



CITY OF YELLOWKNIFE

GOVERNANCE AND PRIORITIES COMMITTEE AGENDA

Monday, September 8, 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 approve a capital budget reallocation to fund fire hydrant infrastructure at the request of a developer.
ANNEX B	(For Information Only)
5.	A memorandum regarding Minutes of the Heritage Committee meeting of June 26, 2025.
ANNEX C	(For Information Only)
6.	A memorandum regarding minutes of the Community Advisory Board on Homelessness meeting of July 24, 2025.

<u>Item No.</u>	<u>Description</u>

ADDITIONAL COUNCIL ITEMS

ANNEX D

7.	A memorandum regarding whether to authorize the Mayor and City Administrator to enter into a five (5) year contract with Dragon Toner for the services of Integrity Commissioner for the City of Yellowknife.

ANNEX E

8.	A memorandum regarding whether to enter into a four (4) year lease with KS Precambrian Building Inc. for Suite 802, 4920-52 nd Street, legally described as Lot 25, Block 26, Plan 1389 (Precambrian Building).

ANNEX F

9.	A memorandum regarding whether to amend Zoning By-law No. 5045, as amended, to rezone the lands from PR and NP to RI-1 and NP, legally described as: i. a portion of Lot 13 Block 81 Plan 4623, a portion of Lot 15 Block 78 Plan 4059, and a portion of Road (School Draw Avenue); and ii. a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396, a Portion of Road (School Draw Avenue) and a portion of Road (Lundquist Road).



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities

DATE: September 8, 2025

DEPARTMENT: Administration

ISSUE: Whether to approve a capital budget reallocation to fund fire hydrant infrastructure at the request of a developer.

RECOMMENDATION:

That Council provide a financial contribution to a developer to fund fire hydrant infrastructure to facilitate the provision of high density housing and downtown renewal.

BACKGROUND:Developer Request

Borealis Development Inc. ("Borealis") has redeveloped the former Bellanca Building now known as 'The Nest', located at 4914 50 Street (the "Development"). Borealis has requested the assistance of Council with the fire safety requirements of their Development. The Development does not currently comply with the National Building Code nor Building By-law No. 5058 for hydrant location and installation.

On August 14, 2025, Borealis wrote to Council requesting Borealis pay 20% of the required hydrant vault cost and the City pay 80%. Borealis states in their letter that they are making the request because it is a "significant piece of public utility infrastructure" and they have "been burdened with the permit requirement to install a Hydrant Vault for the NEST, which Borealis only became aware of *after* financing had been secured."

The requirement for a hydrant vault is standard for all developments in Yellowknife; there is nothing exceptional or different about this requirement for 'The Nest'. This is consistent with Water and Sewer Services By-law No. 4663 which states at section 517(3) "All new City hydrants or privately owned hydrants shall be installed in hydrant vaults in accordance with the City of Yellowknife Design and Construction Standards."

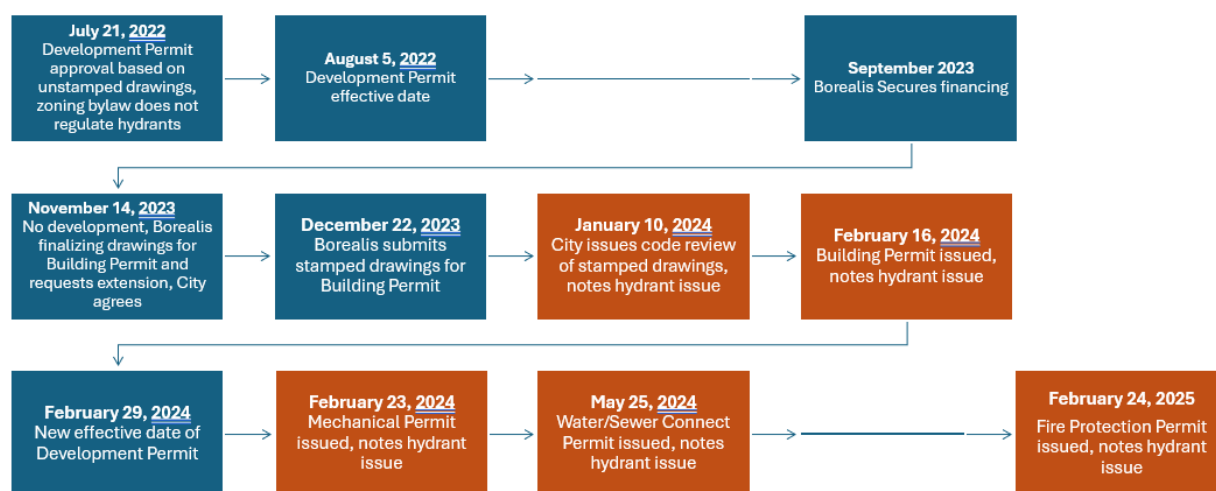
In their request, Borealis details some of background leading to the request. Borealis states: "In July 2022 the City issued a development permit for the NEST, and a Hydrant Vault was not noted as a requirement". For clarification, the City approved the development permit on July 21, 2022 after Borealis submitted their unstamped drawings and the Zoning By-law does not regulate Hydrants. The development permit had an effective date of August 5, 2022. However, by November 14, 2023, more than 12 months since the effective date of the development permit, Borealis still had not commenced development. At this time Borealis informed Administration that they required an extension as they were still working on the drawings for their Building Permit. The City approved the request for amendment to the development permit, and the effective date of the development permit was changed to February 29, 2024.

According to Borealis' letter, they secured their financing in September 2023. Borealis submitted their stamped drawings for Building Permits to the City on December 22, 2023. The City undertook the code review of the finalized drawings and issued the code review on January 10, 2024. The code review highlighted the requirement for a hydrant as required in the by-laws and national codes. On February 16, 2024 the City issued an initial Building permit which included the Hydrant vault requirement.

Additionally, Administration informed Borealis of the hydrant vault issue at several points following the code review including with the:

- Mechanical Permit issued February 23, 2024;
- Water/Sewer Connect Permit issued May 25, 2024; and
- Fire Protection Permit issued February 24, 2025.

Borealis' quote for the installation of the hydrant vault (dated February 21, 2024¹) is \$758,257.50, including permitting, engineering, survey, repaving, GST, and 10% contingency. The total quoted price for installation of just the hydrant vault is \$571,500, plus GST. City engineers reviewed the Borealis estimate and compared it to typical hydrant vault installations done under the City's Water and Sewer Replacement Program and found the estimate to be high. Past hydrant vault installations have been closer to \$500,000, which includes restoration of the concrete and asphalt road surfaces.



¹ note: the quote is dated February 21, 2022, but according to Borealis this is a typographical error.

City Options in Response to Developer Request

As discussed in further detail below under the heading “City Ability to Make a Financial Contribution to Development”, the City may choose to provide a fiscal offset to a developer in the form of a contribution. Whether the City should provide a contribution is a matter of policy for Council to determine in light of its strategic priorities regarding growth readiness and a robust economy for the City. In addressing the decision, the City has two options in response to the developer’s request for assistance with the required fire hydrant:

Option 1: The City does not contribute any funding to the Development.

Option 2: The City enters into a Contribution Agreement with the developers to contribute either up to seventy-five percent (75%) or five hundred thousand dollars (\$500,000), whichever is the lesser, towards the required funding for the developers to build the fire hydrant.

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #1: People First

Focus Area 3.2	<u>Growth Readiness</u> Ensuring land development supports economic readiness and community priorities.
Key Initiative 3.2.2	Completing land development tools and strategies that support growth readiness.
Key Initiative 3.2.4	Sustaining infrastructure capacity for future growth.
Focus Area 3.3	<u>Robust Economy</u> Doing our part to stimulate and amplify economic development opportunities.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Cities, Towns and Villages Act*, SNWT 2003, c.22 (“CTV Act”)
2. Building By-law No. 5058
3. Water and Sewer Services By-law No. 4663

CONSIDERATIONS:

A. Ability of the City to Make a Financial Contribution to Development

Legislative

Under section 98(1) of the *CTV Act*, no person shall, on behalf of the municipal corporation, incur an expenditure that is not included in, or is inconsistent with, the budget for the fiscal year.

Under section 98(2) of the *CTV Act*, a person may incur an expenditure on behalf of the municipal corporation, notwithstanding that council has not yet adopted a budget or that the expenditure is not provided for in, or is inconsistent with, the budget if

- (a) the municipal corporation is legally obligated to incur the expenditure; or
- (b) council has expressly authorized the expenditure by resolution.

Under section 124 of the *CTV Act*, the City is only permitted to lend money in limited circumstances, none of which apply here. It is not possible to provide any form of financing for the construction of the fire hydrant.

The proposed hydrant and installation were not budgeted for in 2025. To date hydrant installation has been the responsibility of Borealis and Council must approve any reallocation of capital funds towards assisting with the hydrant costs.

Financial and Budget Considerations:

Option 1: None

Option 2:

Ordinarily such requests are addressed through the regular City budget cycle. As this request is outside the City's budget cycle, a transfer of five hundred thousand dollars (\$500,000) from the Lift Station #1 Replacement project to the Downtown Development Reserve ("DDR") will be required to allow the City to enter into the Contribution Agreement with the developers.

Currently the City maintains eight reserves, including the DDR, which enables it to set aside money for specific purposes. Council established the DDR in 2002 to fund future projects that affect the downtown area and, as at July 31, 2025, the balance of this reserve was Six Hundred and Eighty Two thousand dollars (\$682,000). However, as the latter funds have already been earmarked for various land incentives and downtown planning projects, a transfer from the Lift Station #1 Replacement project is needed.

Since the Lift Station #1 Replacement project is now eligible for Federal grant funding under the Investing In Canada Infrastructure Program, this has created a small window of opportunity to reallocate a tiny portion of funds, received under the Formula Funding, towards development projects of such kind in the downtown core area at this present time.

Administration recommends a cost-sharing split of 75%:25% under Option 2 instead of the 80%:20% spread requested by Borealis. The contribution of up to seventy-five percent (75%) reflects the typical cost-sharing model applicable to various infrastructure and grant programs between the Federal government, Territorial government and the City. Further, various municipalities across the country use this model as a basis for calculation to levy charges for work undertaken as a Local Improvement.

Under the *Cities, Towns and Villages Act*, a Local Improvement is "a work that will have a benefit to the real property in a particular geographic area within the municipality". Administration explored the possibility of undertaking Borealis' proposal as a Local Improvement; however, this was not the best option in light of the timelines involved, and the administrative and legislative burden that such an arrangement creates.

B. Other Factors Relevant for Council Policy Decision

Precedent Setting

The City requires all new development to comply with the requirements to build the necessary fire hydrants in accordance with the National Building Code and Building By-law No. 5058. Past developments have paid for the design and installation. Offsetting a portion of this cost would be a departure for the City. This decision could have impacts on the City's relationship with established developers and on future developments, such as increasing requests for the City to contribute funds to hydrant costs for future developments.

Downtown Context

In the recent "What We Heard Report," jointly released by the City of Yellowknife and the Yellowknife Chamber of Commerce, local businesses provided their perspectives on downtown safety, public space conditions, and ways to boost economic activity in Yellowknife.

Over the past few years, the City of Yellowknife has introduced zoning changes and a development incentives by-law to encourage redevelopment in the Downtown. In alignment with the City of Yellowknife's Economic Development Strategy, 2020–2024, and the more recent "What we Heard Report," this targeted capital budget allocation would assist this developer with the required infrastructure to add market housing in the Downtown, which would benefit businesses in the area. An investment by the City may support the realization of constructed multi-unit residential development and enhance the livability and functionality of the area.

Occupancy

Council does not have the exclusive authority regarding occupancy authorization. Territorial legislation and City by-laws prescribe that permit authority lies solely with the Office of the Fire Marshal and the Building Inspector.

Installation of the Hydrant Vault, while a condition of development, will not immediately result in occupancy of the structure. Consequently, there is no direct relationship between the funding decision and the timing for occupancy. In their August 14, 2025 letter Borealis notes that "Even if some agreement as to funding the Hydrant Vault is reached, the Hydrant Vault cannot be installed until next year's construction season". The developer must also satisfy multiple permits' requirements, including the hydrant.

ALTERNATIVES TO RECOMMENDATION:

There is no alternative to the recommendation, Council must consider and provide direction to Administration on whether Council would like to reallocate capital budget funds to contribute to Borealis for the Development's fire hydrant infrastructure.

RATIONALE:

Council has authority to reallocate funds to a contribution to Borealis should Council desire to do so. Administration cannot reallocate capital dollars without Council approval. The decision before Council is the proponent's request for contribution of funds.

ATTACHMENTS:

Borealis Development Inc. letter to Council, dated August 14, 2025 (DM#803573)

Prepared: JULY 28, 2025; CC

Revised: SEPT 3, 2025; CW/CC



August 14, 2025

Dear City of Yellowknife Councillors,

Re: Borealis Fire Hydrant Cost-Sharing

Borealis Development Inc. (“**Borealis**”) seeks Council’s attention in resolving a City of Yellowknife (“**City**”) building permit (“**Permit**”) requirement to install a fire hydrant vault (“**Hydrant Vault**”) prior to receiving an occupancy certificate for the NEST, a 72-unit residential building in central Yellowknife.

Executive Summary

The Permit imposes a condition that Borealis install a significant piece of public utility infrastructure.

For reasons cited below, Borealis proposes a cost-sharing agreement with the City of Yellowknife where Borealis provides 20% of the cost of the Hydrant Vault and the City provides the remaining 80%.

Pursuant to our discussions with City Administration about proposing a cost-sharing agreement to the City, we write to provide Council with:

- A rationale for a cost-sharing agreement between the City and Borealis in relation to installing the Hydrant Vault for the NEST;
- A note from Borealis’s lender indicating no further financing is available on the NEST project; and
- A quote from Ace Enterprises Ltd. for installation of the Hydrant Vault.

Background

Council may be aware that the NEST is still not able to accept tenants due to the Hydrant Vault condition on the Permit (a presentation on this matter was made to Council on July 28, 2025). There are a few important points we wish to draw to your attention:

- The NEST is a revitalization of the Bellanca Building, a formerly empty office building at one time considered for demolition by then-owners;
- In July 2022 the City issued a development permit for the NEST, and a Hydrant Vault was not noted as a requirement;
- In September 2023 financing was secured based on the project costs as per the development permit;
- In February 2024 a second, updated development permit was issued and did not require a Hydrant Vault, but the City did require an access ramp;
- On February 16, 2024 the Building Permit was issued and included the Hydrant Vault requirement. Borealis had already prepared for construction to begin, and to refuse the Permit condition of a Hydrant Vault would have put the NEST project at risk;



(867) 446-7874



www.bdinest.ca



info@bdinest.ca



354 Old Airport Road
Yellowknife NT X1A3T4



- On February 21, 2024¹ Borealis received a cost estimate for construction of the Hydrant Vault: \$758,257.50 (see attached);
- Borealis's lender will not provide additional financing on the NEST project (see attached);
- Borealis has made multiple attempts to address an alternative solution to the Hydrant Vault requirement, but these have been rejected by the building inspector;
- A Hydrant Vault, if required, cannot be installed until next year's construction season. This delay leaves 72-units unavailable for Yellowknife tenants all through the winter and will incur excessive additional costs to Borealis (including City taxes) while earning no income from the new property.
- Borealis is currently trying to work with the City to get a temporary occupancy permit with conditions, to allow the NEST to welcome tenants prior to installation of a Hydrant Vault.

Borealis has been burdened with the Permit requirement to install a Hydrant Vault for the NEST, which Borealis only became aware of *after* financing had been secured. Had Borealis been aware of the Hydrant Vault requirement *prior* to completion of financing, Borealis may have financed the additional (and consequential) costs, or made different arrangements altogether.

Cost Sharing Between the City and Borealis for the Hydrant Vault

Borealis is saddled with the financing and construction of public infrastructure: the Hydrant Vault. One entity is being asked to shoulder a burden that benefits other properties on the block.

Looking at the NEST's location at 50th Street between 49th Ave and Franklin, it's clear to see other properties will benefit from the addition of the Hydrant Vault. The new Hydrant Vault will serve six more buildings on 50th Street that are estimated to be outside the required 45 metres of a hydrant. It is not fair to Borealis to provide the entire cost of the Hydrant Vault when the City and other property owners stand to benefit from this shared, public infrastructure.

Borealis proposes they pay 20% of the Hydrant Vault cost and the City pay 80%, in line with the shared benefits of this public infrastructure.

No Further Financing Available

On the City's request, Borealis provides the attached email from lender CMLS, indicating the Canada Mortgage and Housing Corporation "would not be able to include any additional costs to the project post approval. Any costs incurred post approval will have to be injected via [c]ash." This simply confirms what Borealis has maintained all along: there is no financing option to pay for the Hydrant Vault.

As an aside, CMLS, as the lender, considers the Hydrant Vault should be a city provided service and not for the developer to provide.

The lender's email is attached to this letter as Appendix A.

¹ Note the quote is dated February 21, 2022 but this was a typographical error.





Hydrant Vault Quote

City Administration requested Borealis provide two quotes for the installation of the Hydrant Vault. When Borealis learned of the Hydrant Vault requirement, they immediately got a quote (on February 21, 2024) from Ace Enterprises in Yellowknife. The quote was for \$571,500, but didn't include a number of items including G.S.T., re-paving of the excavation, and permitting. The final estimate is \$758,257.50. These costs may be even higher today.

The City considers Borealis's Hydrant Vault installation estimate too high. City staff gave a rough estimate of \$300,000 if the City were to install the Hydrant Vault. Borealis would welcome the City arranging installation at this cost, as the City may be able to get better costing than Borealis.

Although Borealis is trying to get additional quotes for the Hydrant Vault installation, this may not be possible in the short time allowed. The Ace Enterprises quote, and a spreadsheet estimating additional costs, is attached to this letter as Appendix B.

Temporary Occupancy Certificate

Borealis continues to engage with City administration to try and find a way out of this impasse. Even if some agreement as to funding the Hydrant Vault is reached, the Hydrant Vault cannot be installed until next year's construction season, possibly in May of 2026. Borealis still faces the challenge of getting a temporary occupancy certificate with conditions that will allow the NEST to open to occupancy. The lack of progress on occupancy may put the entire project at risk.

Conclusion

- Borealis cannot access more funding for the Hydrant Vault without a cost-sharing commitment from the City, where Borealis will provide 20% of the cost and the City will provide 80% of the cost;
- Borealis needs a temporary occupancy arrangement to open for tenancy, otherwise the NEST will sit empty until at least spring of 2026.

Thank you again for your kind attention to this important and urgent matter.

Best regards,

President

Mansoor Anjum

Borealis Development Inc.



(867) 446-7874



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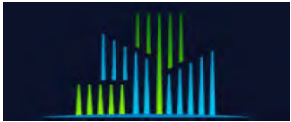
info@bdinest.ca



354 Old Airport Road
Yellowknife NT X1A3T4

Appendix A

Email from CMLS re: No Additional Costs



Mansoor Anjum <m.anjum@bdinest.ca>

Funding for Fire Hydrant

2 messages

Robert Liu <Robert.Liu@cmls.ca>

Tue, Aug 12, 2025 at 12:44 PM

To: Mansoor Anjum <m.anjum@bdinest.ca>

Hi Mansoor,

Thanks for the call this afternoon. As discussed, CMHC would not be able to include any additional costs to the project post approval. Any costs incurred post approval will have to be injected via Cash.

In our opinion, fire hydrant should be a city provided service and not for the developer to provide.

Hope this helps,

Robert



Robert Liu
Vice President, Real Estate Finance
Mortgage Agent Level 2
T: 403-796-8668 — Toronto

[cmls.ca](#) | [email confidentiality notice](#)

FSRA license No. 11749

Appendix B

ACE Enterprises Quotation for Hydrant



Mailing Address:

#151 Enterprise Drive

Yellowknife, NT

X1A 0E9

T: (867) 920-2082

F: (867) 873-6572

Feb 21, 2022

To: General Contractor

Re: Nest Building New Hydrant

Total quoted price: \$571,500.00 +gst

Included:

- * Install new 6" insulated ductile water lines
- * Installing of new Hydrant
- * Dig at 6 locations at existing water line to add riser clamps due to the 90 deg elbows that are added

NOT Included:

- * These Prices are Plus G.S.T.
- * Re-paving
- * Legal Survey of water alinement if required
- * Dealing with Any Contaminants
- * Dealing with Any Tanks
- * Blasting or Surveying
- * Any Permits
- * This Pricing is Subject to Expiry after 30 days

Chris Houghton

Ace Enterprises Ltd.

General Contracting

O:867-920-2082 C:867-445-3139

151 Enterprise Drive Yellowknife, NT X1A 0E9

www.aceenterprises.ca

Hydrant Estimate	
Ace quote 2024	\$ 571,500.00
Estimate for additional costs	
Building Permit	\$ 4,500.00
Engineering	\$ 15,000.00
Survey	\$ 3,000.00
3rd party Pressure testing	\$ 2,500.00
Repaving of parking lot and sidewalks	\$ 60,000.00
Subtotal	\$ 656,500.00
Gst	\$ 32,825.00
total	\$ 689,325.00
Contingency 10%	\$ 68,932.50
Grand Total	\$ 758,257.50



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE (For Information Only)

COMMITTEE: Governance and Priorities

DATE: September 8, 2025

DEPARTMENT: Planning and Development

ISSUE: Minutes of the Heritage Committee meeting of June 26, 2025

BACKGROUND:

Attached for the information of Committee are the minutes of the Heritage Committee meetings of June 26, 2025.

ATTACHMENTS:

1. Heritage Committee Minutes, June 26, 2025 (DM#798017).

Prepared: June 28, 2025; BL



CITY OF YELLOWKNIFE

Heritage Committee
Thursday, June 26, 2025 at 12:02 p.m.
 City Hall Upstairs Boardroom

MINUTES

Minutes of a meeting held on Thursday, June 26, 2025 at 12:00 p.m. in the City Hall Upstairs Boardroom. The following Committee members were in attendance:

Present: Councillor S. Payne, Chair,
 L. King,
 L. Larocque,
 L. Meinert,
 A. Round,
 P. Wigglesworth.

The following members of Administration were in attendance:
 T. Setta, and
 B. Ly.

Call to Order

1. The meeting was called to order at 12:02 p.m.

Opening Statement

2. Councillor S. Payne read the Opening Statement.

Approval of the Agenda

3. Committee approved the Agenda as presented.

Approval of Minutes

4. L. Larocque moved,
 P. Wigglesworth seconded,

That the Minutes of March 6, 2025 be approved as presented.

MOTION CARRIED UNANIMOUSLY

Disclosure of Conflict of Interest

5. There were no disclosures of conflict of interest.

Post Office Sign

6. Administration provided background on the Heritage Alteration Permit application (a permanent sign) for the 'Post Office' building on Lot 11 & 12, Block 23, Plan 65 (4902 Franklin Avenue).

7. L. Larocque moved,
P. Wigglesworth seconded,

That the Heritage Committee recommends that the Heritage Alteration Permit application (a permanent sign) for the 'Post Office' building on Lot 11 & 12, Block 23, Plan 65 (4902 Franklin Avenue) be approved by the Development Officer, according to section 5.1 (5)(a) of Heritage By-law No. 4540.

MOTION CARRIED UNANIMOUSLY

Heritage Committee Round Table

8. Committee discussed next steps for Heritage Committee Funding Policy, projects committee would like to take on in the coming years as well as hopes for strategic planning process exercises.

Next Scheduled Meeting

9. The next meeting is scheduled for September 18, 2025.

Adjournment

10. The meeting was adjourned at 12:12 p.m.

Prepared: June 28, 2025; BL



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

(For Information Only)

COMMITTEE: Governance and Priorities

DATE: September 8, 2025

DEPARTMENT: Community Services

ISSUE: Minutes of the Community Advisory Board on Homelessness meeting of July 24, 2025.

BACKGROUND:

Attached for the information of the Committee are the minutes of the Community Advisory Board on Homelessness meeting of July 24, 2025.

ATTACHMENTS:

Community Advisory Board on Homelessness Minutes July 24, 2025 (DM#799974).

Prepared: August 22, 2025; BL



CITY OF YELLOWKNIFE

Community Advisory Board on Homelessness

July 24, 2025 at 10:00 a.m.

City Hall Council Chamber

MINUTES

Minutes of a meeting held on Thursday, July 24, 2025 at 10:05 a.m. The following Committee members joined the meeting:

Present: Councillor G. Cochrane, Chair,
T. Brushett,
S. Dean,
B. Tirupathi, and
C. Wellborn.

The following committee members joined the meeting via teleconference:

H. Dumbuya-Sesay, and
J. Joseph.

The following advisory members were in attendance:

M. Greyeyes, (via teleconference)
R. Ristoff.

The following representative of the Federal Government were in attendance via teleconference:

A. Marinic.

The following members of Administration were in attendance:

C. Caljouw,
N. Dissanayake,
C. MacLean,
B. Osburn,
A. Salih,
K. Thistle,
S. Van Dine,
G. White, and
B. Ly.



The following members of the public were in attendance:

P. Adourian,
D. Briggs,
M. Halliday, and
T. Mercer.

Call to Order

1. The meeting was called to order at 10:05 a.m.

Opening Statement

2. Councillor G. Cochrane read the Opening Statement.

Approval of Agenda

3. Committee approved the Agenda as presented.

Approval of Minutes

4. Councillor Cochrane moved,
C. Wellborn seconded,

That the Minutes of March 6, 2025 be approved as presented.

MOTION CARRIED UNANIMOUSLY

Disclosure of Conflict of Interest

5. There were no conflicts of interest.

Community Advisory Board Updates

6. Committee heard an update from Aytan Salih regarding shelter availability.
7. Committee heard an update from Peter Adourian regarding encampments.
8. Committee heard an update from Traci Mercer regarding Line Drive.
9. Committee noted that Administration would follow up with GNWT Department of Executive and Indigenous Affairs in bringing forward an update regarding the GNWT transition shelter.
10. Committee heard an update from Kerry Thistle and Marc Halliday regarding the upcoming downtown safety workshop and discussed the "What We Heard" Report on Yellowknife's Public Safety and Resilience.

Next Scheduled Meeting

11. The next meeting is scheduled for September 18, 2025.



Adjournment

12. S. Dean moved,

That the meeting be adjourned at 11:27 a.m.

MOTION CARRIED UNANIMOUSLY

Prepared: July 28, 2025, BL



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities / Council

DATE: September 8, 2025

DEPARTMENT: Governance and Legal Services

ISSUE: Whether to authorize the Mayor and City Administrator to enter into a five (5) year contract with Dragon Toner for the services of Integrity Commissioner for the City of Yellowknife, with an option for a two year renewal.

RECOMMENDATION:

That Council authorize the Mayor and City Administrator to enter into a five (5) year contract with Dragon Toner for the services of Integrity Commissioner for the City of Yellowknife, with an option for a two year renewal.

BACKGROUND:

In 2017, the City of Yellowknife completed a governance review resulting in recommended amendments to the Council Procedures By-law and the adoption of a Council Code of Ethics By-law (the "By-law"). The purpose of the By-law is to establish standards for the ethical conduct of Council members relating to their roles and obligations when acting as representatives of the City and a procedure for the investigation and enforcement of those standards. The By-law also provides for the appointment of an Integrity Commissioner: an independent and impartial individual that will adjudicate complaints filed in accordance with the By-law.

In September 2018, the City issued a request for proposal for the services of an Integrity Commissioner and Dragon Toner was the successful proponent. The City entered into a 5-year contract with Dragon Toner and renewed the contract for a further two years in September 2023.

This concluded the term of the contract, therefore a Request for Proposals was issued and bids were received up until 3:00 p.m. on August 5, 2025. As part of the procurement process, the City contacted the Law Society of the NWT to advise their membership of this opportunity, six invitations were sent out to legal firms. The City received one proposal from Dragon Toner.

COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Respectful Workplace and Anti-Harassment Policy
Whistleblower Policy

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

Cities, Towns and Villages Act; and
Council Code of Ethics By-law No. 4976, as amended.

CONSIDERATIONS:Legislative

Section 35 of the *Cities, Towns and Villages Act* states that Council may adopt a code of ethics for council members.

Council Code of Ethics By-law No. 4976, as amended, contemplates the appointment of an Integrity Commissioner. The Integrity Commissioner is responsible for performing the duties set out in the By-law and reports directly to Council for all such matters.

Financial Considerations

The proposed annual contract amount is \$36,000.00 and includes:

- Preparation and delivery of orientation to Council;
- Preparation and provision of an annual report to Council; and
- Advice and/or rulings on ethical challenges for Council.

The annual contract amount was \$30,000.00 for the same services from 2018 - 2025.

The annual contract amount does not include investigation and adjudication of complaints. These issues and items are billed in addition to the annual retainer.

Under the By-law, complaints and investigations dealt with by the Integrity Commissioner are confidential, except for those matters that in the Integrity Commissioner's opinion are necessary for reporting to Council.

ALTERNATIVES TO RECOMMENDATION:

That the City reissue the Request for Proposals.

RATIONALE:

The role of the Integrity Commissioner is set out in the Whistleblower Policy and Council Code of Ethics By-law No. 4976 including, but not limited to:

- i) Help ensure Members of Council perform their functions in accordance with Council Code of Ethics By-law No. 4976, as amended;
- ii) Provide advice and rulings on ethical challenges faced by Members of Council;
- iii) Deliver an orientation to Members of Council regarding ethical obligations and responsibilities of Members;

- iv) Investigate and adjudicate Whistleblower complaints pertaining to Members of Council and alleged breaches of the Council Code of Ethics By-law;
- v) Provide an Annual Report to Council summarizing the activities of the Integrity Commissioner;
- vi) Review the Whistleblower Policy and Council Code of Ethics By-law and make recommendations for improvement.

The continued appointment of an Integrity Commissioner will ensure that Council Members receive uninterrupted guidance with regard to their obligations under the Council Code of Ethics By-law and Whistleblower Policy, and that complaints are dealt with in a fair and impartial manner.

ATTACHMENTS:

None.

Prepared: August 29, 2025 DMG

Revised: September 3, 2025 DMG



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities / Council

DATE: September 8, 2025

DEPARTMENT: Administration

ISSUE: Whether to enter into a four (4) year lease with KS Precambrian Building Inc. for Suite 802, 4920-52nd Street, legally described as Lot 25, Block 26, Plan 1389 (Precambrian Building).

RECOMMENDATION:

That By-law No. 5114, a by-law authorizing the City to enter into a four (4) year lease with KS Precambrian Building Inc. for Suite 802, 4920-52nd Street, legally described as Lot 25, Block 26, Plan 1389 (Precambrian Building), be presented for adoption.

BACKGROUND:

Significant growth in workload, priorities and expectations of the municipality since the construction of City Hall in 1976 has resulted in increased staffing and as such, additional workspace requirements. Each floor of City Hall has undergone various retrofits to create office space and further interior upgrades are complicated by the presence of asbestos containing materials throughout the building.

Due to this lack of available office space, the City began leasing space at the Jan Stirling Building (JSB) in August 2024. This lease space includes 7 offices and open space. There are currently 11 positions in the JSB and as such, the JSB is reaching capacity. The inaccessibility of JSB limits the employees that can be located in that building.

Det'on Cho Corporation acquired partial ownership of the Precambrian Building in 2025 and has floor space available to rent. The entire space includes 19 offices, a large open space and a kitchen area and as such has more room to accommodate additional positions as required. The Precambrian property will be leased to the City for a term of four (4) years, with an option to renew for an additional one (1) year.

Key to choosing the Precambrian location is its close proximity to City Hall, its accessibility, and the flexibility to accommodate future growth. A lease of the space is essential to address staff requirements.

COUNCIL POLICY / RESOLUTION OR GOAL:

Strategic Direction #1: People First

Focus Area 1.1 Reconciliation

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

Key Initiative 1.1.1 Continuing to strengthen relations with Indigenous governments and peoples.

Strategic Direction #2: Service Excellence

Focus Area 2.3 Organizational Culture

Providing a positive and productive workplace environment for effective governance and service excellence.

Key Initiative 2.3.1 Investing in City staff through talent management, employee development and staff capacity.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Cities, Towns and Villages Act* S.N.W.T. 2003,c.22;
2. Land Administration By-law No. 5078, as amended

CONSIDERATIONS:

Land Administration By-law

Pursuant to Land Administration By-law No. 5078, as amended, the acquisition of land includes the leasing of land. The City may acquire leasehold interest in any real property which is required for municipal purposes. An acquisition by-law is required pursuant to the *Cities, Towns and Villages Act* and Land Administration By-law No. 5078, as amended. Due to the interim and urgent nature of the need for the JSB office space last summer, there was an administrative oversight and the passing of the necessary acquisition by-law did not happen at that time. This error is being noted herein for the purpose of documenting this oversight; no further action is required. With respect to the Precambrian Building lease, and subject to Council's approval, the Planning Administrator will execute the Lease Agreement with KS Precambrian Building Inc.

Accessibility

The City is committed to creating an accessible and inclusive city. Recognizing that accessibility is fundamental to the quality of life, well-being and engagement of people, the City adopted the

Accessibility Policy¹ on August 24, 2021. Part of this commitment includes provision of an accessible workplace for employees. The current leased space where staff are located is not accessible. Page 29

Memorandum of Understanding

The City and Yellowknives Dene First Nation (YKDFN) entered into an MOU on December 5, 2019 to work together towards a better future in the spirit of reconciliation. Economic development was a key area of mutual interest identified in the MOU. Det'on Cho Group of Companies is an investment company dedicated to strengthening the economic self-sufficiency of the Yellowknives Dene First Nation by pursuing economic opportunities in Chief Drygeese Territory of the Northwest Territories. A lease of space at the Precambrian Building addresses the City's requirement for additional accessible office space and supports the long-term prosperity for the YKDFN.

Financial Considerations

The City has been paying to lease space at the Jan Stirling Building to accommodate staffing requirements using funds from O&M variances; and the additional costs arising from leasing the Precambrian space in 2025 will also be accommodated through the use of O&M variances. However, this expense will be included as regular O&M submissions in Budget 2026. Further note that there is an approximate one-time IT costs of \$47,000 for setting up the Precambrian space which will again be funded through O&M variances. Consequently, these expenses are not expected to have a negative impact on the 2025 approved budget.

Assessment/Study of City Facilities

Budget 2025 included \$300,000 for an Assessment/Study of City Hall and other city-owned facilities to determine their most efficient use. The Request for Proposals for this study will be posted in September 2025, with completion of the study projected by the end of the year. The information gained through this study will guide next steps to address office space constraints, City Hall maintenance requirements/upgrades, and associated budgeting requirements.

ALTERNATIVES TO RECOMMENDATION:

There are no viable alternatives.

RATIONALE:

Entering into a Lease Agreement for the space in the Precambrian Building is a key step necessary to address office space constraints in the shorter to medium term.

ATTACHMENTS:

Acquisition By-law No. 5114 (DM #801918).

Prepared: August 07, 2025; KLT/klT

Revised: August 19, 2025; CC

¹ Accessibility Policy - <https://www.yellowknife.ca/en/city-government/resources/Policies/Accessibility-Policy.pdf>



CITY OF YELLOWKNIFE

BY-LAW NO. 5114**BA 339**

A BY-LAW of the Council of the Municipal Corporation of the City of Yellowknife in the Northwest Territories, authorizing the City of Yellowknife to acquire a leasehold interest in land for the Municipal Corporation of the City of Yellowknife, in the Northwest Territories.

PURSUANT TO Section 53 of the *Cities, Towns and Villages Act* S.N.W.T, 2003, C.22.

WHEREAS the said parcel of land is available for lease by the Municipal Corporation of the City of Yellowknife;

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

APPLICATION

1. That the Municipal Corporation of the City of Yellowknife is hereby authorized to enter into a lease for that parcel of land, legally described as Lot 25, Block 26, Plan 1389 and municipally known as Suite 802, 4920-52nd Street.
2. That the Mayor and City Manager of the Municipal Corporation of the City of Yellowknife, or lawful deputy of either of them, are hereby authorized in the name and on the behalf of the Municipal Corporation of the City of Yellowknife, to execute all such forms of application, deeds, indentures, and other documents as may be necessary to give effect to this by-law and to affix thereto the corporate seal of the Municipal Corporation of the City of Yellowknife as the act and deed thereof, subscribing their names in attestation of such execution.

EFFECT

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

Read a First time this _____ day of _____, A.D. 2025.

Mayor

City Manager

Read a Second Time this _____ day of _____, A.D. 2025.

Mayor

City Manager

Read a Third Time and Finally Passed this _____ day of _____, A.D., 2025.

Mayor

City Manager

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

City Manager



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Governance and Priorities / Council

DATE: September 8, 2025

DEPARTMENT: Planning & Development

ISSUE: Whether to amend Zoning By-law No. 5045, as amended, to rezone the lands from PR and NP to RI-1 and NP, legally described as:

- i. a portion of Lot 13 Block 81 Plan 4623, a portion of Lot 15 Block 78 Plan 4059, and a portion of Road (School Draw Avenue), Plan 2396; and
- ii. a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396, a Portion of Road (School Draw Avenue), Plan 2396, and a portion of Road (Lundquist Road), Plan 2396.

RECOMMENDATION:

1. That:
 - a. By-law No. 5115, a by-law to amend Zoning By-law No. 5045, as amended, by rezoning a portion of Lot 13 Block 81 Plan 4623, a portion of Lot 15 Block 78 Plan 4059, and a portion of Road (School Draw Avenue), Plan 2396, referred as "Western Block", from PR to RI-1, be presented for adoption; and
 - b. That Council direct Administration to develop a plan of subdivision to create seven multi-unit lots on a portion of Lot 13 Block 81 Plan 4623, a portion of Lot 15 Block 78 Plan 4059, and a portion of Road (School Draw Avenue), Plan 2396;
2. That:
 - a. By-law No. 5116, a by-law to amend Zoning By-law No. 5045, as amended, by rezoning a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396 and a portion of Road (School Draw Avenue), Plan 2396, and a portion of Road (Lundquist Road), Plan 2396, referred as "Eastern Block", from PR to RI-1 and NP, be presented for adoption; and
 - b. That Council direct Administration to develop a plan of subdivision to create a multi-unit block and a nature preservation block on a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396 and a portion of Road (School Draw Avenue), Plan 2396, and a portion of Road (Lundquist Road), Plan 2396.

BACKGROUND:

As part of the City's intensification strategy to address the local housing crisis, the City has undertaken an initiative to develop underutilized, developable, and surplus City-owned lands. In line with this effort, the portions of the subject lands have been identified for multi-unit residential development, contributing to moderate residential intensification along School Draw Avenue and Lundquist Road. The remainder of the lands are entirely proposed as Nature Preservation zone, ensuring they are excluded from and protected against any future development.

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

To facilitate the public disposal of these lands, the City is proposing the creation of a multi-lot subdivision, zoned for multi-unit and duplex residential development. However, the current zoning—Parks and Recreation (PR)—does not permit such uses. As a result, the City has initiated Zoning By-law amendments to By-law No. 5045 to rezone the lands accordingly. The proposed amendments include:

- Re-zoning the Western Block (see Figures 1 and 2) from **PR - Parks and Recreation** to **RI-1 - Residential Intensification** to allow for the development of multi-unit, townhouse, and/or duplex housing.
- Re-zoning the Eastern Block (See Figures 1 and 2) from **PR - Parks and Recreation** and **NP - Nature Preservation** to **RI-1 - Residential Intensification** and **NP - Nature Preservation** to allow for the development of multi-unit, townhouse, and/or duplex housing and an increased nature preservation area.

The subject lands west of School Draw Avenue are designated as Downtown – Central Residential, a transitional area that links the city core with surrounding neighbourhoods such as Old Town, the Recreation Hub, and Old Airport Road Commercial. This designation supports compact urban development and encourages a gradual intensification through a range of low- to mid-rise housing forms. Its proximity to walkable amenities and the downtown core makes it well-suited for a transition which may include multi-unit developments through intensification.

The subject lands east of School Draw Avenue fall within the Old Town designation, an area with a unique and historic character known for its eclectic built form, natural landscapes, and small-scale residential character. This designation prioritizes thoughtful development that respects and enhances the area's unique character.

Currently, the subject lands are zoned Parks and Recreation (PR) (Figure 1). The lands are not actively maintained by the City as park space and remain largely in their natural state. The subject lands are predominantly undeveloped and exhibit a significant change in elevation, particularly on the western portion adjacent to School Draw Avenue. Municipal infrastructure, including a water main and sanitary sewer, are located beneath School Draw Avenue. Additionally, a storm sewer extends from the intersection of School Draw Avenue and Lundquist Road and drains onto the Eastern Block through an

open ditch. The eastern portion of Block 77A contains the Rotary Park boardwalk, while the corner of School Draw Ave. and Lundquist Rd. currently includes an unpermitted skateboarding ramp. Given the proximity to various amenities and the downtown core, the vacant lands present an ideal opportunity for moderate intensification to help address the need for additional housing in Yellowknife. On October 28, 2024, the City adopted a new intensification zone—Residential Intensification (RI & RI-1)—through a Zoning By-law amendment (By-law No. 5095). This new zoning framework allows areas like the subject lands to be transformed with greater flexibility, enabling a higher number of residential units within lot configurations similar to the surrounding properties while maintaining the overall character of the neighborhood.

Administration recommends rezoning the lands from Parks and Recreation (PR) to Residential Intensification 1 (RI-1), which permits duplexes, townhouses, and multi-unit residential dwellings, including detached or in-home secondary suites (Figure 2).

Figure 1: Current Zoning

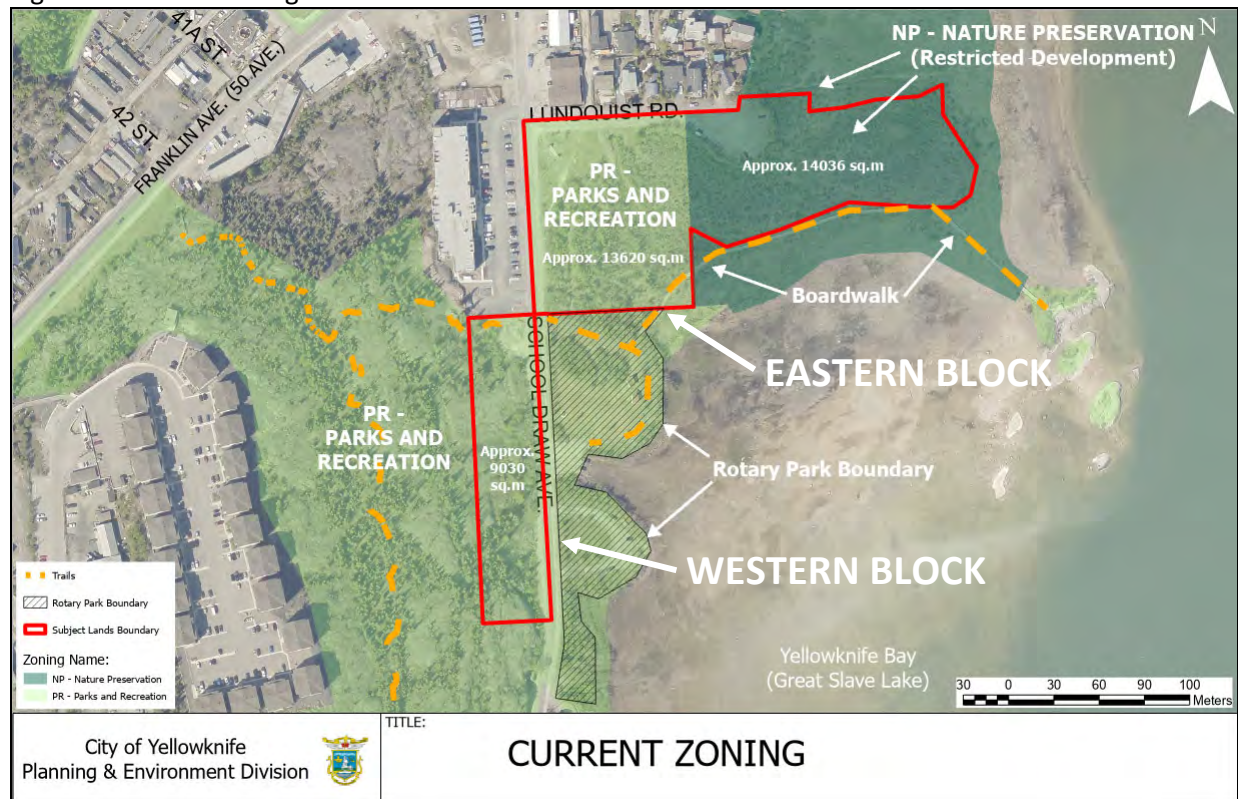


Figure 2: Proposed Zoning



Figure 3. An artistic impression of a four-plex on a proposed lot of 20m X 36m
 (Source: <https://www.housingcatalogue.cmhc-schl.gc.ca/designs/nor/sixplex---municipal>)



COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:

Strategic Direction #1: People First

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

Strategic Direction #2: Service Excellence

Focus Area 2.1 Asset Management
 Planning, implementing and maintaining assets to reliably, safely and cost effectively deliver services for current and future community needs.

Strategic Direction #3: Sustainable Future

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

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

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Community Planning and Development Act, SNWT 2011, c.22;*
2. *Cities, Towns and Villages Act SNWT 2023, c22;*
3. *Community Plan (2020), By-law No. 5007;*
4. *Zoning By-law No. 5045, as amended; and*
5. *Development Incentives By-law No. 5097.*
6. *Geotechnical Site Evaluation for Vacant Lot Corner of School Draw and Lundquist. (February 28, 2025)*
7. *School Draw Subdivision Traffic Impact Study.(July 24, 2025)*
8. *The City of Yellowknife's Natural Area Preservation Strategy (2010).*

CONSIDERATIONS:

Legislation

Section 73 (1) of the *Cities, Towns and Villages Act* states, "Council may, by bylaw, amend or repeal a bylaw." Section 74(1) states, "a bylaw must have three distinct and separate readings to be effective." Section 74 (3) further states, "a bylaw must be in written before it may receive first reading." Section 76 (1) states, "the senior administrative officer shall ensure that a copy of every by-law is available to the public as soon as possible after it receives first and third reading."

Section 12 of the *Community Planning and Development Act* states, "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 with a community plan, and if applicable, to prohibit the use or development of land or buildings in particular areas of a municipality.”

Community Plan By-law No. 5007

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

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

It is important to note that the Old Town designation currently allows for other types of development, such as retail and commercial, which may not align with the surrounding natural setting. Allowing only small-scale residential intensification, also permitted in Old Town Designation, would be a more compatible and appropriate form of development by balancing environmental stewardship with practical housing solution. The proposal meets the policy objectives of both land use designations - ‘Downtown – Central Residential’ and ‘Old Town’.

Zoning By-law No. 5045, as amended

The Zoning By-law regulates the use and development of land and buildings within the city of Yellowknife in a balanced and responsible manner. An amendment to the Zoning By-law shall be consistent with any existing Community Plan, Area Development Plan (not applicable), and any Council approved plans or policies.

The subject lands are zoned as PR – Parks and Recreation (where the development is proposed), primarily intended for recreation facilities, parks, and public utilities. Discretionary uses for this zone include light commercial activities, cemeteries, and campgrounds.

The RI-1 – Residential Intensification zone, is designed for moderate intensity housing, permitting duplexes, townhouses, and multi-unit residential developments. The lot sizes and building heights will remain comparable to existing single-detached lots, ensuring the new development aligns with the character of the surrounding neighborhood. Special Care residences, secondary dwellings, home-based businesses are also permitted and can be integrated into the development.

Approximately 9,030 square metres of land in the Western Block, currently zoned Parks and Recreation (PR), is proposed to be rezoned to Residential Infill (RI-1) to support new low to moderate intensity housing. In the Eastern Block, approximately 7,686 square metres of PR land is also proposed to be rezoned to RI-1. Additionally, approximately 3,090 square metres of PR land in the Eastern Block will be

rezoned to Natural Preservation (NP). The existing NP zone will not be rezoned but will be expanded to incorporate the current PR zone, resulting in a net gain of 3,090 square meters of protected Nature Preservation lands.

Public Consultation

Administration conducted public consultation as part of the application review process based on good planning practice. On June 13, 2025, a Notice of Application letter was circulated to the neighboring landowners and tenants within 60 metres of the subject land pursuant to section 14 (2) of the *Community Planning and Development Act*. Notice radius was increased from the legislated requirement of a minimum of 30 metres to 60 metres to provide sufficient opportunities for the public to be informed and provide feedback. The comment period was extended by an additional week to ensure all community voices are heard. The City received over 200 public comments, both supporting and opposing the proposed development. While some residents welcomed the initiative to provide more housing, many expressed concerns about the potential loss of green space and natural areas. Additional details and all comments are provided in the Planning Justification Report.

Following the public notice and review of the comments provided to the original proposal on June 13, 2025, the proposed plan has been revised to reflect both public feedback and the existing location of drainage infrastructure. Specifically, a portion of the previously proposed RI-1 (Residential Infill) area has been removed, and the amount of land designated as NP (Natural Preservation) has been further increased. This revision responds to public comments raised regarding natural area preservation and infrastructure constraints. The updated boundaries are shown in Figure 2: Proposed Zoning Map and form the basis for the revised planning analysis in this report.

ALTERNATIVES TO RECOMMENDATION:

1. That By-law No. 5115 to amend Zoning By-law No. 5045, as amended, by rezoning Portions of Lot 13 Block 81 Plan 4623, Portions of Lot 15 Block 78 Plan 4059, and Portions of Road (School Draw Avenue), Plan 2396, referred to as “Western Block”, from PR to RI-1 not be presented for adoption.
2. That By-law No. 5116 to amend Zoning By-law No. 5045, as amended, by rezoning Portions of Block 77A Plan 512, Portions of Lot 2 Block 201 Plan 2396 and Portions of Road (School Draw Avenue), Plan 2396, and Portions of Road (Lundquist Road), Plan 2396, referred to as “Western Block”, from PR to RI-1 and NP, not be presented for adoption.

RATIONALE:

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

- a. **Utilization of existing infrastructure:** Lower land development costs because municipal services such as water, sewer, and roads are already in place.
- b. **Mix of Housing Options:** Increases access to affordable and attainable housing and many other housing options in desirable, well-connected areas.

- c. **Availability of Public Transit:** Supports transit-oriented development, reducing barriers to mobility.
- d. **Community Cohesion:** Revitalizes neighborhoods, fostering stronger social connections and engagement.
- e. **Reduced Commuting Stress:** Locates housing closer to workplaces, reducing commute times and improving quality of life.
- f. **Revitalization of Underutilized Areas:** Attracts investments, transforming vacant or deteriorated properties into vibrant spaces.
- g. **Increased Property Values:** Enhances surrounding property values through upgrades to municipal infrastructure—such as sidewalks, street lighting, and utilities—and by improving the overall aesthetic appeal and vibrancy of the neighborhood.
- h. **Local Economic Boost:** Brings in more residents and businesses, increasing consumer spending and tax revenues.
- i. **Job Creation:** Stimulates construction and employment opportunities.
- j. **Lower Carbon Footprint:** Reduces emissions by shortening commutes and supporting alternative transportation.
- k. **Urban Sprawl Control:** Promotes compact development, reducing land and resource consumption.
- l. **Improved Energy Efficiency:** Encourages compact, energy-efficient building designs.
- m. **Sustainable Land Use:** Reclaims unused lands, optimizing it for current and future housing needs.

Promotion for More Housing Supply

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

ATTACHMENTS:

1. By-law No. 5115, School Draw – Western Block (DM #802209 v2)
2. By-law No. 5116, School Draw – Eastern Block (DM# 803152 v1)
3. Planning Report (DM #793313 v7), and
4. Presentation (DM #802213 v2)

Prepared: August 18 2025; AT
 Revised: August 25, 2025; MA
 Revised: August 25, 2025; CW
 Revised: Sept 3, 2025; MA/cw



CITY OF YELLOWKNIFE

BY-LAW NO. 5115**BZ 382**

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

PURSUANT TO

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

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

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

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

APPLICATION

1. That Zoning By-law No. 5045 be amended as follows:
 - a. Rezoning a portion of Lot 13 Block 81 Plan 4623, a portion of Lot 15 Block 78 Plan 4059, and a portion of Road (School Draw Avenue), Plan 2396, from PR to RI-1.
 - b. Amending Schedule No. 1 to Zoning By-law No. 5045, as amended, in accordance with Schedule A attached hereto and forming part of this by-law.

EFFECT

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

Read a First time this _____ day of _____, A.D. 2025.

Mayor

City Manager

Read a Second Time this _____ day of _____, A.D. 2025.

Mayor

City Manager

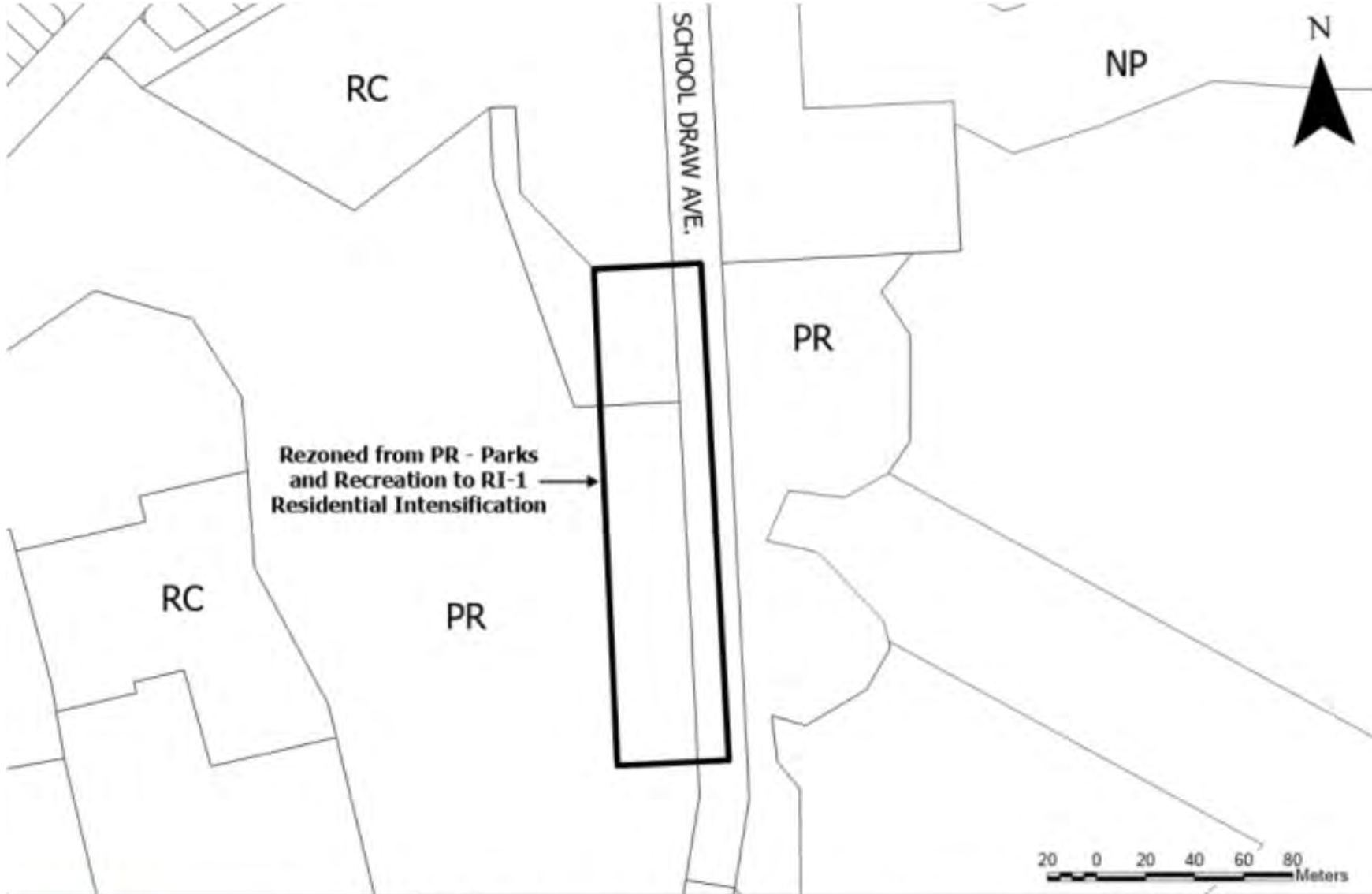
Read a Third Time and Finally Passed this _____ day of _____, A.D., 2025.

Mayor

City Manager

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

City Manager



**CITY OF
YELLOWKNIFE**
Planning &
Development

Project:
By-Law No. 5115 (School Draw - Western Block)

Title:
Schedule - A

File: PL-2025-0046
Scale: 1:1000
Created By: AT
August 18, 2025



CITY OF YELLOWKNIFE

BY-LAW NO. 5116**BZ 383**

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

PURSUANT TO

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

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

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

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

APPLICATION

1. That Zoning By-law No. 5045 be amended as follows:

- A. Rezoning a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396 and a portion of Road (School Draw Avenue), Plan 2396, and a portion of Road (Lundquist Road), Plan 2396, from PR and NP to RI-1 and NP.
- B. Adding a new section 10.5.6 as follows:

Site Specific Development Regulations

- a) The following development regulations shall apply to the lands zoned as RI-1, and described as a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396 and a portion of Road (School Draw Avenue), Plan 2396, and a portion of Road (Lundquist Road), Plan 2396:
 - i) 10 meters of no-development buffer shall apply to the eastern boundary.

- C. Amending Schedule No. 1 to Zoning By-law No. 5045, as amended, in accordance with Schedule A attached hereto and forming part of this by-law.

EFFECT

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

Read a First time this _____ day of _____, A.D. 2025.

Mayor

City Manager

Read a Second Time this _____ day of _____, A.D. 2025.

Mayor

City Manager

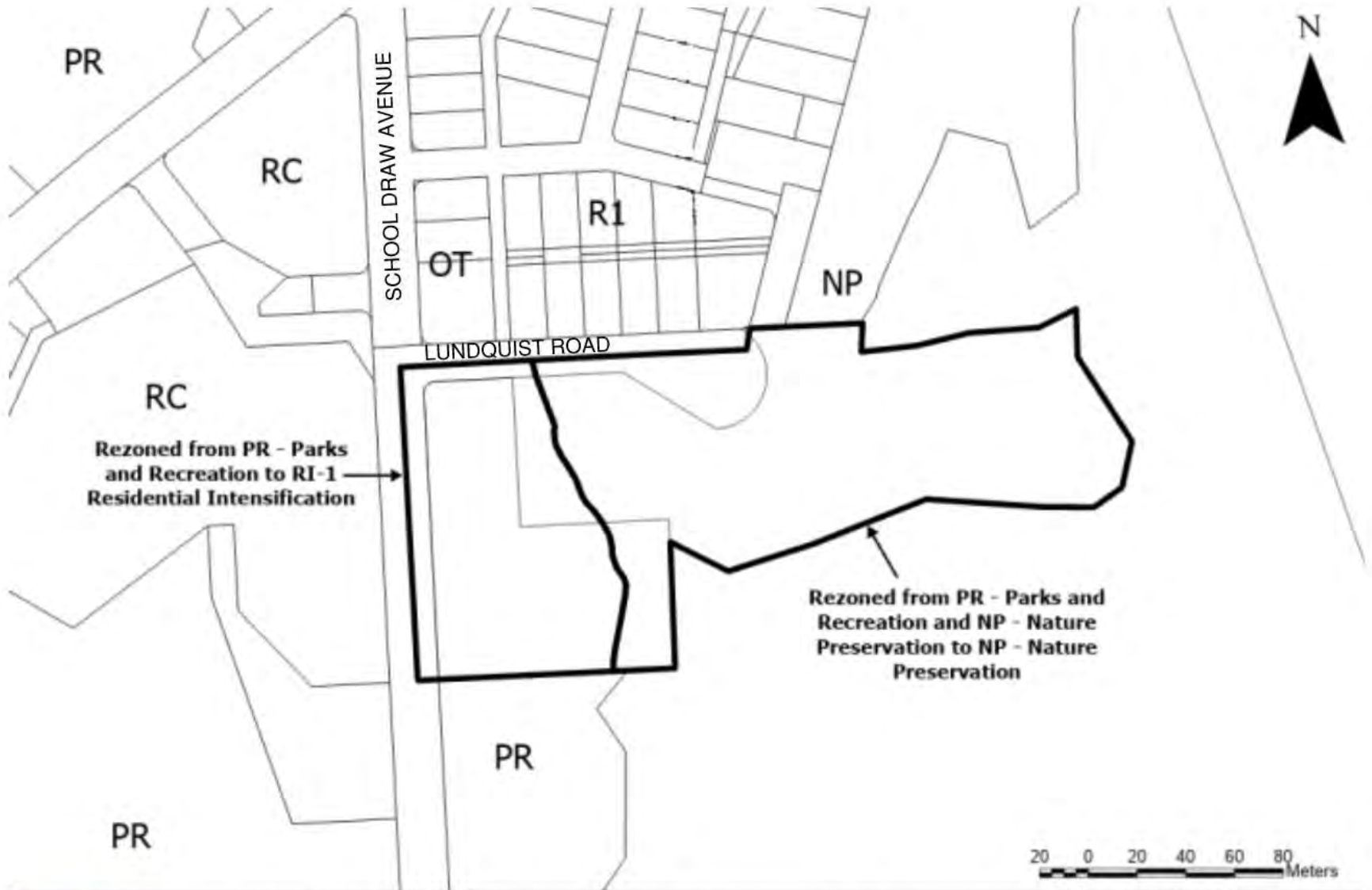
Read a Third Time and Finally Passed this _____ day of _____, A.D., 2025.

Mayor

City Manager

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

City Manager



**CITY OF
YELLOWKNIFE**

Planning &
Development

Project:

By-Law No.5116 (School Draw - Eastern Block)

Title:

Schedule - A

File: PL-2025-0046

Scale: 1:1000

Created By: AT

August 18, 2025

Property Information

Location Description	Portions of Lot 15 Block 78 Plan 4059; portions of Lot 13 Block 81 Plan 4623; portions of Block 77A Plan 512; portions of Lot ROAD Plan 2396; and Lot 2 Block 201 Plan 2396
City of Yellowknife Community Plan No. 5007	Glossary of Terms Section 3.1.2 General Development Goals Section 4.1.2 Downtown – Central Residential Section 4.2 Old Town Section 5.1 Environment and Climate Change Section 5.2 Transportation Section 5.3 Municipal Infrastructure Section 5.4.3 Subdivision and Land Development Sequencing
City of Yellowknife Zoning By-law No. 5045, as amended	Definitions Section 5.2. By-law Amendment Section 10.5 RI – Residential Intensification
Civic Address:	N/A
Access:	School Draw Avenue and Lundquist Road
Municipal Services	Piped service exists along School Draw Ave.

Recommendation:

That Council approves the proposed amendments to Zoning By-law No. 5045, as amended, by changing the zoning of the subject lands from PR – Parks and Recreation and NP – Nature Preservation to RI-1 – Residential Intensification and NP – Nature Preservation to support the creation of new lots for future multi-unit, townhouse, and/or duplex residential developments and further extend the Nature Preservation zone.

Proposal:

As part of the City's intensification strategy to help address the local housing crisis, the City has launched the Intensification First initiative to develop underutilized, developable, and surplus City-owned lands. In line with this initiative, and following Council Motion 00013-23 (January 23, 2023), which directed Administration to prepare the necessary planning applications to support infill development, the City is now moving forward with one of the identified infill sites. The subject site, known as the School Draw location, encompasses two blocks of land. The western block consists of lands legally described as a portion of Lot 13, Block 81, Plan 4623; a portion of Lot 15, Block 78, Plan 4059; and a portion of ROADS (School Draw Avenue). The eastern block consists of a portion of Block 77A, Plan 512; a portion of Lot 2, Block 201, Plan 2396; and a portion of ROADS (Lundquist Road). These lands have been identified as suitable for softer intensification through the development of multi-unit residential uses. This supports the City's strategic priority of housing for all, creating the context for diverse housing options.

The overarching objective of this initiative is to prepare the subject lands for development and subsequently dispose of them in a development-ready state, in accordance with Land Administration By-law No. 5078, as amended. This process involves securing the required zoning amendments and subdivision approvals to enable future development.

To facilitate the public disposal of these lands, the City is proposing the creation of a multi-lot subdivision zoned for multi-unit and duplex residential development. However, the existing zoning—Parks and Recreation (PR) and Nature Preservation (NP)—does not permit such uses. As a result, the City has initiated Zoning By-law amendments to By-law No. 5045 to rezone the lands accordingly. The proposed amendments include:

- Re-zoning a portion of Lot 13 Block 81 Plan 4623, a portion of Lot 15 Block 78 Plan 4059, and a portion of ROADS (School Draw Avenue) from **PR - Parks and Recreation** to **RI-1 - Residential Intensification** and **NP - Nature Preservation** to allow for the development of multi-unit, townhouse, and/or duplex housing.
- Re-zoning a portion of Block 77A Plan 512, a portion of Lot 2 Block 201 Plan 2396 and a portion of ROADS (Lundquist Road) and **NP - Nature Preservation** to **RI-1 - Residential Intensification** and **NP - Nature Preservation** to allow for the development of multi-unit, townhouse, and/or duplex housing.

These amendments support the City's broader goal of fostering a safe, accessible, and inclusive community through the provision of diverse housing and accommodation options.

Revised Proposal Note:

Following the public notice circulation of the original proposal on June 13, 2025, the proposed plan has been revised to reflect both public feedback and the existing location of drainage infrastructure. Specifically, a portion of the previously proposed RI-1 (Residential Infill) area has been removed, and the amount of land designated as NP (Natural Preservation) has been further increased. This revision responds to public comments raised regarding natural area preservation and infrastructure constraints. The updated boundaries are shown in Figure 2: Proposed Zoning Map and form the basis for the revised planning analysis in this report.

Background:

LOCATION

The subject lands, identified in location Map (Figure 1), are located along School Draw Avenue between Downtown and Old Town. The subject lands consist of lands situated on opposite sides of School Draw Avenue.

The subject land abuts the multi-unit residential development - *The View* and Lundquist Road to the north, Great Slave Lake and Rotary Centennial Park to the east and south, and a city-owned open space to the west. This location places the site within a unique transitional zone between Old Town and the Downtown core.

The subject lands are predominantly undeveloped and exhibit a significant change in elevation, particularly on the western block adjacent to School Draw Avenue. Municipal infrastructure, including a water main and sanitary sewer, are located under School Draw Avenue. Additionally, a storm sewer extends from the intersection of School Draw Avenue and Lindquist Road onto Lot 2. The eastern portion of Block 77A contains a portion of the Rotary Park boardwalk, while the corner of School Draw Ave. and Lundquist Rd. currently includes an unpermitted skateboarding ramp.

CURRENT LAND USE DESIGNATION AND ZONING

The subject lands are currently designated under two distinct land use categories in the City's Community Plan. The eastern parcel is designated as "Old Town," while the western parcel is designated as "Downtown – Central Residential," as shown in Appendix B. Located at the intersection of these two neighbourhoods, the lands are well-positioned to support a transition through appropriate intensification to medium-density and multi-unit residential development. Such intensification may include the development of vacant parcels or the redevelopment of underutilized sites, not only in a way that complement the surrounding built environment but also to ensure natural preservation areas are protected.

At present, the subject lands are zoned PR – Parks and Recreation and NP – Nature Preservation, as indicated in Appendix C. The PR zone permits uses such as public parks, recreation facilities, urban agriculture, and related accessory structures, while the NP zone is more restrictive, allowing only public parks, utility structures, and temporary uses that support natural preservation objectives.

PROPOSED RESIDENTIAL INTENSIFICATION ZONE

Given the subject lands' strategic location between the downtown core and Old Town, they present a ideal opportunity for moderate residential intensification to help meet Yellowknife's growing housing needs. On October 28, 2024, City Council adopted a new zoning category RI-1—Residential Intensification through By-law No. 5095. This zoning framework was designed to support targeted infill by enabling moderate intensification within lot sizes that are compatible with the existing neighbourhood fabric while preserving the overall character of adjacent areas.

Staff recommend that the subject lands be rezoned from PR – Parks and Recreation to RI-1 – Residential Intensification and NP – Nature Preservation. The RI-1 zone permits a variety of housing types, including duplexes, townhouses, multi-unit residential buildings, and detached dwellings with either attached or in-home secondary suites. Proposed lot dimensions will range from a minimum of 20 metres in width by 32 metres in depth. These dimensions provide sufficient space to accommodate development while also ensuring that new construction remains appropriate and consistent with the established character of the surrounding neighbourhood. The proposed RI-1 lands east of School Draw are retained as a single block to be planned in the future with specific zoning requirements aimed at ensuring compatibility with adjacent Nature Preservation lands and minimizing potential impacts.

Figure 1: Current Zoning



Figure 2: Proposed Zoning



HOUSING NEEDS AND BENEFITS OF THIS DEVELOPMENT

Yellowknife continues to face a housing shortage, with approximately 10% of households classified as being in core housing need¹—meaning they either spend more than 30% of their income on housing, live in units requiring major repairs, or reside in overcrowded conditions. Approximately 24% of households in Yellowknife are in subsidized rental housing, and 75% of the purpose-built rental stock was constructed before 2000². According to the most recent CMHC data, the vacancy rate in the primary rental market (apartments and townhomes) was 1.9% as of October 2024³. There is also a significant increase of senior population – 14.6% since 2011⁴. The City has only 1% (approximately) lands readily available for future developments which presents a significant barrier to addressing these housing challenges.

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

Assessment of the Proposal:

LEGISLATION

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

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

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

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

- Community Plan By-law No. 5007

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

¹ [Housing Needs Assessment, 2024](#)

² [Housing Needs Assessment, 2024](#)

³ [CMHC Housing Market Portal](#)

⁴ [Housing Needs Assessment, 2024](#)

guide all Zoning By-law provisions and amendments. Any Zoning By-law amendment shall conform to the Community Plan.

- Zoning By-law No. 5045, as amended

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

Section 5.2. regulates the application and review process of a by-law amendment proposal.
Section 10.5. regulates land uses and zoning requirements specifically in the Residential Intensification (RI-1) Zone.

PLANNING ANALYSIS

- Community Plan By-law No. 5007

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

- Increase housing affordability through increased land use flexibility for residential development.
- Encourage and facilitate more land use flexibility in core areas of City to support revitalization plans and initiatives.
- Improve energy efficiency of land development through intensification of existing developed areas and encouraging mixing of uses.
- Develop land in a fiscally responsible and sustainable manner.

The subject lands are located across two distinct land use designations under the City of Yellowknife Community Plan: **Downtown – Central Residential** to the west and **Old Town** to the east, as shown in Appendix B. The proposed rezoning reflects a neighbourhood appropriate response incorporating both policy areas, enabling moderate intensification while maintaining compatibility with the surrounding built and natural environments.

Section 4.1.2 Downtown – Central Residential

The subject lands in the western block are designated as Downtown – Central Residential, a transitional area that links the city core with surrounding neighbourhoods such as Old Town, the Recreation Hub, and Old Airport Road Commercial. This designation supports compact urban development and encourages gradual intensification through a range of low- to mid-rise housing forms.

The proposed rezoning aligns with this direction by enabling the introduction of a broader mix of residential options within a walkable, connected street grid. The intent is to support development that steps down in scale from the urban core while maintaining livability through the inclusion of outdoor amenity spaces, off-street parking, and pedestrian-oriented design features.

The following Planning and Development Objectives and Policies of the Downtown – Central Residential land use designation are applicable:

- Objective 3: To intensify land use through higher density development, starting in the areas that are adjacent to the city core and moving outwards. High density development adjacent to City core stepping down to medium density.
 - Policy 3-a: Zoning will be revised to allow for higher density re-development close to the City core stepping down to medium density zoning further from the City core.
- Objective 4: To encourage higher density residential development.
- Objective 5: To encourage a variety of housing options.
 - Policy 5-a: Alternative dwelling types that support higher density may occur in the area, but development must have enough space to accommodate living area, parking setbacks and outdoor amenity space.

The objectives and policies of the Central Residential land use designation support residential intensification and a variety of housing options, which is consistent with the purpose of the RI-1 Zone. Development aligns with the Community Plan’s emphasis on infill, efficient land use, and transportation integration. It supports objectives related to housing diversity, walkability, and access to natural areas, while respecting the existing street pattern and community character. The built form will be appropriately scaled, promoting a cohesive transition between different development and neighbourhood forms.

Section 4.2 Old Town

The subject lands in the eastern block fall within the Old Town designation, a historically and culturally significant area known for its eclectic built form, natural landscapes, and small-scale residential character. This designation prioritizes thoughtful development that respects and enhances the area's unique character.

The following Planning and Development Objectives and Policies are applicable:

- Objective 1: To limit development of residential and commercial buildings to forms that are compatible with the wetland, shoreline and exposed rock settings.
 - Policy 1-a: New development will not adversely impact natural geographic features and environment.
- Objective 3: To encourage compact urban form

- Objective 4: To encourage street-oriented residential, retail and commercial development.
- Objective 13: To maintain the existing character of the built form.
 - Policy 13-a: New development will consider existing context of immediate surrounding area.
- Objective 14: To encourage a mix of residential options including larger homes, duplexes, rowhouses, groups of tiny homes, and mixed residential and commercial spaces.
 - Policy 14-a: A variety of residential development including multi-unit and mixed residential/commercial development will continue to be permitted.
- Objective 15: To encourage a mix of uses that enhance the organic nature and built form of the development of Old Town.
 - Policy 15-a: Zoning will be made flexible to allow for mixed uses where they are deemed appropriate.

The proposed rezoning and subdivision support several key objectives and policies of the Old Town designation, particularly those related to natural preservation and the strategic use of serviced urban land.

The proposal directly supports Objective 1, which calls for the protection and enhancement of Old Town's natural setting and shoreline character. While the subject lands are located near the shoreline, no development is proposed directly along the waterfront. Instead, the proposal includes the expansion of the existing Nature Preserve (NP) zone, which will maintain a naturalized buffer between the new residential area and the shoreline. This expanded NP area will help maintain the visual, ecological, and recreational value of the shoreline and contribute to the overall preservation of Old Town's natural character.

Aligned with Policy 1, which encourages the protection of natural features and the thoughtful integration of development, the proposal emphasizes housing that is carefully integrated with the surrounding environment. Residential development will be located outside environmentally sensitive shoreline areas, and smaller lot sizes are proposed to accommodate duplex and low-rise multi-unit buildings. This minimizes the physical and visual footprint of development, reducing potential impacts on existing developments such as obstruction of lake views and ensuring compatibility with the surrounding natural setting.

The proposal also reflects Objective 3 and Policy 6, which promote a compact urban form and encourage infill development on already serviced lands. The subject site is City-owned (a portion is leased), fully serviced, and located adjacent to the downtown core, making it well-suited for moderate residential intensification. This approach enables the City to meet growing housing needs without expanding its urban footprint or placing new pressure on unserved areas.

By limiting building footprints, road access and servicing points, the development will help maintain the informal character of Old Town while introducing attainable housing options. This aligns with the broader goals of the Community Plan to support inclusive growth and a mix of housing forms, while respecting the unique identity and landscape features of established neighbourhoods.

It is important to note that the Old Town designation currently allows for other types of development, such as retail and commercial, which may not align with the surrounding natural setting. Allowing only small-scale residential intensification under this zoning amendment would be a more compatible and appropriate form of development. Overall, the proposal demonstrates clear alignment with the intent of the Old Town designation by balancing environmental stewardship with practical housing solution. It enhances protection of the shoreline, preserves the area's character, and provides needed housing in a way that is compatible with the surrounding area. The proposal meets the policy objectives of both land use designations - 'Downtown – Central Residential' and 'Old Town'.

Section 5.1 Environment and Climate Change

The Community Plan supports climate change mitigation and the sustainable development of land. Key considerations, such as reducing greenhouse gas emissions and adapting to a changing climate, should be incorporated into planning decisions.

The following Climate Change Mitigation Objectives and Policies are applicable:

- Objective 3: *To better utilize existing municipal infrastructure.*
 - Policy 3-a: *The City will prioritize development in the existing built footprint of the City before developing new greenfield areas.*
 - Policy 3-c: *Higher-density development will be encouraged near employment centers and major activity nodes.*

Residential intensification provides a more efficient utilization of existing infrastructure and services, reducing capital costs on a per capita basis. This directly supports Objective 3 and Policy 3-a by focusing development within the existing built footprint rather than extending into greenfield areas. Infill development also has a smaller carbon footprint and lower servicing cost compared to outward expansion.

The subject lands are located near major activity areas and employment centers, which align with Policy 3-c, encouraging higher-density development in these locations. Piped water and sanitary services currently run beneath School Draw Avenue, allowing for cost-effective servicing of the site without expanding municipal infrastructure. The proposed rezoning promotes a compact urban form, increases energy efficiency, walkability and limits urban sprawl. As such, it is consistent with the climate change mitigation objectives and policies of the Community Plan, specifically Objective 3, Policy 3-a, and Policy 3-c.

Section 5.2 Transportation

Transportation is a key consideration in land use planning and development. The subject site is located within 300 metres of Franklin Avenue and is also within walking distance of transit stops along both Franklin Avenue and 52 Avenue. This close proximity supports the City's goals for compact, connected development and efficient use of existing infrastructure, as outlined in the Community Plan.

The site is also well-served by established active transportation routes that connect it to nearby neighbourhoods and community amenities. These trails and sidewalks align with Policy 5.2.2, which prioritizes improving safe and accessible infrastructure for all ages and abilities, filling network gaps, and promoting walking and cycling as viable alternatives to private vehicle use. In addition, the site's access to public transit supports Policy 5.2.3, which emphasizes enhancing transit service to meet existing demand, attract new users, and reduce reliance on private vehicles. The location's connectivity to transit corridors and active transportation infrastructure positions it well to contribute to broader Community Plan goals around sustainable mobility and healthy, livable neighbourhoods.

Section 5.3 Municipal Infrastructure:

Piped water and wastewater services are a significant capital cost, for both maintenance and expansion. To keep costs low for taxpayers, higher utilization of the existing systems is essential. Moderate intensification such as the proposed development will support better utilization of existing infrastructure. Both water and wastewater services can be connected directly from School Draw to the proposed lots requiring minimum infrastructure cost for servicing.

The following Planning and Development Objectives and Policies are applicable:

- Objective 3: To concentrate commercial and residential development in areas serviced by piped water and sewer services.
 - Policy 3-a: Commercial and residential development will be prioritized in areas with piped water and sewer services.
- Objective 4: To limit residential development in areas serviced by trucked water and sewer services.
 - Policy 4-a: Residential development in areas with trucked water and sewer services will be discouraged.

Connection to municipal infrastructure is a critical factor for residential intensification. Overall, the new zones and associated changes to the Zoning By-law are consistent with the intent of the Community Plan's Objectives and Policies regarding Municipal Infrastructure.

Section 5.4.3. Subdivision and Land Development Sequencing – Residential:

Pursuant to the *Community Planning and Development Act*, the Community Plan provides a framework for the sequence in which specified areas of land may be developed or redeveloped to accommodate future land use needs in the short-term, medium-term, and long-term.

The following Planning and Development Objectives and Policies are applicable:

- Objective 1: To utilize existing infrastructure for land development.
 - Policy 1-a: Vacant lots, both City owned and private, within the built area of the City will be prioritized before greenfield development.

With only 1% (117 ha) of City-owned land identified as potentially developable for residential use—and with much of it constrained or requiring further assessment—the subject lands represent one of the few readily available and appropriate sites for near-term development within the city. Given the scale of the proposed development and the readiness of municipal servicing, Planning Staff believe that an area development plan is not required before completing the subdivision process. The proposal aligns with existing land use designations and servicing capacity and does not introduce significant changes to the surrounding transportation or infrastructure network that would typically warrant broader planning through an area development plan.

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

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

Current Zoning:

The subject lands are zoned as PR – Parks and Recreation and NP – Nature Preserve (See Figure 1). While the subject land does not contain any permanent recreation facilities, a portion of the property contains existing trails, and a small, non-permitted recreational skate ramp is currently located on Block 77A, Plan 512.

Proposed Zoning:

Approximately 9,030 square metres of land in the Western Block, currently zoned Parks and Recreation (PR), is proposed to be rezoned to Residential Infill (RI-1) to support new low to moderate intensity housing. In the Eastern Block, approximately 7,686 square metres of PR land is also proposed to be rezoned to RI-1. Additionally, approximately 3,090 square metres of PR

land in the Eastern Block will be rezoned to Natural Preservation (NP). The existing NP zone will not be rezoned but will be expanded into the current PR zone, resulting in a net gain of 3,090 square meters of protected Natural Preservation lands.

The RI-1 – Residential Intensification zone, is designed for moderate intensity housing, permitting duplexes, townhouses, and multi-unit residential developments. The lot sizes and building heights will remain comparable to existing single-detached lots, ensuring the new development aligns with the character of the surrounding neighborhood. Special Care residences, secondary dwellings, home-based businesses are also permitted and can be integrated into the development.

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

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

SUPPORTING INFORMATION

Geotechnical Study:

The City of Yellowknife retained Tetra Tech Canada Inc. to undertake a geotechnical site evaluation to inform future development of City-owned lands located at the corner of School Draw Avenue and Lundquist Road. This study, titled *Geotechnical Site Evaluation for Vacant Lot Corner of School Draw and Lundquist* (Attachment 1), assessed subsurface conditions and engineering feasibility to guide land use planning and site design. While the study was focused on a portion of the subject lands (Block 77A Plan 512), the findings are highly relevant to the broader proposed subdivision area.

The geotechnical report concludes that the lands evaluated are generally suitable for development, provided appropriate engineering controls are implemented. These include subgrade preparation, removal of organic material, placement of engineered fill where needed, and the use of deep pile foundations or well-prepared grade-supported slabs. Furthermore, the presence of shallow groundwater and frost-susceptible soils can be effectively mitigated using standard design and construction practices. The proximity of existing piped water and sanitary services further supports the feasibility of cost-effective infill development in this area.

The key recommendations include preparing the ground by removing soft soil and organic material, then placing special engineered fill that drains well and stays stable when it thaws. Builders should use either deep piles or slabs supported by the ground, making sure the soil underneath is properly prepared and compacted. The report also says there is no permafrost expected on this site, so climate change should not affect the ground or the foundations in the future. All these points show that the site can be safely built on using normal engineering methods that work well in Yellowknife's northern climate.

The proposed amendments seek to enable compact, efficient, and climate-conscious development through residential intensification. The geotechnical findings provide technical justification for rezoning, confirming that the lands in question can be safely and economically developed in accordance with the policies of the Community Plan. The report also outlines clear specifications for engineered fill—including gradation, compaction, and placement requirements—which have been factored into the City's assessment of development readiness. With these considerations in place, the proposed subdivision and zoning amendments represent a sound approach to addressing Yellowknife's housing needs using underutilized City-owned lands.

Traffic Impact Study:

The City of Yellowknife retained Creative Transportation Solutions Ltd. to undertake a traffic impact study (TIS) for the subject lands to evaluate the cumulative effects of the proposed development of up to 108 new residential units along School Draw Avenue (Attachment 2). The study concluded that traffic volumes generated by the proposed development are minimal,

with peak-hour vehicle movements averaging approximately one vehicle per minute. Intersection capacity analyses at all surrounding key intersections (including 44th Street, Lundquist Road, Brock Drive, and Franklin Avenue) showed that Levels of Service (LOS) will remain at A (Excellent) through the 2030 build-out and into the 2035 planning horizon, even when accounting for additional background development. Accordingly, no intersection or roadway upgrades are required to accommodate site traffic.

To support sustainable mobility and address existing gaps in pedestrian infrastructure, the TIS recommends the construction of a sidewalk along each development block, and a marked pedestrian crossing on School Draw at Lundquist Road. A review of the existing pedestrian network in the study area in June 2025 determined that it is otherwise complete, except for School Draw Avenue between Lundquist Road and Franklin Avenue, where the sidewalk was removed for electrical work in 2024. Currently, pedestrians must use the gravel shoulder on this section. NAKA will replace the sidewalk along this stretch. These improvements will enhance walkability, connect residents to nearby transit stops, and reduce reliance on private vehicle use, aligning well with City policy objectives for active transportation and community connectivity.

The City of Yellowknife's Natural Area Preservation Strategy (2010):

The City of Yellowknife's Natural Area Preservation Strategy (2010) was developed as part of the City's Smart Growth Plan to guide long-term land use decisions, balancing urban development with the preservation of natural areas. It identified Natural Area Sites within the urban boundary, recommending some sites with high protection allowing some sites—those already disturbed or strategically located—to accommodate some development under controlled conditions. The Strategy acknowledges the growing development pressure on urban land and outlines clear guidelines for how development should proceed where necessary. These less-restricted sites are seen as opportunities for exemplary, compact development that respects natural features while addressing housing and community growth needs.

In areas where development within a Natural Area Site is considered necessary, particularly sites that are already partially disturbed — the Strategy emphasizes that such development must undergo additional scrutiny and follow specific protection and design guidelines. These sites often lie adjacent to or overlap with lands zoned as Parks and Recreation, which are less restrictive and already support public amenities and recreational infrastructure. This spatial connection creates an opportunity to integrate new development with existing green space networks, promoting compact urban growth while preserving ecological integrity and public access to nature. The measures recommended to develop such sites include:

- low density development between 10-30 units per hectare (uph)
- Limited development to reduce the site disturbance required to install water and sewer services

- Surface parking be limited and vehicle parking be accommodated within the building footprint to the greatest extent possible
- Buffer provided to high protection area
- Only residential, commercial, institutional or mixed-use developments be considered
- Development should be directed to any previously disturbed parts of the site

The recommended zoning for the PR – Parks & Recreation portion of the easterly lands (Willow Flat) will incorporate the above guidelines to ensure the protection of natural features within the adjacent NP – Nature Preservation Zone.

Development Incentives:

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

On December 9, 2024, the City of Yellowknife adopted Development Incentives By-law No. 5097, establishing a city-wide program that offers a range of tax abatements and housing grants. This initiative aims to support housing development, improve affordability and accessibility, and promote intensification. The table below outlines the available grants and abatements for the proposed standard 20m x 32m residential lots. It is noted that Development Incentives are determined based on specific requirements identified in the Development Incentives By-law No. 5097 and are available on a first come first served basis.

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

Table 1: Available grants and abatements for a multi-unit development in RI zone⁵

⁵ [Development Incentives By-law 5097](#)

CMHC Design Catalogue:

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

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



Figure 1. Illustration of CMHC four-plex design compatible with surrounding residential character⁶

⁶ [CMHC Housing Design Catalogue](#)

Consultation:

City Departments / External Agency Consultation

As directed in section 4.5.1 of Zoning By-law No. 5045, a request for comments was circulated to the select City Divisions and external agencies for their comment. Comments were reviewed and considered, and are summarized in the table below:

No.	City Department	Comments	Consideration
1.	Public Works & Engineering	Engineering will review site grading plans and drainage plans when available to ensure they meet city standards. There is a drainage ditch in the area of the lots closest to Lundquist Road. This ditch will need to be taken into consideration by the developer to determine whether it can be moved, or whether it will need to remain as is. Determining if the drainage ditch can be moved is not an easy task as it requires detailed survey and discussions with regulators. Thus the ditch will need to remain in its current state and be noted to any prospective Developer that it will need to be taken into consideration in their design of the lot. All noted lots will need to be on piped water and sewer. Connection to the existing system will be determined by the Developer's engineer, in accordance with City By-Laws and Standards.	Noted and included in the development design. Changes have been made to the proposed lot configuration.
3.	Lands and Building Services	No comments were received.	N/A

4.	Fire Division	We note that the location of fire hydrants adjacent to this location should be considered.	Fire hydrant requirements will be reviewed when development application(s) and building permit(s) are considered. Any improvement of the current fire hydrant or addition will be determined as per the National Building Code and Fire Code at that time.
	Naka Power	We have some infrastructure on Block 77A Plan: 512 that we will need an easement on, we don't have anything on the other lots as it stands. The lot in question has a riser pole recently installed to re-rout the overhead 34KVA power line to underground, I believe by request from the City. We would need enough of an easement to access the pole and underground feed.	Noted and will be shared with Lands staff. This can be incorporated into infrastructure design plans.
	GNWT Department of Environment and Climate Change	No comments were received.	N/A
	GNWT Department of Lands	No comments were received.	N/A

PUBLIC CONSULTATION

Administration conducted our public consultation as part of the review process based on good planning practice. On June 13, 2025, a Notice of Application letter was circulated to the neighboring landowners and tenants within 60 metres of the subject land pursuant to section 14 (2) of the *Community Planning and Development Act*. Notice radius was increased from the legislated requirement of a minimum of 30 metres to 60 metres to provide sufficient opportunities for the public to be informed and provide feedback. The comment period was extended by an additional week to ensure all community voices are heard. The City received both supportive and opposing feedback on the proposed development. While some residents welcomed the initiative to provide more housing, many expressed concerns about the potential loss of green space and natural areas.

Staff clarified that the overall Nature Preservation Area will be strategically expanded, and that new development will only occur on land already disturbed. A buffer will also be required between the development and preserved areas. The updated preservation zone will restrict any future development, and the existing boardwalk will be protected and further enhanced as part of the preservation area along the shoreline.

Four Notices of Application were posted on the subject lands; however, staff identified that several public notice signs were misplaced or removed, which may have created confusion about the actual development location. Staff confirm that the boardwalk, Rotary Park, and the Willow Flats Nature Preservation Area will not be affected and will remain unchanged. Only the already disturbed land along School Draw, currently zoned Parks and Recreation, will be rezoned to Residential Intensification.

Please see Attachment 3 for full Public Comments.

-Statutory Public Hearing

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

Next Steps:

DECISION

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

Alternatively,

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

Conclusion:

In the Planner's opinion, the proposed zoning amendments is consistent with the Community Plan By-law No. 5007 and aligns with the provisions of the Zoning By-law No. 5045. The

proposed development will facilitate moderate intensification, supporting Council's strategic priority for an accessible and inclusive community with diverse housing and accommodation options. These zoning amendments will extend and reinforce the existing Nature Preservation area by introducing development restrictions and a designated buffer zone adjacent to the proposed RI-1 designation. To minimize impacts on the natural environment, vehicular access points, servicing connections, and building footprints will be carefully limited. The proposed development will preserve the overall character of the neighbourhood while supporting the delivery of attainable housing options, which represents good land use planning practices.

Written by:

Drafted By
Andrew Treger, *MCIP, RPP*
Planner III, Planning and Environment

August 22, 2025
Date

Reviewed By



August 25, 2025

Mohammad Alam *BArch, MUD, MPL, RPP, MCIP*
Manager, Planning and Environment

Date

Approved By

Charlsey White, *MCIP, RPP*
Director of Planning and Development

August 25, 2025
Date

Appendix A – Concept Plan

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

Appendix C – Zoning By-law No. 5045 Map

Appendix D – Summary of Public Comments on Proposed Rezoning

Attachment 1 – Geotechnical Site Evaluation for Vacant Lot Corner of School Draw and Lundquist, Yellowknife, NT (DM# 789848 v1)

Attachment 2 – School Draw Subdivision Traffic Impact Study (DM#801911 v1)

Attachment 3 – Comments Received from the Public (DM#799116 v2)

Statistics

4-Plex / 6-Plex: Lot 1-Lot 5: 10 - 30 Units

Row house/Stacked Towns Subdivision - Block 1-2: 10-20 Units

Block 3: Future Connection

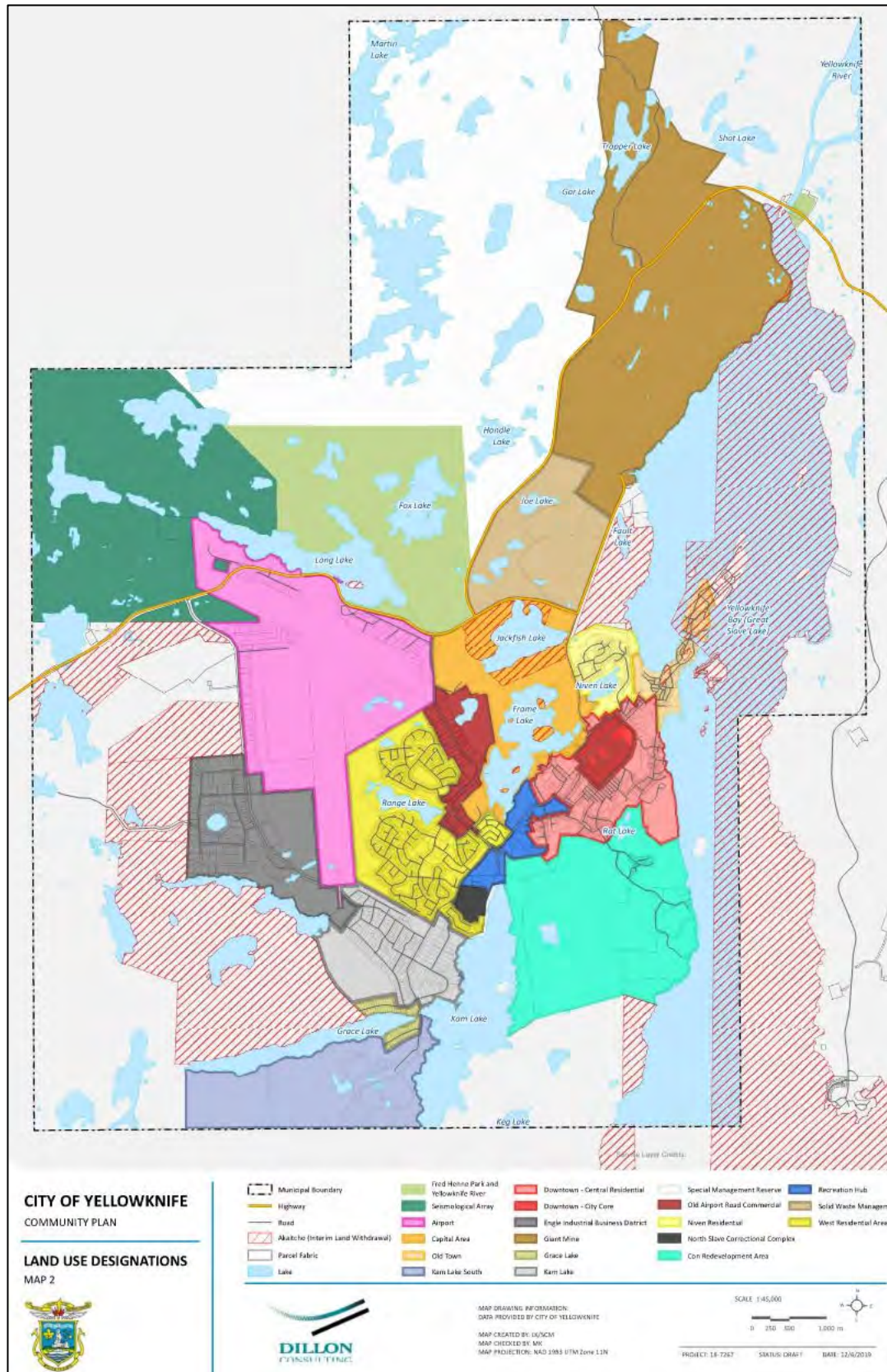
Block 4: Duplex - 16 - 20 Units

Block 5: Nature Preservation - Development Restricted

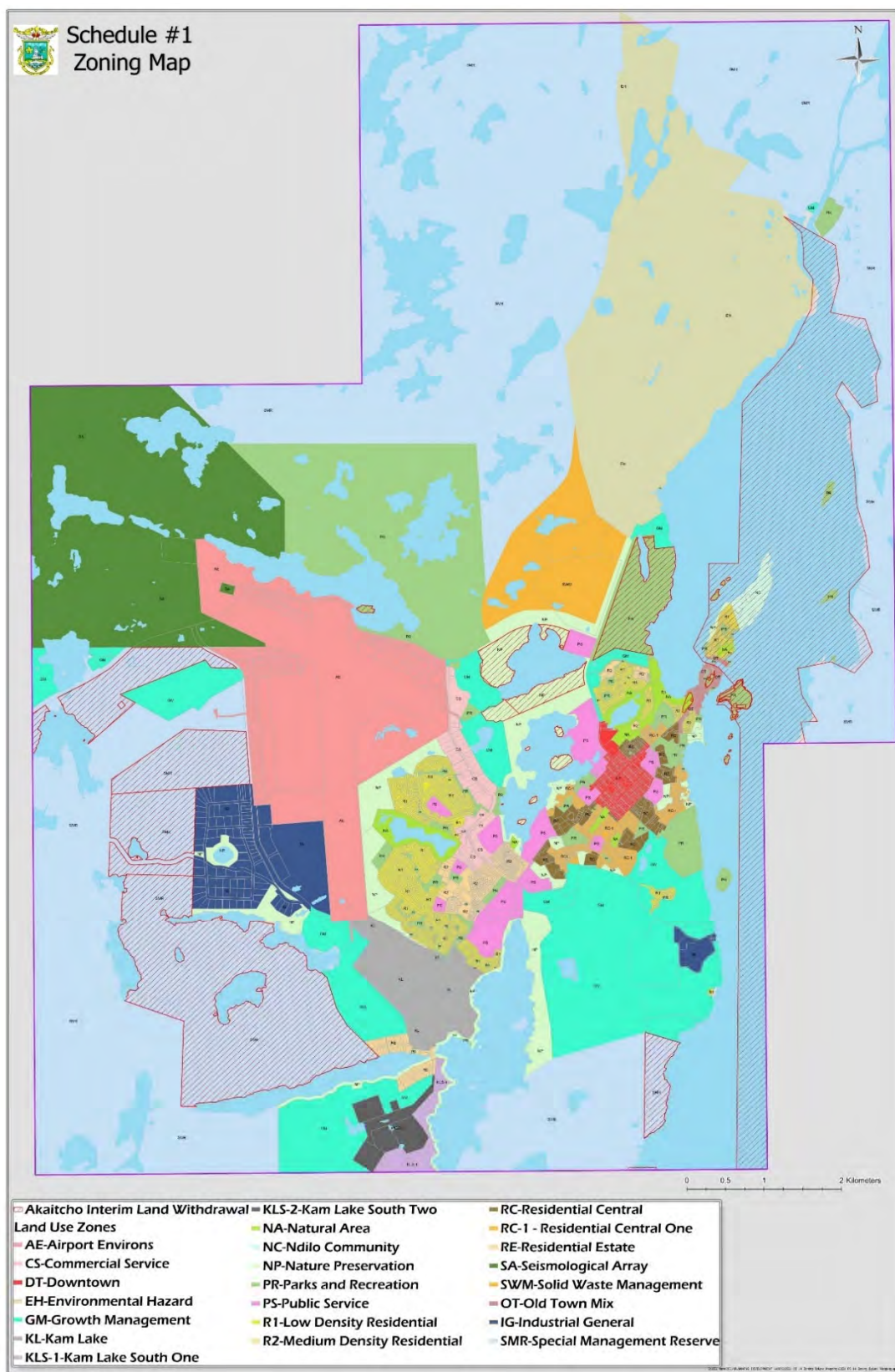
Total Number of Units: 36 - 70

City of Yellowknife Planning & Lands Division	
PROJECT:	SCHOOL DRAW INFILL SUBDIVISION
TITLE:	MULTI-UNIT TYPE HOUSING
SCALE:	FILE: PL-2025-0046
DATE: May 5, 2025	CREATED BY: MA

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



Appendix C – Zoning By-law No. 5045 Map



Appendix D – Summary of Public Comments on Proposed Rezoning

Key Issue/Theme	Summary of Public Comments	City Response
Loss of Protected Green Space	This area is regarded as one of the last remaining accessible natural areas within Yellowknife. The proposed rezoning is viewed as a reversal of longstanding commitments to preserve this land under Parks and Recreation and Nature Preservation designations.	The proposed zoning amendments reflect a carefully balanced approach—one that preserves and even enhances environmental protection, while strategically addressing Yellowknife’s urgent housing needs through infill development. 1. Green Space Preservation Is Maintained and Expanded While a portion of land is being rezoned from Parks and Recreation (PR) to Residential Intensification (RI-1), the revised plan (post-public feedback) also adds 1,385 m² of land to the NP – Nature Preservation zone, resulting in a net increase in protected natural area. 2. The proposed RI-1 zone Is already Disturbed and Strategically Located The affected areas, while currently zoned as PR – Parks & Recreation, are not pristine or untouched wilderness. Some lands are already disturbed (e.g., informal skate ramp, existing trails) and located adjacent to piped infrastructure. 3. Housing and Climate Goals Require Infill Yellowknife faces a serious housing shortage, with a 1.9% rental

		vacancy rate and only 1% of land available for residential development. Infill development here supports compact urban form, reduces infrastructure costs, limits sprawl, and helps meet climate change mitigation goals under the Community Plan. 4. The NP Zone Will Be Strengthened Development will be concentrated in areas away from the most sensitive lands, with clear limitations on building footprints, access points, and servicing near the NP zone. The proposed development recommends a net increase of Nature Preservation zone to 17,128 sq. m. 5. Ongoing Public Input Is Being Incorporated Following the initial public circulation, the City revised the proposal, reducing the RI-1 footprint and further increased protected NP lands. This demonstrates a responsive planning process, where expressed community values were considered through policy adjustments.
Ecological and Biodiversity Impacts	This area supports over 160 bird species, including several species at risk. It is considered a critical habitat for migratory and nesting birds, and development is perceived as a direct threat to the ecological integrity of the site.	This proposal is not a reversal of preservation and protection commitments. Compliance with Federal regulation remains. The proposal integrates needed housing solutions into a carefully selected, partially cleared and

		serviceable site. Areas identified as having ecological value will remain natural preservation while expanding the area overall. The rezoning balances Yellowknife's dual priorities: protecting nature and ensuring all residents have access to safe, adequate housing. There is an additional 10 m no-development buffer proposed on RI-1 zone to further protect the transition to the Nature Preservation area.
Flood Risk and Unsuitability for Development	This area is a low-lying wetland prone to seasonal flooding. Concerns were raised regarding the long-term safety and feasibility of residential development in this area, particularly in the context of climate change.	The geotechnical study (see Attachment 1) confirms that the site is suitable for development with proper engineering controls. No permafrost is present, and drainage infrastructure exists to manage surface water. Climate change is not expected to adversely impact future foundations. Importantly, the piped water, sanitary sewer, and storm drainage infrastructure are already available, meaning that no new major infrastructure expansions are needed. Existing systems are capable of managing surface runoff and reducing flood risk, particularly with the design of development to minimize site disturbance and ensure proper grading and drainage away from structures. This aligns with the Community Plan's objective to concentrate development in fully serviced areas

		where infrastructure investment has already been made.
Cultural and Historical Significance	Willow Flats holds cultural importance for Indigenous communities and is part of Yellowknife's historical landscape. Its preservation is seen as vital to maintaining the city's identity and heritage.	The planning approach for this site seeks to balance the City's strategic priorities—such as housing inclusivity and environmental stewardship—with a respectful awareness of the area's cultural and historical significance. The city has consulted with and is working toward development in support of indigenous communities.
Mental Health and Community Well-being	This area is frequently used for walking, birdwatching, and recreation. Its preservation is considered essential for community mental health, especially for residents without access to private green space.	While the proposal includes moderate residential development, it also expands the existing Nature Preservation (NP) zone, ensuring continued access to shoreline trails, natural areas, and open space for public use. No development is proposed directly on the shoreline, and a naturalized buffer will be maintained to preserve the passive recreational and ecological value of the area. By concentrating on housing in already disturbed and serviceable portions of the site along School Draw Avenue, the City aims to support both community wellness and housing needs, ensuring that natural areas remain accessible, connected, and integrated into the evolving urban fabric.
Public Access to Waterfront	The area provides one of the few publicly accessible shoreline locations on Great Slave Lake. Development is expected to reduce or eliminate this access, which is highly valued by residents.	Public access to the waterfront is a key community priority, and the proposed development has been carefully designed to expand the Natural Preserve lands rather than diminish them. No buildings or private lots are proposed directly along the shoreline; instead, the

		rezoning includes the expansion of the Nature Preservation (NP) zone, which will establish a protected, naturalized buffer between residential development and the lake. This approach ensures that public access to existing trails, boardwalks, and recreational areas along Great Slave Lake is maintained and safeguarded for future generations.
Contradiction of City Planning Policies	The proposed rezoning is seen as inconsistent with the City's Natural Area Preservation Strategy and other planning documents that previously identified Willow Flats as a high-priority area for protection.	The proposed rezoning is consistent with the intent of the City's Natural Area Preservation Strategy (2010), which acknowledges that some Natural Area Sites—particularly those already partially disturbed or strategically located within the urban footprint—may accommodate carefully planned development under specific conditions. Willow Flats was identified as a site of ecological and recreational value, but also as an area where limited, compact development could be considered, provided that it integrates protection measures such as natural buffers, minimized site disturbance, and low-impact design. The current proposal follows these guidelines by concentrating development on previously disturbed, serviceable portions of the site zoned as Park & Recreation, while expanding the Nature Preservation (NP) zone to strengthen shoreline protection and ecological integrity. This approach reflects a balanced

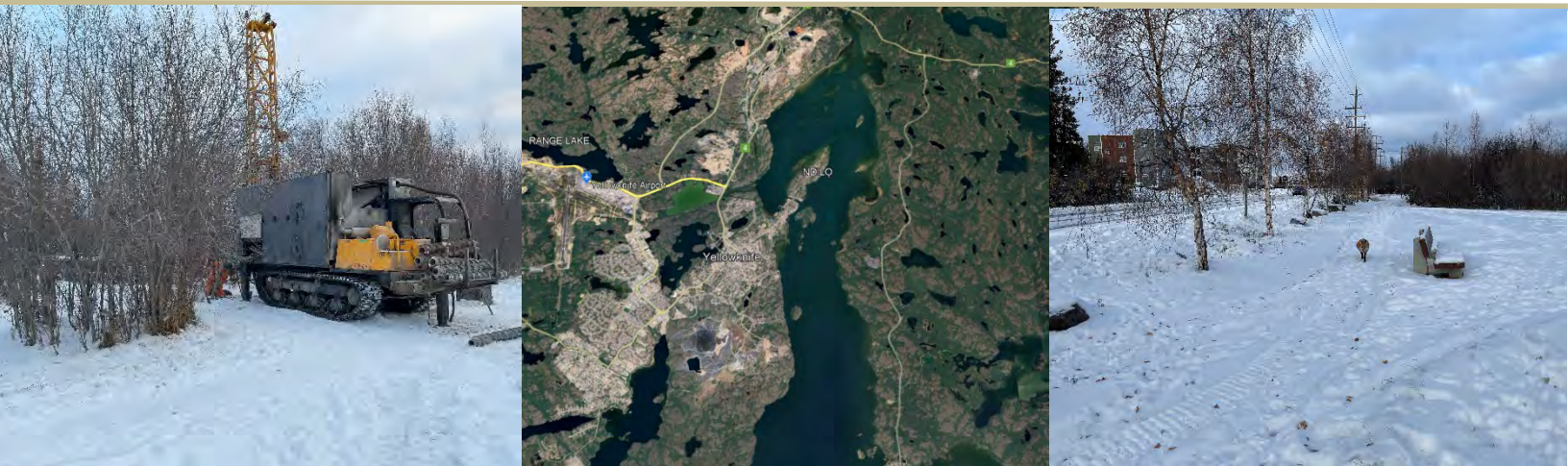
		application of the Strategy's principles, ensuring that natural assets are preserved while addressing urgent housing and land use needs within the existing urban boundary
Availability of Alternative Development Sites	Numerous submissions recommended prioritizing infill development on existing vacant or underutilized lots, including brownfields and areas affected by recent fires, rather than rezoning protected green space.	The City is pursuing multiple infill sites on lands which the City owns, including vacant sites such as Gitzel Street, Burwash Street, and School Draw Avenue. The proposed School Draw site is one of the few serviceable, city-owned sites ready for moderate intensification. Its proximity to the core supports climate, infrastructure, and housing goals. While the City is committed to maximizing development on brownfields and other underutilized lands, many of these sites require significant remediation, planning, or servicing before they can be brought to market. The site referred to are not owned by the City and it is the responsibility of the owners to address site development. In contrast, the School Draw site offers a unique opportunity to advance much-needed housing in a cost-effective and sustainable manner, with minimal infrastructure investment and alignment with the City's goals of compact growth, efficient land use, while preserving more environmentally sensitive areas adjacent to it.

