



CITY OF YELLOWKNIFE

GOVERNANCE AND PRIORITIES COMMITTEE AGENDA

Tuesday, June 24, 2025 at 12:05 p.m.

Chair: Mayor B. Hendriksen,
Councillor S. Arden-Smith,
Councillor G. Cochrane,
Councillor R. Fequet,
Councillor R. Foote,
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.
ANNEX A	
4.	A memorandum regarding whether to: <ol style="list-style-type: none">1. accept for information the findings and recommendations of the Final Report of the Water and Sewer Rate Structure Review by Inter Group Consultants; and2. direct Administration to return to Council with an implementation plan and timeline based on the five year phased approach set out in the Final Report.
ANNEX B	
5.	A memorandum regarding whether to approve a Discretionary Use application (PL-2025-0030) to allow a Similar Use to a Hotel on Lot 31, Block 512 and Plan 4740 (346 Borden Drive).
6.	A presentation regarding progress Update on Climate Action Plan 2026-2036.



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE**COMMITTEE:** Governance and Priorities**DATE:** June 24, 2025**DEPARTMENT:** Corporate Services**ISSUE:** Whether to:

1. accept for information the findings and recommendations of the Final Report of the Water and Sewer Rate Structure Review by Inter Group Consultants; and
2. direct Administration to return to Council with an implementation plan and timeline based on the five year phased approach set out in the Final Report.

RECOMMENDATIONS:

That Council:

1. accept for information the findings and recommendations of the Final Report of the Water and Sewer Rate Structure Review by Inter Group Consultants; and
2. direct Administration to return to Council with an implementation plan and timeline based on the five year phased approach set out in the Final Report.

BACKGROUND:

As the City's current water and sewer rate structure was established more than twenty-five years ago, a Water and Sewer Rate Structure Review ('Review') was initiated in the spring of 2021. However, this project experienced some delays due to several events, including public health orders related to COVID outbreaks and the evacuation of Yellowknife due to wildfires in 2023.

As a result, the Final Report of the Review became available in April 2025 and Intergroup Consultants Ltd, ('the Consultants') gave a presentation on their findings and recommendations to the Governance and Priorities Committee (Committee) on April 14, 2025. Briefly, to minimize the water and sewer bill impacts for trucked services customers, the Consultants are recommending the following phased-in approach over five years:

1. To focus on rate rebalancing as a first step; implementation of separate water and sewer rates; adding rate premiums to trucked service; and removing the Equivalent Residential Unit (ERU) from Access Fee charge. These would be implemented over a three-year period. (2026-2028).
2. Further, simplify the rate structure by rolling the Infrastructure Levy into the water and sewer rates in 2029.
3. Finally, by the year 2030, to limit the rate structure components to only demand and consumption charges for both water and sewer utilities.
4. Establishment of a Utility Reserves Account.

The above recommendations focused on rate simplification and a movement towards full cost recovery over time.

CONSIDERATIONS:

Legislative:

The City has authority to establish water and sewer utility rates pursuant to the *Cities, Towns and Villages Act*, City's Fees and Charges By-law No. 4436, as amended, and the Water and Sewer Services By-law No. 4663, as amended.

Financial:

The Water and Sewer Fund is used to maintain and operate all infrastructure related to potable water, both piped and trucked, and collection, treatment and disposal of sewage. Based on its three year rolling budget, the City is anticipating an operating deficit of around \$1.9 million in 2025 as well as a downward trend in the closing balances of this fund after next year with the ending balance in 2027 showing a negative \$1.6 million unless water and sewer rates and fees are increased accordingly.

It is crucial to note that budget allocations from the Water and Sewer Fund have not kept pace with the cost of installing water and sewer infrastructure over the years as it is costing more to do the same amount of work. In a nutshell, the Water and Sewer Fund should be contributing more towards the Capital Fund for Water and Sewer projects.

Past, Current and Future Land Development:

It is important to recognize that in some instances, trucked services were determined by geography, as there was no infrastructure in place for connection.

It is also vital to understand that different services and cost structure is important with respect to current and future development decisions as hidden subsidies present a complicating factor. For example, large water users might decide to develop areas, which benefit from cross-subsidized rates on trucked services if land prices are less expensive.

Public Engagement:

The Interim Report of the Review was made available on the City PlaceSpeak website between June 4 to July 21, 2023 where members of the public were able to engage and give their feedback. While the Review contains recommendations regarding a range of 'technical issues', the recommendations regarding 'rate structure' received the most attention during the public engagement process. Many comments received during the public engagement process of the Review, and sent subsequently via e-

mail to City counsellors, raised a number of points in support of continued cross-subsidization of trucked services by customers on piped services, or the establishment of one residential rate. Page 4

The following key issues were raised during the engagement process:

1. Is having different utility rates for trucked and piped services customers fair? Is this consistent with best practices?
2. Are there opportunities to mitigate the rate impact on trucked services customers?
3. What utility rate principles should be considered in establishing rates?

Issues:

1) Is having different utility rates for trucked and piped services customers fair? Is this consistent with best practices?

- i) The Review indicates that having different rates for the trucked and piped services is consistent with best practices. Establishing rates based upon readily identifiable costs is fair and an industry best practice. For example, the American Water Works Association (AWWA) manual states that *“...recognizing and recovering the costs associated with different types of demand from the appropriate customer classes avoids subsidies among customer classes and minimizes potential subsidies within customer classes.”* Therefore, when practical and appropriate, even subsidies within customer classes should be minimized.
- ii) During engagement, some members of the public pointed to other city services that are available to all residents (aquatic centre, other recreational facilities, etc.) and suggested a utility rate system that is almost similar in nature. But according to the Consultants, this is not an appropriate comparison. A utility is different from nearly all the other services that the City provides, where everyone has access. Utility costs can be readily identified and for sustainable utilities, the recovery of these costs is ideally based on usage and cost recovery. Therefore, it is imperative that the establishment of water and sewer rates is based on clearly identified rationale. For example, in 2024, combined trucked water and sewer services paid about only Sixty-four percent (64%) of their cost of service; and the Review highlighted that this was not the result of an informed policy decision, but a situation that evolved over time.

2) Are there opportunities to mitigate the rate impact on trucked services customers?

- i) The AWWA manual states that properly designed rates should recover costs as nearly as practicable. At this point, it would be helpful to consider what is included in the trucked water and sewer rates included in the Final Report (2027 forecast):

Costs	Amount(\$)	Explanation
Contracted Services:	\$1,982,000	Directly contracted delivery / pick-up
Accounting and General Admin:	\$140,000	Based on customer ratio
Treatment and Supply:	\$246,000	Based on consumption ratio (5%)
Transmission and Distribution:	\$0	Already removed for trucked customers
Total	\$2,367,000	

- ii) As depicted in the above table, the trucked services revenue in 2024 was \$1,514,000, which did not even cover the directly contracted services. It should also be noted that transmission and distribution costs for trucked services customers have already been removed by the Consultants to mitigate the rate impact on trucked services customers and to be responsive to concerns raised during the public engagement process.
- iii) The Review also found that there is no practical opportunity to reduce trucked services costs and that reducing the rate impact on trucked customers would clearly require some form of continued cross-subsidy, from piped services customers to trucked services customers. As reflected in the Final Report, should this decision be made, it is recommended that the cross-subsidy be transparent. Understanding the true cost of service is important for future development decisions and to ensure that rate policy is not unduly influencing the market (such as the real estate market).

3) What utility rate principles should be considered in establishing rates?

The Consultants have relied upon the key guiding principles of the American Water Works Association Manual for their Review and they are as follows:

- i) ***Recover Full Cost of Providing Service:***
This ensures that the utility is sustainable in the long term and not underfunded or subsidized by other municipal revenues.
- ii) ***Rates Should Reflect the Costs to Serve Customers***
- iii) ***Rates and Fees Should be Easy to Understand:***
The goal should be to have one demand and one consumption charge that customers can understand. Having a number of fixed fees and the use of an outdated Equivalent Residential Unit concept results in a current fee structure that is overly complicated.
- iv) ***Send a Price Signal to Consumers Regarding the Costs of Consumption:***
This principle is about using a combination of fixed and variable rates that result in charging higher users more than lower users.
- v) ***Ensure Administrative Efficiency and Simplicity***
- vi) ***Implement Separate Rates and Fees for Water and Sewer Utilities***
- vii) ***Unexpected Changes to Customers Bills Should be Minimized***

The recommendations contained in the Final Report are consistent with the above-mentioned principles and efforts have been made to minimize the rate impacts on trucked customers.

Potential Water & Sewer bill increases:

The Final Report highlights the need for a clear rationale to underpin utility rates, one that is aligned with utility best practices and tied to the cost of service. Establishing this rationale and targeting a ninety percent (90%) Revenue to Cost Coverage Ratio (RCC) for trucked services over the next three (3) years will result in the following projected bill impacts on Yellowknife residents and businesses:

Customer Class	Phased Approach: W&S Rate and Fee Changes Only		
	Annual %	Annual \$	3 Year \$ Impact
Residential Average Bill (12 M3)	0.0%	\$0	\$0
Multi-Residential			
Average Bill (200 m3)	-0.7%	-\$125	-\$375
High Consumption (347 m3)	-5.2%	-\$3,636	-\$10,907
Commercial			
Average Bill (40 m3)	-1.7%	-\$68	-\$203
Low Consumption (3 M3)	-9.2%	-\$526	-\$1,578
High Consumption (1,348 m3)	-0.3%	-\$319	-\$957
Trucked			
Average Bill (8 m3)	9.6%	\$231	\$693
Low Consumption (5 m3)	8.9%	\$167	\$501
High Consumption (130 m3)	5.9%	\$724	\$2,173
Mid-Consumption (66 m3)	4.7%	\$326	\$977

With respect to the estimated Water and Sewer bill impacts, please note the following:

- i) Residential customers on piped services will see no impact as their rates are currently covering the cost of service. Multi-residential and commercial customers would see reduced bills while trucked services customers will see an increase.
- ii) Increase in trucked services cost is the primary driver for the proposed escalating rates for trucked services customers.
- iii) The proposed increase for trucked services customers spans three years. Therefore, the average bill will increase by about \$19.25 per month in 2026, again in 2027, and again in 2028.
- iv) At the end of this three-year period, the bills for average trucked services customers will have increased by about \$693, a thirty-eight percent (38%) increase. Trucked services customers will then be covering about ninety-percent percent (90%) of their cost of service, considered within the range of reasonableness.
- v) There is a high degree of confidence that the final financial impacts will not differ materially from the estimates provided above.

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #2: Service Excellence

Focus Area 2.1 Asset Management

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

Key Initiative 2.1.1 Advancing the asset management framework, including long term funding strategies.

Strategic Direction #3: Sustainable Future

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

Key Initiative 3.2.2 Completing land development tools and strategies that support growth readiness.

Key Initiative 3.2.4 Sustaining infrastructure capacity for future growth.

