



CITY OF YELLOWKNIFE

GOVERNANCE AND PRIORITIES COMMITTEE AGENDA

Monday, April 22, 2025 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 from MACA regarding Community Government Funding.
ANNEX A	
5.	A memorandum and presentation regarding whether to amend Zoning By-law No. 5045, as amended, to permit the creation of 5 multi-unit lots on lands legally described as Lots 1, 2 Block 119, Plan 634 and Lot 1-1, Block 119, Plan 1192 and Part of Lane (Road Plan 85), (20 Gitzel Street and adjacent lots).



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: April 22, 2025

DEPARTMENT: Planning & Development

ISSUE: Whether to amend Zoning By-law No. 5045, as amended, to permit the creation of 5 multi-unit lots on lands legally described as Lots 1, 2 Block 119, Plan 634 and Lot 1-1, Block 119, Plan 1192 and Part of Lane (Road Plan 85), (20 Gitzel Street and adjacent lots).

RECOMMENDATION:

1. That By-law No. XXXX to amend Zoning By-law No. 5045, as amended, by rezoning Lots 1, 2 Block 119, Plan 634 and Lot 1-1, Block 119, Plan 1192 and Part of Lane (Road Plan 85) from PR to RI-1, be presented to Council for adoption; and
2. That Council direct Administration to develop a plan of subdivision to create 5 multi-unit lots on Lots 1, 2 Block 119, Plan 634 and Lot 1-1, Block 119, Plan 1192 and Part of Lane (Road Plan 85).

BACKGROUND:

As part of the City's intensification strategy to address the local housing crisis, the City has undertaken an initiative to develop underutilized, developable, and surplus City-owned lands. In line with this effort, the subject lands have been identified for multi-unit residential development, contributing to moderate intensification along Gitzel Street and Matonabee Street.

The overarching objective of this initiative is to prepare these lands for development and subsequently dispose of them in a development-ready state, in accordance with Land Administration By-law No. 5078. This process includes obtaining the necessary zoning amendment and subdivision approval to facilitate the developments.

To support the public disposal of these lands, the City proposes the creation of a five-lot subdivision, zoned for multi-unit residential development. However, the current zoning regulations do not permit such development. Therefore, the City has initiated a Zoning By-law amendment to By-law No. 5045, which includes:

- Re-zoning the existing Parks and Recreation (PR) zone to Residential Intensification (RI-1) zone to accommodate the proposed developments.

The subject lands are designated as Downtown – Central Residential in the Community Plan By-law No. 5007. The area primarily consists of low-density residential development; however, its proximity to walkable amenities and the downtown core makes it well-suited for a transition to medium-density residential and multi-unit developments through intensification. Currently, the subject lands are zoned Parks and Recreation (PR). Permitted uses within this zone include public utilities, recreational facilities, urban agriculture, cemeteries, and certain low-impact commercial activities. The lands are not actively maintained as park space and remain largely in their natural state, with a significant elevation change along the southern portion of the property.

Given the proximity to various amenities and the downtown core, the vacant lands present an ideal opportunity for moderate intensification to help address the need for additional housing in Yellowknife. On October 28, 2024, the City adopted a new intensification zone—Residential Intensification (RI & RI-1)—through a Zoning By-law amendment (By-law No. 5095). This new zoning framework allows areas like the subject lands to be transformed with greater flexibility, enabling a higher number of residential units within lot configurations similar to the surrounding properties while maintaining the overall character of the neighborhood.

Administration recommends rezoning the lands from Parks and Recreation (PR) to Residential Intensification 1 (RI-1), which permits duplexes, townhouses, and multi-unit residential dwellings, including detached or in-home secondary suites. The proposal includes five (5) lots, each with dimensions comparable to adjacent residential lots (minimum 20m x 36m), with the RI-1 zoning allowing multi-unit development on each lot. Based on proposed zoning and existing infrastructure, each lot could accommodate residential duplex up to six units while adhering to existing zoning requirements.



Figure 2: The proposed five lots allowing multi-unit development in accordance with RI-1 zone

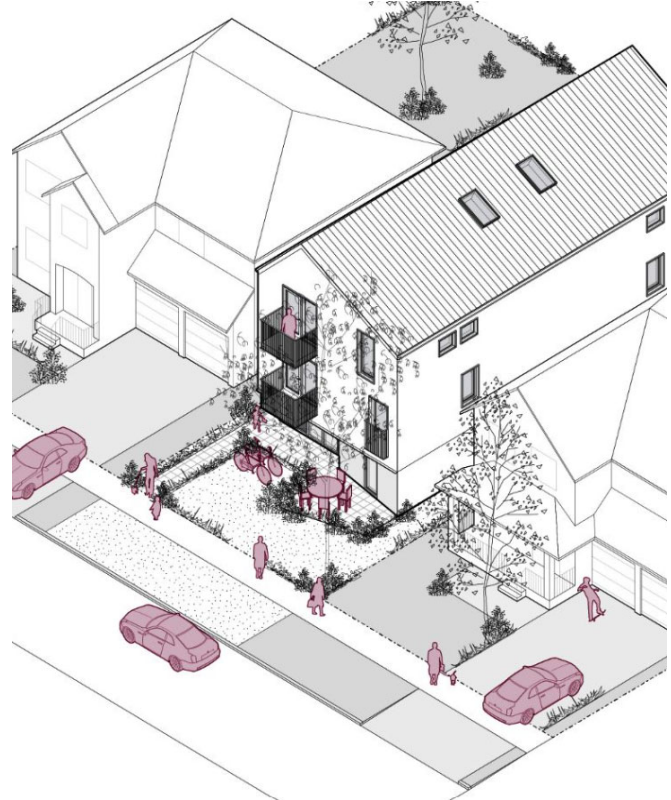


Figure 1. An artistic impression of a four-plex on a proposed lot of 20m X 36m
(Source: <https://www.housingcatalogue.cmhc-schl.gc.ca/designs/on/fourplex-01>)

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #1: People First

Focus Area 1.2 Housing for All
Doing our part to create the context for diverse housing and accommodation options.

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.

Strategic Direction #3: Sustainable Future

Focus Area 3.2 Growth Readiness
Ensuring land development supports economic readiness and community priorities.

Focus Area 3.3 Robust Economy
Doing our part to stimulate and amplify economic development opportunities.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Community Planning and Development Act, SNWT 2011, c.22*;
2. *Cities, Towns and Village Act SNWT 2023, c22*;
3. Community Plan (2020), By-law No. 5007;
4. Zoning By-law No. 5045, as amended; and
5. Development Incentives By-law No. 5097.

CONSIDERATIONS:

Legislation

Sections 73 – 76 and 129 of *Cities, Towns and Villages Act* state that Council may, by bylaw, amend a bylaw and state the required procedures to adopt bylaws. A bylaw must have three readings and a public hearing to be effective.

Section 12 of the *Community Planning and Development Act* states that the purpose of a zoning bylaw is to regulate and control the use and development of land and buildings in a municipality in a manner that conforms to a community plan, and if applicable, to prohibit the use or development of land or buildings in particular areas of a municipality.

Community Plan By-law No. 5007

The Community Plan creates a policy framework that sets out a vision for the future growth and development of the City, by guiding the zoning by-law in respect of the use and development of land and buildings in the municipality. This Community Plan provides high-level policies that guide all zoning by-law provisions and amendments. Any Zoning By-law amendment shall conform to the Community Plan.

The subject lands are designated ‘Downtown – Central Residential’ in the Community Plan. Moderate intensification of multi-unit residential development in the Downtown - Central Residential area aligns with its policy objectives by supporting a transitional density between the high-density core and surrounding lower-density neighborhoods. Multi-unit residential development, such as duplex, 4-plexes or 6-plexes, aligns with the planning objectives of Downtown - Central Residential area by supporting a gradual and gentle increase in housing density while maintaining compatibility with the surrounding area.

Zoning By-law No. 5045, as amended

The Zoning By-law regulates the use and development of land and buildings within the City of Yellowknife in a balanced and responsible manner. An amendment to the Zoning By-law shall be consistent with any existing Community Plan, Area Development Plan (if applicable), and any Council approved plans or policies.

The subject land is designated as PR – Parks and Recreation, primarily intended for recreation facilities, parks, and public utilities. Discretionary uses for this zone include light commercial activities, cemeteries, and campgrounds. Currently, the site has no existing recreation facilities and features

significant contouring at the south side. If the proposed development proceeds, the majority of the City-owned lands, approximately 11,723 sq.m will remain untouched.

The proposed five-lot multi-unit development will be situated along Gitzel Street and Matonabee Street on relatively flat and moderately sloped lands (minor blasting may be required), covering approximately 6,505 sq.m. The proposed zoning, RI-1 – Residential Intensification, is designed for moderate-density housing, permitting duplexes, townhouses, and multi-unit residential developments. The lot sizes and building heights will remain comparable to existing single-detached lots, ensuring the new development aligns with the character of the surrounding neighborhood.

ALTERNATIVES TO RECOMMENDATION:

That the Zoning By-law application PL-2025-0031 on Lots 1, 2 Block 119, Plan 634 and Lot 1-1 Block 119 Plan 1192 and Part of Lane (Road Plan 85) be denied.

RATIONALE:

The proposed zoning amendment aligns with the Council's strategic priority for a safe, accessible and inclusive community providing diverse housing and accommodation options. There are several benefits of intensification in core-residential areas close to downtown which include:

- a. **Mix of Housing Options:** Increases access to affordable and attainable housing and many other housing options in desirable, well-connected areas.
- b. **Strong Use of Public Transit:** Supports transit-oriented development, reducing barriers to mobility.
- c. **Community Cohesion:** Revitalizes neighborhoods, fostering stronger social connections and engagement.
- d. **Reduced Commuting Stress:** Locates housing closer to workplaces, reducing commute times and improving quality of life.
- e. **Revitalization of Underutilized Areas:** Attracts investments, transforming vacant or deteriorated properties into vibrant spaces.
- f. **Increased Property Values:** Enhances surrounding property values through improved infrastructure and aesthetic appeal.
- g. **Local Economic Boost:** Brings in more residents and businesses, increasing consumer spending and tax revenues.
- h. **Job Creation:** Stimulates construction and employment opportunities.
- i. **Lower Carbon Footprint:** Reduces emissions by shortening commutes and supporting alternative transportation.
- j. **Urban Sprawl Control:** Promotes compact development, reducing land and resource consumption.
- k. **Improved Energy Efficiency:** Encourages compact, energy-efficient building designs.
- l. **Sustainable Land Use:** Reclaims unused lands, optimizing it for current and future housing needs.

Both the City and the Canada Mortgage and Housing Corporation (CMHC) have introduced several initiatives to support increased housing supply and affordability. These efforts provide financial benefits to homeowners and residents while also simplifying the approval process. The proposed developments are designed with specific considerations to ensure future homeowners can take full advantage of the incentives and support offered by the City and CMHC.

ATTACHMENTS:

1. By-law No. XXXX (DM #792557 v1);
2. Planning Report (DM #791377 v4); and
3. Presentation (DM #791425 v3).

Prepared: MA March 25 2025

Revised: CW April 8 2025



CITY OF YELLOWKNIFE

BY-LAW NO. XXXX**BZ XXX**

A BY-LAW of the Council of the Municipal Corporation of the City of Yellowknife in the Northwest Territories, to amend Zoning By-law No. 5045, as amended.

PURSUANT TO

- a) Sections 12, 14, 15, 18 of the Community Planning and Development Act S.N. W. T. 2011, c.22;
- b) Due notice to the public, provision for inspection of this by-law and due opportunity for objections thereto to be heard, considered and determined.

WHEREAS the Council of the Municipal Corporation of the City of Yellowknife has enacted Zoning By-law No. 5045, as amended;

AND WHEREAS the Council of the Municipal Corporation of the City of Yellowknife wishes to amend Zoning By-law No. 5045, as amended;

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

APPLICATION

1. That Zoning By-law No. 5045 be amended as follows:
 - a. Rezoning Lots 1, Block 119, Plan 634, Lots 2, Block 119, Plan 634, Part of Lot 1-1 Block 119, Plan 1192 and a Part of Lane (Road Plan 85), from PR – Parks and Recreation to RI-1 – Residential Intensification.
 - b. Amending schedule No. 1 to Zoning By-law 5045, as amended, in accordance with Schedule A attached hereto and forming part of this by-law.

