



CITY OF YELLOWKNIFE

**GOVERNANCE AND PRIORITIES COMMITTEE AGENDA**

**Wednesday, April 15, 2026 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.

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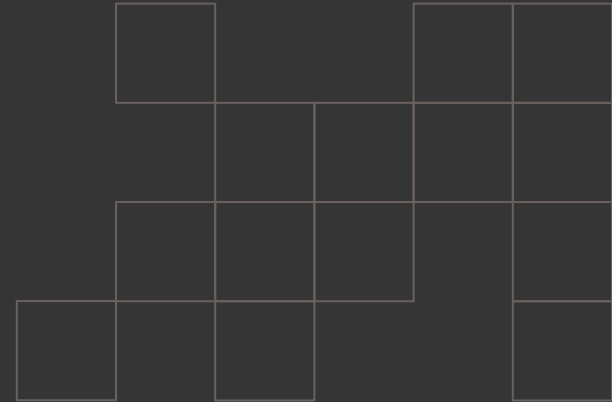
<b><u>Item</u></b>	<b><u>Description</u></b>
1.	Opening Statement: The City of Yellowknife acknowledges that we are located in Chief Drygeese territory. From time immemorial, it has been the traditional land of the Yellowknives Dene First Nation. We respect the histories, languages, and cultures of all other Indigenous Peoples including the North Slave Métis, and all First Nations, Métis, and Inuit whose presence continues to enrich our vibrant community.
2.	Approval of the agenda.
3.	Disclosure of conflict of interest and the general nature thereof.
ANNEX A	
4.	A presentation regarding Home Base Line Drive Outreach Program.
ANNEX B	
5.	A memorandum regarding Community Plan Comprehensive Update, Section 1 – Section 6.
<b><u>IN CAMERA</u></b>	
ANNEX C	
6.	A memorandum regarding whether to appoint members to serve on the Community Advisory Board on Homelessness.
7.	A personnel matter.
8.	Business arising from In Camera Session.



# LINE DRIVE OUTREACH

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APRIL 1, 2025 - MARCH 31, 2026





LDO provides safe transportation for individuals who appear to be in distress and/or under the influence of substances and require transport to a safe location.

In addition to transportation services, the program conducts foot patrol outreach in the downtown core to engage with members of the street community and distribute food, snacks, clothing, and basic harm-reduction supplies.

# LDO Objectives:

1. Ensure Public Safety
2. Support Vulnerable Populations
3. Reduce Strain on Emergency Services
4. Promote Community Wellness
5. Collaborate with Community Organizations



# Hours of Operation:

Line Drive Outreach

10:00 am until 3:00 am daily

Foot Patrol

1:00 pm - 6:00 pm daily

**PHONE: 867-446-7233**

# Meet the team



Tammy Roberts  
Executive Director



Traci Mercer  
LDO Manager

## ADMINISTRATION:

- ❖ Human Resources Coordinator
- ❖ Part-time Training Assistant
- ❖ Executive Assistant
- ❖ Finance Coordinator

## LDO STAFF:

Full-time: 6

Part-time: 1

Casual: 25

4 staff self-identify as Indigenous

# LDO roadmap





# Program Implementation Evaluation



TriageMetric

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Completed: March 9, 2026

# Purpose

The purpose of this evaluation was to assess the implementation of the operational recommendations and performance measures outlined in the 2024 *Yellowknife Street Outreach Monitoring and Evaluation Framework*, as well as the program's fulfillment of the contractual requirements established by the City.

# Methodology

This evaluation followed the **Inputs -> Activities -> Outputs -> Outcomes** logic model described in the 2024 *Yellowknife Street Outreach Monitoring and Evaluation Framework*.

Two Part Approach:

1. Data provided by Home Base Yellowknife was analyzed, including daily client transportation logs, foot patrol shift reports, incident reports, vehicle maintenance records, policy and program manuals, staffing data, training materials, safety procedures, staff meeting notes, and information on advertising and promotion
2. In person interviews with **Key Stakeholders included:**
  - a. 19 clients at the Day Shelter
  - b. 5 staff and manager at Yellowknife Day Shelter
  - c. 4 staff at the Sobering Center
  - d. 1 staff at the Salvation Army Men's Shelter
  - e. 2 Officers at RCMP
  - f. 3 clinical and 2 security staff at Stanton Emergency Department
  - g. 5 local businesses
  - h. LDO Staff: 3 management and 7 frontline staff

# Evaluated Implementation of Recommendations from the 2024 Yellowknife Street Outreach Monitoring and Evaluation Framework

**Recommendation 2.1:** Ensure reliable transportation for clients through regular vehicle maintenance and access to a second vehicle.

MEETS REQUIREMENT

**Recommendation 2.2:** Enhance program hours from 12pm - 12am and adjust shift change hours so they do not overlap with high call volume hours (4-6pm)

EXCEEDS REQUIREMENT

**Recommendation 2.3:** Increase awareness of programs mandate.

MEETS REQUIREMENT

# Evaluated Implementation of Recommendations from the 2024 Yellowknife Street Outreach Monitoring and Evaluation Framework

**Recommendation 2.4:** Ensure staff and vehicle are recognizable

MEETS REQUIREMENT

**Recommendation 2.5:** Ensure ongoing data collection, data sharing and program evaluation

MEETS REQUIREMENT

**Recommendation 2.6:** Increase staff training in terms of first aid, de-escalation and trauma informed practices.

EXCEEDS REQUIREMENT

**Recommendation 2.7:** Increase staff compensation to a liveable wage to improve retention

MEETS REQUIREMENT

# Evaluated Implementation of Recommendations from the 2024 Yellowknife Street Outreach Monitoring and Evaluation Framework

**Recommendation 2.8:** Establish triaging, communication and low call volume to improve the efficiency of the program

NOT APPLICABLE

**Recommendation 2.9:** Implement consistent Program Policies on service delivery, safety and training

MEETS REQUIREMENT

**Recommendation 2.10:** Enhance the outreach capacity of the program by hiring a dedicated outreach worker and peer support worker

MEETS REQUIREMENT

# Evaluated Implementation of Recommendations from the 2024 Yellowknife Street Outreach Monitoring and Evaluation Framework

**Recommendation 2.11:** Create formal partnerships with other social services agencies and GNWT programs that serve similar populations to better coordinate services and identify service gaps.

MEETS REQUIREMENT

**Recommendation 2.12:** Continue to develop to program by creating a dispatch service.

NOT APPLICABLE

# Key Insights of Data

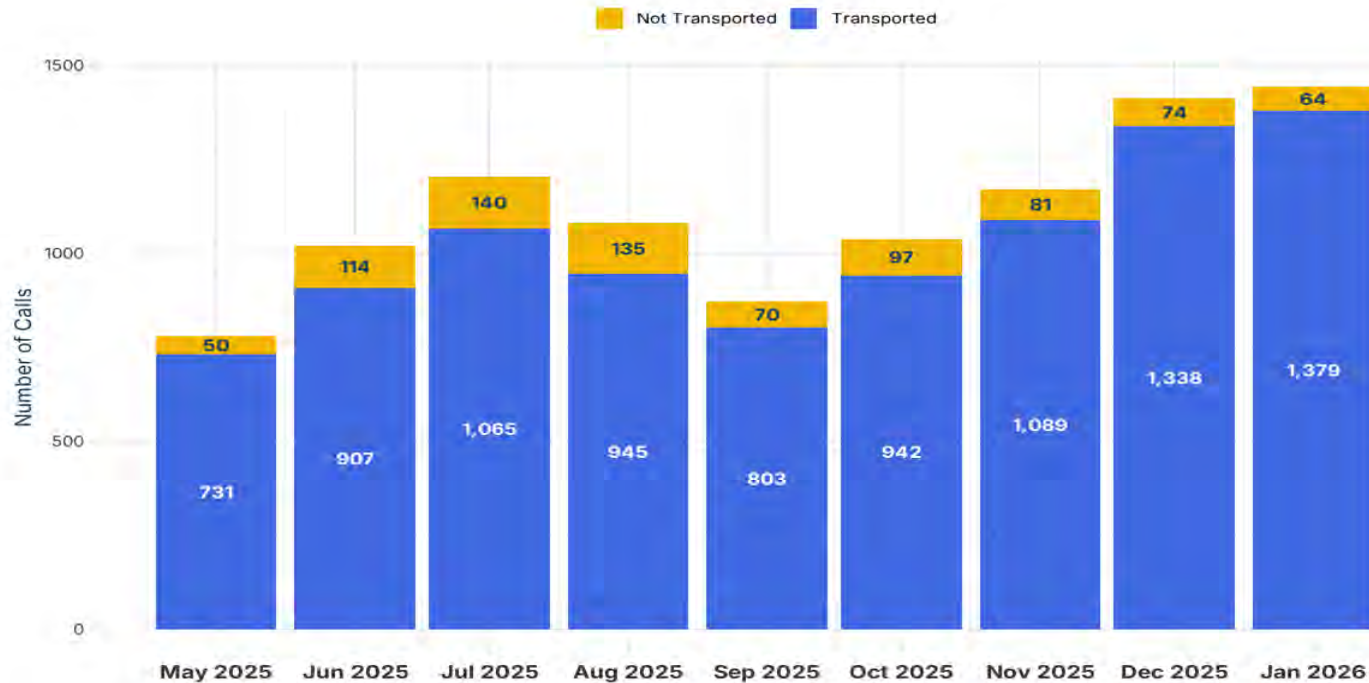
TRANSPORTATION		
Category	Count	Percentage
Call	7,608	75.6%
Approached by Client	1,081	10.7%
Observed by Staff	233	2.3%
Unknown	1,133	11.3%
<b>Total</b>	<b>10,055</b>	<b>100%</b>

# Key Insights of Data

Service Requests by Age Group		
Age Group	Count	Percentage
Adult (24+)	9,545	94.9%
Youth (24 or under)	188	1.9%
Not Specified	322	3.2%
<b>Total</b>	<b>10,055</b>	<b>100%</b>

# Key Insights of Data

## Transportation Outcomes by Month

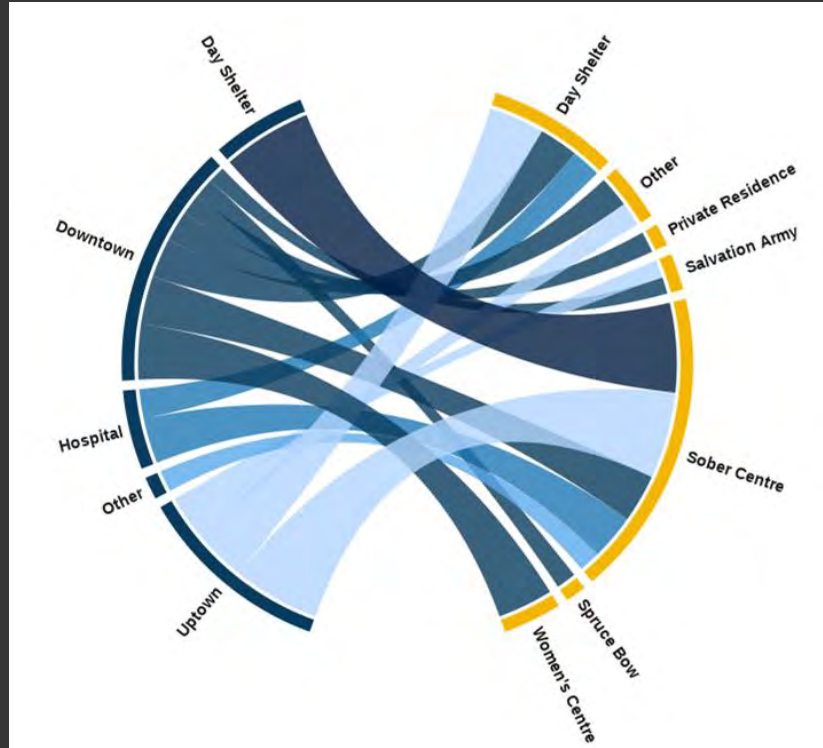


# Key Insights of Data

Total Transportation Outcomes		
Category	Count	Percentage
<b>Transported</b>	<b>9,230</b>	<b>91.8%</b>
<b>Total Not Transported</b>	<b>825</b>	<b>8.2%</b>
<i>Refused by Client</i>	313	3.1%
<i>Client Not There</i>	258	2.6%
<i>Refused By Team</i>	187	1.9%
<i>Other/Not Specified</i>	67	0.7%
<b>Total</b>	<b>10,055</b>	<b>100%</b>

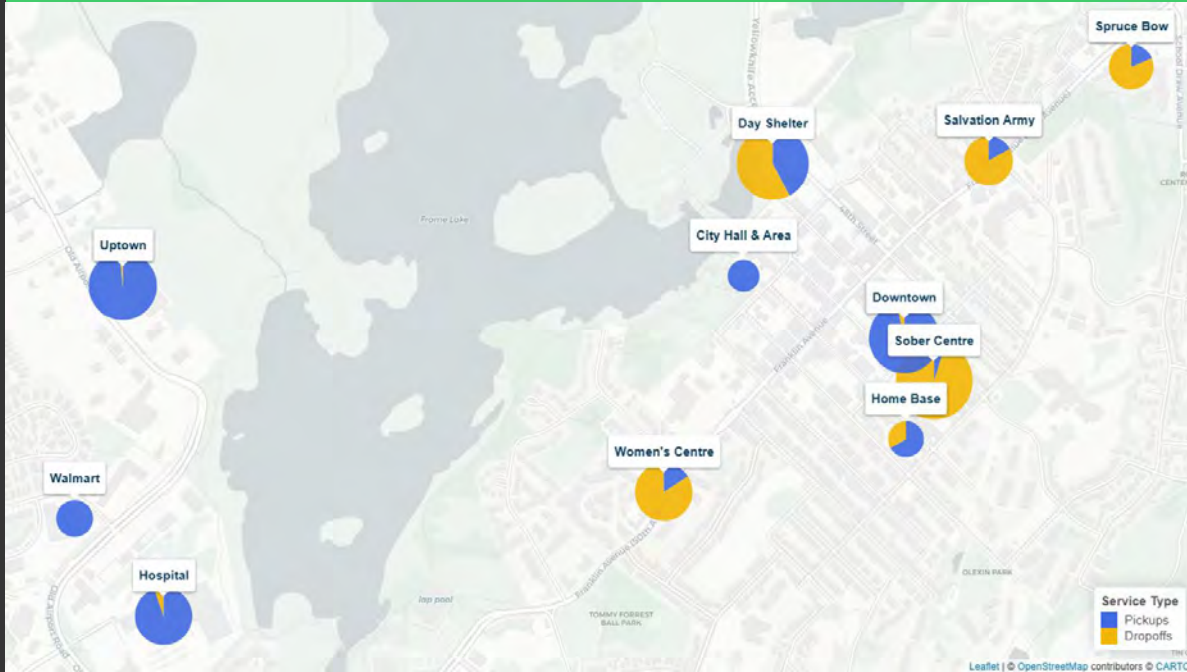
# Key Insights of Data

## Transportation Flows



# Key Insights of Data

## Top Pick-Up and Drop Off Locations



Project Financial Summary			
as of January 31, 2026			
Section	Description	Funding	Expenses
<b>SOURCES OF FUNDS</b>			
<b>Contract Funding</b>	Total contract value	\$950,000	
	Funding received to date	\$712,500	
	Funding expected (not yet received)	\$237,500	
	Total Sources of Funds	\$950,000	
<b>USES OF FUNDS</b>			
<b>Project Expenses</b>	Total expenses to date		\$721,042
	Forecast expenses to fiscal year end		\$228,958
	Total Uses of Funds		\$950,000
<b>FINANCIAL POSITION</b>			
Current Project Cash Position	Funding received less expenses to date		\$(8,542)
Forecast Year-End Position	Projected surplus / (deficit)		\$0

# Client Feedback

1

“They talk to us like we are family, they know us.”