Motion #0058-17 That Council direct Administration:

1. To undertake an analysis of water rates within the context of Council's priorities (Community Sustainability and Strengthen and Diversify the Economy) and return prior to the end of 2017 with analysis on the financial implications and recommendations going forward.
2. To, in the interim, charge the "bulk rate" as prescribed in the Fees and Charges By-law for water consumption above 15,000 litres for customers on trucked water with adjustments retroactive to January 1, 2017 until a full analysis of trucked water rates and recommendations is presented.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Cities, Towns and Villages Act S.N.W.T. 2003;*
2. *Fees and Charges By-law No. 4436, as amended.*
3. *Water and Sewer Services By-law No. 4663, as amended.*
4. *City of Yellowknife Water & Sewer Rate Structure Review: Final Report (DM#793472)*

ALTERNATIVES TO RECOMMENDATION:

That Council maintain the current rate structure and approach to water and sewer cost recovery.

RATIONALE:

The City of Yellowknife's water and sewer services rate structure has been in place for more than twenty-five (25) years and no longer reflects the complexities of current service delivery realities. The Consultants are recommending changes that reflects industry best practice as established by the AWWA to simplify the City's rate structure and minimize subsidies.

ATTACHMENTS:

City of Yellowknife Water and Rate Structure Review: Final Report by Inter Group Consultants

Prepared: June 17, 2025; KP



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: June 24, 2025

DEPARTMENT: Planning and Development

ISSUE: Whether to approve a Discretionary Use application (PL-2025-0030) to allow a Similar Use to a Hotel on Lot 31, Block 512 and Plan 4740 (346 Borden Drive).

RECOMMENDATION:

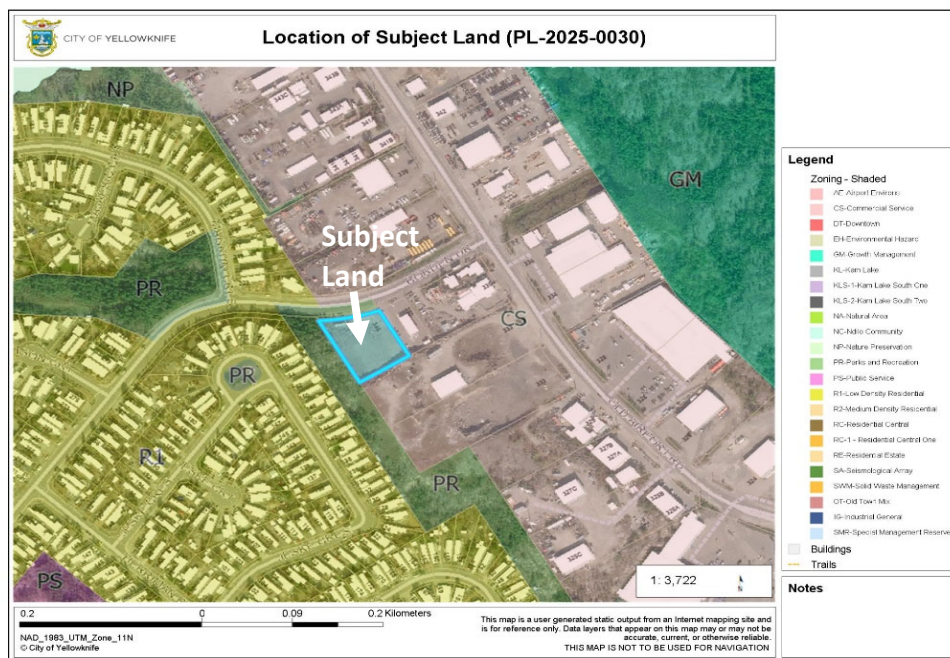
That Council approve the Discretionary Use to allow a Similar Use to a Hotel on Lot 31, Block 512 and Plan 4740 (346 Borden Drive).

BACKGROUND:

The City of Yellowknife received a Discretionary Use application to develop a 75-room travel lodge at 346 Borden Drive. The travel lodge will provide culturally appropriate accommodation for medical travelers and caretakers from Nunavut who are seeking medical and professional services in Yellowknife that may not be available in their home communities. Larga Kitikmeot Ltd., who is the developer of this travel lodge, is contracted by the Government of Nunavut to provide these services. Larga Kitikmeot Ltd. already has a similar establishment in Yellowknife.

The subject land is located within the Old Airport Road commercial corridor that is designated for variety of uses, including automobile sales and repair, medical and health services, and hotel. Adjacent land uses include various commercial uses, light industrial uses, undeveloped land and residential uses (Map 1). The subject property is currently vacant.

‘Similar Use’ means a development deemed by Council to be similar in nature to a permitted or discretionary use in Zoning By-law No. 5045, as amended. The proposed travel lodge shares similar functions to a hotel but only serves a specific clientele. No medical care is provided within the travel lodge. Therefore, it is considered a Similar Use to a Hotel from a planning perspective, which allows for a more precise examination of its land use impacts and related zoning requirements. Similar Use is listed under Discretionary Use in the CS Zone, which is subject to the decision of Council. Council shall make decisions and recommend conditions on Discretionary Use (section 3.2.1. of the Zoning By-law).



Map 1. Map of the subject land the surroundings.

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #1:

Focus Area 1.1:

Key Initiatives 1.1.1:

Focus Area 1.3

Key Initiative 1.3.6

People First

Reconciliation

Continuing to nurture positive and respectful relations with Indigenous governments, organizations and peoples.

Continuing to strengthen relations with Indigenous governments and peoples.

Liveable Community

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

Strategic Direction #3:

Focus Area 3.3:

Key Initiatives 3.3.3

Sustainable Future

Robust Economy

Doing our part to stimulate and amplify economic development opportunities.

Aligning with regional and territorial economic opportunities.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. Community Planning and Development Act S.N.W.T. 2011, c.22;
2. Community Plan By-law No. 5007, as amended;
3. Zoning By-law No. 5045, as amended; and
4. Planning Report, June 2025.

CONSIDERATIONS:

Legislative

The *Community Planning and Development Act* states that a zoning bylaw must specify one or more of the uses of land and buildings that may be permitted at the discretion of a development authority.

Section 25(2) of the Act states that a development authority may, subject to any applicable conditions, approve an application for a development permit for a use of land or a building specified in a zoning bylaw as a use that may be permitted at the discretion of a development authority, if the development authority is satisfied that all the requirements of the bylaw are met.

Community Plan By-law No. 5007, as amended

The subject land is designated 'Old Airport Road Commercial' under the Community Plan, which is intended to serve as a major commercial corridor in the city and regional service centre. This proposed development is consistent with the character of the Old Airport Road Commercial Land Use Designation and meets the objective to provide for a mix of temporary accommodations to support regional visitors who are in the City for shopping or medical appointments (objective 13). The proposed development also meets multiple Community Plan policies to build within the existing footprint of the City in terms of climate change mitigation, municipal infrastructure, and development sequencing.

The Community Plan supports the City's effort towards reconciliation with all Indigenous Peoples. This proposed development will provide accommodation in a culturally appropriate manner for Inuit, which is an opportunity for the City to strengthen relations with Indigenous communities. The subject land is not located within the Interim Land Withdrawal on Commissioners Land inside the City's municipal boundary, as shown in Map 18 of the Community Plan.

Zoning By-law No. 5045, as amended

The subject property is zoned CS – Commercial Services under the Zoning By-law. The CS Zone is dedicated for commercial areas along the major transportation corridors for use that require large lots and a high degree of accessibility of these corridors. Hotel is a permitted use in the CS Zone, which means such use meets the intent and character of the zone. Planning analysis shows that the proposed development is a compatible use after examining the criteria prescribed above in section 4.6.4. of the Zoning By-law. Detailed analysis is available in the Planning Report. Council may establish a more stringent standard for this Discretionary Use if deemed necessary, according to section 4.6.5. of the Zoning By-law.

Departmental Consultation

The Public Works and Engineering Department has provided comments on the number of proposed driveways and drainage, which will be addressed in the development permit process.

The Public Safety Department has commented on the requirements of fire lane, which has been communicated to the developer and addressed in the development permit process.

The Lands and Building Services Division requires the development to meet the Building By-law, and the developer will apply for a building permit. Building Services considers the proposed travel lodge as a Group C, Hotel (residential) occupancy instead of a care occupancy, which is consistent with the planning interpretation.

Public Consultation

A notice of application was posted on the subject land on May 13, 2025. Neighbouring landowners and lessees within 30 metres of the subject land have also been notified of the proposed development in accordance with the *Community Planning and Development Act*. A total of thirteen (13) comments have been received via email. Comments identified concerns of the proposed development, such as traffic and parking, which have been addressed in the planning analysis. Detailed comments and considerations are available in the Planning Report (Attachment No. 1).

ALTERNATIVES TO RECOMMENDATION:

That the Discretionary Use (Similar Use to a Hotel) on Lot 31, Block 512 and Plan 4740 (346 Borden Drive) not be approved.

RATIONALE:

Larga Kitikmeot Ltd. proposes to develop a 75-room travel lodge to provide culturally appropriate accommodation for medical travelers from the Kitikmeot Region of Nunavut who need to access medical and professional services. The subject land is located in the Old Airport Road commercial corridor and is zoned CS – Commercial Services. The travel lodge is considered a Similar Use to a Hotel given its nature of operation. A Similar Use is listed under Discretionary Use in the CS Zone, which is subject to the decision of Council, with or without conditions.

The proposed travel lodge meets the discretionary use review criteria as listed in section 4.6.4. of the Zoning By-law. In summary, Hotel is a permitted use in the CS Zone, and a hotel-like land use is considered compatible in the CS Zone as well. The proposed travel lodge is believed to have a less “commercial” nature and land use intensity compared to a conventional hotel. The nearby residential area to the west sits on top of a hill and is separated by a 30-m-wide undeveloped land with vegetation, which helps mitigate any potential impact of the proposed development. The proposed development is consistent with the nature and appearance of CS Zone and is within the land use norm of the surroundings. The proposed development conforms to Community Plan By-law No. 5007, as amended and Zoning By-law No. 5045, as amended. The proposed development aligns with Council’s strategic directions to strengthen relations with Indigenous governments and peoples (#1 People First); to create a safe, supportive and compassionate community for all (#1 People First); and to align with regional and territorial economic opportunities (#3 Sustainable Future). Therefore, it is recommended that the Discretionary Use (Similar Use to a Hotel) on Lot 31, Block 512 and Plan 4740 (346 Borden Drive) be approved. The Development Officer will then review zoning requirements and issue the development permit if Council approves this discretionary use.

