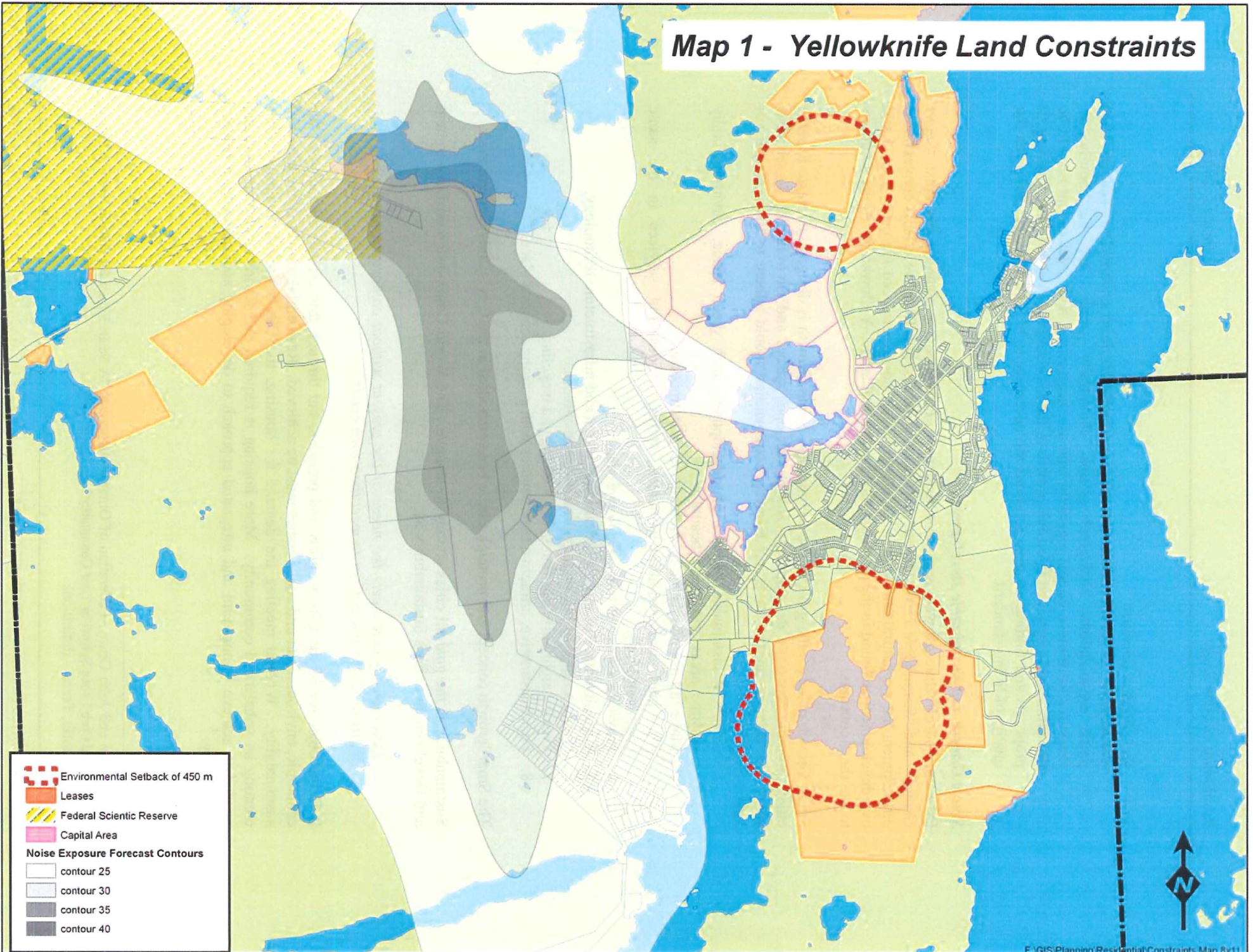
A residential growth strategy can help with the issue of affordability. Various sites throughout the City can be developed, using cost effective and environmental methods that will benefit consumers. Additional development will offer alternative housing to residents.

Table 3 Affordable Housing Cost per month for various City's in NWT and Alberta

	Total Couple and Lone-parent Families \$	Affordable Housing Cost per month 30% of Income	Couple Families \$	Affordable Housing Cost per month 30% of Income	Lone-parent Families \$	Affordable Housing Cost per month 30% of Income	Non-family ² Persons \$	Affordable Housing Cost per month 30% of Income
Yellowknife	90,700	2,268	102,000	2,550	37,700	943	34,000	850
Northwest Territories	70,300	1,758	87,700	2,193	30,700	768	29,700	743
Fort Simpson	53,600	1,340	68,500	1,713	29,000	725	21,600	540
Fort Smith	61,900	1,548	84,900	2,123	31,700	793	27,900	698
Hay River	73,700	1,843	86,400	2,160	28,000	700	26,500	663
Inuvik	67,100	1,678	91,200	2,280	34,700	868	32,800	820
Rae Edzo	45,400	1,135	68,600	1,715	25,200	630	19,900	498
Calgary	65,100	1,628	71,500	1,788	32,900	823	25,600	640
Edmonton	61,200	1,530	68,400	1,710	29,500	738	22,400	560
Canada	53,500	1,338	59,600	1,490	27,200	680	20,100	503

² A non-family person is an individual who is not part of a census family, couple family or lone-parent family. Non-family persons may live with their married children or with their children who have children of their own. They may be living with a family to whom they are related or unrelated. They may also be living alone or with other non-family persons. Stats Canada, 2005.

Map 1 - Yellowknife Land Constraints



- Environmental Setback of 450 m
- Leases
- Federal Scientific Reserve
- Capital Area
- Noise Exposure Forecast Contours**
- contour 25
- contour 30
- contour 35
- contour 40

iii.) Stakeholders interests

Yellowknife, as a capital city, has various expectations from government agencies, non-profit organizations, aboriginal groups, community groups, and neighbourhoods. Pressures from these groups regarding land use, acquisition, and development need to be prioritized and organized to ensure growth in the City benefits everyone. Considering all proposals and finding creative solutions are necessary to build a City that improves the quality of living standard.

Smart Growth and Sustainable Development

Efficient and effective growth needs to consider two contemporary planning concepts: “*Smart Growth*” and “*Sustainable Development*”. Both concepts resulted from the effects conventional development has on natural landscapes. Yellowknife has not experienced the urban sprawl and overdevelopment as found in the south but the constraints that face Yellowknife require solutions to use these concepts.

Smart Growth manages the growth of a community. Smart Growth is designed to create liveable cities, promote economic development, and protect open spaces and environmentally sensitive areas. In order to implement Smart Growth, communities should adhere to the principles of Smart Growth:³

1. Create a sustainable balance of development with green space, environmentally sensitive areas, and natural beauty.
2. Make full use of existing urban land and infrastructure.
3. Mix land uses (combining homes, stores, offices and services in the same neighbourhood).
4. Provide a variety of transportation choices.
5. Take advantage of innovative building design and infrastructure technology.
6. Create a range of housing opportunities and choices.
7. Create neighbourhoods that invite walking and bicycling.
8. Foster distinctive, attractive communities with a strong sense of place.

The Smart growth concept and principles have been embodied in the City’s 2004 General Plan.

Sustainability is the goal all cities attempt to achieve. The World Commission on Environment and Development defines Sustainability as:

“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”

It is the objective of the City to grow and progress, but through this growth a balance of the economic, environmental and social issues must be achieved. Residential growth is one aspect of sustainability. Without meeting the demand for housing, the City’s growth is limited, thus creating an unbalanced community. More housing is required and future residential areas are needed to achieve a long-term and integrated approach to developing and achieving a healthy community.⁴

³ Linda Pim and John Ornoy, Federation of Ontario Naturalists “A Smart Future for Ontario: How to Protect Nature and Curb Urban Sprawl in Your Community”

⁴ City of Austin, Texas – definitions

Sustainability is a concept that varies from municipality to municipality. A community needs to provide the foundation for the future generations to enjoy a healthy community. Yellowknife has yet to define what is sustainable. The existing percentage between urban space and recreation space is 59% without including Fred Henne Territorial Park. Is this the ratio that should be the bench mark to decide if the City is achieving sustainability? The General Plan identifies the land demand projections based on the population forecasts. The General Plan has been adopted and the City is moving ahead with the Plan.

Opportunities

This Residential Growth Study endeavours to identify various options available to help accommodate the city's future growth. The identified concepts, considerations of the constraints and land demands create a challenge for planning residential growth. Potentially there are three options to review regarding residential development:

- a) Infill Development - Infill is the development of under utilized space (lots and parcels) within the City's existing neighbourhoods
- b) Comprehensive Residential Development - Creation of subdivisions on large tracts of land (i.e. Niven Lake Residential Area)
- c) Satellite communities - Development of areas outside the existing urban area (i.e. Giant Mine Town site, Airport West)

Each option has its own advantages and disadvantages, but individually, none of the options can fulfill the City's residential requirements and the City needs to take the lead role and decide how best to accommodate residential growth through a balanced, sustainable, integrated approach.

Methodology

The methodology proposed to meet the objectives of this study is as follows:

1. Identify areas that can accommodate potential infill development to sustain short term growth
2. Identify areas that can accommodate new major residential development to sustain long term growth
3. Adopt the following criteria to assess accessibility, compatibility and sustainability:
 - Proximity of linear infrastructure
 - Relative ease of development for the site based on:
 - Topography
 - Development potential
 - Blasting and Fill
 - Number of potential lots or units
 - Capability
 - General Plan/Zoning By-law
 - Surrounding neighbourhoods
 - Constraints
4. Prepare a rating matrix
5. Identify information needs
6. Develop an implementation strategy based on the rating matrix

Evaluation of Sites

Fifteen publicly owned sites have been identified for potential residential development. Each site has been evaluated in terms of accessibility, compatibility and sustainability. In terms of relative importance, each criteria was given an assigned weight, and then rated according to the following degrees of satisfaction.

Poor	1
Fair	2
Good	3
Excellent	4

Each assigned weight is then multiplied by the unit rating to yield a total of the criteria items. Each item then yields a total score, which represents the overall degree of satisfaction. See Appendix A for the detailed site evaluations.

The following provides the definition of each Criteria item:

Criteria	Assigned Weight	Definition
Zoning By-law	5	Specifies the current Zoning By-law category of the site.
Ownership	Not rated	Specifies the registered owner of the site.
Proximity to Services	15	Identifies location of water and sewer services.
Topography	10	Describes the natural relief of the site. A higher rating defines a relatively flat site.
Blasting	5	Identifies whether blasting is required to develop the site. A higher rating defines that a minimal amount of blasting will be required.
Fill	5	Identifies whether fill is required to develop the site. A higher rating defines that a minimal amount of fill will be required.
Road Access	5	Specifies where the site will have the proposed road access. Also part of the evaluation is the effect of the development may have on traffic patterns. A higher rating represents a good road access with limited blasting and little affect on the neighbourhood's traffic pattern.
Housing types	Not rated	Estimations on the number of lots or units each site could accommodate were calculated based on the site area and the Zoning By-law's lot coverage and minimum site area requirements.
Capacity	20	Identifies the potential for each site and describes opportunities and issues regarding the ease of development on the site.
Adjacent properties	10	Identifies the surrounding land uses and rates that site based on compatibility with neighbouring land uses.
Constraints	10	Identifies factors that could impede development of the site.