2

“They brighten my day.”

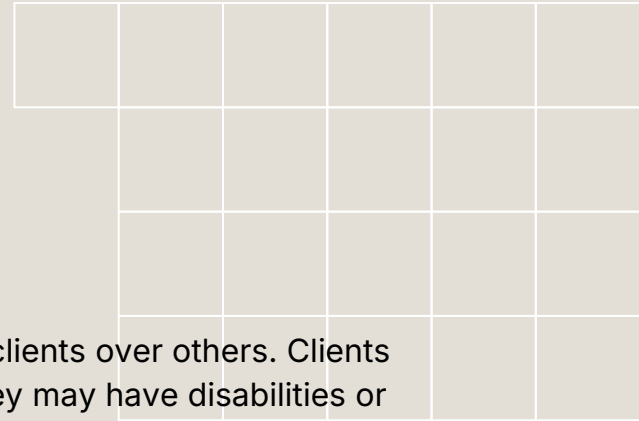
3

“95% of the time they are laughing, smiling. They listen to me, we laugh together.”

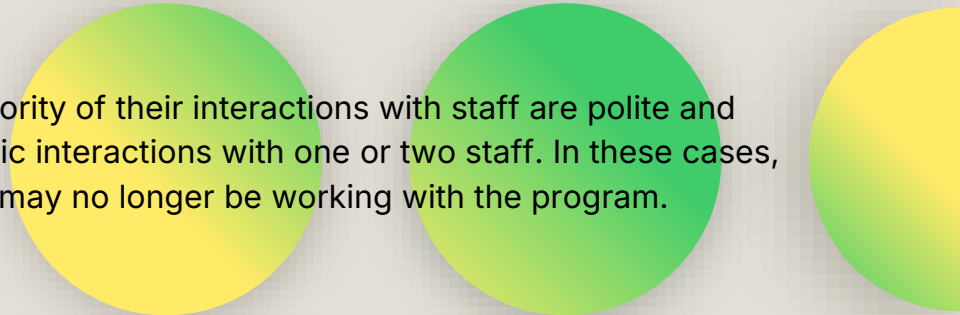
Overall, clients feel safe accessing the van. Some clients mentioned their sense of safety can depend on the other clients being transported, but said staff are quick to intervene when fights occur and are able to provide proactive deescalation.

Clients said the late night hours are helpful, noting as many hours as possible are needed to help keep people safe. Clients have a positive view of the foot patrols who they note “keep an eye on everyone”, including those living in encampments. This is seen as very important, especially in winter.

# Client Challenges



- Several clients expressed frustration with the prioritization of intoxicated clients over others. Clients described being refused a ride because they were sober, even though they may have disabilities or medical conditions that make it difficult or inadvisable to walk.
- A few clients mentioned challenges with physical aspects of the van. They indicated that not all seatbelts in the van work, the seats are arranged in a way that makes it hard to move around in the vehicle, and it can be difficult to get in and out of the van.
- Three clients interviewed reported that while the majority of their interactions with staff are polite and professional, they previously experienced problematic interactions with one or two staff. In these cases, the clients mentioned the staff members in question may no longer be working with the program.



# Partner Agency Feedback

## Stanton Emergency Staff

Hospital staff note a good working relationship with LDO, citing responsiveness and increased collaboration, particularly at the management level. They indicated that LDO services are more consistent, with notable improvements in response time. The extended hours were highlighted as a major positive improvement by hospital staff.

## RCMP

RCMP indicate that LDO services are more consistent, with notable improvements in response time. The van is more recognizable and appears to work across a wider area. RCMP dispatchers will re-dispatch calls to LDO when they are considered low-priority for an RCMP response. LDO contributes to community safety by assisting individuals in distress and transporting them to safe locations, which can help reduce situations that might otherwise escalate or require police response.

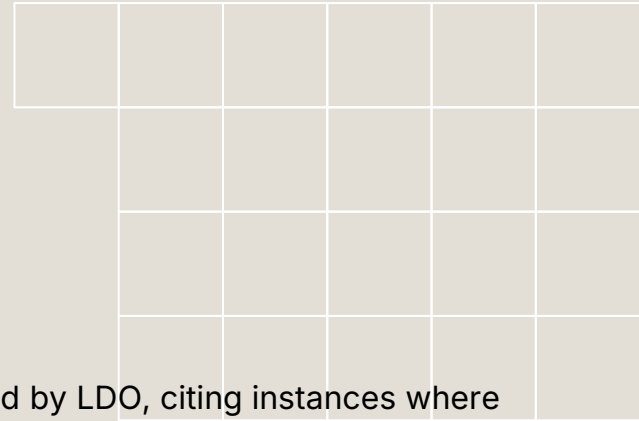
# Partner Agency Feedback

## Shelter Staff

Shelter staff confirm the program is more reliable, evidenced by LDO staff consistently answering the phone, the van always being on the road during scheduled operational hours, and the additional vehicle improving capacity and efficiency. They also note better communication, with LDO proactively checking-in about clients who are currently restricted from accessing shelters due to behaviours, and arranging alternative safe locations including liaising with the RCMP as necessary.

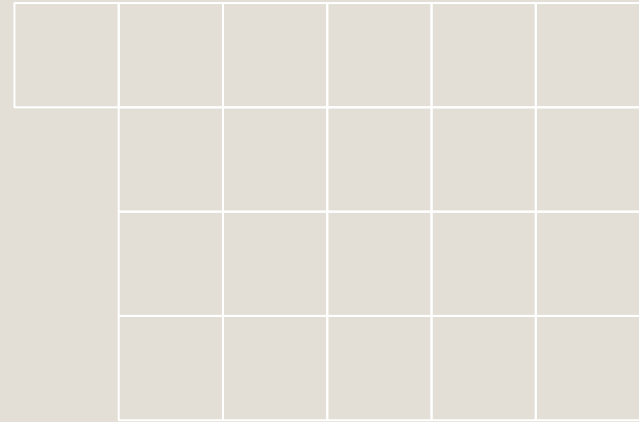
Since LDO became the program operator, these three external partners report improvements in consistency, reliability, and communication with the service.

# Partner Agency Challenges



- Hospital staff report some confusion and inconsistency in service offered by LDO, citing instances where sober clients were sometimes provided rides and in other cases denied.
- LDO has declined rides for patients recently discharged from the hospital, as these clients are not considered to be in distress under the program's criteria. In instances when taxi services refuse these trips, hospital staff have to resolve the issue, which can increase workload in the emergency department.
- Shelter staff state that since LDO became the operator it has exposed or created service gaps. Previously, the program provided shelter-to-shelter transportation around dinner time to allow clients to access shelters offering meals. Staff note that without this service, some clients have difficulty reaching shelters for food, which can place clients in a difficult position and "puts a lot of pressure" on staff.
- Shelter staff note inconsistency in eligibility for transportation such as clients who require transport due to mobility issues but are not intoxicated. Additional feedback also included a comment concerning perceived professionalism by some LDO staff members, as well as the need for improvements to vehicle accessibility, and safety around seatbelt availability and use.

# Business Feedback



- All businesses were aware of the program and how to reach them; some were not aware of foot patrol
- Some businesses call several times a day and others a few times a week
- Centre Square Mall businesses report they have seen foot patrol staff and describe them as warm, friendly, and easy to interact with.
- Response times generally reported to be within 5 to 15 minutes, sometimes up to 30 minutes. More than one business indicated LDO staff always answer the phone immediately.
- Positive comments of LDO staff include that they are kind and gentle, have good rapport with clients, and come out of the vehicle to meet people. Businesses indicate they will usually call LDO before calling the RCMP.

# Donations and In Kind Support

The community is so generous! Some of what we were able to pass on to clients:

- Gift cards from the city for water and granola bars, hats and mitts, socks
- Daily ready made meals from Independent
- Leftover food from meetings/parties
- Handmade beaver hand warmers from elementary students
- Pallets of water and granola bars from Salvation Army



# Lessons Learned

1

Change is hard for everyone

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Because this was a pre-existing program and recommended changes were implemented causing challenges. Not knowing the previous scope caused transition challenges. Note: Clients were the most accepting!

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2

Initial Negative Community Feedback

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It was apparent very quickly that there were a lot of supports in place that were outside the scope we proposed and the community was not happy and challenged us to meet needs outside our scope.

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3

Proper RFP etiquette

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I personally learned that as a community partner that I should ask other NGO's if they are applying on funding offered through the City of Yellowknife because it is not received well.

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Contact:

Tammy Roberts

[ed@homebaseyk.com](mailto:ed@homebaseyk.com)

867-445-4915

Traci Mercer

[linedriveoutreach@homebaseyk.com](mailto:linedriveoutreach@homebaseyk.com)

867-444-4663

Any questions?  
Ask away!



Thank you



CITY OF YELLOWKNIFE

## MEMORANDUM TO COMMITTEE (For Information Only)

**COMMITTEE:** Governance and Priorities

**DATE:** April 15, 2026

**DEPARTMENT:** Planning & Development

**ISSUE:** Community Plan Comprehensive Update, Section 1- Section 6.

### BACKGROUND:

This memo accompanies the first of two presentations in which Administration will clearly articulate the major policy shifts and new directions proposed in the draft Community Plan.

To support focused and meaningful input from the Committee, this presentation will focus on:

1. **New policy areas that are introduced in the Plan, and**
2. **Substantive changes to existing policy directions**

The policies have been shifted toward an implementation-oriented planning framework. In particular:

- The emphasis on housing and workforce accommodation responds directly to current supply constraints and affordability challenges.
- The introduction of new growth areas and corridors reflects a more strategic and fiscally responsible (HAF, use of existing and planned future services etc.) approach to land development.
- Introduction of land use overlays to provide clarity of information, enabling the City to address specific policy needs without complicating the base land use designations.

These combined efforts have culminated in the draft Community Plan currently before Committee. Due to the breadth and complexity of the document, the draft policies are being presented in two parts: the first portion (Attachment A) at this meeting, and the remaining sections scheduled for April 22, 2026.

For a detailed comparison with the current Community Plan, including redline and track changes, please see Attachment B. For a clean version of the draft, see Attachment C.

## What We've Accomplished So Far:

The Planning and Development Department initiated the Community Plan Comprehensive Update (CPU) in early 2025, with the project work plan presented to the Governance and Priorities Committee on February 3, 2025. This update represents a significant and necessary modernization of the City's long-range land use planning, ensuring alignment with emerging demographic trends, economic opportunities and evolving community priorities.

A key technical foundation of the CPU is the Population Projections Report, presented to Committee in September 2025. This report established low, medium, and high growth scenarios over a 25-year horizon, providing a scenario-based framework to assess future land requirements, infrastructure demand, and housing needs. This scenario-based approach reflects best practices in municipal planning, particularly relevant to northern and resource-influenced communities where growth can be variable and cyclical.

To meet statutory requirements under the *Community Planning and Development Act*, the City undertook a comprehensive and multi-phased engagement program supported by an external consulting team. Phase 1 (Visioning and Goal Setting) and Phase 2 (Policy Directions) engagement findings were presented to Committee in September 22, 2025 and January 26, 2026, respectively.

Phase 1 engagement established a shared community vision and thematic goals, which have been carried forward as the guiding framework for policy development. Phase 2 engagement adopted a more targeted, focus group-based approach, enabling deeper dialogue on complex planning issues. Importantly, this phase was structured to allow Administration to interpret and translate community input into implementable policy directions - bridging the gap between public aspirations and regulatory outcomes.

[Public Engagement Phase 1 report can be found here.](#)

[Public Engagement Phase 2 report can be found here.](#)

In parallel, substantial technical work was undertaken, including:

- Comprehensive background research and land needs analysis;
- Spatial mapping exercises in collaboration with the City's mapping consultant;
- Ongoing engagement with Indigenous governments to ensure alignment, coordination, and respect for shared interests and long-term planning considerations; and
- Internal workshop style feedback sessions with the divisional managers and consultants working on the Transportation Master Plan.

## Next Steps & Milestones:

The project is currently in **Phase 4: Draft Plan and Policy Review**, representing a critical transition from policy development to validation and refinement. Once a full draft is completed, the key next steps and milestones are:

- The final phase of public engagement (Phase 3) will be undertaken in April/May 2026, focusing on review and feedback on the draft Plan;
- A statutory Public Hearing is anticipated for June 2026;
- Final adoption (Phase 5) is targeted for July 2026, including Council’s second reading and submission to the Department of Municipal and Community Affairs (MACA) for approval.

From a planning perspective, the City is now at an important stage of the process, where policy directions are tested for clarity, implement-ability, and alignment with Council priorities before being finalized.

**Next Presentation at GPC:**

On April 22, 2026, Administration will present the remaining policy sections of the Community Plan, including:

Strategic Priorities & Policies

1. Environment
2. Climate Action
3. Transportation
4. Municipal Infrastructure

These sections will complete the policy framework by addressing critical systems that support land use and growth management. Following Committee input, Administration will refine the draft Plan in preparation for the final presentation of the Draft Community Plan Update by end of May and a Statutory Public Hearing by end of June.

<b>COUNCIL STRATEGIC DIRECTION/RESOLUTION/POLICY:</b>
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**Strategic Direction #1: People First**

Focus Area 1.1                      Reconciliation  
Continuing to nurture positive and respectful relations with Indigenous governments, organizations and peoples.

