



CITY OF YELLOWKNIFE

**GOVERNANCE AND PRIORITIES COMMITTEE AGENDA**

**Tuesday, October 15, 2024 at 12:05 p.m.**

Chair: Mayor R. Alty,  
Councillor S. Arden-Smith,  
Councillor G. Cochrane,  
Councillor R. Fequet,  
Councillor B. Hendriksen,  
Councillor C. McGurk,  
Councillor T. McLennan,  
Councillor S. Payne, and  
Councillor R. Warburton.

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<b><u>Item</u></b>	<b><u>Description</u></b>
1.	Opening Statement: The City of Yellowknife acknowledges that we are located in Chief Drygeese territory. From time immemorial, it has been the traditional land of the Yellowknives Dene First Nation. We respect the histories, languages, and cultures of all other Indigenous Peoples including the North Slave Métis, and all First Nations, Métis, and Inuit whose presence continues to enrich our vibrant community.
2.	Approval of the agenda.
3.	Disclosure of conflict of interest and the general nature thereof.
ANNEX A	
4.	A presentation from Urban Systems regarding City of Yellowknife Housing Needs Assessment update.
ANNEX B	
5.	A memorandum regarding whether to repeal and replace Development Incentive Program By-law No. 4534, as amended, and whether to amend Financial Administration By-law No. 4206, as amended.
ANNEX C	(For Information Only)
6.	A memorandum regarding an update on the City's Corporate and Community Energy Action Plan 2015 – 2025 and inform Council of the commencement of Climate Action Plan 2026 – 2036 project.
7.	A discussion regarding a Councillor leave request.

# CITY OF YELLOWKNIFE HOUSING NEEDS ASSESSMENT UPDATE

October 15, 2024

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**URBAN**  
SYSTEMS

# INTRODUCTION

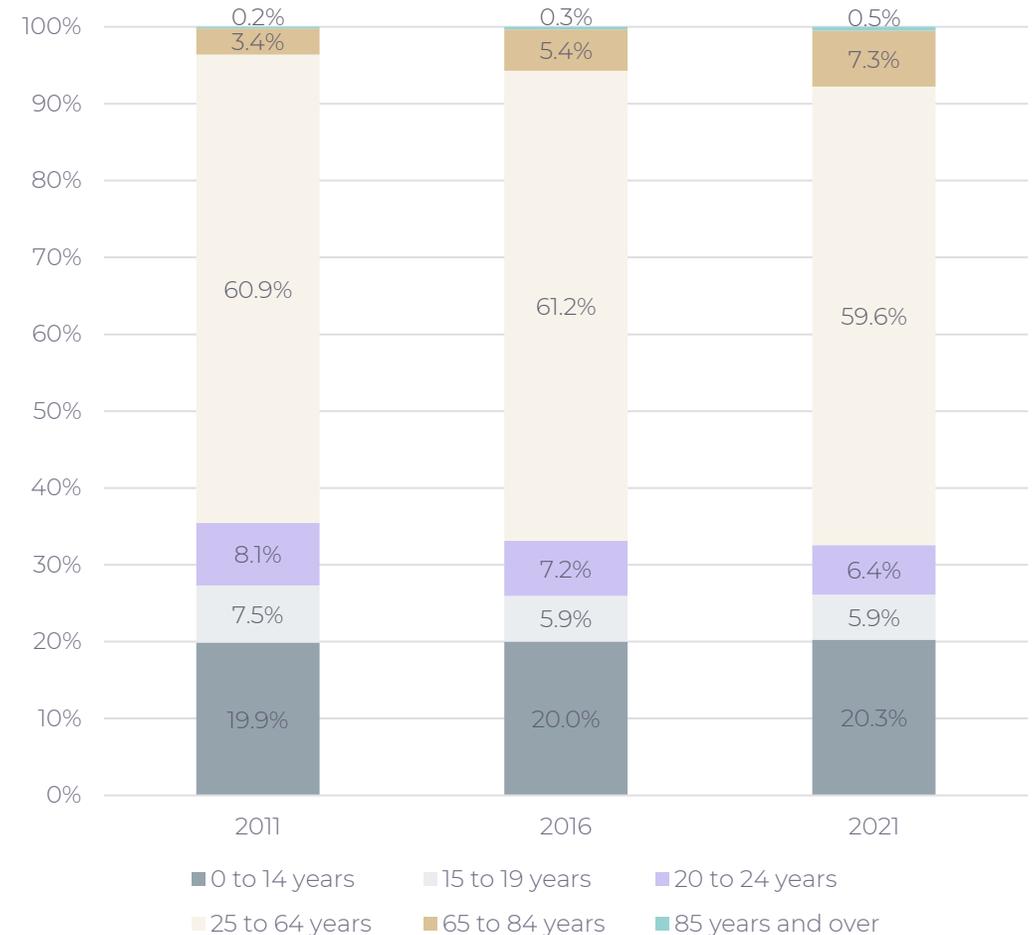
- In 2023, the City received \$8.4 million in Housing Accelerator Funding (HAF)
- One priority project is to develop a Housing Needs Assessment (HNA)

## WHAT IS A HOUSING NEEDS ASSESSMENT?

- Quantitative and qualitative analysis of current housing needs in Yellowknife and projection of need into the future
- Answers questions like:
  - How many units are needed?
  - Who is in greatest need of housing?
  - How do we address affordability?
  - What are the future growth implications?

# COMMUNITY PROFILE

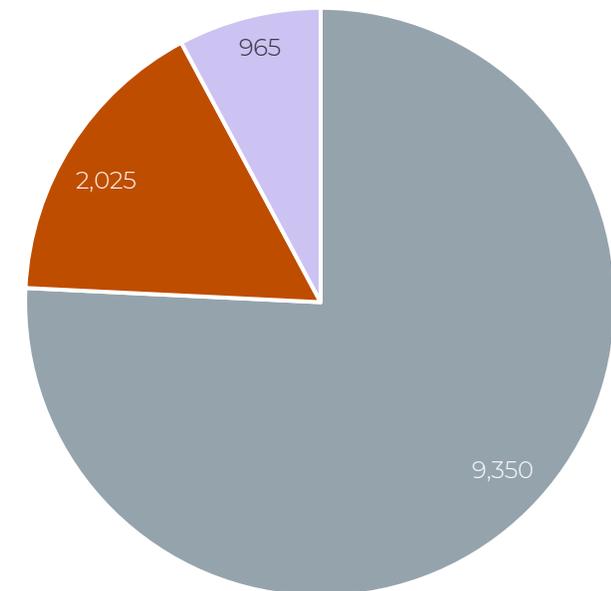
- 2016-2021: Population grew by 3.9%
- 24% identify as Indigenous
- 16% are Immigrants
  - 19% arriving between 2016-2021
- Over 7% were aged 65+ 2021
  - More than double than in 2011!



# ECONOMY

- High median household incomes
  - \$147,000 (2020)
  - One-parent households, one person households, individuals on fixed incomes, etc. have much lower incomes
- High cost of living
  - Utilities, food, transportation, fuel, etc.
- Largest employment sectors:
  - Public administration (29%)
  - Health care (10%)
  - Retail trade (9%)
- Mining has declined from 9% (2011) to 5% (2021)

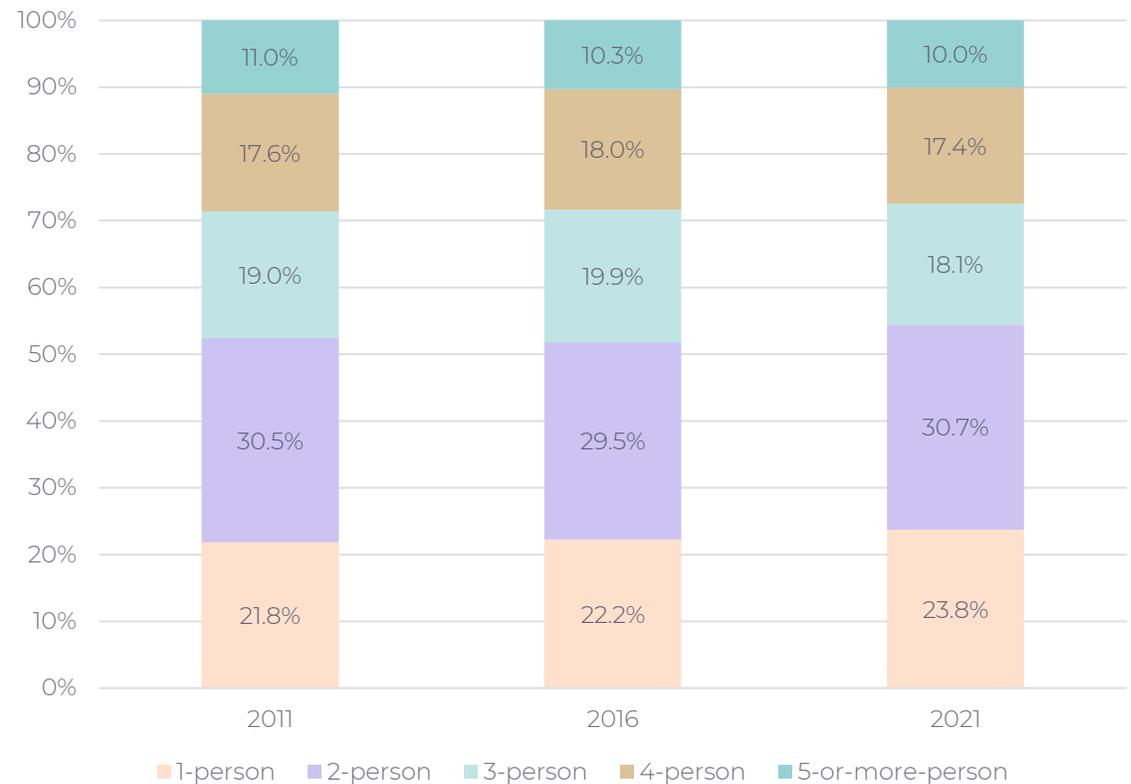
Workers in Yellowknife, 2021



■ Permanent position (Number) ■ Temporary position (Number)  
■ Self-employed (Number)

# HOUSEHOLDS

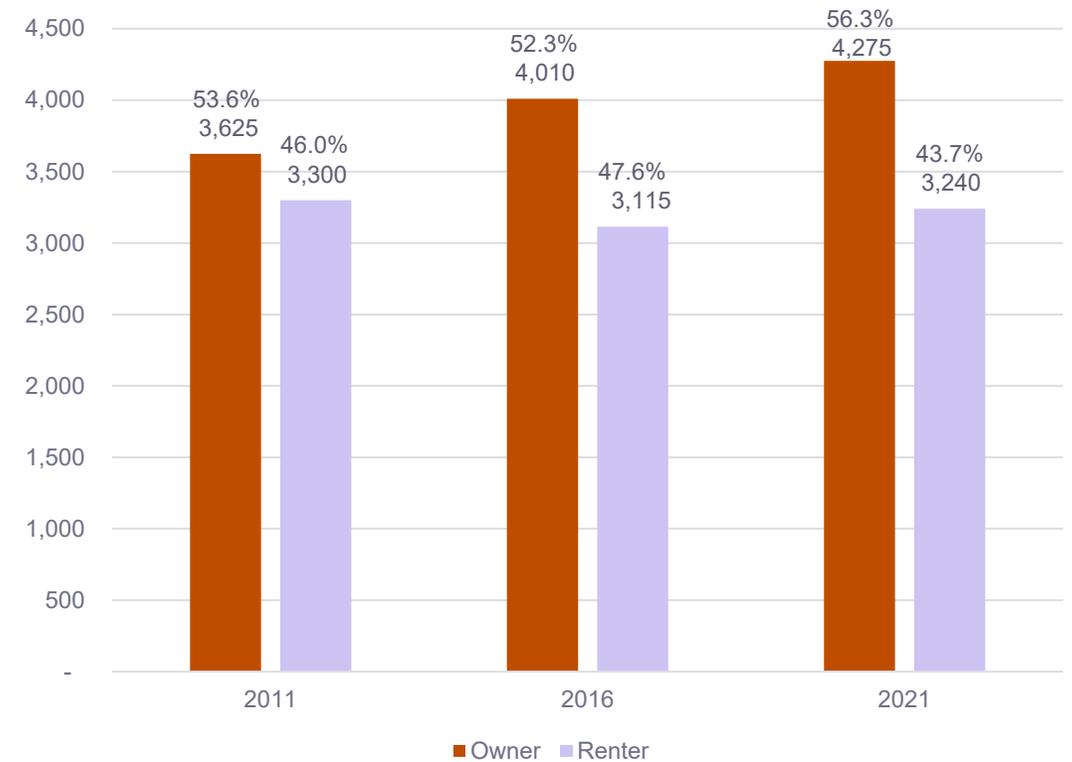
- 7,520 households (2021)
- One- and two-person households becoming more prominent
- Avg. 2.7 people per household
- Most common household types:
  - Couples with children (30%)
  - One-person households (24%)
  - Couples without children (21%)



Change in household composition, 2011 - 2021

# TENURE

- Home ownership increased to 56.3%
- Approx. 44% rent housing
- Median household incomes of renters is \$77,000 less than owners
- 10% of owners and 24% of renters are spending more than 30% on shelter costs



Change in tenure, 2011 - 2021

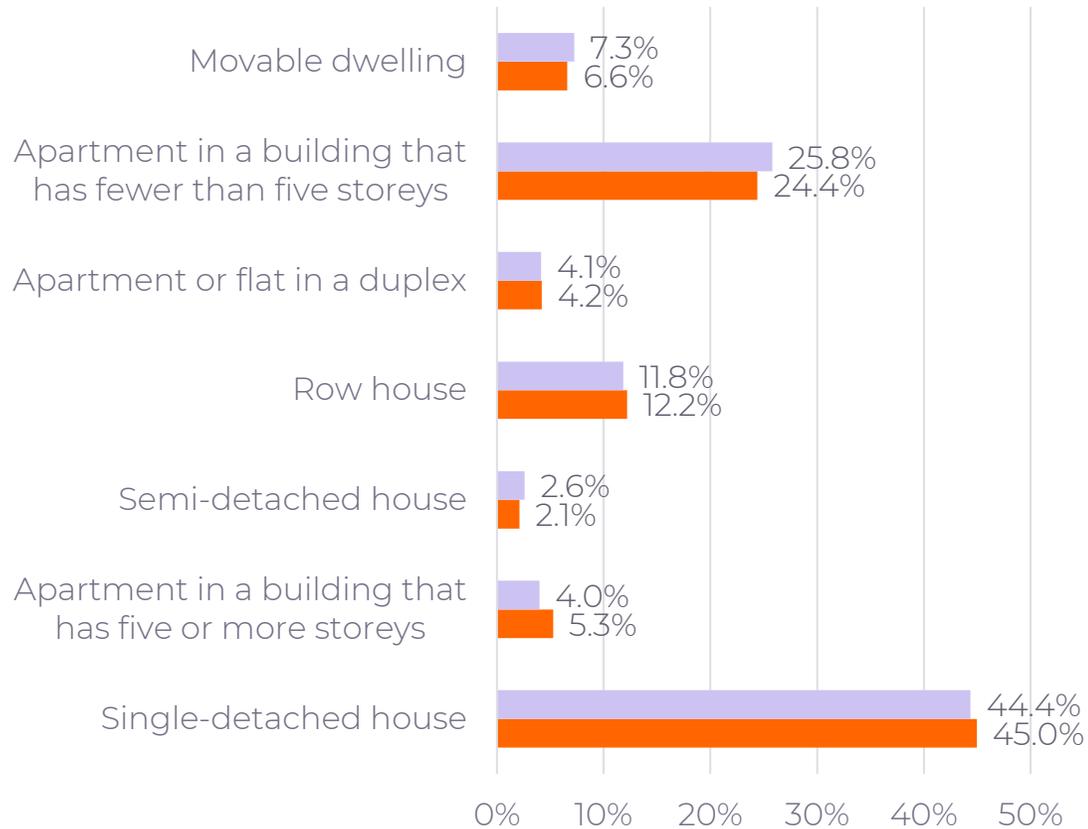
# HOUSING UNITS COMPLETED

- 2010-2023: The City constructed a **total of 1,108 units**
- 2018-2023: Between 15-55 completions annually
  - Decrease from 2012-2017, when completions ranged from 99-151 annually.