Analysis

This study identifies potential sites that could accommodate residential development on publicly owned parcels. The sites are existing open space areas. There is a perception in the community that through further development of open spaces within the City's urban area, there will be a shortage of designated open space. In order to clarify some perceptions it is necessary to explore this issue of the amount of open space in the City's urban area. **Map 2** identifies the location of the City's existing recreation open space. The areas were defined based on zoning regulations, air photos and site inspections. Recreation open space as shown on the map can be defined as active or passive recreation. Active recreation spaces are areas marked by high impact activities that can be indoor or outdoor in nature. These spaces can be schools, recreation facilities (curling club, pool, arenas, ski club) playgrounds and baseball fields. The passive recreation space is an area where low impact activities such as sitting, walking and bird watching are enjoyed. The defined urban area on the map is primarily where the existing residential, commercial, and industrial activities are located.

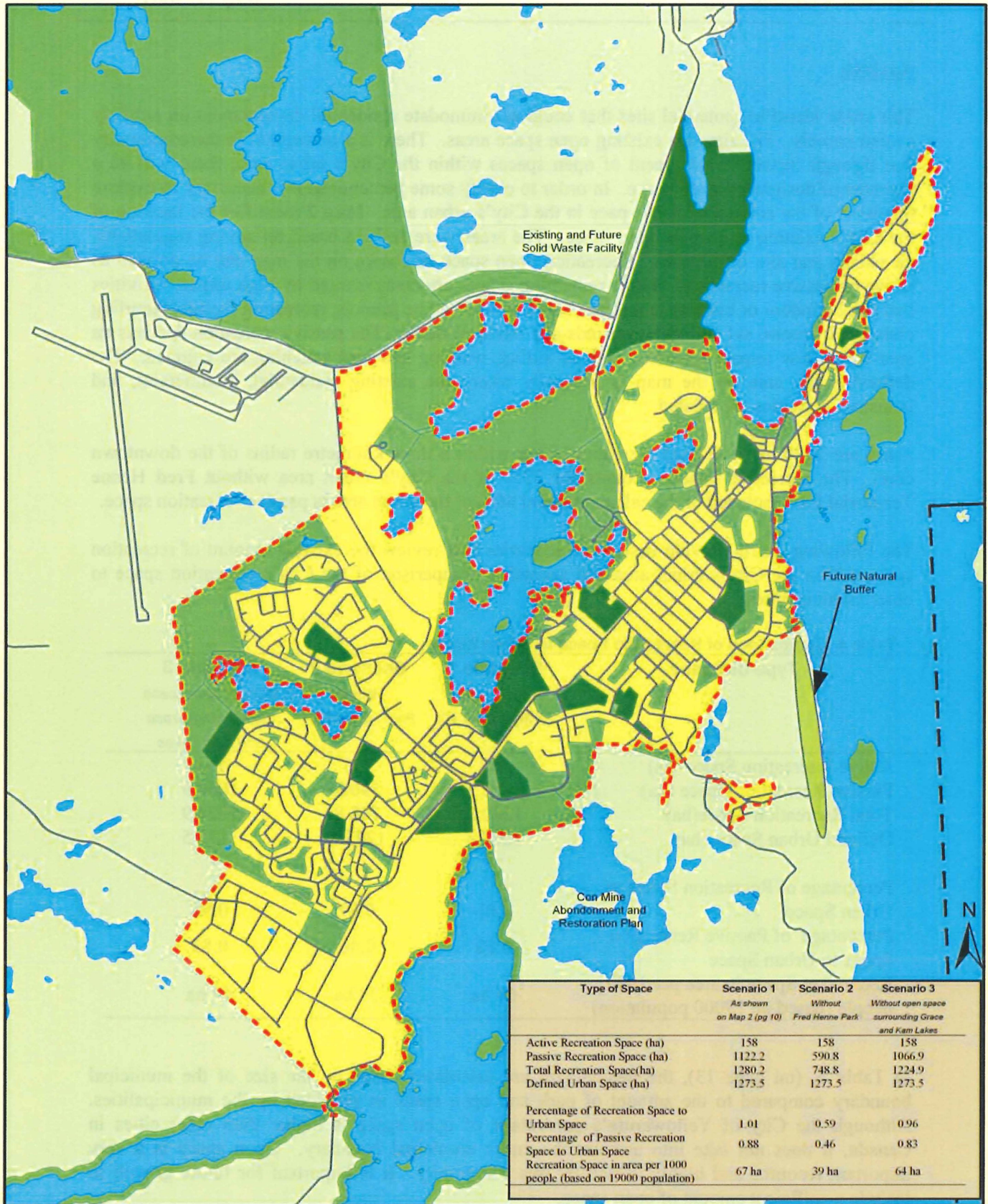
There are 1280 ha of defined recreation space within a three kilometre radius of the downtown core. The recreation space accounts for 59% of the City's urban area without Fred Henne Territorial Park included in the calculation and 46% of the urban area is passive recreation space.

The following charts provide first, three scenarios that review the existing amount of recreation space within the City's urban area and second, a comparison of the City's recreation space to other municipalities:

Table 4 Comparison of Recreation Space to Urban Space

Type of Space	Scenario 1	Scenario 2	Scenario 3
	<i>As shown on Map 2 (pg 10)</i>	<i>Without Fred Henne Park</i>	<i>Without open space surrounding Grace and Kam Lakes</i>
Active Recreation Space (ha)	158	158	158
Passive Recreation Space (ha)	1122.2	590.8	1066.9
Total Recreation Space(ha)	1280.2	748.8	1224.9
Defined Urban Space (ha)	1273.5	1273.5	1273.5
Percentage of Recreation Space to Urban Space	1.01	0.59	0.96
Percentage of Passive Recreation Space to Urban Space	0.88	0.46	0.83
Recreation Space in area per 1000 people (based on 19000 population)	67 ha	39 ha	64 ha

In Table 5, (on page 13), the percentages are calculated based on the size of the municipal boundary compared to the amount of park and open space as provided by the municipalities. Although the City of Yellowknife's percentage of open space is higher than other cities in Canada, it does not take into account the entire municipal boundary. Open space is a very important resource and highly valued by this community. It is important for future growth to include a sufficient amount of open space.



Comparison of Urban Space and Recreation Space

Map 2



**City of
Yellowknife**

This map is not to scale
To clarify boundaries, a plan of survey will be required

Legend

- Active Space
- Passive Space
- Urban Area
- Growth Management
- Water

Table 5 City Comparison of Park and Open Space

	Park and Open Space (ha)	% of City area
Yellowknife, NT (with Fred Henne Territorial Park)	1122	88
Yellowknife, NT (without Fred Henne Territorial Park)	590	46
Lethbridge, AB	1740	14
Medicine Hat, AB	1505	13
Edmonton, AB	11063	16
Grande Prairie, AB	594	10
Burnaby, BC	2162	24
Kamloops, BC	1350	22

The identified fifteen sites in this study were divided into two categories to compare sites of similar qualities: i) areas within existing neighbourhoods; and ii) areas adjacent to existing neighbourhoods. The sites adjacent to existing neighbourhoods (Comprehensive Residential Development) are generally larger parcels of land and can offer opportunities for mixed housing options such as single family with townhouses and small apartment buildings. The total amount of land adjacent to neighbourhoods is 173.9 ha. The sites within the existing neighbourhoods provide opportunities for small projects that will allow one type of housing option that blends within the surrounding neighbourhood and the total land area adds up to 22.2 ha. The following chart is a ranking of sites based on the methodology. Detailed analysis of the sites is available in Appendix A, which provides a description and a specific action proposal.

Sites within Existing Neighbourhoods

Rank	Site	Total points
1	1 - Bartam Trailer Court	350
2	4 - Con Road, triangular property	345
3	5 - Burwash Drive and Con Road	295
4	8 - Kam Lake Road and Woolgar Avenue	275
5	9 - Balsillie Court	275
6	2 - Niven Drive	220
7	7 - Pumphouse #3 site	220
8	6 - Tommy Forrest Ball Field	215
9	3 - Site behind Aven's Seniors Centre	210

Sites adjacent to Existing Neighbourhoods

Rank	Site	Total points
1	14 - Tin Can Hill	265
2	13 - East of Taylor Road, south of Forrest Dr.	210
3	12 - North of Taylor Road, east of the Fire Hall	210
4	11 - South of Taylor Road, adjacent to Con Mine	210
5	10 - Taylor Road beside W. McDonald School	210
6	15 - Negus Point	210

The sites that are located within existing neighbourhoods are close to existing infrastructure and the sites that are within walking distance to downtown offer various other amenities and services. Sites 1, 4, 5, 8 and 9 are the highest ranked sites identified for development. To further develop these sites, the specific action proposal identified at the end of each site description in Appendix

A needs to be initiated. The total land area of these five sites is 8.87 ha. By removing this amount from the recreation open space calculation, with the exclusion of Fred Henne Territorial Park, the amount of recreation open space within the City urban area would reduce one percent to 58%.

The sites adjacent to the neighbourhoods will provide opportunities for larger developments. Site 14 has the higher ranking, but there are no significant differences in the ranking from 1 to 6. Each site has its pros and cons and to create a logical subdivision, the City would need to adopt a development scheme by-law for each site. A development scheme by-law is a process used by the City to ensure the land developed in a way to meet community demand and give some assurance as to how the parcel of land would be developed. A wider variety of housing options can be created because of the large land area. The total amount of area that makes up the land adjacent to neighbourhoods is 173.9 ha. The potential for these sites that can help meet the demands of the City and continue to maintain the balance of the City's economic, environmental and social needs.

The sites around the Taylor Road area should be evaluated for one development scheme. These four sites are in the same area and a comprehensive planning evaluation of the area will create a neighbourhood that will complement the natural landscape and the adjacent neighbourhood. Also with the site's proximity to Con Mine, health and environmental studies are required to ensure residential use could occur in the area.

The consideration of the sites needs to adhere to the 2004 General Plan Policies:

1. Compact, balanced residential growth will be encouraged by evaluating opportunities for infill development and redevelopment in the context of design that enhances accessibility and incorporates trails, viewpoints, water bodies and protects significant natural areas as well as minimize neighbourhood disruption. A target of 25% of the total housing development will be through infill.
2. Residential uses will be integrated into the Central Business District (CBD) in order to strengthen the viability and vitality of the downtown. A threshold of 10% of the City's total population in the CBD will be maintained.
3. Areas suitable for future residential development of larger tracts of land will be targeted.
4. The neighbourhood unit will be used as a building block for the community.
5. Residential development that is fiscally, socially and environmentally responsible will be encouraged.
6. The City will direct the phasing of development as outlined in the 2004 General Plan. Development will be subject to and activated by market demand.

Considering smart growth and sustainability concepts, leap frog development is an inefficient form of growth. The City of Yellowknife is in an environment where development is expensive. If development is scattered, infrastructure is inefficiently used and becomes uneconomical to maintain and upgrade. The identified sites will help avoid scattered development and be more cost effective to the City. The development will also relieve some of the housing pressure experienced by the City. The identified policies in the 2004 General Plan, all relate to infill development, smart growth and sustainability. Sites will undergo a comprehensive planning exercise that conforms to the City's policies and planning concepts.

An additional form of development that has been discussed for Yellowknife is satellite communities. Satellite communities are neighbourhoods outside the urban area. In Yellowknife, locations could include the Yellowknife River or the land west of the airport. Though this type of development is not addressed in the 2004 General Plan, it does not fit in the concept of smart

growth. A soil capability study was done for the Airport West area that indicates the soil is favourable for building, but it is very expensive to construct services to the area. The City has not conducted any further studies regarding Airport West or satellite communities.