EFFECT

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

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

Mayor

City Manager

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

Mayor

City Manager

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

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

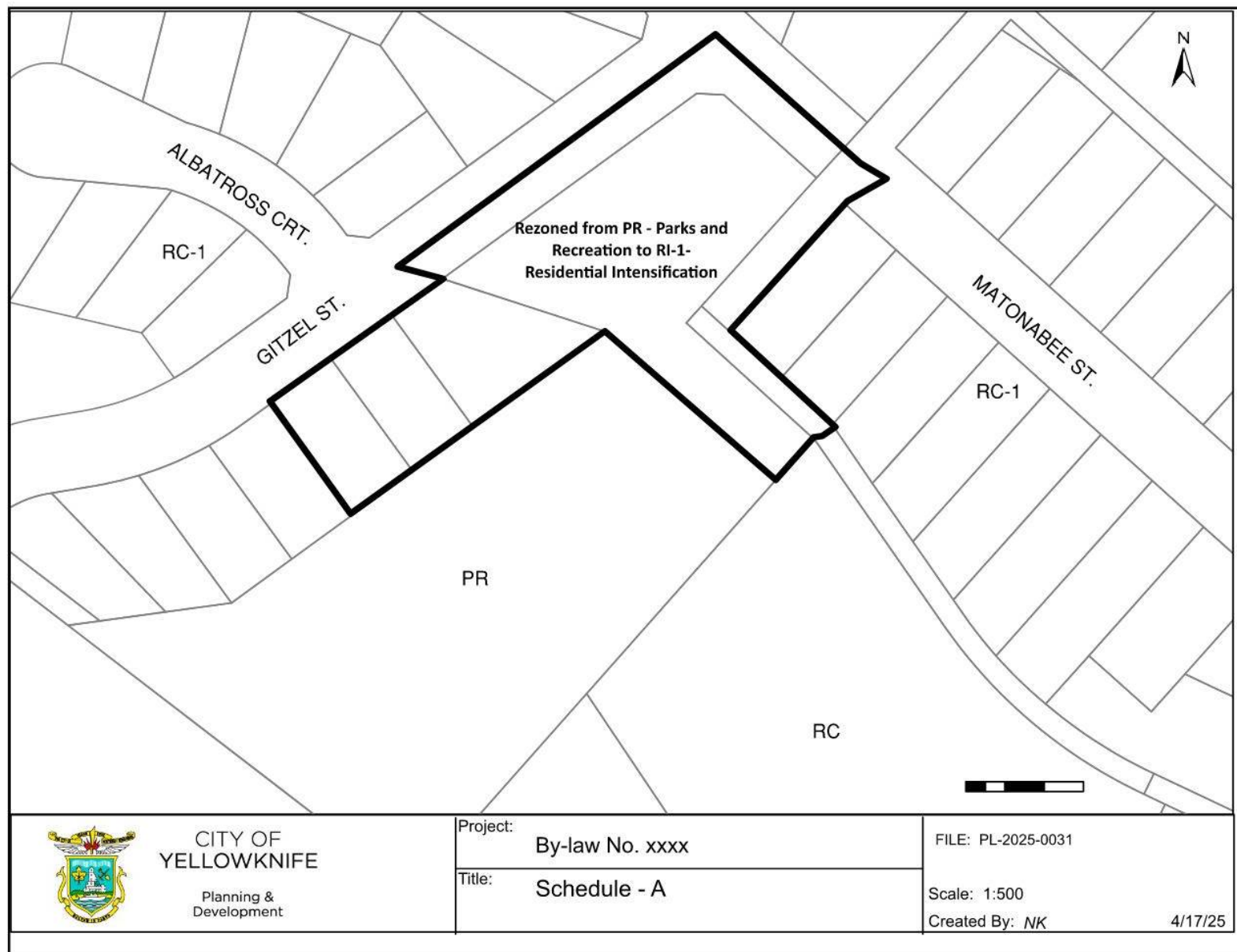
Mayor

City Manager

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

City Manager

CITY OF YELLOWKNIFE
BY-LAW NO. XXXX
Schedule A



Property Information

Location Description	Lot 1, Block 119, Plan 634 Lot 2, Block 119, Plan 634 Lot 1-1, Block 119, Plan 1192 Part of Lane, Road Plan 85
City of Yellowknife Community Plan No. 5007	Glossary of Terms Section 3.1.2 General Development Goals Section 4.1.2 Downtown – Central Residential Section 5.3 Municipal Infrastructure Section 5.4 Subdivision and Land Development Sequencing
City of Yellowknife Zoning By-law No. 5045, as amended	Definitions Section 5.2. By-law Amendment Section 10.5 RI – Residential Intensification
Civic Address:	20 Gitzel St, adjacent lands and part of the laneway adjacent to 4902 Matonabee St. (subject lands)
Access:	Gitzel St and Matonabee St
Municipal Services	Available

Recommendation:

That Council approves the proposed amendment to Zoning By-law No. 5045, as amended, by changing the zoning of the subject lands from PR to RI-1 to accommodate 5 individual lots for multi-unit residential developments.

Proposal:

As part of the City's intensification strategy to address the local housing crisis, the city has undertaken an initiative to develop underutilized, developable, and surplus City-owned lands. In line with this effort, the subject lands have been identified for multi-unit residential development, contributing to moderate intensification along Gitzel and Matonabee Streets.

The overarching objective of this initiative is to prepare these lands for development and subsequently dispose of them in a development-ready state, in accordance with Land Administration By-law No. 5078. This process includes obtaining the necessary zoning amendment and subdivision approval to facilitate the developments.

To support the public disposal of these lands, the city proposes the creation of a five-lot subdivision, zoned for multi-unit residential development. However, the current zoning regulations do not permit such development. Therefore, the city has initiated a Zoning By-law amendment to By-law No. 5045, which includes:

- Re-zoning the existing Parks and Recreation (PR) zone to Residential Intensification (RI-1) zone to accommodate the proposed developments.

This amendment aligns with the City's broader strategy to a safe, accessible and inclusive community providing diverse housing and accommodation options.

Background:**LOCATION**

The subject lands, as outlined in the Concept Plan in Appendix A, are located at the intersection of Gitzel Street and Matonabee Street, encompassing approximately 5,025 square meters. Initially a portion of these lands are received from Government of Northwest Territories in 2024 (GNWT). Currently vacant, a portion of these lands serves as an access route to the Avens Care facility. In accordance with the development agreement, the developer of Avens Facilities was responsible for the overall construction of this road while the City will oversee the pavement of the fully developed access road.

Directly to the east and north of the subject lands are single-detached residential lots. To the west, the area is primarily occupied by residential townhomes known as Lakeside Court Townhouses. The Avens Care facility is situated on the western side of the subject lands, with rear access provided through the site.

CURRENT LAND USE DESIGNATION AND ZONING

The subject lands are designated as *Downtown – Central Residential*, as shown in Appendix B. The area primarily consists of low-density residential development; however, its proximity to walkable amenities and the downtown core makes it well-suited for a transition to medium-density residential and multi-unit developments through intensification. Opportunities for intensification include the development of vacant lots or the redevelopment of underutilized properties.

Currently, the subject lands are zoned *Parks and Recreation (PR)*, as indicated in Appendix C. Permitted uses within this zone include public utilities, recreational facilities, urban agriculture, cemeteries, and certain low-impact commercial activities. The lands were not actively used as park space until recently, with a portion previously designated as Commissioners land. They remain largely in their natural state, featuring a significant elevation change along the southern portion of the properties.

PROPOSED RESIDENTIAL INTENSIFICATION ZONE

Given the proximity to various amenities and the downtown core, the vacant lands present an ideal opportunity for moderate intensification to help address the need for additional housing in Yellowknife. On October 28, 2024, the City adopted a new intensification zone—*Residential Intensification (RI & RI-1)*—through a Zoning By-law amendment (*By-law No. 5095*). This new zoning framework allows areas like the subject lands to be transformed with greater flexibility, enabling a higher number of residential units within lot configurations similar to the surrounding properties while maintaining the overall character of the neighborhood.

Staff proposes rezoning the lands from *Parks and Recreation (PR)* to *Residential Intensification 1 (RI-1)*, which permits duplexes, townhouses, and multi-unit residential dwellings, including detached or in-home secondary suites. The proposal includes five (5) lots, each with dimensions comparable to adjacent residential lots (minimum 20m x 36m), with the RI-1 zoning allowing multi-unit development on each lot. Based on initial staff research, each lot could accommodate up to six units while adhering to existing zoning requirements

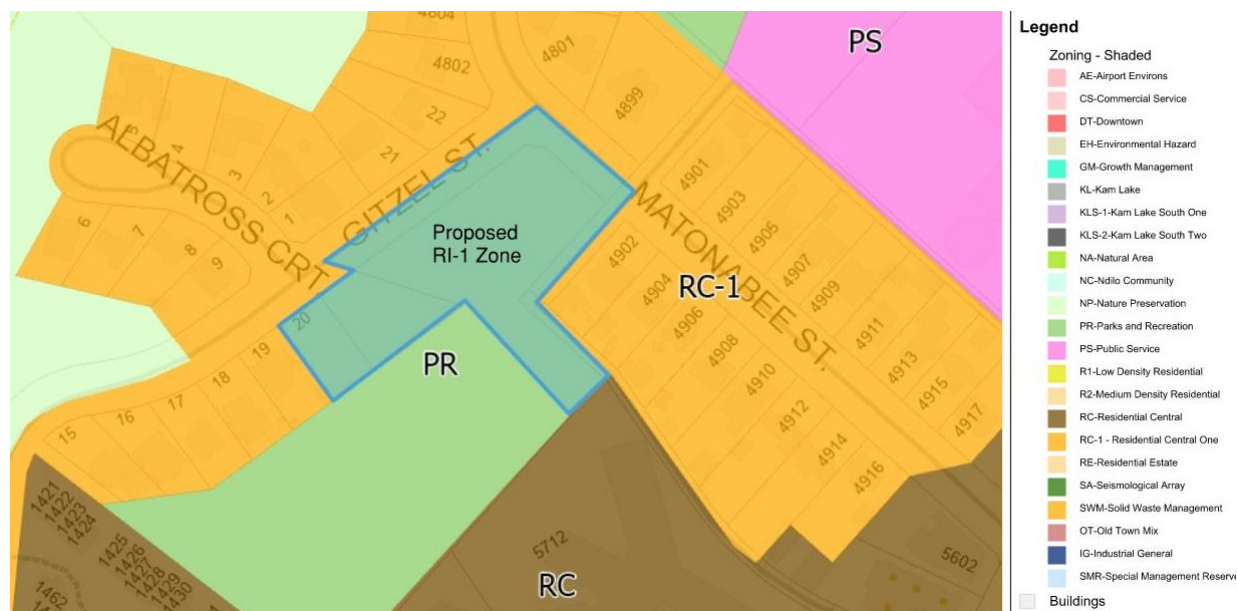


Figure 1: The subject lands with the new zoning RI-1



Figure 2: The proposed five lots allowing multi-unit development in accordance with RI-1 zone

HOUSING SHORTAGE AND BENEFITS OF THIS DEVELOPMENT

Yellowknife continues to face a housing shortage, with approximately 10% of households classified as being in core housing need¹—meaning they either spend more than 30% of their income on housing, live

¹ [Housing Needs Assessment, 2024](#)

in units requiring major repairs, or reside in overcrowded conditions. The rental market remains strained, with limited housing options available. While the reported vacancy rate was 3.4%², local feedback suggests the actual rate may be even lower. In 2024, 273 new housing units were completed; however, staff acknowledge that this may not be sufficient to fully meet the growing demand.

The proposed zoning change to Residential Intensification (RI-1) is expected to help address Yellowknife's housing challenges by increasing the supply of residential units and expanding affordable or attainable housing options. This City-led zoning initiative, along with the creation of new lots for land supply to the open market, aligns with Council's strategic priority of fostering an inclusive community with diverse housing and accommodation choices.

Assessment of the Proposal:

LEGISLATION

- *Cities, Towns and Villages Act, SNWT 2003, c.22*

Sections 73 – 76 and 129 of the *Act* state that Council may, by bylaw, amend a bylaw and state the required procedures to adopt bylaws. A bylaw must have three readings and a public hearing to be effective.

- *Community Planning and Development Act, S.N.W.T. 2011, c.22*

Section 12 states that the purpose of a zoning bylaw is to regulate and control the use and development of land and buildings in a municipality in a manner that conforms to a community plan, and if applicable, to prohibit the use or development of land or buildings in particular areas of a municipality.

- Community Plan By-law No. 5007

The Community Plan creates a policy framework that sets out a vision for the future growth and development of the City, by guiding the Zoning By-law in respect of the use and development of land and buildings in the municipality. This Community Plan provides high-level policies that guide all Zoning By-law provisions and amendments. Any Zoning By-law amendment shall conform to the Community Plan.

- Zoning By-law No. 5045, as amended

The Zoning By-law regulates the use and development of lands and buildings within the City of Yellowknife in a balanced and responsible manner. An amendment to the Zoning By-law shall be consistent with any existing Community Plan, Area Development Plan (if applicable), and any Council approved plans or policies.

Section 5.2. regulates the application and review process of a by-law amendment proposal.

² [Housing Needs Assessment, 2024](#)

Section 10.5. regulates land uses and zoning requirements specifically in the Residential Intensification (RI-1) Zone.

PLANNING ANALYSIS

- Community Plan By-law No. 5007

Section 3.1.2 Development Goal: The vision of the Community Plan is to manage land use in an economically, environmentally, and socially sustainable manner. The following general development plan goals of the Community Plan are applicable to this proposal:

1. Increase housing affordability through increased land use flexibility for residential development.
2. Encourage and facilitate more land use flexibility in core areas of City to support revitalization plans and initiatives.
3. Improve energy efficiency of land development through intensification of existing developed areas and encouraging mixing of uses.

Section 4.1.2 Land Use Designation: The subject lands are designated 'Downtown – Central Residential' in the Community Plan. Moderate intensification of multi-unit residential development in the Downtown - Central Residential area aligns with its policy objectives by supporting a transitional density between the high-density core and surrounding lower-density neighborhoods. It promotes efficient land use through infill and redevelopment while enhancing housing availability in a walkable, well-connected area. Increased residential density supports alternative transportation options like walking and biking, improving accessibility to services.

Moderate intensification with multi-unit residential development, such as 4-plexes or 6-plexes, aligns with the planning objectives of Downtown - Central Residential area by supporting a gradual increase in housing density while maintaining compatibility with the surrounding area. These housing options also contribute to housing diversity, offering alternative dwelling types that efficiently use lands while maintaining space for setbacks, parking, and amenities.

Section 5.3 Municipal Infrastructure: Piped water and wastewater services are a significant capital cost. To keep costs low for taxpayers, higher utilization of the existing systems is required. Moderate intensification such as the proposed development will support better utilization of existing infrastructure. Both water and wastewater services can be connected directly from Gitzel St and Matonabee Street to the proposed lots requiring minimum infrastructure cost for servicing.

The city is obligated to complete the hard surface of the access road along with required grading as per the approved road design under a development agreement with Avens Facilities. This would be a capital cost that needs to be completed during the development stage of this subdivision.