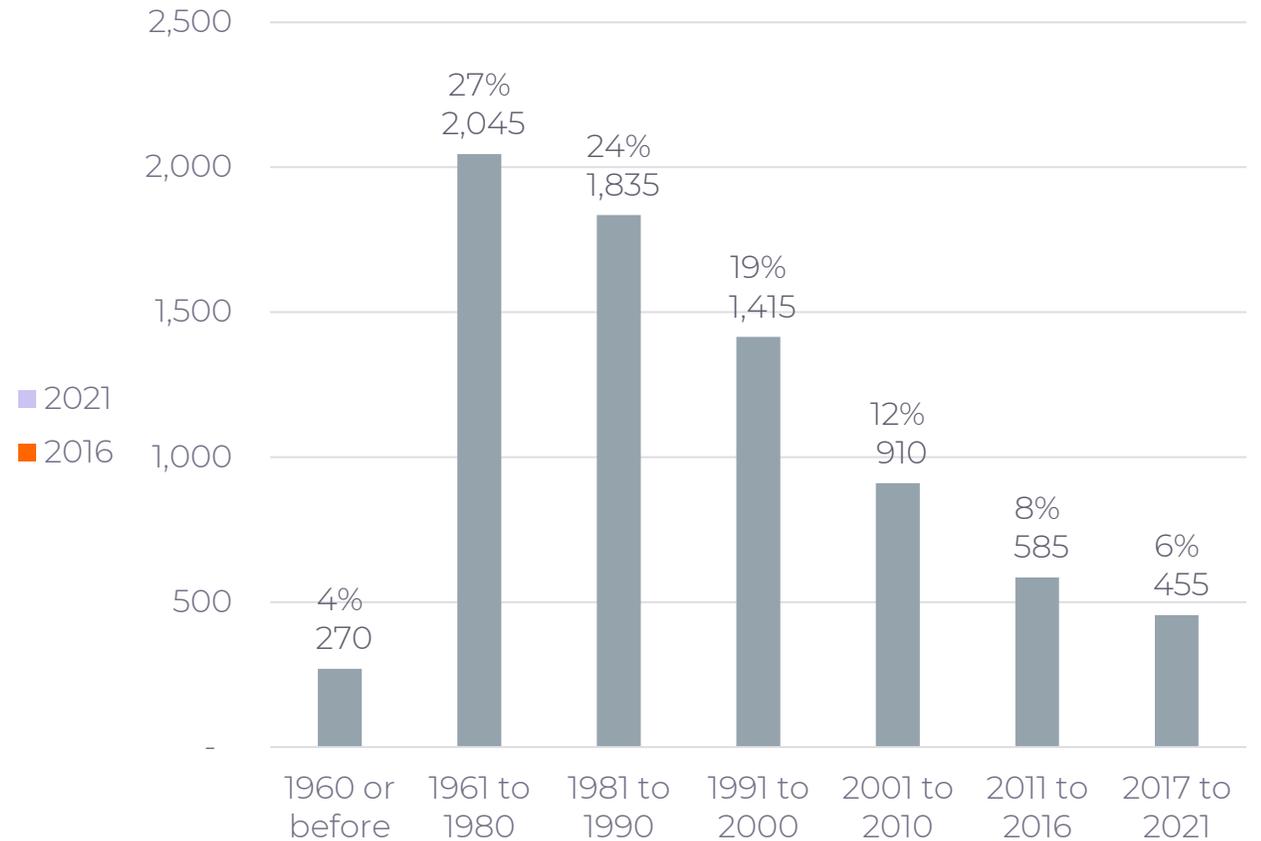


Housing Completions, 2010 - 2023

# CHANGES IN HOUSING STOCK

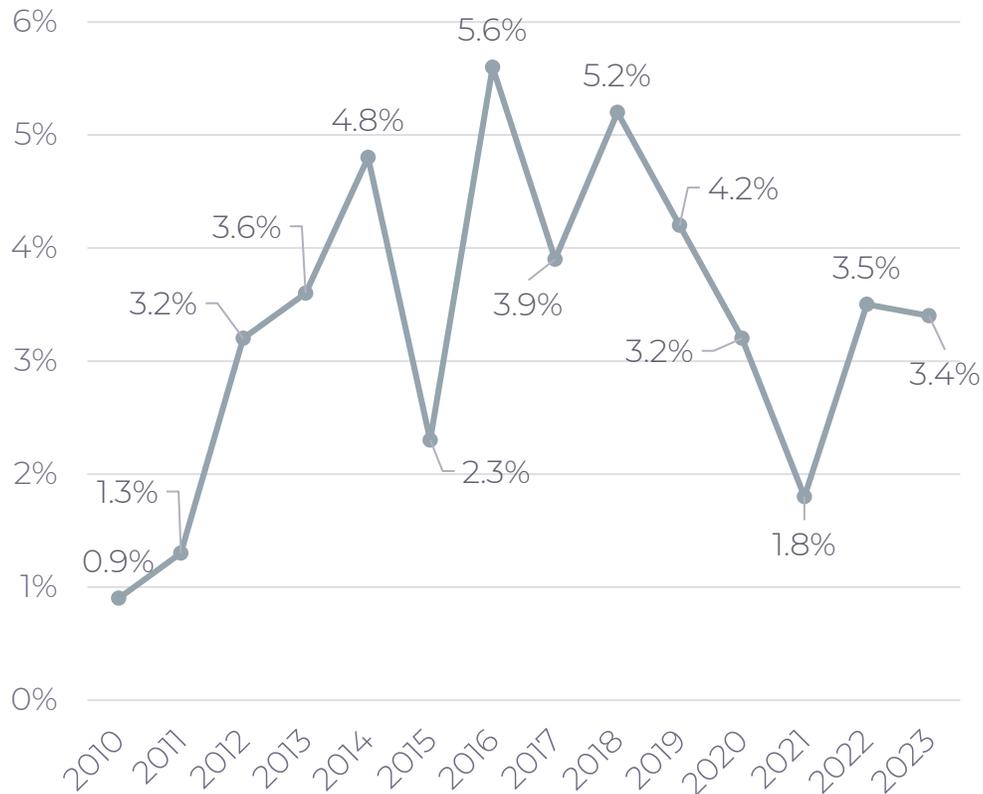


Housing Units by Structure Type, 2016 to 2021

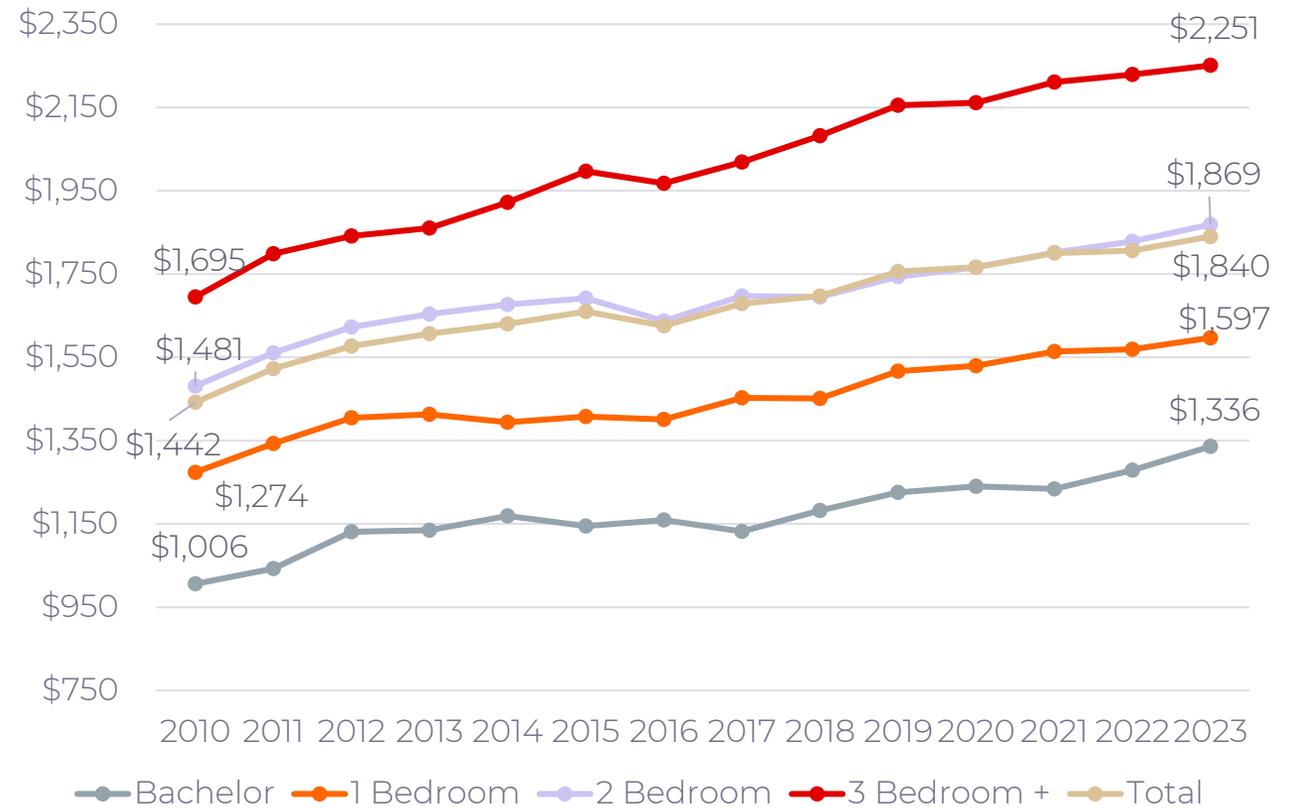


Total Housing Stock by Period of Construction, 2021

# RENTAL VACANCY RATE + AVERAGE RENTS



Vacancy Rate of Purpose-Built Rentals, 2010 - 2023

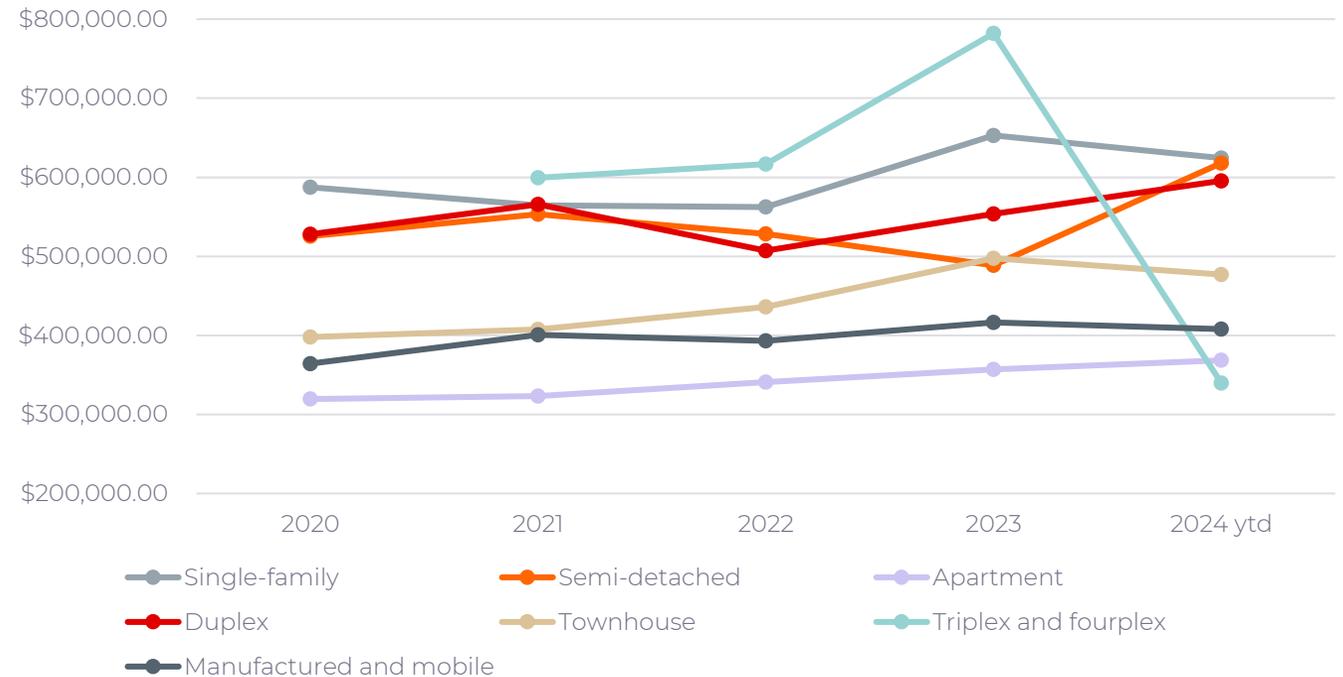


Average Monthly Rents of Purpose-Built Rentals, 2010 - 2023

# OWNERSHIP PRICE TRENDS

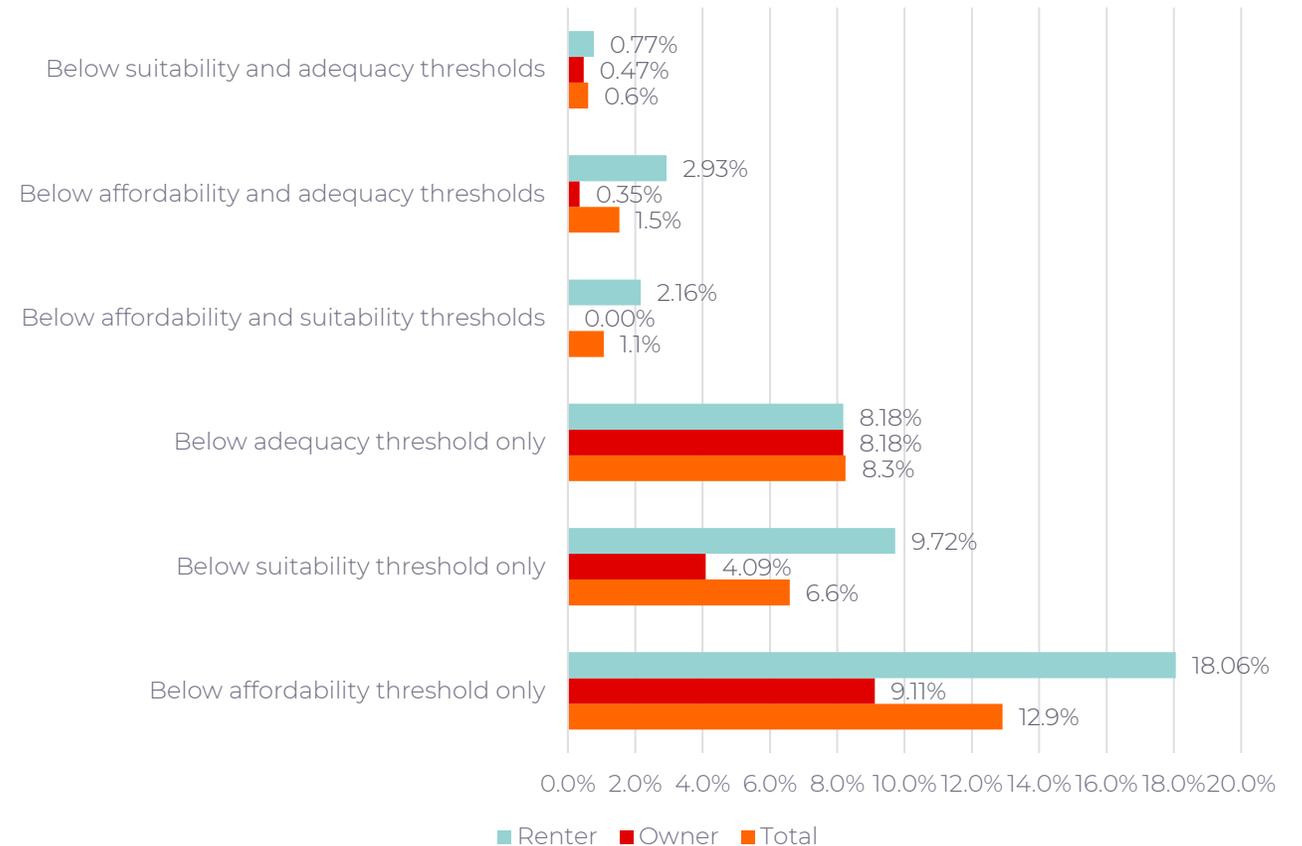
- 2020-2024: Avg. 274 sales per year
  - Sales prices for all unit types have increased since Jan 2020
- Avg. sale price single-family home was \$624k (2024), a slight decline from \$652K (2023)

Average Sales Price 2020-2024 YTD by Unit Type



# CORE HOUSING NEED (CNH)

- 10.3% of households are in CNH
- Most households in CNH struggle with:
  - Affordability (80%)
  - Adequacy (24%)
  - Suitability (23%)
- More likely to be in CNH:
  - Renters
  - Immigrants
  - Indigenous
  - One-person
  - Lone-parents
  - Senior-led



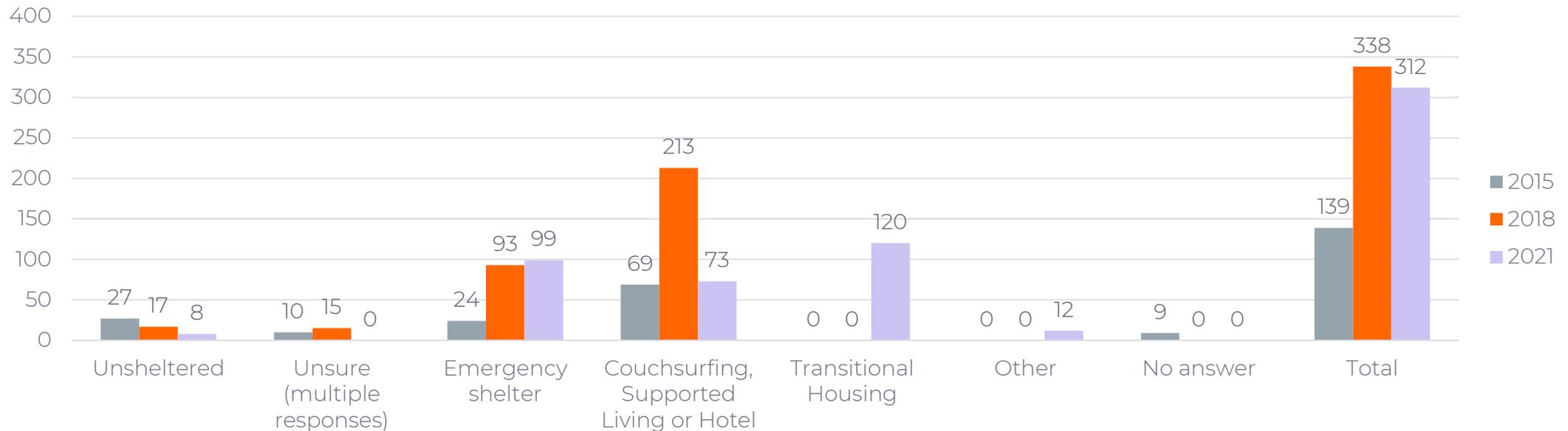
Core Housing Need by Tenure (2021)

# UNHOUSED AND VULNERABLE POPULATION

## June 2024 HMIS Community Count

Experienced Homelessness for at least one day	245
Experienced chronic homelessness for at least one day	89

## Homelessness Management Information System Count – June 2024

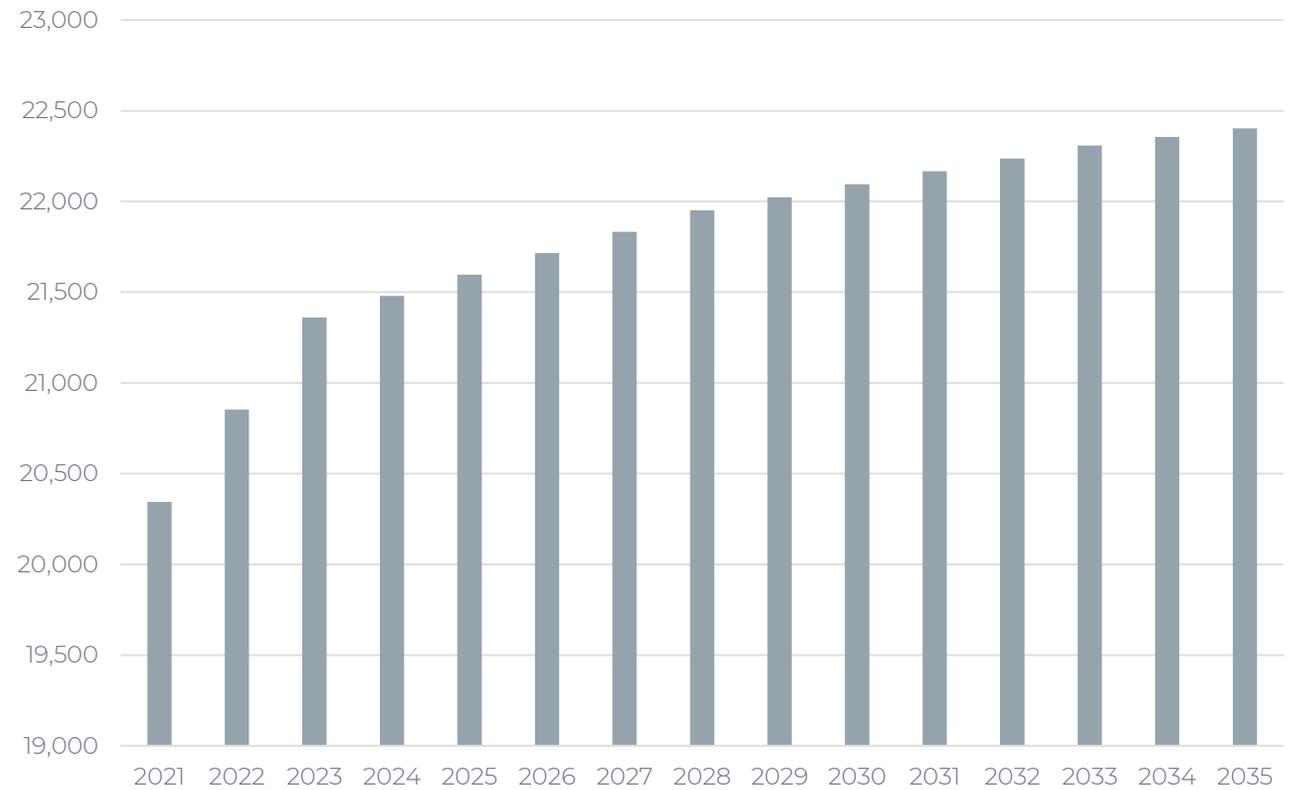


Yellowknife Point in Time Count – 2015, 2018, and 2021

# POPULATION GROWTH PROJECTION

Yellowknife's population is projected to grow to 22,403 by 2035 (9.6%)