Another component of residential potential in Yellowknife relates to redevelopment of the City's downtown area. City Council approved a long-range policy document, entitled **City of Yellowknife Downtown Plan**, which addresses issues of enhancement and redevelopment in the City's core area. In relation to residential infill, the Downtown Plan recognizes the importance of residential intensification and density to support the many businesses and services located in the core area. The Downtown Plan further recognizes the capacity of existing infrastructure in the core area to accommodate higher density development and proposes programs to provide incentives for redevelopment in the core area.

From a long term perspective, the Downtown Plan outlines 15-20% of all new housing units in the next 15 years should be directed to the City's core area. The Downtown Plan further addresses issues of public space improvements, facade improvements, building design, as well as management and promotion of the directions and policies set out in the document. The Downtown Plan recognizes the core area as a northern urban neighbourhood, and that the area is an ideal place to live, work and do business in Yellowknife.

There have been several studies of the economic impact of housing in other urban areas around North America. Based on these studies, they draw general conclusions that are applicable to Yellowknife include:

- Substantial investment in housing will add to the prosperity we currently enjoy
- The current situation in the workforce housing market - the lowest vacancies in several years, low housing production levels and rapidly-rising housing costs - leaves the City in a poor position to accommodate new economic growth, much of which will require housing construction to accommodate workers moving here from outside of the region
- Accommodating an adequate amount of workforce housing is critical for the City to compete with southern cities. Every positive move to resolve shortages in the labour market makes the City stronger in the competition to capture new economic growth. Conversely, poor responses to the problem weaken the City's position relative to other urban areas
- The private market would have strong interest in addressing the workforce housing shortage if it were financially feasible. By investing enough to make the development task reasonably profitable, the providers of gap financing could stimulate a strong response from the private sector, leading to a tremendous gain for the regional economy
- Devoting money to housing is an investment that lasts for decades. Housing construction brings new households into a market, helps employers more easily attract workers and creates a larger base of consumers for retailers. Once the task of construction itself is done, these benefits last as long as the units are maintained and desirable to the market

Conclusions

Several sites were identified for residential development. Some sites can be readily available for development while others require by-law changes, legislative processes and/or additional studies to prepare for development. The site evaluation provided in Appendix A identifies specific action proposals in order for these sites to move forward for development.

Investing and planning for residential development will be beneficial for the City. Preparing for the anticipated growth will help avoid some growing pains that are currently being experienced.

This residential study achieves the identified objectives, goals and policies set out in the 2004 General Plan and other studies prepared for the City of Yellowknife with regards to growth. The Downtown Plan identified infill development as a catalyst to help revitalize the downtown and make it more appealing, vibrant community.

The sites identified in this study, as well as sites in the Downtown Plan have potential for either residential development or to remain natural open space. The sites are not all required to be developed, but some higher ranking sites provide identification for growth areas that can enhance the quality of life.

The following strategies should be adopted; they provide a framework for residential growth within the Yellowknife city limits to help keep the housing situation at a sustainable level for the future. The strategies and timelines are divided into short term and long term.

Strategies

Short term

Carry out the specific action proposal for the identified residential sites within an existing neighbourhood. Two of the identified sites had a ranking of over 300 points, which indicates the sites have potential for residential development. Each site has a specific action proposal needed to accommodate residential use. City staff needs to examine these sites and bring forward recommendations for Council approval. *Completion timeline: 2005.*

Complete the Niven Lake Subdivision. The City continues the neighbourhood as identified in the Niven Lake Development Scheme and accommodate the City's housing demand. *Completion timeline: until complete.*

Mid term

Prepare Smart Growth Principles and Sustainable Guidelines specific for Yellowknife. Smart Growth principles are generic and generally provide a framework in which to guide a municipality's desire to grow more efficiently. Every municipality has different challenges it must face when deciding its growth direction. Yellowknife has some general policies but there is also a need to establish policies to identify what is the achievable sustainable level for various land uses in the City. Is the existing break down of the land uses acceptable or is there a need to evaluate other scenarios. *Completion timeline: 2006*

Prepare Design Guidelines for Infill Development. It is imperative that infill development blends into the surrounding neighbourhood. Creating design guidelines for infill development will provide a desired direction for development within the City. *Completion timeline: 2006*

Initiate land transfer for Tin Can Hill from the GNWT for residential purposes and prepare a Development Scheme for Tin Can Hill and Negus Point. Niven Lake is currently the last available area for residential development in the City. The 2004 General Plan identifies Tin Can Hill and Negus Point as the next potential areas for residential expansion. These areas offer amenities that are attractive to the community. The City of Yellowknife needs to acquire the lands from the GNWT through a land transfer process and, if successful, the City can start the preliminary design of site and service layout. *Completion timeline: 2006*

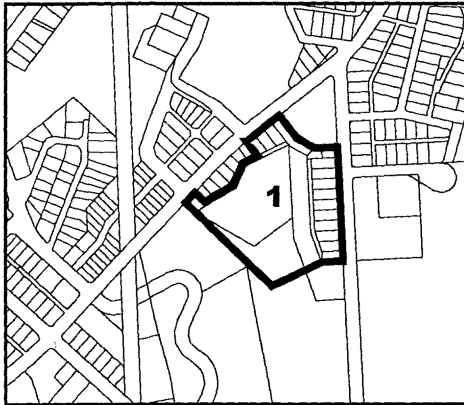
Long term

Review residential potential for the area west of the Airport. The possibility of residential development in the area will be costly. Currently, there are no services in this area. In planning for long-term growth, money needs to be put aside to ensure new areas have the required funding to acquire services. Many residents want to have piped services to their homes, according to citizen surveys conducted in the past decade. *Completion timeline: 2008*

Prepare Development Scheme for Taylor Road area. The areas identified as sites adjacent to existing neighbourhoods can provide housing options for the City. The area is large enough to accommodate future growth without growing outside the immediate infrastructure. Further studies are required with respect to the identified 450 metre setback from Pud Lake and options to provide access to the sites. A development scheme will initiate a comprehensive planning study to create a framework in which the development can fit into the natural landscape and achieve a balance among the economic, environmental and social needs of the City. *Completion timeline: 2008*

Appendix A: Site Evaluations and Locations

Site: 1 Twin Pine Hill/Bartam Trailer Court



This site is located at the south corner of Franklin Avenue and School Draw Avenue and referred to as the “Lower Bench.” The site includes the Bartam Trailer Court, the lots along Franklin Avenue, the City’s Liftstation #1 with its recycling bins, and the area behind the Bartam Trailer Court lots that extends to the area behind the Franklin Avenue lots. The zoning of the site is OM – Old Town Mixed Use. The site is also identified in the Old Town Secondary Development Scheme By-law No. 3651. The intent of this Development Scheme is to reinforce the unique character of Old Town and encourage the rehabilitation and redevelopment of the area. Through

this work, the policies will enhance and respect the area’s historical role in the community and preserve its distinctive environmental features.

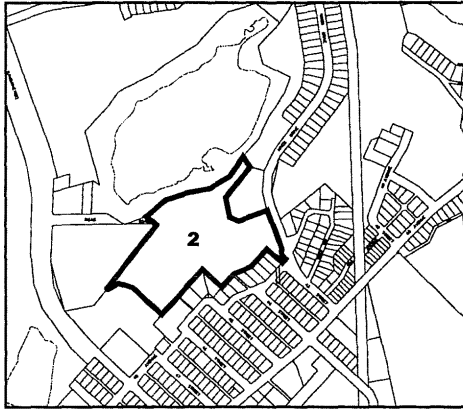
The site is relatively flat along the School Draw Avenue area but behind the Bartam Trailer Court lots there is a rock outcrop with a significant rise in elevation. On July 22, 2002, City Council approved the Twin Pine Hill Coordinated Land Use Scheme to respond to the Twin Pine Hill development proposal. A portion of the land area comprising the Bartam Trailer Court site is outlined to be set aside for parks and open space, and the “lower bench” area of Twin Pine Hill between Bartam Trailer Court site and the Igloo Hotel/former Two-Way site is outlined for potential development as Old Town Mixed Use. The next step in the process of the Land Use Scheme was to rezone the area identified as the “lower bench”, which was passed on March 24, 2003. The intention of this zoning is to accommodate development of the rock outcrop in order to benefit from the prominent views over both the Back Bay and Yellowknife Bay areas.

Services are adjacent to the property and the zoning permits residential use. The area has several amenities which make this area attractive for investment. In accordance with Zoning By-law requirements and assuming the property is one parcel; development opportunities include potential for thirty-nine single family lots or fifty-eight medium density or multi-attached units. The lot is a significant piece of property that provides many opportunities. A conceptual design may help market the lots to encourage development close to downtown.

Specific Action Proposal: A servicing cost analysis be completed and the City create conceptual plans to help with the marketing of the site.

Site: 2 Niven Drive

The zoning category is PR – Parks and Recreation. The site boundaries are along Niven Drive to the east, single family and multi-family housing along 49th Avenue to the south, and Niven Lake to the north. The site area is approximately 6 hectares. Most of the property is undisturbed, high exposed bedrock with extreme grades. The extreme grades will require a large amount of blasting to provide access to the site. Trees and shrubs cover approximately 50% of the site. A relatively flat section on the site occurs along the north portion of the site that is adjacent to the Niven Lake Trail.



The high rock outcrop provides good views of the surrounding area, Great Slave Lake and Niven Lake but the access to the area is extremely difficult. The services are adjacent to the site along Niven Drive. The challenges for development of the site are the servicing costs, vehicle access, and a design that incorporates the extreme landscape features.

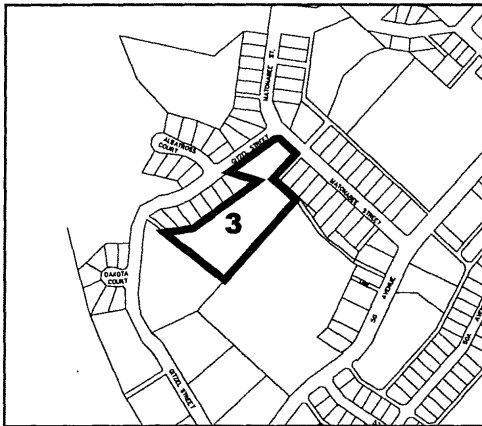
requirements.

Development opportunities include potential for sixty-two single family lots however, this subdivision will be difficult to construct and provide an adequate road network. The site could accommodate 185 medium density units under the Zoning By-law site

The site has some amenities to offer residential development, but the topography makes the site difficult to service for water and sewer. The site creates a natural open space between the downtown area and Niven Lake and there may be future potential on this site for a park.

Specific Action Proposal: *No change recommended.*

Site: 3 **Corner of Gitzel and Matonabee**



The property is zoned PR – Parks and Recreation. The City owns the property, which is an irregularly shaped lot. The elevation, at the corner of Gitzel Street and Matonabee Street is at street level and shows signs of poor drainage. The larger area behind the single family lots on Gitzel Street has some extreme grades that rise to a relatively flat area where some gulleys transect the area. The Aven Manor is located to the southeast of the property and is visible from this high rock level. The main tree cover on this site is on the northeast corner and runs along the rear property line of the single family lots. Vegetation covers approximately 50% of the lot. The top portion of the property is exposed rock,

scrub grass and bush. The high rock relief provides good views of Frame Lake and the surrounding area. Blasting will be required to gain access to the site. A lane exists off Matonabee Street that provides access to the site, although steep rock grades are located here which creates difficulty for access and construction. Piped services are adjacent to the site. Amenities of the site are the area's proximity to Frame Lake, the downtown and access to recreation facilities such as the pool and the arena.