Lack of Transparency and Public Trust	Concerns were raised about the transparency of the rezoning process and the extent to which public input has been considered. There is a strong desire for more meaningful consultation.	The City recognizes the importance of transparency and meaningful public engagement in the planning process and has taken proactive steps to ensure community input is heard and considered. Over 200 public comments were received early in the development process, demonstrating that the City's notification efforts have been effective in raising awareness and encouraging participation. The City will issue another notification, including signage on-site, mail-outs to residents within a 60-metre radius, and broader outreach through public notices and social media on all applications brought to GPC and recommended to move to Council for consideration. These efforts are in addition to and exceed the legislative requirements. This provides another opportunity for the public to provide input before Council makes a decision.
Doubt Regarding Housing Affordability Outcomes	While the need for housing is acknowledged, many respondents questioned whether the proposed development would result in affordable housing or primarily benefit private developers.	The proposed development is specifically designed to support housing affordability by enabling a mix of unit types—including one-, two-, and three-bedroom homes—on modestly sized lots that reduce overall construction and land costs. To further encourage affordability, the City has introduced tailored development incentives such as tax abatements, housing grants, and fee reductions through its

		Development Incentives By-law. In addition, the availability of pre-approved CMHC design templates for four-plex, six-plex and townhouse streamlines the approval process and reduces design costs, making it easier for both non-profit and private developers to deliver attainable housing options. These measures collectively ensure that the development can provide a range of housing choices accessible to residents at varying income levels, rather than exclusively benefiting private developers. It is noted as well that for this proposal the city is working with indigenous communities to develop the land.



Geotechnical Site Evaluation for Vacant Lot Corner of School Draw and Lundquist, Yellowknife, NT



PRESENTED TO
The Municipal Corporation of the City of Yellowknife

FEBRUARY 28, 2025
ISSUED FOR REVIEW
FILE: ENG.YARC03676-01

This "Issued for Review" document is provided solely for the purpose of client review and presents our interim findings and recommendations to date. Our usable findings and recommendations are provided only through an "Issued for Use" document, which will be issued subsequent to this review. Final design should not be undertaken based on the interim recommendations made herein. Once our report is issued for use, the "Issued for Review" document should be either returned to Tetra Tech Canada Inc. (Tetra Tech) or destroyed.

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- Figure 2 Generic Perimeter Insulation Details

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- Photo 5 BH24-02, Auger run (1.5 to 3.0 m depth).
- Photo 6 BH24-02, Installed Monitoring Well.

APPENDICES

- Appendix A Tetra Tech’s Limitations on the Use of this Document
- Appendix B Borehole Logs
- Appendix C Laboratory Test Results
- Appendix D Construction Guidelines

LIMITATIONS OF REPORT

This report and its contents are intended for the sole use of the Municipal Corporation of the City of Yellowknife (the City) and their agents. Tetra Tech Canada Inc. (Tetra Tech) does not accept any responsibility for the accuracy of any of the data, the analysis, or the recommendations contained or referenced in the report when the report is used or relied upon by any Party other than the City, or for any Project other than the proposed development at the subject site. Any such unauthorized use of this report is at the sole risk of the user. Use of this document is subject to the Limitations on the Use of this Document attached in the Appendix or Contractual Terms and Conditions executed by both parties.

1.0 INTRODUCTION

1.1 General

Tetra Tech Canada Inc. (Tetra Tech), conducted a geotechnical site evaluation on behalf of the Municipal Corporation of the City of Yellowknife (the City), to support the design and construction of the new development at the corner of School Draw Avenue and Lundquist Road, in Yellowknife, NWT.

The objective of this evaluation was to provide a summary of the subsurface conditions (soil and groundwater), and to provide geotechnical recommendations and considerations required to consider foundation options that can be considered for potential future development. The geotechnical evaluation was undertaken in accordance with National Standards of Canada CAN/BNQ 500/2017.

Authorization to proceed with this work was provided by the City, via a signed services agreement dated October 8, 2024.

1.2 Project Details

Based on the information provided by the City, Tetra Tech understands that the City is considering developing the vacant lot. The site development plan was not available at the time of preparation of this report. Accordingly, the exact locations of the proposed facility components were not known. The approximate site location on an aerial photograph is presented in Figure 1.

1.3 Scope of Work

The scope of work completed by Tetra Tech included the following:

- Conduct a field investigation program to collect representative subsurface samples, to characterize the subsurface conditions (soils, bedrock, groundwater, permafrost, etc.), and to install monitoring wells to monitor the ground water.
- Perform laboratory testing on samples collected during the site investigation for the purposes of soil classification and determination of relevant engineering properties.
- Prepare a geotechnical evaluation report that conforms with CAN/BNQ 2501-500/2017, that presents the findings from the field and laboratory programs and provide site-specific recommendations and considerations for the design and construction of potential developments.

2.0 METHODOLOGY

2.1 Site Investigation

Prior to mobilize to the site, local utility owners were contacted to confirm that no public or private utilities were buried within the site.

Boreholes were selected and located on site by Tetra Tech, based on the scope limits, observations, accessibility, and safety considerations. Much of the site is covered in a brush, and during this preliminary phase of investigation it was desirable to not cut down existing trees and vegetation in order to get additional drill access.

The site investigation was undertaken on 29 and 30 October 2024. Drilling was completed under the supervision of Tetra Tech's field representative, Zezhong Zhang, E.I.T., of Tetra Tech's Yellowknife office.

Two boreholes (BH-01 and -02) were drilled to an approximate depth of 18.0 m below the existing grade. EnviroTech Drilling Solutions Ltd. of Saskatoon, Saskatchewan, was retained to carry out the drilling operations. The drilling was completed using a Diedrich D50 track-mounted auger drill rig, utilizing 114 mm diameter solid-stem continuous flight augers, in 1.5 m (5 feet) runs.

Tetra Tech's field representative monitored the drilling operations and logged the recovered soil samples from the auger cuttings and the Standard Penetration Tests (SPT) samples. SPT were performed every 1.5 m, or as conditions permitted along the advanced depths of the boreholes. Representative disturbed samples were also collected from the auger flights along the advanced depths. Monitoring wells were installed in both boreholes to monitor ground water level.

Upon completion of boreholes drilling and wells installation, boreholes were backfilled with drill cuttings and bentonite plugs. An Assisted Global Positioning System (GPS) device was utilized to record UTM coordinates of the borehole locations.

Approximate test locations are shown in Figure 1. Borehole logs are presented in Appendix B. Photos from the site investigation are included in the Photographs section of this report.

2.2 Laboratory Testing

Geotechnical index testing of representative samples was carried out in Tetra Tech's Yellowknife laboratory and included determination of natural moisture content, particle size analyses (sieve, hydrometer), and Atterberg limits (soil plasticity).

Natural moisture content was determined for 22 samples collected from the boreholes, in accordance with ASTM D2216. Particle sieve analyses was performed on selected samples to characterize the soils encountered in the boreholes in accordance with ASTM D6913. One hydrometer analysis was completed in accordance with ASTM D7928. Atterberg limits testing was completed on one sample, according to ASTM D4318. Geotechnical laboratory test results are presented in Appendix C and are included on the borehole logs.

Geochemical laboratory testing was carried out in Tetra Tech's Calgary laboratory for soluble sulphate content. The sulphate content testing was completed on two samples, in accordance with Canadian Standards Association (CSA) A23.2-2B and A23.2-3B, and the results are presented in Appendix C.

3.0 SITE DESCRIPTION

3.1 Site Location

Yellowknife is the capital city of the Northwest Territories and is located in the North Slave Region, at approximately latitude 62° 27' North and longitude 114° 22' West.

The subject site is located in the east portion of the city, on the shore of Great Slave Lake. The site is bounded to the north by Lundquist Street, to the west by School Draw Avenue, to the east and south by vacant land. The approximate site location on an aerial photograph is presented in Figure 1.

3.2 Climate

Climate data for Yellowknife is available from 1942 to the present (Environment and Natural Resource, 2024). The mean annual air temperature (MAAT) for the period of record is -4.7°C .

The annual air temperature has been gradually increasing in Yellowknife. The temperature warming trend was analyzed using linear interpolation of the average annual temperature data between 1942 and 2023. The average rate of increase has been about 0.03°C per year. The MAAT has averaged -3.8°C over the last 30 years (1994-2023). Although the average rate of increase has been only about 0.002°C per year in the last 30 years, the 30-year moving average shows a much steeper overall warming trend of about 0.04°C per year since 1994.

The annual freezing and thawing indices have averaged about 3,183 Celsius degree-days and 1,845 Celsius degree-days, respectively, for the period of 1994 to 2023.

The mean annual total precipitation for Yellowknife over the period from 1994 to 2023 is about 275 mm, approximately 40% of which falls as snow. Total precipitation has increased over the period of record, with a 3% increase from the 1964-1993 interval to the 1994-2023 interval.

3.3 Geological Setting

Yellowknife lies within the Canadian Shield and is underlain by Archean meta-volcanic and meta-sedimentary rock of the Yellowknife Supergroup intruded by younger granitoid rocks. The most recent glaciation has resulted in widespread bedrock exposure.

Geological mapping indicates that the subject site is underlain by mafic volcanic (mainly basalt) rocks of the Kam Formation (Henderson, 1985).

Retreat of the continental glaciers occurred about 8,000 to 10,000 years ago (Prest, 1969). Deglaciation generally resulted in deposition of glaciofluvial sediment consisting of outwash sand and gravel, followed by deposition of glaciolacustrine sediment in glacial Lake McConnell, which covered the area.

Based on a surficial geology map of the Yellowknife area, glaciofluvial sediments comprising sand and gravel to cobbles of variable thickness, are mapped overlying the Archean bedrock in the area of the subject site (Wolfe and Kerr, 2014).

3.4 Surface Conditions

At the time of the field investigation, most of the site was undeveloped and occupied by trees and bushes. The ground surface was covered with snow. The northwest corner of the site was occupied by a small skateboard park.

Available elevation contours for the area (ATLAS, 2024) indicate that most of site is generally flat with an elevation of ranging from 157 m to 158 m above mean sea level (masl), and the surface drainage was expected to be in the southeast direction, towards Great Slave Lake.

3.5 Subsurface Conditions

A general description of the subsurface conditions is presented below. Detailed description of the subsurface conditions encountered at each borehole location is provided on the borehole logs, Appendix B.

3.5.1 Stratigraphy

Stratigraphy generally consisted of organics over silt, followed by sand (local presence of clay). Bedrock was not encountered within the investigated depth at both borehole locations.

Topsoil

A relatively thin layer (100 mm thick) of topsoil was encountered at the ground surface of BH24-01. It was observed to be dark brown and contained trace sand. It should be noted that the thickness of topsoil/organics across the development area may vary from what was encountered at the borehole locations.

Clay

Clay was encountered at the ground surface of BH24-02, was approximately 1.5 m thick, and generally classified as "Clay, and silt, sandy, trace gravel", medium plastic, grey, and very moist.

The natural moisture content of the clay was in the range of 22%. Liquid and plastic limits of a tested sample of the clay were in the order of 36%, and 24%, respectively.

Silt

Silt was encountered below the topsoil/clay at both borehole locations and extended to approximate depths ranged between 4 m and 11 m below the existing grade, at the location of BH24-01 and BH24-02, respectively.

It was generally classified as "silt, and sand, trace clay", was non-plastic, grey, and very moist. The consistency of the silt was assessed based on the SPT "N" values to be generally very stiff.

The natural moisture content of the silt ranged between 21% and 27%, with an average of 25%, and was anticipated to be slightly wetter than its optimum moisture content.

Sand

Sand was encountered below the silt and extended to beyond the exploration depths of both boreholes. It was generally classified as "Sand, trace to some silt, trace clay", was fine to medium grained, poorly graded, grey, very wet, and exhibited sloughing.

3.5.2 Groundwater Conditions

Monitoring wells were installed at both boreholes, and the groundwater table was encountered at an approximate depth of 1.5 m below the existing grade. However, groundwater level at the site is expected to fluctuate seasonally in response to precipitation (especially during the spring freshet and after heavy rains), to follow the topography of the ground, and to be shallower toward the southeastern corner of the site (toward the lake).

3.5.3 Permafrost Conditions

Based on a ground ice map of Canada (O'Neill et al., 2020), Yellowknife is located within the discontinuous permafrost zone. Permafrost was not encountered in any of the boreholes advanced during the investigation, however, it is possible that permafrost may be found on portions of the site, particularly those areas that are treed and have a thicker layer of organic soil.

3.5.4 Seasonal Frost

Seasonal frost penetration is anticipated to vary locally across the site depending on the ground surface materials, depth of groundwater, and thickness of snow cover. It is estimated that the depth of seasonal frost (i.e., active layer) can range up to 3.0 m in Yellowknife area.

At the time of the field investigation, the ground was not frozen, and groundwater levels were measured to be around 1.5 m below ground surface. The volume and latent heat of groundwater likely reduce the depth of seasonal frost; however, the clay and silt deposits are still anticipated to be moderately to highly frost susceptible.

Tetra Tech recommends that a seasonal frost (i.e., active layer) depth of 3.0 m be assumed for design of the project components, based on the assumption that the site will be cleared of snow during winter months which will increase the depth of seasonal frost penetration. Alternatively, a more accurate calculation of seasonal frost depth can be achieved through site-specific thermal analysis.

4.0 RECOMMENDATIONS AND CONSIDERATIONS

4.1 General

The site development and grading plans were not available at the time of preparation of this report. Accordingly, the exact locations of the potential development components, and the amount of cut and fill were not known. However, due to the site conditions, Tetra Tech expects that site grading and placement of grade raising fill will be required.

Most of the site appeared suitable for development. The presence of vegetations and wet areas across the site will need to be addressed in the planning and design phases but are not anticipated to have any major impact on land development.

Near the eastern site boundary, shallow water table, weak subgrade support, and thicker organic deposits requiring stripping may be present in the vicinity of the Great Slave Lake.

The overall site appeared to consist of flat to gently sloping terrain. No major slopes or coulees were noted across the site (based on Toporama data). As such, slope instability is not anticipated to be a concern. If large amounts of fill over the wet areas are proposed, slope instability and embankment bearing failure should be assessed.

Based on the results of the site investigation, the most significant limitation to site development, expected geotechnical challenges, and considerations for design and construction include the following:

- Seasonal frost-related movements, due to presence of wet silty and sandy soils across the development area. Suitable measures for frost protection should be implemented.

- Relatively shallow groundwater table, which could present a challenge for shallow foundation system excavation and installation.
- Potential presence of boulders in sandy soils deposit, which could present a challenge for pile installation.

Therefore, Tetra Tech understands that deep foundation system is anticipated to be the most suitable foundation option for this site. A shallow foundation system could be used but would require the removal of the upper weaker soil formations, dewatering (to achieve dry and stable foundation formation), challenges during foundation excavation, and frost-related movements protection. In addition, services at the site may prove to be difficult to install without significant grading since the water table is high.

Grade supported floor slabs and pavement structures placed on prepared, improved, and protected subgrade or on new engineering fill is considered feasible.

The information presented in this report should be treated as preliminary only and is intended to assist in establishing site development options. Site specific geotechnical investigation is recommended for the study area prior to the detailed design phase to confirm the findings of the current study and to establish detailed geotechnical engineering recommendations and considerations.

4.2 Climate Change Considerations

The impacts of potential climate change should be considered in the design of the new structures at the proposed site. The Canadian Standards Association (CSA, 2019) provides guidance for screening the vulnerability of a development to climate change. The sensitivity of the site to climate change is governed by the characteristics of permafrost at the site. The site is located in an area of discontinuous permafrost; however, as permafrost is not anticipated at the site, climate change is not expected to have any impacts on the geotechnical conditions at the site or the performance of the new structure foundations.

4.3 Site Development Considerations

The site grading plan was not available at the time of preparation of this report. Accordingly, the amount of cut and fill was not known. It is expected however, that site grading will be required.

4.3.1 Subgrade Preparation and Inspection

During initial site grading, the existing organic materials should be stripped and removed from the development areas. Organics should not be mixed with mineral soils or be used as engineered fill material.

Wet clay and silt layers were anticipated to be encountered below the organics. As such, soft and wet subgrade conditions are expected to be encountered at some locations across the site, particularly following snow melt and heavy rain events.

4.3.1.1 Within the Proposed Buildings Footprint

This section applies to the subgrade improvement option associated with a concrete floor slab on grade system. If the floor slab is structurally supported by deep pile foundations, then minimal subgrade preparation will be required.

Given the varying thickness and quality of the upper soils across the site, as encountered at the borehole locations, it was considered that complete sub-excavation of the poor soil and replacement with suitable imported materials placed as engineered fill with strict control of the placement density and moisture content will be required.

Depending on the final site grade and the level of risk the owner is willing to accept, the option of the excavation and replacement of the weak subgrade may be considered. It is important to understand that the subgrade replacement option will help reduce but not eliminate this risk of potential settlement. If this option is being considered, then the excavation of test pits within the building's footprint is recommended to confirm the quality and thickness of the upper soils, and to confirm the applicability of this option.

All exposed subgrade, following the sub-excavation, and prior to fill placement should be inspected by the geotechnical engineer. The inspection may include in-situ testing to confirm suitable subgrade conditions. Soft and weak areas identified during inspection, should be strengthened and improved.

The excavation should be backfilled with imported fill material placed as engineered fill. Requirements for engineered fill are outlined below.

4.3.1.2 Within the Proposed Parking and Driveway Areas

The existing mineral upper soils may be kept in place. Subgrade preparation should be implemented to establish a competent subgrade and allow for the placement of the trafficable gravel sections within the parking and driveway areas.

Where soft and wet subgrade conditions are encountered, the subgrade should be scarified, air dried, and recompacted (if good weather conditions prevail) or the soft wet material removed and replaced with drier mineral material or granular material placed as engineered fill.

All exposed subgrade, following achievement of rough grades and prior to placement of engineered fill, should be inspected by the geotechnical engineer. The inspection may include a proof-roll test to confirm that deflections from construction traffic are minimal. This is particularly important in areas where subgrade support will be required. Soft and weak areas identified during inspection, should be strengthened and improved.

Where soft and wet subgrade conditions are encountered, subgrade replacement and/or improvement may be required. The extent of required subgrade improvement and modification will depend to a greater degree on the amount of cut/fill required at specific locations, and on field observations during inspection. The extent of subgrade improvement is best determined in the field based on visual observation and proof-roll testing.

Regardless of the above, in areas where subgrade support is required (apron, slab-on-grade, pavement, etc.), it is recommended that the upper 300 mm of the subgrade soil be scarified and recompacted as engineered fill with strict control of moisture content and density. Requirements for engineered fill are discussed below.

4.3.2 Engineered Fill

Engineered Fill consisting of a thaw-stable, non-cohesive, free-draining granular fill. The fill should be a hard, unfrozen, well-graded aggregate that is free of organics, vegetation, ice, snow, fines (i.e., clay and silt) lumps, and other deleterious materials. Engineered Fill will require processing (i.e., crushing) and is recommended to meet the particle size distribution specified in Table 4-1.

Table 4-1: Engineered Fill Recommended Particle Size Distribution

Metric Particle Size (mm)	Percent Passing by Weight (%)
25.000	100
20.000	90 - 100
12.500	70 - 100

Table 4-1: Engineered Fill Recommended Particle Size Distribution

Metric Particle Size (mm)	Percent Passing by Weight (%)
5.000	40 - 70
1.250	20 - 40
0.315	9 - 25
0.080	0 - 10

Engineered Fill should be placed and compacted in accordance with Section 4.2.5.8. of the NBCC (NRC 2022). The fill should be placed in lifts no thicker than 150 mm and should be compacted to 100% of its SPMD, in accordance with ASTM D698-89. Construction guidelines on Backfill Materials and Compaction are provided in Appendix D.

4.3.3 Construction Excavation and Dewatering

The Government of the Northwest Territories Safety Act and Regulations and standard good practice should be followed for all trenches/excavations. Excavations deeper than 1.5 m should have sloped sidewalls. If dewatering is employed to lower the groundwater table, a slope of 1 horizontal to 1 vertical (1H:1V) is the recommended slope for temporary excavations below 1.5 m. Localized instability (seepage/sloughing/flowing soil) in trench/excavation walls may still occur. In these cases, side slopes would need to be made flatter, under the direction of a qualified geotechnical engineer.

Assuming that the site surface is reasonably dry at the time of construction, seepage into excavations should be minimal. However, the contractor should be ready to dewater the excavation if necessary. If seepage is encountered, pumps should be sufficient for drainage of seepage.

Further general recommendations regarding construction excavations are given in Appendix D.

4.3.4 Site Grading and Drainage

Site drainage and grading should be designed to direct surface water away from the proposed buildings, to reduce the potential for physical erosion, ponding, and mitigate seasonal frost. It is important to control surface water runoff and reduce infiltration into building foundations or other areas with imported fill. Improper drainage and ponding of water near or under the structure could initiate foundation instability.

Tetra Tech typically recommends final grades within 3 m of the new buildings be sloped at least 4% away from the buildings. It is recommended that gravel-surfaced or landscaped areas beyond 3 m have a minimum grade of 2%. This should provide positive drainage without causing erosion problems. Overall site grading should also consider existing and future infrastructure so that flows are not directed into adjacent structures.

Precipitation runoff from building roofs and downspouts should be directed onto splash blocks and away from the structures.

4.4 Foundation Recommendations and Considerations

4.4.1 General

As outlined above, deep pile foundations were considered more favorable and economical option for the site structures. Deep foundation system may consist of cast-in-place (CIP) concrete piles, or driven steel piles. Cast-in-place concrete piles will likely require casing to maintain a dry and stable hole during construction due to the presence of the thick sand layer with seepage and sloughing conditions. As such, driven steel pile foundation option was considered as a more suitable deep foundation option.

Driven steel pile foundation (Driven Steel H-Piles; or Driven Steel Pipe Piles) option may be considered but will likely be challenging due to the presence of wet sand layers within the investigated depths, as well as the potential for boulders within the subsurface soils. These conditions will likely result in premature refusal of driven steel piles.

Discussions and recommendations presented herein are based on the depth below the ground surface that existed at the time of the investigation. For the design of pile foundations, it is important that the foundation designer accounts for the elevation difference between the final site grades and grades that existed at the time of the investigation. This is particularly important if the site will undergo site grading and/or placement of grade raising fill. This will ensure that the pile foundations penetrate to the proper soil strata during construction.

The foundation design recommendations provided in this report are based on guidance from the National Building Code of Canada 2020, Fifteenth Edition (NBCC, NRC 2022).

For loading conditions, it is assumed that the foundation system will be predominantly subject to vertical loadings with no eccentricity and no inclination, both of which can significantly affect foundation performance. Per Section 4.2.4.6. of the NBCC (NRC 2022), if the foundation system is required to support eccentric loads (i.e., eccentric forces) or inclined loads (i.e., horizontal forces) this needs to be provided for in the design. Similarly, if the foundation system is required to support dynamic loading conditions, then the effects should be assessed and provided for in the design, per Section 4.2.4.7. of the NBCC. It is recommended that Tetra Tech be given the opportunity to review and provide additional foundation design recommendations if structure will be subject to dynamic, eccentric, or inclined loads.

4.4.2 Foundation Design Method

Foundations should be designed based on the factored ultimate geotechnical resistances calculated using the geotechnical resistance factors for foundations, per Table 6.2. of the CFEM (CGS 2023). For the Limit State Design (LSD) methodology, foundations should be designed to satisfy the Ultimate Limit State (ULS). To determine the applicable working capacity, the Serviceability Limit State (SLS) must also be considered for the design life of the facility.

For ULS, the design must have a factored ultimate geotechnical resistance that is equal to or greater than the effect of factored loads for a given ULS. Based on this, the appropriate consequence and geotechnical resistance factors must be applied to each loading condition. Table 4-2 outlines the geotechnical resistance factors that should be applied in the design of the foundations.

Table 4-2: Geotechnical Resistance Factors for Foundations

Deep Foundations Factors		Geotechnical Resistance Factors
Consequence Factor (ψ) ¹		1.0
Geotechnical Resistance Factors for Static Analysis (ϕ_{gu}) ²	Compression	0.4
	Tension	0.3
	Lateral	0.5
	Settlement / Lateral Deflection	0.8
Geotechnical Resistance Factors for Static Test (ϕ_{gu}) ³	Compression	0.6
	Tension ⁴	0.5
	Lateral	0.5
	Settlement / Lateral Deflection	0.9

¹ ULS and SLS Consequence Factor for "Typical Consequence Level", per Figure 6.3. of the CFEM (CGS 2023).

² Geotechnical Resistance Factors for Static Analysis based on a test method of "Static Analysis" and a degree of understanding of "Typical", per Table 6.2. of the CFEM (CGS 2023).

³ Geotechnical Resistance Factors for Static Test based on a test method of "Static Analysis" and a degree of understanding of "Typical", per Table 6.2. of the CFEM (CGS 2023).

⁴ Where maximum frost penetration depth is used, a Geotechnical Resistance Factor of 1.0 should be used to calculate the tensile resistance to frost uplift, per Table 6.2. of the CFEM (CGS 2023).

The geotechnical resistance factors from semi-empirical analysis should be used with the recommendations in this report. If dynamic monitoring or static load testing is conducted, the test results will use the updated resistance factors as provided in Table 4-2.

4.4.3 Deep Foundations Option

Driven steel pile foundation (Driven Steel H-Piles; or Driven Steel Pipe Piles) option may be considered but will likely be challenging due to the presence of sand layers within the investigated depths, as well as the potential for boulders within the subsurface soils. These conditions will likely result in premature refusal of driven steel piles.

Generally, if boulders are encountered at shallow depth, then excavation and removal of the boulders may be required. Deeper boulders may cause abandoning the pile and replacing it with a pile group with a cap that supports the columns. The piling contractor should be prepared to deal with cobbles/boulders, if encountered during pile installation.

Based on findings from the Program, Tetra Tech recommends all driven steel piles should have reinforced tips to facilitate pile driving through the Sand layers, and any cobbles or boulders that may be encountered. Pile wall thicknesses are recommended to be a minimum of 15 mm and 12 mm for driven steel H-piles and driven steel pipe piles, respectively, for better control and to reduce the risk of damage during pile driving.

If pile installation will be carried out during winter months, then pre-boring through the frozen soil should be undertaken prior to driving the piles. The bore diameter should be at 50 mm to 100 mm less than the pile width/diameter, and frost penetration depth should be evident from the drilling rate. For conservatism, Tetra Tech will assume maximum frost penetration depth of 3.0 m in the design.

4.4.3.1 Axial Resistance

Geotechnical axial resistance for driven piles consists of two mechanisms: ultimate pile shaft resistance (P_s) from friction between the pile and the soil as well as ultimate pile tip resistance (P_t) from the end bearing strength. The ultimate axial resistance (R_u) of driven steel piles in soil can be determined from the following equation:

$$R_u = P_s + P_t = q_s b L' + q_t A'$$

Where:

- R_u = ultimate axial resistance of the pile (kN)
- P_s = ultimate pile shaft resistance (kN)
- P_t = ultimate pile tip resistance (kN)
- q_s = unfactored ultimate shaft stress (kPa)
- b = equivalent perimeter/diameter of pile section (m)
- L' = effective length of pile embedment (m)
- q_t = unfactored ultimate tip bearing stress (kPa)
- A' = effective contact area of pile tip (m²)

The recommended ultimate and factored resistance parameters for driven piles supporting axial compressive loads are presented in Table 4-3. For ultimate resistance of structural uplift loads, it is recommended to use 80% of the ultimate shaft friction values provided plus the weight of the pile and a Geotechnical Resistance Factor of 0.3 should be used.

Table 4-3: Geotechnical Axial Resistances for Deep Foundations

Depth Below Grade (m) ¹	Soil Type	Unit Shaft Resistance (kPa)		Unit Tip Resistance (kPa)	
		Ultimate	Factored Ultimate ²	Ultimate	Factored Ultimate ²
0.0 to 3.0	Silt, Clay	-	-	-	-
3.0 to 6.0	Silt, Sand	20	10	-	-
6.0 to 9.0	Silt, Sand	40	20	-	-
9.0 to 11.0	Silt, Sand	70	35	820	330
Below 11.0	Sand	110	55	1,350	550

¹ Depth below existing grade at the time of the field investigation.

² Factored Axial Resistances using a Geotechnical Resistance Factor (ϕ_{gu}) of 0.4, Factored for Compression.

³ The unit shaft resistance should be ignored for the upper 3.0 m of the pile shaft.

It is possible for open-ended pipe piles to plug. For driven steel pipe piles plugged at the base or for the closed-ended piles, design may consider both end-bearing resistance and exterior shaft resistance. For steel pipe piles that are not predrilled, the total exterior surface area (outer perimeter only) of the pile should be used in calculating the load capacity (ignoring frost zone and fills). Should predrilling be required, the diameter of predrill should not be more than 90% of the pile diameter.

If driven steel H-piles are considered, both shaft resistance and base resistance may be adopted. When determining the shaft resistance for H-piles, the box perimeter (formed by the flange width and the section depth) for the pile should be used for calculating the exterior surface area.

The in-place pile capacity must be confirmed with acceptable termination criteria during installation. Guidelines for termination criteria are generally provided once the pile design and driving equipment have been finalized. Termination criteria are dependent on factors including pile size, length, and wall thickness, driving energy, and hammer efficiency. Tetra Tech can carry out wave equation analysis once the loading conditions and driving equipment have been finalized. Wave equation analysis is frequently conducted in conjunction with PDA testing to determine field termination criteria.

Mixing of pile types is not recommended due to differing settlement behavior between the different pile types.

General recommendations for the design and construction of driven steel piles are included in Appendix D.

4.4.3.2 Frost Heave

All driven steel piles outside of heated structures should be designed to resist frost heaving which could develop within the seasonal frost layer (i.e., active layer). An ultimate adfreeze stress of 150 kPa acting along the pile shaft is recommended for sections that would be subject to frost heave if no measures are implemented to eliminate it.

The maximum frost penetration depth for Yellowknife area is assumed as 3 m. Based on this, estimates of frost heave forces on the driven steel piles should consider the following:

- Frost heave forces should be applied as an ultimate load;
- Frost heave forces should be included in the estimation of the loading of the piles in tension; and
- Frost heave forces should be estimated based on an adfreeze stress of 150 kPa applied over the surface of the pile for a 3 m-thick seasonal freeze/thaw layer.

To resist frost heaving on driven steel piles, Tetra Tech recommends that the piles be driven to a minimum penetration depth of 11.0 m below the ground surface where frost heaving is a concern. If refusal is encountered before this is achieved, the capacity of the pile should be reevaluated.

4.4.3.3 Settlement

In addition to analyzing the ULS of deep foundations, the SLS must also be assessed. The SLS is an analysis of the amount of settlement that a foundation element would undergo under unfactored structural loads. For driven piles designed on the basis of shaft resistance alone, the ultimate shaft resistance is typically mobilized after a relatively small pile displacement of approximately 10 mm; therefore, full mobilization of the shaft resistance occurs prior to full mobilization of the tip resistance (i.e., additional settlement is required to mobilize the tip resistance). Under SLS loadings, the settlement of a straight shaft friction pile is typically within 2% of its diameter plus the elastic shortening of the pile, which is well within the tolerable limit of most structures.

A settlement-based criterion from elastic displacement theory is used to assess the SLS design of Deep Foundations incorporating tip resistance. The total settlement (S) of driven steel piles under SLS conditions can be determined from the following equation:

$$S = 0.91 P / B E$$

Where:

S = total pile settlement at SLS (m)

P = unfactored total load (i.e., live load plus dead load) applied at the base of the pile (kN)

B = base diameter of pile at ULS (m)

E = Elastic Modulus of the foundation soil (see Section 6.2.1)

If the calculated total pile settlement (S) is higher than the structure's tolerance, SLS may govern the driven pile design. Where SLS governs the driven pile design, Tetra Tech recommends conducting site-specific settlement analysis based on the anticipated structural loadings and preliminary foundation design.

4.5 Floor Slabs Recommendations and Considerations

As previously stated, subgrade preparation and modification will be required to allow for the use of grade-supported slab. Alternatively, a structurally supported slab may be considered.

4.5.1 Grade Supported Slabs

A grade-supported slab is considered to be technically feasible for use on the subject site, provided that recommendations and considerations provided in subsection 4.3.1 “Subgrade Preparation and Inspection” are followed.

To achieve a reasonable level of performance from a grade-supported slab, it is essential to have a relatively uniform subgrade. Cracking, differential movements, and poor performance of grade-supported slabs may be related to variations in the subgrade support. Uniformity in soil type, moisture content, and density are required. This level of uniformity would require the same type of material to be placed at a similar moisture content and density throughout the entire subgrade.

It is important to have a uniform subgrade for grade supported slabs. Consideration should be given to completing excavations to the same depth within the slab footprint, so the same thickness of fill can be placed to raise subgrade to the design elevation.

Fill used within the slab footprint for subgrade strengthening and/or to raise the subgrade elevation, where required, should be moisture conditioned to within 0% to 2% above the optimum moisture content and compacted to 100% of SPMDD in lifts not greater than 150 mm in compacted thickness. The fill should meet the requirements of “select engineered fill” as specified in “Backfill Materials and Compaction” in Appendix D. Full time monitoring and compaction testing should be provided during any fill placement to confirm subgrade conditions are properly prepared. Qualified geotechnical personnel should conduct this monitoring.

The potential settlement of engineered fill can be estimated by analyzing the thickness and composition of the fill in addition to the techniques used during fill placement. The total fill thickness can be estimated by comparing the design subgrade elevation to the prepared subgrade. Using the recommendations and placement techniques presented in the previous sections, vertical slab movements of approximately 1% of the thickness of the fill section should be expected. If the total slab movements estimated using the above approach cannot be tolerated, consideration should be given to an alternate system (such as a structurally supported slab).

It should be realized that with all slabs-on-grade, heave, settlement and associated movements of the slab could occur if the moisture content of the subgrade was to change significantly during the lifetime of the structure, if the subgrade was to freeze in the presence of excess moisture, or if the slab is constructed over un-engineered fill. Shrinkage and swell potential of the subgrade soils due to moisture change are considered to be relatively low to moderate.

If the subgrade became wet during the operational life of the facility, loss of strength and non-uniform support should be anticipated. The potential movement as a result of non-uniform subgrade support could be mitigated with proper subgrade preparation and the use of a free draining granular base material. Regardless of the fill requirements, at a minimum, a 150 mm layer of well graded crushed gravel granular base coarse material should be placed directly below the grade-supported concrete slab. The granular material should:

- Have no more than 10 percent fines.
- Have maximum aggregate size of 20 mm.
- Be uniformly compacted to a minimum of 100 % SPMDD at moisture content within 2% percent of the optimum moisture content.

The slab should be structurally designed to carry all anticipated loading. A modulus of subgrade reaction of 20 MPa/m may be used in the design. As the modulus of subgrade reaction is highly sensitive to the slab configuration

(e.g., slab size, depth) as well as subgrade soil properties, this preliminary value should be adjusted once the slab configuration is confirmed.

The slab should be designed as free floating but may be anchored to the grade beams to reduce the risk of differential movement. Expansion joints should be placed at regular intervals as directed by the structural engineer to reduce random cracking.

Exterior concrete slabs, aprons and sidewalks could be subject to some movements associated with swell and/or frost heave. Subgrade preparation and fill placement for the support of such structures should be controlled in a similar fashion to that placed for the concrete floor slab.

A caulked separation joint should be provided between the building and exterior walkways and aprons. Consideration should also be given to insulating below the slab at exterior doorways.

To reduce the risk of water vapour migration through the floor, installation of a vapour barrier under the granular base should be considered.

4.5.2 Structurally Supported Slabs

There is no requirement for long-term subgrade support below a structural slab. A structural floor slab should be underlain by a void form (minimum 75 mm in thickness), with a low crushing strength, to isolate the interaction between the subgrade and the floor slab.

4.6 Frost Protection

The native soils at the site are anticipated to be moderately to highly frost susceptible. The seasonal frost depth is anticipated to be about 3 m below grade. During the design phase of the project, samples should be collected from the site to determine if the soils are indeed frost susceptible. If they are, horizontal perimeter insulation should be installed to limit the depth of seasonal frost penetration around the new buildings and to reduce the potential for frost heaving beneath the new building's structural elements.

The insulation should consist of rigid, extruded polystyrene insulation with R-value at least 0.88, compressive strength at least 275 kPa and maximum water absorption less than 0.6% by volume. The insulation should be at least 100 mm thick and should extend at least 1.8 m out from the perimeter of the building. The insulation thickness should be doubled to 200 mm around entrances, overhead doors, and at corners. A minimum burial depth of 300 mm is recommended to protect the insulation from damage. Figure 2 shows the recommended configuration.

The insulation should be sandwiched between two layers of bedding sand and sloped away from the structure at 4%. The bedding sand should be non-frost susceptible and compacted to at least 98% of SPMDD.

External appurtenances to the buildings, such as tanks, stairs or ramps, if not supported on footings that are insulated, should be independent from the building and allowed to move freely from the foundation. Connections between external appurtenances and the buildings should be flexible to accommodate some differential movement.

4.7 Cement / Concrete Type

Tetra Tech recommends that all concrete be designed, mixed, placed, and tested in accordance with the most recent edition of the Canadian Standards Associations (CSA) standards CAN/CSA-A23.1 and A23.2. According to these standards, concrete should be designed to satisfy at least the minimum durability requirements as defined by

exposure class. The exposure class of the concrete is dependent on the presence or lack of chlorides, sulphates, freezing and thawing conditions and soil saturation.

The results from laboratory testing on surficial soils collected at the site indicate a water-soluble sulphate content of 0.01% or less. Therefore, the potential degree of sulphate attack on concrete may be “negligible”. Considering this, Tetra Tech recommends an exposure class of “F-2” for the building foundation. Accordingly, the use of Type GU (formerly known as Type 10) Portland cement at a maximum water/cementing material ratio by mass of 0.55 and a minimum specified 28-day compressive strength of 25 MPa is expected to be appropriate for the concrete foundations. Additional recommendations may be required to satisfy structural considerations.

Exterior concrete (e.g., slabs, aprons, sidewalks) will be exposed to freezing and thawing cycles and chlorides and should be designed for exposure class “C-1” for reinforced concrete or “C-2” for non-reinforced concrete.

Concrete that is not exposed to freezing and thawing cycles or chlorides (e.g., foundations installed below the frost depth, interior slabs in heated buildings) can be designed for exposure class “N”.

Assuming a maximum coarse aggregate size of 14-20 mm, air entrainment of 4 to 7% is recommended for all concrete exposed to freezing temperatures, native soils, and/or groundwater. If imported fill is placed in contact with concrete, that fill should be tested for water soluble sulphate content, and the above recommendations re-evaluated.

4.8 Seismic Site Classification and Seismic Hazard

Seismic site designation for seismic design can be assigned according to Table 4.1.8.4.A of the 2020 Edition of the National Building Code of Canada (NBCC), published by the National Research Council of Canada (NRCC, 2020). The seismic site designation is based on the shear stiffness of the upper 30 m of the soil profile at the site, as described on Table 4.1.8.4.A of the building code. Shear stiffness is typically determined using the averaged shear wave velocity (V_{s30}). Based on the available SPT data collected from boreholes at the subject site, Tetra Tech recommends that the site be considered as Site Class “D” for seismic design, per Table 4.1.8.4.A of the NBCC. (Table 4.1.8.4.A, NRCC 2020).

Natural Resources Canada (NRC) provides interpolated seismic hazard values for use with the 2020 NBCC. The peak ground acceleration for Yellowknife is 0.0615 g for the design earthquake event with a 2% probability of exceedance in 50 years (NRC, 2024).

5.0 DESIGN AND CONSTRUCTION GUIDELINES

Recommended general design and construction guidelines are provided in Appendix D, under the following headings:

- Backfill Materials and Compaction.
- Driven Steel Piles.

These guidelines are generic and are intended to present standards of good practice. They have been developed largely from Tetra Tech’s southern practice. We have attempted to address specific local requirements in the main text of this report. The guidelines are supplemental to the main text of this report. In the event of any discrepancy between the main text of this report and Appendix D, the main text should govern. The design and construction guidelines are not intended to represent detailed specifications for the works, although they may prove useful in the preparation of such specifications.

6.0 REVIEW OF DESIGN AND CONSTRUCTION

Tetra Tech should be given the opportunity to review the final design and specifications related to geotechnical aspects of this project, prior to construction.

All recommendations presented in this report are based on the assumption that an adequate level of monitoring will be provided during construction and that all construction will be carried out by suitably qualified contractors, experienced in earthworks and foundation construction in the north. For this project, it is recommended that construction monitoring include the following:

- For earthworks, particle size analysis on “non-frost-susceptible” or “frost-stable” fill, observations of the site conditions prior to placing fill, and full-time monitoring and associated density testing during fill placement.
- Testing (air, slump, compressive strength) completed on samples of any cast-in-place concrete placed during construction.
- For deep foundations, such as piles, full-time monitoring and design review during construction.

All such quality assurance monitoring should be carried out by suitably qualified persons, on behalf of the owner, independent of the contractor. If the contractor also carries out testing for quality control, all parties should be made aware of this. One of the purposes of providing an adequate level of foundation monitoring is to check that the provided recommendations are valid. Tetra Tech can provide these services upon request. Failure to provide an adequate level of foundation monitoring may contravene Building Code Requirements.

7.0 CLOSURE

We trust this report meets your present requirements. If you have any questions or comments, please contact the undersigned.

Respectfully submitted,
Tetra Tech Canada Inc.

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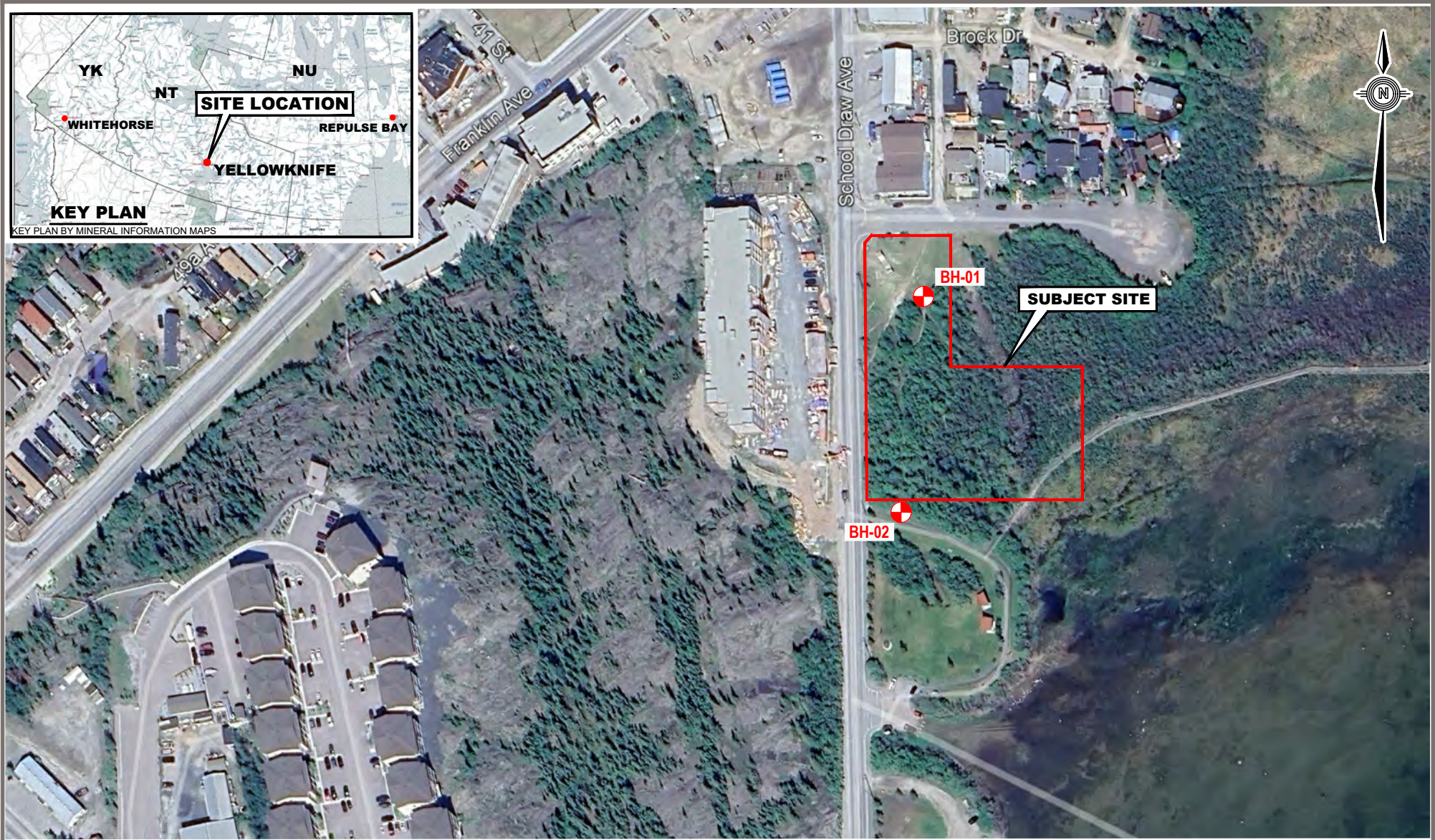
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FIGURES

- Figure 1 Site and Boreholes Location Plan
Figure 2 Generic Perimeter Insulation Details



NOTE:
BASE IMAGE OBTAINED FROM GOOGLE EARTH
IMAGERY DATE: JUNE 2023

LEGEND:
 - BOREHOLE LOCATION

0 100
Scale: 1: 2 500 (metres)
(Approximate)

CLIENT
**The Municipal Corporation of the
City of Yellowknife**

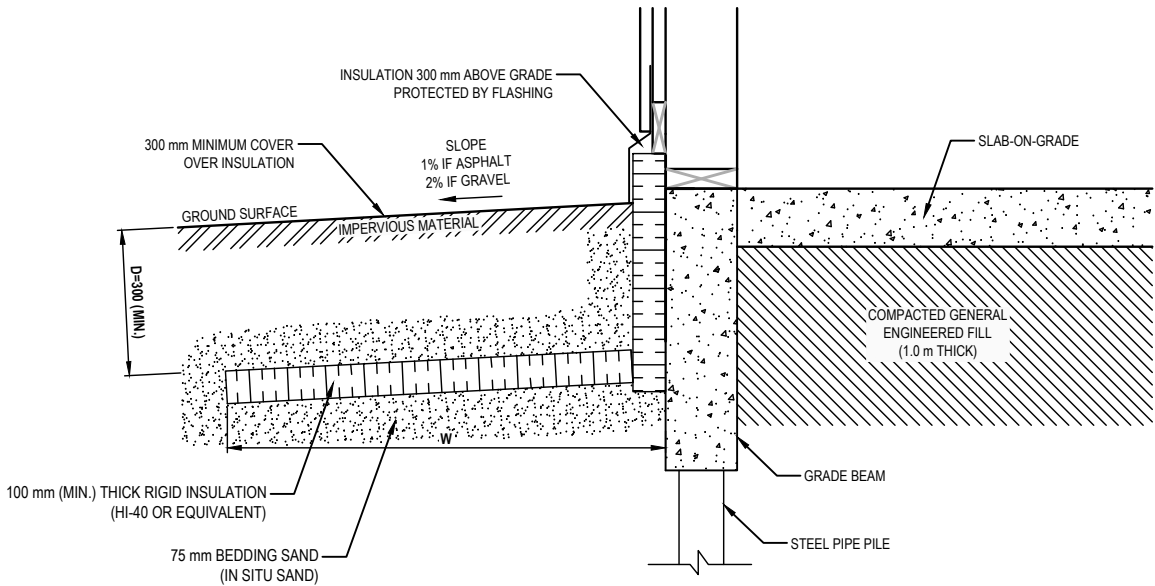


**GEOTECHNICAL SITE EVALUATION FOR VACANT LOT
CORNER OF SCHOOL DRAW AND LUNDQUIST, YELLOWKNIFE, NT**

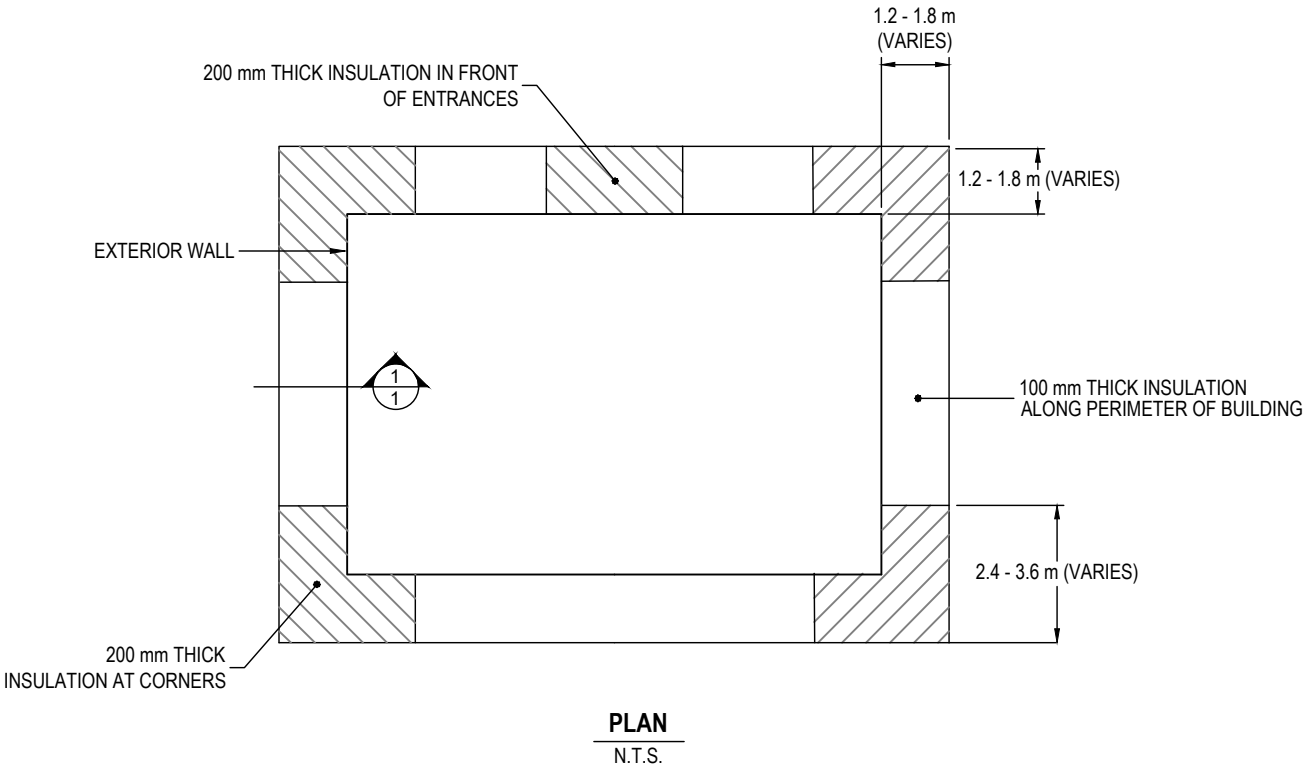
SITE AND BOREHOLES LOCATION PLAN

PROJECT NO. ENG.YARC03676-01	DWN DBD	CKD ZZ	REV 0
OFFICE EDM	DATE December 2024		

Figure 1



1 SECTION - PILE SUPPORTED GRADE BEAM
1 N.T.S.



PLAN
N.T.S.

NOTES:

- ALL DIMENSIONS LISTED ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED
- THIS DRAWING IS NOT TO SCALE

CLIENT

The Municipal Corporation of the
City of Yellowknife



TETRA TECH

GEOTECHNICAL SITE EVALUATION FOR VACANT LOT
CORNER OF SCHOOL DRAW AND LUNDQUIST, YELLOWKNIFE, NT

GENERIC PERIMETER INSULATION DETAILS

PROJECT NO. ENG.YARC03676-01	DWN DBD	CKD ZZ	REV 0
OFFICE EDM	DATE December 2024		

Figure 2

PHOTOGRAPHS

Photo 1	Subject site, facing south.
Photo 2	Used drill rig, Deidrich D50.
Photo 3	BH24-01, drill setup, facing southwest.
Photo 4	BH24-01, Auger run (1.5 to 3.0 m depth).
Photo 5	BH24-02, Auger run (1.5 to 3.0 m depth).
Photo 6	BH24-02, Installed Monitoring Well.



Photo 1: Subject site, facing south.



Photo 2: Used drill rig, Diedrich D50.



Photo 3: BH24-01 - drill setup, facing southwest.



Photo 4: BH24-01 - Auger run (1.5 to 3.0 m depth).

Photo 5: BH24-02 - Auger run from 1.5 to 3.0 m in depth; Sand, silty, fine grained, greyish brown.



Photo 6: BH24-02 – Installed Monitoring Well.

APPENDIX A

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LIMITATIONS ON USE OF THIS DOCUMENT

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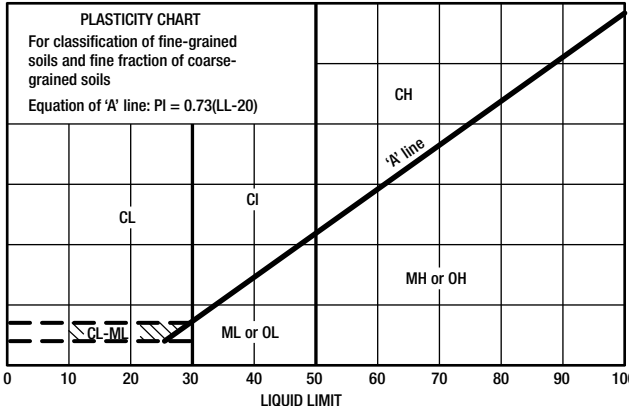
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APPENDIX B

BOREHOLE LOGS

MAJOR DIVISION			GROUP SYMBOL	TYPICAL DESCRIPTION	LABORATORY CLASSIFICATION CRITERIA				
COARSE - GRAINED SOILS More than 50% retained on No. 75 µm sieve*	GRAVELS 50% or more of coarse fraction retained on No. 4 sieve	CLEAN GRAVELS	GW	Well-graded gravels and gravel-sand mixtures, little or no fines	Classification on basis of percentage of fines GW, GP, SW, SP GM, GC, SM, SC Borderline classification requiring use of dual symbols	$C_u = D_{60} / D_{10}$ Greater than 4 $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ Between 1 and 3			
			GP	Poorly-graded gravels and gravel-sand mixtures, little or no fines		Not meeting both criteria for GW			
		GRAVELS WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures		Atterberg limits plot below 'A' line or plasticity index less than 4	Atterberg limits plotting in hatched area are borderline classifications requiring use of dual symbols		
			GC	Clayey gravels, gravel-sand-clay mixtures		Atterberg limits plot above 'A' line and plasticity index greater than 7			
	SANDS More than 50% of coarse fraction passes No. 4 sieve	CLEAN SANDS	SW	Well-graded sands and gravelly sands, little or no fines		$C_u = D_{60} / D_{10}$ Greater than 6 $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ Between 1 and 3			
			SP	Poorly-graded sands and gravelly sands, little or no fines		Not meeting both criteria for SW			
		SANDS WITH FINES	SM	Silty sands, sand-silt mixtures		Atterberg limits plot above 'A' line and plasticity index less than 4	Atterberg limits plotting in hatched area are borderline classifications requiring use of dual symbols		
			SC	Clayey sands, sand-clay mixtures		Atterberg limits plot above 'A' line and plasticity index greater than 7			
		FINE-GRAINED SOILS (by behavior) 50% or more passes 75 µm sieve*	SILTS	Liquid limit		<50	ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands of slight plasticity	60 50 40 30 20 10 4 0 PLASTICITY CHART For classification of fine-grained soils and fine fraction of coarse-grained soils Equation of 'A' line: $PI = 0.73(LL - 20)$  0102030405060708090100 LIQUID LIMIT
>50	MH				Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts				
CLAYS	Above "A" line on plasticity chart negligible organic content		Liquid limit	<30	CL	Inorganic clays of low plasticity, gravelly clays, sandy clays, silty clays, lean clays			
				30-50	CI	Inorganic clay of medium plasticity, silty clays			
				>50	CH	Inorganic clay of high plasticity, fat clays			
ORGANIC SILTS AND CLAYS	Liquid limit		<50	OL	Organic silts and organic silty clays of low plasticity				
			>50	OH	Organic clays of medium to high plasticity				
HIGHLY ORGANIC SOILS			PT	Peat, muck and other highly organic soils	* Based on the material passing the 75 mm sieve † ASTM Designation D 2487, for identification procedure see D 2488 USC as modified by PFRA				

* Based on the material passing the 75 mm sieve

† ASTM Designation D 2487, for identification procedure see D 2488 USC as modified by PFRA

GROUND ICE DESCRIPTION

ICE NOT VISIBLE

GROUP SYMBOL	SYMBOL	SUBGROUP DESCRIPTION	
N	Nf	Poorly-bonded or friable	
	Nbn	No excess ice, well-bonded	
	Nbe	Excess ice, well-bonded	

NOTES:

- Dual symbols are used to indicate borderline or mixed ice classifications.
- Visual estimates of ice contents indicated on borehole logs $\pm$ 5%
- This system of ground ice description has been modified from NRC Technical Memo 79, Guide to the Field Description of Permafrost for Engineering Purposes.

LEGEND:

Soil Ice

VISIBLE ICE LESS THAN 50% BY VOLUME

GROUP SYMBOL	SYMBOL	SUBGROUP DESCRIPTION	
V	Vx	Individual ice crystals or inclusions	
	Vc	Ice coatings on particles	
	Vr	Random or irregularly oriented ice formations	
	Vs	Stratified or distinctly oriented ice formations	

VISIBLE ICE GREATER THAN 50% BY VOLUME

ICE	ICE + Soil Type	Ice with soil inclusions	
	ICE	Ice without soil inclusions (greater than 25 mm thick)	

TERMS USED ON BOREHOLE LOGS

TERMS DESCRIBING CONSISTENCY OR CONDITION

COARSE GRAINED SOILS (major portion retained on 0.075mm sieve): Includes (1) clean gravels and sands, and (2) silty or clayey gravels and sands. Condition is rated according to relative density, as inferred from laboratory or in situ tests.

DESCRIPTIVE TERM	RELATIVE DENSITY	N (blows per 0.3m)
Very Loose	0 TO 20%	0 to 4
Loose	20 TO 40%	4 to 10
Compact	40 TO 75%	10 to 30
Dense	75 TO 90%	30 to 50
Very Dense	90 TO 100%	greater than 50

The number of blows, N, on a 51mm O.D. split spoon sampler of a 63.5kg weight falling 0.76m, required to drive the sampler a distance of 0.3m from 0.15m to 0.45m.

FINE GRAINED SOILS (major portion passing 0.075mm sieve): Includes (1) inorganic and organic silts and clays, (2) gravelly, sandy, or silty clays, and (3) clayey silts. Consistency is rated according to shearing strength, as estimated from laboratory or in situ tests.

DESCRIPTIVE TERM	UNCONFINED COMPRESSIVE STRENGTH (KPA)
Very Soft	Less than 25
Soft	25 to 50
Firm	50 to 100
Stiff	100 to 200
Very Stiff	200 to 400
Hard	Greater than 400

NOTE: Slickensided and fissured clays may have lower unconfined compressive strengths than shown above, because of planes of weakness or cracks in the soil.

GENERAL DESCRIPTIVE TERMS

Slickensided - having inclined planes of weakness that are slick and glossy in appearance.

Fissured - containing shrinkage cracks, frequently filled with fine sand or silt; usually more or less vertical.

Laminated - composed of thin layers of varying colour and texture.

Interbedded - composed of alternate layers of different soil types.

Calcareous - containing appreciable quantities of calcium carbonate.;

Well graded - having wide range in grain sizes and substantial amounts of intermediate particle sizes.

Poorly graded - predominantly of one grain size, or having a range of sizes with some intermediate size missing.

BOREHOLE KEYSHEET

Water Level Measurement



Measured in standpipe,
piezometer or well



Inferred

Sample Types



A-Casing



Core



Disturbed, Bag,
Grab



HQ Core



Jar



Jar and Bag



NQ Core



No Recovery



Split Spoon/SPT



Tube



CRREL Core

Backfill Materials



Asphalt



Bentonite



Cement/
Grout



Drill Cuttings



Grout



Gravel



Sand



Slough



Topsoil Backfill

Lithology - Graphical Legend¹



Asphalt



Bedrock



Cobbles/Boulders



Clay



Coal



Concrete



Fill



Gravel



Limestone



Mudstone



Organics



Peat



Sand



Sandstone



Shale



Silt



Siltstone



Till



Topsoil

1. The graphical legend is an approximation and for visual representation only. Soil strata may comprise a combination of the basic symbols shown above. Particle sizes are not drawn to scale

 CITY OF YELLOWKNIFE		Borehole No: BH24-01 Page 114	
Project: Geotechnical Evaluation for Vacant Lot		Project No: ENG.YARC03676-01	
Location: Corner of School Draw and Lundquist			
Yellowknife, Northwest Territories		UTM: 636426 E; 6928099 N; Z 11	

Depth (m)	Method	Soil Description	Ground Ice Description	Particle Size Distribution				SPT (N)	Moisture Content (%)	SPT (N)			24MW01	Depth (ft)		
				Sample Type	Gravel (%)		Sand (%)			Silt & Clay (%)		Plastic Limit			Moisture Content	Liquid Limit
										Silt (%)	Clay (%)					
0		TOPSOIL - trace sand, dark brown, (100 mm thick) SILT AND SAND - trace clay, very moist, very stiff, non plastic, grey	Unfrozen										0			
1	Solid stem auger								21				2			
2									19				4			
3									22				6			
4		SAND - some silt, trace clay, fine to medium grained sand, wet to very wet, compact, grey, exhibited sloughing							16				8			
5									24				10			
6									16				12			
7									22				14			
8									25				16			
9									26				18			
10			- trace silt						28				20			
11									22				22			
12									21				24			
13									24				26			
14									21				28			
15									23				30			
16									21				32			
17									24				34			
18			END OF BOREHOLE (18.0 metres) Monitoring well installed to 5.2 metres						21				36			
19								23				38				
20								21				40				



TETRA TECH

Contractor: EnviroTech Drilling

Equipment Type: Track mounted

Logged By: ZZ

Reviewed By: MH

Completion Depth: 18 m

Start Date: 2024 October 29

Completion Date: 2024 October 29

Page 1 of 1

NORTHERN ZONE11.GPJ EBA.GDT 25-2-21

 CITY OF YELLOWKNIFE				Borehole No: BH24-02				Page 115								
Project: Geotechnical Evaluation for Vacant Lot				Project No: ENG.YARC03676-01												
Location: Corner of School Draw and Lundquist																
Yellowknife, Northwest Territories				UTM: 636419 E; 6927998 N; Z 11												
Depth (m)	Method	Soil Description	Ground Ice Description	Sample Type	Particle Size Distribution				SPT (N)	Moisture Content (%)	SPT (N)			24MMW02	Depth (ft)	
					Gravel (%)	Sand (%)	Silt & Clay (%)				Plastic Limit	Moisture Content	Liquid Limit			
							Silt (%)	Clay (%)								
0		CLAY - silty, sandy, trace gravel, very moist, medium plastic, grey	Unfrozen												0	
1	Solid stem auger	SILT AND SAND - trace clay, very moist, very stiff, non plastic, grey			9	29	39	23	21	22						2
2															4	
3										25						6
4																8
5						0	42	58		26						10
6																12
7										23						14
8																16
9																18
10																20
11																22
12				SAND - some silt, trace clay, fine to medium grained sand, wet to very wet, grey, exhibited sloughing							25					24
13																26
14																28
15				- fine to coarse grained sand							27					30
16														32		
17														34		
18		END OF BOREHOLE (18.0 metres) Monitoring well installed to 5.0 metres							24					36		
19														38		
20									25					40		
														42		
									20					44		
														46		
									24					48		
														50		
									27					52		
														54		
														56		
									20					58		
														60		
														62		
														64		
				Contractor: EnviroTech Drilling				Completion Depth: 18 m								
				Equipment Type: Track mounted				Start Date: 2024 October 30								
				Logged By: ZZ				Completion Date: 2024 October 30								
				Reviewed By: MH				Page 1 of 1								

TETRA TECH

NORTHERN ZONE11.GPJ EBA.GDT 25-2-21

APPENDIX C

LABORATORY TEST RESULTS

MOISTURE CONTENT TEST RESULTS

ASTM D2216

Project: Geo. Eval. for Vacant Lot on School Draw Avenue Sample No.: 1349
 Project Number: ENG.YARC03676-01 Date Tested: January 6, 2025
 Client: City of Yellowknife Tested By: DY
 Project Manager: Rob Girvan Page: 1 of 1

B.H. Number	Depth (m)	Moisture Content (%)	Visual Description of Soil
PH-01	1.2-1.4	20.6	SILT and SAND, trace clay, grey
PH-01	2.7-2.9	21.9	SILT and SAND, trace clay, grey
PH-01	4.2-4.4	24.2	SAND, some silt, trace clay, grey
PH-01	5.7-6.2	22.4	SAND, some silt, trace clay, grey
PH-01	7.2-7.4	25.1	SAND, some silt, trace clay, grey
PH-01	8.7-8.9	26.0	SAND, some silt, trace clay, grey
PH-01	10.2-10.4	27.5	SAND, some silt, trace clay, grey
PH-01	11.7-11.9	22.0	SAND, some silt, trace clay, grey
PH-01	13.2-13.4	21.4	SAND, trace silt, trace clay, grey
PH-01	14.7-14.9	24.2	SAND, trace silt, trace clay, grey
PH-01	16.2-16.4	20.5	SAND, trace silt, trace clay, grey
PH-01	17.8-18.0	23.2	SAND, trace silt, trace clay, grey
PH-02	1.2-1.4	21.6	CLAY, silty, sandy, trace gravel, grey
PH-02	2.7-2.9	24.6	SILT and SAND, trace clay, grey
PH-02	4.2-4.4	26.3	SILT and SAND, trace clay, grey
PH-02	5.7-5.9	22.5	SILT and SAND, trace clay, grey
PH-02	7.2-7.4	25.2	SILT and SAND, trace clay, grey
PH-02	8.7-8.9	26.9	SILT and SAND, trace clay, grey
PH-02	10.2-10.4	27.2	SILT and SAND, trace clay, grey
PH-02	11.7-11.9	24.3	SAND, some silt, trace clay, grey
PH-02	13.2-13.4	25.2	SAND, some silt, trace clay, grey
PH-02	14.7-14.9	24.0	SAND, some silt, trace clay, grey
PH-02	16.2-16.4	26.5	SAND, some silt, trace clay, grey
PH-02	17.8-18.0	19.5	SAND, some silt, trace clay, grey

Reviewed By:  P.Eng.

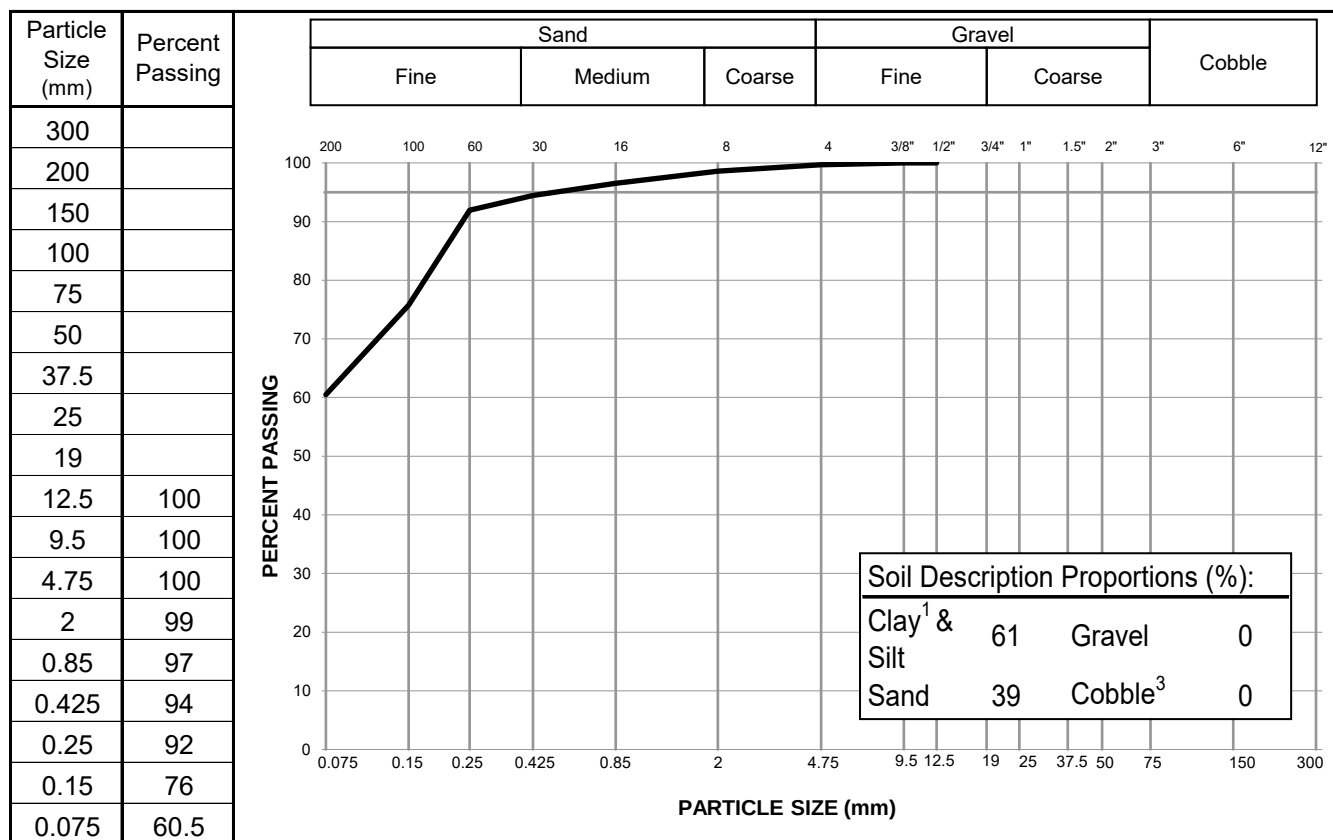
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PARTICLE SIZE ANALYSIS REPORT

ASTM D6913

Project: Geo. Eval. For Vacant Lot School Draw Sample No.: 1349-01
Project No.: ENG.YARC03676-01 Material Type: In-Situ
Site: Yellowknife, NT Sample Loc.: PH-01
Client: City of Yellowknife Sample Depth: 1.2 - 1.4 m
Client Rep.: Charley White Sampling Method: Grab
Date Tested: January 20, 2025 By: MK Date sampled: October 29, 2024
Soil Description²: SILT and SAND, trace clay Sampled By: ZZ
USC Classification: ML Cu: #N/A
Moisture Content: 20.6% Cc: #N/A



Notes: ¹ The upper clay size of 2 um, per the Canadian Foundation Engineering Manual

² The description is visually based & subject to Tt WM4400 description protocols

³ If cobbles are present, sampling procedure may not meet ASTM C702 & D75

Specification: _____

Remarks: _____

Reviewed By: _____

Tyng Yohann

P.Eng.

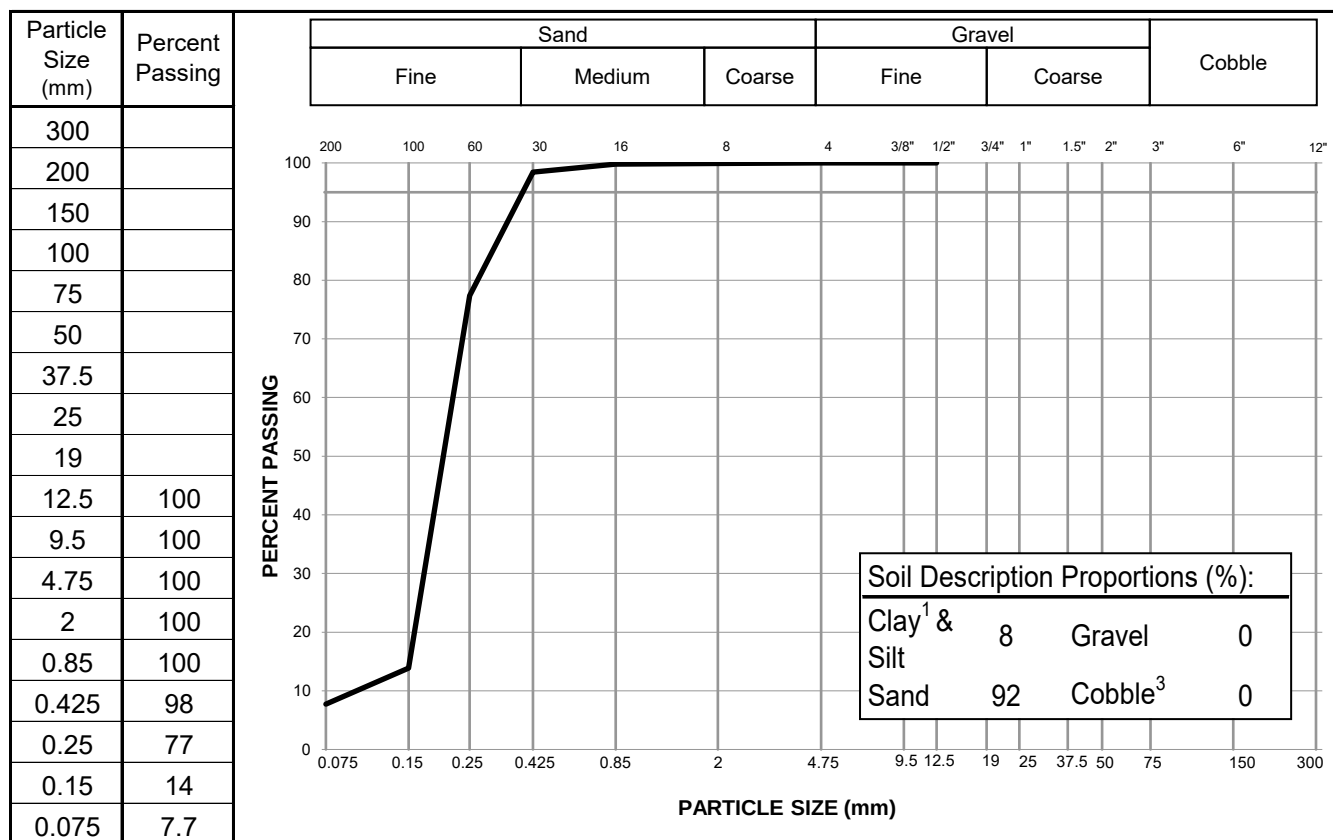
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PARTICLE SIZE ANALYSIS REPORT

ASTM D6913

Project:	Geo. Eval. For Vacant Lot School Draw	Sample No.:	1349-07
Project No.:	ENG.YARC03676-01	Material Type:	In-Situ
Site:	Yellowknife, NT	Sample Loc.:	PH-01
Client:	City of Yellowknife	Sample Depth:	10.2 - 10.4 m
Client Rep.:	Charlsey White	Sampling Method:	Grab
Date Tested:	January 20, 2025	By:	MK
Date Tested:	January 20, 2025	Date sampled:	October 29, 2024
Soil Description ² :	SAND, trace silt, trace clay	Sampled By:	ZZ
		USC Classification:	SP Cu: 2.2 Cc: 1.3
Moisture Content:	27.5%		



Notes: ¹ The upper clay size of 2 um, per the Canadian Foundation Engineering Manual

² The description is visually based & subject to Tt WM4400 description protocols

³ If cobbles are present, sampling procedure may not meet ASTM C702 & D75

Specification: _____

Remarks: _____

Reviewed By: Jon Yoban P.Eng.

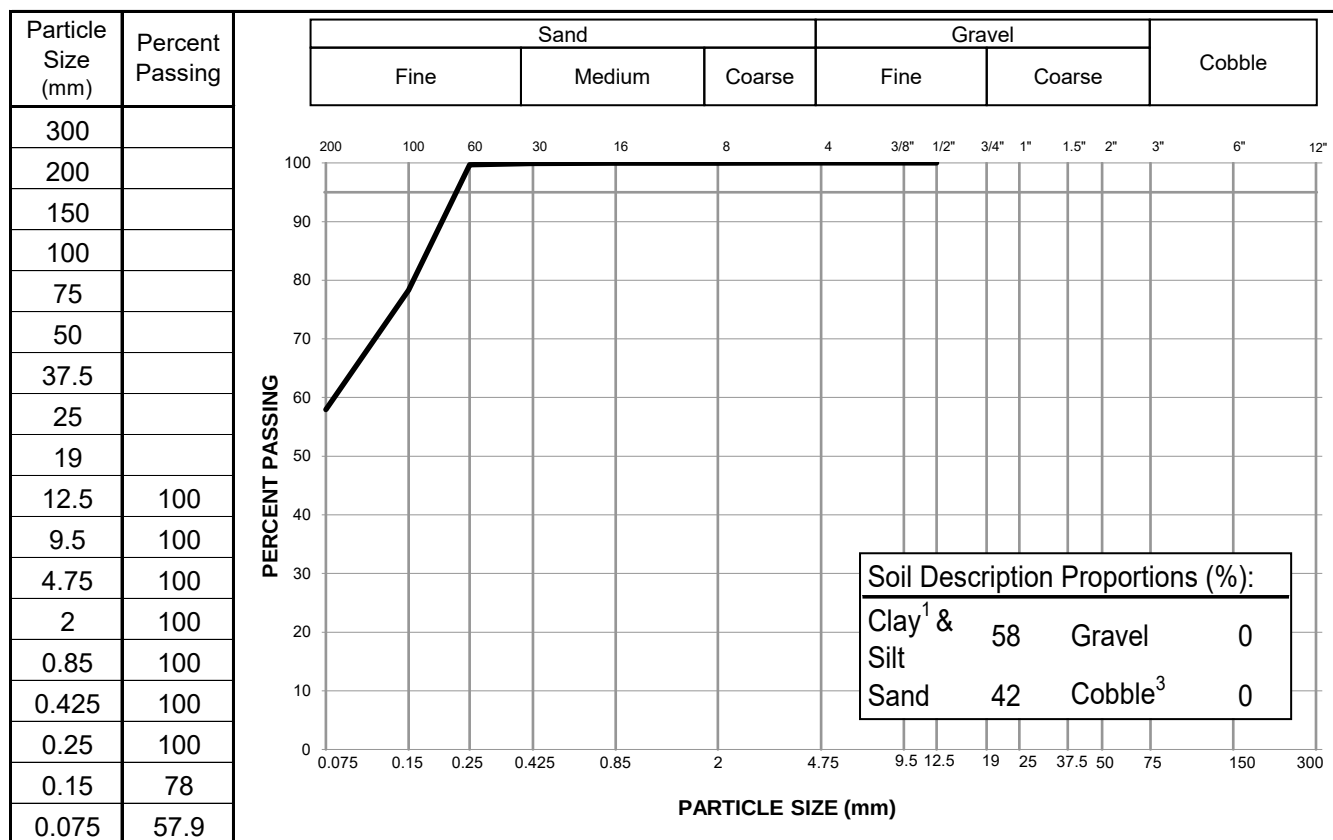
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PARTICLE SIZE ANALYSIS REPORT

ASTM D6913

Project: Geo. Eval. For Vacant Lot School Draw Sample No.: 1349-15
Project No.: ENG.YARC03676-01 Material Type: In-Situ
Site: Yellowknife, NT Sample Loc.: PH-02
Client: City of Yellowknife Sample Depth: 4.2 - 4.4 m
Client Rep.: Charlsey White Sampling Method: Grab
Date Tested: January 20, 2025 By: MK Date sampled: October 30, 2024
Soil Description²: SILT and SAND, trace clay Sampled By: ZZ
USC Classification: ML Cu: #N/A
Moisture Content: 26.3% Cc: #N/A



Notes: ¹ The upper clay size of 2 um, per the Canadian Foundation Engineering Manual

² The description is visually based & subject to Tt WM4400 description protocols

³ If cobbles are present, sampling procedure may not meet ASTM C702 & D75

Specification: _____

Remarks: _____

Reviewed By: _____

Tyng Yohanna

P.Eng.

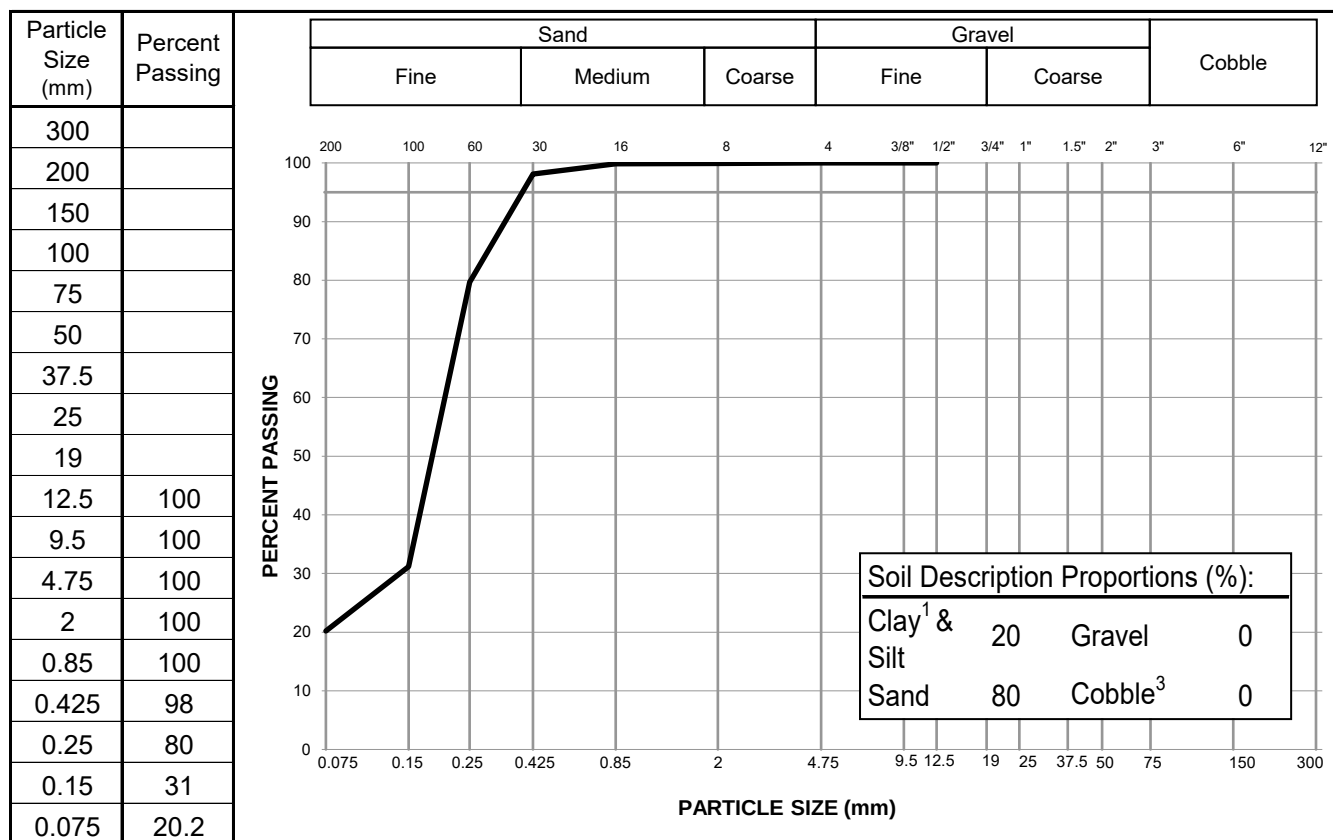
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PARTICLE SIZE ANALYSIS REPORT

ASTM D6913

Project:	Geo. Eval. For Vacant Lot School Draw	Sample No.:	1349-21
Project No.:	ENG.YARC03676-01	Material Type:	In-Situ
Site:	Yellowknife, NT	Sample Loc.:	PH-02
Client:	City of Yellowknife	Sample Depth:	13.2 - 13.4 m
Client Rep.:	Charlsey White	Sampling Method:	Grab
Date Tested:	January 20, 2025	By:	MK
		Date sampled:	October 30, 2024
Soil Description ² :	SAND, some silt, trace clay	Sampled By:	ZZ
		USC Classification:	SM Cu: #N/A
Moisture Content:	26.5%		Cc: #N/A



Notes: ¹ The upper clay size of 2 um, per the Canadian Foundation Engineering Manual

² The description is visually based & subject to Tt WM4400 description protocols

³ If cobbles are present, sampling procedure may not meet ASTM C702 & D75

Specification: _____

Remarks: _____

Reviewed By: _____

Tony Yoban

P.Eng.

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ATTERBERG LIMITS TEST REPORT

ASTM D4318

Project: Geotechnical Evaluation for Vacant Lot
on School Draw Avenue

Project No: ENG.YARC03676-01

Client: City of Yellowknife

Attention: Charlsey White

Email: cwhite@yellowknife.ca

Sample Number: 1349-13

Borehole Number: PH-02

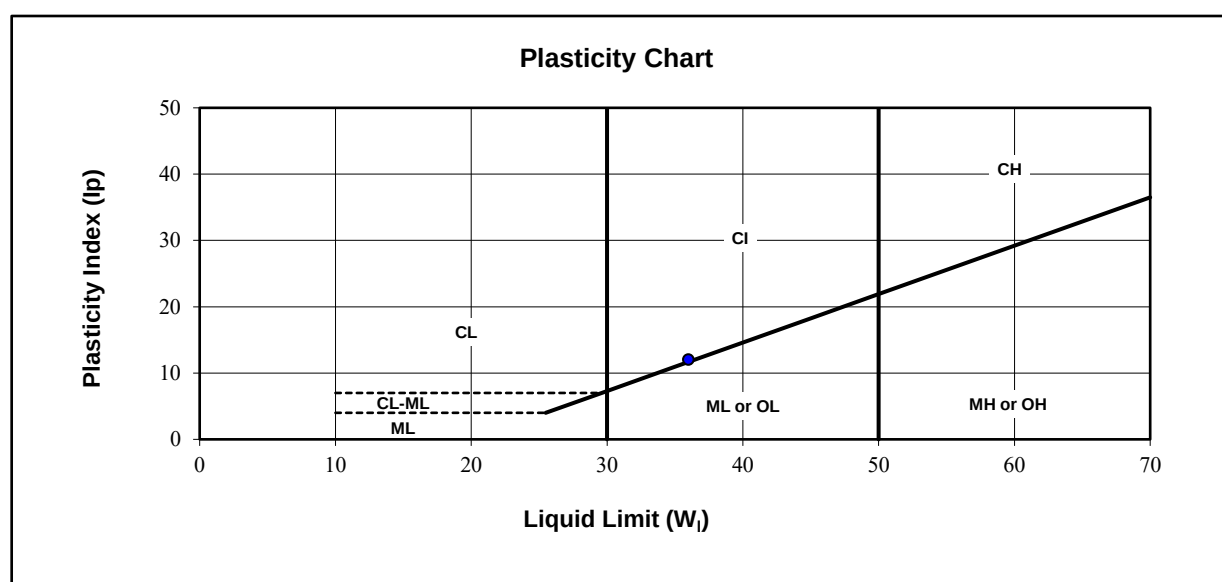
Depth: 1.2-1.4 m

Sampled By: ZZ Tested By: TO

Date Sampled: October 30, 2024

Date Tested: January 13, 2025

Sample Description: CLAY, silty, sandy, trace gravel



Liquid Limit (W_l): 36

Plastic Limit: 24

Plasticity Index (Ip): 12

Natural Moisture (%): 21.6

Soil Plasticity: Medium

Mod.USCS Symbol: CI

Remarks:

Reviewed By: *Tong Yohann* P.Eng.

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SOLUBLE SULPHATE ION CONTENT OF SOIL

(CSA Designation A23.2-2B & A23.2-3B)

Project: Geotechnical Evaluation for Det'on Cho Management LP Office Building Date Tested: January 14-16, 2025

Project No.: 704-ENG.YARC03639-01 Tested By: EM

Client: Century 21 Prospect Realty Sample Source: see below

Location: Yellowknife, NT Laboratory: 110, 140 Quarry Park Blvd. S.E., Calgary, AB T2C 3G3

Sample Number	1	6				
Borehole Number	PH-01	PH-03				
Depth (m)	1.2-1.4	1.2-1.4				
Total Soluble Sulphate Content, %	0.00	0.01				
Degree of Exposure (Class)	Negligible (neg)	Negligible (neg)				

Class of exposure	Degree of exposure	Water-soluble sulphate (SO ₄) [†] in soil sample, %	Sulphate (SO ₄) in groundwater samples, mg/L [‡]	Water soluble sulphate (SO ₄) in recycled aggregate sample, %	Cementing materials to be used [§]
S-1	Very severe	> 2.0	> 10 000	> 2.0	HS or HSb
S-2	Severe	0.20–2.0	1500–10 000	0.60–2.0	HS or HSb
S-3	Moderate	0.10–0.20	150–1500	0.20–0.60	MS, MSb, LH, HS, or HSb

*For sea water exposure, see Clause 4.1.1.5.

†In accordance with CSA A23.2-3B.

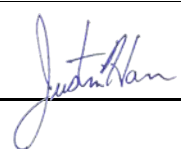
‡In accordance with CSA A23.2-2B.

§Cementing material combinations with equivalent performance may be used (see Clauses 4.2.1.2, 4.2.1.3, and 4.2.1.4). Type HS cement shall not be used in reinforced concrete exposed to both chlorides and sulphates. Refer to Clause 4.1.1.6.3.

Limitations:

- i) The degree of exposure class included herein are valid only if drainage and weeping systems meet the requirements of the site conditions.
- ii) The degree exposure class should be re-verified if backfill soils for foundation walls originate from an unknown source.

Remarks:

Reviewed By:  P.Eng.

APPENDIX D

CONSTRUCTION GUIDELINES

CONSTRUCTION GUIDELINES

Revision No: 02 | Last Revised: October 2, 2015

BACKFILL MATERIALS AND COMPACTION (GENERAL)

1.0 DEFINITIONS

“Landscape fill” is typically used in areas such as berms and grassed areas where settlement of the fill and noticeable surface subsidence can be tolerated. “Landscape fill” may comprise soils without regard to engineering quality.

“General engineered fill” is typically used in areas where a moderate potential for subgrade movement is tolerable, such as asphalt (i.e., flexible) pavement areas. “General engineered fill” should comprise clean, granular or clay soils.

“Select engineered fill” is typically used below slabs-on-grade or where high volumetric stability is desired, such as within the footprint of a building. “Select engineered fill” should comprise clean, well-graded granular soils or inorganic low to medium plastic clay soils.

“Structural engineered fill” is used for supporting structural loads in conjunction with shallow foundations. “Structural engineered fill” should comprise clean, well-graded granular soils.

“Lean-mix concrete” is typically used to protect a subgrade from weather effects including excessive drying or wetting. “Lean-mix concrete” can also be used to provide a stable working platform over weak subgrades. “Lean-mix concrete” should be low strength concrete having a minimum 28-day compressive strength of 3.5 MPa.

Standard Proctor Density (SPD) as used herein means Standard Proctor Maximum Dry Density (ASTM Test Method D698). Optimum moisture content is defined in ASTM Test Method D698.

2.0 GENERAL BACKFILL AND COMPACTION RECOMMENDATIONS

Exterior backfill adjacent to abutment walls, basement walls, grade beams, pile caps and above footings, and below highway, street, or parking lot pavement sections should comprise “general engineered fill” materials as defined above.

Exterior backfill adjacent to footings, foundation walls, grade beams and pile caps and within 600 mm of final grade should comprise inorganic, cohesive “general engineered fill”. Such backfill should provide a relatively impervious surficial zone to reduce seepage into the subsoil against the structure.

Backfill should not be placed against a foundation structure until the structure has sufficient strength to withstand the earth pressures resulting from placement and compaction. During compaction, careful observation of the foundation wall for deflection should be carried out continuously. Where deflections are apparent, the compactive effort should be reduced accordingly.

In order to reduce potential compaction induced stresses, only hand-held compaction equipment should be used in the compaction of fill within 1 m of retaining walls or basement walls. If compacted fill is to be placed on both sides of the wall, they should be filled together so that the level on either side is within 0.5 m of each other.

All lumps of materials should be broken down during placement. Backfill materials should not be placed in a frozen state, or placed on a frozen subgrade.

Where the maximum-sized particles in any backfill material exceed 50% of the minimum dimension of the cross-section to be backfilled (e.g., lift thickness), such particles should be removed and placed at other more suitable locations on site or screened off prior to delivery to site.

Excavation and construction operations expose materials to climatic elements (freeze/thaw, wet/dry) and/or mechanical disturbance which can cause severe deterioration of performance. Unless otherwise specifically indicated in this report, the walls and floors of excavations, and stockpiles, must be protected from the elements, particularly moisture, desiccation, frost, and construction activities. Should desiccation occur, bonding should be provided between backfill lifts. For fine-grained materials the previous lift should be scarified to the base of the desiccated layer, moisture-conditioned, and recompacted and bonded thoroughly to the succeeding lift. For granular materials, the surface of the previous lift should be scarified to about a 75 mm depth followed by proper moisture-conditioning and recompaction.

3.0 COMPACTION AND MOISTURE CONDITIONING

“Landscape fill” material should be placed in compacted lifts not exceeding 300 mm and compacted to a density of not less than 90% of SPD unless a higher percentage is specified by the jurisdiction.

“General engineered fill” and “select engineered fill” materials should be placed in layers of 150 mm compacted thickness and should be compacted to not less than 98% of SPD. Note that the contract may specify higher compaction levels within 300 mm of the design elevation. Cohesive materials placed as “general engineered fill” or “select engineered fill” should be compacted at 0 to 2% above the optimum moisture content. Note that there are some silty soils which can become quite unstable when compacted above optimum moisture content. Granular materials placed as “general engineered fill” or “select engineered fill” should be compacted at slightly below (0 to 2%) the optimum moisture content.

“Structural engineered fill” material should be placed in compacted lifts not exceeding 150 mm in thickness and compacted to not less than 100% of SPD at slightly below (0 to 2%) the optimum moisture content.

4.0 “GENERAL ENGINEERED FILL”

Low to medium plastic clay is considered acceptable for use as “general engineered fill,” assuming this material is inorganic and free of deleterious materials.

Materials meeting the specifications for “select engineered fill” or “structural engineered fill” as described below would also be acceptable for use as “general engineered fill.”

5.0 “SELECT ENGINEERED FILL”

Low to medium plastic clay with the following range of plasticity properties is generally considered suitable for use as “select engineered fill”:

Liquid Limit	= 20 to 40%
Plastic Limit	= 10 to 20%
Plasticity Index	= 10 to 30%

Test results should be considered on a case-by-case basis.

“Pit-run gravel” and “fill sand” are generally considered acceptable for use as “select engineered fill.” See exact project or jurisdiction for specifications.

The “pit-run gravel” should be free of any form of coating and any gravel or sand containing clay, loam or other deleterious materials should be rejected. No material oversize of the specified maximum sieve size should be tolerated. This material would typically have a fines content of less than 10%.

The materials above are also suitable for use as “general engineered fill.”

6.0 “STRUCTURAL ENGINEERED FILL”

Crushed gravel used as “structural engineered fill” should be hard, clean, well graded, crushed aggregate, free of organics, coal, clay lumps, coatings of clay, silt, and other deleterious materials. The aggregates should conform to the requirement when tested in accordance with ASTM C136 and C117. See exact project or jurisdiction for specifications. This material would typically have a fines content of less than 10%.

In addition to the above, further specification criteria identified below should be met:

“Structural Engineered Fill” – Additional Material Properties

Material Type	Percentage of Material Retained on 5 mm Sieve having Two or More Fractured Faces	Plasticity Index (<400 µm)	L.A. Abrasion Loss (percent Mass)
Various sized Crushed Gravels	See exact project or jurisdiction for specifications	See exact project or jurisdiction for specifications	See exact project or jurisdiction for specifications

Materials that meet the grading limits and material property criteria are also suitable for use as “select engineered fill.”

7.0 DRAINAGE MATERIALS

“Coarse gravel” for drainage or weeping tile bedding should be free draining. Free-draining gravel or crushed rock generally containing no more than 5% fine-grained soil (particles passing No. 200 sieve) based on the fraction passing the 3/4-inch sieve or material with sand equivalent of at least 30.

“Coarse sand” for drainage should conform to the following grading limits:

“Coarse Sand” Drainage Material – Percent Passing by Weight

Sieve Size	Coarse Sand*
10 mm	100
5 mm	95 – 100
2.5 mm	80 – 100
1.25 mm	50 – 90
630 µm	25 – 65
315 µm	10 – 35
160 µm	2 – 10
80 µm	0 – 3

* From CSA A23.1-09, Table 10, “Grading Limits for Fine Aggregate”, Class FA1

Note that the “coarse sand” above is also suitable for use as pipe bedding material. See exact project or jurisdiction for specifications.

8.0 BEDDING MATERIALS

The “Coarse Sand” gradation presented above in Section 7.0 is suitable for use as pipe bedding and as backfill within the pipe embedment zone, however see exact project or jurisdiction for specifications.

CONSTRUCTION GUIDELINES

Revision No: 01 | Last Revised: March 31, 2016

DRIVEN STEEL PILES

Full-time observation of pile driving should be carried out by qualified geotechnical personnel.

Piles should initially be designed for minimum section and embedment on the basis of static design loads, shaft resistance and tip resistance.

Final design of driven steel piles could be carried out using a wave equation analysis. Design by this method will enable an optimum match of hammer type and weight to pile type and soil conditions and allow a check to be made on driving stresses. Pile design should be reviewed in the light of actual driving records.

Steel piles should conform to the requirements of applicable building codes. When steel pipe piles are filled with concrete, it should conform to the requirements of applicable building codes but should be of sufficient slump (150 mm or greater) to prevent voids forming, and its consistency should be such as to prevent segregation.

Driving records should be kept for each pile. Information to be recorded should include pile dimensions, hammer type, rated energy, ram weight, cap block weight and type, anvil weight, number of blows for each 0.25 m of penetration and final set.

The elevation of the tops of driven piles should be measured immediately after driving. If uplift occurs in any piles during the driving of adjacent piles, the displaced piles should be re-driven to at least their previous final elevation and final set.

Piles should be spaced no closer than 2.5 times the pile diameter, measured centre-to-centre. Where piles are driven in groups, they should be driven from the centre outwards. In general, all piles in a group should be driven to approximately the same tip elevation. If a group of four or more piles is required, group effects may reduce the working load of the pile group below that calculated from the number of piles multiplied by the working load for an individual pile. If required, Tetra Tech can provide further design parameters for this case at the final design stage.

Strict control of pile location and orientation should be exercised to obtain accurate pile installation. Pre-boring of the surficial soils may be necessary to ensure proper location of the pile tip.

When piles are to be driven into very hard or frozen strata or boulders, special tips or preboring may be required.

For piles which will displace a significant amount of soil during driving, such as closed-end pipe piles, care should be taken that the driving will not cause strains of such magnitude as to cause damage to nearby structures.

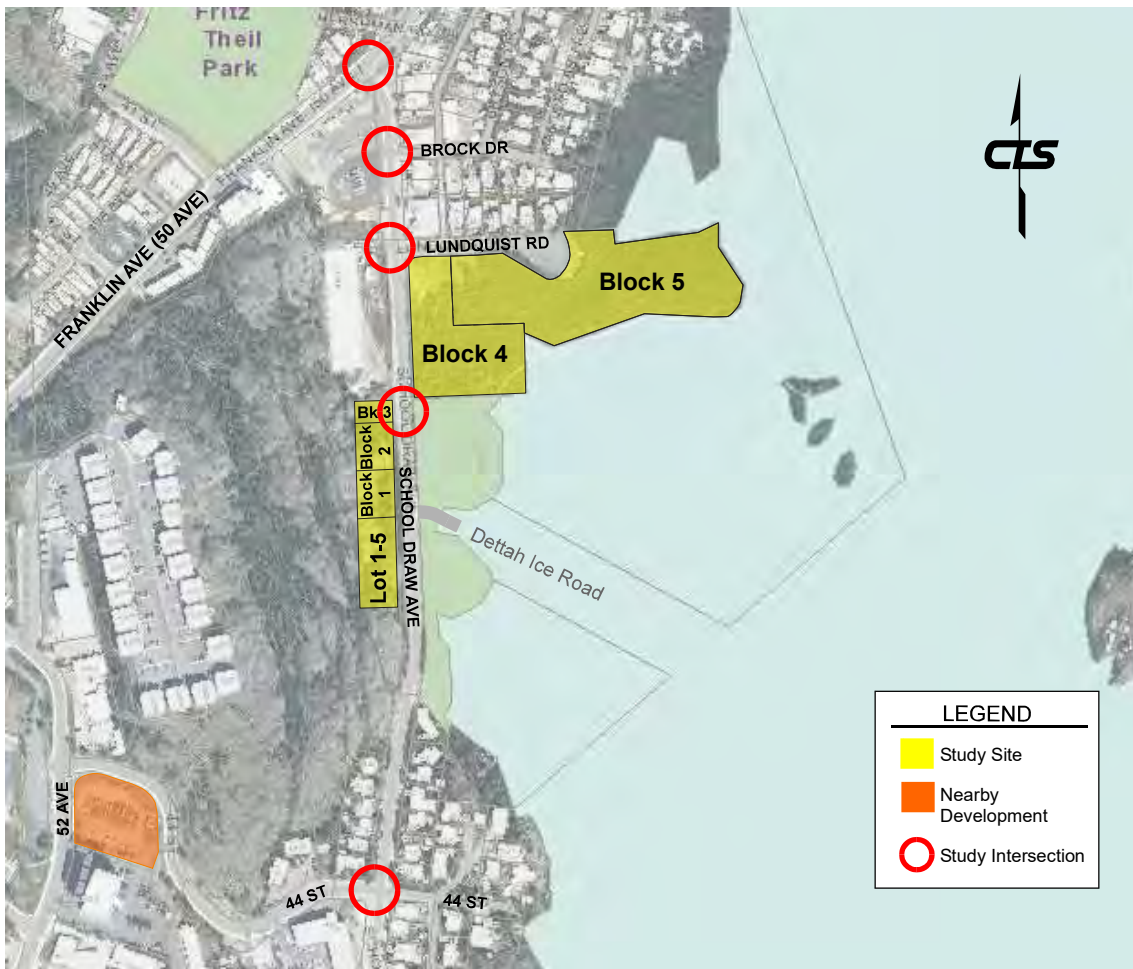
Pile driving may result in significant vibrations which may be unacceptable for adjacent structures. In areas where this is a concern, continuous monitoring of vibrations induced in adjacent structures by a seismograph is recommended in order to assess the potential for damage and the need for modification of procedures.

If a large number of piles are to be installed, it may be possible to optimize the design on the basis of pile load tests or conducting high strain dynamic pile testing.