*Could mean an additional 1,059 households call Yellowknife home by 2035*

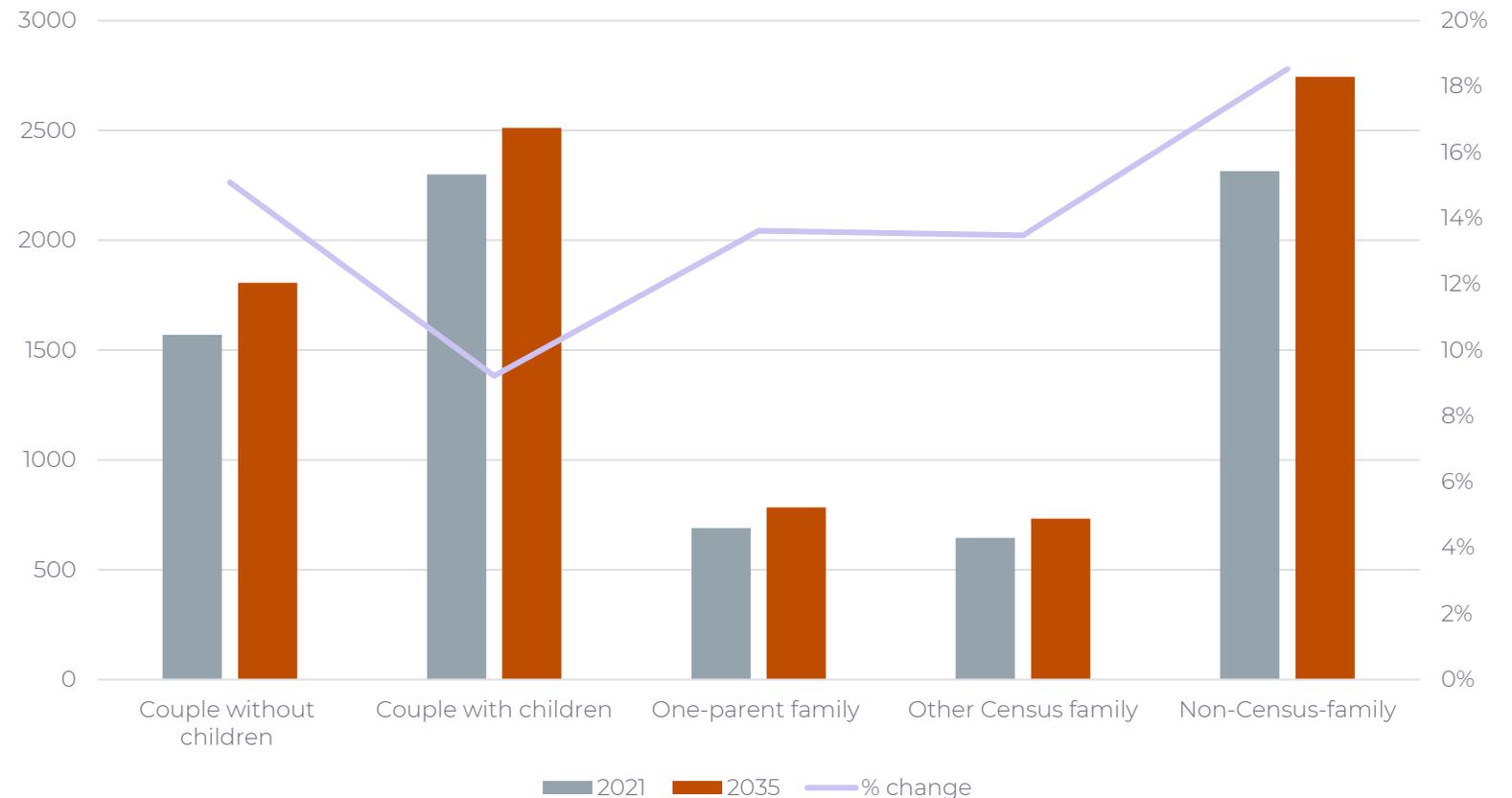


Yellowknife population projection, 2021 - 2035

# PROJECTION BY HOUSEHOLD TYPE

Expected to make up a larger proportion of households in 2035:

- Couples without children
- One-parent families
- Non-census families (e.g., living alone or with roommates)

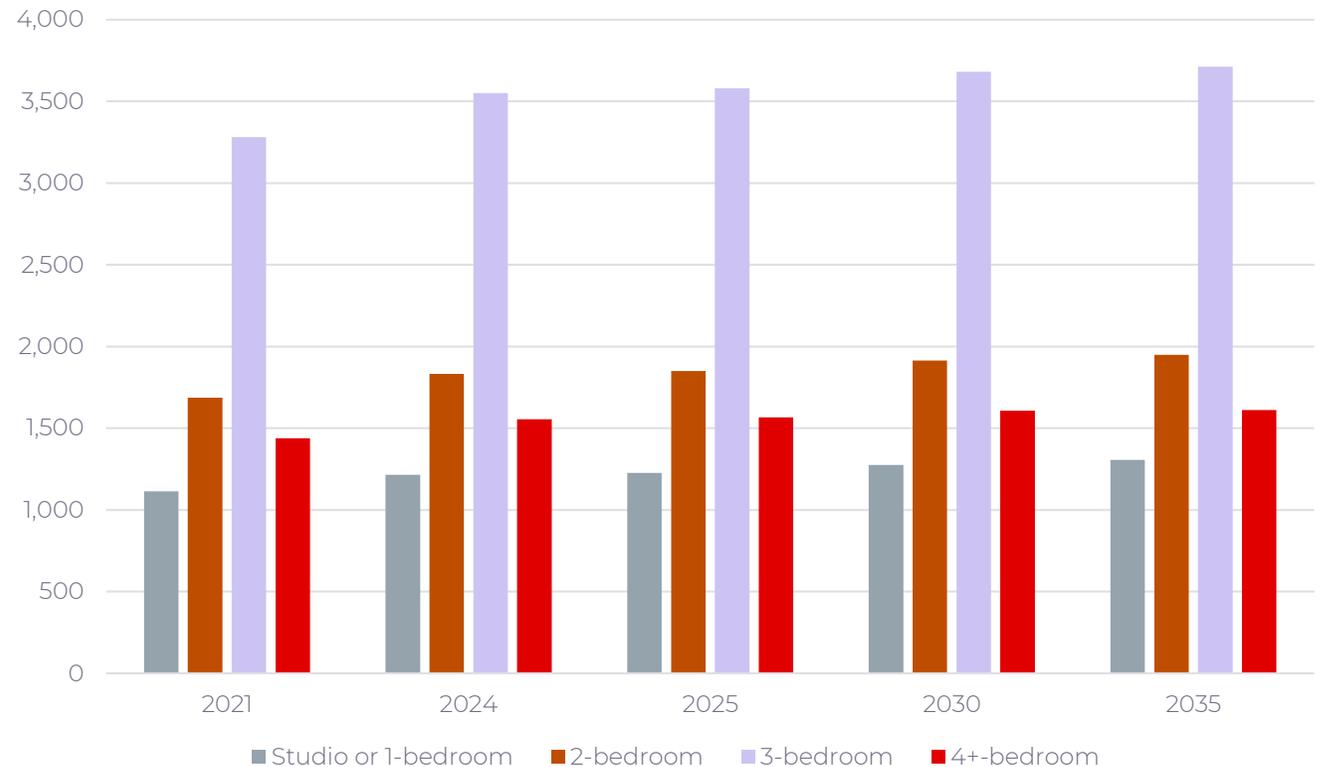


Yellowknife households by household type, 2021 - 2035

# UNIT PROJECTION BY BEDROOM COUNT

To accommodate projected growth by 2035, Yellowknife will require an additional:

- 193 studio or one-bedroom units
- 263 two-bedroom units
- 431 three-bedroom units
- 173 four-or-more bedroom units



Yellowknife units by bedroom count, 2021 - 2035

# ENGAGEMENT OVERVIEW

- Eight focus group discussions with targeted stakeholders were held in the third week of September and first week of October
  - 5 in-person sessions (Sept)
  - 3 virtual sessions (Oct)
- Initial group list developed in partnership with City staff included a wide range of perspectives:
  - Builders and developers
  - Business associations
  - Community organizations
- Met with **28** representatives from **23** organizations
- Unfortunately, unable to connect with Indigenous groups or representatives, despite several attempts

# ENGAGEMENT KEY FINDINGS

- More affordable housing units needed at all points along housing continuum
- Lack of available, developable land
- High cost of living
- Hard to attract skilled labour
- Work camps are still an important issue
- Concentrated ownership in the rental market, poor condition of rental stock
- Concerns about accessibility and aging in place
- Perceptions of community safety have declined
- Concerns for and regarding Yellowknife's unhoused and at-risk populations
- Participants are excited about Yellowknife's future but are also uneasy about what the path forward looks like
- Many opportunities and solutions to housing challenges in Yellowknife were discussed, including:
  - Office building conversions
  - Bulk building materials purchasing
  - First-time homebuyer supports
  - Unique housing types (e.g. tiny homes)
  - Improving transit
  - Increasing housing education
  - Greater collaboration
  - Greenfield development

# NEXT STEPS

- Continue to develop the HNA Report
- Explore further public engagement – survey being considered
- Project will be completed by end-of-2024, leaving the City positioned to start exploring housing solutions and potentially develop a Housing Strategy



**THANK YOU**

**QUESTIONS?**



CITY OF YELLOWKNIFE

**MEMORANDUM TO COMMITTEE**

**COMMITTEE:** Governance and Priorities

**DATE:** October 15, 2024

**DEPARTMENT:** Planning and Development

**ISSUE:** Whether to repeal and replace Development Incentive Program By-law No. 4534, as amended, and whether to amend Financial Administration By-law No. 4206, as amended.

**RECOMMENDATION:**

1. That By-law No. XXXX, a by-law to repeal and replace Development Incentive Program By-law No. 4534, as amended, be presented for adoption; and
2. That By-law No. YYYY, a by-law to amend Financial Administration By-law No. 4206, as amended, be presented for adoption.

**BACKGROUND:**

Development Incentives are used to facilitate new development, support redevelopment, and to encourage new residential, commercial and industrial development within the City of Yellowknife. Development Incentive By-law No. 4534, as amended, has produced limited success. Council directed Administration to develop a new by-law with the intent of creating a set of programs, stackable where possible, including abatements, grants and in-kind contributions.

Administration has completed a comprehensive review of all of the current incentive programs offered by the City; offered in other jurisdictions; as well as, the current funds and revenues for development incentives. In May 2024, Administration brought a menu of options to Governance and Priorities Committee for discussion and direction. The draft by-law reflects the direction provided, legislative authority, public consultation, the Housing Accelerator Fund (HAF) and is respectful of current funding.

Council’s Strategic Directions, Budget and Community Plan form the basis for broad opportunities related to Downtown, Accessibility, Housing, Climate Change, Commercial, Industrial and Redevelopment initiatives. Development incentives, both monetary and in-kind, are provided by municipalities to encourage investment that might not otherwise happen and can be used to promote specific types of development and improvements in an identified area.

**COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:**

<b>Strategic Direction #1:</b>	<b>People First</b>
Focus Area 1.2	<u>Housing for All</u> Doing our part to create the context for diverse housing and accommodation options.
Key Initiative 1.2.1	Setting the context and foundation for a fulsome continuum of housing options, from social to market to workforce accommodation.
Focus Area 1.3	<u>Liveable Community</u> Supporting all residents to participate in the social fabric and physical space of our community.
Key Initiative 1.3.1	Providing affordable and diverse recreation and arts opportunities for residents.
Key Initiative 1.3.3	Supporting design standards that are multi-modal including recognizing Yellowknife’s advantages as a winter city.
<b>Strategic Direction #3:</b>	<b>Sustainable Future</b>
Focus Area 3.1	<u>Resilient Future</u> Enhancing Yellowknife as a great place to live, visit, work and play now and into the future.
Focus Area 3.2	<u>Growth Readiness</u> Ensuring land development supports economic readiness and community priorities.
Key Initiative 3.2.2	Completing land development tools and strategies that support growth readiness.
Key Initiative 3.2.3	Modernizing development incentive options.
Focus Area 3.3	<u>Robust Economy</u> Doing our part to stimulate and amplify economic development opportunities.
Motion #0129-22	That Council direct Administration to: <ul style="list-style-type: none"><li>(i) Review all current development and business incentive programs offered by the City of Yellowknife, including the Development Incentive Program By-law No. 4534; and</li><li>(ii) Bring forward recommendations for a comprehensive incentive program, funded from the Downtown Improvement Reserve, that facilitates development in the downtown.</li></ul>
Motion #0141-22	That Council direct Administration to:

- (i) utilize the Revitalization Initiative Fund toward the development of City owned lands within the Downtown by contributing to the Land Fund to facilitate:
  - a. selling Lots 8, 9, and 10, Block 31, Plan 65 (5016, 5018 and 5022 50th Street) for less than appraised value, pursuant to a Request for Proposal process; and
  - b. selling Lot 34, Block 30 (50/50 Lot) for less than appraised values, pursuant to the Terms of Reference/Request for Proposal attached to and forming part of the memorandum to committee dated September 12, 2022.
- (ii) transfer \$2.275 million dollars from the Revitalization Initiative Fund to the Land Administration Fund to cover the land value of the properties listed above;
- (iii) transfer \$141,000 dollars from the Revitalization Initiative Fund to the Downtown Improvement Reserve to support Development Incentives; and
- (iv) to close the Revitalization Initiative Fund.

Motion #0109-24 That Council direct Administration to bring forward a draft Development Incentive By-law to reflect the incentives in Table A.

**APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:**

1. *Cities, Towns and Villages Act S.N.W.T. 2003;*
2. *Community Plan By-law No. 5007;*
3. *Zoning By-law No. 5045, as amended;*
4. *Land Administration By-law No. 5078;*
5. *Development Incentive Program By-law No. 4534, as amended;*
6. *City of Yellowknife Vision for Downtown Revitalization;*
7. *Retail Revitalization Strategy;*
8. *City of Yellowknife Economic Development Strategy (2020-2024);*
9. *2010 Smart Growth Development Plan;*
10. *City of Yellowknife Visitor Services Strategy;*
11. *YKDFN/City Joint Economic Development Strategy;*
12. *Accessibility Audit Report & Implementation Strategy (2018);*
13. *Trail Enhancement and Connectivity Strategy Report (2018);*
14. *10 Year Plan to End Homelessness (2017);*
15. *Development & Design Standards (ongoing);*
16. *Corporate and Community Energy Action Plan (2015-2025); and*
17. *Yellowknife Downtown Façade Improvement Guidelines (2017).*

**CONSIDERATIONS:**

There are many properties vacant or underutilized with limited development interest throughout the city. When these properties sit vacant or underused, there are lost opportunity costs to the city and community. Examples include, tax revenue, development connected to municipal services help pay for the services (sewer and water), lack of housing and potential benefits to the adjacent lands, neighbourhood and community connectivity.

### Financial Considerations

There is currently \$730,000 in the Downtown Development Reserve. Funding comes from a combination of: 25% of parking fees are allocated to fund the Development Incentives Program By-law; and Council passed a resolution in August 2022 for a one-time addition of funding when the Revitalization Fund (\$2,416,000) is closed. The balance transfer from the Revitalization Fund to the Downtown Development Reserve will be ~\$141,000.

In April 2024, the Government of Canada announced the City of Yellowknife's successful application to the Housing Accelerator Fund. Specific funding is included to be dedicated to Development Incentives directly resulting in the construction of new dwellings. HAF specifically allocates funds for affordable and missing middle dwelling options through an incentives program. This equals approximately \$200,000 per year for four years. Additional HAF programs and allocations may be available as the City develops and implements the required initiatives.

Administration has included in the draft by-law that incentive options (not funded by HAF) in future years will be available based on funding. Funding will be a consideration for Council during future budget deliberations.

### **ALTERNATIVES TO RECOMMENDATION:**

1. That Council not repeal and replace the Development Incentive Program By-law No. 4534, as amended; and
2. That Council not amend Financial Administration By-law No. 4206, as amended.

### **RATIONALE:**

The options recommended incorporate priorities identified through Council's Strategic Directions, which support the Downtown, Accessibility, Climate Change, Housing, Commercial, Industrial, and Redevelopment. Administration supports and recommends all the options presented in By-law No. XXXX. The incentives incorporated into By-law No. YYYY are in our current by-law, and processes exist; funded through HAF; or there is money available in the current Downtown Development Reserve (to be renamed Development Incentive Reserve).

### **ATTACHMENTS:**

1. Table A: Development Incentives (2024) (DM #764831);
2. Development, Incentives By-law No. XXXX (DM#778835);
3. Appendix A to Development Incentives By-law No. XXXX (DM#779292);
4. By-law No. YYYY to amend Financial Administration By-law No. 4206, as amended (DM#779421); and
5. Development Incentive Program FAQ (DM#777771).