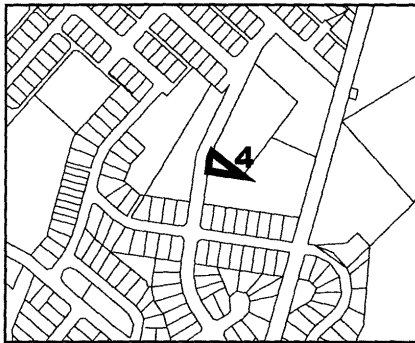
The northeast corner of the site provides the best opportunity for the creation of single family lots. The balance of the site could accommodate medium density development if it is possible to access the higher area. The site provides very limited recreation opportunities and is an open space with no identified use. The balance of the site could help Aven's expand its operation since their property may have the best opportunity to access the area. The Yellowknife Association of Concerned Citizens for Seniors (YACCS) met with city administration and presented to the Priorities, Policies and Budget Committee on December 13, 2004 regarding their initiative for a

dementia centre and additional housing for seniors. Further discussions are needed understand if the balance of this site as identified offers an opportunity for the YACCS to explore expansion of the existing Aven Manor site.

Development opportunities could include sixteen single family lots or fifty medium density residential units. High density units are possible and may be achievable for the demand of seniors housing. Further discussion needs to occur with the Yellowknife Association of Concerned Citizens for Seniors (YACCS).

Specific Action Proposal: *That a subdivision for the northeast corner be initiated in order to create residential lots and rezone to R-2 – Residential – Low Density. That the City inquires with YACCS regarding the possible interest in the remaining land.*

Site: 4 Con Road – triangular site



The zoning category is R3 – Residential Medium Density. The triangular shaped lot located along Con Road south of a townhouse complex and west of a multi-family apartment complex. The site is relatively flat in the front portion but gradually rises up five metres to the rear portion of the property. The site has an area of seven hundred and thirty-four square metres (734 m²) and trees and bushes cover about 90% of the lot. Services are adjacent to the property and can accommodate new development on site.

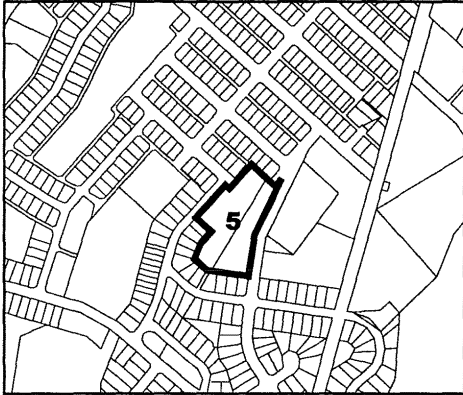
Since the site is small, the development potential is limited. Under the Zoning By-law, the site could accommodate one single family dwelling; a duplex or, with some good site design, there is potential for a fourplex. The lot provides some challenges for a development because of the lot shape and size. The Zoning By-law setbacks will add to the challenges, so it is critical for a good site design to ensure that the lot can function efficiently for the residents and surrounding neighbourhood.

The site can be disposed of pursuant to Land Administration By-law No. 3853. This lot is ready for development pending the land sale process.

Specific Action Proposal: *Bring forward a disposal by-law and advertise for sale.*

Site: 5 Con Road and Burwash Drive

The zoning category is PR – Parks and Recreation. The City owns this 1.6-hectare parcel. The grades are moderate with a flat rock outcrop at the north portion of the property. The flat portion is approximately four to six metres above adjacent roadways. South of the flat portion is a gully that drops 5-7 metres and then rises about four metres further south on the property. City services are located adjacent to the property. The site shows evidence of informal trail activity. Trees and bushes cover approximately 50% of the site. The flat rock area has potential to provide views of the surrounding neighbourhood. Surrounding the site are single family residential and multi-family dwellings. Blasting and filling will be required for any residential development on this site.



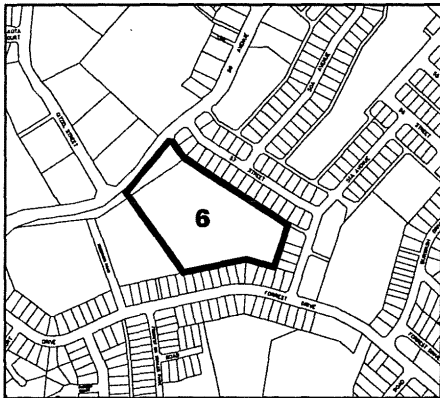
Development opportunities include potential for sixteen single family lots, fifty-one medium density units or one hundred and two high density units. Depending on the design, the high density unit option will need to ensure the surrounding land uses are not adversely impacted.

This property provides a good infill opportunity for medium density residential development or subdivision for single family dwellings. Consideration should be given to creating and maintaining the informal trail that exists on the property. The trail is well used and allows for

access for residents in the area to the sliding hill and Tin Can Hill. A rezoning is likely to create opposition from adjoining property owners but with a sympathetic site and building design, this property can provide a reasonable development.

Specific Action Proposal: *That the site be rezoned to R3 – Residential – Medium Density in accordance with the City's current General Plan and that a servicing cost analysis study be completed.*

Site: 6 Tommy Forrest Park Area



The zoning of the property is PR - Parks and Recreation. The current use of the site is a park with a baseball diamond, parking area and a pedestrian pathway through the park that connects Franklin Avenue to Forrest Drive. The identified developable area on the site is the east portion of Tommy Forrest Park. The existing baseball diamond and pedestrian pathway would remain in its current use. The City currently owns the land and identified developable area has an approximate size of 3.5 hectares.

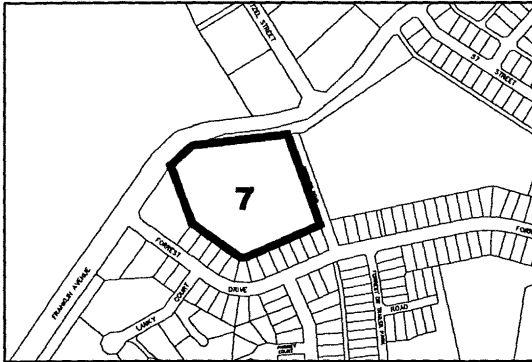
The land is mainly undisturbed and consists of exposed bedrock with a number of gullies. There are significant tree stands and a mix of vegetation that combines to cover approximately 70% of the site. Along the south side of the lot are steep grades that offer challenges for development. Blasting will be required in order to develop on the site and accommodate vehicle access. The surrounding neighbourhood consists of low density residential. Piped services are located adjacent to the site along Franklin Avenue. In order to facilitate development of the site, the property would need to be subdivided to ensure the park and open space use remains and a rezoning of the new parcel to permit residential use.

Amending the PR zoning category for the site may create opposition from adjoining property owners. An innovative design will help provide solutions to concerns from the community. Easements are needed to allow access across adjoining lands for vehicles, pedestrian and services. The site requires blasting and the removal of trees. With such changes to the site, an enhanced landscape design is required to limit the vegetation loss. The site can accommodate up to thirty-six single family residential lots as calculated from the Zoning By-law requirements. If medium density units are constructed, there may be an opportunity for one hundred and twelve units. Any higher density would not fit into the surrounding neighbourhood and should not be considered.

The site is a natural open space area. Development of this area can have access problems and have potential conflicting use issues with the recreation ball diamond located beside the site.

Specific Action Proposal: *No change recommended.*

Site: 7 Pumphouse #3



approximately 30% of the site.

The Pumphouse #3 site is zoned NP – Nature Preserve. The City owns the property. On the northeast corner of the property is Pumphouse #3. The land is undisturbed and consists of exposed bedrock as well as sandy soil at the street elevation along Reservoir Road and Franklin Avenue. An informal pedestrian pathway has been identified on site. A high rock outcrop takes up most of the site with gulleys in the centre. This high rock provides views of the surrounding area including Frame Lake. A mix of vegetation covers

Vehicle access to the property is difficult and significant blasting will be required to allow access and level certain areas to permit construction. Site access is proposed from Reservoir Road. No road access would be permitted from Franklin Avenue. Further review is required upon submission of a plan to ensure there are acceptable and safe traffic patterns to and from the site. Piped services are located adjacent to the site.

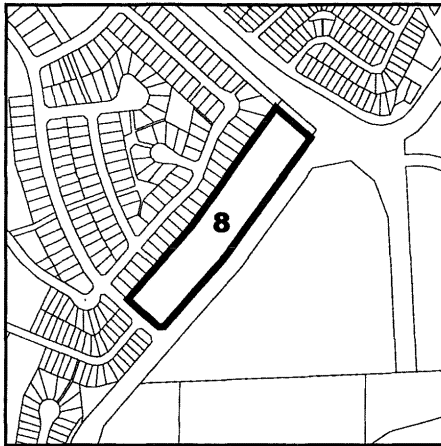
Before development of this site, the pumphouse will need to be subdivided from the site along with rezoning of the newly created vacant property to allow residential development. The site can accommodate up to twenty-four single family residential lots or seventy-four medium density residential units. High density residential is considered possible on the site.

The topography makes this site difficult to develop and access. The open space provides some good views of Frame Lake and passive recreation activities are enjoyed on this site.

Specific Action Proposal: *No change recommended.*

Site: 8 Kam Lake and Woolgar intersection.

The zoning category is PR – Parks and Recreation. The City owns this 2.6 hectare parcel of land. This site stretches along Kam Lake Road from Old Airport Road to Woolgar Avenue. Pumphouse #4 space is located at the north end of the property and in order to develop on the site, the property will have to be subdivided. The site is primarily undisturbed with variable grades and consists of exposed bedrock and soil deposits. A mix of vegetation covers approximately 40% of the lot. The YK Community Garden is located on this property along the south portion of the site. Any new development may require the relocation of the community garden. Also on the site is a storm drainage ditch at the south end of the site and a sewage right-of-way. These issues will need to be resolved prior to development. In addition to settling the servicing issues, fill may be required along Kam Lake Road to raise the grade level to match the street level.



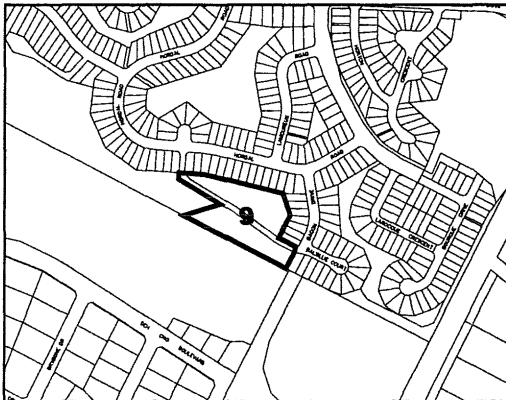
This property has a caveat registered (see Schedule E) on the title that requires the GNWT to approve any rezoning application. This provides the GNWT some control on the type of use across the road from the former Correctional Centre. The City's new Multiplex now occupies the site across the road and the Correctional Centre has been constructed just south of its original property. Since the existing Correctional Facility has moved, it is likely that the City could obtain approval from the GNWT to permit residential development on this property by removing the caveat registered against the site.

Development opportunities for this site include potential for twenty-seven single family lots. The site could also accommodate eighty-four medium density units or one hundred and sixty-nine high density units under the Zoning By-law.