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

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

**Strategic Direction #3: Sustainable Future**

Focus Area 3.1                      Resilient Future  
Enhancing Yellowknife as a great place to live, visit, work and play now and into the future.

- 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. *Cities, Towns and Villages Act S.N.W.T. 2003;*
2. *Community Planning and Development Act S.N.W.T. 2011, c.22; and*
3. *Community Plan By-law No. 5007, as amended;*

**ATTACHMENTS:**

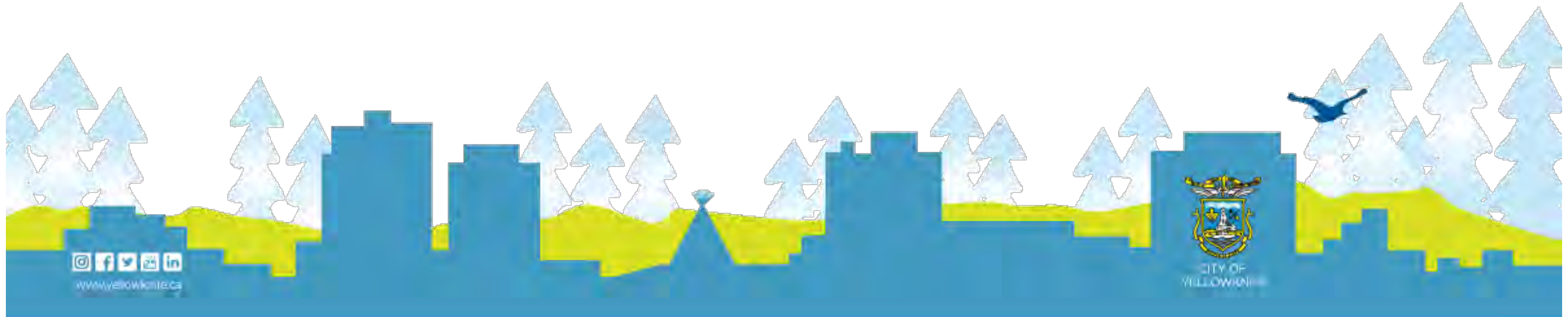
1. Attachment A: Presentation (DM #819174);
2. Attachment B: Draft Community Plan Update, Section 1- Section 6, Redlines (DM #819523); and
3. Attachment C: Draft Community Plan Update, Section 1- Section 6, Clean Version (DM #819537).

Prepared:      March 27, 2025; MA  
Revised:        March 29, 2026; CW

YELLOWKNIFE 2050

# Community Plan Comprehensive Update (Part-1)

April 15, 2026



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



CITY OF  
YELLOWKNIFE

# Community Plan Update Process

## Phase 1: Project Initiation & Visioning (Spring-Summer, 2025)

- 1<sup>st</sup> GPC (Project Initiation): February 3, 2025

## Phase 2: Background Research & Working Reports (Summer–Autumn, 2025)

- 2<sup>nd</sup> GPC (Population Projection & Public Engagement Report-1) September 22, 2025

## Phase 3: Policy Development & Mapping (Autumn 2025–Winter, 2026)

- 3<sup>rd</sup> GPC (Public Engagement Report 2) January 26, 2026

## Phase 4: Draft Plan for Consultation (Spring, 2026)

- 4<sup>th</sup> GPC (Draft Community Plan - Part 1) April 15, 2026 ← **We are here now**
- 5<sup>th</sup> GPC (Draft Community Plan - Part 2) April 22, 2026
- 6<sup>th</sup> GPC (Full Community Plan Comprehensive Update) May 13, 2026 (Tentative)
- Council 1<sup>st</sup> Reading, May 27, 2026 (Tentative)

## Phase 5: Plan Approval (Summer, 2026)

- Public Hearing, June 20, 2026 (Tentative)
- Council 2<sup>nd</sup> Reading July 22, 2026 (Tentative)
- MACA Submission – End of July

# New Policies and Substantive changes

## Strategic Priorities & Policies

1. Housing (**New Policy**)
2. Workforce Accommodation (**New Policy**)

## Land Use Designations & Policies

3. Frame Lake (**New Policy**)
4. Highway Commercial (**New Policy**)
5. Downtown – City Core (Mixed Use)
6. Central Residential
7. Old Airport Road
8. Mineral Extraction Area (**New Policy**)
9. Overlays Framework

## 1. Housing



### Temporary & Assisted Housing

### Non-market Housing

### Market Housing

Emergency Shelter & Transitional Housing

Assisted Living (Supportive Housing)

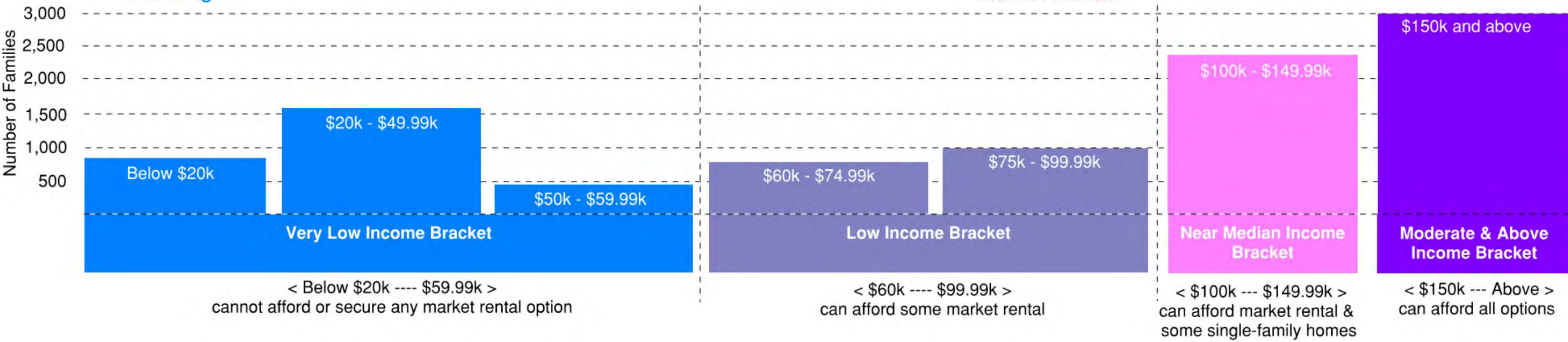
Affordable Rental (Subsidized/Public)

Affordable Home Ownership (Below Market/Subsidized)

Purpose-built Rental & Secondary Market Rental

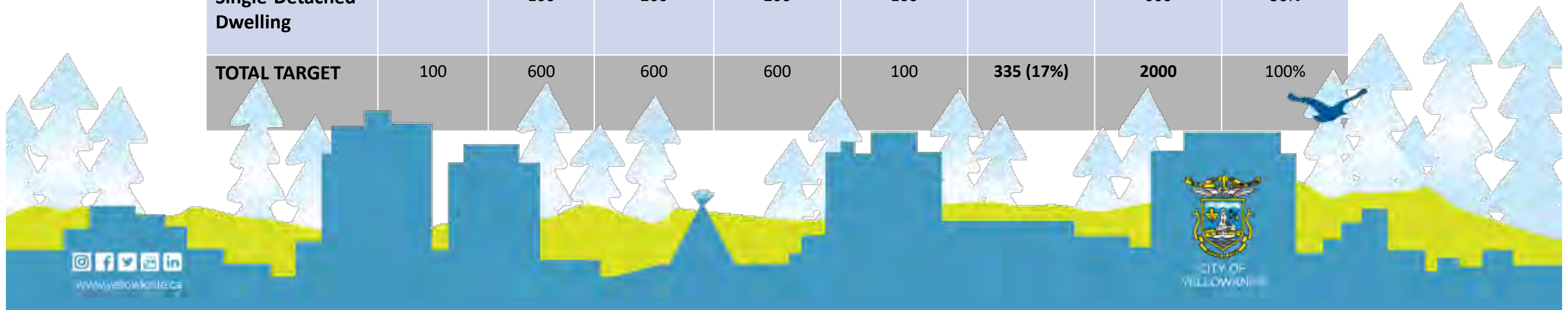
Attainable Condominium ownership

Single-Family Homes



# Housing Mix & Income Distribution Targets (2,000 Units, minimum)

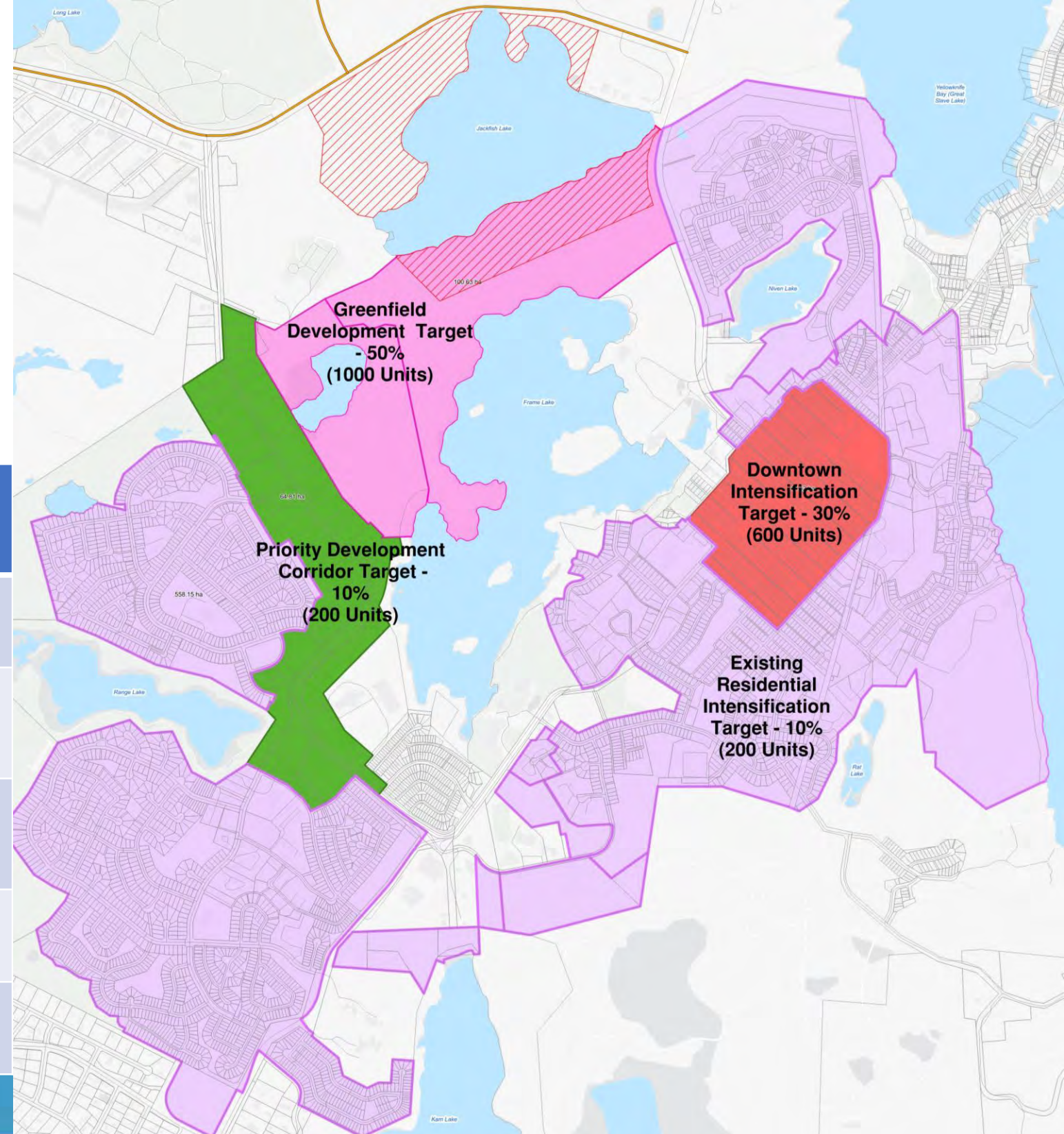
Housing Type	Very Low	Low	Median	Moderate	Above Moderate	Affordable Units (%)	Total Units	Share (%)
<b>Affordable &amp; Non-Market</b>	100	100	-	-	-	200 (100%)	200	10%
<b>Market Rental</b>	-	100	100	100	-	45 (15%)	300	15%
<b>Market Condominium</b>	-	100	100	100	-	30 (10%)	300	15%
<b>Missing Middle</b>	-	200	200	200	-	60 (10%)	600	30%
<b>Single-Detached Dwelling</b>	-	100	200	200	100	-	600	30%
<b>TOTAL TARGET</b>	100	600	600	600	100	<b>335 (17%)</b>	<b>2000</b>	100%



# Housing Implementation

- 1. Land Supply:** 65 hectares of additional land supply
- 2. Greenfield Development:** Frame lake  
(50% minimum/1000 Units)
- 3. Intensification:** Existing Neighbourhoods & Downtown  
(50% minimum, 100 Units)

Target Area	Development Type	Planning Horizon	Housing Target (%)
Downtown	Intensification	25 Years	30%
Existing Neighbourhoods	Intensification	25 Years	10%
Development Corridors	Intensification	25 Years	10%
Frame Lake Area	Greenfield	25 Years	50%
<b>TOTAL</b>	-	-	<b>100%</b>



## Growing YK

- All new residential development shall connect to municipal piped water and sewer services where such infrastructure is available or can be reasonably extended. Trucked services shall only be permitted where housing is essential to function certain businesses and industries.
- Missing-middle housing shall be prioritized for new development or redevelopment of underutilized lands within residential and mixed-use areas.
- Development incentives program shall continue to help offset the costs associated with delivering affordable and missing-middle housing.
- New residential development shall be designed to respond to local environmental conditions, including permafrost, drainage, snow management, and extreme weather.
- New residential development in areas adjacent to forested lands or high wildfire risk areas shall incorporate wildfire-resilient site design and Fire Smart best practices.

## Living in YK

- Developers shall provide a full range of housing options across the housing continuum.
- Redevelopment of buildings shall not support downzoning or reduction of total number of residential units and committed affordable units, unless otherwise non-conforming or non-complying.
- New Multi-unit Housing of 20 or more units shall provide:
  - ✓ A minimum of 10% of units as affordable housing.
  - ✓ A minimum of 10% universally accessible units
  - ✓ Bike parking - 120% of the total units
  - ✓ Secondary Dwelling Units will not require any parking

## Working in YK

- Housing shall be considered as essential infrastructure; Developers shall prioritize mixed-use developments in the City Core, Old Airport Road, and Frame Lake designated areas, particularly along major roads and transit routes.
- New mixed-use or multi-unit residential developments with more than 100 units shall include spaces for day care facility as part of the development.