ATTACHMENTS:

1. Planning Report (DM#796660 v.5).

Prepared: June 10, 2025; VP
 Reviewed: June 10, 2025; CW
 Reviewed: June 19, 2025; MA

Property Information

Location Description	Lot 31, Block 512, Plan 4740
City of Yellowknife Community Plan No. 5007, as amended	Section 2.2.2 Indigenous Reconciliation Section 3.1.2 General Development Goals Section 4.3 Old Airport Road Commercial Section 5.1.1 Climate Change Section 5.3 Municipal Infrastructure Section 5.4 Subdivision and Land Development Sequencing
City of Yellowknife Zoning By-law No. 5045, as amended	Section 2 Definitions Section 3 Roles and Responsibilities Section 4.6 Decision Process and Conditions for Development Section 7 General Development Regulations Applicable to all Zones Section 9. General Development Regulations Applicable to Non-Residential Zones Section 11.2. CS – Commercial Service
Civic Address:	346 Borden Drive (subject land)
Access:	Borden Drive
Municipal Services	Piped water and sewer

Recommendation:

The Planning and Development Department recommends that Council approve the Discretionary Use (Similar Use to a Hotel) application.

Proposal:

The applicant proposes to develop a 4-storey 75-room travel lodge designed to accommodate exclusively medical travelers and caretakers from Nunavut. The subject land is located at 346 Borden Drive, legally described as Lot 31, Block 512, and Plan 4740. The subject land is zoned CS – Commercial Service, where a Similar Use can be permitted subject to Council's discretion.

Background:

The City received this Discretionary Use Application (PL-2025-0030), and deemed complete on May 13, 2025. The applicant proposes to develop a new Larga Travel Lodge that is tailored to medical travelers and caretakers from Nunavut who are seeking services that may not be available in their home communities. Larga Kitikmeot Ltd., who is the developer of this travel lodge, is contracted by the Government of Nunavut to offer this service, and already has a similar operation in Yellowknife. Larga Kitikmeot is owned by the Kitikmeot Corporation and the Nunasi Corporation and has been in operation since December 2009¹. Due to the increasing demand of this service, the owner is now seeking to develop a larger facility with 75 rooms at this new location on Borden Drive.

¹ Larga Kitikmeot Ltd. Retrieved from <https://kitikmeotcorp.ca/companies/larga-kitikmeot-ltd/>

The subject land is located approximately 140 metres from Old Airport Road within the commercial corridor, and is surrounded by commercial and light industrial uses to the north, south, and east. To the immediate west of the subject land is a 30-metre-wide undeveloped strip of land that stretches over 600 metre long that separates the residential area from the commercial corridor closer to Old Airport Road. This buffer land is owned by the City and currently zoned PR – Park and Recreation, and it is not part of this proposed development.

The main purpose of this new travel lodge is to provide accommodation and other hotel-like services (such as meals and laundry) to medical travelers. Transportation to and from the airport and appointments will be provided through shuttle services. This travel lodge will not provide medical or professional care. Its functions are comparable to a Hotel, instead of a Special Care Residence or Facility as defined under the Zoning By-law. The general understanding is that a Hotel is open to the public. Given that this new travel lodge serves medical travelers who need to access health care and does not advertise to the public, it does not fully meet the concept of a conventional Hotel and requires a more precise definition in planning terms.

The Zoning By-law provides a planning tool called “Similar Use” that is applicable to this situation. A Similar Use means “a development deemed by Council to be similar in nature to a Permitted or Discretionary Use that is defined in the By-law. The proposed Use is not currently provided for in a definition of this By-law”. As mentioned above, currently no definition precisely describes the proposed travel lodge, but it is similar to a Hotel. Therefore, the new Larga Travel Lodge is considered a Similar Use to a Hotel, which allows for a more precise examination of its land use impacts and related zoning requirements.

SUPPORTING STUDIES AND REPORTS

- PL-2025-0030 Application Package (Appendix A)

Assessment of the Proposal:

JUSTIFICATION

Similar Use is a Discretionary Use in the CS Zone. The Development Officer shall refer to Council all requests for those uses listed as Discretionary Uses in the Zone according to section 3.1.1. e) of the Zoning By-law. Council is the development authority for a Discretionary Use (section 3.2.1. a), and may approve, refuse, or defer the application with or without conditions (section 4.6.3.).

When Council approves a Discretionary Use, as regulated in section 4.6.6 of the Zoning By-law, the Development Officer shall then approve the Development Permit based on the applicable regulations of the Zoning By-law, with or without conditions.

LEGISLATION

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

Section 3 of the *Act* states that the purpose of a community plan is to provide a policy framework to guide the physical development of a municipality, having regard to sustainability, the environment, and the economic, social and cultural development of the community.

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.

Section 14 states that a zoning bylaw must specify one or more of the uses of land and buildings that may be permitted at the discretion of a development authority.

Section 25(2) states that a development authority may, subject to any applicable conditions, approve an application for a development permit for a use of land or a building specified in a zoning bylaw as a use that may be permitted at the discretion of a development authority, if the development authority is satisfied that all the requirements of the bylaw are met.

- Community Plan By-law No. 5007, as amended

The purpose of the Community Plan is to create 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.

- Zoning By-law No. 5045, as amended

The purpose of the Zoning By-law is to regulate the use and development of land and buildings within the City of Yellowknife in a balanced and responsible manner pursuant to the *Community Planning and Development Act* and the Community Plan.

Section 3. defines the roles and responsibilities of the Development Officer and Council.

Section 4.6 outlines the decision process and conditions of a Discretionary Use.

Section 7 and 9 outline the general development regulations that are applicable in all zones and non-residential zones, respectively.

Section 11.2. CS – Commercial Service regulates land uses and zoning requirements specifically in the CS Zone.

PLANNING ANALYSIS

- Community Plan By-law No. 5007

The vision of the Community Plan is to manage land use in an economically, environmentally, and socially sustainable manner. Since the site is currently vacant in the established commercial land and municipal water and sewer services are in place, the proposed development conforms to the following General Development Plan Goals of the Community Plan:

- Develop land in a fiscally responsible and sustainable manner; and
- Prioritize utilization of existing capacity of municipal infrastructure for land use development before adding new capacity.

Section 2.2.2 Indigenous Reconciliation

Community planning encompasses the collective land use needs of residents, businesses and organizations within a community, and does not seek to exclude any from realizing their aspirations and

potential. While the Akaitcho Land Claim and YKDFN's importance to the City has been discussed elsewhere, the Community Plan must also support the City's efforts toward reconciliation with all Indigenous peoples that are represented in the City and region. This proposed development will serve medical travelers from the Kitikmeot Region of Nunavut and provide accommodation in a culturally appropriate manner for Inuit. This is an opportunity for the City to strengthen an existing relationship with another Indigenous community, which contributes to the City's commitment towards reconciliation.

The subject land is not located within the Interim Land Withdrawal on Commissioners Land inside the City's municipal boundary, as shown in Map 18 of the Community Plan. The selection of withdrawal land arose from an agreement between the Akaitcho Dene First Nations and the Government of the Northwest Territories. Interim-land withdrawal is a way to prevent new interests from being created while the Akaitcho Dene First Nations continue to negotiate their land claim with the Federal and Territorial governments. The subject land is outside of those identified areas.

Section 4.3 Old Airport Road Commercial

Old Airport Road Commercial serves as a major commercial corridor in the city and regional service centre, which attracts residents around the territories and beyond. This corridor is made up of large retail stores, auto-oriented commercial activities, healthcare services, and residential and hotel development. This proposed development is consistent with the character of the Old Airport Road Commercial Land Use Designation and meets the intent to locate higher density development closer to the Old Airport Road. The following objectives and policies support this proposed development:

4.3 Old Airport Road Commercial			
Planning and Development Objectives:		Policies:	
7.	To improve safety, drainage, and attractiveness of off-street parking facilities.	7-a.	Surface parking lot shall be landscaped, lit, paved and drained.
13.	To allow for a mix of temporary accommodations to support regional visitors who are in the City for shopping or medical appointments	13-a.	Short-term accommodations such as hotels and motels will be permitted in the area.

Section 5.1.1 Climate Change

The Community Plan supports climate change mitigation by focusing most development within the existing built footprint of the City. This ensures that existing infrastructure is better utilized without significantly expanding road, wastewater, and drinking water infrastructure, all of which require significant amount of energy to build and operate. The proposed development will efficiently utilize existing infrastructure (including roads, water and wastewater system, pedestrian networks, and so on), thus meets the following climate change mitigation objectives and policies:

5.1.1 Climate Change	
Climate Change Mitigation Objectives:	Policies:

3.	To better utilize existing municipal infrastructure.	3-a.	The City will prioritize development in the existing built footprint of the City before developing new greenfield areas.
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Section 5.3 Municipal Infrastructure

The City owns and operates a variety of key infrastructure that is essential for the health and well-being of residents, including water and sewer infrastructure. Piped water and sewer services are a significant capital cost, so higher utilization of the existing systems should be prioritized. Resonating with the climate change policies above, the proposed development also meets the following planning and development objectives and policies:

5.3 Municipal Infrastructure			
Planning and Development Objectives:		Policies:	
3.	To concentrate commercial and residential development in areas serviced by piped water and sewer services.	3-a.	Commercial and residential development will be prioritized in areas with piped water and sewer services.

Section 5.4. Subdivision and Land Development Sequencing

Resonating with the above policies within the Community Plan, the City's development sequencing policy also encourages development within the built area. It is also a priority of the Community Plan to develop vacant and under-utilized land in the Old Airport Commercial designation (section 5.4.2). The proposed development conforms to the Subdivision and Land Development Sequencing Objectives and Policies:

5.4 Subdivision and Land Development Sequencing			
Planning and Development Objectives:		Policies:	
1.	To utilize existing infrastructure for land development.	1-a.	Vacant lots, both City owned and private, within the built area of the City will be prioritized before greenfield development.

Zoning:

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

Discretionary Use:

Zoning by-law No. 5045, as amended, defines permitted uses and discretionary uses in each zone. The subject land is zoned CS – Commercial Services, which is intended to provide for commercial areas outside the downtown core and along the major transportation corridors for use that require large lots and a high degree of accessibility of these corridors. Permitted Uses in the CS Zone include (but are not limited to) automobile repair, automobile sales, contractor services, medical and health services, and hotel. A Similar Use is listed as a Discretionary Use in the CS Zone.

As established earlier, although the proposed development (travel lodge) shares similar functions with a Hotel, the difference is that this travel lodge only serves a specific clientele while a conventional hotel opens to the public. Therefore, from a planning perspective, this travel lodge is rather a Similar Use to a conventional Hotel, which will more precisely reflect the nature of its operation.

Section 4.6.4. of the Zoning By-law states that in reviewing a request for a Discretionary Use, Council shall regard to:

- a) the circumstances and merits of the Discretionary Use, including but not limited to:
 - i. the impact on properties in the vicinity of such factors as airborne emissions, odors, smoke, traffic and noise, sun shadow and wind effects;
 - ii. the appearance and the nature of the Use of the proposed Development, and in particular whether it is compatible with and complementary to the surrounding properties, and
 - iii. the treatment provided to lot considerations including landscaping, screening, parking and loading, open spaces, lighting and signs;
- b) The purpose and intent of the Community Plan and any applicable Area Development Plan adopted by Council; and
- c) The purpose and intent of any applicable non-statutory plan or policy adopted by Council.

