



CITY OF YELLOWKNIFE

GOVERNANCE AND PRIORITIES COMMITTEE AGENDA

Monday, October 21, 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.

<u>Item</u>	<u>Description</u>
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.
4.	A presentation and discussion regarding Budget 2025.
ANNEX A	(For Information Only)
5.	A memorandum regarding Budget 2025 Public Input.
ANNEX B	
6.	A memorandum regarding whether to adopt the recommendations set forth by the Human Resource Compensation Committee for the 2024 City Manager Performance Evaluation Process.
<u>IN CAMERA</u>	
7.	A legal matter.



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE
(For Information Only)

COMMITTEE: Governance and Priorities

DATE: October 21, 2024

DEPARTMENT: Corporate Services

ISSUE: Budget 2025 Public Input

BACKGROUND:

The City of Yellowknife invited residents to help shape the 2025 Budget by submitting project proposals from July 17, 2024 to August 16, 2024 utilizing an online form. Residents were asked to consider Council’s Strategic Directions as well as tax and service implications. The online form allowed residents to submit a complete project proposal, together with cost estimate for their submission.

Attached for the information of Committee are the submissions received from the public regarding Budget 2025.

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #1: People First

Focus Area 1.3

Liveable Community

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.

Strategic Direction #2: Service Excellence

Focus Area 2.1

Asset Management

Planning, implementing and maintaining assets to reliably, safely and cost effectively deliver services for current and future community needs.

Focus Area 2.2

Capacity

Balancing service levels with human and fiscal resources.

Strategic Direction #3:

Sustainable Future

Key Initiative 3.2.4

Sustaining infrastructure capacity for future growth.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

Cities, Towns and Villages Act

ATTACHMENTS:

Public Submissions regarding Budget 2025 (DM #780487).

Prepared: October 18, 2024 DMG

52nd Ave bike path improvement

Email

Phone

Details

The current design of the bike paths on 52nd requires cyclists to leave the path and join vehicle traffic at every intersection. Due to the curb bump-outs, this is not safe, especially when vehicles parked on the road side obstruct visibility. To remedy this, the bike paths should be made continuous to join onto the curb bump-outs, and the curb cuts widened for bike traffic to cross along side pedestrian traffic. If desired, speed control such as a bollard or other barrier could be incorporated to slow bike traffic before mixing with pedestrian traffic (so long as such speed control does not prohibit snow clearing or use by wheelchairs or other mobility aids).

Submitted Files:

Estimated Cost

\$ 16,400

Rationale

The high estimate of sidewalk installation is \$12 per square foot, multiplied by 114 square feet per bump-out, multiplied by 12 relevant bump-outs. Signage & speed controls have not been included.

Tax Increases Supported

Status

Submitted 

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:45 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Raised crosswalk At Finlayson Drive and Tees Court

Email

Phone

Details

There is currently a painted crosswalk at this location, but it is frequently ignored by drivers. There are many anecdotes from residents of near misses at this location. A raised crosswalk would slow traffic speeds, improving driver attention and reaction speed.

Submitted Files:

Estimated Cost

\$ 17,000

Rationale

Cost estimates of this kind are difficult to determine for Yellowknife. I took the average cost from saferoutesinfo.org, converted from USD to CAD, and added 50% for the high cost of Northern construction.

Tax Increases Supported

Status

Submitted

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:45 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

▼

Notes

Raised crosswalk to access bus stop on Finlayson Drive

Email

Phone

Details

There is a bus stop across the street from 6164 Finlayson Drive North that has no connecting sidewalk or even a curb cut. This portion of the road also has something of a blind turn as you come up the hill from Parker Park making it a hazardous place to cross. A raised crosswalk at this location would increase neighbourhood safety by lowering driving speeds, and provide safe access to the bus stop. The concrete raised crosswalk at the Frame Lake Trailhead near the airport has proven to be resilient to current snow-clearing procedures.

Submitted Files:

Estimated Cost

\$ 17,000

Rationale

Cost estimates of this kind are difficult for a layperson. I took the cost average taken from saferoutesinfo.org, converted from USD to CAD, and added 50% for the increased costs in the North.

Tax Increases Supported

Status

Submitted 

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:44 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Bicycle Lanes

Email

Phone

Details

Paint bike lanes previously committed to in numerous previous city documents including the 2013 Bike Lane Development Schedule and 2017 Cycle Routing Network. Bike lanes that would be of particular importance in terms of connecting schools, neighbourhoods and providing a safe path for residents to get to/from existing trails, many of which are currently orphaned and unsafe to get to/from, particularly for children - 52nd Street - Forrest Drive from 51A Ave and 50th Ave - Range Lake Road - Niven Drive from the trail to Franklin - 47th Street - Range Lake Road - 49th Avenue from School Draw up the hill to 52nd Ave - 51st Ave The city repaints road lines anyway each year - this would simply be another day or two of work. Given that the paint is only temporary - ie it wears off - this is something that could be seen as a trial - a very low cost one at that. The 2020 Community Plan By-law specifically states that the city will make improvements to active transportation infrastructure, including cycling infrastructure. The by-law also specifically states that safe, connected, direct, and year-round cycling infrastructure is an objective of the City of Yellowknife, and lists specific objectives for various neighbourhoods around the city in this regard. The community energy plan states that the City aims to reduce vehicle kilometers by 20% by 2025. This can only happen if the city invests in infrastructure for alternative ways to travel.

Submitted Files:

Estimated Cost

\$ 5,500

Rationale

This is based on a cost of 0.25c per meter of paint (this is the cost of the type of paint used as reported by other municipalities and the industry) for 10000 m of lanes (5 km on both sides) and allows for 40 hours of labour at \$50 per hour, as well as \$1000 for contingencies such as application equipment/stencils etc.

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Frame Lake Trail continuation behind Stanton

Email

Phone

Details

Continue the Frame Lake Trail, as per the City's own Trail Connectivity report, for all of the reasons outlined in that report, including strong resident support and its ability to connect so much of the residents of the City. Ensure that the trail constructed is wide enough for use by walkers and cyclists. Ideally construct the blue trail on the option outlined in the Trail Connectivity report, as this option is on municipal land. Alternatively, work with land owners to construct an alternative route through non-municipal land. It is absolutely possible to extend the trail behind Stanton sticking with municipal land.

Submitted Files:

Estimated Cost

\$ 495,000

Rationale

The City's own trail report, plus 10% to allow for any cost increases over time. This cost could definitely be reduced if, as per the City's strategic directions (pg. 8), the City makes 'Partnership efforts with community groups and stakeholders'. The City can utilize community members and community groups who have already expressed an interest in helping with this project. Or, simply construct it themselves if they do not wish to partner with community groups.

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Dog park!

Email

Phone

Details

We really need a proper dog park in Yellowknife. There are far too many issues with dogs loose in the city and I think part of that is that there is no where for them to be off leash and contained still. This would also help limit dog/human interactions. There is no where safe for our animals to be. If we take them off leash any where here we are giving them access to getting hurt or eating trash as there is so much garbage throughout Yellowknife. Please consider a real dog park

Submitted Files:

Estimated Cost

\$ 1

Rationale

I'm not sure how much it would cost as it would depend on the location and scale of the park.

Tax Increases Supported

Status

Submitted

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser...

Notes

An additional dog park is not contemplated in the 2025 -2027 budget

Parc sur la rue Lamoureux

Email

Phone

Details

Ceci n'est pas un projet car il est déjà en place, mais il y a beaucoup d'enfant sur la rue Lamoureux, le parc aurait besoin de modernisation !

Submitted Files:

Estimated Cost

\$ 3,000

Rationale

Je n'ai pas de devis rien c'est seulement une suggestion :)

Tax Increases Supported

Status

Submitted



Reviewed By: Hannah Ding Date Reviewed: 2024-08-22 05:37 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes



IP Address: 72.11.169.179 - Submitted: 2024-07-28 11:08 am

Signage Program and No-Right-On-Red at certain intersections

Email

Phone

Details

Vehicles are increasing in size and it is becoming much more dangerous for pedestrians, kids, elders, and people on bikes/mobility aids to maneuver through Yellowknife. There is an opportunity to adjust some of the traffic light intersections and consider some locations where there should NOT be a right turn on a red light. These areas would also gain from bumped out shoulders to make it easier for people to be seen, and help slow down vehicles using intersection. Furthermore, not a lot of people who drive vehicles understand where there are bike facilities due to lack of signage. Installing bike signage that matches the city's bike routes would help educate all road/sidewalk/multi-use path users. 1. Identify traffic intersections where a sign identifying "No Right on Red" be utilized. 2. Identify locations where "Bike Route" vs "Multi-use Path" vs "Bike Lanes" by installing signage.

Submitted Files:

Estimated Cost

\$ 9,000

Rationale

Each Sign budgeted at about \$500. This is based on recent Nanaimo installation, and a northern multiplier. Gitzel/Franklin "no right on red" sign Woolgar/Kam Lake "no right on red" sign Byrnes/Old Airport Road "no right on red" sign (this is a big connector to Frame Lake trail, and unless the sidewalk is officially turned into a Multi-use path, there's no location for bikes to be on road, with people in cars who intend to take a right on red... reduce the conflict, Estimate Bike Route sign

Tax Increases Supported

Status

Submitted ▼

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Bike Counter Installation at Frame Lake Trail/Old Town/Taylor Road

Email

Phone

Details

More bike data and statistics is needed in an effort to support health & wellbeing research data. It also helps in decision making for future developments, and feedback on changes or work that has been implemented once there's an existing data set. We therefore request permission from the City of Yellowknife to install 3 bike counters: One on the Frame Lake Trail between Matonabee and Gitzel, one on the road into Old Town, and another at Taylor Road. Installation would commence in April 2025. At the very least, we request permission for installation.

Submitted Files:

Estimated Cost

\$ 15,215

Rationale

Quote from Eco-Counter Inc 604-3981 Boul. Saint-Laurent Montréal, Quebec H2W 1Y5, Canada. It includes Eco-Visio Software subscription, Alert service, Dashboards, Annual Data Validation & Reconstruction included, weather module. I also included some costs associated with installation, which requires cutting of the road/path to install wires subgrade.

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Range Lake Road - Trial Bike Lanes

Email

Phone

Details

Range Lake Road is home to St. Joe's and N.J. McPherson School. This road is 14-15m wide, which encourages people to drive quite fast. Students should feel welcome and comfortable to walk or bike to school, and our streets need to be designed to encourage safer driving. Studies have shown that streets that are narrower, encourage slower driving. We request that the City of Yellowknife implement a traffic calming study on Range Lake Road with the implementation of protected bike lanes on both sides of the street. The use of low-height pre-cast concrete barriers allows these bike lanes to be deployed in April 2025 and then be removed in October 2025 for winter.

1. Using low-height pre-cast concrete barriers. These will be placed to allow for a 1.8m unidirectional bike lane between the sidewalk curb and these concrete barriers.
2. On-street parking is still available, however it is recommended that areas near crosswalks be parking free in order to encourage safer sight-lines.
3. The weight of the barriers will ensure that they stay in place all summer. Added signage and bollards installed on top of concrete barriers will help to communicate intent, and help people using the lane feel safer
4. Installation to span from Bourque all the way to Byrnes Street, further connecting Kam Lake Road to the Old Airport Road Multiuse path.
5. Installation would start in late April 2024 once the snow has gone, thus allowing for maximum school/summer use. Recognizing that capital planning for this road may not be anytime soon, at which point multi-use lanes on BOTH sides of the street, along with consideration for curb bump-outs at intersections, or even raised crosswalks and a possible roundabout would make the world of a difference in creating a safer neighbourhood. The volume of people on bikes is steadily growing, and there is a need to help reduce conflicts between vehicles, pedestrians, and bikes.

Submitted Files:

Estimated Cost

\$ 450,000

Rationale

This cost is based on the per-kilometer cost of a Pilot Project on Sherbrook Street in Winnipeg, MB - adding a remote Yellowknife factor to the price along with additional painted line supplies, 6 signs, and bollards that can be bolted down onto the concrete barrier.

Tax Increases Supported

Status

Submitted 

Admin adjusted cost

"Artwalks" - Vibrantly Painted School Crosswalks for Yellowknife

Email

Phone

Details

To increase safety at schools, this project will create 10 colourful mural-painted crosswalks at each of the 10 schools in Yellowknife. We request the following from the City of Yellowknife: 1.

Permission from the City of Yellowknife to complete this task in May 2025
2. City of Yellowknife staff to provide equipment and/or staff to power-wash the crosswalk 1 day before each crosswalk painting days
3. City of Yellowknife to fully fund, or at least partially fund the painting equipment

Outline of Project: A teacher and community artist will be assigned to a group of students (class or specially formed group) from each school. Artists will design the crosswalks and then coordinate a time with the teacher/class to introduce the design, and implement a scaling exercise. Students will be tasked with learning how to scale the drawing from small scale to life-sized, estimate coverage of paint based on colours and areas of each colour. Learn coordination and project management skills, and learn to draw out the design using measuring tools, chalk, under close supervision of teacher, artist, and community volunteers. Once the design is ready for implementation, crosswalk will be thoroughly cleaned and prepped at least 1 day prior to the paint day, and 1/2 the crosswalk will be painted on Day 1, and the other 1/2 on day 2. As some equipment can and should be shared between schools, we plan to schedule paint days starting around the first week of May, 2025. With this schedule in mind - we expect completion of every crosswalk by the end of May 2025. We have several volunteer project leaders that will help to implement this program. We have communicated with some of the artists, teachers, and will be gathering letters of support from the schools in the coming weeks. We will research the possibility of sourcing community funding grants and in-kind donations from local businesses to help realize this project - but Can't guarantee that, and hope that the City can at least promise the funding of the full amount. **Timing:** Artists will be activated to produce their crosswalk designs once project is approved by the City of Yellowknife - hopefully Fall 2024. Currently artists are participating as volunteers, however we would like find funding to provide each of the artists for their time and artwork. Teachers/School programming including an outline of the project will be finalized during the Fall 2024, so that the artist and the students can commence meeting after March Break, 2025 to start planning for May. Supplies will need to be ordered and delivered no later than April 2025. Crosswalks will be painted starting May 2025. Designs will be vibrant all summer. Touch-ups are expected in 2026 and 2027.

Submitted Files:

Estimated Cost

\$ 12,100

Rationale

We have a fully itemized budget outlining all painting supplies and equipment for students/staff/volunteers to paint 10 crosswalks in Yellowknife. 1 crosswalk per school. Total square meterage is 482m², with an estimate of 23m² coverage per each gallon, and 3 coats amounts to 63 gallons of paint in total. We then budgeted an 10 extra gallons, just in case. A Full

budget is available in Excel format. It includes things like paint rollers, brushes, tape, drop cloths, buckets for water, soap, hi

Tax Increases Supported

Status

Submitted 

Admin adjusted cost


\$

Needs further investigation/Follow-up

Department



Notes



IP Address: 50.117.242.125 - Submitted: 2024-08-15 09:51 pm

Winter Maintenance

Email

Phone

Details

As per the memo sent by Communities in Motion to Mayor Alty and the rest of City Council on May 12th, 2024, we would like to see the city commit to improved winter maintenance standards and practice for active transport infrastructure including multi-use paths, bike lanes, sidewalks and bike routes. The City has previously committed to increasing and promoting active transportation infrastructure, notably in Community Plan By-law 5007, as well as in Council's Strategic Directions 2022-2025. Community members have repeatedly reported that active transportation infrastructure is not maintained anywhere near the same rate as car infrastructure, and in fact much of it is impassable for much of the winter season. This also includes bike racks. Developing policies and procedures that give more importance to improving the usability of active transportation infrastructure does not necessarily have a capital cost, although we recognize that obtaining more appropriate machinery in the medium-long term would potentially have capital implications. We therefore urge the City to develop policies and procedures to improve maintenance of active transportation infrastructure so that it is usable year-round. In doing this task, the City could perhaps identify any gaps in its equipment and plan ahead for the future when replacing parts of its fleet.