## Natural YK

- New residential developments shall consider protection of natural heritage features and ecological systems to minimize environmental disturbance.
- Developers shall incorporate Privately Owned Public Space (POPS) within mixed-use or large-scale housing developments that can provide public access to waterfront, and may be eligible to request development incentives, fee waivers, and intensity bonuses, as appropriate.
- New multi-unit residential developments, except for retrofitting projects, with more than one story shall provide meaningful outdoor amenity space, either directly accessible from individual units or as a shared common area.

## Moving Around YK

- Multi-unit residential developments shall provide active transportation infrastructure such as sidewalk, ramp, tactile warning surface, bicycle parking, where warranted, to address network gaps and support connectivity to the City's active transportation system in accordance with the Transportation Master Plan.



## 2. Workforce Accommodation

### Policy Objectives:

- Support economic development and major projects.
- Protect mainstream housing supply for residents.
- Ensure compatibility with surrounding land uses.
- Minimize environmental and community impacts.
- Provide predictable approval processes for industry.

### Types of Workforce Accommodation

- Temporary Workforce Accommodation
- Long-term Workforce Accommodation

### Permitted Areas:

- Kam Lake
- Kame Lake South

### Discretionary:

- *Temporary workforce accommodation* within the large construction, major infrastructure and logistics sites, outside of the permitted areas, for up to three years, subject to Council's approval.

## Growing YK

- Shall avoid proximity to sensitive land uses such as hospitals, schools, and residential neighbourhoods and appropriate buffering, noise attenuation, and other mitigation measures shall be required.
- Temporary workforce accommodation shall include a decommissioning plan including restoration, and remediation of environmental impacts, where applicable.
- Workforce accommodation shall connect with municipal piped services where available. Where piped servicing is unavailable or not feasible, City -approved trucked/private system may be permitted.

## Living in YK

- Developments with more than 20 units shall be required to submit an Operation and Emergency Management Plan.

## Working in YK

- Temporary workforce accommodation shall include a decommissioning plan including restoration, and remediation.

## Moving Around YK

- Developments with more than 20 units shall include a transportation plan outlining how residents will access local amenities, retail areas, trails, parks, open spaces, and on-site facilities.



## Growing YK

- A mix of different housing types including low to medium intensity residential and high intensity mixed use development shall be permitted.
- Mixed-use forms of development shall achieve a minimum net intensity of 100 (UPH).

## Living in YK

- New developments shall include non-market housing, purpose-built rental, Indigenous-led housing, and seniors housing - lands will dedicated to non-profit and non-market housing.
- New multi-unit residential developments with more than 20 units shall designate a minimum of 15% affordable housing, 15% universally designed units, 120% Bicycle parking.
- A water and sewer servicing plan shall be developed and sequenced with future development.

## Natural YK

- Land use changes shall establish a minimum of 15 metre buffer zone along the lakeshore of Frame Lake to protect shorelines in their natural state from development and may include the trail.

## 4. Highway Commercial

### Policy Objectives:

- New designation to accommodate large-scale auto-oriented commercial services -such as truck stops, service stations, highway restaurants, hotels, and vehicle dealerships.
- To support regional mobility (economic corridor) and freight movement while also accommodate complementary highway commercial uses that could contribute to local economy.



## Growing YK

- Uses such as restaurants, truck-stops, hotel and motel accommodations, service stations, automobile dealerships, and other auto-oriented services shall be permitted.

## Natural YK

- Buffer areas of 15 metres shall protect the shoreline of Jackfish Lake.

## Moving Around YK

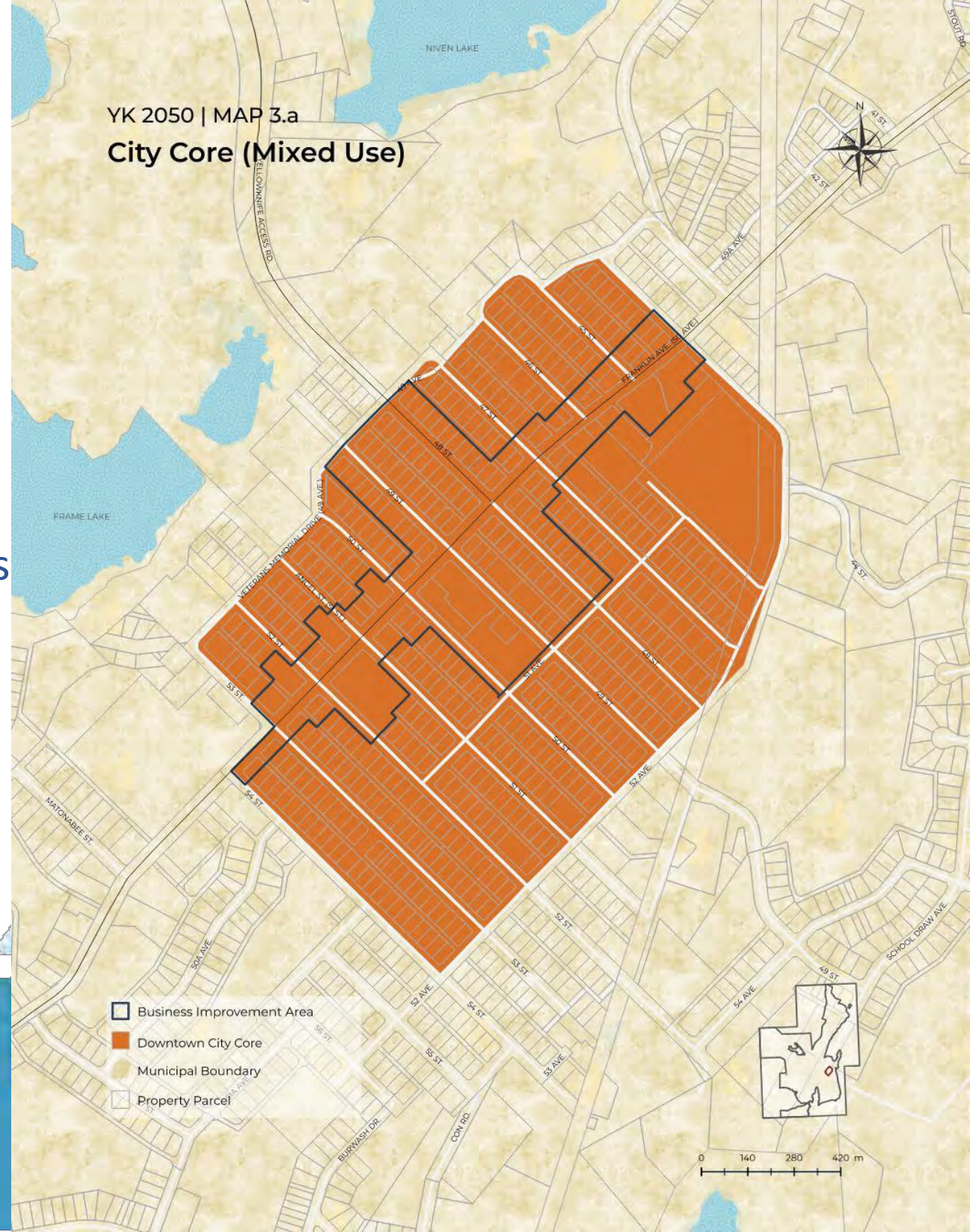
- Bristol Monument Park and Lakeview Cemetery and the trails connected to these areas shall be protected from development.
- Direct access to commercial development from Highway 3 shall be limited using a service road.



## 5. City Core (Mixed Use)

### Policy Objectives:

- To support infill and redevelopment of vacant and underutilized parcels as part of City's intensification goal
- To Support better use of infrastructure and affordability
- To provide opportunities for revitalization through Business Improvement Area (BIA)
- To grow as a 24/7 community, inclusive of residential, institutional, government and commercial purpose district.



### Growing YK

- New residential developments or redevelopment within the City Core shall achieve a minimum net intensity target of 100 Units Per Hectare (UPH).
- Shall not have a minimum parking requirement. Off-street parking for multi-unit residential developments shall be restricted to a maximum of 0.5 stall/unit.
- Adaptive reuse and redevelopment of surface parking parcels that includes mix of housing units will be encouraged through the City's Development Incentive Program.
- Mixed-use developments with 20 or more residential units that require municipal infrastructure upgrades and public realm improvements may have cost sharing or funding mechanisms in place to enhance development opportunity.

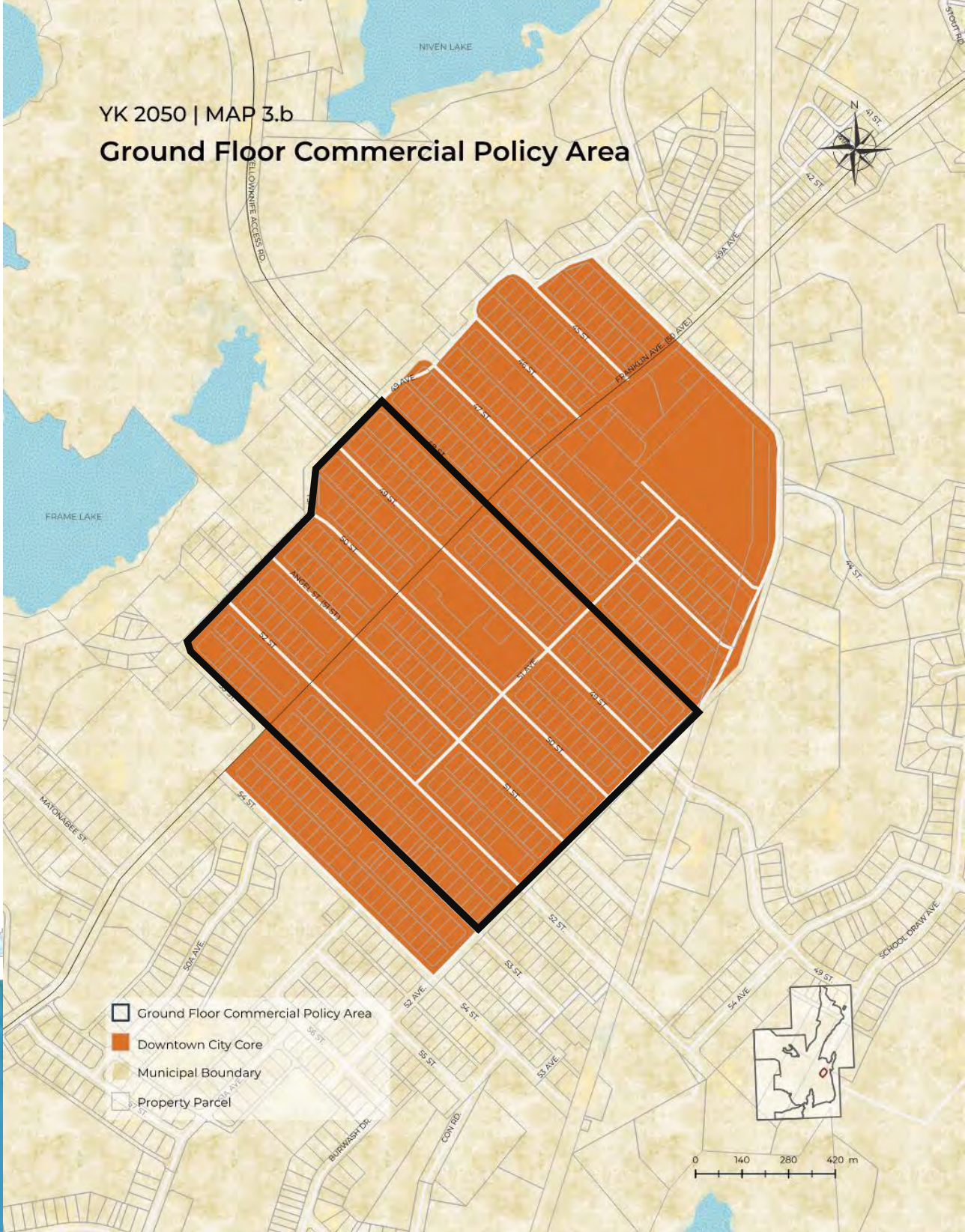
### Living in YK

- New multi-unit developments with more than 20 units shall have 15% Affordable units, 15% universally designed units, 120% Bicycle parking
- Street level parking shall not front any arterial roads.

# Key Development Policies

## Working in YK

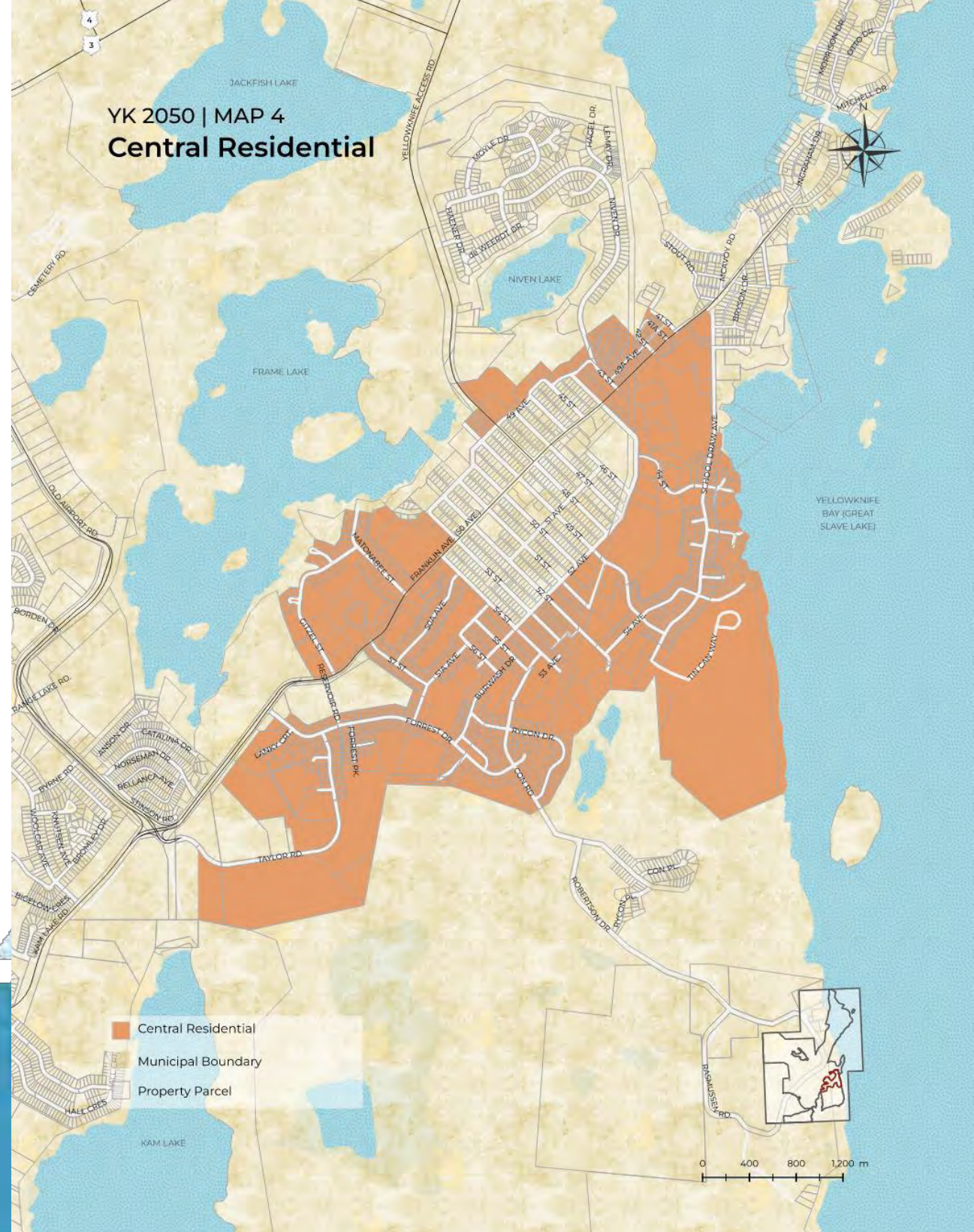
- Priority shall be given to advancing the establishment of a Business Improvement Area (BIA) along the Franklin, 48th, and 49th Street corridors through business engagement.
- All new developments or redevelopments along Franklin Avenue and on 48th street to 53rd street between 49th Ave and 512Ave, exceeding three stories in height, shall include ground-level active commercial uses (e.g. service, retail, or restaurant) fronting the street.