Hotel is a permitted land use in the CS Zone. Existing hotel or hotel-like developments in the CS Zone include Super 8 and Stanton Suites. Therefore, a Hotel already meets the intent and character of the CS Zone under the Zoning By-law and the Old Airport Road Land Use Designation under the Community Plan. Compared to a conventional hotel, the travel lodge has a less “commercial” nature and intensity in terms of land use. From a traffic point of view, as explained in the application package (Appendix A), guests will use shuttle services provided by the travel lodge and usually will not/cannot rent vehicles in Yellowknife. This means that the travel lodge will have less impact on the surroundings, especially on traffic and related noise and emissions, compared to a conventional hotel. With little to no rental vehicles from the guests, less parking is required. This addresses some of the concerns on traffic and parking from nearby residents (see Appendix B).

In terms of the surrounding environment, the subject land is not directly adjacent to any residential lots. There is a 30-metre buffer of trees and vegetation combined with a significant elevation difference (approx. 6 - 10m) between the subject land and the residential area to the west, see Figure 1. With the residential area being 30 metres away and on top of the hill, this will help mitigate odour, smoke, noise, sun shadow and wind effects (if any) from the proposed development. As shown on the site plans in Appendix A, trees and other landscaping features will be installed in the front yard along Borden Drive, which will improve the streetscape and provide visual screening for the development. The proposed principal building will be located on the far side of the subject land, which further increases the distance from both of the nearby residential areas and will reduce any potential land use conflicts between adjacent residential properties. The above mitigation measures address some of the concerns on the potential impact of the development from nearby residents (see Appendix B).

In addition, the applicant explained that there will be a quiet hour policy from 10 p.m. to 7 a.m., and guests will sign an agreement upon check-in (Appendix A). This operation timeframe is compatible with the expected noise and activity level of residential areas. The proposed travel lodge has less impact than a hotel and some other permitted uses in the CS Zone, such as an automobile repair and automobile

service station. In staff's opinion, it is consistent with the nature and appearance of the CS Zone and is within the land use norm of the commercial corridor. The above analysis addresses some of the concerns on compatibility and strategic fit of the development (see Appendix B).

As mentioned before, the proposed travel lodge meets the intent of the Community Plan by helping the City serve as the regional service centre. It also conforms to the climate change, municipal infrastructure, and other policies of the Community Plan. No Area Development Plan or non-statutory plan/policy applies to the subject land. Therefore, the proposed travel lodge is considered a compatible land use after examinations of the criteria prescribed in section 4.6.4. of the Zoning By-law.

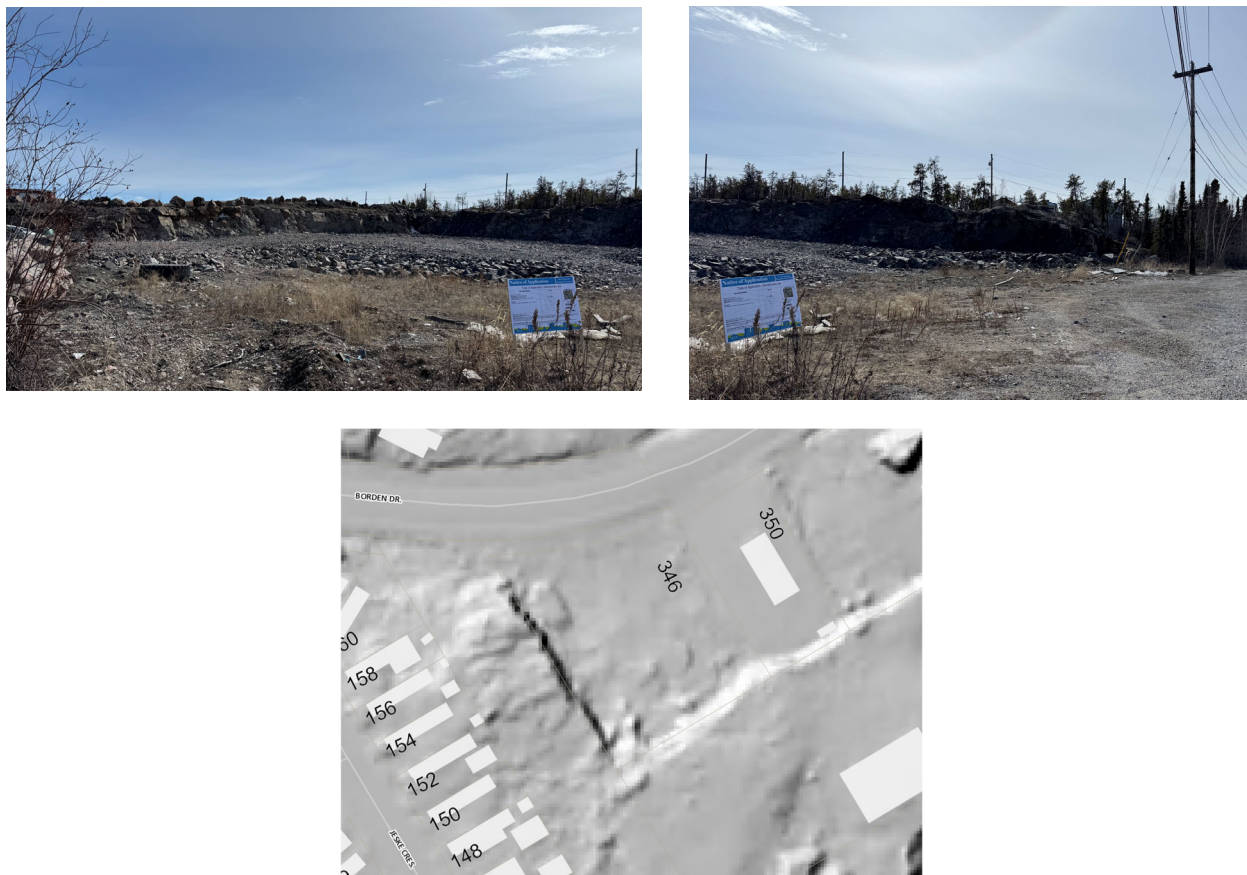


Figure 1. Rockface to the back of the subject land around 6 m high (top left photo); Rockface to the west of the subject land around 10 m high (top right photo); hillshade map of the subject land and surrounding areas showing the elevation difference (bottom photo).

Other Zoning Regulations:

As mentioned above, when reviewing a Discretionary Use application, Council shall regard to treatments provided to lot considerations including landscaping, screening, parking and loading, open spaces, lighting and signs. The Development Officer has considered the zoning requirements of those treatments and will review the development permit according to the Zoning By-law. Council may establish a more stringent standard for this Discretionary Use if deemed necessary according to section 4.6.5. of the Zoning By-law.

Servicing:

The subject property is serviced by piped water and sewer. It is the applicant's responsibility to ensure that servicing is properly set up to the City's standards, which will be reviewed in the development permit process and included in the Development Agreement as a condition.

Reconciliation:

In addition to the Community Plan, Council Strategic Directions (2023-2026) also states that Council works to make positive impacts in our community including committed to reconciliation with Indigenous peoples. One focus area is to continue to nurture positive and respectful relations with Indigenous governments, organizations and peoples. This proposed development aligns with Council's strategic direction.

Consultation:

- Consultation with City Departments

The Public Works and Engineering Department has provided comments on the number of proposed driveways and drainage, which is noted by Development Officer and will be addressed in the development permit process. Detailed comments and considerations are attached in Appendix B.

The Public Safety Department provided comments on the requirements of fire lane, which has been communicated to the applicant. Detailed comments and considerations are attached in Appendix B.

The Lands and Building Services requires the applicant to submit Building Permit applications. Building Services considers the proposed travel lodge as a Group C, Hotel (residential) occupancy instead of a care occupancy, which is consistent with the planning interpretation.

- Public Consultation

As per section 4.5.3. of the Zoning By-law, where an application for Development is a Discretionary Use, the Development Officer shall notify landowners and lessees within 30 m of the boundary of the land. On May 13, 2025, a Notice of Application letter was circulated to the neighboring landowners and lessees within 30 metres of the subject land. A Notice of Application was also posted on the subject land on May 13, 2025. It was also recommended that the applicant host a neighbourhood information session to inform the community about the proposal. No neighbourhood information session was conducted prior to the drafting of this report.

Thirteen (13) comments in total have been received via email – seven comments were submitted prior to the deadline and six comments were submitted after the deadline. Public comments identified concerns regarding compatibility, traffic and parking, and visual impact, which has been incorporated into the planning analysis. Detailed comments and considerations are attached in Appendix B.

- Appeal

Outlined in sections 61 - 62 of the *Community Planning and Development Act*, the approval of an application for a development permit related to a use of land or a building that has been permitted at the discretion of a development authority is subject to a 14-day appeal period, commencing on the day

of approval. Once council has approved the Discretionary Use, the Development Officer shall then approve the Development Permit. A Notice of Decision with information regarding appeal will be posted on site and circulated among landowners and lessees within 30 metres of the subject land in accordance to Section 4.11.6. of the Zoning By-law. All residents who have provided comments during the public consultation period will also receive the Notice. If not appealed within this 14-day period, this decision will be considered effective starting on the 15th day.

Conditions of Approval:

Planning analysis does not indicate any requirement for a conditional approval for the discretionary use. Section 4.6.7. of the Zoning By-law states that Council may recommend to the Development Officer conditions it considers appropriate to the development permit for a Discretionary Use including but not limited to the following:

- a) noise attenuation;
- b) smoke and odor attenuation;
- c) special parking provisions;
- d) location, appearance and character of building;
- e) retention of natural terrain and vegetation features; and
- f) ensuring that the proposed Development is compatible with surrounding land uses.

Conclusion:

Considering the circumstances and merits as well as purpose and intent of the Zoning By-law and Community Plan, it is determined that the proposed Discretionary Use is a conforming and compatible land use in the CS Zone. It is recommended that Council approve the proposed Discretionary Use of a Similar Use to a Hotel.

Reviewed [and Approved] by:

Qi (Vivian) Peng MEM
Planner II

Date

Concurrence by:

Mohammad Alam BArch, MUD, MPL, RPP, MCIP
Acting Director, Planning and Development

Date

Appendix A – Proposed Development Details

Appendix B – Consultations and Considerations

Appendix A – Proposed Development Details



An equally owned company of the Kitikmeot Corporation & Nunasi Corporation

February 25, 2025

Re: Larga Kitikmeot Ltd. Development Permit

Larga Kitikmeot Ltd. is equally owned by the Nunasi Corporation and the Kitikmeot Corporation and has been providing medical boarding home services under a sole contract with the Government of Nunavut – Department of Health (the "GN") since 2009. Since inception we have operated from 58 bed facility located at 5602-50th Avenue, Yellowknife.