The location of this site makes it attractive for development. The services are adjacent to the site, good transportation network around the site and the area is close to recreation services and the downtown. Discussion is needed with the GNWT to remove the existing caveat or establish the timeframe to remove the caveat.

Specific Action Proposal: *That the site be rezoned to R3 – Residential – Medium Density and that a servicing cost study be completed. Request the GNWT to remove caveat.*

Site: 9 Hordal Road and Balsillie Court



The zoning of the property is NP – Nature Preservation. The site is approximately 1.72 hectares in size and the City is the registered owner of the property.

This site is located in an established neighbourhood, south of Hordal Road and west of Balsillie Court. The area consists of undisturbed exposed bedrock. Access to the area is from an existing laneway, Balsillie Court. The site has extreme grades that rise ten metres at the rear of the property and the north side of the lane has a four metre vertical rise in the middle of the property. Adjacent to the site are mobile homes, a

City lift station and a new industrial subdivision to the south. A 20-metre buffer area has been created between the new industrial subdivision and residential area, to minimize impacts. Services for this area are adjacent to the site, but some upgrades to the lane and water service are needed to accommodate the new development.

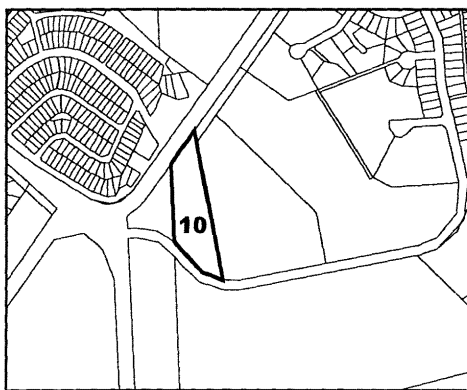
In order to develop this property, blasting is required to level some of the bedrock to enable the placement of residential buildings. This area is affected by the airport Noise Exposure Forecast (NEF). The rating calculates the sound generated by individual aircraft types operating or expected to operate at the airport and the ratings are shown on a map as contour intervals. These

ratings assist in the planning for compatible land uses. In this particular situation, the NEF rating for the area falls in between 25 – 30, and this is acceptable for residential uses. According to Transport Canada standards, a rating above 30 is inappropriate for residential use.

The site can provide up to eighteen single family lots or fifty-five medium density residential units. A high density unit development can provide up to one hundred and ten units but this use is not in character with the surrounding land uses and will create higher traffic volumes. High density residential is not an acceptable option.

Specific Action Proposal: *That the site be rezoned to R5 – Residential – Manufactured Dwelling and that a servicing cost analysis study be complete.*

Site: 10 1002(REM) north of Taylor Road



The zoning is PS – Public Service. Location of the site is along Taylor Road with William McDonald School on the east side and the Fire Hall on the west side. The property fronts Franklin Avenue and Taylor Road. Access to the area is difficult given the grade changes. To allow road access to the site from Taylor Road, the curve in Taylor Road would need to change significantly to provide for safe traffic flows. The City owns this 6.9 hectare parcel.

There are extreme grades throughout the site and the land consists primarily of exposed bedrock. Sparse vegetation throughout the property covers approximately 20% of the site. Road access is difficult to the site and the extreme grades create challenges to development for access and services.

Development potential could be ten single family lots, fifty medium density units or one hundred high density units. A rezoning is needed to facilitate residential use and a further study is required regarding the Pud Lake tailings pond setback boundary.

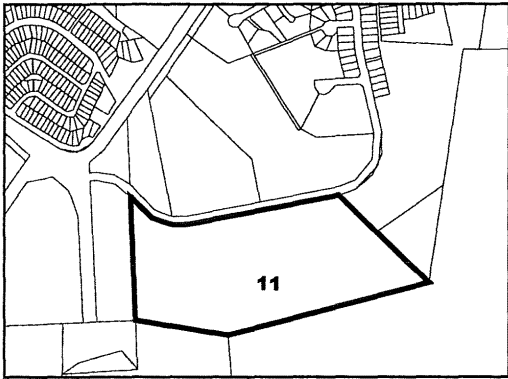
Since the topography is very difficult and costly for development and a major revision would be needed for Taylor Road, the site is best suited for parkland.

Specific Action Proposal: *Rezone the property to NP – Nature Preservation.*

Site: 11 1002(REM)

The zoning category is NP – Nature Preservation. The City owns this 13.9 hectare parcel. This site is located south of Taylor Road and east of the City works yard. The area is within the Pud Lake tailings pond setback area.

It is an undisturbed area with a mix of low, wet areas and exposed bedrock through the site. There is mixed sparse vegetation with muskeg in low areas that covers approximately 30% of the site. There are views available of Kam Lake that can be attractive. A portion of the property is within the Pud Lake tailings pond setback that restricts residential development. The property is



bounded by Con Mine to the south and east, as well as a junior high school to the north and the City garage to the south.

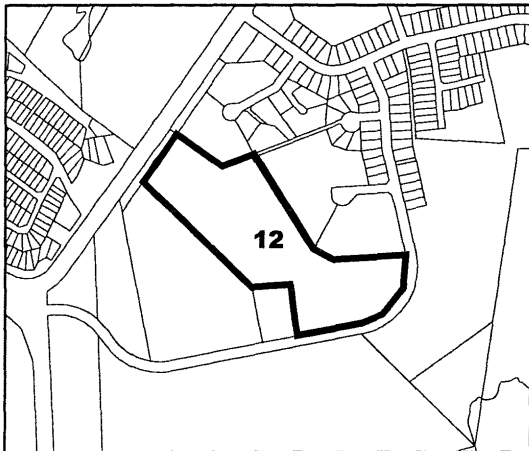
Development on the site is limited because of the tailings pond setback. Further study is necessary to determine the potential for the site. The site is lower in elevation than Taylor Road, so some fill may be required to bring the lot up to the same level as the road.

Sites 13 and 14 may provide opportunity for a future road connection from Taylor Road to Con

Road, thereby offering a safer access between residential areas and avoid the potential for high vehicle volumes to continue along Forrest Drive.

Specific Action Proposal: *That the site be rezoned to R2 – Residential – Low Density, in accordance with the City’s current General Plan and that a servicing cost analysis study be completed. Create a development scheme in conjunction with Sites 12 and 13.*

Site: 12 Lot 1 Block 159



The zoning is NP - Nature Preservation. Location of the site is along Taylor Road with townhouses on the east side and William McDonald School on the west side. Franklin Avenue has some frontage but access is difficult due to the grade changes. The City owns this 6.9 hectare parcel.

Topography of this lot is primarily undisturbed land with exposed bedrock. There are extreme grades throughout the property. Vegetation on the site covers approximately 20% of the lot. Road access to the property is difficult at Franklin Avenue and Taylor Road due to

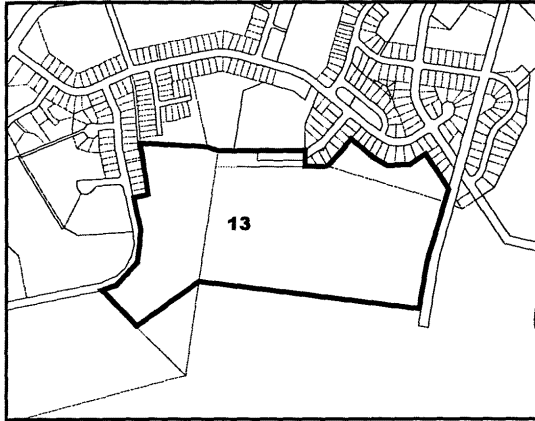
extreme grades. A portion of the southern half of the site is within the Pud Lake tailings pond setback. Residential development on the site is permitted pursuant to the General Sanitation Exemption Regulation, section 1(1) (d.3) (see Appendix D).

The site can provide up to seventy-two single family lots or two hundred medium density residential units. A high-density unit development can provide up to four hundred and forty-four units.

The site provides good views of the surrounding area and the land uses adjacent to the parcel are a townhouse residential complex and William McDonald school. A multiple family residential development can be developed without affecting the surrounding properties. The site has some challenges but with some good site planning, the parcel of land can provide infill opportunities.

Specific Action Proposal: *That the site be rezoned to R2 – Residential – Low Density, in accordance with the City's current Zoning By-law and that a servicing cost analysis study be completed. Create a development scheme in conjunction with Sites 11 and 13.*

Site: 13 Lot 19, Block 133



The zoning category is NP – Nature Preservation. The City owns this 6.4 hectare parcel. This site is located along Taylor Road and south of Forrest Drive Trailer Park. The site is within the Pud Lake tailings pond setback area.

The site has moderate grades and consists of exposed bedrock. Surrounding the property is Con Mine to the south and east and single family residential to the north and west. Services are within 100 metres of the property with connections at the Sissions Court and Taylor Road intersection.

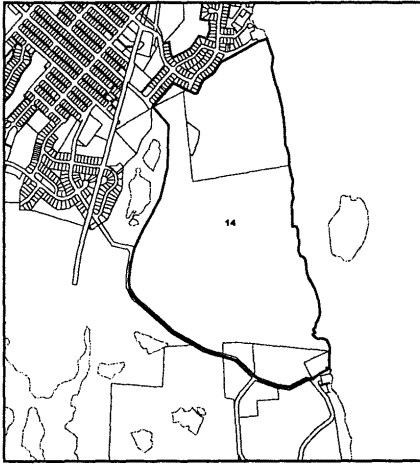
A study is necessary to evaluate the options and issues with respect to development within the tailings pond setback. The area is large enough to accommodate a significant residential development. The Territorial Government, Department of Health and Social Services will need to provide confirmation as to the potential of permitting residential development within the Pud Lake tailings pond setback. If the Health and Social Services Department gives permission for residential development, then it is possible to conduct a study and evaluation of the area as to the potential for residential growth. To develop such an area, several consultations are required with the existing neighbourhood; environmental evaluations and traffic studies to ensure the development will not negatively affect the existing neighbourhood.

The area will also be affected by the Con Mine Abandonment and Reclamation Plan (A&R). Currently, MiraMar Con Mine is working toward completion of an A&R Plan to bring the mine site to standard for light use, such as walking trails. This plan, if accepted by the McKenzie Land and Water Board, can potentially open this land up for residential development if there is no risk of environmental affects.

Specific Action Proposal: *That the site be rezoned to R2 – Residential – Low Density, in accordance with the City's current Zoning By-law and a servicing cost analysis study be completed. Create a development scheme with Sites 11 and 12.*

Site: 14 Tin Can Hill

The zoning of the area is GM – Growth Management. This zoning category allows the City to establish limited uses and then rezone the area once a specific plan is completed. The potential developable area of Tin Can Hill is 106 ha. The land is owned by the GNWT. The GNWT has leases with Miramar on portions of the site for mining operations. City services are located at the northeast corner of the property. Road access to the site is from School Draw Avenue and Con Road. The surrounding uses of the site are Con Mine to the southwest, single family residential to the north, and bulk fuel storage to the south.



Rugged bedrock and muskeg with high rock outcrops characterize the site. The area offers good views of Yellowknife Bay with limited vehicle access directly to the waterfront. The high rock cliffs along the water can be a good location for a walking trail with viewpoints. Development of this site will require significant blasting to establish roads and services. The services are located adjacent to the site, although construction of infrastructure in this area would be costly due to the rugged landscape. There may be opportunities to install innovative services and create environmentally friendly servicing designs to help reduce the costs. The City may consider a cost analysis study to determine if it may be feasible to construct water and sewage treatment plants to accommodate the residential development.