Section 5.4.3. Subdivision and Land Development Sequencing – Residential: With nearly 1% of developable city owned vacant lots available for residential development³, the subject lands are among the few readily available sites within the city. The Community Plan prioritizes these lands for

³ [Community Plan By-law No. 5007](#)

development in alignment with the primary goal outlined in the Land Development Sequencing policy. Given the scale of the proposed development and the readiness of municipal servicing, Planning Staff believe that an area development plan is not required before completing the subdivision process.

- City of Yellowknife Zoning By-law No. 5045, as amended

The Zoning By-law governs land use by designating different zones, each with specified permitted and discretionary uses. Permitted uses are allowed by right, while discretionary uses require Council approval after careful consideration.

Current Zoning: The subject land is designated as PR – Parks and Recreation, primarily intended for recreation facilities, parks, and public utilities. Discretionary uses for this zone include light commercial activities, cemeteries, and campgrounds. Currently, the site has no existing recreation facilities and features significant contouring at the south side. If the proposed development proceeds, the majority of the city-owned lands, approximately 11,723 sq.m, will remain untouched.

Proposed Zoning: The proposed five-lot multi-unit development will be situated along Gitzel Street and Matonabee Street on relatively flat lands (with minor blasting may be required), covering approximately 6,505 sq.m. The proposed zoning, RI-1 – Residential Intensification, is designed for moderate-density housing, permitting duplexes, townhouses, and multi-unit residential developments. The lot sizes and building heights will remain comparable to existing single-detached lots, ensuring the new development aligns with the character of the surrounding neighborhood. Special Care residence, secondary dwelling, home-based business are also permitted and can be integrated into the development. There is no discretionary use available in RI-1 zone.

There are several benefits of intensification in core-residential areas close to downtown which include:

- a. **Mix of Housing Options:** Increases access to affordable and attainable housing and many other housing options in desirable, well-connected areas.
- b. **Strong Use of Public Transit:** Supports transit-oriented development, reducing barriers to mobility.
- c. **Community Cohesion:** Revitalizes neighborhoods, fostering stronger social connections and engagement.
- d. **Reduced Commuting Stress:** Locates housing closer to workplaces, reducing commute times and improving quality of life.
- e. **Revitalization of Underutilized Areas:** Attracts investments, transforming vacant or deteriorated properties into vibrant spaces.
- f. **Increased Property Values:** Enhances surrounding property values through improved infrastructure and aesthetic appeal.
- g. **Local Economic Boost:** Brings in more residents and businesses, increasing consumer spending and tax revenues.
- h. **Job Creation:** Stimulates construction and employment opportunities.
- i. **Lower Carbon Footprint:** Reduces emissions by shortening commutes and supporting alternative transportation.

- j. **Urban Sprawl Control:** Promotes compact development, reducing land and resource consumption.
- k. **Improved Energy Efficiency:** Encourages compact, energy-efficient building designs.
- l. **Sustainable Land Use:** Reclaims unused lands, optimizing it for current and future housing needs.

PROMOTION FOR MORE HOUSING SUPPLY

Both the City and the Canada Mortgage and Housing Corporation (CMHC) have introduced several initiatives to support increased housing supply and affordability. These efforts provide financial benefits to homeowners and residents while also simplifying the approval process. The proposed subdivision design was curated with specific considerations to ensure future owners can take full advantage of the incentives and support offered by the City and CMHC.

Development Incentives: On December 9, 2024, the City of Yellowknife adopted Development Incentives By-law No. 5097, establishing a new program that offers a range of tax abatements and housing grants. This initiative aims to support housing development, improve affordability and accessibility, and promote intensification. The table below outlines the available grants and abatements for each of the proposed lots, along with an approximate idea of financial benefits future owners may be eligible for. It is noted that Development Incentives are determined based on a specific proposed development and are available on a first come first served basis.

	Type of Grants & Abatements	Amount
1.	Residential Development Abatement (approximate for six-plex) based on declining 5-year abatement.	Based on value of the development
2.	Bike Racks & Storage (maximum)	Up to \$5000
3.	Universal Dwelling Grant (at least 2 units), maximum	Up to \$15000
4.	Missing-middle Price Grant; 25% of the Land Value (not less than 5 units)	Based on property value at the time of disposal (not less than 5 units)
5.	Ventilation System Grant (High efficiency filtration /cooling system)	Up to \$2000
6.	Development Fees	100% of Development Permit fees, from \$400 up to \$2,700
7.	Building Permit Fees	100% Building Permit fees Up to \$10,000

Table 1: Available grants and abatements for a multi-unit development in RI zone⁴

CMHC Design Catalogue: CMHC recently introduced a design catalogue featuring standardized designs to make homebuilding easier, as part of Canada's Housing Plan. Designs in the catalogue are based on common lot sizes, typical planning rules and zoning bylaws. The catalogue offers practical, adaptable designs for gentle density and infill development, prioritizing energy performance, accessibility, climate resilience and financial feasibility. The designs are specific to each region to align with building codes, climate zones and planning rules.

⁴ [Development Incentives By-law 5097](#)

CMHC's four-plex and six-plex design options are well-suited to the proposed lot configurations. Future homeowners and developers can leverage these pre-approved designs to reduce upfront consulting costs and streamline the approval process.



Figure 1. Illustration of CMHC six-plex design compatible with surrounding residential character⁵

Consultation:

CONSULTATION WITH CITY DEPARTMENTS AND OTHER GOVERNMENT AGENCIES

Public Works and Engineering: Public works and Engineering confirms that there is underground infrastructure within the Laneway – Plan 85 which will remain in that location. A storm sewer may also need to be installed when the new access road to Avens facilities are constructed.

Development Planning: Planning and Environment (Development) has no objections to the proposed amendment. The proposed amendment to RI-1 (Residential) is compatible with neighboring properties. Existing services are available at this location; therefore, no new service extensions are required. Infill residential development aligns with the policies set out in the Community Plan. Future development in this location must comply with all applicable policies and the regulations established in Zoning By-law No. 5045.

Northland Utilities: Utilities infrastructure should be located within the road allowance, which will be confirmed through the subdivision survey. The area was originally designed for single-family homes; therefore, the transition to multi-family housing may necessitate infrastructure upgrades. The

⁵ [CMHC Housing Design Catalogue](#)

connection can utilize the existing road-crossing transformer/pedestal. The unit design will determine whether upgrades are required to meet electrical requirements.

PUBLIC CONSULTATION

Administration is conducting public consultation process as part of the review process based on good planning practice. On March 11th, 2025, a Notice of Application letter was circulated to the neighboring landowners and tenants within 60 metres of the subject land pursuant to section 14 (2) of the *Community Planning and Development Act*. Notice radius was increased from a minimum of 30 metres to 60 metres to provide sufficient opportunities for the public to provide feedback. A Notice of Application was also posted on the subject lands on August 10th, 2025. Few comments have been received by City Staff with the following questions and concerns:

- Compatibility of multi-unit homes with existing single-family dwellings
- Does the proposal align with the existing character of the neighborhood?
- Are the proposed developments condominiums or apartments?
- Will the lots be sold on the open market, either as a package or individually?
- Removal of trees
- Impact of potential blasting
- Traffic increase and lack of parking
- An adjacent landowner has raised concerns about the notification of the alley's closure, which would restrict access for fuel deliveries and garage use, particularly since the city does not own the alley in question. The resident requests that this issue be addressed and incorporated into any agreement involving the landowner, the GNWT, and, if necessary, the City of Yellowknife.

Please see Appendix D for full Public Comments.

-Statutory Public Hearing

The city will notify the public regarding a public hearing session after the proposed amendment receives first reading from Council, as per section 129 of the *Cities, Towns and Villages Act*. Council would then review public input from this meeting and by resolution, make a decision on the proposed zoning by-law amendment after all due procedures and consultations are complete.

Next Steps:

APPROVAL

Once Council approves the first reading of the Zoning By-law, a public hearing will be held. If Council approves the second and third readings, the Zoning By-law will be considered adopted. Following this, the administration will begin preparing a subdivision application for submission to the Government of Northwest Territories. Once the subdivision is approved and registered, the administration will proceed with selling the lots on the open market in accordance with Land Administration By-law No. 5078.

NON-APPROVAL

Council has the authority to consider any changes to the recommendation and make a decision on the proposed amendments to the Zoning By-law. Should Council not approve this application, it will not be re-considered within 12 months unless Council otherwise directs by resolution, according to section 5.2.3 of the Zoning By-law.

Conclusion:

In Administration's opinion, the proposed zoning amendment is consistent with the *Community Plan By-law No. 5007* and aligns with the provisions of *Zoning By-law No. 5045*. The proposed development will facilitate moderate intensification, supporting Council's strategic priority for an accessible and inclusive community with diverse housing and accommodation options. The development will maintain the overall character of the neighborhood while promoting affordable and attainable housing, reflecting planning best practices.

Written by:

Original Signed By

Mohammad Alam Barch, MUD, MPL, RPP, MCIP
Manager, Planning & Environment

March 25 2025
Date

Concurrence by:

Original Signed By

Charlsey White RPP, MCIP
Director, Planning and Development

April 8, 2025
Date

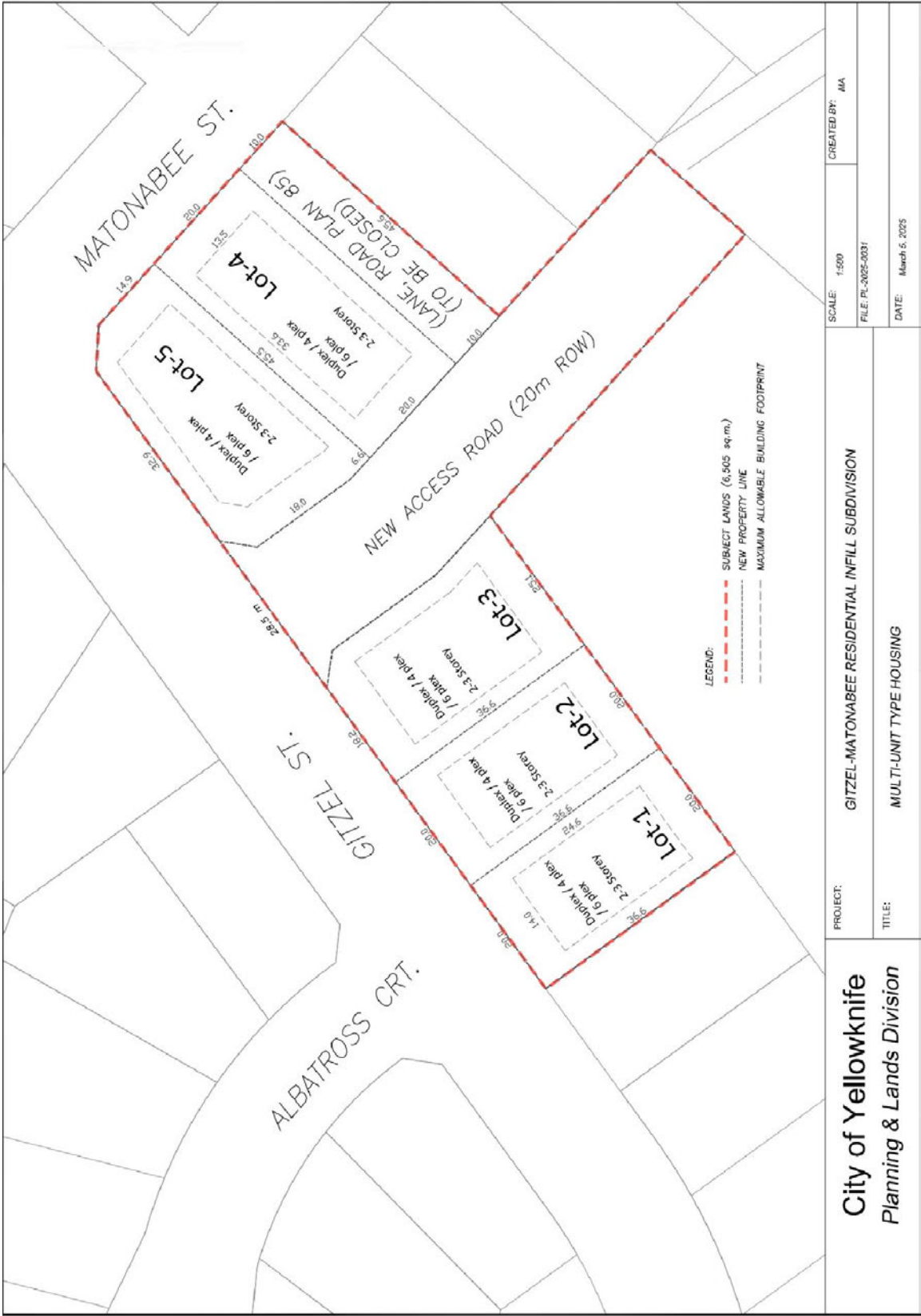
Appendix A – Concept Plan

Appendix B – Community Plan No. 5007 Land Use Designations Map

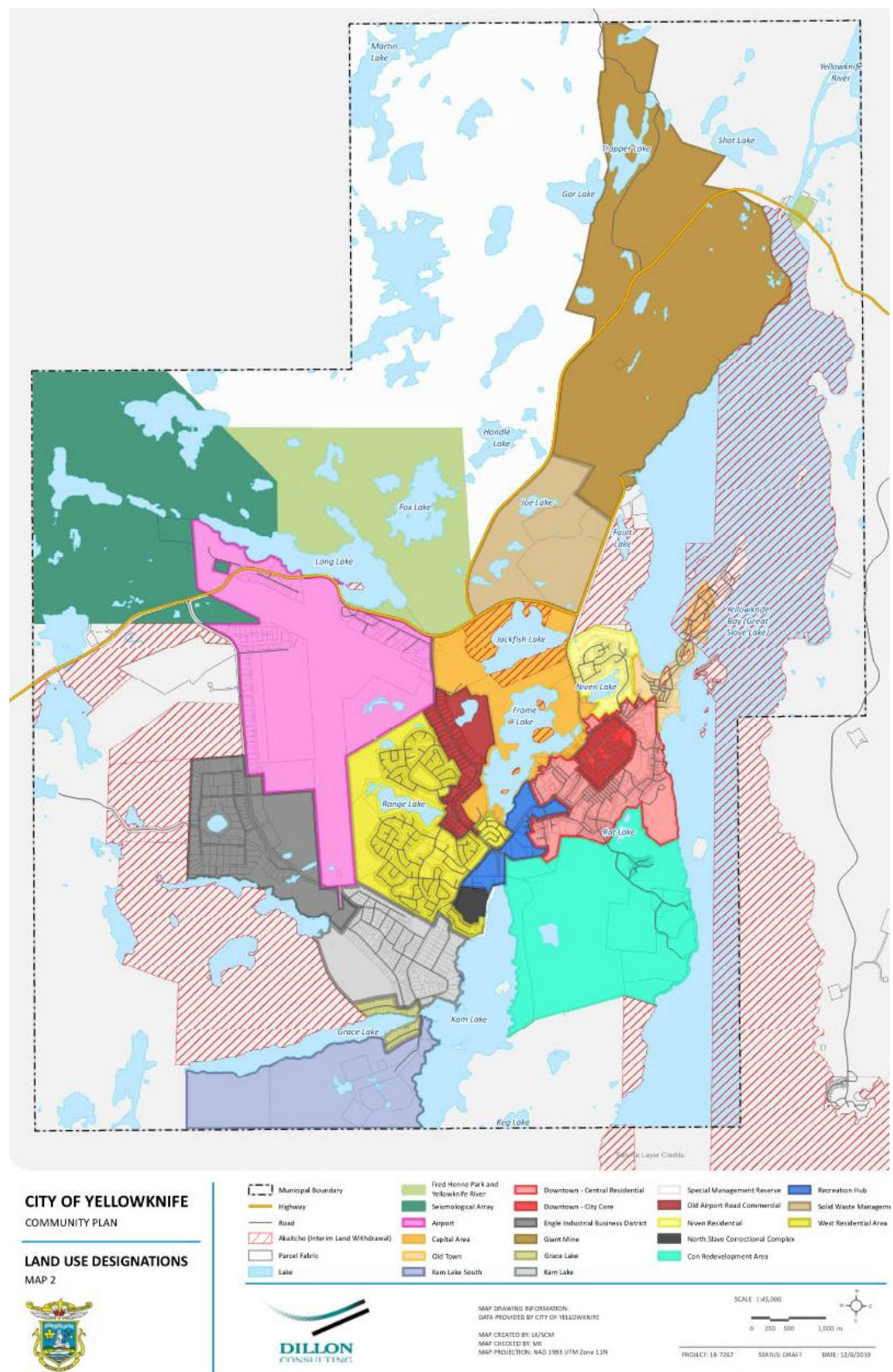
Appendix C – Zoning By-law No. 5045 Map

Appendix D – Public Comments and Responses

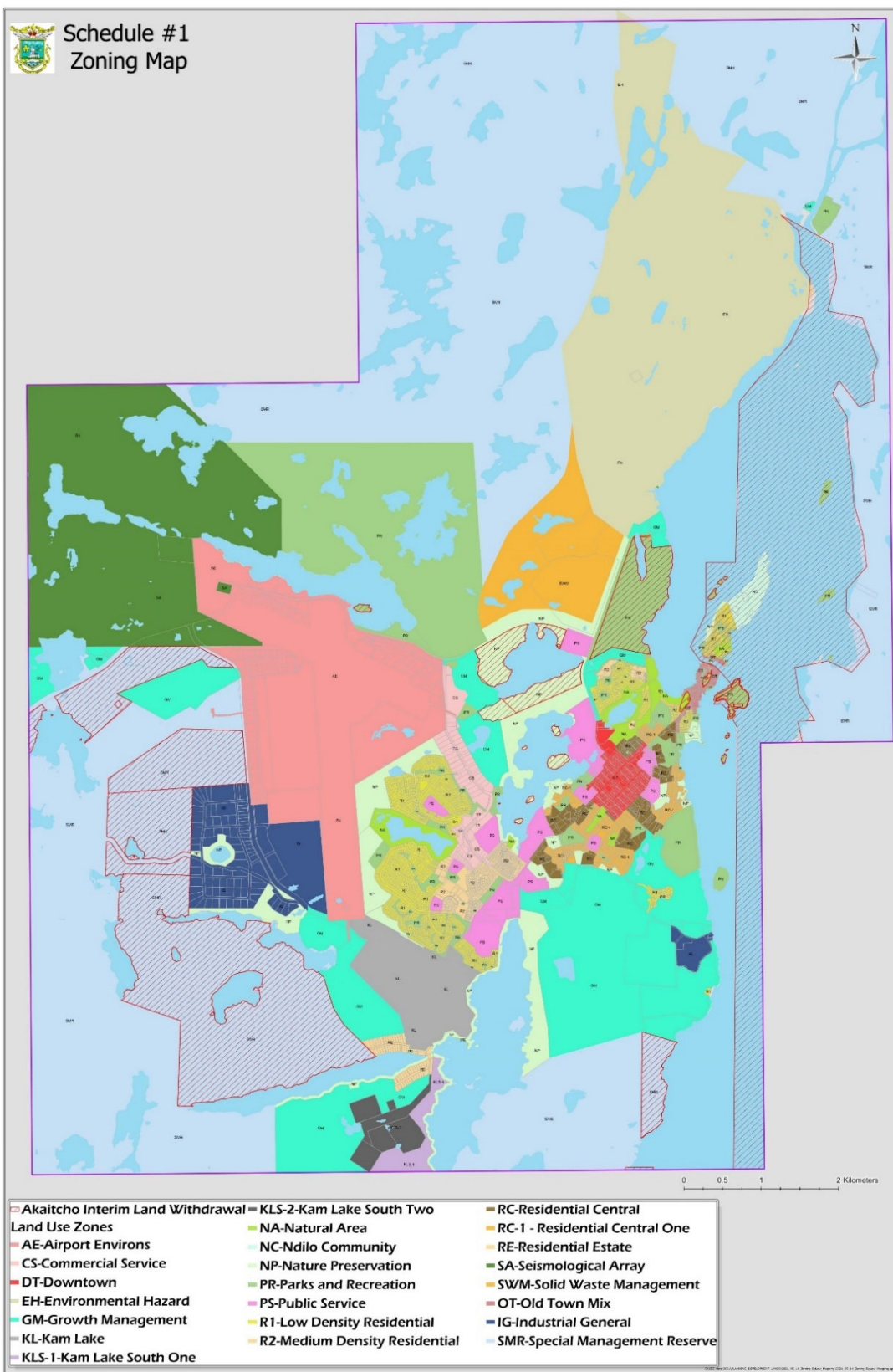
Appendix A - Concept Plan



Appendix B - Community Plan No. 5007 Land Use Designations Map



Appendix C – Zoning By-law No. 5045 Map



Appendix D – Public Comments

From: Dave Hatto
Sent: Wednesday, March 19, 2025 7:42 PM
To: Mohammad Alam
Cc: [REDACTED]
Subject: PL-2025-0031 notice of application

Thank you for meeting with me to discuss the upcoming zoning application PL-2025-0031.

To begin, I want to clarify that I am not opposed to the proposed zoning changes for the parcels identified as lots 1-5. However, I would like to request the first right of refusal to purchase land in this new development, similar to how the property [REDACTED] was sold after the land was transferred from the GNWT to the City.

During our conversation, you mentioned that the alley next to [REDACTED] will be closed, which would restrict my access to my garage that currently uses the alley. This alley is also crucial for fuel deliveries to my home, as it is the only route the fuel company allows for tank refills. I have kept the alley clear of snow this winter, especially since it was blocked off before the opening of the Avens Pavilion. The city has not maintained the alley or spread gravel in this area at all during the past winter.

This brings me to your second point regarding the city's efforts to reduce maintenance costs. As I mentioned, the city has not performed any maintenance in the alley, so I do not see how closing it would save maintenance costs. Additionally, the city clears the sidewalk from 20 Gitzel Street to the north side of the alley, which leaves us responsible for keeping the alley entrance clear. I have attached a picture for reference. We maintain our sidewalk, while the city handles the sidewalk clearing between 20 Gitzel and the north side of the alley. The lack of clearing at the alley entrance suggests that the city recognizes it is neither owned nor managed by them, a situation that has persisted since I moved to Matonabee.

You also noted that having two driveways is not allowed. I would like you to review permit # PL-2020-0172, which is an approved permit for the driveway at our residence. If this is indeed not permitted, I would like to understand why the city approved the permit in the first place. Furthermore, prior to constructing the driveway, I applied for a permit to build a garage in front of our house (see permit PL-2021-0037). The denial of that garage application was based on the historical development context of this area of Yellowknife, which predates the city's incorporation and the availability of relevant development information at the time of the construction of [REDACTED].

Returning to the issue of alley ownership, I have attached screenshots from the GNWT Atlas system and the City of Yellowknife Explorer. The city designates the alley as municipal land, while the GNWT classifies it as commissioners' land. I have confirmed with the GNWT that this parcel, along with the alley directly across from it, remains under their jurisdiction and has not been transferred to the city.

Planning Report:
PL-2025-0031

As I expressed during our conversation, I take issue with the city's notification of the alley's closure, which would limit my access for fuel deliveries and garage access, especially since the city does not own the alley in question.

We have confirmed with the GNWT that our interest in maintaining access to the alley is a valid concern, and we will seek to have this included in any agreement involving the owners of 4902 Matonabee Street, the GNWT, and, if necessary, the City of Yellowknife.

Additionally, I previously requested to purchase the alley from the GNWT, but my application was denied because it was classified as a public roadway at that time. The alley is now closed to the public. According to the GNWT Lands Act and the Commissioners' land regulations, Section 10, paragraph 7, (see attached regulations) the Deputy Minister is responsible for considering the interests of all parties when determining the sale of land with multiple interested parties. I have included my MLA, Robert Hawkins, in this email to ensure that the Deputy Minister/Minister of ECC adheres to this legislative requirement.

David Hatto

[REDACTED]

Yellowknife N.T.

[REDACTED]

From: Darcy Milkowski
Sent: Monday, March 24, 2025 11:10 PM
To: Mohammad Alam
Subject: 20 Gitzel St and adjacent lots.

Hello Mohammad,

My name is Darcy Milkowski and along with my spouse Fia Russo we wish to voice our thoughts on the proposed zoning change to the land at the corner of Matonabee and Gitzel Streets.

We live directly across from the green space at [REDACTED] and have enjoyed the view of the trees for 22 years.

First off we always knew that the lots in question would someday be used for residential development, but as you can understand from our viewpoint, 4 and 6 plex buildings were not in the imagined usage. Given the area is made up of single family homes.

Are the proposed units planned to be condominium or freehold?
Townhome style or apartment style?

We wish to ensure that whatever is planned fits with the existing feel of the neighborhood.

I am away at this time and will be unable to come in to see the development plan at city hall prior to April 10 as mentioned on the notice but would like to schedule a meeting via zoom to get a better look at what the projected outcome of the plan will be and have a discussion regarding the proposal. Or if you could have what is available at city hall for in person viewing made available online or sent to me I would appreciate that.

How will the lots be sold?

Will the lots be sold as a package or available individually?

Thank you

Darcy

From: Fia Russo
Date: March 26, 2025 at 10:09:29 AM MDT
To: [REDACTED]
Subject: thoughts on infilling

- We understand that infilling is an important part of city planning to address housing issues and that sprawling is not the way to go. We are not naïve to think that the area on Gitzel/Matonabee would not one day be developed but thought it would happen when all other areas in the downtown core were exhausted. This does not appear to be the case. We also did not think that all of the areas around Matonabee would be developed (ie the seniors facility and now proposed zoning change on Matonabee/Gitzel)
- Confused as to why a zone change would take place in a neighborhood for infilling where it is VERY clear there are lots (I counted 5 in my short drive) that are available downtown? These lots do not require blasting of rock, would easily be serviceable and could house many more people in larger structures. Is the plan to let these lots stay undeveloped and continue to infil by removing the trees in smaller neighborhoods?
- I can see that these lots are for sale by real estate companies. Is there a way to work with them to utilize these areas of land versus not addressing it?

- One of the reasons that people enjoy this city is because of these areas of nature that surround us. If we wanted to live in a city with buildings we would move else where. I would hope that the city would give every effort possible to infill other areas of downtown before removing trees and rezoning in smaller neighborhoods? I don't see that this has happened.
 - If there were no areas to develop and no open spaces/lots available downtown I could understand the re-zoning of the matonabee street neighborhood....but this does not seem to be the case.
 - We also understand that re-zoning may take place whether we like it or not. If zoning change moves forward.....is it possible to ensure that the buildings stay at 4 plexes and that the buildings are in keeping with the neighborhood? For example, the square box 4 plexes in Niven are not of appeal. Will residents have the opportunity to provide input PRIOR to decisions being made on what goes up in the neighborhood?
 - Is there a plan to HAVE to keep a certain number of trees in the area?? Or do all the trees come down? We already know that replanting of trees does not go well in this city. (of note, many trees were just recently removed on GITZEL to make room for a road to the new seniors residences – far more trees came down than originally planned).
 - Is there a reason why the Matonabee Street area is the focus for the rezoning? We just went through blasting behind the area for the past number of years and had many trees and rock removed.
 - Are there other areas of the city that this is happening to as well? Perhaps by focusing on the lots available in the downtown core we could house more people and not have to rezone neighborhood green spaces?
 - Has there been an opportunity to determine the finances of working with the real estate companies versus the finances of rezoning in neighborhoods (blasting of rocks removal of trees etc.)
-

Re: Notice of Application: Zoning Bylaw No. 5045 Section 10.

Development on 20 Gitzel St. and adjacent vacant lots and Matonabee Streets

File PL-2025-0031

March 31, 2025.