School Draw Subdivisions Traffic Impact Study

Prepared for:

City of Yellowknife



Prepared by:



101a 1952 kingsway ave.
port coquitlam, bc
canada v3c 6c2

604.936.6190
www.cts-bc.com

JULY 2025

SCHOOL DRAW SUBDIVISIONS TRAFFIC IMPACT STUDY

Prepared for:

City of Yellowknife

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Box 580
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Prepared by:

CREATIVE TRANSPORTATION SOLUTIONS LTD.
101A – 1952 Kingsway Avenue
Port Coquitlam, BC
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(604) 936-6190

CTS PERMIT TO PRACTICE

PERMIT TO PRACTICE	
CREATIVE TRANSPORTATION SOLUTIONS LTD.	
Signature	
Date	24 July 2025
PERMIT NUMBER: P 706	
NWT/NU Association of Professional Engineers and Geoscientists	

CTS ENGINEER OF RECORD



24 July 2025

File no: 9522-101

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EXECUTIVE SUMMARY

There are plans to construct up to 108 dwelling units located at Lot 1-5, Block 1-5 along School Draw Avenue between Lundquist Road and 44th Street in the City of Yellowknife. This traffic impact study was commissioned by the City of Yellowknife to assess both the individual and collective traffic impact assessment on School Draw Avenue. The anticipated year of full buildout for all 108 dwelling units is by the year 2030.

CTS staff conducted a detailed site visit and collected traffic, pedestrian and bicycle volume data on Wednesday, 11 June 2025, and Thursday, 12 June 2025 to document existing conditions at the following intersections:

- School Draw Avenue & 44th Street;
- School Draw Avenue & Lundquist Road;
- School Draw Avenue & Brock Drive; and
- School Draw Avenue & Franklin Avenue (50 Avenue).

For the year 2035, traffic generated by the following nearby future developments was included as background traffic:

- Residential tower at 4501 52nd Avenue consisting of 96 multi-family units.

Using the published vehicle trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, the traffic volume generation for the site was forecast. It was determined that the subdivisions would collectively generate 51 vehicle trips during the weekday morning peak hour and 62 vehicle trips during the weekday afternoon peak hour. Of note, the projected site volumes are not considered to be significant from a traffic engineering point of view as it only represents up to one vehicle movement per minute for both peak hours.

Intersection capacity analysis was undertaken of the adjacent key intersections for both base conditions and with the addition of the site traffic for the years 2030, and 2035. It was determined that the traffic impacts of the additional site generated traffic volumes to be negligible as none of the intersection performances and Level of Service measurements changed with the addition of the site traffic.

Based on the data, analysis and conclusions documented by this study, the following is recommended:

- 1) That in order to promote alternative modes of transport and help in reducing the number of future vehicle trips by the proposed developments and the neighborhood, the following improvements be made:
 - That a sidewalk be constructed in the front of the development parcels on the westside of School Draw Avenue; and
 - That a marked pedestrian crossing be constructed across School Draw Avenue at Lundquist Road so that residents can safely access the multi-use pathway along the east side of School Draw Avenue and to the nearest transit stops on Franklin Avenue.

1.0 BACKGROUND

1.1 Study Site

There are plans to construct up to 108 dwelling units located at Lot 1-5, Block 1-5 along School Draw Avenue between Lundquist Road and 44th Street in the City of Yellowknife. Those developments are located on both sides of School Draw Avenue. This traffic impact study was commissioned by the City of Yellowknife to assess both the individual and collective traffic impact assessment on School Draw Avenue. The anticipated year of full buildout for all 108 dwelling units is by the year 2030.

The current zoning for the subdivisions are NP (Nature Preservation), and PR (Parks and Recreation). For the purposes of this study, the developments were assumed to be completed and fully occupied by 2030. A copy of the site plan referenced by this traffic impact study is included as **APPENDIX A**.

Of note, detailed site plans showing proposed accesses for each of the developments were not yet available at the time of this study. Therefore assumed driveway locations were used for the purposes of this impact assessment.

1.2 Study Area

The study area was bounded by Franklin Avenue (50 Avenue) to the north, the property lines to the east and west, and 44th Street to the south. **FIGURE 1** illustrates the study area and the road network adjacent to the site.

FIGURE 1
STUDY AREA AND ADJACENT ROAD NETWORK



For the purposes of this study, the following key intersections were included in the traffic impact assessment:

- 1) School Draw Avenue & 44th Street (unsignalized);
- 2) School Draw Avenue & Lundquist Road (unsignalized);
- 3) School Draw Avenue & Brock Drive (unsignalized);
- 4) School Draw Avenue & Franklin Avenue (unsignalized); and
- 5) School Draw Avenue & Future connect rd at Block 3.

1.3 Background Development

For the year 2035, traffic generated by the following nearby development was included as background traffic:

- 1) Residential Tower, 4501 52nd Avenue consisting of 96 multi-family units.

TABLE 1 summarizes the projected site generated traffic by the nearby development for the year of 2035, which were from the traffic impact study for that site.

**TABLE 1
SUMMARY OF NEARBY SITE GENERATED TRAFFIC**

Land Use	Peak Hour	Trip Generation Variable	Scope of Development	Vehicle Trip Generation Rate	Trip Rate Source	Directional Split		Peak Hour Volumes (vph)		
						% in	% out	in	out	total
Residential Apartment (High-Rise)	Weekday Morning	Dwelling Units	96	0.27	ITE 11th Edition Code 222	34%	66%	9	17	26
	Weekday Afternoon			0.32		56%	44%	17	14	31

1.4 Study Periods

Weekday morning and afternoon peak hour were selected as the design hours for this study as that is when both the adjacent road network typically carries the highest vehicle volumes each day and the proposed development will generate the maximum volume of traffic. For the purposes of this traffic impact study, it was assumed that the proposed development is anticipated to be fully built-out by the year 2030.

Based on the approved study terms of reference from the City of Yellowknife, the following years horizon years were selected for this study:

- 2025 Existing Base (i.e. existing base traffic conditions);
- 2030 Future Base (i.e. future base conditions);

- 2030 Future Base + Site (i.e. future base with study site traffic);
- 2035 Future Base (i.e. future base with other nearby development traffic);
- 2035 Future Base + Site (i.e. future base with other nearby development traffic + site traffic);

1.5 Existing Road Network and Intersection

CTS conducted a comprehensive site visit on Wednesday 11 June 2025, Thursday 12 June 2025 and Friday 13 June 2025. The key observations and a brief description of each study intersection / or roadway follows:

- Franklin Avenue (50th Avenue) is an arterial roadway (snow plowing ranked priority #1) connecting downtown to the south area with Old Town to the north. Within the study area, a two-lane urban cross section is provided along with curb . The speed limit is 30 km/h for all of Old Town and Latham Island. The speed limit changes to 45 km/h south of 41st Street. There is a bus route on Franklin Avenue.
- 44th Street is a municipal local street with two lane urban cross section (snow plowing ranked priority #2). The speed is 45 km/h within the study area
- Lundquist Road and Brock Drive are municipal local street with two lane urban cross section (snow plowing ranked priority #5). The speed limit is 30 km/h.
- School Draw Avenue is an important local street (snow plowing ranked priority #2) in the study area with a 2-lane urban cross section and the speed limit is 30 km/h from the Rotary Park northbound. Between 44th Street and the Rotary Park, the speed limit is 45 km/h. Within the study area, the sidewalk is on the eastside of the road.

School Draw Avenue and 44th Street

- 44th Street intersects School Draw Avenue as a unsignalized intersection with stop control on 44th Street. There are shared left/through/right-turn lane on all approaches.
- Sidewalks are provided on the south side of 44th Street and on the east side of School Draw Avenue.

School Draw Avenue and Lundquist Road / Apartment Parking Lot Access

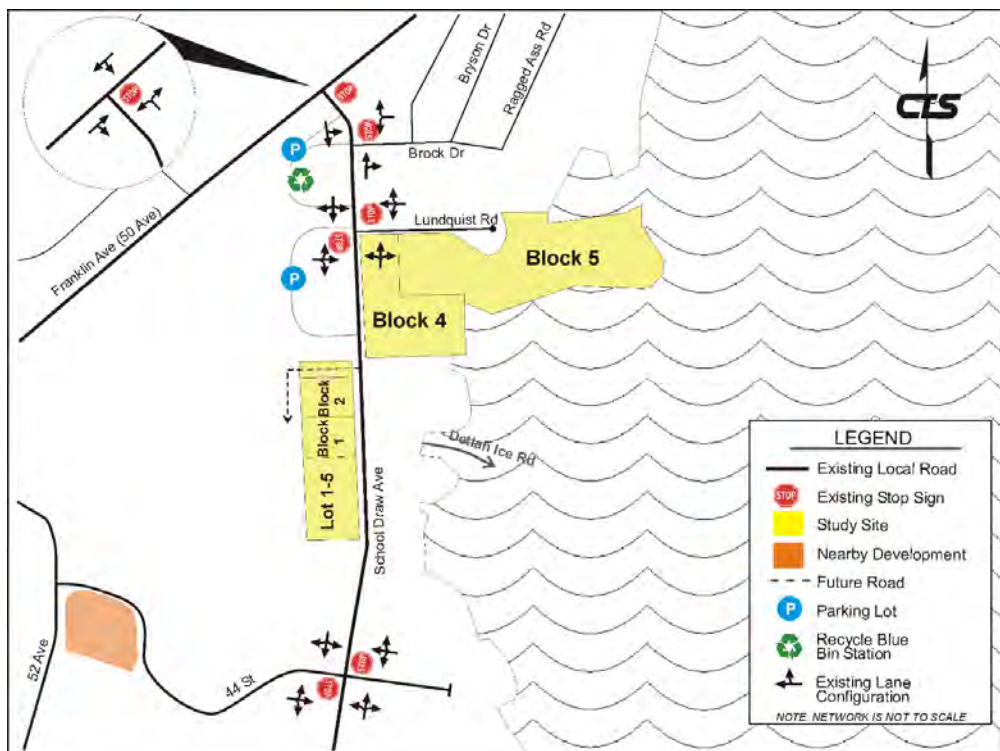
- School Draw Avenue intersects Lundquist Road as a unsignalized intersection with stop control on the east-west approaches. There are shared left/through/right-turn lane on all approaches.
- A paved sidewalk is provided on the eastside of School Draw Avenue that connects to 44th Street towards the south. North of Lundquist Road, the paved sidewalk was removed in 2024 for electrical work and replaced with gravel to Franklin Avenue. A replacement sidewalk is scheduled to be installed this year.

School Draw Avenue and Franklin Avenue (50th Avenue)

- Franklin Avenue (50th Avenue) intersects School Draw Avenue as a unsignalized “T” intersection with stop control on School Draw Avenue.
- There is a shared left/right lane on south approach, a shared left/through lane on east approach, and a shared through/right lane on west approach.
- There are bicycle lanes on Franklin Avenue south of School Draw Avenue.
- There are sidewalks on both sides of Franklin Avenue south of School Draw Avenue. North of School Draw Avenue, there is only 1 sidewalk on Franklin Avenue and it is located on the east side.
- For School Draw Avenue south of Franklin Avenue, the paved sidewalk was removed in 2024 for electrical work and replaced with gravel to Lundquist Road. A replacement sidewalk is scheduled to be installed this year.

The existing laning configuration for the study intersections is illustrated in **FIGURE 2**.

**FIGURE 2
EXISTING LANING CONFIGURATION**



The existing bus route and bus stops in the study area is illustrated in **FIGURE 3**.

FIGURE 3
EXISTING BUS ROUTE AND BUS STOP IN STUDY AREA



2.0 BASE TRAFFIC VOLUMES

CTS conducted traffic turning movement counts on Wednesday, June 11, 2025, and Thursday, June 12, 2025 from 7:30 to 9:30 and 16:15 to 18:00 to capture both the AM and PM peak periods. The traffic turning movement count data was tabulated and reviewed to ensure data integrity and validity. The tabulated traffic turning movement count data sheets are included as **APPENDIX B**.

When compared to the 2022 traffic movement count data at School Draw Avenue and 44th Street previously collected by CTS, it was determined that the peak hour traffic volumes for the 2025 count data was very close. Specifically 11 vehicles during the AM peak hour and by 2 vehicles during the PM peak hour. Therefore, no seasonal adjustment factor was applied to the June 2025 data for this study. **TABLE 2** summarizes the entering intersection traffic volumes during the AM and PM peak hours at School Draw Avenue & 44th Street,

TABLE 2
ENTERING INTERSECTION PEAK HOUR TRAFFIC VOLUMES
(SCHOOL DRAW AVENUE AT 44TH STREET)

School Draw Avenue & 44th Street															
PEAK	DATE	PEAK HOUR	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
AM	Thu, 24-Feb-2022	8:00-9:00	10	1	5	1	4	0	8	19	0	0	23	16	87
			16			5			27			39			
	Projected 2025 (2022 data x 1.06)	8:00-9:00	11	1	5	1	4	0	8	20	0	0	24	17	91
			17			5			28			41			
PM	Wed, 11-Jun-2025	8:00-9:00	14	0	1	0	5	1	7	31	1	0	24	18	102
			15			6			39			42			
	Thu, 24-Feb-2022	16:30-17:30	21	6	5	0	2	1	11	31	1	3	29	14	124
			32			3			43			46			
PM	Projected 2025 (2022 data x 1.06)	16:30-17:30	22	6	5	0	2	1	12	33	1	3	31	15	131
			33			3			46			49			
	Wed, 11-Jun-2025	17:00-18:00	21	0	12	3	1	0	10	33	0	2	37	10	129
			33			4			43			49			

The following peak hours were selected, based on the peak hours observed by the study intersection counts conducted in July 2025:

- Weekday AM Peak Hour – 8:00 to 9:00
- Weekday PM Peak Hour – 17:00 to 18:00

2025 Base Traffic Volumes

The 2025 base traffic volumes for the weekday AM and PM peak hours are illustrated by **FIGURE 4** and **FIGURE 5** respectively. **FIGURE 6** and **FIGURE 7** illustrates the bicycle traffic volumes for the weekday AM and PM peak hours. Similarly, the pedestrian volumes are illustrated on **FIGURE 8** and **FIGURE 9**.

2030 Future Base Traffic Volumes

The 2025 base traffic volumes were factored up by a traffic volume growth rate of 2.0% per annum (simple straight line) to represent the 2030 base traffic volumes. **FIGURE 10** and **FIGURE 11** illustrate the weekday AM and PM peak hour for the 2030 future base traffic volumes.

2035 Future Base + Background Traffic Volumes

The 2025 base traffic volumes were factored up by a traffic volume growth rate of 2.0% per annum (simple straight line) to represent initial base year 2035 volumes. Then, traffic volumes from other nearby development (see **FIGURE 1** and **TABLE 1**) were superimposed on the initial base volumes to estimate the total 2035 future base traffic volumes. **FIGURE 12** and **FIGURE 13** illustrate the weekday AM and PM peak hour for the 2035 future base + background traffic volumes.

FIGURE 4
2025 WEEKDAY MORNING PEAK HOUR BASE TRAFFIC VOLUMES

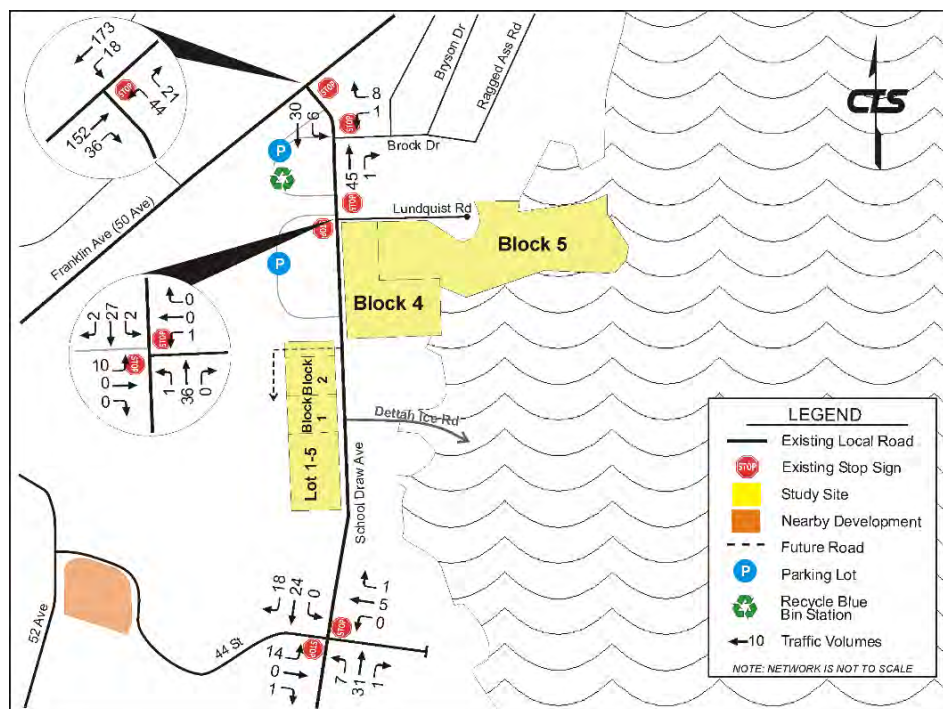


FIGURE 5
2025 WEEKDAY AFTERNOON PEAK HOUR BASE TRAFFIC VOLUMES

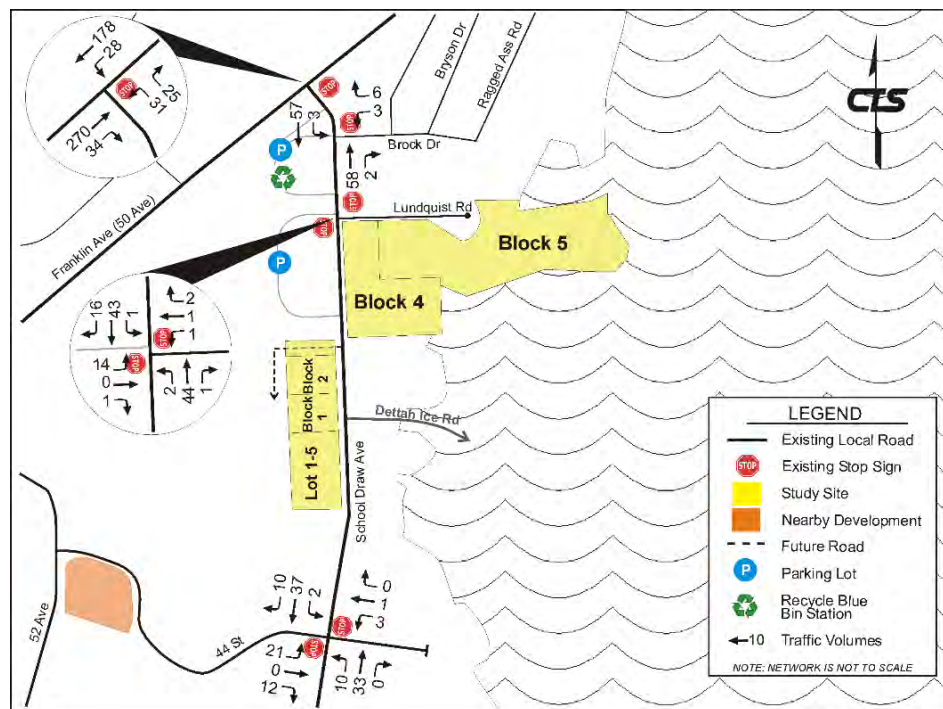


FIGURE 6
2025 WEEKDAY MORNING PEAK HOUR BICYCLE TRAFFIC VOLUMES

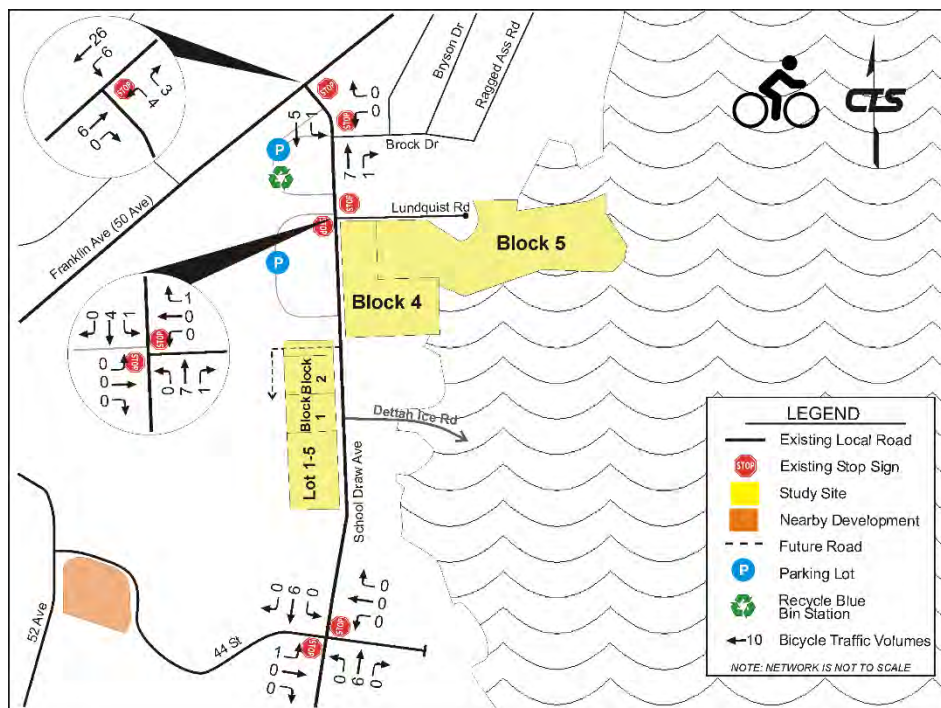


FIGURE 7
2025 WEEKDAY AFTERNOON PEAK HOUR BICYCLE TRAFFIC VOLUMES

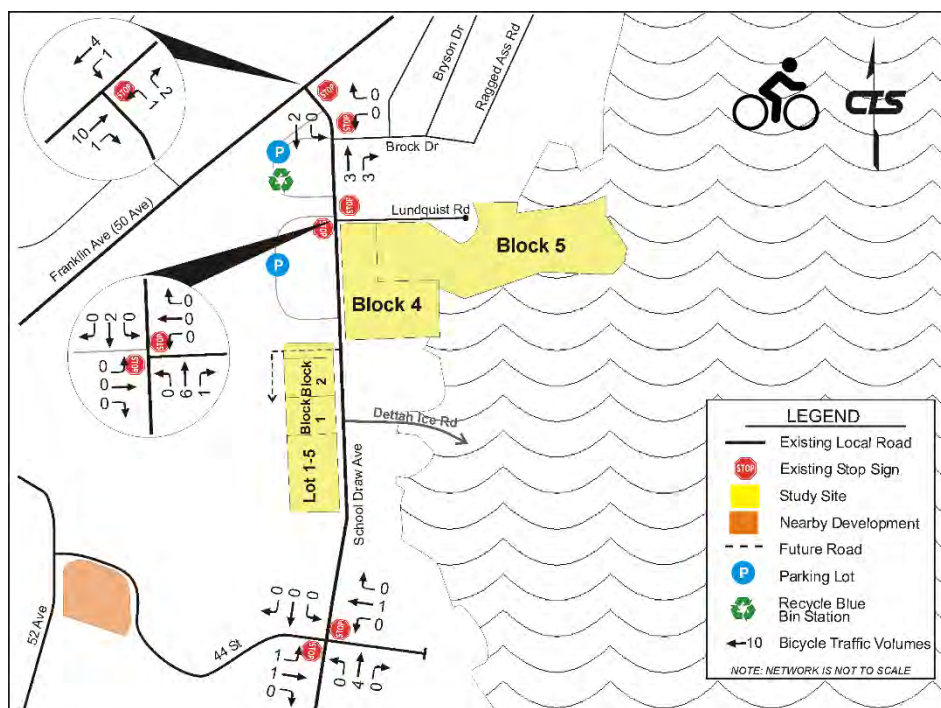


FIGURE 8
2025 WEEKDAY MORNING PEAK HOUR PEDESTRIAN VOLUMES

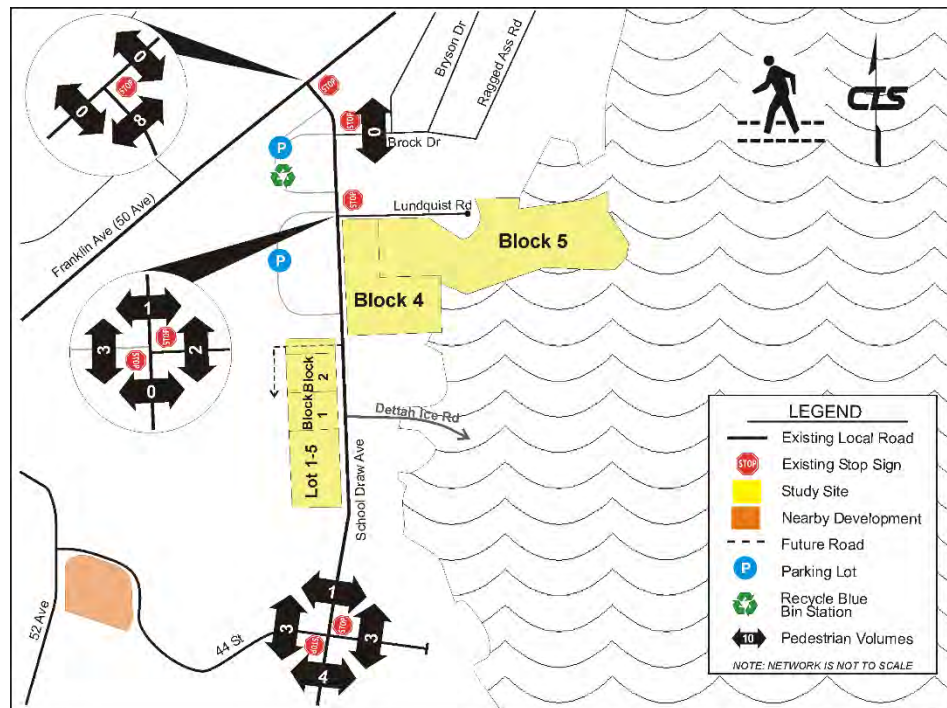


FIGURE 9
2025 WEEKDAY AFTERNOON PEAK HOUR PEDESTRIAN VOLUMES

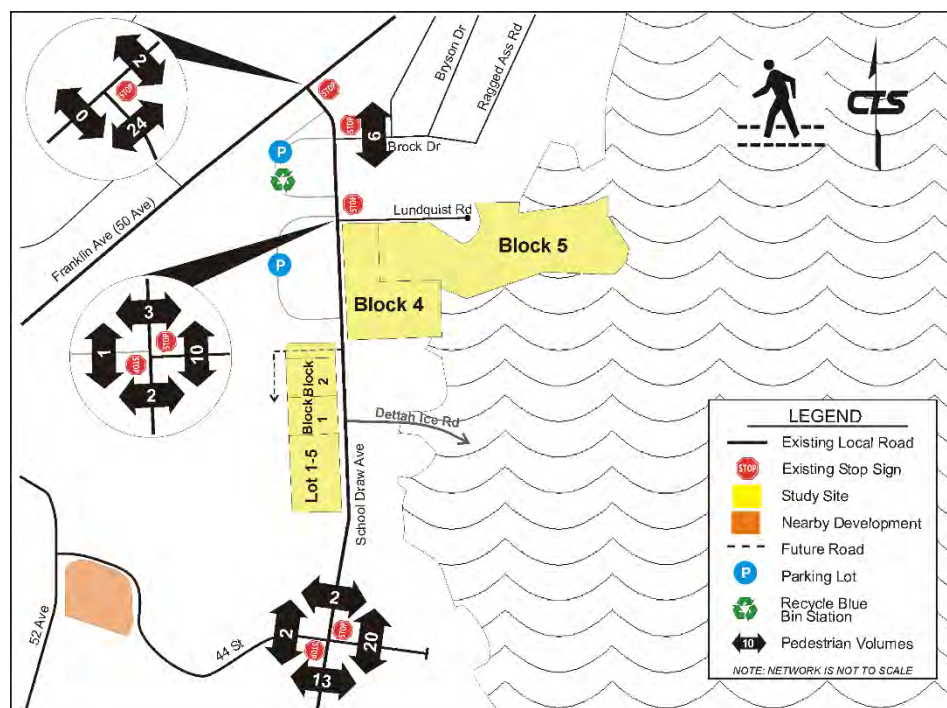


FIGURE 10
2030 WEEKDAY MORNING PEAK HOUR BASE TRAFFIC VOLUMES

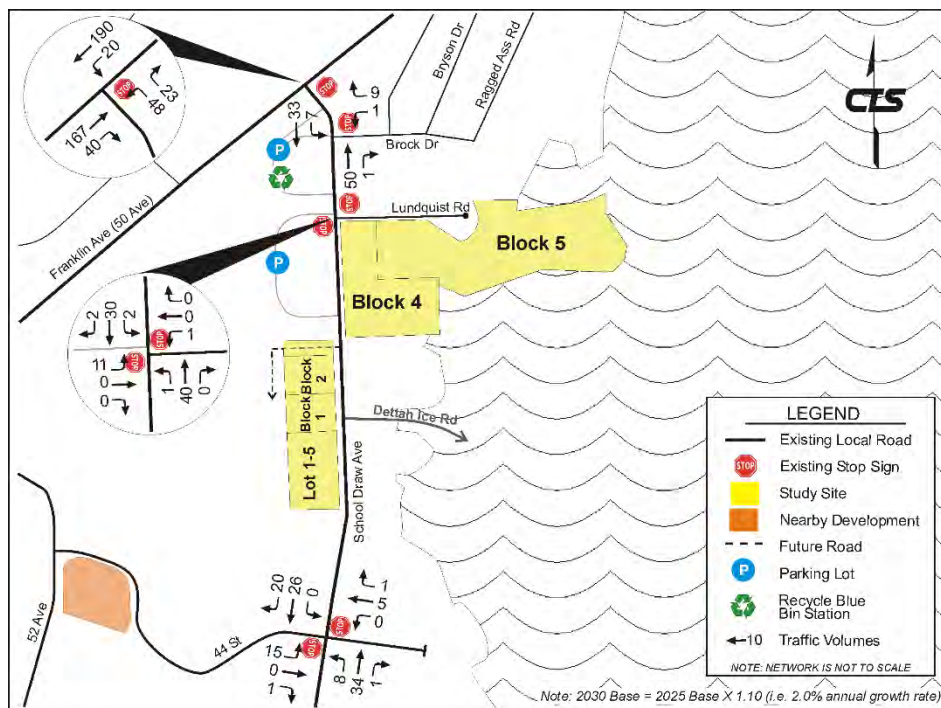


FIGURE 11
2030 WEEKDAY AFTERNOON PEAK HOUR BASE TRAFFIC VOLUMES

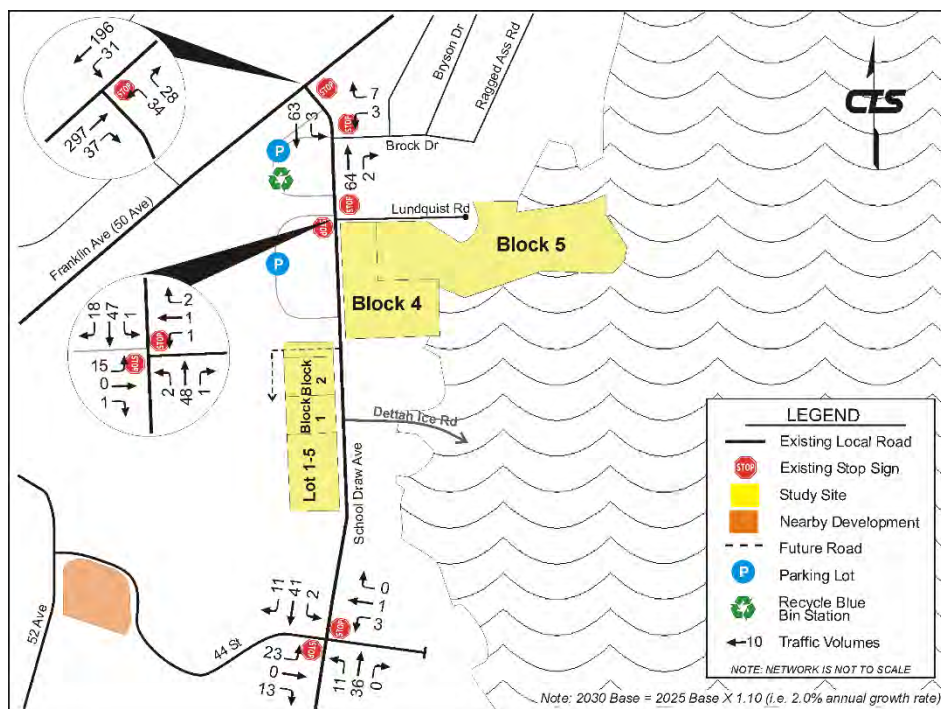


FIGURE 12
2035 WEEKDAY MORNING PEAK HOUR BASE TRAFFIC VOLUMES

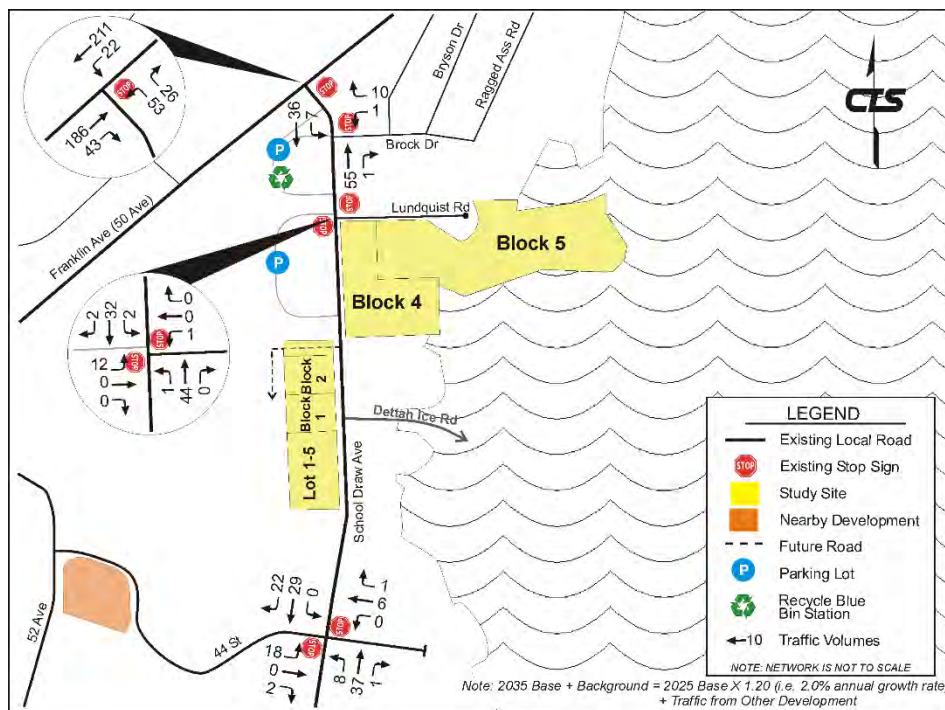
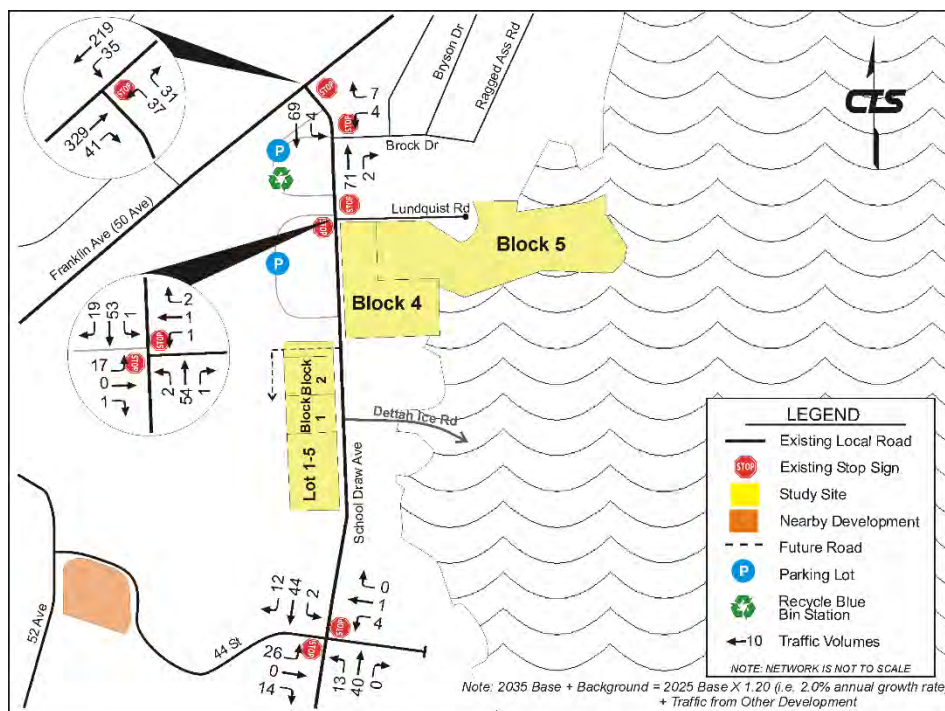


FIGURE 13
2035 WEEKDAY AFTERNOON PEAK HOUR BASE TRAFFIC VOLUMES



3.0 SITE TRAFFIC VOLUMES

3.1 Trip Generation

In order to predict the future traffic volumes for the site, the published vehicle trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition Code 215 – Single-Family Attached Housing (Townhouse), and Code 220 – Multifamily Housing (Low-Rise) were used for the developments. For the purposes of this study, pass-by traffic was assumed to be zero so that the projected volumes would represent the worst-case scenario and will result in a more conservative assessment. **TABLE 3** summarizes the forecast site generated traffic for the proposed development.

TABLE 3
SUMMARY OF SITE GENERATED TRAFFIC

Land Use		Peak Hour	Trip Generation Variable	Scope of Development	Vehicle Trip Generation Rate	Trip Rate Source	Directional Split		Peak Hour Volumes (vph)		
							% in	% out	in	out	total
Lot 1-5 (6-Plex)	Multi-Family Housing (Low-Rise)	Weekday Morning	Dwelling Units	30	0.40	ITE 11th Edition Code 220	24%	76%	3	9	12
		Weekday Afternoon			0.51		63%	37%	10	6	16
Block 1-2 (Rowhouse)	Single-Family Attached Housing	Weekday Morning	Dwelling Units	20	0.48	ITE 11th Edition Code 215	25%	75%	2	8	10
		Weekday Afternoon			0.57		59%	41%	7	5	12
Block 4 (Duplex)	Single-Family Attached Housing	Weekday Morning	Dwelling Units	28	0.48	ITE 11th Edition Code 215	25%	75%	3	11	14
		Weekday Afternoon			0.57		59%	41%	9	7	16
Block 5 (Duplex)	Single-Family Attached Housing	Weekday Morning	Dwelling Units	30	0.48	ITE 11th Edition Code 215	25%	75%	4	11	15
		Weekday Afternoon			0.57		59%	41%	11	7	18
ALL TOTAL WEEKDAY MORNING PEAK HOUR									12	39	51
ALL TOTAL WEEKDAY AFTERNOON PEAK HOUR									37	25	62

From **TABLE 3**, the proposed subdivisions are forecasted to generate a total of 51 vehicle trips (12 inbound, 39 outbound) during the weekday morning peak hour and 62 vehicle trips (37 inbound, 25 outbound) during the weekday afternoon peak hour.

The projected site volumes are not considered to be significant from a traffic engineering point of view as it only represents on average one vehicle movement every minute for both peak hours.

3.2 Site Trip Distribution

Trip distribution parameters to distribute the site generated vehicle trips to/from the site were developed from existing traffic patterns entering and exiting the study area for the afternoon peak hour. The weekday morning and afternoon peak hour site generated traffic volumes of the proposed development for the build-out year of 2030 are illustrated in **FIGURE 14** and **FIGURE 15**.

FIGURE 14
2030 WEEKDAY MORNING PEAK HOUR SITE GENERATED TRAFFIC VOLUMES

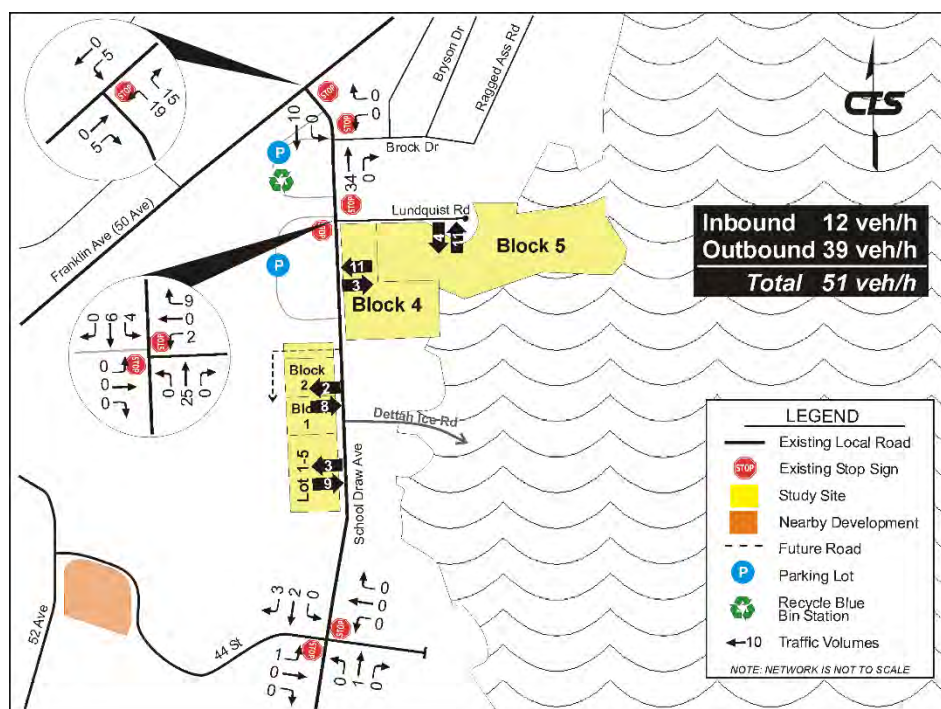
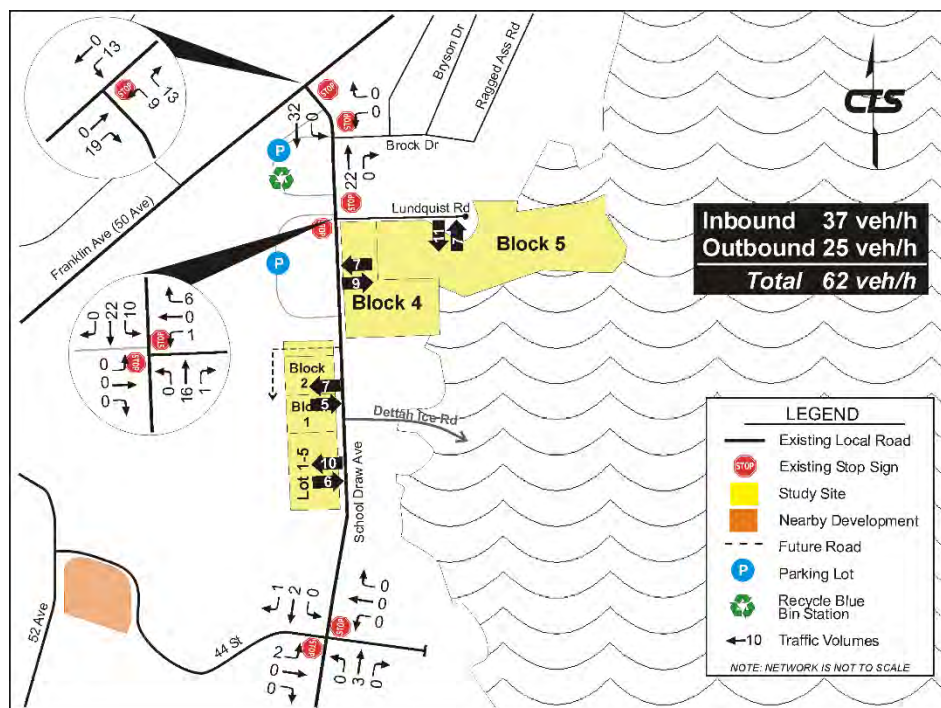


FIGURE 15
2030 WEEKDAY AFTERNOON PEAK HOUR SITE GENERATED TRAFFIC VOLUMES



4.0 BASE + SITE TRAFFIC VOLUMES

2030 Future Base + Site Traffic Volumes (Build-out)

FIGURE 16 illustrates the total projected traffic for the weekday morning peak hour consisting of both base, and site generated traffic resulting from the proposed development. It is the result of superimposing **FIGURE 14** onto **FIGURE 10**.

FIGURE 17 illustrates the total projected traffic for the weekday afternoon peak hour consisting of both base, and site generated traffic resulting from the proposed development. It is the result of superimposing **FIGURE 15** onto **FIGURE 11**.

2035 Future Base + Background + Site Traffic Volumes (Post Build-out)

FIGURE 18 illustrates the total projected traffic for the weekday morning peak hour consisting of base, background, and site generated traffic resulting from the proposed development. It is the result of superimposing **FIGURE 14** onto **FIGURE 12**.

FIGURE 19 illustrates the total projected traffic for the weekday afternoon peak hour consisting of base, background, and site generated traffic resulting from the proposed development. It is the result of superimposing **FIGURE 15** onto **FIGURE 13**.

FIGURE 16
2030 WEEKDAY MORNING PEAK HOUR BASE + SITE TRAFFIC VOLUMES

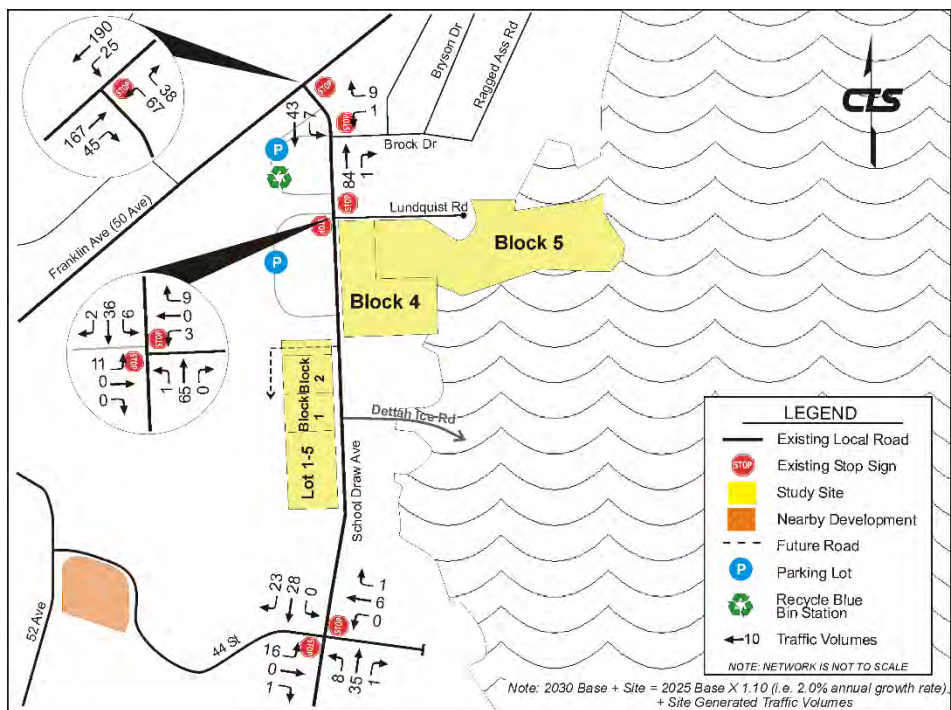


FIGURE 17
2030 WEEKDAY AFTERNOON PEAK HOUR BASE + SITE TRAFFIC VOLUMES

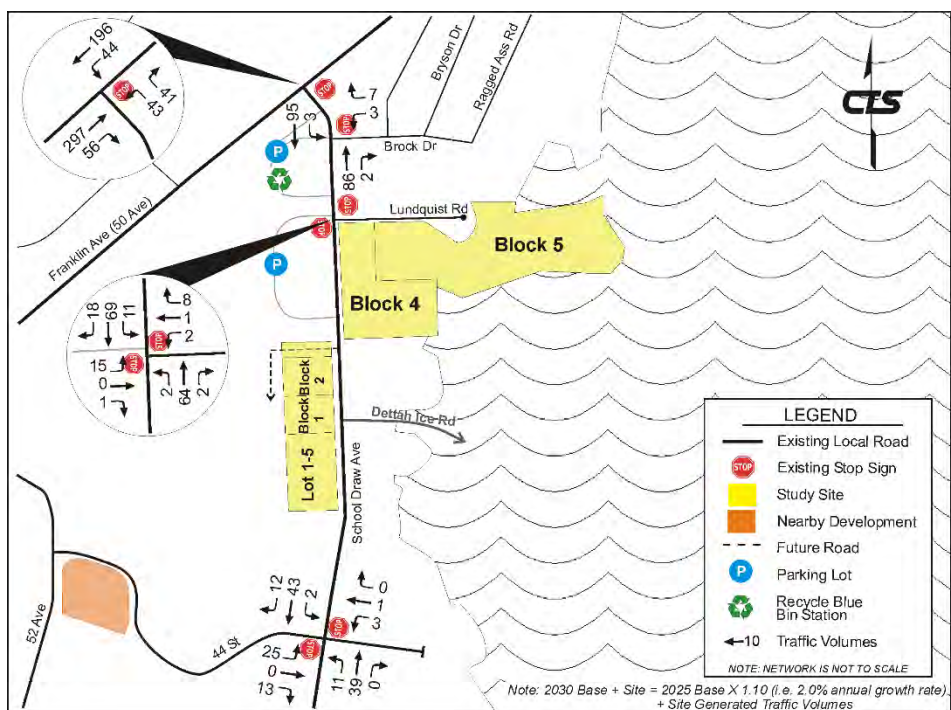


FIGURE 18
2035 WEEKDAY AM PEAK HOUR BASE + BACKGROUND + SITE TRAFFIC VOLUMES

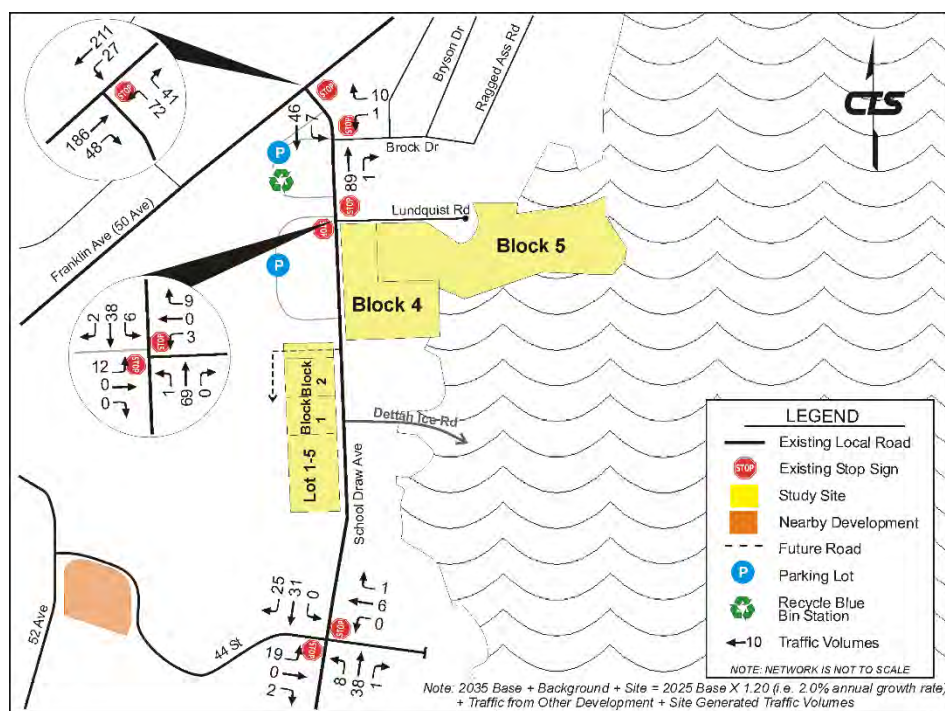
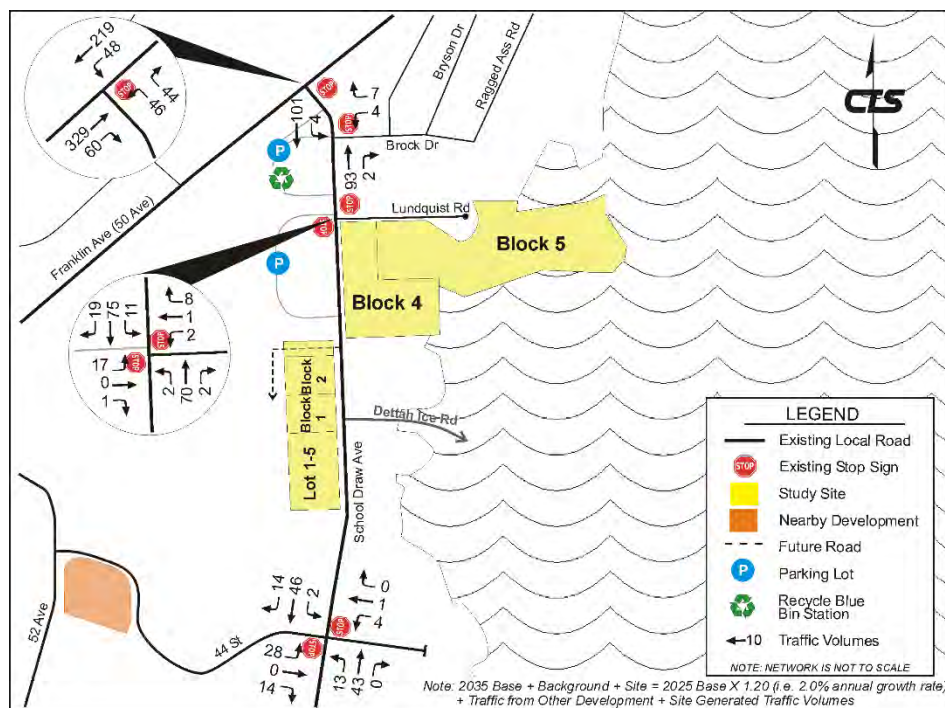


FIGURE 19
2035 WEEKDAY PM PEAK HOUR BASE + BACKGROUND + SITE TRAFFIC VOLUMES



5.0 TRAFFIC ANALYSIS

5.1 Capacity Analysis

Capacity analysis was performed at each study intersection to determine the overall intersection and individual movement Level of Service (LOS) that is provided to motorists. The LOS for intersections and individual movements is defined in terms of delay (seconds per vehicle) which is a measure of driver discomfort and frustration, fuel consumption and lost travel time.

An intersection or movement LOS can range from "A" (Excellent) to "F" (Fail). A LOS of "F" (Fail) indicates that an intersection or movement is failing because the intersection or movement is over capacity and delays are considered excessive. A LOS of "D" during the critical peak hours is considered acceptable by many public agencies in large urban areas for overall intersection operation and a LOS of "E" or better is considered acceptable for left turn movements as it recognizes that the intersections normally perform much better the remaining 90% of the day. However, for a community like the City of Yellowknife where motorists typically have a lower level of tolerance to traffic congestion, a LOS of "C" or better during the critical peak hours is considered acceptable for overall intersection operation and a LOS of "D" or better is considered acceptable for left turn movements at signalized intersections.

Highway Capacity Software (HCS 2025) was used for the analysis of the unsignalized intersections. The following assumptions were made with respect to the intersection capacity analysis:

- Saturation flow rate → 1,800 passenger cars/hour of green/lane (pcphgpl).
- Truck percentage → 2% for all roads.
- Peak Hour Factor (PHF) → For this study, 0.88 for the weekday morning peak hour and 0.84 for the weekday afternoon peak hour were used, which are the average of the measured PHF's from the traffic turning movement counts.

TABLE 4 summarizes and compares the main performance parameters of the intersection capacity analysis for unsignalized intersections respectively. The delay time in seconds for each lane group is summarized. Delay is additional travel time experienced by a driver, passenger, bicyclist, or pedestrian beyond that required to travel at the desired speed.

Wherever necessary, attempts at improvements have been made to maintain intersection and approach movement level of service standards for each of the post-development scenarios. The capacity analysis worksheets with level of services for each individual movement are included in **APPENDIX C**.

TABLE 4
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY
SCHOOL DRAW AVENUE AT 44TH STREET

Intersection	Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS	Notes
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
School Draw Avenue (N/S) and 44 Street (E/W)	Weekday Morning Peak Hour	2025 Base	Volumes	14	0	1	0	5	1	7	31	1	0	24	18	A	OK
			Delay	9.1			9.5			1.3			0.0				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2030 Base	Volumes	15	0	1	0	6	1	8	34	1	0	26	20	A	OK
			Delay	9.2			9.6			1.4			0.0				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2030 Base + Site	Volumes	16	0	1	0	6	1	8	35	1	0	28	23	A	OK
			Delay	9.2			9.7			1.4			0.0				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2035 Base + Background	Volumes	18	0	2	0	6	1	8	37	1	0	29	22	A	OK
			Delay	9.2			9.7			1.3			0.0				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2035 Base + Background + Site	Volumes	19	0	2	0	6	1	8	38	1	0	31	25	A	OK
			Delay	9.3			9.7			1.3			0.0				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
	Weekday Afternoon Peak Hour	2025 Base	Volumes	21	0	12	3	1	0	10	33	0	2	37	10	A	OK
			Delay	9.2			9.8			1.8			0.3				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2030 Base	Volumes	23	0	13	3	1	0	11	36	0	2	41	11	A	OK
			Delay	9.3			9.9			1.8			0.3				
			95% Queue (veh)	0.2			0.0			0.0			0.0				
		2030 Base + Site	Volumes	25	0	13	3	1	0	11	39	0	2	43	12	A	OK
			Delay	9.3			9.9			1.7			0.3				
			95% Queue (veh)	0.2			0.0			0.0			0.0				
		2035 Base + Background	Volumes	26	0	14	4	1	0	13	40	0	2	44	13	A	OK
			Delay	9.4			10.0			1.9			0.3				
			95% Queue (veh)	0.2			0.0			0.0			0.0				
		2035 Base + Background + Site	Volumes	28	0	14	4	1	0	13	43	0	2	46	14	A	OK
			Delay	9.5			10.1			1.8			0.3				
			95% Queue (veh)	0.2			0.0			0.0			0.0				

Delay = Average Delay (seconds/vehicle)

Intersection approaching capacity (LOS 'D' or 'E'); ; or medium approach delays (25sec to <50sec)

Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)

95% Queue = UNSIGNALIZED QUEUE IS PER VEHICLE

TABLE 4 CONTINUED
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY
SCHOOL DRAW AVENUE AT LUNDQUIST ROAD / DRIVEWAY

Intersection	Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS	Notes
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
School Draw Avenue (N/S) and Lundquist Road / Driveway (E/W)	Weekday Morning Peak Hour	2025 Base	Volumes	10	0	0	1	0	0	1	36	0	2	27	2	A	OK
			Delay	9.0			9.0			0.2			0.5				
			95% Queue (veh)	0.0			0.0			0.0			0.0				
		2030 Base	Volumes	11	0	0	1	0	0	1	40	0	2	30	2	A	OK
			Delay	9.1			9.0			0.2			0.4				
			95% Queue (veh)	0.0			0.0			0.0			0.0				
		2030 Base + Site	Volumes	11	0	0	3	0	9	1	65	0	6	36	2	A	OK
			Delay	9.5			8.9			0.1			1.0				
			95% Queue (veh)	0.0			0.0			0.0			0.0				
		2035 Base + Background	Volumes	12	0	0	1	0	0	1	44	0	2	32	2	A	OK
			Delay	9.1			9.1			0.2			0.4				
			95% Queue (veh)	0.0			0.0			0.0			0.0				
		2035 Base + Background + Site	Volumes	12	0	0	3	0	9	1	69	0	6	38	2	A	OK
			Delay	9.5			8.9			0.1			1.0				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
	Weekday Afternoon Peak Hour	2025 Base	Volumes	14	0	1	1	1	2	2	44	1	1	43	16	A	OK
			Delay	9.3			9.1			0.3			0.1				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2030 Base	Volumes	15	0	1	1	1	2	2	48	1	1	47	18	A	OK
			Delay	9.4			9.2			0.3			0.1				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2030 Base + Site	Volumes	15	0	1	2	1	8	2	64	2	11	69	18	A	OK
			Delay	10.0			9.2			0.2			0.9				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2035 Base + Background	Volumes	17	0	1	1	1	2	2	54	1	1	53	19	A	OK
			Delay	9.5			9.3			0.3			0.1				
			95% Queue (veh)	0.1			0.0			0.0			0.0				
		2035 Base + Background + Site	Volumes	17	0	1	2	1	8	2	70	2	11	75	19	A	OK
			Delay	10.2			9.3			0.2			0.8				
			95% Queue (veh)	0.1			0.0			0.0			0.0				

Delay = Average Delay (seconds/vehicle)

Intersection approaching capacity (LOS 'D' or 'E'); ; or medium approach delays (25sec to <50sec)

Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)

95% Queue = UNSIGNALIZED QUEUE IS PER VEHICLE

TABLE 4 CONTINUED
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY
SCHOOL DRAW AVENUE AT BROCK DRIVE

Intersection	Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS	Notes	
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
School Draw Avenue (N/S) and Brock Drive (E/W)	Weekday Morning Peak Hour	2025 Base	Volumes				1		8		45	1	6	30		A	OK	
			Delay				8.6				0.0			1.2				
			95% Queue (veh)				0.0				0.0			0.0				
		2030 Base	Volumes				1		9		50	1	7	33		A	OK	
			Delay				8.7				0.0			1.3				
			95% Queue (veh)				0.0				0.0			0.0				
		2030 Base + Site	Volumes				1		9		84	1	7	43		A	OK	
			Delay				8.9				0.0			1.1				
			95% Queue (veh)				0.0				0.0			0.0				
		2035 Base + Background	Volumes				1		10		55	1	7	36		A	OK	
			Delay				8.7				0.0			1.2				
			95% Queue (veh)				0.0				0.0			0.0				
		2035 Base + Background + Site	Volumes				1		10		89	1	7	46		A	OK	
			Delay				8.9				0.0			1.0				
			95% Queue (veh)				0.0				0.0			0.0				
	Weekday Afternoon Peak Hour	2025 Base	Volumes				3		6		58	2	3	57		A	OK	
			Delay				8.9				0.0			0.4				
			95% Queue (veh)				0.0				0.0			0.0				
		2030 Base	Volumes				3		7		64	2	3	63		A	OK	
			Delay				9.0				0.0			0.4				
			95% Queue (veh)				0.0				0.0			0.0				
		2030 Base + Site	Volumes				3		7		86	2	3	95		A	OK	
			Delay				9.2				0.0			0.2				
			95% Queue (veh)				0.0				0.0			0.0				
		2035 Base + Background	Volumes				4		7		71	2	4	69		A	OK	
			Delay				9.1				0.0			0.4				
			95% Queue (veh)				0.0				0.0			0.0				
		2035 Base + Background + Site	Volumes				4		7		93	2	4	101		A	OK	
			Delay				9.3				0.0			0.3				
			95% Queue (veh)				0.0				0.0			0.0				

Delay = Average Delay (seconds/vehicle)
 Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
 Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (>= 50sec)
 95% Queue = UNSIGNALIZED QUEUE IS PER VEHICLE

TABLE 4 CONTINUED
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY
SCHOOL DRAW AVENUE AT FRANKLIN AVENUE (50TH AVENUE)

Intersection	Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS	Notes
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
School Draw Avenue (N/S) and Franklin Avenue / 50 Avenue (E/W)	Weekday Morning Peak Hour	2025 Base	Volumes		152	36	18	173		44		21				A	OK
			Delay		0.0		0.8			11.5							
			95% Queue (veh)		0.0		0.0			0.4							
		2030 Base	Volumes		167	40	20	190		48		23				A	OK
			Delay		0.0		0.9			12.0							
			95% Queue (veh)		0.0		0.1			0.5							
		2030 Base + Site	Volumes		167	45	25	190		67		38				A	OK
			Delay		0.0		1.1			12.6							
			95% Queue (veh)		0.0		0.1			0.7							
		2035 Base + Background	Volumes		186	43	22	211		53		26				A	OK
			Delay		0.0		0.9			12.6							
			95% Queue (veh)		0.0		0.1			0.6							
		2035 Base + Background + Site	Volumes		186	48	27	211		72		41				A	OK
			Delay		0.0		1.1			13.3							
			95% Queue (veh)		0.0		0.1			0.9							
	Weekday Afternoon Peak Hour	2025 Base	Volumes		270	34	28	178		31		25				A	OK
			Delay		0.0		1.4			13.5							
			95% Queue (veh)		0.0		0.1			0.5							
		2030 Base	Volumes		297	37	31	196		34		28				A	OK
			Delay		0.0		1.4			14.4							
			95% Queue (veh)		0.0		0.1			0.6							
		2030 Base + Site	Volumes		297	56	44	196		43		41				A	OK
			Delay		0.0		1.9			15.6							
			95% Queue (veh)		0.0		0.2			0.9							
		2035 Base + Background	Volumes		329	41	35	219		37		31				A	OK
			Delay		0.0		1.5			15.7							
			95% Queue (veh)		0.0		0.1			0.7							
		2035 Base + Background + Site	Volumes		329	60	48	219		46		44				A	OK
			Delay		0.0		2.0			17.3							
			95% Queue (veh)		0.0		0.2			1.1							

Delay = Average Delay (seconds/vehicle)
 Intersection approaching capacity (LOS 'D' or 'E'); ; or medium approach delays (25sec to <50sec)
 Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (>= 50sec)
 95% Queue = UNSIGNALIZED QUEUE IS PER VEHICLE

TABLE 4 CONTINUED
UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY
SCHOOL DRAW AVENUE AT FUTURE ACCESS (BLOCK 3)

Intersection	Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS	Notes
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
School Draw Avenue (N/S) and Access (Block 3) (E/W)	Weekday Morning Peak Hour	2030 Base + Site	Volumes	16		1				1	51			50	4	A	OK
			Delay	9.2						0.1					0.0		
			95% Queue (veh)	0.1						0.0					0.0		
		2035 Base + Background + Site	Volumes	16		1				1	57			55	4	A	OK
			Delay	9.3						0.1					0.0		
			95% Queue (veh)	0.1						0.0					0.0		
	Weekday Afternoon Peak Hour	2030 Base + Site	Volumes	10		1				3	61			56	14	A	OK
			Delay	9.3						0.4					0.0		
			95% Queue (veh)	0.0						0.0					0.0		
		2035 Base + Background + Site	Volumes	10		1				3	68			61	14	A	OK
			Delay	9.4						0.3					0.0		
			95% Queue (veh)	0.0						0.0					0.0		

Delay = Average Delay (seconds/vehicle)
 Intersection approaching capacity (LOS 'D' or 'E'); ; or medium approach delays (25sec to <50sec)
 Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (>= 50sec)
 95% Queue = UNSIGNALIZED QUEUE IS PER VEHICLE

Based on the capacity analyses summarized by **TABLE 4**, the following observations can be made:

School Draw Avenue (N/S) and 44th Street (E/W)

- This location currently operates as unsignalized intersection with stop control on 44th Street. The intersection operates at an overall level of service A (Excellent) under existing conditions and no operational problems were noted. By the year 2030 under base conditions and 2035 under base conditions with other development traffic, the overall level of service is projected to remain at LOS A (Excellent) during the morning and afternoon peak hours.
- Addition of site traffic to 2030 base traffic conditions results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- Of note, the addition of site traffic in 2030 represents a 6.3% (7 vehicles) increase in weekday AM peak hour and 5.7% (8 vehicles) increase in weekday PM peak hour intersection volume. From a traffic engineering perspective, this increase in traffic volume is not considered to be significant.
- By the year 2035 under base + background + site traffic condition (i.e. 5 years post buildout) results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.

- No operational improvement and/or geometrical improvements are recommended at this location to accommodate the additional forecast vehicle volumes.

School Draw Avenue (N/S) and Lundquist Road (E/W)

- This location currently operates as unsignalized off-set intersection with stop control on Lundquist Road and the parking access on the west side. The intersection operates at an overall level of service A (Excellent) under existing conditions and no operational problem were noted. By the year 2030 under base conditions and 2035 under base conditions with other development traffic, the overall level of service is projected to remain at LOS A (Excellent) during the morning and afternoon peak hours.
- Addition of site traffic to 2030 base traffic conditions results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- By the year 2035 under base + background + site traffic condition (i.e. 5 years post buildout) results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- No operational improvement and/or geometrical improvements are recommended at this location to accommodate the additional forecast vehicle volumes.

School Draw Avenue (N/S) and Brock Drive (E/W)

- This location currently operates as unsignalized intersection with stop control on Brock Drive. The intersection operates at an overall level of service A (Excellent) under existing conditions and no operational problem were noted. By the year 2030 under base conditions and 2035 under base conditions with other development traffic, the overall level of service is projected to remain at LOS A (Excellent) during the morning and afternoon peak hours.
- Addition of site traffic to 2030 base traffic conditions results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- By the year 2035 under base + background + site traffic condition (i.e. 5 years post buildout) results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- No operational improvement and/or geometrical improvements are recommended at this location to accommodate the additional forecast vehicle volumes.

School Draw Avenue (N/S) and Franklin Avenue (50th Avenue) (E/W)

- This location currently operates as unsignalized intersection with stop control on School Draw Avenue. The intersection currently operates at an overall level of service A (Excellent) under existing conditions and no operational problem were noted. By the year 2030 under base conditions and 2035 under base conditions with other development traffic, the overall level of service is projected to remain at LOS A (Excellent) during the morning and afternoon peak hours.
- Addition of site traffic to 2030 base traffic conditions results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- Of note, the addition of site traffic in 2030 represents a 9.0% (44 vehicles) increase in weekday AM peak hour and 8.7% (54 vehicles) increase in weekday PM peak hour intersection volume. From a traffic engineering perspective, this increase in traffic volume is not considered to be significant.
- By the year 2035 under base + background + site traffic condition (i.e. 5 years post buildout) results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.
- No operational and/or geometrical improvements are recommended at this location to accommodate the additional forecast vehicle volumes.

School Draw Avenue (N/S) & Future Access at Block 3 (E/W)

- By the year 2030 under base + site conditions, the overall intersection level of service is projected to operate at LOS A (Excellent) during the morning and afternoon peak hours.
- By the year 2035 under base + background + site traffic condition (i.e. 5 years post buildout) results in no change to the overall intersection level of service. The overall intersection level of service remains at A (Excellent) during the weekday morning and afternoon peak hours. All movements are under capacity and no operational problem were noted.

6.0 CONCLUSIONS

- 1) There are plans to construct up to 108 dwelling units located at Lot 1-5, Block 1-5 along School Draw Avenue between Lundquist Road and 44th Street in the City of Yellowknife. Those developments are located on both sides of School Draw Avenue. This traffic impact study was commissioned by the City of Yellowknife to assess both the individual and collective traffic impact assessment on School Draw Avenue. The anticipated year of full buildout for all 108 dwelling units is by the year 2030.
- 2) Detailed site plans showing proposed accesses for each of the developments were not yet available at the time of this study. Therefore assumed driveway locations were used for the purposes of this impact assessment.
- 3) For the year 2035, traffic generated by the following nearby proposed developments was included as background traffic:
 - Residential Tower at 4501 52nd Avenue consisting of 96 multi-family units.
- 4) CTS staff conducted a detailed site visit over the course of three days June 11-13, 2025. In addition, CTS staff conducted intersection traffic turning movement counts at all key intersections in the study area in order to document existing baseline vehicle, pedestrian and bicycle demand. On the day of the traffic counts, the pavement on the roads were clear, all public schools in Yellowknife were open and there was no weather event that could have adversely affected traffic patterns. After a review of seasonal traffic patterns, no adjustment factor was applied to the collected data by CTS as the June traffic volumes were considered to represent design volumes.
- 5) The subdivisions are located near public transit with a bus route on Franklin Avenue (i.e. Route YK Connector) and there are bus stops located on both Franklin Avenue and 52 Avenue. There currently is no public transit service on School Draw Avenue. There is no on-street parking permitted on School Draw Avenue.
- 6) A review of the existing pedestrian network in the study area in June 2025 determined that it is complete except for School Draw Avenue between Lundquist Road and Franklin Avenue where the sidewalk was removed for electrical work in 2024. Currently there is a gravel shoulder for this section. The City of Yellowknife intends to install a new paved sidewalk for this section this year.
- 7) The proposed School Draw subdivisions analysed in this report are estimated to conservatively generate up to 51 vehicles during the weekday morning peak hour (i.e., 12 inbound and 39 outbound) and up to 62 vehicles during the weekday afternoon peak hour (i.e., 37 inbound and 25 inbound). Of note, the projected site volumes are not considered to be significant from a traffic engineering point of view as it only represents on average one vehicle movement in every minute during the weekday morning and afternoon peak hours.

- 8) Intersection capacity analysis was undertaken of the adjacent key intersections for both base conditions and with the addition of the site traffic for the years 2025, 2030 and 2035. It was determined that the traffic impacts of the additional site generated traffic volumes to be negligible as none of the intersection performances and Level of Service measurements changed with the addition of the site traffic.

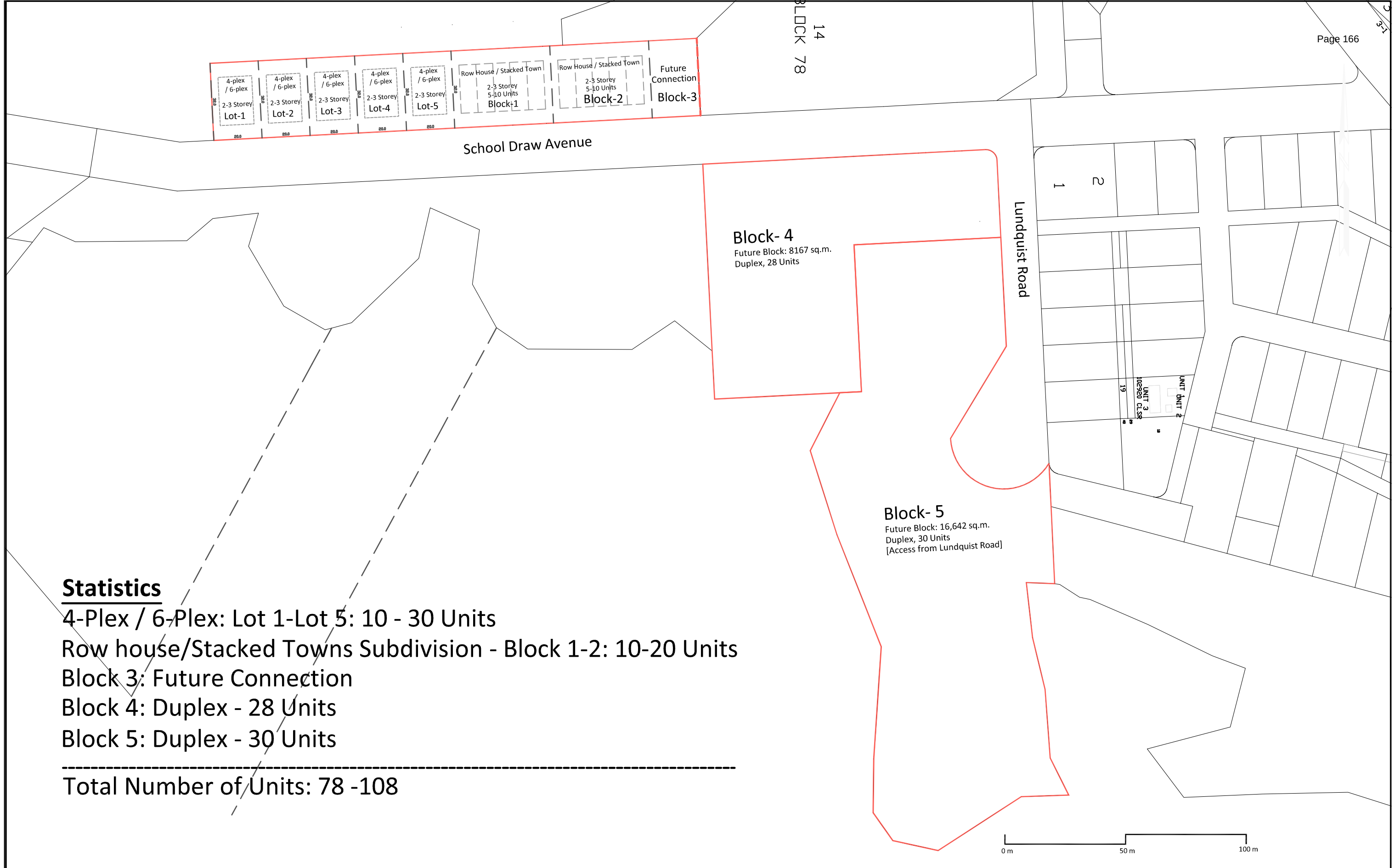
7.0 RECOMMENDATIONS

Based on the data, analysis and conclusions documented by this study, the following is recommended:

- 1) That once available, draft site plans for each development be reviewed to ensure that the proposed driveway and access locations meet current accepted traffic engineering standards;
- 2) That in order to promote alternative modes of transport including access to nearby bus stops and help in reducing the number of future vehicle trips by the proposed subdivision development and the neighborhood, the following improvements be made:
 - That a pedestrian sidewalk be constructed in front of each development block to ensure a safe pedestrian route to the nearest existing sidewalk; and
 - That a marked crosswalk on School Draw Avenue at Lundquist Road (south approach) be installed connecting the developments on the westside with the existing sidewalk and developments on the eastside of School Draw Avenue.

Appendix A

Site Plan



Statistics

4-Plex / 6-Plex: Lot 1-Lot 5: 10 - 30 Units
Row house/Stacked Towns Subdivision - Block 1-2: 10-20 Units
Block 3: Future Connection
Block 4: Duplex - 28 Units
Block 5: Duplex - 30 Units

Total Number of Units: 78 -108

City of Yellowknife Planning & Lands Division	PROJECT:	SCHOOL DRAW INFILL SUBDIVISION		SCALE:	CREATED BY:
	TITLE:	MULTI-UNIT TYPE HOUSING		FILE: PL-2025-0046	
				DATE: May 5, 2025	
				MA	

Appendix B

Turning Movement Count Summary Sheets



School Draw Ave & 44 St

Wednesday, June 11, 2025

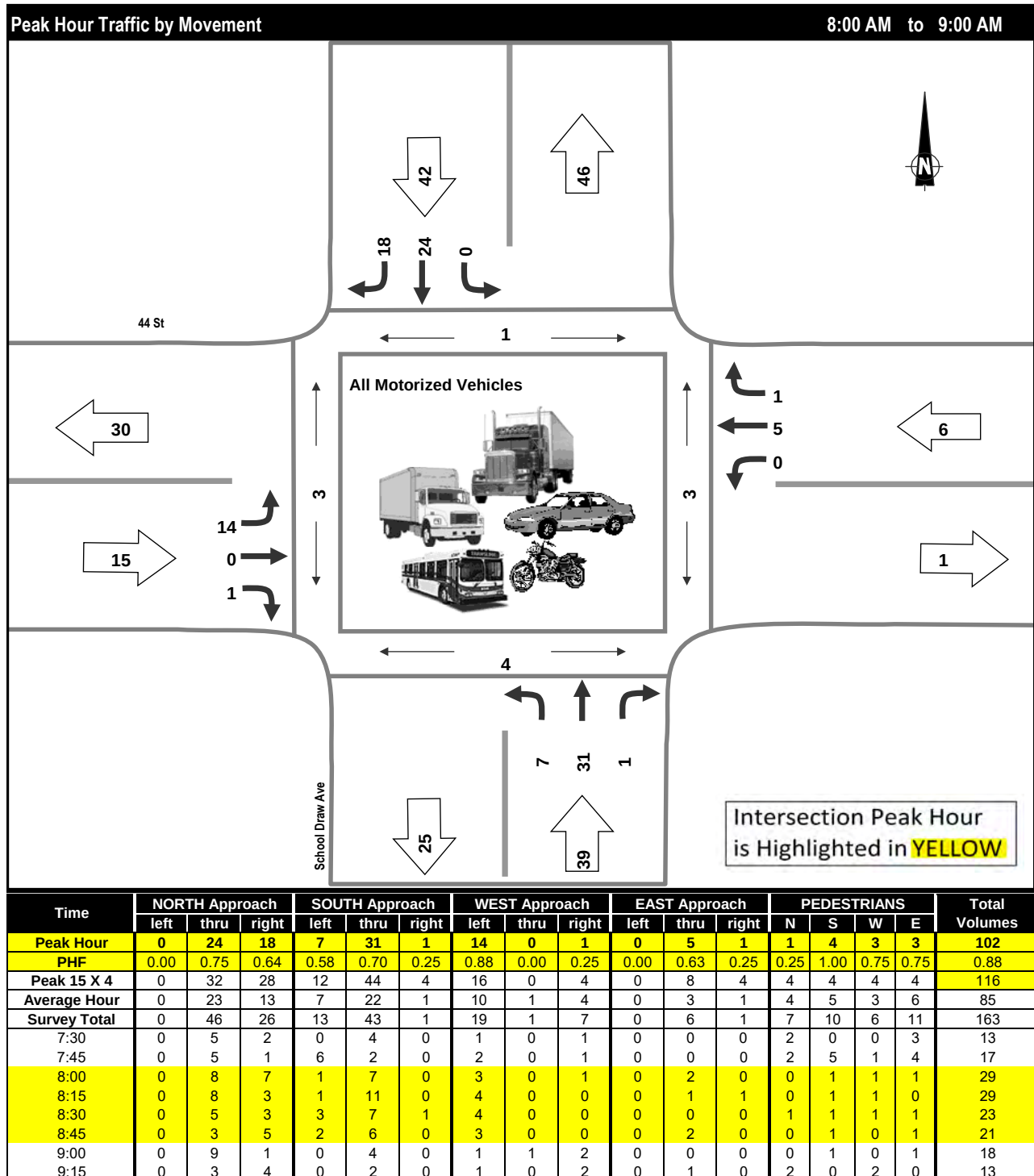
Vehicle Classification Summary

Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Partly sunny

Time Period	Entering Intersection	Vehicle Classification					Total
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:30 - 09:30)	Volume	160	3				163
	%	98.2%	1.8%				100.0%
Afternoon (16:00 - 18:00)	Volume	221	0				221
	%	100.0%	0.0%				100.0%
Total (4 Hours)	Volume	381	3				384
	%	99.2%	0.8%				100.0%

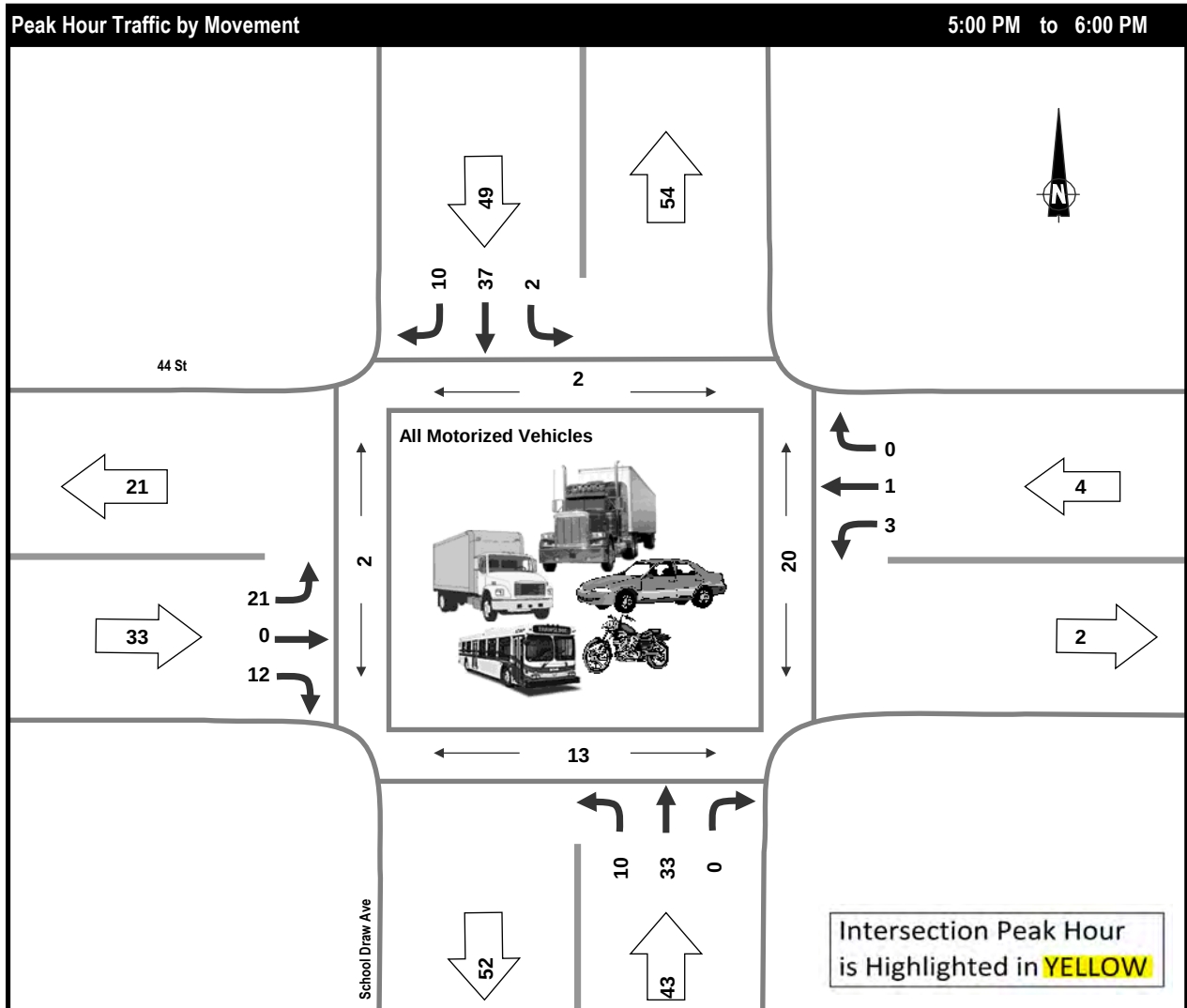
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Partly sunny
 Vehicle Class: All Motorized Vehicles

Morning Peak Period



Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Partly sunny
 Vehicle Class: All Motorized Vehicles

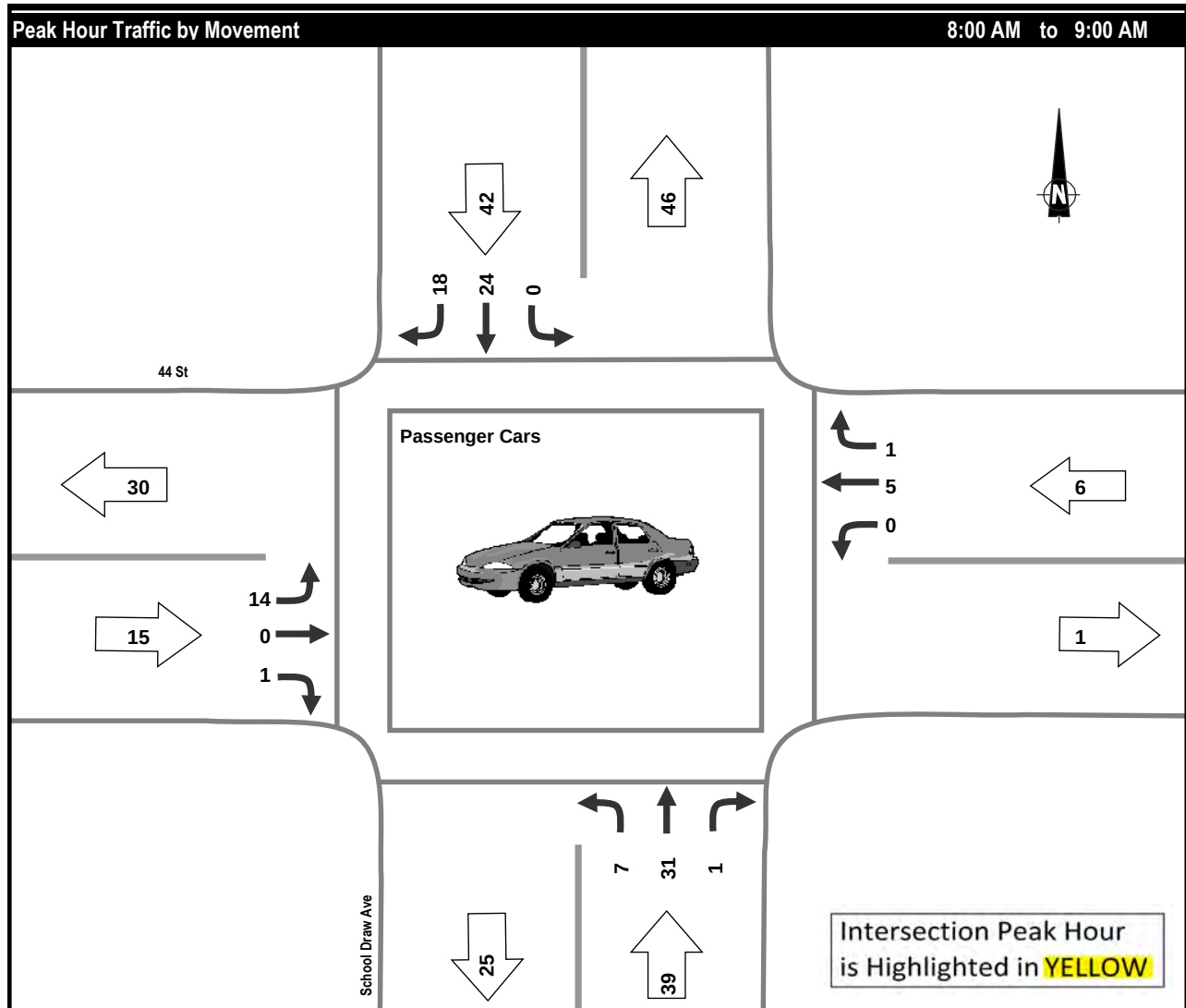
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	2	37	10	10	33	0	21	0	12	3	1	0	2	13	2	20	129
PHF	0.50	0.77	0.63	0.63	0.59	0.00	0.75	0.00	0.75	0.38	0.25	0.00	0.50	0.65	0.50	0.63	0.87
Peak 15 X 4	4	48	16	16	56	0	28	0	16	8	4	0	4	20	4	32	148
Average Hour	1	33	9	8	28	0	17	3	10	2	1	0	2	8	1	13	112
Survey Total	2	66	18	16	56	0	34	5	19	3	2	0	3	16	2	26	221
16:00	0	4	0	3	9	0	2	2	2	0	0	0	1	0	0	1	22
16:15	0	11	3	1	3	0	2	1	3	0	1	0	0	0	0	3	25
16:30	0	6	1	0	5	0	5	1	2	0	0	0	0	0	0	0	20
16:45	0	8	4	2	6	0	4	1	0	0	0	0	0	3	0	2	25
17:00	1	12	2	3	3	0	7	0	4	2	0	0	1	5	0	8	34
17:15	0	9	4	1	10	0	5	0	1	0	1	0	0	2	1	2	31
17:30	1	6	3	4	14	0	5	0	4	0	0	0	1	4	1	6	37
17:45	0	10	1	2	6	0	4	0	3	1	0	0	0	2	0	4	27

Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Partly sunny
 Vehicle Class: Passenger Cars

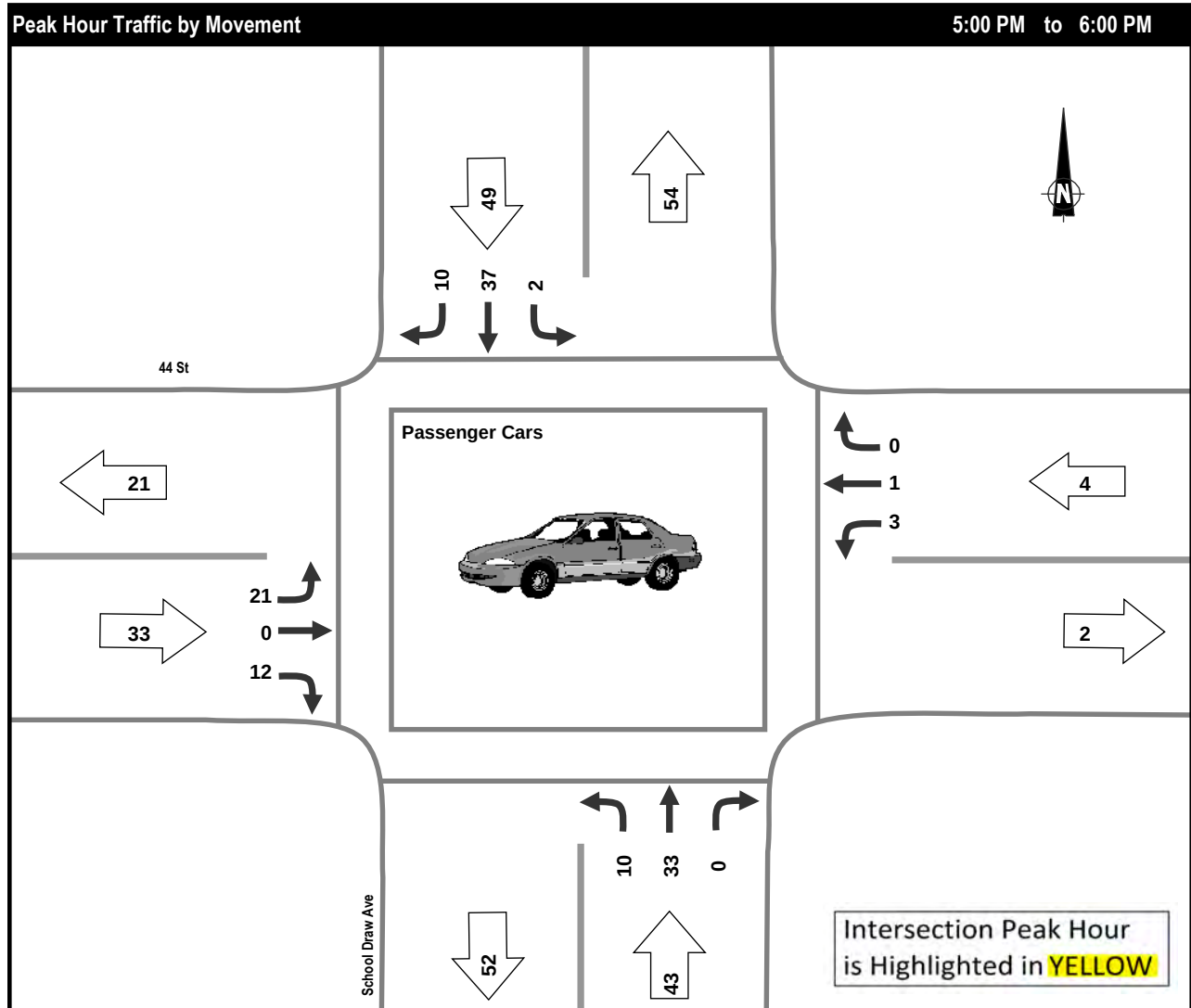
Morning Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	0	24	18	7	31	1	14	0	1	0	5	1					102
PHF	0.00	0.75	0.64	0.58	0.70	0.25	0.88	0.00	0.25	0.00	0.63	0.25					0.88
Peak 15 X 4	0	32	28	12	44	4	16	0	4	0	8	4					116
Average Hour	0	23	13	7	22	1	10	1	3	0	3	1					84
Survey Total	0	46	25	13	43	1	19	1	5	0	6	1					160
7:30	0	5	2	0	4	0	1	0	1	0	0	0					13
7:45	0	5	1	6	2	0	2	0	1	0	0	0					17
8:00	0	8	7	1	7	0	3	0	1	0	2	0					29
8:15	0	8	3	1	11	0	4	0	0	0	1	1					29
8:30	0	5	3	3	7	1	4	0	0	0	0	0					23
8:45	0	3	5	2	6	0	3	0	0	0	2	0					21
9:00	0	9	1	0	4	0	1	1	1	0	0	0					17
9:15	0	3	3	0	2	0	1	0	1	0	1	0					11

Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Partly sunny
 Vehicle Class: Passenger Cars

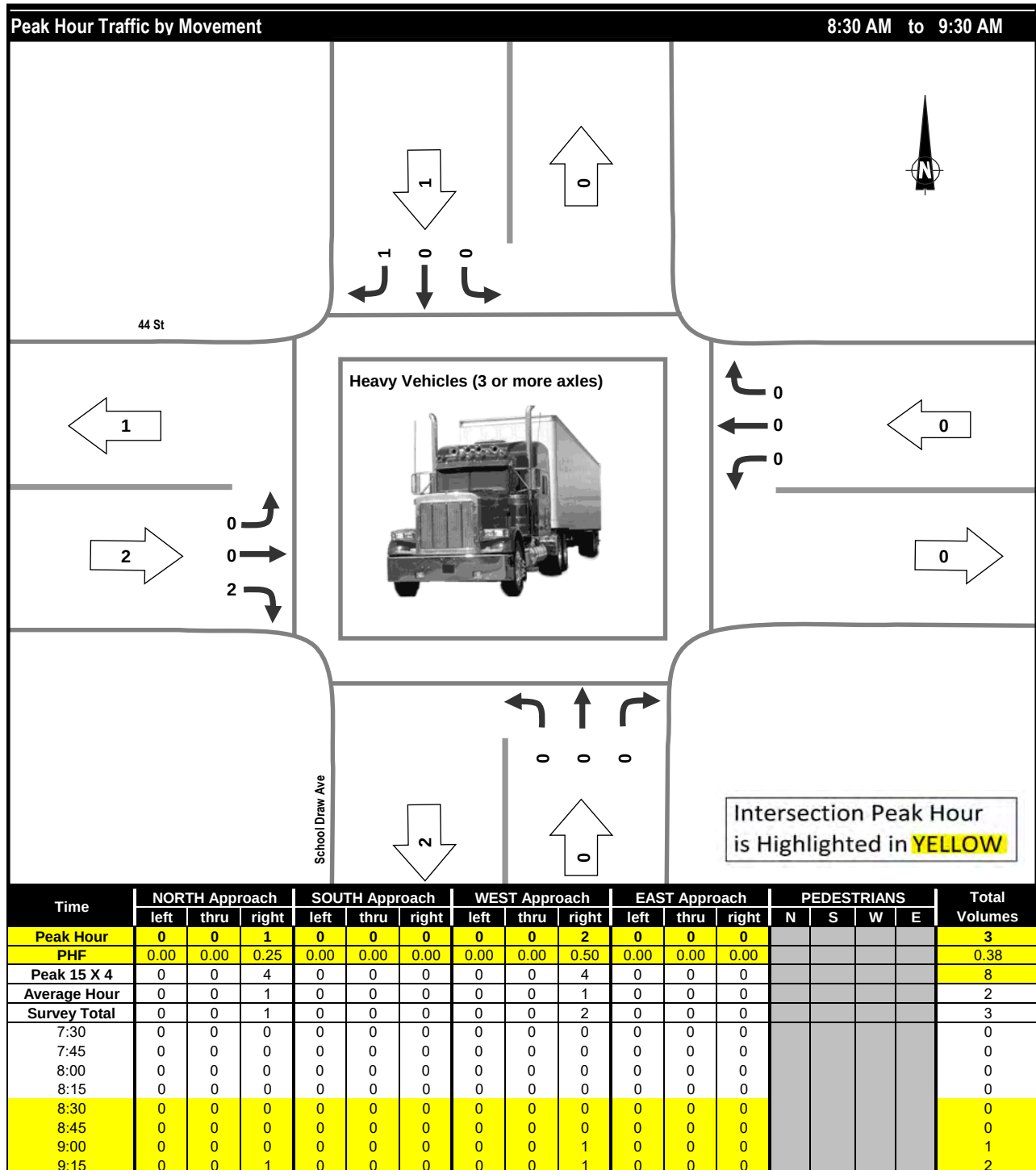
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	2	37	10	10	33	0	21	0	12	3	1	0					129
PHF	0.50	0.77	0.63	0.63	0.59	0.00	0.75	0.00	0.75	0.38	0.25	0.00					0.87
Peak 15 X 4	4	48	16	16	56	0	28	0	16	8	4	0					148
Average Hour	1	33	9	8	28	0	17	3	10	2	1	0					112
Survey Total	2	66	18	16	56	0	34	5	19	3	2	0					221
16:00	0	4	0	3	9	0	2	2	2	0	0	0					22
16:15	0	11	3	1	3	0	2	1	3	0	1	0					25
16:30	0	6	1	0	5	0	5	1	2	0	0	0					20
16:45	0	8	4	2	6	0	4	1	2	0	0	0					25
17:00	1	12	2	3	3	0	7	0	4	2	0	0					34
17:15	0	9	4	1	10	0	5	0	1	0	1	0					31
17:30	1	6	3	4	14	0	5	0	4	0	0	0					37
17:45	0	10	1	2	6	0	4	0	3	1	0	0					27

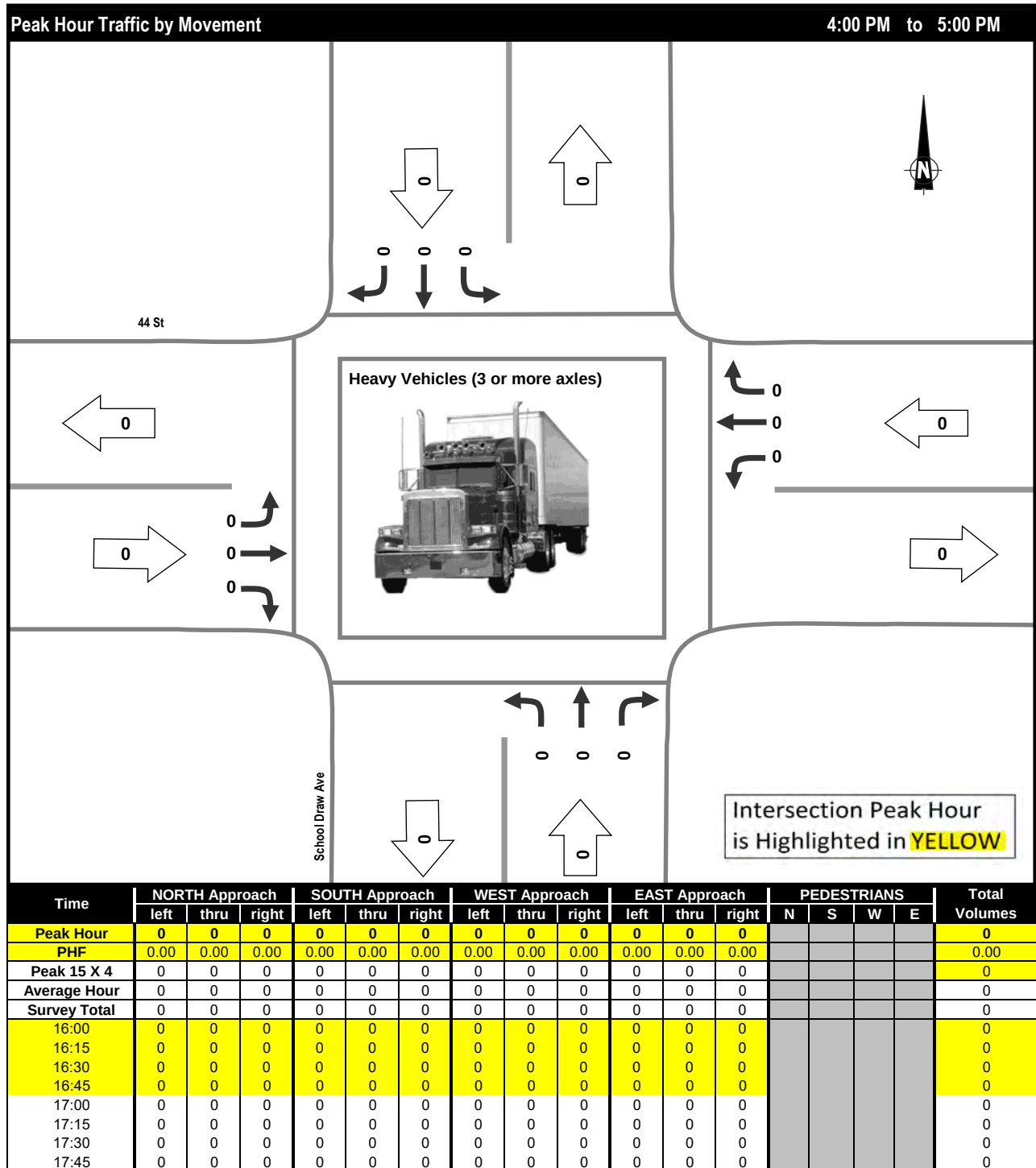
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Partly sunny
 Vehicle Class: Heavy Vehicles (3 or more axles)