Submitted Files:

Estimated Cost

\$ 0

Rationale

As per above

Tax Increases Supported

Status

Submitted 

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Introduce New Snow Removal Methods in Yellowknife

Email

Phone

Details

The methods in which Yellowknife's current snow removal system works, is not as effective as other winter cities around the world in the following ways: Snow is graded, using a gravel grader, which doesn't remove the snow, but smooths it out. Unfortunately, over time, ruts are created by vehicles, and people who use bikes, strollers, mobility scooters, end up in the middle of the road. What could be a better design worth investigating, also given the larger snow storms and greater volume and frequency of snow events, is to use a method similar to Montreal's snow removal system: Snow BLOWERS are used during a heavy snow event to remove majority of snow into a loader, which then takes the snow to an area where it can be dropped. Because the snow hasn't been sitting in the same spot for days, weeks, or months, that snow is fresher, and less contaminated with the oils/fuel from vehicles. Since this system removes the majority of the snow, there is less build up to the sides, thus allowing the road to be shared between vehicle users and active transportation means. A more successful system would also prioritize snow removal of sidewalks/crosswalks so that people who do not use vehicles can also have freedom of movement. This reduces conflict points between road users, and increases likelihood that people can choose healthier ways of moving around Yellowknife. An example is to look at the City of Oulu, Finland which prioritizes removal of snow from Multi-use paths prior to vehicular travel, and contractors responsible for this work also are required to use those paths. There are incentives for work well done <https://www.euronews.com/my-europe/2021/01/22/meet-the-bike-loving-finnish-city-that-keeps-peddalling-even-in-the-snow> - <https://www.ouka.fi/en/street-maintenance/snow-ploughing-and-anti-skid-treatment#:~:text=The%20road%20is%20ploughed%20from,the%20ground%20is%203%20cm>. I think that there's great potential for Yellowknife to shine at this - and perhaps there are funding opportunities to improve snow removal for the capital of the NWT, so that we can shine as the winter capital we are!

Submitted Files:

Estimated Cost

\$ 763,000

Rationale

The supply of one T60R36 Larue Snow Plow for Streets is \$700,000. As an addition to Yellowknife's snow removal fleet. The cost per year for operating the new snow plow and also wear and tear is roughly \$350/hr - so based on bigger snow fall events which number about 15 per year, that's approx. \$63,000. The following year, only the operating cost would remain.

Tax Increases Supported

Painted Bike Lanes

Email

Phone

Details

As previously detailed in our 10-page memo to City Council and Mayor Alty of May 12th, 2024, Communities in Motion would like the City to paint a number of Bike lanes in Yellowknife. Detailed reasons for the choice of each of the proposed streets, based on previous city plans and reports, existing width of streets, and potential to significantly improve connectivity, was provided in the memo of May 12th which we are happy to provide to any admin staff who wish to view it. The proposed bike lanes would be 2.5 m wide on each side. This width still allows for a minimum traffic width of 5 m on each of the proposed streets - and significantly more in most cases. The streets in question are - Forrest Drive (between Franklin and 51A Ave) - Range Lake road - Niven Drive (between Franklin and Niven Trail entrance) - 47th Street - 50th Street (S of Franklin Ave) - 52nd Street (S of Franklin Ave) We encourage the city to build as many bike lanes as possible when re-painting the road lines next year. This is an extremely low cost method of the City taking action on its previous commitments to invest in active transport infrastructure including cycling infrastructure (notably in Community Plan By-law 5007)

Submitted Files:

Estimated Cost

\$ 3,535

Rationale

The City of Saskatoon reported that painted bike markings in 2010 cost \$0.20 per metre for water-based traffic paint, which is what we are proposing and proposed in the memo. Allowing for \$0.50 per metre to cover off inflation and contingencies, gives a figure of \$3535 (7070 m of bike lanes - 3.535 km on both sides of each of the sections identified above)

Tax Increases Supported

Status

Submitted 

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Frame Lake Trail Extension

Email

Phone

Details

As per previous presentations to council and a detailed memo provided to Mayor Alty and City Council on May 13th 2024, Communities in Motion would like the City to commit to extending the Frame Lake Trail. Full details, rationale, considerations and costings are in the 7 page memo which we are happy to provide to anyone who wishes to review. Proposed Budget 2018 suggested allocating \$325,000 to this project to complete the McMahon Frame Lake Trail. A previous high level estimate in the Trail Enhancement and Connectivity Report (2018) suggested \$450,000. As we have previously indicated, Communities in Motion members would be happy to help if the city wishes to avail of it.

Submitted Files:

Estimated Cost

\$ 400,000

Rationale

Proposed Budget 2018 suggested allocating \$325,000 to this project to complete the McMahon Frame Lake Trail. The \$400,000 estimate above is assuming for increase in construction costs in the intervening 6 years.

Tax Increases Supported

Status

Submitted 

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Notes

Frame Lake Trail Extension

Email **Phone**

Details

I would like to recommend to City Council that they revisit the Frame Lake Extension Project. Frame Lake is the (slightly tarnished) jewel in the centre of our city. It is ringed by a trail, 1/3 of this is a highly used and much loved multi-use trail. 2/3 is a hiking trail. Making an improvement to the short section behind the hospital, would connect with the orphaned gravel section by the coop, and the underpass that connects the Range Lake Neighbourhood, and the multi-use trail along Old Airport Road to Borden Drive neighbourhood. This small section of trail is a mix of smooth rock, nice jackpine forest with spectacular views and an already identified trail. By continuing the Frame Lake multi-use trail to the co-op underpass, this connects close to 1/2 the population of Yellowknife to the downtown core using active transportation. Arguably, this would reduce parking congestion in the downtown, get a considerable number of more people using active transportation. Provide a safe corridor for children to access schools, and make Yellowknife a more accessible and active City. I would recommend this is done in 2 phases to reduce the cost. In 2019, this was budgeted at \$300K, and was cut at the last minute to reduce taxes. I'd suggest that by partnering with local community groups (Communities in Motion, Joint Task Force North, Rotary etc), and applying for federal funding this project could become easily implementable over 2 years. Thanks for the consideration

Submitted Files:

Estimated Cost

\$ 200,000

Rationale

This is based on previous City estimates, and the reasonable expectation of the support of volunteer organizations and potential for some matching funding.

Tax Increases Supported

Status

Submitted 

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:45 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser... ▾

Notes

This project was previously denied by Council and is not contemplated in 2025 - 2027



IP Address: 50.117.248.126 - Submitted: 2024-08-13 09:24 am

Yard Cleanup and camper/boat storage

Email

Phone

Details

I would like to see the City put more enforcement into insuring people keep their yards clean and that camper and boat street parking is controlled better.

Submitted Files:

Estimated Cost

\$ 0

Rationale

No additional costs. The City has bylaws in place and many bylaw officers that can be tasked with monitoring the state of peoples yards and monitoring campers and boats parked around the City.

Tax Increases Supported

Status

Submitted



Reviewed By: John Date Reviewed: 2024-08-08 09:20 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Bike park

Email

Phone

Details

Hello I think it would be nice to add to the bike park in Bristol pit. I think this would help get more people active and outdoors. Some things that I think would make the bike park better is jumps,ramps,rollers and trails

Submitted Files:

Estimated Cost

\$ 3,500

Rationale

I used the cost of wood labour and time

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

IP Address: 50.117.246.113 - Submitted: 2024-08-16 05:08 pm

Yellowknife Opportunities for Arts and Culture Organizations Fund

Email

Phone

Details

On behalf of Folk On The Rocks Music Festival, I am writing to express support for the proposed "Opportunities for Arts and Culture Organizations Fund," to be created from the hotel tax/levy funds collected by the City of Yellowknife. FOTR and Spectacular NWT consider the annual music festival a part of the tourism industry in the NWT. FOTR hosts approximately 4000 people over festival weekend, and about 10-13% of those are typically from outside of the NWT. Many of these people (including most of the FOTR artists) stay in hotels, purchase food from local restaurants and require transportation. As an organization which contributes to tourism, we would like to see funds from the hotel tax/levy (once implemented), used to support arts organizations and festivals. Specifically: - Commit funds from hotel tax/levy revenues, once introduced, to fund arts and culture organizations and events that draw tourists. - Design the specifics of the fund in collaboration with Yellowknife arts and culture organizations. - Commit city resources to advertising the fund, receiving and evaluating applications, and distributing funding. Sustainable and thriving arts and culture organizations create memorable experiences for tourists to bring back home to their loved ones (and their social media following). Funding arts and culture organizations supports the development and marketing of Yellowknife as a tourist destination.

Submitted Files:

Estimated Cost

\$ 0

Rationale

This project would draw upon existing funds once the tax/levy is implemented

Tax Increases Supported

Status

Submitted 

Admin adjusted cost

\$

Needs further investigation/Follow-up

Maintained and safe dog park

Email

Phone

Details

The current dog park behind the community rink is dangerous, in a sketchy location, and often has needles, broken glass, and other hazards within the park grounds. Alternatively, there is lots of open space in the bush for dogs but we run into porcupines, bears, and other wildlife. There currently isn't anywhere for Yellowknifers to take their dogs in a safe, fully fenced in, and regularly maintained area where they are safe from cars and wildlife. Please consider this!!!! Having this in Edmonton was the only highlight of our evacuation and for a dog heavy town, something YK desperately needs.

Submitted Files:

Estimated Cost

\$ 15,000

Rationale

Considering land, fencing, and garbage bins

Tax Increases Supported

Status


Submitted 

Admin adjusted cost


\$

Needs further investigation/Follow-up

Department



Notes



Dog Park

Email

Phone

Details

-a properly fenced and maintained dog park with more space -we have many dogs in the city and residents are longing for a healthy and safe place to let their dogs off-leash (Fred Henne is not a designated off-leash area and the sandpits are dangerous) -a section for small dogs, a section for larger dogs

Submitted Files:

Estimated Cost

\$ 50,000

Rationale

Land Acquisition: cost unknown Fencing: \$5,000 to \$15,000, depending on the size and fencing material Ground material: Gravel, mulch, or grass, costing between \$2,000 to \$10,000. Accessories: Benches, water fountains, waste stations, etc., costing between \$1,000 to \$5,000. Permits and architectural design: \$2,000 to \$10,000

Tax Increases Supported

Status

Submitted

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser...

Notes

An additional dog park is not contemplated in the 2025 - 2027 budget

More capacity for swimming lessons

Email

Phone

Details

Hello, There are currently around 20 spaces per swimming level for kids to take swimming lessons. This is insufficient for a city of 20,000 people. The demand for lessons always outstrips availability. With a new pool coming, I would like to see more funding to increase the number of swimming instructors and make swimming lessons accessible to all. Swimming isn't just a fun activity, it's a life skill. Seeing that we are by Great Slame Lake and thousands of water bodies, it is especially important that kids learn to swim.

Submitted Files:

Estimated Cost

\$ 500,000

Rationale

10 new full time swimming instructors at \$50K/year. Costs might be lower since you would offset costs with increased registration numbers. I don't have the infrastructure and operational budget so not really sure how I could create a more accurate budget without seeing the books.

Tax Increases Supported

Status

Submitted ▼

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:45 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser... ▼

Notes

With the completion of the Aquatic Centre in 2025 4 additional Lifeguard/Instructors are contemplated in the 2025 - 2027 budget. In addition, with the inclusion of a 25 m 3 lane pool and a 25m 8 lane pool there will be additional capacity to increase lessons.



IP Address: 184.151.190.143 - Submitted: 2024-08-13 12:37 pm

Dog park and self serve dog washing station

Email

Phone

Details

As most dog owners in Yellowknife, I would love to have a public dog park built that is fenced in for a my dogs to run off leash, without the fear of running into wild animals and disturbing the wildlife in Yellowknife. As an added bonus it would be wonderful if there was a self serve dog washing station to be able to rinse our dogs down as there are no self dog washing services in town.

Submitted Files:

Estimated Cost

\$ 40,000

Rationale

Guess

Tax Increases Supported

Status

Submitted

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser...

Notes

An additional dog park is not contemplated in the 2025 - 2027 budget.

Keep Residential Areas Safe for Kids

Email

Phone

Details

There have been many near misses of children being hit in residential areas. Vehicles using residential areas in unsafe ways by excessive speeding My proposal is to decrease the chances of children getting hurt by these incompetent drivers, by adding speed bumps in residential areas. This was once a problem in the fred henne park, speed bumps were added and now there has been decrease speeders/ drivers. This is also a method used in southern communities that seem to be effective. In addition to speed bumps, adding additional signs " Kids at play slow down" and decreasing the speed in residential areas. Jeske, Herriman, Magrum etc are major areas of concerns.

Submitted Files:

Estimated Cost

\$ 0

Rationale

I dont know the cost of this as I am not an estimator, just a parent hoping the safety of our communities children can be considered

Tax Increases Supported

Item to reduce	Reductions from all submitted proposals	% to reduce	\$ for proposal
Other	0.00	Electric chargers in unnecessary areas, anything to reduce taxes that are not necessary	0.00

Status

Submitted

Reviewed By: John Date Reviewed: 2024-08-08 09:21 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Ice Surface year round

Email

Phone

Details

I would propose the city to have 1 ice surface available year round. ice hockey across the country has become a year round activity and Yellowknife can accommodate many uses over the months that are currently not available. In previous emails with council We were advised this just needs to become part of the budget to proceed.

Submitted Files:

Estimated Cost

\$ 0

Rationale

cost is TBD, I would assume the city would have these available.

Tax Increases Supported

Status

Submitted

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:45 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser...

Notes

There has been very little public demand for ice from the end of April until August.

Additional Swim Lessons

Email

Phone

Details

Add additional spaces for swim lessons. On average each level currently has room for 20 children per 8 week cycle. This has turned into a swimming lesson "lottery". Most children who move pass swimmer level 1 will have to repeat that level as they can not get a spot in the next level and loose what they have leaned. We need more than 20 spaces per level for an entire city of children. The city does not have enough qualified life guards because no one is able to climb the ladder and complete the lessons locally.

Submitted Files:

Estimated Cost

\$ 21,600

Rationale

\$45 per hour per employee for 8 week cycle. 60 options on current cycle. If you were to double the current schedule to 120 the equation would be $60 \times 8 \times 45 = \$21\ 600$

Tax Increases Supported

Status

Submitted

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser...

Notes

With the completion of the Aquatic Centre in 2025 4 additional Lifeguard/Instructors are contemplated in the 2025 - 2027 budget. In addition, with the inclusion of a 25 m 3 lane pool and a 25m 8 lane pool there will be additional capacity to increase lessons.