Dear M. Alam, and City of Yellowknife,

I am not in support of the proposal to change the zoning from PR to RI-1. The city is trying to fit way too many people into a small space which is basically an existing corner park of a residential neighborhood on a very busy traffic corner. A change from PR to R-1 would be more acceptable to fit into the current residential neighbourhood.

These lots were previously set aside for a future home of the Commissioner or Premier of the NWT. They were not developed into such but remain prime lots for future homes. We certainly understand

the city wishes to intensify development but should not do it to the detriment of an entire neighbourhood.

Some of the issues that I foresee are listed below:

PARKING and TRAFFIC FLOW

Where is everyone going to park? Decades ago, I attended a meeting about the town-houses going in on Gitzel St. Probably back in the 1970's. The plans had changed from being residential lots and were being changed to allow townhouses. The question of parking came up and the developer said "Not a problem. These units will be so close to downtown, people can walk." Wrong!

Well, this is the north where people tend to have a car per person, plus trailers for snowmobiles and boats and most people don't walk. So, they **severely under-estimated** the number of vehicles and if you look at Gitzel St. today, many vehicles line the street 24/7.

If you put in the buildings suggested on the plans this will have even more vehicles parked out on the street (~40-60?), along the corner of Gitzel and Mattonabee with no plug ins for winter. It will also add to the traffic congestion in the area with vehicles from The Avens Pavilion entering and exiting at that same area. Single family homes there instead would allow on-site parking (and garbage disposal).

It will also affect services like school buses, garbage picks-up etc. The streets aren't that wide and adding parking on either side makes them even narrower and more dangerous and difficult, especially in winter. It will also affect ploughing and snow removal.

GARBAGE

Every few days I go out and pick up the garbage between Matonabee St. and the bend on Gitzel St. The section from the bend to Franklin Street has those big blue dumpster bins and is like walking through a garbage dump. I can easily pick up a bag of garbage and litter between each of the blue dumpster bins. I have complained about this numerous times to the city over the decades and little if nothing gets done or improved. The landlord can not keep up with the amount of trash that blows around there. It is left to blow all over the place including into Frame Lake. I foresee the same giant mess at the corner of Gitzel and Matonabee with an intensified development which will decrease land values in the area. The city just can't keep up with issuing unsightly properties notices.

These proposed townhouses or multiplexes will likely have the same old blue dumpsters and if they do, I can certainly predict a garbage and litter problem.

BLASTING

I have my blasters license and work in mineral exploration. Letting a rock blast off, particularly in a residential neighborhood, is the same as creating a minor earthquake. I have tried to explain this to the city several times. Some of those blasts are so strong as they go through the rock and soil, the ground trembles and the house shakes and can create cracks in foundations and walls.

One blast may do no damage, but one, then two and three a day can have a cumulative effect. It affects the water and sewer lines and the building foundations. Over time the little crack you had in your cement foundation grows. The same with water and sewer lines, eventually a crack appears, grows and the line fails.

I have certainly felt several of the blasts in the last few years from the new senior's Aven Pavilion and from the new pool. To be felt they have to be a magnitude three or greater. Some of the blasts I would guess at being 4's or 5's. You could check with the seismic station.

A bunch of blasting in the area you are talking about is only meters away from our houses and water and sewer lines. So, what is this going to cost the city if you have to repair those broken lines or cracked sidewalks and foundations.

What are the cities rules about blasting that close to existing infrastructure. Are you going to put in seismic monitors to see what is going on?

On the same note, if you look at the rock wall behind the senior's Pavilion there is some loose rock just hanging there that is liable to come crashing down endangering lives and property.

The last time I warned the city about dangerous loose rock, a few days later you had a bunch fall on the sidewalk by the Explorer Hotel. It is time for the city to come to their senses about blasting in and around the city. A blast sends out seismic waves the same as an earthquake and multiple earthquakes have a cumulative effect.

CONCLUSION

So, we suggest the city re-think its plans for this area and scale them back considerably.

Zoning to R-1 single family residential would be best here. Single family homes are more in tune with the neighbourhood.

Less dense two-story duplex or townhomes with parking and residential garbage pickup on site, set back on the lots similar to the existing houses would be acceptable. The loss of the park on the corner is unfortunate with all the trees being lost. Care should be taken not to clear-cut the area but to leave as many trees in pod-like areas as possible.

A traffic and parking study should be done as well.

Sincerely,

Walt Humphries

Diane Baldwin

Planning Report:
PL-2025-0031

Tuesday, April 8, 2025 1:24 PM

Reg. File PL – 2025 – 0031

Zoning Amendment of 20 Gitzel St and adjacent vacant lots

Dear Mohammad,

Thank you for your letter informing us of the proposed Zoning Amendment for the following five lots on Gitzel Street:

We have lived at [REDACTED] for 31½ years, since we moved to Yellowknife in 1993. At that time, we discovered that this area was a “hidden gem” offering us easy access to local schools and work downtown. We continue to love our location and enjoy its benefits.

We think that the five lots described would be ideal for single-family homes, offering the same advantages we have enjoyed over the years. However, multi-unit developments would make the area extremely congested. Our main concerns are that the area would be affected in the following ways:

1. Very congested with the possibility of up to 30 families living in a very confined space,
2. Unsafe for the many children who walk by every day on the way to local schools,
3. Lack of parking space for multiple vehicles,
4. Extensive blasting in close proximity to local homes; for example, our home is on the same rock outcrop as the proposed lots. (We have been experiencing on going blasting for many years with other building projects so close by, and
5. Fire codes and safety issues involving fire fighting equipment accessibility. This is especially concerning with the new Avens’ facility located partially on a one-way access to Franklin.

Given that there are a number of large lots scattered throughout Yellowknife that are very suitable for building apartments and condos, I would like to appeal to you to reconsider rezoning this corner at Gitzel and Matonabee.

Thank you for your consideration.

Muriel Tolley

Wednesday, April 9, 2025 4:28 PM

Objections to PL-2025-0031 - proposed change in designation from PR to RI-1

Hello,

We are the owners of [REDACTED] and we are informing the City of Yellowknife (the City) of our objections to the City’s proposal to process a zoning amendment for certain lots with the purpose of rezoning the lots from Parks and Recreation (PR) to Residential Intensification (RI-1) to facilitate the

creation of five multi-unit residential lots (file number PL-2025-0031). The lots in question are Lot 1 Block 119 Plan 634, Lot 2 Block 119 Plan 634, Lot 1-1 Block 119 Plan 1192 (20 Gitzel St. and adjacent lots).

We do not support the proposal unless the City can guarantee that buildings developed on the lots in question will not be more than two stories and will consist of single family homes, duplexes and/or triplexes. We do not support the development of fourplex or sixplex buildings. We do not support buildings greater than two stories being developed on the lots in question. We also recommend that a traffic study be conducted prior to the City making any decisions on zoning.

Fourplexes, sixplexes and three and four story buildings will negatively impact the neighbourhood as outlined below.

Height of buildings

The neighbourhood is currently composed primarily of single family dwellings that are one or two stories tall. Permitting three or four story buildings would not align with the look and feel of the neighbourhood. Three or four story buildings could also potentially increase the amount of shade cast on existing homes in the neighbourhood.

Density

The City's proposal could, at a maximum, create sixplexes on each of the five lots. This would create thirty new units along an approximately 120 m stretch of road. That is approximately the same number of units currently on all of Matonabee Street. It would be more inline with the existing neighbourhood if the lots were limited to single family houses, duplexes or triplexes to decrease the density.

Increased density will create issues for traffic accessing Franklin Avenue

Currently vehicles near the lot in question can access Franklin Avenue at the intersection with Matonabee Street, the intersection with Gitzel Street or via the new access road to Avens. Both the Matonabee Street and Gitzel Street intersections were in the news last summer regarding pedestrian collisions. Additionally, the wait at the traffic light is long. Increased density in the neighbourhood could potentially lead to increased collisions at the intersection with Franklin Avenue and Matonabee and Gitzel Streets. It could also result in increased traffic in the new access road as drivers become impatient with the wait at traffic lights. Limiting development to single family houses, duplexes or triplexes would alleviate some traffic issues accessing Franklin Avenue. Regardless, a traffic study needs to occur before any zoning change is approved.

Increased density will require changes to traffic management at the intersection of Gitzel Street and Matonabee Street and Gitzel Street and Albatross Court

Currently there are yield signs at the intersection of Gitzel Street and Matonabee Street and Gitzel Street and Albatross Court. Any change in zoning should cause the City to consider placing a three way stop at the intersection of Gitzel and Matonabee Streets and a stop sign at the intersection of Gitzel Street and Albatross Court. Stop signs should be considered to reduce accidents that could occur from the increase in traffic in the area.

Increased density will cause an increase in street parking and potentially create a safety risk

High density housing is found at the other end of Gitzel Street and there is a significant amount of cars parked along both sides of Gitzel Street between Franklin Avenue and Dakota Court. The cars parked on the street pose a safety risk, as it makes the driving lane space smaller and it is difficult to see pedestrians exiting/entering their cars. We actively avoid biking along that stretch of road due to the number of parked cars and will instead take longer detours.

The new access road to the new Avens complex opened in the last year. Already there are often seven to eight vehicles parked along the shoulder during the day and three or four vehicles parked along the shoulder in the evening. It would not be unreasonable to see an increase in people parking along the access road if the City advances its proposal.

Blasting of lots will disrupt the neighbourhood and potentially cause structural damage to existing homes

Three of the lots in the City's proposal will require blasting to make the lots suitable for the construction of buildings. Noise, vibration and dust from the blasting will have a negative impact on the neighbourhood during the construction phase of the City's proposal. There is also concern that the blasting will cause structural damage to our property that will last beyond the construction phase. When we bought our home in 2021 we noticed how few cracks there were in the house, which is rare for Yellowknife. After the blasting for the construction of the new Avens senior complex and the new aquatic facility ended, we noticed a substantial increase in cracks in our house. We are concerned that blasting associated with the City's proposal will exacerbate this issue. We would like information on how the City can mitigate or compensate this concern.

Development of the lots will change the aesthetics of the neighbourhood and reduce outdoor play areas

The lots associated with the City's proposal, except for the access road, are green spaces with tall, mature trees that contribute to the pleasant aesthetic of the neighbourhood. The green space also provides an area for neighbourhood children to sled and explore. The removal of this green space would decrease the enjoyment I have when looking out my window or walking around the neighbourhood. Every effort should be made to encourage developers to maintain as much as the green space as possible and maintain the mature trees on the lots where possible. Maintaining the green space adjacent to the new access road would also make the new lots more desirable and create more privacy for those who living in the new buildings.

Changes enacted or proposed by the City in the last four years have negatively impacted our satisfaction with living close to downtown and living in Yellowknife

We have lived in Yellowknife since 2004 and 2006. We bought our current property in 2021. When we bought our property there was no access road to the Avens senior complex that intersected with Gitzel Street. Access to the Avens complex was to be through the existing lane that intersected with Matonabee Street. At some point the City changed this approach and decided to connect the existing lane to Gitzel Street, which resulted in the loss of a forested area, increased street lights and increased traffic by our house. We were told that the City did not need to consult on connecting the lane to Gitzel Street even though it was not part of the initial design that the City consulted with the public on because

it was a reasonable scope change. When we bought our house the lots associated with the City's proposal were territorial land, not municipal land. This provided us with some assurance that there would not be development in our area. We would likely have not bought our house if we knew five sixplexes would be developed across the street from us. If the City wants to encourage people to live near downtown then the City should consider what attracts people to those areas and what perks, like green spaces, can make up for the increased noise and increase in drunken foot traffic that comes from living close to downtown.

Conclusion

Our preference is that the lots in question remain zoned as Parks and Recreation and the City looks at ways to encourage higher density development to occur in the empty lots that exist downtown (that are not greenspace). However, we understand that the likelihood of this is low and that there is currently a shortage of housing in Yellowknife. If zoning changes must occur we recommend that the City adopt the Residential Intensification designation with caveats or modifications that guarantees that buildings developed on the lots in question will not be more than two stories and will consist of single family homes, duplexes and/or triplexes. We do not support the development of fourplex or sixplex buildings. We do not support buildings greater than two stories being developed on the lots in question. If the existing zoning bylaws do not allow the flexibility for the City to limit development in the way we are recommending then we recommend the proposal not proceed.

Sincerely,

Laurie McGregor and Sam Kennedy

Thursday, April 10, 2025 5:45 PM

Hello,

I would like to add to the comments that we submitted on April 9, 2025 regarding the City of Yellowknife's proposed changes to the zoning of certain lots on Gitzel Street.

Our comments referenced the feel of the neighbourhood. It would be disingenuous for the City to consider that a sixplex would align with the character of the neighbourhood because there are apartment buildings further along Gitzel Street, closer to Franklin Avenue. That area of Gitzel is completely different from the area of Gitzel near Matonabee. It would be comparable to considering all of Finlayson Drive the same because there are apartment buildings at one end of the street despite other parts being solely single dwelling residential units. Additionally, the area of Gitzel Street that currently has apartment buildings is zoned as Residential Central (RC) while the area adjacent to the lots in question are zoned as RC-1. Different zoning is an indication that the City views these areas differently. A visual inspection of the area would also indicate that the two ends of Gitzel Street are quite different.

We also have concerns that someone could purchase multiple lots and build something larger than a sixplex on the combined lots.

Planning Report:
PL-2025-0031

We understand that a staff report will be prepared for City Council. We recommend that the staff report clearly indicate what comments and recommendations were submitted by residents on this proposal and how those comments have influenced any recommendations from staff. The purpose of the targeted engagement should also be stated in the staff report. Currently it is not clear if any input provided by residents would alter the proposal being developed.

Thank you for considering these additional comments.