## 6. Central Residential

### Policy Objectives:

- To promote multi-unit developments including affordable and accessible units.
- To mandate minimum intensification target and reduced parking requirement
- To promote environment friendly growth and protect natural heritage.
- To prioritize a year-round active transportation network that connects neighborhoods to the city core.



## Growing YK

- Developments shall maintain gradual built-form transition from the City Core to Central Residential - from high intensity mixed-use developments to missing middle and finally low-rise built forms.
- Secondary dwelling units, studio and one bed-room units shall have no minimum parking requirement.
- New residential developments shall achieve a minimum net density intensity of 65 UPH.

## Living in YK

- New multi-unit residential developments with more than 20 units shall designate a minimum of 10% affordable housing, 10% universally designed units, 120% Bicycle parking.

## Natural YK

- Environmentally sensitive land that is difficult to develop because of ground movement, permafrost, or risk of erosion shall remain as dedicated open space.

## Working in YK

- Small-scale urban agricultural activities and community gardens shall be permitted and encouraged.

## Proudly YK

- Development of Tin Can Hill shall be designed to minimize disturbance to the natural environment, and recreational areas.

## 7. Old Airport Road

### Policy Objectives:

- To support high-intensity residential and commercial spaces along the main thoroughfare to encourage public transit use and walkability.
- To integrating a range of residential options to enliven the area throughout the day, ensuring the district remains active long after business hours.
- To maintain the area's role as a healthcare hub, including the Stanton Territorial Hospital, primary care clinic and outpatient rehabilitation services



## Key Development Policies

### Growing YK

- Mixed-use developments are encouraged to incorporate at least two stories of commercial or retail space, with residential units integrated above or to the rear of the site.
- Off-street parking shall be located behind buildings and new vehicle-oriented development shall not have vehicular access from Old Airport Road.
- Proposed land uses adjacent to the Stanton Hospital shall not conflict with the function, services, and safety of the hospital.

### Living in YK

- Mixed-use residential development may be incentivized to encourage medium to high-intensity development along Old Airport Road as servicing is available.

### Working in YK

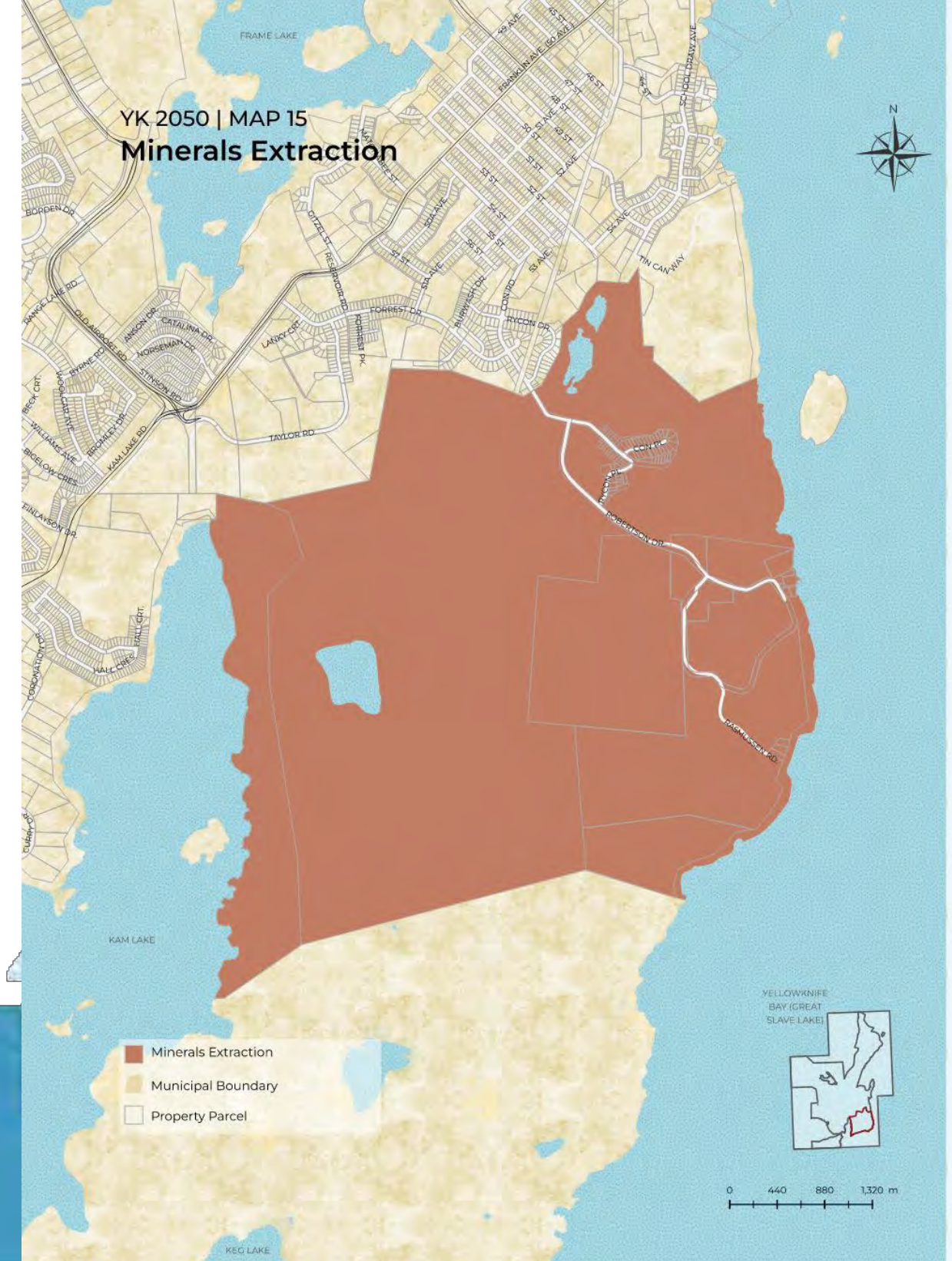
- Healthcare sector housing and essential workers housing, live-work units, assisted housing, special care housing, and student housing shall be permitted.
- Commercial hotels and motels, shall be permitted within the corridor.

## 8. Mineral Extraction

(Formerly Con Redevelopment Area)

### Policy Objectives:

- To ensure that mineral resources are protected and managed for long-term use by safeguarding extraction areas from incompatible development.
- To support responsible exploration and mining activities, and coordinating with the GNWT to regulate operations.
- To minimize impacts through effective buffering, mitigation, and monitoring measures.



## Growing YK

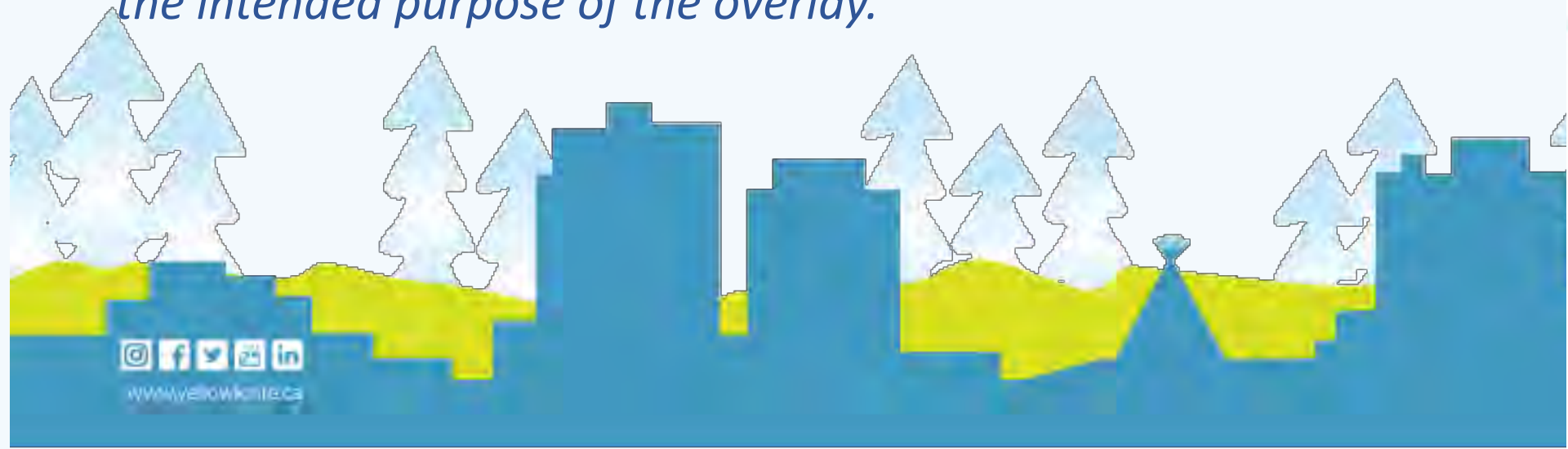
- Producing mines, mining-related uses, mineral aggregate uses, smelting and refining uses, pits and quarries and related uses, non-residential accessory uses, structures associated with mining, equipment storage, past producing mines, ore processing plants, and major tailings areas are permitted.
- Mineral Extraction areas will be protected from development that would preclude or hinder the establishment of new operations or access to the resource unless:
  - i. The resource use would not be feasible; or,
  - ii. The proposed land use or development serves a greater long-term public interest; and,
  - iii. issues of public health, public safety and environmental impact are addressed.
- New lot creation for residential development, including onsite residential uses or worker accommodations, shall not be permitted on lands designated as Mineral Extraction.
- The buffer zone shall be designed to mitigate the impacts of mineral mining operations and to protect public safety. Such measures shall also address any temporary, interim, or permanent modifications required to public infrastructure

## Natural YK

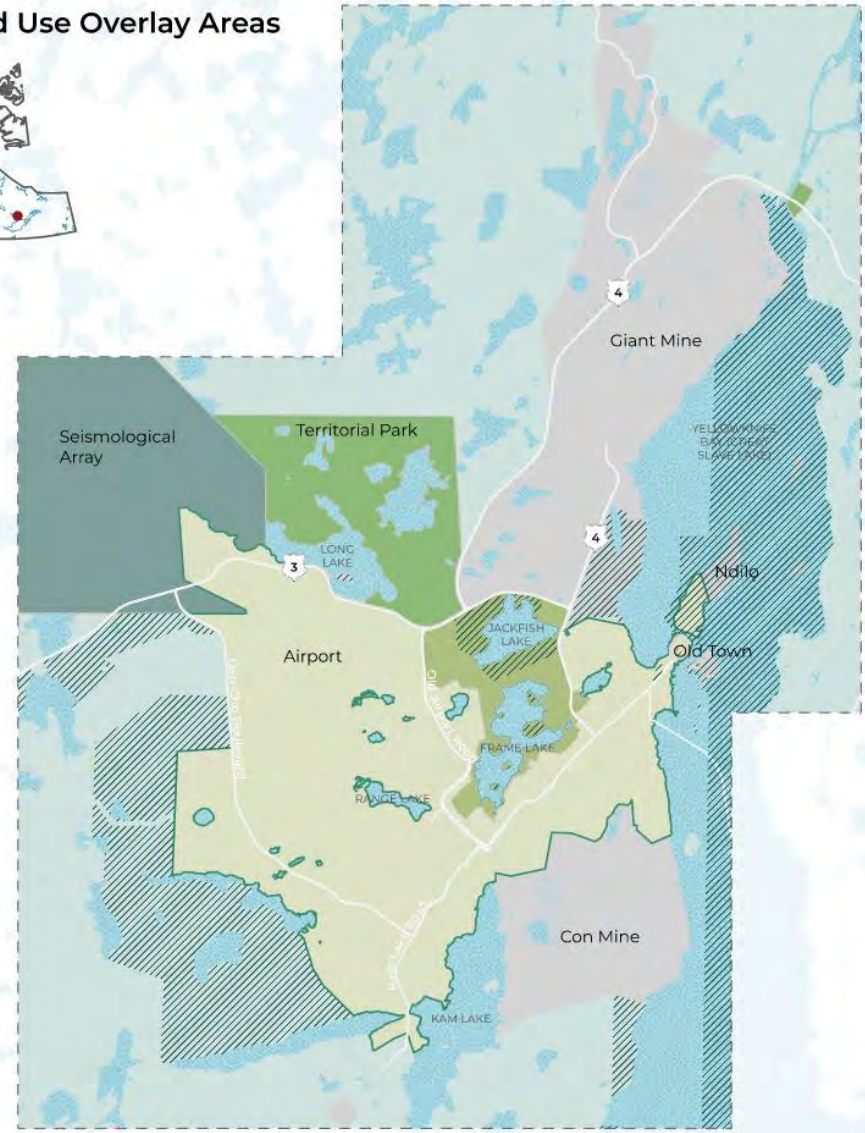
## 9. Overlays

- 1. Capital Area
- 2. Akaitcho (Interim Land Withdrawal)
- 3. Seismological Array
- 4. Fred Henne Park and Yellowknife River Park

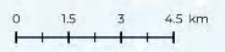
*Overlay areas identify locations with exceptional geological, environmental, economic, or cultural value. These areas require an added layer of direction and control beyond the underlying designation. Each overlay includes targeted objectives, policies and restrictions that safeguard its unique attributes to reinforce the intended purpose of the overlay.*



YK 2050 | MAP 2.b  
Land Use Overlay Areas



Capital Area	Akaitcho (Interim Land Withdrawal)
Fred Henne Park and Yellowknife River Park	Special Management Area
Seismological Array	Non Designated Area
Planned Built Area	Municipal Boundary



## What's Next

1. Environment and Climate
  - 1.1 Environment
  - 1.2 Climate Action
2. Transportation
  - 2.1 Roads Classification
  - 2.2 Active Transportation
  - 2.3 Public Transit and Transit Oriented Development
3. Municipal Infrastructure
  - 3.1 Water and Wastewater Services
  - 3.2 Solid Waste Disposal

# Thank You



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



CITY OF  
YELLOWKNIFE



CITY OF YELLOWKNIFE

# ~~CONSOLIDATION OF~~ COMMUNITY PLAN BY-LAW NO. 5007

Adopted July, 2020

AS AMENDED BY

By-law No. ~~5102~~ XXXX – May ~~XXX 12XX~~, ~~2025~~2026

~~(This consolidation is prepared for convenience only.  
For accurate reference, please consult the  
City Clerk's Office, City of Yellowknife)~~

DM #794682XXXXXX

# Acknowledgement

With deep gratitude, City of Yellowknife recognizes the invaluable contributions of residents, stakeholders, and Indigenous Partners in shaping this Community Plan. Guided by our shared commitment, we have come together to create a Plan that truly reflects the values of our community and lays out an inclusive, sustainable vision for our City's future - toward 2050 and beyond.