Fund Arts Organizations/Festivals out of hotel tax

Email

Phone

Details

Ask: When the City of Yellowknife implements a hotel tax levy, use a proportion of the proceeds to fund arts organizations/festivals that draw tourists Issue, context, and rationale: -Arts and culture organizations have indicated that a lack of sustainable operational funding is holding them back. - In 2022, Council allocated about \$190,000 to arts and culture organizations, and \$150,000 towards big festivals (Budget 2023 - General Fund). -Other jurisdictions in North America already allocate portions of their accommodation tax or hotel levy to the arts. Toronto Arts Council receives funds from a Billboard Tax. -Many municipalities in Canada have dedicated arts funding streams. - It's time to strategically fund arts and culture organizations. These organizations add dimension to our community and facilitate multifaceted tourist experiences. Ask specifics: - Commit funds from hotel tax/levy revenues, once introduced, to arts organizations or festivals that draw tourists to Yellowknife -Design the specifics of the fund in collaboration with Yellowknife arts and culture organizations. -Commit city resources to advertising the fund, receiving and evaluating applications, and distributing funding. Solving your problem: -The City of Yellowknife currently distributes about \$450,000 per year to community groups. The proposed fund would strategically support arts and culture organizations, while drawing on hotel tax funds to increase the overall amount of funds available. (Budget 2023 - General Fund). -Strategic funding for arts organizations will provide opportunities for growth in the sector thereby increasing the visibility of arts and culture throughout the city and strengthening the link between arts and the identity of Yellowknife as a place (Objective 3.1 and 3.2, City of Yellowknife Arts and Culture Master Plan, 2022). -Creating this fund would be an example of the city taking leadership around arts and culture and being a champion for the sector (Objective 1.1 and 1.3, City of Yellowknife Arts and Culture Master Plan, 2022). -Strengthening arts and culture organizations will help diversify the economy and ensure Yellowknife continues to be a great place to live, visit, and invest. (Goal #3 City of Yellowknife Economic Development Plan, 2020-2024).

Submitted Files:

Estimated Cost

\$ 0

Rationale

This will have minimal cost as it draws on funds that will already be collected once the hotel tax or levy is introduced.

Tax Increases Supported

Status

Submitted



Cancel the full blown City Hall renos

Email

Phone

Details

The fact the City is looking to gut City hall is disgusting with the costs things are currently. There is no need to add a \$15 million reno to City Hall. If the City allowed people to work remotely, this issue would be removed. If they doubled up the excessively large office space - i.e. Bullpen which could fit 6 cubicles, Sheilas office could fit 2-3 people, Altys office could fit 2-3, Kerry could fit 2-3, and Clem's office could fit at least 2, Charlsies office could fit at least 2-3, offices along the windows in the basement could all hold at least 2 people. Why is Council approving them to spend money leasing spaces and 15 million on renos so these individuals can have large offices with things like couches that are never used, or round tables that have no use either as they host meetings in the boardroom. This is a disgusting use of tax payers dollars while in a deficit. I do not support spending 15 million because individuals refuse to share office space - this is a publicly funded workspace and clearly the City believes they deserve a completely new building on everyone's dime so they don't have to share office space. For example, why doesn't Alty and city Manager share an office? Alty is not in the office everyday, there is no reason they each have extremely large offices yet cry wolf to say they need 15 million to renovate. Space is not optimized. Before they ask us to spend 15 million to reno the building - I'd like to see a consultant run a space optimization report and make it public. They City has a tendency to not consider the cheaper options - I'd like to see why they decided 15 million to gut it vs combining office space.

Submitted Files:

Estimated Cost

\$ 0

Rationale

Would likely save 10 million or so. Consultation would not be more than \$10,000, free to release to public and request there feedback. When did City Hall start capital projects without consultation with public? Have they not heard of engagement with residents? Especially for a \$15 million project. This should not be added to budget without proper engagement.

Tax Increases Supported

Status

Submitted 

Reviewed By: John Date Reviewed: 2024-08-08 09:24 pm

Admin adjusted cost

Increased Safety for pedestrians and cyclist on Franklin and in downtown areas.

Email

Phone

Details

Have by-law attend the high traffic areas to ensure pedestrians and cyclist are not hit. There were two children hit in the area, pedestrians almost hit every day, and every single day I cycle during rush hour, there is a near miss due to DRIVERS breaking the law and speeding through the 30 zone and having road rage. Its pathetic by-law has not made any attempt to be present during 8-830AM and 445-530 pm. This would not impact budget whatsoever as they are already on payroll and are spending their priority time ticketing or parking by Copperhouse.

Submitted Files:

Estimated Cost

\$ 0

Rationale

They are on payroll already - will not require increased staff. Just requires them to be present in high traffic settings where the laws are constantly broken by drivers - which is part of their commitment to public safety which they are completely failing at.

Tax Increases Supported

Status

Submitted 

Reviewed By: John Date Reviewed: 2024-08-08 09:18 pm

Admin adjusted cost

\$ 355,800

Needs further investigation/Follow-up

Department

Public Safety 

Notes

Municipal Enforcement currently has strategic patrol priorities for school zones and two-lane enforcement on 50th Ave. Due to staff turnover and increased complaints MED is not hitting target areas for strategic patrols. As such, MED cannot be in all areas at all times and still be able to adhere to the Council By-law Enforcement Policy.



IP Address: 216.108.130.193 - **Submitted:** 2024-07-18 10:14 am

Message Board

Email

Phone

Details

I propose the city support the construction of a message board at Forrest Park. A message board will foster community collaboration and public engagement. I am asking for materials only as labour will be voluntary.

Submitted Files:

Estimated Cost

\$ 600

Rationale

I sourced the materials and got prices from local hardware store.

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

IP Address: 76.70.14.58 - Submitted: 2024-08-14 09:00 am

Back stop

Email

Phone

Details

I propose the city install a protective fence (back stop) at Forrest Drive Park. You may have noticed the basketball court at this location is most often used by adults playing ball hockey. For safety reasons I'd like to have a backstop placed between the basketball court and the playing field to protect people using the field from errant pucks. This is definitely a safety concern that should be rectified as soon as possible. Thank you.

Submitted Files:

Estimated Cost

\$ 5,000

Rationale

I have no idea how much this will cost but my understanding is the city has already received a quote but unfortunately this is not public information.

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Lamp post removal

Email

Phone

Details

I propose the city contract NAKA Power to remove an unnecessary light pole located at Forrest Drive Playground. The lamp post, currently located well within the boundaries of the playing field, poses a safety hazard to citizens using the park. Furthermore, the light illuminates a section of the park that is only used during the spring/summer/fall - when natural light is abundant. I have consulted two engineers and two urban planners, and they all agree the light is unnecessary and should be removed for safety reasons. The removal of the light pole would make the playing significantly larger and thus suitable for older youth and adults.

Submitted Files:

Estimated Cost

\$ 3,500

Rationale

I reached out to NAKA and asked what it would cost to remove the light pole. I was told it would take two staff 3.5 hours. I estimated the total cost based on an hourly rate, with equipment, of \$1000/hr. NAKA power would not provide a written quote as I do not work for the city. I have been told by city staff a quote has been provided but can not be shared.

Tax Increases Supported

Status

Submitted



Admin adjusted cost

\$

Needs further investigation/Follow-up

Department



Notes

Volleyball Net

Email

Phone

Details

I propose the city buys a volleyball net for Fritz Theil Park. The posts and sand are already in place but a net is needed. I reached out to Grant White to inquire whether the city already owns a net for this location but did not get a reply. A net has not been put up at this location since 2020.

Submitted Files:

Estimated Cost

\$ 300

Rationale

<https://www.parksun.com/Volleyball/Nets/pro-volleyball-net-kits.html>

Tax Increases Supported

Status

Submitted

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Notes

IP Address: 76.70.14.58 - Submitted: 2024-08-14 08:22 am

Online facilities booking system calendar

Email

Phone

Details

I propose the city make the facilities booking calendar visible online. Yellowknife is blessed with several wonderful community facilities (field house, swimming pool, hockey rinks, gymnasiums, etc), but it is very difficult for community groups or individuals to reserve them. I've been working with the city for four years to improve the facility booking system, but unfortunately it has not improved. I was told in the spring that a new system would be in place by the fall of 2024 - but fall booking has begun and there have been no changes. It is not possible to determine how much revenue is lost due to groups/individuals not being able to book city facilities - but it is significant. If you are not aware, the current system involves calling the city and asking them to list facility availability. This is a very time intensive process and lends itself to administrative errors. Double bookings are a regular occurrence. What is more troubling, however, is the regularity of facilities not being used during peak times as it is not possible, without physically going to the facility, to determine whether they are available. Two examples: Example 1: Cabin Radio recently reported that girls fast pitch baseball turned away 100 girls this summer due to a lack of field availability. The irony is a Parker Ball Field was available every Thursday from 715 to 815pm - I only know this because I coached a team at 815pm and I had my players show up early as no one was on the field before us. Example 2: Development hockey teams practice and travel a lot. But every time they travel, their regular ice time is unused. If the public knew ice time was available, it would be booked. Since staffing is already in place, it would not place an additional burden on the city to rent this unused ice time (maintaining ice, cleaning, etc). The large white boards located at each rink show the daily bookings - it is remarkable how often ice time is available on Saturdays and Sundays and other peak times. Best I can tell, most municipalities across the country have moved to an online booking system. What I propose as an interim measure for Yellowknife, is simply screen capturing the booking calendar and posting it to facebook for the upcoming week. The public could then call to book when they saw availability. Google calendars could also work. Note that the city states you can email the booking clerk to make bookings as well - but for some reason the email address provided is not valid. This was pulled off FB page today (August 14): "Residents can book ice time at the Ed Jeske Arena in the Multiplex starting this week! Email booking@yellowknife.ca or call the Ruth Inch Memorial Pool/Fieldhouse to make your reservation."

Submitted Files:

Estimated Cost

\$ 500

Rationale

In theory, I don't think it will cost anything for a city staff, specifically someone working the desk at multiplex or field house, to snap a photo of booking calendar and post it to Facebook, but I may be wrong. Thanks!

Resurfacing of Somba Ke Court

Email

Phone

Details

The tennis/ pickleball courts at Somba Ke Park are cracked, heaving, and in need of resurfacing again. The condition of the courts have made them largely unusable which impacts programming of the Yellowknife Tennis Club, Tennis NWT, and Yellowknife Pickleball as well as the enjoyment of the general public. Depending on the use, climate, and quality of materials used, the lifecycle of outdoor tennis courts is generally between seven and ten years so these repairs are within the expected timeframe.

Submitted Files:

Estimated Cost

\$ 50,000

Rationale

Based on actual costs of resurfacing of all three courts in 2017 as well as online cost estimators from service providers.

Tax Increases Supported

Status

Submitted

Reviewed By: Hannah Ding Date Reviewed: 2024-08-13 09:44 pm

Admin adjusted cost

\$ 310,000

Needs further investigation/Follow-up

Department

Community Ser...

Notes

It is proposed in the 2025 budget to resurface tennis courts and add pickleball lines. The budget contemplates \$310K.



IP Address: 50.117.252.22 - Submitted: 2024-08-10 02:32 pm

McMahon Frame Lake Trail Connectivity Improvement

Email

Phone

Details

Complete the Frame Lake trail enhancement from the Hospital to the Co-op as proposed in the 2018 Trail Enhancement & Connectivity Strategy. This will provide a safe, enjoyable & accessible corridor that can contribute to greater public health and reduced car dependency.

Submitted Files:

Estimated Cost

\$ 560,000

Rationale

The original projected cost was \$450,000 in 2018. I added 25% to account for cost increases since then. This cost can be mitigated through mobilization of community groups and funding available for public health, decarbonization, climate change mitigation, or accessibility.

Tax Increases Supported

Status

Reviewed ▼

Reviewed By: Grant White Date Reviewed: 2024-08-28 09:00 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser... ▼

Notes

Further investigation/follow up is required. This project may have been previously rejected during past budget deliberations.

Bike Shelters (2)

Email

Phone

Details

2 each Transit Bike Shelter 7-10 14'8"L x 7'5"W - 10 Bike Capacity - Flat Roof. I have an attachment but can't upload on this page.

Submitted Files:

Estimated Cost

\$ 50,000

Rationale

Global Industries Website

Tax Increases Supported

Item to reduce	Reductions from all submitted proposals	% to reduce	\$ for proposal
Snow Plowing and Removal	110,897.44	2.60	51,488.10

Status

Reviewed ▼

Reviewed By: Charlsey White Date Reviewed: 2024-09-02 07:26 pm

Admin adjusted cost

\$ 0

Needs further investigation/Follow-up

Department

Planning and D... ▼

Notes

If approved by Council the Development Incentive By-law includes private and public bike storage options. These are funded through the Development Incentive fund, no additional money is required.



IP Address: 216.108.139.187 - Submitted: 2024-08-15 03:30 pm

Revitalizing Frame Lake Trail

Email

Phone

Details

This project would create new signage along Frame Lake Trail talking about the plants from Dene perspective around the trail that would have digital interactive components. This would be a great addition for both Yellowknife residents as well as tourism as the current signage around Frame Lake is deteriorating and needs to be replaced. I estimate that with materials, content creation and consultations this project will cost in total \$9000

Submitted Files:

Estimated Cost

\$ 9,000

Rationale

I took into consideration organizing and facilitating community consultation prices, average printing prices and the time and expertise to run a project of this size.

Tax Increases Supported

Status

Reviewed ▼

Reviewed By: Grant White Date Reviewed: 2024-08-28 08:55 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser... ▼

Notes

The addition of interpretive signage along city trails would be beneficial to the community and tourists to learn about Yellowknife's urban forest. There is currently no funds identified in the 2025-2027 budget for this.

Dog park

Email

Phone

Details

The city needs a proper dog park. Safer location, updated fencing, proper maintenance of the park, bigger area.

Submitted Files:

Estimated Cost

\$ 40,000

Rationale

Cold Lake (city similar size) got a brand new dog park 10 years ago for \$25,000 so this cost is an estimate accounting for inflation. It could be less.

Tax Increases Supported

Status

Reviewed ▼

Reviewed By: Grant White Date Reviewed: 2024-08-28 08:58 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Community Ser... ▼

Notes

This project is not in the 2025 scope of projects.

Garbage cans in Range Lake area

Email

Phone

Details

I am a long-time resident living on Stevens Crescent and am kindly proposing that the City install additional garbage bins in the Range Lake residential area behind Walmart. Currently, there is only ONE can along the roads at Magrum Park in the entire residential area. There is a recycling bin at Jeske Park, but with no accompanying garbage can, it is used as both. It would be very helpful if additional bins were located (at a minimum) at bus shelters and/or stops including behind Stanton Plaza, Range Lake School, and both Magrum/Borden entrances. With the lack of bins, more garbage (especially Tim's, Mary Brown's and Walmart) and dog poop is left on the ground. I believe that less littering would occur if more bins were made available please. Thanks for your attention to this matter and am sure that this area of town is not the only one requiring additional cans. Let's work together to keep our city BEAUTIFUL!

Submitted Files:

Estimated Cost

\$ 0

Rationale

Sorry but unknown staff (regular and summer student) time required for garbage collection.

Tax Increases Supported

Status

Admin adjusted cost

Needs further investigation/Follow-up

Department

Notes

IP Address: Submitted: 2024-10-19 09:40 am

Tin Can Hill Stewardship Project

Email

Phone

Details

Tin Can Hill is known for its unmanicured trails, spectacular views of Great Slave Lake, glimpses into Yellowknife's past and quiet greenspace, all within the heart of the City. The Tin Can Hill Conservation Committee (TCHCC) is committed to preserving this land as recreational greenspace for everyone to enjoy. To orient residents and visitors to the Hill, the TCHCC would like to produce a welcome sign to be placed at the bottom of the hill in the parking lot adjacent to Copper Sky Villas. In collaboration with the City, the city-approved sign will include a few welcome words, some information about the space and what visitors can expect, a trail map and some photos. Additionally, two trail markers would be placed at main trailhead to give users a sense of direction and length of the main TCH loop. The TCHCC is willing to install (in-kind contribution) and/or help and support the City with the installation. Tin Can Hill is a treasure to the City of YK. Some residents and many visitors are unaware of its location and accessibility. Signage will help encourage people to explore the space for themselves.

Submitted Files:

Estimated Cost

\$ 3,000

Rationale

A quote was sought from Janet Pacey at signed., in Yellowknife. Thank you for your consideration. We look forward to hearing from you. Submitted on behalf of the TCHCC by Andrea Czarnecki, YK Resident.