Larga Kitikmeot provides a home away from home to guests who are residents of the Kitikmeot Region. Many must travel several times a year to seek services not available in their home communities of Gjoa Haven, Taloyoak, Cambridge Bay, Kugaaruk and Kugluktuk.

Due to the success of the medical travel program the number of referrals to the facility has grown to exceed its capacity causing us to rely on local hotels to accommodate overflow for the past several years. To address the growing need for accommodations and meet requirements of our contract with the GN, the shareholders of Larga Kitikmeot are planning to build a new facility on Borden Drive.

Many elders, prenatal, surgery patients and those who require assistance travel to Yellowknife with an escort who may provide translation services, assist during before and after a procedure, assist with daily tasks and provide other physical and emotional support to the patient while on medical travel. Not all patients require an escort, but the majority of patients do have someone traveling with them.

Guests who come to Yellowknife to have a baby are typically here for anywhere from 2 to 8 weeks, while other guests may come to Yellowknife overnight for an x-ray or other quick appointment. Many guests overnight on their way from their home community to attend medical appointments in Edmonton and stay at Larga Ltd.

Although Larga Kitikmeot provides the everyday living services, we do not provide any professional services such as counselling, medical or dental services and related support such as homecare.

Services Larga provides include: accommodations in a culturally appropriate manner for Inuit, a home-like environment where guests can feel physically, emotionally and socially stable and secure, all meals, transportation to and from the airport as well as

1

to and from medical appointments, on-site security, common areas for guests to relax and socialize, laundry services, housekeeping to ensure the facility is well maintained, and emotional support and coordination of resources for those experiencing stress.

Larga Kitikmeot provides meals and snacks that are prepared in a commercial kitchen and served in a common dining room, that take into consideration the Inuit population we serve and always have traditional foods available for elders and others who want country food. Emergency items such as clothing, toiletries, diapers, baby formula and other emotional supports are available for guests who need them.

In our current location each room has 2 beds, a dresser, 2 small lockers for storing valuables, a television and small bed side tables. Due to limited space, washrooms are shared and the only microwave available for guests is in the dining room along with a common fridge for storing items that must be kept cold.

We have shuttle drivers on shift beginning at 6:30am to approximately 9:30pm Monday to Friday, depending on the flight schedules. At times drivers are on shift longer due to flight delays, changes or additional flights. Most guests who stay at Larga Kitikmeot are coming from small communities and have restricted drivers licences so cannot rent their own vehicle and are not licensed to drive while in Yellowknife.

Further, because guests travel from the Kitikmeot Region of Nunavut, they do not have access to bicycles during their stay in Yellowknife. It is also rare for a guest to purchase a bicycle to take home with them because shipping a bike to Nunavut often costs more than the bicycle itself. Historically, the only people using bicycle racks at our current facility have been a few of the staff, with no more than 3 at a time.

Larga Kitikmeot may at times also house Government of Nunavut employees who are on medical travel when hotels in Yellowknife are at full capacity. Due to the large number of people who travel to Yellowknife for medical and dental services we've historically only had enough space for those coming on medical travel and we expect the same for the remainder of the GN contract.

Under the contract with the GN Larga Kitikmeot is provided a set rate per night for each guest for which we must provide ground transportation, accommodations, meals, snacks and any other emergency supplies or support needed. The GN contract is for Kitikmeot residents only, is the only contract we operate under and is the only source of funding we receive. Because we hold a contract and receive patients and escorts based on referrals from the Government of Nunavut, we do not advertise or market for business outside this contract.

Some months we provide services for upwards of 700 guests who rely on local businesses such as restaurants, taxis, buses and shop at Yellowknife retailers. We provide swimming and movie passes, passes to indoor play facilities and in the past have provided several hundred bus passes a month to our guests. In recent months

we have not been able to provide bus passes as printed passes are no longer available to purchase, but guests access local taxi companies for ground transportation not related to appointments. Our guests visit places such as the museum and coffee shops and participate in city functions like annual parades, National Indigenous Day activities, Canada Day festivities, the Snow Castle and many other community events.

Larga Kitikmeot will sometimes provide services for 140 guests a night so will need a new facility large enough to ensure all Kitikmeot guests are under one roof and receiving the support and care they require while away from their home community.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Casey Adlem
President

From: [Casey Adlem](#)
To: [Vivian Peng](#); [White, Melissa](#); [Bou-Saleh, Wessam](#)
Subject: RE: Public Consultation comments PL-2025-0030
Date: May 28, 2025 7:44:33 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Vivian,

Thank you for sharing the comments. I will share this information with the shareholders.

You may have already answered this question during our call, but I would appreciate you letting me know how these concerns are addressed during the planning analysis. Would it be beneficial to the process if I emailed you a response explaining how the concerns raised are mostly addressed through our current policies and procedures?

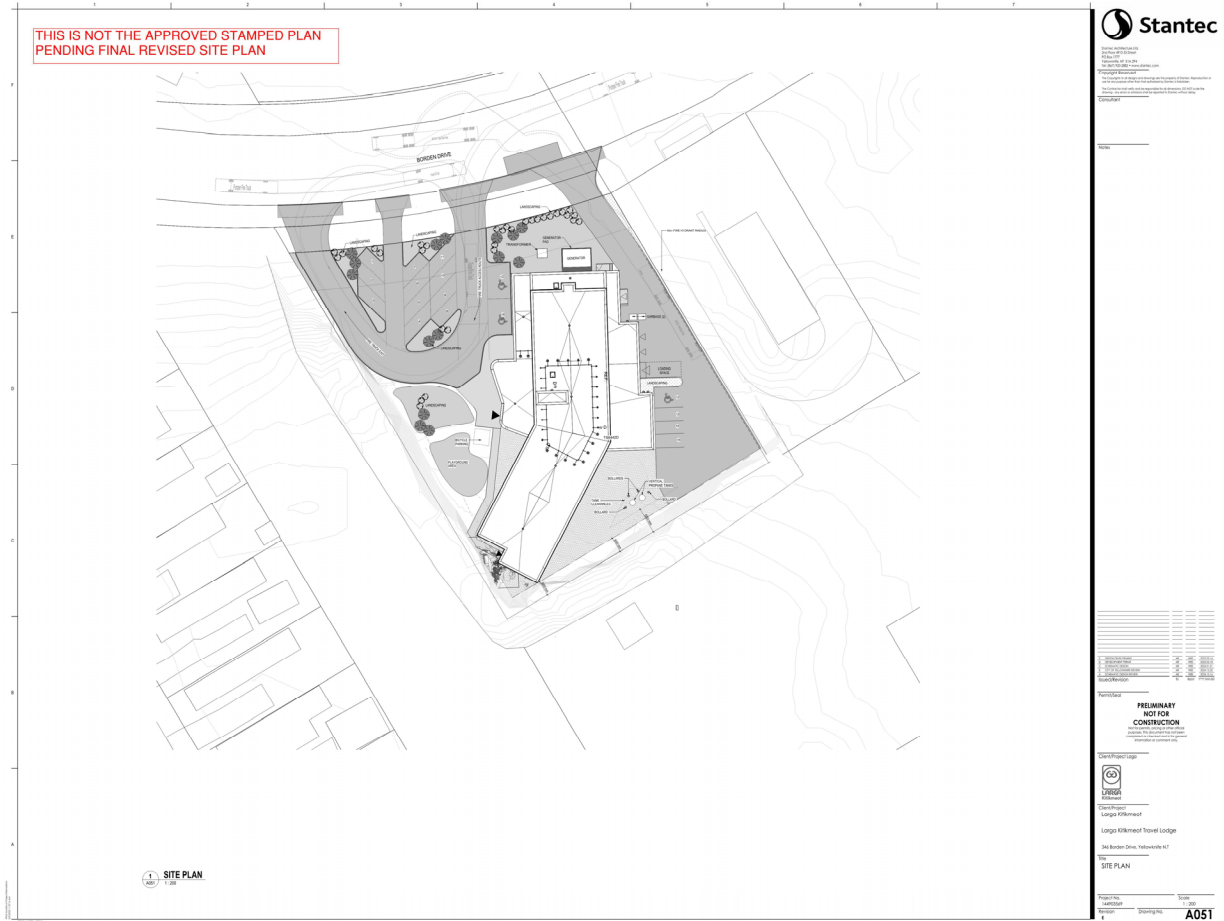
As I mentioned, we may consider holding an information session to let the neighbourhood know about things like our quiet hours from 10pm-7am, that guests sign an agreement when they check-in, guests normally do not rent vehicles as most have restricted licenses, we have security on-site 24 hours a day and that it's not open to the general public, but this information wouldn't necessarily make it into the planning analysis correct?

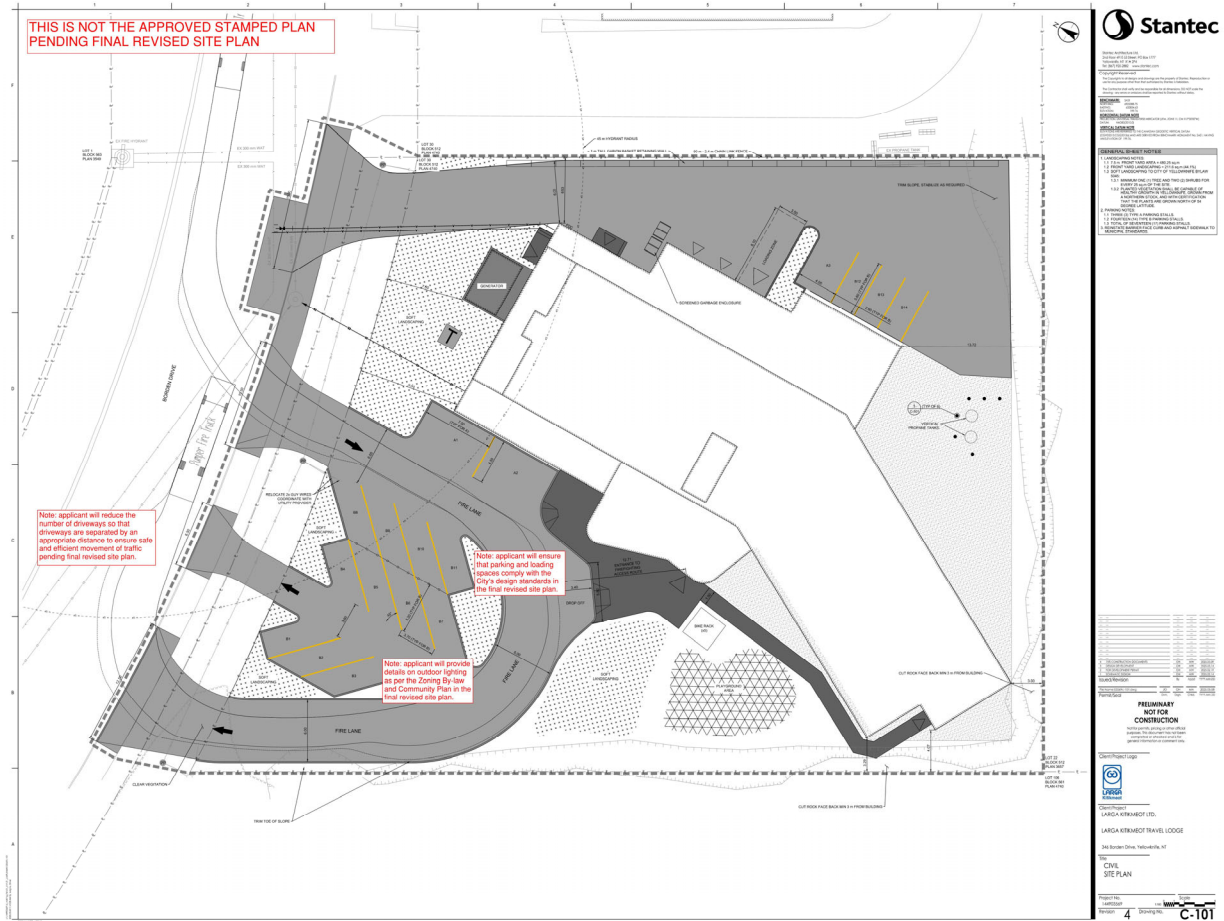
Thank you,

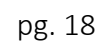
Casey Adlem
President, Larga Kitikmeot & Larga Ltd.