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.

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# 1 INTRODUCTION

This document is the Community Plan of the City of Yellowknife: **YK 2050** and it may be referred to as the Plan or **YK 2050**. It has been prepared in accordance with the *Cities, Towns and Village Act S.N.W.T. 2003, c.22* as amended and the *Community Planning and Development Act, S.N.W.T. 2011, c.22* as amended (the Act).

## 1.1 What is a Community Plan?

A Community Plan is a policy document that serves as a long-term roadmap for a community's physical development. It sets out a community's vision, goals, and policies for how land will be used and developed over the long term, usually 20-25 years.

### 1.1.1 Purpose of the Plan

The purpose of ~~the 2019 Community Plan~~ **the Community Plan - YK 2050** is to create a policy framework that sets out a vision for the future growth and development of Yellowknife over the next ~~20~~ **25** years. However, the Plan shall be updated every 8 years in accordance with the *Community Planning and Development Act*. ~~The Community Plan YK 2050~~ provides policy direction on the timing and location of growth, and addresses questions like: **Where will new homes and businesses be built? How will the City provide essential services, like water and roads? How will development balance environmental, social, and economic considerations?** ~~The Community Plan:~~

- ~~Creates a land use designation for each of the different areas of the community and outlines the intent and character of the land use for that area;~~
- ~~Establishes land use objectives and strategies that will guide Council on decisions with respect to land use development, by describing locations for development and redevelopment to meet future needs; and~~
- ~~Provides a policy framework to guide the physical development of a municipality, having regard to sustainability, the environment, and the economic, social and cultural development of the community.~~

~~The Community Plan is based on a comprehensive review pursuant to the statutory requirement set out in the Act. Pursuant to the Act, this Community Plan has been prepared based on studies of land use, population growth, community economic conditions, labour force activity, and the needs of the municipality relative to transportation, communication, public services and social services. The analysis is documented in the Community Plan Background Report (July 2019), which can be reviewed to understand the basis for the policy direction detailed in this Plan.~~ **The Community Plan has been prepared in accordance with the statutory requirements of the Act. It is based on a comprehensive review of land use, population and economic growth, the City's affordable and attainable housing needs, the environment and climate change, and transportation and infrastructure services. The background analysis draws on a series of foundational studies, including the Population, Employment, and Land Need Projections to 2050 (2025), Housing Needs Assessment (2024), and Climate Action Plan (2025).**

## 1.2 Interpretation

The Community Plan is to be read in its entirety. Reading only specific sections or policies in isolation may not reflect the general intent of the document. Compliance with policies in this Plan shall be interpreted and applied as follows:

- ‘Shall’ means mandatory compliance.
- ‘Should’ means compliance in principle but is subject to the discretion of the Approving Authority where compliance is impractical or undesirable because of valid planning principles or circumstances unique to a specific application.
- ‘May’ means discretionary compliance or a choice in applying policy.

## 1.2 Strategic Priorities

The Community Plan (CP) update process is developed refining the City of Yellowknife's vision and goals for long term growth. It is built on City's aspiration while responding to current challenges such as housing and infrastructure needs, environment and climate change, and social equity. The strategic priorities outlined below establish the key policy areas that will guide future land use, development sequencing, and City's infrastructure planning. Recognizing that this is a living document, these priorities will be revisited and refined through each phase of the update process.

- **Housing Policy that increases affordability and attainability**  
The focus on housing in Yellowknife 2050 focuses on expanding the housing supply across the full continuum and addressing affordability barriers for Yellowknifers. Yellowknife faces a significant shortage of affordable, adequate, and suitable homes. Over 10% of Yellowknife households are facing Core Housing Needs (CHN); housing is unaffordable, inadequate (major repairs needed) or unsuitable (too few bedrooms). Renter households are disproportionately affected, with 18% of tenant households in CHN compared to 5% of owner households (Housing Needs Assessment, 2024). YK 2050 promotes Intensification, Land supply and housing mix strategies to support affordable and attainable housing solutions.
- **Servicing and Infrastructure**  
YK 2050 will inform future infrastructure capacity, guide modern and sustainable servicing systems, and plan proactively for climate change and emergency resilience, with land use that promotes efficient and sustainable growth. The priority will include policies for infrastructure requirements in specific development scenarios.
- **Mobility and Transportation Networks:** The objective is to have a transportation system that is safe, efficient, and accessible for all modes. A key long-term goal is to gradually shift the transportation mode share from private motor vehicles to walking, cycling and public transit. The Plan guides year-round active transportation, connecting existing and future developments through an integrated network of trails, sidewalks, and bike lanes.
- **Environment and Climate Action policy**

The policies will support energy conservation and efficiency, reduced greenhouse gasses, improved air quality, active transportation or transit-oriented development, and greenhouse infrastructure. This strategy helps utilize existing infrastructure efficiently (water, sewer, roads) and supports compact development for future resilience.

- **Environmental Protection and Stewardship**  
A key goal is to conserve, protect, and restore the natural environment. The Community Plan supports the stewardship of land, water, and habitat by recognizing natural features as part of an interconnected system. It introduces policies that promote protection, preservation, and rehabilitation, while ensuring future development remains sensitive and responsive to the natural environment.
- **Climate Action – Adaptation & Mitigation**  
The Community Plan advances climate change adaptation and mitigation by directing growth through sustainable land use and responsible development practices. This includes managing land use and growth patterns to reduce emissions, preserving and enhancing natural systems alongside the built environment, encouraging low-carbon and climate-resilient developments, and promoting sustainable transportation options. Together, these actions strengthen the City’s ability to prepare for and respond to climate change while supporting a more resilient and livable community.
- **Public safety and Wildfire Protection**  
Yellowknife 2050 focuses on a reduction in public cost and risk. It also supports wildfire protection through Fire Smart practices, fuel management, and preparedness, making sure future growth is both safe and resilient.
- **Economic Development:** YK 2050 supports downtown revitalization, tourism, and the use of incentives, cost-sharing, and partnerships to encourage growth and development. Economic development goals should align with YK 2050

### **1.3 How to Read This Plan**

The Community Plan – YK 2050 establishes the City’s overarching interests in land use and development. The Plan is to be read as the highest-level guiding policy document for land use in the City. Its policies form the regulatory basis for how land is used and developed. Policies are intended to be read and applied collectively, recognizing that several policies may apply to any given proposal and must be interpreted in relation to one another to advance the Plan’s themes, goals, and objectives.

These policies represent the minimum standard for development; applicants may exceed them where appropriate. The City may issue supplementary guidelines, standards, or bulletins from time to time to support consistent and effective implementation of this Plan.

#### **1.3.1 Community Planning Approach**

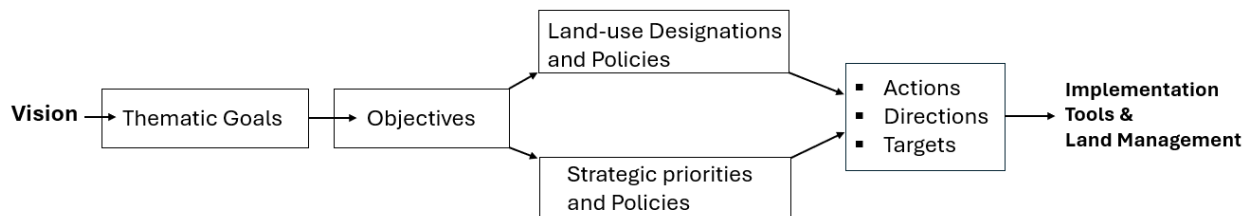
The approach to the Community Plan YK 2050 is to use land in an economically, environmentally, and socially sustainable manner. Therefore, the Plan emphasizes utilizing existing infrastructure to reduce costs and mitigate climate change. The Plan also supports compact urban development that will support a variety of mixed uses and higher intensity land uses. It prioritizes affordable housing, compact mixed-use development, and efficient use of existing infrastructure to support intensification. The Plan aims to strengthen connectivity, boost climate resilience, safeguard natural systems, and enhance public safety, while cultivating a vibrant, thriving urban economy.

### 1.3.2 Structure of the Community Plan

The Community Plan YK 2050 is divided into 6 major sections, as follows:

- Section 1 – Introduction
- Section 2 – Community Context
- Section 3 – ~~Vision, Goals and Strategy~~ YK 2050 – Vision, Thematic Goals and Objectives
- Section 4 – Land Use Designations and policies
- Section 5 – ~~General Objectives~~ Strategic Priorities and Policies
- Section 6 – Implementation

Figure 1: Structure of the Community Plan



The Community Plan is organized around a systematic and forward-looking framework guided by a vision shaped by the voices of community members. This vision is expressed through six thematic goals with a series of objectives, each charting a path toward the community’s aspirations over the next 25 years.

To realize this vision, the Plan identifies **XX** guiding objectives that collectively advance the principles of sustainability, resilience, and inclusivity. These objectives are implemented through a comprehensive set of policies aligned with land use and the City’s strategic priorities.

The policies are supported by:

- **XX Directions** – requirements that guide decision-making; and,
- **XX Actions** – practical steps to advance implementation;
- **XX Targets** – measurable outcomes to track progress.

Together, these elements provide a clear and actionable roadmap for achieving the community’s long-term goals and objectives.

The Community Plan contains a series of land use designation and issue-specific maps that provide a geographic reference for the Community Plan's objectives and policies. The maps are included in the body of the document and correspond with the appropriate text.

### **1.3.3 Interpretation**

The Community Plan must be read in its entirety. Reading only specific sections or policies in isolation may not reflect the overall intent of the document.

The Plan utilizes specific policy terms to delineate the expected level of compliance or discretion required of the Approving Authority:

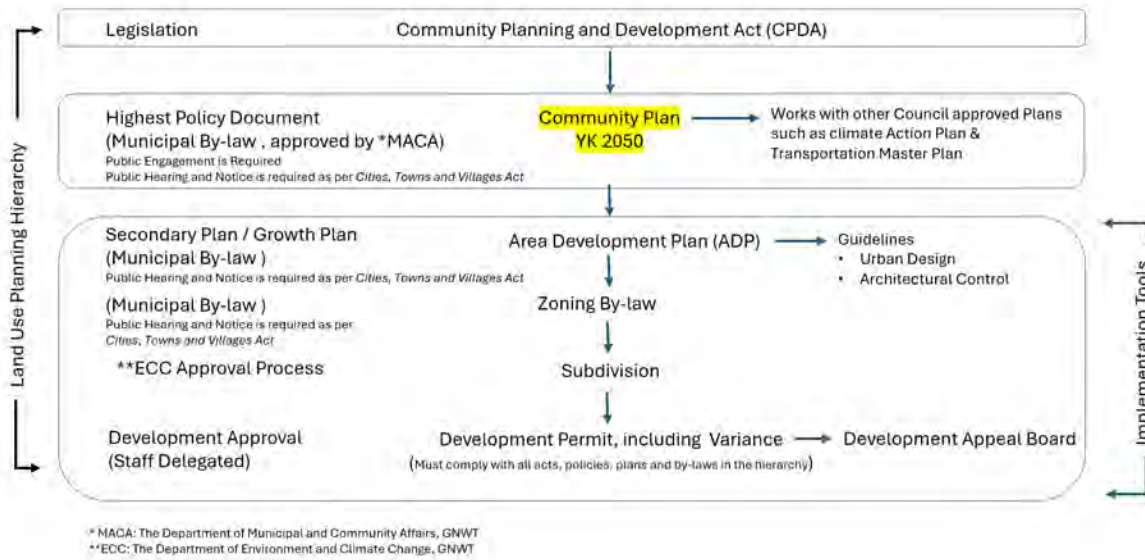
- 'Shall': Means mandatory compliance. Policies containing this term must be met in all circumstances.
- 'Should': Means compliance in principle. This term requires adherence unless it can be demonstrated to the satisfaction of the Approving Authority that compliance is impractical or undesirable due to valid planning principles or circumstances unique to a specific application. Proposed alternatives must still achieve the general intent of the policy.
- 'May': Means discretionary compliance or a choice in applying policy.

The Plan is intended to be a long-term strategy. While the CP outlines desired outcomes and directions, no representation is made that any particular site is automatically suitable for a specific purpose; site conditions must be assessed on a case-by-case basis during subsequent development application reviews.