Tax Increases Supported

Item to reduce	Reductions from all submitted proposals	% to reduce	\$ for proposal
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Other	0.00	municipal enforcement	0.00
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Status

Reviewed ▼

Reviewed By: Charlsey White Date Reviewed: 2024-08-23 02:28 pm

Admin adjusted cost

\$

Needs further investigation/Follow-up

Department

Planning and D... ▾

Notes

For discussion due to MOU

IP Address: 216.108.130.27 - Submitted: 2024-08-16 01:25 pm

From:

Subject: Budget Proposals

(Cost) Proposal

1. (Unknown, seeking recommendation from Admin) **Create a Transportation Master Plan Reserve** in order to ensure the plan will be properly resourced. I would seek a recommendation from Admin on the yearly contributions necessary to enable prompt actioning of implementation items in the 2027ish time frame. In my view a reserve is the most efficient and effective way for Council to show our commitment to this planning process. A reserve would give residents certainty that the money spent on planning will lead to a tangible result. Also, a reserve would allow for smaller amounts of money to be put aside over time instead of facing a new Council with a large budget ask in 2027.
2. (Unknown, this stems from the unknown results of the review) **Commit to implementing and resourcing any actions recommended by the Street Outreach Review.** This is a bit of a placeholder as I assume the report will be released before Budget. Included homelessness as an "Emerging Issue" to allow use of EIR funds.
3. (Unknown, seeking estimate from Admin) **Allocate time for the Grant Writer to find a longer term stable funding source for the City's Transform Your Yard Program.** This program is successful and popular, however the yearly changes to its funding structure has been significantly challenging. With ongoing efforts to find cuts at the GNWT, I would like us to find an alternative funding source for this program. This could potentially be a Federal program such as the Local Food Infrastructure Fund.

Budget 2025 Considerations

Expenditure

Option for Funding Items 1 to 3: The current [Canada Transportation Fund, Targeted Funding Stream](#) (Active Transportation Fund) may be an option to fund one or all of these projects outside the regular city budget. Whitehorse received \$10.5 million last year from the feds for active transit buildout. **The application deadline for this funding is September 16, 2024 for these items.**

1. \$500,000. Frame Lake Trail Extension.

- a. As described in the memo to Council from 2024 (Developed by the Ecology North committee, Communities in Motion, attached to the email accompanying this document), the *Trail Enhancement and Connectivity Strategy (2018)* suggested a budget allocation of \$450,000.
 - i. However the 2018 Budget allocation to complete this work, before it was cut by the then Council was \$325,000.
- b. Based on inflation, and considering Admin's lower budgetary assumption in 2018, compared to the Strategy estimate, \$500,000 seems like a very conservative estimate for completion of this project in 2025.
- c. **NOTE:** While a new Transportation Master Plan (currently set in the Work-Plan as the 'Active Transportation Master Plan') is not set for completion until 2026, every report about bike lane and trail connectivity for the past decade+ has included this Frame Lake Trail multi-use path extension. Any Master Plan worth its salt will as well. In order to tick a large budget item which is necessary piece of any active transit strategy before future active transit work comes online, as well as show residents momentum and commitment to active transit of walking and biking, this is a valuable project to complete in 2025 in lieu of other potential bike and trail projects.

2. \$3000. Painted Bike Lanes on main routes.

- a. As described in the memo to Council from 2024 (Developed by the Ecology North committee, Communities in Motion, attached to the email accompanying this document), this estimate is based on white water-based traffic paint used in other Canadian municipalities.
- b. **NOTE:** While a new Transportation Master Plan (currently set in the Work-Plan as the 'Active Transportation Master Plan') is not set for completion until 2026, however the lanes proposed in the Communities in Motion memo are all areas that have been noted for bike lanes in the past, or are already noted as bike routes/ corridors by the City.
 - i. The corridors noted are:
 1. Forrest Drive between Franklin and 51A Avenue
 2. Range Lake Road between Finlayson and Woolgar

3. Niven Drive between Franklin and the Niven Lake Trail entrance
4. One of the following downtown streets: 47th, 50th or 52nd Street

3. \$Unknown. Completion of trail connection up Kam Lake Road to Grace Lake North and South as originally outlined in the Grace Lake Development Scheme (2012... amended 2017).

- a. As part of the development of Grace Lake a trail up Kam Lake Road was planned for development. Several years later since the first homes were built the trail / multi-use path alongside the road is still not built, making active transit, including both walking and cycling dangerous for non-vehicle road users to enter and leave Grace Lake.
- b. A resident of Grace Lake has helpfully highlighted a past engagement report from 2017 (attached as item 5 in my email) which notes on the last page that \$400,000 was set aside from land sales on this street for recreational projects. Of these projects, the only one completed was the playground, in the summer of 2017 at a cost of \$120,000. The resident notes that By-law 4929 nixed the floating boardwalk and 6m pathway and included park nodes at the east end. The park nodes and trails have never been developed. Here is the link to the by-law:
<https://www.yellowknife.ca/bylaws/Bylaw/Download/4db76b46-5e72-4177-929d-00d6ba6e2ad4>.
- c. Though funds should exist in an area development fund from the original build of Grace Lake, if they don't, the federal Active Transit Fund is another opportunity to build infrastructure that has already been committed to in our by-laws.

4. \$Unknown. Active Transportation / Winter City Planner

- a. From my perspective a city evolves around two key things... where we live and how we move around the space where we live.
 - i. We have City Planners at the City employed for the building housing / neighbourhoods part, but not for the movement part. To date the movement part has been left to engineers in the City, and engineers from consultancy firms.
 - ii. In order to develop a meaningful Transportation Master Plan we need engineering expertise, but we also need planning expertise and thinking. In advance of Budget 2025 I have had conversations with both the Directors of Public Works and Planning and it is clear that to date we do not have in-house expertise for planning our transportation systems.
 1. Therefore future development of a Transportation Master Plan will likely be farmed out to a consultant with no appreciation for how the work gets implemented after the fact. We will be in the same situation we have been in with all of our previous active transit plans.
 - iii. Through my own contacts at the City of Edmonton I have reviewed the job descriptions for the Winter City Planner and Active Transportation

Planner roles. Considering the size of Yellowknife I recommend one position with a joint Winter City / Active Transportation mandate.

1. Speaking with many city planners, including the Director of Winter City Planning in Edmonton one line has truly stuck with me... "If you plan for winter you plan for all seasons." Right now Yellowknife transportation is not built for winter unless you drive an F-150.
 - a. We must plan for winter for all residents.
- b. Considering the need to develop a new Transportation Master Plan by 2026, this role could even potentially be started as a two year term position, without a long-term commitment.

5. \$Unknown. Staff Time (Cost not-estimated) City Facility Bike Parking - Winter Maintenance

- a. For two years now on Council I have been pushing for better winter maintenance of bike parking facilities on City properties, specifically at City Hall and the multiplex / fieldhouse. And when I say better maintenance I mean not shoveling snow from vehicle parking spots or pedestrian paths onto bike racks.
 - i. I place this in budget asks, knowing full well that this is less about time and money than process and priority. However, if time and effort are required, this is why I am highlighting it here.

Revenue

1. \$Unknown. Increase Fines for [Schedule B of the Highway Traffic By-law](#).

- a. This is the issue I have emailed Kerry and Kavi about in mid-July.
- b. This issue is both about road safety through deterrence and ensuring our fines are meaningful as an enforcement mechanism.
- c. From my limited research our fines require updating to keep pace with other jurisdictions.
- d. While not a significant revenue generator, based on Budget 2024, even if these fines are 25% of all user charges from MED revenue of \$1.1million then it is possible to increase revenue by over \$250k if the fines are doubled.
 - i. For reference...
 1. Alberta Speeding Fines <https://www.alberta.ca/speeding-fines-in-alberta>
 2. Saskatchewan Speeding Fines <https://sgi.sk.ca/speeding-penalties>
 3. British Columbia <https://www.icbc.com/driver-licensing/tickets/fines-points-offences>
 4. Manitoba <https://www.gov.mb.ca/justice/tickets/pubs/brownbook.pdf>

COMMUNITIES-IN-MOTION

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: May 12, 2024

DRAFTED BY: Communities in Motion

ISSUE: Whether to extend the Frame Lake Trail

RECOMMENDATION

That the City of Yellowknife commit to the extension of the McMahon Frame Lake Trail behind Stanton Hospital in budget 2025. The goal of this extension is to connect the existing Frame Lake Trail to underserved neighbourhoods including the Range Lake and Borden residential areas.

BACKGROUND

The City of Yellowknife (City) seeks to ensure and maintain a resilient and liveable community. The City has committed to improving active transportation and recreation infrastructure in a number of its plans and bylaws, most notably Community Plan By-law No. 5007 (2020), the City's Corporate and Community Energy Action Plan and the Trails Enhancement and Connectivity Strategy (2018).

Community Plan By-law No. 5007 (2020) notes that residents have continued to report an interest in an expansion to the existing trail network. This by-law states improvements need to be made to the active transportation network to encourage people to shift from private motor vehicle trips to active modes of transportation, and notes the importance of recreation for residents. Filling gaps and connecting existing active infrastructure is identified as a priority for the City:

'New dedicated safe and efficient walking and cycling infrastructure for all ages and abilities in areas that are currently underserved by active transportation infrastructure will be a priority'.

The McMahon Frame Lake Trail has been described as the 'backbone' of Yellowknife's trail network. It is a foundational piece of the commuting, tourism and active recreational trail system in the City which serves the entire community, connecting major employers, businesses and many residential neighbourhoods. The 2018 Trail Enhancement and Connectivity Strategy (Trail

COMMUNITIES-IN-MOTION

Strategy) (2018), a key document in the Council's Strategic Directions for 2023-2026, notes ongoing concerns with connectivity to the trail, including via Borden Drive and Byrne Road.

Numerous reports, studies and public consultations dating back almost two decades have noted strong, consistent support from the public, businesses and community groups to improve connectivity of the McMahon-Frame Lake Trail by extending it behind Stanton Hospital to the Co-Op corner. Extending this paved, accessible, all-season trail is consistently identified as a key action to grow the Yellowknife trails network (FSC 2008; Ecology North, 2007; Trails and Connectivity Report, 2018).

Such an extension would integrate the currently underserved residential areas of Borden and Range Lake into the Frame Lake trail system in a safe and convenient manner. This extension takes advantage of the existing infrastructure including the underpass adjacent to Staples which provides a safe route for kids from these neighbourhoods to get downtown.

City Council considered the extension in both the 2018 and 2019 budget deliberations, during which strong public and stakeholder support for the extension was again voiced. As noted by the Background report for the 2019 Community plan, extending the McMahon-Frame Lake trail from Stanton Hospital to the Coop Corner has been supported by survey respondents and recognized by numerous City reports and studies as a key missing component of the City's trail network.

The Trails and Connectivity Strategy (2018) recommended that the City commit to the extension so that City staff can start to explore all options for trail completion and routing, some of which do not encroach on Commissioners land (see Proposed Change 2 in Attachment B).

In terms of impact on operations, the proposed 2018 capital budget noted the following in relation to the impact of the extension on staff time:

'The addition of approximately 500 meters of multiuse trail will increase the time that staff allocates to these duties. It is anticipated that there will be minimal financial impact however, the allocation of resources to secondary and tertiary tasks will be adjusted. Any costs related to the implementation of the Trails Connectivity Strategy will need to be considered in future years.'

COUNCIL STRATEGIC DIRECTIONS:

Strategic Directions

Strategic Direction #1: People First

Focus Area 1.3 Liveable Community - Supporting all residents to participate in the social fabric and physical space of our community

Key Initiatives:

- Providing affordable and diverse recreation and arts opportunities for residents
- Supporting design standards that are multi-modal including recognizing Yellowknife's advantages as a winter city
- Working with all partners towards a safe, supportive and compassionate community for all

Strategic Direction #3: Sustainable Future

Focus Area 3.3 Resilient Future - Enhancing Yellowknife as a great place to live, visit, work and play now and into the future

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. [Trail Enhancement and Connectivity Strategy](#), prepared by Dillon (November, 2018)
2. [Community Plan By-law No. 5007](#) (2020)
3. [2018 Consolidated Budget](#)
4. [Background Report - Community Plan Update 2019](#), prepared by Dillon (October, 2019)
5. [2017 Citizen Survey](#), prepared by Ipsos (June, 2017)
6. [Corporate & Community Energy Action Plan 2015-2025](#)
7. [Way to Go! Yellowknife \(Ecology North, 2007\)](#)

CONSIDERATIONS:

Legislative

The proposed commitment would help the City achieve many of the stated objectives outlined in the Community Plan By-law No. 5007 (2020).

Financial Considerations

The Trail Enhancement and Connectivity Strategy (2018) suggested a budget allocation of \$450,000 to complete the extension. It also noted that collaboration with community groups and stakeholders could be explored given keen interest in similar trail projects in the past.

The proposed Budget 2018 allocated \$325,000 to complete the McMahon-Frame Lake Trail extension.

Consistency

The proposed development is consistent with over 20 policies outlined in the Community Plan By-law No. 5007 (2020) in addition to the recommendations from numerous previous City reports, plans and studies, notably the Trail Enhancement and Connectivity Report.

COMMUNITIES-IN-MOTION

Context

The McMahon-Frame Lake trail extension has received consistently strong support from residents and community groups in a number of public consultations, engagements and surveys over the past two decades.

Municipalities across Canada are increasingly making significant investments in improving their active transportation networks.

ALTERNATIVES TO RECOMMENDATION:

Do not complete the McMahon Frame-Lake Trail and accept that the City may not meet a number of objectives in the Community Plan By-law 5007 as well as a key recommendation of the Trail Enhancement and Connectivity Strategy.

RATIONALE

The proposed development conforms to the objectives and policies established in the Community Plan By-law No. 5007 and The Corporate and Community Energy Action Plan 2021-2025.

The proposed development aligns with a number of the City's strategic objectives for 2022-2025 and is consistent with a number of city studies, plans and strategies.

The McMahon-Frame Lake Trail extension has received consistently strong support from residents and community groups. Extending this foundational piece of infrastructure would help meet this demand while making progress towards many of the City's aforementioned objectives and policies

ATTACHMENTS

Attachment A - Sample of relevant Planning and Development Objectives and Policies in Community Plan By-law No. 5007 (2020)

Transportation

1. To improve the safety of the road network for all road users.
 - 1-a. High collision areas will be identified and plans will be made to improve these areas.
 3. To reduce vehicle kilometres travelled by 20% by 2025.
 - 3-a. Active transportation and public transit will be promoted by City administration.

Active Transportation Infrastructure

1. To address gaps in the active transportation network.
 - 1-a. Safe and accessible active transportation infrastructure for all ages and abilities will be constructed to better connect residential and commercial areas of the City.
 - 1-b. The McMahon-Frame Lake Trail will be improved to make it more accessible for users with varying abilities.

West Residential

1. To improve walking, cycling, and public transportation options to better connect to other areas of the City.
 - 1-a. Maintain sidewalks and trail networks, identify gaps in active transportation networks and develop a plan to better connect walking and cycling infrastructure to other areas of the City.
2. To increase transportation modal share of walking, cycling, and public transit.
 - 2-a. Construct safer and more direct walking and cycling infrastructure for all ages and abilities.

Old Airport Commercial

3. To improve access to commercial uses via walking, cycling, and public transit. 3-a. Commercial activities should be designed to accommodate a variety of transportation modes including walking, cycling, and public transit.
14. To improve transit, walking, and cycling connections between Old Airport Road Commercial corridor and other areas of the city.

Recreation Hub

- 2-b. Bicycle parking will be available at all recreational facilities.
- 2-c. Access to the facilities will be made safe with appropriate infrastructure for pedestrians, cyclists, public transit users, and motorists. City of Yellowknife – Community Plan 68 Planning and Development Objectives Policies
3. To enhance the trail network between facilities to accommodate pedestrians and cyclists.