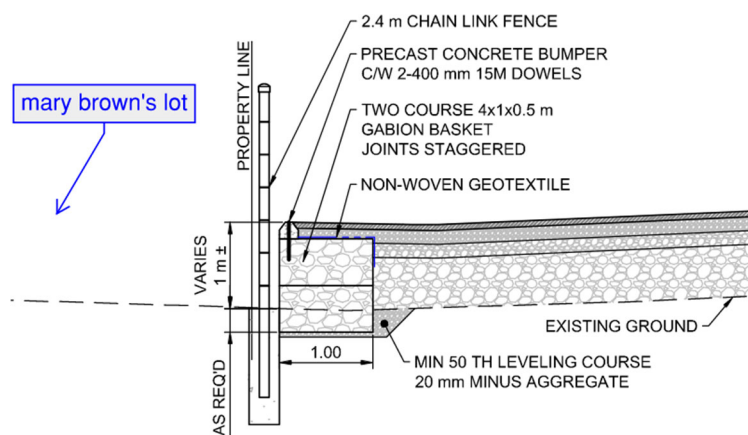






Planning Report
PL-2025-0030





7 RETAINING WALL/SERVICE AREA SECTION



McGraw-Edison GALN Galleon II

Area / Site Luminaire

Product Features



Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 5
- Energy and Performance Data page 6
- Control Options page 13

Product Certifications



Quick Facts

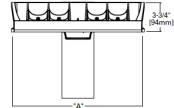
- Lumen packages range from 3,300 - 102,700 (33W - 658W)
- 17 optical distributions
- Efficacy up to 178 LPW

Connected Systems

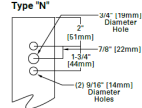
- Wavelinx LITE Wireless
- Wavelinx PRO Wireless
- AirMesh Wireless

Dimensional Details

Standard Pole Mount Arm



Pole Drilling Pattern



Number of Light Squares	Width "A"	Housing Length "B"	Weight with Standard or QM Arm	EPA with Standard or QM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

NOTES: For arm selection requirements and additional line art, see Mounting Details section.



McGraw-Edison GWS Galleon II Wall Slim

Wall Mount Luminaire

Product Features



Interactive Menu

- Ordering Information page 2
- Product Specifications page 2
- Energy and Performance Data page 3
- Control Options page 9

Product Certifications



Quick Facts

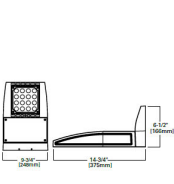
- Lumen packages range from 2,700 - 52,000 (20W - 373W)
- 14 optical distributions
- Efficacy up to 160 LPW

Connected Systems

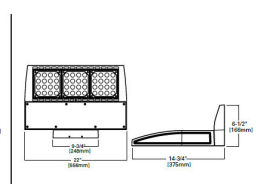
- WaveLinX PRO Wireless
- WaveLinX LITE Wireless

Dimensional Details

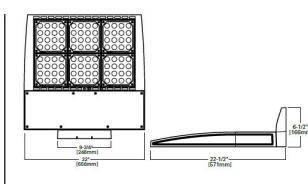
1 Square - Housing



2-3 Square - Housing



4-6 Square - Housing



NOTES:
1. Visit <https://www.mcgraw-edison.com/lighting> to confirm qualification. Not all product variations are DLC qualified.
2. IBA Certified for 500K CCT and warmer only.

Appendix B – Consultations and Considerations

Correspondent	Comments	Considerations
Internal Consultations		
Public Safety	<p>As long as the fire lane is no less than: 5 meters like 11.3.6.4 states. It should be good.</p> <p>11.3.6 Fire Lane Width.</p> <p>11.3.6.1 Fire lanes intended for one-way travel shall provide a minimum of 16 ft (5 m) in width of traveled way.</p> <p>11.3.6.2 Fire lanes providing two-way travel shall be a minimum of 24 ft (7.3 m) in width of traveled way.</p> <p>11.3.6.3 The AHJ shall be permitted to allow a reduction in fire lane width where the sole purpose of the fire lane is for emergency access and operations.</p> <p>11.3.6.4 Fire lane widths shall not include shoulders, sidewalks, or drainage.</p>	<p>Planner has communicated the comments and requirements to the applicant. The approved stamped plans of the development permit shall comply with the requirements.</p>
Public Works and Engineering	<p>Information on file reviewed. Concern PW has is the number of driveways being proposed for the development. It appears there are 4 driveways very close together which need to be checked against what the zoning bylaw allows (believe it's 2 for a commercial development). Drainage will also be a challenge, but appears to be indicated on the plans. The applicant has already been in touch with Eng. about servicing of the building (W&S).</p>	<p>The Zoning By-law requires that driveway access to streets and lanes must demonstrate, to the satisfaction the Development Officer, the safe and efficient movement of existing or planned traffic (section 7.4.1. c). Planner resonates with PW&E's concern about the proposed four driveways. The applicant is requested to reduce the number of driveways and demonstrate safe and efficient movement of traffic in the development permit process. CS Zone does not limit the number of driveways per site, but IG</p>

		<p>Zone requires no more than two driveways.</p> <p>Comments on drainage have been communicated to the applicant.</p>
Building Services	<p>The building is required to meet the Building by-law including but not limited to the 2020 NBC & NECB.</p> <p>Based on the drawings and emails provided, we would classify it as a Group C, Hotel (Residential), given that no care seems to be offered. Additionally, the services available on the main floor appear to align more with those of a hotel.</p>	<p>Applicant is informed to apply for a building permit if the discretionary use application is approved by Council.</p>

No.	Comments	Considerations
Public Consultations		
1	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel is an inappropriate fit for this area for several reasons:</p> <ol style="list-style-type: none"> 1. Residential Incompatibility: This neighborhood is predominantly residential, and introducing a hotel would severely disrupt the quiet and community-oriented nature of the area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create significant disturbances for the families living nearby. 2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive is not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns. 3. Environmental and Visual Impact: The proposed site currently borders a rocky, natural space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighborhood. 4. Better-Suited Alternative – A Restaurant/buisness: While a hotel is unsuitable, I believe a small, locally owned restaurant or buisness would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic benefit without the high volume of transient traffic and disruption a hotel would bring. 	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments have been addressed in the Planning Report. A summary is provided below:</p> <p>The subject land is zoned CS – Commercial Services and is located within the commercial corridor of Old Airport Road, which is to provide for commercial area for uses such as (but is not limited to) automobile repair, commercial retail sales and services, hotel, and medical and health services. Many of which have a higher impact than a travel lodge. The proposed travel lodge is compatible with the character and intent of the CS Zone as described under Zoning By-law No. 5045, as amended.</p> <p>The proposed travel lodge is a similar use to a hotel. The travel lodge serves medical travelers from Nunavut who need to access services that are unavailable in their home communities. This travel lodge does not advertise to the public and will not serve tourists. It is considered to be less “commercial” and have less impact than a conventional hotel. For example, there will be less expected traffic because guests will not/cannot rent vehicles and will use shuttle service provided by the travel lodge. Fewer parking spaces will be required accordingly. Increased traffic has not been identified by City Departments as a potential concern of the development. The facility will have a quiet hour policy from 10 p.m. – 7</p>