Morning Peak Period

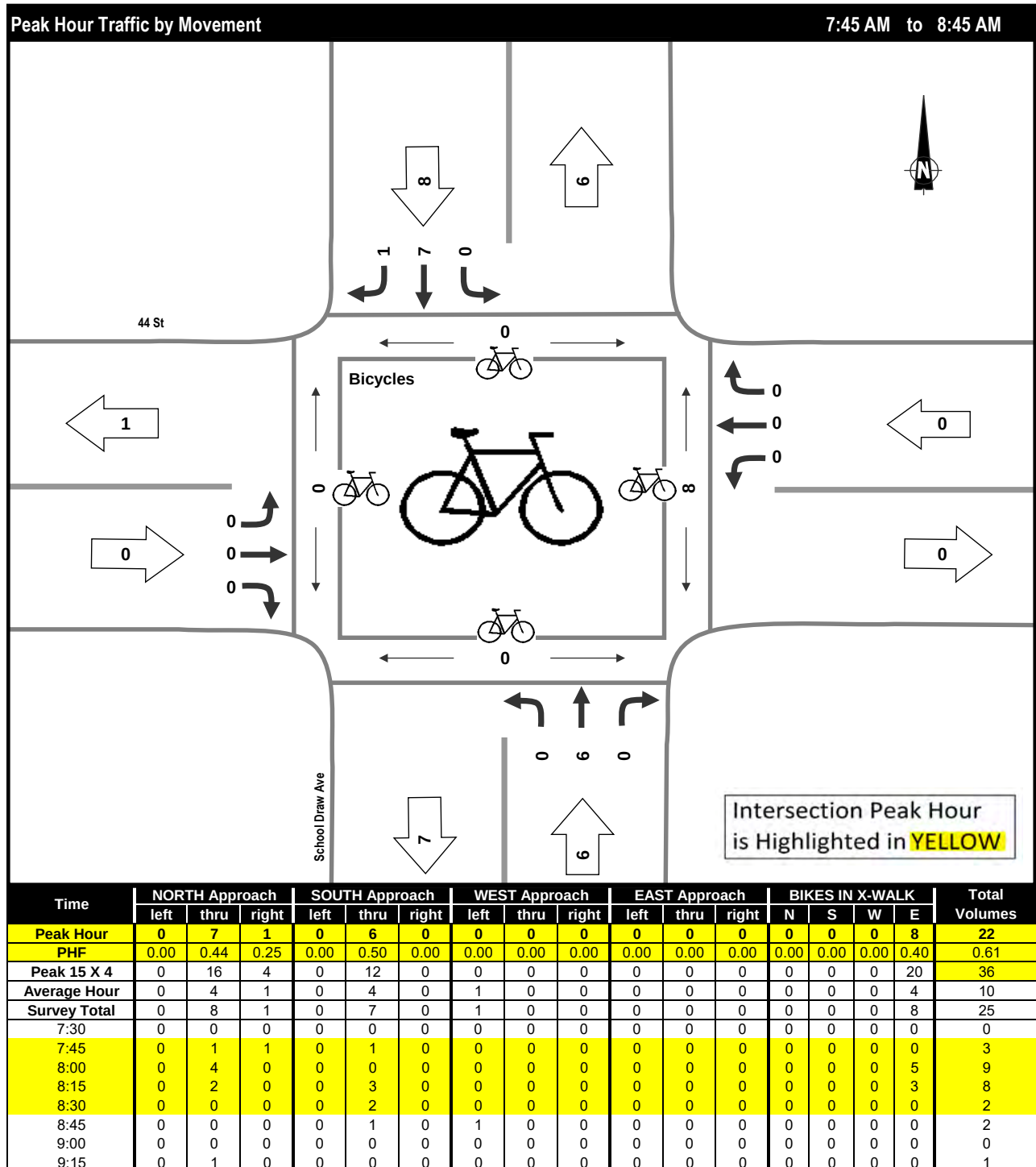


Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Partly sunny
 Vehicle Class: Heavy Vehicles (3 or more axles)

Afternoon Peak Period

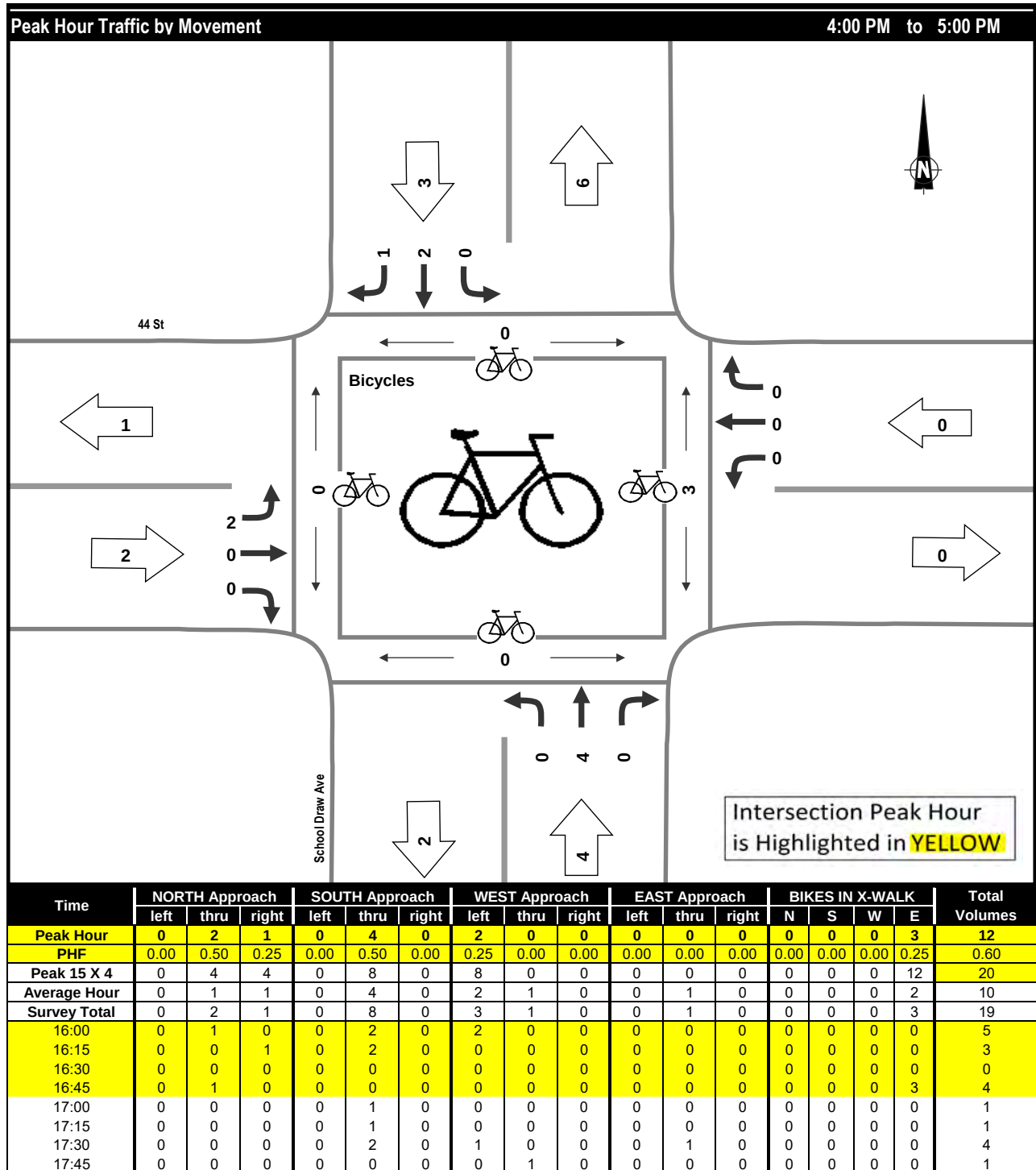


Morning Peak Period



Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Partly sunny
Vehicle Class: Bicycles

Afternoon Peak Period





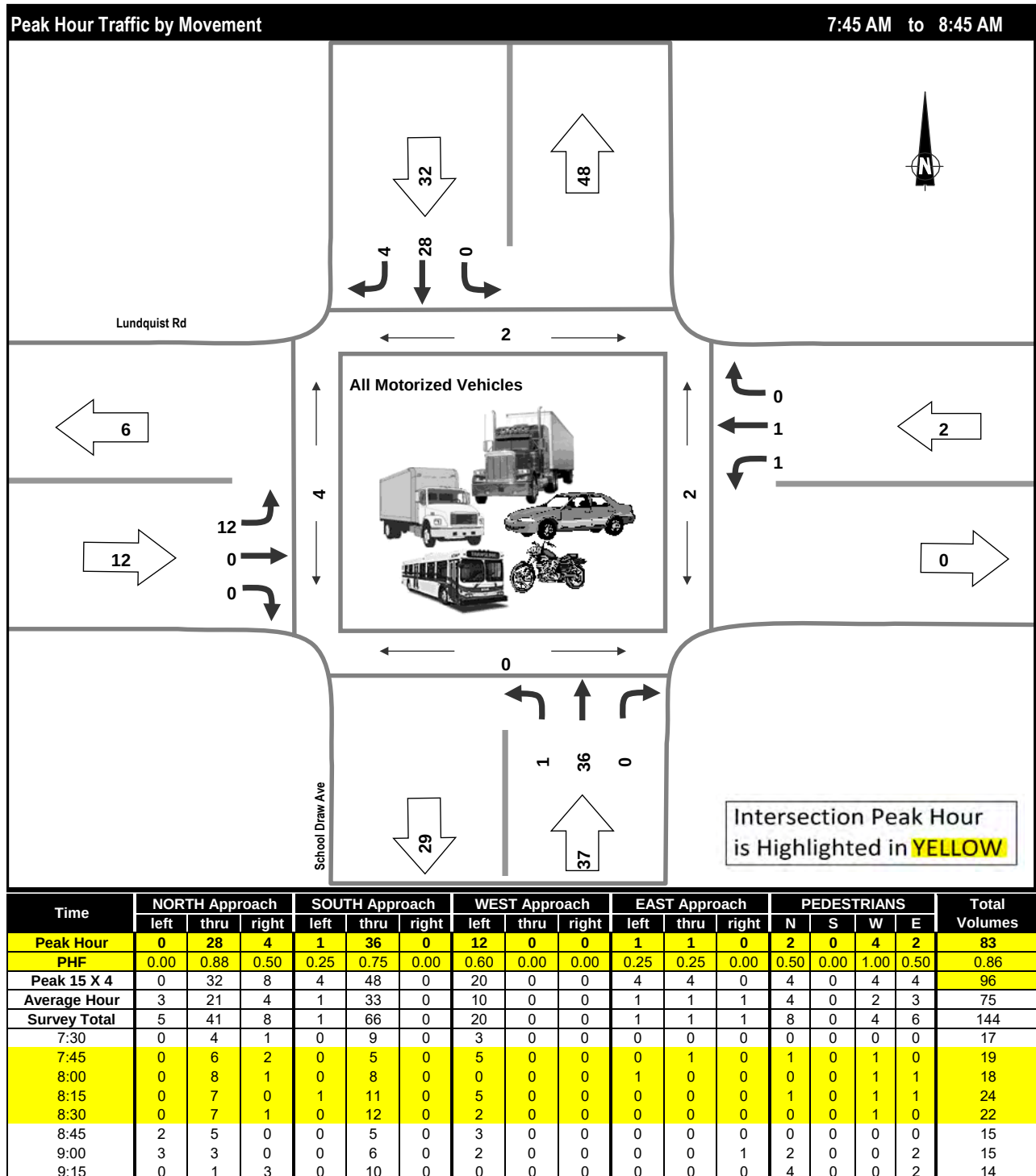
Vehicle Classification Summary

Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Sunny

Time Period	Entering Intersection	Vehicle Classification					Total
		All Vehicles					
Morning (07:30 - 09:30)	Volume	144					144
	%	100.0%					100.0%
Afternoon (16:15 - 18:00)	Volume	186					186
	%	100.0%					100.0%
Total (3.75 Hours)	Volume	330					330
	%	100.0%					100.0%

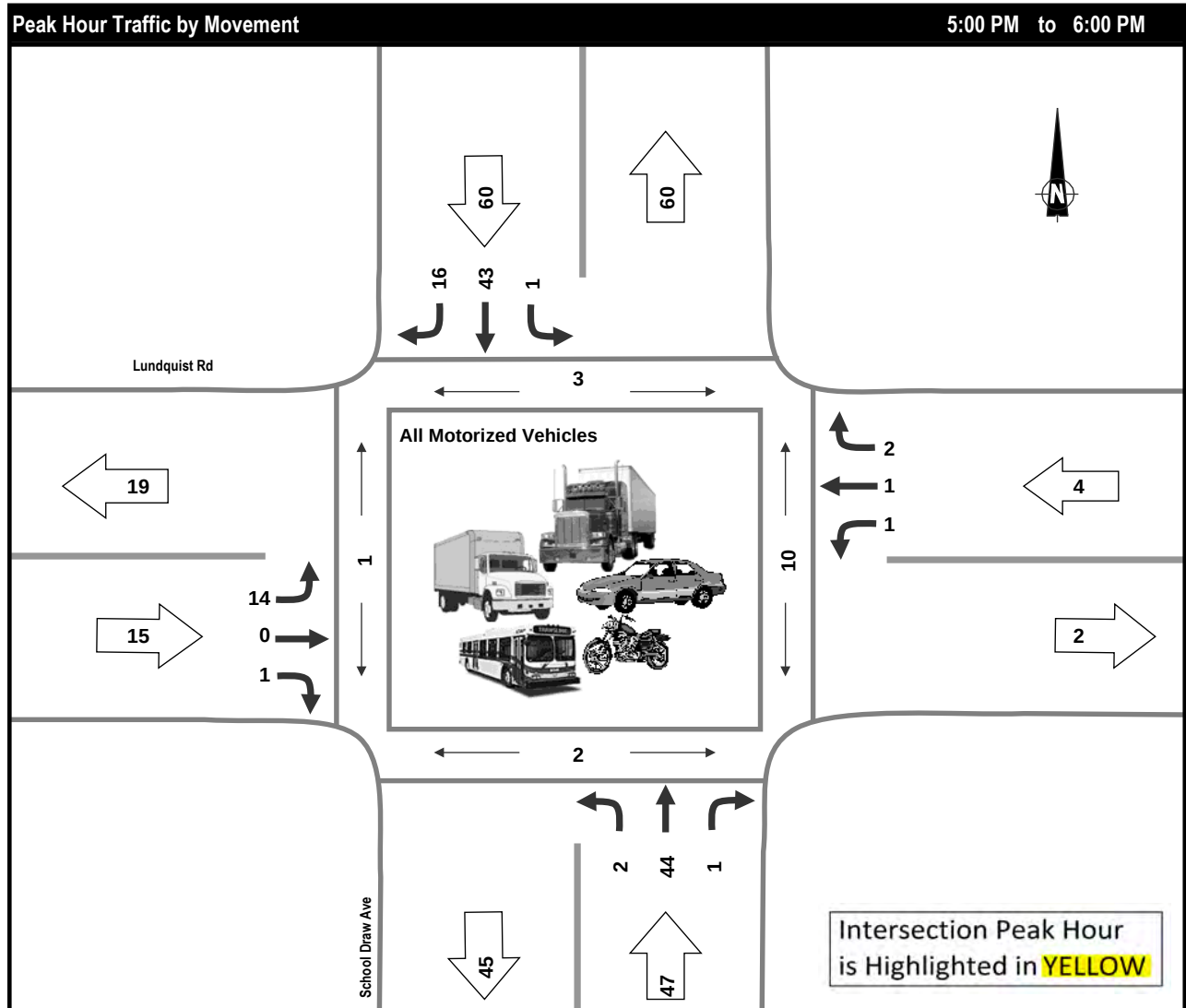
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles

Morning Peak Period



Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles

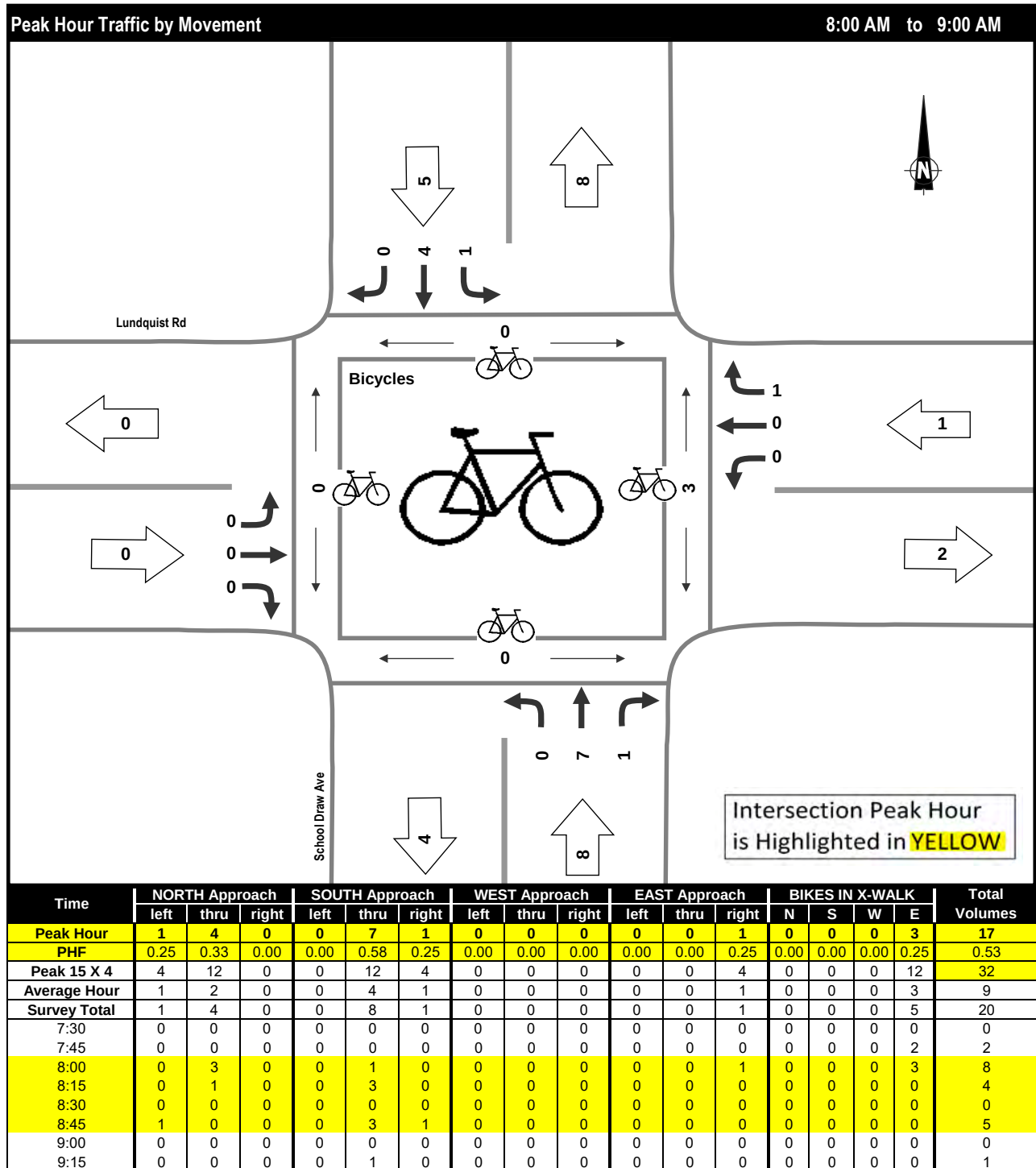
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	1	43	16	2	44	1	14	0	1	1	1	2	3	2	1	10	126
PHF	0.25	0.72	0.67	0.50	0.73	0.25	0.70	0.00	0.25	0.25	0.25	0.25	0.75	0.50	0.25	0.83	0.83
Peak 15 X 4	4	60	24	4	60	4	20	0	4	4	4	8	4	4	4	12	152
Average Hour	1	38	13	2	38	1	11	0	1	1	1	1	3	1	2	13	108
Survey Total	1	67	22	3	66	1	20	0	2	1	1	2	6	2	4	22	186
16:15	0	5	2	0	8	0	3	0	0	0	0	0	0	0	2	1	18
16:30	0	8	3	1	7	0	3	0	0	0	0	0	1	0	0	6	22
16:45	0	11	1	0	7	0	0	0	1	0	0	0	2	0	1	5	20
17:00	1	10	6	1	15	0	5	0	0	0	0	0	1	0	0	3	38
17:15	0	15	1	0	12	0	1	0	0	0	0	0	1	1	0	3	29
17:30	0	7	6	0	11	1	3	0	0	1	1	0	1	1	1	1	30
17:45	0	11	3	1	6	0	5	0	1	0	0	2	0	0	0	3	29

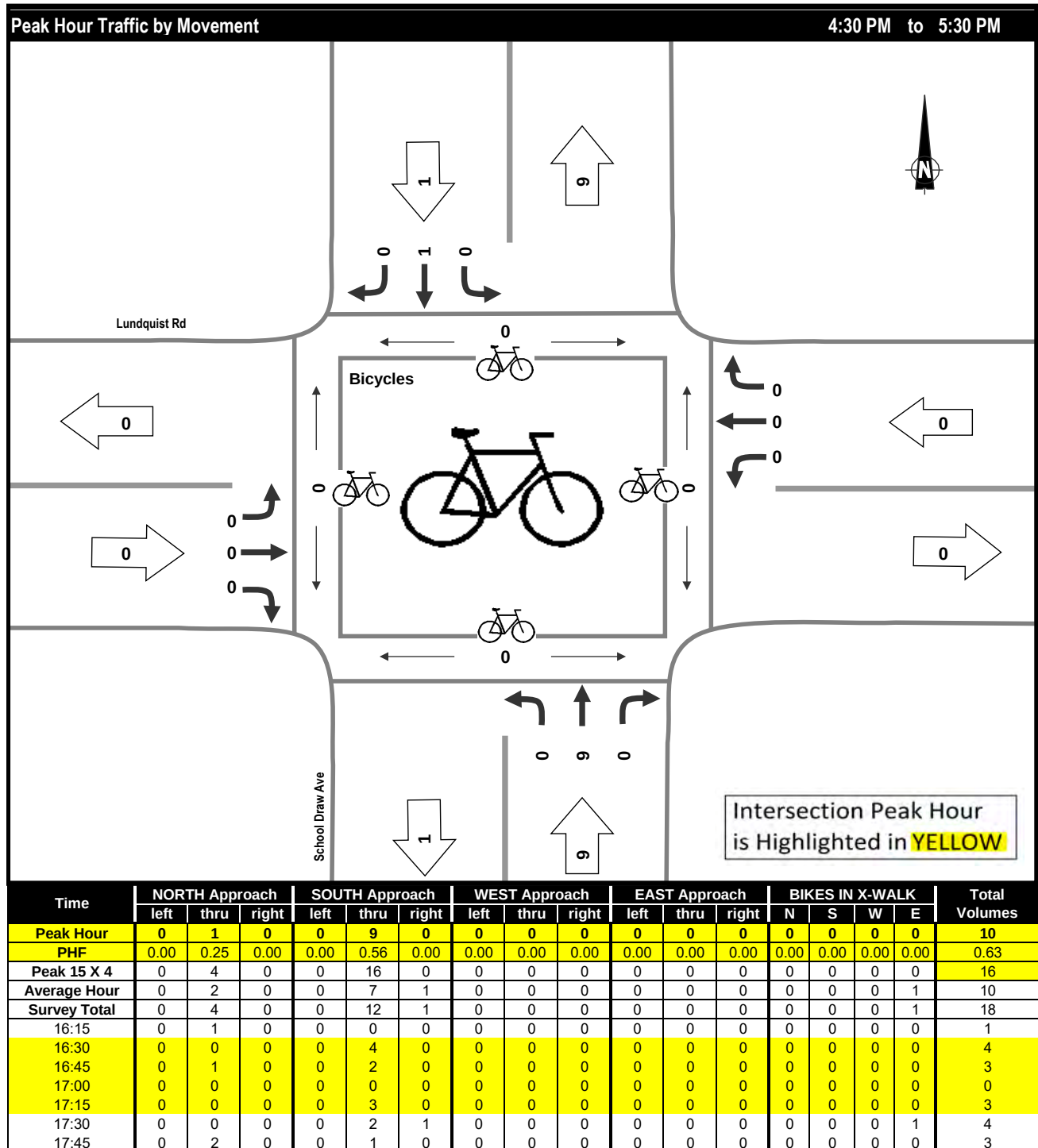
Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Sunny
Vehicle Class: Bicycles

Morning Peak Period



Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Sunny
Vehicle Class: Bicycles

Afternoon Peak Period





School Draw Ave & Brock Dr

Thursday, June 12, 2025

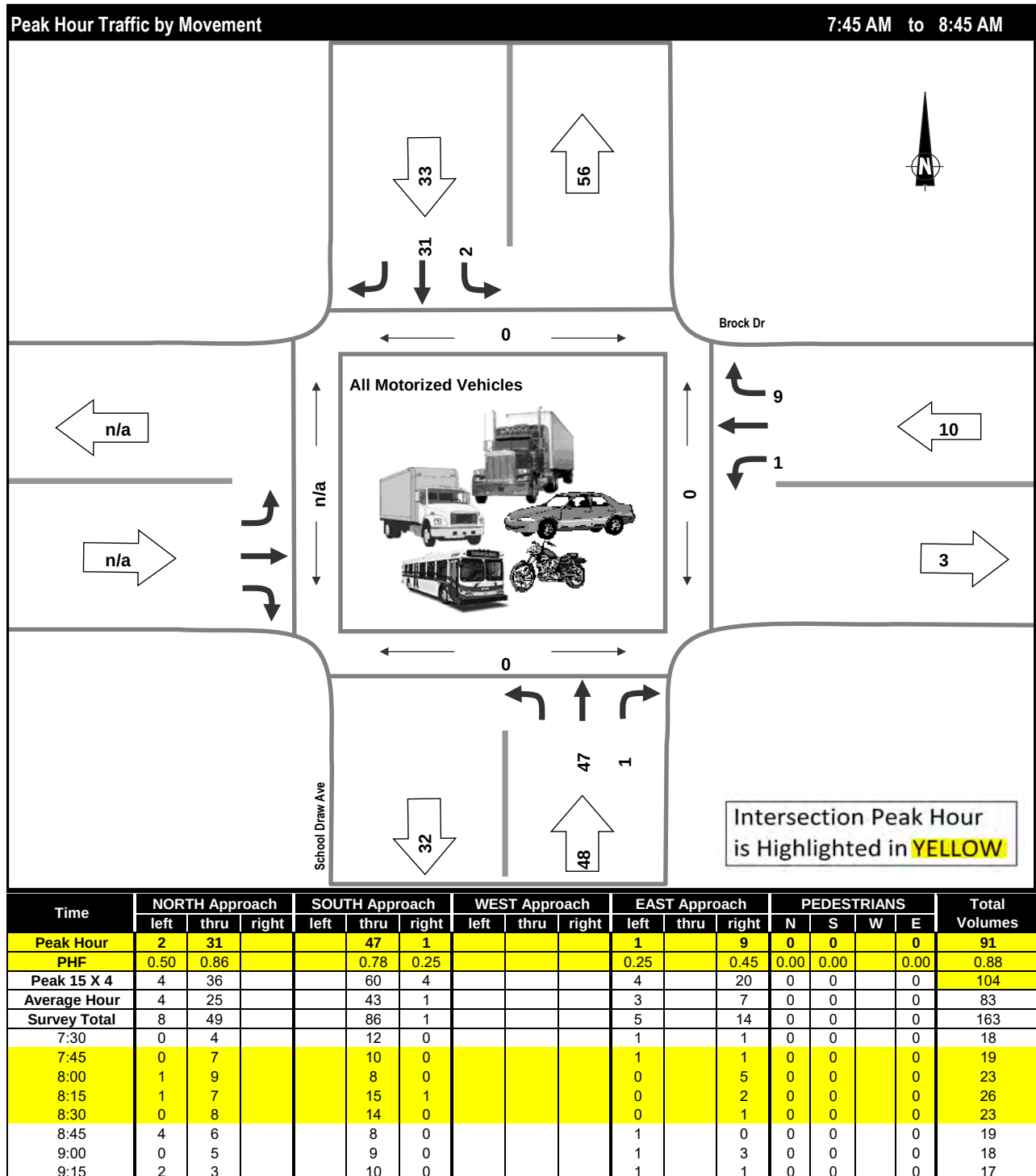
Vehicle Classification Summary

Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Sunny

Time Period	Entering Intersection	Vehicle Classification					Total
		All vehicles					
Morning (07:30 - 09:30)	Volume	163					163
	%	100.0%					100.0%
Afternoon (16:15 - 18:00)	Volume	194					194
	%	100.0%					100.0%
Total (3.75 Hours)	Volume	357					357
	%	100.0%					100.0%

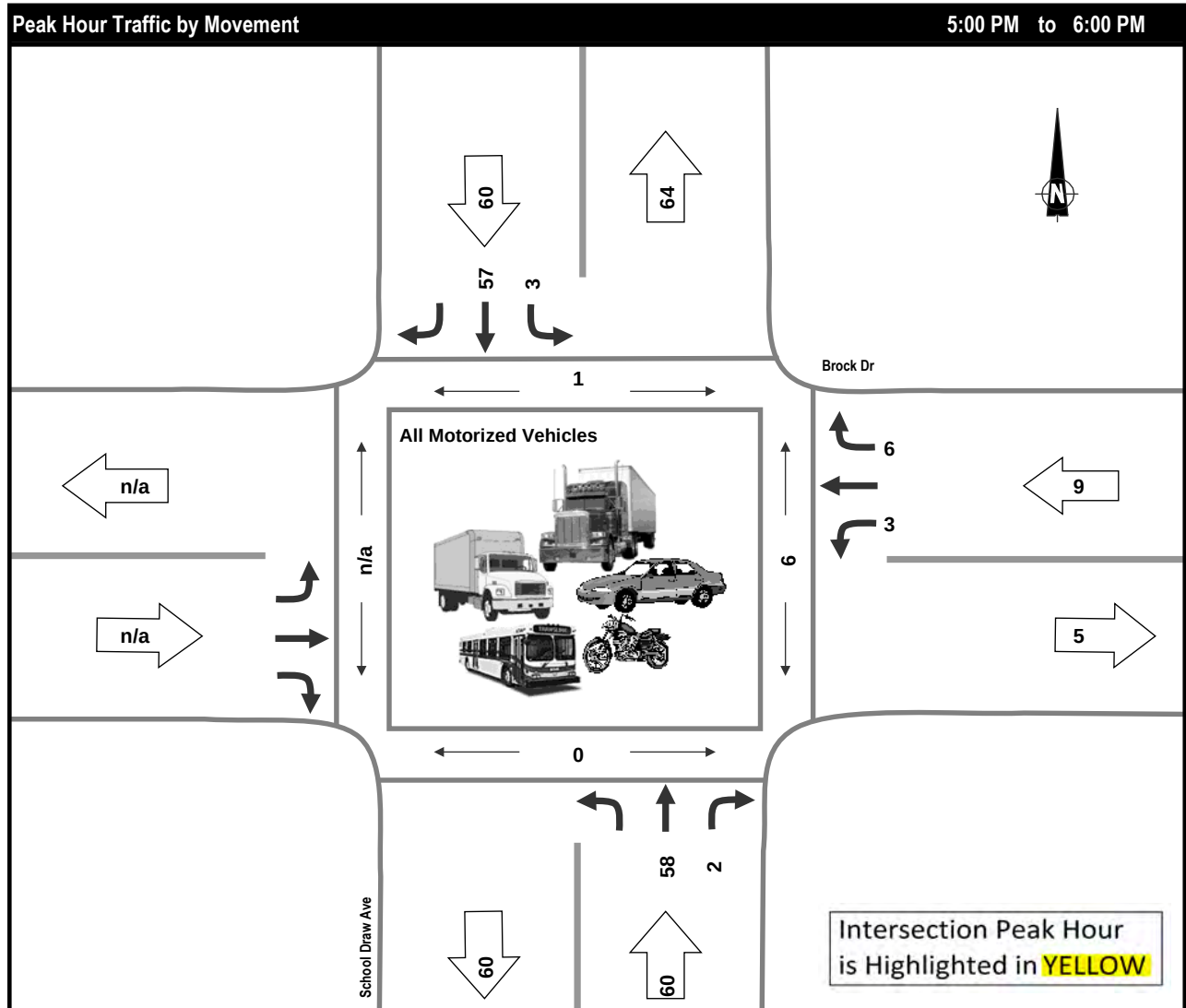
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles

Morning Peak Period



Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles

Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	3	57			58	2				3		6	1	0		6	129
PHF	0.38	0.84			0.73	0.50				0.38		0.75	0.25	0.00		0.50	0.81
Peak 15 X 4	8	68			80	4				8		8	4	0		12	160
Average Hour	4	50			47	3				2		5	2	0		8	111
Survey Total	7	87			82	6				3		9	3	0		14	194
16:15	1	7			10	1				0		0	0	0		0	19
16:30	0	11			7	3				0		1	1	0		4	22
16:45	3	12			7	0				0		2	1	0		4	24
17:00	2	17			20	0				0		1	1	0		3	40
17:15	1	15			12	1				1		2	0	0		1	32
17:30	0	11			13	1				2		2	0	0		1	29
17:45	0	14			13	0				0		1	0	0		1	28



School Draw Ave & Franklin Ave

Thursday, June 12, 2025

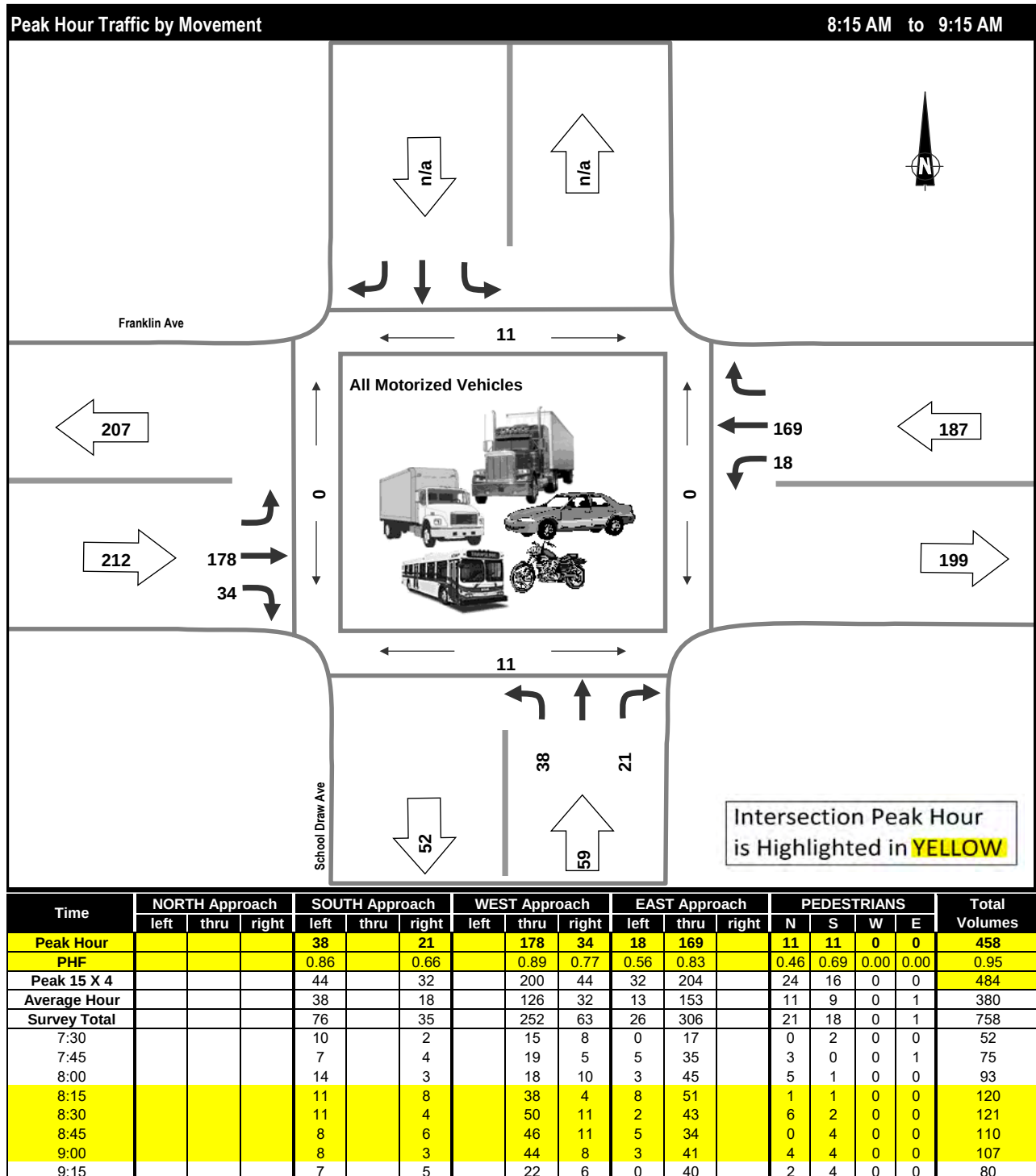
Vehicle Classification Summary

Project: #9522: School Draw Avenue Subdivision TIA
Municipality: City of Yellowknife
Weather: Sunny

Time Period	Entering Intersection	Vehicle Classification					Total
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:30 - 09:30)	Volume	749	9				758
	%	98.8%	1.2%				100.0%
Afternoon (16:15 - 18:00)	Volume	982	2				984
	%	99.8%	0.2%				100.0%
Total (3.75 Hours)	Volume	1,731	11				1,742
	%	99.4%	0.6%				100.0%

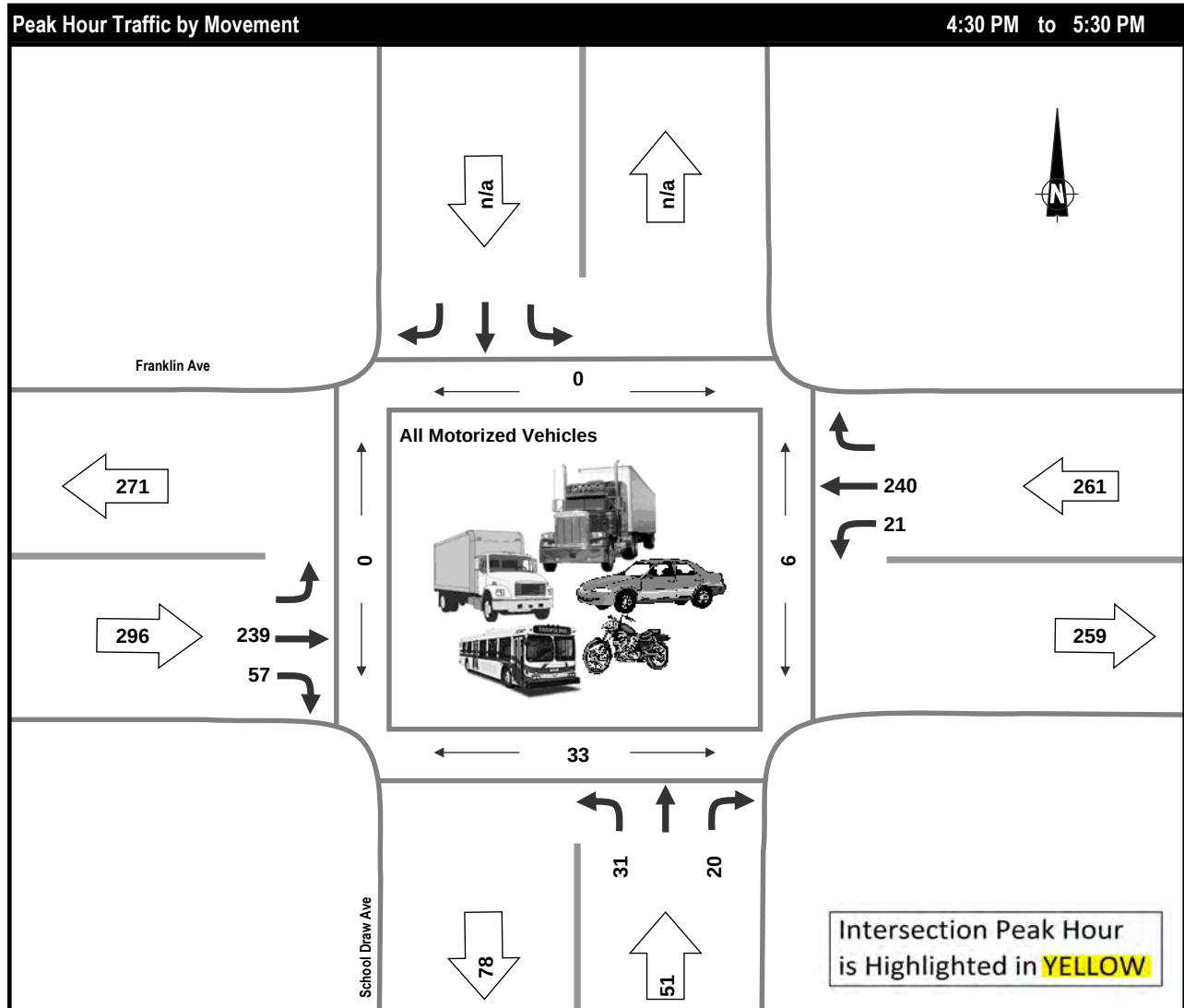
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles

Morning Peak Period



Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles

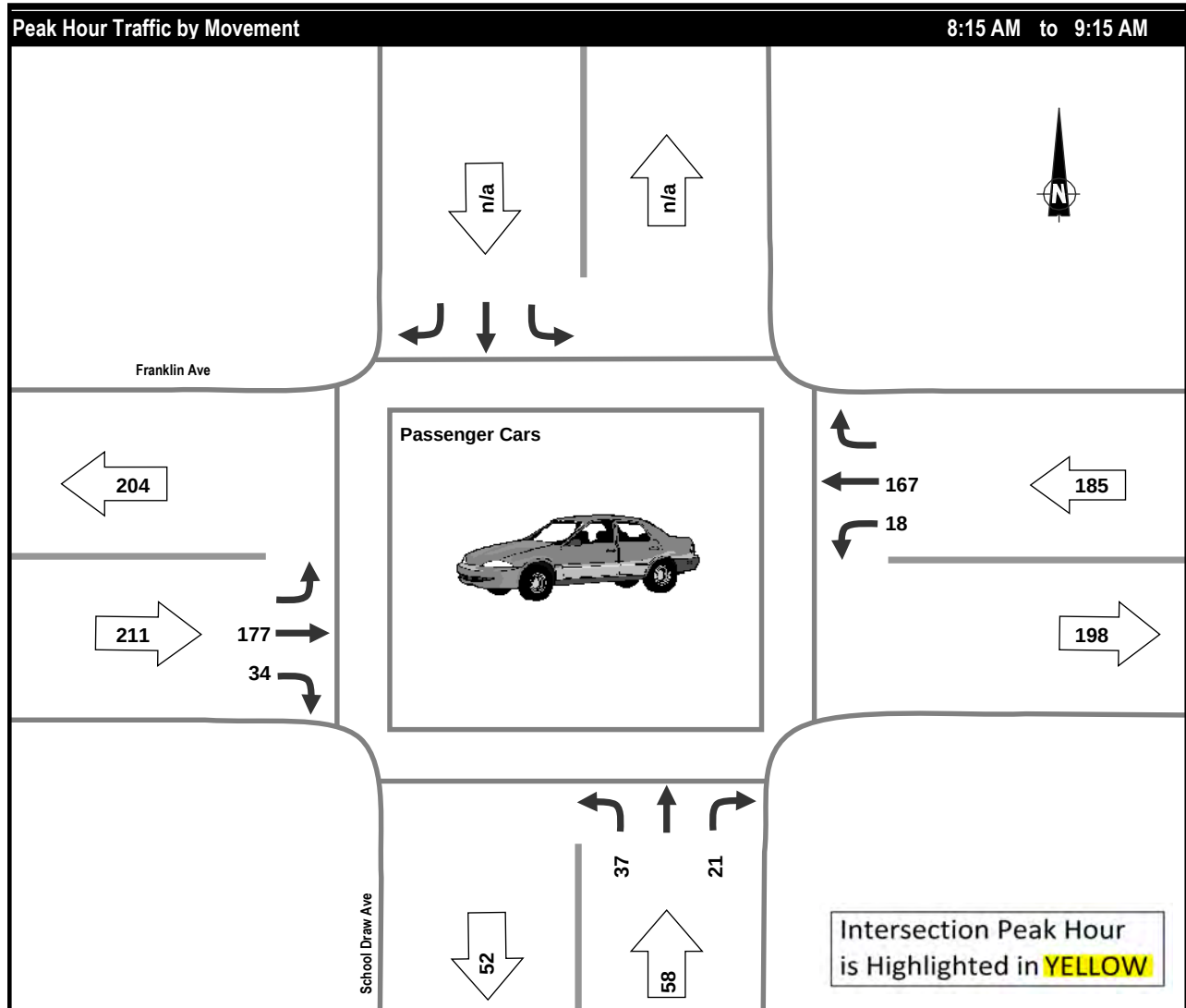
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour				31		20		239	57	21	240		0	33	0	6	608
PHF				0.86		0.71		0.83	0.79	0.66	0.83		0.00	0.83	0.00	0.38	0.86
Peak 15 X 4				36		28		288	72	32	288		0	40	0	16	704
Average Hour				31		19		243	49	21	199		9	28	0	4	562
Survey Total				54		34		426	85	37	348		15	49	0	7	984
16:15				7		2		58	12	2	49		5	9	0	1	130
16:30				7		4		47	12	3	53		0	6	0	4	126
16:45				9		3		51	18	4	68		0	10	0	0	153
17:00				7		6		69	14	8	72		0	8	0	1	176
17:15				8		7		72	13	6	47		0	9	0	1	153
17:30				8		6		68	7	4	29		3	6	0	0	122
17:45				8		6		61	9	10	30		7	1	0	0	124

Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: Passenger Cars

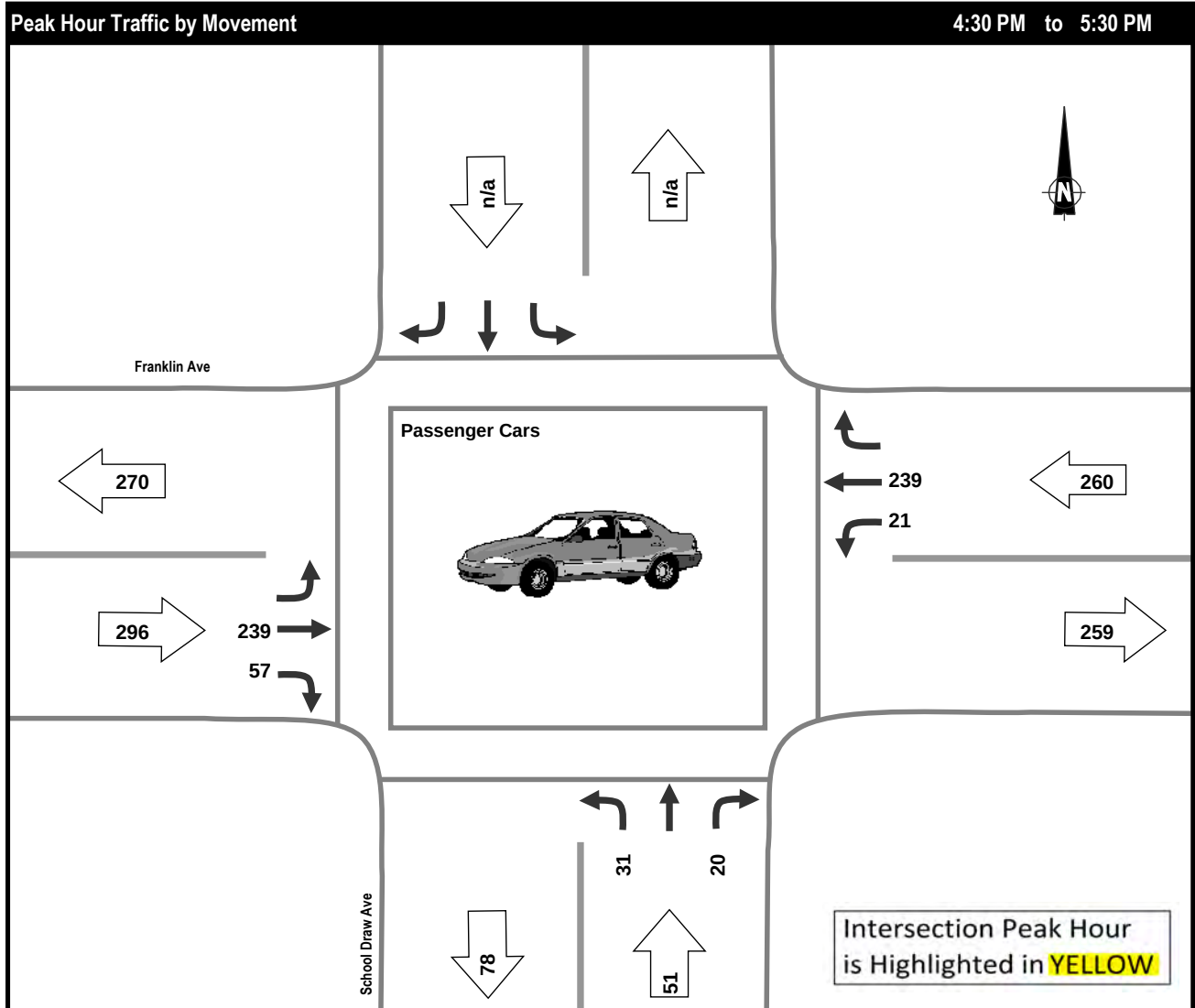
Morning Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour				37		21	177	34	18	167							454
PHF				0.84		0.66	0.90	0.77	0.56	0.84							0.95
Peak 15 X 4				44		32	196	44	32	200							480
Average Hour				38		17	126	31	13	152							377
Survey Total				75		33	251	61	25	304							749
7:30				10		2	15	6	0	17							50
7:45				7		3	19	5	5	35							74
8:00				14		2	18	10	2	45							91
8:15				11		8	38	4	8	50							119
8:30				11		4	49	11	2	43							120
8:45				7		6	46	11	5	33							108
9:00				8		3	44	8	3	41							107
9:15				7		5	22	6	0	40							80

Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: Passenger Cars

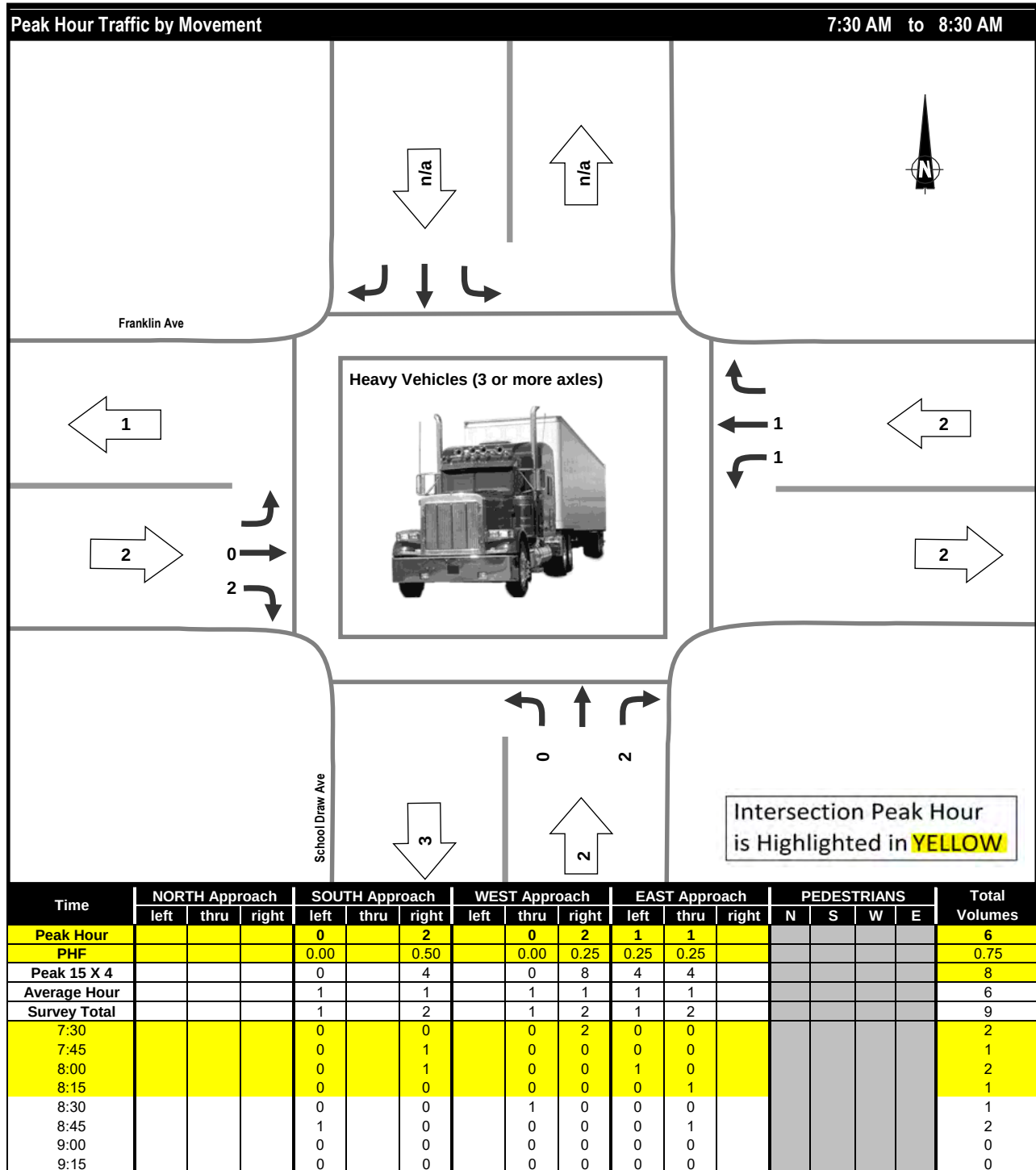
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour				31		20		239	57	21	239						607
PHF				0.86		0.71		0.83	0.79	0.66	0.84						0.87
Peak 15 X 4				36		28		288	72	32	284						700
Average Hour				31		19		243	49	21	198						561
Survey Total				54		34		425	85	37	347						982
16:15				7		2		58	12	2	49						130
16:30				7		4		47	12	3	53						126
16:45				9		3		51	18	4	68						153
17:00				7		6		69	14	8	71						175
17:15				8		7		72	13	6	47						153
17:30				8		6		67	7	4	29						121
17:45				8		6		61	9	10	30						124

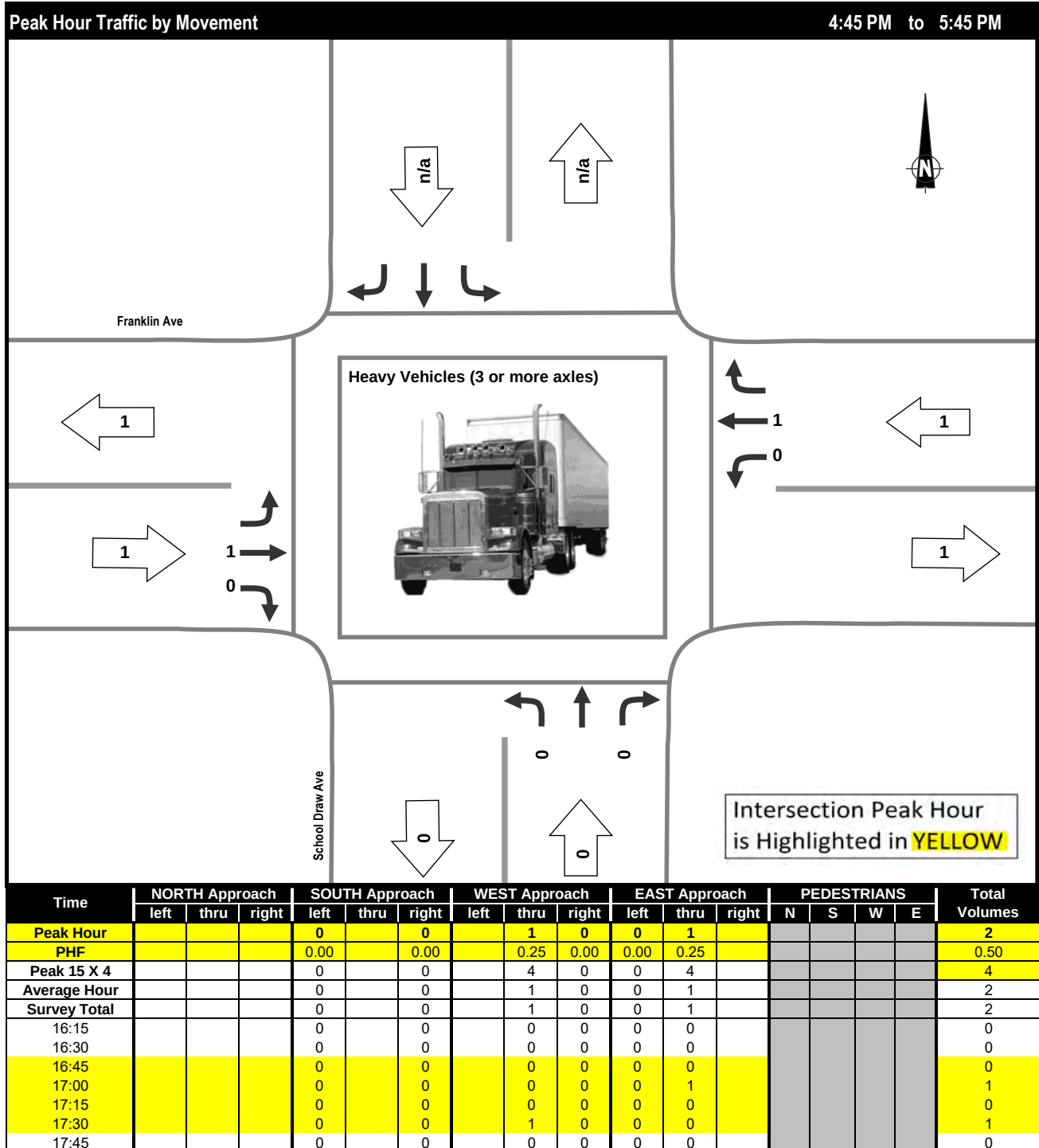
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: Heavy Vehicles (3 or more axles)

Morning Peak Period



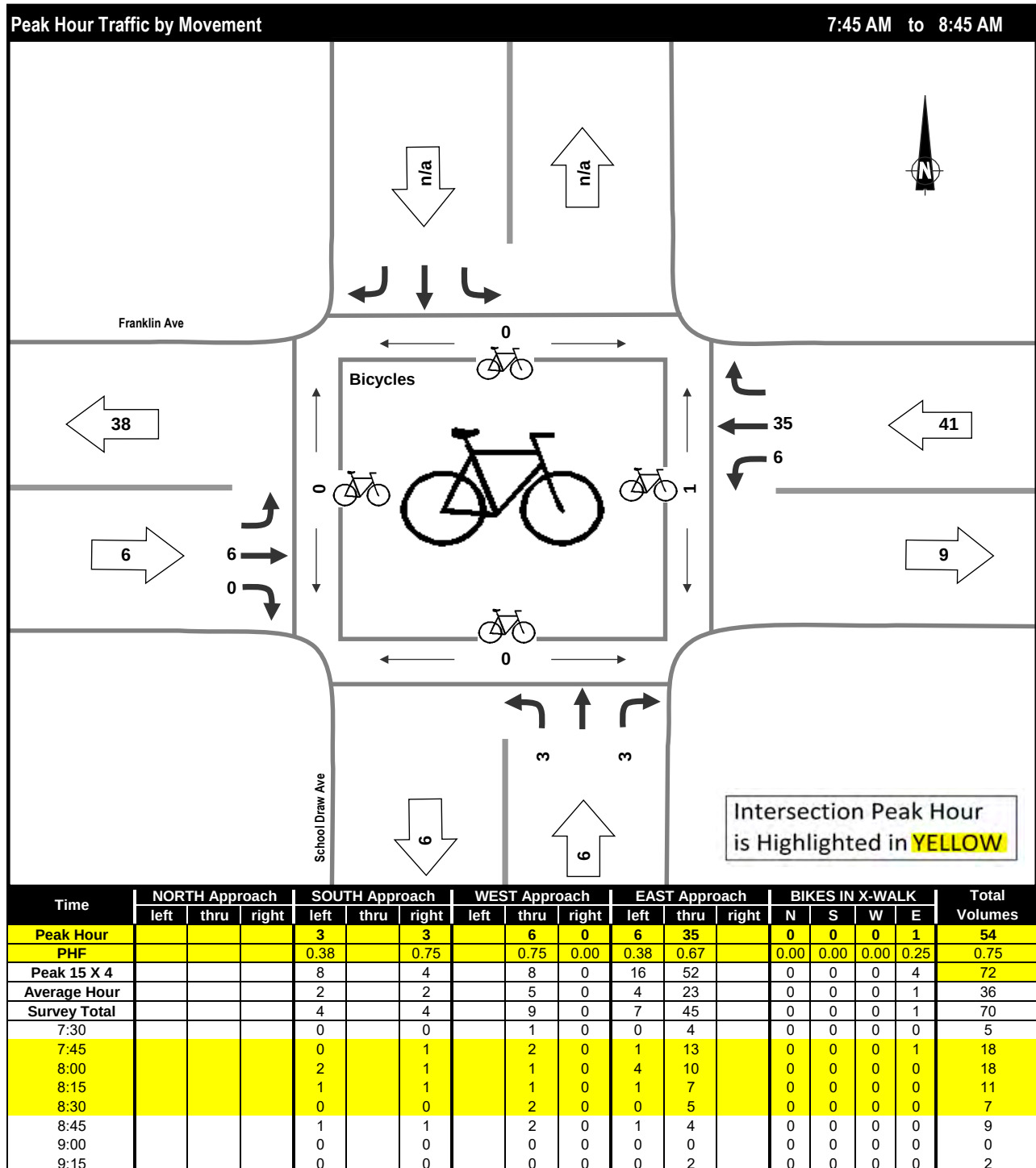
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: Heavy Vehicles (3 or more axles)

Afternoon Peak Period



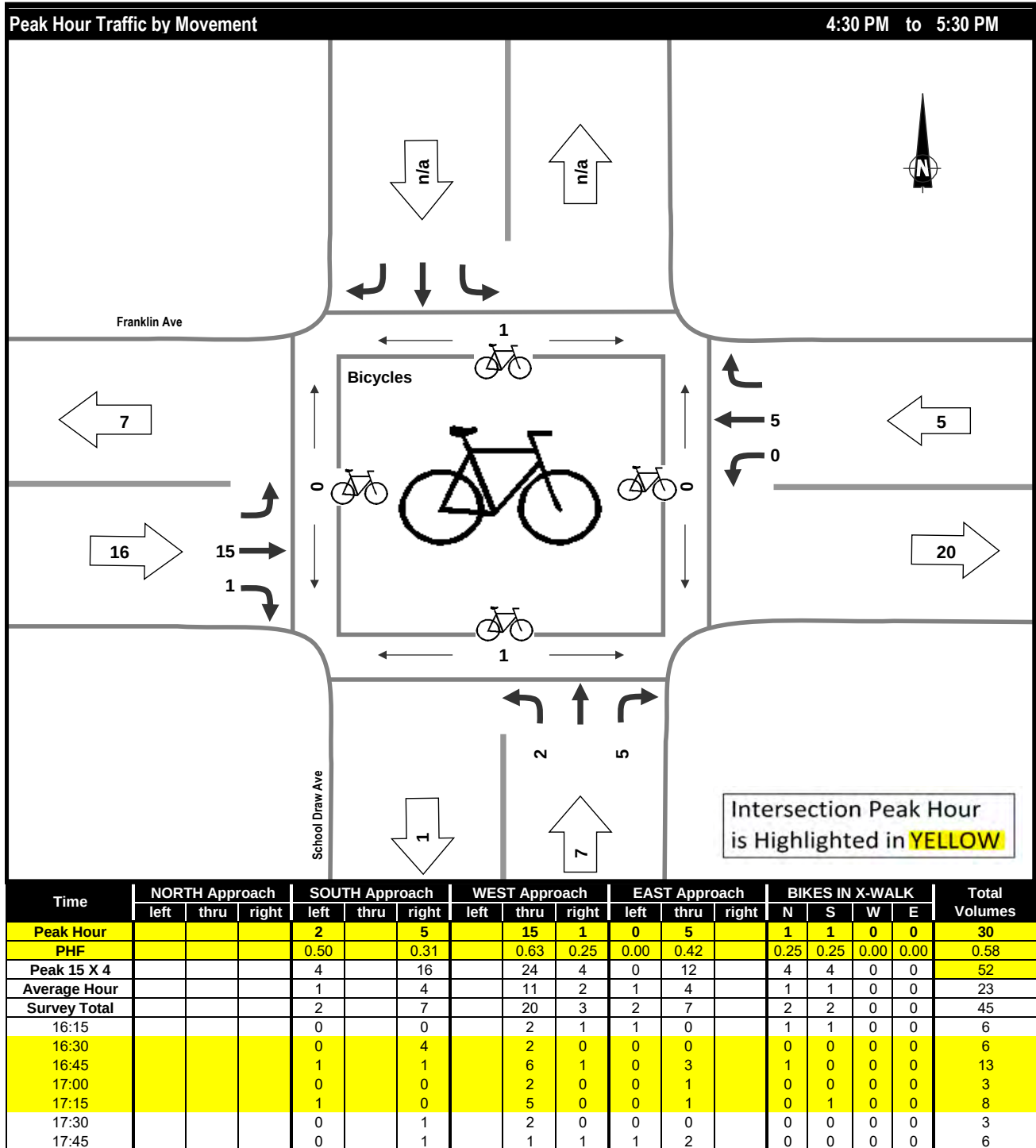
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: Bicycles

Morning Peak Period



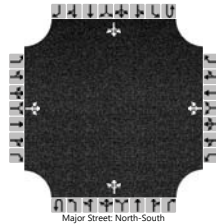
Project: #9522: School Draw Avenue Subdivision TIA
 Municipality: City of Yellowknife
 Weather: Sunny
 Vehicle Class: Bicycles

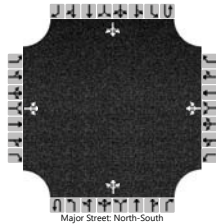
Afternoon Peak Period



Appendix C

Capacity Analysis Summary Sheets

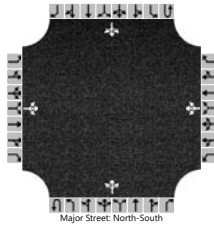
HCS Two-Way Stop-Control Report																		
General Information									Site Information									
Analyst	RC								Intersection				School Draw Ave & 44 St					
Agency/Co.	CTS								Jurisdiction				Yellowknife, NT					
Date Performed	Base								East/West Street				44th Street					
Analysis Year	2025								North/South Street				School Draw Avenue					
Time Analyzed	Wkdy AM Peak Hour								Peak Hour Factor				0.88					
Intersection Orientation	North-South								Analysis Time Period (hrs)				0.25					
Project Description		9522 - School Draw Ave Development TIS																
Lanes																		
																		
Vehicle Volumes and Adjustments																		
Approach	Eastbound				Westbound				Northbound				Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0		
Configuration			LTR				LTR				LTR				LTR			
Volume (veh/h)		14	0	1		0	5	1		7	31	1		0	24	18		
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2				
Proportion Time Blocked																		
Percent Grade (%)		-2				2												
Right Turn Channelized																		
Median Type Storage		Undivided																
Critical and Follow-up Headways																		
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1				
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12				
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2				
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22				
Delay, Queue Length, and Level of Service																		
Flow Rate, v (veh/h)			17				7			8				0				
Capacity, c (veh/h)			891				801			1551				1566				
v/c Ratio			0.02				0.01			0.01				0.00				
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0				
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0				
Control Delay (s/veh)			9.1				9.5			7.3	0.0	0.0		7.3	0.0	0.0		
Level of Service (LOS)			A				A			A	A	A		A	A	A		
Approach Delay (s/veh)		9.1				9.5					1.3		0.0					
Approach LOS		A				A					A		A					

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	RC							Intersection				School Draw Ave & 44 St					
Agency/Co.	CTS							Jurisdiction				Yellowknife, NT					
Date Performed	Base							East/West Street				44th Street					
Analysis Year	2030							North/South Street				School Draw Avenue					
Time Analyzed	Wkdy AM Peak Hour							Peak Hour Factor				0.88					
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25					
Project Description		9522 - School Draw Ave Development TIS															
Lanes																	
																	
Major Street: North-South																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration		LTR				LTR				LTR				LTR			
Volume (veh/h)		15	0	1		0	6	1		8	34	1		0	26	20	
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2			
Proportion Time Blocked																	
Percent Grade (%)		-2				2											
Right Turn Channelized																	
Median Type Storage		Undivided															
Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1			
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			18				8				9				0		
Capacity, c (veh/h)			877				785				1545				1562		
v/c Ratio			0.02				0.01				0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0				0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0				0.0				0.0		
Control Delay (s/veh)			9.2				9.6				7.3	0.0	0.0		7.3	0.0	
Level of Service (LOS)			A				A				A	A	A		A	A	
Approach Delay (s/veh)		9.2				9.6				1.4				0.0			
Approach LOS		A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	44th Street
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	0	1		0	6	1		8	35	1		0	28	23
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

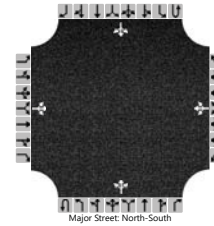
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				8			9				0		
Capacity, c (veh/h)			871				778			1538				1560		
v/c Ratio			0.02				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			9.2				9.7			7.4	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.2			9.7			1.4			0.0					
Approach LOS		A			A			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bg	East/West Street	44th Street
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	2		0	6	1		8	37	1		0	29	22
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

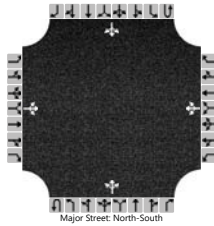
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				8			9				0		
Capacity, c (veh/h)			873				776			1538				1557		
v/c Ratio			0.03				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			9.2				9.7			7.4	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.2			9.7			1.3			0.0					
Approach LOS		A			A			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Bs+Bg+Site	East/West Street	44th Street
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		19	0	2		0	6	1		8	38	1		0	31	25
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

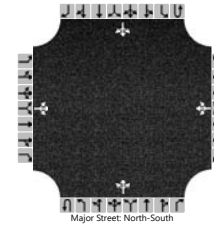
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				8							0		
Capacity, c (veh/h)			866				769			1531				1556		
v/c Ratio			0.03				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			9.3				9.7			7.4	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.3			9.7			1.3			0.0					
Approach LOS		A			A			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	44th Street
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		21	0	12		3	1	0		10	33	0		2	37	10
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

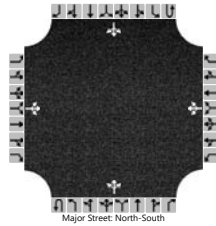
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			40				5				12				2	
Capacity, c (veh/h)			897				756			1542				1514		
v/c Ratio			0.04				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			9.2				9.8			7.4	0.1	0.1		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.2			9.8			1.8			0.3					
Approach LOS		A			A			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	44th Street
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		23	0	13		3	1	0		11	36	0		2	41	11
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

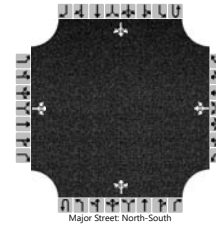
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				5			13				2		
Capacity, c (veh/h)			885				741			1535				1510		
v/c Ratio			0.05				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.3				9.9			7.4	0.1	0.1		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.3			9.9			1.8			0.3					
Approach LOS		A			A			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	44th Street
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		25	0	13		3	1	0		11	39	0		2	43	12
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

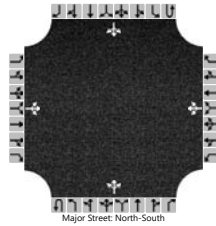
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				5			13				2		
Capacity, c (veh/h)			876				733			1530				1505		
v/c Ratio			0.05				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.3				9.9			7.4	0.1	0.1		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.3			9.9			1.7			0.3					
Approach LOS		A			A			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	44th Street
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		26	0	14		4	1	0		13	40	0		2	44	13
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

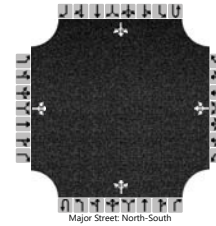
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			48				6				16				2	
Capacity, c (veh/h)			869				724				1527				1504	
v/c Ratio			0.06				0.01				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.2				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			5.1				0.0				0.0				0.0	
Control Delay (s/veh)			9.4				10.0				7.4	0.1	0.1		7.4	0.0
Level of Service (LOS)			A				B				A	A	A		A	A
Approach Delay (s/veh)		9.4			10.0			1.9			0.3					
Approach LOS		A			B			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & 44 St
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	44th Street
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		28	0	14		4	1	0		13	43	0		2	46	14
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		-2				2										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		6.72	6.12	6.02		7.52	6.92	6.42		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

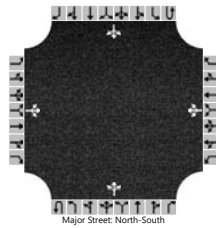
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			51				6				16				2	
Capacity, c (veh/h)			860				717				1522				1499	
v/c Ratio			0.06				0.01				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.2				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			5.1				0.0				0.0				0.0	
Control Delay (s/veh)			9.5				10.1				7.4	0.1	0.1		7.4	0.0
Level of Service (LOS)			A				B				A	A	A		A	A
Approach Delay (s/veh)		9.5			10.1			1.8			0.3					
Approach LOS		A			B			A			A					

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Lundquist Rd
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	0	0		1	0	0		1	36	0		2	27	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

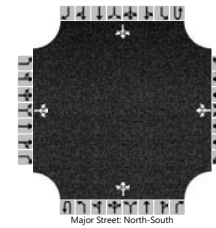
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				1							2		
Capacity, c (veh/h)			901				904				1570			1563		
v/c Ratio			0.01				0.00				0.00			0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.0				0.0			0.0		
95% Queue Length, Q ₉₅ (ft)			0.0				0.0				0.0			0.0		
Control Delay (s/veh)			9.0				9.0				7.3	0.0	0.0	7.3	0.0	0.0
Level of Service (LOS)			A				A				A	A	A	A	A	A
Approach Delay (s/veh)		9.0				9.0				0.2				0.5		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Lundquist Rd
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		11	0	0		1	0	0		1	40	0		2	30	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

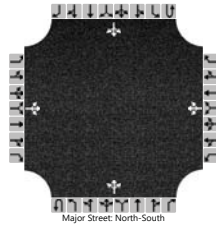
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13				1							2		
Capacity, c (veh/h)			891				893				1566			1557		
v/c Ratio			0.01				0.00				0.00			0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.0				0.0			0.0		
95% Queue Length, Q ₉₅ (ft)			0.0				0.0				0.0			0.0		
Control Delay (s/veh)			9.1				9.0				7.3	0.0	0.0	7.3	0.0	0.0
Level of Service (LOS)			A				A				A	A	A	A	A	A
Approach Delay (s/veh)		9.1				9.0				0.2				0.4		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Lundquist Rd
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		11	0	0		3	0	9		1	65	0		6	36	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

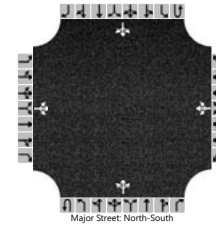
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13				14			1				7		
Capacity, c (veh/h)			816				940			1557				1520		
v/c Ratio			0.02				0.01			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			9.5				8.9			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.5				8.9				0.1				1.0		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	Lundquist Rd
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	0	0		1	0	0		1	44	0		2	32	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

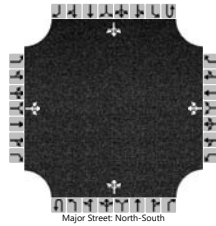
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14				1			1				2		
Capacity, c (veh/h)			882				884			1563				1551		
v/c Ratio			0.02				0.00			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			9.1				9.1			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.1				9.1				0.2				0.4		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Lundquist Rd
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	0	0		3	0	9		1	69	0		6	38	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

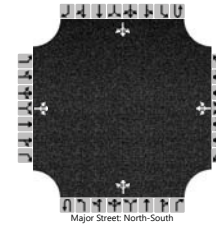
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14				14				1				7	
Capacity, c (veh/h)			808				933				1554				1514	
v/c Ratio			0.02				0.01				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.1				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			2.5				0.0				0.0				0.0	
Control Delay (s/veh)			9.5				8.9				7.3	0.0	0.0		7.4	0.0
Level of Service (LOS)			A				A				A	A	A		A	A
Approach Delay (s/veh)		9.5				8.9				0.1				1.0		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Lundquist Road
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	0	1		1	1	2		2	44	1		1	43	16
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

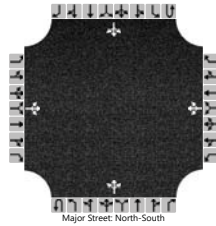
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				5				2				1	
Capacity, c (veh/h)			848				872				1527				1523	
v/c Ratio			0.02				0.01				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.1				0.0				0.0				0.0	
95% Queue Length, Q ₉₅ (ft)			2.5				0.0				0.0				0.0	
Control Delay (s/veh)			9.3				9.1				7.4	0.0	0.0		7.4	0.0
Level of Service (LOS)			A				A				A	A	A		A	A
Approach Delay (s/veh)		9.3				9.1				0.3				0.1		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Lundquist Road
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	0	1		1	1	2		2	48	1		1	47	18
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

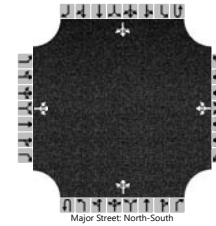
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				5			2				1		
Capacity, c (veh/h)			835				862			1517				1517		
v/c Ratio			0.02				0.01			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			9.4				9.2			7.4	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.4				9.2				0.3				0.1		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Lundquist Road
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	0	1		2	1	8		2	64	2		11	69	18
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

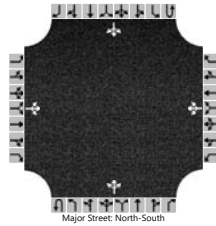
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				13			2				13		
Capacity, c (veh/h)			738				871			1484				1491		
v/c Ratio			0.03				0.02			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			10.0				9.2			7.4	0.0	0.0		7.4	0.1	0.1
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)		10.0				9.2				0.2				0.9		
Approach LOS		B				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	Lundquist Road
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	0	1		1	1	2		2	54	1		1	53	19
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

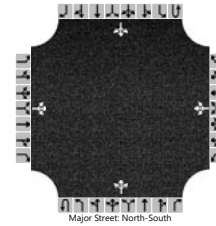
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				5			2				1		
Capacity, c (veh/h)			815				849			1507				1508		
v/c Ratio			0.03				0.01			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			9.5				9.3			7.4	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.5				9.3				0.3				0.1		
Approach LOS		A				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Lundquist Rd
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Lundquist Road
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	0	1		2	1	8		2	70	2		11	75	19
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

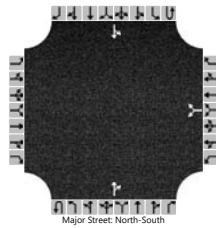
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				13			2				13		
Capacity, c (veh/h)			720				859			1473				1482		
v/c Ratio			0.03				0.02			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			2.5				0.0			0.0				0.0		
Control Delay (s/veh)			10.2				9.3			7.4	0.0	0.0		7.5	0.1	0.1
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)		10.2				9.3				0.2				0.8		
Approach LOS		B				A				A				A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Brock Drive
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						1		8			45	1		6	30	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

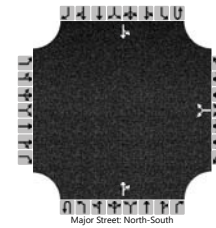
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							10							7		
Capacity, c (veh/h)							1001							1554		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							8.6							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.6							1.2			
Approach LOS						A							A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Brock Drive
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						1		9			50	1		7	33	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

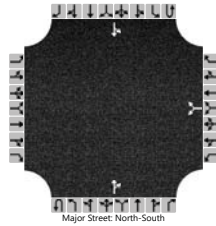
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							11							8		
Capacity, c (veh/h)							994							1546		
v/c Ratio							0.01							0.01		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							8.7							7.3	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						8.7							1.3			
Approach LOS						A							A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Brock Drive
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	0	0	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR			LT	
Volume (veh/h)						1		9			84	1		7	43	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					7.1		6.2						4.1			
Critical Headway (sec)					6.42		6.22						4.12			
Base Follow-Up Headway (sec)					3.5		3.3						2.2			
Follow-Up Headway (sec)					3.52		3.32						2.22			

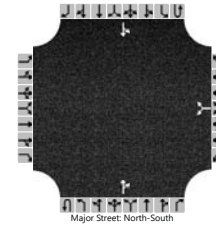
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11							8			
Capacity, c (veh/h)						945							1497			
v/c Ratio						0.01							0.01			
95% Queue Length, Q ₉₅ (veh)						0.0							0.0			
95% Queue Length, Q ₉₅ (ft)						0.0							0.0			
Control Delay (s/veh)						8.9							7.4	0.0		
Level of Service (LOS)						A							A	A		
Approach Delay (s/veh)					8.9								1.1			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	Brock Drive
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	0	0	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR			LT	
Volume (veh/h)						1		10			55	1		7	36	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					7.1		6.2						4.1			
Critical Headway (sec)					6.42		6.22						4.12			
Base Follow-Up Headway (sec)					3.5		3.3						2.2			
Follow-Up Headway (sec)					3.52		3.32						2.22			

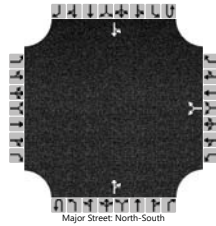
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13							8			
Capacity, c (veh/h)						988							1539			
v/c Ratio						0.01							0.01			
95% Queue Length, Q ₉₅ (veh)						0.0							0.0			
95% Queue Length, Q ₉₅ (ft)						0.0							0.0			
Control Delay (s/veh)						8.7							7.4	0.0		
Level of Service (LOS)						A							A	A		
Approach Delay (s/veh)					8.7								1.2			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Brock Drive
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						1		10			89	1		7	45	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

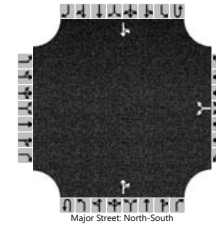
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							13							8		
Capacity, c (veh/h)							939							1490		
v/c Ratio							0.01							0.01		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							8.9							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.9							1.0		
Approach LOS							A							A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Brock Drive
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						3		6			58	2		3	57	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

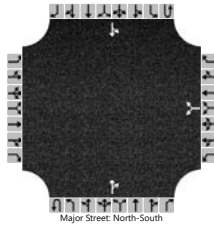
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							11							4		
Capacity, c (veh/h)							923							1511		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							8.9							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							8.9							0.4		
Approach LOS							A							A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Brock Drive
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		7		64	2		3	63		
Percent Heavy Vehicles (%)						2		2					2			
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

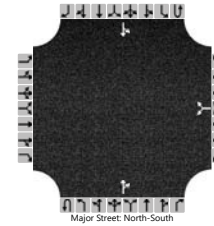
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							4		
Capacity, c (veh/h)							916							1502		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							9.0							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							9.0							0.4		
Approach LOS							A							A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Brock Drive
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		7		86	2		3	95		
Percent Heavy Vehicles (%)						2		2					2			
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

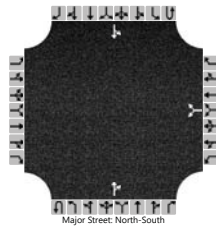
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							4		
Capacity, c (veh/h)							870							1469		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							9.2							7.5	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)							9.2							0.2		
Approach LOS							A							A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	Brock Drive
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		7		71	2		4	69		
Percent Heavy Vehicles (%)						2		2					2			
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

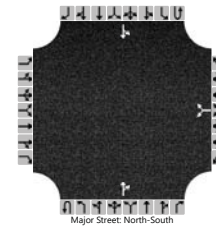
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							13							5		
Capacity, c (veh/h)							891							1492		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							9.1							7.4	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.1							0.4			
Approach LOS						A							A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Brock Dr
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Brock Drive
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		7		93	2		4	101		
Percent Heavy Vehicles (%)						2		2					2			
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

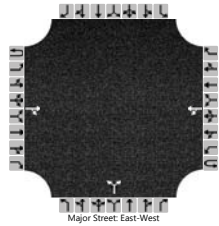
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							13							5		
Capacity, c (veh/h)							844							1459		
v/c Ratio							0.02							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
95% Queue Length, Q ₉₅ (ft)							0.0							0.0		
Control Delay (s/veh)							9.3							7.5	0.0	
Level of Service (LOS)							A							A	A	
Approach Delay (s/veh)						9.3							0.3			
Approach LOS						A							A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			152	36		18	173		44		21					
Percent Heavy Vehicles (%)						2			2		2					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.1		6.2					
Critical Headway (sec)					4.12				6.42		6.22					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.22				3.52		3.32					

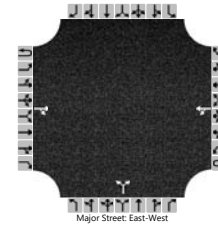
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					20				74							
Capacity, c (veh/h)					1337				627							
v/c Ratio					0.02				0.12							
95% Queue Length, Q ₉₅ (veh)					0.0				0.4							
95% Queue Length, Q ₉₅ (ft)					0.0				10.2							
Control Delay (s/veh)					7.7	0.1			11.5							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					0.8				11.5							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			167	40		20	190		48		23					
Percent Heavy Vehicles (%)						2			2		2					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.1		6.2					
Critical Headway (sec)					4.12				6.42		6.22					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.22				3.52		3.32					

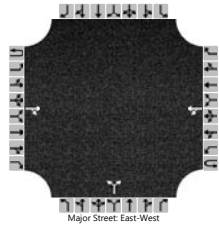
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					23				81							
Capacity, c (veh/h)					1313				596							
v/c Ratio					0.02				0.14							
95% Queue Length, Q ₉₅ (veh)					0.1				0.5							
95% Queue Length, Q ₉₅ (ft)					2.5				12.7							
Control Delay (s/veh)					7.8	0.2			12.0							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					0.9				12.0							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			167	45		25	190		67		38					
Percent Heavy Vehicles (%)						2			2		2					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.1		6.2					
Critical Headway (sec)					4.12				6.42		6.22					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.22				3.52		3.32					

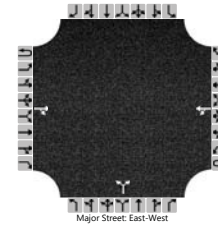
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					28				119							
Capacity, c (veh/h)					1307				594							
v/c Ratio					0.02				0.20							
95% Queue Length, Q ₉₅ (veh)					0.1				0.7							
95% Queue Length, Q ₉₅ (ft)					2.5				17.8							
Control Delay (s/veh)					7.8	0.2			12.6							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					1.1				12.6							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			186	43		22	211		53		26					
Percent Heavy Vehicles (%)						2			2		2					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.1		6.2					
Critical Headway (sec)					4.12				6.42		6.22					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.22				3.52		3.32					

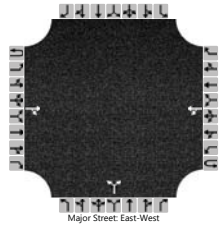
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					25				90							
Capacity, c (veh/h)					1286				561							
v/c Ratio					0.02				0.16							
95% Queue Length, Q ₉₅ (veh)					0.1				0.6							
95% Queue Length, Q ₉₅ (ft)					2.5				15.2							
Control Delay (s/veh)					7.9	0.2			12.6							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					0.9				12.6							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			186	48		27	211			72		41				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.1		6.2					
Critical Headway (sec)					4.12				6.42		6.22					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.22				3.52		3.32					

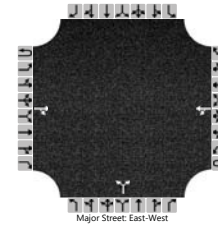
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					31				128							
Capacity, c (veh/h)					1279				559							
v/c Ratio					0.02				0.23							
95% Queue Length, Q ₉₅ (veh)					0.1				0.9							
95% Queue Length, Q ₉₅ (ft)					2.5				22.9							
Control Delay (s/veh)					7.9	0.2			13.3							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					1.1				13.3							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2025	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			270	34		28	178			31		25				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1				7.1		6.2					
Critical Headway (sec)					4.12				6.42		6.22					
Base Follow-Up Headway (sec)					2.2				3.5		3.3					
Follow-Up Headway (sec)					2.22				3.52		3.32					

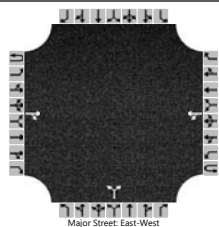
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					34				67							
Capacity, c (veh/h)					1142				492							
v/c Ratio					0.03				0.14							
95% Queue Length, Q ₉₅ (veh)					0.1				0.5							
95% Queue Length, Q ₉₅ (ft)					2.5				12.7							
Control Delay (s/veh)					8.2	0.3			13.5							
Level of Service (LOS)					A	A			B							
Approach Delay (s/veh)					1.4				13.5							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			297	37		31	196		34		28					
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1			7.1		6.2						
Critical Headway (sec)					4.12			6.42		6.22						
Base Follow-Up Headway (sec)					2.2			3.5		3.3						
Follow-Up Headway (sec)					2.22			3.52		3.32						

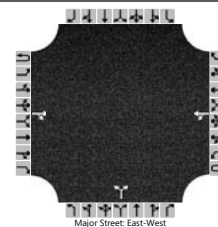
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					37			75								
Capacity, c (veh/h)					1107			457								
v/c Ratio					0.03			0.16								
95% Queue Length, Q ₉₅ (veh)					0.1			0.6								
95% Queue Length, Q ₉₅ (ft)					2.5			15.2								
Control Delay (s/veh)					8.4	0.3		14.4								
Level of Service (LOS)					A	A		B								
Approach Delay (s/veh)	1.4				14.4											
Approach LOS	A				B											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			297	56		44	196		43		41					
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1			7.1		6.2						
Critical Headway (sec)					4.12			6.42		6.22						
Base Follow-Up Headway (sec)					2.2			3.5		3.3						
Follow-Up Headway (sec)					2.22			3.52		3.32						

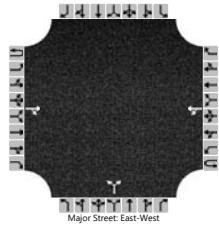
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					53			101								
Capacity, c (veh/h)					1086			441								
v/c Ratio					0.05			0.23								
95% Queue Length, Q ₉₅ (veh)					0.2			0.9								
95% Queue Length, Q ₉₅ (ft)					5.1			22.9								
Control Delay (s/veh)					8.5	0.5		15.6								
Level of Service (LOS)					A	A		C								
Approach Delay (s/veh)	1.9				15.6											
Approach LOS	A				C											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Bkg	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			329	41		35	219		37		31					
Percent Heavy Vehicles (%)						2			2		2					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1			7.1		6.2						
Critical Headway (sec)					4.12			6.42		6.22						
Base Follow-Up Headway (sec)					2.2			3.5		3.3						
Follow-Up Headway (sec)					2.22			3.52		3.32						

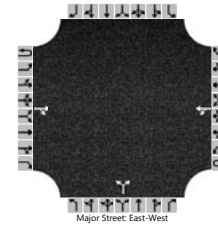
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					42			82								
Capacity, c (veh/h)					1067			417								
v/c Ratio					0.04			0.20								
95% Queue Length, Q ₉₅ (veh)					0.1			0.7								
95% Queue Length, Q ₉₅ (ft)					2.5			17.8								
Control Delay (s/veh)					8.5	0.4		15.7								
Level of Service (LOS)					A	A		C								
Approach Delay (s/veh)					1.5				15.7							
Approach LOS					A				C							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Franklin Ave
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Franklin Avenue (50 Avenue)
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			329	60		48	219		46		44					
Percent Heavy Vehicles (%)						2			2		2					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1			7.1		6.2						
Critical Headway (sec)					4.12			6.42		6.22						
Base Follow-Up Headway (sec)					2.2			3.5		3.3						
Follow-Up Headway (sec)					2.22			3.52		3.32						

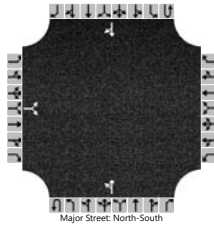
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					58			108								
Capacity, c (veh/h)					1046			401								
v/c Ratio					0.06			0.27								
95% Queue Length, Q ₉₅ (veh)					0.2			1.1								
95% Queue Length, Q ₉₅ (ft)					5.1			27.9								
Control Delay (s/veh)					8.6	0.6		17.3								
Level of Service (LOS)					A	A		C								
Approach Delay (s/veh)					2.0				17.3							
Approach LOS					A				C							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Access (Block 3)
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Access (Block 3)
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	0	0	0	1	0	0
Configuration			LR							LT						TR
Volume (veh/h)		16		1						1	51				50	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2					4.1							
Critical Headway (sec)		6.42		6.22					4.12							
Base Follow-Up Headway (sec)		3.5		3.3					2.2							
Follow-Up Headway (sec)		3.52		3.32					2.22							

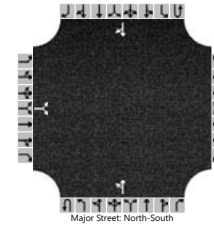
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19						1							
Capacity, c (veh/h)			876						1534							
v/c Ratio			0.02						0.00							
95% Queue Length, Q ₉₅ (veh)			0.1						0.0							
95% Queue Length, Q ₉₅ (ft)			2.5						0.0							
Control Delay (s/veh)			9.2						7.3	0.0						
Level of Service (LOS)			A						A	A						
Approach Delay (s/veh)		9.2							0.1							
Approach LOS		A							A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Access (Block 3)
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Access (Block 3)
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy AM Peak Hour	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	0	0	0	1	0	0
Configuration			LR							LT						TR
Volume (veh/h)		16		1						1	57				55	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2					4.1							
Critical Headway (sec)		6.42		6.22					4.12							
Base Follow-Up Headway (sec)		3.5		3.3					2.2							
Follow-Up Headway (sec)		3.52		3.32					2.22							

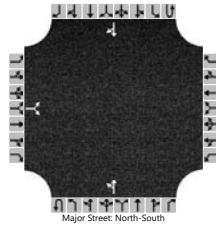
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19						1							
Capacity, c (veh/h)			863						1526							
v/c Ratio			0.02						0.00							
95% Queue Length, Q ₉₅ (veh)			0.1						0.0							
95% Queue Length, Q ₉₅ (ft)			2.5						0.0							
Control Delay (s/veh)			9.3						7.4	0.0						
Level of Service (LOS)			A						A	A						
Approach Delay (s/veh)		9.3							0.1							
Approach LOS		A							A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Access (Block 3)
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	Base+Site	East/West Street	Access (Block 3)
Analysis Year	2030	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		10		1						3	61				56	14
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2					4.1							
Critical Headway (sec)		6.42		6.22					4.12							
Base Follow-Up Headway (sec)		3.5		3.3					2.2							
Follow-Up Headway (sec)		3.52		3.32					2.22							

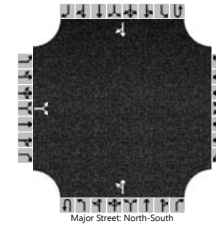
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13						4							
Capacity, c (veh/h)			843						1510							
v/c Ratio			0.02						0.00							
95% Queue Length, Q ₉₅ (veh)			0.0						0.0							
95% Queue Length, Q ₉₅ (ft)			0.0						0.0							
Control Delay (s/veh)			9.3						7.4	0.0						
Level of Service (LOS)			A						A	A						
Approach Delay (s/veh)		9.3							0.4							
Approach LOS		A							A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RC	Intersection	School Draw Ave & Access (Block 3)
Agency/Co.	CTS	Jurisdiction	Yellowknife, NT
Date Performed	B+Bkg+Site	East/West Street	Access (Block 3)
Analysis Year	2035	North/South Street	School Draw Avenue
Time Analyzed	Wkdy PM Peak Hour	Peak Hour Factor	0.83
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	9522 - School Draw Ave Development TIS		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		10		1						3	68				61	14
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2					4.1							
Critical Headway (sec)		6.42		6.22					4.12							
Base Follow-Up Headway (sec)		3.5		3.3					2.2							
Follow-Up Headway (sec)		3.52		3.32					2.22							

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13						4							
Capacity, c (veh/h)			827						1502							
v/c Ratio			0.02						0.00							
95% Queue Length, Q ₉₅ (veh)			0.0						0.0							
95% Queue Length, Q ₉₅ (ft)			0.0						0.0							
Control Delay (s/veh)			9.4						7.4	0.0						
Level of Service (LOS)			A						A	A						
Approach Delay (s/veh)		9.4							0.3							
Approach LOS		A							A							

From: [REDACTED]
Sent: June 13, 2025 9:22 PM
To: Andrew Treger <atreger@yellowknife.ca>
Cc: Council <Council@yellowknife.ca>
Subject: Comment on Zoning Amendment PL-2025-0046

Hello,

I am writing about the proposed zoning amendment PL-2025-0046 for the zoning change from NP and PR to RI-1. I oppose this change. The Willow Flats nature area is a very important bird habitat, with 163 bird species reported there on ebird (<https://ebird.org/hotspot/L2142201>). I go there regularly in the spring, and I almost always see other birders there enjoying the birds. This area is beloved by naturalists in Yellowknife. It is visited almost daily by birders in May and June. It remains an important habitat for ptarmigan and other birds in the winter. I believe this is a very special place, and the forested area is also a key habitat in addition to the wetland. I would question the geotechnical stability of this area as well, but this is not my area of expertise.

I do not oppose the change for the west side of School Draw.

Thank you for your time and consideration,

[REDACTED]
Wildlife Biologist

[REDACTED] Yellowknife, NT

From: [REDACTED]
Sent: June 14, 2025 9:22 AM
To: Andrew Treger <atreger@yellowknife.ca>
Cc: Council <Council@yellowknife.ca>
Subject: PL-2025-0046 Zoning Ammendment Comments

Good morning,

I am emailing to provide some comments on the proposed rezoning of the lands near School Draw Ave. and Lundquist Rd. (File PL-2025-0046).

Although I feel that additional housing development in Yellowknife is needed, it's my opinion that this is a very poor choice of location.

Firstly, what may look like an expendable tangle of willows represents a vital stopover for a large number of migratory birds, including Rusty Blackbird, a species of Special Concern under the Species at Risk Act. "Development" in these areas adjacent to the bay will also undoubtedly reduce the surrounding area's ecological value, which provides stopover habitat for species such as Hudsonian Godwit, Short-billed Dowitcher, and Lesser Yellowlegs (all identified as Threatened by [COSEWIC](#)). This year, Willow Flats and the adjoining willows have been the most frequently visited spot in Yellowknife by birdwatchers (see: [eBird](#)), a growing community for which Yellowknife represents a not uncommon visitor destination.

Secondly, I feel that development adjacent to Rotary Centennial Park would greatly reduce its value to the Yellowknifers who love it. I cannot imagine that Yellowknifers will enjoy the area near as much once it's in the backyard of townhouses - I certainly won't. In a city with such a high proportion of outdoorsy citizens, removing rather than investing in green spaces seems a short-sighted strategy. When I brag to others about Yellowknife, the accessible green spaces are often my #1. Removing parks and recreation lands does not align with what I feel what makes Yellowknife such an appealing place to live.

Thank you for your time and I hope these comments will be taken into consideration.

All the best,

[REDACTED]

From:

Sent: June 15, 2025 5:43 PM

To: Andrew Treger <atreger@yellowknife.ca>

Subject: File PL-2025-0046

Hello,

As residents of the City of Yellowknife and property owners on School Draw we are strongly opposed to the rezoning proposal PL-2025-0046. The area is an important feature of the city overall, home to significant bird and wildlife populations already at risk by the existing developments. The rock face along the Twin Pine hill side is an important and unique feature of Yellowknife photographed and observed by tourists. The development required could instead be invested in environmental recovery of lands already developed on the same street, or in other zones of downtown.

The Lundquist side is vital as mentioned for birds and wildlife and likely also for preventing further erosion of Yellowknife Bay.

This re-zoning does not make sense.

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: June 15, 2025 6:54 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: I Oppose PL-2025-0046

Please note my opposition to the rezoning application under file PL-2025-0046

My residence is located in [REDACTED]. I am a home owner in this area.

The land mentioned in this application is essential marshlands. It should stay zoned under parks and recreation.

There are many other options for building multi unit residences in city limits, this isn't one of them.

Thank you for noting resident opposition.

From: [REDACTED]
Sent: June 16, 2025 7:30 AM
To: Andrew Treger <atreger@yellowknife.ca>; Council <Council@yellowknife.ca>
Subject: Zoning By-Law no. 5045

No. We don't need more houses where there are parks. This is rotary park.

I live in the apartment building "Nova Pine Hills" apartments across from rotary park. A huge incentive for this apartment and what makes it \$3000 month rent is the fact that there's a "view" of the lake. Another incentive was the fact that the park is across the street.

I imagined my son growing up skating at that park. I watch the kids on their bikes as they enjoy what LITTLE they have in rotary park.

IF ANYTHING you guys should be improving the skate park and PERSERVING as much natural life there is.

We need as much green for the animals that live in those parks. I listen to the birds EVERY MORNING singing across the road at the park. You are going to be tearing down a place for what, five houses? That only have 2-3 bedrooms? The city needs to make 4 bedroom complexes and develop it on another land that isn't full of wildlife and wetlands. (Limiting housing to 2-3 bedrooms ensures families who want to have more than two kids have trouble with living arrangements, think about the bigger families that the next gen is creating)

You're making a huge mistake and a good part of the community will not forgive you for developing ugly housing in a place that's supposed to be for our kids. My neighbours play in that park EVERY EVENING. But you guys don't know that. Well I'm telling you now, that space is being used already and we do NOT need to put housing on top of wetlands and the homes of allllllll the birds, foxes, rabbits and whatever else I HOPE to see while I still have this view. LEAVE IT ALONE citizens of Yellowknife (esp on facebook) do not approve the application. Fix it up for our kids, give them safer skating ramps. This one can give our kids slivers but I still watch it being used DAILY. Again, you'll never know that because you don't spend time appreciating what Yellowknife's green life has to give. Green is what makes this city beautiful and a community, we are not robots. We need green life for clean air and home for animals.

Lastly, I am indigenous and will be opposing any development when there are other places we can expand Yellowknife, instead of overcrowding what we have left of the city. Be less human-focused and be mindful of the living things around you. We are all visitors of the earth, the only thing that stays behind when we're all gone. Leave the land be.

Thank you for taking your time to read this whole email, if you made it to the end I truly appreciate the time you put into listening to my concerns. I'm just super passionate about preserving life.

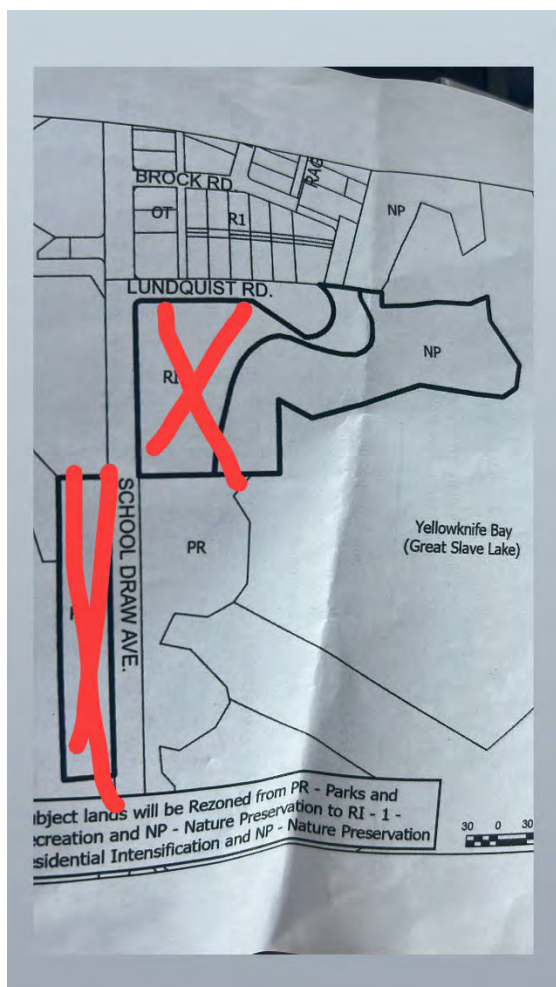
Kind regards,

[REDACTED]



From: [REDACTED]
Sent: June 16, 2025 2:18 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Oppose

In case it wasn't clear, I do not approve of both lots being developed.



Kind regards,

[REDACTED] concerned First Nation person and land advocate.

From: [REDACTED]
Sent: Sunday, June 15, 2025 9:44 PM
To: Council <Council@yellowknife.ca>
Cc: mayor@yellowknife.ca <mayor@yellowknife.ca>
Subject: Re-zoning of nature area at Lundquist Road/School Draw Ave

Dear Councillors,

I was very saddened to see this notice up on School Draw Ave on Friday 14 June. This is a very well used wildlife corridor and draws birders(both locals and tourists), families who want and need interaction with nature and those with mobility difficulties...

It is flat, a very small walk through the woods to the boardwalk that leads down to the water and makes walking through the woods, listening to the birdsong accessible for all (unlike many other places)

This place affords many opportunities for indigenous teachings about the land and brings community members together... I went down there yesterday; I recorded the birdsong and sat and watched people come and go .. I asked families how important this place was to them and they all said it was very important to them ... to bring their children here... I saw evidence of groups of children coming here from a sign left behind (accidentally I think) There has been a lot of development here in recent years ... the Summit Condos and those below them ... surely that's enough in this area...

I walk along 44Ave/52nd Street and there seems so much potential for building.. why take away this well used natural area from the people of Yellowknife and why didn't more people get letters about this piece of public land.

I for one want to give my strongest objections to this re-zoning going ahead, [REDACTED]

[REDACTED].



From: [REDACTED]
Sent: June 16, 2025 8:50 AM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Proposed zoning amendment

Hi Andrew,

Writing to add my thoughts on the proposed zoning amendment for the area between Lundquist and School Draw.