Laurie McGregor and Sam Kennedy

Thursday, April 10, 2025 10:51 AM

File Number PL-2025-0031

Hi Mohammed,

Thank you for sending out the notice of application regarding 20 Gitzel St. and the adjacent vacant lots.

I'd like to address some concerns I have about the proposed zoning change. I currently live at [REDACTED] [REDACTED] and my backyard is adjacent to the alleyway next to the newly built Aven Pavilion, which has 102 units.

When I moved into my home in 2012, the alleyway was just a small unfinished dirt road leading from Matonabee Street to 50th Ave. Since then, the Aven Pavillion has been constructed, adding 102 units. Additionally, the Granite Apartment was built at the end of the alleyway a few years before that. Now, the city is proposing to rezone the area to permit even more apartment units, transforming what was once a small alleyway into an unofficial street.

I am concerned that my once peaceful home will now be subjected to traffic constantly driving up and down that alleyway, 24 hours a day. I've already noticed parking congestion in the back alley due to overflow from Avens (please see attached), and I don't understand how adding these new lots and the planned six-plexes will improve traffic in the alley or in our neighborhood.

I'm hoping you can answer the following questions:

1. What are the benefits to existing residents of having more apartment units in our neighborhood?
2. How do zoning changes typically affect property values in the area?
3. What measures will be taken to mitigate traffic congestion in our residential area?

Thank you for your attention to these matters.

Planning Report:
PL-2025-0031

Sincerely,

Justin and Maribel Nelson

Thursday, April 10, 2025 11:49 AM

Zoning amendment, corner Gitzel and Matonabee Streets

Dear Mr Alam:

Having lived at the same address on Matonabee Street since 1977, we recognise that we are very fortunate to have a place in this neighbourhood.

Concerning Lot 1 and 2 block 119 plan 634, Lot 1-1 block 119 plan 1192, we have a few concerns.

We recognize the urgent need for new housing in Yellowknife. Fairly high density housing such as 4 plexes and 6 plexes is a good solution.

One of the things we like is that wooded triangular space at the corner of Gitzel and Matonabee. Green space is important. One of the things we notice that is not so good is that it is a blind corner - hard to see around the trees when you are turning right. What will it be like with buildings there? How close will they be to the sidewalk? Will it be even more of a blind corner?

The thing that really concerns us is that it seems that the southwest corner of the lots is a rocky hill. Will this development involve blasting, as did the expansion of the Avens complex?

With so much land available in and around our city, surely it is preferable to use land that does not need to be flattened.

Wishing you all the best in your efforts to solve the housing problem.

Yours sincerely,

Janet and Andrew Diveky

Thursday, April 10, 2025 1:58 PM

Zoning Feedback - File Number PL-2025-0031

Good afternoon Mohammad,

I am in receipt of your letter dated the 11th of March, 2025 concerning the proposed zoning amendment from Parks and Recreation (PR) to Residential Intensification (RI-1) to facilitate the creation of five multi-unit residential lots.

The residence myself and my wife occupy is [REDACTED], which is a very short distance away from the proposed rezoning area.

Planning Report:
PL-2025-0031

I have had an opportunity to consider the impacts of the zoning amendment and the addition of the five multi-unit residential lots. To be clear, the posted signage in front of the proposed areas further specify that these will be 4 or 6 plex units. Concerning the proposed zoning amendment, I am **not supportive and completely against** the proposal.

Modification of the zoning to allow for 4 to 6 unit multi will create a significant and noticeable visual discrepancy between the existing housing in the area and the proposed high-density construction. This will negatively impact the esthetics of the immediate area, remove the treed area that is appealing in the neighbourhood, and create an unnecessary dichotomy between single family dwelling and the 4 to 6 plex dwellings.

Additionally, the intersection of Matonabee Street and Gitzel Street already experiences moderate to high traffic volume as the Gitzel Loop up to Franklin Avenue is commonly used to bypass city lights along Franklin Avenue. This results in a large number of vehicles traveling through the intersection, often at a higher speed. Combined with the proposed increase in population due to high density housing, this will significantly increase the risk of serious injury collisions in the area. As an example, using the 4 to 6 unit proposal for each of the 5 lots, this would equate to a low end of 20 additional vehicles and a high end of 30 vehicles in the immediate area (assumption of 1 vehicle per unit) that would require access to an intersection area. If we assume that each unit will have two vehicles, that range increases from 40 to 60 additional vehicles which is detrimental to the motoring public and pedestrian safety.

Lastly, higher density housing has traditionally been plagued with an increased presence of litter, clutter, and disorderly behaviour. All one has to do is walk down to the end of Gitzel Street toward Franklin Avenue and it is very clear how messy the neighbourhood is. This is not something I wish to experience where I, or my neighbours, live.

This is an unreasonable and unnecessary zoning adjustment to my neighbourhood and do not support it; the rezoning ought to be abandoned.

Respectfully,

Chris

Thursday, April 10, 2025 8:15 PM

Zabey Nevitt and Kathleen Racher

Please accept this email from residential homeowners Kathleen Racher and Zabey Nevitt (residents of [REDACTED]) on the zoning amendment of Lot 1, 2 and 1.1 of block 119 plan 634 from Parks and Residential to Residential Intensification.

Thank you for this opportunity to comment, we hope our comments will make the decision maker aware of some issues to consider in the zoning decision.

Primarily we wish to state that we are not against residential infill development. Yellowknife is a growing and young town with the need for all types of housing development. As a long tenured family in Yellowknife we have personally resided in all types of housing in Yellowknife, in many neighbourhoods. Gitzel street has been a long term home for us.

We now have children who are considering choosing Yellowknife as their home, and the availability of high quality housing will certainly be a part of their decision making.

Our comments revolve around four key themes:

- 1) Traffic
- 2) Light
- 3) Neighbourhood character - Type of Building
- 4) General Policy on Greenfield v Brownfield development.

1) Traffic:

In the last couple of years, Gltzel/Matonabee has had a significant increase in traffic due to two events:

a) The changing of traffic patterns at Mildred Hall school - resulting in significantly more traffic at peak periods entering Matanabee and travelling in both directions along Gltzel and Matonabee back to Franklin.

b) Increased traffic from the "new road" access to the Aven's Centre. The traffic impacts from this new residential development are not yet fully known, and are likely to add significant new pressure on both traffic flow and parking.

The construction of from 10 to 30 housing units (based on each lot being from a duplex, up to a sixplex) will significantly add to this traffic load and parking availability.

We suggest a thorough understanding of the current and expected traffic flow is required, including cumulative impacts from the other identified changes prior to the zoning change approval. The likely best way to achieve this would be a Traffic Flow Study and Estimation.

2) Light

The creation of up to three story buildings on each of these lots will have significant impacts on the light availability to many of our neighbours, especially in the winter.

We recommend a light study, including observational knowledge from residents be completed and considered in the zoning decision.

3) Neighbourhood Character - Type of Building

Clarity on the scale and type of building needs to be made on approval of a zoning change. For example, is it the intent that any new development must be individual two-six plexes, or is it possible for a developer to purchase all lots and build two large buildings as large apartment blocks....the scale and impacts of a large apartment building versus homeowner duplexes will be very different.

We recommend that a clear statement be made on what type of building will be constructed. Our preference is for duplexes or a mix of duplexes and fourplexes - these types of buildings to keep better character with the immediate neighbourhood and mitigate potential traffic issues.

Further we strongly recommend open houses, site visits and opportunities for input be provided by the existing residents to assist a developer in making specific plans on what buildings will be designed and built.

4) General Policy on Greenfield v Brownfield developments

As stated we are not objecting to infill development, we all hope that Yellowknife continues to grow and reflects a vibrant, inclusive and prosperous community.

So these specific comments relate to the City's overall policy approach. Throughout the downtown core are multiple brownfield sites that are not, for a number of reasons, being developed. We encourage Council and administration to continue to look for policy and legislative opportunities to reduce greenfield site development, and encourage private landowners and others to make available brownfield lots for development.

Thank you for the opportunity to comment, and we look forward to providing further input through the process.

Zabey Nevitt and Kathleen Racher

	Comments	Considerations
1	<p>Are the proposed units planned to be condominium or freehold? Townhome style or apartment style? We wish to ensure that whatever is planned fits with the existing feel of the neighborhood.</p> <p>How will the lots be sold? Will the lots be sold as a package or available individually?</p>	<p>The type of ownership is not determined by the Zoning By-law. The proposed lots provide flexibility for future development as either freehold or condominium properties, depending on the number of units and housing types. The lot configuration allows for the construction of duplexes, four-plexes, or six-plexes. Additionally, the standard lot sizes align with adjacent properties, and RI zoning regulations impose height and footprint restrictions to ensure compatibility with the surrounding neighborhood.</p> <p>The Land Administration By-law sets out the disposal process. The type of disposal (lottery system or a first-come, first-served basis etc.) has yet to be determined. Information will be posted on our Land For Sale Website when available: https://www.yellowknife.ca/en/doing-business/city-land-for-sale.aspx</p>
3	<p>Confused as to why a zone change would take place in a neighborhood for infilling where it is VERY clear there are lots (I counted 5 in my short drive) that are available downtown? These lots do not require blasting of rock, would easily be serviceable and could house many more people in larger structures. Is the plan to let these lots stay undeveloped and continue to infil by removing the trees in smaller neighborhoods?</p>	<p>The City owns only 1% of surveyed land readily available for new developments. These subject lands are among the few with direct infrastructure access, making them feasible for immediate development. The Community Plan designates this area as Downtown – Central Residential, promoting a transitional density between the high-density core and the surrounding lower-density neighborhoods. The City does not have control over how and when a private land will be developed.</p>

	<p>If zoning change moves forward.....is it possible to ensure that the buildings stay at 4 plexes and that the buildings are in keeping with the neighborhood? For example, the square box 4 plexes in Niven are not of appeal. Will residents have the opportunity to provide input PRIOR to decisions being made on what goes up in the neighborhood?</p> <p>Is there a plan to HAVE to keep a certain number of trees in the area?? Or do all the trees come down? We already know that replanting of trees does not go well in this city. (of note, many trees were just recently removed on GITZEL to make room for a road to the new seniors residences – far more trees came down than originally planned).</p>	<p>The proposed RI zone permits duplexes, four-plexes, and multi-unit residential developments, subject to zoning requirements that regulate building footprint and height which is compatible with the surrounding R1 zone. Potential developments will be limited to three storeys, with landscape requirements and lot sizes comparable to those in the surrounding area.</p> <p>While this would introduce a gentle increase in density, Yellowknife's Community Plan supports and encourages this type of transitional intensification within the Downtown – Central Residential areas.</p> <p>The proposed development is strategically positioned to minimize the need for blasting. The Zoning By-law and Design Guidelines include landscaping requirements for the development of the lots. While some trees near Gitzel and Matonabee Streets may be removed, approximately 64% of the remaining lands to the south will remain designated as a Parks and Recreation zone.</p>
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4	<p>A change from PR to R-1 would be more acceptable to fit into the current residential neighbourhood.</p> <p><u>PARKING and TRAFFIC FLOW</u></p> <p>Where is everyone going to park? This is the north where people tend to have a car per person, plus trailers for snowmobiles and boats and most people don't walk. It will also add to the traffic congestion in the area with vehicles from The Avens Pavilion entering and exiting at that same area. Single family homes there instead would allow on-site parking (and garbage disposal). It will also affect services like school buses, garbage picks-up etc. The streets aren't that wide and adding parking on either side makes them even narrower and more dangerous and difficult, especially in winter. It will also affect ploughing and snow removal.</p>	<p>The subject lands are designated as "Downtown – Central Residential" in the Community Plan, identifying this area as suitable for transitioning to higher-density residential use. This serves as an ideal transition to the higher-density developments in the downtown core.</p> <p>The City faces the critical challenge of addressing its chronic housing shortage. However, ensuring compatibility with the existing neighborhood remains a key planning consideration. The lots have been carefully designed to ensure that new developments align with the character of the surrounding area. The Council prioritizes creating an accessible and inclusive community with diverse housing and accommodation options, aligning with best planning practices. The neighborhood already features a mix of housing types—including single-family homes, townhouses, apartments, and senior housing—making it well-suited for a multi-unit development.</p> <p>Additionally, the proposed development is not limited to four-plexes or six-plexes; duplexes are also permitted on each lot, further enhancing housing diversity.</p> <p>Each unit will be required to provide one off-street parking space. The lot widths allow for six parking spaces per lot, which can be accommodated either at the front or rear via a driveway.</p> <p>The proposal has been reviewed by Engineering and Public Works staff, who have confirmed that traffic</p>
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	<p><u>GARBAGE</u></p> <p>Every few days I go out and pick up the garbage between Matonabee St. and the bend on Gitzel St. The section from the bend to Franklin Street has those big blue dumpster bins and is like walking through a garbage dump. These proposed townhouses or multiplexes will likely have the same old blue dumpsters and if they do, I can certainly predict a garbage and litter problem.</p> <p><u>BLASTING</u></p> <p>One blast may do no damage, but one, then two and three a day can have a cumulative effect. It affects the water and sewer lines and the building foundations. Over time the little crack you had in your cement foundation grows. The same with water and sewer lines, eventually a crack appears, grows and the line fails. What are the cities rules about blasting that close to existing infrastructure. Are you going to put in seismic monitors to see what is going on?</p>	<p>movement at the Gitzel and Matonabee Street intersection will function effectively without the need for road improvements. Both streets were designed and constructed to meet City standards, ensuring that fire trucks, garbage collection vehicles, and school buses can maneuver without issues.</p> <p>For multi-unit developments, garbage collection is the responsibility of the property owner, as outlined in the City's Solid Waste Management By-law No. 4376. Given that each lot will contain between two and six units, the required bin size is expected to be smaller than those used for apartment buildings. The City also offers assistance in setting up appropriately sized waste containers and provides support, including kitchen catchers for each unit to reduce garbage intake.</p> <p>Blasting operations in the Northwest Territories are regulated under territorial legislation, which establishes safety requirements for the handling, storage, and use of explosives. These regulations are in place to protect public safety and the environment. Before beginning any blasting activities, companies must notify the City's Fire Division, Municipal Enforcement Division, and the Department of Public Works and Engineering.</p> <p>The proposed development is strategically located along Gitzel and Matonabee Streets, where minimal grading is required. The most significant slopes are primarily situated on the southwest side of the properties, reducing the need for extensive blasting.</p>
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5	One of the things we notice that is not so good is that it is a blind corner - hard to see around the trees when you are turning right. What will it be like with buildings there?	The zoning will ensure future development has enough setbacks and sight triangle clearance. The corner will have a sight triangle to ensure visibility. No development is permitted inside the sight triangle. This is a requirement by the City.
6	Increased density will create issues for traffic accessing Franklin Avenue. Increased density will require changes to traffic management at the intersection of Gitzel Street and Matonabee Street and Gitzel Street and Albatross Court. Currently there are yield signs at the intersection of Gitzel Street and Matonabee Street and Gitzel Street and Albatross Court. Any change in zoning should cause the City to consider placing a three way stop at the intersection of Gitzel and Matonabee Streets and a stop sign at the intersection of Gitzel Street and Albatross Court. Stop signs should be considered to reduce accidents that could occur from the increase in traffic in the area.	<p>Based on the initial assessment, Public Works has determined that a formal traffic impact study is not warranted for the proposed developments. Even with the addition of approximately 30 units, the anticipated increase in vehicular traffic is expected to be minimal. The subject site is located within the RI-1 zone, which is specifically designated for infill development aimed at supporting reduced vehicle dependence and promoting active modes of transportation.</p> <p>The proposed developments will be limited to one parking space per unit, further discouraging reliance on private vehicles. Additionally, the site's proximity to Downtown is expected to minimize the demand for vehicular travel.</p> <p>Nonetheless, as part of the City's regular summer traffic count program, this area will be included in the upcoming survey season. Should the data indicate the need, appropriate traffic calming or control measures will be considered for implementation. Furthermore, a "No Parking" sign will be installed along the laneway leading to the Avens facilities to enhance accessibility and safety.</p>
7	<p>Light</p> <p>The creation of up to three story buildings on each of these lots will have significant impacts on the light availability to many of our neighbours,</p>	The proposed lots have only one adjacent lot to the south with a dwelling that is already 2 storey but actual