### **1.3.4 Hierarchy and Alignment within the Planning Framework**

This Community Plan is prepared in accordance with the *Cities, Towns and Village Act S.N.W.T. 2003, c.22* as amended and the *Community Planning and Development Act, S.N.W.T. 2011, c.22* as amended (the Act). This Plan serves as the highest policy plan as it relates to growth and development of the City of Yellowknife. Figure 2 below shows the relationship between territorial legislation, the Community Plan, and tools used for implementing the Plan:

Figure 2: Land Use Planning Framework



YK 2050 guides how growth will be managed and implemented through other subordinate Plans, by-laws and guidelines:

- Statutory Consistency:** All lower-level planning tools, including the Area Development Plans (ADPs), Zoning By-laws and Development Permits must conform to the policies of the Community Plan.
- Implementation Tools:** The Plan's policies are brought to life through specific implementation tools and processes:
  - Area Development Plans:** Provide detailed policy and frameworks for lot division, road layouts, servicing & infrastructure, design guidelines and phasing within specific land-use designations.
  - Zoning By-law Amendments:** Regulates the use, erection, and bulk of buildings and structures.
  - Plan of Subdivision:** A plan of subdivision is registered with the Land Titles Office to formally establish the boundaries and legal descriptions of land parcels approved by the Department of Environment and Climate Change (ECC) - Government of the Northwest Territories (GNWT).
  - Development Permit Applications:** A Development Permit, including any minor variance from zoning regulations, is required for specific projects to ensure compliance with the City's zoning by-law, development standards and design intent. All proposed developments must align with the goals, objectives, and policies outlined in the Community Plan. A Development Permit is City Staff delegated and appealable to the City's Development Appeal Board.
- Integrated Planning:** YK 2050 is not independent of other City plans. It was informed by major strategic documents, including but not limited to:

- Smart Growth Development Plan (2010)
- Natural Area Preservation Strategy (2010)
- Grow: Yellowknife Food and Agriculture Strategy - Implementation Plan (2021)
- Strategic Waste Management Strategy (2018)
- Climate Action Plan (2025)
- Yellowknife Tourism Strategy (2025-2028)
- Community Emergency Plan (2025)
- City of Yellowknife Community Wildfire Protection Plan Review (CWPP), (2025)

### 1.3.5 Who Should Use the Community Plan?

The Community Plan provides policy direction for all parties involved in the future development and management of the city:

- **City Council and Administration:** The Plan provides strategic direction for managing growth and change, prioritizing strategic initiatives and services, and guiding land use and mobility decisions.
- **Developers and Landowners:** The Plan provides vision and certainty for growth and change, supporting private sector investment to build commercial, industrial, and residential developments. The Plan sets requirements through policy regarding density, infill, diversification of housing options, and all development regulations.
- **Residents and Community Organizations:** Residents can use the Plan to understand where Yellowknife is headed, how policies aim to strengthen communities, and how their input (gathered during engagement activities) informed the Vision and Thematic Goals. It also establishes where development occurs and how regulating bylaws direct development.
- **Indigenous Partners:** The Plan recognizes the necessity of respectful government-to-government relationships with Indigenous groups, such as the Yellowknives Dene First Nation (YKDFN) and North Slave Metis Alliance (NSMA). Land use policies are influenced by this commitment, including the necessity of honouring the **Akaiicho Interim Land Withdrawal** areas.

### 1.3.6 Plan Maintenance and Monitoring

the Community Plan is a **dynamic and living document** that must be updated every 8 years in accordance with the *Community Planning and Development Act*. It is continuously monitored to ensure legislative compliance.

- **Review:** Administration will monitor the Plan on an ongoing basis to update it as-needed, implementation progress, and emerging trends. Changes to legislation such as the **Akaiicho Land Claim negotiation processes** or reconciliation efforts, may impact policies and require amendments.
- **Reporting:** The City will provide an annual report from the Planning and Development Department detailing how objectives and policies are being met or advanced. This process enhances public accountability and informs future business planning cycles.

## 2 COMMUNITY CONTEXT

### 2.1 City Context

The City of Yellowknife is the capital city of the Northwest Territories (NWT). It is home to the Legislative Assembly of the Government of the Northwest Territories (GNWT) and serves as the administrative, economic, and cultural hub of the Territory. Yellowknife is also home to the Territorial headquarters of the Royal Canadian Mounted Police (RCMP) and the Canadian Armed Forces Joint Task Force North (JTFN).

Yellowknife is an important regional transportation hub for the distribution of goods to many communities and remote mining operations throughout the NWT and Western Arctic. Distribution of goods are by road and air, with many goods shipped by ice road in the winter months. Yellowknife serves as a strategic airport hub between smaller communities in the NWT and western Nunavut, and larger cities in southern Canada such as Edmonton, Calgary, and Vancouver.

The City maintains a close relationship with its surrounding natural environment. It sits on the shore of Great Slave Lake, the second largest freshwater lake in Canada, and several smaller lakes are within the municipal boundary. Many of Yellowknife's residents enjoy outdoor activities such as hiking, canoeing, skiing, snowmobiling, fishing, and hunting.

Yellowknife is located on the traditional territory of the Yellowknives Dene First Nation (YKDFN). One YKDFN community is currently located inside the City Boundary: ~~N'Dilo~~ **Ndilo**. Three other communities Dettah, Enodah and Tadecho (Wool Bay) are located in close proximity to the City boundary. Dettah is still an established community and includes an administrative centre for the YKDFN. Enodah and Tadecho (Wool Bay) are currently used seasonally and include a lodge and several cabins. Prior to the 1950's, when residents were moved closer to the City, each community had a church, school and residential houses. Some YKDFN members live within other areas of the city, amongst a growing number of Indigenous residents from the Territory and broader region.

**Many Tłı̨chǫ citizens live, work, and study in Yellowknife. The North Slave Métis Alliance represents Section 35 rights bearing Métis whose Ancestors have used and occupied the region since long before Treaty 11.**

Land within the City is a mix of private and public land controlled by various levels of government and includes 1,034 ha of interim withdrawn lands that are being held until the Akaitcho Dene First Nations (ADFN) settle their land claim with the Governments of Canada and the Northwest Territories. Additionally, publicly held lands include Territorial Parks, Seismic Testing Facilities, mines being remediated, ~~airport lands~~ **public highways, solid waste facilities, federal lands** and leased recreational lands. Each of these parcels remain within the municipal boundary however have been excluded from potential land development consideration.

Of the 10,514 ha of land within municipal boundaries, ~~only 4,925 ha of land is available for potential development. Of the 4,295 ha of potentially developable land, 97.3% of this area is untenured Commissioner's Land and is under the administrative control of the Territorial Government. Only 118 ha is either private or City tenured land. Many of the municipal 'vacant' lands have restrictions upon their use or are already valued by the public for recreational use. Development may also be directed into the existing developed lands (877.48 ha) through redevelopment and infill opportunities; however, this~~

redevelopment potential is limited. The larger area of Commissioner's Lands will require approvals and transfers from the Territorial government for their use. **only 2,422 hectares fall within the Planned Built Area - often referred as Urban Containment, and are available to accommodate development over the 25-year planning horizon. Of this built boundary, approximately 34% consists of Commissioner's and other Territorial Lands that remain under the administrative control of the Territorial Government (Map 1).**

Within the remaining built area, municipal lands account for approximately 32%, while private lands represent about 26%. Majority portion of municipally owned "vacant" land is subject to development constraints or is already valued by the community for parks, open space, and recreational use.

While the City has adopted an "intensification first" approach that prioritizes redevelopment and infill, the overall capacity of these opportunities is limited. As a result, accommodating long-term population and employment growth will require transfer of larger areas of currently untenured Commissioner's Lands from the Territorial Government for future urban development.

## 2.2 Regional Co-existence and Indigenous Reconciliation

### 2.2.1 Regional Co-existence

As the Capital of the Northwest Territories and the engine of the territorial economy, Yellowknife continues to demonstrate its resilience and adaptability to a number of interrelated factors and drivers (as discussed in Section 2.3.3) that inform and shape the City's role in and commitment to regional co-existence with Indigenous governments. These factors and drivers include:

- *Social and demographic changes* including migration from smaller communities and urbanization, that includes continued growth of the Indigenous population making Yellowknife the 'largest Indigenous community' in the NWT. This driver, along with an aging population, will continue to affect the demand for and supply of public programs and services by different levels of government. The City remains committed to improving the quality of life for all its citizens.
- *Economic cycles and changing prosperity trajectories* from mine closures and emergence of new industries. The cyclical nature of natural resource extraction, with respect to mining, has a direct impact on Yellowknife's economy. **Recent growth in retail and business activities, along with the conversion of office space into mixed-use development, may create new opportunities and momentum for revitalizing the downtown.** ~~The stagnation and decline of commercial and retail activity in the downtown core will continue to be a challenge for the revitalization of the downtown.~~ However, **Potential federal investment** and the rise of tourism in the City and region presents new opportunities for economic diversification and growth. Changes in economic activity have a direct impact on the tax base and this will continue to challenge the City Council to balance citizen and business affordability while appropriately managing existing public infrastructure in addition to addressing the infrastructure gap **and future needs.**
- *Growing economic and social inequality* characterized by homelessness, the challenges related to the cost of living (i.e., housing and affordability), and **the broader economic impacts on the City and the Territory stemming from climate change and the erratic nature of the global economy** ~~the negative impacts on the economy of the City and the Territory overall from declining private sector investment and resource development.~~
- *Legacy planning and environmental stewardship* around two mine sites: **Con Mine and Giant**

Mine are now undergoing active remediation and restoration, creating the groundwork for future opportunities. As progress continues, potential recreational, commercial, and residential reuse options are expected to emerge and will be carefully considered in the future. ~~Con Mine and Giant Mine, characterized by challenges of environmental remediation, restoration and reuse for appropriate recreational, commercial and/or residential development.~~

## 2.2.2 Indigenous Reconciliation

Community planning encompasses the collective land use needs of residents, businesses and organizations within a community, and does not seek to exclude any from realizing their aspirations and potential. While the Akaitcho Land Claim and YKDFN’s importance to the City has been discussed elsewhere, the Community Plan must also support the City’s efforts toward reconciliation with all Indigenous peoples that are represented in the City and region **including the Tłı̨chǫ Government, Deline Got’ine Government, and the North Slave Métis Alliance**. Through the 94 Recommendations in the Truth and Reconciliation Commissions Calls to Action, the Community Plan must also incorporate learnings and paths to improved relationships within its policy framework. ~~The City Council of the City of Yellowknife on June 24, 2019 committed to undertake community engagement, using the *Reconciliation: Starting the Conversation* document as a guide. As this engagement occurs and a new relationship of respect forms, amendments to all City policies including the Community Plan may be needed.~~ **On November 10, 2025, City Council directed Administration to begin engagement with Indigenous partners on the recommendations in *Walking Forward Together: Yellowknife’s Reconciliation Roadmap Report*. The report establishes ten-year goals and a three-year action plan to embed reconciliation into day-to-day practice.**

**As part of this commitment, the City is actively collaborating with Indigenous governments - including the Deline and YKDFN Governments - on opportunities for future land development, with a focus on expanding housing options and supporting economic growth. The Community Plan will strengthen its policies to ensure reconciliation principles guide decisions across land use, housing, and infrastructure, with the shared goal of improving quality of life for all Yellowknifers, Indigenous and non-Indigenous alike.**

## 2.2.3 Education

### 2.2.3 Culture and Heritage

There were people living in this area long before the City of Yellowknife came into existence. It is important that efforts are made to develop land in a culturally appropriate manner and that the history of the area is acknowledged and respected. The City’s *Intercultural Heritage & Placemaking Plan* ~~will~~ guides efforts to do this through preservation of historical sites and improvement of public information materials and signage that identifies historic and culturally important areas throughout the City.

## 2.3 Demography and Land Use

### 2.3.1 Historical populations ~~trends and population projections~~

The City of Yellowknife’s population, as estimated on July 1, 2018 (by the NWT Bureau of Statistics) is 20,607, increasing from the 2016 federal census. In review of past census data, the population has continued to increase, however the rate of population growth has slowed in comparison to the early 2000s. The City of Yellowknife’s current population, according to the most recent annual interim estimates by the NWT Bureau of Statistics, was 21,788 in 2024. The official Statistics Canada Census Population Data recorded the population as 20,340 in 2021. Historically, Yellowknife has experienced fluctuating rates of growth. A period of fast population growth was observed from 2001 to 2004, followed by slower growth periods between 2004 and 2006, as well as from 2011 to 2014. The most recent census data from 2021 indicated a 3.9% increase from the 2016 census.

Table 2-1: Population Change 2006 to 2016-2024

	2006	2011	2016	2021	2024
Yellowknife Population	18,700	19,234	19,569	20,340	21,788
Percentage Change from Previous Census	13.1%	2.9%	1.7%	3.9%	7.1%
NWT Population Count	41,464	41,462	41,786	41,070	44,731
Percentage Change from Previous Census	11%	-0.01%	0.8%	-1.7%	8.9%
Source	Statistics Canada Census	Statistics Canada Census	Statistics Canada Census	Statistics Canada Census	GNWT Bureau of Statistics Estimate

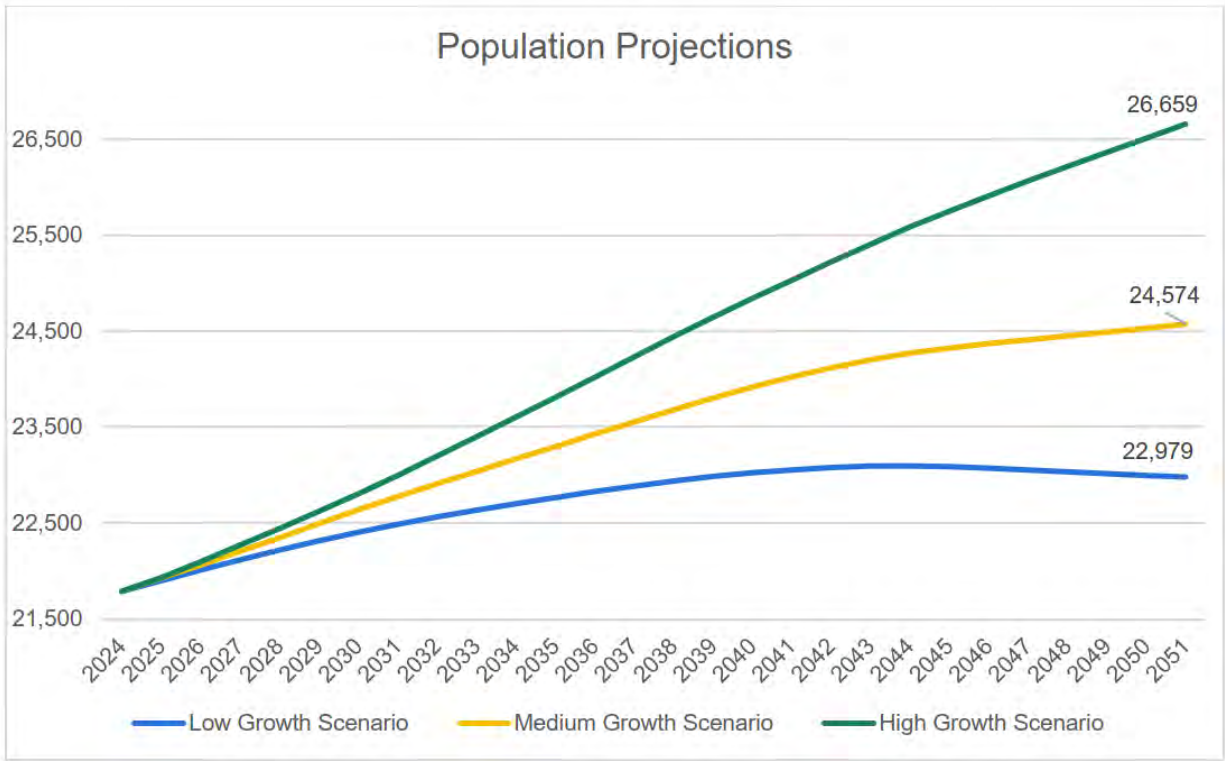
According to the NWT Bureau of Statistics, the City of Yellowknife’s population is projected to continue growing at a modest annual rate of 0.5 to 0.7%, reaching 22,814 by 2035.