I'm against this change as I feel there are so many empty and neglected lots in the downtown area (some very nearby) that it doesn't make any sense to me to raze an area that is both heavily used by people and ecologically important. Green spaces like this are what make living downtown in a city like Yellowknife worth it. I'm supportive of development, but I would like to see some of the hideous gravel lots developed long before we start considering nature areas.

Thanks,

[REDACTED]

(School Draw resident and regular frequenter of the area with my two nature-loving kids)

From: [REDACTED]
Sent: Saturday, June 14, 2025 6:04 AM
To: Council <Council@yellowknife.ca>
Subject: PL-2025-0046 proposed zoning change

Hi

I am reaching out regarding the zoning post from nature parkland to RI-1, file #PL-2025-0046. I have never reached regarding zoning until now. Seeing that willow area get zoned for residential would be a huge loss, not only for all the birds and ecosystem contributions but also for residents and tourists as that area has become a popular walking and stopping location.

I do not agree with the proposed zoning change. The zoning change on the opposite side of the road to the lake would be ok, still adding pressure to that area, but not as consequential as destructive changing on the lake side.

Please let me know if I can do anything else beyond writing this email to contribute to this discussion.

Cheers

[REDACTED]

[REDACTED]
Yellowknife, NT

June 16, 2025

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City’s “Intensification First” Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City’s “City Land for Sale” registry—currently awaiting release.
- Residential Intensification grants (e.g., “Missing Middle Price Grant”) support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,



From: [REDACTED]
Sent: Monday, June 16, 2025 11:29 AM
To: mayor@yellowknife.ca <mayor@yellowknife.ca>; Council
<Council@yellowknife.ca>
Subject: Opposition to Rezoning Nature Preserve to High-Intensity Residential

Good morning,

Please find attached a letter outlining my reasons for opposing the proposed rezoning of land adjacent to Willow Flats.

I hope that the mayor and City Council will address the recent focus on removing green spaces and areas marked as nature preserves or parks and recreation areas instead of addressing those areas for development identified in the City's own plans, policies, and reports. I sincerely hope that the recent removal of the areas on Gitzel from parks designation to high intensity residential is not an example of things to come.

I would be happy to answer any questions or discuss my concerns at any time. Please let me know if and when a council meeting to address rezoning and natural areas would be taking place and in particular any meeting where the rezoning of Willow Flats would be under discussion.

Thank you for your time and attention to this matter.

With kind regards,

[REDACTED]

--

Study nature, love nature, stay close to nature. It will never fail you.

From: [REDACTED]
Sent: Monday, June 16, 2025 11:29 AM
To: mayor@yellowknife.ca <mayor@yellowknife.ca>; Council <Council@yellowknife.ca>
Subject: Opposition to Rezoning Nature Preserve to High-Intensity Residential

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I would be happy to answer any questions or discuss my concerns at any time. Please let me know if and when a council meeting to address rezoning and natural areas would be taking place and in particular any meeting where the rezoning of Willow Flats would be under discussion.

Thank you for your time and attention to this matter.

With kind regards,

[REDACTED]

--

Study nature, love nature, stay close to nature. It will never fail you.

██████████
 ██████████
 Yellowknife, NT

June 16, 2025

Mayor Ben Hendriksen and Members of Council
 City of Yellowknife
 4807 – 52 Street
 P.O. Box 580
 Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 *Integrated Parks, Trails and Open Space Development Study*. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone protecting Jackfish and Frame Lakes.

The City's 2010 *Natural Area Preservation Strategy* formally inventoried 39 natural area sites in Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this protected network. This protective zoning was not symbolic; it was rooted in ecological science and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi-family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**
- **RI and RI-1 Zoning:** The City's updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.
- **Smart Growth Priority Areas:** The 2010 *Smart Growth Implementation Plan* identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.
- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (*species at risk*)
- Red Knot (*endangered NWT*)
- Northern Goshawk (*threatened*)
- Red Crossbill (*species at risk*)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- **Environmental stewardship**
- **Smart, compact growth**
- **Equity and inclusion**
- **Preservation of recreational assets**

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice.
4. **Consult with Indigenous knowledge holders and ecologists** to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. **Commit to an updated Green Space Equity Plan** ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

A large black rectangular redaction box covering the signature of the author.A small black rectangular redaction box covering the contact information of the author.

From: [REDACTED]
To: [Council; Andrew Treger](#)
Subject: Improving City Communication Regarding development permits
Date: June 18, 2025 10:58:59 AM
Attachments: [Yellowknife Communications.docx](#)

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,

I have attached a letter requesting improved public communications around development permits that seek to rezone or remove parks and recreation lands and nature preserves to other zoning areas.

The lack of widely accessible public information with regard to natural spaces is concerning. The Gitzel street and Willow Flats areas are of particular concern as it appears that the City is hopeful that no one notices the proposed changes.

I urge you to improve public communications with your residents and taxpayers who care about the City and its amenities. Regardless of what neighbourhood I live in, I ought to have a say in how public land such as nature preserves and parkland is used. This issue is more than just a "who is directly affected by new neighbours" issue; the City is rolling back promises and making decisions on the protection of nature for ALL residents not just those who live next door.

Thank you for your time and prompt attention to this matter.
Kind regards,

[REDACTED]

--

Study nature, love nature, stay close to nature. It will never fail you.

Frank Lloyd Wright

[REDACTED]
[REDACTED]
Yellowknife, NT X1A 3J3
[REDACTED]

June 18, 2025

Mayor and Council

City of Yellowknife

4807 52 Street

Yellowknife, NT X1A 2N4

Subject: Concerns Regarding Public Notification of Development Permits and Rezoning Applications

Dear Mayor and Members of Council,

I am writing to express my deep concern regarding the City of Yellowknife's current approach to public notification for development permits – particularly those involving changes to land use from Parks and Recreation (PR) or Nature Preserve (NP) zoning to high-intensity residential development. The recent proposal to rezone the Gitzel Street lots is a case in point, and it highlights significant gaps in how the City informs and engages with its residents.

Yellowknife residents used to benefit from regular updates through the *Capital Update* newsletter, which provided timely and accessible information to residents about City Council decisions, planning initiatives, and development proposals. This was a valuable public service that kept people informed and enabled meaningful civic participation. Since the cancellation of this newsletter, there has not been a clear or sufficient replacement. As a resident, I find it increasingly difficult to stay informed about decisions that directly affect my community and the long-term shape of our city.

While the City maintains a website and Facebook page, development permit notifications do not appear to be posted on social media with any consistency, if at all. In the case of the Gitzel Street rezoning – which proposed to remove land from PR zoning and convert it to RI-1 residential

intensification – I cannot find evidence that the proposal was proactively shared with the public: I could not find any posts on the City’s Facebook page or linked social feeds announcing the rezoning of the Gitzel Street parcels. Furthermore, I found no evidence that the City placed a notice about the Gitzel Street rezoning in local newspapers such as *News North* or *The Yellowknifer*. There were no newspaper adverts or social media posts referencing By-law 5105 or the May 12, 2025 public hearing related to rezoning PR lands to RI-1.

The City’s Facebook page does not appear to have publicized this development permit or call for engagement on social media. Many residents, particularly those who do not live in the immediate area, remain unaware of such significant zoning changes. This lack of communication creates the appearance of secrecy, and undermines trust in the City’s planning processes.

Rezoning land away from protected categories like PR and NP has major implications not just for immediate neighbours, but for all residents. These decisions alter the city’s green space inventory, public land access, and the character of neighbourhoods. They deserve broad and visible notification across all City platforms, not just the minimum required by legislation.

To address these concerns, I urge the City to:

1. **Commit to consistent and transparent communications** for all development permits, especially those involving zoning changes or encroachment into parkland or nature preserves.
2. **Use social media proactively** to post every new permit application that would impact land set aside or zoned for parks and recreation or nature preserve and call for public input, including rezoning proposals and variances on the same social media.
3. **Reinstate the Capital Update newsletter** or replace it with a modern alternative—such as a **subscription-based email bulletin**—to keep residents updated on Council decisions, public hearings, development proposals, and other matters of civic importance.

Meaningful public engagement begins with **accessible, timely, and trustworthy communication**. Right now, that communication is missing. Without it, residents are left in the dark and prevented from participating in decisions that shape the City’s future. This leads not

only to confusion and frustration, but to a growing sense that public input is not valued – particularly when natural lands are involved.

Yellowknife residents care deeply about how our city grows. We want to be part of the conversation. I urge Council to take immediate steps to rebuild trust by improving how development information is shared with the public.

Thank you for your time and attention to this important matter.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

From: [REDACTED]
Sent: June 16, 2025 12:30 PM
To: Andrew Treger <atreger@yellowknife.ca>; Council <Council@yellowknife.ca>
Subject: Zoning amendment opposition

Good afternoon,

I am emailing regarding the notice of application (file #PL-2025-0046) for the zoning just off school draw ave/lundquest rd.

I live on school draw ave and am a lifelong northerner. While it's always nice to see potential areas for new homes, I don't believe that there should be an amendment changing the status from nature preservation to residential.

This a green space that is well loved by both humans and animals. It borders with lake and providing marshland for birds to nest and other critters to flourish. It is near the rotary park boardwalk that many people utilize for seeing and hearing birds. Not to mention the many people that enjoy the area. Instead of disrupting this green space, developers should be focusing on utilizing one of Yellowknife's many vacant lots. I also feel that having many of these large housing units will take away from the character of old town.

Hope having some additional input is helpful.

Regards,

[REDACTED]

From: [REDACTED]
Sent: June 15, 2025 3:50 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Development Permit PL-2025-0046

Hi there!

Just writing to register my lack of support for the proposed rezoning of the space adjacent to Lundquist Road. This space should remain zoned for parks and recreation. It is a critical wetland habitat for wildlife, and an important recreational space for residents. I do not support this proposal in any way.

Thank you!

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats Development
Date: July 4, 2025 1:10:47 PM

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.

Hi there!

I just wanted to get back in touch to say that I've reviewed the new amended zoning proposal, and I still absolutely do not support it.

Thanks!

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: June 16, 2025 6:24 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: File PL-2026-0046

Hello,

I won't go on too long but I just wanted to express support for the rezoning of these properties. The city of Yellowknife needs housing options of every kind and price range, this is a good step in the right direction.

Our city has so much natural land to enjoy, the development of this one small area won't change what our city has to offer.

I support the rezoning of the willow flats properties.

From: [REDACTED]

Sent: June 16, 2025 7:42 PM

To: Andrew Treger <atreger@yellowknife.ca>

Subject: Bylaw 5045 Amendment

Hello,

I oppose the amendment of bylaw 5045 to change the zoning from Parks and Recreation to Residential Intensification. We have enjoyed and used this natural area for over 40 years and to rezone the area would negatively impact the habitat that is used by birds, frogs, butterflies and waterfowl. A wetland is complex habitat that supports a wonderful variety of species. This area is also a migration stop for several Canadian species at risk. There are very limited natural areas near the water that are publicly accessible.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: June 16, 2025 9:53 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Regarding Rezoning by School Draw

I am in favour of this rezoning application.

Thank you,

[REDACTED]

[REDACTED]
[REDACTED]
Yellowknife, NT

Jun 17, 2025

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City’s “Intensification First” Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City’s “City Land for Sale” registry—currently awaiting release.
- Residential Intensification grants (e.g., “Missing Middle Price Grant”) support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,



From: [REDACTED]

Sent: June 17, 2025 9:31 AM

To: Andrew Treger <atreger@yellowknife.ca>

Subject: Willow Flats Development

I am one such Yellowknife resident who opposes the rezoning of Willow Flats for urban development. Why?

- There are so many other places one can build such as the Kam Lake area or the Deh Cho Blvd.

- It's a sensitive area for wildlife already, and any developments nearby could disrupt the populations that make it their home.

- We're already losing too much green within the city and this would only be another such example

- There are derelict sections or buildings of the city already that could be repurposed to make new complexes/homes.

- An eyesore for nature lovers who take their strolls within the area, as their previous enjoyment is replaced by concrete and steel.

- You want to build on wetlands? Really? Do you know how hard it is to make stable structures on those types of environment? I'm not saying it can't be done, but we lack the training here in the North to do such projects unlike the Netherlands or Venice. An attempt that is done anything but professional grade A would result in sinking, cracks, repairs, and more lengthy costs over the long run.

From: [REDACTED]
Sent: June 17, 2025 9:52 AM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Protected Area on Schoold Draw - Willow Flats and the greenspace on Burwash Dr

Good morning,

I am writing in regards to the rezoning of the zone called Willow Flats.

I am in the opinion that Willow Flats should remain a protected and preserved area.

This area holds significant environmental, ecological, and community value that must not be compromised.

The Willow Flats is home to wetlands, diverse wildlife, native plant species, and serves as a vital part of our local ecosystem—supporting clean air, water filtration, and carbon sequestration.

Beyond its ecological value, this space offers essential recreational, educational, and aesthetic benefits to the community. Our green areas contribute to mental and physical well-being, provide opportunities for outdoor learning, and are an irreplaceable part of our cultural and natural heritage.

I urge the city council to prioritize long-term environmental stewardship over short-term development gains. We must protect and preserve these critical lands for current residents and future generations.

I'm also concerned that recent developments have negatively impacted the character and visual appeal of our city. For instance, the Niven Trail was once a beautiful and peaceful place for walking, but parts of it have been significantly diminished by the construction of the Nova Hotel and the adjacent condo building. These projects have turned what was once a scenic area into something far less appealing. We should be protecting and enhancing our natural spaces — not sacrificing them for developments that may offer limited benefit while causing lasting harm to our environment and community atmosphere.

During the pandemic, the green space next to our home (between Burwash Drive and Con Road) became a vital source of comfort and peace for our community — something truly priceless for residents. While I understand the pressing need for more housing, there are alternative areas, such as parcels along Taylor Road and in the downtown core, that could be developed without displacing cherished community spaces or disrupting neighborhoods.

While I don't know if the Burwash/Con greenspace is part of the current discussion, I urge you to vote against any proposal to develop the small green spaces within our neighborhood. The area is used daily by roughly a hundred people, including children from the nearby daycare who explore nature among the bushes and rocks. This space is more than just land — it's a living, breathing part of our community's wellbeing.

In addition, I am concerned that some members of the council involved in this discussion and vote may have a personal interest in the potential development of these lands. When the council considers rezoning for development, I believe that individuals — such as land developers or others who stand to benefit directly from these projects — are in a potential conflict of interest. To maintain transparency and public trust, they should recuse themselves from both the discussion and the vote.

Please consider the overwhelming public interest in maintaining the integrity of our protected spaces and vote against the proposed rezoning.

Thank you kindly for your attention,

[REDACTED], a concerned citizen of the development of parcels in our city and mother of two kids who are also very concerned about their beloved greenspaces and their city.

From: [REDACTED]
Sent: June 17, 2025 1:02 PM
To: Andrew Treger <atreger@yellowknife.ca>; Council <Council@yellowknife.ca>
Subject: Opposition to the Rezoning of Willow Flats for Residential Development

Dear Councillors,

I am writing to express my strong opposition to the proposed rezoning of Willow Flats for residential intensification.

Yellowknife is already facing significant challenges, including aging infrastructure, rising cost of living, and increasing concerns around safety and crime in the downtown core. Amid these issues, the protection of remaining greenspace within city limits is more critical than ever — not only for current residents' quality of life, but also as a means of attracting future residents and visitors. With areas like Tin Can Hill and now Willow Flats under threat of development, we risk losing irreplaceable natural assets that define the spirit and livability of our city.

The potential impacts of rezoning Willow Flats are deeply concerning. This area is home to local wildlife and sits near sensitive water systems along the Back Bay. Development in this zone would likely have lasting environmental consequences. Moreover, Willow Flats lies within the traditional territory of the Yellowknives Dene First Nation. Has there been meaningful consultation and engagement with them regarding this proposal? Traditional Indigenous knowledge recognizes water as sacred, and in the spirit of reconciliation, I strongly urge you to ensure that their voices are not only heard but respected in this decision-making process.

Beyond the environmental and cultural concerns, I question whether the city has fully explored more sustainable and forward-thinking alternatives. Numerous properties within Yellowknife — particularly in the downtown core — remain vacant, dilapidated, or underutilized. Why are we not prioritizing the revitalization of these areas for residential and mixed-use development? Strategic remediation and investment in these spaces could serve multiple purposes: increasing housing density where it's most needed, creating opportunities for small business development, and improving the vibrancy and safety of our downtown.

Additionally, I remain deeply concerned about the growing houseless population and the limited resources currently available to support them. Intergenerational trauma from colonization continues to have visible effects in our community, and we see it every day — on our commutes, in our public spaces, and in our downtown. While the

new shelter in development is a step forward, it's imperative that the city treats this as a housing crisis that demands creative, compassionate, and systemic solutions.

This includes taking a hard look at zoning bylaws and municipal legislation to identify and remove barriers that limit innovative housing solutions. Without this kind of leadership and vision, I fear Yellowknife may face an exodus of both residents and potential newcomers seeking more progressive and livable communities elsewhere.

I urge you to listen closely to the voices of residents and to consider the long-term consequences of decisions like these. Protecting Willow Flats is not just about preserving greenspace — it's about protecting our city's future.

Thank you for taking the time to hear my concerns. I sincerely hope they are reflected in your upcoming deliberations.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: June 17, 2025 2:14 PM

To: Andrew Treger <atreger@yellowknife.ca>

Subject: Willow Flats Zoning Amendment

To all it may concern at City of Yellowknife, As a resident of Yellowknife, I am both disheartened and appalled at the proposed zoning amendment in Willow Flats neighborhood. The entire area in question is a very coveted and much enjoyed nature and wildlife habitat in a city that seems to prioritize very little of it. It is actually quite shocking to me how little public access Old Town residents and visitors have to nature along and including the shores of Great Slave Lake. As a long term resident and artist, I have observed and lamented the lack of preservation of lands and history in the entire Old Town area. In fact, Willow Flats is the LAST surviving area in Yellowknife that still retains any visible and/or significant amount of historic buildings and lands that both document and display part of Yellowknife history. It is obvious that Willow Flats residents have taken much initiative in this endeavour as they welcome many of Yellowknife's tourists as an attraction. Infilling and building residential units along side the lush and serene pathway leading to Rotary Park would deny us all, the current peaceful experience of observing wildlife and enjoying the wonderful vegetation of the area's wetlands. Access to this small immersion in nature as it currently exists, cannot be understated. Nor it's great benefits. The development of these lands as proposed, would forever and detrimentally alter this neighbourhood.

It is why I implore the city to reconsider this zoning ammentnent immediately and to shift toward preservation instead.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 17, 2025 9:29 AM
To: Council <Council@yellowknife.ca>
Subject: Re-zoning Willow Flats

Just no. Protect the Marshlands. Infill other areas.

No. No. No. No. No. No.

No.

Regards,

[REDACTED]

From: [REDACTED]
Sent: June 17, 2025 2:45 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Willow flats

To whom it may concern,

As a long time (36 year) resident of Yellowknife, I am writing to express my strong opposition to the development of the area adjacent to Rotary Park. It has been proven time and time again, that in order to maintain a successful, vibrant and healthy city, it is imperative to maintain the presence of green spaces within city limits. In Yellowknife, this is becoming increasingly rare.

I walk daily in this area, in all seasons, and feel privileged to quietly observe the wildlife that calls this eco rich, bio diverse environment home. To develop it for yet more high density housing would be irresponsible to say the least.

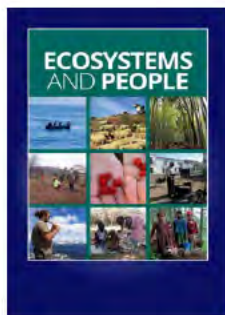
Below, I have linked articles, for educational purposes, if city council are, as yet, unsure or/and uninformed as to the benefits of green spaces within an urban environment.





[The Importance of Urban Green Spaces
in Enhancing Holistic Health and
Sustainable Well-Being for People with
Disabilities: A Narrative Review](#)

mdpi.com



Ecosystems and People

 Taylor & Francis Group
an informa business

[Urban oases: the social-ecological
importance of small urban green spaces](#)

tandfonline.com

sciencedirect.com



‘sincerely



Sent: Monday, June 16, 2025 5:38 PM
To: Council <Council@yellowknife.ca>
Subject: Zoning Bylaw No. 5045

Residential intensification change to this bylaw would negatively affect the natural area in the his neighborhood. Our family has used this area for many years to enjoy birds, frogs and butterflies. This is an important staging area for migrating bird, some of which are species at risk in Canada.

Please do not approve the amendment of this bylaw to change from Parks and recreation to residential intensification. We have limited recreational areas within the city that are next to the water.

From: [REDACTED]
 Sent: June 17, 2025 9:23 PM
 To: Andrew Treger <atreger@yellowknife.ca>
 Subject: Re: Feedback on PL-2025-0046 School Draw Area

I am just now realizing the drawing includes the Rotary Park Boardwalk. This is unbelievable! Please please please don't take away this precious greenspace. This is absolutely unacceptable.

On Tue, Jun 17, 2025, 8:30 p.m. [REDACTED] wrote:

Hello,

I am writing to express my deep concerns and opposition to the planned rezoning under File PL-2025-0046 as described in the attached photo.



I am a life long resident of School Draw Avenue and for 35 years have enjoyed the greenspace in the planned area for rezoning. The planned rezoning would directly affect my family, my children, the children who ride their bikes and run free, people who walk their dogs, families from across the city who enjoy the areas, tourists, and all the wildlife who use this area already designated for nature preservation.

It is difficult to fathom any logic behind the proposed amendment. I am brought to tears thinking of how we have already lost the greenspace on Twin Pine Hill, the proposed destruction of greenspace on Tin Can, and now this very small and very meaningful area that the City of proposing to rezone. If we rezone greenspace and nature preservation to high density housing, we can never ever get that back. Has this city lost all of its values?

Please, I urge the City of Yellowknife to stand up to developers and reject this proposal.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, July 3, 2025 1:44 PM
To: Council <Council@yellowknife.ca>; Andrew Treger <atreger@yellowknife.ca>; Planning and Environment <PlanningAndEnvironment@yellowknife.ca>
Subject: Additional Feedback on PL-2025-0046 School Draw Area

Hello,

I understand the City of Yellowknife has changed the wording on the proposed rezoning of Willow Flats area at the north end of School Draw. The wording being changed to light residential zoning, and only giving residents a mere few days to provide feedback on this amendment. I hope this is not done by the City with malicious intent, knowing residents may not see or understand this is a new feedback request.

I stand by my strong opposition to changing of the current zoning of greenspace and nature preservation to open it to any sort of development. To destroy well established and well used greenspace to allow for development of a few houses, in a City with declining population and extensive empty buildings, is unacceptable. Please understand that this area is well used and enjoyed by a wide range of the population, and should not be needlessly destroyed.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: June 17, 2025 11:46 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Rezoning concern at the north end of school draw

Hello there,

it has been brought to my attention That the city is proposing a rezoning of the area at the north end of school draw from.” Parks and Recreation” And” Nature preservation” To high density housing.

According to the image That was posted, it appears this includes the Rotary Park Boardwalk.



It is shocking and very disturbing in a city where there is a shortage of park and recreation and nature preservation, especially along the shores of the great slave lake That this would be considered.

The rotary Park Boardwalk area and the whole area should be kept as it is - Parks and Recreation” And” Nature preservation”.

I’m sure that the majority of Yellowknife citizens feel the same as I do.

Please take my views into consideration, as I’m sure they represent many people who may not even know about this

Thank you

[REDACTED]

Yellowknife resident for 43 years

[REDACTED]
[REDACTED]
Yellowknife, NT
June 18, 2025

Mayor Ben Hendriksen and Members of Council
City of Yellowknife
4807 – 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 *Integrated Parks, Trails and Open Space Development Study*. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone protecting Jackfish and Frame Lakes.

The City's 2010 *Natural Area Preservation Strategy* formally inventoried 39 natural area sites in Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this protected network. This protective zoning was not symbolic; it was rooted in ecological science and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi-family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**
- **RI and RI-1 Zoning:** The City's updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.
- **Smart Growth Priority Areas:** The 2010 *Smart Growth Implementation Plan* identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.
- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (*species at risk*)
- Red Knot (*endangered NWT*)
- Northern Goshawk (*threatened*)
- Red Crossbill (*species at risk*)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- **Environmental stewardship**
- **Smart, compact growth**
- **Equity and inclusion**
- **Preservation of recreational assets**

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice.
4. **Consult with Indigenous knowledge holders and ecologists** to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. **Commit to an updated Green Space Equity Plan** ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

N. [REDACTED]

A handwritten signature in black ink, appearing to be 'N. [REDACTED]', written over a horizontal line.

From: [REDACTED]
Sent: Wednesday, June 18, 2025 10:50 AM
To: Lets Talk YK 2050 <letstalkyk2050@yellowknife.ca>
Cc: [REDACTED]
Subject: PlaceSpeak support Comment

Greetings

The following message was received by PlaceSpeak. I am copying you as the individual was posting directly as there was no option for commenting on your engagement page. Consider a Discussion or Noticeboard to provide a means for people to comment.

Regards

[REDACTED]

Rezoning

I.would.like.to.express.my.concern.and.objection.to.the.idea.of.reasoning.the.area.next.the.rotary.park.on.school.draw.This.has.been.a.public.use.area.for.decades;As.waterfront.property.any.use.should.be.remain.as.public.and.never.become.private;The.city.seems.to.lack.vision.for.creative.and.healthy.space.in.areas.that.are.prime.locations;Green.space.is.vital.for.human.well.being.The.idea.of.making.this.area.residential.is.nice.for.the.wealthy.who.are.ones.that.will.be.able.to.afford.building.there.If.the.city.insists.on.making.this.area.residential.then.I.strongly.urge.that.46>.be.designated.for.low.income.families

From: [REDACTED]
Sent: June 18, 2025 12:52 PM
To: Andrew Treger <atreger@yellowknife.ca>
Subject: Zoning Amendment - PL-2025-0046 - Willow Flats

Good afternoon,

My name is [REDACTED] and I am currently a resident of the new Pine Hills rental apartments on School Draw Avenue. My balcony currently faces the area in question and I have some thoughts in regards to future development and the amended zoning for this area.

I have been involved with city planning, have an architectural background from Calgary and value the importance of walkability, permeability and use of public space within a growing city. The question I have is related to creating a more useable and functional space in general and having this space remain as park.

The entire city lacks space for teenagers and youth to gather or participate in outdoor activities safely. This space is constantly being used as is by kids even with the extremely dangerous and what seems to be hand made skateboard ramp. The city has published articles of wanting an indoor skateboard facility or improvements recently with pump track etc. This space would provide an ample opportunity to focus on public useability. At any given point in time there are children of all ages using the makeshift skate area with bikes, practicing jumps, learning to bike in general and spending hours being active. There are always family's stopping from Rotary Park and as they walk by to watch the young children experiment physically in what could be a nicer space. There are often photographers winter and summer that use this location to capture Ptarmigan and the birds in the area. Development would take away this space. This current wooden ramp is currently unusable however people still try, the current skate area designated behind St. Joes school is also not as functional as it could be and very dangerous.

Large Cities like Calgary focused on Millenium Park however smaller communities in Alberta and British Columbia like Cochrane and Smithers have implemented outdoor

skate/inline/bmx/scooter areas that seem more important to a growing city than ever. These new parks a line with public Pavilions and calculated concrete construction that provide a unique and safe space for kids to enjoy outdoor extreme/technical sporting. I see this space as an opportunity to host summer events, the parking on Lundquist is suitable for food trucks, small performances and perhaps full skateboard events, lessons and community engagement and market nights. This could be tied in to the Old Town Garage Sale event that seemed to be prioritized this past weekend.

Smithers BC worked on phased approach and were able to draw Tony Hawk to the community and provide a functional family orientated space for kids to be active. I certainly think some of the plans they have developed with Newline Skateboarding are totally doable in Yellowknife. The new wave of design is all encompassing. They have beginner areas to learn the sport and advanced sections for the brave and trained. The ability to incorporate public art, public space, public usability and shared communal space outweighs the space for residential development. The area in question is quite small and I see maybe 4-6 duplexes or a small condo taking it's spot that won't tip the scales on housing demands the city currently has.

The space is surrounded and protected by wild life, vegetation and more so why not leave that in tact and build to suit with nature not disrupt and develop as close as possible to it? The article today on Cabin Radio also identifies other areas in the city for residential development and current vacant lots. I personally would rather see a useable public space that includes more family or children orientated activities.

I would also be happy to volunteer for and work with designers, funding avenues and more to bring something like this to life. It has always been a passion to create a modern skate park that can be a focal point in the city, the north and show we are looking at specific areas for these much needed facilities as important as housing is I don't think this is the spot to build.

The land naturally lends itself to a bowl type structure, there could be improved pathways connected to rotary park boardwalk, implementation of a pergola structure to watch, view and rest, this could be a busy corner for physical activity for years to come while still

maintain the integrity of the environment surrounding the development zone and likely less impact to the protected areas around.

Thank you very much and I would be happy to work with the City on this or provide examples across North America and the World for that matter where the importance of useable public space is just as important to a growing vibrant city as the homes we build in them. I have shared a few links below highlighting some various skateparks constructed with community involvement.





<https://smithersskatepark.org/>

<https://www.newlineskateparks.com/>

<https://www.newlineskateparks.com/project/1311/>

<https://skatepark.org/uploads/Best-Practices-Benefits-of-Skateparks-Facts-and-Figures.pdf>

<https://www.nrpa.org/parks-recreation-magazine/2022/november/skate-parks-benefit-all/>

<https://ckecommunity.com/wp-content/uploads/2014/04/The-Benefits-of-Public-Skateparks.pdf>

Mársı | Kinanāskomitin | Thank you | Merci | Haǵ' | Quana | Qujannamiik | Quyanainni | Máhsı
| Máhsı | Mahsı



From: [REDACTED]
To: [Andrew Treger](#)
Subject: Letter of Opposition to Proposed Rezoning of Willow Flats
Date: June 18, 2025 3:43:19 PM
Attachments: [Willow Flats Development Objection Letter City Admin.pdf](#)

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.

Hello,

Please see the attached letter outlining my **strong** opposition of the proposed rezoning suggested for Willow Flats. Any development of this land would be detrimental to the neighbourhood as a historic landmark and tourist destination, a refuge for residents of the city, and as a habitat for the surrounding wildlife, especially our fragile bird population.

Development of this land would be in contradiction to the wishes of the residents of the Yellowknife and past promises made by the City administration.

Please do not make the mistake of allowing for development of this beloved greenspace, this is a decision that can never been un-done and will cause irreparable harm.

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
Yellowknife, NT

Jun 18, 2025

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City's "Intensification First" Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City's "City Land for Sale" registry—currently awaiting release.
- Residential Intensification grants (e.g., "Missing Middle Price Grant") support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,



From: [REDACTED]
Sent: June 19, 2025 7:07 AM
To: Council <Council@yellowknife.ca>; Andrew Treger <atreger@yellowknife.ca>
Subject: Comments on Zoning Amendment (PL-2025-0046)

Hello Council Members and Mr. Traeger,

I'm writing to you in opposition of rezoning the Willow Flats nature preserve.

By rezoning this area for development, the City is putting an important wetlands and multiple ecosystems at risk. This information is known by the City and was outlined in previous City studies.

Development would also impact access to nature for the community, seeing as part of the rezoning area is used heavily as a park. I support increased housing and population densification in Yellowknife, but with so many empty lots downtown, there is absolutely no justification for urbanizing an area designated as Nature Preservation.

Thank you for your consideration in this matter.

[REDACTED]

(they/them)

From: [REDACTED]
Sent: June 19, 2025 9:21 AM
To: Planning and Environment <PlanningAndEnvironment@yellowknife.ca>
Subject: PlaceSpeak Consultation-Proposed Amendment to Zoning By-law No. 5045

I would like to express my concerns with the plans to change zoning at Willow Flats. It is bird sanctuary down there, with built up (and maintained) accessibility pathways to go look out over the lake. There is important greenspace available for residents and is well used. This space should be protected. This proposed amendment should not go forward.

[REDACTED]

Sent from PlaceSpeak

From: [REDACTED]
To: [Planning and Environment](#)
Subject: I Oppose Willow Flats Development
Date: June 19, 2025 9:37:38 AM

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Hello,

I tried to contact you on PlaceSpeak but it didn't work, so I am writing here. Thank you.

I wholeheartedly oppose any residential development around School Draw, Rotary Park, and Willow Flats. It is my single-most favourite part of Yellowknife and the destruction to the wildlife is not worth the human investment. Also, green space in Yellowknife is already so difficult for people without cars to access, and this is one of the only walkable green spaces for pedestrians seeking wilderness in Yellowknife. Please do not do this. Thank you.

From: [REDACTED]
Sent: Thursday, June 19, 2025 10:04 AM
To: Council <Council@yellowknife.ca>
Subject: Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, are essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents. It is imperative that the City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To reverse that decision for the sake of expediency or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge the City Council to:

1. Reject the proposed rezoning of Willow Flats and reaffirm its status as a protected natural area.
2. Audit the City's vacant, zoned residential and brownfield properties to identify immediate development opportunities.
3. Prioritize the use of existing Residential Intensification zones to meet density targets without environmental sacrifice.
4. Consult with Indigenous knowledge holders and ecologists to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.

5. Commit to an updated Green Space Equity Plan ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents. I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Thank you for your time,

[REDACTED]

[REDACTED] Yellowknife, NT

[REDACTED]

Richard Bergen
5
Yellowknife, NT
Jun 19, 2025

Andrew Treger
City of Yellowknife
4807-52 Street
P.O. Box 580
Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City's "Intensification First" Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City's "City Land for Sale" registry—currently awaiting release.
- Residential Intensification grants (e.g., "Missing Middle Price Grant") support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Signage at Rezoning Area Near Rotary Park
Date: June 20, 2025 6:19:24 AM
Attachments: [June 17 1.jpeg](#)
[June 17 2.png](#)
[June 17 3.jpeg](#)
[June 18.jpeg](#)

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Hello Andrew,

Thank you for returning my call regarding the signage for the zoning amendment near Rotary Park!

I'm emailing to go over the issues I had with the signage so that I can explain in full, but also for you to have a record for the planning report.

On June 17th, I went to Rotary Park after hearing about a zoning amendment posted by an individual on Facebook. When I arrived, the only sign I could see was a small sign across the street from the parking lot by the ice road entry. After crossing the road to read the sign, I saw the outline of the zoning amendment areas and assumed the sign marked the end of the rectangular parcel along School Draw. Using that assumption, I found a second small sign that seemed to mark the end of the rectangular parcel. I would **not** have noticed either sign without knowing to look for it, and since there is no sidewalk on that side of the road, I would argue most people would not notice them or bother to cross the road to read them.

I then went to find a sign near the bike park, thinking a sign should delineate the start and end of that parcel based on the map and where I found the first two signs. However, there was no signage in sight. I saw no sign near or along the path in Rotary Park and no sign anywhere along the School Draw sidewalk as I approached Lundquist Road. I then walked along Lundquist, seeing no signs until the very end of the road where I found a final small sign between the vehicles parked there. While that sign is great for houseboaters parking their cars there, it's not very visible to others.

This experience left the impression that the City was only posting signs in lower-traffic areas, and avoiding posting a sign in or around the bike park to avoid drawing attention. I took photos of the signs and voiced my feelings about the lack of signage on Facebook.

I went back the following day, on June 18th, and was happy to see one small sign in front of the bike park along the School Draw sidewalk. Seeing the new sign prompted me to call you and thank you for posting one in a higher-traffic area. I also updated my Facebook comment to say a 4th sign was added.

While there is now one sign in a higher-traffic area to improve public engagement and transparency, the initial lack of signage left me feeling this was an instance of the City hoping to build on another public greenspace without anyone noticing until it's too late and the

decision is final. It made me feel that the City has inadequate public engagement, especially given how much this space in particular means to residents and the long-lasting impact building there will have.

Below you'll find further comments regarding signage:

- If it is in the budget, one more sign in the bike park along Lundquist Road would be helpful as people cut across there to enter the park from Lundquist (though one could assume most people doing this live nearby and should have received a letter from the City about the zoning amendment).
 - The placement of the two signs across the street along School Draw seemed to indicate the outline of the rectangular parcel in question (what you confirmed in your phone message to me). However, the placement of the rest of the signage doesn't make it clear where the second parcel starts or ends (though one can mostly figure it out from the map).
 - I understand the signs are meant to indicate parcel locations, but I would argue that anyone parking near the ice road entry to access the Rotary Park and boardwalk wouldn't even know there is planned development right next door (which will be noticeable from the Park and boardwalk once built and will affect the various values of the area for those that use it).
- Please consider including more landmarks in the map itself.
 - In this instance, adding an outline of the walkway in Rotary Park and the boardwalk would make it easier to understand the impacts. I recognize it's a tricky shape to mark with signs, and you don't want to clutter the map, but this would help me better understand just how close a building can be built to the grassy area of Rotary Park or to the wetlands and boardwalk.

I will send a separate e-mail regarding the communications of zoning amendments (ideally including the Manager of Communications as I recognize not everything falls on Planning and Development). I will also send one final e-mail to you about the zoning amendment itself. I don't want to bombard you and this e-mail is already too long.

Thank you again,



P.S. I would have also liked to see a QR code on the sign with more information, but that would be a bonus and not everyone likes QR codes or uses them.

Photos from June 17:





From: [REDACTED]
To: [Andrew Treger](#)
Subject: Re: Signage at Rezoning Area Near Rotary Park
Date: June 27, 2025 3:18:55 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.jpg](#)
[image004.jpg](#)

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Hello Andrew,

I went to Rotary Park again today and saw the updated signage. I really appreciate the additional information and found it helped me better understand what the City of Yellowknife has planned for the area. The aerial images with coloured parcels and the before/after were incredibly helpful. While I still don't like the idea of the zoning amendment for various reasons, the additional signage made me feel like the City was doing its best to fully inform residents and be more transparent. I also appreciate the additional time given to provide feedback.

Thanks again,
[REDACTED]

From: [REDACTED]
Sent: Thursday, June 19, 2025 11:30 PM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats

I am shocked that council members would even consider destroying a wetland, green space like Willow Flats for housing .

We should be celebrating our waterfront for all to enjoy rather than filling it with buildings. Tourists who come here look for places to walk along the lake, and sit on a nice bench such as the accessible boardwalk at Rotary Park .(I have noticed some shoddy make do repair work along this trail) . You should be grateful that the local residents take care of Willow Flats for all to enjoy .

The priorities of this local government are not working for me . It just makes me sad .

[REDACTED]

Sent from the shores of Great Slave Lake

From: [REDACTED]
To: [Communications; Andrew Treger](#)
Subject: Zoning Amendment Communications
Date: July 3, 2025 10:45:07 PM

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.

Hello,

I am requesting a review of the formal process for communications regarding zoning amendments. Specifically, I'm asking that the City of Yellowknife post zoning amendments on its social media accounts. The social media post should include:

- 1) An image of the sign posted at the site with a **clear and detailed** map of the changes.
- 2) Information on who to contact and by what date.
- 3) Additional information on where someone can find zone definitions and specifications, such as [ZONING BY-LAW NO. 5045](#).
- 4) A summary of the formal public engagement process followed by the City (outlined below).

This suggested change is particularly relevant when areas designated as "Parks and Recreation - PR" or "Nature Preservation - NP" are being rezoned for development. These spaces provide critical ecosystem services, supporting biodiversity and promoting the health and well-being of all community members who go there. Given their importance, greater effort should be made by the City to engage the public through clear, transparent, and timely communication.

While my specific concerns relate to the proposed rezoning near Rotary Park, I believe this recommendation applies to all PR and NP zones. I understand the City's goal of preventing urban sprawl and supporting densification, and I recognize that the City aims to notify those most directly affected first. However, many Yellowknife residents use these public green spaces, and all should be informed of potential changes as early as possible. Ideally, this communication should come directly from the City to promote trust and transparency.

Yellowknifers support responsible development and housing initiatives, but the current communications approach lacks transparency and adequate reach. It should not be up to individual residents to spread the word or ask local media to cover the story. The City has a social media presence. If everyone is invited to a community BBQ, then everyone should be invited to share feedback on proposals that affect public green spaces used by countless residents.

The City cannot rely solely on signage for residents who won't receive a letter. I have already emailed Andrew regarding issues with the original signs—specifically, the

lack of visibility in high-traffic areas, the poor clarity of the initial map, and the absence of additional contextual information.

My understanding is that the current public engagement process is as follows:

The formal process for rezoning applications begins with direct notification to residents within the affected area—those most likely to be impacted by the proposed changes. On the first stage, notification letters were sent out on June 13, providing a two-week window, until June 27, for residents to share their feedback. This approach ensures timely and targeted communication with those most directly affected. All comments received will be compiled into a planning report, along with supporting documents such as geotechnical and traffic studies, for the Council's consideration. These materials will be made publicly available in advance of the public hearing. Once the public hearing date is confirmed, further communication will be issued, such as social media posts sharing and City news announcements. At that time, you are welcome to attend, present, or continue sharing your input on the rezoning proposal.

While this seems robust, I would argue that very few people (if any) understand that this is the process of engagement. From an outside perspective, it seems like the only opportunity for engagement is before the date posted on the sign, especially if we want our input to be part of the planning report. It is alarming to learn about significant zoning amendments through word of mouth or Facebook posts by residents, or to rely on investigative reporting, when the City could have made a social media post (see example in the postscript at the end of this email).

Surely in this instance, the City knew there would be pushback from Yellowknifers. Not every zoning amendment will generate this level of attention, but this one affects a popular public green space. The lack of social media communication, combined with the signage issues, has created poor execution of public engagement. Instead of supporting understanding and engagement, the City's approach has led to confusion and mistrust towards the City. For example, there are now two petitions against the zoning amendment because some residents think the City has made changes to its original plan. Residents who signed the first petition based on the original signage made their voices clear. If the second petition generates fewer signatures, it is likely because most people already signed the first petition and know nothing has changed.

I've already emailed Andrew about the signage, and improvements have been made. However, when this all started and I parked at the ice road entrance to walk along the boardwalk, there was no sign in sight even though my experience of the area will be significantly impacted by the proposed development adjacent to it. I had to look across the road where there is no sidewalk to see the tiny sign, which I only knew existed from hearing about the zoning amendment. Crossing traffic to read the tiny sign wouldn't have occurred to me without knowing what it was about before I even crossed. There is no sign to mark the beginning of the parcel immediately adjacent to what the City is calling the "Rotary Park boundary", which I would argue is not what most people consider the park's "boundary".

I have taken communications and planning courses, and while I'm not an expert, the communications and public engagement piece of this zoning amendment would be a case study full of learning opportunities. Instead of writing one email about why I oppose the zoning amendments, I've felt the need to write three: one about signage, one about communications, and one to come that outlines my concerns about this zoning amendment.

Thank you for your time,



P.S. Here is an example post that AI made and I edited:

Zoning Amendment Near Rotary Park

The City of Yellowknife is proposing a zoning change near Rotary Park.

Submit your comments by 4:30 PM on July 4, 2025

Andrew Tregar – atreger@yellowknife.ca

867-920-5675

Letters were sent to nearby residents, but **all Yellowknifers** are encouraged to provide feedback before July 4. Comments will be included in a planning report, along with supporting studies like geotechnical and traffic assessments.

A public hearing will be announced. Residents are welcome to attend, present, or continue sharing input.

Additional information on zone definitions and specifications can be found in **ZONING BY-LAW NO. 5045**.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Opposition to the Zoning Amendment Near Rotary Park
Date: July 4, 2025 3:50:59 PM

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.

Hello Andrew,

While I understand the aim of densification and have read the 2024 [Housing Needs Assessment](#), I am writing to voice some of my concerns regarding the zoning amendment near Rotary Park.

This area provides diverse ecosystem services that will be negatively affected by RI-1 development. If the goal is densification, there are other underused or vacant lots within city limits that should be prioritized first. The City should also reflect on past development missteps when making decisions that will permanently alter Yellowknife's unique urban greenspaces.

I imagine you'll receive detailed reports from an environmental consultant and many letters from biologists in the community, but I still hope the City recognizes the irreplaceable value of the ecosystem services this area provides in its current state. As a resident who was born and raised in Yellowknife, the greenspaces within walking distance are what I love most about this city and what makes me want to grow old here. The rocky landscape, small yet resilient trees, abundant lakes, and the dark sky (all accessible without a vehicle) are what keeps my mental health in good shape—and I know I'm not alone.

While the City will try to keep most of the "Nature Preserve (Restricted Development)" as is, there will be impacts to the wildlife that live there throughout construction and long after. Many trees beyond the "protected" willows will be cut or damaged due to construction and staging areas, even though they also serve important ecological functions. In high water, especially if we hit record highs, the City may regret removing so many trees or allowing buildings with such minimal setbacks. The City may also come to realize that cutting down trees and covering streams to create condos and paved parking lots affects water runoff and infiltration. The light and noise pollution that comes with densification will also affect everyone (human and not) that enjoys and uses the space as it is. Twelve-metre-tall, multi-unit buildings on both sides of School Draw will stand out like a sore thumb beyond the wetland area, which seems to be "protected" for now only because it's more difficult to build on.

The Parks and Recreation space and the Nature Preserve area the City intends to rezone are part of what makes Yellowknife a wonderful and unique place to live. People need and value a sense of place, and building box-style condos everywhere does not provide this. Even the images used in the *Housing Needs Assessment* are almost entirely from Old Town, with the exception of one downtown image. The City seems to recognize that Yellowknife's identity lives in Old Town, which remains the most photogenic area because it's the least developed and has the most character.

The City seems to be making [mistakes other cities in North America have already made](#). Cities that have learned better, value and protect green space. Efforts are made to increase or enhance it, and streams previously paved over are being daylighted. In Yellowknife, however, greenspace used by residents has become the target of densification. Rock is blasted instead of incorporated into designs, trees are cut, and parking lots for box condos take their place. I am aware that the boxy design is more cost-effective and is meant to reduce energy inefficiencies, but that design combined with parking lots and riprap rock "landscaping" is a lost opportunity. What is currently a beautiful space full of trees and songbirds will become a quiet, boring place like any other.

Meanwhile, we have empty lots that are ready to build on sitting empty for years. We also have blocks of half-empty parking lots right downtown that could be consolidated into a single parkade across from the RCMP building, freeing up space for a multi-unit building. Or why not build a parkade on the empty lot that recently went up for sale across from the Explorer? Didn't it used to be a gas station, making it less desirable to build an apartment on? Instead, the City is rezoning greenspace that is used by residents because it attracts developers to build and profit. Developers will wait around for more rezoning instead of making use of what is available, build their condos, then leave town as soon as they are ready to retire. Please leave this area alone, at the very least until there is no more room for densification elsewhere.

The City also needs to learn from past mistakes. Arnica Inn has foundation issues and the old Visitor's Centre that was across from the Prince of Wales Northern Heritage Centre is long gone. Just because a building *can* potentially be built on unstable ground or a swampy wetland, doesn't mean it *should*. Please don't destroy a much-loved greenspace for a housing experiment that will drain funds when the foundation crumbles or sinks, or when the high water floods areas the City thought it would never reach. I hope the City carefully considers the geotechnical report and that its Climate Action Plan includes keeping wetlands and riparian buffers that are wide enough to actually serve their purpose.

This e-mail is so much shorter than it should be because I've already written two emails about the signage and communications for this zoning amendment. Please improve both for the next green space the City undoubtedly plans to rezone for development. [In 2023, the area planned for rezoning was smaller](#) and every day that I look out on the trees in the greenspace behind where I live in central Yellowknife on 57th Street, I think how sad I'll be once it's cut and developed with a big condo built right up to the lot boundary. I understand that we need housing, but it just seems such a waste to start infilling greenspace when lots and old buildings sit empty. While there is currently a campaign asking residents how they want to see their city in 25 years, by then most of the rezoning will be done and what we want won't matter.

Thank you for your time,



June 19 2025

Yellowknife Mayor Ben Hendriksen and City of Yellowknife Council

Andrew Treger, City of Yellowknife Development Officer

(submitted by email: council@yellowknife.ca and atreger@yellowknife.ca)

Re: City of Yellowknife Proposed Rezoning within Willow Flats File #PL-2025-0046

We have become aware of the City's proposal to rezone an area within Willow Flats along Lundquist Drive, and adjacent to an important Nature Preserve area.

The changes proposed primarily include rezoning land currently zoned as Parks and Recreation and Nature Preserve to Residential Intensification.

We do not believe this is an appropriate or justified zoning proposal change for these parcels of land. While we understand that there is need in the City for the identification of areas for future housing development, there are many potential areas that could be made available, without the sacrifice of valuable land that has previously been prioritized to remain in a natural state.

The City owns other vacant lots in areas where there is already appropriate infrastructure development and there are existing Residential Intensification zoned areas that have yet to see development.

Once the zoning of an area is changed from Nature Preserve, there is no turning around – it is lost forever. At a time when we are struggling as a society to provide easy local accessible access to these types of spaces, it is shocking that this small piece of natural space would be considered prior to other already developed locations. In a city that prides itself on being on the shore of one of the greatest lakes on this planet, there is shockingly little easy access within city limits to the shoreline and wetland areas by the public. Everyone from small children to the elderly need to see, smell, and feel natural spaces, and we as people need to ensure as many wild spaces are maintained within the City for the preservation of at-risk species.

As the City's 2010 Smart Growth Plan emphasized, development should *balance densification with natural area preservation*. These spaces are vital for ecological function, recreation and mental health, and they contribute to the City's identity.

On a very different note, much of this land seems unsuitable for residential development given the terrain on which it is situated. Much is low-lying wetland, that, in recent years with record high water levels on Great Slave Lake, became inundated with water. Considerable and

ongoing work would be needed to ensure housing could be maintained there. Any remaining adjacent Nature Preserve land would likely suffer as a result of work that would be required.

Thank you for your consideration,

[REDACTED]

[REDACTED]

Yellowknife, NT

[REDACTED]

From: [REDACTED]

Sent: Thursday, June 19, 2025 8:05 PM

To: Ben Hendriksen <bhendriksen@yellowknife.ca>; Tom McLennan <tmclennan@yellowknife.ca>; Steve Payne <spayne@yellowknife.ca>; Garrett Cochrane <gcochrane@yellowknife.ca>; Ryan Fequet <rfequet@yellowknife.ca>; Cat McGurk <cmcgurk@yellowknife.ca>; Stacie Arden-Smith <ssmith@yellowknife.ca>; Rob Warburton <rwarburton@yellowknife.ca>

Cc: mayor@yellowknife.ca <mayor@yellowknife.ca>

Subject: Proposed zoning change

Council and Mayor,

In viewing the zoning change signs recently posted along lower School Draw, I can't help but wonder why the City owned Lot 15 Block 78, directly beside the parking lot for the new apartment building at 4024 School Draw, has been left for years in such a mess. On this lot is building debris and a pile of fill from the apartment construction, chunks of old concrete, a pile of gravel and constant garbage. This extends off the lot (as garbage often does) to the adjacent Lot 13, Block 81, also municipal property.

Lot 15 Block 78 was **expropriated for development** from Bartam Court trailer owners back in the early 1990.

Why target areas zoned NP and PR when city owned land in residential densification area exists across the street.

Why target areas that are clearly cared about and constructively used for walking, biking, playing and enjoying nature.

Why target areas that attract birds and other marsh dwellers and that people care about and care for. Does Council have any idea of the amount of community members time and energy that goes into keeping that area clean and attractive? Here are some of the many initiatives I have personally observed over my 40 years living beside this area:

- picking up and disposing of garbage on the boardwalk and Rotary drive-around area.
- picking up garbage in Rotary park and Rotary parking lot.
- monitoring garbage bins and alerting “Click and Fix’ so that garbage does not blow into the lake.
- picking up garbage in Lundquist corner park that blows from the City recycling bins on the lift station corner
- cleaning up garbage along entrance to the winter ice road so that it doesn’t end up in the lake come spring
- maintaining the boardwalk for all Yellowknifers to enjoy (Rotary Club and nearby residents)
- shovelling a path through the snow in the trees to make it easier for walkers going along the area paths
- mowing the grass in the Lundquist corner park
- stowing the kids- initiated items from the corner park into the bush to make it safer for snowmobiles to go along the trails in winter
- educating public/area users about the importance of poop-bags for removing pet waste

As with any city development, I respect that public input seems sought after and welcome. However the arguing and name calling, the disrespect and division caused by

I see so many places around town that people care about and invest their time and effort. Why take these away when development can happen on other municipally owned areas such as ? ie farmers market, gardens , gardens at schools, libraries, mist netting in the spring to count species of birds, think of more.

Since (give data from david’s readings), the City has declared that waterfront access is lacking for the public and that this area will be preserved as an important wetland

Do you want to be the council that takes out one more waterfront area and removes it from the enjoyment of the citizens of Yk, especially when it is clearly a favourite area? Is this how you want to be remembered? Once it is gone, it's final, and the people have had one more water access area removed by the City. There are mountains of studies that proclaim that access to natural areas assists in mental well being. Many City studies and docs say to preserve it all. do you want to be the ones who take it all apart?

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Fwd: Proposed zoning changes Lundquist, School Draw, Willow Flats
Date: June 24, 2025 10:32:46 AM
Attachments: [Willow Flats Development Objection Letter to City Council \(1\).pdf](#)
[Willow Flats Development Objection Letter City Admin \(1\).pdf](#)

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.

Here is my feedback for council and administration, not the incomplete email dated Thursday, June 20 sent in error.

Thank you,

[REDACTED]

Begin forwarded message:

From: [REDACTED]
Subject: Proposed zoning changes Lundquist, School Draw, Willow Flats
Date: June 23, 2025 at 1:49:14 PM MDT
To: mayer@yellowknife.ca, Ryan Fequet <rfequet@yellowknife.ca>, Tom McLennan <tmclennan@yellowknife.ca>, Steve Payne <spayne@yellowknife.ca>, gcochrane@yellowknife.ca, cmcgurk@yellowknife.ca, sarden-smith@yellowknife.ca, rwarburton@yellowknife.ca

Mayor and Council Members,

The proposed zoning changes towards development for Willow Flats, Lundquist Road and School Draw east side (Lot 77A and Lease 9-0-580) are **not the right decision** for Yellowknife or its residents. I would like to register my disapproval and lack of support for this and any change that would bring development to this section of lands. Any decision to support these changes on the part of City Council is a grave, short-sighted show of poor judgement which, unfortunately, would be one of those ‘forever’ mistakes akin to blasting rock. Once it's gone, it's gone for good.

As a resident of many years, I seriously question the wisdom of City Administration to embark on a mission **to remove** wetland and green space areas adjacent to Great Slave Lake from public use and enjoyment. In recent years, the City has been attempting **to gain** access to shore areas, reacting to the opinions of many that there are few such open areas for enjoyment of Great Slave Lake within the City. Please question Administration as to their reversal in this messaging, and why they are targeting this area for ‘densification’ when there are many other municipally owned properties that don’t compromise lake side access areas.

There are several references to the importance of maintaining green space in the Willow Flats and School Draw east areas in City documents as follows:

- a) City of Yellowknife Municipal Stormwater Management Plan Water License MV2009L3-0007 Version 6 January 2021:
Pages 6, 20, 25, Appendix B, 37, 44, 52 and Appendix 1.
[https://www.yellowknife.ca/en/living-here/resources/Water--Sewer/Water-Licence-Renewal-/City-of-YK---Type-A-Water-Licence---Renewal-Application--Stormwater-Management-Plan---Feb5_21-\(1\).pdf](https://www.yellowknife.ca/en/living-here/resources/Water--Sewer/Water-Licence-Renewal-/City-of-YK---Type-A-Water-Licence---Renewal-Application--Stormwater-Management-Plan---Feb5_21-(1).pdf)

- b) Consolidation of Zoning Bylaw #5045 Adopted March 14, 2022, amended May 12, 2025:
Section 7.1.10 Page 54 - General Development Regulations
Section 7.11 Page 82 - Setbacks from Water Bodies - minimum is 15m and/or the ordinary high water mark of the water body.
<https://www.yellowknife.ca/Bylaws/Bylaw/Download/bbe559ec-aadd-429f-83a1-99e753f8a680>

- c) Consolidation of Community Plan By-Law No. 5007 Adopted July 2, 2020:
Section 4.2 Page 28, 29: Old Town
Planning and Development Objective 17: "To maintain known natural and culturally significant areas and open spaces."
Policy 17-a: "Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, **Willow Flats**, Peace River Flats, Latham Island E Shoreline, **Willow Flats Shoreline and the School Draw Shoreline will be preserved as natural areas.**"

Section 5.1.2 Page 84: Environment
Planning and Development Objectives 2: "To protect the quality of water in lakes and waterbodies."
Policy 2a: "The City will respect the 100' reserve on land adjacent to waterbodies according to GNWT's Commissioner's Land Act and Northwest Territories Lands Act."

Section 5.3.1 Pages 91-92: Municipal Infrastructure
Planning and Development Objectives 4 and 7: "To limit residential development in areas serviced by trucked water and sewer services."
Policy 4a and 7a: "Residential development in areas with trucked water and sewer services will be discouraged."

Section 5.4 Page 94: Subdivision and Land Development Sequencing
Planning and Development Objective 1: "To utilize existing infrastructure for land development."
Policy 1a: "1-a. "Vacant lots, both City owned and private, within the built area of the City will be prioritized before greenfield development."
<https://www.yellowknife.ca/Bylaws/Bylaw/Download/1089440a-f113-41b2-bab9-b2d11af291b7>

Please leave the small pop up green space at the corner of Lundquist and School

Draw as it is. It is well used by citizens from all parts of Yellowknife, and tourists, for walking, outdoor recreation and being in nature. Note it is the one place kids can access a park and green space without crossing Franklin (there is no crosswalk on Franklin near the intersection with School Draw). The pop-up area was community-made by kids during Covid and maintained since by community volunteers who regularly clean and tidy the area, mow the grass and help educate the public on picking up pet waste.

There are plenty of other lots, not deemed PR that can fulfill the City's goals of 'densification'. One in close proximity is opposite Rotary Park on the west side of School Draw in the subject lands being proposed as new zone RI-1 (beside the new School Draw apartment building). This lot is municipally owned, although remains a mess of construction waste, garbage, leftover fill and a pile of gravel. Please ask Administration why this City-owned lot has been left in this condition for 30 years.

I have lived in this area for 40 years and hold a long-term perspective. I feel strongly that the area on the east side of School Draw and length of Lundquist Road should be permanently and pro-actively set aside from development for green space, nature access and wetland protection. I continue to contribute to the upkeep, stewardship, cleaning and care of this area as do many who live nearby, including our mayor.

I also submit the excellent, well researched letters of [REDACTED] who has allowed them to be shared. I am in agreement with the views stated in these letters.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council](#)
Subject: Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential Lot 15 Block 78 Plan 4059, Lot 13 Block 81 Plan 4623, Block 77A Plan 512, and Lot 2 Block 201 Plan 2396
Date: June 20, 2025 10:26:08 AM

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.

Mr. Treger:

I am writing to express my strong opposition to the current proposal to develop the portions of these lots that are on the lake side of School Draw Avenue. This is absolutely NOT a place where the City should contemplate development, for the following reasons:

1. I am a retired biologist with the Canadian Wildlife Service, Environment Canada, here in Yellowknife. My expertise is in northern bird populations. I can tell you that the area proposed for development is of high value to migratory songbirds and waterbirds. The adjacent Nature Preservation zone has some of the highest bird densities in the entire city. Development will increase disturbance, destroy habitat, and change the water flow regime. This is not in keeping with the City's own Smart Growth Strategy and its documentation of important natural sites in the City which identifies Willow Flats as an important bird area.
2. This area is loved and heavily used by a broad spectrum of Yellowknife citizenry, including children, birdwatchers, and those who simply want to enjoy some quiet time in a natural setting.
3. While I agree that development intensification is desirable for financial and land use planning reasons, **intensification cannot come at the expense of areas that are clearly of high value to biodiversity and to the public.** Some areas should simply not be considered for development. This is one of them. You have other options for intensification.

I urge the city to terminate plans to develop the portions of the above-noted lots that lay on the lake side of School Draw avenue.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Friday, June 20, 2025 3:07 PM
To: Council <Council@yellowknife.ca>
Subject: Please do not rezone land adjacent to Lindquist

Dear Mayor and Council

Thank you for your warning about discussion to rezone land adjacent to Lundquist Ave. The media coverage is appreciated because of the short timeframe for comments.

Such an action does not seem to me to be in the best interests of Yellowknife residents.

First, the area in question is an important buffer for the Willow Flats wetland. Have you done an environmental review of this idea? What will be the impact on wetlands and bird life of medium density development here, and in conjunction with recent and proposed development on School Draw? Can you please share the results and methodology.

proposed higher density housing proposed for School Draw? Residents who have no private green space would have decreased nearby green space. Is that in the best interests of Yellowknifers?

My third question relates to the aesthetic and practical downside of vacant lots in the downtown core. While some of the vacant areas in the downtown are privately owned, it's hard not to notice that there seems little incentive to develop these lots. What incentives are in the zoning bylaw, community plan or elsewhere to encourage attractive, infilling of downtown vacant lots? Perhaps this should be a priority? Rather than removing green space? Could the city be looking at expedient solutions rather than the best ones?

Thanks for considering my thoughts,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Re: Please do not rezone land adjacent to Lindquist
Date: June 25, 2025 10:00:29 PM

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.

Hi Andrew

Unfortunately I am away until mid-August so can't set up a meeting.

But perhaps you can tell me what studies have been done to assess the environmental impact on the Willow Flats nature preserve area if Lundquist site is developed as allowed under proposed zoning. And point me to results and methodology for such studies?

Also does YK have a policy or position on amount of green space per density?

Are there incentives for private land owners to develop land in yellowknife that is vacant? If not incentives, does the city provide any assistance to find financial or other help elsewhere?

Thanks Andrew

[REDACTED]

On Wed, Jun 25, 2025 at 1:24 PM Andrew Treger <atreger@yellowknife.ca> wrote:

From: [REDACTED]
Sent: Friday, June 20, 2025 3:07 PM
To: Council <Council@yellowknife.ca>
Subject: Please do not rezone land adjacent to Lindquist

Page 304

Dear Mayor and Council

Thank you for your warning about discussion to rezone land adjacent to Lundquist Ave. The media coverage is appreciated because of the short timeframe for comments.

Such an action does not seem to me to be in the best interests of Yellowknife residents.

First, the area in question is an important buffer for the Willow Flats wetland. Have you done an environmental review of this idea? What will be the impact on wetlands and bird life of medium density development here, and in conjunction with recent and proposed development on School Draw? Can you please share the results and methodology.

proposed higher density housing proposed for School Draw? Residents who have no private green space would have decreased nearby green space. Is that in the best interests of Yellowknifers?

My third question relates to the aesthetic and practical downside of vacant lots in the downtown core. While some of the vacant areas in the downtown are privately owned, it's hard not to notice that there seems little incentive to develop these lots. What incentives are in the zoning bylaw, community plan or elsewhere to encourage attractive, infilling of downtown vacant lots? Perhaps this should be a priority? Rather than removing green space? Could the city be looking at expedient solutions rather than the best ones?
Thanks for considering my thoughts,

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 22, 2025 5:10:46 PM

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.

I am sending this email to express my dismay and consternation with the City of Yellowknife in their attempt to re-zone PR & NP for community developments. It is short-sighted of the City to consider the removal of any greenspace throughout the City for the purpose of residential or commercial development. This is especially salient for the particular area buttressing the area around Yellowknife Bay.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Since many residents are unable to take advantage of the rugged nature outside of the city because of the transportation issues or other factors, access to the area around Rotary Park and Yellowknife Bay provide a beautiful and natural area to enjoy the tranquility and beauty of the natural area. More importantly, natural and greenspaces in the city provide a valuable physical area to rejuvenate, reflect, and recharge the energies of its citizens.

In simple terms, access throughout the city to greenspace allows its citizens to experience the diversity of the natural spaces within the community boundaries without having the need for personal transportation and, most critically, fostering a healthy community and connection between and amongst its citizens from different parts of the city.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats
Date: June 22, 2025 8:59:18 PM

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.

I oppose the proposed rezoning of Willow Flats

From: 
To: [Andrew Treger](#)
Subject: Willow Flats Rezoning
Date: June 22, 2025 9:20:33 PM

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.

Hello,

I oppose the proposed rezoning of Willow Flats and potential destruction of important wetlands. This area is so valuable to the local ecosystems and to so many Yellowknife residents who use this green space daily to walk our dogs, go paddling, and enjoy nature.

Thanks,



From: [REDACTED]
To: [Andrew Treger](#); [Council](#); mayor@yellowknife.ca
Subject: Re-zoning Proposal Opposition
Date: June 22, 2025 9:26:57 PM

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.

I oppose the proposed re-zoning of Willow Flats.

Thank you.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats
Date: June 22, 2025 10:03:47 PM

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.

I oppose the proposed rezoning of Willow Flats

From: [REDACTED]
To: [Andrew Treger](#); [Council](#); mayor@yellowknife.ca
Subject: Willow Flats.
Date: June 23, 2025 1:55:00 PM

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.

I oppose the rezoning of Willow Flats. Yellowknife is a incredibly special and magical place which many people don't realize. As someone from BC visiting yellowknife because my partner grew up there, Willow Flats was one of the first places we went. Ecosystems like that should be protected. Not disturbed. Please reconsider.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats
Date: June 23, 2025 3:26:38 PM

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 afternoon,

I'm writing concerning Willow Flats. As an Old Towner and regular at Willow Flats, how can you possibly be thinking of building a condo in an area with so much wildlife?! There are over 150 species of birds in that area. There are so many other places to build and this one should be the very last place on your list. Quite frankly, it shouldn't be on the list at all. I find it so hypocritical that we are constantly lectured about climate change and keeping our areas clean, and then make this kind of proposal to bulldoze Willow Flats to put up condos. Talk about paving paradise to put up a parking lot... How gross.

I hope this plan fails.

[REDACTED]
An annoyed resident

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats_Opposed to rezoning
Date: June 23, 2025 7:21:16 PM

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.

Hello,

I am opposed to the rezoning of the Willow Flats area.

This is a valued year-round green space for many people. The area is frequented by many demographics of people on a daily basis, including tourists, families, people going to/from house boats, cross country skiers going across the lake, and many people out walking their dogs. As well, the space is used by young children who live in small, expensive suites in the apartment building across the street. Yellowknife has a housing problem and young families already have a difficult time finding affordable housing that have adequate space for families. Please don't take a easily accessible green space away from families like these or people who enjoy the space daily.

This area is robust with wildlife. This past winter I saw the greatest amount of ptarmigan in the Willow Flats area. On a daily basis, YK residents and tourists stopped to enjoy these birds. Taking pictures. This activity brings joy in the dark winter days. And it's in town and accessible to everyone.

A few other moments that brought enjoyment were the foxes and of course the Aurora seen, almost nightly, by accessing this area.

Of course as spring/ summer rolled in so did the vast array of birds. And with that came birders who were out very early in waders and cameras. As well, the turning of winter to spring was beautiful in Willow Flats. Long green grasses, horsetail, and new leaves on trees.

It would be a disappointment to see Willow Flats turned into residential buildings. Please consider keeping this areas as is and look to rebuilding other areas of Yellowknife for residences.

Please contact me for more information if needed.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council](#)
Subject: I Oppose the Rezoning of Willow Flats
Date: June 19, 2025 12:47:22 PM

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 day,

I am writing to weigh in on the proposed rezoning of portions of Lot 15 Block 78 Plan 4059, portions of Lot 13 Block 81 Plan 4623, Portions of Block 77A Plan 512, and Lot 2 Block 201 Plan 2396.

As a lifelong Yellowknifer I recently bought a house and started a family of my own very close to this area. I grew up walking along this area, when I got a puppy I walked this area morning noon and night, and now with my infant daughter I have always looked forward to walking this area with her to show her the beautiful birds, trees, and natural surroundings including the sounds and sights of this area. Being able to access nature without even needing to exit City limits is one of the reasons I chose to stay and build a family here rather than move South in adulthood. As such, I am strongly opposed to rezoning an area that was designated for residents to enjoy nature (Parks and Recreation and Nature Preservation) to Residential Intensification. The City of Yellowknife is known for its immediate and easy access to the natural world, and taking away this park/nature preserve so easily accessed will diminish this key feature as to why new people may consider moving to, staying in, and investing in this City.

Further, every single time I visit this beautiful area, there are bird watchers quietly observing the birds that call this area home. It genuinely surprises me and concerns me that the City would consider displacing such a well known natural habitat. It is a proposition that does not reflect the values represented publicly in community plans or documents and by the elected council.

I understand the urgent need for new housing, but I am certain there are either existing vacant lots throughout the city that could be utilized for residential intensification or expansions that could be made in other areas such as the Kam Lake area, the Niven area, the Airport area, or a new residential district altogether, like the land along the highway where the trees were removed as part of fire smarting.

The proposed rezoning would be detrimental to the neighbourhood as it exists, and once again, it is one that I strongly oppose.

Regards,

[REDACTED]

From: [REDACTED]
Sent: June 23, 2025 8:44 PM
To: Andrew Treger <atreger@yellowknife.ca>
Cc: Council <Council@yellowknife.ca>
Subject: I Oppose the Rezoning of Willow Flats

Good evening,

I am writing to weigh in on the proposed rezoning of portions of Lot 15 Block 78 Plan 4059, portions of Lot 13 Block 81 Plan 4623, Portions of Block 77A Plan 512, and Lot 2 Block 201 Plan 2396.

Yellowknife means a lot to me. I was born and raised here, I'm a 30 year old dad with a 6 month old daughter and why I chose to stay in Yellowknife was to try and give her the childhood I had here. The amount of untouched land, right in town is why a lot of people stay. It can feel magical at times. Feeling like you're in the middle of nature while seconds away from society. There's not a lot of places in the world that have that sort of charm, but Yellowknife does.

I know it's out of the cities control for the most part but it would be really amazing if they were able to buy the land back from some of the bigger families that own property in old town, mainly the rundown buildings that are empty. People are not using that space or land and it would be a prime location for new homes and stores.

The last decade in Yellowknife we have seen 3-4 apartment buildings burn down. Those spaces are still empty. The city needs to invest in its town and not take away green space that we can never get back once it's gone.

Please consider this or people might not have a reason to stay once the magic is gone.

Regards,

[REDACTED]

June 23, 2005

Andrew Treger,
Planning and Development,
City of Yellowknife,
4807-52 St.,
Yellowknife, NT X1A2N4

Dear Mr. Treger,

Re: Proposed Rezoning of the Willow Flats-Rotary Park Nature Preserve

In addition to the email and video I sent last week commenting on the folly and risk of building in wetlands (aka swamp), I also object to the City's:

1. Proposed rezoning of the Willow Flats-Rotary Park Nature Preserve to residential of any kind - high or low intensity.
2. Administration misusing a new zoning designation as a way of scooping up much needed, valued, and used urban green spaces and natural areas for housing development.
3. Administration for undermining public trust in municipal government by not connecting its actions with its various planning processes, namely proposing rezoning of public spaces ahead of discussions to update the Community Plan, Climate Action Plan, and Transportation Master Plan.
4. Decisions to increase housing in areas such as Willow Flats and elsewhere in the city where already inadequate infrastructure exists to support vehicular traffic, parking, and water and sewage services, not to mention the costs of the latter that are expected to be triple that of areas with piped water and sewage infrastructure.
5. Failure to value and protect urban green spaces both in policy and in maintenance and stewardship.
6. Poor communications with residents about proposals and decisions that impact on our day to day lives.

In closing, I urge the City to abandon the Willow Flats-Rotary Park rezoning proposal and put energy into ways that all green spaces within the City can be enhanced and protected for public enjoyment, safety and quality of life.



Yellowknife, NT

c.c. Mayor & Council

From: [REDACTED]
To: [Andrew Treger](#); mayor@yellowknife.ca; [Council](#)
Subject: Opposition of Rezoning
Date: June 23, 2025 12:15:38 PM
Attachments: [IMG_9398.mp4](#)

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.

Hello,

I am writing to voice my opposition to the rezoning of Willow Flats.

Part of Oldtown's charm is how artistic it is, with no two houses alike. To erect cookie cutter apartment complexes does not match the character of our community.

Additionally, you are infringing on access to wildlife, and ignoring the City of Yellowknife Smart Growth Plan published on July 7, 2010.

The kids of this neighbourhood have shown initiative in building a mountain bike park. I can recall the first jump was erected by a kid 3 years my senior who has long since graduated, and now children 10 years younger than me are still expanding on and making use of the area. We want kids outside and playing and being creative. You are taking away a safe space where they've been allowed to do so. Unnamed parks allow the kids to leave their creations up and curate the space for themselves.

Attached to this email is a clip of Lundquist Road on a random Monday. Despite the wind, you can hear the numerous birds and the kids down at the end of the street, biking and playing on the jumps.

This is NOT an empty lot. You are taking away a beloved space.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#); [Council](#); mayor@yellowknife.ca
Subject: Oppose high density in Peace River Flats
Date: June 23, 2025 9:39:17 AM

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Why ?

Why out right destroy the character of Peace River Flats ?.

The apartment building beside the community garden in peace River Flats was opposed by the neighborhood- but the city ignored the residents and approved it anyway.

I oppose this proposal, and know that the mayor and council will outright ignore the concerns of local residents.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#); mayor@yellowknife.ca; [Council](#)
Subject: Opposition to Proposed Rezoning of Willow Flats
Date: June 23, 2025 12:02:24 AM

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.

Dear,

I am writing to express my strong opposition to the proposed rezoning of Willow Flats. As a Belgian athlete who trained for a year in Montreal, I had the privilege of befriending someone from Yellowknife. She shared stories and photos of your incredible city, and I was completely captivated by its natural beauty. The landscapes, the wildlife, and the sense of community left such an impression on me that I dream of visiting one day to experience it firsthand.

Places like Willow Flats are irreplaceable. Like the Rotary Park Trail, which I've heard is beloved by birdwatchers, families, and explorers of all ages, Willow Flats is a vital habitat for wildlife, supporting nesting birds, muskrats, frogs, and countless other species. These green spaces are not just ecological treasures; they are the heart of what makes Yellowknife so special.

Rezoning this area would risk losing a natural gem that defines your region's character. As someone who hopes to one day walk its trails and witness its wonders, I urge you to reconsider this proposal and explore alternatives that prioritize conservation and community access. Protecting places like Willow Flats ensures that future generations, both residents and visitors like me, can continue to be inspired by Yellowknife's wild beauty.

Thank you for your time and consideration. I sincerely hope Willow Flats remains preserved for all who cherish it.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Please find letter attached objecting development on willow flats
Date: June 23, 2025 9:28:00 PM
Attachments: [Willow Flats Development Objection Letter City Admin.pdf](#)

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.

Yellowknife, NT

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City’s “Intensification First” Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City’s “City Land for Sale” registry—currently awaiting release.
- Residential Intensification grants (e.g., “Missing Middle Price Grant”) support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,

From: [REDACTED]
Sent: Tuesday, June 24, 2025 6:29:05 a.m.
To: Council <Council@yellowknife.ca>
Subject: please find objection

letter attached.

Thanks, [REDACTED]

Yellowknife, NT

Mayor Ben Hendriksen and Members of Council
City of Yellowknife
4807 – 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 *Integrated Parks, Trails and Open Space Development Study*. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone protecting Jackfish and Frame Lakes.

The City's 2010 *Natural Area Preservation Strategy* formally inventoried 39 natural area sites in Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this protected network. This protective zoning was not symbolic; it was rooted in ecological science and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi-family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**
- **RI and RI-1 Zoning:** The City's updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.
- **Smart Growth Priority Areas:** The 2010 *Smart Growth Implementation Plan* identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.
- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (*species at risk*)
- Red Knot (*endangered NWT*)
- Northern Goshawk (*threatened*)
- Red Crossbill (*species at risk*)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- **Environmental stewardship**
- **Smart, compact growth**
- **Equity and inclusion**
- **Preservation of recreational assets**

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice.
4. **Consult with Indigenous knowledge holders and ecologists** to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. **Commit to an updated Green Space Equity Plan** ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

From: [REDACTED]
 Sent: Sunday, June 22, 2025 11:55:06 PM
 To: mayor@yellowknife.ca <mayor@yellowknife.ca>
 Cc: Garrett Cochrane <gcochrane@yellowknife.ca>; Ryan Fequet <rfequet@yellowknife.ca>; Cat McGurk <cmcgurk@yellowknife.ca>; Tom McLennan <tmclennan@yellowknife.ca>; Stacie Arden-Smith <ssmith@yellowknife.ca>; Steve Payne <spayne@yellowknife.ca>; Rob Warburton <rwarburton@yellowknife.ca>; Stephen Van Dine <svandine@yellowknife.ca>
 Subject: Condition of Lot : 2 Block : 201 Plan : 2396 (Commissioner's Land)

We are in receipt of notice regarding application PL-2025-0046, Municipal and Commissioner's lands at the corner of Lundquist Road and School Draw.

Below are photographs taken four days ago during a walk through the edge of the marsh along Lundquist Road and in the bush along School Draw.

It is disconcerting that the Planning Department is striving to rezone areas of marshland for residential development. Although we've lived on this street for 36 years and are likely as familiar with the area's characteristics as anyone, I don't want you to believe me when I suggest that a large part of this neighbourhood is incompatible with construction due to its marsh condition... even at these low water times. Rather, I am providing you with photographs taken 4 days ago as I walked in the marsh. I invite you to join me for a walk in the area so you can see for yourselves what the planners are working with, what they believe is suitable for residential development. I'm available to guide an excursion any day so you can see for yourselves how ludicrous a large portion of this proposal is. You'll need gumboots in order to keep your feet dry.

Alternatively, if as some people have suggested to us, that adding the Commissioner's land included in this proposal is a strategic ruse to draw interested parties to focus on only the marsh sections so the Planning Department can have an epiphany and give that section up and look like good guys, would someone just say that so people can focus on what Planning really wants. Commenting on proposals like this, as I'm sure you are aware, takes an inordinate amount of time and effort. We don't need to waste time on unserious diversions.

I would appreciate an RSVP from the Mayor indicating if there are any interested takers for a walk-about or not so I can plan my time accordingly.

Respectfully

[REDACTED]

[REDACTED]

At the end of Lundquist Road



Standing marsh water 10 paces from Lundquist midway along street



Cement slab buried in bush as fill to the right of the berm.



From: [REDACTED]
To: [Andrew Treger](#)
Subject: Land Rezoning - Lundquist/School Draw Neighbourhood
Date: June 26, 2025 4:05:22 PM
Attachments: [Rezoning Submission June 2025.pdf](#)

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Andrew, attached are comments on the proposed rezoning. My most important point is that land consumed by buildings today will be gone forever, never to be available for public use again. Decisions of that nature, when lakeside land available for all residents is in acute shortage, should be held until there is absolutely no alternative but to use it. Even at that point I'd be reluctant to let it go.

There are many other lots in town, held by the city, that can be developed now, if there are developers interested in the task.

There are certainly elements of the current proposal that can be made to work without any interference with public access. I hope the administration and council will see the merit in compromise. That's the essence of town planning.

[REDACTED]

[REDACTED]

[REDACTED]

June 26, 2025

Andrew Treger
Planner
Planning and Environment
City of Yellowknife

Submission Respecting Proposal to Amend Zoning in the Lundquist/School Draw Neighbourhood

Preface

I fully support the submissions of [REDACTED]. He has provided a compelling discussion respecting the preference to resist destroying the lands along School Draw and Lundquist Road. Following is additional discussion.

1. Zoning and Development Options

Option 1: *Rezone Lot 15, Block 78, Plan 4059 and put it on the market for development as soon as possible.*

Discussion

Lot 15, Block 78 (west side of School Draw) has been available for disposal since the mid 1990's when the trailer court was removed. Rezoning to RI-1 would have no appreciable impact on the residential neighbourhood, nor on existing parks and recreation lands, save increased use. Development would not result in any barriers to lake views for any existing residences, apartments or single family. Further, the land is likely not impacted by water table issues, although the writer is not aware that any site testing has ever been done. The same comments apply to the proposed rezoning of Lot 13, Block 81 (west side of School Draw), although this lot backs on a steep rock incline very close to School Draw and appears very unlikely suitable for development, notwithstanding the undoubtedly high cost of developing the site.

Option 2: *Retain Block 77A as Parks and Recreation (PR) while rezoning other municipally owned land for development.*

Discussion

*From Consolidation of Community Plan By-Law No. 5007 adopted July 2, 2020
 As Amended by No. 5102 May 12, 2025*

Map 2: Land Use Designations, page 20

- West side of School Draw – Downtown Central Residential
- East side of School Draw – Old Town

4.2 Old Town - Land Use Designation

- There are several open spaces or natural areas in Old Town that have been identified for a high level of protection in the City's *Natural Area Preservation (2010)*. These include, Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Willow Flats, Peace River Flats, Latham Island E Shoreline, Willow Flats Shoreline and the School Draw Shoreline. **All areas are intended to remain as natural areas.** (Highlight by author.)

June 26, 2025

Planning and Development Objectives	Policies
12. To increase public access to the waterfront.	12-a. Shoreline will be preserved for public access and commercial/government operations that require direct access to Great Slave Lake.
17. To maintain known natural and culturally significant areas and open spaces.	17-a. Niven Lake East (Fritz Theil Rock), Bush Pilots Monument, McAvoy Rock, Willow Flats, Peace River Flats, Latham Island E Shoreline, Willow Flats Shoreline and the School Draw Shoreline will be preserved as natural areas.

Best Use 20 Years from Now

Over many years and through various planning documents, the City of Yellowknife has committed to retaining the shoreline along School Draw as a natural area. Honouring Planning and Policy statements published as late as May 2025, pursuing other available city-owned properties for development would preserve Block 77A for future consideration as an extension to Rotary Park as the population of Yellowknife increases and greater demand is placed on available green space. Currently the existing bike park creates an opportunity for active, creative play for children of a kind not available in Rotary Park or even Fritz Theil Park. The trails through the bush section of 77A provide opportunity for people, including tourists, unable to access the bush outside of Yellowknife to walk on flat trails and experience the “bush and birds” reality of the area. Pursuing rezoning and subsequent development on this lot while other options are available simply removes any potential for green space public use in the area other than Rotary Park. What will residents and Council prefer 20 years from now, a few extra houses and reduced access or lakeside green-space for all Yellowknife residents and visitors?

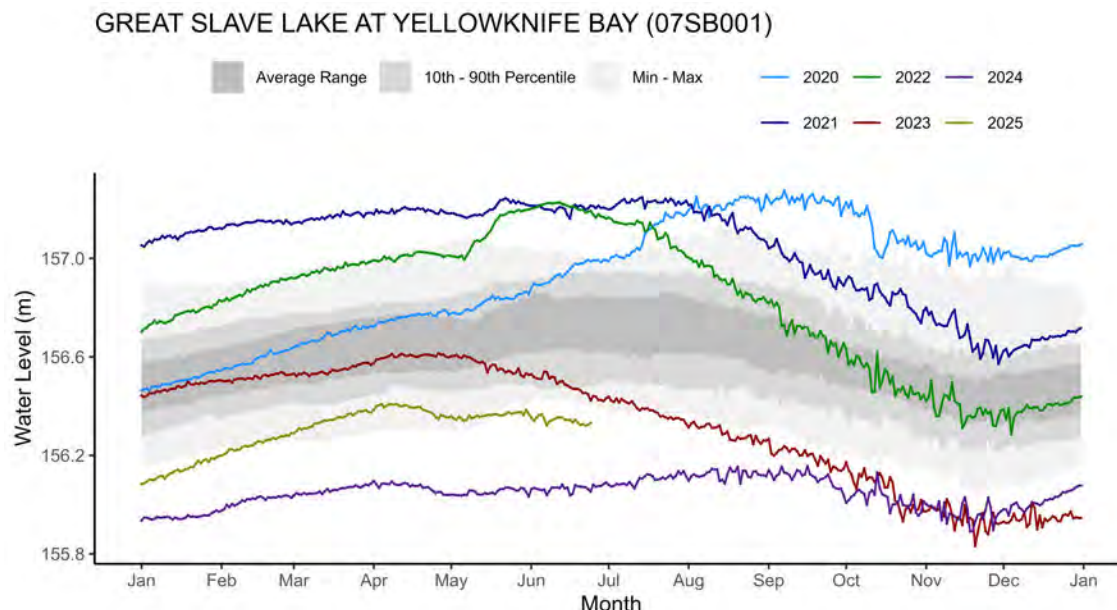
Other options that do not eliminate increased future demand for accessible lakeside green space for an increasing population exist and should be pursued prior to closing this area off to the public. Once rezoned and then developed, the opportunity for public space is gone forever. All options should be advanced prior to removing PR green space. (See *Current Vacant Municipally Owned Land* section below for partial list and comments.)

Water Table

It bears recognition that the water table beneath 77A is very close to the surface, at different levels year over year. Today, June 24, the water table is 40 inches below the surface, measured using the existing test holes drilled by the city, and this in a year of low lake levels. Several years ago, with the lake level at an all-time high, many parts of 77A were saturated. While the city did no measurements on 77A during the high water years, we know that the federal dock was completely flooded as were parts of 77A. Add to that the annual spring runoff that generally floods the land at the corner of School Draw and Lundquist portion of 77A and it is questionable whether or not the site is suitable for residential use. In a city with roads like roller coasters, cracks in pavement from heaving, and houses routinely needing leveling, one might expect extreme caution in facilitating development on unstable land.

June 26, 2025

The following chart, *Great Slave Lake at Yellowknife Bay*, demonstrates the extreme variations of lake levels, year over year. The chart does not include daily fluctuations due to wind direction and atmospheric variations; fluctuations obvious to anyone living near the lake. It's worthy of note that the current water level is approximately 1 metre below that of this time in 2021.



Option 3: Pursue a partial rezoning of Block 77A extending from the newly erected utility pole south to Rotary Park.

Discussion:

As noted above, **“Willow Flats Shoreline and the School Draw Shoreline. All areas are intended to remain as natural areas.”**

In the event that Council decides it must rezone Block 77A rather than proceeding with rezoning, sale, and development of other available municipally owned lots, it is recommended to rezone only the portion of 77A from the newly installed utility pole and vault south to Rotary Park, leaving the portion from the utility pole to Lundquist as PR, an available green space used for kids’ play for many years and expected to see more use as increased residential development occurs in the neighbourhood. Rotary Park is not suitable for kids on bikes, building jumps and enjoying creative play, and Fritz Theil play area, with no bike features, requires children to cross Franklin. If in future years it were deemed absolutely necessary to consume another green space and kid place, that option would remain on the table through a future rezoning exercise.

The section of 77A south of the utility pole is landfill that includes various sizes of concrete slabs, steel, and some wire. It is believed the area was filled in the years of Mayor Fred Henne to stabilize the land used for School Draw and what became the Bartam Trailer Court.

June 26, 2025

Option 4: Leave Block 201 Plan 2396, Commissioner's Land as is, Nature Reserve**Discussion:**

This land extends east from the east side of the lane between Lundquist and Brock Drive and curves around the end of Lundquist. The hand-drawn map distributed for discussion does not provide sufficient detail for detailed discussion. This area has distinct marsh characteristics.

Immediately across from 5202 Lundquist is a storm drainage system that runs from central Yellowknife and Niven Lake areas downhill through the lift station lot, along Lundquist, then into the marsh, the marsh being a natural filter for the water prior to entering Great Slave Lake. It is assumed the City is not contemplating a major capital project to re-route that system. It should be noted as a point of interest that, until the mid 1990's the storm system was used as an overflow for the city sewer system when pump failure occurred at the lift station. Sewage containment as it entered the marsh was the reason for construction of the existing berm on Lundquist. Sewage issues have not occurred since upgrades to the lift station in the mid to late 1990's, however if pumping capacity were to again fail, the storm system would likely still serve as the outlet.

As others have noted, the current NP zoning designation supports migratory and nesting birds and is a popular site for bird watchers from across Yellowknife. This is a very low-lying wet area. As of this writing, even with the low water table there is standing water in many areas of this part of the marsh, including just a few metres to the side of Lundquist. Venturing beyond the perimeter willows of the area one finds a remarkable volume of dead bush. While tree demise has for years been a feature of the area, it accelerated during the years of high water. Assuming a lot depth of 30 metres in this area would certainly intrude on active marshlands. As noted above, a community that experiences so much land instability affecting infrastructure might be expected to be cautious about development on such unstable land.

City Policy Direction

From Consolidation of Community Plan By-Law No. 5007 adopted July 2, 2020

As Amended by No. 5102 May 12, 2025, ^attention is drawn to section 5.3.1, Water and Wastewater Supply and Treatment Services, Planning and development Objectives and Policies.

Planning and Development Objectives	Policies
4. To limit residential development in areas serviced by trucked water and sewer services.	4-a. Residential development in areas with trucked water and sewer services will be discouraged.

Any development along Lundquist, save that directly abutting School Draw, will require trucked water and sewer services. A city proposal requiring trucked water and sewer just one month after amending the By-law discouraging trucked services seriously tests the credibility of city planning.

June 26, 2025

Option 5: New Pathway/Boardwalk – Lundquist to Rotary Boardwalk**Discussion**

No matter the option selected respecting 77A, the clearing created by the city along the storm drainage ditch lends itself to a second boardwalk and tourist experience enhancement connecting Lundquist to the Rotary Boardwalk. If 77A were to be developed, in whole or in part, with a fringe of vegetation left at the rear of the lots, a new boardwalk connecting Lundquist to Rotary Park would provide ongoing access to the marsh, vegetation, and bird life with visitors passing through the bush rather than just walking the fringe. This could be achieved without clearing more bush. The initiative, hopefully undertaken by a volunteer organization, would be expected to marginally increase traffic on Lundquist but certainly at a very unobtrusive level.

Option 6: Focus on other Currently Vacant Municipally Owned Land

Below is a sample of ten municipally owned lots that are vacant. Each was identified by scanning *CityExplore*. This is not a comprehensive list of available municipally held lots in the city. Their availability adds to the challenge, why rezone waterfront recreational and nature preserve lands for residential development while other lands, with little to no tourism or environmental value, and with little community attachment are ignored or left for consideration at a later date?

1. Lot: 23
Block: 82
Plan: 3950
Land Tenure: Municipal
 - Property is between Franklin and the road entering the Summit condos. Sufficient for a number of town homes or duplexes with more to be added when/if the federal government transfers its empty shop lots to the municipality.
2. Lot: 2
Block: 167
Plan: 3767
Land Tenure: Municipal
 - Property located beside Watermark Apartment. Currently this lot on serviced streets, sits vacant, and presumably has a good foundation for development that would have no impact on other residential structures or tourism.
3. Property: (Lot: 1, Block: 303) Northeast side of Niven Drive
Roll Number: 0303000100
Lot: 1
Block: 303
Plan: 2631
Land Tenure: Municipal
 - This rock outcrop is on a street with sidewalks and piped services and no neighbours but for the community garden.

June 26, 2025

4. Property: (Lot: 5, Block: 301) Southwest side of Niven drive
Roll Number: 0301000500
Lot: 5
Block: 301
Plan: 2631
Land Tenure: Municipal
 - Another site with sidewalks and piped services and only an apartment neighbour.
5. Property: (Lot: 21, Block: 312) From Niven Gate to bottom of hill behind new apartment
Roll Number: 0312002400
Lot: 21
Block: 312
Plan: 4223
Land Tenure: Municipal
 - Large city owned property with commanding views overlooking Niven Lake with a neighbouring apartment on Niven Drive.
6. Property: (Lot: 2, Block: 159) Taylor Road by School
Roll Number: 0159000200
Lot: 2
Block: 159
Plan: 4070
Land Tenure: Municipal
 - This lot is on city lists of available development sites. Development would have no impact on other homes or tourism.
7. Property: (Lot: 19, Block: 133) Between Taylor Road and Ptarmigan
Roll Number: 0133001900
Lot: 19
Block: 133
Plan: 2259
Land Tenure: Municipal
 - This lot is on city lists of available development sites. Development would have no impact on other homes or tourism.
8. Property: (Lot: 2, Block: 505) Kam Lake Road across from Multiplex
Roll Number: 0505000250
Lot: 2
Block: 505
Plan: 1015
Land Tenure: Municipal
 - Immediately across from the multiplex and field house, this lot has at one end a public garden and at the other end a tennis court. Between the two is a large tract of available land. A residential neighbourhood at a higher elevation backs the site.

June 26, 2025

9. Property: (Lot: 37, Block: 519) Off Dagenais

Roll Number: 0519003700

Lot: 37

Block: 519

Plan: 1890

Land Tenure: Municipal

- A large site, it is surrounded by residences. There is a narrow, street-like entry providing access to the land.

2. Conclusion

Yellowknife has many options for rezoning and subsequent development that don't eliminate waterfront access while serving as infill locations. They don't complement tourism promotion and generally don't provide community value in the way that waterfront green space does for people across Yellowknife.

The lands on the lake side of School Draw should be withdrawn from this zoning exercise, as envisioned in city planning documents and policies, and held, as is, for future public use.

I would certainly welcome the opportunity to meet with city officials to clarify remarks and locations in this submission.

Respectfully



From: [REDACTED]
To: [Andrew Treger](#)
Subject: Land Rezoning - Lundquist/School Draw Neighbourhood
Date: July 4, 2025 3:50:46 PM
Attachments: [Rezoning Submission #2 .pdf](#)

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.

Andrew, attached are further thoughts on sites available for rezoning and development, immediately.

Without belabouring the point, saving the critical areas of the School Draw/Lundquist shore areas now by utilizing other available opportunities out there doesn't mean the area is safe from rezoning and development at a later time. A future short-sighted council might decide we don't need green space by the shore and make the unfortunate change. I think that would be a particularly dumb idea but green space reflects my values.

I don't have time to draw a map today but would encourage, in addition to the new boardwalk referred to in option 5 of my first submission, a boardwalk beside the current snowmobile path at the end of Lundquist that would go around the marsh and join the Rotary boardwalk near the point. Increased access to the perimeter of the marsh via a circuit boardwalk would certainly benefit the many tourists that walk this street.

[REDACTED]

[REDACTED]

[REDACTED]

July 4, 2025

Andrew Treger
Planner
Planning and Environment
City of Yellowknife

Submission #2 Respecting Proposal to Amend Zoning in the Lundquist/School Draw Neighbourhood

Andrew, this note is in addition to my original submission on the School Draw/Lundquist rezoning proposal.

As you know, I was disappointed to learn that the CityExplorer mapping site does not necessarily provide accurate information on property ownership. Specifically, 4501 52 AVE (Lot: 2, Block: 167) is noted under Land Tenure as municipal when, as you indicated when we met, it is private. I'm hoping the many other lots I noted are not the same but simply haven't the time to start this exercise over again. In the past I've asked the city to provide a listing of all available city property but nothing was forthcoming. I hope the city will make the list available to the public to further planning discussions.

Below is listed another set of properties, also municipal, that should be considered for infill before we remove lakeside land from public use. As I'm uncertain about the boundaries of these lots vis a vis the playground in the area, some may not be suitable for development. However, a good portion of the area likely is, unless of course we value vehicles over housing.

The lots below are currently used for a combination of city employee parking and public parking, the latter undoubtedly to serve the playground and Somba K'e Park. Interestingly, I note that Rotary Park is served by three parking spots so it is unlikely that the 53rdrd Street playground needs more spaces than that.

It is recommended that the city give up its staff parking along the extension of 53rdrd Street and along Veterans Memorial Drive in deference to public, metered parking thereby reducing the need for parking slots by the playground and opening access to developable land. City staff would be free to park at meters on a first come first served basis just like everyone else. The city has been advocating reduced vehicle use and increased use of public transit, walking, or cycling by the public for some time, all the while providing staff parking that promotes vehicle use by staff. That seems quite unreasonable and I'm sure the staff would appreciate being treated the same as everyone else working downtown.

The retention of green space by the lake is far more in line with city policy and stated values than the provision of on street staff parking for city staff that blocks a potential development site with very close access to work, groceries, and recreation.

There are certainly other municipally owned lots in the city that can be used for infill. Our challenge is just to overcome superfluous barriers at those sites and get on with the task.

The question of all the privately held vacant lots is clearly on many people's minds. If the demand for housing is so great, why are developers not getting on with building on those sites? Could it be

that the developers, the organizations that make their money through development, don't believe the demand justifies their investment. Perhaps instead of rezoning green space the city should offer development incentives to increase interest in developing or selling privately held, available land.

Elimination of green space along the lake is so short sighted its hard to imagine a planning department advocating for it. Every effort should be made to get on with developing empty spaces on Taylor Road and Niven Drive, as well as other as locations before sacrificing green space on the shore of the lake. The proposal is just wrong. Twenty years from now residence across the city and a growing tourism industry will be pleased with the choice.

Respectfully,



Vacant Municipal Lands (in addition to those already submitted)

Property: (Lot: 1, Block: 65) Roll Number : 0065000100 Lot : 1 Block : 65 Plan : 176 Land Tenure: Municipal	Lot: 24, (Block: 27) Roll Number : 0027002400 Lot : 24 Block : 27 Plan : 217 Land Tenure: Municipal
Property: (Lot: ROAD, Block:) Lot : ROAD Block : Plan : 4638 Land Tenure: Municipal	(Lot: 31, Block: 27) Roll Number : 0027003100 Lot : 31 Block : 27 Plan : 1462 Land Tenure: Private
Property: (Lot: 36, Block: 27) Roll Number : 0027003600 Lot : 36 Block : 27 Plan : 4638 Land Tenure: Municipal	(Lot: 25, Block: 27) Roll Number : 0027002500 Lot : 25 Block : 27 Plan : 217 Land Tenure: Municipal
Property: (Lot: 37, Block: 27) Roll Number : 0027003700 Lot : 37 Block : 27 Plan : Land Tenure: Municipal	(Lot: , Block: 161) Roll Number : 0161000000 Lot : Block : 161 Plan : 1510 Land Tenure: Municipal

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Opposition to Rezoning Nature Preserve for Housing
Date: June 24, 2025 9:05:48 AM

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.

Dear Mr. Treger,

I'm writing to share my concerns about the proposed rezoning of protected nature preserve land (Lot 15 Block 78 Plan 4059, Lot 13 Block 81 Plan 4623, Block 77A Plan 512, and Lot 2 Block 201 Plan 2396) for high-intensity housing.

I understand the need for more homes in Yellowknife, but I believe there are better options than developing on green space. The City owns several vacant lots that are already zoned for housing and close to roads, services, and downtown. These should be used first.

The City has also put policies in place—like the “Intensification First” strategy and RI/RI-1 zoning—to help build more housing within existing neighbourhoods. There are grants to support this, and areas like Old Airport Road and Centretown could be redeveloped without touching natural land.

Once green space is gone, we can't get it back. These areas matter—not just for the environment, but for recreation, well-being, and the character of our city.

I hope the City will protect the nature preserves and focus on land and tools that are already available. I also ask that future proposals like this be clearly shared with the public and that other options be considered before moving forward.

Thank you for your time.

Cheers

[REDACTED]

Yellowknife, NT

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City’s “Intensification First” Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City’s “City Land for Sale” registry—currently awaiting release.
- Residential Intensification grants (e.g., “Missing Middle Price Grant”) support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,

From: [REDACTED]
To: [Planning and Environment](#); [Council](#); [Andrew Treger](#)
Subject: File # PL-2025-0046
Date: June 22, 2025 10:22:38 PM

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.

Hello,

I am writing to express my strong opposition to File # PL-2025-0046; the proposed rezoning and development of lands currently zoned as Parks and Recreation and Nature Preservation. It is frustrating to continuously see the City of Yellowknife develop or attempt to develop natural land. This land is not idle—it is alive with wildlife, activity and community value.

My family has lived on School Draw Avenue for 60 years. Throughout that time, one thing has remained constant: a deep respect for the natural environment and a strong commitment to protecting the lakeshore. The proposed area supports countless species of plants and animals. The shoreline, for example, is the nesting ground for migratory birds every spring and should be protected under the Migratory Birds Convention Act of Canada.

This area is not just a natural refuge, it is cherished by the community. Community members, visitors and tourists use it respectfully and regularly in a multitude of ways. It is used year-round for walking, rock climbing, birdwatching, picnics, and community gatherings to name a few. Children have spent years building bike ramps and birdhouses; playing in the mud and looking at bugs - connecting with the land in ways that foster health and well-being, independence, and a connection to culture. I want the next generations of kids to be able to step outside their house and play in nature the way myself and the generations before me were able to.

I urge the City of Yellowknife to stop entertaining these ridiculous and short-sighted proposals to rezone and develop natural areas. Instead, the City should focus on revitalizing the many empty lots and derelict apartment buildings already located within Yellowknife's core. These spaces are already zoned for housing, already connected to city infrastructure, and are desperately in need of attention.

Once land is developed, it cannot be restored. We do not need to sacrifice nature to solve our housing challenges—we need leadership that sees the value in preserving natural land and community.

From: [REDACTED]
To: [Planning and Environment](#)
Subject: PlaceSpeak Consultation-Proposed Amendment to Zoning By-law No. 5045
Date: June 24, 2025 1:17:26 PM

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.

Just finding out about the proposed re-zoning of Willow Flats and I am vehemently opposed to it! This is a wetlands habitat and beautiful green space enjoyed by residents and tourists and kids of all ages. I will be joining the petition effort to oppose the destruction of this beautiful public space in Old Town Yellowknife that should remain protected by this city's residents not occupied for the benefit of real estate developers. We need more AFFORDABLE housing not less green space for the benefit of the wealthy.

Sent from PlaceSpeak

[REDACTED]
Yellowknife resident.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 24, 2025 6:20:31 PM
Attachments: [1000013937.jpg](#)

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Mr. Treger:

I am emailing you to express my disappointment and total bewilderment with the City of Yellowknife in their amendment proposal to re-zone PR & NP for community developments. It is incredibly short-sighted of the City to consider the removal of any greenspace throughout the City for the purpose of residential or commercial development. This is especially relevant for the particular area in question which abuts Yellowknife Bay.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. There are many residents for whom access to an at hand greenspace is essential. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

Simply stated, access throughout the city to greenspace and natural areas allows its citizens to experience the diversity nature has to offer within their community boundaries. However, most critically, it helps to foster a healthy community, understanding and connection between and amongst its citizens from different parts of the city.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

[REDACTED]

Yellowknife, NT

Jun 25, 2025

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City's "Intensification First" Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City's "City Land for Sale" registry—currently awaiting release.
- Residential Intensification grants (e.g., "Missing Middle Price Grant") support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,

██████████

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [City Council Yellowknife](#)
Subject: Proposed re-zone in Willow Flats
Date: June 25, 2025 1:41:20 PM

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.

Hello there - please accept
my response to the proposed development in the Willow Flats area.

I write this email with significant disappointment in our Mayor, City Council and city administration for advancing the development of the Willow Flats area by changing the status of the land from Parks and Recreation and Nature Preservation into a Residential Intensification status.

This plan is short-sighted regarding the needs of the Yellowknife community as a whole. It takes much more than housing lots and apartment buildings to create a healthy and thriving city. This is a point that you are ignoring by willfully disregarding the recommendations of multiple city funded consultation reports dating back to the early 2000's to preserve and protect the Willow Flats area.

The Willow Flats shore line and boardwalk, along with the Rotary Park, constitute the ONLY public green space on the Great Slave Lake. Something that I would think the city would value and develop for citizens and tourists alike.

I was informed through a conversation with Andrew Treger that the only new studies to support this development include a traffic study and a geo-technical study to determine land suitable for housing lots. Neither of these investigations involve a needs assessment of the neighborhood related to recreation and green space. Nor can these studies inform how to infill a portion of the Nature Preserve with gravel and soil sufficient to support an intensive residential development while protecting the remaining proposed Nature Preserve and wetland accessed by the boardwalk.

It's hubris to assume you can draw new lines on a map and that nature will play along. You are gambling that the wetland and the wildlife will remain despite the fact that the wooded area you propose to repurpose traps moisture and is habitat for hundreds of creatures that can't survive in the grassland left behind and are a part of this delicate ecosystem. Did you know that the high water level of the lake 3 years ago was almost level with Lundquist? Some people even put canoes in the lake from Lundquist! Think of the amount of gravel and dirt required as infill for this development in the current nature preserve area and how that will affect the wetlands. I urge the city to get an environmental consultant to weigh in on whether this is even possible so that we don't end up with a 'Nature Preservation' area 'designed' by the city that is a boardwalk over cracked clay that is barren of wildlife.

Your decisions risk destroying the only **accessible wild space** in Yellowknife. Not everyone

can hop in a canoe or walk on an uneven trail to enjoy nature. Unlike the cultivated area around city hall, the Willow Flats Nature Preservation area offers unmatched access to experience a wild natural space within our city that is accessible for all citizens. Whether you use a wheelchair, have kids in a stroller, or are in your 80s, you can venture down and be surrounded by nature in a truly accessible and inclusive way. Where else can every Yellowknifer and tourist, regardless of their ability, have the chance to experience the big lake while seeing sand hill cranes, tundra swans, muskrats, foxes, grebes, mergansers, and 100 other birds who are passing through or settling in for the season? This area is a gift that adds to our city and needs to be protected from potential destruction rather than sold to the highest bidder.

Further, just because a green space isn't named and designed by the City doesn't mean it isn't loved and used by citizens. The Parks and Recreation space that you have identified for residential intensification may not have a park name but it is certainly not a vacant lot.

Young families and children from the neighbourhood and beyond enjoy the makeshift 'bike park' on the corner of Lundquist - a recreational area created by youth and their families without any contribution from the city. If they created this space, it must be valuable and needed. Many residents use the nature pathways from Lundquist Road to the Rotary park. It offers a remarkably peaceful moment on a busy day and is a great nature walk for families with young children.