Prepared: Sept 24, 2024; cw  
Updated: Oct 10, 2024; CW

**Table A: Development Incentives (2024)**

	Program Name	Summary	Timeline	Cost Estimate
<b>A</b>	<b>Vacant Land/Buildings</b>			
1	Development of Vacant property	May apply to properties in the city that are currently vacant of structures. Tax incentive would be over five years, where the tax on the value of improvements is charged in 20% increments over 5 years.	Term of the By-law	Unknown, it will depend on the value of improvements and the tax rate at the time of application. Estimated to be between \$10,000 and \$50,000 in each first year of the term, decreasing to \$0 in year five.
<b>B</b>	<b>City In Kind Options</b>			
1	Accessible parking spaces	Update the Zoning By-law to create/require more spaces. Increase on street spaces in strategic locations i.e. in front of the Disabilities Council Establish strategically located municipal parking spaces to support residential/mixed-use developments in an area.	Capital Asset once created	Unknown. Estimated loss of revenue will be minimal.
2	Power washing downtown sidewalks	Included in budget 2024	3 months/year (June to August), maybe longer	Operating budget in each future year is required
3	Safe closed bicycle locks/storage	These systems store bicycles in a safe way, and can be spread out on various City-owned land.	Two options: create an incentive for property owners, not-for-profit to apply to install on private land and/or; City installs and maintains	Grant to Third party or Capital and Operating budget required each year. Revenue may be generated from users storing their bicycles
<b>C</b>	<b>Industrial Relocation Options</b>			
1	Relocation	The Industrial Relocation Incentive encourages the relocation of uses deemed "Industrial" by a Development Officer from lands throughout the city to the Engle Business District.	Term of the By-law	Same terms as the current By-law. This is the most popular incentive under the current by-law. (S. 11 b), pg. 7)
<b>D</b>	<b>Policy Options</b>			
1	Update Terms of the Fund	Update the language of the by-law related to the Downtown Development Reserve to allow use across the city. Change the name of the fund and specifically only use it for Incentives as outlined in the new by-law.	Bring forward at the same time as the Development Incentives By-law	\$0

**Table A: Development Incentives (2024)**

	Program Name	Summary	Timeline	Cost Estimate
2	District Energy	Implement supportive policy at the City intended to encourage use by private and public utilities, developments, etc.	Policy not a by-law	\$0
3	Vehicle Incentives	Incentive for downtown developments that opt for Car Sharing or Bicycle (people power or E-bike) sharing and storing, instead of parking spaces.	Term of the By-law	<p>\$5,000 per car share, to a max of \$20,000 per development</p> <p>\$1000 per e-bike share to a max of \$5000 per development</p> <p>\$200 per bike share to a max of \$3000 per development</p> <p>Must be for use by those who reside in the residences or who work at the business.</p> <p>Can be combined with other incentives. Will require an agreement with the City where not part of a Development Permit.</p>
<b>E Economic Development</b>				
1	<del>“Win” your space</del> <del>YK</del>	<del>Includes business development workshops and yearly downtown “winner” of a commercial space to start up their business.</del>	<del>Recommend same rules and terms as 2019</del>	<del>Operational budget and rental costs associated with program each year (market based).</del>
<b>E Housing Specific Options</b>				
1	Secondary Dwellings	One time grant for owners of Single Family Dwellings to develop a second unit on their property. (applies to both in-home and detached secondary units)	Unit Specific, aim for 10 per year in year 1 and year 2 If Successful consider a year 3 and 4 If target year 1 not met, combine with year 2	<p>Independent or stackable with Federal Multi-Generational \$7500 or \$5000 Greener Homes Grant.</p> <p>Grant up to 50% of the build cost to a max of \$20,000 per unit. Limit 1 per property and per owner/business.</p> <p>Bonus \$10,000 if enter into an agreement to rent at 80% of market rate for minimum 10</p>

**Table A: Development Incentives (2024)**

	Program Name	Summary	Timeline	Cost Estimate
				years. Caveat on title required.
2	Accessible Units	Incentive for new or redeveloped residential development to dedicate at least 5% of its units as fully accessible and livable or accessible purpose built for any design specifics defined under the Accessible Canada Act	Term of the by-law	Up to 50% or \$15,000 per unit. Review by the City of Yellowknife Accessibility Committee required for funding approval.
3	Inclusionary Zoning	For Multi-Unit dwellings, removing old planning regulations and norms i.e. shadow studies, parking minimums, etc.	Zoning Amendment	Operational budget required (HAF may be used to support this work)
4	Missing Middle	Identify infill lots and inclusionary zone areas that will support the development of missing middle housing. Missing middle is a range of multi-unit housing options that fit between a single-detached and a mid-rise apartment. Examples like townhouses, triplexes, courtyard buildings, student housing, live-work housing, planned developments...	Zoning amendment and Grant per dwelling	Grant per dwelling for new Townhome units (4-10 units per row)  Grant for 25% off purchase price of City Land where committed to build Townhomes  Grant for missing middle with purpose built additional bedrooms per unit (see below)
5	Mixed-Use Development Grant	Development in the Downtown City Core or Residential Central that meets criteria of commercial units on the ground-floor with affordable residential units, at minimum 12 m high.	Term of the By-law	Grant of \$5,000 per dwelling, up to a maximum of \$100,000 for the whole building. No grant for commercial space. Can be combined with other incentives. Only for future projects, commenced after the date of the by-law
6	Height Bonuses	Within specific zones, allow height bonuses tied to additional dwelling units	Term of the By-law, Zoning Amendment	\$0
7	EIS Incentive in support of Residential Development in the Downtown	The purpose of this program is to promote the undertaking of environmental site assessments specific to the type of contamination and potential remediation costs on brownfield properties.	Term of the By-law	The City will provide a grant on a cost shared basis with the property owner to a maximum grant of \$10,000 per property to promote the completion of Phase II Environmental Site Assessments, Remedial

**Table A: Development Incentives (2024)**

	Program Name	Summary	Timeline	Cost Estimate
				Work Plans and Risk Assessments. May include a maximum of two studies per property.
8	Intensification Servicing	In some areas, upgrades to lot servicing may be required to facilitate a secondary suite or to add additional units.	Where applicable and confirmed by Public Works and Engineering Department the City will provide supportive funding for the service upgrade to the lot.	50% of the cost up to \$25,000 Potential SCAFA funding up to \$25,000
9	Air filtration systems and cooling	Due to increased seasonal heating and smoke potential, consideration is given to safe air quality and residential dwelling temperatures  Where a new residential unit meeting the Missing Middle definition is constructed, the City will offer a grant to support installation of air quality systems which may include cooling. These may be individual to the dwelling unit main living area or to the HVAC/HRV systems of the structure.	Term of the By-law	Up to 75% of the cost for an individual unit main living area air unit to a maximum of \$2000  Up to 50% of a unit structure quality system to a maximum of \$10000  On qualifying new multi-dwelling builds (multi-unit under 10 units, all townhomes)
10	Tax incentive for downtown – DT Downtown zone	New residential in the core to have a 5 year tax abatement similar to the current program.	Term of the By-law	Cost unknown
11	Tax incentive for downtown – RC Residential Central zone	New residential in the RC zone to have a declining five year abatement similar to the current program.	Term of the By-law	Cost unknown
12	Development Permit and Building Permit Fees	Fees related to qualifying multi-unit dwellings will be granted (the Planning and Development fees) once the development is completed (final occupancy).	4 years	May be funded by HAF
<b>G Disincentives</b>				
1	Payment in lieu, for not including affordable units within a	Where a developer does not meet the 10% minimum a penalty of 5% of the current year taxes is required or of \$5000 dollars per unit, whichever is	Term of the by-law	Revenue for the City no cost. Revenue would be used to support incentives

**Table A: Development Incentives (2024)**

	Program Name	Summary	Timeline	Cost Estimate
	Downtown development	greater. This is similar to paying for not including parking (payment in lieu).		
2	Payment in lieu, for construction of dwelling units with no bedrooms (bachelor units) or only one bedroom	This will need to be based off the housing needs study. Once we know the unit and bedroom types required, a set number of these 0 and 1 bedroom units should be allowed as a percentage of total development. If a development exceeds this, there is a penalty for each unit beyond the maximum allowed. Incentives listed above will not be approved for dwelling units with no bedrooms.	The term of the By-law	Revenue for the City no cost.

\* Light orange highlight indicates program incentives funded by HAF

# THE CITY OF YELLOWKNIFE

**NORTHWEST TERRITORIES**



**DEVELOPMENT INCENTIVES**

**BY-LAW NO. XXXX**

**Adopted Month, XX, 2024**

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CITY OF YELLOWKNIFE

**BY-LAW NO. XXXX**

**BG XX**

A BY-LAW of the Council of the Municipal Corporation of the City of Yellowknife in the Northwest Territories, authorizing the Municipal Corporation of the City of Yellowknife to provide for the provision of development, redevelopment, relocation and housing incentives, and grants.

PURSUANT TO:

- a. Sections 70 and 72 of the *Cities, Towns and Villages Act, S.N.W.T. 2003. C.22*, as amended;
- b. Sections 1-15 and 76-83 of the *Property Assessment and Taxation Act, R.S.N.W.T. 1988, c.P-10*;
- c. City of Yellowknife Tax Administration By-law No. 4207, as amended; and
- d. Due notice to the public, provision for inspection of the by-law and due opportunity for objections thereto to be heard, considered and determined;

WHEREAS the Municipal Corporation of the City of Yellowknife Community Plan contains policy provisions related to development, redevelopment, relocation and housing incentives;

WHEREAS the Municipal Corporation of the City of Yellowknife deems it desirable to adopt a Development Incentives By-law;

WHEREAS the Municipal Corporation of the City of Yellowknife seeks to encourage development and revitalization of residential, commercial and industrial properties for the general benefit of the City;

WHEREAS the Council of the Municipal Corporation of the City of Yellowknife deems it appropriate that the whole of the City of Yellowknife be included in the area of land subject to this by-law;

WHEREAS the Council of the Municipal Corporation of the City of Yellowknife wishes to repeal and replace Development Incentive Program By-law No. 4534, as amended;

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

## 1. GENERAL

### 1.1. Short Title

This by-law may be cited as the **“The Development Incentives By-law”**.

### 1.2. Availability

All abatements and grants are subject to available funding. Submitting an application does not guarantee funding, even if all eligibility criteria are met, as funding is limited. Applications are processed on a first come first served basis subject to funding.

### 1.3. Definitions

In this By-law:

“Abatement”

means a grant providing relief for the increase in tax assessment related only to the increased assessed value of a property as a result of property improvements based on the certified property assessment.

“Adjacent Property”

means the property, land, or lot adjoining the property in question along a lot line or separated only by an alley, easement, roadway or highway;

“Affordable Rental Housing”

means housing where the total monthly shelter cost (gross monthly rent, inclusive of utilities for heat, hydro, hot water and water) is at or below the lesser of one times the average City of Yellowknife rent, by dwelling unit type, as reported annually by the Canada Mortgage and Housing Corporation (CMHC), or 30% of the before-tax monthly income of renter households in the City of Yellowknife, as follows:

1. studio units: households at or below the 50<sup>th</sup> percentile income;
2. one-bedroom units: households at or below the 60<sup>th</sup> percentile income;
3. two-bedroom units: households at or below the 60<sup>th</sup> percentile income;

4. three-bedroom units: households at or below the 60<sup>th</sup> percentile income.

“Affordable Home Ownership”

Housing where the purchase price (which for new units is inclusive of Government Sales Tax (GST) payable by the purchaser) is at or below an amount where the total monthly shelter cost (mortgage principal and interest – based on a 25-year amortization, 10 per cent down payment and the mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada in January of the applicable year, and a mortgage insurance premium – plus property taxes calculated on a monthly basis based on the purchase price, and standard condominium fees, if applicable) is affordable, based on paying no more than 30% of before-tax monthly income, to all households in the City of Yellowknife as follows:

1. studio units: households at or below the 30<sup>th</sup> percentile income;
2. one-bedroom units: households at or below the 40<sup>th</sup> percentile income;
3. two-bedroom units: households at or below the 50<sup>th</sup> percentile income;
4. three-bedroom units: households at or below the 60<sup>th</sup> percentile income.

“Appraised Value”

means the most probable price, determined by a professional real estate appraiser, which a property should bring in a competitive and open market as of a specified date under all conditions requisite to a fair disposal, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimuli.

“Applicant”

means a person that owns land in the City of Yellowknife, which includes a person that has entered into a fully executed and in full force and effect real estate purchase contract in respect of real property and that has applied for an abatement or grant under this by-law related to that property.

“Average Rent (CMHC Statistic)”	This represents rent levels in both new and existing structures. This is a weighted average of all units combined, whether vacant or occupied.
“Assessed Value”	Any reference in this by-law has the same meaning as identified in the <i>Property Assessment and Taxation Act, RSNWT 1988, c.P-10</i> .
“City”	means the Municipal Corporation of the City of Yellowknife.
“City Manager”	means the Senior Administrative Officer of the City of Yellowknife or their designate appointed pursuant to the <i>Cities, Towns and Villages Act, S.N.W.T. 2003, c22</i> as amended from time to time.
“Community Plan”	The City of Yellowknife Community Plan By-law No. 5007 or any other successor by-law.
“Council”	means the Council of the City of Yellowknife;
“Disposal or Dispose”	means the sale or lease of land.
“Fee Simple”	means freehold ownership of real property.
“Improvement”	has the meaning as set out in the <i>Property Assessment and Taxation Act, RSNWT 1988, c.P-10</i> .
“Industrial Relocation”	means relocation of “industrial” uses in targeted redevelopment areas to Engle Business District.
“Industrial Use”	means a land use which is permitted within the Engle Business District’s “IG” – Industrial General zone pursuant to Zoning By-law No. 5045, as amended.
“Land”	means real property or an interest therein, other than an easement or restrictive covenant.
"Lot"	means an area of land, the boundaries of which are filed on a plan registered at the Land Titles Office.

“Mid-size Car”	means a vehicle with interior volumes less than 3.4 cubic metres and a maximum length of 5 metres.
“Missing Middle Housing”	means housing that fits the gap between low-rise, single detached dwellings and mid-rise apartment buildings. It provides a variety of housing options that add housing stock and meet the growing demand for walkability. May also be used in reference to the lack of available and affordable housing for middle-income households to rent or own.
“Parcel”	means unsurveyed land with specific boundaries and corners, which can be leased;
“Person”	includes any individual, corporation, firm, body corporate, partnership, limited partnership, or other entity capable of entering into a legally binding contract. A person shall not include a government.
“Planning Administrator”	means the City employee holding the Director of Planning & Development position, or their designate, for the City of Yellowknife, as amended from time to time.
“Planning and Development”	means the City of Yellowknife Planning and Development Department.
“Pre-development Activity”	Includes site inspection, design, site plans, geotechnical investigation and other approved processes to bring a complete application for development forward.
“Property”	Means a lot or multiple lots which are contiguous and under the same ownership.
“Residential Intensification”	Means residential development within targeted (identified) areas of the City which are deemed to be for future infill, medium to high intensity development.
“Universal Design”	Any reference to universal design in this by-law has the meaning as identified in the National Building Code 2020.

“Vehicle Share”	Means the contractual action to share a vehicle between residents and/or employees of a property within identified zones. The vehicle to be shared may be a car (compact or midsize), an e-bike or a bicycle.
“Zone”	Any reference to a zone in this by-law has the meaning of the zone names and regulations as identified in Zoning By-law No. 5045, as amended.

## 2. ABATEMENTS

Tax abatements provide financial incentives to support key planning and development objectives on lands across the city. The incentives are made available to encourage development and redevelopment initiatives

### 2.1. Abatement Calculation

- 2.1.1. Abatements only apply to the increase in improvement value and not land value. Abatements provide the applicant the equivalent value of the tax that would be payable for the increase in the assessed value of the Improvements in accordance with two formulas:
  - a. **The Five Year Declining Abatement** provides 100% abatement in the first year following completion of the development and reducing in equal increments of 20% over the following four years (100%-80%-60%-40%-20%); and
  - b. **The Full Five Year Abatement** provides 100% abatement over the five years following completion of the development.
- 2.1.2. All Abatements are calculated using finalized assessment values. For each year the abatement applies the most recent finalized assessment value is used. Abatement amounts shall be approved by the Director of Corporate Services and the Planning Administrator.
- 2.1.3. Abatement amounts once calculated and approved are applied as a tax credit on the Property’s tax account.

### 2.2. Development of Vacant Property Abatement

- 2.2.1. The Development of Vacant Property Abatement component of the Program is targeted toward new residential, commercial or mixed-use construction within the Downtown Zone. The property must meet the following minimum requirements to be eligible for consideration for the Development of Vacant Property Abatement:

- a. The property is located within the prescribed zone Downtown (“DT”) as indicated in the Zoning By-law; and
- b. The property is vacant of structures and has been for more than five years.

2.2.2. The improvement value shall be included for the tax abatement calculation. There is no reimbursement on any portion of the assessed land value.

2.2.3. Upon a successful application the Development of Vacant Property Abatement shall receive the Five Year Declining Abatement.

### **2.3. Downtown Mixed-Use Development Abatement**

2.3.1. The Downtown Mixed-Use Development Abatement is targeted toward new residential and commercial development; or adaptive re-use of existing buildings, within the Downtown Zone to incent mixed-use residential and commercial development.

2.3.2. The development must meet the following minimum requirements to be eligible for consideration for the Downtown Mixed-Use Development Abatement:

- a. The property is located within the prescribed zone Downtown (“DT”) as indicated in the Zoning By-law;
- b. The building must be a minimum of 12 metres high;
- c. The building must have commercial uses at the street level; and
- d. The building must have a minimum of four (4) or more dwellings.

2.3.3. Where an application for the Mixed Use Development Abatement includes ten (10) or more units, a minimum 10% of units shall be affordable housing in order to qualify. The calculation of the required number of units shall be rounded up to the next whole number.

2.3.4. The required affordable housing units shall be made available for purchase by Housing NWT for dedicated rental units or by a non-profit organization approved by the City to sell the units as non-market housing. This requirement may be waived subject to the owner/developer providing a letter from Housing NWT and/or applicable non-profit organizations indicating there is no interest in purchasing or assigning the residential units.

2.3.5. The Downtown Mixed-Use Development Abatement is a Full Five-Year Abatement of 100% of the increase in the assessed value of the Improvements over five years.

## **2.4. Residential Central Mixed-Use Development Abatement**

- 2.4.1. The Residential Central Mixed-Use Development Abatement component of the program is targeted toward new residential and commercial construction; or adaptive re-use of existing buildings, within the Residential Central Zone to incent mixed-use residential and commercial development.
- 2.4.2. The Residential Central Mixed-Use Development Abatement is a Declining Five Year Abatement. The Abatement is calculated based on the increase in the assessed value of the Improvements. The declining five-year abatement reduces in equal increments over five-years (100%-80%-60%-40%-20%).
- 2.4.3. Any ground floor commercial improvement combined with development of an eligible residential project shall be included in the tax abatement calculation.
- 2.4.4. The property and building must meet the following minimum requirements to be eligible for consideration for the Residential Central Mixed-Use Development Abatement:
  - a. The property is located within the prescribed zone Residential Central (“RC”) as indicated in the Zoning By-law; and
  - b. The building must have a minimum of four (4) or more dwellings.
- 2.4.5. Where an application for the Mixed Use Development Abatement includes ten (10) or more units, a minimum 10% of units shall be affordable housing in order to qualify. The calculation of the required number of units shall be rounded up to the next whole number.
- 2.4.6. The required affordable housing units shall be made available for purchase by Housing NWT for dedicated rental units or by a non-profit organization approved by the City to sell the units as non-market housing. This requirement may be waived subject to the owner/developer providing a letter from Housing NWT and/or applicable non-profit organizations indicating there is no interest in purchasing or assigning the residential units.

## **2.5. Residential Development Abatement**

- 2.5.1. The Residential Development Abatement aims to provide support for new development, increase the diversity of housing options, and support infill development within municipal piped service areas.
- 2.5.2. The property and building must meet the following minimum requirements to be eligible for consideration for the Residential Development Abatement:

- a. The property is within the prescribed Residential Central Zone (“RC” and “RC-1”) or Residential Intensification Zone (“RI” and “RI-1”) as indicated in the Zoning By-law;
- b. The development is multi-unit, or townhouse;
- c. The building or development does not include a detached dwelling or secondary suites;
- d. The building is a new construction project. New construction includes demolition of existing buildings and redevelopment of a site; and
- e. The buildings or development have a minimum of four (4) or more dwellings.

2.5.3. Property in the Residential Central zone (“RC” and “RC-1”) will receive the Full Five-Year Abatement (100% of the increase in the assessed value of the improvements over five years).

2.5.4. Properties in the Residential Intensification zone will receive Declining Five Year Abatement. The Declining Five Year Abatement reduces in equal increments over five-years (100%-80%-60%-40%-20%).

2.5.5. Council may, at its sole discretion, extend the five-year tax abatement for the Residential Central Zone projects up to an additional five-year period (at full or a declining increment basis) based on the revitalization merits of the project in conformity with the City of Yellowknife Community Plan policies.

2.5.6. Where an application for the Residential Development Abatement includes twenty (20) or more units, a minimum 10% of units shall be affordable housing in order to qualify. The calculation of the required number of units shall be rounded up to the next whole number.

2.5.7. The required affordable housing units shall be made available for purchase by Housing NWT for dedicated rental units or by a non-profit organization approved by the City to sell the units as non-market housing. This requirement may be waived subject to the owner/developer providing a letter from Housing NWT and/or applicable non-profit organizations indicating there is no interest in purchasing or assigning the residential units.