The City of Yellowknife's Waterfront Management Plan identified the need to improve accessibility to the shoreline along Tin Can Hill by developing a boat launch, waterfront park and creation of a trail system with viewpoints. The plan outlines that the City will regain public access to the waterfront and that there are measures to protect the natural attributes in the area.

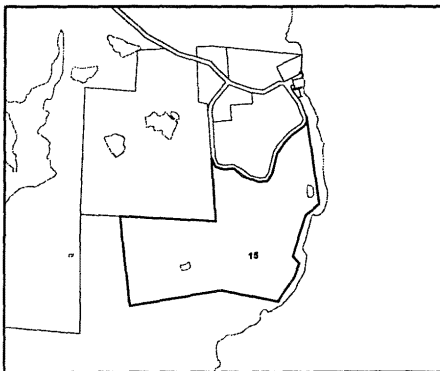
Miramar Con Mine has some leases that are registered over the lands of Tin Can Hill and these leases are set to expire on different dates. The mine ceased operation in 2004 and through the implementation of the Con Mine Abandonment and Restoration Plan, Tin Can Hill and its surrounding land may be suitable for residential use. A development scheme will be required to ensure an organized phased sustainable development.

The following are issues that need to be finalized before any plans can be proposed for residential development:

- Negotiate the expiry date of the leases and determine if the City can acquire the land.
- Review the Abandonment and Restoration Plan to determine how this can affect residential development at Tin Can Hill.

Specific Action Proposal: A development scheme be produced to identify future road networks, trail patterns, open spaces, and waterfront park and that a servicing cost analysis be completed.

Site: 15 Negus Point



Negus Point is located south of Tin Can Hill. The General Plan identifies the area for future study and it is zoned GM – Growth Management, which conditionally permits residential use. The site is approximately 24.6 ha in size; the topography is rugged and consists of bedrock and muskeg. Piped services are not located close to the site and road access to the area is through an old tailings pond from the mine operations. In 1987, a residential feasibility study was completed for Tin Can Hill that also included Negus Point. This study identified the area for eighty estate residential lots approximately 0.3 ha in size.

The Negus Point area is identified in the Waterfront Management Plan. The Plan highlights the concepts of accessibility, occupancy and nature/heritage preservation to provide direction for development of the waterfront area. A residential development can achieve the concepts outlined in the Plan as well as create a functional, sustainable neighbourhood that can add to the community. Negus Point was part of the early settlement pattern in the City and this area can accommodate the future growth of the City.

Road upgrades will be required to satisfy current engineering standards. Servicing in the area could be trucked service but piped services are preferred. The City will require a study to determine the servicing needed for this area as well as the maximum capacity the current infrastructure can accommodate. The area could potentially contain its own water and sewage system, but further review is required before there can be any decisions.

A Development Scheme should be developed for the area. The combined land area for Tin Can Hill and Negus Point could accommodate the City's long term residential development needs.

Specific Action Proposal: A development scheme be produced to identify future road networks, trail patterns, open spaces, and waterfront park and a servicing cost analysis be completed.

Criteria	Site 1 Twin Pine Hill / Bartam Trailer Court	Site 2 Niven Drive Lot 2, Block 301	Site 3 Gitzel Street Lot 18, Block 119
Zoning By-law	• OM – Old Town Mixed	• PR – Parks and Recreation	• PR – Parks and Recreation
Ownership	• City	• City	• City
Site Area	• 32628 m ²	• 59227 m ²	• 15842 m ²
Proximity to Services			
Water	• Franklin Avenue–250 mm	• Niven Drive – 200 mm	• Gitzel Street – 150 mm
Sewer	• Franklin Avenue–300 mm	• Niven Drive – 200 mm	• Gitzel Street – 150 mm
Topography	• Gravel soil deposits	• High exposed bedrock • Tree cover • Low elevation with wet areas beside trail and Niven Lake	• Well treed area at the northeast portion of site • Undisturbed exposed bedrock • Extreme grades • Good views of Frame Lake
Blasting	• Relatively flat	• Blasting required	• Blasting required
Fill	• Very little fill	• Some fill from the blasting	• Some fill from the blasting
Road Access			
Primary Access	• School Draw Avenue	• Niven Drive	• Gitzel Street
Traffic Pattern	• No change required	• No change required	• No change required
Housing Type			
Single Family	• 39 lots	• 62 lots	• 16 lots
Medium Density	• 58 units	• 185 units	• 50 units
High Density	• 104 units	• 378 units	• 100 units
Capacity	• Area ready for development, site correctly zoned • require to subdivide the pumphouse location • potential waterfront park will be an amenity for the area	• Good views of Niven and Great Slave Lake	• Area along Gitzel can easily develop min. 3 lots • Difficult to access rest of site • upper part of lot has good views of Frame Lake
Adjacent Properties	• Commercial, residential, pumphouse	• Low density residential • Niven Lake	• Low density residential • Close to Frame Lake trail
Constraints	• High traffic area • Located below the Twin Pine Hill development • Portion of site is a low hard base that will require structural engineered foundation.	• Significant grade difference and difficult for vehicles to access the site without blasting • Difficult to access, high rock outcrops • Location of historic landfill site.	• Significant grade difference and difficult for vehicles to access the upper portion of the site
Total	350	220	210

Criteria	Site 4 Con Road Lot 22-1 Blk 149	Site 5 Lot 5, 14, Block 148	Site 6 Portion of Tommy Forrest Park
Zoning By-law	• R-3 Resid. Med. Density	• PR – Parks and Recreation	• PR - Parks and Recreation
Ownership	• City	• City	• City
Site Area	• 734 m ²	• 16093 m ²	• 35035 m ²
Proximity to Services Water Sewer	• Con Road – 200 mm • Con Road – 250 mm	• Burwash Drive – 150 mm • Burwash Drive – 200 mm	• Franklin Avenue – 250 mm • Franklin Avenue – 300 mm
Topography	• Relatively flat with land sloping upwards to the rear	• Moderate grades, 4 – 6m above road	• Exposed bedrock • Significant tree stands • Significant grade difference at east end
Blasting	• Limited blasting	• Limited blasting	• Blasting required
Fill	• Very little	• Fill some areas	• Some fill from the blasting
Road Access Primary Access Traffic Pattern	• Con Road • No change required	• Con Road • No changed required	• No direct road access, possibly through lane • Increase traffic to Forrest Drive
Housing Type Single Family Medium Density High Density	• 1 lot • 2 units • 4 units	• 16 lots • 51 units • 102 units	• 36 lots • 112 units • 224 units
Capacity	• Services adjacent to the site • Significant vegetation coverage • Good road access	• Services adjacent to road • Flat rock outcrop can provide some views • Compatible with surrounding land uses • Good road access	• Remove parkland • Development with easements • Loss of tree stands • Accessibility would be through park
Adjacent Properties	• Low, medium and high density residential	• Low, medium and high density residential	• Low density residential • Park
Constraints	• None	• Some rugged rock relief	• Significant grade differences • Difficult for construction • No direct vehicle access from road • Current use of land is a park
Total	345	295	215

Criteria	Site 7 Lot 1, Block 134	Site 8 Lot 2, Block 505	Site 9 Hordal Rd and Balsillie Ct.
Zoning By-law	• NP – Nature Preserve	• PR – Parks and Recreation	• NP – Nature Preserve
Ownership	• City	• City	• City
Site Area	• 23210 m ²	• 22038 m ²	• 17248 m ²
Proximity to Services			
Water	• Franklin Avenue – 250 mm	• Knutsen Avenue – 150 mm	• Bagon Drive – 200 mm
Sewer	• Franklin Avenue – 300 mm	• Knutsen Avenue – 525 mm	• Bagon Drive – 450 mm
Topography	• Exposed bedrock • Sandy soil at the street elevation	• Mix of exposed bedrock and soil deposits • Moderately sloping grades	• Extreme grades along south portion of lot
Blasting	• Blasting required	• Some blasting required	• Blasting will be required
Fill	• Some fill from the blasting	• Required for the blasting areas and the ditch along Kam Lake Road	• Some fill from blasting
Road Access			
Primary Access	• Franklin Avenue and Reservoir Road	• Kam Lake Road and Woolgar Avenue	• Balsillie Court
Traffic Pattern	• Increased traffic for Forrest Drive	• No changes to roads	• Upgrade the lane
Housing Type			
Single Family	• 24 lots	• 26 lots	• 18 lots
Medium Density	• 74 units	• 70 units	• 55 units
High Density	• 145 units	• 141 units	• 110 units
Capacity	• Subdivision required to separate pumphouse • Services adjacent to the site	• Services adjacent to the site • Good transportation network	• Site has an existing lane with watermain, small cost for infrastructure upgrades • New plan of subdivision required
Adjacent Properties	• Low density residential • CBC site on the northwest side of site	• Low Density Residential • Multiplex • Correctional Centre	• Low density residential, modular and mobiles homes
Constraints	• Significant grade difference	• Fill for the ditch • Storm and sanitary ROW through property • Subdivide pumphouse from developable property • Community gardens will need to be relocated • Require rezoning approval from GNWT • Sanitary and storm lines are required to be moved or buried • Fill the ditch area along Kam Lake Road • Removal of Caveat	• Industrial lots located close by. 50 metre setback was created for a buffer zone.
Total	220	275	275

Criteria	Site 10 Lot 5, Block 164	Site 11 Lot 1002 Rem	Site 12 Taylor Road beside William McDonald School
Zoning By-law	• PS – Public Service	• NP – Nature Preserve	• NP – Nature Preserve
Ownership	• City	• City	• City
Site Area	• 15775 m ²	• 139396 m ²	• 69501 m ²
Proximity to Services Water Sewer	• Franklin Avenue – 250 mm • Franklin Avenue – 300 mm	• Extension needed • Taylor Road – 200 mm • Taylor Road – 200 mm	• Franklin Avenue – 250 mm • Franklin Avenue – 300 mm
Topography	• Exposed bedrock • Extreme grade difference between road frontages • Sparse vegetation, 20% coverage	• Variable grades across the property	• Extreme grades
Blasting	• Blasting required	• Blasting required	• Blasting required
Fill	• Fill needed for the blasted areas	• Fill needed for blasting areas	• Required for the blasting areas
Road Access Primary Access Traffic Pattern	• Taylor Road • No changes to roads	• Taylor Road • No changes to roads	• Taylor Road • No changes to roads
Housing Type Single Family Medium Density High Density	• 10 lots • 50 units • 100 units	• • 146 lots • 390 units • 780 units	• • 72 lots • 222 units • 444 units
Capacity		• Large site for housing development • Good road network access from Taylor Road.	• Large site, potential for housing • Services are located adjacent to site • Provide some views from high rock outcrop
Adjacent Properties	• Fire Hall • Public School • Vacant land	• Con Mine, Vacant Land • Fire Hall	• School, Fire Hall • Con Mine site
Constraints	• Difficult to access • Connection to the services on Franklin Avenue • Change the traffic pattern • Costly to develop due to the blasting • Difficult for vehicle access • Access from Taylor Road may be unsafe without major upgrades to change the curve in the road	• Fill required to be used along Taylor Road • No services nearby • Located in the Pud lake environmental setback area • Need to address environmental concerns	• Road access to site • Significant blasting • Linear services are problematic • 450 metre setback • Environmental conditions due to the proximity of mine
Total	210	210	210