COMMUNITIES-IN-MOTION

3-a. *The City will improve the trail connections and networks to the Multiplex and field house.*

3-b. *Trails will be well marked and safe for pedestrians and cyclists in all seasons.*

Fred Henne

1-a. *The City will improve walking, cycling and public transportation networks between Fred Henne Territorial Park and built areas of the City.*

City Core

3-a. *Improvements will be made to walking and cycling infrastructure so that it is accessible for people of all ages and abilities.*

4. *To shift transportation mode share from private motor vehicles to walking, cycling and public transit.*

4-a. *Implementation plan for shifting trips to active transportation and public transit will be created.*

5. *To improve safety and network connectivity for pedestrians and cyclists of all ages and abilities.*

5-a. *Active transportation infrastructure will be safe, connected, accessible, direct and available year round.*

13-a. *Large open spaces will include amenities that support larger community events of 50 people or more such as public washroom areas, vehicle and bicycle parking and walkways that support accessibility.*

Niven

1. *To maintain and enhance the existing active transportation network within Niven.*

1-a. *Gaps in active transportation infrastructure will be identified and filled.*

3. *To improve active transportation connections between Niven and downtown.*

3-a. *Walking and cycling infrastructure connecting to downtown for all ages and abilities will be constructed.*

Old Town

To improve sustainable transportation networks from Old Town to other areas of the City to alleviate traffic congestion.

7-a. *Improve walking and cycling networks between Old Town and other areas of the City.*

COMMUNITIES-IN-MOTION

Attachment B - Proposed Frame Lake Trail Extension Routes (November 2018)



COMMUNITIES-IN-MOTION

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: May 12, 2024

DRAFTED BY: Communities in Motion

ISSUE: Whether to pilot temporary painted bike lanes from Summer 2024 to Summer 2025.

RECOMMENDATION

That the City of Yellowknife pilot one way 2 m+ painted bike lanes in Summer 2024 on each side of the following streets:

- Forrest Drive between Franklin and 51A Avenue
- Range Lake Road between Finlayson and Woolgar
- Niven Drive between Franklin and the Niven Lake Trail entrance
- One of the following downtown streets: 47th, 50th or 52nd Street

BACKGROUND

The City of Yellowknife (City) seeks to ensure and maintain a resilient and liveable community. Bike routes were identified in the City's 2017 Citizen Survey as a primary area for improvement. The City has committed to improving bike infrastructure in a number of its plans and bylaws, notably Community Plan By-law No. 5007 (2020) and the City's Corporate and Community Energy Action Plan.

Community Plan By-law No. 5007 (2020) notes that a high percentage of people in Yellowknife walk to work (20%) and 2.4% of the employed labour force cycles to work, which compares to the Canadian average of 1.4%. This by-law states that improvements need to be made to the active transportation network to encourage people to shift from private motor vehicle trips to active modes of transportation. Filling gaps in the existing active infrastructure and improving connectivity is identified as a priority for the City:

'New dedicated safe and efficient walking and cycling infrastructure for all ages and abilities in areas that are currently underserved by active transportation infrastructure will be a priority'.

A number of Planning and Development Objectives in by-law 5007 speak to increasing active transportation infrastructure in various areas in Yellowknife including Downtown, Old Town, Old

COMMUNITIES-IN-MOTION

Airport Road, Niven Residential, West Residential and the Recreation Hub. Of the 75 planning objectives for these neighbourhoods, 15 specifically speak to the provision of cycling infrastructure that is safe, connected, accessible, direct and available year round (see Attachment A for more detail).

The City's Corporate and Community Energy Action Plan 2015-2025 (CCEAP) commits to reducing residential vehicle kilometres travelled by 20% by 2025. The strategy for achieving this reduction is listed in By-law No. 5007 as being 'to shift trips to active transportation and public transit.' 37% of the respondents to the Public Engagement for the CCEAP listed active transportation as the type of transportation that they use most daily. CCEAP specifically identifies 'a review of existing bike lanes for potential improvement for future bike lanes' as a task for the transportation sector.

Although the City has had plans to construct dedicated cycling infrastructure in the past, notably the 2013 Bike Lane Development Schedule (Attachment B), less than 2 km of dedicated cycling infrastructure exists in the City, and none has been created since 2014. The dedicated cycling infrastructure that does exist is not connected to the Frame Lake Trail, the Franklin Avenue Multi-Use Paths nor to the Niven Lake Trail, as noted by many past city reports and studies. The proposed development would help to address a number of these connectivity issues, including improving connectivity to a number of schools (Ecole Itlo, Sir John Franklin, Weledeh, St. Pat's, NJ McPherson and St. Joe's).

Painted bike lanes are a low-cost infrastructure, and could be trialled in 2024 with the goal of upgrading the lanes to protected or separate infrastructure in future years. The City of Saskatoon reported that painted bike markings in 2010 cost \$0.20 per meter for water-based traffic paint ([Benni et al., 2019](#)). Based on a paint cost of \$0.50 per meter, the estimated cost of paint for the proposed lanes is \$2,410 (see details in Table 1). This estimate does not include labour as well as contingencies. Based on this low capital cost this budget allocation should be possible within the variances of the 2024 Capital budget.

In order for bike lanes to be safe, parallel parking must be eliminated to prevent incidents such as dooring. The proposed development has aimed to identify streets that have minimal or low parking in order to minimize disruption (Table 1). For the three downtown streets, at least one of these streets is crucial for connectivity as noted by multiple previous City reports and plans. It has also been noted that on-street parking utilization in downtown Yellowknife is between 67% to 79%, while off-street parking utilization is lower still (CTS Parkade Study, 2021). Reducing on-street parking is consistent with recent practice within the City.

The proposed development includes painting bike lanes on two-way single-lane streets that are significantly wider than the widths required by TAC standards. Allowing for 3.5 m lanes in each direction, this still leaves a minimum of 5 m for bike lanes on each of the street sections below.

COMMUNITIES-IN-MOTION

Table 1 - Proposed development

Street	Current traffic lane widths	Notes and Justification	Length of proposed lanes (each)	Estimated Cost of Paint (\$0.50/ m)
Forrest Drive (between Franklin and 51A Ave)	12.5 - 13 m	<ul style="list-style-type: none"> Connects Franklin Multi-Use Paths; Pool; Curling and Tennis Clubs to existing 52nd Ave infrastructure via 51A Ave (Ecole Itlo; Weledeh; St. Pat's and Sir John Franklin) scheduled for bike lane painting in 2017-2018 (2013 plan) Ideally, as per the 2013 plan, this bike lane will in the future be continued up 51A Ave and 56th st to 52nd Ave Current parking usage along stretch averages approximately 6 vehicles 	620 m	\$620
Range Lake Road	14 - 16 m	<ul style="list-style-type: none"> Connects to Frame Lake Trail & Stanton via Woolgar & Byrne Road (NJ McPherson & St. Joe's) Resulting narrower traffic lanes will naturally help reduce speeding on this very wide road Current parking use minimal 	760 m	\$760
Niven Drive (between Franklin and Niven Trail entrance)	13 - 15 m	<ul style="list-style-type: none"> Connects Niven Lake Trail to existing Bike Lanes on 52nd Ave and Franklin (Weledeh; St. Pat's and Sir John Franklin) Parking use beyond first 50 m of stretch is minimal Narrower traffic lanes will naturally help reduce speeding on this very wide road 	460 m	\$460
47th St OR	12 - 16 m	<ul style="list-style-type: none"> Connects 52nd Ave bike infrastructure to Niven and Frame Lake Trails (Weledeh; Itlo; St. Pat's; Sir John). scheduled for bike lane painting in 2018 (2013 plan) Identified for installation of a separated bike path in the 2017 Cycling Routing Network Map One of lowest parking usage of downtown streets 	560 m	\$560
50th St (S of Franklin Ave) OR	12 - 16 m	<ul style="list-style-type: none"> Connects 52nd Ave bike infrastructure to Frame Lake Trail (Weledeh; Itlo; St. Pat's; Sir John). scheduled for bike lane painting in 2014 and 2016 (2013 plan) One of lowest parking usage of downtown streets (Centre Square mall parking lot nearby) 	565 m	\$565

COMMUNITIES-IN-MOTION

52nd St (S of Franklin Ave)	12 - 16 m	<ul style="list-style-type: none"> Connects 52nd Ave bike infrastructure to Frame Lake Trail (Weledeh; Itlo; St. Pat's; Sir John). scheduled for bike lane painting in 2015 (2013 plan) Identified for installation of a separated bike path in the 2017 Cycling Routing Network Map Upper sections of street has very low parking usage due to a number of off-street parking lots Note that the lower section of 52nd Street between 54th and 52nd Avenues does not have minimal parking, but significant nearby off-road surface parking is available which is currently underutilized 	570 m	\$570
Total Paint Cost				\$2,410

This is proposed as a pilot to be run from June 2024 to June 2025. The benefits of this approach are that it is low cost, temporary and can be upgraded at a later date based on observations and available capital budget. In terms of labour cost, community members have signaled their availability to help with labour if the City would like assistance.

COUNCIL STRATEGIC DIRECTIONS:

Strategic Directions

Strategic Direction #1: People First

Focus Area 1.3 Liveable Community - Supporting all residents to participate in the social fabric and physical space of our community

Key Initiatives:

Supporting design standards that are multi-modal including recognizing Yellowknife's advantages as a winter city

Working with all partners towards a safe, supportive and compassionate community for all

Strategic Direction #3: Sustainable Future

Focus Area 3.3 Resilient Future - Enhancing Yellowknife as a great place to live, visit, work and play now and into the future

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. [2017 Citizen Survey](#), prepared by Ipsos (June, 2017)
2. [Community Plan By-law No. 5007 \(2020\)](#)
3. [Corporate & Community Energy Action Plan 2015-2025](#)
4. [2013 Proposed 5-Year Bike Lane Development Schedule](#)
5. [Way to Go! Yellowknife \(Ecology North, 2007\)](#)
6. [Cycling Brochure Map](#), City of Yellowknife (date unknown)
7. [2017 Cycling Routing Network](#)
8. [Bicycle Routing \(2008\)](#), prepared by FSC
9. [Yellowknife Parkade Feasibility Study](#), prepared by CTS (July 2021)
10. [City of Yellowknife Development and Design Standards \(April 2022\)](#)
11. Interim Downtown Parking Feasibility report (IBI, May 2021)

CONSIDERATIONS:

Legislative

The proposed development would help the City achieve many of the stated objectives outlined in the Community Plan By-law No. 5007 (2020)

Financial Considerations

The estimated cost for paint for this development is \$2410 based on white water-based traffic paint used in other Canadian municipalities.

Consistency

The proposed development is consistent with over 20 policies outlined in the Community Plan By-law No. 5007 (2020) in addition to the recommendations from numerous previous City reports, plans and studies, many of which are listed in the section above.

Context

Many Canadian municipalities are making significant capital and labour investments in cycling infrastructure:

- Edmonton has recently dedicated \$100 million to build a bike network over the next 5 years - Yellowknife equivalent is \$2 million
- Calgary has collaborated closely with residents and local groups in designing their new bike infrastructure, both pre, during and post-design
- Whitehorse has a strong vision, targets and plan in place for their bike networks and is making very substantial financial commitments to active transportation improvements

ALTERNATIVES TO RECOMMENDATION:

- 1) Reduce speed limits
 - NACTO standards state that if there are no protected bike lanes, speed limit should be 40 km/hr maximum, and ideally significantly lower than this.
 - On April 11th, 2024, the Mayor of Vancouver announced that the City of Vancouver is conducting a study to consider reducing the speed limit across the city from 50 to 30 km/hr
 - As of Monday, August 23, 2023, the speed limits on all downtown Whitehorse streets was reduced to 40 km/h
- 2) Invest now rather than later in protected and separate bike infrastructure including bike paths, as identified in the City's [2017 Cycling Routing Network](#) map for 47th and 52nd street. This will require capital expenditure and carefully considered design. Collaboration with other municipalities, particularly winter cities, as well as relevant community groups in Yellowknife is highly recommended to achieve the best outcome in terms of design.
- 3) As an alternative to removing parking, parking can be maintained on one side of the street with a 3 foot buffer between parked vehicles and the adjacent bike lane, as per best practices (NACTO). This would likely require moving the median on affected streets as well as additional measures for cyclists at intersections. Angled parking could also be considered, as per the 2013 Interim Downtown Parking Feasibility report (IBI, May 2021). This will require capital expenditure and carefully considered design to ensure safety.
- 4) Construct multi-use pathways that are a minimum of 3 m in width on the identified streets, and have separation between pedestrians and cyclists. Careful consideration of movement and safety of cyclists at intersections must be taken into account.
- 5) Do nothing and fail to meet over 32 objectives related to active transportation in the Community Plan (By-law 5007).

RATIONALE

The proposed development conforms to the objectives and policies established in the Community Plan By-law No. 5007 and The Corporate and Community Energy Action Plan 2021-2025.

The proposed development aligns with a number of the City's strategic objectives for 2022-2025.

COMMUNITIES-IN-MOTION

Demand for safe, connected cycling infrastructure is high in Yellowknife. There is particular concern by parents, who are worried about safety for children biking to and from schools. Bike lanes around schools will narrow lanes and naturally slow traffic, making streets safer. Painted bike lanes are a very cost-effective and low-risk way of starting to meet some of the demand for safer infrastructure, while making progress towards the City's aforementioned objectives and policies.

ATTACHMENTS

Attachment A - Sample of relevant Planning and Development Objectives and Policies in Community Plan By-law No. 5007 (2020)

Attachment B - Proposed 5-year Bike Lane Development Schedule (2013)

COMMUNITIES-IN-MOTION

Attachment A - Sample of relevant Planning and Development Objectives and Policies in Community Plan By-law No. 5007 (2020)

City Core

3-a. Improvements will be made to walking and cycling infrastructure so that it is accessible for people of all ages and abilities.

4. To shift transportation mode share from private motor vehicles to walking, cycling and public transit.

4-a. Implementation plan for shifting trips to active transportation and public transit will be created.

5. To improve safety and network connectivity for pedestrians and cyclists of all ages and abilities.

5-a. Active transportation infrastructure will be safe, connected, accessible, direct and available year round.

13-a. Large open spaces will include amenities that support larger community events of 50 people or more such as public washroom areas, vehicle and bicycle parking and walkways that support accessibility.

Niven

1. To maintain and enhance the existing active transportation network within Niven.

1-a. Gaps in active transportation infrastructure will be identified and filled.

3. To improve active transportation connections between Niven and downtown.

3-a. Walking and cycling infrastructure connecting to downtown for all ages and abilities will be constructed.

Old Town

To improve sustainable transportation networks from Old Town to other areas of the City to alleviate traffic congestion.

7-a. Improve walking and cycling networks between Old Town and other areas of the City.

West Residential

1. To improve walking, cycling, and public transportation options to better connect to other areas of the City.

1-a. Maintain sidewalks and trail networks, identify gaps in active transportation networks and develop a plan to better connect walking and cycling infrastructure to other areas of the City.

2. To increase transportation modal share of walking, cycling, and public transit.

2-a. Construct safer and more direct walking and cycling infrastructure for all ages and abilities.

Old Airport Commercial

COMMUNITIES-IN-MOTION

3. To improve access to commercial uses via walking, cycling, and public transit. 3-a. Commercial activities should be designed to accommodate a variety of transportation modes including walking, cycling, and public transit.

14. To improve transit, walking, and cycling connections between Old Airport Road Commercial corridor and other areas of the city.

Recreation Hub

2-b. Bicycle parking will be available at all recreational facilities.