### **3. GRANTS**

#### **3.1. Environmental Impact Study (EIS) Grant**

3.1.1. The EIS Grant is to promote the understanding of environmental site assessments specific to the type of contamination and potential remediation costs. The EIS Grant may only be applied to properties within the Downtown Zone (DT).

3.1.2. The EIS Grant may provide a single contributing payment of 50% up to \$10,000 for the completion of a Phase II Environmental Site Assessment; and

- 3.1.3. The EIS Grant may also provide a single contributing payment of 50% up to \$10,000 for the completion of a Remedial Work Plan or Risk Assessment following the completion of a Phase II Environmental Site Assessment.
- 3.1.4. Each property may receive a grant under section 3.1.2 and 3.1.3 above, for not more than \$20,000 total.
- 3.1.5. For each property the owner must provide confirmation of total cost and amount of contribution from the owner as part of the application and contract for the grant(s).
- 3.1.6. The applicant shall demonstrate that the degree of site contamination has a significant impact on the costs of redeveloping the site verified by qualified professionals.
- 3.1.7. A Phase II Environmental Site Assessment, Risk Assessment, and Remedial Action Plan shall be completed for the designated property, and all supporting documentation and reports shall be submitted to the City prior to commencement of development on site.
- 3.1.8. Approval from the GNWT Department of Environment and Climate Change certifying the site's remediation to appropriate contamination levels according to Territorial criteria shall be provided prior to commencing development.

## **3.2. Bicycle Racks and Storage Grant**

- 3.2.1. This Grant is available to new, redevelopment and exterior façade development projects in all zones within the City of Yellowknife. The objective is to facilitate developments throughout the community that provide safe storage of bicycles.
- 3.2.2. The use of these racks and storage may be dedicated to residents within a dwelling or, where development is commercial in nature, may be public use.
- 3.2.3. The Bicycle Racks and Storage Grant is a contributing payment to property owners to place bicycle racks or bicycle storage on their property which provides:
  - a. For property redevelopment the grant is up to 50% of the cost to a maximum of \$1,000;  
or
  - b. For property with new development (open and valid building permit) the grant is up to 100% of the cost to a maximum of \$5,000.

\* Appendix A: Bicycle Racks and Storage minimum standards

### 3.3. Shared Vehicle Grant

- 3.3.1. The Shared Vehicle Grant for development supports car sharing or bicycle sharing and storing, in place of parking spaces. All shared vehicles must be for use by those who reside in the residences or who work at the business.
- 3.3.2. Qualifying development must be located within the prescribed zones, specifically the Downtown (“DT”), Residential Central (“RC” or “RC-1”) or Residential Intensification (“RI” or “RI-1”) as indicated in the Zoning By-law. The development must include a minimum of 6 dwelling units where a portion of the development includes residential use.
- 3.3.3. Development which is entirely commercial may qualify for one vehicle.
- 3.3.4. A qualifying car must be mid-size or smaller. If the vehicle has a combustion engine it must include a block heater and all required plug in facility/connection on the development property for the type of vehicle.
- 3.3.5. The Shared Vehicle Grant provides:
  - a. \$5,000 per car share, to a max of \$20,000 per development (up to 4 cars).
  - b. \$1,000 per e-bike share to a max of \$5,000 per development (up to 5 e-bikes).
  - c. \$200 per bike share to a max of \$3,000 per development (up to 15 bicycles).

### 3.4. Commercial Development for Universal Design Grant

- 3.4.1. The Commercial Development for Universal Design Grant is to be combined with facade improvements or as part of a larger enhancement or redevelopment project to existing businesses. It is available to commercial businesses located within the Downtown (DT), Commercial Service (CS) and Old Town Mixed Use (OT) zones.
- 3.4.2. Businesses must be street oriented or designed with an emphasis on the sidewalk or a multi-use path, with direct pedestrian access to the building. The grant will not apply to building access from vehicle parking areas, alley ways or required side yards.
- 3.4.3. The Grant may be utilized for architectural, engineering, design costs, and labour. The Commercial Development for Universal Design Grant may apply to both new and existing buildings.
- 3.4.4. The Commercial Development for Universal Design Grant provides:
  - a. 50% of costs to create an universal entrance, to the adopted National Building Code Standards, for the building, up to a maximum of \$15,000; and

- b. 50% of costs to create a universal street scape (from the sidewalk, including ramps), up to a maximum of \$15,000.

### 3.5. Industrial Relocation Abatement

- 3.5.1. The Industrial Relocation Abatement encourages the relocation of uses deemed “Industrial” by a Development Officer, based on definitions set out in the Zoning By-law, from land identified throughout the City to the Engle Business District. The defined target areas are divided into two categories, based on property zoning as indicated in the Zoning By-law:

Sender Land – includes Old Airport Road ( “CS” - Commercial Service Zone); Old Town ( “OT” - Old Town Mix Zone), and Kam Lake ( “KL” - Kam Lake Zone).

Receiver Land – includes the Engle Business District ( “IG” – Industrial General Zone).

- 3.5.2. Based on the above categories, abatements may apply to either the Sender Land or the Receiver Land, but not to both.
- 3.5.3. Use of the relocation abatement may be stacked together with other incentives for either the Sender Land or the Receiver Land, but not between both.
- 3.5.4. Industrial Relocation Abatement includes a declining seven year tax abatement in equal increments over seven years (100%-90%-80%-70%-60%-50%-40%). This abatement formula applies to industrial relocation only.
- 3.5.5. Where the Applicant chooses to apply the abatement to the Receiver Lands, the abatement shall include both land and Improvement assessments, and where the Applicant chooses to apply to the Sender Lands, abatement shall apply only to the increase in the assessed value of the improvements and does not transfer to future owners.
- 3.5.6. In addition to the application requirements, applicants shall submit a relocation plan and site plan for the Sender Lands demonstrating the phasing out of the industrial use within the prescribed period. In addressing the discontinuation of industrial related uses, the plan shall indicate removal of existing structures, site restoration, and suitability for redevelopment. Upon removal or discontinuation of the industrial related use, the Applicant shall enter into a contract with the City to prohibit future industrial uses on the land (rezoning, caveat, etc).

- 3.5.7. Assessed improvements must be demolished, or removed from the Sender Lands and transported to the Receiver Lands or outside the city, to be eligible for the abatement. The City may at its own discretion consider relocation of structures to other areas of the city if they are in compliance with Zoning By-law requirements and do not impede redevelopment efforts. The City may consider the allowance of up to 20% of existing structures to remain as long as they can be utilized for non-industrial purposes. Such structures must be deemed to be structurally sound and fit for occupancy, including the provision of heating, lighting, electricity, water, and sewer.
- 3.5.8. All applicants shall acquire a land area within the Receiver Lands which is no less than 75% of the land area size of the Sender Lands.
- 3.5.9. Where, after the removal of structures from the Sender Lands, such Lands are deemed to be environmentally contaminated to an extent which prohibits redevelopment to a permitted use, the Applicant may, through meeting the criteria outlined below, be eligible for only one of the following Environmental Impact Study (EIS) Grants options for the Sender Lands:
- a. Where the applicant applies the Industrial Relocation abatement to the Receiver Lands, the Applicant shall be eligible to make a separate application to receive one grant under the Environmental Impact Study Grant for the Sender Lands; or
  - b. Where the applicant applies the Industrial Relocation abatement to the Sender Lands, the Applicant shall be eligible for an additional one year of tax abatement for the Sender Lands.
- 3.5.10. In addition to the tax abatement described herein, the City may enter into land agreements to exchange ownership of the Applicant's Sender Lands for City owned Receiver Lands, provided the Applicant can provide environmental approvals deeming the Sender Lands remediated to acceptable standards. Such exchanges shall be negotiated on a case by case basis between the City and property owner.

#### **4. HOUSING GRANTS**

The City of Yellowknife's vision for housing is to improve access to adequate, suitable and affordable housing. Housing provides a solid foundation on which to secure employment, raise a family and build strong communities. Through the Housing Accelerator Fund, a number of opportunities for incentives and grants are funded until 2027, with possibility of extension based on funding. There will be intakes each year based on a first come first served model, not all applicants will be guaranteed funding. The funding for the following Incentives is limited.

#### **4.1. Secondary Dwelling Grant**

- 4.1.1. This grant is available to owners of existing single detached dwellings and those constructing new single family dwellings in the City of Yellowknife.
- 4.1.2. A grant up to 50% of building cost to a maximum of \$20,000 is available to develop a secondary dwelling on the property.
- 4.1.3. A secondary dwelling may be located within the primary dwelling or may be located in a secondary structure on the same property.
- 4.1.4. Priority will be given to property serviced by municipal sewer and water systems (piped) and located along existing transit routes.
- 4.1.5. A property on trucked sewer and water services may be considered but is required to demonstrate the site's ability to include new services dedicated to the new dwelling unit, while other conditions may apply.

#### **4.2. Affordable Secondary Dwelling Grant**

- 4.2.1. There is an additional \$10,000 available for owners of a secondary dwelling created with the grant in section 4.1, to establish an affordable secondary dwelling on their property.
- 4.2.2. The rent charged for the secondary dwelling must be equal to or less than the previous years reported affordable rental housing rate, reported by CMHC, for a minimum of 10 years. An agreement with the City is required and is to be registered on title at the N.W.T. Land Titles Office.

#### **4.3. Affordable Non-Profit Grant**

- 4.3.1. The Affordable Non-Profit Grant is available to non-profit organizations developing affordable housing projects within the City of Yellowknife.
- 4.3.2. The development must include new multi-unit dwellings or townhouse development. Designated special care residences may be considered, provided they meet all regulatory requirements of the Government of the Northwest Territories.
- 4.3.3. The Affordable Non-Profit Grant may provide:
  - a. up to \$50,000 towards pre-development activities for the affordable housing project; and

b. a rebate of all Development Permit costs for the same project.

4.3.4. An agreement is required to be entered into between the organization and the City to guarantee the affordability of units as affordable rental housing or affordable home ownership for no less than 20 years.

#### **4.4. Universal Dwelling Grant**

4.4.1. The City remains committed to improving accessibility for people with diverse abilities in key areas of daily living. The Universal Dwelling Grant applies to new dwelling development including secondary dwellings.

4.4.2. The Universal Dwelling Grant is equal to an amount of 50% to a maximum of \$15,000, per dwelling unit, for the development of universal dwellings, meeting National Building Code 2020 standard for anthropometrics, plumbing facilities, signage, entrances and elevators.

4.4.3. Where there are four or more dwellings created within a development a minimum of 2 units must be universal to qualify. Where there are less than four dwellings this grant may be applied for one of the units being developed to a universal standard.

4.4.4. Universal units must include barrier free access to the building and four or more of the following features:

- a. Access to the dwelling with ramps, elevators or lifts;
- b. Automatic or push-button doors at multi-unit dwelling entrances;
- c. Accessible parking dedicated to the units rented or where there are no parking requirements a dedicated drop off location adjacent and functional to the main entrance to the dwelling(s);
- d. Bathrooms with an accessible shower and interior room for people in wheelchairs to turn around;
- e. Counters, cabinets, light switches and other fixtures at an height accessible to wheelchairs;
- f. Kitchen appliance lighting: The exterior and interior of the appliance should have sufficient lighting to enable people to see and safely operate the appliance. The instruction text and controls should contrast in colour to the background area. This may also include stove top only design where the counter height and placement of the stovetop are accessible with open space under the counter for sit cooking;
- g. Smoke and fire alarms with combined audible and visual signals (strobe preferable), which will flash a light and make a loud noise or vibrate in a bedroom;
- h. Appliances with Controls that are easy to operate:

- i. incorporate good colour contrast for instructions and other characters (either dark text on a light-coloured background or light text on a dark-coloured background);
  - ii. are located on non-reflective and non-glare surfaces;
  - iii. do not require too much strength to operate;
  - iv. provide information for people who rely on sight, hearing or touch; and
  - v. have tactile features and colour-contrasting markings to clearly indicate the on-off positions, for safety;
- 
- i. Include accessible laundry washing facilities within the accessible unit;
  - j. Battery/generator operated evacuation device designed to be used on stairs; or
  - k. Specialized equipment to facilitate habitation for a specific individual.

#### **4.5. Missing Middle Price Grant**

- 4.5.1. The Missing Middle Price Grant will reduce the purchase price of City land available for disposal. Where land is brought to market by the City of Yellowknife for residential development this grant will ensure diverse housing options are developed to meet the needs of all residents.
- 4.5.2. The Missing Middle Price Grant applies to the RC and RC-1 zones and the RI and RI-1 zones.
- 4.5.3. Under the Missing Middle Price Grant the land price may be granted (to the land fund) the equivalent to 25% of the purchase price, where the purchaser agrees to develop townhouse units or multi-unit dwellings, where a minimum 5 units are constructed. The design, character, height and scale are to be consistent with existing/established neighbourhood dwellings as determined by the Planning Administrator.

#### **4.6. Missing Middle Conversion Grant**

- 4.6.1. The Missing Middle Conversion Grant provides up to 50% of the costs of conversion, including architectural, engineering, design, and labour costs, to a maximum of \$25,000 per dwelling, where an existing single family dwelling is converted into three or more dwelling units.

#### **4.7. Intensification Servicing Grant**

- 4.7.1. Increasing the number of dwellings on a property may at times require upgrading of municipal service connections. The Intensification Servicing Grant may be used to upgrade piped sewer and water services where determined by a qualified engineer to be insufficient to service an additional dwelling unit.

- 4.7.2. The Intensification Servicing Grant is available to existing single detached or duplex dwellings developing a secondary suite whether within the existing dwelling or in a separate structure on the same lot.
- 4.7.3. The Intensification Servicing Grant is up to 50% of the cost to a maximum of \$25,000 for upgrades to lot servicing.
- 4.7.4. The Intensification Servicing Grant may be combined with money available for upgrading through the Service Connection Failure Assistance Fund.

#### **4.8. Ventilation Systems Grants**

- 4.8.1. To be eligible for the Ventilation Systems Grants, the property and building must also be approved for a grant identified in 4.8.2.
- 4.8.2. Any new residential units meeting the requirements under the Secondary Suite Dwelling Grant (section 4.1), Universal Dwelling Units Grant (section 4.4), Affordable Secondary Dwelling Grant (section 4.2), Affordable Non-profit Grant (section 4.3) or the Missing Middle Grants (section 4.7) and approved for the Grant.
- 4.8.3. This Ventilation Systems Grant will provide up to 75% of the cost per approved development for one of the following:
  - a. suitable filtration technology for high-efficiency particle removal which can be integrated into a mechanical ventilation system in residential settings, up to a maximum of \$1,000; or
  - b. an individual filtration and/or cooling system installed independently within the main living area of the dwelling unit, up to a maximum of \$2,000; or
  - c. where the mechanical ventilation system is for multiple dwelling units and includes suitable filtration technology for high-efficiency particle removal, up to a maximum of \$10,000.

#### **4.9. Development Permit and Building Permit Fee Grant**

- 4.9.1. In order to be eligible for Development Permit and Building Permit Fee Grant:
  - a. The property must be approved for at least one other Abatement or Grant outlined in this by-law;
  - b. The development must include residential development;
  - c. The applicant must be the registered property owner or assigned agent; and

d. The development must be new construction resulting in a new dwelling unit(s).

4.9.2. The Development Permit and Building Permit Fee Grant provides:

- a. reimbursement of 100% of the fees related to residential development portion, for a Development Permit Application; and
- b. reimbursements of up to 100% of the fees related to residential development portion, for a Building Permit, to a maximum of \$10,000.

4.9.3. If at any time the applicant is non-complaint with the applicable permits the Planning Administrator may cancel the application/grant for the Development Permit and Building Permit Fee Grant.

4.9.4. All application and permit fees must be paid up front, and will be reimbursed upon the completion of the Development Permit (where applicable), final inspection following occupancy for a Building Permit, and all requirements under the applicable Grant or Abatement program.

4.9.5. The Development Permit and Building Permit Fee Grant does not apply to any performance or maintenance guarantees (i.e. letters of credit or securities) required to be posted by the applicant/property owner. This Grant does not apply to professional services, studies, service connections or to expenses related to appeals or court proceedings.

## 5. TERMS AND CONDITIONS

### 5.1. Commencement

5.1.1. Prior to commencement of a development where an abatement has been applied for, final approval is require by the Planning Administrator and the Director of Corporate Services.

5.1.2. In addition to the requirements outlined in the by-law, all tax abatements shall commence upon construction final completion and notice of tax reassessment.

5.1.3. Abatements shall be provided as a credit to the property tax account following the Notice of Assessment.

5.1.4. No Abatement shall be provided while any matter regarding the property is before the Board of Revision or Assessment Appeal Tribunal as defined in the *Property Assessment and Taxation Act*.

- 5.1.5. In addition to the requirements outlined in the by-law, abatement, grants and permits funded in part or full through this by-law must be for new development or redevelopment. Grants are not to be applied to development commenced prior to the adoption of this by-law.
- 5.1.6. A new application must be submitted under this by-law for consideration and it is not guaranteed that approval will be granted.
- 5.1.7. In addition to requirements in section 3.5, abatements for Industrial Relocation shall not commence until the industrial use(s) on the Sender Lands have been discontinued, the Applicant has complied with the relocation plan, and construction completion and notice of tax reassessment has been provided on the abatement parcel.
- 5.1.8. Abatements and Grants may be applied for together, and combined to support one development, subject to funding availability and the approval of the Planning Administrator.

## **5.2. Eligibility**

- 5.2.1. All applicants must submit a completed application on the prescribed forms. The application must be made prior to initiating the development or redevelopment project (subject to section 5.1.7).
- 5.2.2. All development and construction must obtain required permits from the City of Yellowknife, the Government of the Northwest Territories and any other regulatory authorities required.
- 5.2.3. Applicants must be registered owners of the properties and such owners shall not be in a position of tax arrears for any property in the city. The provision of incentives may be transferred to a new owner of the property subsequent to the approval of the Planning Administrator.
- 5.2.4. Federal or Territorial owned lands, buildings or projects are ineligible for all programs.
- 5.2.5. All Abatements must be shown to increase the appraised value of the property by at least \$500,000 upon construction completion. The appraisal is to be provided to the City. Upon construction completion the applicant shall notify the Planning Administrator and the City will assess the improvements.

- 5.2.6. All improvements and development shall comply with all City of Yellowknife by-laws, as amended, including, but not limited to, Community Plan By-law No. 5007, Zoning By-law No. 5045, Land Administration By-law No. 5078; Building By-law No. 5058 and Water and Sewer Services By-law No. 4663 or their successor by-laws which may be in effect.
- 5.2.7. Any outstanding orders from the City's Fire Division, Lands and Building Services Division, or Planning and Environment Division must be addressed prior to granting approval.
- 5.2.8. Any incentive may be revoked or suspended for outstanding orders or requirements which have not been completed in terms of schedule or for non-compliance.