8	<p>especially in the winter. We recommend a light study, including observational knowledge from residents be completed and considered in the zoning decision.</p> <p>General Policy on Greenfield v Brownfield developments</p> <p>Throughout the downtown core are multiple brownfield sites that are not, for a number of reasons, being developed. We encourage Council and administration to continue to look for policy and legislative opportunities to reduce greenfield site development, and encourage private landowners and others to make available brownfield lots for development.</p>	<p>height is more than a standard 2 storey house because of grading. The maximum permitted height in the proposed RI-1 zone is identical to the surrounding RC-1 zone, which is 12 m. There is no adjacent house to the rear of the proposed lots. Staff are confident there will be no shadow impact because of the proposed development.</p> <p>The City has adopted an intensification-first strategy, focusing on developing readily available sites within the urban area to make more efficient use of existing infrastructure, reduce traffic, promote active transportation, and increase the supply of attainable and affordable housing. The subject lands are among the few readily available parcels owned by the City.</p> <p>Although the subject lands have not been previously developed, they do not qualify as 'greenfield' land. Rather, this is an infill site, surrounded by established development within the central residential area of Downtown. Approximately 30% of the these lands will be developed, while the remaining portion will continue to serve as open space at this time.</p>
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Zoning By-law Amendment

Gitzel/Matonabee Subdivision – Creation of 5 Residential New Lots

Governance and Priorities Committee Meeting
April 22, 2025

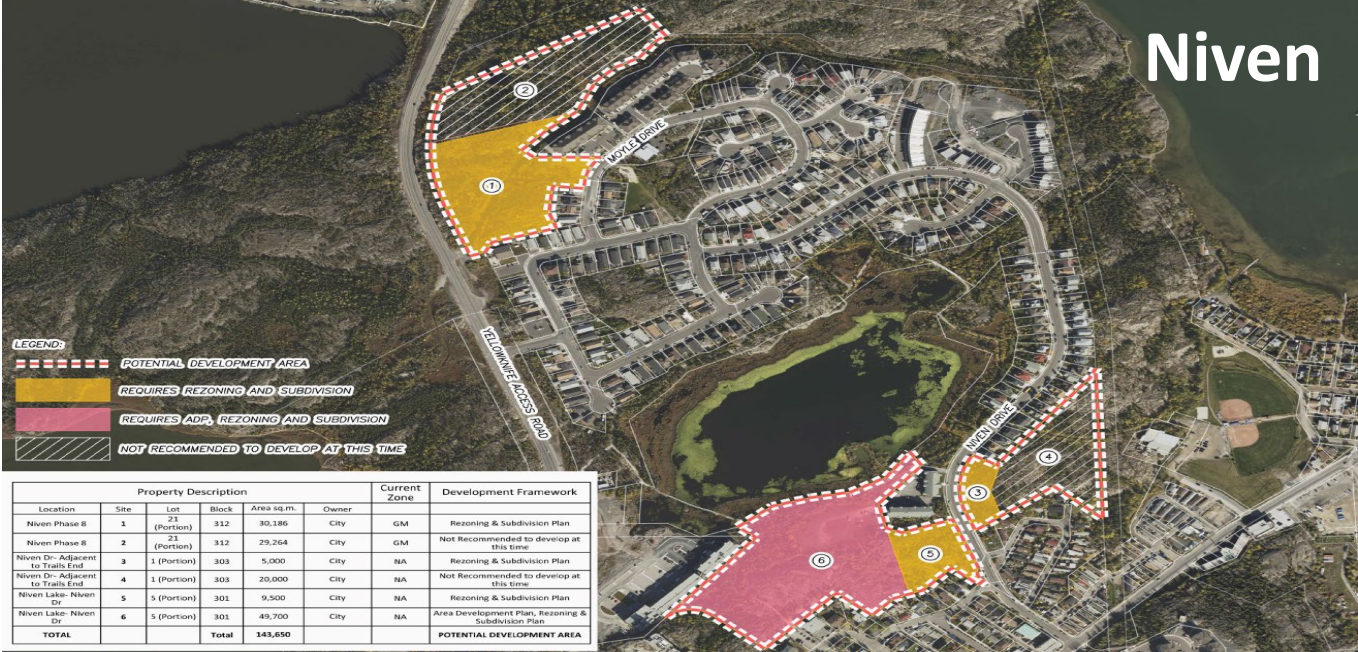


Agenda

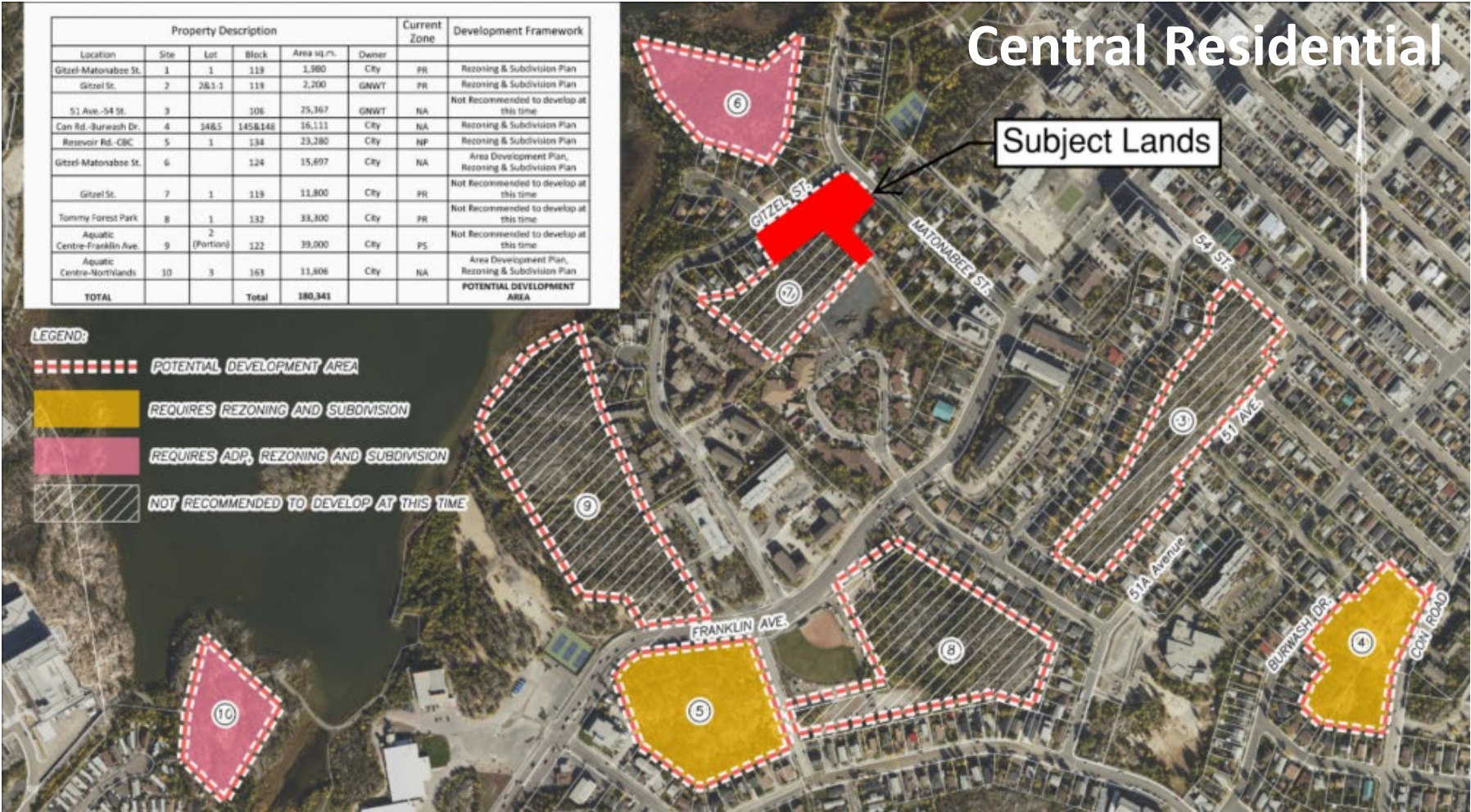
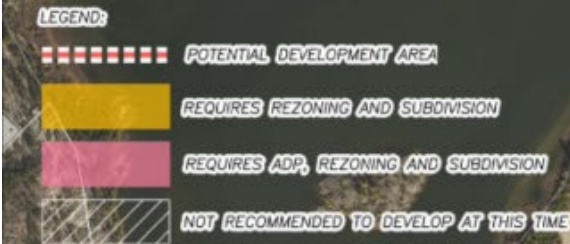
- Purpose of the Zoning Amendment
- Development Proposal
- Benefits of the Proposed Intensification
- Development Incentives
- Streamlined Process
- Technical & Public Comments
- Next Steps

Purpose of the Zoning Amendment

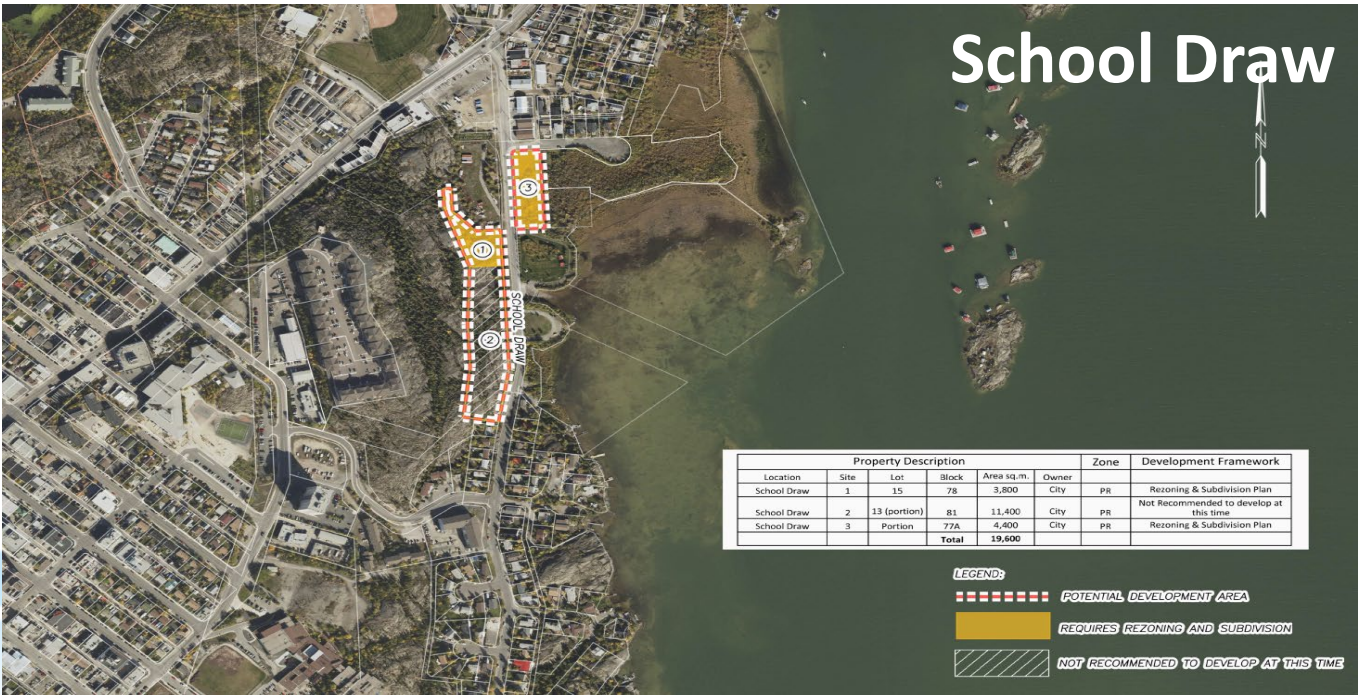
Niven



Property Description						Current Zone	Development Framework
Location	Site	Lot	Block	Area sq.m.	Owner		
Gitzel-Matonabee St.	1	1	119	1,980	City	PR	Rezoning & Subdivision Plan
Gitzel St.	2	2&3-1	119	2,200	GNWT	PR	Rezoning & Subdivision Plan
51 Ave.-54 St.	3		106	25,367	GNWT	NA	Not Recommended to develop at this time
Can Rd.-Burwash Dr.	4	14&5	145&148	16,111	City	NA	Rezoning & Subdivision Plan
Reservoir Rd.-CBC	5	1	134	23,280	City	NP	Rezoning & Subdivision Plan
Gitzel-Matonabee St.	6		124	15,897	City	NA	Area Development Plan, Rezoning & Subdivision Plan
Gitzel St.	7	1	119	11,800	City	PR	Not Recommended to develop at this time
Tommy Forest Park	8	1	132	33,300	City	PR	Not Recommended to develop at this time
Aquatic Centre-Franklin Ave.	9	2 (Portion)	122	39,000	City	PS	Not Recommended to develop at this time
Aquatic Centre-Northlands	10	3	163	11,806	City	NA	Area Development Plan, Rezoning & Subdivision Plan
TOTAL				Total	180,341		POTENTIAL DEVELOPMENT AREA