2-c. Access to the facilities will be made safe with appropriate infrastructure for pedestrians, cyclists, public transit users, and motorists. City of Yellowknife – Community Plan 68 Planning and Development Objectives Policies

3. To enhance the trail network between facilities to accommodate pedestrians and cyclists.

3-a. The City will improve the trail connections and networks to the Multiplex and field house.

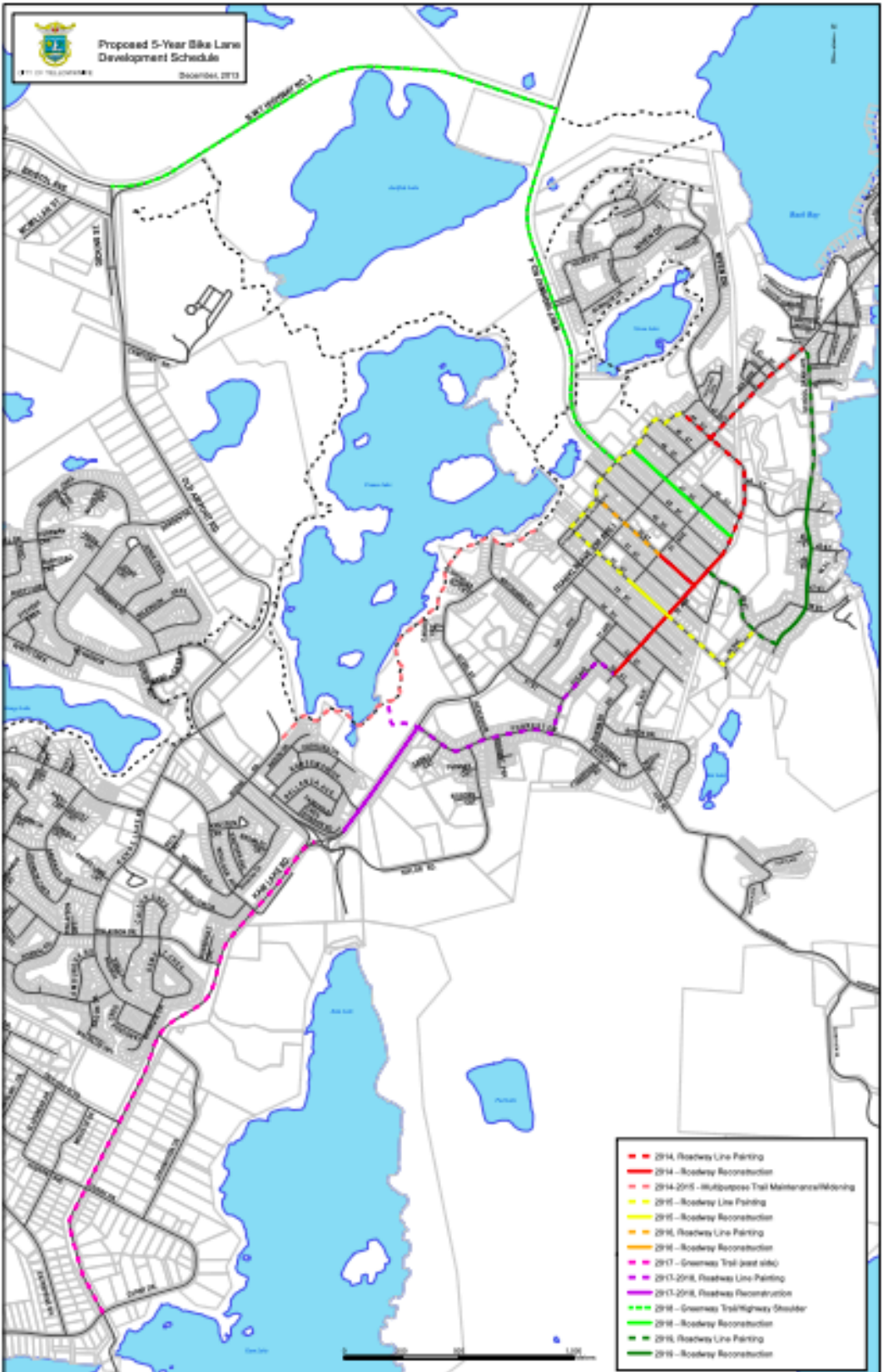
3-b. Trails will be well marked and safe for pedestrians and cyclists in all seasons.

Fred Henne

1-a. The City will improve walking, cycling and public transportation networks between Fred Henne Territorial Park and built areas of the City.

COMMUNITIES-IN-MOTION

Attachment B - Proposed 5-year Bike Lane Development Schedule (2013)





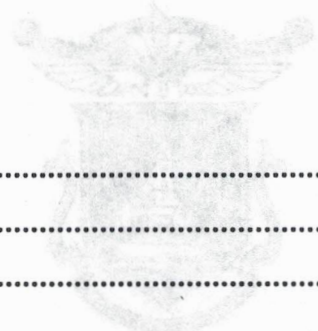
CITY OF YELLOWKNIFE

GRACE LAKE NORTH RECREATIONAL SPACES CONSULTATION REPORT

Submitted to:
CITY OF YELLOWKNIFE

By:
Department of Planning and Development
February 2017

Table of Contents



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Appendices

Appendix A: Background Information Provided in Survey

Appendix B: Class D Estimates Provided for Consultation

Accessibility

Where possible, the City of Yellowknife prioritizes accessible development to accommodate residents with disabilities and impaired mobility. The playground (Point D) will be accessible. However, other trails and pathways will remain natural trails, taking advantage of the terrain.

Current Consultation

Since the adoption of the area development plan, residents have started to move into the Grace Lake area and new ideas have been suggested of how to best take advantage of the area's natural surroundings. This survey is intended to collect the ideas of all residents in order to ensure the best result for residents and visitors alike.

Projected Costs

A sum of \$400,000 was set aside from the sale of land in the Grace Lake North area, and will be used to fund the proposed projects, in the order of priorities as they emerge from this survey. The estimated costs of various components of the projects are highlighted in the table shown below (Appendix B). The total project cost will be capped at \$400,000 as accounted for in Land Development Fund. Any additional costs are indicated in a separate column.

You may wish to refer to this cost table as you answer the questions below.

	Construction cost	Location	Description
<p>Since the adoption of the area development plan, residents have started to move into the Grace Lake area and new ideas have been suggested of how to best take advantage of the area's natural surroundings. This survey is intended to collect the ideas of all residents in order to ensure the best result for residents and visitors alike.</p>			
<p>Projected Costs</p> <p>A sum of \$400,000 was set aside from the sale of land in the Grace Lake North area, and will be used to fund the proposed projects, in the order of priorities as they emerge from this survey. The estimated costs of various components of the projects are highlighted in the table shown below (Appendix B). The total project cost will be capped at \$400,000 as accounted for in Land Development Fund. Any additional costs are indicated in a separate column.</p> <p>You may wish to refer to this cost table as you answer the questions below.</p>	<p>\$250,000</p> <p>\$250,000</p>	<p>B - C</p> <p>E</p>	<p>Viewing Grace Lake</p> <p>Floating Public Pathway</p> <p>Grace Lake Green space</p>
	<p>\$100,000</p>	<p>D</p>	<p>Primary playground (open summer 2017)</p>

1 BACKGROUND

The City of Yellowknife is interested in residents' feedback regarding public spaces, access to water and recreation around Grace Lake. The City has recently sold residential land in the Grace Lake North area and is now planning the recreational portions of the neighbourhood.

The intent of the Grace Lake North Recreational Spaces Consultation was to collect the ideas of the general public in order to ensure the best result for residents and visitors alike. This report summarizes those findings.

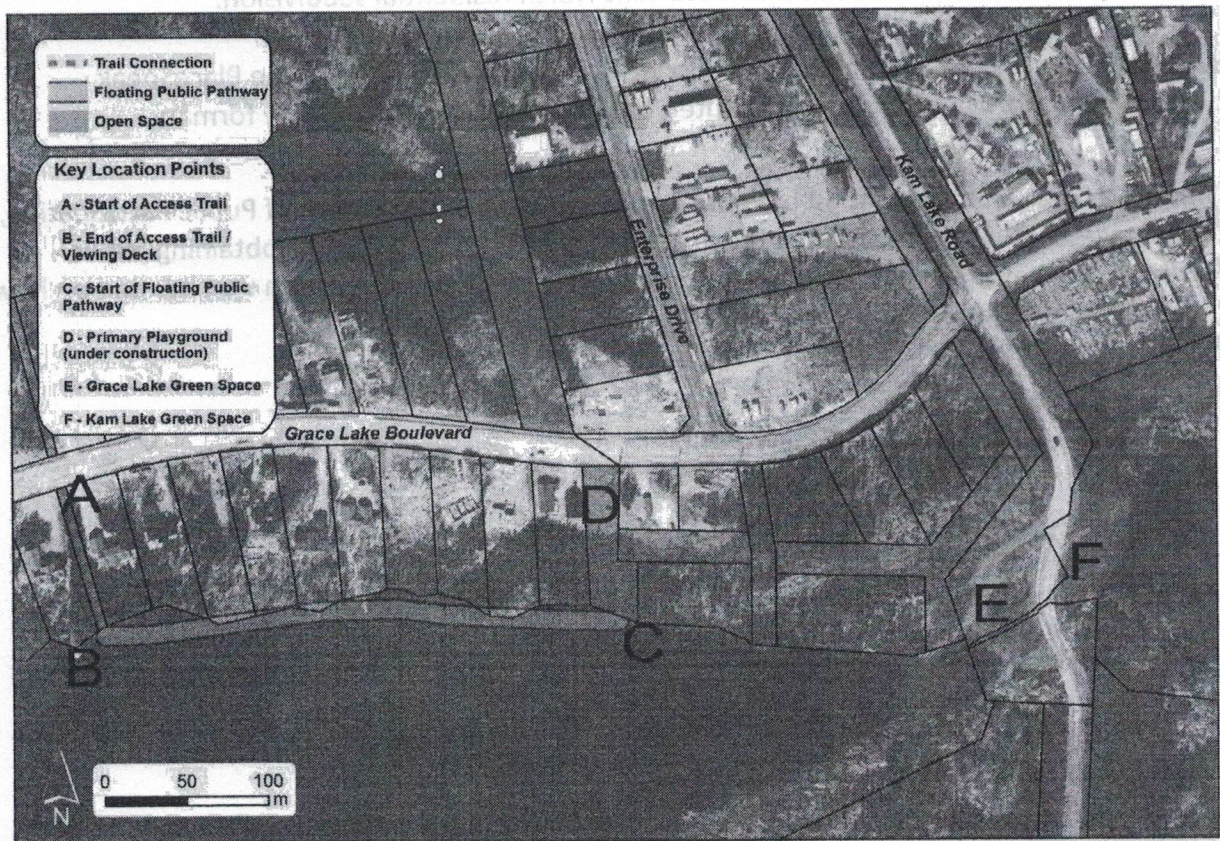


Figure 1 - Consultation Map

2 PUBLIC ENGAGEMENT METHODS

A survey tool was used for the Grace Lake Engagement; and included in Appendix A. A topic was launched on PlaceSpeak, including the survey, background resources, and a notice board for open discussion. The topic opened for residents on September 16, 2016 and closed on September 30, 2016.

Three open house sessions were held at City hall, with approximately 30 participants in attendance. An informal poll during public engagement sessions revealed that the vast majority of participants were residents of the Grace Lake North residential subdivision.

In total, 53 surveys were completed, and over 12 people contributed to the PlaceSpeak discussion board. Many people contributed to the consultation in multiple formats.

On the International Association of Public Participation (IAP2) Spectrum of Public Participation, this engagement was conducted at the 'Consult' level. This level requires obtaining public feedback on alternatives developed, and keeping the public informed with updates and on how the public input influenced recommendations.

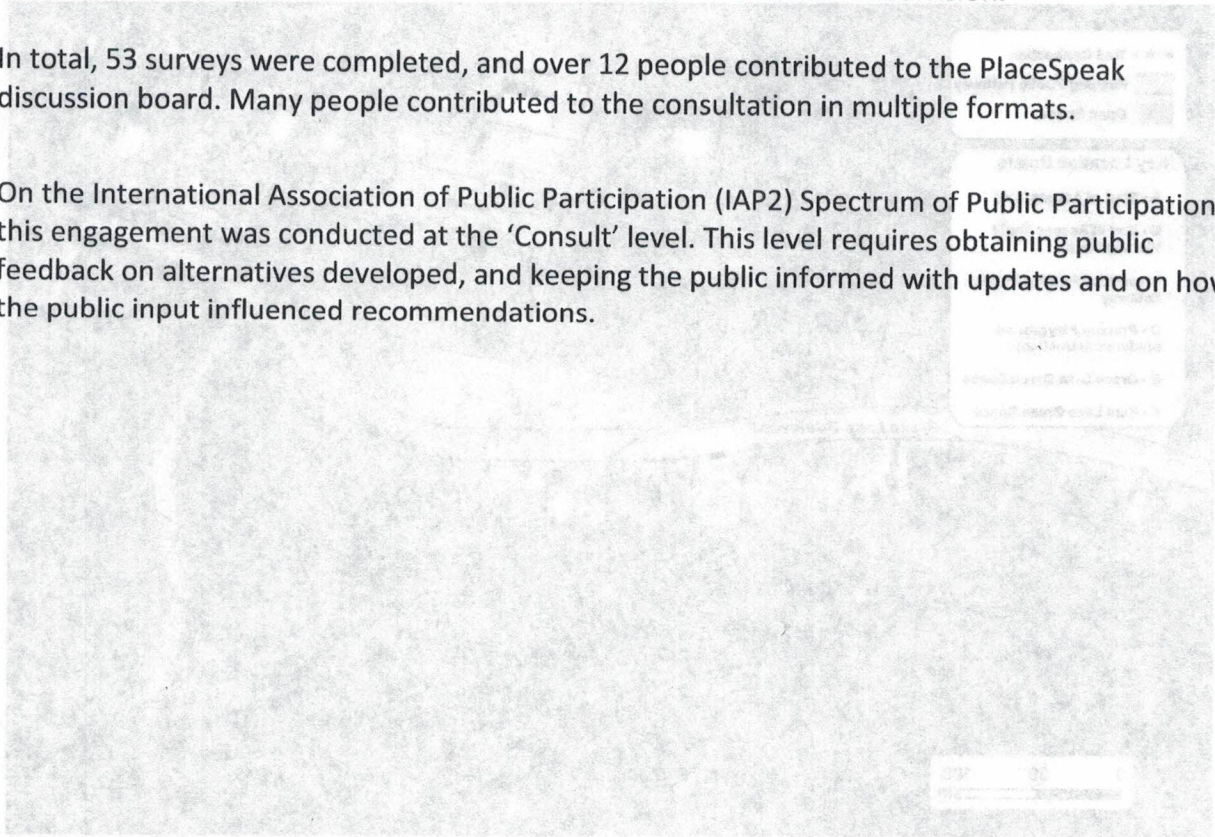


Figure 2 - Consultation Area

"Please describe the current recreational activities that you enjoy taking part in in this area? Which additional activities should be made possible?"

- 1. I would love to see naturalized walking trails around this beautiful lake. More public trails so that all Yellowknifers and visitors can enjoy this beautiful part of town. I also like the idea of having a dock for non motorized vehicles (so as to not disturb homeowners who live in this area with loud motorcraft)*
- 2. I've used the lake for canoeing in the summer and skiing in the winter. A trail system around the lake, as planned, would add to the trail system in Yellowknife. Would definitely use it :) Suggest using the natural landscape rather than the floating boardwalk (for maintenance reasons.)*
- 3. Canoeing. A walking trail would be greatly appreciated. I agree that there should be no motorized boats, seadoos, etc. on the lake.*

"If there is one feature you would like to see added to Grace Lake recreational facilities, what would it be?"