	<p>5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments.</p> <p>I urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel. I would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	<p>a.m., which is compatible with the expected noise and activity level of the nearby residential area. The proposed development is buffered by a 30-metre-wide cliff with trees and vegetation. With the proposed travel lodge being at the bottom of the cliff, it will help mitigate any potential impact, such as odour, smoke, noise, sun shadow and wind effects. The Zoning By-law also requires proper landscaping to improve the streetscape and screen the development.</p> <p>Applications are reviewed on a project-specific and location-specific basis. The proposed development is considered based on the submitted application. Although the recommendation is appreciated, the City does not consider alternative uses of this site or alternative locations of this proposed development under this application. It is at the applicant's discretion to apply for any alternative project or location.</p>
2	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel/larga/longterm rental is an inappropriate fit for this area for several reasons:</p> <p>1. Residential Incompatibility: The neighborhood is primarily residential in character, and the introduction of a hotel would significantly alter its quiet, community-focused environment. Increased foot traffic, noise levels, and the frequent presence of transient guests and service vehicles would pose substantial disruptions to the daily lives of nearby residents and families.</p> <p>2. Traffic and Parking Concerns:</p>	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>The existing road infrastructure surrounding Borden Drive is not equipped to accommodate the increased traffic volume that a hotel, long-term rental, or large facility would generate. Parking availability in the area is already constrained, and the addition of such a development would further exacerbate the demand for both on-street and private parking. This would likely lead to increased congestion and pose potential safety risks for residents and visitors alike.</p> <p>3. Environmental and Visual Impact: The proposed site adjoins a rocky, natural area that significantly contributes to the character and aesthetic of the neighborhood. Developing this space into a large-scale commercial facility, such as a hotel or long-term rental, would alter the natural landscape and detract from the visual appeal and overall atmosphere of the surrounding community.</p> <p>4. Preferred Alternative – Restaurant or Business Use: While a hotel or lodging facility may be inappropriate for the area, an established restaurant or business would represent a far more compatible and welcomed addition. A restaurant, in particular, could serve both local residents and visitors, foster community engagement, and contribute to the local economy—all without introducing the high volume of transient traffic and potential disruption typically associated with hotel or lodging operations.</p> <p>5. Lack of Strategic Fit: A hotel/Large in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments.</p> <p>I urge the reconsideration of the Planning and Development Department for this application and deny the request for discretionary use as a hotel/large/long term rental. I would show my continued support with a more suitable, community-oriented development on this site</p>	
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	<p>that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	
3	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel is an inappropriate fit for this area for several reasons:</p> <ol style="list-style-type: none"> 1. Residential Incompatibility: This neighborhood is predominantly residential, and introducing a hotel would severely disrupt the quiet and community-oriented nature of the area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create significant disturbances for the families living nearby. 2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive is not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns. 3. Environmental and Visual Impact: The proposed site currently borders a rocky, natural space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighborhood. 4. Better-Suited Alternative – A Restaurant/buisness: While a hotel is unsuitable, I believe a small, locally owned restaurant or buisness would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic 	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>benefit without the high volume of transient traffic and disruption a hotel would bring.</p> <p>5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments.</p> <p>I urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel. I would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	
4	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel is an inappropriate fit for this area for several reasons:</p> <p>1. Residential Incompatibility: This neighborhood is predominantly residential, and introducing a hotel would severely disrupt the quiet and community-oriented nature of the area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create significant disturbances for the families living nearby.</p> <p>2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive is not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns.</p> <p>3. Environmental and Visual Impact: The proposed site currently borders a rocky, natural</p>	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighborhood.</p> <p>4. Better-Suited Alternative – A Restaurant/buisness: While a hotel is unsuitable, I believe a small, locally owned restaurant or buisness would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic benefit without the high volume of transient traffic and disruption a hotel would bring.</p> <p>5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments.</p> <p>I urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel. I would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	
5	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel is an inappropriate fit for this area for several reasons:</p> <p>1. Residential Incompatibility: This neighborhood is predominantly residential, and introducing a hotel would severely disrupt the quiet and community-oriented nature of the area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create</p>	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>significant disturbances for the families living nearby.</p> <p>2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive is not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns.</p> <p>3. Environmental and Visual Impact: The proposed site currently borders a rocky, natural space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighborhood.</p> <p>4. Better-Suited Alternative – A Restaurant/buisness: While a hotel is unsuitable, I believe a small, locally owned restaurant or buisness would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic benefit without the high volume of transient traffic and disruption a hotel would bring.</p> <p>5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments.</p> <p>I urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel. I would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	
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6	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel is an inappropriate fit for this area for several reasons:</p> <ol style="list-style-type: none">1. Residential Incompatibility: This neighborhood is predominantly residential, and introducing a hotel would severely disrupt the quiet and community-oriented nature of the area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create significant disturbances for the families living nearby.2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive is not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns.3. Environmental and Visual Impact: The proposed site currently borders a rocky, natural space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighborhood.4. Better-Suited Alternative – A Restaurant/buisness: While a hotel is unsuitable, I believe a small, locally owned restaurant or buisness would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic benefit without the high volume of transient traffic and disruption a hotel would bring.5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>
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	<p>Yellowknife are better equipped and intended for such developments.</p> <p>I urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel. I would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	
7	<p>> We are writing to express our strong opposition to the proposed discretionary use development at 346 Borden drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use business.</p> <p>> As residents living near the proposed site, we believe that a hotel or similar use facility is an inappropriate fit for this area for several reasons:</p> <p>> 1. Residential Incompatibility: This neighbourhood is predominantly residential and introducing a hotel would severely disrupt the quiet and community-oriented nature of this area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create significant disturbances for the families living nearby.</p> <p>> 2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive and Magrum Crescent are not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns.</p> <p>> 3. Environment and Visual Impact: The proposed site currently borders a rocky, natural space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighbourhood.</p>	<p>Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>> 4. Better-Suited Alternative-A Restaurant: While a hotel is unsuitable, we believe a small, locally owned restaurant would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic benefit without the high volume of transient traffic and disruption a hotel would bring.</p> <p>> 5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones are intended for such developments.</p> <p>> We urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel or similar use business. We would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighbourhood and contributes to its livability.</p> <p>> Thank you for your time and attention to this matter</p>	
8	<p>Along with others in my neighborhood, below captures how we collectively feel and issues with this.</p> <p>For me personally, I've lived in Yellowknife my entire life and feel very strongly that this is the wrong area to be putting something like that. The area already suffers from high traffic and people disregard the traffic laws in the area routinely. Just to name one more thing. It is not a proper location for a hotel/apartment style dwelling. it would be like putting a house or an apartment building across from the SPCA. I'm sure there is a much more suitable location for an apartment type building.</p> <p>I am writing to express my strong opposition to the proposed discretionary use development at</p>	<p>This comment was submitted after the deadline. Planner has sent an acknowledgement email for this comment.</p> <p>Comments have been addressed in the Planning Report. A summary is provided below:</p> <p>The subject land is zoned CS – Commercial Services and is located within the commercial corridor of Old Airport Road, which is to provide for commercial area for uses such as (but is not limited to) automobile repair, commercial retail sales and services, hotel, and medical and health services. Many of which have a higher</p>

	<p>346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living down the road on Borden from this proposed site, I believe that a hotel is an inappropriate fit for this area for several reasons:</p> <ol style="list-style-type: none"> 1. Residential Incompatibility: This neighborhood is predominantly residential, and introducing a hotel would severely disrupt the quiet and community-oriented nature of the area. The increased foot traffic, noise, and flow of transient visitors and service vehicles would create significant disturbances for the families living nearby. 2. Traffic and Parking Concerns: The current road infrastructure around Borden Drive is not designed to support the kind of vehicle volume a hotel would attract. Parking availability is already limited, and a hotel would place additional strain on both street and private parking options, leading to congestion and safety concerns. 3. Environmental and Visual Impact: The proposed site currently borders a rocky, natural space that contributes to the area's character. Transforming it into a large-scale commercial operation like a hotel would diminish the natural landscape and negatively affect the view and feel of the neighborhood. 4. Better-Suited Alternative – A Restaurant/buisness: While a hotel is unsuitable, I believe a small, locally owned restaurant or buisness would be a far more compatible and welcome addition to the area. A restaurant could serve both residents and visitors, enhance community interaction, and provide economic benefit without the high volume of transient traffic and disruption a hotel would bring. 5. Lack of Strategic Fit: A hotel in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments. 	<p>impact than a travel lodge. The proposed travel lodge is compatible with the character and intent of the CS Zone as described under Zoning By-law No. 5045, as amended.</p> <p>The proposed travel lodge is a similar use to a hotel. The travel lodge serves medical travelers from Nunavut who need to access services that are unavailable in their home communities. This travel lodge does not advertise to the public and will not serve tourists. It is considered to be less “commercial” and have less impact than a conventional hotel. For example, there will be low expected traffic because guests will not/cannot rent vehicles and will use shuttle service provided by the travel lodge. Fewer parking spaces will be required accordingly. Increased traffic has not been identified by City Departments as a potential concern of the development. The facility will have a quiet hour policy from 10 p.m. – 7 a.m., which is compatible with the expected noise and activity level of the nearby residential area. The proposed development is buffered by a 30-metre-wide cliff with trees and vegetation. With the proposed travel lodge being at the bottom of the cliff, it will help mitigate any potential impact, such as odour, smoke, noise, sun shadow and wind effects. The Zoning By-law also requires proper landscaping to improve the streetscape and screen the development.</p> <p>Applications are reviewed on a project-specific and location-specific basis. The proposed development is considered based on the submitted application. Although the recommendation is appreciated, the City does not consider alternative uses</p>
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	<p>I urge the Planning and Development Department to reconsider this application and deny the request for discretionary use as a hotel/larga type unit. I would be happy to support a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	<p>of this site or alternative locations of this proposed development under this application. It is the at the applicant's discretion to apply for any alternative project or location.</p> <p>Any violation of the traffic by-law can be reported to the Municipal Enforcement Division. Any existing traffic concerns can be reported to the Department of Public Works and Engineering.</p>
9	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel/larga/longterm rental is an inappropriate fit for this area for several reasons:</p> <p>1. Residential Incompatibility: The neighborhood is primarily residential in character, and the introduction of a hotel would significantly alter its quiet, community-focused environment. Increased foot traffic, noise levels, and the frequent presence of transient guests and service vehicles would pose substantial disruptions to the daily lives of nearby residents and families.</p> <p>2. Traffic and Parking Concerns: The existing road infrastructure surrounding Borden Drive is not equipped to accommodate the increased traffic volume that a hotel, long-term rental, or larga facility would generate. Parking availability in the area is already constrained, and the addition of such a development would further exacerbate the demand for both on-street and private parking. This would likely lead to increased congestion and pose potential safety risks for residents and visitors alike.</p> <p>3. Environmental and Visual Impact: The proposed site adjoins a rocky, natural area that significantly contributes to the character and</p>	<p>This comment was submitted after the deadline. Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>aesthetic of the neighborhood. Developing this space into a large-scale commercial facility, such as a hotel or long-term rental, would alter the natural landscape and detract from the visual appeal and overall atmosphere of the surrounding community.</p> <p>4. Preferred Alternative – Restaurant or Business Use: While a hotel or lodging facility may be inappropriate for the area, an established restaurant or business would represent a far more compatible and welcomed addition. A restaurant, in particular, could serve both local residents and visitors, foster community engagement, and contribute to the local economy—all without introducing the high volume of transient traffic and potential disruption typically associated with hotel or lodging operations.</p> <p>5. Lack of Strategic Fit: A hotel/Larga in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and intended for such developments.</p> <p>I urge the reconsideration of the Planning and Development Department for this application and deny the request for discretionary use as a hotel/larga/long term rental. I would show my continued support with a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter</p>	
10	<p>I am writing as a concerned resident of Borden Drive to express my strong opposition to the proposed change in zoning bylaws that would allow the establishment of a medical housing facility within our residential community. While I recognize and support the importance of providing care for individuals undergoing medical treatment, I believe this particular proposal is not suitable for our neighborhood for several important reasons. (346 Borden Drive File #PL-</p>	<p>This comment was submitted after the deadline. Planner has sent an acknowledgement email for this comment.</p> <p>Comments have been addressed in the Planning Report. A summary is provided below:</p> <p>The proposed travel lodge is considered a Similar Use to a hotel.</p>