The city of Yellowknife has already intensified the population of this area by recently adding an apartment building. Thankfully this development occurred on the opposite side of School Draw Road thereby sparing a direct assault on the Willow Flats wetlands. The increase in population has contributed to more citizens using the Parks and Recreation space - walking their dogs and playing with their kids. Existing residents in Willow Flats welcome this use of the space by our new neighbours and others. The city should commit to officially investing and maintaining this park space as the extension of the Rotary Park that it already is. Your proposed plans seek to develop all of the current Parks and Recreation dedicated space with the exception of the small area of Rotary Park while dramatically increasing the population of the area. Neighborhoods need parks, spaces to relax, and places for families to play. This park space is also a gift and once destroyed, the city can't easily replace this kind of natural park within city limits.

Willow Flats already had an increase in residential space. This next phase of development will drastically increase the population of the area while robbing access to park space that provides quality to the neighborhood and the city as a whole.

Just this past April, City Council debated a vacant land property tax to incentivize building on properties in town that owners are currently sitting on. These are not attractive spaces that add to the city. They are ugly derelict lots that detract from our city and would benefit from development.

Why is the city so intent on eliminating loved and used recreation space and a nature preserve that has been identified for protection instead of pursuing this other avenue?

I appreciate the need for housing in Yellowknife and did not complain when the apartment complex on the opposite side of School Draw was proposed and built. But I do not support residential intensification at the expense of a beloved green space that adds to the health and

wellness of many citizens. Not at the expense of a nature preserve that gives residents and tourists a glimpse of the northern wilderness. And not while derelict lots are sitting in town and collecting garbage.

If you haven't used this space, come on down and I'll take you for a walk to explore it so you can see why it is so special and worth preserving. The city should be advertising it and investing in it rather than destroying it. This wild area with nature trail and the best birding in the city is irreplaceable.

I urge the Mayor, City Council and city administration to think again, preserve this area as has been recommended in your own consultation reports, and look elsewhere for residential intensification.

 let's go for a walk!

Sent from my iPhone

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Re: Proposed re-zone in Willow Flats
Date: June 27, 2025 12:38:22 PM

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.

Thanks Andrew.

I am concerned that these new maps may invalidate the feedback the city has already received to date - both the petition and letters.

Can you advise how the city will view and utilize information that has been provided to date? Shall we resubmit information so that the city will not disregard?

For myself, my views have not changed. Regardless of former land use boundaries, you are still removing the lions share of wooden area lauded by birders and have no environment consultation to support this development. And the birds - they don't quite know where the nature preserve begins and ends. Once it's gone, it's fine and a not easily replaceable.

This new map shows that Twin Pines hill is a massive PR space that you are representing here. Unlike the area in the lake side of School Draw it is not utilized and not accessible.

Why don't you build there?

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Opposition to Rezoning Nature Preserve to High-Intensity Residential
Date: June 25, 2025 1:59:15 PM
Attachments: [Wilson_Willow Flats Development Objection Letter City Admin.pdf](#)

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 afternoon,

I am writing to voice strong opposition to the proposed rezoning of Lot 15 Block 78 Plan 4059, Lot 13 Block 81 Plan 4623, Block 77A Plan 512, and Lot 2 Block 201 Plan 2396 for high-intensity housing. Please see attached letter.

Thank you,

[REDACTED]

--

[REDACTED]

Carnivore Biologist, Research and Management
Wildlife and Fish Division

[REDACTED]

[REDACTED]

Adjunct Professor
Department of Veterinary Biomedical Sciences

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED] [REDACTED] [REDACTED]


 102-5009Q 44th Street
 Yellowknife, NT
 Jun 25, 2025

Andrew Treger
 City of Yellowknife
 4807-52 Street
 P.O. Box 580
 Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

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5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,

[Redacted Signature]

[Redacted Title]

From: [REDACTED]
Sent: Wednesday, June 25, 2025 11:15:50 p.m.
To: mayor@yellowknife.ca <mayor@yellowknife.ca>; Council <Council@yellowknife.ca>
Subject: Opposition to Rezoning Willow Flats Nature Preserve

Good afternoon,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. Please see attached letter.

Thank you,

[REDACTED]

--

[REDACTED]
Carnivore Biologist, Research and Management
Wildlife and Fish Division

[REDACTED]
[REDACTED]

Adjunct Professor
Department of Veterinary Biomedical Sciences

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 2:24:09 PM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Re: Important: Rezoning at Summit RE: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 2:39:12 PM

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.

On Wed, Jun 25, 2025 at 2:38 PM Lorie-Anne Danielson <ladanielsonmal@gmail.com> wrote:

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this email



From: [REDACTED]
To: [Andrew Treger](#)
Subject: Proposes an amendment to Zoning By-law plan 2396
Date: June 25, 2025 3:13:59 PM

Schooldraw is a beautiful, much loved area of glorious rocks and open areas, including Rotary Park , the boardwalk, the open recreation green on Lunquist Avenue, TinCan Hill, Rat Lake; and in the past Twin Pine Hill, and the area now populated by Copper Sky development.

With the completion of the new rental apartments in the old Bartem Trailer court this area seems to have had more than its fair share of development over the past three decades.

The on-going battle to preserve Tin Can Hill (which has been going on since the 1980's) only emphasizes the obsession from the city to develop this whole area and view it only as real estate instead of a much enjoyed and used recreation and exercise area. The mental and health benefits should outweigh the desire to build here.

Development which requires blasting is not cheap and is not reclaimable in the future. Note the huge cost to southern cities trying to reclaim areas which have been developed in the past. Also this is the only area which gives the public easy access to Great Slave Lake waterfront.

As such, I disagree with any further development in this area.

Sent from my iPad

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Rezoning proposal for school Draw and Lundquist
Date: June 25, 2025 3:24:42 PM

My wife just sent an email on this subject from my email account. I am now using hers to offer my comments

[REDACTED]
I was alarmed at the extent of the Rezoning. The only portion that appears reasonable is the area directly adjacent to the recently built apartments, but not extending as far as Rotary Park. Anything beyond that, going up the hill, would be excessively destructive to the rock outcrop going up the hill. It would go beyond infill to actively destroying a beautiful area.

Rezoning the area on Lundquist to R1 would also be detrimental to the natural beauty of the area and destroy a natural green space.

Sent from my iPad

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Zoning Amendment File #PL 205 0046
Date: June 25, 2025 4:18:26 PM

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.

RE: Zoning Amendment File # PL 205 0046

Andrew Treger , Developmernt Officer

Thank you for the opportunity to comment on this rezoning request for the area near Lundquist Road and Rotary Park.

I have 5 concerns and one query. For your information I am a resident of Brock Drive and a retired architect. I am experienced with many housing projects in Yellowknife and some of the local geotechnical conditions related to foundation construction. I do offer these concerns in the hope I can be helpful to the discussion around this proposed zoning change.

1. Flood Plain.

You might want to consult information on Great Slave Lake high water flood line. I know that recently the lake level was high enough to almost float the wooden boardwalk at Rotary Park and create standing water to the south side of Lundquist Road. In any case some of the land in question is very low. Perhaps you should show the 100 year flood line or something similar on the site map so that this can become part of the discussion.

2. Contruction Suitability.

Most of this land in the proposal is a marsh with water logged ground. It is not suitable for the easy construction of any structures. One must either raise the level of the land with sufficient quantities of gravel fill to create a stable bed for surface foundations or drive piles to rock or refusal, which will be deep. Both solutions will be costly. And both are susceptible to failure in high water table conditions (from known YK experience). If you want to find lots for housing first I suggest you need to consider land that is reasonably buildable. In this situation the most probable resulting housing to recover such high foundation costs would be either expensive single homes or a large multi-story and multi-unit building that reduces unit site costs. My suggestion is to consult a geotechnical or civil engineer before you continue with this idea.

3. Environmental Reserve.

This land was set aside in the city plan as a bird and water fowl sanctuary and park

(zoned ER Environmental Reserve, I believe). Many types of birds and water fowl feed and nest in the trees, grasses or shore line and rocks of this area. Other Migratory birds frequently stop and refuel here on their way north in the spring or south in the fall. These often can be one time and unique sightings. Here is a park people can observe wildlife close to the city. Kids and interested adults do enjoy this activity. This change to the land use would seriously limit the space for this habitat and increase the human activity, noise and pet interactions for the remaining smaller reserve. Yellowknife should try to maintain these complex wildlife areas within the city limits like this for the enjoyment of all. A bird biologist can better advise you on the effects of this change.

4. Resident's Rights.

The owners on Lunquist Drive purchased or constructed their homes with the reality of a park next door, across the road. Now the public owner (the City) wants to change this reality which greatly impacts the rights of these Yellowknife residents. There must exist between the City and its residents a firm trust that the City will not intentionally plan things that will harm its residents. It is the common good which the city ought to defend and the existing rights of the residents of Lundquist Drive. Please listen to these residents and act in good faith.

5. Water/Sewer Services: I believe that houses or housing structures built on this plan will need trucked services; which I understand the City is trying not to increase. Any extensions of pipe service to these lots would be quite expensive per unit. This cost, as with the foundation costs, would drive up the cost of the housing here. Perhaps you need to consult a civil engineer for more helpful information.

A Question on procedure:

As I understand the process a developer or a government agency with a proposal for a project might need to apply to the city for a zoning change in order to proceed with their plan. When this application is made the merits of the project would be discussed by the developer and any interested groups or persons that might be impacted. Therefore in this process the pros and cons would be considered by the City of Yellowknife administration and council and a decision would result. However it seems in this case that the City itself is requesting a zoning change on land that it has zoning jurisdiction over. The city approves the zoning plans. How can the administration act as impartial judge when it is the applicant for the zoning change? This seems like a direct conflict of interest. I would hope the City is not acting on behalf of parties unknown that seek this change. Who can truly act for the rights of the public in this case.?

Thanks for your attention. I look forward to any response or clarification you may have on these issues.

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 4:26:36 PM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas, is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livability, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify, or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 4:43:23 PM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Lot 2; block 201
Date: June 25, 2025 5:02:32 PM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature.

Kind regards,

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

From: [REDACTED]
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 5:35:20 PM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 6:14:40 PM
Attachments: [image.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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Thank you for your attention to this matter.

[REDACTED]

/Resident of Yellowknife

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 10:03:04 PM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

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Thank you for your attention to this matter.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: REZONING OF WILLOW FLATS - Please don't do this...
Date: June 25, 2025 11:30:57 PM
Attachments: [To Mr. Treger - Willow Flats Development Objection Letter Signed.pdf](#)

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.

Hello Mr. Treger,

A passionate community member wrote this letter and distributed it on social media for people to sign. This is my signed copy. My own letter will follow.

Developing the flats is a mistake. Community—and tourism-wise, ecologically, and culturally, developing this neighbourhood will be detrimental to all except the small handful who will hold the money. Don't let greed be a factor here. You are a public official. You represent us. We, the people of Yellowknife, do not want our beloved and highly used green spaces destroyed.

You seem to believe the environmental impact will be negligible. You are wrong. If you have spent time in this area, you will know how dense and lush the forest has grown and how deep the ditch to the marsh is. It will take an unimaginable amount of infill to make this possible. You will be destroying a wildlife habitat. And if you build on the bike park, you will be infringing on our children's creativity and safe spaces.

Please don't do this. You are hurting us.

[REDACTED]

██████████
 5210 Lundquist Road
 Yellowknife, NT
 Jun 25, 2025

Andrew Treger

City of Yellowknife
 4807–52 Street
 P.O. Box 580
 Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City’s “Intensification First” Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City’s “City Land for Sale” registry—currently awaiting release.
- Residential Intensification grants (e.g., “Missing Middle Price Grant”) support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,

██████████

██████████████████

From: [REDACTED]
To: [Andrew Treger](#); mayor@yellowknife.ca; [Council](#)
Subject: REZONING WILLOW FLATS - Paved paradise and put up a parking lot...
Date: June 26, 2025 10:51:48 PM
Attachments: [FRIENDS OF THE FLATS.docx](#)

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.

Hello,

Here is my letter opposing the rezoning of the Willow Flats neighborhood.

I understand the Council is just doing their job and collecting feedback from the public. Any anger comes from the fact that we are all astounded that filling in a portion of the marsh is even being considered. The Willow Flats bike park and marsh are cornerstones of our community. I urge you not to go through with this.

[REDACTED]

<https://www.facebook.com/share/p/1EZPJLe54e/>
<https://www.facebook.com/share/p/1AxCkvNVtX/>
<https://www.facebook.com/share/p/1C5qP33WDc/>

Hello to the Yellowknife Municipal Government,

I am writing to express my extreme displeasure and frank anger regarding the proposed rezoning of the Willow Flats neighbourhood. This will be a long email, as I have many points to raise. Please bear with me in your duty as public servants and consider everything I have to say.

The online discourse in response to this proposal has been resoundingly oppositional. However, human beings are busy and forgetful, so in case someone voiced their opinion in a Facebook comment instead of an official email, I thought I would scatter quotes from some of my favourite posts and comments throughout this email to support my ideas. I will attach links in this email in case you want to verify the truthfulness of my sources. I hope you will treat my email as a snap shot of public discourse rather than an opinion piece from an individual. Alas, let's get into it.

1. YOU ARE NOT LISTENING TO THE ENVIRONMENTAL EXPERTS.

"Part of this is pretty important bird habitat. I encourage [people] who subscribe [to] this page to make your views known to city administration." - Comment posted by Vicky Johnston, Bird Biologist, in response to a post on Birding NWT.

I recognize that the edges of the marsh, the Rotary Park, and the boardwalk will be untouched in the proposed development. That these areas will still be available for public use. However, by developing part of the land, you take away what is magical about it; that you can't go five seconds without hearing bird song. Overlapping calls fill the air. So many different species call Willow Flats home. Just last week, we had a flock of sandhill cranes out there. This place is beautiful and peaceful, and how incredible that so many members of our community get to incorporate this bit of magic into their mundane daily routines? This location captures the heart of Yellowknife: a rugged and diverse wilderness that is accessible within the city. Coexistence with a naturally thriving ecosystem, untouched by human design.

If you, for a second, believe it is feasible to fill in part of the marsh and to have the rest remain unimpacted, you are sorely mistaken. Come to Lundquist Road. See how lush and dense the forest has grown, and how deep the ditch leading to the marsh is. Building on that land will require an unimaginable amount of infill, which will gut the entire habitat.

"If you change half of it, you change all of it." - Suzanne Carriere, Retired NWT Biologist in the recent CBC North Interview.

The experts know that developing this land will impact water flow and harm the environment. Why are you ignoring the experts?

A few individuals on Facebook have also voiced concerns regarding the environmental impacts on Yellowknife citizens and infrastructure feasibility. This area floods every few years. It's not good to build on.

“Good [bye] birdies! Hello more water pollution, but everybody must have [a] Lakeview! To heck with [the] environment!”

“I thought wetlands had to be preserved as they help clean the water! Not just for wildlife but us idiots as well!”

“I think the City is keeping the wettest parts of the wetland area as a nature preserve. I don’t think they thought through the importance of a riparian buffer or the benefits of wetlands, but likely mostly focused on that area being harder to build on. Maybe they remember the Visitor’s Centre by the Prince of Wales Museum sinking and needing to be torn down.”

“Also a disaster for building in swamp areas.”

“Is this not a flood plain? Seems like a questionable place to build, the water is low now but [shrugging emoji].”

The City of Yellowknife is even ignoring its own research. The 2010 *Smart Growth Plan, Natural Area Preservation Strategy—Final Report* designated Willow Flats as an area recommended for a high level of protection.

[Yellowknife Natural Area Preservation Strategy](#)

The evidence is there. If you go forward with developing this area, you are choosing to ignore it.

2. LACK OF TRANSPARENCY

The City of Yellowknife's ignoring of the experts, evidence, and the value that wildlife bring to the lives of Yellowknife citizens seems to be instilling a general perception that the Council is being greedy. There is a recognition that housing is needed, but planning to do it in a wildlife area that is already used and brings joy to our community feels colonial and ugly. Additionally, the Willow Flats neighbourhood has already absorbed our fair share of intensification with the massive apartment building on School Draw Avenue. Why are you immediately looking to this area again? The lack of transparency around the proposed rezoning doesn't help either. When I posted on Facebook and Instagram urging community members to send emails about this matter, many people reached out to me with no idea it was even happening. Any buzz about the rezoning has come from the passion of community members, not from the City. A few signs nearly shoved in the bushes on the outskirts of town does not constitute adequate public engagement. The fact that we need to book an appointment to know all the details of the project feels incredibly sneaky. Sadly, this leads me to believe that development is already in the works and there is money on the table. This rezoning seems to be more for the benefit of developers and landlords than the general Yellowknife population, given that you can charge higher rent for a lakeside apartment complex. The citizens of Yellowknife are voicing their distrust in the Council to accurately represent our interests and protect the culture of our community, particularly in that it seems the city is not following their own bylaws which state that infill spaces, vacant lots and brown line areas are to be developed before environmentally and culturally significant green spaces.

“I’m writing my letter to support Willow flats and I have questions: Why so fast? No public hearing? Why ignoring previous consultation reports urging protection of the area? Why do we have to make an appointment to see further plans at city hall rather than the plans being [publicly] released? Is there already an offer from a developer contingent on changing the land use designation (\$ on the table?). Who drew the new land use areas - was a biologist involved to actually ensure the the NP area will be an NP area? Sorry I just don’t buy that we’re going to infill a large part of a wetland (with a lot of gravel) and it’ll be ok...”

“The City of Yellowknife has terrible public engagement when it matters. I don’t see how three tiny signs (two across the road and one at the end of Lundquist Road) is public engagement. It’s not. The City put little signs in lower traffic areas hoping no one would see them. They should have put a big sign in the middle of the bike park the kids built.”

“Apparently there were 4-6 lots on Gitzel rezoned from Parks and rec designation to High Intensity housing as well under this new Bylaw. However the bylaw 5095 is [supposed] to look at intensifying infill space, vacant lots and brownline areas BEFORE natural ones. If the Gitzel street area near Frame Lake has already been rezoned (I heard nothing of it until I started digging this weekend) this appears like it may be setting a precedent targeting green space and not the spaces intended by their own bylaws.”

“what is the point of having a NATURE PRESERVE if you’re going to turn it into HIGH INTENSITY residential area? There are still multiple lots already zoned for high intensity residential development on the market currently so why on earth would you choose to alter a nature preserve??? What other alternatives were considered before the natural area???”

“Council’s War on Greenspace continues unabated.”

“City of Yellowknife is clueless. Maybe remove all the derelict properties downtown and have them developed.”

“This administration and the previous believes green spaces are of no value.”

“I do not understand our city’s need to destroy green spaces near homes. Fix our City Centre; put high density building and the college in [the] centre of town.”

3. THE PARK REPRESENTS THE INGENUITY OF NORTHERNERS.

I am a former Team Canada athlete, and I know there is no way I could have made it as far as I did if I were not raised in a community of visionaries and go-getters—resourceful people who see potential and never suffer a feeling of lack. Yellowknife artists are dump aficionados, turning trash into the most beautiful creations. At Bristol Pit, we turned a hole in the ground into a mountain. Across the road from the Rotary Park, mountain climbers gear up and scale the rock face every summer. Lundquist Road is one of the most highly frequented streets over the holidays because the low light pollution means that our Christmas light display is superb. And the area right where you are planning to develop, local kids with the support of informal groundskeeper, David Gilday, have turned an empty patch of dirt into a green mountain bike park. It takes more than multi-unit housing complexes to make a community. As our representatives, you have a responsibility to honour the spirit of Yellowknife and also try to be visionaries. This will be particularly important as the mining industry slows. Why are we focused on housing now when over the next few years people will be leaving and selling their homes, anyway? Focus on what will be keeping people here. A big part of

that is accessibility to wildlife and greenspaces. I'm sick of the City pushing to make us look like a highway town in Northern Alberta. This is a city with so much personality, and you are doing it a disservice. Can we not look to our neighbours in the West, in Whitehorse, who have beautiful greenspaces in their city? Rather, it seems the City of Yellowknife is looking for a quick sale.

"What is this BS too? Ugh.. How clueless and tone-deaf can you be... When Giant Mine Remediation Wraps and Diavik next year winds down, what is left, besides empty buildings for minimum-wage workers with no families/ties to the area nor incentive to stay?"

"... It's currently parkland .. right near the Rotary Park Boardwalk. Disgusting actions by the City and this Council. Meanwhile, Diavik is closing next year and we are going to have a massive glut of this single-person/couple dwellings they are building everywhere as it all comes online (all Mrdjenovich's stuff + Bellanca + every densification "4Plex" in Niven... and NOTHING for detached, single family dwellings/homes that people actually want to live in /are in demand."

"Yellowknife "Milosoviichi". Horrible actions from the City. "No to rezone". Developer should be made to restore the destruction left in other areas. Shame on Council"

4. THIS PARK AND MARSH PROVIDE AN ACCESSIBLE WILDERNESS EXPERIENCE.

Of the 100+ comments and posts I've seen rejecting the rezoning, I have seen two in support. One states that we need the housing, and the other writes that there are green spaces everywhere and that this one won't be missed.

This argument that the birds will just flit over to the next lake is short-sighted and privileged. For one, we have endangered species that reside in the marshes, and do not do well with disturbances. As for the humans, not everyone has access to a snowmobile or boat to follow the wildlife to the next lake over, nor the physical capacity. I am a frequenter of the boardwalk, and every day I see senior citizens sitting out by the water, looking at the birds. I see people from the Keskorie boarding home. Often, I see homeless people I recognize from downtown. Birdwatchers, parents with strollers, dog walkers, pre-teens on mountain bikes, and kids playing man-tracker or toting around buckets of caterpillars, snails, frog eggs, or pussy willows. Developing this area will drive birds away from where people with physical impairments or limitations can enjoy them, and privatizing the land will infringe on children's play spaces. In the past two years, I have also seen a lot of Immigrants enjoying the nature provided by Willow Flats. This represents a true integration of newcomers into the community. Providing not simply a house but a home to lifelong Yellowknifers and newcomers alike. Willow Flats creates an opportunity for those newcomers who may not be able to access the land beyond the city to see what makes the North special. It will not be the same if you develop. You will be making this place hollow, stripping the life from it. You will be leaving behind a skeleton.

To sum up, the people don't want this, and you have a duty to protect our interests. If this were pushed forward, you would not be developing on unused land. This space is a home to Northern creatures and is used and cherished by community members of all ages. Yellowknifers want our

beloved green spaces protected. Willow Flats and other such areas are not menial pleasures; they are the reason why we stay in the North.

Hands off Willow Flats.

Thank you for your consideration,



From: [REDACTED]
To: [Andrew Treger](#)
Cc: georgina@theedge.ca
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 11:31:43 PM

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.

Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
Sent: Thursday, June 26, 2025 4:19:23 AM
To: Council <Council@yellowknife.ca>
Subject: Re- Rezoning PL -2025-0046

Re- Rezoning PL -2025-0046

I am opposed to the planned rezoning for Lundquist park and the nature preserve. The greenspace is integral to the nature preserve. Any development of this greenspace or nature preserve will impact the nesting sites and once gone can never be returned.

Developing this area is not what in-fill is about. Infill should be for areas already zoned that can have more housing than is currently available. The proposed plan is taking away greenspace that is very well used. This corner lot park is used by close to 100 people a day either playing in the bike park, playing on the lot or walking dogs, not including rotary park visitors.

Once green space is taken away it can never be retrieved. The city has planned green areas for neighborhoods and there are very few. The children from the neighborhood and the new apartment complex use this space. This space has never been identified in the City's community plan.

There are many lots privately or publicly owned that are currently vacant. Why isn't the city trying to incentivise these people to develop their lots.

Years ago, a developer wanted to add multiple units to the pilot's monument area and the City said parks and greenspace was more important, so it seems strange to be taking away greenspace now.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council; koskikr@hotmail.com](#)
Subject: File #:PL-2025-046 Zoning Amendment (Lundquist Road and School Draw)
Date: June 25, 2025 3:59:47 PM

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.

Hi Andrew,

We are writing to voice our disagreement with the proposed amendment to allow for the development of the lots on School Draw Avenue and Lundquist Road.

Having green spaces (nature preserves and parks/recreational areas), like those that currently exist on Lundquist Road and School Draw Avenue, contribute positively to the quality of life of Yellowknife.

There is plenty of land available to focus residential, especially multi-family, in the downtown area (e.g., empty lots). Also, there are many development opportunities to start, or expand upon, in areas well away from the downtown and old town areas (e.g., Kam Lake and Grace Lake).

Please avoid infill development in general, and please do not move forward on this amendment.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 25, 2025 11:49:09 PM

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.

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512; and,

the entirety of Lot 2; Block 201; Plan 2396

The City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens of Yellowknife. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens. It is in the long term interest of the City of Yellowknife to preserve green space. Point Pleasant Park, in Halifax, is an excellent example of foresight and good planning on the part of the city, and has been a showpiece of Halifax' finer green spaces for 200 years.

I completely contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the surrounding community as well as the wild bird habitat on Yellowknife Bay.

Regularly for decades, this same topic in this area has been brought forward by the city and potential developers. And everyone has to be reminded of the merit of keeping crucial green spaces within the city.

Please register my complete and total opposition to this (or any) proposal by the City

of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

--

[REDACTED]

Yellowknife, NT X1A 0E3

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 25, 2025 6:27:23 p.m.
To: mayor@yellowknife.ca <mayor@yellowknife.ca>; Council <Council@yellowknife.ca>
Subject: Proposed rezoning Willow Flats to allow for residential intensification concern

Good morning Mayor Hendriksen and City Council Members,

I am writing to express my concern regarding the proposed rezoning of Willow Flats to allow for residential intensification. I do not agree with the proposed rezoning and encourage you to honor the words in the 2020 Community plan and the 2010 Dillon Consulting Report which stated Willow Flats and its shoreline as **"natural area sites" that "satisfy the conditions for a high level protection"**. In the cities 2020 Community Plan it is stated **"There are several open areas or natural areas in Old Town that have been identified for a high level of protection...All areas are intended to remain as natural areas."** Why is the city proposing rezoning the area now? Why hire consultants and have community plans developed if recommendations and statements are not followed.

My husband and I have lived in Yellowknife for 47 years, we have spent many, many hours in both winter and summer enjoying the area that is being considered for rezoning. As seniors, we have mobility issues and there is no other green space/nature preserve in the area that is flat and easy for us to access without using a vehicle. There are many folks both young and old in Yellowknife that enjoy the area every day. Please do not take that pleasure away from us. Please leave the zoning as it is as parks and recreation and nature preservation land.

I believe that public engagement regarding rezoning should take place before the city council directs city administration to start "working toward bringing these pieces of land towards market". I am also concerned that a light/ electricity pole has been erected on the land without a public posting of a permit. My question is why did the city " put the cart before the horse" and spend money putting in a light/electricity pole when the land is currently zoned as parks and recreation and nature preservation land?

Please respond to my concern through email. I look forward to your response.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#); [Council](#)
Subject: Feedback on Proposed Rezoning - PL-2025-0046
Date: June 24, 2025 3:52:01 PM

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.

Development Officer Trager, Mayor & Council:

I'm writing to express that I am against the proposed infill of the parks and recreation zone west of School Draw (File # PL-2025-0046), initially introduced via Zoning By-law Amendment 5045.

The monetary value of this waterfront property may be hard to ignore, but the long-term, incalculable value of accessible greenspaces near the downtown core is crucial for both retaining and attracting new residents to the city. I won't even start on the inherent and also incalculable value of habitat for migratory birds, and shoreline vegetation filtration and drainage support.

Yes we need housing, and especially "missing middle housing". I'm glad that the City is prioritizing this, as recent developments have sorely lacked innovation or creativity when it comes to the reality of YK's housing and budget needs. (*Re: budget needs*: I can't see a waterfront property development, no matter how creatively planned, being in the "affordable" category of housing. This **must** become a development priority.)

I'd like the City to get more creative when it comes to existing vacant and brownfield lots, including privately owned lots that are allowed to remain unused or vacant. **We do not need to destroy public greenspace to meet the housing needs of this community.**

Yellowknife residents continue to be clear and consistent when it comes to conserving public, urban greenspaces. Remembering how things were handled with the original MOU for developing Tin Can Hill, I have also added my name to a petition against this proposal that should be delivered to Council this week.

Thank you for your time and consideration.

[REDACTED]
Yellowknife Resident

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 1:01:04 AM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the rezoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 7:05:25 AM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 7:33:10 AM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 7:37:03 AM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 8:17:36 AM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Protection from destruction of wildlife and their habits is of utmost importance. We are a community proud to be living amongst green spaces and protecting life that needs it to survive. People visiting admire this.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 10:19:59 AM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

[REDACTED] attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Re: Zoning Amendment PL-2025-0046
Date: June 26, 2025 10:52:35 AM
Attachments: [A Peters comments Rezoning School Draw June 2025.pdf](#)

Hi Andrew - thanks so much for meeting with me last week.

Attached are my comments on the proposed amendment.

[REDACTED]

> -----Original Message-----

> From: [REDACTED]
> Sent: June 16, 2025 12:42 PM
> To: Andrew Treger <atreger@yellowknife.ca>
> Subject: Zoning Amendment PL-2025-0046
>

>
> Hi Andrew - it looks like the only way to find out more about the proposed amendment is to set up an appointment during regular business hours.

>
> Would I be able to come by some time on Thursday or Friday afternoon?

>
> thanks

> [REDACTED]
>

Proposed Zoning Amendment File PL-2025-0046

A January 2023 “Infill and Densification Development Planning” presentation, made to the Governance and Priorities Committee, identified existing greenspace with development potential. At that time I sent the following message by email to members of City Council:

“I am writing about the recommendations from City Planners to rezone lands from Parks or Open Space to Residential. I fully support increasing residential density in the City to accommodate new housing, but believe that the priority should be to redevelop existing under-used privately owned lands in the developed core. I would like to know what efforts City Planners have put into identifying those opportunities and any barriers that may be hindering this kind of development. This needs to be added to the public discussion - what is being proposed is a major departure from the Community Plan many of us contributed to from 2018 to 2020. Densification of privately owned lands should be pursued before giving up the parcels of publicly owned green space that add so much to the City, socially and environmentally – this should include a careful comparison of the costs and benefits of the two approaches.”

An application for a zoning amendment has now been initiated for two of the sites identified in the January 2023 presentation. In response to a request for public comments I offer the following for consideration:

- I fully support increasing residential density in the City to accommodate new housing, but believe that the priority should be to redevelop existing under-used public and privately owned lands in the developed core where there are existing underground water and sewer services in place
- Densification of previously developed sites should be pursued before giving up the parcels of public green space that add so much to the City, socially and environmentally
- What is being proposed is a major departure from the Community Plan many of us contributed to from 2018 to 2020 – and seems inconsistent with the “Intensification First Strategy” that provides some great examples of the kind of intensification I support (converting single detached housing, developing multi-unit on vacant lots, mixed use development, laneway housing, repurposing underutilized buildings, subdividing existing large residential lots, TOD)
- By opening these sites up for development, developers will be less inclined to consider downtown sites and thus exacerbate the decline of the centre of the City
- The number of trees that will be lost on these sites will never be replaced, yet the value of trees is recognized in the Draft Climate Action Plan (which is currently suggesting the City create a natural asset management plan for planting and maintaining new trees that will require funding and ongoing City maintenance)
- I am concerned that housing development on the proposed sites will alter the existing drainage patterns and disturb adjacent parks and natural preservation areas
- I am concerned that there are few or no developers working in Yellowknife who interested in developing these sites in a way that I envision the future of the city, where the beauty of the natural environment is appreciated and more affordable non-market housing is available

Yellowknife, June 26, 2025

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 26, 2025 11:27:40 AM

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Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#); [Council](#); mayor@yellowknife.ca; [Planning and Environment](#)
Subject: Proposed Willow Flats Zoning Amendment
Date: June 26, 2025 1:52:38 PM

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Re: File # PL-2025-0046

To whom it may concern:

Just a quick note to make it known that I DO NOT support the proposed zoning amendment at the corner of School Draw and Lundquist.

I believe that keeping that entire area undeveloped is critical to maintaining the integrity of the adjacent nature preserve/recreational space.

I think that the city should focus on redeveloping existing brownfield sites and underutilized commercial properties, rather than trying to develop on yet another green space.

I feel most strongly about the proposal for the lake side of School Draw, but I also do not support blasting into Twin Pine Hill to develop that side of School Draw.

I would encourage you to read Reid's comment on the Change.org petition regarding the importance of the willow marsh to the migratory bird population. (I assume it is local bird expert Reid Hildebrandt).

Sincerely

[REDACTED]

From: [REDACTED]
To: [Council](#)
Cc: [Andrew Treger](#)
Subject: Proposed Zoning Amendment, By-law No. 5045, File No. PL-2025-0046
Date: June 26, 2025 5:20:16 PM

Dear Yellowknife City Council and staff:

I am writing to express my dismay and opposition to this zoning amendment proposal (File No. PL-2025-0046) for the areas adjacent to and across the street from Rotary Park, bordering Lundquist Road and School Draw Ave. The zoning of these natural areas should ensure they are maintained as parks and recreation and natural preservation areas under City by-laws. They should not be considered for potential development, including residential development.

I have lived in Yellowknife for almost 40 years, and have spent many enjoyable hours, at all times of the year, in the area proposed for re-zoning between Rotary Park and Lundquist, commonly known as Willow Flats. There are few natural areas remaining in otherwise developed parts of Yellowknife with such high natural and cultural values as the Willow Flats area. This area is important habitat for a great number and diversity of wildlife species, and is consequently used and appreciated by a great number and diversity of both Yellowknife residents and visitors.

Please note that it is specifically because of the natural values of the areas that are included for re-zoning in this amendment proposal, including both Willow Flats and the area across from Rotary Park, that they have such high cultural value. And note that any alteration of these areas to accommodate development, including blasting and filling, would significantly negatively impact all of the natural area remaining in this area now. This would include significant damage to the character and value of any remaining adjacent natural areas, including Rotary Park.

Please do not approve this zoning amendment proposal and instead work to identify other areas more suitable for residential intensification.

Thank you for considering my comments.

[REDACTED]
Yellowknife NT
[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Formal Objection to Proposed Zoning By-Law Amendment #5046
Date: June 26, 2025 8:06:46 PM

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June 26 2025

Mr. Andrew Treger Development Officer City of Yellowknife

Subject: Formal Objection to Proposed Zoning By-Law Amendment #5046

Regarding the following properties:

- Portions of Lot 15, Block 78, Plan 4059
- Portions of Lot 13, Block 81, Plan 4623
- Portions of Block 77A, Plan 512
- The entirety of Lot 2, Block 201, Plan 2396

This letter addresses the City of Yellowknife's proposed amendment to **Zoning By-Law #5046**, which seeks to rezone areas currently designated as **PR (Parks and Recreation)** and **NP (Nature Preservation)** to **R1-1 (Residential Intensification)** and **NP (Nature Preservation)**. This amendment aims to facilitate future multi-unit, townhouse, and duplex development.

The availability of accessible green spaces, including parks, recreation areas, and natural preserves, is fundamental to the **health and well-being** of our residents which is used constantly. Areas such as Rotary Park and its surrounding natural environments offer invaluable opportunities for **tranquility and natural enjoyment**, serving as crucial spaces for **community rejuvenation**.

I formally **object** to the proposed re-zoning of **PR** and **NP** classifications on the west side of School Draw Avenue to **R1-1**. This reclassification will inevitably have a **detrimental impact** on the **ecological value and aesthetic appeal** of Twin Pine Hill Park and Natural Preservation. Moreover, this change will negatively affect the **quality of life, serenity, and overall contentment** of the Summit Community.

I wish to register my **unequivocal opposition** to this, or any future proposal, by the City of Yellowknife that seeks to diminish, reclassify, or eliminate existing designated green spaces and nature preserves.

Thank you for your consideration of this critical issue

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Proposed Rezoning of Lundquist Road/School Draw adjacent areas
Date: June 26, 2025 9:08:22 PM
Attachments: [E35C9036-D5F1-4117-8361-19570CE1E000.jpeg](#)

Hello Andrew,

We are responding to the proposed zoning amendment for the areas adjacent to Lundquist Road and School Draw which would change the Parks and Recreation and Nature Preserve designations to Residential Intensification and a differently configured Nature Preserve.

CONTEXT

Human nature is typically averse to change. We like to see things stay the same. As residents of Lundquist Road, we feel like the luckiest people in Yellowknife given our beautiful location. Sure, we'd like to see our little slice of heaven remain as is, being enjoyed by residents and those who walk, drive or bike around our little cul de sac and enjoy the trails in the area. But we're mindful of our privilege and are seeking to take as non-NIMBY a perspective as possible on the proposed changes. We consider recent development in the area: since the apartment building was built on the former Bartam site, there has been minimal impact on our street - we see some families pushing strollers and walking dogs on Lundquist, that's about it. So we are not averse to development that increases housing for Yellowknife's while also fitting with the scale of the neighbourhood and maintaining the respectful enjoyment of the marshlands/Willow Flats/Rotary Park area for Yellowknifers.

DENSIFICATION

In principle, we support densification as a means of increasing the overall assessed value of properties in Yellowknife without requiring significant investment in municipal services. In turn, a higher total assessed value acts to spread the costs of operating our city across more property owners, thus theoretically reducing property tax costs for all. We were not opposed to the apartment building on the former School Draw site - it has turned a vacant neglected lot that should have been developed long ago into homes for a number of Yellowknifers. At the time it was proposed, there was some opposition to it given concerns with parking, congestion, overuse of the area - none of which has occurred.

Willow Flats is home to some interesting densification projects - for example, behind us, on Brock, is a new build with 3 apartments which looks to passers by like any 'single family residential' home elsewhere on the street. Densification can be done well and in a manner appropriate to residential neighbourhoods. We support more of that sort of development.

NATURE PRESERVE

Willow Flats and the adjacent marshlands are an invaluable asset to Yellowknife and must be preserved with minimal upheaval to the biodiversity that coexists in this area. We have seen animals (including wolves, bears, foxes, voles, porcupines) use the route along the water, we see untold species of birds, we see different plants regenerating the swampy areas of Willow Flats given ecosystem changes from high water to low water. As a sidetone, water levels are an important consideration in this area. During the recent high-water levels in Great Slave Lake in 2020, 2021 and 2022, we seriously started researching options to raise our house should we need to; water was very

high adjacent to our property and almost level with/coming over our driveway. This will be a significant consideration for any development in the area. We are wary about development/construction in the area adjacent to the Nature Preserve and what it may do/how it might impact the natural uses of the area. We support the City's historical recognition of the significance of this area through many studies and planning reports. For these reasons, if there is an area to be developed, we would like to ensure it is close to School Draw as possible, and limited to that.

SERVICING

Accessing piped services is the cornerstone to our support. Tapping into the existing piped servicing on School Draw makes sense. Building down Lundquist, where there is no piped service, does not make sense. Given that Lundquist Road was built on 'mine muck' - i.e., blast rock - in the 1980s, piped service isn't feasible. So again, we would be supportive of development that is close to the servicing from School Draw and has as minimal invasive impact on the marshlands and bird/wildlife areas as possible. We appreciate that geotechnical review needs to be completed to see what's feasible.

PROPOSED ZONING CHANGE AND AREAS FOR DEVELOPMENT

While we appreciate that the proposed rezoning seeks to follow the topography of the current P&R and NP zoned areas, we want to see more of a buffer in between any development and the marshlands. We could support rezoning of a portion of the existing PR that is owned by the City for R1-1 development. Across the road, beside the Bartam lot, we see that long shallow lot that is proposed as R1-1 as well - given the rock outcrop that comes down almost to the road, we anticipate that a practical developer would be looking to blast, which is regrettable. If this area is developed, we hope there is a way around that. We would support development of the areas in red in the photo below, and expansion of the Nature Preserve to ensure an adequate buffer between developed and undeveloped areas.

Thank you



Yellowknife



From: [REDACTED]
To: [Andrew Treger; mayor@yellowknife.ca](mailto:mayor@yellowknife.ca)
Cc: [Shauna Morgan@ntassembly.ca](mailto:Shauna_Morgan@ntassembly.ca)
Subject: Re-zoning proposal PL 2025-0045
Date: June 26, 2025 10:04:38 PM

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 evening,

I am writing to express my concern regarding the potential re-zoning of PL 2025-0046, on School Draw Avenue.

As a long-time home owner residing on School Draw Avenue, I was dismayed to learn that the land identified in the plans was being considered for re-zoning. I am strongly opposed.

I walk in this area every day and see my neighbours from various apartment buildings use this area frequently, including many new Canadians as they explore and live in their new city.

My children learned how to ride bikes, and identify birds and plants in and around Willow Flats, as well as lichen and trees on the other side of the road on Twin Pine hill, which is also actively used for rock climbing.

Based on these key learning experiences, they are active in learning and in many initiatives in the community related to science, climate change, biodiversity, and ecology.

While the proposed development area provides valuable and accessible community space for all Yellowknifers, and visitors, it MUST be protected for it's importance to the birds and wildlife.

I respectfully urge all decision makers involved to find alternative locations for development. Developing this land would have a negative impact on our community as well as on the wildlife and birds.

I hope you have seen the growing petition on [Change.org](https://www.change.org).

Thank you for your time and consideration,

[REDACTED]

From: [REDACTED]
To: Shauna.Morgan@ntassembly.ca; mayor@yellowknife.ca; [Andrew Treger](#); [neilpenney](#)
Subject: Willow Flats
Date: June 26, 2025 10:18:34 PM

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.

Willow Flats is a one of the main reasons I live in my neighbourhood and continue to live in Yellowknife. I live on School Draw and have spent many a day with my family and friends exploring and using this recreation area. The people of this community care for this area, and it is an amazing place to build community between generations. My son learned to go birding, my daughter how to take a jump on her bike, we picnic there, play Frisbee and more importantly interact with our neighbours. Willow Flats brings people together across generations – for birding, biking, picnicking, or simply interacting with neighbors. These shared experiences in nature are irreplaceable for building a strong, cohesive community and fostering a sense of belonging. Willow Flats is an accessible area of Great Slave Lake, a part of the Rotary Park waterfront trail that everyone can enjoy.

While I do not use the pavement playground up on school draw, my kids are drawn to the open areas near the water, in the willows, and on the grass. While paved parks have their place, the natural, open areas of Willow Flats offer a unique space for unstructured play, exploration, and connection with nature. This type of outdoor engagement is essential for physical and mental well-being across all age groups, fostering creativity and a deeper appreciation for the natural world.

Willow Flats is far more than just a piece of land; it's an integral part of Yellowknife's identity, a vital ecological system, and a cornerstone of our community's well-being. My family's experiences, like countless others on School Draw, are a testament to its profound importance. For generations, Willow Flats has served as a natural classroom, a cherished recreational space, and a unique place where bonds are forged and memories are made. Building on this irreplaceable area would be a profound loss, impacting not only our current residents but future generations and the very health of our environment and Community. I want my grandchildren to play in the willows, see a Warbler nests, and interact with our special community.

Willow flats is more than just undeveloped land, it is a vibrant green space, that locals and tourists flock to. It is a definable area of our neighbourhood, that not only represents what it is like to live in Yellowknife, it is Yellowknife. Preserving Willow Flats also enhances the desirability of living in Yellowknife, and protecting more than just property value, but enhancing community desirability.

From: [REDACTED]
Sent: Friday, June 27, 2025 10:57 AM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats

Willow Flats is a one of the main reasons I live in my neighbourhood and continue to live in Yellowknife. I live on School Draw and have spent many a day with my family and friends exploring and using this recreation area. The people of this community care for this area, and it is an amazing place to build community between generations. My son learned to go birding, my daughter how to take a jump on her bike, we picnic there, play Frisbee and more importantly interact with our neighbours. Willow Flats brings people together across generations – for birding, biking, picnicking, or simply interacting with neighbors. These shared experiences in nature are irreplaceable for building a strong, cohesive community and fostering a sense of belonging. Willow Flats is an accessible area of Great Slave Lake, a part of the Rotary Park waterfront trail that everyone can enjoy.

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Willow flats is more than just undeveloped land, it is a vibrant green space, that locals and tourists flock to. It is a definable area of our neighbourhood, that not only represents what it is like to live in Yellowknife, it is Yellowknife. Preserving Willow Flats also enhances the desirability of living in Yellowknife, and protecting more than just property value, but enhancing community desirability.

[REDACTED]

DATE: Thursday, June 26, 2025

TO: Development Officer: Andrew Treger, Planning and Development Department,
City of Yellowknife (the “Applicant”)
Email: atreger@yellowknife.ca

FROM: [REDACTED] Yellowknife, NT, X1A-1Z8
[REDACTED]
[REDACTED]

RE: Zoning Amendment Application, File #: PL-2025-0046

Dear Mr. Treger and Applicant: I live in the affected area of the proposed zoning amendment to Zoning Bylaw No. 5045, that the Applicant is seeking to change the zoning from ‘Parks and Recreation and Nature Preservation’, to ‘Residential Intensification and Nature Preservation’, to accommodate lots for future multi-unit, townhouse, and duplex developments.

I am deeply concerned that the encroachment of residential intensification in a nature preservation will affect the home of various natural species, in which the habitat of plant life and birds will wain greatly, potentially and realistically to the point of nullifying their existence in this beautiful area – their home. Thus, it is shocking that the Applicant is including their zoning change to one of ‘Residential Intensification and Nature Preservation’, which is utterly non-sensical and quite frankly can be defined as an oxymoron. This type of spin-doctoring is shameful!

Furthermore, this area is also presently zoned as ‘Parks and Recreation’ in which the entire population of Yellowknife, along with visitors and tourists to our city, have the option of enjoying. To change the zoning to ‘Residential Intensification’ while eliminating ‘Parks and Recreation’, serves to change this area to one exclusive only to a few people, where presently this ‘Parks and Recreation’ zoned area is inclusive to thousands of people who are free to enjoy the area.

I was appalled to see the Applicant's 'Notice of Application' sign during my regular use of this area, in which I, like many Yellowknifers, walk or cycle in this 'Parks and Recreation and Nature Preservation' zoned area.

I am a longtime resident of Willow Flats. I live on the same property my late parents took me home to when I was born in 1963. In fact, four generations of my First Nations family have lived in the Willow Flats neighborhood. I am a citizen of the Yellowknives Dene First Nation. In 1968, a traumatic event occurred when the City of Yellowknife (the "City") appropriated my late grandparents' property in the area the Applicant is applying to amend the zoning. Furthermore, the City has never compensated my family for this grotesque appropriation, which I still view as an extreme miscarriage of the City's power, one that places their reputation and administration into disrepute. I understand that the times were different back then, when racism ran rampant. Presently, I note that the City of Yellowknife supports the federal and territorial governments' Truth and Reconciliation mandate to advance the Calls to Action for a more healthy relationship between Indigenous and non-Indigenous peoples in Canada, including in Yellowknife. As an Indigenous woman, I have had to deal with settler mentality my entire life, and historically dating back centuries. Currently, it is as if the Applicant is applying a settler mentality, one that takes away a popular common area enjoyed by many with the intent of being used by an exclusive few elite number of people in society. The current situation presents an opportunity for the Applicant to do right not only for myself as an Indigenous person whose family has used the area for generations, but for this neighborhood, for those people of our city who are free to use the affected 'Parks and Recreation and Nature Preservation' area for their enjoyment, and so importantly, for the species whose home is this natural habitat.

Considering my history, the Applicant's application to re-zone this particular area of Willow Flats is re-traumatizing me. Having had to deal with the memory of the City appropriating my grandparents' property for my entire life, it is as if the Applicant is appropriating the land

once again, not only from me, but from the natural species of the area and from the wide array of people who enjoy the affected area daily.

As a concerned and affected resident of Willow Flats and this city, I am asking and want the Applicant to quash and nullify their application to amend the zoning from 'Parks and Recreation and Nature Preservation', to 'Residential Intensification and Nature Preservation' leaving it zoned as 'Parks and Recreation and Nature Preservation'.

In conclusion, for all of the above reasons, it is not in the public interest to change the zoning in this area of Willow Flats. Rather than visualizing how Yellowknife looks in 20 years, the affected zoning needs to remain as is for our enjoyment and for the enjoyment of several future generations where natural species and people can continue co-existing in this untouched and beautiful habitat.

I look forward to yours and the Applicant's response.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.

From: [REDACTED]
To: [Planning and Environment](#); mayor@yellowknife.ca; [Andrew Treger](#)
Subject: Willow Flats rezoning
Date: June 26, 2025 10:26:58 PM

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To whom it may concern,

I am writing to state my objection to the application for rezoning (File # PL-2025-0046).

The granting of development in this area would be incredibly irresponsible, environmentally damaging, ecologically callous, and extremely short-sighted. The state of North America's migratory birds is fragile, and developing on a well used important migratory stopping point would be another nail in the coffin of our wildlife.

This area is also well used by locals and tourists to access the lake in both the summer and winter. It is part of what makes Yellowknife special, and building on this land would erase yet another part of Yellowknife's wild lands.

Thank you for your consideration,

[REDACTED]

From: [REDACTED]
To: [Council; Andrew Treger](#)
Subject: Opposition to Willow Flats Rezoning
Date: June 26, 2025 10:34:10 AM

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.

Dear City of Yellowknife Planning and Lands Department and Council,

I am writing to express my deep concern regarding the proposed rezoning of portions of the Willow Flats neighbourhood from Parks and Recreation/Nature Preservation to RI-1 residential zoning.

As a resident who has lived in the Willow Flats area for close to 20 years, I want to begin by emphasizing the profound value of defending this area from development in terms of accessible outdoor access for Yellowknifers and visitors alike. From my observations, Willow Flats is one of very few areas in Yellowknife—if not the NWT—where individuals of varying physical ability can access green space that is reflective of the natural diversity and resilience of local ecosystems.

Converting even a portion of this space into residential zoning not only threatens this delicate habitat and valuable recreational area, but also sets a concerning precedent for future green space redevelopment within the City, especially when this area has historically been understood to be protected and was not originally earmarked for this type of development.

Willow Flats is home to a diverse array of wildlife, including white-crowned sparrows, Wilson's snipes, swamp sparrows, black-billed magpies, chipping sparrows, northern waterthrush, and yellow warblers. It also occasionally hosts sandhill cranes, a species known for its reliance on wetland habitats during migration. Development in or in proximity to this sensitive habitat threatens these species who have depended on this area for time immemorial.

While I understand and support the need for increased housing within Yellowknife, I urge the City to prioritize infill and higher-density development in already-disturbed or vacant lots. For example, areas where buildings were lost in recent fires or existing vacant city lots would benefit from revitalization without compromising vital natural spaces.

I strongly recommend that the Willow Flats area be preserved and formally designated as a City park or conservation area. This would protect wildlife habitat, enhance ecological education and recreation opportunities, and ensure we are not sacrificing long-term environmental and recreational value for short-term gains.

Thank you for the opportunity to provide feedback. I hope the Council and Administration will take these concerns seriously and will take protective action of Willow Flats for generations to come.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Thursday, June 26, 2025 9:37 AM
To: Council <Council@yellowknife.ca>
Subject: Rezoning Willow Flats

Dear Mayor Hendriksen and Council Members,

Please see my attached letter and attachment on the application to rezone areas near Rotary Park and Lindquist Road. I believe it is unwise.

Sincerely,

[REDACTED]

Willow Flats community member

From: [REDACTED]
Sent: Thursday, June 26, 2025 9:37 AM
To: Council <Council@yellowknife.ca>
Subject: Rezoning Willow Flats

Dear Mayor Hendriksen and Council Members,

Please see my attached letter and attachment on the application to rezone areas near Rotary Park and Lindquist Road. I believe it is unwise.

Sincerely,

[REDACTED]

Willow Flats community member

Mayor and Council Members
 City of Yellowknife
 4807- 52 St. NT, X1A 2N4

June 6, 2025

Dear Mayor and Council Members,

Re: Willow Flats Zoning Amendment (Application PL-2025-0046)

I'm writing as a long time Yellowknifer and Willow Flats resident to describe why I am very concerned about the proposed zoning change to residential intensification (Application PL-2025-0046). Based on the last Council meeting I attended and presented at in 2023, I have heard and appreciate the City's motive of preventing urban sprawl. I also understand that each of the other areas being considered for intensification in Yellowknife are also important to residents who use and value those spaces, as the presentations to Council made clear last time.

There are two major reasons why further intensification is a bad idea in this particular area. This is because of 1) the amount of intensification that the community of Willow Flats has recently absorbed already, and 2) because this area is a riparian wetland forest. My reasons are as follows:

The Willow Flats neighborhood and vicinity has already absorbed its fair share of intensification. As residents have made clear, including to the Development Appeal Board, the huge new apartment building across the street (School Draw Ave.) from the area in question has already resulted in a significant increase in the population in Willow Flats. Once the new building is fully occupied, it will be a population increase of approximately 40% to the Willow Flats community.¹ This is not just about more people, but also more vehicles, traffic, noise, etc. Cumulatively, the addition of even more people in new multi-unit buildings, townhouses and duplexes will likely add up to more than doubling the population of our community. Enough already! Our community has done its fair bit to support intensification.

¹ I refer to the Willow Flats neighborhood as the community defines itself. The planning boundary that runs along the of the centre line of School Draw is a technicality that is meaningful to no one other than city planners. When I say "Willow Flats" I'm referring to the area, people and homes from the base of Twin Pine Hill to the shore of Great slave Lake.

Building along the riparian forest along the Willow Flats wetland is ill-advised for a host of reasons.

1. **It floods.** It hasn't done so in the short time that the city has installed piezometers meters to look at groundwater, but every few years the lake level rises dramatically and the high water mark to cover most of the area.. I've seen this flooding firsthand, as someone who walks the trails there every day. It is well known by residents. I present that to you as community-based knowledge. Our understanding of the historic baseline lake level fluctuations suggests that this area is prone to flooding. I've attached below a hydrograph showing the range of high water levels for Great Slave Lake, and an image of the boardwalk at Rotary literally floating on June 1, 2021. (Given our changing climate, any future increases to the high water range of Great Slave Lake pose even more of a hazard to property in the future, if there were homes there. Potential for future flooding is risk factor that insurance companies are taking more seriously).
2. As a **wetland adjacent to Great Slave Lake, this is an area of unusually high biodiversity**, particularly for birds. Birdwatchers routinely see bird species that are very rarely spotted elsewhere in the city. These include species that do not tolerate disturbances well. For example, I saw a flock of seven sandhill cranes feeding in the area just last month.
3. The area is also habitat of the **endangered Rusty Blackbird, a Schedule 1 Listed Species at Risk**. It is a contravention of Canada's *Species at Risk Act* to destroy their homes or habitat. The required assessments **would make the regulatory process for developing this area much more complex** than it would be most other places in Yellowknife.

Besides the fact that Willow Flats has already absorbed its fair share of intensification, and that it's wetland adjacent, there are other good reasons I'm opposed to revoking this area.

- My family and neighbors use the area every day, walking the trails, and enjoying physical and mental health benefits from time in nature.
- Many of the neighborhood kids love the bike park.
- The value of the Rotary Park is increased by having local forest trails that connect to it.
- Easy access to natural places like this is one of the things that makes Willow Flats wonderful.

Please do not diminish this beautiful and important natural wetland area by trying to force even more intensification into Willow Flats.

In the interest of compromise, I'll suggest that if the City is desperate to find more areas for residential intensification, I could (reluctantly) live with residential development along the

strip south of the new massive apartment building, along the base of Twin Pine Hill on School Draw Ave. across the street from the Rotary Park, IF that were to prevent the rezoning of the areas across School Draw. Ave. That area is further from most of Willow Flats, and is already changed due to the new huge apartment building.

For the reasons I've described, it is unreasonable to rezone the PR and NP lands on the lake side of School Draw. Please respect the wishes of the majority of the Willow Flats community and decide against rezoning this beautiful, ecologically diverse area that we cherish.

Sincerely,

[REDACTED]

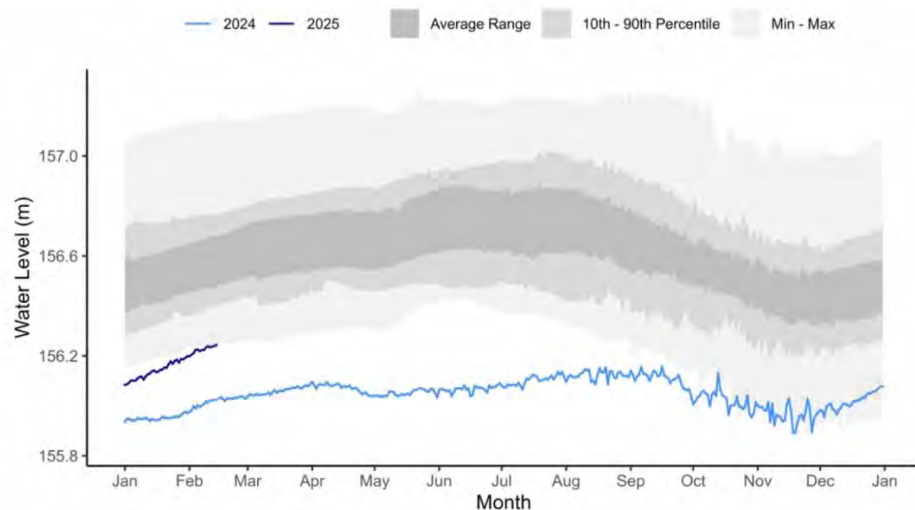
[REDACTED]

Yellowknife, NT, X1A 2A1

See Attachment: Hydrograph and photo of boardwalk floating

Attachment:

1. The hydrograph below shows that the lake level sometimes goes over a meter higher than the period that the city monitored groundwater using the red piezometers that were installed between Rotary and the bike park in 2024. The light and dark blue lines show the lake level over that period. The top of the light grey shading shows how high the lake level goes, when the site floods. The City's monitoring did not capture the important water conditions for the site.



Yellowknife Bay's water level. The dark blue line is 2025, while the light blue line is 2024. Graph: GNWT

To illustrate, my picture below shows the boardwalk, which is usually high and dry, literally floating in June 2021. The white sandbags are added weight to try to keep it down.



From: [REDACTED]
To: [Andrew Treger](#); [Council](#); mayor@yellowknife.ca
Subject: opposition of the rezoning of Willow flats
Date: June 26, 2025 11:52:50 PM

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.

I am writing to express my strong opposition to the proposed rezoning of Willow Flats. Willow flats is an ecologically rich marshland that homes diverse wildlife and supports recreational activities like biking and walking. Yellowknife cherishes the wildlife that reside here and the activities that bring our community together, both of which are found within Willow Flats.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Planning and Environment](#); mayor@yellowknife.ca
Subject: please do not develop willow flats adjacent to Rotary Park
Date: June 27, 2025 6:51:14 AM

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.

Hi,

I am writing to express my concern about the proposal to develop the willow flats adjacent to Rotary Park that contains the boardwalk built by Rotary.

We use this daily for walking our dog throughout the year. It is spots like this that make Yellowknife wonderful to live in. Walking here allows you to enjoy the beauty of the north without leaving the city.

Public waterfront access is rare. Please protect it.

Please do not cut down and develop the willow flats on Schooldraw adjacent to Rotary park. This should be formally added to Rotary Park.

Kids also use this area for skateboarding. This keeps kids out of trouble.

Thank you for your consideration.

[REDACTED] Yellowknife, NT [REDACTED]

From: [REDACTED]
Sent: Friday, June 27, 2025 6:50 AM
To: Planning and Environment <PlanningAndEnvironment@yellowknife.ca>;
mayor@yellowknife.ca <mayor@yellowknife.ca>
Subject: please do not develop willow flats adjacent to Rotary Park

Hi,

I am writing to express my concern about the proposal to develop the willow flats adjacent to Rotary Park that contains the boardwalk built by Rotary.

We use this daily for walking our dog throughout the year. It is spots like this that make Yellowknife wonderful to live in. Walking here allows you to enjoy the beauty of the north without leaving the city.

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Please do not cut down and develop the willow flats on Schooldraw adjacent to Rotary park. This should be formally added to Rotary Park.

Kids also use this area for skateboarding. This keeps kids out of trouble.

Thank you for your consideration.

[REDACTED]

[REDACTED] Yellowknife, NT [REDACTED]

City of Yellowknife
4807 – 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

2025-06-27

Dear Mayor Hendriksen and Members of Council,

Re: City of Yellowknife Zoning Amendment PL-2025-0046

We are submitting this letter in strong opposition to Zoning Amendment PL-2025-0046, which proposes to rezone areas currently designated for Parks and Recreation and Nature Preservation to Residential Intensification for future multi-unit, townhouse, and duplex developments.

The lands subject to this proposed zoning amendment, hereafter referred to as Willow Flats, are vitally important to both nature and people in Yellowknife. Willow Flats is one of few accessible natural areas within the City that is enjoyed by dozens of people each day for walks and other recreation. It is also an important ecological area, serving as a stopover and breeding site for thousands of migratory birds each spring and fall. Over [900 eBird checklists and 163 bird species](#) (tied with Niven Lake for the most in Yellowknife) have been recorded at Willow Flats. An additional 142 species of plants, fish, insects, and animals have been recorded by [community observers on iNaturalist](#). Among the 300+ species recorded at Willow Flats, several are assessed as at risk nationally, including yellow-banded bumble-bee, rusty blackbird, lesser yellowlegs, and barn swallow. While the proposed rezoning may not directly destroy Willow Flats in its entirety, it will be left severely and irreparably diminished.

In addition to degrading an important natural area in the City, further residential development of Willow Flats does not make sense from a land suitability, flood mitigation, and climate change adaptation perspective. The area is a low-lying wetland, wedged between the shore of Great Slave Lake and a large bedrock outcropping. As recently as 2021 and 2022 much of the subject lands were flooded due to high water levels in Great Slave Lake. Although water levels are currently at near-record lows, higher variability in environmental conditions are expected under climate change and it is only a matter of time before the subject lands flood once again.

We strongly urge the Mayor and Members of Council to not make the mistake of encroaching on and forever altering one of the City's key natural areas, Willow Flats.

Sincerely,

[Redacted Signature Block]
[Redacted Name]
[Redacted Title]
[Redacted Address]
[Redacted City/Province]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046 Feedback
Date: June 27, 2025 8:54:58 AM

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.

Hello Andrew,

As a Yellowknife resident and resident of Old Town, I would like to offer feedback on the proposed zoning amendment to the lands as part of File #PL-2025-0046.

For those lands on the west side of School Draw Ave, I am in support of the the RI-1 Zoning provided the zoning or any sales agreement between the City and a developer requires the developer to account for, enhance, and maintain the trails that link School Draw to the Nature Preserve land behind the lot and to ensure neighbors still have access to the Nature Preserve from School Draw Ave.

For the lots on the lakeside (east side) of School Draw Ave, I have significant concerns about the proposed rezoning to allow development. While the zoning amendment retains a portion of the Nature Preserve area, it significantly reduces the amount of natural land adjacent to water. My concerns are two-fold:

Impacts to Residents

This area is one of the few access points for Yellowknifers to enjoy the Great Slave Lake from shore and I am concerned development could change the nature of the birdlife and animals and flora that one enjoys when visiting the area (as I do with some regularity). Furthermore, the lots have been used for years by the neighbourhood for recreational use, including a skate park constructed by the community for children.

Impacts to the Environment

- I am concerned that no information has been presented about the potential impact on the wildlife in the area due to a reduction in the size of the Nature Preserve as well as the associated risks that come with development adjacent to the lake.

While I hope that the Council will not approve the rezoning of these parcels, I propose that any development as part of the rezoning be required to enhance public access and enjoyment of the waterfront area and mitigate impacts on wildlife. I would point to the construction of the Muir Hotel on the Halifax Waterfront as an example of enhancing public access.

More broadly, I recognize that Yellowknife has a housing deficit. It does not have a land deficit, contrary to popular understanding. There are large tracts of land (Taylor/Con Rd) available for development into the type of housing that I understand Yellowknifers want, namely, single-family housing. The forced "intensification" strategy will not attract a builder who can offer affordable housing because the economics of small projects push single-family house costs beyond what most Yellowknifers can afford. By enabling a large tract of land for housing development that can accommodate 100 - 200 homes, the City of Yellowknife can

attract interest from residential construction companies that see a multi-year opportunity and will invest in the project. I am also confident that the City of Yellowknife staff can look to other jurisdictions for creative solutions to the concerns related to the cost of bringing this large tract of land online.

Thank you for the opportunity to provide my feedback.

[REDACTED]

..

From: [Ecology North](#)
To: [Andrew Treger](#)
Cc: [Dawn Tremblay](#); [Rajiv Rawat](#)
Subject: Zoning Amendment Notice of Application – File #PL-205-0046
Date: June 27, 2025 11:12:55 AM
Attachments: [Zoning Amendment Notice - Andrew Treger.pdf](#)

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,

Please see attached correspondence from Ecology North Executive Director Dawn Tremblay, and Board of Directors Chair Rajiv Rawat regarding Zoning Amendment Notice of Application – File #PL-205-0046.

Kind regards,
Emily

--

Emily McInnis
Office Manager
Hours: Mon-Fri - 9am-4:30pm

Ecology North
ecologynorth.ca +1 (867) 873-6019
5016 50 Ave, Yellowknife, NT X1A 2P3

Ecology North's main office is located in Sò mba k'è, Denendeh (Yellowknife, Northwest Territories), on Chief Drygeese Territory, traditional territory of the Yellowknives Dene and homelands of the Indigenous Métis of the North Slave Métis Alliance.

June 25, 2025

Andrew Treger
Planning and Lands Department, City of Yellowknife
4807 - 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

Zoning Amendment Notice of Application – File #PL-205-0046

Dear Andrew Treger,

Ecology North would like to provide public comment on the Zoning Amendment Notice of Application file # PL-205-0046. The proposed amendment changes the zoning from Parks and Recreation (PR) and Natures Preservation (NP) to Residential Intensification (RI-1) and Natures Preservation (NP).

Ecology North was formed in 1971 with a vision of a healthy northern environment, forever and a mission to bring people together for a healthy northern environment.

Ecology North would like to see all subject lands remain zoned as Nature Preservation and Park and Recreation. *Specifically, all lands adjacent to Lundquist road.* This greenspace represents the City's commitment to protection of nature generally and protection for species, including those at risk specifically. Migratory birds and other species use these areas seasonally and throughout the year.

Emerging scientific research indicates the growing need to better understand our peatlands, and their detrimental climate change impact if or when they are disturbed. The issue of mapping our municipal peatlands has come up during the Climate Change Action Plan consultation. Additional benefits of these areas, as they are currently zoned, include accessibility for Yellowknifers, and mental health benefits offered by all natural spaces. Yellowknifers experience health benefits from access to these greenspaces. They contribute to the attractiveness and beauty of our community.

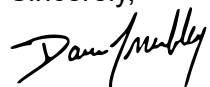
Ecology North would like to encourage the City of Yellowknife to seriously consider increasing taxes on vacant lots to encourage development and densification of land already zoned for development. This seems like a more logical solution to the goal of densification than removing Parks and Recreation (PR) and Nature Preservation (NP) areas. Once a Nature preserve is developed it can't be un-developed.

This is an opportunity for the City to show leadership according to its vision, mission and values. Specifically, the community vision includes pride in our natural beauty, and the council's mission includes providing programs and services that are environmentally, socially, and fiscally responsible. This is an opportunity to enact the value of responsiveness to public concern.

For the reasons listed above, Ecology North would like to see the proposed zoning amendments turned down, and the issue of densification and rezoning explored within areas already zoned for development.

Thank you for your time and consideration.

Sincerely,



Dawn Tremblay

Executive Director, Ecology North

Rajiv Rawat

Chair, Ecology North



From: [REDACTED]
To: [Council; Andrew Treger](#)
Subject: New development at rotary park
Date: June 27, 2025 11:44:01 AM

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.

Hello, my name is [REDACTED] and I live on Bryson drive in old town, just a 60 second walk from rotary park, many people around here and from around town use this space to walk dogs, ride bikes, bird watch, fish, and many more outdoor activities. All of my neighbours including me, like to use and have this quiet space, and many more people. I also believe that some people might get in the way of this project if you take it to the next step, so why make people mad, and waste money and time for something that people will hate, and it's even on unstable land. So don't waste time and money, and don't build this development.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council](#)
Subject: RE Zoning Amendment application File# PL-2025- (Lundquist Rd and School Draw area)
Date: June 27, 2025 12:10:38 PM

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.

Andrew Treger
Development Officer
atreger@yellowknife.ca
CC Mayor and Council

RE Zoning Amendment application
File# PL-2025-0046
Zoning amendment proposal to change zoning from PR - Parks and Recreation and NP - Nature Preservation to RI - 1- Residential Intensification
Various lots in the vicinity of Lundquist Road and School Draw Ave as per Notice of Application sign on this site.(Subject Lands)

I do not support the change of zoning of parks and recreation and nature preservation to residential zoning for the Subject Lands. I have primary concerns about the proposal on the east side of School Draw and south side of Lundquist

The City's Natural Area Preservation Strategy (2010) and Community Plan (2020) along with other City planning documents support and encourage:

- improving walking and cycling networks,
- protection of natural areas and shoreline
- public access to the waterfront
- recreation and health

There are specific mentions in the above planning documents to Willow Flats which includes the Subject Lands. The City is undertaking an update of the Community Plan this year. I expect there will be continued interest by residents in the outdoor recreational, natural and shoreline aspects of our city. I acknowledge that there are planning constraints in land accessibility. I ask that you protect PR and NP lands from development and look to other options for residential development.

Some elements to be highlighted about the Subject Lands:

Exercise, walking and cycling

There are well documented physical and mental health benefits to exercise especially in the outdoors. The Subject Lands are a well known, accessible and well used walking area. The attraction is the natural features and access to Great Slave Lake. The Subject Lands have a very popular popup bicycle park.

Nature and health

There are well documented physical and mental health benefits to our exposure to nature. The Subject Lands are readily accessible in the City and provide an excellent site for people to walk and gather in a natural environment

Natural habitat

The Subject Lands are a rich ecosystem for birds and other flora and fauna. This week I accompanied two gentlemen from the USA who are keen birders. Within a short time on the boardwalk we identified over 20 species of birds. I am sure there were more species in the area.

The area is well known locally and internationally for birders. The organization eBird identifies Niven Lake and Willow Flats as local hotspots. eBird is an international biodiversity science project managed by the Cornell Lab of Ornithology. I am in contact with another visitor birder from the USA planning a visit to Yellowknife next week with a specific goal to go to Niven Lake and Willow Flats.

Access to the waterfront

The Subject Lands are one of the surprisingly few areas with easy foot and bicycle access to the shore of Great Slave Lake. For a city located on the Big Lake - there are very few similar access places.

Toxin filter

The extended shoreline of soils and plants provide an important filter of urban toxins from entering the lake. Toxins pollute the water, damage the ecosystem and contribute to algae blooms. Wherever possible there will be long term environmental and health benefits to preserving a shoreline natural buffer of soils and plants.

I request that the current zoning of the Subject Lands be retained as PR and NP and not changed to Residential Zoning

[REDACTED]
Yellowknife
[REDACTED]

From: [Anderson, Kristie](#)
To: [Andrew Treger](#)
Cc: [Jason Newton - ATCO](#); [Yorke, Jason](#)
Subject: RE: Request for Comments on Proposed Zoning Amendment
Date: June 27, 2025 11:17:39 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[05. Electrical Construction Drawing.pdf](#)

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

The lot in question has a riser pole recently installed to re-route the overhead 34KVA power line to underground, I believe by request from the City. We would need enough of an easement to access the pole and underground feed.

Regards

Kristie Anderson

Engineering Assistant

Northland Utilities (Yellowknife) Ltd.

Electricity Global Business Unit

P. 867 873 4865 **C.** 867 445 1101 **F.** 867 920 2099

A. 481 Range Lake Road, Yellowknife NT X1A 3R9

From: Anderson, Kristie <Kristie.Anderson@atco.com>

Sent: June 24, 2025 11:48 AM

To: Andrew Treger <atreger@yellowknife.ca>

Cc: Jason Newton - ATCO <Jason.Newton@atco.com>; Yorke, Jason <Jason.Yorke@atco.com>

Subject: RE: Request for Comments on Proposed Zoning Amendment

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

We have some infostructure on Block 77A Plan: 512 that we will need an easement on, we don't have anything on the other lots as it stands.

Thank you

Kristie Anderson

Engineering Assistant

Northland Utilities (Yellowknife) Ltd.

Electricity Global Business Unit

P. 867 873 4865 **C.** 867 445 1101 **F.** 867 920 2099

A. 481 Range Lake Road, Yellowknife NT X1A 3R9

LEGEND / NOTES	
POWER LINE TYPES	
	34.5kV OVERHEAD LINE
	34.5kV UNDERGROUND LINE
	24.9kV OVERHEAD LINE
	24.9kV UNDERGROUND LINE
	14.4kV OVERHEAD LINE
	14.4kV UNDERGROUND LINE
	STREETLIGHT OVERHEAD LINE
	STREETLIGHT UNDERGROUND LINE
	SECONDARY OVERHEAD LINE
	SECONDARY UNDERGROUND LINE
APPARATUS	
	70W LED STREETLIGHT
	150W HPS STREETLIGHT
	250W HPS STREETLIGHT
	ANCHOR/GUY
	OVERHEAD GUY
	INLINE SWITCH
	SOLID BLADE SWITCH
	GANG SWITCH
	SWITCH CUBICAL
	UNDERGROUND PULL PIT
	UNDERGROUND TRANSFORMER
	OVERHEAD TRANSFORMER
	TRAFFIC LIGHT
	TRAFFIC LIGHT JOB BOX
	JOINT USE PEDISTAL
	RISER - OH TO UG

DESCRIPTION	DATE m-d-y	BY	CHK'D
PROPOSED	03-20-2024	JN	JN
ISSUED FOR CONSTRUCTION	07-19-2024	JN	JN

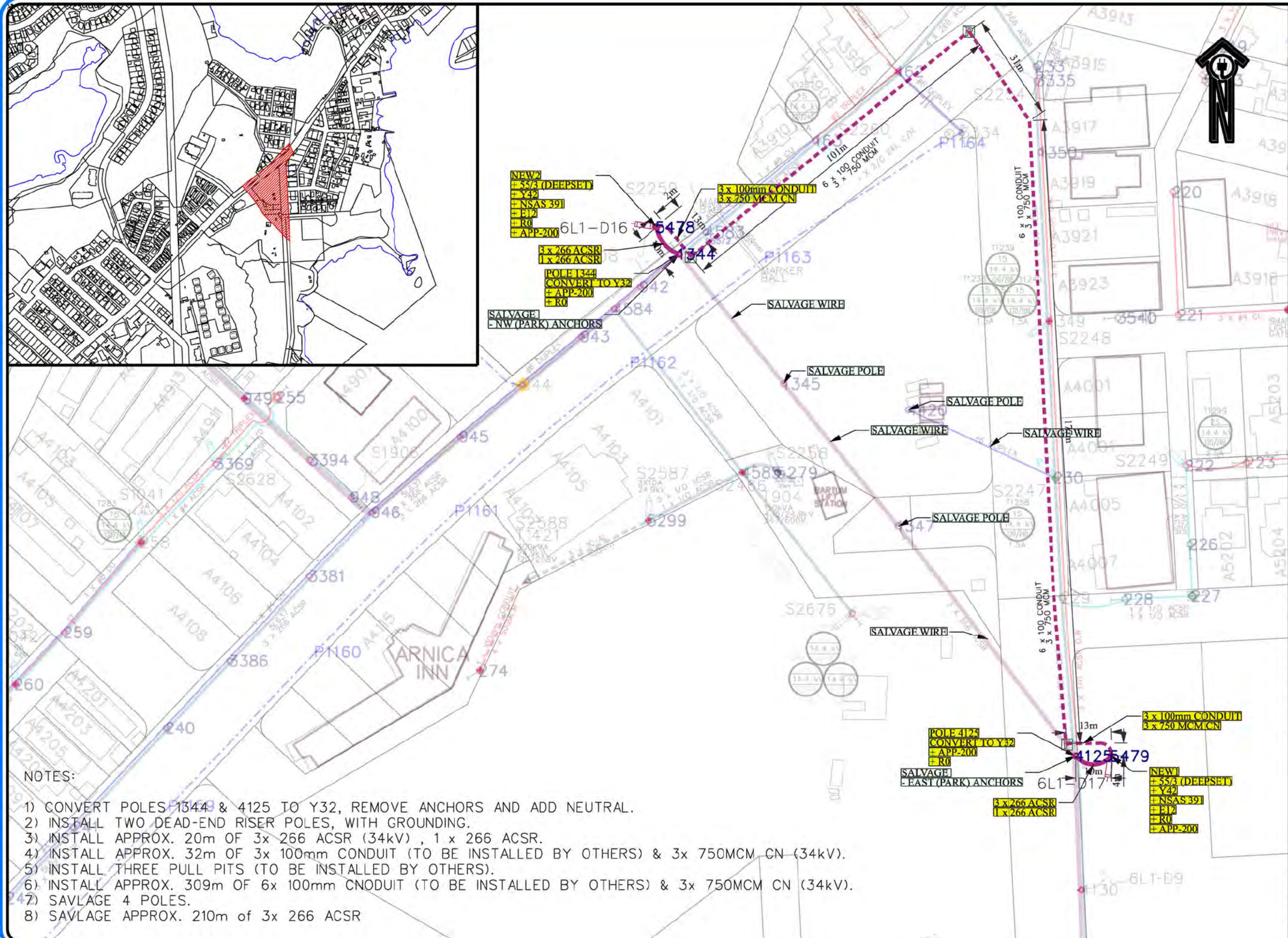
PROJECT:
**LIFT STATION 1
RE-ROUTE**

TITLE & LOCATION:
**SITE PLAN
YELLOWKNIFE
SCHOOL DRAW AVE & 50 AVE**

ENGINEERING APPROVAL:

Engineers' certificate is for the Electrical Distribution System and/or Strengthening only.

PREPARED BY:	J. NEWTON
CHECKED BY:	J. NEWTON
SCALE:	1:1000
INITIAL DRAWING DATE:	MARCH 20, 2024
DRAWING NUMBER:	1 OF 1
PROJECT NUMBER:	NK 1106572
REVISION NUMBER:	0



NOTES:

- 1) CONVERT POLES 1344 & 4125 TO Y32, REMOVE ANCHORS AND ADD NEUTRAL.
- 2) INSTALL TWO DEAD-END RISER POLES, WITH GROUNDING.
- 3) INSTALL APPROX. 20m OF 3x 266 ACSR (34kV), 1 x 266 ACSR.
- 4) INSTALL APPROX. 32m OF 3x 100mm CONDUIT (TO BE INSTALLED BY OTHERS) & 3x 750MCM CN (34kV).
- 5) INSTALL THREE PULL PITS (TO BE INSTALLED BY OTHERS).
- 6) INSTALL APPROX. 309m OF 6x 100mm CNODUIT (TO BE INSTALLED BY OTHERS) & 3x 750MCM CN (34kV).
- 7) SAVLAGE 4 POLES.
- 8) SAVLAGE APPROX. 210m of 3x 266 ACSR

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Fwd: Proposed rezoning of the Willow Flats
Date: June 27, 2025 12:30:36 PM

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.

From: [REDACTED]
Date: Fri, Jun 27, 2025, 9:26 a.m.
Subject: Proposed rezoning of the Willow Flats
To: <Council@yellowknife.ca>

Dear council,

I am concerned and disappointed about the proposed rezoning of the Willow Flats area from parks and recreation zone to residential. I understand that Yellowknife needs more affordable housing options but this is absolutely not the solution and compromises the character of the neighbourhood and community at large.

Greenspace is a precious and valuable asset in an urban area. The Willow Flats is not only greenspace but also a sensitive, ecologically significant wetland area. Building on this area will essentially evict the wildlife that relies on the land as it's home. I understand that there is still a sliver of land out by GSL that will remain a nature preserve but without a buffer that area will be significantly degraded, especially during the construction period.

Furthermore, it is nonsensical to remove ecologically important greenspace from the city's limited inventory in the name of housing when there are so many empty lots within 1-2 km. Furthermore, anything that is built on this lot will not be affordable housing. Waterfront property never is. The city should shift its strategy from ripping up parkland to developing it's already vacant lots into affordable (even public!) housing.

Thank you for taking the time to consider my input.

[REDACTED]
(Yellowknife resident)

From: [REDACTED]
Sent: Friday, June 27, 2025 9:26 AM
To: Council <Council@yellowknife.ca>
Subject: Proposed rezoning of the Willow Flats

Dear council,

I am concerned and disappointed about the proposed rezoning of the Willow Flats area from parks and recreation zone to residential. I understand that Yellowknife needs more affordable housing options but this is absolutely not the solution and compromises the character of the neighbourhood and community at large.

Greenspace is a precious and valuable asset in an urban area. The Willow Flats is not only greenspace but also a sensitive, ecologically significant wetland area. Building on this area will essentially evict the wildlife that relies on the land as it's home. I understand that there is still a sliver of land out by GSL that will remain a nature preserve but without a buffer that area will be significantly degraded, especially during the construction period.

Furthermore, it is nonsensical to remove ecologically important greenspace from the city's limited inventory in the name of housing when there are so many empty lots within 1-2 km. Furthermore, anything that is built on this lot will not be affordable housing. Waterfront property never is. The city should shift its strategy from ripping up parkland to developing it's already vacant lots into affordable (even public!) housing.

Thank you for taking the time to consider my input.

[REDACTED]

(Yellowknife resident)

From: [REDACTED]
To: [Andrew Treger](#)
Subject: School Draw Zoning Amendment
Date: June 27, 2025 1:04:57 PM

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.

Hi Andrew

This is regarding new proposed changes in land use at School Draw.

First let me introduce myself, My name is [REDACTED] and I am returning to Yellowknife after few years. Current market is getting crazy and decent affordable housing is in scarce and hard to find anything where you can raise a family at peace.

I am in favor of the new proposed housing unit and suggest prioritizing either, free holding or duplexes so families living can be promoted. It is always important for sustainable growth of a community and territory that families settle for long term commitment and raise their families.

It is requested that certain portion of housing or lots shall be prioritized for either professionals designation holders and or GNWT employees who do not own a house in Yellowknife already. This will help new talented families to move in and settle and continue their part for the growth and progress of the Yellowknife and NWT.

Best regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#); [Council](#)
Subject: Leave Willow Flats alone
Date: June 27, 2025 1:13:24 PM

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.

To City Council and staff:

I am writing as a 22-year resident of Willow Flats to strongly object to the proposed rezoning of natural areas in my neighbourhood (file # PL-2-25-0046).

The City is proposing to amend Bylaw 5045 in order to rezone parcels of land in Willow Flats from Nature Preservation and Parks and Recreation to Residential Intensification. I can see no reason why the City should be turning these beloved city green spaces and wildlife habitat into housing when it is so valued by residents, and when there are so many other options for residential intensification within city limits. Additionally, our neighbourhood has recently sustained a massive population increase as a result of residential intensification in the old Bartam Trailer Court lot; there are limits to the increases of human development that a small natural area can sustain, and this proposed zoning change far exceeds them.

City planning documents going back decades have chosen to keep this area green and accessible to residents; there is a reason for this, and it is unclear to me why the City is considering acting against the longstanding wishes of residents. This area hosts green space that is heavily used by families, dog walkers and nature enthusiasts. It is habitat for migratory and resident birds and other wildlife, and provides an important buffer between human development and the Lake. Access to the Lake and to green spaces is a priority for my family and for many Yellowknifers, and turning these areas into housing would destroy all of these values in Willow Flats.

The lot on the corner of School Draw and Lundquist, which currently hosts a community-built bike park, also hosts a storm sewer outfall that drains a significant portion of stormwater from downtown. This stormwater is filtered through the wetland before it flows into Yellowknife Bay. I would like to know if the City has conducted any studies to determine the impact of removing a part of this wetland from the natural filtration system that helps buffer the impacts of stormwater runoff to Yellowknife Bay. Further, has the City studied the wetland to understand the impacts to wildlife habitat that would occur by filling in an unknown portion of the wetland and turning it in to housing?

Last fall, contract drillers installed two groundwater monitoring wells in this area. These wells have been left open and unlocked since they were installed, leading to potential contamination. In addition, the sand that was placed around the well casings has eroded away, which leads me to believe that any sampling results coming out of these wells would be questionable. I would like to know whether the City has had an appropriate professional assess these integrity of these wells; what information the City has, or is planning to collect from these wells in order to inform this proposed development; and also how the City will

account for contamination in the wells when considering this information.

Finally, I would like to point out that there are innumerable lots in other parts of Yellowknife that are either empty or home to derelict buildings that aren't being used for anything, and are already zoned appropriately. Rather than eating up our green spaces and putting further development pressure on an already-intensified neighbourhood, along with its wildlife habitat and Lake access points, why is the City not looking at incentivizing owners of empty and derelict lots to either build housing or sell these lots to someone who will do so?

I sincerely hope that City Council and staff hear the message from myself and other Yellowknife residents to leave Willow Flats out of planning for further residential development, and I look forward to your responses to my questions.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#); [Council](#)
Subject: Leave Willow Flats alone
Date: June 27, 2025 1:13:24 PM

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.

To City Council and staff:

I am writing as a 22-year resident of Willow Flats to strongly object to the proposed rezoning of natural areas in my neighbourhood (file # PL-2-25-0046).

The City is proposing to amend Bylaw 5045 in order to rezone parcels of land in Willow Flats from Nature Preservation and Parks and Recreation to Residential Intensification. I can see no reason why the City should be turning these beloved city green spaces and wildlife habitat into housing when it is so valued by residents, and when there are so many other options for residential intensification within city limits. Additionally, our neighbourhood has recently sustained a massive population increase as a result of residential intensification in the old Bartam Trailer Court lot; there are limits to the increases of human development that a small natural area can sustain, and this proposed zoning change far exceeds them.

City planning documents going back decades have chosen to keep this area green and accessible to residents; there is a reason for this, and it is unclear to me why the City is considering acting against the longstanding wishes of residents. This area hosts green space that is heavily used by families, dog walkers and nature enthusiasts. It is habitat for migratory and resident birds and other wildlife, and provides an important buffer between human development and the Lake. Access to the Lake and to green spaces is a priority for my family and for many Yellowknifers, and turning these areas into housing would destroy all of these values in Willow Flats.

The lot on the corner of School Draw and Lundquist, which currently hosts a community-built bike park, also hosts a storm sewer outfall that drains a significant portion of stormwater from downtown. This stormwater is filtered through the wetland before it flows into Yellowknife Bay. I would like to know if the City has conducted any studies to determine the impact of removing a part of this wetland from the natural filtration system that helps buffer the impacts of stormwater runoff to Yellowknife Bay. Further, has the City studied the wetland to understand the impacts to wildlife habitat that would occur by filling in an unknown portion of the wetland and turning it in to housing?

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[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [REDACTED]
Subject: Regarding Rezoning of Willow Flats area
Date: June 27, 2025 1:52:11 PM

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.

Hello Andrew Trevor,

I am writing to register my strong disagreement with the idea of rezoning the Willow Flats area — which would remove the PR designation and reduce the amount of NP space.

I have lived in a Yellowknife since 1982, much of that time in the Old Town Area. I've observed with gratitude the green spaces in Yellowknife being used by everyone: as a refuge from apartment living; outdoor play areas for children; a way to enjoy nature for those who don't have robust vehicles or the time/money to maintain cabins and camps outside of town.

Yellowknife is blessed with these gems of nature and it would be a mistake to whittle away at them until our city looks like every other monochromatic, featureless, grid designed to move traffic and kennel humans in the most efficient manner. Boring and lifeless.

Willow Flats is considered a birding hotspot for those who are experts in the field as well as those who can't tell a sparrow from a sandpiper but nonetheless are uplifted by the calls of migrating birds and the antics of otters. You can pare down a natural area so that it still looks green around the edges but birds and animals can tell if the heart has been removed — you end up with a nice boardwalk through silent trees and empty shoreline.

Yellowknife advertises Old Town as a highlight that visitors must see, beautiful, unique, historic and lively. There are zero visitors who return home anxious to show off their pictures of townhouses crowding the shoreline and expanses of concrete parking lots.

Granted, building around Yellowknife has never been easy. Creativity has led to much of the charm of our cityscape but those of us who have been here a while can name several examples of engineering flops that left buildings unusable. Building near wetlands is a common denominator.

Fair point - Yellowknifers need housing and the townhouse model is an excellent one but if we decimate a nature preserve to do it, that is folly.

Thank you for your consideration,

[REDACTED]

Yellowknife, NT

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [REDACTED]
Subject: Regarding Rezoning of Willow Flats area
Date: June 27, 2025 1:52:11 PM

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Thank you for your consideration,

[REDACTED]

Yellowknife, NT

[REDACTED]
18-46 Con Road
Yellowknife, NT
June 26, 2025

Mayor Ben Hendriksen and Members of Council
City of Yellowknife
4807 – 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 *Integrated Parks, Trails and Open Space Development Study*. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone protecting Jackfish and Frame Lakes.

The City's 2010 *Natural Area Preservation Strategy* formally inventoried 39 natural area sites in Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this protected network. This protective zoning was not symbolic; it was rooted in ecological science and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi-family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**
- **RI and RI-1 Zoning:** The City's updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.
- **Smart Growth Priority Areas:** The 2010 *Smart Growth Implementation Plan* identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.
- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (*species at risk*)
- Red Knot (*endangered NWT*)
- Northern Goshawk (*threatened*)
- Red Crossbill (*species at risk*)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- **Environmental stewardship**
- **Smart, compact growth**
- **Equity and inclusion**
- **Preservation of recreational assets**

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice.
4. **Consult with Indigenous knowledge holders and ecologists** to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. **Commit to an updated Green Space Equity Plan** ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats - PL-2025--0046
Date: June 27, 2025 2:48:37 PM

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 afternoon,

I am writing to provide feedback on the zoning amendment application PL-2025-0046 for Willow Flats,

I have lived in Yellowknife for almost 20 years now and becoming increasingly concerned about the ongoing interest of the City to infill various greenfield areas around the City such as Tin Can Hill, Con Mine/Forrest Park/Taylor Road, Matonabee/Gitzel Road and now Willow Flats.

While we live on one of the largest lakes in Canada, there is surprisingly limited access to the near shore area of the lake. For the

This is one of few accessible natural areas within the City and I'm sure most of you have enjoyed strolling along the boardwalk to look over Houseboat Bay more than once. It's also an important stopover and breeding site for many migratory birds each spring and fall. This a very popular birding area and important habitat for migratory and resident birds and hundreds of bird species have been recorded there over the years based on information I have received from GNWT. As well, I would note that this area have been underwater in recent years so is within a floodplain and likely would create additional issues for construction and future residents in future years.

I think the City should reconsider its approach to infilling and prioritize reclaiming abandoned lots and empty buildings in the downtown core and utilize those into infilling options for development.

I would close by noting that I believe the majority of people that are drawn to Yellowknife is because of the greenfield areas and the natural beauty of living in the North. I doubt there is little interest from most folks in Yellowknife becoming further urbanized which seems to be the intent of the current administration. I urge that the City take a step back from their current line of thinking and consider a wider approach for the future of the City.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [REDACTED]
Subject: File #: PL-2025-0046 - Zoning Amendment
Date: June 27, 2025 2:48:55 PM

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.

Hello City of Yellowknife,

I'm strongly opposed to the zoning amendment file#: PL-2025-00046

The amendment will change the land from PR to RI-1. I live at 3912 Bryson Drive and frequently use this area for biking with my kids. I also access the walking trail via this green space. Recently a new development was constructed across the road from the park space and it has increased the foot traffic and people using the park space.

I have concerns about how this would be developed without interfering with the rotary park boardwalk. This area is ecological sensitive with many different types of birds using the rotary point wetland and park space.

I also have concerns about how the development would be constructed safely without being compromised by the wetland foundation (bedrock is variable) and during high water levels this area sees frequent flooding. The water table in this area is extremely high.

I'm surprised the city is even trying to amend the zoning for a new development in this area. I would think that this proposal has outraged people living in the area and users of the green space.

I strongly oppose this zoning amendment.

Thank you

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council](#); [REDACTED]
Subject: Willow Flats development proposal
Date: June 27, 2025 3:27:31 PM
Attachments: [Willow Flats zoning letter.docx](#)

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.

Dear Mr. Treger:

We are writing to state our strong opposition to the proposed rezoning of NP and PR lands in Willow Flats. On a planning map, this area may look like an empty space waiting to be infilled with buildings and “put to use”. To someone driving by, it may look like a bunch of brush. Up close, it is a sensitive ecosystem that supports and benefits a lot of lives.

We have lived in the Willow Flats neighbourhood for 43 years. During that time, we estimate we have walked in the natural area under consideration an average of 300 days per year. That’s 12,900 days. We have easily spent over 6000 hours in this area in all seasons, conditions, and times of the day and night. As we are both wildlife biologists and ecologists, we pay attention to and deeply appreciate the natural environment in this place. We have witnessed its changes and fluctuations over time, and we know its life. We’ve watched the plant communities change with fluctuations in water levels. We’ve had countless encounters with the residents and seasonal users of this land: great numbers of migrating and nesting birds of many species, including rare sightings; voles and mice and shrews; weasels and otters; foxes and muskrats; frogs and spawning jackfish; spider “greenhouses” and tiny spiders flying through the air on strands of webs; the usual hordes of northern insects (which we may not love, but the birds certainly do). We also have some of our best visits with our human neighbours when we happen to meet “in the marsh”.

That said, this is not a NIMBY situation. The areas you propose for development are beloved by many people, not only residents of the Willow Flats neighbourhood. Rotary Park and the boardwalk have opened up the area so it is easily accessible to everyone. It is used regularly by people of all ages and physical abilities, by dog walkers, kids on bikes, parents with strollers, skiers, snowshoers, photographers, the ever increasing number of avid birders; and residents who simply want to enjoy being at the lake edge. This area is one of the rare places in Yellowknife where people can access Great Slave Lake without a boat.

We recognize that the city is not planning to develop most of the marsh area in question that borders the lake. However, ecosystems don’t recognize and draw the boundary lines that planners do. The whole area which has had NP and PR zoning is one interconnected and sensitive ecosystem. The value of a conservation area is related to its size. The smaller the area, the less capacity it has to sustainably host a diversity of species. Building homes in one part of this area will impact the ecology of the entire area, and reduce the value and attractiveness of the land for conservation, sustainable active recreation use, and contribution to climate change prevention and mitigation.

In summary, there are many reasons why building in the area as proposed would be

detrimental. Here are a few of those reasons:

- Climate change and loss of biodiversity are two of the greatest threats to the well-being of all life, including (perhaps especially) humans. Building in even a part of this area will have a resounding impact for both of these. Wetland areas host a greater diversity of species than many other ecosystems. Any loss of habitat will have negative impacts on the whole area. The functions and benefits of natural environments, especially wetland areas, for preventing and buffering the impacts of climate change are well documented. Had climate change mitigation and adaptation been a lens through which the City makes its decisions – as it should be – the Willow Flats properties would not have been considered for development.
- The area proposed for housing, in particular the south side of Lundquist Drive, has experienced large fluctuations in water levels over time and is always vulnerable to flooding. While we have walked in the area with running shoes some years, we have also needed gumboots and even hip waders in other years. The last two winters, even with historically low water levels, the area between Lundquist and the boardwalk has been flooded with running water even in February and March. This hardly seems like an appropriate area for residential development.
- As an area that is regularly flooded, the land is rich in peat. Disturbing the area for development releases the carbon naturally stored in peat, adding to the City's corporate carbon emissions.
- Many recent studies have shown that access to natural areas has physical, mental, emotional and spiritual benefits for humans. Even a short period of time spent in a natural environment is known to have significant health benefits, and physicians are now prescribing time in nature as a remedy. There are increasingly few easily accessible natural areas in the city, as evidenced by the increasing recreational use of this area by residents and visitors.

The City has historically recognized Willow Flats as a sensitive natural area to be protected and preserved. The R1 zoning is intended for land or properties where infill is ideal. This is NOT such an area. It makes no sense to destroy a natural area when there are vacant and underused lots and properties already zoned for residential use. We suggest that the City find ways to acquire, if necessary, and develop these properties. Building anywhere in the Willow Flats NP/PR area would result in the loss of a natural area that is enjoyed and needed by many. Natural areas are becoming increasingly important to our well-being and our lives. Please give this area the protection it deserves.

[REDACTED]

[REDACTED]

Andrew Treger
 Planning and Development
 City of Yellowknife

June 27, 2025

RE: Rezoning of land in Willow Flats

Dear Mr. Treger:

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From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats Development Objection Letter
Date: June 27, 2025 3:28:54 PM
Attachments: [Willow Flats Development Objection Letter - June 27, 2025.pdf](#)

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 afternoon,

Please see the attached letter objecting to the development of a beloved natural area of our community.

Thank-you,

[REDACTED]

June 27 2025

Mayor Ben Hendriksen and Members of Council

City of Yellowknife

4807 – 52 Street

P.O. Box 580

Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

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ecological science and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi-family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**
- **RI and RI-1 Zoning:** The City's updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.
- **Smart Growth Priority Areas:** The 2010 *Smart Growth Implementation Plan* identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.
- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when

accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (*species at risk*)
- Red Knot (*endangered NWT*)
- Northern Goshawk (*threatened*)
- Red Crossbill (*species at risk*)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- **Environmental stewardship**
- **Smart, compact growth**
- **Equity and inclusion**
- **Preservation of recreational assets**

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

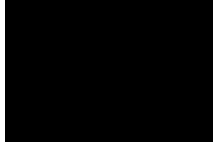
In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice.
4. **Consult with Indigenous knowledge holders and ecologists** to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. **Commit to an updated Green Space Equity Plan** ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

As a long time Yellowknife resident (over 26 years), I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

A large black rectangular redaction box covering the signature.A black rectangular redaction box covering a line of text.A black rectangular redaction box covering a line of text.A black rectangular redaction box covering a line of text.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: ACTION: letter related to Willow Flats development proposal
Date: June 27, 2025 4:23:25 PM
Attachments: [willow flats 2025.pdf](#)

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.

Att: Hon. Mayor Hendriksen and member of City Council.

Please see the attached letter in support of maintaining Willow Flats as a naturalized area.

For a city on shores the 9th largest freshwater lake in the world we have shockingly little public access to the waterfront.

There are other places that can be developed.

thanks

[REDACTED]

[REDACTED]

[REDACTED]

12 Ptarmigan Rd.
Yellowknife, NT
X1A 2W8

June 27 2025

Mayor Ben Hendriksen and Members of Council
City of Yellowknife
4807 – 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City's own land inventory and planning framework.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 *Integrated Parks, Trails and Open Space Development Study*. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone protecting Jackfish and Frame Lakes.

The City's 2010 *Natural Area Preservation Strategy* formally inventoried 39 natural area sites in Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this protected network. This protective zoning was not symbolic; it was rooted in ecological science

and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**
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- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when

accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

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Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less

ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice.
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As a long time Yellowknife resident over 26 years), I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

[Redacted signature block]

[Redacted contact information block]

Mayor and Council Members
City of Yellowknife
4807- 52 St. NT, X1A 2N4

June 27, 2025

Dear Mayor and Council Members,

Re: Willow Flats Zoning Amendment (Application PL-2025-0046)

I am writing to express my strong opposition to the proposal to rezone areas currently designed as Natural Park and Nature Preservation to Residential Intensification along School Draw and Lundquist Roads (Application PL-2025-0046). My comments pertain to the Willow Flats area adjacent to Lundquist Road, not the area along School Draw that is opposite the winter road entrance.

I am strongly opposed to this zoning change for these reasons:

1. The ecological integrity of this important natural area will be irrevocably harmed
2. Proposed changes will reduce the accessibility, enjoyment, and benefits residents from across the City receive from this high-quality natural area
3. This area presents challenges for residential development and not enough is known
4. The Willow Flats neighborhood and vicinity has already absorbed its fair share of intensification

The ecological integrity of this important natural area will be irrevocably harmed

The Willow Flats area proposed for residential intensification is far too important a green space, wetland, and site of ecological wealth to merit its development.

This rezoning proposal appears short-sighted and flies in the face of previous recommendations on natural areas in the City. Willow Flats is a Natural Area Site recommended for a high level of protection in the *Natural Area Preservation Strategy* commissioned by the City in 2010. I urge Council to review this important report and ensure that the recommendations from the body of work that exists on the City's natural areas is considered in your deliberations.

Well over 160 bird species have been seen at Willow Flats, making it one of the most biodiverse areas in town. This wetland area is particularly important during spring migration: it is one of the first suitable shrubby areas for songbirds to land in after they cross the lake and build up their energy reserves. In winter it hosts the City's largest population of Willow Ptarmigan.

With the proposed increase in infrastructure and human activity, and the resultant habitat reduction and infringement, waterfowl (particularly geese and swans) and shorebirds that often concentrate here during migration will be far less likely to stop. By significantly reducing the size of the natural area and increasing the edge effect, intensified residential development will reduce and may remove entirely the ability of this area to act as viable habitat for many species.

The proposed changes will harm the ability of this area to provide critical and valuable ecosystem services such as flood control and water filtration. Council should not undervalue or take for granted these ecosystem services when making their decision. Council needs more information on the ecological and environmental consequences of this proposal.

Proposed changes will reduce the accessibility, enjoyment, and benefits residents from across the City receive from this high-quality natural area

Willow Flats provides an accessible place for residents from across town, tourists, even Royalty! - of all levels of mobility - to be able to use the boardwalk and experience nature in a way that is not otherwise available in town. Whether you use a wheelchair, have kids in a stroller, or are in your 80s, you can venture there to take in the wonderful scene and sounds of the birds – and just feel better. This area played a critical role in providing easy access to nature during the pandemic and plays an ongoing role in supporting the mental health and connection to nature for City residents. This area is truly a gem of biodiversity and should be protected for the long-term. Reducing the size of this natural area and introducing additional noise and other disturbance will greatly diminish the biodiversity and ecological functioning of this area.

This area presents challenges for residential development and not enough is known

The Willow Flats area is a wetland. During some spring seasons, the bulk of the area proposed for residential intensification has been under water for weeks at a time. The piezometers installed in the last year will reflect conditions during a year characterized by

drought conditions. This data will not reflect the hydrological variability of this area and is therefore not an adequate source upon which to base your decision.

Additionally it is believed that this area provides habitat for the endangered Rusty Blackbird, a Schedule 1 Listed Species at Risk. It is a contravention of Canada's Species at Risk Act to destroy their homes or habitat. The required assessments would make the regulatory process for developing this area much more complex than it would be most other places in Yellowknife.

The Willow Flats neighborhood and vicinity has already absorbed its fair share of intensification

As residents have made clear, including to the Development Appeal Board, the huge new apartment building across School Draw Ave. has resulted in a significant (approximately 40%) increase in the population in Willow Flats. This is not just about more people, but also more vehicles, traffic, noise, etc. Cumulatively, the addition of even more people in new multi-unit buildings, townhouses and duplexes will likely add up to more than doubling the population of our community. Enough already! Our community has done its fair bit to support intensification.

Residents see a great number of centrally located lots languish vacant for years with no change. Some of these lots are City-owned and some privately-owned. It is imperative that the City demonstrate in a transparent manner that all efforts are being made to encourage development of these underutilized lots. It makes no sense to convert ecologically valuable natural areas when these lots remain unused.

For the reasons I've described, it is unreasonable to rezone the PR and NP lands on the lake side of School Draw. I urge you to decide against rezoning this beautiful, ecologically diverse area that we all cherish.

Thank you,

[REDACTED]

[REDACTED]

Yellowknife, NT [REDACTED]

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Thank you,

[REDACTED]

[REDACTED]

Yellowknife, NT [REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council](#)
Subject: Feedback on Proposed Rezoning of Willow Flats and area along School Draw Avenue
Date: June 27, 2025 6:44:24 PM

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.

Dear City of Yellowknife Planning and Lands Department and Council,

I am writing to express my concern with both the proposed rezoning of the Willow Flats area on Lundquist Road and an area across the road along School Draw Avenue from parks and protected areas to RI-1.

Note that I do not live close to these areas so this is not about “not in my backyard”. I already voiced my concerns in an email to City Council in early 2023 about proposals to deal with the Yellowknife housing crisis by filling in inner-city green spaces (see email chain below). This email again points out my concerns with City’s approach to development.

Every larger city has inner-city green spaces. Not only in the form of manicured city parks but also in the form of larger natural areas and smaller patches of natural areas. It has been proven that such inner-city green spaces and natural areas play a very important role in residents’ overall well-being and their desire to live in a given city. For me, personally, the nature trails along Frame Lake and Niven Lake were what sold me on moving to Yellowknife.

The proposed Willow Flats area not only butts up on marshland and converting any part of this area into residential zoning threatens this important habitat. The area is also used by youth as an easily accessible skate and bike park. Youth and their parents have invested time and effort to build this park. Areas where youth can meet to carry out activities draws them outside and keeps them active, provides an area for youth to socialize and challenge themselves and generally keeps them out of trouble. Smaller green spaces throughout the city are generally hugely important and provide places for youth and children to explore nature and be outdoors without having to be driven to a playground or recreational facility. This is a very important aspect that appears to be overlooked during City planning.

The City of Yellowknife seemed to have understood the importance of natural areas within the city in 2008 by contracting a consultant to create a Natural Areas Preservation Study as part of the City’s “Smart Growth Plan” back then. This was to be a 50-year vision. The Natural Areas Study, completed in 2010, recommended that 25 of the many inventoried Natural Area Sites be retained and preserved in a natural state with minimal development of outdoor facilities. Willow Flats and Willow Flats Shoreline were two of these areas identified.

While I understand and support the need for increased housing within Yellowknife I agree with and would like to point out that the Natural Areas Preservation Study also recommended that when “decisions need to be made in the future about whether to develop or retain natural areas, the way that costs and benefits are balanced will need to shift: from assuming greenfield

development is the best way to grow the city; to looking first for opportunities to make better use of existing infrastructure and natural resources”.