- 1. It would be nice to see a walk way down to the water where it was originally planned.*
- 2. Public trail around the lake (like at Niven and Frame Lake)*
- 3. Protection from motorized vehicles*
- 4. A trail system around the whole lake would be the top of my wish list but that doesn't appear to be an option; therefore, as much of a trail system as possible. Dock access for canoes would be very much appreciated.*

3 SURVEY RESULTS

3.1 Activities Currently Enjoyed or Planned In Grace Lake Area

Q1: What are the main activities that you currently do, or plan to do, in the Grace Lake area? (select all that apply)

Most frequently mentioned were accessing the water, launching canoes/kayaks, and skiing/snowshoeing.

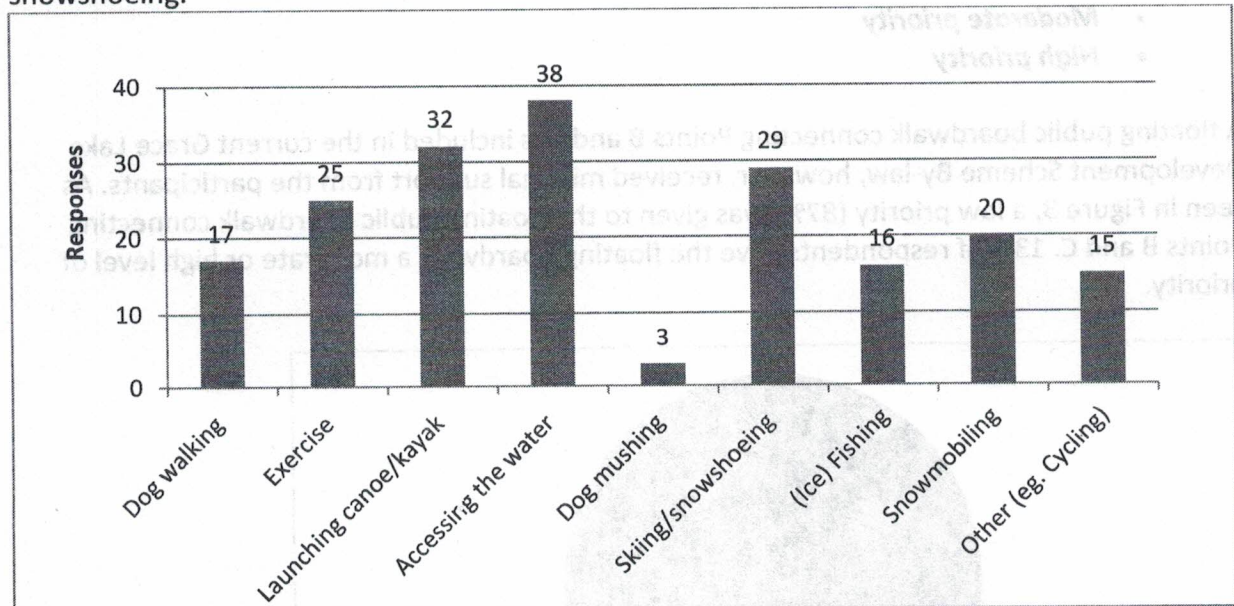


Figure 2 - Current or Desired Activities in the Grace Lake Area

7. *Oh and put a place to comment in the survey! Would love to see one of these for Grace Lake South soon, before the lots are sold!!!!*
8. *I live there and was looking forward to the trail and access points to the lake. I don't know why we have to discuss it. Do it like it was planned before I bought it!!!!!! Grace lake is not just for us, it's for the public. Good idea on the bike lane in kam lake!!!! That would be great for everyone.*
9. *The area is naturally beautiful because of the rock and the lake. Spend some time to understand the topography and natural routes on the site - including the lake in winter. There is clear evidence of use already - recognize it. Make sure public access points are practical and accessible. Think about views. Keep it natural - don't add a lot of infrastructure unless there are plans to maintain it. And finally - as a lesson learned, think about the benefits of including public recreation use in the planning right from the start - it appears to have been, but it's odd that the public is being asked about it now (possibly again).*
10. *I would like to see the trail around the lake, following the natural landscape, starting of course with Grace Lake North. A boardwalk around areas on the lake would require much more maintenance. However it is constructed, I'm excited about the prospect of having another trail system within the city. A parking spot and dock area to set the canoe in the water would be wonderful.*
11. *1) NO BOARDWALK 2) Public Access 3) No motorised boatir.g 4) nature trail (similar to Frame lake) 5) Absolutely no privatization of the shoreline.*
12. *No boardwalks - cost of maintenance being the major factor. Definitely as much of a pathway as possible in the area. It's a beautiful area to relax in.*
13. *There is always a tension between home owners and the public about recreational space around bodies of water. Grace lake was a recreational place long before it hosted the gigantic homes it now has. The public needs these spaces to be provided and residents around Grace Lake need to understand waterfront is public space.*

3.2 200m Floating Public Boardwalk

Q2: One of the proposals currently included in the development plan is a 200m floating public pathway connecting Points B and C (see map). Do you believe this floating pathway should be a:

Please choose only one of the following:

- **Low priority**
- **Moderate priority**
- **High priority**

A floating public boardwalk connecting Points B and C is included in the current Grace Lake Development Scheme By-law, however, received minimal support from the participants. As seen in Figure 3, a low priority (87%) was given to the floating public boardwalk connecting Points B and C. 13% of respondents gave the floating boardwalk a moderate or high level of priority.

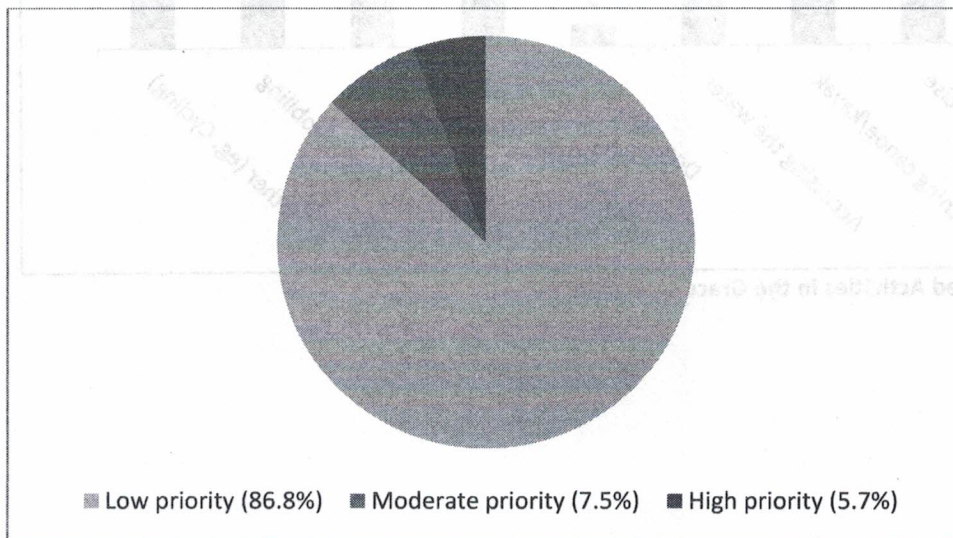


Figure 3 - Support for a Floating Boardwalk

3.3 Public Trail to Grace Lake in 6 m Right-of-Way

Q3: An Access Trail connecting Points A to B (see map) is proposed. Do you believe this trail to Grace Lake should be a:

Please choose only one of the following:

- **Low priority**
- **Moderate priority**
- **High priority**

Overall, 47% of respondents rate this as a high priority, and 26.5% rate it as low or moderate.

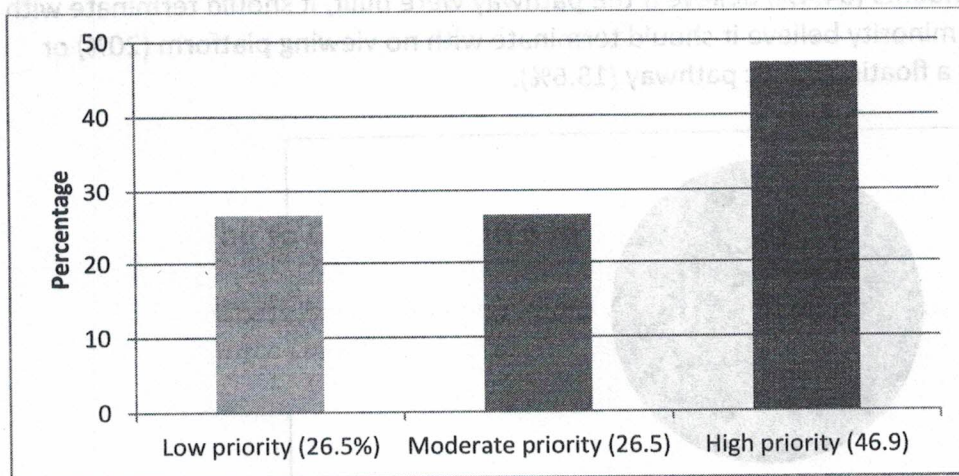


Figure 4 - Support for a Public Pathway Connecting Points A and B

of the frozen lake in the winter months, as well as the impact of this waste on the natural ecosystem when it enters the lake.

During the open house sessions, a number of other issues emerged. The topics of the survey were raised. They relate to revisions to the trails and green space amenities in the Grace Lake Development Scheme By-law. The topics raised do not represent the opinions of all open house participants. Likewise, not all topics relate directly to the trail and green space amenities; however, they are included in this report as certain topics may be considered for future improvements in the area.

An informal poll during public engagement sessions revealed that the vast majority of participants were residents of the Grace Lake North residential subdivision.

4.1 Public Trail to Grace Lake in 5 m Right-of-Way

The connection between Point A and B, from Grace Lake Boulevard to the north shore of Grace Lake was discussed in the open house sessions. Opinions were divided, with approximately equal numbers in support and opposition.

4.2 Connecting Playground to Other Green Spaces

Many residents attending the public sessions expressed support for the trail connections from Point C to D and C to E on the Consultation Map (Figure 1). While this was not specifically included as a survey question, the strong support for these connections indicates that residents appreciate nature trails connecting multiple public amenities.

4.3 Maintaining Grace Lake as a Natural Area

At the public sessions, there was a near unanimous opinion expressed that Grace Lake represent a special natural feature in Yellowknife and should be protected as much as possible. Specific concerns were expressed relating to Grace Lake's water quality, diverse animal life, and overall level of noise and activity. Recommendations included limiting access to motorized watercraft by designing access points to accommodate non-motorized vessels only and exploring by-laws restricting motorized boats.

4.4 Walking and Cycling in the Grace Lake Area

Several participants noted that it is unsafe to walk and cycle from Grace Lake to nearby locations and facilities such as the Mallik High School. Several participants expressed a desire for active transportation amenities such as on-street or off-street multi-use pathways outside the area, which would serve residents as well as other Yellowknifers. Other participants, however, stated that funds from the Grace Lake North Subdivision should be used exclusively within the subdivision area.

4.5 Environmental Concerns on Grace Lake

It was noted that the Grace Lake is extensively used by dog mushers, and concerns were raised about the level of dog feces this generates. This environmental concern relates both to the use

3.4 Termination of Access Path

Q4: If the Access Trail connecting Points A to B were constructed, how do you believe it should terminate?

Please choose only one of the following:

- **Terminate at Point B with no viewing platform**
- **Terminate at Point B with a viewing platform**
- **Continue along to Point C in the form of a floating public pathway, and connect to the larger trail network.**

The majority of respondents (64.4%) believe if the pathway were built, it should terminate with a viewing platform. A minority believe it should terminate with no viewing platform (20%) or connect to Point C via a floating public pathway (15.6%).

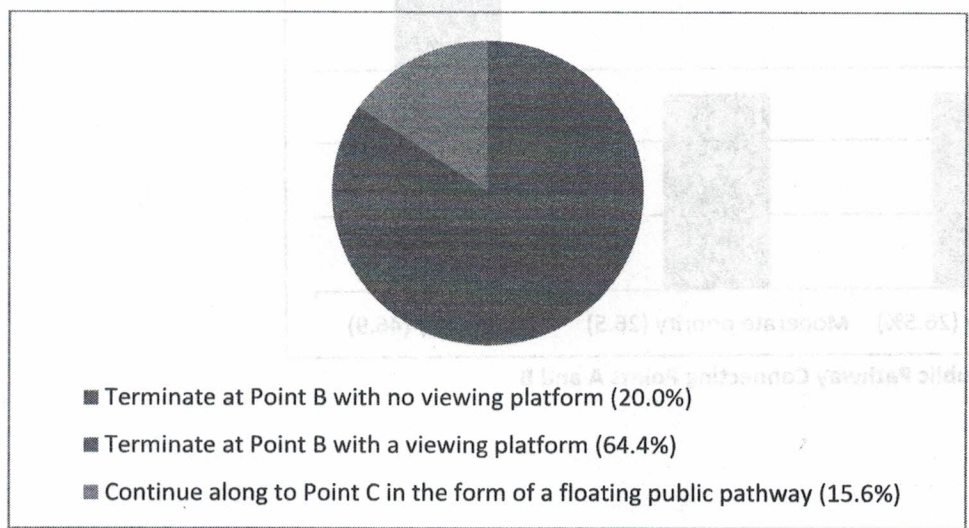


Figure 5 - Preference for Termination of A-B Trail

3.5 Points E and F: Basic or More Significant Development

Q5: At the east end of Grace Lake, a green space is being considered at Point E, which could include a picnic table and a place to launch non-motorized vessels. Considering the map and cost table, how would you prioritize proposed basic development of this green space?

Please choose only one of the following:

- Low priority
- Moderate priority
- High priority

Q6: Point E could also feature as a more developed green space. In addition to basic development with water access (as mentioned in Question 5), this could include installation of a dock, as well as additional seating, parking, and other amenities. Considering the map and cost table, how would you prioritize a more significant development of this green space?

Please choose only one of the following:

- Low priority
- Moderate priority
- High priority

In response to Questions 5 and 6, respondents prioritized minimal interventions to preserve the natural look and feel of Grace Lake.

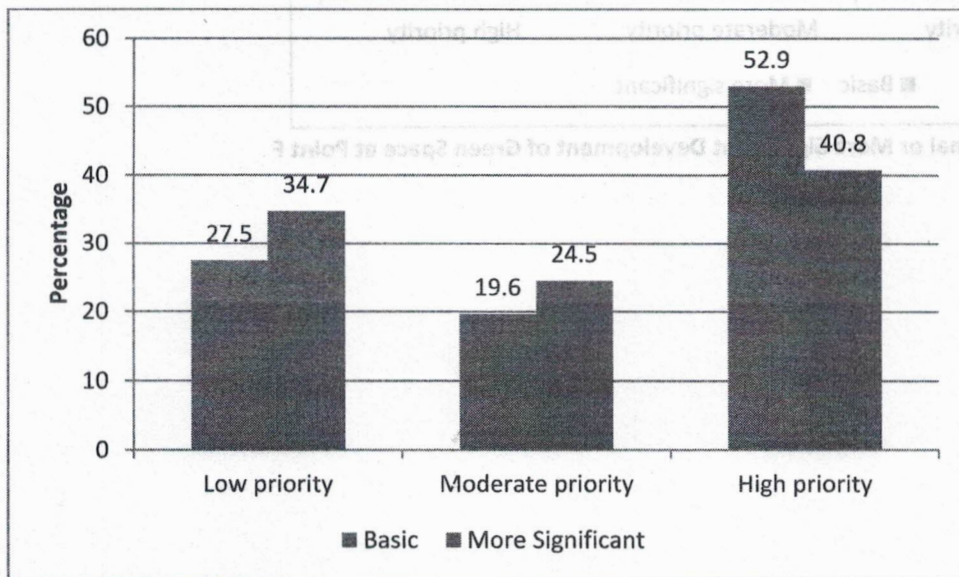


Figure 6. Priority for Minimal or More Significant Development of Green Space at Point E

4 FEEDBACK FROM OPEN HOUSE SESSIONS

During the open house sessions, a number of other issues outside the scope of the survey were raised. They relate to revisions to the trails and green space amenities in the Grace Lake Development Scheme By-law. The topics raised do not represent the opinions of all open house participants. Likewise, not all topics relate directly to the trail and green space amenities; however, they are included in this report as certain topics may be considered for future improvements in the area.