### **5.3. By-law Administration**

- 5.3.1. The forms, procedures and agreements required for the administration of this by-law shall be as determined from time to time by the Planning Administrator.
- 5.3.2. The Planning Administrator may approve standard forms or agreements for any grant or abatement under this By-law and may authorize Administration to make such minor amendments to any such standard form or agreement as may be necessary to adapt the agreement to the requirements of any particular transaction.
- 5.3.3. All applicants must enter into an agreement with the City of Yellowknife prior to obtaining a Development Permit or Building Permit. Specific incentives may be required to be filed as a caveat on title identifying any grant amount, the approved project design and the eligible improvements that the applicant may seek reimbursement for upon successful project completion. Failure to comply with the terms of the agreement will result in forfeit of all incentives and may require repayment to the City of Yellowknife.
- 5.3.4. Abatement related incentives, including payments, will occur upon completion of all of the following: a certified property assessment; Contribution Agreement and authorization by the Planning Administrator and Director of Corporate Services.
- 5.3.5. Payment of the following grants will be made following a successful application and completion of the Contribution Agreement. Payment may be made prior to construction of the project:
- Universal Commercial Development Grant
  - Secondary Dwelling Grant
  - Affordable Secondary Dwelling Grant
  - Affordable Non-profit Grant

- Universal Dwelling Units Grant
- Missing Middle Grant

5.3.6. Payment of the following grants will be made following a determination by the Planning Administrator that the project has been final completed according to the terms and conditions of the Contribution Agreement:

- Environmental Impact Study (EIS) Grant
- Bicycle Racks and Storage Grants
- Vehicle Share Grant
- Intensification Servicing Grant
- Ventilation Systems Grant
- Development Permit and Building Permit Fee Grant

## **6. REPEALS AND EFFECT**

### **6.1. Severability**

Each provision of this by-law is independent of all other provisions. If a Court of competent jurisdiction declares any provision invalid for any reason, all other provisions of this by-law shall remain valid and enforceable, and the by-law shall be interpreted as such.

### **6.2. Repeals**

The Development Incentive Program By-law No. 4534, as amended, is hereby repealed.

### **6.3. Transition**

An exception to section 5.1.6 may be considered for approved applications submitted under Development Incentive Program By-law No. 4534, as amended, where abatement, grants or permits fees have not yet been provided for by the City and final construction completion and notice of tax reassessment have not yet been completed. An applicant cannot have abatements, grants or permit fees funded or supported under the terms of both by-laws and they cannot be stacked between the two by-law parameters. A property owner/applicant may only obtain incentives under one of these by-laws.

### **6.4. Effect**

That this by-law shall come into force and effect upon receiving Third Reading and otherwise meets the requirements of Section 70 and 72, of the *Cities, Towns and Villages Act*.

Read a First time this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 202X.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Manager

Read a Second Time this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 202X.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Manager

The unanimous consent of all members voting in attendance having been obtained

Read a Third Time and Finally Passed this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 202X.

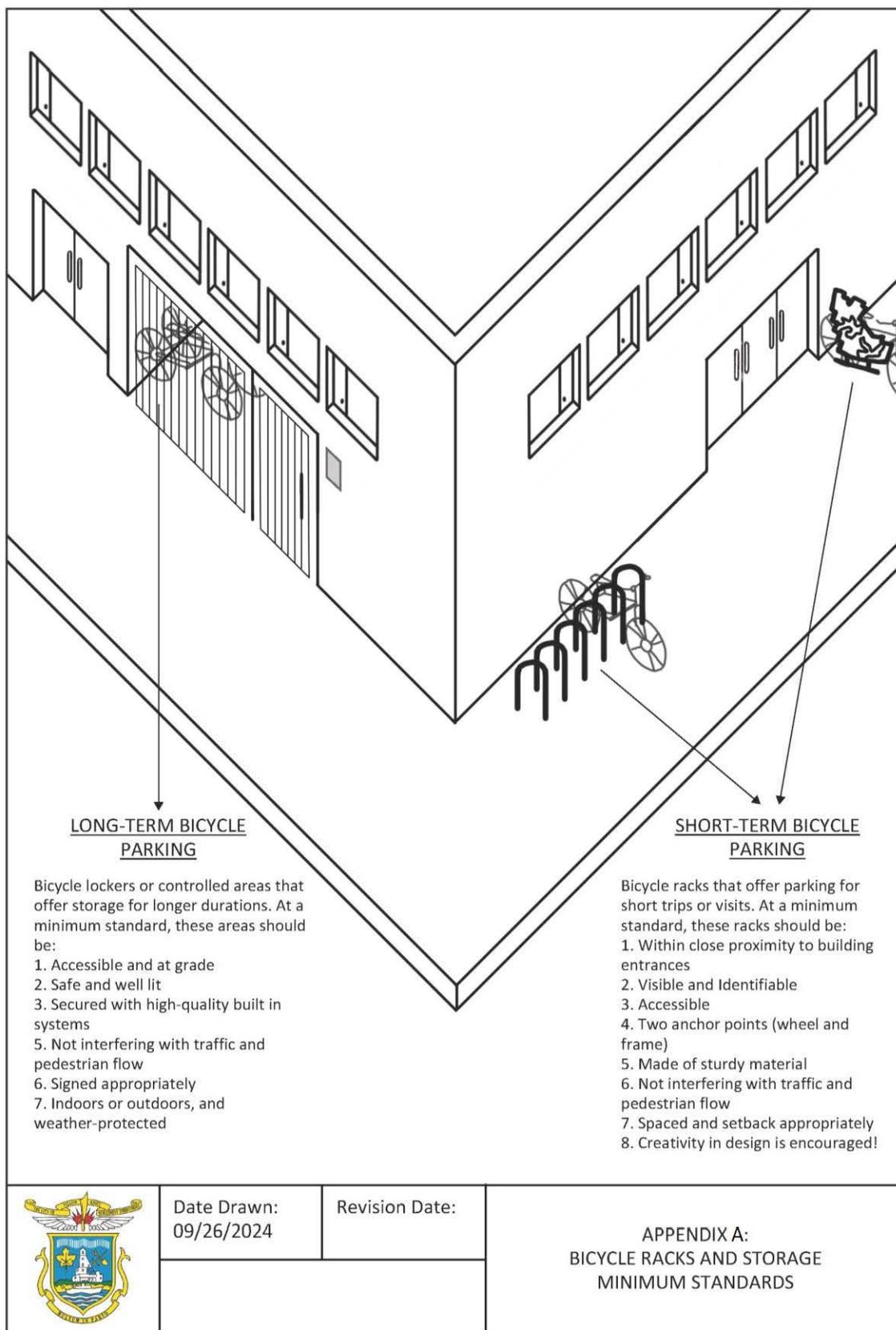
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Manager

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

\_\_\_\_\_  
City Manager

**CITY OF YELLOWKNIFE  
BY-LAW NO. XXXX  
Schedule A**





CITY OF YELLOWKNIFE

**BY-LAW NO. YYYY**

**BM YYY**

A BY-LAW of the Council of the Municipal Corporation of the City of Yellowknife in the Northwest Territories, to amend Financial Administration By-law No. 4206, as amended.

PURSUANT TO Section 101(4) of the *Cities, Towns and Villages Act, S.N.W.T. 2003, c.22*;

WHEREAS the Council of the Municipal Corporation of the City of Yellowknife wishes to amend the 'Downtown Improvement Reserve' for the purpose of funding Development Incentives;

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

**APPLICATION**

1. That By-law No. 4206, Financial Administration By-law, as amended, is hereby amended by renaming Section 13 (E) and updating the description as follows:

(E) Development Incentive Reserve to fund incentives and grants for development, redevelopment and housing, and to maintain unallocated and/or unspent funds for use in future years.

**EFFECT**

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

Read a First time this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 2024.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Manager

Read a Second Time this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 2024.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Manager

The unanimous consent of all members voting in attendance having been obtained

Read a Third Time and Finally Passed this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2024.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Manager

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

\_\_\_\_\_  
City Manager



## CITY OF YELLOWKNIFE

### City of Yellowknife Development Incentives Program

The City of Yellowknife’s Development Incentive Program (YDIP) has been developed to implement Community Plan policies to support compact urban development that will support a variety of mixed uses and higher intensity land uses. YDIP is designed to provide abatements and/or grants to successful applicants to support housing, land and revitalization initiatives.

#### Development and Redevelopment

Tax abatement and grants provide financial incentives to support key planning and development objectives on lands across the city and encourage the following development and redevelopment initiatives:

##### Development of Vacant Property Abatement

The Development of Vacant Property Abatement is targeted towards new residential, commercial or mixed-use development within the **Downtown (DT) Zone** and property vacant of structures for more than five years. The Development of Vacant Property Abatement provides the applicant the equivalent value of the tax on the increase in the assessed value (reduced in equal increments), that would be payable over five years.

Year	Abatement Percentage
1	100%
2	80%
3	60%
4	40%
5	20%

##### Downtown Mixed-Use Development Abatement

The Downtown Mixed-Use Development Abatement is targeted towards new residential and commercial development; or adaptive re-use of existing buildings within the **Downtown (DT) Zone** to incent mixed-use residential and commercial development. This abatement provides the applicant the equivalent value of the tax on the increase in the assessed value over five years.

Year	Abatement Percentage
1	100%
2	100%
3	100%
4	100%
5	100%

### Residential Central Mixed-Use Development Abatement

The Residential Central Mixed-Use Development Abatement is targeted towards new residential and commercial development; or adaptive re-use of existing buildings within the **Residential Central (RC) Zone** to incent mixed-use residential and commercial development. This abatement provides the applicant the equivalent value of the tax on the increase in the assessed value (reduced in equal increments), that would be payable over five years.

Year	Abatement Percentage
1	100%
2	80%
3	60%
4	40%
5	20%

### Residential Development Abatement

The Residential Development Abatement aims to provide support for new development, increase the diversity of housing options, and support infill development in areas that are connected to municipal services. The property must be within **Residential Central (RC and RC-1) or Residential Intensification (RI) Zones**.

This abatement provides the applicant the equivalent value of the tax on the increase in the assessed value over five years for properties within the **Residential Central (RC and RC-1) Zone**.

Year	Abatement Percentage
1	100%
2	100%
3	100%
4	100%
5	100%

The declining five-year abatement reduces in equal increments over five-years and applies to properties within the **Residential Intensification (RI) Zone**.

Year	Abatement Percentage
1	100%
2	80%
3	60%
4	40%
5	20%

Council may at its discretion extend the five-year tax abatement for projects within the **Residential Central (RC and RC-1) Zone** up to an additional five-year period (a total of 10 years) based on the revitalization merits of the project and its conformity with the City of Yellowknife's Community Plan policies (separate application required).

### Environmental Impact Study (EIS) Grant

The Environmental Impact Study Grant is intended to promote the undertaking of environmental site assessments specific to the type of contamination and the potential remediation costs and may be only applied to properties within the **Downtown (DT) Zone**. The EIS Grant is a single contributing

payment of 50% up to \$10,000 for the completion of a Phase II Environmental Site Assessment; as well as a single contributing payment of 50% up to \$10,000 for the completion of a Remedial Work Plan or Risk Assessment following the completion of a Phase II Environmental Site Assessment. Each property may receive a grant of up to \$20,000.

### **Bicycle Racks and Storage Grant**

The Bicycle and Storage Grant is available to new, redevelopment and façade/exterior upgrade projects in ***all zones within the City of Yellowknife***. The objective is to facilitate developments throughout the community that provide safe storage of bicycles. Bicycle racks and storage may be dedicated to residents within a dwelling development or where development is commercial in nature may be public use. The grant is a contributing payment to property owners to place bicycle racks or bicycle storages on their property. For property redevelopment the grant is up to 50% of the cost to a maximum of \$1000; and for a new development on a property the grant is up to 100% of the cost to a maximum of \$5000.

### **Shared Vehicle Grant**

The Shared Vehicle Grant for developments support Car sharing or Bicycle sharing and storage, in place of parking spaces. All Shared Vehicles must be for use by those who reside in the residences or who work at the business. To qualify for this grant, development must be located within the ***Downtown (DT), Residential Central (RC or RC-1) or Residential Intensification (RI) Zones***. The car must be mid-size or smaller and if it has a combustion engine must include a block heater and plug in facility/connection on the development property. The grant provides:

- \$5,000 per car share (up to 4 cars) to a maximum of \$20,000 per development;
- \$1000 per e-bike share (up to 5 e-bikes) to a maximum of \$5000 per development;
- and \$200 per bike share (up to 15 bicycles) to a maximum of \$3000 per development.

### **Commercial Development for Universal Design Grant**

The Commercial Development for Universal Design Grant is to be combined with facade improvements and/or redevelopment project to existing businesses. It is available to commercial businesses located within the ***Downtown (DT), Commercial Service (CS) and Old Town Mixed Use (OT) Zones***. Businesses must be street oriented or designed with an emphasis on the sidewalk or multi use path, with pedestrian access to the building. The grant will not apply to building access from parking areas. The grant may apply to both new and existing buildings, with priority given to existing buildings and may reimburse architectural, engineering, design, construction and labour costs. This grant is up to 50% of costs to a maximum of \$15,000 to create a universal entrance to a building; and/or up to 50% of costs to a maximum of \$15,000 to create a universal street scape.

### **Industrial Relocation Abatement**

The relocation incentive encourages relocation of uses that are deemed “Industrial”. The City has defined target areas that are divided into two categories – Sender Land and Receiver Land:

***Sender Land – includes Old Airport Road (CS – Commercial Service Zone); Old Town (OT – Old Town Mix Zone), and Kam Lake (KL – Kam Lake Zone)***

***Receiver Land – Engle Business District (IG – Industrial General Zone).***

Tax abatements may apply to either the Sender Land or the Receiver Land, but not both.

Industrial Relocation Abatement includes a declining seven year tax abatement in equal increments over seven years, where the formula only applies to industrial relocation.

Year	Abatement Percentage
1	100%
2	90%
3	80%
4	70%
5	60%
6	50%
7	40%

## Housing Grants

The City of Yellowknife's vision for housing is to improve access to adequate, suitable and affordable housing. There will be intakes each year based on a first come first served model, not all applicants will be guaranteed funding. The funding for the following Incentives is limited.

### Secondary Dwelling Grant

The Secondary Dwelling Grant is available to owners of existing single detached dwellings and those constructing new single family dwellings within the City of Yellowknife. A secondary dwelling may be located within the primary dwelling or may be located in a secondary structure on the same property, under one owner. Priority will be given to properties serviced by piped municipal sewer and water systems; located along existing transit routes and services. A grant up to 50% of the build cost to a maximum of \$20,000 per unit is available to develop a secondary dwelling on property.

### Affordable Secondary Dwelling Grant

The Affordable Secondary Dwelling Grant is an additional \$10,000 that is available for owners of a secondary dwelling created with the grant to establish an affordable secondary dwelling on their property under the same ownership. Rent charged for the secondary dwelling must be equal to or less than the previous years reported affordable housing rate reported by the Canadian Mortgage and Housing Corporation (CMHC), for a minimum of 10 years. An agreement with the City is required and is to be registered on title.

### Affordable Non-Profit Grant

The Affordable Non-Profit Grant is available to non-profit organizations developing affordable housing projects within the city of Yellowknife. The development must include multi-unit dwellings or townhouse developments; designated special care residences may be considered, provided they meet the terms and conditions of the Government of the Northwest Territories. The grant is up to \$50,000 as well as a rebate of development permit costs towards pre-development activities for affordable housing. An agreement with the City is required to guarantee the affordability of units for a minimum of 20 years.

### Universal Dwelling Grant

The Universal Dwelling Units Grant applies to new dwelling units including secondary dwellings. This grant supports the construction of universal dwelling units as part of new residential development within the city. Where there are four or more dwellings created within a development a minimum of 20% of all units must be universal to qualify. Where there are less than four dwellings the incentive may be applied for one of the units being developed to a universal standard. The incentive is equal to an amount of 50% to a maximum of \$15,000 per dwelling unit, for the development of universal dwelling units.

### Missing Middle House Grant

Missing Middle Housing is a range of dwelling types that have multiple units while remaining compatible in scale and form with traditional single family dwellings. Conversion of existing single family dwellings into three or fourplex dwellings ensures that development 'fits' with existing streetscape, maintains existing patterns of street front, back yards and urban greenspace. The Missing Middle House Grant is available in two options within the City to support and encourage missing middle development.

### Missing Middle Price Grant

The Missing Middle Price Grant will reduce the purchase price of city land available for disposal. Where land is brought to market by the City of Yellowknife, land will be discounted equivalent to 25% of the purchase price, where the purchaser agrees to construct a minimum of 5 dwelling units.

### Missing Middle Conversion Grant

The Missing Middle Conversion Grant provides up to 50% of the costs of conversion to a maximum of \$25,000 per dwelling, where an existing single family dwelling is converted into three or more units.

### Intensification Servicing Grant

The Intensification Servicing Grant provides up to 50% of the cost to a maximum of \$25,000 for upgrades to lot services to facilitate a secondary suite within an existing dwelling or in a separate structure on the same lot. This funding is to be used to upgrade piped sewer and water services where it is determined to be insufficient to service an additional dwelling unit. This grant may be combined with money available for upgrading through the Service Connection Failure Assistance Fund.

### Ventilation Systems Grant

Any new residential units meeting the requirements under the Secondary Suite Dwelling Grant, Universal Dwelling Units Grant, Affordable Secondary Dwelling Grant, Affordable Non-profit Grant or the Missing Middle Grants may also apply for the Ventilation Systems Grant. The Ventilation Systems Grant will provide up to 75% of the cost per development for:

- a suitable filtration in residential settings up to a maximum of \$1000;
- an individual filtration system within a main living area up to a maximum of \$2000;
- and a centralized ventilation system for multiple dwelling units up to a maximum of \$10,000.

## Development Permit and Building Permit Fee Grant

The Development Permit and Building Permit Fee Grant will apply to ***most City Development Permit and Building Permit fees*** related to new dwellings supported through this by-law. The grant will provide up to 100% of the fee for a Development Permit Application and provide a grant up to 100% of the fee for a Building Permit, to a maximum of \$10,000. The Development Permit and Building Permit Fee Grant does not apply to any performance or maintenance guarantees (i.e. letters of credit or securities) required to be posted by the applicant/property owner and does not apply to professional services, studies, and service connections or to expenses related to appeals or court proceedings.

DM #: 777771



CITY OF YELLOWKNIFE

## MEMORANDUM TO COMMITTEE (For Information Only)

**COMMITTEE:** Governance and Priorities

**DATE:** October 15, 2024

**DEPARTMENT:** Planning and Development

**ISSUE:** An update on the City's Corporate and Community Energy Action Plan 2015 – 2025 and inform Council of the commencement of Climate Action Plan 2026 – 2036 project.

### BACKGROUND:

On May 8, 2017, City Council adopted the Corporate and Community Energy Action Plan 2015 – 2025 (CCEAP), which is nearing the end of its term. The CCEAP was the second phase in the City's long-term energy planning, the first being from 2006 to 2014. It is a 10-year energy roadmap supporting greenhouse gas (GHG) emission reduction targets, both corporate and community-wide. The previous update of the CCEAP was presented to Council in October 2020. Administration presented to Council the Ongoing Commitment to Climate Action in September 2021, which provided a summary to Council on actions undertaken by the City regarding climate change.

The four principles of the CCEAP are: (1) developing efficiency in heating systems, (2) diversifying energy profiles, (3) setting cost-effective strategies for GHG emission reduction, and (4) increasing long-term adaptability. In order to achieve these goals, the CCEAP has:

- 1) Established GHG emission reduction actions based on the City's long-term aspirational targets of 100% renewable energy by 2050 (set out in the 2004 – 2014 Community Energy Plan);
- 2) Set targets for energy initiatives and energy-efficient capital projects both corporate and community-wide;
- 3) Fulfilled the reporting requirements of Milestones 2 (setting emission reduction targets) and 3 (developing a local action plan) of the Partners for Climate Protection Program.