Criteria	Site 13 East of Taylor Road, south of Forrest Drive	Site 14 Tin Can Hill	Site 15 Negus Point
Zoning By-law	• NP – Nature Preserve	• GM– Growth Management	• GM– Growth Management
Ownership	• City	• GNWT	• City
Site Area	• 64703 m ²	• 106 ha	• 39 ha
Proximity to Services	• Extension needed	•	•
Water	• Taylor Road – 200 mm	• School Draw – 300 mm	• Nothing close
Sewer	• Taylor Road – 200 mm	• School Draw – 200 mm	• Nothing close
Topography	• Moderate grades, no extreme bedrock slopes	• Rugged high rock outcrops and muskeg	• Very rugged, bedrock and muskeg
Blasting	• Blasting required	• Blasting required	• Blasting will be required
Fill	• Fill needed for blasted areas	• Some fill from blasting	• Some fill from blasting
Road Access			
Primary Access	• Taylor Road	• School Draw Avenue	• Con Road
Traffic Pattern	• No changes to roads	• Upgrades and new roads required to move traffic	• Upgrade road access and construct new roads required
Housing Type			
Single Family	• 67 lots	• As per the study - 1989	• As per the study – 1989
Medium Density	• 207 units	• 353 lots	80 estate lots (site size 0.3ha)
High Density	• 414 units	• 85 units	Estate lots
Capacity	• Large site for housing development • Good road network access from Taylor Road	• Satisfy residential land for a number of years • Close to services and downtown • Good water views • Can accommodate park and open space	• Good water views • Services provided by truck • Upgrade road access • Satisfy a need in the City • Need to acquire land from GNWT • Potential to extend development in southerly direction.
Adjacent Properties	• Low Density Residential, Con Mine and vacant land	• Low Density residential, Con Mine and Great Slave Lake	• Con Mine • Bulk fuel storage
Constraints	• Utilities not adjacent to the site, but within 100 metres • Site within environmental setback from Con Mine • Need to address environmental concerns	• Blasting will be significant to build roads, lots and services • High cost to install services • Area used for recreation purposes • May be subject to land claims • May be subject to environmental clean up	• Rugged terrain, • No piped services • Need to upgrade road access • May be subject to land claims. • May be subject to environmental clean up
Total	210	265	210

Residential Growth Strategies Site Rating Sheet

Criteria	Assigned Weights	Max. Points	Site 1		Site 2		Site 3	
			Unit Rating	Total	Unit Rating	Total	Unit Rating	Total
Zoning Bylaw	10	4	3	30	1	10	1	10
Proximity to Services	20	4	3	60	3	60	3	60
Topography	10	4	4	40	1	10	1	10
Blasting	5	4	4	20	1	5	1	5
Fill	5	4	4	20	1	5	1	5
Road Access	5	4	4	20	4	20	4	20
Capacity	25	4	4	100	2	50	2	50
Adjacent Properties	10	4	4	40	4	40	4	40
Constraints	10	4	2	20	2	20	1	10
	100	36	32	350	19	220	18	210

Criteria	Assigned Weights	Max. Points	Site 4		Site 5		Site 6	
			Unit Rating	Total	Unit Rating	Total	Unit Rating	Total
Zoning Bylaw	10	4	4	40	1	10	1	10
Proximity to Services	20	4	3	60	3	60	3	60
Topography	10	4	3	30	3	30	2	20
Blasting	5	4	4	20	3	15	1	5
Fill	5	4	4	20	3	15	1	5
Road Access	5	4	4	20	4	20	1	5
Capacity	25	4	3	75	3	75	2	50
Adjacent Properties	10	4	4	40	4	40	4	40
Constraints	10	4	4	40	3	30	2	20
	100	36	33	345	27	295	17	215

Criteria	Assigned Weights	Max. Points	Site 7		Site 8		Site 9	
			Unit Rating	Total	Unit Rating	Total	Unit Rating	Total
Zoning Bylaw	10	4	1	10	1	10	1	10
Proximity to Services	20	4	3	60	3	60	3	60
Topography	10	4	2	20	3	30	3	30
Blasting	5	4	1	5	3	15	2	10
Fill	5	4	1	5	3	15	2	10
Road Access	5	4	2	10	4	20	2	10
Capacity	25	4	2	50	3	75	3	75
Adjacent Properties	10	4	4	40	3	30	4	40
Constraints	10	4	2	20	2	20	3	30
	100	36	18	220	25	275	23	275

Criteria	Assigned Weights	Max. Points	Site 10		Site 11		Site 12	
			Unit Rating	Total	Unit Rating	Total	Unit Rating	Total
Zoning Bylaw	10	4	1	10	1	10	1	10
Proximity to Services	20	4	2	40	2	40	2	40
Topography	10	4	2	20	2	20	2	20
Blasting	5	4	2	10	2	10	2	10
Fill	5	4	2	10	2	10	2	10
Road Access	5	4	4	20	4	20	4	20
Capacity	25	4	2	50	2	50	2	50
Adjacent Properties	10	4	3	30	3	30	3	30
Constraints	10	4	2	20	2	20	2	20
	100	36	20	210	20	210	20	210

Criteria	Assigned Weights	Max. Points	Site 13		Site 14		Site 15	
			Unit Rating	Total	Unit Rating	Total	Unit Rating	Total
Zoning Bylaw	10	4	1	10	3	30	3	30
Proximity to Services	20	4	2	40	3	60	1	20
Topography	10	4	2	20	2	20	2	20
Blasting	5	4	2	10	1	5	1	5
Fill	5	4	2	10	1	5	1	5
Road Access	5	4	4	20	2	10	1	5
Capacity	25	4	2	50	3	75	3	75
Adjacent Properties	10	4	3	30	4	40	3	30
Constraints	10	4	2	20	2	20	2	20
	100	36	20	210	21	265	17	210

Rankings Total

1	350	Site 1	Bartum Trailer Court
2	345	Site 4	Con Road, triangular property
3	295	Site 5	Burwash Drive and Con Road
4	275	Site 8	Kam Lake Road and Woolgar Crescent,
5	275	Site 9	Balsille Court
6	265	Site 14	Tin Can Hill
7	220	Site 7	Pumphouse #3 site
8	220	Site 2	Niven Drive
9	215	Site 6	Tommy Forrester Ball Field
10	210	Site 10	Taylor Road beside W. McDonald School
11	210	Site 11	South of Taylor RD. adjacent to Con Mine
12	210	Site 3	Site behind Aven's Seniors Centre
13	210	Site 12	North of Taylor Road, East of the Fire Hall
14	210	Site 15	Negus Point
15	210	Site 13	East of Taylor Road, south of Forrest Dr.

Appendix B: Public Health Act

PUBLIC HEALTH ACT

**GENERAL SANITATION EXEMPTION
REGULATIONS**

R.R.N.W.T. 1990,c.P-17

LOI SUR LA SANTÉ PUBLIQUE

**RÈGLEMENT SUR LA DISPENSE DE
L'APPLICATION DES
DISPOSITIONS RELATIVES À LA
SALUBRITÉ PUBLIQUE**

R.R.T.N.-O. 1990, ch. P-17

INCLUDING AMENDMENTS MADE BY

R-093-92
R-057-97
R-054-98
R-081-2000
R-062-2003

MODIFIÉ PAR

R-093-92
R-057-97
R-054-98
R-081-2000
R-062-2003

This consolidation is not an official statement of the law. It is an office consolidation prepared by Legislation Division, Department of Justice, for convenience of reference only. The authoritative text of regulations can be ascertained from the *Revised Regulations of the Northwest Territories, 1990* and the monthly publication of Part II of the *Northwest Territories Gazette*.

Copies of this consolidation and other Government of the Northwest Territories publications can be obtained at the following address:

Canarctic Graphics
5102-50th Street
P.O. Box 2758
Yellowknife NT X1A 2R1
Telephone: (867) 873-5924
Fax: (867) 920-4371

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On peut également obtenir des copies de la présente codification et d'autres publications du gouvernement des Territoires du Nord-Ouest en communiquant avec :

Canarctic Graphics
5102, 50^e Rue
C.P. 2758
Yellowknife NT X1A 2R1
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PUBLIC HEALTH ACT

**GENERAL SANITATION
EXEMPTION REGULATIONS**

1. (1) Subject to subsection (2), buildings used for human habitation situate on the following parcels of land are exempt from the provisions of paragraph 8(a) of the *General Sanitation Regulations*:

- (a) Lots 1067, 1068, 1069, 1070, 1071 and 1072 in the Town of Fort Smith as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 1460;
- (b) Lot 1088 in the Town of Fort Smith as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 1489;
- (c) Lots 1109, 1110 and 1111 in the Town of Fort Smith as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 1565;
- (d) all of that land in the City of Yellowknife lying within a line drawn parallel to and perpendicularly distant 457.2 m from the shores of the waste disposal site known as Niven Lake, excepting therefrom all of that land lying within a line drawn parallel to and perpendicularly distant 121.9 m from the shores of Niven Lake;
- (d.1) Lot 23, Block 133 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 3775;
- (d.2) Lot 2, Block 158 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Registration District under number 1393;
- (d.3) Block 159 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Registration District under number 1393;

LOI SUR LA SANTÉ PUBLIQUE

**RÈGLEMENT SUR LA DISPENSE DE
L'APPLICATION DES DISPOSITIONS
RELATIVES À LA SALUBRITÉ
PUBLIQUE**

1. (1) Sous réserve du paragraphe (2), les bâtiments destinés à abriter des êtres humains et situés sur les parcelles de terre suivantes sont soustraits aux dispositions de l'alinéa 8a) du *Règlement sur la salubrité publique* :

- a) les lots 1067, 1068, 1069, 1070, 1071 et 1072 dans la ville de Fort Smith, tel qu'indiqué sur un plan cadastral enregistré au Bureau des titres de biens-fonds pour la circonscription d'enregis-trement des Territoires du Nord-Ouest, sous le numéro 1460;
- b) le lot 1088 dans la ville de Fort Smith, tel qu'indiqué sur un plan cadastral enregistré au Bureau des titres de biens-fonds pour la circonscription d'enregis-trement des Territoires du Nord-Ouest, sous le numéro 1489;
- c) les lots 1109, 1110 et 1111 dans la ville de Fort Smith, tel qu'indiqué sur un plan cadastral enregistré au Bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 1565;
- d) tout le territoire dans la ville de Yellowknife situé entre les rives du site d'élimination des déchets appelé Niven Lake et en ligne parallèle à la rive et à la distance perpendiculaire de 457,2 m de celle-ci, à l'exception de la partie située entre la rive et une ligne parallèle à la rive et à distance perpendiculaire de 121,9 m de celle-ci;
- d.1) le lot 23, bloc 133 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 3775;
- d.2) le lot 2, bloc 158 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au Bureau des titres de biens-fonds pour la circonscription

- (d.4) Lots 1 and 2, Block 136 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 773;
- (d.5) Lot 16, Block 137 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 1882;
- (d.6) Lots 11, 12, 13 and 14, Block 137 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 773;
- (d.7) Lots 5, 6, 7 and 8, Block 144 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 864;
- (d.8) Lots 1, 2, 3 and 4, Block 146 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 863;
- (d.9) Lot 28, Block 146 in the City of Yellowknife as shown on a plan of survey registered in the Land Titles Office for the Northwest Territories Land Registration District under number 1271;
- (e) all of that land in the Town of Inuvik described in the Schedule.

R-062-2003,s.2.