	<p>2025-0030) I own and reside in the home across the street from this lot.</p> <p>I am writing to state my objection to changing the bylaws and having a medical boarding house, hotel, bar or club across the road from us. (346 Borden Drive File #PL-2025-0030)</p> <p>1. Change to the Character of a Quiet, Family-Oriented Neighborhood Our neighborhood has long been a peaceful, close-knit community primarily composed of long-term residents and families. The introduction of a facility housing individuals from outside the community—regardless of their medical status—would significantly alter the character and sense of familiarity and security we currently enjoy.</p> <p>2. Increased Traffic and Safety Concerns A facility of this nature would inevitably bring increased vehicle and foot traffic to an area that is not designed for it. This is particularly concerning in a neighborhood with children, pedestrians, and residential streets. More vehicles, visitors, and service deliveries will create congestion and raise safety issues for current residents. There is also the added parking to consider. As someone who lives across the road from the proposed site, the increase in roadside parking would be add to the congestion on an already busy road.</p> <p>3. Lack of Nearby Amenities and Services Our area does not have the infrastructure or nearby amenities—such as grocery stores, or pharmacies, clothing stores or parking—required to support an influx of temporary residents. This would make it difficult for guests of the facility to access basic needs, potentially straining both the facility and the neighborhood.</p> <p>4. Impact on Crime and Community Safety While it may be difficult to quantify, the arrival of individuals unfamiliar to the area—many of whom may be in vulnerable states—can raise concerns among residents about safety and crime, especially in a community that has historically enjoyed a low crime rate. The lack of familiarity with new people coming and going can erode the</p>	<p>Similar Use can be permitted under the discretion of Council in the CS Zone, which does not require any amendment to the Zoning By-law.</p> <p>The subject land is zoned CS – Commercial Services and is located within the commercial corridor of Old Airport Road, which is to provide for commercial area for uses such as (but is not limited to) automobile repair, commercial retail sales and services, hotel, and medical and health services. Many of which have a higher impact than a travel lodge. The proposed travel lodge is compatible with the character and intent of the CS Zone as described under Zoning By-law No. 5045, as amended.</p> <p>The travel lodge serves medical travelers from Nunavut who need to access services that are unavailable in their home communities. This travel lodge does not advertise to the public and will not serve tourists. It is considered to be less “commercial” and have less impact than a conventional hotel. For example, there will be low expected traffic because guests will not/cannot rent vehicles and will use shuttle service provided by the travel lodge. Fewer parking spaces will be required accordingly. Increased traffic has not been identified by City Departments as a potential concern of the development. The facility will have a quiet hour policy from 10 p.m. – 7 a.m., which is compatible with the expected noise and activity level of the nearby residential area. The proposed development is buffered by a 30-metre-wide cliff with trees and vegetation. With the proposed travel lodge being at the bottom of the cliff, it will help mitigate any potential impact, such as odour, smoke, noise,</p>
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	<p>trust and comfort that exists in our current setting.</p> <p>In summary, I respectfully urge Council to reconsider the suitability of this development within our residential zone. While compassionate care is essential, it should not come at the expense of the long-standing stability and livability of a neighborhood not designed for such a facility.</p>	<p>sun shadow and wind effects. The Zoning By-law also requires proper landscaping to improve the streetscape and screen the development.</p> <p>The Planning and Development Department is not able to address any concerns regarding crime and safety. For any concerns, please contact the Municipal Enforcement Division or RCMP.</p>
11	<p>I am writing as a concerned resident of Gwilliam Crescent to express my strong opposition to the proposed change in zoning bylaws that would allow the establishment of a medical housing facility within our residential community. I believe this particular proposal is not suitable for our neighborhood for several important reasons. (346 Borden Drive File #PL-2025-0030)</p> <p>1. Change to the Character of a Quiet, Family-Oriented Neighborhood Our neighborhood has long been a peaceful, close-knit community primarily composed of long-term residents and families. The introduction of a facility housing individuals from outside the community—regardless of their medical status—would significantly alter the character and sense of familiarity and security we currently enjoy.</p> <p>2. Increased Traffic and Safety Concerns A facility of this nature would inevitably bring increased vehicle and foot traffic to an area that is not designed for it. This is particularly concerning in a neighborhood with children, pedestrians, and residential streets. More vehicles, visitors, and service deliveries will create congestion and raise safety issues for current residents. There is also the added parking to consider. The increase in roadside parking would be add to the congestion on an already busy road.</p> <p>3. Lack of Nearby Amenities and Services Our area does not have the infrastructure or nearby amenities—such as grocery stores, or pharmacies, clothing stores or parking—required to support an</p>	<p>This comment was submitted after the deadline. Planner has sent an acknowledgement email for this comment.</p> <p>Comments have been addressed in the Planning Report. A summary is provided below:</p> <p>The proposed travel lodge is considered a Similar Use to a hotel. Similar Use can be permitted under the discretion of Council in the CS Zone, which does not require any amendment to the Zoning By-law.</p> <p>The subject land is zoned CS – Commercial Services and is located within the commercial corridor of Old Airport Road, which is to provide for commercial area for uses such as (but is not limited to) automobile repair, commercial retail sales and services, hotel, and medical and health services. Many of which have a higher impact than a travel lodge. The proposed travel lodge is compatible with the character and intent of the CS Zone as described under Zoning By-law No. 5045, as amended.</p> <p>The travel lodge serves medical travelers from Nunavut who need to access services that are unavailable in their home communities. This travel</p>

	<p>influx of temporary residents. This would make it difficult for guests of the facility to access basic needs, potentially straining both the facility and the neighborhood.</p> <p>4. Impact on Crime and Community Safety While it may be difficult to quantify, the arrival of individuals unfamiliar to the area—many of whom may be in vulnerable states—can raise concerns among residents about safety and crime, especially in a community that has historically enjoyed a low crime rate. The lack of familiarity with new people coming and going can erode the trust and comfort that exists in our current setting.</p> <p>I respectfully urge Council to reconsider the suitability of this development within our residential zone. While compassionate care is essential, it should not come at the expense of the long-standing stability and livability of a neighborhood not designed for such a facility.</p>	<p>lodge does not advertise to the public and will not serve tourists. It is considered to be less “commercial” and have less impact than a conventional hotel. For example, there will be low expected traffic because guests will not/cannot rent vehicles and will use shuttle service provided by the travel lodge. Fewer parking spaces will be required accordingly. Increased traffic has not been identified by City Departments as a potential concern of the development. The facility will have a quiet hour policy from 10 p.m. – 7 a.m., which is compatible with the expected noise and activity level of the nearby residential area. The proposed development is buffered by a 30-metre-wide cliff with trees and vegetation. With the proposed travel lodge being at the bottom of the cliff, it will help mitigate any potential impact, such as odour, smoke, noise, sun shadow and wind effects. The Zoning By-law also requires proper landscaping to improve the streetscape and screen the development.</p> <p>The Planning and Development Department is not able to address any concerns regarding crime and safety. For any concerns, please contact the Municipal Enforcement Division or RCMP.</p>
12	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel/larga/longterm rental is an inappropriate fit for this area for several reasons:</p> <p>1. Residential Incompatibility: The neighborhood</p>	<p>This comment was submitted after the deadline. Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>is primarily residential in character, and the introduction of a hotel would significantly alter its quiet, community-focused environment. Increased foot traffic, noise levels, and the frequent presence of transient guests and service vehicles would pose substantial disruptions to the daily lives of nearby residents and families.</p> <p>2. Traffic and Parking Concerns: The existing road infrastructure surrounding Borden Drive is not equipped to accommodate the increased traffic volume that a hotel, long-term rental, or large facility would generate. Parking availability in the area is already constrained, and the addition of such a development would further exacerbate the demand for both on-street and private parking. This would likely lead to increased congestion and pose potential safety risks for residents and visitors alike.</p> <p>3. Environmental and Visual Impact: The proposed site adjoins a rocky, natural area that significantly contributes to the character and aesthetic of the neighborhood. Developing this space into a large-scale commercial facility, such as a hotel or long-term rental, would alter the natural landscape and detract from the visual appeal and overall atmosphere of the surrounding community.</p> <p>4. Preferred Alternative – Restaurant or Business Use: While a hotel or lodging facility may be inappropriate for the area, an established restaurant or business would represent a far more compatible and welcomed addition. A restaurant, in particular, could serve both local residents and visitors, foster community engagement, and contribute to the local economy—all without introducing the high volume of transient traffic and potential disruption typically associated with hotel or lodging operations.</p> <p>5. Lack of Strategic Fit: A hotel/Large in this location lacks clear benefit to tourists or the community, particularly when other commercial zones in Yellowknife are better equipped and</p>	
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	<p>intended for such developments.</p> <p>I urge the reconsideration of the Planning and Development Department for this application and deny the request for discretionary use as a hotel/larga/long term rental. I would show my continued support with a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p> <p>Thank you for your time and attention to this matter.</p>	
13	<p>I am writing to express my strong opposition to the proposed discretionary use development at 346 Borden Drive (File #: PL-2025-0030), which seeks to establish a hotel or similar use.</p> <p>As a resident living directly behind this proposed site, I believe that a hotel/larga/longterm rental is an inappropriate fit for this area for several reasons:</p> <ol style="list-style-type: none"> 1. Residential Incompatibility: The neighborhood is primarily residential in character, and the introduction of a hotel would significantly alter its quiet, community-focused environment. Increased foot traffic, noise levels, frequent presence of transient guests, safety concerns and service vehicles would pose substantial disruptions to the daily lives of nearby residents and families. 2. Traffic and Parking Concerns: The existing road infrastructure surrounding Borden Drive is not equipped to accommodate the increased traffic volume that a hotel, long-term rental, or larga facility would generate. Parking availability in the area is already constrained, and the addition of such a development would further exacerbate the demand for both on-street and private parking. This would likely lead to increased congestion and pose potential safety risks for residents and visitors alike. 	<p>This comment was submitted after the deadline. Planner has sent an acknowledgement email for this comment.</p> <p>Comments 1-7, 9, 12, and 13 have the same content, so considerations are the same. Please refer to Comment 1 considerations.</p>

	<p>3. Environmental and Visual Impact: The proposed site adjoins a rocky, natural area that significantly contributes to the character and aesthetic of the neighborhood. Developing this space into a large-scale commercial facility, such as a hotel or long-term rental, would alter the natural landscape and detract from the visual appeal and overall atmosphere of the surrounding community.</p> <p>4. Preferred Alternative – Library/Youth Centre Use: While a hotel or lodging facility may be inappropriate for the area, a library or youth centre would be a welcome addition. A library or Youth center type of building, could serve local residents (many of which are young families), foster community engagement, and contribute to the local economy (if a reasonable membership program is implemented)—all without introducing the high volume of transient traffic and potential disruption typically associated with hotel or lodging operations. This suggestion also provides accessible options for youth to engage in healthy activities and hobbies, which can be especially challenging and unaffordable in the winter months. It's disappointing and frustrating that similar options haven't been considered already, especially with the many issues and constant conversation surrounding addictions, theft, vandalism, assault, etc., in the city over recent years.</p> <p>I demand the reconsideration of the Planning and Development Department for this application and deny the request for discretionary use as a hotel/larga/long term rental. I am tired of decisions being made against the best interest of residents. These types of decisions that consistently go against the voices of residents continue to make it easier for people to entertain the idea of leaving the city year after year. I would show my continued support with a more suitable, community-oriented development on this site that respects the character of the neighborhood and contributes to its livability.</p>	
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	Thank you for your time and attention to this matter.	
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