Over the past 9 years, many CCEAP targets have been met through efforts made by the City and community, while some targets were not met. It is important to review and evaluate the successes and challenges of the CCEAP. Careful analysis of the lessons learned from the CCEAP is crucial to inform decision-making for the Climate Action Plan 2026 – 2036 (the Plan). Administration is initiating the Plan development in line with the federal and territorial legislation and strategies, and with consideration of

the 2023 – 2026 Council Strategic Directions. The attached Update Report informs Council of a brief description and analysis of each target set in the CCEAP.

**COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:**

**Strategic Direction #3: Sustainable Future**

Focus Area 3.1 Resilient Future

Enhancing Yellowknife as a great place to live, visit, work and play now and into the future.

Key Initiative 3.1.1 Advancing energy initiatives, including district energy options to energy retrofits.

**APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:**

1. *Canadian Net-Zero Emissions Accountability Act S.C. 2021, c. 22;*
2. 2030 Emissions Reduction Plan – Canada’s Next Steps for Clean Air and a Strong Economy;
3. Pan-Canadian Framework on Clean Growth and Climate Change;
4. 2022 to 2026 Federal Sustainable Development Strategy;
5. Government of Northwest Territories 2030 Energy Strategy; and
6. 2030 NWT Climate Change Strategic Framework.

Relevant City plans:

1. Community Plan By-law No. 5007 (2020); and
2. Strategic Waste Management Plan (2018).

Past documents:

1. Ongoing Commitment to Climate Action, Council Administration Round Table, September 29, 2021;
2. 2015 – 2025 Corporate and Community Energy Action Plan, Midway Progress Report, October 19, 2020; and
3. Community Energy Plan 2004 – 2014.

**ATTACHMENTS:**

Corporate and Community Energy Action Plan 2015 – 2025 Update, October 2024 (DM #765011-v4).

Prepared: August 30, 2024; MT  
Reviewed: September 17, 2024; TS  
Reviewed: October 9, 2024; CW



CITY OF YELLOWKNIFE

**CORPORATE AND COMMUNITY ENERGY ACTION  
PLAN 2015 – 2025  
UPDATE**

**Submitted to  
Governance and Priorities Committee**

**Planning and Development Department  
October 2024**



CITY OF YELLOWKNIFE

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        2.1.2 Renewable energy use ..... 5

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## CITY OF YELLOWKNIFE

### 1.0 Purpose and methodology

The purpose of this summary report to provide City Council with an update on the Corporate and Community Energy Action Plan 2015 – 2025 (CCEAP).

The CCEAP is an energy roadmap supporting both corporate and community GHG emissions' savings targets and is the second strategic document in the City's long-term energy planning, the first being the Community Energy Plan for the 2006 – 2014 period. It focuses on the following principles which are reflected in the proposed action items, (1) a focus on heating, (2) a diversified energy profile, (3) cost-effective strategies, and (4) long-term adaptability.

This report presents: (1) the overall corporate and community targets and achievements; (2) performance and evaluation of each action item, more specifically if greenhouse gas emission (GHG) targets have been achieved; and (3) a summary of lessons learned that guides the development of the next long-term plan starting 2026.

In order to analyze the performance of the indicators set out in the CCEAP, the City retained a consultant in 2021 who prepared a GHG emissions inventory, and developed a tool for gathering GHG emission data and reporting. The same methodology is used to generate this report. Additionally, raw data for this report were gathered through project summary reports, power bills, fuel bills, and through connecting with various City departments.

#### Data considerations:

There are certain data considerations to be noted:

- The reporting year for this update is 2021. For certain individual projects, data up to 2023 is available, and is hence included.
- Federal calculation and reporting protocols and practices recommend carbon dioxide (CO<sub>2</sub>) emissions from the combustion of biomass and biomass-based energy sources (e.g. wood pellets) be considered of biogenic origin and therefore are considered part of the natural carbon cycle. As such, they may be excluded from calculations and reporting.
- There are data gaps, because some data reported are incomplete due to lack of available information and resources. Establishing and implementing an organizational data collection procedure would help in bridging this gap.



## CITY OF YELLOWKNIFE

### 2.0 Overall targets

On May 8, 2017, City Council adopted the Corporate and Community Energy Action Plan (CCEAP). The following overall targets were set:

#### Corporate targets:

- Keep annual energy costs below the average of the preceding 5 years;
- Increase the share of renewable energy use from 50% to 70% by 2025;
- 50% reduction of greenhouse gas (GHG) emissions by 2025, using 2009 as the baseline year.

#### Community targets:

- 30% reduction of GHG emissions by 2025, using 2009 as the baseline year;
- Increase the share of renewable energy use from 18% to 30% by 2025.

### 2.1 Overall corporate targets

#### 2.1.1 Energy costs

✘ Target not on track → Keep annual energy costs below the average of the preceding 5 years

Average annual corporate energy spending from 2016 to 2022 was \$5.13 million. The energy spending in 2023 was \$5.81 million (Figure 1). The energy spending has steadily increased from 2016. Please note that 2020 and 2021 show a lower spending amount due to facility shutdown during the COVID-19 pandemic. For this reason, the preceding seven years are considered for comparison.



CITY OF YELLOWKNIFE

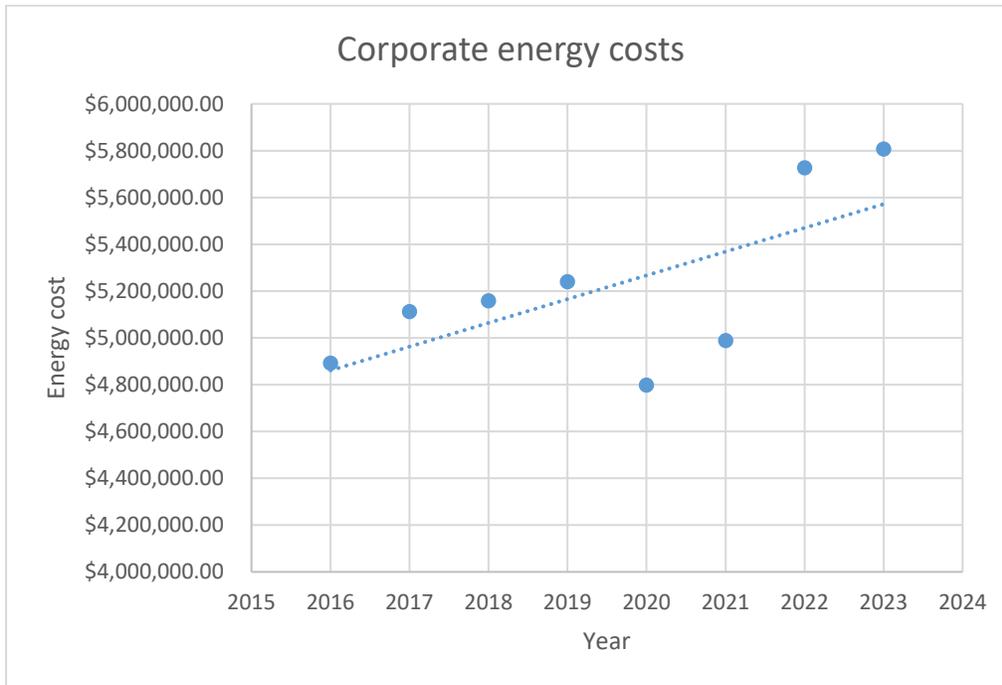


Figure 1: Corporate energy costs

### 2.1.2 Renewable energy use

✘ Target not on track → Increase the share of renewable energy use from 50% to 70% by 2025

Energy from wood pellets use (renewable energy use) increased from 21% in 2015 to 50% in 2021 for City facilities' heating, decreasing to 26% in 2023. Although there is a discrepancy in numbers between the target and actual, the City is gradually moving in the right direction (Figure 2). Data gaps may attribute to this discrepancy. Additionally, repairs required for wood pellet boilers in 2023 attributed to decreased wood pellet use.



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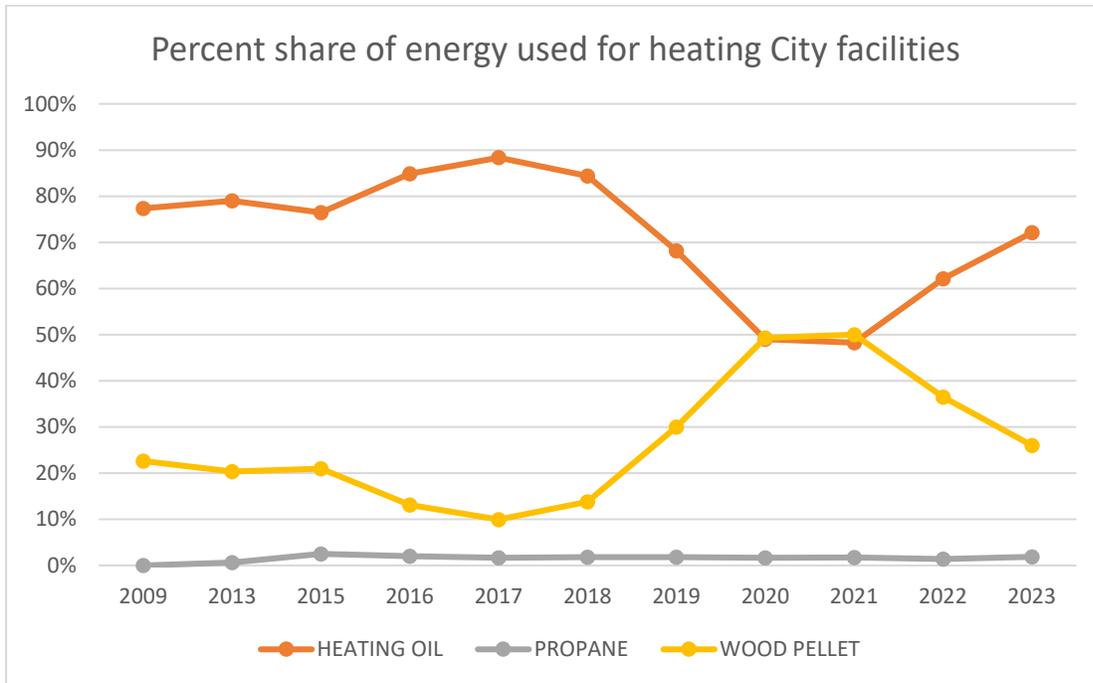


Figure 2: Percent share of energy used for heating City facilities'

### 2.1.3 Greenhouse gas (GHG) emissions

✘ Target not on track → 50% reduction of greenhouse gas (GHG) emissions by 2025, using 2009 as the baseline year

Corporate GHG emissions decreased from 11,993 tonnes CO<sub>2</sub>e in 2009 to 10,939 tonnes CO<sub>2</sub>e in 2021, an 8.8% decrease (Figure 3). Although the data indicate downward trend in overall GHG emission reduction, the City has not made significant progress and is not on track to meet the 50% reduction target.



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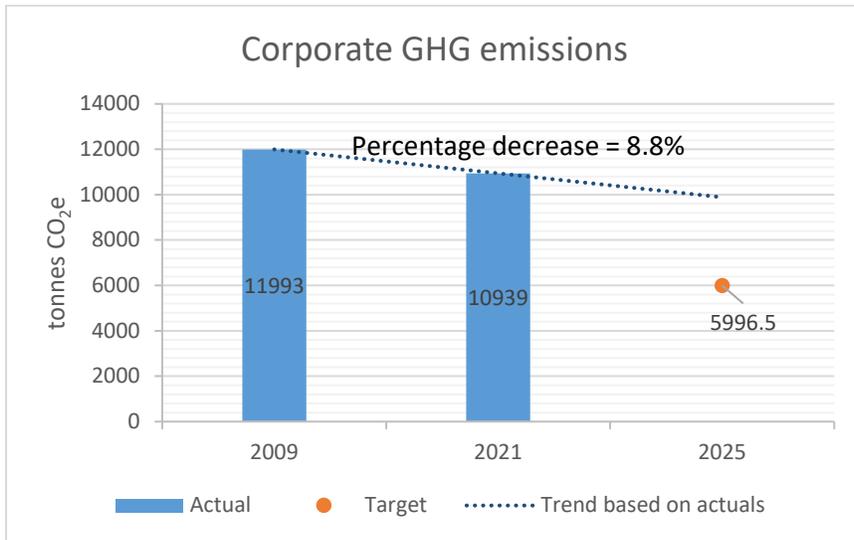


Figure 3: Corporate GHG emissions

## 2.2 Overall community targets

### 2.2.1 Greenhouse gas (GHG) emissions

🕒 Target in progress → 30% reduction of GHG emissions by 2025, using 2009 as the baseline year

Community GHG emissions decreased from 219,891 tonnes CO<sub>2</sub>e in 2009 to 194,462 tonnes CO<sub>2</sub>e in 2021, an 11.6% decrease (Figure 4). The target of 30% reduction will likely be achieved in 2025 if the current trend continues on this trajectory. However, due to lack of data availability, there may be deficiencies in the data analysis. Some more data is required to predict precise trajectory.



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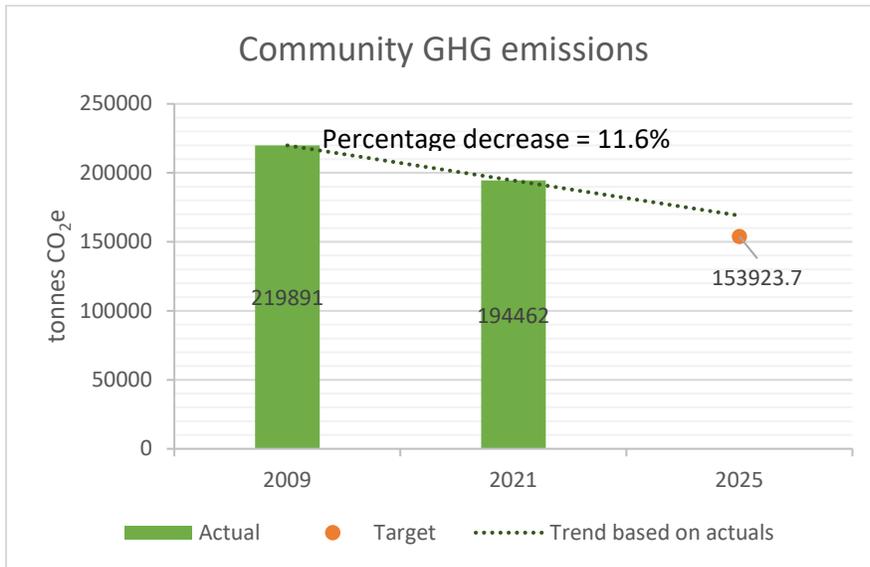


Figure 4: Community GHG emissions

2.2.2 Renewable energy use

✘ Target not on track → Increase the share of renewable energy use from 18% to 30% by 2025

Energy production from renewable energy sources in the community has not increased over the years, hence the targets for increasing renewable energy share from 18% to 30% were not met (Figure 5).

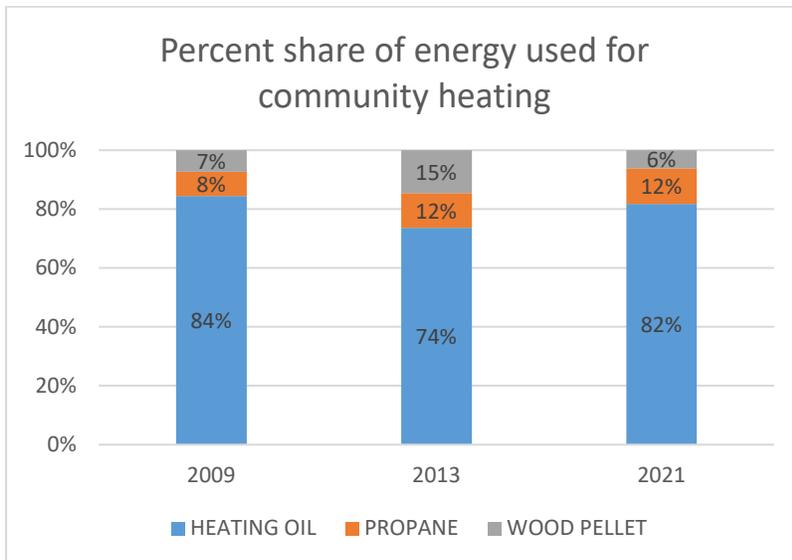


Figure 5: Percent share of energy used for community heating



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### 2.3 What went well and why

The following projects and initiatives went well (see [section 3.0](#) for details):

- Corporate:
  - The Multiplex Centralized Biomass Boiler was installed in 2018 and services the Multiplex, Firehall, Fieldhouse, Main Garage, and Community Services Garage. It shows that (1) Wood pellet boilers work well if the goal is to replace fossil fuel heating systems; and (2) A District Energy system works well in the City of Yellowknife because of its success in multiple City facilities.
- Community:
  - The Building Bylaw has been updated to match the requirements of the National Building Code and National Energy Code of Canada in 2012 and 2022. Implementation of Building Bylaw shows that residential properties have become energy efficient over the years.
- Both:
  - Electronically Commutated Motor (ECM) circulator pumps have been implemented in several City facilities' and residential homes. This project gained momentum, especially given it was listed under future innovation goals.

These projects went well because they were prioritized in capital project planning, and resources (both in staff time and monetary) were allocated accordingly. We were also able to leverage through funding and rebate programs. Detailed analysis is provided in [section 3.0](#).

### 2.4 What did not go well and why

The following projects and initiatives did not go well (see [section 3.0](#) for details):

- Corporate:
  - Facility modernization comes with large capital costs. Improvements for energy efficiency at the Water Treatment Plant Heating System and City Hall Centralized Boiler were planned. However, feasibility studies of these capital projects indicate that these are expensive to implement without long-term strong financial commitment.
- Community:
  - Adoption of Electric Vehicles (EVs) and related infrastructure were expected to lead to GHG emission reduction in the community. However, the City's investment in installation of the charging station at Somba K'e parking lot and partnership with Yellowknife Car share Co-operative Ltd. showed that greenhouse gas (GHG) emission savings were minimal. Generally speaking, purchase and operation/maintenance of EV infrastructure is costly. In addition, life cycle analysis of EVs was not carefully considered or fully understood when it was initially planned. EVs are resource-intensive and use minerals for batteries, which are expensive to mine, have a risk of shortage of supply,



## CITY OF YELLOWKNIFE

and have fewer options for recycling. The long and extreme cold temperatures in winter in Yellowknife negatively affect the lifespan of the infrastructure. Hybrid vehicles could be a better option for Yellowknife.

- Both:
  - Solar panels were installed on two City facilities' (Fieldhouse and Solid Waste Facility). The data collected showed a very low return on investment for Yellowknife. Long sunlight hours in the summer results in excess energy being produced, which results in wastage. Short daylight hours in the winter means no energy is being produced, hence not achieving its purpose.

Some initiatives are gaining traction in the rest of Canada, but do not work as well as intended in Yellowknife due to various reasons. Based on the observation of past projects and initiatives, it is identified that one of them is lack of resources (both in staff time and monetary) and departmental coordination and support in data collection are barriers in forming data-driven solutions and carrying out projects.