With this recommendation in mind I urge the City to prioritize infill and higher-density development in already-disturbed or vacant lots. For example, areas where buildings were lost in recent or longer ago fires or existing vacant city lots would benefit from revitalization without compromising vital natural spaces. Also, there is the large City lot at the intersection of School Draw Avenue and Franklin Avenue that could provide a significant amount of space for housing. If City can so easily rezone areas from parks and protected areas to residential surely it can't be difficult to convert the use of this area from a free parking lot for boat trailers to residential development. Or – instead of infilling many smaller green spaces throughout the city with residential development – perhaps City can consider turning a larger area such as the area along Taylor road into a residential development area? This too would be destroying green space but this is an area not used much by the community that could significantly contribute to easing the housing crisis in Yellowknife.

Rezoning areas that the Natural Areas Study identified as areas to preserve begs the question why City commissioned this study when City does not follow key recommendations of the study? Why does City create a 50 year vision when after less than 15 years City had already developed a proposed plan to infill many if not most of the 25 natural areas identified as important to be preserved in their natural state? No, not 15 years – Twin Pine Hill was also identified as an area to be preserved and was destroyed only 5 years after the Natural Areas Study was completed. Why are thousands of dollars of public money spent on such studies if City then ignores their recommendations?

Thank you for the opportunity to provide feedback. I hope Council and Administration will take my concerns seriously and consider protecting Willow Flats for generations to come. In addition I also hope that Council and Administration will reconsider their plans to infill any green spaces within the City of Yellowknife. That includes the area along School Draw Avenue that would require significant rock blasting and would further destroy the look of that prominent rock outcrop.

Sincerely,

[REDACTED]

On 23/01/23 05:16 PM, [REDACTED] > wrote:

Good afternoon Paula MacKenzie,

Thank you for your response.

Further to my email dated January 15th - I have been thinking about a statement that a City staff person made in a Cabin Radio article dated January 19th, 2023 that projects continued growth of the City of Yellowknife's population. I am wondering if City has factored into its planning the fact that the Diavik mine closure will happen only two

years from now. Around 350 Yellowknife residents were employed at the mine in 2020. That means there will be over 300 people losing their job. The mine closure will also have an effect on the businesses catering to the Diavik mine which employ another couple of hundred people. This means that the Diavik mine closure will likely result in at least some people who currently live in Yellowknife to move away. The Ekati and Gachokue closures aren't far away either which will result in even more people losing their job and potentially moving away.

The mine closures are quite likely to create a negative growth rate in this City. So using the argument that housing has to catch up with a growing population seems like no thought has been given to the mine closures. I would like to know how City factored the mine closures into their planning and I would ask that the closures be considered when voting on whether to infill green spaces and whether there might even be a need for additional housing in the near future..

Best regards,

A black rectangular redaction box covering the signature.

From: [REDACTED]

Page 470

Sent: January 15, 2023 9:07 PM

To: Council <Council@yellowknife.ca>

Subject: Whether to proceed with the residential infill and densification development planning process to create new residential lots for development - proposed areas on maps

Hi City Council,

I saw on Cabin Radio that City will be discussing potential areas for housing development on Monday (Jan. 16) at noon. I have looked at the maps in the Governance and Priorities Committee Agenda pdf and have a few thoughts I'd like to share:

City says that "infill" is the way they want to go for additional housing in this town. I was of the opinion that infill means building housing on existing vacant lots such as the empty lots in the down area that City purchased many years ago or the big triangular lot at the intersection of School Draw and Franklin Ave. or areas along Old Airport Road that have been sitting empty for a long time. But what this appears to be about is infilling every last patch of green space in this town. There is not one vacant lot that isn't green space proposed for housing purposes on the maps I find City's lack of thought given to the importance of inner city green spaces quite disturbing.

Not only is the plan is to destroy Tin Can Hill, a popular walking area for many Yellowknifers, for a university. But the plan also seems to be:

- To have housing developments encroach right on to the Nivel Lake Trail to remove the last bit of green spaces there that gives people the feeling that they're actually walking in nature. The Niven Lake subdivision already did a good job at destroying any feeling of nature along much of the Niven Lake Trail. It appears that now the remainder of any natural environment along the trail is slated to be destroyed as well. The pink area No. 6 for example butts right up against the trail for quite some distance. Could City please consider this area to be reduced in size to be far enough away from the trail to allow for a green space buffer along the trail that is large enough to still maintain the natural character of that part of the trail? It is one of the few parts of the trail that still has some naturalness to it.
- To have housing encroach right onto Frame Lake Trail. Pink area no. 10 on the Frame Lake map appears to border right onto the trail as does pink area no. 6. While area no. 9 is shown to not be recommended for development at this time, it too encroaches right onto Frame Lake Trail. Please – if you must develop along the Frame Lake Trail – leave a big enough buffer between the trail and any development so that one can still get the sense that one is walking in nature. City already opted to build the new pool with ugly shoe box architecture right onto the edge of the trail. We don't need any more buildings going right to the edge of the trail or even right across it as area no. 6 appears to be.

People need walking trails in real natural green spaces in this town where they can walk in nature during their lunch break or after work, but it appears that the City 's intent is to destroy them all. Frame Lake and Niven Lake trails are used by a lot of people during lunch break and in the spring/summer/fall many many people walk there in the evenings. Walking along a trail that borders on houses does not have the same positive effect on people's mental well-being as walking on a trail that borders on fairly natural environment. Both trails were originally designed to be nature trails. Those two trails are among the things that made me want to move to Yellowknife. City should please think about the fact that once these green spaces are destroyed they are gone forever. Please follow the example of Stanley Park in Vancouver and leave these trails alone so that people can enjoy them for many years to come.

Area no. 3 on the Frame Lake map which is mostly rock outcrops that nobody walks on is not recommended for development at this time. Why would that be? Why not focus on areas first that don't encroach on the two popular walking trail we have in this town? Also, why are areas no. 7 and 8 not recommended for development at this time? Neither areas are spaces that people frequent as much as the Frame and Niven Lake trails. In attachment 3 of the Governance and Priorities Committee Agenda it says these areas are not recommended for development in part due to access concerns,

topography, existing service capacity and current community use. I don't see those areas getting anywhere near the community use that Frame and Niven Lake Trails do and it appears that access would be easier than for the areas along those two walking trails. And the topography seems to be a challenge on most areas including those proposed along those two trails.

Then I'm looking at the area along Taylor Road and am puzzled. During the discussion at City Hall in June about other locations for the university I had asked a councillor after the meeting why Taylor Road hadn't been considered. I was told that it is an area remediated to industrial standards and so a university could not be built there. How is it then that this area can be proposed for housing? Just trying to understand the logic here. I still think it would be a good place for the university.

I am also puzzled by the School Draw proposed areas. Again, green space is proposed to be destroyed. The whole rocky area appears to be planned for future housing development. Even though not recommended for now it perplexes me that City would even consider this area that would require significant blasting of some outstanding rock features while the big lot at the intersection of School Draw and Franklin Avenue doesn't appear to be considered on the map at all. That lot is already bare and City allows people to park their boat trailers there in the summer. Why not develop that area for housing? That would be real infill and require no green space destruction. And there are no access or topography issues there either and likely no service capacity to worry about..

I'm also wondering why none of the empty lots that City purchased several years ago are considered for housing development (or at least they're not shown on any map). That would be real infill as well and would not require any destruction of green space. And again – no access or topography challenges and no service capacity to worry about.

I realize that the discussion about these proposals is still in its infancy. But I also know that it's important for residents to voice their concerns to City Council early in the process otherwise we risk not being heard. It's best to include residents' concerns into your discussions right from the start and give them due consideration.

Thanks for taking the time to read this lengthy email!

Regards,



From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Skeena Lawson](#)
Subject: PL-2025-0046 Rezoning Application
Date: June 27, 2025 8:16:17 PM

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.

To whom it may concern:

We have been residents of 4024 School Draw Avenue since April 2024 and have had the benefit of watching the subject wetlands and park over the past year. We believe that the subject region should not be rezoned from parks and nature preservation to residential intensification.

The wooded area of the wetlands provides a unique habitat for a variety of wildlife in the area. Seasonally there are a number of different types of animals that use this region both as shelter and to forage for food. We believe it is quite unique in that it is a dense wooded area in low lying wetlands. This area is largely inaccessible for people, but we believe this provides vital refuge for birds and other wildlife. There are many migratory birds that use this region every year.

Maintaining minimal impact of population density on this essential habitat for local and migratory wildlife should be a priority. Increasing population density in this area is likely to have a significant disturbing impact on the local wildlife through the effects of increased light pollution, noise pollution, and refuse.

Although small, the recreational green space is still utilized by many families living in the area in a way that other parks do not appear to be. We believe that removing this recreational space and wetlands would be detrimental to the community.

As current renters and aspiring homeowners we are acutely aware of Yellowknife's low vacancy rates and the need to increase housing options in the community, and for that reason do not oppose rezoning the portion of the subject lands on the west side of School Draw. However, we feel very strongly that the other subject lands should be preserved as natural green space.

Thank you for hearing our concerns as members of the community.

Regards,

[REDACTED]

[REDACTED]
Yellowknife, NT
[REDACTED]

June 27, 2025

Andrew Treger
City of Yellowknife
4807-52 Street
P.O. Box 580
Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

I am writing to express my strong opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. I am deeply disappointed that in launching its 'Intensification First Strategy', the City jumps out of the gate not to densify existing lots as expressly stated in the Strategy, but rather to develop natural areas.

The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. Given the many viable alternatives that exist within the City's own land inventory and planning framework, there is no reason to begin with rezoning the Willow Flats area.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 *Integrated Parks, Trails and Open Space Development Study*. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone protecting Jackfish and Frame Lakes.

.../5

- 2 -

The City's 2010 *Natural Area Preservation Strategy* formally inventoried 39 natural area sites in Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this protected network. This protective zoning was not symbolic; it was rooted in ecology and community interest. Rezoning this land contradicts the City's own commitments and undermines public trust in our local governance.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi family residential (4- to 6-plexes) that remain undeveloped. **These were previously zoned as parks and recreation land.**

- **RI and RI-1 Zoning:** The City's updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.

- **Smart Growth Priority Areas:** The 2010 *Smart Growth Implementation Plan* identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.

- **Vacant Residential Lots:** Numerous parcels listed in the City's land inventory remain undeveloped despite being zoned for residential use. These are precisely the areas that the "Intensification First" policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair-accessible area on Great Slave Lake in Yellowknife. There are no comparable areas within City Limits that allow persons with disabilities to access wetland areas such as this for birding, wildlife watching or other nature pursuits.

- 3 -

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (*species at risk*)
- Red Knot (*endangered NWT*)
- Northern Goshawk (*threatened*)
- Red Crossbill (*species at risk*)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

.../5

- 4 -

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- **Environmental stewardship**
- **Smart, compact growth**
- **Equity and inclusion**
- **Preservation of recreational assets**

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation of Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I urge City Council to:

1. **Reject the proposed rezoning of Willow Flats** and reaffirm its status as a protected natural area.
2. **Audit the City's vacant, zoned residential and brownfield properties** to identify immediate development opportunities.
3. **Prioritize the use of existing Residential Intensification zones** to meet density targets without environmental sacrifice. Downtown could use some significant revitalization and housing without encroaching further into nature.
4. **Consult with Indigenous knowledge holders and ecologists** to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. **Commit to an updated Green Space Equity Plan** ensuring all neighbourhoods have access to nearby nature.

- 5 -

This is a defining moment for the City of Yellowknife. Council can choose to honour its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

Please choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

A large black rectangular redaction box covering the signature area.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats Rezoning
Date: June 28, 2025 10:44:01 AM

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.

[REDACTED]
Yellowknife, NT [REDACTED]

To:
Andrew Treger
City of Yellowknife
4807-52 Street
P.O. Box 580
Yellowknife, NT, X1A 2N4

Dear Mr. Treger,
Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of the vegetated portions of Block 77A, and Lot 2 Block 201 for high-intensity housing. I have seen the revised proposal with the additional 370m² green space, and I believe this is insignificant and discounting the public's and environment's needs.

Therefore, I maintain my strong opposition to city development of the Willow Flats area, lake-side of School Draw, from protected natural lands to high-intensity residential development. This decision represents not only a serious environmental misjudgment but also a reversal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

All of this intense willow-populated area bordering the lakeshore is heavily used by our avian residents and breeders. If the city wants to develop more on the granite below Twin Pines, South side of School Draw facing Rotary Park, I do not oppose. But I am in opposition to clearing or developing anything on the North side of School Draw.

Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City's "Intensification First" Policy & Zoning Tools

The Intensification First strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City's "City Land for Sale" registry—currently awaiting release.
- Residential Intensification grants (e.g., "Missing Middle Price Grant") support townhouse or multi-unit development in RI zones.
- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's smart-growth report (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under Intensification First. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 Smart Growth Plan emphasizes, development should balance densification with natural area preservation. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals without sacrificing more protected natural areas, I urge the City to:

1. Prioritize use of city-owned vacant or underutilized lots (e.g. Central Area, Kam Lake ADP).
2. Fully deploy RI/RI-1 zoning and intensification grants to promote infill, brownfield redevelopment, and mixed-use conversions.
3. Leverage light-commercial zones and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. Continue to protect designated nature preserve(s) per environmental and community well-being commitments.
5. Engage public stakeholders, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge your department to revisit previous commitments the City

has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage and prime wildlife habitat.

Sincerely,

A solid black rectangular box used to redact a signature.

From: [REDACTED]
Sent: Saturday, June 28, 2025 10:48 AM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats rezoning

To:

Mayor Ben Hendrikson and our city council members

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of the vegetated portions of Block 77A, and Lot 2 Block 201 for high-intensity housing. I have seen the revised proposal with the additional 370m2 green space, and I believe this is insignificant and discounting the public's and environment's needs.

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- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City’s smart-growth report (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from

low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged

under Intensification First. This approach would better preserve natural areas.

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Rezoning nature preserves undermines green-space protection. As the City’s 2010 Smart Growth

Plan emphasizes, development should balance densification with natural area preservation.

These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City’s identity.

To meet housing goals without sacrificing more protected natural areas, I urge the City to:

1. Prioritize use of city-owned vacant or underutilized lots (e.g. Central Area, Kam Lake ADP).
2. Fully deploy RI/RI-1 zoning and intensification grants to promote infill, brownfield redevelopment, and mixed-use conversions.

3. Leverage light-commercial zones and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. Continue to protect designated nature preserve(s) per environmental and community well-being commitments.
5. Engage public stakeholders, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge our city council to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage and prime wildlife habitat.

Sincerely,

[REDACTED]

[REDACTED]

Yellowknife, NT [REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow flats rezoning concern
Date: June 28, 2025 11:06:39 AM

Hello,

I am one of many Yellowknife residents strongly opposed to the Willow Flats rezoning. The green space is well used. It promotes wellness for residents of all ages. Losing any of this space is ill advised.

Thank you for hearing these concerns,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Opinion on willow flats development
Date: June 28, 2025 11:13:48 AM

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.

Hello, I am writing to give my opinion on the proposal for willows flats rezoning. I disagree. I'm a Yellowknife resident. We already have so very little public access and green space on near our biggest Yellowknife asset- great slave lake. limiting this small green space further is not good balance, for people in nature.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: June 29, 2025 1:50:14 PM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: New zoning
Date: June 29, 2025 4:25:33 PM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace — whether through parks, recreation areas, or preserved natural zones — is absolutely vital to the health and wellness of our citizens. Rotary Park and the surrounding natural areas offer a rare and precious opportunity to experience the peace and beauty of nature right within our city. These spaces are not just amenities; they are essential for the physical and mental rejuvenation of everyone who lives here.

From the experience of other municipalities, we know that more and more cities are creating bylaws specifically to protect lakes, keep them clean, and prevent pollution and the spread of green algae. By changing this zoning and allowing construction and structures along the lake, we would be doing the exact opposite of what is needed to safeguard our environment. This is a step backward — one that we will regret.

I live at Summit, and I can tell you firsthand: this green space is cherished and actively used by citizens at all times of the day. I invite you to come, sit on the rock in Summit's backyard, close your eyes, and just listen. You will hear countless birds and

see wildlife thriving. This new zoning and the inevitable new construction that follows will irreversibly destroy this precious ecosystem — an ecosystem that is not only important today but is vital for our future and for our children.

If we truly care about the health of our community, the beauty of our city, and the well-being of future generations, we must protect this green space and say no to this zoning change.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.



From: [REDACTED]
To: [Planning and Environment](#)
Cc: mayor@yellowknife.ca
Subject: Willow flats
Date: June 27, 2025 5:49:08 PM

Hi there- I just found about this proposed project today- my apologies for the late email

I do not currently live in Yellowknife but I am a worker that commutes on a 3 week on 3 week off rotation; who travels in to try and contribute to the community to make it a better place for all!

In my short time in Yellowknife the willow flats area has been a special area to decompress from some of the demands and stressors. It's a special place where one can be intimate with nature and truly feel like you are miles away from civilization. If one just sits and observes there is so much life that exists in the small bundle of land that would be significantly impacted forever with any development.

I would challenge and ask those that want to develop here-
Have you sought out other options?
Is this truly the best location to build on?
How will this impact the environment for ever?
How will this affect citizens and visitors alike should this tranquil space be taken away?

I can say personally that this would be an extreme mistake and a huge impact to me psychologically and a huge black mark on the city to allow this special place to be taken away forever- there is no going back!

While I appreciate that housing is a challenge here like it is everywhere- I urge you- I beg you to take a look at all the pros and cons of this proposal for everyone not just a bottom line and I hope to you can come to the same conclusion- find another place- I am sure it exists in the Yellowknife area not impacting this wonderful place and environment

Mayor Hendrickson, I trust that you will do the right thing!

Sincerely
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Date: June 27, 2025 at 17:49:02 MDT

To: planningandenvironment@yellowknife.ca

Cc: mayor@yellowknife.ca

Subject: Willow flats

Hi there- I just found about this proposed project today- my apologies for the late email

I do not currently live in Yellowknife but I am a worker that commutes on a 3 week on 3 week off rotation; who travels in to try and contribute to the community to make it a better place for all!

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Mayor Hendrickson, I trust that you will do the right thing!

Sincerely

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Submission
Date: June 29, 2025 9:21:14 AM

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.

Hello Ms Treger,

This email is to address the letter I JUST received in the mail, June 28th, regarding the proposed development in Willow Flats. I appreciate that you sent a letter, but I did not receive it in a timely fashion to comment within your very short window. I was away on medical travel with my daughter.

I DO have comments and concerns.

This area was designated as a nature preserve by past city councils because of it's upmost importance to migratory birds. Yellowknife is a haven for migratory birds, and Willow flats is literally the launch off point for many species in spring and fall. PLEASE consult experts in this area. So many people who reside in ALL parts of Yellowknife and visitors from AROUND the world literally come to Willow Flats to experience the biodiversity. As a planner, you have a responsibility to uphold the environmental integrity of this area.

I urge you also to read the comments that are submitted by a petition that was just created, particularly the one from [REDACTED]: [Willow Flats Petition](#).

Please respond that you have read my letter of concern.

[REDACTED]
A resident within 60m radius of Subject Lands

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats rezoning
Date: June 30, 2025 12:08:43 PM

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.

Dear Mayor Hendriksen and Members of Council,

I am writing to express my opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development.

I was pleased to read the climate plan actions released for public review and feedback, especially those around responsible land-use planning. However, the scant three actions for responsible land-use planning fall short of addressing the findings of the recent **Yellowknife CAP – Climate Vulnerability Assessment** and implementing recommendations from the **2010 Yellowknife Natural Area Preservation Strategy**.

The 2024 Climate Vulnerability Assessment highlights concerns about:

- Low water levels - Concerns for availability of water for City uses (e.g., potable water from Yellowknife River), strain on and reduced functionality of wastewater systems resulting in sewage and pollutant issues.
- Heavy rainfall - Stormwater drainage systems have been overwhelmed during heavy rainfall events, leading to localized flooding, erosion, and infrastructure damage.
- High winds – Damage to homes and city infrastructure.

The 2010 Yellowknife Natural Area Preservation Strategy identifies natural areas containing a lake, wetland, or shoreline, including Willow Flats, as ‘high level of protection’. The strategy recognizes that:

“Water courses and seasonal drainage paths are also ecologically significant connections. Disruptions to natural drainage patterns can damage natural vegetation and adjacent properties. Given the soil conditions and discontinuous permafrost typical of the Yellowknife area, drainage patterns are subject to change over time. Seasonal melting may often be better or more easily managed through natural processes rather than the use of built infrastructure.”

The decision to rezone the Willow Flats area is an environmental misjudgment that will in the long run cause more harm and costs to the city by removing existing ecological functions from an area that is highly susceptible to climate hazards. Quoting directly from the Summary of Draft Actions YK Climate Action Plan, “Incorporating nature-based solutions through land-use and planning can have multiple benefits for adapting to a changing climate and sequestering emissions”. There are abundant examples in the literature of climate hazards, such as urban flood risk, being mitigated not only by **preserving** natural spaces, but by actively investing in **restoring** them. Below I’ve shared links to two to provide examples.

Urban flood risk management needs nature-based solutions: a coupled social-ecological system perspective <https://www.nature.com/articles/s42949-024-00162-z>

The value of marsh restoration for flood risk reduction in an urban estuary <https://www.nature.com/articles/s41598-024-57474-4?fromPaywallRec=false>

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

In light of the above, I urge City Council to reject the proposed rezoning of Willow Flats and reaffirm its status as a protected natural area.

Mársı | Kinanāskomitin | Thank you | Merci | Hąı' | Quana | Qujannamiik | Quyanainni | Máhsı | Máhsı | Mahsi

[REDACTED]

Range Planning Biologist
Wildlife Management

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED] [REDACTED] [REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: July 3, 2025 8:10:40 AM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512;
and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Building on a wetland will also add many challenges. Not only will the building and pouring of foundation etc. be a challenge on this terrain, but the future tenants will be living in a wetland with mosquitoes everywhere. This seems unnecessary when there are so many lots downtown that are not taking away green space on Great Slave Lake that are sitting empty and could revitalize our downtown.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats Rezoning Proposal
Date: July 3, 2025 8:59:13 AM

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.

Hello,

I am writing today to express my concern with the rezoning proposal for Willow Flats. I think that the city is moving in the wrong direction when looking at development for the city. Everyone knows that housing is becoming less and less affordable but destroying an ecosystem and park that is used by many Yellowknife residents is not the way to go. The downtown core of Yellowknife has been in a sorry state for as long as I can remember, the numerous empty lots do not help this case. The city should be working with the territorial and federal government along with private stakeholders to find ways to develop these lots into housing. This would not only help with the housing issue we are seeing in Yellowknife and across the country but it will help with reviving our downtown, more people will bring more energy and life to the downtown area.

Another area of concern is the impact this rezoning could have on the wildlife in the area. Have there been studies done to see the impact on the wildlife that use this area? I know that other residents have raised concerns over the impacts to migratory birds that use the area and think that there should be appropriate studies done to see what impact the development will have.

--

Thank you,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Re: Willow Flats Zoning Amendment File # PL-2025-0046
Date: July 3, 2025 9:06:39 AM

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.

Dear City of Yellowknife Planning & Development,

I am a resident of Brock Drive, where I have lived and operated a small business for the past two years. I am writing to formally express my opposition to the proposed zoning amendment that would rezone the green space behind my residence for multi-unit residential development and reduce green space in the Willow Flats neighbourhood and Rotary Park.

I have three primary concerns:

1. Increased Noise Pollution and Associated Mental Health Impacts

The development of additional multi-unit residences in close proximity to Lunquist Road, Brock Drive, and Ragged Ass Road risks significantly increasing ambient noise levels. Since the completion of the nearby School Draw condominiums, there has already been a noticeable rise in neighborhood noise, which is especially disruptive during the summer months when residents rely on open windows for natural ventilation.

Noise pollution is not merely a nuisance—it is increasingly recognized as a public health issue. Research has linked urban noise exposure to elevated stress levels and adverse mental health outcomes (Abdelmoula et al., 2024; Tortorella et al., 2022). As a community, we need to prioritize environments that support well-being, not compromise it.

2. Loss of Critical Green Space and Ecosystem Services

Old Town Yellowknife has a limited number of accessible green spaces. Willow Flats and Rotary Park serve as essential areas for outdoor recreation, dog walking, and nature engagement. These spaces are not only valued for their recreational use but also for the ecological and psychological services they provide.

Green spaces contribute significantly to urban mental health and social cohesion, particularly in smaller communities (Delgado-Serrano et al., 2024). Moreover, equitable access to quality natural environments is a cornerstone of inclusive urban planning (Russo, 2024). Further encroachment on these areas would diminish habitat continuity, reduce community access, and erode the character of the neighborhood.

3. Infrastructure Strain & Protection of Community Character

The introduction of a large multi-unit residential development will significantly impact existing infrastructure in our neighborhood. According to a comprehensive 2018 literature review by the Delaware Valley Regional Planning Commission (DVRPC), higher-density development often places increased demands on roads, parking, water, sewer, and emergency services—even in well-served areas—unless accompanied by proportional infrastructure upgrades (DVRPC, 2018). In a similar vein, research on multi-family zoning asserts that such developments can strain utilities and transit networks if not planned alongside suitable infrastructure investment (The Perils of Multi Family Zoning, 2023).

Moreover, this kind of densification can alter the defining character of low-density neighbourhoods. One recent study highlights that introducing multi-family units into single-family-dominant areas often disrupts community character, architectural cohesion, and perceptions of neighborhood identity—with long-term implications for community attachment and social fabric (Preserve Friendly Avenue, 2023).

I urge the Planning Committee to consider the broader implications of this zoning change—not just in terms of housing supply, but in the long-term social, environmental, and psychological well-being of residents.

Sincerely,

[REDACTED]
[REDACTED]

References:

- Abdelmoula, E., Abdelmoula, B., & Bouayed Abdelmoula, N. (2024). Urban planning, noise pollution and mental health outcomes. *European Psychiatry*, 67(S1), S672–S672. doi:10.1192/j.eurpsy.2024.1397
- Delaware Valley Regional Planning Commission. (2018). Community Impacts of Higher Density Development: Multifamily Housing Impact Literature Review. DVRPC. [Link](#)
- Delgado-Serrano, M. M., Melichová, K., Mac Fadden, I., & Cruz-Piedrahita, C. (2024). Perception of green spaces' role in enhancing mental health and mental well-being in small and medium-sized cities. *Land Use Policy*, 139, 107087. <https://doi.org/10.1016/j.landusepol.2024.107087>
- Lavallée, S., & Warner, A. (2024). Am I welcome in this space? A case study on cultural ecosystem services provided by rural greenspace and their implications for social cohesion & equity in Nova Scotia. *Journal of Rural and Community Development*, 19 (3), 149 –172.
- Preserve Friendly Avenue. (2023). The Perils of Multi-Family Zoning in Single-Home Areas. Preserve Friendly Avenue Insights. <https://preservefriendlyavenue.com/the-perils-of-multi-family-zoning-in-single-home-areas/>
- Russo, A. (2024). Renaturing for Urban Wellbeing: A Socioecological Perspective on Green Space Quality, Accessibility, and Inclusivity. *Sustainability*, 16(13), 5751. <https://doi.org/10.3390/su16135751>
- Tortorella, A., Menculini, G., Moretti, P., Attademo, L., Balducci, P. M., Bernardini, F., ... Erfurth, A. (2022). New determinants of mental health: the role of noise pollution. A

narrative review. *International Review of Psychiatry*, 34(7–8), 783–796.
<https://doi.org/10.1080/09540261.2022.2095200>

From: 
To: [Andrew Treger](#)
Cc: [Council](#)
Subject: Preserve the Willow Flats Wetland Habitat
Date: July 3, 2025 10:52:05 AM

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.

Dear City of Yellowknife Planning and Lands Department and Council,

I am writing to express my concern regarding the proposed rezoning of portions of the Willow Flats neighbourhood from Parks and Recreation/Nature Preservation to RI-1 residential zoning.

As a resident who values both responsible development and the preservation of our natural ecosystems, I want to emphasize the irreplaceable importance of the Willow Flats wetland area. Wetlands are among the most biologically diverse ecosystems on the planet. According to the Ramsar Convention on Wetlands, these environments are critical breeding, resting, and feeding grounds for countless species, especially migratory birds. In Canada, the Government of Canada and Canadian Wildlife Service recognize wetlands as vital stopover points in the migratory bird flyway system.

The Willow Flats area is home to a rich diversity of birdlife including white-crowned sparrows, Wilson's snipes, swamp sparrows, black-billed magpies, chipping sparrows, northern waterthrush, and yellow warblers. It also occasionally hosts sandhill cranes, a species known for its reliance on wetland habitats during migration.

Converting even a portion of this space into residential zoning not only threatens this delicate habitat, but also sets a concerning precedent for future park or green space redevelopment within the City, especially when this area has historically been understood to be protected and was not originally earmarked for this type of development.

While I understand and support the need for increased housing within Yellowknife, I urge the City to prioritize infill and higher-density development in already-disturbed or vacant lots. For example, areas where buildings were lost in recent fires or existing vacant city lots would benefit from revitalization without compromising vital natural spaces.

I strongly recommend that the Willow Flats area be preserved and formally designated as a City park or conservation area. This would protect wildlife habitat, enhance ecological education and recreation opportunities, and ensure we are not sacrificing long-term environmental value for short-term gains.

Thank you for the opportunity to provide feedback. I hope Council and Administration will take these concerns seriously and consider protecting Willow Flats for generations to come.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED]
To: mayor@yellowknife.ca; [Council](#); [Andrew Treger](#)
Subject: Willow Flats
Date: July 2, 2025 10:42:37 AM

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.

I am writing to voice my objection to the planned housing development for the Willow Flats area.

I have been here 50 years and have watched the City grow steadily. Mistakes have been made in planning for expansion, but also, after public consultation, many bad decisions have been rescinded before it was too late.

This development idea has the potential to be a big mistake. The wetlands area of Willow Flats is the only easily accessible walking area left along the Great Slave Lake waterfront within the City. I know you say that it won't disturb the actual wetlands, but who are you trying to kid? Housing hemming in the area and built on top of the willows that protect the shoreline will effectively destroy the balance of the whole area. Thousands of cubic yards of fill sinking gradually into the muddy bottom will permanently alter the entire shoreline ecosystem.

As I walk around town, I see at least a half a dozen large lots just waiting for development. Surely there is a way to incentivise the owners of these lots to have them developed, at a much lower overall cost to the City than trying to fill in Great Slave Lake.

As we look ahead into a future without diamond mines, I also question the need for huge amounts of additional housing. Our population growth has been very slow for years and I doubt that it will increase to the point where it is necessary to destroy what few undeveloped public waterfront areas remain for the people of Yellowknife to enjoy in an easily accessible and unstructured way.

Please leave this area as it is for future generations to explore and enjoy.

[REDACTED]

From: [REDACTED]
Sent: Sunday, June 29, 2025 11:15 AM
To: Council <Council@yellowknife.ca>
Subject: Proposal To Add Residential Lots To The Lakeshore in Willow Flats Area

June 29, 2025

Mayor and Council

City of Yellowknife

Proposal To Add Residential Lots To The Lakeshore in Willow Flats Area

As a person whose first home after his birth 78 years ago was in the Willow Flats area and remains a lifelong resident of Yellowknife, I ask that you vociferously turn down the proposal to add further residential lots to the lakeshore in this area. By this I mean that NO residential development should take place nearer to the shore of Great Slave Lake than that which currently exists.

The reason for this is that poor planning decisions of the past have left Yellowknifers and visitors with very limited public access to the shore of the lake, one of Yellowknife's crowning glories. I think a walk around the town that some Yellowknifers take pride in will bear this out.

The ONLY development that ought to be allowed should be for PUBLIC access to the lake shore. Even that should be limited, in keeping with the natural character of the area, and with the specific purpose of allowing enjoyment of the lake and its surroundings.

As a lifelong inhabitant of Yellowknife, I have seen far too many instances of public parks, nature preserves and playgrounds being rezoned to private uses. I submit that this leads to a degradation of our urban environment and quality of life.

Closure of the diamond mines will have a major negative impact on the demand for housing of all types in Yellowknife. As Councillors, I ask that you have some foresight. Rather than sell off the remaining access to the lake to individuals, why not permanently preserve this area for ALL residents and visitors to enjoy?

[REDACTED]

[REDACTED] Yellowknife NT

From: [REDACTED]
Sent: Friday, June 27, 2025 4:33 PM
To: Council <Council@yellowknife.ca>
Subject: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to share my absolute opposition to rezoning the Willow Flats Nature preserve to high-intensity residential development.

This decision represents not only a serious environmental misjudgment but also a contradiction of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, are essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge ecosystems within city boundaries identified in the 2005 Integrated Parks, Trails and Open

Space Development Study. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone

protecting Jackfish and Frame Lakes.

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate. Boreal wetlands in this region are known rest stops for dozens of migratory bird species. Over 160 different species of birds have been observed at Willow Flats, some of which are species at risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (species at risk)
- Red Knot (endangered NWT)
- Northern Goshawk (threatened)
- Red Crossbill (species at risk)

Destroying this habitat would eliminate critical foraging and breeding areas for species already in decline.

Protecting Willow Flats is not just about ecology—it's also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential.

Children, seniors, low-income residents, and those without personal transportation often rely on urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their only feasible access to nature. Rezoning this area disproportionately affects those already facing social and economic barriers, contradicting the City's goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress, lower rates of anxiety and depression, and improved mood. One study found that as little as 10 minutes in a wetland environment significantly reduced participants' stress levels. Living near green space has been shown to reduce depression risk by approximately 20%, even when accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces erodes our collective capacity to address the environmental crises of our time. Climate change is already affecting the physical and mental health of our children and grandchildren.

I was so happy when the Willow flats area was zoned as a nature preserve 20 years ago (the year our daughter was born!). It was a joyous moment and our family and many other family and friends we have shared our lives with over the last 20 years have enjoyed the Willow Flats area during every season of the year. It has definitely been the place for us to spend quality time together canoeing and paddle boarding in the summer to skiing, kicksledding and ice biking in the winter. It is where our best memories have been made and has contributed to our overall happiness. It is what makes our City the place I have chosen to live for the last 27 years.

I would also like to add that the City should do their research on the impacts of climate change on future water levels before they build on a very unstable floodplain. The fluctuations between drought and flooding in the NWT alone should be enough to scare the City away from developing Willow Flats. Has the City already forgotten what the impacts of climate change has had on our City? Perhaps reach out to the Town of Hay River to see what lessons they have learned.

I respectfully urge the City to please maintain the Willow Flats area as a designated Nature Preserve in perpetuity. Adding high density residential development in this area will change the ecology and health of residents forever.

Sincerely proud to be a Knifer,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Thursday, July 3, 2025 12:00 PM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats Rezoning Feedback

Mayor Hendriksen & City Councilors,

I am writing to express my complete opposition to the proposed rezoning of Willow Flats and adjacent areas.

I am opposed to the destruction of most valuable green spaces, which all community members can enjoy and access. These areas should be protected and kept at current zoning restrictions to prevent development.

I cannot comprehend the decision to develop green spaces, when there are ample unused spaces that exist around the City, especially in the downtown core. These are spaces which would allow for housing infill without affecting our untouched natural environment.

Housing is undoubtedly a very critical issue our City faces.

I'm left to wonder who the proposed rezoning will benefit most?

It seems this will be in the interest of developers creating "waterfront" property and not the community members who desperately need access to safe, affordable and accessible housing.

I urge Council to halt proceedings to rezone this area.

Best,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: [Council](#)
Subject: Feedback on Rezoning of Willow Flats green space
Date: July 3, 2025 12:20:51 PM

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.

Dear City Planning Department,

I am writing to express my strong opposition to the proposed rezoning of the green space across from the Nova building, where I have lived for over a year. This area is an irreplaceable pocket of nature that supports an incredible range of wildlife and offers daily joy to residents like myself.

When I moved in, I was immediately struck by the biodiversity right outside my window. In the summer, a chorus of birds fills the air, dozens of species nesting, calling, and thriving. I regularly see foxes making their homes in this area, including a few who have taken shelter under our building. If this green space is lost, I fear these animals will be forced into even more dangerous or unsuitable areas, further disrupting their natural behavior and safety.

During the winter, ptarmigans flock to the park, and their presence is a delight for many of us. This past year, the late winter migration and nesting season for birds was especially vibrant - proof that this ecosystem is not only alive but thriving. Any new development would likely disrupt these patterns permanently.

Beyond the wildlife, the green space serves as a valuable recreational hub for the community. I work from home and witness firsthand how frequently it's used: families playing, kids riding bikes, people walking their dogs, and neighbors connecting. While the park may seem simple, it is deeply loved and heavily used.

If anything, this space should be enhanced, not destroyed. A small playground or seating area would support community use without harming the existing ecosystem. But rezoning it for housing would be a devastating loss - for the animals who rely on it, and for the people who cherish it.

Please consider the long-term environmental and community impact of this decision. We need to protect the wild and green spaces that still exist in our neighborhoods, not pave them over.

Sincerely,

[REDACTED]

Nova Pine Hills Resident

FROM:

[REDACTED]

[REDACTED] Yellowknife, NT, [REDACTED]

[REDACTED]

TO:

Planning & Environment

City of Yellowknife

ATTN: Andrew Treger

RE: Zoning By-law No. 5045, as amended, Section 5.2

June 23, 2025

Mr. Treger:

This letter is to express my strong opposition to the proposed changes to the zoning amendment to rezone the subject lands from Parks and Recreation (PR) to Residential Intensification (R1-1).

There are many areas in Yellowknife better suited to residential expansion that do not retract from limited park land in our area or remove an area used as a playground by children in the neighborhood. The area would also be the first to flood in the event of a rise in Great Slave Lake similar to what we experience 3 years ago. And there are geotechnical concerns around suitability of the area to economically support a buildings foundations.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 24, 2025 5:03:03 PM
To: Council <Council@yellowknife.ca>; mayor@yellowknife.c <mayor@yellowknife.c>
Subject: Objection to re zoning by law 5045 amended Section 5.2

All, please find my letter of objection to the proposed re-zoning by-law 5045 amendment to Section 5.2

[REDACTED]

[REDACTED]

Yellowknife

[REDACTED]
[REDACTED]
Yellowknife, NT

Jun 24, 2025

Andrew Treger

City of Yellowknife

4807–52 Street

P.O. Box 580

Yellowknife, NT, X1A 2N4

Dear Mr. Treger,

Re: Opposition to Rezoning Nature Preserve to High-Intensity Residential

I am writing to voice strong opposition to the proposed rezoning of **Lot 15 Block 78 Plan 4059**, **Lot 13 Block 81 Plan 4623**, **Block 77A Plan 512**, and **Lot 2 Block 201 Plan 2396** for high-intensity housing. Instead, I urge the City to utilize already available land within existing residential development frameworks. Specifically, I offer the following points:

1. Underused City-Owned Lots

The City currently owns multiple vacant lots. These lands are strategically located near amenities, transit corridors, and downtown infrastructure. It makes little sense to convert ecologically valuable preserve land when city-owned lots built to serve housing needs remain unused.

2. City’s “Intensification First” Policy & Zoning Tools

The *Intensification First* strategy promotes redevelopment of underutilized and vacant lots—including vacant residential land, laneways, and conversions of low-density single-family lots to duplexes, triplexes, mixed-use, etc. The City has already adopted new zones—RI and RI-1—to facilitate this policy. Encouraging higher-density housing in these areas aligns with stated policy objectives and reduces unnecessary encroachment on greenspaces.

3. City-Owned Residential Lots & Development Plans

According to City records, several areas are already designated or planned for residential intensification:

- Vacant residential lots posted on the City’s “City Land for Sale” registry—currently awaiting release.
- Residential Intensification grants (e.g., “Missing Middle Price Grant”) support townhouse or multi-unit development in RI zones.

- The Community Plan (By-law No. 5007 & Zoning update 5095) triggers RI zones in targeted neighbourhoods, without needing to expand into protected areas .

4. Potential from Light Commercial or Brownfield Sites

The City's *smart-growth report* (2010) highlights the opportunity to rezone underused commercial or brownfield parcels (e.g., along Old Airport Road or Centretown corridors) from low-density commercial into medium/high-density residential or mixed-use. Additionally, commercial core areas could be redeveloped with residential above retail—already encouraged under *Intensification First*. This approach would better preserve natural areas.

5. Preserving Urban Greenspace and Biodiversity

Rezoning nature preserves undermines green-space protection. As the City's 2010 *Smart Growth Plan* emphasizes, development should **balance densification with natural area preservation**. These spaces are vital for ecological function, recreation, and mental health, and they contribute to the City's identity.

To meet housing goals **without sacrificing more protected natural areas**, I urge the City to:

1. **Prioritize use of city-owned vacant or underutilized lots** (e.g. Central Area, Kam Lake ADP).
2. **Fully deploy RI/RI-1 zoning and intensification grants** to promote infill, brownfield redevelopment, and mixed-use conversions.
3. **Leverage light-commercial zones** and brownfields (e.g., Old Airport Road, Centretown) for high-density housing.
4. **Continue to protect designated nature preserve(s)** per environmental and community well-being commitments.
5. **Engage public stakeholders**, ensure consultation with the public at large, including making proposed removals of natural areas available on your social media channels, and provide a clear analysis of alternative sites before considering rezoning natural areas.

Thank you for your consideration. I urge you to revisit previous commitments the City has made in regards to protecting natural areas and prioritize its existing development tools, infrastructure, and land stock before sacrificing our precious natural heritage.

Sincerely,



From: [REDACTED]
To: planningandenvironmental@yellowknife.ca; [Council](#); [Andrew Treger](#)
Subject: Proposed development on School Draw
Date: July 3, 2025 2:57:24 PM

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.

We are writing to express our strong opposition to File # PL-2025-0046; the proposed rezoning and development of lands currently zoned as Parks and Recreation and the Nature preservation.

We walk this area daily and appreciated the quietness of the wildlife and birdlife we see regularly.

I believe there are areas downtown that are open for building where previous apartment buildings were. The sites are vacant and cleaned up and could readily be used. A couple of these sites have been sitting for a number of years and could be built on to help with the housing situation. There is no need to cram buildings into these open areas that many people walk to and enjoy and are already declared for Parks and recreation.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: July 3, 2025 3:36:45 PM

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.

Attention: Mr. Andrew Treger

Development Officer
City of Yellowknife
Subject: Opposition to Proposed Zoning By-Law Amendment
Dear Mr. Treger,

I am writing to express my complete opposition to the City of Yellowknife's proposed amendment to Zoning By-Law #5046, which would rezone the land from PR (Parks and Recreation) and NP (Nature Preservation) to R1-1 (Residential Intensification) and NP to accommodate future multi-unit, townhouse, and duplex development.

Access to green space, whether designated for parks and recreation or nature preservation, is essential to the health and wellness of Yellowknife residents. Rotary Park and the surrounding natural areas offer a peaceful and beautiful space for residents to enjoy nature. More importantly, these areas provide the physical and mental space needed for people to recharge and reconnect with their environment.

I contest the rezoning of PR and NP land on the west side of School Draw Avenue to R1-1. This change will have negative impacts on the natural beauty and enrichment value of Twin Pine Hill Park and the surrounding preservation area. It will also diminish the livability, peace, and sense of contentment enjoyed by residents of the Summit community.

Please register my complete and total opposition to this, or any proposal by the City of Yellowknife that seeks to remove, reclassify, or reduce designated green spaces and nature preserves.

Thank you for your attention to this matter.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Planning and Environment](#)
Subject: Consultation-Proposed Amendment to Zoning By-law No. 5045
Date: July 3, 2025 3:41:48 PM

Please do not be swayed by the NIMBYs. Yellowknife seems to never be able to develop anything without people trying to stop it. There should be more development along the shores of Great Slave Lake. The fact that 'old towners' want to push everyone to the swamps past Kam Lake is concerning. Develop willow flats, develop tin can hill, increase the tax base. If a developer is willing to invest in these areas, let them. Having more people living along the shore line will end up protecting it.

Yellowknife resident wanting a better future.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Save Willow Flats
Date: July 3, 2025 4:21:42 PM

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.

I just returned from a beautiful run with my dog to Rotary Park. On said run I reflected on the beautiful and accessible nature area. I cannot imagine this space being flooded with construction noise, followed by an obstructed view, and then diminished green space and overcrowding. This will make this space less appealing to animals and humans alike. Please read letter below:

Concerning portions of:
 Lot 15; Block 78; Plan 4059
 Lot 13; Block 81; Plan 4623
 Block 77A; Plan 512
 ;and, the entirety of
 Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

wknife

From: [REDACTED]
Sent: Friday, July 4, 2025 4:26 PM
To: Council <Council@yellowknife.ca>
Subject: Opposition to Willow Flats Rezoning

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.

Mayor & Council,

I wanted to quickly write and let you know at this point I'm opposed to the rezoning of the land in Willow Flats adjacent to Lundquist and nearby on School Draw, for a few reasons, in no particular order:

1) Preservation of natural space: Yellowknife is a wilderness city, for residents like me that weren't born here but chose to live here, the access to nature and green space is critical. There are many, many, many brownfield spaces, especially downtown, that are suitable for development. They are sitting empty with "for sale" signs on them at exorbitant rates, cobbled together by people hoping to essentially win the lottery on a speculative investment. This is bad for the City, and we should be encouraging development on these sites with measures such as higher taxes on vacant lots, not destroying green spaces.

2) Preservation of Yellowknife's unique features: the exposed bedrock areas throughout the core of the City are truly unique, it's something I appreciate every day and that really "wowed" me when I first visited the City back in 2010. The lot off School Draw appears to be over such a beautiful smooth bedrock area. What's the plan here? If the development can be done while preserving the surroundings (see some of the architecturally designed buildings such as the curved condo near the bridge to Latham) then maybe this would be okay. I don't have any interest in seeing it blasted flat so a generic Edmonton-style boring cookie cutter apartment is plunked down. We can do better.

3) Social contract: I'm an informed citizen, when I go to buy property I look at adjacent land uses to see if development can be expected. The people on Lundquist bought knowing the adjacent space would be green park reserve. It's unfair to develop it now. I live over in Peace River Flats and would be strongly opposed to development there for the same reason.

Thanks for your time and I look forward to following your discussions on this issue.

[REDACTED]

From: [REDACTED]
Sent: Friday, July 4, 2025 4:26 PM
To: Council <Council@yellowknife.ca>
Subject: Opposition to Willow Flats Rezoning

Mayor & Council,

I wanted to quickly write and let you know at this point I'm opposed to the rezoning of the land in Willow Flats adjacent to Lundquist and nearby on School Draw, for a few reasons, in no particular order:

- 1) Preservation of natural space: Yellowknife is a wilderness city, for residents like me that weren't born here but chose to live here, the access to nature and green space is critical. There are many, many, many brownfield spaces, especially downtown, that are suitable for development. They are sitting empty with "for sale" signs on them at exorbitant rates, cobbled together by people hoping to essentially win the lottery on a speculative investment. This is bad for the City, and we should be encouraging development on these sites with measures such as higher taxes on vacant lots, not destroying green spaces.
- 2) Preservation of Yellowknife's unique features: the exposed bedrock areas throughout the core of the City are truly unique, it's something I appreciate every day and that really "wowed" me when I first visited the City back in 2010. The lot off School Draw appears to be over such a beautiful smooth bedrock area. What's the plan here? If the development can be done while preserving the surroundings (see some of the architecturally designed buildings such as the curved condo near the bridge to Latham) then maybe this would be okay. I don't have any interest in seeing it blasted flat so a generic Edmonton-style boring cookie cutter apartment is plunked down. We can do better.
- 3) Social contract: I'm an informed citizen, when I go to buy property I look at adjacent land uses to see if development can be expected. The people on Lundquist bought knowing the adjacent space would be green park reserve. It's unfair to develop it now. I live over in Peace River Flats and would be strongly opposed to development there for the same reason.

Thanks for your time and I look forward to following your discussions on this issue.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: July 4, 2025 12:01:56 AM
Importance: High

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: July 4, 2025 1:56:24 AM

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.

Concerning portions of:

Lot 15; Block 78; Plan 4059

Lot 13; Block 81; Plan 4623

Block 77A; Plan 512

;and, the entirety of

Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

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Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

[REDACTED]

[REDACTED]

Mayor and Council
City of Yellowknife
4807 - 52 Street, X1A 2N4

June 26, 2025

Dear Mayor and Council Members,

Re: **Willow Flats wetlands**

I've read a number of eloquent letters written to you by concerned Yellowknife residents who oppose rezoning the Willow Flats wetland area and can add nothing here that hasn't already been said.

I do, however, wish to add my voice to their number without taking up a lot of your time.

Basically: What they said: Please DO NOT rezone these beautiful, wild wetlands to residential intensification.

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Friday, July 4, 2025 8:13 AM
To: Council <Council@yellowknife.ca>
Subject: Willow Flatts

Good morning.

We are writing to express our absolute opposition to your proposed zoning change in Willow Flatts near Rotary Park and across the road.

Yes we understand the need for housing.

BUT to propose disturbing this green space is misguided.

We need to preserve these locations.

There are numerous locations in the downtown area that are just sitting there, some with existing buildings.

It is an embarrassment that in 2025 we have elected officials who are actually in favour of destroying valued green spaces such as this area.

Yellowknife is not southern Canada.

Most of us choose to live here because of the availability of nature.

This particular location is home to many species, as you know .

In addition , we blow up too much rock already.

Please do not take the easy route in this discussion.

We expect our elected officials to be accountable to the residents and not simply follow the recommendations of those from the South.

We are asking you to please find alternatives to this proposal; ones that respect nature and the residents of this city.

Respectfully ,

[REDACTED]

[REDACTED]

From: noreply@yellowknife.ca <noreply@yellowknife.ca> on behalf of [REDACTED]
[REDACTED]

Sent: Thursday, July 3, 2025 4:04 PM

To: Council <Council@yellowknife.ca>

Subject: proposed destruction of Willow Flats

I would like to add my name to the NO column. This is a lovely area of green wetlands and a very popular birding site that will be destroyed! Wetlands need to be preserved as do the various animals living in this small area. Also, this area works as an area to filter water, and we need to try and not pollute the lake any more than at present! Recently met international birders who spent several days in YK just to view this area as well as others. Lets try other infill areas! At least 3 spots where apartments burned. I have been here long enough to remember the Barton trailer park debacle. Want to join that crowd! Make better choices - this is not one of them!

Origin: https://www.yellowknife.ca/en/city-government/city-council-and-mayor.aspx?_mid_=34603

This email was sent to you by [REDACTED] through
<https://www.yellowknife.ca>.

From: [REDACTED]
Sent: Thursday, July 3, 2025 11:37 AM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats rezoning proposal

To City Council and Planning Officials,

I am writing today with deep concern and disbelief regarding the proposed rezoning of the Willow Flats area. As both a Yellowknife resident and house boater, I feel compelled to voice what I believe is a widely shared sentiment: this rezoning application should never have advanced to this stage.

Willow Flats is not just a tract of undeveloped land—it is a living, breathing ecosystem of immense ecological, recreational, and cultural value. It is astonishing, especially for a city that proudly positions itself as environmentally conscious, that an area like this—rich in biodiversity and beloved by residents and visitors alike—is even under consideration for light residential development.

Let's be clear: Willow Flats is a bird sanctuary. It is a stopover for countless migratory species, including sandhill cranes, bald eagles, Canada geese, red-winged blackbirds, and swans. This area plays a vital role in the life cycles of these birds—many of which are of interest not only to casual admirers, but to serious conservationists and wildlife researchers. To suggest that adjacent infill or rezoning would have no impact on this habitat is either misinformed or willfully negligent. Some of you know better—I trust your education and experience to guide you toward protecting, not diminishing, such spaces.

Beyond its ecological importance, Willow Flats is a space for people—for reflection, exercise, education, and community connection. I witness daily the walkers, joggers, bikers, families, and tourists who use the trails from Rotary Park to the lake. I see moments of quiet grief and joyful discovery unfold in this natural corridor. I've spoken to visitors who are baffled that a city with such easy access to pristine lakefront would consider giving that up for the sake of development.

And then there are the children—the ones who built their own informal bike park here, growing up with this space as part of their identity and environment. They deserve better than to see it paved over in the name of “progress.”

Some may argue that the rezoning proposal affects only the fringe of this area. But this is the problem: it reflects a pattern of encroachment, a willingness to chip away at wild space as if it were inert or insignificant. In reality, wetlands like those at Willow Flats perform critical environmental functions, from filtering pollutants to mitigating floods. They are

irreplaceable infrastructure that no amount of infill can replicate. I urge you to consider the science—such as outlined in this article: [Wetlands Save the World](#).

Finally, I ask: why pursue development here when numerous city lots have remained vacant for years? Why put at risk one of Yellowknife's most cherished and accessible natural areas when sustainable alternatives exist?

I respectfully urge you to reject this rezoning proposal—not just because it's unpopular, but because it's unnecessary, shortsighted, and incompatible with the values of environmental stewardship, community wellbeing, and responsible urban planning.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED]
Sent: Thursday, July 3, 2025 11:15 AM
To: Council <Council@yellowknife.ca>
Subject: Rezoning of Willow Flats and land along School Draw

Dear council members,

Aside from the issues raised regarding natural habitat, developing a wetland, more expensive condos instead of affordable housing, taking away recreational space, the list goes on - What I'm missing in the conversation about the rezoning and development in the Willow Flats and along School Draw is the role of green spaces in cooling cities and equal access to the waterfront.

Old Town is blessed with the Big Lakes' "natural air conditioning" - one just has to bike or walk down the hill from downtown to notice a big temperature drop on a warm summer day. Unfortunately, even though we are located right beside a BIG lake, the waterfront is in most places inaccessible to Yellowknifers and spending time near the lake is almost impossible but a privilege of a few. The area of consideration is one of very few accessible green locations, and instead of developing this land, I would like to see the city increase the accessibility and appeal of these natural spaces (boardwalks or trails, benches, trash cans, minor landscaping) and highlight the area as a place of refuge when the temperatures are unbearable uptown or one simply wants to take a break from all the concrete and stress uptown and appreciate the big lake and a natural environment. A place to promote physical and mental health for all.

Please focus on filling empty lots that are already designated for residential development, with affordable housing, than removing existing nature preserve and parks and recreation zones for further development that does not counteract the climate, housing and affordability crises we are finding ourselves in.

<https://www.weforum.org/stories/2022/08/green-cities-are-cooler-and-fairer/>

[Urban Wetlands: A Key Strategy for Sustainable Cities | by Robert C. Brears | Mark and Focus | Medium](#)

<https://science.nasa.gov/earth/climate-change/nasa-data-reveals-role-of-green-spaces-in-cooling-cities/>

Mahsi,
[REDACTED]

From: [REDACTED]
Sent: Thursday, July 3, 2025 10:48 AM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats

Good morning Mayor and Council,

I am writing regarding the upcoming application for a zoning change to the Willow Flats area. I have been a resident of Yellowknife for over 42 years. Although I do not live in the Willow Flats area, I am well acquainted with it. Early on in our time here I took a bird watching study there. Our grandchildren have played there. I bike by there on a regular basis. Rotary Park is nearby and I have walked and enjoyed the boardwalk.

I strongly disagree with the change that is being proposed. Apart from the fact that this is an area for birds and other wildlife, children to play and an overall nature area there are other areas of the city that could be developed first. Local residents have taken responsibility for maintaining the area including garbage pickup and cutting the grass. Like Tin Can Hill, Yellowknife residents are demonstrating to council that we value our green space and that we are ready and willing to care for it.

Throughout the city there are vacant lots and properties, many of which are in the downtown, that have remained so for many years. They significantly detract from the vibrancy of our city and the pleasure residents take in living here. I realize that the city may not own those lots or properties. My priority for council is to make haste to eliminate the barriers to development of those lots/properties or institute penalties against the owners for them remaining undeveloped or vacant. This concept has been spoken about for some time now. How long do the residents of Yellowknife have to wait for this to change. If new building/renovation took place on those lots more housing would also be available.

I am sure that I am not the only person from whom you will hear; but, I trust you will seriously consider defeating this application.

I will look forward to hearing from you.

[REDACTED]

From: [REDACTED]
Sent: Friday, June 27, 2025 1:20 PM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats wetlands.

Yellowknife, NT

Mayor Ben Hendriksen and Members of Council
City of Yellowknife
4807 – 52 Street
P.O. Box 580
Yellowknife, NT X1A 2N4

Re: Objection to Proposed Rezoning of Willow Flats Nature Preserve

Dear Mayor Hendriksen and Members of Council,

I am writing to express my strong and unequivocal opposition to the proposed rezoning of the Willow Flats area from protected natural lands to high-intensity residential development. Most of the text of this letter comes from Marcus Jackson who spent a good amount of time preparing this compressive and well written defence of our Willow Flats wetlands. I have lived on Lundquist right across the road from the proposed rezoning for 32 years. I have watched the changes around our neighbourhood over time and was always confident that the wetlands were a valued and protected part of the Yellowknife community. I watch the hoards of winter tourist come to this area on their way to the Snow Castle to see the hundreds of Ptarmigans. In the spring, the birders are out in masses recording and enjoying the migrating wildlife heading north.

This decision represents not only a serious environmental misjudgment but also a betrayal of the City of Yellowknife's long-standing commitments to preserve natural spaces, support mental health, and promote sustainable urban growth. The Willow Flats, like other natural areas within city limits, is essential not only to the ecological well-being of our region, but also to the health, equity, and quality of life of its residents.

This letter outlines in detail the environmental, social, and policy-based grounds for rejecting the rezoning proposal. It is imperative that City Council recognize that developing protected natural

areas is not a necessity, but a choice—and a deeply flawed one, given the many viable alternatives that exist within the City’s own land inventory and planning framework.

1. A Promise to Protect: The History of Willow Flats

Willow Flats has long been recognized by previous City Councils as an area requiring environmental protection. It is part of a wider natural network of wetlands, forests, and lake-edge

ecosystems within city boundaries identified in the 2005 Integrated Parks, Trails and Open Space Development Study. That study emphasized the ecological and recreational value of Willow Flats, citing its function as a wildlife corridor, a water filtration area, and a buffer zone

protecting Jackfish and Frame Lakes.

The City’s 2010 Natural Area Preservation Strategy formally inventoried 39 natural area sites in

Yellowknife, identifying 25 for strict protection as nature preserves. Willow Flats is part of this

protected network. This protective zoning was not symbolic; it was rooted in ecological science

and community interest. Rezoning this land contradicts the City’s own commitments and undermines public trust in our local governance.

Below Screenshot of Willow Flats in the City’s 2020 community plan.

2. Unused Alternatives: A City with Room to Grow

The argument for rezoning Willow Flats hinges on an alleged need for more land to meet housing demand. However, extensive research reveals that Yellowknife has numerous underutilized, vacant, or already-zoned lands that can accommodate high-density residential development without compromising environmentally sensitive areas.

- **Gitzel Street Parcels:** The City owns at least five lots on Gitzel Street zoned for multi-family residential (4- to 6-plexes) that remain undeveloped. These were previously zoned as parks and recreation land.
- **RI and RI-1 Zoning:** The City’s updated Zoning By-law 5095 introduced Residential Intensification zones specifically designed to facilitate higher-density housing within existing urban areas.
- **Smart Growth Priority Areas:** The 2010 Smart Growth Implementation Plan identified several brownfield and underused commercial corridors (e.g., Old Airport Road, Centretown) for redevelopment as mixed-use or high-density residential zones.
- **Vacant Residential Lots:** Numerous parcels listed in the City’s land inventory remain

undeveloped despite being zoned for residential use. These are precisely the areas that the “Intensification First” policy was created to prioritize.

There is no urgent need to encroach on protected natural lands when these options remain unexploited.

3. Green Space Equity: Health, Access, and Justice

Protecting Willow Flats is not just about ecology—it’s also about people. Particularly in a northern urban context like Yellowknife, where wilderness is nearby but not universally accessible, the availability of in-town green spaces is essential. The Rotary boardwalk is the only wheelchair accessible area on Great Slave Lake in Yellowknife. There are no comparable areas

within City Limits that allow persons with disabilities to access wetland areas such as this for

birding, wildlife watching or other nature pursuits.

Children, seniors, low-income residents, and those without personal transportation often rely on

urban green spaces for recreation and relaxation. For these residents, Willow Flats may be their

only feasible access to nature. Rezoning this area disproportionately affects those already facing

social and economic barriers, contradicting the City’s goals around inclusion and health equity.

Scientific studies confirm that access to urban nature is directly correlated with reduced stress,

lower rates of anxiety and depression, and improved mood. One study found that as little as 10

minutes in a wetland environment significantly reduced participants’ stress levels. Living near

green space has been shown to reduce depression risk by approximately 20%, even when accounting for socioeconomic status.

Regular contact with nature during childhood has been shown to significantly influence attitudes

toward conservation and climate change. Nature-rich play environments support cognitive development, immune system health, and long-term ecological awareness. Losing such spaces

erodes our collective capacity to address the environmental crises of our time. Climate change is

already affecting the physical and mental health of our children and grandchildren.

What kind of message is the Capital City of Yellowknife sending out to the rest of Canada that they are prepared to fill in an ecological wetlands that serves to protect our drinking water? All the current advertising trying to lure doctors to our city focuses on the natural green space and wildlife in our area.

4. Ecological Significance: Wetlands and Biodiversity

Wetlands like Willow Flats are vital for urban ecological balance. They:

- Filter water, removing pollutants and improving water quality
- Store stormwater, reducing flood risk
- Stabilize shorelines and prevent erosion
- Act as carbon sinks, storing atmospheric carbon and mitigating climate change

These services are irreplaceable and, if lost, would require millions of dollars in engineered infrastructure to even partially replicate.

Boreal wetlands in this region are known rest stops for dozens of migratory bird species.

Over

160 different species of birds have been observed at Willow Flats some of which are species at

risk of extinction. The Canadian SARA registry and the NWT have assessed at least four species

documented at Willow flats as either at risk, threatened or endangered including:

- Barn Swallow (species at risk)
- Red Knot (endangered NWT)
- Northern Goshawk (threatened)
- Red Crossbill (species at risk)

Destroying this habitat would eliminate critical foraging and breeding areas for species already

in decline.

5. City Planning by Principle, Not Convenience

Yellowknife's own planning principles emphasize:

- Environmental stewardship
- Smart, compact growth
- Equity and inclusion
- Preservation of recreational assets

Rezoning Willow Flats is inconsistent with every one of these objectives. It undermines years of

environmental policy, circumvents public expectations, and fails to take advantage of less ecologically harmful alternatives.

This decision is not just bad planning – it is bad faith. Residents trusted that the designation

of

Willow Flats as a nature preserve meant something. To now reverse that decision for the sake of expedience or development pressure signals that the City cannot be trusted to uphold its own land use frameworks.

In light of the above, I join many other residents in urging City Council to:

1. Reject the proposed rezoning of Willow Flats and reaffirm its status as a protected natural area.
2. Audit the City's vacant, zoned residential and brownfield properties to identify immediate development opportunities.
3. Prioritize the use of existing Residential Intensification zones to meet density targets without environmental sacrifice.
4. Consult with Indigenous knowledge holders and ecologists to develop a stronger Natural Area Protection Strategy rooted in Yellowknife's unique northern context.
5. Commit to an updated Green Space Equity Plan ensuring all neighbourhoods have access to nearby nature.

This is a defining moment for the City of Yellowknife. Council can choose to honor its past commitments, lead by example, and protect a cherished natural space. Or it can choose to betray that trust, discard decades of planning wisdom, and diminish the quality of life for current and future residents.

I implore you: choose preservation, integrity, and smart growth. Do not sacrifice Willow Flats for short-term gain at long-term cost.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Friday, June 27, 2025 10:39 AM
To: Council <Council@yellowknife.ca>
Subject: Changing zoning from parks and nature preserve

Dear Mayor and City Councillors,

Please do NOT rezone parkland to be residential.

I will try and keep this short and sweet and in point form.

1. Infilling neighbourhoods does NOT mean rezoning green space (parks and nature preserve). It is devious of administration to do a land grab under the auspice of increasing density.
2. Yellowknife is already very short of green space esp larger parcels of land within neighborhoods. If you claim to be a liveable city and concerned about climate change why are you reducing green space and forcing people to drive to areas to walk and walk dogs?
3. Administration has a history of inflating population growth estimates in order to rezone land. The city plan written in the 80s estimated the city population to reach 50,000 decades ago! I noticed the city recently hired a consultant to estimate city population which ran counter to the GNWT prediction - why would you pay a consultant to tell you what you want to hear!?
- Unfortunately this along with many other factors leads to a lack of trust - your citizens don't trust administration! If you feel the city population is going to grow that much build another subdivision. That way if you are right there will be a planned neighborhood and if wrong the remaining population can live in a city with some green space!
4. This land you have earmarked for development is marginal at best and will likely be too expensive to be developed. Please remember all of this land is infill and prone to flooding (both from lake levels and overland water). I understand the new apartment building built on School Draw is already heaving in some units and I know the developer knew about the problematic land. But if the city approves these new lots will the city not be liable if the lots are not insurable? And have structural issues? Is it prudent to spend a lot of taxpayer money servicing these lots? Will you undercut all the many lots available for purchase around town?
5. Other cities have placed restrictions on vacation rentals (AirBnbs etc) as it is well known

that they take units off the rental market. Are you doing enough to increase available units in this city?

6. I do understand that housing is a big issue and a difficult one ... and is part of other big issues like crime, drug issues, unemployment etc but you must be better at this - the city must do better on the mix of single family homes, multi family and apartments (too many apt creates ghettos). You must use housing to make some areas safer (ie Frame Lake trail suffers from too much "privacy"). The city must offer more alternate housing ie homestead land, un-serviced lots, even homes on stilts in Frame Lake. People need more choice.

To conclude please do not rezone this property.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow Flats zoning amendment
Date: July 4, 2025 1:02:00 PM

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.

I write to urge the City of Yellowknife to reject the proposed zoning amendment that would convert some of the parkland located in the Willow Flats area to light residential zoning.

The entire Willow Flats area, including the section being considered for rezoning, is an important green space with a number of direct benefits to human quality of life and ecological health for our community. This is an important ecological buffer zone that helps maintain water quality, provides nesting habitat for birds and small animals, protected area for native plant species and light recreational opportunity for citizens of Yellowknife. These factors are obvious, and have been cited repeatedly in the arguments over the years to continue protection of this area.

I would also like to bring up an aspect of this issue which is discussed less often, and that is the preservation of the historical and cultural character of our unique City of Yellowknife. Historically, Willow Flats was an important muskrat trapping area for Dene people, and some of our Dene people fondly remember this aspect of the area. It was also a focus of the historical colonization of this area when mining began, and remnants of original "Old Town" buildings can still be seen. Modern Old Town architecture is diverse and charming. Finally, this area is immediately adjacent to the site of the yearly Snow Castle, which has become a defining element of Yellowknife culture.

These unique characteristics of the natural Willow Flats area and the historical and charming sections of adjacent Old Town constitute a unique tourist draw that is an increasingly important part of the Yellowknife economy and culture. This "charm" would be substantially degraded by the introduction of modern, multi-unit housing into what is now open and wild green space. We need not aspire to be another suburb of Edmonton. Let us find more balanced ways to address our housing issues. If it is to be multi-unit dwellings, there is certainly room for infill in the downtown area. In any case, no community ever benefits from the loss of its public waterfront green space to private development.

[REDACTED]
Yellowknife

From: [REDACTED]
Sent: Friday, July 4, 2025 1:12 PM
To: Council <Council@yellowknife.ca>
Subject: Willow Flats Rezoning

Dear council and mayor,

As a resident, business owner, and holder of rental properties in Old Town Yellowknife, I find the rezoning of the areas proposed in the Willow Flats to infill area an EXCEPTIONAL idea. A lot of housing is required in Yellowknife and Old Town in particular.

I would also strongly encourage the city to lay down inground water sewer in that area, transitioning Old Town to inground water sewer, as the regular scheduled street repairs take place.

Best regards,

[REDACTED]

City of Yellowknife
 4807 52 Street
 Yellowknife, NT X1A 1V3
 Attention: Andrew Treger, Planner
 atreger@yellowknife.ca

Re: Willow Flats Zoning Amendment
 File #PL-2025-0046

I have lived in a houseboat across from Willow Flats for 30 years and co-own a building on Brock Drive. Regardless of my proximity to the proposed Will Flats Zoning Amendment, anywhere I lived in the City or even in Canada, I would have the same concerns. Rezoning will remove valued green space; valued wetlands and ecological habitat; and further erode Old Town's economic opportunities for tourism.

Dozens of research papers have documented the value of green space within urban areas (1).

Environmental Benefits

1. **Air Quality Improvement:** Green spaces assist in filtering pollutants and reduce heat island effect.
2. **Climate Regulation:** Green spaces provide shade and release moisture through transpiration. This cooling effect can lower temperatures, lowering energy consumption.
3. **Biodiversity Conservation:** Willow Flats is a habitat for birds, insects, and small animals, contributing to biodiversity.
4. **Water Management:** Willow Flats is part of water runoff management, absorbing rainwater, mitigating the risk of flooding. This natural filtration process improves water quality (see 4, 5).

Social Benefits

1. **Community Cohesion:** Places such as Willow Flats serve as social hubs where people from diverse backgrounds can come together, fostering a sense of community and belonging. These spaces are venues for social interaction, cultural activities, and communal gatherings.
2. **Recreation and Leisure:** Willow Flats is a known areas for recreational activities. These activities contribute to the overall well-being of Yellowknife residents and visitors (2, 3).
3. **Educational Opportunities:** Green areas offer educational opportunities.

Economic Benefits

1. **Property Value Increase:** Proximity to green spaces often enhances property values. This boosts the local economy.
2. **Tourism and Local Business:** Willow Flats is a known tourist destination. This supports nearby businesses.

Health Benefits

1. **Physical Health:** Access to green spaces encourages physical activities such as walking, cycling, and playing sports. Regular physical activity reduces the risk of chronic diseases such as obesity, heart disease, and diabetes.
2. **Mental Health:** Nature has a profound impact on mental well-being. Green spaces provide an environment that reduces stress, anxiety, and depression. Exposure to natural settings has been shown to improve mood and cognitive function (2, 3).

The Willow Flats' value as wetlands and ecological habitat goes beyond general global concerns in these areas. The City still uses an archaic storm sewer system which drains run-off directly, unmitigated into Great Slave Lake. The attached studies show the numbers and levels of various contaminants that flow, unmitigated into the Lake following a rain event. These levels, in other jurisdictions, would deem the water unsafe even for human contact. Willow Flats is one small area that does provide run-off mitigation. (4, 5)

In a time of well-documented declines in bird populations, Willow Flats is a known bird nesting and migratory area (6). It's ecological sensitivity should be recognized and protected, not destroyed. (7)

Last, Willow Flats is one of the last remaining areas in Yellowknife where the public can actually access the Lake. Several years ago, the City missed an opportunity to capitalize upon valuable lake frontage for public access when it deeded its lands in Back Bay to the owners of the adjacent lots. Again, a regressive move. Conversely, 60 years ago, in the 1960's, Saskatoon recognized the value of its' river front and went through an expensive and lengthy process to acquire all river front property to create a contiguous trail system along the river - now one of the City's biggest draws of its' tourism infrastructure. Calgary, Ottawa and many other major urban centres use their water resources as a central part of their tourism infrastructure. The City of Yellowknife's own studies supported this approach (8, 9, 10, 11, 12 13) but have not been implemented, despite lengthy public consultations, adoption of Bylaw #5007, and continued receipt of similar inputs.

Willow Flats draws tourists as it is one of the few wild places along the lake shore with public access. Old Town has suffered loss of its' tourism infrastructure with the loss of many of its' heritage buildings. 20 years ago, tourists wandering Bretzlaff Drive and Ragged Ass Road stopped me to ask where the log homes were. In looking around, I realized that one by one, they had disappeared. It's a bit weird seeing tourists now photographing the Rocher's log home rental plot thinking they are seeing heritage buildings. Yellowknife cannot afford to continue to loose tourism infrastructure such as undeveloped lake front area of Willow Flats.

The proposed zoning amendment is especially frustrating when the City has held many public consultations for various purposes, each of which has concluded that Willow Flats needs to be protected. The City spent a lot of money and time, and the public also devoted much time and energy into the consultations for several of the City's guiding documents. These include:

- City of Yellowknife Integrated Parks Trails and Open Space Development Study (8)
- Mapping Yellowknife (9)

City of Yellowknife Smart Growth (10)
 City of Yellowknife Harbour Plan (11)
 City of Yellowknife Community Plan (12)
 City of Yellowknife Bylaw #5007 (13)

Each of these reports recognizes the value of Willow Flats and recommends preservation and protection. Instead of wasting City resources and public time again, it is time for the City to follow through on its' own recommendations, which is to protect Willow Flats.

Thank you for your consideration.

[REDACTED]
 [REDACTED]
 [REDACTED]
 Yellowknife, NT [REDACTED]
 [REDACTED]
 [REDACTED]

References:

1. AssetWorks "The Importance of Green Spaces in Urban Environments" (2025)
2. Mitchell R, Popham F. Effect of exposure to natural environment on health inequalities: an observational population study. *Lancet*. 2008 Nov 8;372(9650):1655-60. doi: 10.1016/S0140-6736(08)61689-X. PMID: 18994663.
3. Kruize H, van der Vliet N, Staatsen B, Bell R, Chiabai A, Muiños G, Higgins S, Quiroga S, Martinez-Juarez P, Aberg Yngwe M, Tsihla F, Karnaki P, Lima ML, García de Jalón S, Khan M, Morris G, Stegeman I. Urban Green Space: Creating a Triple Win for Environmental Sustainability, Health, and Health Equity through Behavior Change. *Int J Environ Res Public Health*. 2019 Nov 11;16(22):4403. doi: 10.3390/ijerph16224403. PMID: 31717956; PMCID: PMC6888177.
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5. Smith, Jared City of Yellowknife Storm Drainwater Quality Study 2001. Department of Indian Affairs and Northern Development, Water Resources Division, July 2001
6. eBird: Yellowknife - Willow Flats
7. Sirois, Jacques A mist-net study of migrating birds at Yellowknife, Northwest Territories : spring 1985 Technical report series ; no. 33. Environment Canada. Canadian Wildlife Service. Western and Northern Region, 1987

8. https://www.yellowknife.ca/en/city-government/resources/Reports/Community_Services/Integrated_Parks_Trails_and_Open_Space_Development_Study/
9. Allen, Jeff "Mapping Yellowknife". Data Visualization. School of Cities/City Beat Blog June 7, 2024
10. <https://www.yellowknife.ca/en/doing-business/resources/SmartGrowth/11natural-area-preservation-strategy.pdf>. July 7, 2010
11. <https://www.yellowknife.ca/en/doing-business/resources/harbour//yellowknife-harbour-plan-part-2.pdf>
12. https://www.yellowknife.ca/en/city-government/resources/Departments/Planning--Development/Community-Plan-Review/COMMUNITY_PLAN_BACKGROUND_REPORT_FOR_PUBLIC_REVIEW_OCTOBER_2019.pdf.
13. Bylaw #5007 December 19, 2019

From: [REDACTED]
To: [Andrew Treger](#)
Cc: mayor@yellowknife.ca; Council
Subject: Zoning amendment re file PL-2025-0046
Date: July 4, 2025 2:37:50 PM

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.

1. I'm a Yellowknife resident
2. I'm opposed to the amendment. Yellowknife suffers greatly from very poor public use of and access to there lake and the shoreline. This would further cut off public from access. If the shoreline is ever used for anything not related to parks and recreation it should be some kind of commercial zoning so that we can actually have cafes, restaurants, venues, entertainment, etc.
Especially in an area close to downtown
3. New housing should not ever be along the shoreline
4. Cities like Toronto have examples of both terrific public use of the lakeshore AND terrible use. The proposed Yellowknife rezoning would fit right in with the worst waterfront rezoning that Toronto has ever done (I use Toronto as an example because I used to live there)
5. The proposed rezoning is a great example of lazy and unimaginative rezoning that looks for a seemingly easy and cheap win on one issue at the expense of dealing with the matter holistically and contextually
6. Effective public and commercial use of shoreline is critical to great tourism. There are currently no good places to go with visitors along the shore. There are better public spaces (public recreational, natural, and commercial) in the middle of Toronto—a city of 2.5 million, with condos and high intensity development everywhere— than there is in Yellowknife.
7. Why do we even bother paying taxes that get used for expensive consultant reports if they are just going to get ignored? As but one example related to this rezoning, the July 2010 Dillon report found that the Willow Flats and Willow Flats Shoreline are among the 25 natural sites stress that satisfy conditions for a high level of protection.
8. As someone who spent 25 years in land use planning and development in Ontario, I'm very very disappointed that Yellowknife City council and city planning is seriously putting forward and considering this proposal
9. Bottom line for me is that privatising the shoreline and near shoreline permanently cuts off the public from the shore and simply replicates mistakes that Yellowknife has historically done (i.e., short sighted privatizing of the shoreline with residential development)

Best regards,



Sent from my iPhone

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Zoning Amendment Proposal
Date: July 4, 2025 3:31:18 PM

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.

File #-2025-0046: Zoning Amendment Proposal

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: PL-2025-0046 Zoning Amendment Public Feedback
Date: July 4, 2025 3:45:43 PM

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.

Dear Mr. Treger,

I am writing to express my support for the zoning amendment to develop the remaining section of Lundquist Road and the portion of School Draw across from Rotary Park.

The City is currently facing a housing crisis, with recent data from the City's point-in-time count indicating that homelessness is increasing. We are in urgent need of additional land for development to provide adequate housing for our residents. Ironically, some of the reasons commonly cited by opponents of this development—such as concerns about neighborhood change—are precisely why this land is an ideal location for new housing. Developing area that is highly desired will help address critical housing shortages and encourage local investment in our community.

I look forward to the upcoming ballot draw for these lots. I hope that, over time, those who may initially oppose this development will come to see the benefits of having new neighbors, and perhaps even consider collaborating to build sustainable housing solutions on this land.

Thank you for your consideration.

--

[REDACTED]

From: [REDACTED]

Sent: Friday, July 4, 2025 10:11 PM

To: Council <Council@yellowknife.ca>

Subject: PL-2025-046 Zoning By-law

Dear Mayor and Council,

I am writing to express my support for the zoning amendment to develop the other half of Lundquist cul-de-sac the portion of School Draw across from Rotary Park.

I don't need to tell any of you that the City is in a housing crisis. We are in urgent need of additional land for development to provide adequate housing for our residents. We are in equal need of developers to build housing in this town. This land accomplishes both new housing and a new generation of local developers.

In the short time that these lots have been considered I have had several conversations with people excited at the prospect at building on these lots. Conversations with friends who have never had a chance to build on land in this city, who want to risk their life savings building housing, well knowing that constructions costs make it a much worse investment than leaving their money invested basically anywhere else than our own community.

I am confident this will be one of the most competitive ballot draws in the City's history. A ballot draw where people are excited to spend their money solving our housing crisis. The city has an obligation to bring more land to market but equally the land must be desirable enough to spark the investment and creativity needed to make a small dent in our housing crisis

Undoubtedly you've received strong opposition to this development. I submit the reasons people don't want to develop this land are the same it makes it obvious this is one of the most desirable areas the City could permit development on. Development that is desperately needed to prove that this City is actually capable of making the hard decisions we need to address our housing crisis.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]
 To: [REDACTED]
 Cc: [Andrew Treger](#)
 Subject: Re: School Draw Lakefront and Development
 Date: July 4, 2025 4:25:12 PM

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Correction. "Preserving natural habitat "
 With care

[REDACTED] MA. MD. CCFP(PC). FCFP
 Clinical Associate Professor
 Dept of Family and Community Medicine
 Dept of Palliative Medicine

[REDACTED]
 Sent from my iPhone

Every Child Matters

I humbly acknowledge that I live and work on the unceded homelands of the x^wməθkwəy'əm (Musqueam), Skwxwú7mesh (Squamish), and Səlilwətaʔ/Selilwitulh (Tsleil-Waututh) Nations.

On Jul 4, 2025, at 2:54 PM, [REDACTED] wrote:

The health benefits of preserving natural habits are also well known and of increasing importance as the climate rapidly warms and threatens the well being of all natural systems including human physical and mental health.

Respectfully

[REDACTED] MA. MD. CCFP(PC). FCFP
 Clinical Associate Professor
 Dept of Family and Community Medicine
 Dept of Palliative Medicine

[REDACTED]
 Sent from my iPhone

On Jul 4, 2025, at 12:10 PM, [REDACTED]
[REDACTED] wrote:

[CAUTION: Non-UBC Email]

Dear Mr Treger;

My family and I (wife [REDACTED] and daughters Lorien [REDACTED] [REDACTED] lived in Yellowknife for several years, in the latter half of the 1980s. We lived at 5210 Lundquist Rd, but left for me to attend Law School at Queen's University in Kingston, 1990-1993. We had intended to return to YK and thus kept our YK house for approximately 10 more years, but ultimately sold it around the turn of the century. We now live in Vancouver.

I worked for several years on the proposal to build a marina near Lundquist Rd, in the bay from which the ice road sets off across the lake. I am thus familiar with proposals to develop the lands along Great Slave Lake south of Lundquist and along School Draw.

I write now as a professional planner. I write against the proposal to allow housing in the area and along the lake.

My family and I have no further property interest whatever in Yellowknife, and we can thus not be accused of "NIMBYism". My concern is not about potential contamination (arsenic), a subject about which I have worked extensively in the past.

The issues now, in my view, are about preserving both the natural environment of Great Slave within the city, and the remaining natural areas of views of and access to Lake for the public's appreciation and enjoyment.

As suggested above, I lived in Kingston for three years (1990-1993). That city — and many other cities in Canada and abroad — enjoy and benefit from their proximity to the amazing natural resources and environmental values their adjacent lakes. If they are within easy walking distance, these lakes give city inhabitants and visitors clear views off these lakes, a sense of perspective, the ability to walk along such lakes and easy public access to them. Unfortunately, Kingston's historic downtown development led to real restrictions, in the downtown parts of the city, to city residents' and visitors' access to Lake Ontario. The city is now attempting to rectify this situation, but in the difficult environment of concrete development of most of the

waterfront.

Vancouver is a good contrast. It has better preserved (and markets) access to its oceanfront — eg, along Burrard Inlet, Steveston, etc — for the benefit of the city and its economy. Residents and the city's many visitors all benefit.

Yellowknife now faces the decision of whether to:

- build on one the city's very few remaining, downtown-accessible lake assets, or
- allow the current wetlands and natural lake access area to be seen and developed as a natural city park, environmental preserve and lake access point?

Once lost and built on, the land will be lost to the longer-term, to the city's detriment. I'd recommend the public park, environmental preserve, and kids'/families'/visitors' natural access areas option.

Thanks for the opportunity to comment and for your consideration.

[REDACTED]

[REDACTED]

BA (Hons), MES, JD
Prof. Planner (MCIP), Lawyer (Ret'd), Mediator

[REDACTED]

From: [REDACTED]
To: [Andrew Treger; Council](#)
Subject: Comment on Willow Flats rezoning
Date: July 4, 2025 4:38:48 PM

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.

Hi there,

I'm reaching out with some comments on the Willow Flats rezoning plan. I have two concerns about the proposed changes. First, the area on the west side of School Draw is an important area for the Yellowknife rock climbing community. It is the most accessible and best developed (i.e., with climbing anchors etc.) outdoor climbing area within the City. There are few areas around with sufficiently steep and high topography for good climbing routes; I can't think of another area in town that could fill the same role as the School Draw crag. The Yellowknife climbing club hosts multiple public events at this spot each summer and many climbers use it on their own time.

Second, I am aware that the area on the east side of the road is a sensitive ecological area. For this reason, I think it would be best to preserve this area and instead intensify development elsewhere in the City.

Thank you for your time and attention,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Zoning amendment at Rotary park/School Draw
Date: July 4, 2025 5:03:26 PM

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.

Hello Mr. Treger,

I have few comments to the development at the end of School Draw.

1- area bordering NP. The contractor usually uses bigger area then footprint of the building when constructing the actual building. So bigger area will be destroyed then showed on city map.

No storage of building materials should be allowed at Rotary park.

People enjoy walking on the boardwalk, there should be allowed buffer zone on the side of boardwalk, shield from the new development, building.

It appears height 12 m is allowed, this is too high.

Not all of us have house with lake view, so we go to places where lake is visible and we could walk near water.

2 - development along road on School Draw - there is bedrock sloping up from road level.

Is there to be blasting of the rock as we saw at senior complex at Avens? Just cut half of the hill and put fence on the edge at the top? And increase the height of the building, add additional story at last moment?

As we saw at Avens?

Will the developer incorporate the sloping of the rock in the design?

This is all for now,

Regards

[REDACTED]

Yellowknife

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: July 4, 2025 6:00:52 PM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512 ;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer,
City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP-Nature Preservation to R1-1 Residential Intensification and NP-Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

[REDACTED]

[REDACTED]

Get [Outlook for iOS](#)

From: [REDACTED]
To: [Andrew Treger; Council](#)
Subject: Willow Flats Development
Date: July 4, 2025 10:10:29 PM

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 evening,

I am writing to express my opposition to a zoning amendment of the Willow Flats area (PL-2025-0046). This is an important natural area providing valuable bird nesting and staging habitat. The City of Yellowknife should take into consideration the importance of nature preserves both for wildlife and human wellness. This area has been protected for a reason, providing a wildlife corridor and water filtration. Wetlands are extremely important habitat, and are beneficial to the city as well - providing flood and erosion protection, contaminant filtration, and storing atmospheric carbon. Species at risk have been documented to use the area, and building here would destroy habitat of these species. I believe there are better alternatives for housing development in Yellowknife.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED] Yellowknife, [REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: Willow flats rezoning
Date: July 4, 2025 11:21:45 PM

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.

I am opposed to the rezoning of the areas in question in willow flats and the potential it presents for development.

Please keep our wetlands protected and leave our rocks for future generations to enjoy.

[REDACTED]
Downtown Yellowknife resident

From: [REDACTED]
To: [Council; Andrew Treger](#)
Subject: Opposition to the development of Willow Flats
Date: July 4, 2025 11:34:22 PM

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.

Dear Council,

I am emailing to voice my opposition to Willow Flats. To build in this area seems terribly shortsighted, and simply a bizarre idea, for so many reasons. I'm sure you are hearing the same points time and time again (I have not come across a single Yellowknifer who finds this to be a good idea), but I will add my voice to the chorus reminding you that : this is supposed to be a protected area, that wetlands are precious and fragile ecosystems, that they store a lot of carbon and that destroying them contributes to global warming, that this area will eventually flood, that there isn't much remaining public lakefront access, that this town has a terrible track record when it comes to development (look no further that the big gravel lot in front of the Chateau Nova, where there once was another wetland), that we want to see downtown revitalized through multi-use development rather than just removing more and more greenspace to add more and more poorly built ugly buildings, that this type of waterfront development won't be the affordable housing that we most need, that having accessible nature within the city contributes to everyone's mental health and enjoyment of the city, etc.

Please don't do this. It's a terrible idea. Once you wreck a wetland or blast some rock, you never get it back.

Thanks for your consideration,

[REDACTED]

[REDACTED], Yellowknife, NT

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Subject: File #PL-2025-0046: Zoning Amendment Proposal
Date: July 5, 2025 5:24:19 PM

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.

Concerning portions of:
Lot 15; Block 78; Plan 4059
Lot 13; Block 81; Plan 4623
Block 77A; Plan 512
;and, the entirety of
Lot 2; Block 201; Plan 2396

Attention: Mr. Andrew Treger, Development Officer, City of Yellowknife

Whereas the City of Yellowknife intends to amend the Zoning By-Laws #5046, changing the zoning from PR-Parks and Recreation and NP—Nature Preservation to R1-1 Residential Intensification and NP—Nature Preservation to accommodate lots for future multi-unit, townhouse, and duplex development.

Access to greenspace, whether it is parks & recreation or natural preservation areas is quintessential to the health and wellness of the citizens. Rotary Park and the surrounding natural areas provide a beautiful space to enjoy the peace and beauty of nature. More importantly, natural areas and greenspaces within the city provide a necessary physical space for the rejuvenation of its citizens.

I contest the re-zoning of PR & NP on the West side of School Draw Avenue to R1-1 on the basis that the change in zoning will have detrimental effects on the enrichment and natural beauty of the Twin Pine Hill Park and Natural Preservation. In addition, the change from a PR & NP will impact the livable, peace, and contentment of the Summit Community.

Please register my complete and total opposition to this (or any) proposal by the City of Yellowknife to remove, re-classify or otherwise delete already designated greenspaces and nature preserves.

Thank you for your attention to this matter.

[REDACTED]

From: [REDACTED]
Sent: Friday, July 4, 2025 10:54 PM
To: Council <Council@yellowknife.ca>
Subject: Willow flats infill zoning comment

Hello Council,

Honestly, the biggest issue in Yellowknife is housing. I have lived here for four years and would like to buy a house or condo, but cannot afford most of the places that come on the market. I strongly encourage you to approve the Willow Flats zoning for housing development.

Yellowknife should approve as much land as possible for housing to encourage more building of homes, apartments, and condos. More housing will not hurt Yellowknife in any way. As an employee of the mines, I would like to stay even after the diamond mines close, but do not see that happening with the current housing market.

If you want Yellowknife to grow and want to encourage people to move here to expand the city, you need to approve more housing development in all available areas around town. Housing is the biggest barrier to people moving to and being able to comfortably live in Yellowknife. Ignore the YIMBYs and house owners who are worried about housing depreciation (which may happen anyway after the diamond mines close) and approve the Willow Flats housing area for new housing. Do not hamstring the city any further by blocking new housing development.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Friday, July 4, 2025 9:16 PM
To: Council <Council@yellowknife.ca>
Subject: Letter from a concerned Old Town Yellowknife resident

To all on City of YK Council,

Thank you for taking a moment to read this. I would like to comment on two distinct, and extremely concerning issues that are currently crossing your table in one go. My family and myself have been Yellowknife residents since 1976 and have owned a building on a double lot in Old Town since 1976 that we pay extremely high taxes on for almost zero services or greatly reduced ones have already put us in an unhappy place. We know this small city VERY well, love it dearly, and are really starting to lose our patience on many fronts as it is. These two points are the last thing we expected to even think about at this time. It is hard for many of us to even fathom that these two ideas are even on the table.

1. On the issue of raising taxes/fees for Old Town residents, I stand with [REDACTED] of Peace River Flats along with hundreds of residents. Please do not do this. It makes no sense and is extremely unfair. And I would like to please add that all of the talk about the City finding it difficult to maintain the free cold water lines in summer and the eventual removal of this infrastructure is a very destructive and terrible idea for many public safety reasons and the dying down of THIS idea was one of the key blessings that came out of the fire evacuations two years ago. In my opinion, this is just lazy mismanagement of a system that is already in place and working wonderfully well and removing it to have another huge amount of water trucks driving around incessantly all summer long in an area where traffic, and added summer tourist traffic has already become impossible, is not a feasible solution.

2. On the tentative idea to develop Willow Flats, let me add a very clear answer of no.

This area is incredibly important to all residents of Yellowknife who already have almost zero access to the waterfront, which has also been mismanaged. It has always been a sacred spot for Yellowknifers, and is a very fragile and key part of our surrounding

ecological environment. You will be facing a lot of heated resistance on this issue and rightly so. It is absolutely not a good idea and I urge you to put a complete and final moratorium on building on that part of the shore. There are so many other areas ready for residential expansion.

Thank you for your time,

[REDACTED]

From: [REDACTED]
To: [Andrew Treger](#)
Cc: mayor@yellowknife.ca; [Council](#)
Subject: FW: Feedback on Willow Flats re-zoning
Date: June 26, 2025 1:21:29 PM
Attachments: [petition_comments_jobs_490625403_20250626185038.xlsx](#)
[petition_signatures_jobs_490625403_20250626184726.xlsx](#)

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.

I also just realized I should send you the link of the actual petition for the narrative and ...the numbers are still growing!

Thank you

[REDACTED]

<https://chnng.it/kygKhYfzhq>

Sent from my Galaxy

----- Original message -----

From: [REDACTED]
Date: 2025-06-26 1:11 p.m. (GMT-07:00)
To: atreger@yellowknife.ca
Cc: council@yellowknife.ca, mayor@yellowknife.ca
Subject: Feedback on Willow Flats re-zoning

Good day

I wish to submit, on behalf of hundreds of my fellow residents of Yellowknife, a petition of opposition to the re-zoning of Willow Flats.

I have attached a petition signed by over 460 verified signatures against the re-zoning. I have also included many well-written comments to back up the opposition.

The Flats are valuable for so many reasons. First of all, historically. So much of our city started in that area. And it has been used and missed over the years. Hence the foresight of previous council to protect it as parks and recreation zoning.

The wetlands within the city are priceless. Not only for the species that inhabit and use it for a breeding ground but for the citizens who enjoy the area. Losing the Flats would do irreparable damage to the wildlife. It's also the unofficial entry to Old Town. It's part of what makes Old Town unique and it is enjoyed by so many tourists as well.

Having lived in Yellowknife for 20 years I understand the housing situation. But I also very much believe there are other alternatives. For one thing, the city could cap air bnbs and open up more rental units for long term renters. The city could also stop allowing so many businesses to move in to residential structures. 47th and 48th street are filled with structures that would make wonderful family homes but have been used for businesses when there is more than enough business space. There are also other development opportunities within the city that would not require such devastating destruction of a beautiful, valuable section of our

city.

Please accept these verified signatures over over 460 people are a protest of the proposed re-zoning.

Thank you all for the hard work you do looking after our cherished city.

[REDACTED]

**and over 460 others!

Sent from my Galaxy

Name	City	Province	Postal Code	Country	Date	Comment
[REDACTED]	Winnipeg		R3L	Canada	6/23/25	"This is a beautiful, accessible place to walk and bird watch ...we should not be destroying wetlands habitats and developing this land would be of great detriment to Yellowknife."
	Winnipeg		R3M	Canada	6/23/25	"as a visitor to Yellowknife, I am passionate about preserving the lands that enable me to visit it and my family! ♡"
[REDACTED]	Yellowknife	Ontario	X1A 2H1	Canada	6/23/25	"How can you possibly be thinking of decimating an area with so much wildlife?! There are over 150 species of birds in that area. You've lost the plot Yellowknife. Don't lecture us about climate change and keeping our areas clean, and then turn around a bulldoze Willow Flats to put up overpriced condos. "Paved paradise and put up a parking lot." <- That's you guys."
	Bonnyville		T9N	Canada	6/24/25	"Any natural space inside and urban environment is worth saving. Walked in the area in 2008 while visiting Yellowknife."
	Yellowknife		X1A 1W9	Canada	6/24/25	"Don't destroy a wetland for condos. The world can't afford less biodiversity."
						"As Yellowknife grows, preserving green spaces will become that much more critical. The proposed site has been cherished by kids and nature lovers for a long time (lots of adults have fond memories of the informal bike park). There are plenty of other spaces for condos - let's preserve this green space for the enjoyment of the wider community."
[REDACTED]	Houseboat bay		X1E	Canada	6/24/25	
[REDACTED]	Yellowknife		T6X	Canada	6/24/25	"We do NOT need more residential housing in Willow Flats! The protection of the delicate and beautiful ecosystem is MUCH more important than housing for people — plenty of other places within City limits for more housing, so keep looking ELSEWHERE!"
[REDACTED]	Yellowknife		X1A 0G4	Canada	6/24/25	"This is one of the finest birding areas around Yellowknife, and, as a wetland, is totally unsuitable for condos. It should be protected, for sure. There have been a number of rare birds seen in that area."
	Yellowknife		X1A	Canada	6/25/25	"This beautiful area should be kept untouched by greedy hands that will charge high rents and fill there own pockets!"
[REDACTED]	Smithers		V0J	Canada	6/25/25	"Willow Flats is showcased in my book, "Blue Lake and Rocky Shore - A Field Guide to Special Natural Areas in the Yellowknife Region," published 30 years ago. Besides extolling its remarkable wildness just minutes from downtown Yellowknife, I include the City's unequivocal commitment to its preservation: "In recognition of Willow Flats' ecological uniqueness within the city, and the need for long-term protection, City Hall recently designated the area as an Environmental Reserve. As long as this designation is upheld, Willow Flats will be 'preserved in as close to a natural state as possible' for the enjoyment of generations to come." Evidently this promise now hangs precariously in the balance, thanks to egregious and short-sighted dollar-driven priorities. We must hold the City's feet to the fire by demanding that it honours its wise and far-sighted commitment to conserve this jewel in the crown of Yellowknife's natural areas."
						"Why is it that we must continually hack away at our green spaces within city limits? There are lots of other areas to put housing rather than these natural areas. Plus, this is one of the few spaces where the public can access the lakeshore. I do not support this. City of
[REDACTED]	Yellowknife		X1a3k7	Canada	6/25/25	Yellowknife - LOOK ELSEWHERE!"
	Yellowknife		X1A	Canada	6/25/25	"We need more affordable housing, not more condos and built up waterfront. Let's build downtown, not in a wetland!"
[REDACTED]	Salmon Arm		V1E0A8	Canada	6/25/25	"Willow Flats is arguably the single best birding location in city limits. I would like to think I have a pretty good pulse on that, and it remains my favourite place to seek out birds anywhere this side of Behchoko. Well over 160 species have been seen at Willow Flats, but focussing on the overall number may detract from seeing the full picture. Walking through the area now in mid-summer might feel a little underwhelming, and one might be forgiven asking, "What makes this patch of willows so special?" Where it truly shines is in migration. That patch of willows under consideration is one of the first suitable shrubby areas for songbirds to land in when following Yellowknife Bay up into town. After a hundred plus kilometres of water, Willow Flats is a prime location for songbirds entering the Bay to drop down and build up their energy reserves. As such, these willows are a veritable hotbed of activity in the Spring, and as well as the fall when many songbirds leave their breeding territories to forage in shrubby areas like Willow Flats for a couple weeks before migrating. So much more can be said. Mourning Doves, Yellow-headed Blackbirds, Rose-breasted Grosbeaks...these are all rarities that have appeared and sheltered in the Lundquist willow bed MULTIPLE times over just the last few years. The largest flocks of ptarmigan anywhere in the region have been seen in these willows, where the birds often congregate for a couple weeks in mid-Spring, after they leave uptown neighbourhoods but before migrating North. They select these dense patches of willows, of which Lundquist boasts the best anywhere around. The city may value the prospect of developing here due to the proximity of in-ground services on School Draw, but the location in mind is far too important a green space and site of ecological wealth to merit its development. I recognize that the plans for development would have minimal effect on the lakeshore, but demolishing most of the willows beside Lundquist would have serious repercussions for the entire area. The waterfowl (particularly geese and swans) and shorebirds that often concentrate here in migration will be less likely to stop and experience a reprieve with the increase of shoreline infrastructure and human activity. The songbirds in the marsh between Lundquist and the Woodyard—which include the internationally uncommon and localized LeConte's Sparrow—these birds would have their habitat infringed upon, perhaps enough to dissuade their continued presence. The city can develop more on the granite outcrop across School Draw without my dissent. That would affect little more than a few Chipping Sparrows and Juncos. But please abolish all considerations for encroaching on the shoreline and the willows alongside Lundquist. Few spots are as cherished by birds and those looking to experience nature as this already small plot of land. The nature preserve designation was wisely implemented by past city councils, and needs to be upheld."
	Yellowknife		X1A 0B6	Canada	6/25/25	"This area has never been scheduled for development. Check the City's last two, 10 yr Development Plans. What happened? Who wants this land? Will any potential development be on City utilities?"
	Yellowknife		X1A	Canada	6/26/25	"The City of Yellowknife should better recognize the importance of urban green space. Instead of re-zoning portions of this valued park area for housing, they should first focus greater attention on filling empty lots already designated for residential development."