(2) The exemptions for the parcels of land listed in paragraphs (1)(a) to (c) are subject to the condition that the Town of Fort Smith maintain the natural state of the lands between those parcels and the waste disposal

- d'enregistrement des Territoires du Nord-Ouest, sous le numéro 1393;
- d.3) le bloc 159 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au Bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 1393;
- d.4) les lots 1 et 2, bloc 136 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 773;
- d.5) le lot 16, bloc 137 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 1882;
- d.6) les lots 11,12,13 et 14, bloc 137 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 773;
- d.7) les lots 5,6,7 et 8, bloc 144 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 864;
- d.8) les lots 1,2,3 et 4 bloc 146 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 863;
- d.9) le lot 28, bloc 146 dans la cité de Yellowknife, tel qu'indiqué sur un plan cadastral enregistré au bureau des titres de biens-fonds pour la circonscription d'enregistrement des Territoires du Nord-Ouest, sous le numéro 1271;
- e) tout le territoire dans la ville d'Inuvik décrit à l'annexe. R-062-2003, art. 2.

(2) Les dispenses pour les parcelles de terre mentionnées aux alinéas (1)a) à c) sont subordonnées à la condition que la ville de Fort Smith conserve l'état naturel des terres situées entre ces parcelles de terre et

ground that comes within 450 m of the buildings used for human habitation situate on those parcels. R-093-92,s.2; R-057-97,s.2,3; R-054-98,s.2; R-081-2000,s.2.

le site d'élimination des déchets qui se situe dans les 450 m des bâtiments destinés à abriter des êtres humains et qui sont situés sur ces parcelles de terre. R-093-92, art. 2; R-057-97, art. 2 et 3; R-054-98, art. 2; R-081-2000, art. 2.

SCHEDULE

All of that land in the Town of Inuvik lying within the boundaries described as follows:

Commencing at the point of intersection of the middle thread of the East Channel of the Mackenzie River and the southwesterly projection of the northwesterly boundary of Lot 56, Group 1355, as shown on Land Titles Plan Number 696;

thence northeasterly and following the said projection and boundary approximately 270 m to the most northerly corner of the said lot;

thence easterly, in a straight line to the most westerly corner of Lot 4, Block 65, as shown on the Land Titles Plan Number 754;

thence northeasterly a distance of 79.25 m more or less to the most northerly corner of the said Lot 4, Block 65;

thence southeasterly in a straight line to the most westerly corner of Lot 5, Block 64, as shown on the said Plan 754;

thence northeasterly a distance of 94.49 m more or less and following the northwesterly boundary of Lot 5, Block 64 and boundary produced to an intersection with the westerly boundary of Navy Road as shown on Land Titles Plan 251;

thence southerly following the westerly boundary of Navy Road to the northeast corner of Lot 6, Block 1 as shown on Land Titles Plan Number 629;

thence westerly following the northerly boundary of Lot 6, Block 1 and boundary produced to the point of intersection with the westerly boundary of Lot 5, Block 1 as shown on the said Plan 629;

thence southerly following the westerly boundary of Lot 5, Block 1, and the southern boundary of the said Lot 5, Block 1 to the most westerly corner of Lot 1, Block 1 as shown on Land Titles Plan 228;

thence southwesterly to the most northerly corner of Lot 4, Block 2 as shown on the said Plan 228;

thence southwesterly following the westerly

ANNEXE

Tout le territoire dans la ville d'Inuvik situé à l'intérieur des limites suivantes :

Commençant au point d'intersection au milieu du chenal est du fleuve Mackenzie et de la projection sud-ouest de la limite nord-ouest du lot 56, groupe 1355, tel qu'il est indiqué au plan 696 des titres de biens-fonds;

de là, vers le nord-est, suivant ladite projection et la limite 270 m environ jusqu'à l'angle le plus au nord dudit lot;

de là, vers l'est, en ligne droite, jusqu'à l'angle le plus à l'ouest du lot 4, bloc 65, tel qu'il est indiqué au plan 754 des titres de biens-fonds;

de là, vers le nord-est, sur une distance de 79,25 m plus ou moins jusqu'à l'angle le plus au nord dudit lot 4, bloc 65;

de là, vers le sud-est, en ligne droite, jusqu'à l'angle le plus à l'ouest du lot 5, bloc 64, tel qu'il est indiqué audit plan 754;

de là, vers le nord-est, sur une distance de 94,49 m plus ou moins et suivant la limite nord-ouest du lot 5, bloc 64 et la limite prolongée jusqu'à l'intersection de la limite ouest du chemin Navy, tel qu'il est indiqué au plan 251 des titres de biens-fonds;

de là, vers le sud, suivant la limite ouest du chemin Navy jusqu'à l'angle nord-est du lot 6, bloc 1, tel qu'il est indiqué au plan 629 des titres de biens-fonds;

de là, vers l'ouest, suivant la limite nord du lot 6, bloc 1 et la limite prolongée jusqu'au point d'intersection de la limite ouest du lot 5, bloc 1, tel qu'il est indiqué audit plan 629;

de là, vers le sud, suivant la limite ouest du lot 5, bloc 1 et la limite sud dudit lot 5, bloc 1 jusqu'à l'angle le plus à l'ouest du lot 1, bloc 1, tel qu'il est indiqué au plan 228 des titres de biens-fonds;

de là, vers le sud-ouest, jusqu'à l'angle le plus au nord du lot 4, bloc 2, tel qu'il est indiqué audit plan 228;

de là, vers le sud-ouest, suivant la limite ouest du

boundary of Lot 4, Block 2 a distance of 67.18 m more or less to the most westerly corner thereof;

thence southeast a distance of 32.95 m more or less to the northwest corner of Lot 2, Block 3 as shown on Land Titles Plan 732;

thence easterly and southeasterly following the boundary of the said Lot 2, Block 3 to the most northerly corner of Lot 1, Block 3 as shown on the said Plan 732;

thence southeasterly to the most northerly corner of Lot 1-1, Block 15 as shown on Land Titles Plan 694;

thence southwest on a bearing of 236° referred to the grid of the Coordinate Control Survey Area for Inuvik, as recorded in the Canada Lands Survey Records in Ottawa, a distance of approximately 400 m to an intersection with the said middle thread of the East Channel of the Mackenzie River;

thence northwest following the said middle thread to the point of commencement.

R-093-92,s.3.

lot 4, bloc 2, sur une distance de 67.18 m plus ou moins jusqu'à son angle le plus à l'ouest;

de là, vers le sud-est, sur une distance de 32.95 m plus ou moins jusqu'à l'angle nord-ouest du lot 2, bloc 3, tel qu'il est indiqué au plan 732 des titres de biens-fonds;

de là, vers l'est et le sud, suivant la limite dudit lot 2, bloc 3 jusqu'à l'angle le plus au nord du lot 1, bloc 3, tel qu'il est indiqué audit plan 732;

de là, vers le sud-est, jusqu'à l'angle le plus au nord du lot 1-1, bloc 15, tel qu'il est indiqué au plan 694 des titres de biens-fonds;

de là, vers le sud-ouest, sur un relèvement de 236° mentionné au quadrillage de la zone d'arpentage contrôlé et coordonné d'Inuvik, telle qu'elle est enregistrée au Registre d'arpentage des terres du Canada à Ottawa, sur une distance de 400 m environ jusqu'à l'intersection dudit milieu du chenal est du fleuve Mackenzie;

de là, vers le nord-ouest, suivant ledit milieu du chenal est jusqu'au point de départ.

R-093-92, art. 3.

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Appendix C: Caveat for Lots 1 and 2, Block 505

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CAVEAT

To the Registrar of the Northwest Territories Land Registration District

TAKE NOTICE that I, Commissioner of the Northwest Territories

of Yellowknife in the Northwest Territories

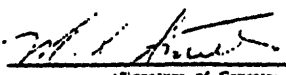
claim an interest in the hereinafter described lands under and pursuant to an agreement made in writing between the Commissioner of the Northwest Territories and the Municipal Corporation of the City of Yellowknife dated the 26th day of October 1978, a copy of said agreement being annexed hereto;

in the whole of Lots one (1) and two (2), in Block Five Hundred and Five (505), in the City of Yellowknife in the Northwest Territories, according to a plan of survey filed in the Land Titles Office for the Northwest Territories Land Registration District under number 1015.

Being lands described in Certificate of Title Number standing in the register in the name of the City of Yellowknife and I forbid the registration of any person as transferee or owner of or of any instrument affecting the said estate or interest, unless the instrument or certificate of title as the case may be is expressed to be subject to my claim.

I appoint the Office of Town Planning & Lands, Department of Local Government at Yellowknife in the Northwest Territories, as the place at which notice of proceedings relating hereto may be served.

DATED this 7th day of November, A.D. 1978



(Signature of Caveator or Agent)

Melvin S. Smith, Agent for Commissioner of the Northwest Territories

CANADA I,

NORTHWEST TERRITORIES of the of

To Wit: in the Northwest Territories

make oath and say:

1. That I am the above-named Caveator

2. That I believe that I have a good and valid claim upon the said lands and I say this Caveat is not being filed for the purpose of delaying or embarrassing any person interested therein or proposing to deal therewith.

SWORN before me at the

of

in the Northwest Territories

this day of

A.D. 19

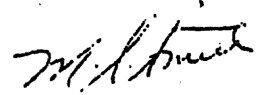
A _____
in and for the Northwest Territories

My commission expires:

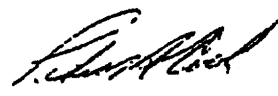
CANADA
NORTHWEST TERRITORIES
To Wit:

I, Melvin S. Smith
of the City of Yellowknife
in the Northwest Territories, Public Servant
make oath and say:

1. That I am agent for the above-named Caveator.
2. That I believe that the said Caveator has a good and valid claim upon the said lands and I say that this Caveat is not being filed for the purpose of delaying or embarrassing any person interested therein or proposing to deal therewith.

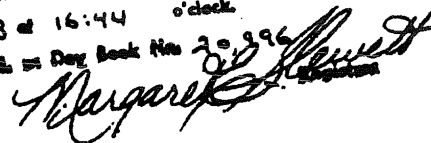


SWORN before me at the City
of Yellowknife
in the Northwest Territories
this 7th day of November
A.D. 19 73



A Commissioner of the Northwest Territories
in and for the Northwest Territories
My commission expires: 1974 11 14 80

I certify that the within instrument was registered (MNS) in the Land Titles Office for the Northwest Territories Land Registration District of Yellowknife on the 8 day of Nov. 1978 at 16:44 o'clock.

P.M. = Day Book No. 20,896


The Government of the Northwest Territories has agreed to sell to the Municipal Corporation of the City of Yellowknife Lots One (1) and Two (2), in Block 505, Plan 1015 located in the City of Yellowknife, Northwest Territories provided the City agrees to certain conditions.

Therefore, the City of Yellowknife agrees that

- (a) the existing "Park Land" zoning applicable to the said lands will not be changed without the prior approval of the Government of the Northwest Territories; and
- (b) the said lands will not be used for other than the existing use (Frame Lake South pumphouse and reservoir) without the prior approval of the Government of the Northwest Territories; and
- (c) the City further agrees that the Government of the Northwest Territories is permitted to register a Caveat against the title to the said lands to protect the conditions referred to in the above parts (a) and (b).

The above conditions have been agreed to by the Yellowknife City Council and are recorded in the City Council Minutes of April 24, 1978 under items numbered 39 and 40.

Dated in Yellowknife this 26th day of October, 1978.

COMMISSIONER OF THE
NORTHWEST TERRITORIES

PER

M. H. Smith

D. J. ...
Mayor

...
Secretary Treasurer

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