### 2.5 Next steps

Administration is initiating a Climate Action Plan project for 2026 to 2036. The Plan will focus on: (1) climate mitigation and adaptation; (2) establish targets in alignment with the federal and territorial governments' goals; and (3) develop strategies and initiatives that will bring tangible and more efficient outcomes. The new Climate Action Plan will:

- Expand beyond energy and GHG emissions to include water use and quality, sewage and waste management, and community planning and development for a better and comprehensive understanding of climate change impacts on the community;
- Include climate adaptation planning for the City to prepare for the effects of rapidly changing temperatures e.g., wildfires, loss of permafrost, change in precipitation etc.;
- Consider a life cycle/asset management focus. Focus on just the use phase (e.g., investment in EVs) leads to large sums of money being spent on projects with low return on investment;
- Set realistic and data driven targets. Previous GHG emission targets were ambitious, and did not consider resource limitations and results from other municipalities and the subarctic context. For example, resources were not available to invest in and track targets for the following community project: "reduce residential vehicle kilometres traveled (VKT) by 20%." This target would have required conducting outreach, and doing a yearly survey to record residents' method of transportation. All departments and residents need to be involved, as climate change affects infrastructure, operation and use. With the new asset management team and asset management plans, this can be supported. However, more coordination, monitoring and reporting is needed;
- Include a sustainability lens through procurement e.g., have a sustainable procurement policy which is implemented; and



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- Include socio-economic lens for climate change and energy projects.

### 3.0 Individual project update

#### 3.1 Corporate projects

Table 1 provides an update on corporate projects, whether these were completed, and the GHG emission savings (if available) for these. Table 2 provides a cost update for projects costing \$50,000 or more. Please note that numbers are included based on availability of data.

Data considerations noted in [section 1.0](#) should be considered when interpreting the results.

Overall results are discussed in [section 2.3](#) and [2.4](#) above.

Table 1: Update on individual corporate projects

Corporate project	GHG emissions (tonnes CO <sub>2</sub> e)		Status	
	Target	Actual	✓ completed	✗ not completed ☹ in progress
Multiplex Centralized Biomass Boiler	-829	-645 <sup>[1]</sup>	✓	Installed in 2018, Connects five facilities: Multiplex, Firehall, Fieldhouse, Main Garage, Community Services Garage.
Water Treatment Plant Heating System	-340	0	✗	Pellet boiler design is complete – project is not economically feasible. Estimated cost: \$12.8 million.
Interior LED (light emitting diode) & Daylight Harvesting	-170	-25 (over 4 years) <sup>[1]</sup>	☹	25% work completed for City facilities’ interiors. Resources need for completion.
Exterior LED Lighting	-12	Data not available	✓	Completed for most City facilities’ exteriors.
Building Envelope Upgrades	-14	Data not available	✓	Completed for the Baling Facility.
City Hall Centralized Boiler	-130	0	✗	City Hall District Heating Feasibility Study undertaken in 2019. Not feasible. Estimated cost: about \$4 million.
Solar Panels at City Facilities	-482	-30 (over 10 years) <sup>[1]</sup>	✓	<ul style="list-style-type: none"> <li>• Fieldhouse:               <ul style="list-style-type: none"> <li>○ Annual return on investment from 2016 to 2021 = – 24% over 5.5 years</li> <li>○ Annual return on investment from 2016 to 2036 = 2% over 20 years</li> </ul> </li> <li>• Solid Waste Facility:               <ul style="list-style-type: none"> <li>○ Annual return on investment from 2014 to 2021 = – 11% over 7.6 years</li> </ul> </li> </ul>



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				○ Annual return on investment from 2014 to 2034 = 3% over 20 years
Air Source Heat Pumps	-40	0	✘	Not completed. Feasibility is undetermined, research ongoing in cold climates. Arctic Energy Alliance is conducting a pilot project to test feasibility in Yellowknife area.
Replacement of Existing Pellet Boilers	---	---	✘	No replacements were undertaken: cost and resources required. The YK Community Arena pellet boiler is undergoing upgrades to accommodate the new Aquatic Centre and to make operations more efficient (Date of Completion: 2025).
Hybrid/Electric Vehicles	---	-7 (over 10 years) <sup>[1]</sup>	🕒	2008 Toyota Prius in-service for approximately 10 years. Kilometers driven = 34,254. No replacement of the vehicle has occurred. Use not recommended because it's out of service in the winter, issues with vehicle start-up.
City Fleet Monitoring and Improvement	---	---	✘	Not implemented, requires more resources.
<b>Total</b>	<b>-2,017</b>	<b>-707<sup>[1]</sup></b>		

Legend

- (minus) indicates GHG emission savings

+ (plus) indicates GHG emissions increase

--- no target set or not applicable

<sup>[1]</sup> Calculations based on data from installation date to 2023.



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Table 2: Cost data for corporate projects

Corporate project	Capital cost	Operational cost (yearly average)	Pre-assessment and studies' costs	Funding
Multiplex Centralized Biomass Boiler	\$2,177,209	\$278,934	-	-
Water Treatment Plant Heating System*	Approximately \$12.8 million	-	\$307,803	\$2,250,000
City Hall Centralized Boiler*	Approximately \$4 million	Approximately \$50,000	\$19,500	-

\* Note: Items in red have not been executed because of high cost.

### 3.2 Community projects

Table 3 provides an update on community projects, whether these were completed, and the GHG emission savings (if available) for these. Table 4 provides a cost update for projects costing \$50,000 or more. Please note that numbers are included based on availability of data.

Data considerations noted in [section 1.0](#) should be considered when interpreting the results.

For organics pickup, it should be noted that the residential waste amount used as the denominator refers specifically to waste collected through the Curbside Cart Program.

Moreover, cardboard separation was proposed in an era where the national regulations around cardboard were less stringent and the City was receiving rebates for shipped cardboard bales. With new regulations in place, shipping cardboard down south is not as beneficial as it once was.

The reader may note that overall GHG emission savings from transportation are significantly higher compared to the individual transportation projects (for which data may not be available). This result is from the 2021 GHG inventory completed by Tetra Tech and Firefly in June 2022. The overall GHG emissions savings (12,389 tonnes CO<sub>2</sub>e) includes emissions savings from ground transportation (diesel, gasoline) from non-City owned vehicles. The results may indicate that residents of Yellowknife have shifted to more sustainable or efficient transportation methods.

While GHG emission savings in residential properties appears promising, focus on reducing GHG emission savings for industrial, commercial and institutional properties should be improved.

The reader may also note that GHG emissions for the waste sector have increased by 128 tonnes CO<sub>2</sub>e. Again, results from the 2021 GHG inventory completed by Tetra Tech and Firefly were used. The consultants note that waste emissions for the baseline year (2009) or for the year 2014 were not calculated. As such, emissions for the baseline were recalculated using the same information that was provided for the 2021 inventory, correcting for the difference in population. While inaccuracy of data



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could be a factor here, it is important to note that composting and recycling are resource, energy, and GHG-intensive processes, and long-term continued efforts will yield a better return on investment. Waste diversion, reduction, and extended producer responsibility programs (in collaboration with the territorial government) can be considered.

Table 3: Update on individual community projects

Community project	GHG emission savings (tonnes CO <sub>2</sub> e)		Status	
	Target	Actual	✓ completed	✗ not completed ⊕ in progress
<b>Transportation</b>				
Reduce residential Vehicle kilometres traveled (VKT) by 20%	-8,305	Data not measured or recorded as resources for this are not available.	⊕	Requires more resources. Difficult to implement and track.
Right sizing vehicles	-4,358	0	✗	Not completed. Requires more resources. Difficult to implement and track.
Reinforcing anti-idling bylaw	---	---	✗	Not completed. Requires more resources. Difficult to implement and track.
Create infrastructure for electric cars as well as supporting policy	-1,016	-30 (over >3 years) <sup>[1]</sup>	✓	Installed a Level 2, 30 Amp charging station next to Sombe K'e Civic Plaza Partnership with Yellowknife Car share Co-operative Ltd. from 2019 – 2022. City continues to provide the parking space and pay for electricity for electric vehicle charging (which has been approximately \$20,000 in power since 2020).
Businesses switch to hybrid vehicles	-4,797	0	✗	Not completed. No incentive to execute this.
Sustainable transportation planning	---	---	✓	<ul style="list-style-type: none"> <li>Franklin Avenue Bike Lane Consultation, Dec 2016.</li> <li>Active Transportation Strategy, 2018.</li> <li>Trail Enhancement and Connectivity Strategy, 2018.</li> </ul>



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				<ul style="list-style-type: none"> <li>• Transportation Infrastructure Study, 2018.</li> <li>• Adoption of the Community Plan By-law No. 5007 in July 2020, with a focus on high density and mixed used zones, infill development, active and public transportation etc.</li> <li>• New accessible buses launched in Apr 2024 and new bus routes launch in Oct 2024.</li> </ul>
<b>Total</b>	<b>-18,746</b>	<b>-12,389</b> <sup>[2]</sup>		
<b>Heating and Electricity</b>				
Support 1250 homes in adopting Local Improvement Charge (LIC) – 25% of detached and single households	-4,688	-2,900 on average if program is executed	⊕	Home Energy Financing Study in progress: program design complete; presentation to Committee planned in Nov 2024.
Ensure that new buildings abide by the City's Building By-law	-13,500	Data not measured.	✓	New Building Bylaw adopted May 2022 has better energy efficiency requirements in comparison to the National Building Code and National Energy Building Code.
District Heating Development Policy	---	---	⊕	District Energy Policy Framework prepared by Stantec on September 7, 2022 – next steps on implementation to be decided.
Solar panels for residents	---	---	✗	Not completed. No incentive to execute this.
<b>Total</b>	<b>-18,188</b>	<b>-23,801 for residential properties +23,816 for industrial, commercial and institutional properties</b> <sup>[2]</sup>		
<b>Waste</b>				
Full residential organics pick-up	-4,160	Data not available.	⊕	In 2022, 34% of total residential waste collected was diverted out



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				of the landfill via the compost program.
Full separation of Cardboard from waste streams	-5,025	Data not available.	⊕	In 2022, 57% of cardboard was collected and shipped south for recycling. Some of the remaining was shredded and mixed into compost piles. However, cardboard still represents a significant portion of the mixed waste received at the landfill.
<b>Total</b>	<b>-9,185</b>	<b>+128</b> <sup>[2]</sup>		
<b>Future Innovation and Legislation Changes</b>				
Assess wind measurements at potential site	---	---	✘	Not completed.
Pre-feasibility study for ECM pumps	---	---	✓	From 2020 to 2022, the City partnered with Arctic Energy Alliance to install new ECM circulation pumps for certain City facilities and 86 homes.
Explore integrated resource management models	---	---	⊕	Partnerships with contractors have allowed access to equipment to shred wood waste, which can potentially be used as biofuel. To be researched and developed further.
Promote education around carbon pricing	---	---	✘	Not completed. Territorial government's jurisdiction.

Legend

- (minus) indicates GHG emission savings
- + (plus) indicates GHG emissions increase
- no target set or not applicable

<sup>[1]</sup> Calculations based on data from installation date to 2023.

<sup>[2]</sup> Calculations based on data from 2009 to 2021.



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Table 4: Cost data for community projects

Community project	Capital cost	Pre-assessment and studies' costs	Funding
Transportation studies and plans	\$12,474 (EV charging station)	\$57,744	\$75,000
Residential Energy Savings through Local Improvement Charge*	-	\$138,639 (to-date)	\$175,000
District Energy Policy*	-	\$90,050	-

\* Note: Items in purple are in progress.

# Corporate and Community Energy Action Plan 2015-2025 Update

Governance and Priorities Committee

October 15, 2024



[www.yellowknife.ca](http://www.yellowknife.ca)



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# Overall Targets



May 8, 2017

Adoption of Corporate and Community Energy Action Plan (CCEAP)

## Legend:

-  In progress
-  Not completed

### Corporate



Keep annual energy costs below the average of the preceding 5 years



Increase the share of renewable energy use from 50% to 70% by 2025



50% reduction of greenhouse gas (GHG) emissions by 2025

### Community



30% reduction of GHG emissions from community sector by 2025



Increase the share of renewable energy use from 18% to 30% by 2025



# Corporate Projects

**Legend:**  
 Completed  
 In progress  
 Not completed



Before 2015

- Solar Panels Solid Waste Facility
- Hybrid Fleet Vehicle in-use



2016

- Solar Panels Fieldhouse



2018

- Multiplex Centralized Biomass Boiler



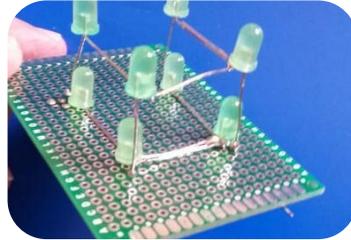
2019

- City Hall Centralized Boiler



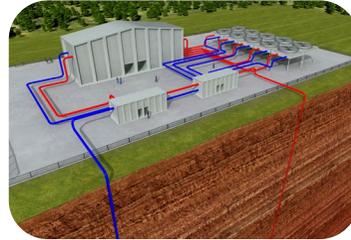
2021

- Building Envelope Upgrades for Baling Facility



2022

- LED installation in City facilities



2023

- Water Treatment Plant Heating System



N/A

- Air Source Heat Pumps
- Replacement of Existing Pellet Boilers
- Replacement of Hybrid vehicles
- City Fleet Monitoring

**Overall GHG emissions**  
 Target: -2,000 tonnes CO<sub>2</sub>e ↓  
 Actual: -700 tonnes CO<sub>2</sub>e ↓



# Corporate – Successes and Opportunities

- Legend:**
- Completed
  - In progress
  - Not completed

- District Energy System wood pellet boilers work well if the goal is to replace fossil fuels

Biomass Boiler ✓



- Low return on investment
- Excess energy produced and wasted in summer; no energy produced in winter

Solar Panels ✗



- Project started but not completed – more resources needed

LED lighting ?



# Community Projects

**Legend:**  
Completed  
In progress  
Not completed



## Transportation

- Reducing Vehicle Kilometres traveled
- Right Sizing Vehicles
- Reinforcing Anti-idling bylaw
- Infrastructure for Electric Cars (2018)
- Businesses Switch to Hybrid Vehicles
- Sustainable Transportation Plans
- **GHG emissions**  
Target: -19,000 tonnes CO<sub>2</sub>e ↓  
Actual: -12,000 tonnes CO<sub>2</sub>e ↓



## Heating and Electricity

- Residential Energy Savings through Local Improvement Charge
- Implementation of the new Building Bylaw
- District Energy Policy
- Solar Panels for Residents
- **GHG emissions**  
Target: -18,000 tonnes CO<sub>2</sub>e ↓  
Actual: -24,000 tonnes CO<sub>2</sub>e ↓ (for residential properties)

# Community Projects

**Legend:**  
Completed  
In progress  
Not completed



## Waste

- Residential Organics Collection
- Separation of Cardboard from Waste Streams
- **GHG emissions**  
Target: -9,000 tonnes CO<sub>2</sub>e ↓  
Actual: +130 tonnes CO<sub>2</sub>e ↑



## Future Innovation

- **Assess Wind Energy Potential**
- **Electronically Commutated Motor (ECM) pumps**
- **Integrated Resource Management**
- **Education around Carbon Pricing**

# Community – Successes and Opportunities

- Legend:**
- Completed
  - In progress
  - Not completed

- Building bylaw updates to match and exceed federal legislation have resulted in residential properties becoming more efficient

Building Bylaw ✓



- Implemented successfully in several City facilities' and residential homes

ECM pumps ✓

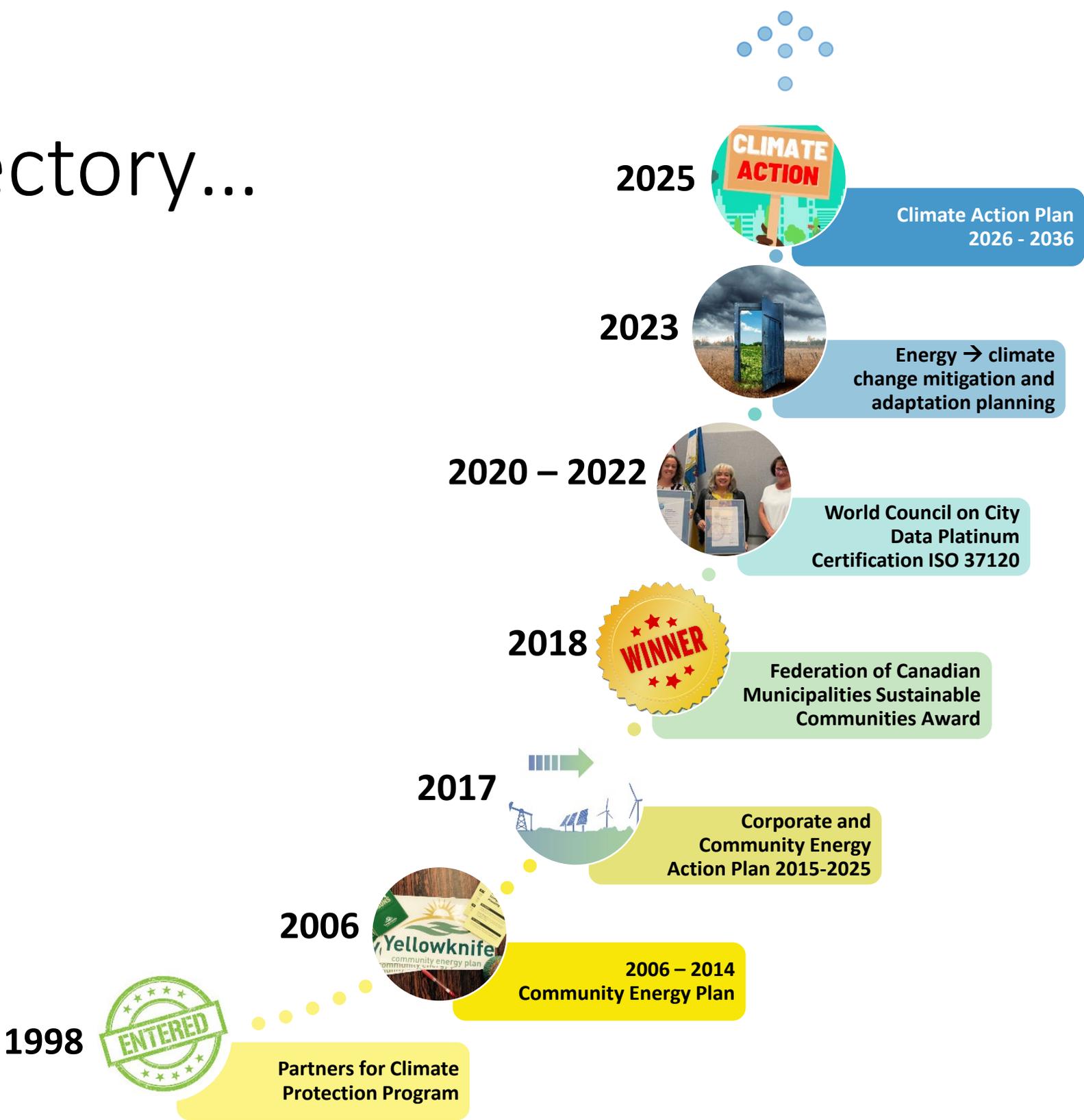


- GHG emissions savings were minimal; purchase and operation costly; resource-intensive
- Hybrid vehicles are a better option

Electric vehicles ✗



# Our trajectory...



Thank you!

Questions?



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