An informal poll during public engagement sessions revealed that the vast majority of participants were residents of the Grace Lake North residential subdivision.

4.1 Public Trail to Grace Lake in 6 m Right-of-Way

The connection between Point A and B, from Grace Lake Boulevard to the north shore of Grace Lake was discussed in the open house sessions. Opinions were divided, with approximately equal numbers in support and opposition.

4.2 Connecting Playground to Other Green Spaces

Many residents attending the public sessions expressed support for the trail connections from Points C to D and C to E on the Consultation Map (Figure 1). While this was not specifically included as a survey question, the strong support for these connections indicates that residents appreciate nature trails connecting multiple public amenities.

4.3 Maintaining Grace Lake as a Natural Area

At the public sessions, there was a near unanimous opinion expressed that Grace Lake represents a special natural feature in Yellowknife and should be protected as much as possible. Specific concerns were expressed relating to Grace Lake's water quality, diverse animal life, and overall levels of noise and activity. Recommendations included limiting access to motorized watercraft by designing access points to accommodate non-motorized vessels only and exploring by-laws restricting motorized boats.

4.4 Walking and Cycling in the Grace Lake Area

Several participants noted that it is unsafe to walk and bicycle from Grace Lake to nearby locations and facilities such as the Multiplex. Several participants expressed a desire for active transportation amenities such as on-street or off-street multi-use pathways outside the area, which would serve residents as well as other Yellowknifers. Other participants, however, stated that funds from the Grace Lake North Subdivision should be used exclusively within the subdivision area.

4.5 Environmental Concerns on Grace Lake

It was noted that the Grace Lake is extensively used by dog mushers, and concerns were raised about the level of dog feces this generates. This environmental concern relates both to the use

Q7: Point F could also feature as a more developed green space. In addition to basic development with water access (as mentioned in Question 6), this could include installation of a dock, as well as additional seating, parking, and other amenities. Considering the map and cost table, how would you prioritize a more significant development of this green space?

Please choose only one of the following:

- **Low priority**
- **Moderate priority**
- **High priority**

Compared to Point E, respondents did not prioritize the development of the green space at Point F on the west end of Kam Lake. 28% rated minor improvements of Point F as a high priority, while 52.9% rated minor improvements to Point E as a high priority.

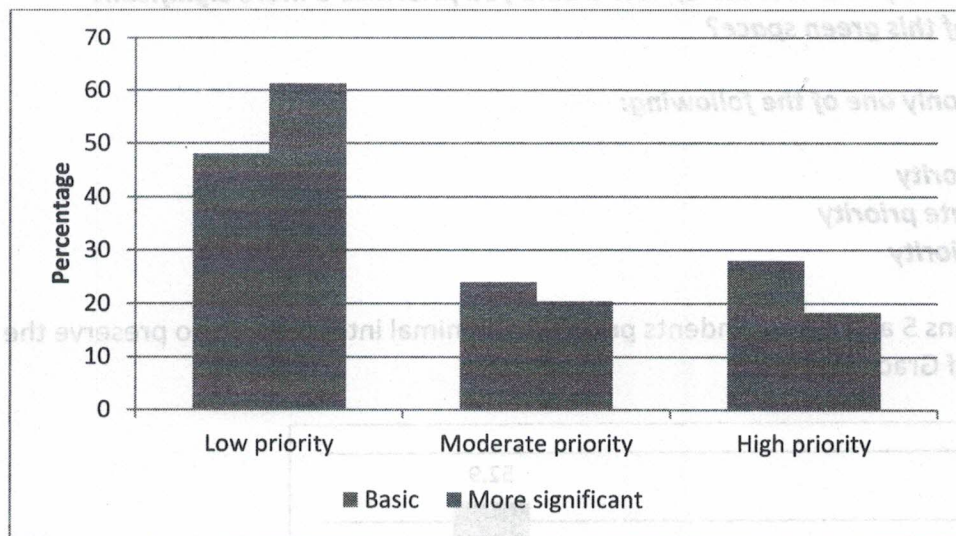


Figure 7. Priority for Minimal or More Significant Development of Green Space at Point F

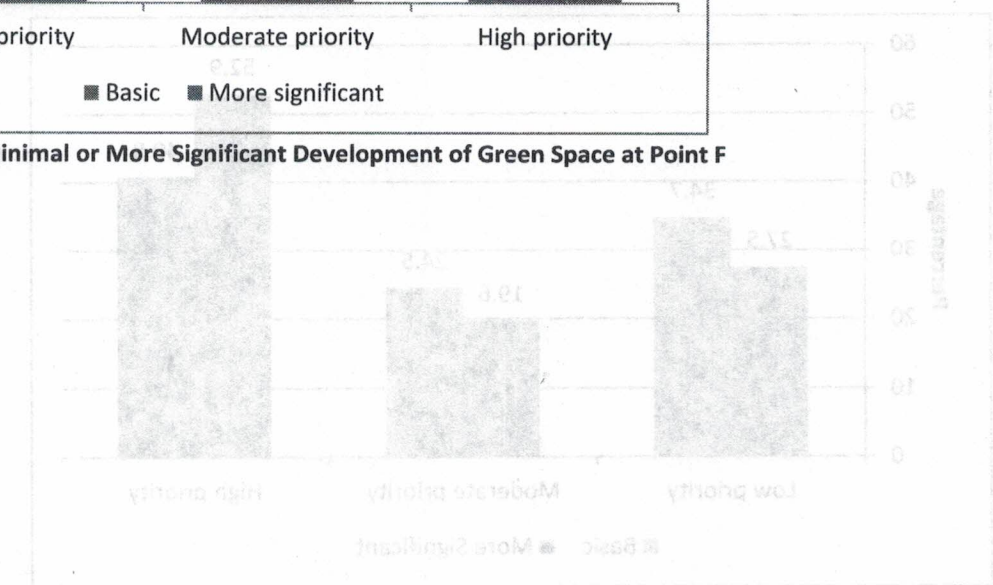


Figure 8. Priority for Minimal or More Significant Development of Green Space at Point E

5 PLACESPEAK COMMENTS

The City's public consultation platform, PlaceSpeak, was also used as a venue for discussion, accessing the survey, and leaving comments. All three discussion topics posted are included below as well as all public comments.

"What advice would you give to City staff as we plan for the future of this residential and recreational area?"

- 1. I would say that the most attractive feature of living on Grace Lake Boulevard is that it's quiet, clean, fairly private and the lake is not over run with people and their boats. Keep this in mind, you've already made the mistake of developing the other side of the lake for the sale of lots. Grace Lake is a small and narrow lake it wouldn't take much more activity to ruin its beauty.*
- 2. I would like to see as much of the surrounding nature preserved. There is already a spot off Kam Lake Road that provides small watercraft access with a parking lot and garbage cans. One of the best things about this neighbourhood is that you can live in the city, but still feel as though you are away from town when out on the lake. As a born and raised Yellowknifer, I enjoyed playing in the woods that was undeveloped and I hope that my kids will continue to have this as they grow up. Please leave the lake and surrounding area alone, we don't need walkways and trails. People have used Grace Lake for decades without all this fancy development. The playground is a really nice spot for kids to go play in: a safe area, but other than that, Grace Lake is awesome*
- 3. We need public trails around the lake so that everyone can enjoy the beautiful scenery and nature of this area. I don't agree with privatizing all the waterfront so that only a select few can enjoy it. This is our lake, and our city. Presently we need to work with what we have available to build walking trails. In the future, trails, green space, and recreational spaces should be planned in advance before the lots are sold.*
- 4. I think that the city needs to follow through with the original plan. I'm not for the expensive floating board walk and would rather see this money put towards having the trails along BOTH sides of the lake and having more than one access point to the lake is a must. There is already access at the beginning but there should be another access point in the middle or at the end of Grace Lake Road. These were in the plan before homes were built and should not be changed to accommodate these owners. I agree with Jennifer Broadbridge on having public access to this lake. It's for everyone not just the lake view home owners.*
- 5. Being a resident on Grace Lake Blvd. I agree with having public access to the lake in several locations. There is one at the beginning already and there should be another half way down the road (at least) where it was intended to be in the first place. I also agree there should be a public trail on the shore line for everyone to enjoy.*
- 6. Do this consultation before the lots are sold. Trails and parks should be built so neighbours understand where they are before they buy and build. Floating boardwalk is stupid. Use that \$ to build a bike trail along Kam Lake to downtown, so these people can get to work.*

"Please describe the current recreational activities that you enjoy taking part in in this area? Which additional activities should be made possible?"

1. *I would love to see naturalized walking trails around this beautiful lake. More public trails so that all Yellowknifers and visitors can enjoy this beautiful part of town. I also like the idea of having a dock for non motorized vehicles (so as to not disturb homeowners who live in this area wih loud motorcraft)*
2. *I've used the lake for canoeing in the summer and skiing in the winter. A trail system around the lake, as planned, would add to the trail system in Yellowknife. Would definitely use it :) Suggest using the natural landscape rather than the floating boardwalk (for maintenance reasons.)*
3. *Canoeing. A walking trail would be greatly appreciated. I agree that there should be no motorized boats, seadoos, etc. on the lake.*

"If there is one feature you would like to see added to Grace Lake recreational facilities, what would it be?"

1. *It would be nice to see a walk way down to the water where it was originally planned.*
2. *Public trail around the lake (like at Niven and Frame Lake)*
3. *Protection from motorized vehicles*
4. *A trail system around the whole lake would be the top of my wish list but that doesn't appear to be an option; therefore, as much of a trail system as possible. Dock access for canoes would be very much appreciated.*

Accessibility

Where possible, the City of Yellowknife prioritizes accessible development to accommodate residents with disabilities and impaired mobility. The playground (Point D) will be accessible. However, other trails and pathways will remain natural trails, taking advantage of the terrain.

Current Consultation

Since the adoption of the area development plan, residents have started to move into the Grace Lake area and new ideas have been suggested of how to best take advantage of the area's natural surroundings. This survey is intended to collect the ideas of all residents in order to ensure the best result for residents and visitors alike.

Projected Costs

A sum of \$400,000 was set aside from the sale of land in the Grace Lake North area, and will be used to fund the proposed projects, in the order of priorities as they emerge from this survey. The estimated costs of various components of the projects are highlighted in the table shown below (Appendix B). The total project cost will be capped at \$400,000 as accounted for in Land Development Fund. Any additional costs are indicated in a separate column.

You may wish to refer to this cost table as you answer the questions below.

<p>Current Consultation</p> <p>Since the adoption of the area development plan, residents have started to move into the Grace Lake area and new ideas have been suggested of how to best take advantage of the area's natural surroundings. This survey is intended to collect the ideas of all residents in order to ensure the best result for residents and visitors alike.</p>		
<p>Projected Costs</p> <p>A sum of \$400,000 was set aside from the sale of land in the Grace Lake North area, and will be used to fund the proposed projects, in the order of priorities as they emerge from this survey. The estimated costs of various components of the projects are highlighted in the table shown below (Appendix B). The total project cost will be capped at \$400,000 as accounted for in Land Development Fund. Any additional costs are indicated in a separate column.</p> <p>You may wish to refer to this cost table as you answer the questions below.</p>		



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: October 21, 2024

DEPARTMENT: Mayor’s Office

ISSUE: Whether to adopt the recommendations set forth by the Human Resource Compensation Committee for the 2024 City Manager Performance Evaluation Process.

RECOMMENDATION:

That Council adopt the following recommendations presented by the Human Resource Compensation Committee (HRCC) for the 2024 City Manager Performance Evaluation Process:

1. October 29: Mayor Alty to send Council and the City Manager the year end performance review template;
2. November 15: Deadline for Council members and the City Manager to complete the template and send back to Mayor Alty; and
3. November 25 (GPC): Year End Performance Review (In Camera).

BACKGROUND:

On March 11, 2024, Council established the Human Resource Compensation Committee. The HRCC provides recommendations to Council related to the recruitment, hiring, performance evaluation, compensation, performance management and termination of the City Manager.

The HRCC met on October 4, 2024 and discussed the 2024 City Manager Performance Evaluation Process.

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #2: Service Excellence
Focus Area 2.3 Organizational Culture
Providing a positive and productive workplace environment for effective governance and service excellence.

Council Motion#0009-24 (January 22, 2024)

That Administration be directed to bring forward a memorandum and Terms of Reference to establish a Human Resource and Compensation Committee (HRCC) to provide recommendations to Council related to the recruitment, hiring, performance evaluation, corrective action, and termination of the City Manager.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. Council Procedures By-law No. 4975, as amended;
2. Senior Administrative Officer By-law No. 5035; and
3. *Cities, Towns and Villages Act.*

CONSIDERATIONS:

Legislation

Section 122 of Council Procedures By-law No. 4975, as amended states:

Special Committees of Council

122. Where Council deems it necessary to establish a special committee to investigate and consider any matter, Council shall:
- (1) name the committee;
 - (2) establish terms of reference;
 - (3) appoint members to it;
 - (4) establish the term of appointment of members;
 - (5) establish requirements for reporting to Council or a standing committee; and
 - (6) allocate any necessary budget or other resources to it.

ALTERNATIVES TO RECOMMENDATION:

That Council does not adopt the recommendations set forth by the Human Resource Compensation Committee for the 2024 City Manager Performance Evaluation Process.

RATIONALE:

The purpose of the HRCC is to make recommendations to Council related to:

- a. the recruitment and hiring process in the event of a vacancy or the defined departure of the City Manager;
- b. the annual performance evaluation process for the City Manager;
- c. proposed adjustments to compensation for the City Manager either during the hiring process and/or resulting from a performance evaluation; and
- d. any performance management issues with the City Manager as determined by Council.

ATTACHMENTS:

Human Resource Compensation Committee Minutes October 4, 2024 (DM#779610).

Prepared: October 7, 2024; PM



CITY OF YELLOWKNIFE

Human Resource and Compensation Committee
Friday, October 4, 2024 at 12:00 p.m.
City Hall Main Boardroom

MINUTES

Minutes of a meeting held on Friday, October 4, 2024 in City Hall Main Boardroom. The following Committee members were in attendance:

Present: Mayor R. Alty, Chair,
C. Caljouw,
Councillor R. Fequet,
Councillor S. Payne, and
P. MacKenzie.

Call to Order

1. The meeting was called to order at 12:00 p.m.

Opening Statement

2. Mayor R. Alty read the Opening Statement.

Approval of Agenda

3. Committee approved the Agenda as presented.

Disclosure of Conflict of Interest

4. There were no disclosures of conflict of interest.

2024 Performance Evaluation Process

5. Committee discussed the performance review process for 2024.
6. S. Payne moved,
R. Fequet seconded,

That Council approve the following:

1. **October 29: Mayor Alty to send Council and the City Manager the year end performance review template;**
2. **November 15: Deadline for Council members and the City Manager to complete the template and send back to Mayor Alty; and**
3. **November 25 (GPC): Year End Performance Review (In Camera).**

MOTION CARRIED UNANIMOUSLY

October 4, 2024



Next Scheduled Meeting

7. The next meeting will be scheduled for either December 18 or December 19, 2024.

Adjournment

8. The meeting was adjourned at 12:57 p.m.

Prepared: October 4, 2024; PM