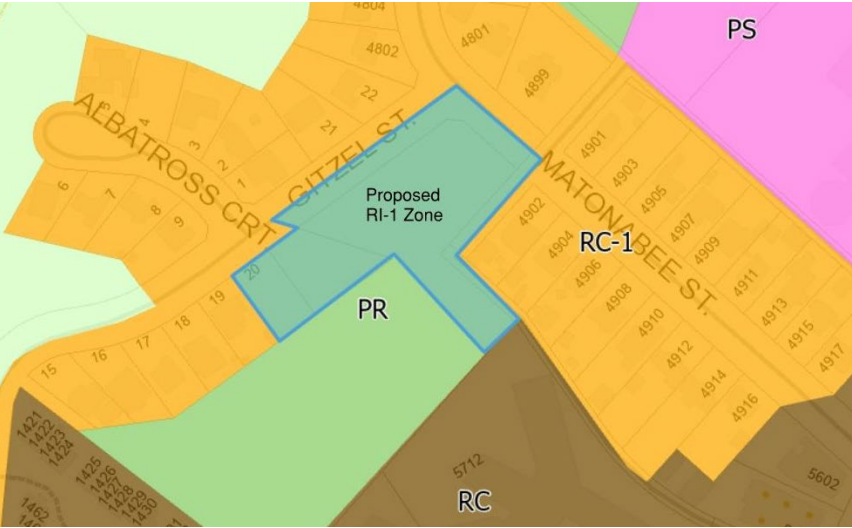
School Draw



www.yellowknife.ca

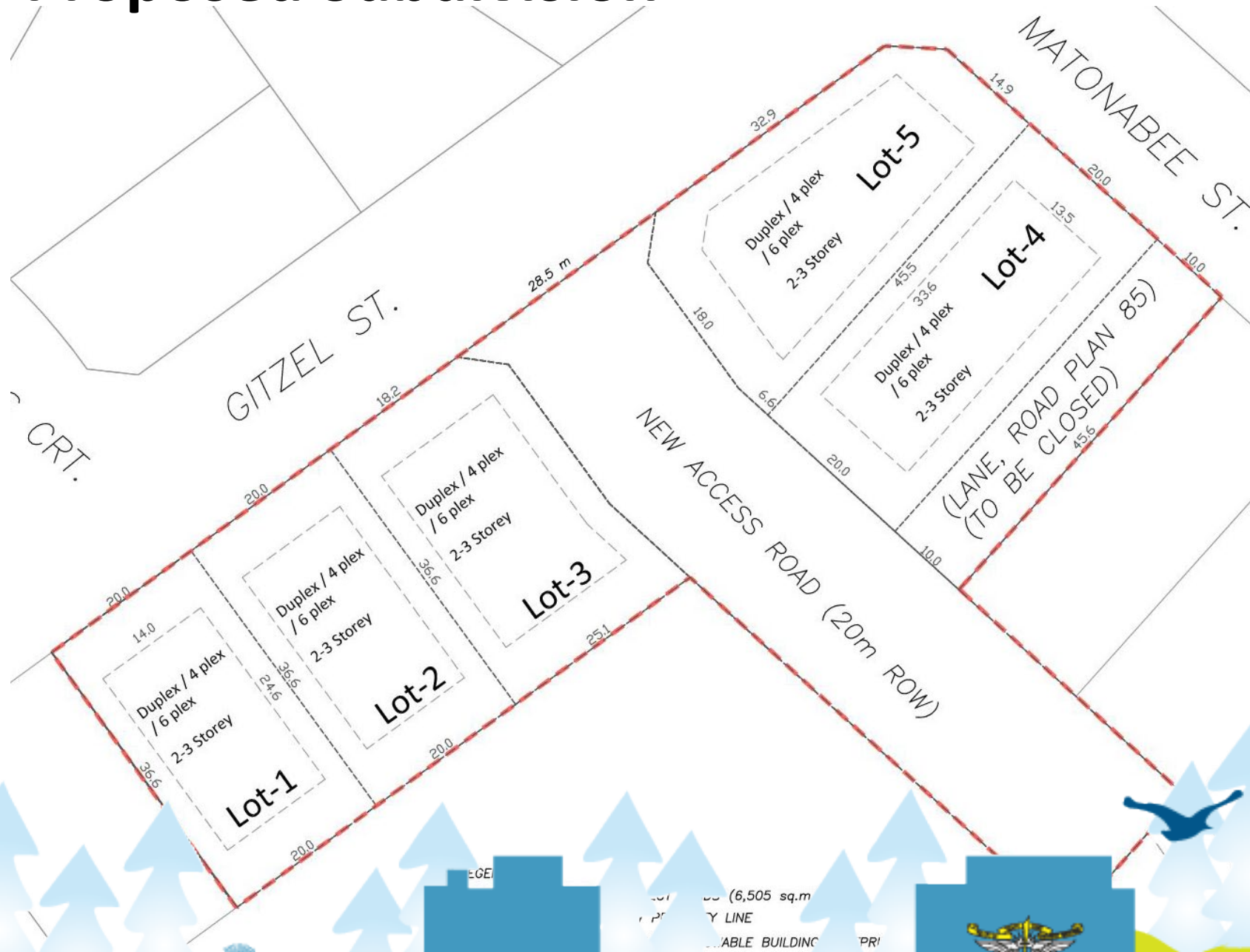


CITY OF
YELLOWKNIFE



Proposed Subdivision

Zoning Change:
From: PR-Parks & Recreation
To: RI-1-Residential Intensification



Benefits of Intensification



- More Housing options
- Revitalized Neighborhoods
- Increased Property Values
- Optimized Use of Lands
- Shorter Commutes
- Job Creation
- Lower Carbon Footprint

Available Incentives

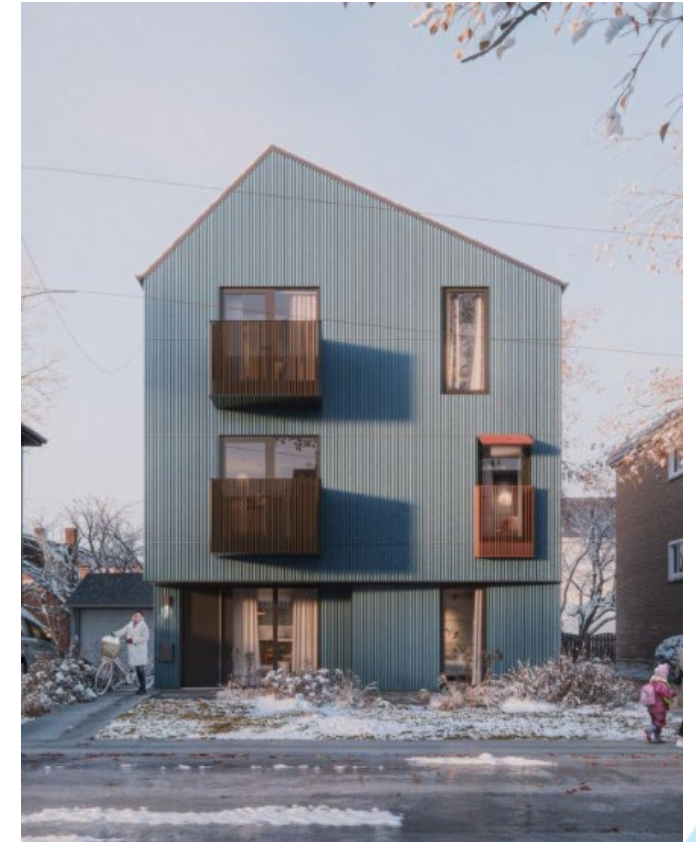
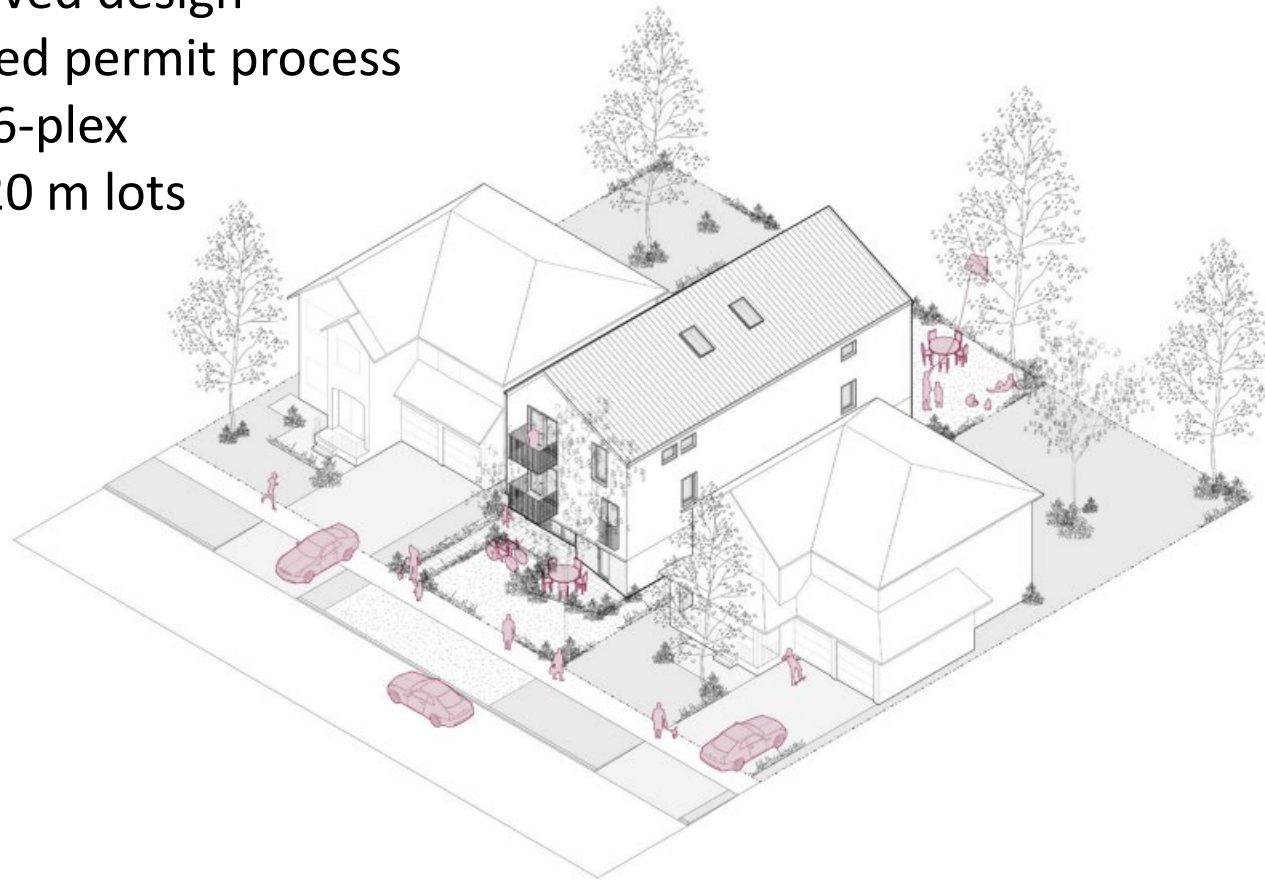
Abatements	Maximum Amount
Residential Development Abatement	Based on value of the development
General Grants	Maximum Amount
Bike Racks & Storage	Up to \$5,000
Universal Dwelling Grant	Up to \$15,000
Housing Grants	Maximum Amount
Missing-middle Price Grant	25% of the land value (not less than 5 units)
Ventilation System Grant	Up to \$2,000
Development Permit Grant	From \$400 up to \$2,700
Building permit	Up to \$10,000



Streamlined Process (optional)

CMHC Design Catalogue

- Pre-approved design
- Streamlined permit process
- 4-plex or 6-plex
- Ideal for 20 m lots



Note: Images are illustration purpose only

source: <https://www.housingcatalogue.cmhc-schl.gc.ca/>

Technical Comments

- Storm sewer and drainage
- Road Pavement
- Utility infrastructure upgrade
- Survey drawing

Public Comments

- Compatibility & character
- Type of housing, condo/apartment
- Approach to land disposal
- Ownership of the laneway and access
- Traffic & Parking
- Concerns regarding potential blasting

Next Steps

- Public hearing & council's decision
- Application of subdivision to GNWT
- Subdivision registration
- Lot disposal to open market

THANK YOU

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