Name	City	Province	Postal Code	Country	Signed On
Joanne McKenzie	Brockville		K6V	Canada	6/23/25
Collins Jess	Yellowknife		X1A 0C6	Canada	6/23/25
Krista Rusk	Yellowknife		X1a 2b4	Canada	6/23/25
Leanne Cater	Yellowknife		X1A	Canada	6/23/25
Kevin MacDonald	Yellowknife		X1A	Canada	6/23/25
Michelle MacDonald	Yellowknife		X1A	Canada	6/23/25
Selena Ojala	Vancouver		X1A 2V7	Canada	6/23/25
Chris Blatz	Yellowknife		X1A0C2	Canada	6/23/25
Kerry Egan	Yellowknife		X1A2N1	Canada	6/23/25
Susana Muñoz	Madrid		28019	Spain	6/23/25
Marnna Traill	Yellowknife	Ontario	X1A	Canada	6/23/25
Yolanda Schultes	Wittenbach		9300	Sweden	6/23/25
Miki Ehrlich	Yellowknife		X1A	Canada	6/23/25
George Unka	Hay River		X0E	Canada	6/23/25
Robin Greig	Calgary		T3M	Canada	6/23/25
Camilla MacEachern	Yellowknife		X1A	Canada	6/23/25
Raleigh Koritz	St Paul	Minnesota	55114	United States	6/23/25
Delaney Beaton	Calgary		T3E	Canada	6/23/25
Chelsie Levavasseur	Yellowknife		X1A	Canada	6/23/25
Katie McBride	Yellowknife		x1a 2y7	Canada	6/23/25
Tonya Kopko	Yellowknife		X1a	Canada	6/23/25
Christine Dunbar	Waterloo		N2L	Canada	6/23/25
Heather Moxon	Yellowknife		X1A2Z4	Canada	6/23/25
Sarah Fleming	Yellowknife		X1A	Canada	6/23/25
Paula Petkovic	Yellowknife		X1A	Canada	6/23/25
Gabby Lamarche	Yellowknife		X1A	Canada	6/23/25
Kaitlyn Whitekeyes	Yellowknife		X1A	Canada	6/23/25
Nancy Vail	Yellowknife		X1A 2p2	Canada	6/23/25
Dave Mathisen	Yellowknife		X1A	Canada	6/23/25
Paisley Shields	Yellowknife		X1A	Canada	6/23/25
leigh hunter	Yellowknife		X1A	Canada	6/23/25
Diana Mathisen	Yellowknife		X1A	Canada	6/23/25
Margaret Firlotte	Winnipeg		R3C2C9	Canada	6/23/25
Lana Bromley	Yellowknife		X1A	Canada	6/23/25
Morgan Tsetta	Maple Ridge	British Columbia	V4R0H3	Canada	6/23/25
Spencer Shields	Yellowknife		X1A	Canada	6/23/25
LM Little	Yellowknife		X1A	Canada	6/23/25
Niva Stephenson	Calgary		T3K	Canada	6/23/25
Eamon Riordan-Short	Yellowknife		X1A	Canada	6/23/25
Cora Brancato	Yellowknife		X1A	Canada	6/23/25
Anya Smillie	Yellowknife		X1A	Canada	6/23/25
Nigel Loppie	Edmonton		T5J3B6	Canada	6/23/25
Hannah Bond	Yellowknife		T3C	Canada	6/23/25
Laylia Bennett	Moncton		E1C	Canada	6/23/25
Maddy Kerik	Edmonton		T5M	Canada	6/23/25
Sarah Woods	Midland		L4R	Canada	6/23/25
ryann hendrickson	Edmonton		T6T	Canada	6/23/25
Jason Arey	Edmonton		T6E	Canada	6/23/25
Matthias Perrin	Waterloo		N2T	Canada	6/23/25
Courtney Vital	Yellowknife		X1A	Canada	6/23/25
Cindy Ngo	Yellowknife		X1a 1w3	Canada	6/23/25

Liam Cowan	Yellowknife	Ontario	X1A	Canada	6/23/25
Kelsey Robson	Vancouver		V6R	Canada	6/23/25
Justin Makasoff	Yellowknife		X1A 2B3	Canada	6/23/25
Isabel Sincennes	Yellowknife		X1A 2H1	Canada	6/23/25
Carey Fowler	Yellowknife		X1A	Canada	6/23/25
Fran Hurcomb	Yellowknife		X1A 2R2	Canada	6/23/25
Garth Wallbridge	Yellowknife		X1A 0G4	Canada	6/23/25
Kelly Lacroix	Yellowknife		X1A	Canada	6/23/25
A Gibson	Abbotsford		V3R	Canada	6/23/25
Lorraine Tees	Yellowknife Northwest Territories		X1A 3K9	Canada	6/23/25
Kara Cherland	Yellowknife		X1A	Canada	6/23/25
Amanda Shaw	Edmonton		T6T	Canada	6/23/25
Leslie Croft	Yellowknife		X1A 1w7	Canada	6/23/25
Hannah Patzer	Yellowknife		X1A	Canada	6/23/25
Katie Herrington	Quispamsis		E2S	Canada	6/23/25
Ethan Gosnell	Waterloo		N2V	Canada	6/23/25
Ryan Thomson	Calgary		T3L	Canada	6/23/25
Megan Cullen	Waterloo		N2J 3L5	Canada	6/23/25
Leanne Joss	Yellowknife		X1A	Canada	6/23/25
Matthew Smillie	Yellowknife		X1A	Canada	6/23/25
Sarah Windle	Yellowknife		X1A	Canada	6/23/25
Shannon Ward	Yellowknife		X1A	Canada	6/23/25
Clare Holloway	Qualicum Beach		V6J	Canada	6/23/25
Athena Godard	Yellowknife		X1A	Canada	6/23/25
Evelyn Dhont	Yellowknife		X1A	Canada	6/23/25
Nancy Makepeace	Hay River		X0E0R7	Canada	6/23/25
Heather K Short	Vegreville		T9C 1A6	Canada	6/23/25
Lauren Newton	Yellowknife		X1A	Canada	6/23/25
Laurie Ann Moroz	Yellowknife		X1A	Canada	6/23/25
Frances Stroeder	Yellowknife		X1A	Canada	6/23/25
Wesley Boissonneault	Yellowknife		X1A	Canada	6/23/25
Hartte MacIntosh	Yellowknife		X1A	Canada	6/23/25
Lisa McShane	Yellowknife		X1A	Canada	6/23/25
Alison Ryan	Yellowknife		X1A 1K9	Canada	6/23/25
Magen Arychuk	Yellowknife		X1A1K5	Canada	6/23/25
Lyndsay Matesic	Yellowknife		X1A	Canada	6/23/25
Bethany Nesbitt	Yellowknife		X1A	Canada	6/23/25
Jody Chatman	Yellowknife		X1A	Canada	6/23/25
Patty Fells	Yellowknife		X1A	Canada	6/23/25
Bernadette Weaver	Yellowknife		X1A	Canada	6/23/25
Brooke Jen	Yellowknife		X1A	Canada	6/23/25
Darlene Funk	Yellowknife		X1A	Canada	6/23/25
Kim Harrower	Edmonton		T5M	Canada	6/23/25
James Hamel	Yellowknife		X1A	Canada	6/23/25
Jodi Rolles	Yellowknife		X1A	Canada	6/24/25
Rob Pascal	Yellowknife		X1A	Canada	6/24/25
Sue Matthews	Yellowknife		X1A	Canada	6/24/25
Renee Wiseman	Yellowknife		X1a 2h8	Canada	6/24/25
Jonny McColl	Yellowknife		X1A 3G5	Canada	6/24/25
Tara Naugler	Yellowknife		X1A 1H6	Canada	6/24/25
Helen Bourque	Edmonton		T6T	Canada	6/24/25
Mary D	Vancouver		V5Z	Canada	6/24/25

Denzie Hurst	Yellowknife		X1A	Canada	6/24/25
Wanda Abraham	Yellowknife		X1A 2N6	Canada	6/24/25
Jennifer Morabito	North Vancouver		v7j 2r3	Canada	6/24/25
Jess Smart	Vancouver		V5Z	Canada	6/24/25
Gabriella Sanguet	Fort Simpson		X0E 0N0	Canada	6/24/25
Seamus Daly	Yellowknife		X1A	Canada	6/24/25
Debra-Ann Walker	Yellowknife		X1A3N9	Canada	6/24/25
Linnea Azzolini	Edmonton		T6T	Canada	6/24/25
Rosalind Mercredi	Yellowknife		X1A	Canada	6/24/25
Diane Taylor	Yellowknife		X1A	Canada	6/24/25
Katie Weaver Charpentier	Yellowknife		X1A 2T4	Canada	6/24/25
Sonja Hunt	Edmonton		X1A1P8	Canada	6/24/25
Chris Newman	Yellowknife		X1A	Canada	6/24/25
Faye Manning	Yellowknife		X1A	Canada	6/24/25
Kevin Sheedy	Yellowknife		X1A 1B4	Canada	6/24/25
Grace Chambers	Vancouver		V5Z	Canada	6/24/25
Ashley Chassie	Yellowknife, Northwest Territories		X1A3V7	Canada	6/24/25
Tamara Derkowski	Yellowknife		X1A	Canada	6/24/25
Michele Culhane	Yellowknife		X1A1A4	Canada	6/24/25
Catherine Jorstead	Yellowknife		X1A	Canada	6/24/25
Marsha Hayward	Bonnyville		T9N	Canada	6/24/25
Linda Zachariassen	Edmonton		T6T	Canada	6/24/25
Jon Inwood	Brooklyn	New York	11226	United States	6/24/25
Amber Simpson	Behchoko		X0E	Canada	6/24/25
Heidi Lehmann	Yellowknife		X1A 3W2	Canada	6/24/25
Eathan Singh	Brampton		L6P	Canada	6/24/25
Laurelle Panaktalok	Yellowknife		X1A	Canada	6/24/25
Alessandra Parsons	Yellowknife		X1A	Canada	6/24/25
Logan Rolles	Yellowknife		X1A2X9	Canada	6/24/25
Dianne Pagonis	Edmonton		T6W	Canada	6/24/25
Peter Harding	Yellowknife		X1A	Canada	6/24/25
David MacDonald	Yellowknife		X1A	Canada	6/24/25
Jennifer Pagonis	Edmonton		T5M	Canada	6/24/25
Ted Rolles	Yellowknife		X1A	Canada	6/24/25
Judy Stauffer	Rimbey		T0C	Canada	6/24/25
Mahasi Ortega	Yellowknife		X1A	Canada	6/24/25
Pat Moore	Yellowknife		X1A 2N3	Canada	6/24/25
Tom Beshr	Yellowknife		X1A1B3	Canada	6/24/25
Leslie Goit	Yellowknife		X1A	Canada	6/24/25
Andrew Jossa	Yellowknife		X1A1J5	Canada	6/24/25
Brianna Kirby	Vancouver		V5Z	Canada	6/24/25
Andrea Booth	Yellowknife		X1A	Canada	6/24/25
Jack Panayi	Yellowknife		X1A	Canada	6/24/25
Janet Sibbeston	Yellowknife		X1a 2P8	Canada	6/24/25
Mckenzie Nicola	Yellowknife		X1A	Canada	6/24/25
Sue Cone	Hull	England	HU13 9DS	United Kingdom	6/24/25
Flo Campbell	Judique, NS		B0E 1P0	Canada	6/24/25
shirley swan	Birmingham	England	b14 7sr	United Kingdom	6/24/25
Margaret Anne Woodside	Yellowknife		X1A	Canada	6/24/25
Katalin Kónya-Jakus	Szatymaz			Hungary	6/24/25
carol nychka	Yellowknife		X1A2P9	Canada	6/24/25
Elizabeth doyle	Yellowknife		X1A	Canada	6/24/25

Keri-lyn McLeod	Yellowknife		X1A	Canada	6/24/25
Judith McNicol	Yellowknife		X1A	Canada	6/24/25
Alison Blackduck	Aptos	California	95003	United States	6/24/25
Patricia Jo-Ann Rogers ⁹	Saskatoon		S7N	Canada	6/24/25
Sheldon Otto	Red Deer		T4N	Canada	6/24/25
Stephen M. Fochuk	Yellowknife		X1A	Canada	6/24/25
Nancy Larocque	Yellowknife		X1A	Canada	6/24/25
joyce alexander	Edinburgh	Scotland	eh151le	United Kingdom	6/24/25
Bobbi Bouvier	Hay River		T6T	Canada	6/24/25
Darin Boutilier	Yellowknife		X1A	Canada	6/24/25
Glen Ekhiohina	Hay River		X0E	Canada	6/24/25
Maria Breadmore	Edmonton		T6T	Canada	6/24/25
Daniel Enge	Kingston		K7M	Canada	6/24/25
Linda Todd	Yellowknife		X1A	Canada	6/24/25
JOYCE GILCHRIST	Yellowknife		X1A	Canada	6/24/25
John Stephenson	Yellowknife		X1A	Canada	6/24/25
Morgan Wouters	Yellowknife		X1A 3G7	Canada	6/24/25
Darlene Lebrun	Yellowknife		X1A	Canada	6/24/25
Simon Barry	Yellowknife		X1A0E3	Canada	6/24/25
Rod Brown	Yellowknife		X1A	Canada	6/24/25
Coya Morrison	Yellowknife		X1A 3G8	Canada	6/24/25
Lesley Lobb	Hay River		X0E 0R5	Canada	6/24/25
Kacheena Morrison	Elmira		N3B	Canada	6/24/25
Don Morrison	Sundre		T0M	Canada	6/24/25
Nico Todd-Cullen	Yellowknife		X1a 1a4	Canada	6/24/25
Lucassie Morrison	Yellowknife		X1A3G8	Canada	6/24/25
Hansika Jhankur	Yellowknife		X1A	Canada	6/24/25
Annessa Hussey	Canmore		T1W	Canada	6/24/25
Luella Smith	Waterside		E4H 4L3	Canada	6/24/25
Laura Hodgins	Yellowknife		X1A	Canada	6/24/25
Sheila Warren	Hay River		X0E	Canada	6/24/25
Gene Hugo	Yellowknife		X1A 1Z3	Canada	6/24/25
Emily Mercredi	Yellowknife		X1A	Canada	6/24/25
raymonde carpenter	Slocan Park		V0G2E0	Canada	6/24/25
Shannon Moore	Yellowknife		X1A	Canada	6/24/25
Nancy MacNeill	Yellowknife		X1A	Canada	6/24/25
Raylene Powder	Yellowknife		X1A 3L9	Canada	6/24/25
Megan Cooper	Yellowknife		X1A	Canada	6/24/25
Heather Hannah	Houseboat bay		X1E	Canada	6/24/25
Nicholas Joldersma	Yellowknife		X1A 2R7	Canada	6/24/25
Qui Giang	Yellowknife		X1A	Canada	6/24/25
Janet Taylor	Beaumont, Alberta		T4X 1B7	Canada	6/24/25
Krista Haigh	Yellowknife		X1a 3p9	Canada	6/24/25
Thomas Ethier	Yellowknife		X1A	Canada	6/24/25
Claudia Haas	Yellowknife		X1A	Canada	6/24/25
jessica simpson	Yellowknife		X1A	Canada	6/24/25
Dawn Curtis	Edmonton		T5H 0H2	Canada	6/24/25
Nena M	Toronto		M5A	Canada	6/24/25
Robin Weber	Yellowknife		x1a2w5	Canada	6/24/25
Meagan Wohlberg	YELLOWKNIFE		X1A 1Z2	Canada	6/24/25
Grace Clark	Yellowknife		X1A 1J4	Canada	6/24/25
Mary Cox	Vancouver		V5N	Canada	6/24/25

Daylen Weber	Yellowknife	X1A 2P1	Canada	6/24/25
Lyda Fuller	Yellowknife	X1A	Canada	6/24/25
Bonnie Routliffe O'Connor	Yellowknife	X1A 1Z2	Canada	6/24/25
Mishelle Lavoie	Yellowknife	X1A 2X 8	Canada	6/24/25
Amie Mercredi	Yellowknife	X1A3H2	Canada	6/24/25
Heather MacDonnell	Oak Point	E1V7J1	Canada	6/24/25
Sara Verheul	Yellowknife	X1A	Canada	6/24/25
Margaret Marshall	Yellowknife	X1A	Canada	6/24/25
Nicole Mercredi	Yellowknife	X1A	Canada	6/24/25
Katrina Nokleby	Yellowknife	X1A	Canada	6/24/25
Cathrine Hritzuk	Sundre	T0m	Canada	6/24/25
Christina Carrigan	Yellowknife	X1A 2L2	Canada	6/24/25
Cynthia pavlovich	Yellowknife	X1A	Canada	6/24/25
Taylin Gibeault	Yellowknife	X1A	Canada	6/24/25
Skye Plowman	Yellowknife	X1A	Canada	6/24/25
Phila Fyten	Yellowknife	X1A	Canada	6/24/25
Maia England	Calgary	X1A3L9	Canada	6/24/25
Anna Coles	Yellowknife	X1A	Canada	6/24/25
Violet Walters	Fairview	T0H	Canada	6/24/25
Paulette Mercredi	Yellowknife	X1A	Canada	6/24/25
Shannon Clay	Toronto	M5V	Canada	6/24/25
Angie Steengaard	Burk's Falls	P0A 1C0	Canada	6/24/25
Kiersen Harte	Yellowknife	X1A	Canada	6/24/25
Randy Digger	Yellowknife	X1A	Canada	6/24/25
Wilson Jessica	Yellowknife	X1A	Canada	6/24/25
Sara Verheul	Yellowknife	X1A	Canada	6/24/25
Prerna Krishan	Yellowknife	X1A3Y4	Canada	6/24/25
Louise Beaulieu	Yellowknife	X1A	Canada	6/24/25
ryan reinert	Newmarket	L3Y	Canada	6/24/25
Karen Lajoie	Yellowknife	X1A	Canada	6/24/25
Nicola Hamel	Calgary	T2Y 5C5	Canada	6/24/25
Cameron Buddo	Yellowknife	X1A1L6	Canada	6/24/25
Cathy Leeson	Oxford Station, ON	K0G1T0	Canada	6/24/25
Dean Gillis	Yellowknife	X1a1z3	Canada	6/24/25
Melanie Fecteau	Yellowknife	X1A	Canada	6/24/25
Elizabeth Wilson	Yellowknife	X1a1z2	Canada	6/24/25
Sarah Arngna'naaq	Yellowknife	X1A	Canada	6/24/25
jayde beeching	Calgary	T2R	Canada	6/24/25
Page Burt	Yellowknife	X1A	Canada	6/24/25
Mary French	Toronto	M4Y	Canada	6/24/25
cathie harper	Yellowknife	X1A	Canada	6/24/25
Anna Krizova	Yellowknife	X1A	Canada	6/24/25
Melissa Sangris	Yellowknife	X1A	Canada	6/24/25
Christina Desandoli	Yellowknife	X1a3g5	Canada	6/24/25
Filomena Adams	Kamloops	V2B	Canada	6/24/25
Allan Gofenko	Yellowknife	X1A 1X6	Canada	6/24/25
Derek Lindman	Yellowknife	X1A	Canada	6/24/25
Josh Biscaye	Yellowknife	X1A	Canada	6/24/25
Carson Loveless	Bay de verde	A0a1e0	Canada	6/24/25
Karl Johnston	Yellowknife	X1A	Canada	6/24/25
Sandra Vogt	Yellowknife	X1A	Canada	6/24/25
Alexandra Cracknell	Yellowknife	X1A	Canada	6/25/25

Lea Lamoureux	Yellowknife	X1A	Canada	6/25/25
Zoe Todd	Nanoose Bay	V9P 9B5	Canada	6/25/25
Neil Penney	Calgary	T2R	Canada	6/25/25
Sarah Carr-Locke	Yellowknife	X1A	Canada	6/25/25
Mary Bailey	Yellowknife	X1A0E3	Canada	6/25/25
Aven Elliott	Yellowknife	X1A	Canada	6/25/25
Jenna Miles	Dartmouth	B2V	Canada	6/25/25
Claire Singer	Yellowknife	X1A	Canada	6/25/25
Cassidy Menard	Yellowknife	X1A	Canada	6/25/25
Bonnie Fournier	Yellowknife	X1a 3g9	Canada	6/25/25
Rebecca Davis	St. John's	A1A	Canada	6/25/25
Justin Ferreira	Blue Mountains	L9Y0B8	Canada	6/25/25
Brian Fidler	Yellowknife	X1A	Canada	6/25/25
Hannah Fournier	Yellowknife	X1A 0H5	Canada	6/25/25
Kate Bolivar	Yellowknife	X1A 2P1	Canada	6/25/25
Darcy Bourassa	Yellowknife	X1A 2p1	Canada	6/25/25
Amanda G	Yellowknife	X1A	Canada	6/25/25
Brandy Smith	Yellowknife	X1A	Canada	6/25/25
Charlotte Upton	Yellowknife	X1A	Canada	6/25/25
Jewel Bailey	Yellowknife	X1A 1A4	Canada	6/25/25
Kyle Fennig-Bourque	Yellowknife	X1A	Canada	6/25/25
Jack Penney	Yellowknife	X1A	Canada	6/25/25
Joesph Qayuttinuaq	Hay river	X0E0R5	Canada	6/25/25
Linkin Giesbrecht	Hay River	X0E	Canada	6/25/25
Mason Wallington	Vancouver	V5Z	Canada	6/25/25
Rebecca Austin	Yellowknife	X1A	Canada	6/25/25
Jean-luc Amirault	Yellowknife	X1Arn2	Canada	6/25/25
Trent Stokes	Fort Smith	X0E	Canada	6/25/25
Hillary Tapper	Toronto	X1A	Canada	6/25/25
Dorothy Westerman	Yellowknife	X1A 2N3	Canada	6/25/25
Lana Morin	Yellowknife	X1A	Canada	6/25/25
Cathy Cudmore	Yellowknife	X1A	Canada	6/25/25
Nathalie Oldfield	Yellowknife	X1A	Canada	6/25/25
Thomas Wallwork	Yellowknife	X1A 0E3	Canada	6/25/25
Shaun Horner	Yellowknife	X1A	Canada	6/25/25
Sue Glowach	Yellowknife	X1A	Canada	6/25/25
Debbie Young	Yellowknife	X1A	Canada	6/25/25
Lauren Hanley	Yellowknife	X1A	Canada	6/25/25
Diane Purdy-MacNeill	Yellowknife	X1A	Canada	6/25/25
Jeremiah FTW	Toronto	M5A	Canada	6/25/25
Kaija Green	Yarmouth	B5A	Canada	6/25/25
Heather Heinrichs	Yellowknife	X1A 2W7	Canada	6/25/25
Ann Wind	Edmonton	T5R	Canada	6/25/25
Philip Youngblut	Yellowknife	X1A	Canada	6/25/25
Dana Harris	Yellowknife	V5Z	Canada	6/25/25
Maya Provenzano	Cranbrook	V0B2A0	Canada	6/25/25
Dylan Mcdermott	Hay River	X0E	Canada	6/25/25
Patricia Vienneau	Yellowknife	X1a	Canada	6/25/25
Karl Joseph Okeefe Okeefe	Yellowknife	X1A	Canada	6/25/25
Rae Braden	Yellowknife	X1A 0B8	Canada	6/25/25
Jennifer Moosenose	Yellowknife	V5Z	Canada	6/25/25
Mason Mantla	Yellowknife	X1A	Canada	6/25/25

Steve Schaub	Edmonton	T5Y	Canada	6/25/25
Heather MacKenzie	Yellowknife	X1A1Z1	Canada	6/25/25
Linda Bussey	Yellowknife	X1A	Canada	6/25/25
Molly Laity	Vancouver	V5Z	Canada	6/25/25
Sandra Piro	Yellowknife	X1A	Canada	6/25/25
Emma Ing	Yellowknife	X1A	Canada	6/25/25
Vera Nesbitt	Vancouver	V5Z	Canada	6/25/25
Fred Ruthven	Yellowknife	X1A	Canada	6/25/25
Rosanna Strong	Yellowknife	X1A2R1	Canada	6/25/25
Nicole Lawson	Yellowknife	X1A	Canada	6/25/25
Jennifer Roemer	Calgary	T2V 2Z3	Canada	6/25/25
Ryan Silke	Yellowknife	X1A	Canada	6/25/25
Nancy Mullick	Yellowknife	X1A 1X4	Canada	6/25/25
Kari Anderson	Yellowknife	X1A	Canada	6/25/25
amela hodzic			Bosnia and	6/25/25
Kate CANNELL	Calgary	T3H	Canada	6/25/25
Katharine Koski	Yellowknife	X1A	Canada	6/25/25
Anneka Westergreen	Yellowknife	X1A	Canada	6/25/25
David Silke	Yellowknife	X1A	Canada	6/25/25
Katerina Coveny	Kitchener	N2H	Canada	6/25/25
Alliks Traverse	Yellowknife	X1A	Canada	6/25/25
Anne Paquet-Beland	Yellowknife	X1A	Canada	6/25/25
Melanie Williams	Yellowknife	X1A 1k3	Canada	6/25/25
Jennifer Grant	Yellowknife	X1A	Canada	6/25/25
Becky Maggio	Vancouver	V5Z	Canada	6/25/25
Jennifer Fischlin	Yellowknife	X1A	Canada	6/25/25
Edyta Ratajczyk	Yellowknife	X1A	Canada	6/25/25
Angela Lafferty	Yellowknife	X1A	Canada	6/25/25
Patricia Rapley	Yellowknife	X1A	Canada	6/25/25
Shirley Au	Yellowknife	X1A	Canada	6/25/25
Brian Sieben	Yellowknife	X1A 1X9	Canada	6/25/25
Rick Walbourne	Yellowknife	X1A	Canada	6/25/25
Ryan Larose	Yellowknife	X1A	Canada	6/25/25
Dawn Andrews	Yellowknife	X1A	Canada	6/25/25
Lynasia Mantla-Crapeau	Yellowknife	X1a 2y3	Canada	6/25/25
Kelsey Vandal	Yellowknife	X1A	Canada	6/25/25
Jamie Bastedo	Smithers	V0J	Canada	6/25/25
Amanda Weltman	Yellowknife	X1A 2X5	Canada	6/25/25
Louise Henkel	Yellowknife	X1A1K7	Canada	6/25/25
Jennifer Teed	Calgary	T3J	Canada	6/25/25
Brad Woodworth	Yellowknife	X1A	Canada	6/25/25
shawna cook	Edmonton	T5T	Canada	6/25/25
Claire Marchildon	Yellowknife	X1A	Canada	6/25/25
Matthew Ellis	Yellowknife	X1A 3C7	Canada	6/25/25
Brad Heath	Yellowknife	X1A 0B7	Canada	6/25/25
Carole Musialek	Yellowknife	X1A	Canada	6/25/25
Lynn Boettger	Yellowknife	X1A	Canada	6/25/25
Agatha Laboucan	Vancouver	V5Z	Canada	6/25/25
Geoff Ray	Yellowknife	X1A	Canada	6/25/25
Kara Guzzo	Yellowknife	X1A	Canada	6/25/25
Karleigh Richardson	Toronto	M6P	Canada	6/25/25
Nancy Trotter	Yellowknife	X1A	Canada	6/25/25

Amelia Cox	Yellowknife		X1a3y4	Canada	6/25/25
Miriam Wideman	Yellowknife		X1A	Canada	6/25/25
Steve Outlet	Yellowknife		X1A1A4	Canada	6/25/25
Rachel MacNeill	Yellowknife		X1A	Canada	6/25/25
Chris Pyke	Yellowknife		X1a 1y4	Canada	6/25/25
Shannon Jennings	Yellowknife		X1A	Canada	6/25/25
Brenda Johnson	Yellowknife		X1A	Canada	6/25/25
Cory Fillion	Yellowknife		X1A	Canada	6/25/25
Robin Young	Yellowknife		X1A1A4	Canada	6/25/25
Shane Keller	Yellowknife		X1A3K1	Canada	6/25/25
Alison McCreesh	Yellowknife		X1A	Canada	6/25/25
Cheyenne Larocque	Yellowknife		X1A	Canada	6/25/25
Dwayne Gilbert	Milton		L9T	Canada	6/25/25
Walt Humphries	Yellowknife		X1A	Canada	6/25/25
Sean MacDonald	North Vancouver		V7K	Canada	6/25/25
Kay Naidoo	Yellowknife		X1A	Canada	6/25/25
Kathi WOODWARD	Yellowknife		X1A	Canada	6/25/25
Makenna Gillard	Yellowknife		X1A	Canada	6/25/25
Christina Boggis	Yellowknife		X1A	Canada	6/25/25
Breanna Dennison	Yellowknife		X1A	Canada	6/25/25
Jamie Wetrade-Stevenson	Yellowknife		X1A	Canada	6/25/25
Gena Florio	Yellowknife		X1A	Canada	6/25/25
Emily McBride	Yellowknife		X1A 2K5	Canada	6/25/25
Mathieu Gagnon	Yellowknife		X1A	Canada	6/25/25
Zina Miklosovic	Yellowknife		X1A	Canada	6/25/25
Jasmine Vogt	Calgary		T3J	Canada	6/25/25
Cassandra Hall	Yellowknife	Alberta	X1A 0C6	Canada	6/25/25
Duy Linh Nguyen	Calgary		T3H	Canada	6/25/25
Hilda Balsillie	Calgary		T3J	Canada	6/25/25
Reid Hildebrandt	Yellowknife		X1A	Canada	6/25/25
Melissa Pinto	Yellowknife		X1A2Y3	Canada	6/25/25
Danielle Ramm	Yellowknife		X1A 1S8	Canada	6/25/25
Josée Lalonde	Yellowknife		X1A	Canada	6/25/25
Alison Devitt	Yellowknife		X1A	Canada	6/25/25
Shannon Rossouw	Yellowknife		X1A	Canada	6/25/25
Debi Scott-Fidler	Yellowknife		X1A	Canada	6/25/25
Romanie Wideman	Yellowknife		X1A 1A4	Canada	6/25/25
Frédéric-François Desmarais	Yellowknife		X1A 3V1	Canada	6/25/25
Whitney Burr	Yellowknife		X1A0C6	Canada	6/25/25
Shauna Catholique	Yellowknife		X0E1A0	Canada	6/25/25
PAUL Abraham	Toronto		M5A	Canada	6/25/25
Leigh Mitton	Upper Rexton		E4W 2Z9	Canada	6/25/25
Elisabeth Touchette	Yellowknife		X1A	Canada	6/25/25
Amy Wadham	Stonewall		R0C	Canada	6/25/25
Matthew Pennell	Yellowknife		X1A 2r5	Canada	6/25/25
Laura Hampel	Waterloo		N2L	Canada	6/25/25
Georgina Williston	Yellowknife		X1A	Canada	6/25/25
Kristy Lacosse	Yellowknife		X1A	Canada	6/25/25
Bryan Manson	Yellowknife		X1A 0B6	Canada	6/25/25
Marie-Eve Martel	Yellowknife		X1A	Canada	6/26/25
Karen Taggart	Calgary		T3J	Canada	6/26/25
Tanya Lafferty	Calgary		T3J	Canada	6/26/25

Pat Shorrock	High River		T1V	Canada	6/26/25
DV Woods	Yellowknife		X1A	Canada	6/26/25
Pam Monkman	Yellowknife		X1a3h9	Canada	6/26/25
William Joss	Yellowknife		X1A	Canada	6/26/25
Nancy Cymbalisty	Regina		S4N	Canada	6/26/25
Tasha Stephenson	Yellowknife		X1A 1Y1	Canada	6/26/25
George Lessard	Lethbridge	Northwest Territories	T1K 0R5	Canada	6/26/25
Wren Acorn	Yellowknife		X1A 3G2	Canada	6/26/25
Tracey MacLean	Yellowknife		X1A	Canada	6/26/25
Emma Smith	Yellowknife		X1A	Canada	6/26/25
Kristie Leach	Yellowknife		X1A3X9	Canada	6/26/25
Lesley Singer	Southampton	England	SO15	United Kingdom	6/26/25
Garry Singer	Southampton	England	SO15	United Kingdom	6/26/25
Frank Fells	Yellowknife		X1A	Canada	6/26/25
Melissa Hernandez	Yellowknife		X1A	Canada	6/26/25
Victoria Saunders	Kelowna		V1X	Canada	6/26/25
Sandra Moore	Yellowknife		X1A 2E8	Canada	6/26/25
Steve Moore	Yellowknife		X1A 2E8	Canada	6/26/25
Rebecca Mahler	Yellowknife		X1A 3N2	Canada	6/26/25
Sarah Murray	Yellowknife		X1A	Canada	6/26/25
Jen Swanson	Yellowknife		X1A	Canada	6/26/25
Janat Ibrahimi	Yellowknife		X1A1X6	Canada	6/26/25
Maxence Jaillet	Nelson		V1L	Canada	6/26/25
Erica Janes	Yellowknife		X1A	Canada	6/26/25
Jacob Charpentier	Yellowknife		X1A 2T4	Canada	6/26/25
Rebecca Davies	Yellowknife		X1A	Canada	6/26/25
Alan Ehrlich	Yellowknife		X1A 2A1	Canada	6/26/25
Sarah Cook	Yellowknife		X1A	Canada	6/26/25
Stefanie Miklosovic	Yellowknife		X1A	Canada	6/26/25
Kira Young	Yellowknife		X1A 2T4	Canada	6/26/25
Karen Cox	Yellowknife		X1a	Canada	6/26/25
Rebecca Messier	Yellowknife		X1A	Canada	6/26/25
Marika Nadal	Calgary		T3B	Canada	6/26/25
Lauren Kussen-Walter	Midland		L4R5G2	Canada	6/26/25
Cameron Bond	Yellowknife		X1A 3P9	Canada	6/26/25
juniper falvo	yellowknife		X1A 1B3	Canada	6/26/25
Tineke den Dulk				Hungary	6/26/25
Roald Peters	Yellowknife		X1A	Canada	6/26/25
Akutaq Williamson Bathory	Iqaluit		T2N	Canada	6/26/25
Kea Furniss	Calgary		T3N	Canada	6/26/25
Barb Cameron	Yellowknife		X1A	Canada	6/26/25
Miao Qi	Toronto		M6M	Canada	6/26/25
Jody Pellissey	Yellowknife		X1A	Canada	6/26/25
Jon Posynick	Yellowknife		X1A	Canada	6/26/25
Rebecca Canam	Yellowknife		X1A	Canada	6/26/25
Lily Allison	Yellowknife		X1A	Canada	6/26/25
Eric Pauliuk	Lloydminster		S9V1x2	Canada	6/26/25
Julia McClay	Calgary		T2R	Canada	6/26/25
Sarah Chapman	Yellowknife		X1A 3M1	Canada	6/26/25
Tiffany Thiem-Pennell	Yellowknife		X1A2R5	Canada	6/26/25
Kirianne Stephenson	Chilliwack		V2R	Canada	6/26/25
Lucy Escalante	Yellowknife		X1A 0B3	Canada	6/26/25

Quinn Critch	Yellowknife	X1A	Canada	6/26/25
Evan Webber	Montreal	H3G	Canada	6/26/25
Gillian Furniss	Yellowknife	X1A	Canada	6/26/25
Anna Pontin	Yellowknife	X1A	Canada	6/26/25
Elizabeth Monroe	Yellowknife	X1A 0E9	Canada	6/26/25

From: [Joanne McKenzie](#)
To: [Andrew Treger](#)
Cc: mayor@yellowknife.ca; [Garett Cochrane](#); [Ryan Fequet](#); [Rob Foote](#); [Cat McGurk](#); [Tom McLennan](#); [Stacie Arden-Smith](#); [Steve Payne](#); [Rob Warburton](#)
Subject: Re-zoning of Willow Flats
Date: July 4, 2025 4:14:45 PM
Attachments: [Petition 1.xlsx](#)
[Petition 2.xlsx](#)

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Good day Andrew

Once again I am submitting an email in opposition of the re-zoning of Willow Flats. It was thoughtful of the city to "further explain" the plan to re-zone part of Willow Flats as opposed to all of it.

Having said that, the partial development is no better. I have not talked to or heard from one citizen who thinks a partial re-zoning is acceptable.

In a very short amount of time I have gathered another 223 signatures opposed to ABSOLUTELY ANY DEVELOPMENT on the beautiful wetlands of Willow Flats. I still had the other petition which is now at over 790 signatures.

***over 1000 people signing and verified saying "do not develop this area at all"

I sincerely hope the city and council will listen to the signators and I'm sure thousands of other residents not on Facebook but wholeheartedly against this change in zoning.

It was protected by a previous council for a reason....please don't change that.

Thank you
Joanne McKenzie

Petition 1
<https://chnng.it/kygKhYfzhq>

Petition 2
<https://chnng.it/GLYjgGVdjW>

Sent from my Galaxy

Name	City	Province	Postal Code	Country	Signed On
Joanne McKenzie	Brockville		K6V	Canada	6/23/25
Collins Jess	Yellowknife		X1A 0C6	Canada	6/23/25
Krista Rusk	Yellowknife		X1a 2b4	Canada	6/23/25
Leanne Cater	Yellowknife		X1A	Canada	6/23/25
Kevin MacDonald	Yellowknife		X1A	Canada	6/23/25
Michelle MacDonald	Yellowknife		X1A	Canada	6/23/25
Selena Ojala	Vancouver		X1A 2V7	Canada	6/23/25
Chris Blatz	Yellowknife		X1A0C2	Canada	6/23/25
Kerry Egan	Yellowknife		X1A2N1	Canada	6/23/25
Susana Muñoz	Madrid		28019	Spain	6/23/25
Marnna Traill	Yellowknife	Ontario	X1A	Canada	6/23/25
Yolanda Schultes	Wittenbach		9300	Sweden	6/23/25
Miki Ehrlich	Yellowknife		X1A	Canada	6/23/25
George Unka	Hay River		X0E	Canada	6/23/25
Robin Greig	Calgary		T3M	Canada	6/23/25
Camilla MacEachern	Yellowknife		X1A	Canada	6/23/25
Raleigh Koritz	St Paul	Minnesota	55114	United States	6/23/25
Delaney Beaton	Calgary		T3E	Canada	6/23/25
Chelsie Levavasseur	Yellowknife		X1A	Canada	6/23/25
Katie McBride	Yellowknife		x1a 2y7	Canada	6/23/25
Tonya Kopko	Yellowknife		X1a	Canada	6/23/25
Christine Dunbar	Waterloo		N2L	Canada	6/23/25
Heather Moxon	Yellowknife		X1A2Z4	Canada	6/23/25
Sarah Fleming	Yellowknife		X1A	Canada	6/23/25
Paula Petkovic	Yellowknife		X1A	Canada	6/23/25
Gabby Lamarche	Yellowknife		X1A	Canada	6/23/25
Kaitlyn Whitekeyes	Yellowknife		X1A	Canada	6/23/25
Nancy Vail	Yellowknife		X1A 2p2	Canada	6/23/25
Dave Mathisen	Yellowknife		X1A	Canada	6/23/25
Paisley Shields	Yellowknife		X1A	Canada	6/23/25
leigh hunter	Yellowknife		X1A	Canada	6/23/25
Diana Mathisen	Yellowknife		X1A	Canada	6/23/25
Margaret Firlotte	Winnipeg		R3C2C9	Canada	6/23/25
Lana Bromley	Yellowknife		X1A	Canada	6/23/25
Morgan Tsetta	Maple Ridge	British Columbia	V4R0H3	Canada	6/23/25
Spencer Shields	Yellowknife		X1A	Canada	6/23/25
LM Little	Yellowknife		X1A	Canada	6/23/25
Niva Stephenson	Calgary		T3K	Canada	6/23/25
Eamon Riordan-Short	Yellowknife		X1A	Canada	6/23/25
Cora Brancato	Yellowknife		X1A	Canada	6/23/25
Anya Smillie	Yellowknife		X1A	Canada	6/23/25
Nigel Loppie	Edmonton		T5J3B6	Canada	6/23/25
Hannah Bond	Yellowknife		T3C	Canada	6/23/25
Laylia Bennett	Moncton		E1C	Canada	6/23/25
Maddy Kerik	Edmonton		T5M	Canada	6/23/25
Sarah Woods	Midland		L4R	Canada	6/23/25
ryann hendrickson	Edmonton		T6T	Canada	6/23/25
Jason Arey	Edmonton		T6E	Canada	6/23/25
Matthias Perrin	Waterloo		N2T	Canada	6/23/25
Courtney Vital	Yellowknife		X1A	Canada	6/23/25
Cindy Ngo	Yellowknife		X1a 1w3	Canada	6/23/25

Liam Cowan	Yellowknife		X1A	Canada	6/23/25
Kelsey Robson	Vancouver		V6R	Canada	6/23/25
Justin Makasoff	Yellowknife		X1A 2B3	Canada	6/23/25
Isabel Sincennes	Yellowknife	Ontario	X1A 2H1	Canada	6/23/25
Carey Fowler	Yellowknife		X1A	Canada	6/23/25
Fran Hurcomb	Yellowknife		X1A 2R2	Canada	6/23/25
Garth Wallbridge	Yellowknife		X1A 0G4	Canada	6/23/25
Kelly Lacroix	Yellowknife		X1A	Canada	6/23/25
A Gibson	Abbotsford		V3R	Canada	6/23/25
Lorraine Tees	Yellowknife	Northwest Territories	X1A 3K9	Canada	6/23/25
Kara Cherland	Yellowknife		X1A	Canada	6/23/25
Amanda Shaw	Edmonton		T6T	Canada	6/23/25
Leslie Croft	Yellowknife		X1A 1w7	Canada	6/23/25
Hannah Patzer	Yellowknife		X1A	Canada	6/23/25
Katie Herrington	Quispamsis		E2S	Canada	6/23/25
Ethan Gosnell	Waterloo		N2V	Canada	6/23/25
Ryan Thomson	Calgary		T3L	Canada	6/23/25
Megan Cullen	Waterloo		N2J 3L5	Canada	6/23/25
Leanne Joss	Yellowknife		X1A	Canada	6/23/25
Matthew Smillie	Yellowknife		X1A	Canada	6/23/25
Sarah Windle	Yellowknife		X1A	Canada	6/23/25
Shannon Ward	Yellowknife		X1A	Canada	6/23/25
Clare Holloway	Qualicum Beach		V6J	Canada	6/23/25
Athena Godard	Yellowknife		X1A	Canada	6/23/25
Evelyn Dhont	Yellowknife		X1A	Canada	6/23/25
Nancy Makepeace	Hay River		X0E0R7	Canada	6/23/25
Heather K Short	Vegreville		T9C 1A6	Canada	6/23/25
Lauren Newton	Yellowknife		X1A	Canada	6/23/25
Laurie Ann Moroz	Yellowknife		X1A	Canada	6/23/25
Frances Stroeder	Yellowknife		X1A	Canada	6/23/25
Wesley Boissonneault	Yellowknife		X1A	Canada	6/23/25
Hartte MacIntosh	Yellowknife		X1A	Canada	6/23/25
Lisa McShane	Yellowknife		X1A	Canada	6/23/25
Alison Ryan	Yellowknife		X1A 1K9	Canada	6/23/25
Magen Arychuk	Yellowknife		X1A1K5	Canada	6/23/25
Lyndsay Matesic	Yellowknife		X1A	Canada	6/23/25
Bethany Nesbitt	Yellowknife		X1A	Canada	6/23/25
Jody Chatman	Yellowknife		X1A	Canada	6/23/25
Patty Fells	Yellowknife		X1A	Canada	6/23/25
Bernadette Weaver	Yellowknife		X1A	Canada	6/23/25
Brooke Jen	Yellowknife		X1A	Canada	6/23/25
Darlene Funk	Yellowknife		X1A	Canada	6/23/25
Kim Harrower	Edmonton		T5M	Canada	6/23/25
James Hamel	Yellowknife		X1A	Canada	6/23/25
Jodi Rolles	Yellowknife		X1A	Canada	6/24/25
Rob Pascal	Yellowknife		X1A	Canada	6/24/25
Sue Matthews	Yellowknife		X1A	Canada	6/24/25
Renee Wiseman	Yellowknife		X1a 2h8	Canada	6/24/25
Jonny McColl	Yellowknife		X1A 3G5	Canada	6/24/25
Tara Naugler	Yellowknife		X1A 1H6	Canada	6/24/25
Helen Bourque	Edmonton		T6T	Canada	6/24/25
Mary D	Vancouver		V5Z	Canada	6/24/25

Denzie Hurst	Yellowknife		X1A	Canada	6/24/25
Wanda Abraham	Yellowknife		X1A 2N6	Canada	6/24/25
Jennifer Morabito	North Vancouver		v7j 2r3	Canada	6/24/25
Jess Smart	Vancouver		V5Z	Canada	6/24/25
Gabriella Sanguet	Fort Simpson		X0E 0N0	Canada	6/24/25
Seamus Daly	Yellowknife		X1A	Canada	6/24/25
Debra-Ann Walker	Yellowknife		X1A3N9	Canada	6/24/25
Linnea Azzolini	Edmonton		T6T	Canada	6/24/25
Rosalind Mercredi	Yellowknife		X1A	Canada	6/24/25
Diane Taylor	Yellowknife		X1A	Canada	6/24/25
Katie Weaver Charpentier	Yellowknife		X1A 2T4	Canada	6/24/25
Sonja Hunt	Edmonton		X1A1P8	Canada	6/24/25
Chris Newman	Yellowknife		X1A	Canada	6/24/25
Faye Manning	Yellowknife		X1A	Canada	6/24/25
Kevin Sheedy	Yellowknife		X1A 1B4	Canada	6/24/25
Grace Chambers	Vancouver		V5Z	Canada	6/24/25
Ashley Chassie	Yellowknife, Northwest Territories		X1A3V7	Canada	6/24/25
Tamara Derkowski	Yellowknife		X1A	Canada	6/24/25
Michele Culhane	Yellowknife		X1A1A4	Canada	6/24/25
Catherine Jorstead	Yellowknife		X1A	Canada	6/24/25
Marsha Hayward	Bonnyville		T9N	Canada	6/24/25
Linda Zachariassen	Edmonton		T6T	Canada	6/24/25
Jon Inwood	Brooklyn	New York	11226	United States	6/24/25
Amber Simpson	Behchoko		X0E	Canada	6/24/25
Heidi Lehmann	Yellowknife		X1A 3W2	Canada	6/24/25
Eathan Singh	Brampton		L6P	Canada	6/24/25
Laurelle Panaktalok	Yellowknife		X1A	Canada	6/24/25
Alessandra Parsons	Yellowknife		X1A	Canada	6/24/25
Logan Rolles	Yellowknife		X1A2X9	Canada	6/24/25
Dianne Pagonis	Edmonton		T6W	Canada	6/24/25
Peter Harding	Yellowknife		X1A	Canada	6/24/25
David MacDonald	Yellowknife		X1A	Canada	6/24/25
Jennifer Pagonis	Edmonton		T5M	Canada	6/24/25
Ted Rolles	Yellowknife		X1A	Canada	6/24/25
Judy Stauffer	Rimbey		T0C	Canada	6/24/25
Mahasi Ortega	Yellowknife		X1A	Canada	6/24/25
Pat Moore	Yellowknife		X1A 2N3	Canada	6/24/25
Tom Beshr	Yellowknife		X1A1B3	Canada	6/24/25
Leslie Goit	Yellowknife		X1A	Canada	6/24/25
Andrew Jossa	Yellowknife		X1A1J5	Canada	6/24/25
Brianna Kirby	Vancouver		V5Z	Canada	6/24/25
Andrea Booth	Yellowknife		X1A	Canada	6/24/25
Jack Panayi	Yellowknife		X1A	Canada	6/24/25
Janet Sibbeston	Yellowknife		X1a 2P8	Canada	6/24/25
Mckenzie Nicola	Yellowknife		X1A	Canada	6/24/25
Sue Cone	Hull	England	HU13 9DS	United Kingdom	6/24/25
Flo Campbell	Judique, NS		B0E 1P0	Canada	6/24/25
shirley swan	Birmingham	England	b14 7sr	United Kingdom	6/24/25
Margaret Anne Woodside	Yellowknife		X1A	Canada	6/24/25
Katalin Kónya-Jakus	Szatymaz			Hungary	6/24/25
carol nychka	Yellowknife		X1A2P9	Canada	6/24/25
Elizabeth doyle	Yellowknife		X1A	Canada	6/24/25

Keri-lyn McLeod	Yellowknife		X1A	Canada	6/24/25
Judith McNicol	Yellowknife		X1A	Canada	6/24/25
Alison Blackduck	Aptos	California	95003	United States	6/24/25
Patricia Jo-Ann Rogers ⁹	Saskatoon		S7N	Canada	6/24/25
Sheldon Otto	Red Deer		T4N	Canada	6/24/25
Stephen M. Fochuk	Yellowknife		X1A	Canada	6/24/25
Nancy Larocque	Yellowknife		X1A	Canada	6/24/25
joyce alexander	Edinburgh	Scotland	eh151le	United Kingdom	6/24/25
Bobbi Bouvier	Hay River		T6T	Canada	6/24/25
Darin Boutilier	Yellowknife		X1A	Canada	6/24/25
Glen Ekhihina	Hay River		X0E	Canada	6/24/25
Maria Breadmore	Edmonton		T6T	Canada	6/24/25
Daniel Enge	Kingston		K7M	Canada	6/24/25
Linda Todd	Yellowknife		X1A	Canada	6/24/25
JOYCE GILCHRIST	Yellowknife		X1A	Canada	6/24/25
John Stephenson	Yellowknife		X1A	Canada	6/24/25
Morgan Wouters	Yellowknife		X1A 3G7	Canada	6/24/25
Darlene Lebrun	Yellowknife		X1A	Canada	6/24/25
Simon Barry	Yellowknife		X1A0E3	Canada	6/24/25
Rod Brown	Yellowknife		X1A	Canada	6/24/25
Coya Morrison	Yellowknife		X1A 3G8	Canada	6/24/25
Lesley Lobb	Hay River		X0E 0R5	Canada	6/24/25
Kacheena Morrison	Elmira		N3B	Canada	6/24/25
Don Morrison	Sundre		T0M	Canada	6/24/25
Nico Todd-Cullen	Yellowknife		X1a 1a4	Canada	6/24/25
Lucassie Morrison	Yellowknife		X1A3G8	Canada	6/24/25
Hansika Jhankur	Yellowknife		X1A	Canada	6/24/25
Annessa Hussey	Canmore		T1W	Canada	6/24/25
Luella Smith	Waterside		E4H 4L3	Canada	6/24/25
Laura Hodgins	Yellowknife		X1A	Canada	6/24/25
Sheila Warren	Hay River		X0E	Canada	6/24/25
Gene Hugo	Yellowknife		X1A 1Z3	Canada	6/24/25
Emily Mercredi	Yellowknife		X1A	Canada	6/24/25
raymonde carpenter	Slocan Park		V0G2E0	Canada	6/24/25
Shannon Moore	Yellowknife		X1A	Canada	6/24/25
Nancy MacNeill	Yellowknife		X1A	Canada	6/24/25
Raylene Powder	Yellowknife		X1A 3L9	Canada	6/24/25
Megan Cooper	Yellowknife		X1A	Canada	6/24/25
Heather Hannah	Houseboat bay		X1E	Canada	6/24/25
Nicholas Joldersma	Yellowknife		X1A 2R7	Canada	6/24/25
Qui Giang	Yellowknife		X1A	Canada	6/24/25
Janet Taylor	Beaumont, Alberta		T4X 1B7	Canada	6/24/25
Krista Haigh	Yellowknife		X1a 3p9	Canada	6/24/25
Thomas Ethier	Yellowknife		X1A	Canada	6/24/25
Claudia Haas	Yellowknife		X1A	Canada	6/24/25
jessica simpson	Yellowknife		X1A	Canada	6/24/25
Dawn Curtis	Edmonton		T5H 0H2	Canada	6/24/25
Nena M	Toronto		M5A	Canada	6/24/25
Robin Weber	Yellowknife		x1a2w5	Canada	6/24/25
Meagan Wohlberg	YELLOWKNIFE		X1A 1Z2	Canada	6/24/25
Grace Clark	Yellowknife		X1A 1J4	Canada	6/24/25
Mary Cox	Vancouver		V5N	Canada	6/24/25

Daylen Weber	Yellowknife	X1A 2P1	Canada	6/24/25
Lyda Fuller	Yellowknife	X1A	Canada	6/24/25
Bonnie Routliffe O'Connor	Yellowknife	X1A 1Z2	Canada	6/24/25
Mishelle Lavoie	Yellowknife	X1A 2X 8	Canada	6/24/25
Amie Mercredi	Yellowknife	X1A3H2	Canada	6/24/25
Heather MacDonnell	Oak Point	E1V7J1	Canada	6/24/25
Sara Verheul	Yellowknife	X1A	Canada	6/24/25
Margaret Marshall	Yellowknife	X1A	Canada	6/24/25
Nicole Mercredi	Yellowknife	X1A	Canada	6/24/25
Katrina Nokleby	Yellowknife	X1A	Canada	6/24/25
Cathrine Hritzuk	Sundre	T0m	Canada	6/24/25
Christina Carrigan	Yellowknife	X1A 2L2	Canada	6/24/25
Cynthia pavlovich	Yellowknife	X1A	Canada	6/24/25
Taylin Gibeault	Yellowknife	X1A	Canada	6/24/25
Skye Plowman	Yellowknife	X1A	Canada	6/24/25
Phila Fyten	Yellowknife	X1A	Canada	6/24/25
Maia England	Calgary	X1A3L9	Canada	6/24/25
Anna Coles	Yellowknife	X1A	Canada	6/24/25
Violet Walters	Fairview	T0H	Canada	6/24/25
Paulette Mercredi	Yellowknife	X1A	Canada	6/24/25
Shannon Clay	Toronto	M5V	Canada	6/24/25
Angie Steengaard	Burk's Falls	P0A 1C0	Canada	6/24/25
Kiersen Harte	Yellowknife	X1A	Canada	6/24/25
Randy Digger	Yellowknife	X1A	Canada	6/24/25
Wilson Jessica	Yellowknife	X1A	Canada	6/24/25
Sara Verheul	Yellowknife	X1A	Canada	6/24/25
Prerna Krishan	Yellowknife	X1A3Y4	Canada	6/24/25
Louise Beaulieu	Yellowknife	X1A	Canada	6/24/25
ryan reinert	Newmarket	L3Y	Canada	6/24/25
Karen Lajoie	Yellowknife	X1A	Canada	6/24/25
Nicola Hamel	Calgary	T2Y 5C5	Canada	6/24/25
Cameron Buddo	Yellowknife	X1A1L6	Canada	6/24/25
Cathy Leeson	Oxford Station, ON	K0G1T0	Canada	6/24/25
Dean Gillis	Yellowknife	X1a1z3	Canada	6/24/25
Melanie Fecteau	Yellowknife	X1A	Canada	6/24/25
Elizabeth Wilson	Yellowknife	X1a1z2	Canada	6/24/25
Sarah Arngna'naaq	Yellowknife	X1A	Canada	6/24/25
jayde beeching	Calgary	T2R	Canada	6/24/25
Page Burt	Yellowknife	X1A	Canada	6/24/25
Mary French	Toronto	M4Y	Canada	6/24/25
cathie harper	Yellowknife	X1A	Canada	6/24/25
Anna Krizova	Yellowknife	X1A	Canada	6/24/25
Melissa Sangris	Yellowknife	X1A	Canada	6/24/25
Christina Desandoli	Yellowknife	X1a3g5	Canada	6/24/25
Filomena Adams	Kamloops	V2B	Canada	6/24/25
Allan Gofenko	Yellowknife	X1A 1X6	Canada	6/24/25
Derek Lindman	Yellowknife	X1A	Canada	6/24/25
Josh Biscaye	Yellowknife	X1A	Canada	6/24/25
Carson Loveless	Bay de verde	A0a1e0	Canada	6/24/25
Karl Johnston	Yellowknife	X1A	Canada	6/24/25
Sandra Vogt	Yellowknife	X1A	Canada	6/24/25
Alexandra Cracknell	Yellowknife	X1A	Canada	6/25/25

Lea Lamoureux	Yellowknife	X1A	Canada	6/25/25
Zoe Todd	NanOOSE Bay	V9P 9B5	Canada	6/25/25
Neil Penney	Calgary	T2R	Canada	6/25/25
Sarah Carr-Locke	Yellowknife	X1A	Canada	6/25/25
Mary Bailey	Yellowknife	X1A0E3	Canada	6/25/25
Aven Elliott	Yellowknife	X1A	Canada	6/25/25
Jenna Miles	Dartmouth	B2V	Canada	6/25/25
Claire Singer	Yellowknife	X1A	Canada	6/25/25
Cassidy Menard	Yellowknife	X1A	Canada	6/25/25
Bonnie Fournier	Yellowknife	X1a 3g9	Canada	6/25/25
Rebecca Davis	St. John's	A1A	Canada	6/25/25
Justin Ferreira	Blue Mountains	L9Y0B8	Canada	6/25/25
Brian Fidler	Yellowknife	X1A	Canada	6/25/25
Hannah Fournier	Yellowknife	X1A 0H5	Canada	6/25/25
Kate Bolivar	Yellowknife	X1A 2P1	Canada	6/25/25
Darcy Bourassa	Yellowknife	X1A 2p1	Canada	6/25/25
Amanda G	Yellowknife	X1A	Canada	6/25/25
Brandy Smith	Yellowknife	X1A	Canada	6/25/25
Charlotte Upton	Yellowknife	X1A	Canada	6/25/25
Jewel Bailey	Yellowknife	X1A 1A4	Canada	6/25/25
Kyle Fennig-Bourque	Yellowknife	X1A	Canada	6/25/25
Jack Penney	Yellowknife	X1A	Canada	6/25/25
Joesph Qayuttinuaq	Hay river	X0E0R5	Canada	6/25/25
Linkin Giesbrecht	Hay River	X0E	Canada	6/25/25
Mason Wallington	Vancouver	V5Z	Canada	6/25/25
Rebecca Austin	Yellowknife	X1A	Canada	6/25/25
Jean-luc Amirault	Yellowknife	X1Arn2	Canada	6/25/25
Trent Stokes	Fort Smith	X0E	Canada	6/25/25
Hillary Tapper	Toronto	X1A	Canada	6/25/25
Dorothy Westerman	Yellowknife	X1A 2N3	Canada	6/25/25
Lana Morin	Yellowknife	X1A	Canada	6/25/25
Cathy Cudmore	Yellowknife	X1A	Canada	6/25/25
Nathalie Oldfield	Yellowknife	X1A	Canada	6/25/25
Thomas Wallwork	Yellowknife	X1A 0E3	Canada	6/25/25
Shaun Horner	Yellowknife	X1A	Canada	6/25/25
Sue Glowach	Yellowknife	X1A	Canada	6/25/25
Debbie Young	Yellowknife	X1A	Canada	6/25/25
Lauren Hanley	Yellowknife	X1A	Canada	6/25/25
Diane Purdy-MacNeill	Yellowknife	X1A	Canada	6/25/25
Jeremiah FTW	Toronto	M5A	Canada	6/25/25
Kaija Green	Yarmouth	B5A	Canada	6/25/25
Heather Heinrichs	Yellowknife	X1A 2W7	Canada	6/25/25
Ann Wind	Edmonton	T5R	Canada	6/25/25
Philip Youngblut	Yellowknife	X1A	Canada	6/25/25
Dana Harris	Yellowknife	V5Z	Canada	6/25/25
Maya Provenzano	Cranbrook	V0B2A0	Canada	6/25/25
Dylan Mcdermott	Hay River	X0E	Canada	6/25/25
Patricia Vienneau	Yellowknife	X1a	Canada	6/25/25
Karl Joseph Okeefe Okeefe	Yellowknife	X1A	Canada	6/25/25
Rae Braden	Yellowknife	X1A 0B8	Canada	6/25/25
Jennifer Moosenose	Yellowknife	V5Z	Canada	6/25/25
Mason Mantla	Yellowknife	X1A	Canada	6/25/25

Steve Schaub	Edmonton	T5Y	Canada	6/25/25
Heather MacKenzie	Yellowknife	X1A1Z1	Canada	6/25/25
Linda Bussey	Yellowknife	X1A	Canada	6/25/25
Molly Laity	Vancouver	V5Z	Canada	6/25/25
Sandra Piro	Yellowknife	X1A	Canada	6/25/25
Emma Ing	Yellowknife	X1A	Canada	6/25/25
Vera Nesbitt	Vancouver	V5Z	Canada	6/25/25
Fred Ruthven	Yellowknife	X1A	Canada	6/25/25
Rosanna Strong	Yellowknife	X1A2R1	Canada	6/25/25
Nicole Lawson	Yellowknife	X1A	Canada	6/25/25
Jennifer Roemer	Calgary	T2V 2Z3	Canada	6/25/25
Ryan Silke	Yellowknife	X1A	Canada	6/25/25
Nancy Mullick	Yellowknife	X1A 1X4	Canada	6/25/25
Kari Anderson	Yellowknife	X1A	Canada	6/25/25
amela hodzic			Bosnia and	6/25/25
Kate CANNELL	Calgary	T3H	Canada	6/25/25
Katharine Koski	Yellowknife	X1A	Canada	6/25/25
Anneka Westergreen	Yellowknife	X1A	Canada	6/25/25
David Silke	Yellowknife	X1A	Canada	6/25/25
Katerina Coveny	Kitchener	N2H	Canada	6/25/25
Alliks Traverse	Yellowknife	X1A	Canada	6/25/25
Anne Paquet-Beland	Yellowknife	X1A	Canada	6/25/25
Melanie Williams	Yellowknife	X1A 1k3	Canada	6/25/25
Jennifer Grant	Yellowknife	X1A	Canada	6/25/25
Becky Maggio	Vancouver	V5Z	Canada	6/25/25
Jennifer Fischlin	Yellowknife	X1A	Canada	6/25/25
Edyta Ratajczyk	Yellowknife	X1A	Canada	6/25/25
Angela Lafferty	Yellowknife	X1A	Canada	6/25/25
Patricia Rapley	Yellowknife	X1A	Canada	6/25/25
Shirley Au	Yellowknife	X1A	Canada	6/25/25
Brian Sieben	Yellowknife	X1A 1X9	Canada	6/25/25
Rick Walbourne	Yellowknife	X1A	Canada	6/25/25
Ryan Larose	Yellowknife	X1A	Canada	6/25/25
Dawn Andrews	Yellowknife	X1A	Canada	6/25/25
Lynasia Mantla-Crapeau	Yellowknife	X1a 2y3	Canada	6/25/25
Kelsey Vandal	Yellowknife	X1A	Canada	6/25/25
Jamie Bastedo	Smithers	V0J	Canada	6/25/25
Amanda Weltman	Yellowknife	X1A 2X5	Canada	6/25/25
Louise Henkel	Yellowknife	X1A1K7	Canada	6/25/25
Jennifer Teed	Calgary	T3J	Canada	6/25/25
Brad Woodworth	Yellowknife	X1A	Canada	6/25/25
shawna cook	Edmonton	T5T	Canada	6/25/25
Claire Marchildon	Yellowknife	X1A	Canada	6/25/25
Matthew Ellis	Yellowknife	X1A 3C7	Canada	6/25/25
Brad Heath	Yellowknife	X1A 0B7	Canada	6/25/25
Carole Musialek	Yellowknife	X1A	Canada	6/25/25
Lynn Boettger	Yellowknife	X1A	Canada	6/25/25
Agatha Laboucan	Vancouver	V5Z	Canada	6/25/25
Geoff Ray	Yellowknife	X1A	Canada	6/25/25
Kara Guzzo	Yellowknife	X1A	Canada	6/25/25
Karleigh Richardson	Toronto	M6P	Canada	6/25/25
Nancy Trotter	Yellowknife	X1A	Canada	6/25/25

Amelia Cox	Yellowknife		X1a3y4	Canada	6/25/25
Miriam Wideman	Yellowknife		X1A	Canada	6/25/25
Steve Outlet	Yellowknife		X1A1A4	Canada	6/25/25
Rachel MacNeill	Yellowknife		X1A	Canada	6/25/25
Chris Pyke	Yellowknife		X1a 1y4	Canada	6/25/25
Shannon Jennings	Yellowknife		X1A	Canada	6/25/25
Brenda Johnson	Yellowknife		X1A	Canada	6/25/25
Cory Fillion	Yellowknife		X1A	Canada	6/25/25
Robin Young	Yellowknife		X1A1A4	Canada	6/25/25
Shane Keller	Yellowknife		X1A3K1	Canada	6/25/25
Alison McCreesh	Yellowknife		X1A	Canada	6/25/25
Cheyenne Larocque	Yellowknife		X1A	Canada	6/25/25
Dwayne Gilbert	Milton		L9T	Canada	6/25/25
Walt Humphries	Yellowknife		X1A	Canada	6/25/25
Sean MacDonald	North Vancouver		V7K	Canada	6/25/25
Kay Naidoo	Yellowknife		X1A	Canada	6/25/25
Kathi WOODWARD	Yellowknife		X1A	Canada	6/25/25
Makenna Gillard	Yellowknife		X1A	Canada	6/25/25
Christina Boggis	Yellowknife		X1A	Canada	6/25/25
Breanna Dennison	Yellowknife		X1A	Canada	6/25/25
Jamie Wetrade-Stevenson	Yellowknife		X1A	Canada	6/25/25
Gena Florio	Yellowknife		X1A	Canada	6/25/25
Emily McBride	Yellowknife		X1A 2K5	Canada	6/25/25
Mathieu Gagnon	Yellowknife		X1A	Canada	6/25/25
Zina Miklosovic	Yellowknife		X1A	Canada	6/25/25
Jasmine Vogt	Calgary		T3J	Canada	6/25/25
Cassandra Hall	Yellowknife	Alberta	X1A 0C6	Canada	6/25/25
Duy Linh Nguyen	Calgary		T3H	Canada	6/25/25
Hilda Balsillie	Calgary		T3J	Canada	6/25/25
Reid Hildebrandt	Yellowknife		X1A	Canada	6/25/25
Melissa Pinto	Yellowknife		X1A2Y3	Canada	6/25/25
Danielle Ramm	Yellowknife		X1A 1S8	Canada	6/25/25
Josée Lalonde	Yellowknife		X1A	Canada	6/25/25
Alison Devitt	Yellowknife		X1A	Canada	6/25/25
Shannon Rossouw	Yellowknife		X1A	Canada	6/25/25
Debi Scott-Fidler	Yellowknife		X1A	Canada	6/25/25
Romanie Wideman	Yellowknife		X1A 1A4	Canada	6/25/25
Frédéric-François Desmarais	Yellowknife		X1A 3V1	Canada	6/25/25
Whitney Burr	Yellowknife		X1A0C6	Canada	6/25/25
Shauna Catholique	Yellowknife		X0E1A0	Canada	6/25/25
PAUL Abraham	Toronto		M5A	Canada	6/25/25
Leigh Mitton	Upper Rexton		E4W 2Z9	Canada	6/25/25
Elisabeth Touchette	Yellowknife		X1A	Canada	6/25/25
Amy Wadham	Stonewall		R0C	Canada	6/25/25
Matthew Pennell	Yellowknife		X1A 2r5	Canada	6/25/25
Laura Hampel	Waterloo		N2L	Canada	6/25/25
Georgina Williston	Yellowknife		X1A	Canada	6/25/25
Kristy Lacosse	Yellowknife		X1A	Canada	6/25/25
Bryan Manson	Yellowknife		X1A 0B6	Canada	6/25/25
Marie-Eve Martel	Yellowknife		X1A	Canada	6/26/25
Karen Taggart	Calgary		T3J	Canada	6/26/25
Tanya Lafferty	Calgary		T3J	Canada	6/26/25

Pat Shorrock	High River		T1V	Canada	6/26/25
DV Woods	Yellowknife		X1A	Canada	6/26/25
Pam Monkman	Yellowknife		X1a3h9	Canada	6/26/25
William Joss	Yellowknife		X1A	Canada	6/26/25
Nancy Cymbalisty	Regina		S4N	Canada	6/26/25
Tasha Stephenson	Yellowknife		X1A 1Y1	Canada	6/26/25
George Lessard	Lethbridge	Northwest Territories	T1K 0R5	Canada	6/26/25
Wren Acorn	Yellowknife		X1A 3G2	Canada	6/26/25
Tracey MacLean	Yellowknife		X1A	Canada	6/26/25
Emma Smith	Yellowknife		X1A	Canada	6/26/25
Kristie Leach	Yellowknife		X1A3X9	Canada	6/26/25
Lesley Singer	Southampton	England	SO15	United Kingdom	6/26/25
Garry Singer	Southampton	England	SO15	United Kingdom	6/26/25
Frank Fells	Yellowknife		X1A	Canada	6/26/25
Melissa Hernandez	Yellowknife		X1A	Canada	6/26/25
Victoria Saunders	Kelowna		V1X	Canada	6/26/25
Sandra Moore	Yellowknife		X1A 2E8	Canada	6/26/25
Steve Moore	Yellowknife		X1A 2E8	Canada	6/26/25
Rebecca Mahler	Yellowknife		X1A 3N2	Canada	6/26/25
Sarah Murray	Yellowknife		X1A	Canada	6/26/25
Jen Swanson	Yellowknife		X1A	Canada	6/26/25
Janat Ibrahimi	Yellowknife		X1A1X6	Canada	6/26/25
Maxence Jaillet	Nelson		V1L	Canada	6/26/25
Erica Janes	Yellowknife		X1A	Canada	6/26/25
Jacob Charpentier	Yellowknife		X1A 2T4	Canada	6/26/25
Rebecca Davies	Yellowknife		X1A	Canada	6/26/25
Alan Ehrlich	Yellowknife		X1A 2A1	Canada	6/26/25
Sarah Cook	Yellowknife		X1A	Canada	6/26/25
Stefanie Miklosovic	Yellowknife		X1A	Canada	6/26/25
Kira Young	Yellowknife		X1A 2T4	Canada	6/26/25
Karen Cox	Yellowknife		X1a	Canada	6/26/25
Rebecca Messier	Yellowknife		X1A	Canada	6/26/25
Marika Nadal	Calgary		T3B	Canada	6/26/25
Lauren Kussen-Walter	Midland		L4R5G2	Canada	6/26/25
Cameron Bond	Yellowknife		X1A 3P9	Canada	6/26/25
juniper falvo	yellowknife		X1A 1B3	Canada	6/26/25
Tineke den Dulk				Hungary	6/26/25
Roald Peters	Yellowknife		X1A	Canada	6/26/25
Akutaq Williamson Bathory	Iqaluit		T2N	Canada	6/26/25
Kea Furniss	Calgary		T3N	Canada	6/26/25
Barb Cameron	Yellowknife		X1A	Canada	6/26/25
Miao Qi	Toronto		M6M	Canada	6/26/25
Jody Pellissey	Yellowknife		X1A	Canada	6/26/25
Jon Posynick	Yellowknife		X1A	Canada	6/26/25
Rebecca Canam	Yellowknife		X1A	Canada	6/26/25
Lily Allison	Yellowknife		X1A	Canada	6/26/25
Julia McClay	Calgary		T2R	Canada	6/26/25
Sarah Chapman	Yellowknife		X1A 3M1	Canada	6/26/25
Tiffany Thiem-Pennell	Yellowknife		X1A2R5	Canada	6/26/25
Kirianne Stephenson	Chilliwack		V2R	Canada	6/26/25
Lucy Escalante	Yellowknife		X1A 0B3	Canada	6/26/25
Quinn Critch	Yellowknife		X1A	Canada	6/26/25

Evan Webber	Montreal	H3G	Canada	6/26/25
Gillian Furniss	Yellowknife	X1A	Canada	6/26/25
Anna Pontin	Yellowknife	X1A	Canada	6/26/25
Elizabeth Monroe	Yellowknife	X1A 0E9	Canada	6/26/25
Don Pittman	Yellowknife	X1A 2T6	Canada	6/26/25
Abbey Newberry	Calgary	T3J	Canada	6/26/25
Ingmarie Dierkes	Vancouver	V6M	Canada	6/26/25
Lily Newberry	Yellowknife	X1A	Canada	6/26/25
Jessica Murphy	Yellowknife	X1A	Canada	6/26/25
Kiran Ray	Yellowknife	X1A	Canada	6/26/25
Madelyne Minkoff	Yellowknife	X1A	Canada	6/26/25
fiona young	Vancouver	V5R	Canada	6/26/25
Anna Chady	Burnaby	V5C	Canada	6/26/25
Cameron Goit	Yellowknife	T3J	Canada	6/26/25
Erika Hunter	Toronto	M5V	Canada	6/26/25
Marie Adams	Calgary	T2V	Canada	6/26/25
Meta antolin	Yellowknife	X1A 1A4	Canada	6/26/25
David Hatto	Yellowknife	X1A1X8	Canada	6/26/25
Chloe Malin	Yellowknife	X1A 3J3	Canada	6/26/25
Carolynn Kobelka	Yellowknife	X1A	Canada	6/26/25
Natalia Fuentes	New Westminster	V3M	Canada	6/26/25
Ryan McCord	Yellowknife	X1A	Canada	6/26/25
Roland Laufer	Yellowknife	X1A 1G3	Canada	6/26/25
Hannah Clark	Williams Lake	V2G	Canada	6/26/25
Amber McSwain	Yellowknife	X1A	Canada	6/26/25
Maya B	Vancouver	V6K	Canada	6/26/25
Toni Riley	Yellowknife	X1A	Canada	6/26/25
Tanya Karavan	Yellowknife	X1a2r7	Canada	6/26/25
Maica McEachern	Yellowknife	X1A0C4	Canada	6/26/25
Kevin Paul	Yellowknife	X1A 2R4	Canada	6/26/25
Caroline Newberry	Yellowknife	X1A 0C6	Canada	6/26/25
Eva Walker	Yellowknife	X1A	Canada	6/26/25
Krista Chin	Yellowknife	X1A	Canada	6/26/25
Colton Tumoth	Yellowknife	X1A	Canada	6/26/25
Kacie Hall	Yellowknife	X1A	Canada	6/26/25
Miranda Currie	Yellowknife	X1A 2P5	Canada	6/26/25
Leslie Wakelyn	Yellowknife	X1A	Canada	6/26/25
Haley Doucet	Yellowknife	X1A	Canada	6/26/25
Karolann Duhamel	Yellowknife	X1a	Canada	6/26/25
Shelagh Montgomery	Yellowknife	X1A	Canada	6/26/25
Lea Schwarz	Yellowknife	X1A	Canada	6/26/25
Abbey Wilson	Yellowknife	X1A	Canada	6/26/25
Sophie Clark	Yellowknife	X1A	Canada	6/26/25
Dara Maduke	Yellowknife	X1A	Canada	6/26/25
Azusa Matsudaira	Yellowknife	X1A	Canada	6/26/25
Janet Enge	Yellowknife	X1A2W4	Canada	6/26/25
Luke Kotaska	Halifax	B3J	Canada	6/26/25
Nicolr Craig	Yellowknife	X1A	Canada	6/26/25
Christa Domchek	Yellowknife	X1A	Canada	6/26/25
Jeffrey Di Fabrizio	Yellowknife	x1a2v2	Canada	6/26/25
Carla Maxwell	Yellowknife	X1A	Canada	6/26/25
trinity adams	Halifax	B3J	Canada	6/26/25

Joanne Fairbrother	Yellowknife	X1A	Canada	6/26/25
Jennifer Broadbridge	Yellowknife	X1A 3W8	Canada	6/26/25
Katie Ball	Yellowknife	X1A	Canada	6/26/25
Annetta Beaulieu	Yellowknife	X1A	Canada	6/26/25
Craig Yeo	Yellowknife	X1A	Canada	6/26/25
Anika Dies	Yellowknife	X1A 1Y3	Canada	6/26/25
Melanie Morse	Victoria	V8V	Canada	6/27/25
Chelsea Upton	Yellowknife	X1A	Canada	6/27/25
Kathryn F Spears	Nelson	V1L	Canada	6/27/25
Sandra Bradbury	Yellowknife	X1A	Canada	6/27/25
Ann Lynagh	Yellowknife	X1A	Canada	6/27/25
Christina Larkin	Yellowknife	X1A	Canada	6/27/25
Marianne Bromley	Yellowknife	X1A	Canada	6/27/25
Norman Case	Crofton	V0R1R0	Canada	6/27/25
Laura Bromley	Yellowknife	X1A 3L2	Canada	6/27/25
Cate Sills	Yellowknife	X1A	Canada	6/27/25
Catherine Rutland	Yellowknife	X1A	Canada	6/27/25
Maureen Connor	London	N6C	Canada	6/27/25
Cindy Kelly	Yellowknife	X1A	Canada	6/27/25
Kyle Kelly	Yellowknife	X1A	Canada	6/27/25
Colleen Hilman	Yellowknife	X1A	Canada	6/27/25
Tracy Anderson	Prince Albert	S6V 7P1	Canada	6/27/25
Niav Cudmore-Lynagh	Yellowknife	X1A	Canada	6/27/25
Tim van Dam	Yellowknife	X1A	Canada	6/27/25
Tara Travis	Yellowknife	X1A	Canada	6/27/25
Mitchell Rankin	Yellowknife	X1A	Canada	6/27/25
Jess Dunkin	Yellowknife	X1A	Canada	6/27/25
Iman Livingstone	Montreal	H2V	Canada	6/27/25
Mathieu Durnford	Yellowknife	X1A 3S6	Canada	6/27/25
India Edwards	Victoria	V8X	Canada	6/27/25
Rachel Burnet	Kanata	X1A	Canada	6/27/25
Lourdes Rankin	Yellowknife	X1A	Canada	6/27/25
Dana Merrigan	Yellowknife	X1A	Canada	6/27/25
Lochlan Dunn	Yellowknife	X1a 2N3	Canada	6/27/25
Taylor Sorenson	Yellowknife	X1A	Canada	6/27/25
Chayton McLeod	Yellowknife	X1A	Canada	6/27/25
Symone Berube	Yellowknife	X1A	Canada	6/27/25
Jamie Walowski	Yellowknife	X1a2h8	Canada	6/27/25
Talia Ehrlich	Nanaimo	V9R	Canada	6/27/25
Gabriell Fillion	Yellowknife	X1A	Canada	6/27/25
Brooklyn Hewitt	Yellowknife	X1A	Canada	6/27/25
Lachlan Austin	Yellowknife	X1A3Y1	Canada	6/27/25
Stephen Burke	Courtenay	V9N	Canada	6/27/25
Ainsley Priddell	Regina	S4p 1h8	Canada	6/27/25
Greg Poile	Yellowknife	X1A2N3	Canada	6/27/25
Leanne Kwok	Yellowknife	X1A0H5	Canada	6/27/25
Taha Alsaide	Yellowknife	X1A	Canada	6/27/25
Charles Ash	Vancouver	V6B	Canada	6/27/25
Sara Mackay	Yellowknife	X1A	Canada	6/27/25
Alison Buckland	Yellowknife	X1A	Canada	6/27/25
Darian Erasmus	Yellowknife	X1A	Canada	6/27/25
teaya crossman	Yellowknife	X1A	Canada	6/27/25

Kelsey Stewart	Yellowknife	X1A2H1	Canada	6/27/25
Vicki Tompkins	Yellowknife	X1A	Canada	6/27/25
L Johnson	Toronto	M5A	Canada	6/27/25
Brian Burch	Toronto	M5A 2H7	Canada	6/27/25
Brad Bergsma	Windsor	N8W	Canada	6/27/25
Amelia Lane	Halifax	B3H	Canada	6/27/25
Jessica Rowe	Yellowknife	X1A	Canada	6/27/25
Hannah Shoichet	Yellowknife	X1A 1Z9	Canada	6/27/25
wayne fuller	Spences Bridge	v0k2I0	Canada	6/27/25
Thumlee Drybones-Foliot	Yellowknife	X1A	Canada	6/27/25
sam nadurata	Port Hope	L1A	Canada	6/27/25
Meadow Munroe	Yellowknife	X1A 1V6	Canada	6/27/25
Milo McNally	Milton	L9T 6n7	Canada	6/27/25
Jennifer Rafferty	Yellowknife	X1A	Canada	6/27/25
sean scott	Calgary	t2a6b5	Canada	6/27/25
Kerry Wheler	Yellowknife	X1A	Canada	6/27/25
Kristen Olesen	Yellowknife	X1A 2N5	Canada	6/27/25
Janice Larocque	Yellowknife	X1A	Canada	6/27/25
Jessica Crowe	Yellowknife	X1A	Canada	6/27/25
Crystal Mann	Yellowknife	V5Z	Canada	6/27/25
Rosella Stoesz	Yellowknife	X1A	Canada	6/27/25
Alison Fleming	Nanaimo	V9T	Canada	6/27/25
Jess Day	Calgary	T3J	Canada	6/27/25
Avery Nickerson	toronto	L0G 1X0	Canada	6/27/25
Janet Wilson	Lloydminster	T9V	Canada	6/27/25
Jenny Crawford	Yellowknife	X1A 3X8	Canada	6/27/25
Kelly Wilke	Yellowknife	X1A1T8	Canada	6/27/25
Brooke Pelley	Yellowknife	X1A 3K6	Canada	6/27/25
Lisa Worthington	Yellowknife	X1A 1X6	Canada	6/27/25
Jeremy Kielstra	Yellowknife	X1A	Canada	6/27/25
Pete Cott	Yellowknife	X1A 2W8	Canada	6/27/25
Kathy Unger			Canada	6/27/25
Greg Look	Yellowknife	X1A	Canada	6/27/25
Kaleb Brost	Northwest Territories	X1A	Canada	6/27/25
Jessica H	Yellowknife	X1A	Canada	6/27/25
Nicole Garbutt	Yellowknife	X1A	Canada	6/27/25
Deanna Sabourin	Chilliwack	V2R	Canada	6/27/25
Rosemary Youngblut	Yellowknife	X1A 0C4	Canada	6/27/25
Fritz Griffith	Yellowknife	X1A	Canada	6/27/25
Tonya Makletzoff	Yellowknife	X1A	Canada	6/27/25
ahmed shalaby	Yellowknife	X1A	Canada	6/27/25
Alan Bee	Yellowknife	X1a1x6	Canada	6/27/25
Donna Ng	Yellowknife	X1A	Canada	6/27/25
John Mckay	Brockville	K6V	Canada	6/27/25
Laura Busch	Yellowknife	X1A	Canada	6/27/25
Jet Carruthers	Gabriola Island	V0R1X3	Canada	6/27/25
Linda Maljan	Yellowknife	X1A	Canada	6/27/25
Marissa Murphy	Yellowknife	X1A	Canada	6/27/25
Derinda Nilsson	Utica	13502	Canada	6/27/25
Mika Kondo	Yellowknife	X1A0A9	Canada	6/27/25
Bruce Parsons	Calgary	T2R	Canada	6/27/25
Maureen T	Lynden	L9R1T0	Canada	6/27/25

Marie Roberts-Cloutier	Montreal	H2L	Canada	6/27/25
Therese Balsillie	Yellowknife	X1A 2T4	Canada	6/28/25
Andy Sieben	Yellowknife	X1A1H9	Canada	6/28/25
Christine Glowach	Yellowknife	X1A	Canada	6/28/25
Phyllis Earl	Medicine Hat	T1A 4S3	Canada	6/28/25
Tanya Ashley	Edmonton	T6T	Canada	6/28/25
Mike Mitchell	Yellowknife	X1a 2a3	Canada	6/28/25
Eva Short	Yellowknife	X1a0c6	Canada	6/28/25
David Gilday	Calgary	T3J	Canada	6/28/25
Natasha Black	Yellowknife	X1A	Canada	6/28/25
Samantha Tidd	Yellowknife	X1A	Canada	6/28/25
Heather Moore	Yellowknife	X1A	Canada	6/28/25
Shannon MCCARTHY	Edmonton	T5Y	Canada	6/28/25
Alyssa Titus	Yellowknife	X1A2J6	Canada	6/28/25
Mataya Gillis	Inuvik	X0E 0T0	Canada	6/28/25
Lilman Jimbo	Yellowknife	X1A	Canada	6/28/25
Jessica Cortez	Yellowknife	X1A	Canada	6/28/25
Rachel Keoshkerian	Yellowknife	X1A	Canada	6/28/25
Maria Mantla	Yellowknife	1v6	Canada	6/28/25
Jennifer Davidson	Yellowknife	X1A	Canada	6/28/25
Bryanna Risbey	Quesnel	V2J	Canada	6/28/25
James Peck	Toronto	M1N 1Z3	Canada	6/28/25
Alietha Mckay	Brockville	K6V	Canada	6/28/25
Joan Klatt	Oakville	L6j4v7	Canada	6/28/25
Daniel Beaudoin	Yellowknife	X1A2H1	Canada	6/28/25
Sarah Heaton	Yellowknife	X1A	Canada	6/28/25
Jerry plante	Yellowknife	x1a1b3	Canada	6/28/25
Athena Wells	Yellowknife	X1A	Canada	6/28/25
Judy Bruce	Wasaga Beach	L9Z 2B1	Canada	6/28/25
Robert Gamble	Yellowknife	X1A	Canada	6/28/25
Dana Martin	Yellowknife	X1A 3E9	Canada	6/28/25
Charlie Terpstra			Netherland	6/28/25
Brenna Sanderson	Behchoko	X0E 0Y0	Canada	6/28/25
Marisa McArthur	Yellowknife	X1A	Canada	6/28/25
Michelle Swallow	Yellowknife	X1A 1A4	Canada	6/28/25
Margeaux Guile	Yellowknife	X1A2J8	Canada	6/28/25
Ash Varghese	Yellowknife	X1A	Canada	6/28/25
Lauren King	Yellowknife	X1A 2Y5	Canada	6/28/25
Katherine Mansfield	Yellowknife	X1A	Canada	6/28/25
Sheila Dixon	Yellowknife	X1A	Canada	6/28/25
Meaghan McLaren	Yellowknife	X1A	Canada	6/28/25
Melody McCrimmon	Yellowknife	X1A	Canada	6/28/25
Gord Schneck	Hamilton	L8G 2V7	Canada	6/28/25
Thomas Unger	Ottawa	K2H	Canada	6/28/25
Laura Henderson	Yellowknife	X1A	Canada	6/28/25
Allison Fader	West Kelowna	V4T 2Z3	Canada	6/28/25
Sean Crowe	Yellowknife	X1A	Canada	6/28/25
Mavis Light			Canada	6/28/25
Chelsea Cameron	Yellowknife	X1A	Canada	6/28/25
Christina Vernon	Yellowknife	X1A	Canada	6/28/25
Allyson Arychuk	Yellowknife	X1A	Canada	6/29/25
Ann Lange	Red Deer	T4N	Canada	6/29/25

Shannon Saunders	Yellowknife		T5K	Canada	6/29/25
Danielle Horvat	Yellowknife		X1A	Canada	6/29/25
Dawn Tansky	Nanaimo		V9R1B6	Canada	6/29/25
BARRY DUNCAN	Middle Sackville		B4E	Canada	6/29/25
Marjorie MathesonMaund	Yellowknife		X1A	Canada	6/29/25
Cara Amy Maund	Vancouver		V5Z	Canada	6/29/25
Raja Zain	Toronto		M6A	Canada	6/29/25
Ashley Jonasson	Yellowknife		X1A 3G7	Canada	6/29/25
Danika Power	Yellowknife		X1A	Canada	6/29/25
Simon Bennett	Nanaimo		V9R6G5	Canada	6/29/25
Chantal Beck	Winnipeg		R3T 1C2	Canada	6/29/25
Tom Andrews	Sherwood Park		T8H 2L6	Canada	6/29/25
Danielle Patzer	Yellowknife		X1A	Canada	6/29/25
Rachel Vanderveen	Yellowknife		X1A	Canada	6/29/25
Roman Frizzell	Vancouver		V5X	Canada	6/30/25
Deb P.	Winnipeg		R3X	Canada	6/30/25
Marnie Planidin	Vancouver		V6K 1E8	Canada	6/30/25
Diane Baldwin	Yellowknife		X1A2C1	Canada	6/30/25
Odelle Agustin	Scarborough		M1M 0B1	Canada	6/30/25
Madison Suli	The Bronx	New York	10463	United States	6/30/25
Friedrich Speidel	Burlington		L7P 4L4	Canada	6/30/25
Sing Tu	Yellowknife		M4S 3H8	Canada	7/01/25
Patsy Larocque	Vancouver		V5Z	Canada	7/01/25
Shaun Weber	Yellowknife		X1A	Canada	7/01/25
Beth Fischer	Yellowknife		X1A	Canada	7/01/25
Sage Acorn	Yellowknife		X1A 3G2	Canada	7/01/25
Deborah Sacco	Hope		V0X	Canada	7/01/25
Leila Modir	Toronto		M4Y	Canada	7/01/25
Geneviève Paris	Montreal		H2M 2L7	Canada	7/01/25
Erin Shea	YK		X1A2K3	Canada	7/02/25
stephen beagle	Calgary		T2E	Canada	7/02/25
Blair Bauer	Kamloops		V2E 1A8	Canada	7/02/25
Doug Morrison	Yellowknife		X1A	Canada	7/02/25
Tina Simons	Yellowknife		X1A 2p9	Canada	7/02/25
Kaila Walton	Yellowknife		X1A 0H7	Canada	7/03/25
Dawn Curtis	Edmonton		T5K	Canada	7/03/25
Adam Naugler	Yellowknife		X1A	Canada	7/03/25
Ryan Planche	Yellowknife		X1A1Z8	Canada	7/03/25
noni paulette	yellowknife		x1a1a4	Canada	7/03/25
Melanie Morse	Victoria		V8V0C7	Canada	7/03/25
Margot Remnant	Yellowknife		X1A 1K6	Canada	7/03/25
Jessica Martin-Bedard	WhaTi		X0E1P0	Canada	7/03/25
Dani Heslin	Yellowknife		X1A 1T7	Canada	7/03/25
Barrett Gaunce	Yellowknife		X1A3R1	Canada	7/03/25
Caitlin Blyth	Fort Simpson		X0e 0n0	Canada	7/03/25
Tyanna Steinwand	Yellowknife		x1a0b5	Canada	7/03/25
Clifford Krause	Yellowknife		X1A	Canada	7/03/25
Violet Collinson	Yellowknife		T2E	Canada	7/03/25
Tanya-Louise Bell	Spruce Grove		T7X	Canada	7/03/25
Christina McEachern	yellowknife		x1a	Canada	7/03/25
Kelley Weatherby	Yellowknife		X1a2p5	Canada	7/03/25
Derek Burns	Yellowknife		X1A	Canada	7/03/25

Shaelah Buckley	Yellowknife	X1A	Canada	7/03/25
Shelly Acton	Yellowknife	X1A	Canada	7/03/25
terry Rowland	Yellowknife	x1a2n2	Canada	7/03/25
Janice Ziemann	Fort Smith	XOE 0P0	Canada	7/03/25
Michelle Desjarlais-Morris	Yellowknife	X1A 3V6	Canada	7/03/25
Tanya Kidston	Yellowknife	X1A0C6	Canada	7/03/25
derrick saftner	Yellowknife	X1A	Canada	7/03/25
Amy Weber	Yellowknife	X1A0G2	Canada	7/03/25
Kevin Gour	Edmonton	T5K	Canada	7/03/25
Carol Bishop	Edmonton	T6C	Canada	7/03/25
Jeremy Freeman	Yellowknife	X1A 0B8	Canada	7/03/25
Andrew Diveky	Werdna.diveky@gmail.com	X1a2h3	Canada	7/03/25
Terri Lynn Sampson	Yellowknife	X1A 1V4	Canada	7/03/25
Colleen Zorn	Yellowknife	X1A 3Y3	Canada	7/03/25
Maurissa Antle	Yellowknife	X1A	Canada	7/03/25
Gina Chambers	Paddockwood	S0J 1Z0	Canada	7/03/25
joann cooper	yellowknife	x1a2p6	Canada	7/03/25
Wendy Meyer	Yellowknife	X1A	Canada	7/03/25
Patricia Russell	Yellowknife	X1A3W9	Canada	7/03/25
Peter Beaulieu	Edmonton	T6R	Canada	7/03/25
Jaime MacKay	Yellowknife	X1A2X8	Canada	7/03/25
Gloria Miller	Regina	S4N1A2	Canada	7/03/25
Jonny Simpson	Calgary	T2E	Canada	7/03/25
Aneesh Nair	Yellowknife	X1A	Canada	7/03/25
Valerie Fillion	Yellowknife	X1A	Canada	7/03/25
Edie Yoder	Yellowknife	X1A 2P6	Canada	7/03/25
Shona Boutilier	Alder Point	B1Y 1V6	Canada	7/03/25
Reyna Gonzales	Yellowknife	X1A	Canada	7/03/25
Iqbal Arshad	Yellowknife	X1A	Canada	7/03/25
Jean Duffey	Trail	V1R	Canada	7/03/25
Shania Ruttle	Yellowknife	X1A3H4	Canada	7/03/25
Krista Schauerte	Yellowknife	X1A	Canada	7/03/25
Caroline Roux	Yellowknife	X1a0E3	Canada	7/03/25
Jean Gravel	Yellowknife	X1A 0E3	Canada	7/03/25
Kylee Fennell	Yellowknife	X1A1N7	Canada	7/04/25
Dale Pierzchalski	Medicine Hat	T1C 1G1	Canada	7/04/25
Steve Friesen	Vancouver	V5Z	Canada	7/04/25
Ted Mildenberget	Yellowknife NT	X1A 2N5	Canada	7/04/25
Avery Amber	Yellowknife	X1A	Canada	7/04/25
Jared Tordoff	Yellowknife	X1A	Canada	7/04/25
Marcus Jackson	Yellowknife	X1A	Canada	7/04/25
lucie maclellan	bedford	b3a 4h8	Canada	7/04/25
Gladys Beland	Yellowknife	X1A	Canada	7/04/25
Amy Lizotte	Yellowknife	2y4	Canada	7/04/25
Bruce Jones	Edmonton	T5K	Canada	7/04/25
matthew grogono	Yellowknife	X1A	Canada	7/04/25
Drew Farmer	Yellowknife	X1A 0B2	Canada	7/04/25
Katherine Harris	Yellowknife	X1A2K4	Canada	7/04/25
Melanie Routh	Yellowknife	X1A	Canada	7/04/25
Mandy Begue	Vancouver	V5Z	Canada	7/04/25
Dave Olesen	Yellowknife	X1A2N5	Canada	7/04/25
Victoria Gershon	Etobicoke	M9A	Canada	7/04/25

Dorothee Mages	Calgary	T2T	Canada	7/04/25
Joseph Landell	Yellowknife	X1A	Canada	7/04/25
Carol Parks	oshowa	l1j 1z3	Canada	7/04/25
Jasmin Aldin	Vancouver	v5x 2r7	Canada	7/04/25
Annika Olesen	Yellowknife	X1A	Canada	7/04/25
Wendy Feil	Yellowknife	X1a3r1	Canada	7/04/25
Daniel Williams	Niagara Falls	L2G6S9	Canada	7/04/25
alexander steinitz	Victoria	V8T1L1	Canada	7/04/25
Patrick Saunders	Richmond	V7A2E5	Canada	7/04/25
Justyna Ziminska	Yellowknife	X1A 3G5	Canada	7/04/25
Barb Thibault	Sault Sainte Marie	P6C	Canada	7/04/25

Name	City	Province	Postal Code	Country	Signed On
Joanne McKenzie	Yellowknife		x1a	Canada	7/03/25
Katrina Nokleby	Yellowknife		X1A	Canada	7/03/25
Lynn Boettger	Yellowknife		X1A	Canada	7/03/25
Katharine Koski	Yellowknife		X1A 2K4	Canada	7/03/25
Philip Youngblut	Yellowknife		X1a3l9	Canada	7/03/25
Suzanne Carriere	Yellowknife		X1A	Canada	7/03/25
Alessandra Parsons	Yellowknife		X1A	Canada	7/03/25
Susana Muñoz	Madrid		28019	Spain	7/03/25
Leanne Cater	Yellowknife		X1A 1T8	Canada	7/03/25
Laurie Moroz	Yellowknife		X1A	Canada	7/03/25
Delaney Beaton	Calgary		T3E	Canada	7/03/25
Kyle Kelly	Yellowknife		X1A	Canada	7/03/25
Beth Covvey	Yellowknife		X1a	Canada	7/03/25
Byron Ward	Edmonton		T5T	Canada	7/03/25
Krista Wesley	Yellowknife		X1A	Canada	7/03/25
Ruby ann Canoy	Yellowknife		X1a 3j7	Canada	7/03/25
Katie Handley	Yellowknife		X1a	Canada	7/03/25
kim harrower	Yellowknife		X1A 1X5	Canada	7/03/25
Kiersten Milnes	Yellowknife		X1A	Canada	7/03/25
Abbey Wilson	Edmonton		T5K	Canada	7/03/25
Claire Singer	Yellowknife		X1A	Canada	7/03/25
Rebecca Austin	Yellowknife		X1a	Canada	7/03/25
Jenna Linloff	Yellowknife		X1A	Canada	7/03/25
Jennifer Broadbridge	Yellowknife		X1A 3W8	Canada	7/03/25
Debbie Grayston	Yellowknife		X1A3w1	Canada	7/03/25
Barb Dillon	Yellowknife		X1A	Canada	7/03/25
Naomi Grandjambe	Yellowknife		X1A	Canada	7/03/25
Christine Dunbar	Yellowknife		X1A	Canada	7/03/25
Tristan Atigikyoak	Yellowknife		X1A2C9	Canada	7/03/25
Louise Henkel	Yellowknife		X1A1K7	Canada	7/03/25
Grace Clark	Yellowknife		X1A 1l4	Canada	7/03/25
Emily Krause	Yellowknife		X1a 3L5	Canada	7/03/25
Laura Ansley	North Vancouver		V7H	Canada	7/03/25
Candace Bristow	Yellowknife		X1A	Canada	7/03/25
Laura Hampel	North Bay		P1B 3X6	Canada	7/03/25
Travis Yon	Yellowknife		X1A2Y7	Canada	7/03/25
Cora Brancato	Yellowknife		X1A3V1	Canada	7/03/25
Elizabeth Berrigan	Yellowknife		X1A2V7	Canada	7/03/25
darin boutilier	Yellowknife		X1A	Canada	7/03/25
Keri-lyn McLeod	Yellowknife		X1A2j1	Canada	7/03/25
Yolanda Schultes	Wittenbach		9300	Sweden	7/03/25
Taylor Curtis	Yellowknife		X1A	Canada	7/03/25
Edward Dowbush	Yellowknife		X1A	Canada	7/03/25
Nancy Marchiori	Yellowknife		X1A 3J3	Canada	7/03/25
Maxine Avery	Yellowknife		X1A	Canada	7/03/25
Chantal Leduc	Ottawa		K1V	Canada	7/03/25
Moir Cameron	Yellowknife		X1A2K3	Canada	7/03/25
Bonnie Routliffe O'Connor	Yellowknife		X1A 1Z2	Canada	7/03/25
Chelsey Rabesca	Yellowknife		X1A	Canada	7/03/25
Giselle Beckwith	Yellowknife	Northwest Territories	X1A	Canada	7/03/25
Katalin Kónya-Jakus	Szatymaz			Hungary	7/03/25
Caitlin Jaffray	Yellowknife		X1A	Canada	7/03/25
Robert Bromley	Victoria		V9A	Canada	7/03/25
Corey Rosnawski	Yellowknife		X1A	Canada	7/03/25
Lea Lamoureux	Yellowknife		X1A	Canada	7/03/25

Nan Stapleton	Kingston	K0H	Canada	7/03/25
Dianne Pagonis	Yellowknife	X1A 1Y1	Canada	7/03/25
Judy Bruce	Wasaga Beach	L9Z 2B1	Canada	7/03/25
Aliexa Wells	Yellowknife	X1A	Canada	7/03/25
Gabby Lamarche	Yellowknife	X1A	Canada	7/03/25
Catherine Jorstead	Yellowknife	X1a1m3	Canada	7/03/25
Linnea Azzolini	Calgary	T2E	Canada	7/03/25
Melanie Williams	Yellowknife	X1A	Canada	7/03/25
Hille Stewart	Yellowknife	X1A3P8	Canada	7/03/25
Christina Boggis	Yellowknife	X1A	Canada	7/03/25
Laurie Forbes	Nelson	V1L	Canada	7/03/25
Jody Chatman	Yellowknife	X1A 3L5	Canada	7/03/25
Andrea Booth	Yellowknife	X1A	Canada	7/03/25
Debra-Ann Walker	Yellowknife	X1A3N9	Canada	7/03/25
Kanina Clorey	Yellowknife	X1A0E3	Canada	7/03/25
Katerina Coveny	Kitchener	N2H	Canada	7/03/25
Mason Dominico	Yellowknife	X1a	Canada	7/03/25
Jodi Rolles	Yellowknife	X1A	Canada	7/03/25
Bo Peep	Yellowknife	X1A 2X9	Canada	7/03/25
Shayla Huynh	Yellowknife	X1a 0h7	Canada	7/03/25
Allyson Arychuk	Yellowknife	X1A 2T2	Canada	7/03/25
Scott Klatt	Ottawa	K0A2E0	Canada	7/03/25
Jason Wesley	Yellowknife	X1A	Canada	7/03/25
Pratyaksha Bangwal Dogri	Brampton	L6R	Canada	7/03/25
Marilyn Bois	Yellowknife	X1A	Canada	7/03/25
Carey Fowler	Yellowknife	X1A 3Y7	Canada	7/03/25
Bernadette Weaver	Yellowknife	X1A	Canada	7/03/25
Kassandra Rolles	Yellowknife	X1A 2X9	Canada	7/03/25
Robin Weber	Yellowknife	x1a2w5	Canada	7/03/25
Pam Dunbar	Yellowknife	X1A	Canada	7/03/25
David Gilday	Yellowknife	X1A	Canada	7/03/25
Margo Ziemann	Ft Smith Nt	X0E 0P0	Canada	7/03/25
Gina Chambers	Paddockwood	S0J 1Z0	Canada	7/03/25
Elsie Jane Formaniuk	North Park	M9M	Canada	7/03/25
Elizabeth Pomfrey	Peachland, BV	V0H 1X7	Canada	7/03/25
Mirjam Talma	Buitenpost	9285VZ	Netherlanc	7/03/25
Albert Bai	Canmore	T1W	Canada	7/03/25
Nick Rivet	Yellowknife	X1A	Canada	7/03/25
Athena Wong	Yellowknife	X1A	Canada	7/03/25
Jessica Murphy	Yellowknife	X1A	Canada	7/03/25
Aneesh Nair	Yellowknife	X1A	Canada	7/03/25
Eamon Riordan-Short	Yellowknife	X1A1M1	Canada	7/03/25
Kira Nicholls	Calgary	T2N	Canada	7/03/25
Pamela Naylor	Yellowknife	X1A	Canada	7/03/25
Joe Acorn	Yellowknife	X1A	Canada	7/03/25
Qui Giang	Yellowknife	X1A	Canada	7/03/25
Rebecca Grooms	Edmonton	T5K	Canada	7/03/25
Shania Ermantrout	Yellowknife	Z1A	Canada	7/03/25
Janet Sibbeston	Yellowknife	X1A 2P8	Canada	7/03/25
Hannah Fournier	Yellowknife	X1A2J8	Canada	7/03/25
Christel Gebauer	Courtenay	V9N	Canada	7/03/25
Jess Lynn	Yellowknife	X1A	Canada	7/03/25
Kelsey Stewart	Yellowknife	X1A 1X6	Canada	7/03/25
James Tolley	Yellowknife	X1A2C1	Canada	7/03/25
Wessam Bou-Saleh	Yellowknife	X1A	Canada	7/03/25
Leslie Wakelyn	Yellowknife	X1A	Canada	7/04/25

Kylee Fennell	Yellowknife		X1A	Canada	7/04/25
Dana Merrigan	Yellowknife		X1A 3H4	Canada	7/04/25
Aidan Charpentier	Yellowknife		X1A1A4	Canada	7/04/25
Mariah Mossman	Camrose		T4V	Canada	7/04/25
Becky Maggio	Yellowknife		X1A3S6	Canada	7/04/25
James Davison	Yellowknife		X1A	Canada	7/04/25
Marjorie MathesonMaund	Yellowknife		X1A	Canada	7/04/25
Shannon Saunders	Yellowknife		X1A	Canada	7/04/25
Jennifer Pagonis	Vancouver		V5Z	Canada	7/04/25
Steve Friesen	Yellowknife		X1a 3r2	Canada	7/04/25
Melanie Cameron	Yellowknife		X1A	Canada	7/04/25
Doris Bartlett	Yellowknife		X1A 3E3	Canada	7/04/25
Ann Kulmatycki	Yellowknife		X1A 1V5	Canada	7/04/25
Patsy Arden	Yellowknife		X1A	Canada	7/04/25
Melissa Sangris	Yellowknife		X1A	Canada	7/04/25
Michael Kulmatycki	London		N6POC3	Canada	7/04/25
Carolina Kogiak	Yellowknife		X1A	Canada	7/04/25
Shane Keller	Yellowknife		X1A	Canada	7/04/25
Avery Amber	Yellowknife		X1A	Canada	7/04/25
Ernest Gardiner	Vancouver		V5Z	Canada	7/04/25
Jen Charlo	Behchokç«l		X0E	Canada	7/04/25
Roberta Castle	Calgary		T2V	Canada	7/04/25
Teneya Heron	Yellowknife		X1A	Canada	7/04/25
Heather Dolan	Edmonton		T5K	Canada	7/04/25
Mike Freeland	Yellowknife		X1A	Canada	7/04/25
Jennifer Hill	Vancouver		V5Z	Canada	7/04/25
Jan Wouters	Yellowknife	Northwest Territories	X1A 3R2	Canada	7/04/25
Kara Guzzo	Yellowknife		X1A	Canada	7/04/25
Peter Klassen	Swift Current		S9H	Canada	7/04/25
Anya Smillie	Yellowknife		X1A 2V3	Canada	7/04/25
Marguerite Nakhoul	Markham		L3R 4K7	Canada	7/04/25
Michael Lim	Yellowknife		X1A	Canada	7/04/25
Vera Gutowsky	Mississauga		L5M	Canada	7/04/25
Reid Hildebrandt	Yellowknife		X1A	Canada	7/04/25
Kehaya Febril	Yellowknife		X1A	Canada	7/04/25
Erika Wilke	Yellowknife		X0E	Canada	7/04/25
Brent Young	Yellowknife		X1A	Canada	7/04/25
Claire Tincombe	Yellowknife		X1A	Canada	7/04/25
Melanie Kudlak	Ulukhaktok	Northwest Territories	X0E 0S0	Canada	7/04/25
Maxie Plante	Yellowknife		X1a 2n1	Canada	7/04/25
Evelyn Dhont	Yellowknife		X1A 1L1	Canada	7/04/25
Charlene Shae	Yellowknife		X1A	Canada	7/04/25
Kenneth Bajada	Yellowknife		X1A	Canada	7/04/25
Brandon Mack	Yellowknife		X1A	Canada	7/04/25
Tracey Cairns	Calgary		T2A 4V7	Canada	7/04/25
Selena Ojala	Yellowknife		X1A 2V7	Canada	7/04/25
Tina Nash	Yellowknife		X1A	Canada	7/04/25
Albert Valero	Yellowknife		X1A	Canada	7/04/25
Candice Crookedhand	Yellowknife		X1A 2Y7	Canada	7/04/25
Zoe Zonneveld	St. Albert		T8N	Canada	7/04/25
Tilman Frers	Edmonton		T5J	Canada	7/04/25
Cassidy Menard	Yellowknife		X1A	Canada	7/04/25
Kris Johnson	Yellowknife		X1a 1j4	Canada	7/04/25
Brian Horner	Dorset		P0A	Canada	7/04/25
Christan Taskfwo	Yellowknife		X1A 2C7	Canada	7/04/25
Ryann Hendrickson	Yellowknife		X1A	Canada	7/04/25

Laurelle Panaktalok	Yellowknife		X1A	Canada	7/04/25
Sue Cone	Hull	England	HU13 9DS	United Kingdom	7/04/25
angelika+ thomas wegner			51399	Germany	7/04/25
joyce alexander	Edinburgh	Scotland	eh151le	United Kingdom	7/04/25
shirley swan	Birmingham	England	b14 7sr	United Kingdom	7/04/25
Morgan Brooks	Spruce Grove		T7X	Canada	7/04/25
Mea Aitaok	Cambridge Bay		X0B 0C0	Canada	7/04/25
Nico Todd-Cullen	Yellowknife		X1a1a4	Canada	7/04/25
Rebekah Kelln	Yellowknife		X1A3W3	Canada	7/04/25
Catherine Boyd	Yellowknife		X1A 1 L 9	Canada	7/04/25
Carine Patient	Sherbrooke		J1H	Canada	7/04/25
Amanda Baton	Yellowknife		X1A	Canada	7/04/25
Tammy Travis	Yellowknife		X1A	Canada	7/04/25
Tamara Derkowski	Yellowknife		X1a0b6	Canada	7/04/25
matthew grogono	Yellowknife		X1A	Canada	7/04/25
Sue Glowach	Yellowknife		X1A	Canada	7/04/25
Julie Green	Yellowknife		X1A2N1	Canada	7/04/25
Audrey Henderson	Sherwood Park		T8A	Canada	7/04/25
Leona Vachon	Edmonton		T5M 3g4	Canada	7/04/25
Pat. Kundrat	Elgin	Illinois	60123	United States	7/04/25
Anne Monderie	Owen Sound		N4K6V5	Canada	7/04/25
Jessica Morris	Yellowknife		X1A	Canada	7/04/25
Kerry Egan	Yellowknife		X1A	Canada	7/04/25
Amanda Mallon	Yellowknife		X1A	Canada	7/04/25
Tiffany Burgin	Yellowknife		X1A	Canada	7/04/25
Alexandra Giroux	Yellowknife		X1A 1A3	Canada	7/04/25
Logan Rolles	Yellowknife		X1A	Canada	7/04/25
Michelle Hannah	Yellowknife		X1A 2N8	Canada	7/04/25
Julie Miller	Manitouwadge		P0T	Canada	7/04/25
Josee Lalonde	Yellowknife		X1A0B3	Canada	7/04/25
ROXANNE PANELA	Yellowknife		X1A	Canada	7/04/25
Nicholas Thibault	Yellowknife		X1A	Canada	7/04/25
Julie Thibault	Yellowknife		X1A	Canada	7/04/25
James Hamel	Yellowknife		X1A 1G6	Canada	7/04/25
Diane Purdy-MacNeill	Yellowknife		X1A 3A9	Canada	7/04/25
Chamika Dissanayake	Yellowknife		X1A	Canada	7/04/25
Lucy Staples	Yellowknife		X1A	Canada	7/04/25
Latetia Ehloak	Yellowknife		X1A3J7	Canada	7/04/25
Matthew Sm	Yellowknife		X1A2V3	Canada	7/04/25
Marie-Eve Raymond	Yellowknife		X1A	Canada	7/04/25
Joey Faircloth	Toronto		M4V	Canada	7/04/25
Theresa Lebrun	Yellowknife		X1A	Canada	7/04/25
Mia Dokum	Behchokç		X0E	Canada	7/04/25
Sheila Arychuk	Yellowknife		X1A3L2	Canada	7/04/25
Rachel McVety	YELLOWKNIFE		X1A0C6	Canada	7/04/25
Paul Harpley	Pefferlaw		L0E 1N0	Canada	7/04/25
Ali Dev	Yellowknife		x1a 0e8	Canada	7/04/25
Skeena Lawson	Yellowknife		X1A	Canada	7/04/25
Tanya Nowdlak	Hay River		X0E	Canada	7/04/25
Vicki Lloyd	Yellowknife		X1A	Canada	7/04/25
Kylie Healy	Yellowknife		X1A	Canada	7/04/25
atilla demir	muğla			Türkiye	7/04/25
kathy watson	prince albert		S6V3W7	Canada	7/04/25
Katelyn Gibbons	Yellowknife		X1A	Canada	7/04/25
Alicia Camille	Yellowknife		X1A	Canada	7/04/25