Much of the population change in Yellowknife will be the result of inter-provincial migration from other provinces and territories and intra-territorial migration from other regions of the NWT and Nunavut. This change follows national trends of increasing urban populations and declining rural centres. The average age of the population is also increasing and is currently 34.635.5 years. The fastest growing population cohort in Yellowknife is 50+ years of age representing nearly 8% of the population in 2021 compared to 5.7% in 2016. This is the large ‘baby boomer’ age cohort. Many older citizens are choosing to stay in the north instead of retiring in southern provinces. The trend of an ageing population is consistent with other cities and towns across Canada, although Yellowknife has a younger population than the Canadian average of 41 years. While the 65+ age group is growing - nearly 8% in 2021, driven largely by baby boomers choosing to remain in the North - Yellowknife still maintains a comparatively younger demographic profile than the national average of 41.9 years. This relatively younger population, particularly those in their prime reproductive and family-forming years, continues to play a critical role in sustaining the city’s long-term growth, labour force stability, and future housing needs.

**2.3.2 Growth Scenarios and Future Projections**

The 2025 Yellowknife Population Projections report provides three scenarios for population growth from 2025-2051. These three scenarios are shown in the figure below.

Figure 3: Population projections for Yellowknife, 2024-2051, at low, medium and high growth scenarios



**The Low Growth Scenario** is the most conservative, reflecting the mixed growth rates seen between 2011 and 2024. This scenario assumes prolonged economic uncertainty, minimal infrastructure investment, continued high construction costs, and a declining mining sector, resulting in slower population growth and increased aging.

**The Medium Growth Scenario** captures moderate, stable growth, reflecting the trends seen over the last several years (2016 to 2024). It assumes moderate increases in tourism, mining, military presence, and infrastructure development, alongside stable public sector employment and steady housing development.

Finally, **the High Growth Scenario** captures optimistic conditions or transformative events, reflecting the strongest growth rates seen since 2001 (from 2001 to 2006). This projection assumes significant growth driven by factors such as a major increase in military presence, the completion of large infrastructure projects (like the Mackenzie Valley Highway or Taltson powerline), and continued high interprovincial and international migration. This scenario projects the highest population, reaching 26,659 by 2051, which would require accelerated land development planning.

The relatively younger working-age population remains central to sustaining the city’s long-term demographic momentum, labour force capacity, and future housing demand. When combined with

emerging national and territorial dynamics - including potential federal investment on infrastructure in Canada's North, ongoing discussions on Arctic Economic and Security Corridor, the possibility of renewed resource development projects, and a steadily growing tourism sector - the conditions point toward meaningful upside potential. Given these factors, this plan focused on a high-growth scenario both optimistically and strategically: to position the City to capitalize on future opportunities and to ensure it is prepared for the infrastructure, land use, and housing challenges that accompany the highest-growth trajectory.

### 2.3.3 Housing

Housing starts in Yellowknife declined in 2017 and were projected to decline further in 2018. Factors influencing the decline in housing starts were declining investment in mining exploration, low rates of in-migration to Yellowknife, fewer employment prospects in the public and private sectors, and less land being made available for development.

According to Yellowknife's 2024 Housing Needs Assessment 44% of the housing market is made up of single-detached dwellings and a rising proportion of apartments. The period between 2016 and 2021 saw the addition of 400 new units, primarily movable dwellings and apartments under five storeys. The pace of new housing development has slowed significantly in recent years; annual housing completions dropped sharply to between 15 and 55 units annually from 2018 to 2023, compared to the 99 to 151 units completed annually between 2012 and 2017. However, in 2024, 271 and in 2025, 124 housing units were completed but there is still a significant housing shortage for all types of housing especially single family, studio and affordable non-market housing. Due to limited developable land, the strategy for future land supply necessitates focusing on redevelopment and infill of existing areas as well as exploring opportunities for responsible future expansion to the City's current built boundary.

The overall vacancy rate in the rental market was up to 4.9% in 2018: a 1.4% increase from 2017 (3.5%), while only 0.7% higher than 2016 (4.2%). This variability is expected due to changes in employment, out-migration and slowing construction activity in a small housing market. Average rental rates were not affected by increasing vacancy, as average rental rates are up 2.0% in 2018, with an average of \$1,614 per month. Rental rates and vacancies are projected to remain stable through 2019. The City's current rental market is defined by high costs and limited availability. The average monthly cost for rented dwellings in Yellowknife was \$1,804 in 2021, substantially higher than the national average of \$1,209. In terms of availability, the overall rental vacancy rate, according to the Canadian Mortgage and Housing Corporation, stood at 1.9% in 2024, much lower than the conventionally defined healthy range of 3% to 5%. Competition for smaller, more affordable units is particularly intense. Addressing the severe shortage of rentals, particularly for low-income residents, is critical, given that nearly 1 in 4 tenant households currently rely on subsidized housing.

In the home ownership market, residential transactions declined from 460 sales in 2016 to 454 sales in 2017, with a further decline of 11.4% in 2018 (approx. 402). The average MLS residential transaction price in 2018 was \$440,068, up 5.3% from 2017 (\$415,536). Property values have appreciated dramatically, increasing by 63% from 2006 to 2021. The median value of an owned private dwelling was \$448,000 in 2021, slightly below the national median of \$472,000. However, the average price of a single-detached dwelling rose further, reaching an average of \$624,000 in 2024. Correspondingly, the

financial pressure on homeowners is significant, with average monthly shelter costs for owned dwellings reaching \$2,358 in 2021.

Demographic shifts are driving changes in demand for housing size and suitability. The average household size in Yellowknife is 2.7 people, a figure that is projected to decrease slightly to 2.61 by 2035. This projection reflects an increasing proportion of single-person households, which grew from 22% to 24% between 2011 and 2021. This signals a growing future need for units with fewer bedrooms. Despite this trend, demand is also projected to require an additional 431 three-bedroom units and 173 four-bedroom units by 2035 to accommodate families and larger households.

Housing adequacy, affordability and suitability continue to be issues in Yellowknife. The percentage of the population in Core Housing Need increased from 10.1% in 2011 to 10.7% in 2016.

Core Housing Need means that a household falls short in one or more of the following criteria:

- 1) Adequate – housing is reported by their residents as not requiring any major repairs;
- 2) Affordable – dwellings cost less than 30% of total before-tax household income; and
- 3) Suitable – housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard requirements.

Overall, housing security and affordability remain critical challenges across the city. The *Housing Needs Assessment* reported that 10% of all households were in Core Housing Need (CHN). The primary factor contributing to this need is affordability, affecting 80% of CHN households (spending over 30% of income on shelter costs). The crisis is heavily skewed toward renters, with 18% of tenant households in Core Housing Need, compared to only 5% of owner households. Housing suitability (too few bedrooms) affects 23% of CHN households, and adequacy (major repairs needed) affects 24%.

Household size, in terms of number of people per dwelling, continues to drop in Yellowknife in line with the trend in the rest of Canada. The average household size in 2016 was 2.7 persons, down from 2.8 in 2006. The average household size in the rest of the NWT dropped from 2.9 in 2006 to 2.7 in 2016. The Canadian average household size is 2.4. It is projected that the average household size in Yellowknife will continue to decrease, leading to increasing demand for more small housing units. This effect has already been witnessed in recent years, with slow or declining population change, traditionally the greatest factor in housing demand, not slowing the strong housing construction industry.

### **2.3.4 Economy and Employment**

Yellowknife's economy is primarily driven by public administration. Public administration includes large employers such as the GNWT and Government of Canada. Public administration accounts for over 25% of the jobs in the labour market. Other significant sectors of the economy include retail trade, health care and social assistance, transportation and warehousing, mining and quarrying, educational services, accommodation and food services, and professional services.

The City of Yellowknife maintains a notably robust economic profile compared to national benchmarks, yet it faces significant affordability and workforce challenges. In 2021, Yellowknife recorded one of the highest average household incomes in Canada, at \$165,400 before tax, substantially exceeding the national average of \$106,400. In 2025 city reported a low unemployment rate of 3.7%, significantly below the Canadian average of 7.1%. The workforce is highly engaged, with a 2021 participation rate of 79%, compared to the Canadian rate of 64%. A high proportion of Yellowknife workers (74.9%) hold

permanent positions. Despite these high incomes, the cost of living remains substantially higher than the Canadian average, particularly for shelter, food, and transportation, which places financial pressure on many households. These rising costs, particularly high shelter costs for both rental and owned housing, constrain economic mobility and impact the recruitment and retention of workforce talent in essential sectors like healthcare and trades.

The city's employment mix has shifted noticeably over time, moving away from primary extraction industries toward a service-oriented economy. However, this balance may shift again in the near future: if new mines are established, employment patterns could realign, as the local labour market has historically responded quickly to changes in mining activity. The economy is currently dominated by the public sector, with Public Administration accounting for 29% of workers in 2021. This sector includes large employers such as the Government of the Northwest Territories (GNWT) and the Government of Canada. From 2011 to 2021, the prominence of public administration increased, growing from 24% to 29% of employment. This growth in the service and government sectors is matched by the largest employment increases between 2006 and 2016 occurring in education, law and social services, and community and government services. This shift reflects a broader national trend away from primary economic activity toward growth in the service sector.

From 2006-2016 occupations in education, law and social services, and community and government services saw the largest increase. Jobs in trades, transport and equipment operators and related occupations decreased. From 2011-2016 there has been a slight increase in jobs related to sales and service occupations.

The change in the City's employment mix can partially be attributed to the decrease in mining and mineral exploration activity and an increase in tourism. This reflects a broader trend in the Canadian economy with growth in the service sector and a relative stagnation or decline in manufacturing and primary economic activity such as agriculture, mining, quarrying, forestry, and fishing.

Conversely, the historically foundational mining, quarrying, and oil and gas extraction sector has decreased, dropping from 8% to 5% of the workforce between 2011 and 2021. The outlook for the mining industry is challenging, with mining activity likely to decrease unless substantial investment in new mines occurs. This decline is driven by the fact that two of the largest diamond mines in the NWT, Diavik and Ekati, are nearing the end of their commercial life. Diavik is slated to close by 2026, and Ekati and Gahcho Kué are scheduled to close by 2030. These closures, unless new commercially viable resources are discovered, may cause a projected drop in mining-related employment and a resultant decline in revenue for private businesses that provide mining support services.

The City's median household income in 2016 was \$142,616 compared to \$100,468 in 2006. Yellowknife had the second highest median household income in the Territory after Norman Wells. Yellowknife's median household income is more than double the 2016 Canadian median household income of \$70,336. It should be noted that although Yellowknife has a high median household income, it also has a relatively high cost of living compared to other cities and regions in Canada.

Looking forward it is likely that mining activity will decrease unless there is substantial investment in new mines. Two of the largest diamond mines in the NWT, Diavik and Ekati, are nearing the end of their commercial life and may cease commercial operations within the next 10 to 15 years unless new

commercially viable diamond resources are discovered. As a result, there will be a drop in mining related employment and decline in revenue for private businesses providing mining support goods and services.

One sector in the Yellowknife economy that is currently experiencing growth is tourism. This growth is expected to continue and will likely result in additional employment related to tourism such as accommodation services, restaurant services, retail, guiding, transportation, and tour operations. Although growth in tourism may offset some of the job losses in mining, it will not replace all of the jobs. Additionally, average salaries related to tourism (\$600 to \$1250/week) are substantially lower than mining (\$2000/week) and the jobs are generally seasonal in nature.

Public administration will likely continue to be the largest economic sector in the City. Yellowknife will continue to serve as a hub for the rest of the Territory for transportation, logistics, government services, warehousing, retail services, education, healthcare, and professional services. **Moving forward, Public Administration is expected to continue serving as the largest economic sector and Yellowknife will remain a regional hub for government services, transportation, logistics, education, and healthcare. While tourism is currently experiencing growth and is anticipated to continue increasing employment in related fields (accommodation, retail, guiding), these jobs are typically seasonal in nature and offer substantially lower average salaries compared to mining and will not replace all lost mining jobs if new resource development activities do not emerge.**

**Other drivers of economic activity and employment include substantial governmental investments: military expansion may increase the number of stationed and support personnel in Yellowknife, and the ongoing Giant Mine Remediation Project is expected to create significant housing pressures as its workforce continues to exceed early projections, with the peak workforce anticipated in 2026 - 2036.**

### **2.3.5 Land Details and Future Demand**

The City of Yellowknife has a relatively low population density compared to other cities in Canada of similar size. It has a population density of ~~143.25/km<sup>2</sup>~~ **159.5 people/ km<sup>2</sup>**. This low density suggests that there is a lot of land available for development. However, much of the land within the municipal boundary is currently unavailable for development for a variety of reasons. Overall, the amount of land within municipal boundaries is 13,660 ha. However, a significant amount of this land includes water bodies such as lakes and is not available for land development. When water is excluded, the land within the municipal boundary is 10,514 ha. In addition to water bodies, other land is not available to the City for development due to existing land rights (Akaitcho Interim Land Withdrawal, ~~Airport~~, Federal land, GNWT land, ~~privately owned land~~, contaminated former mine sites, **seismic reserve, Solid Waste Facility** and Territorial Park ~~Land~~ **land** uses). This land is referred to as 'Land Not Available' in **Table 2-2**. The following table shows the land in hectares and as a percentage of municipal area boundary.

Table 2-2: City Land Quantum

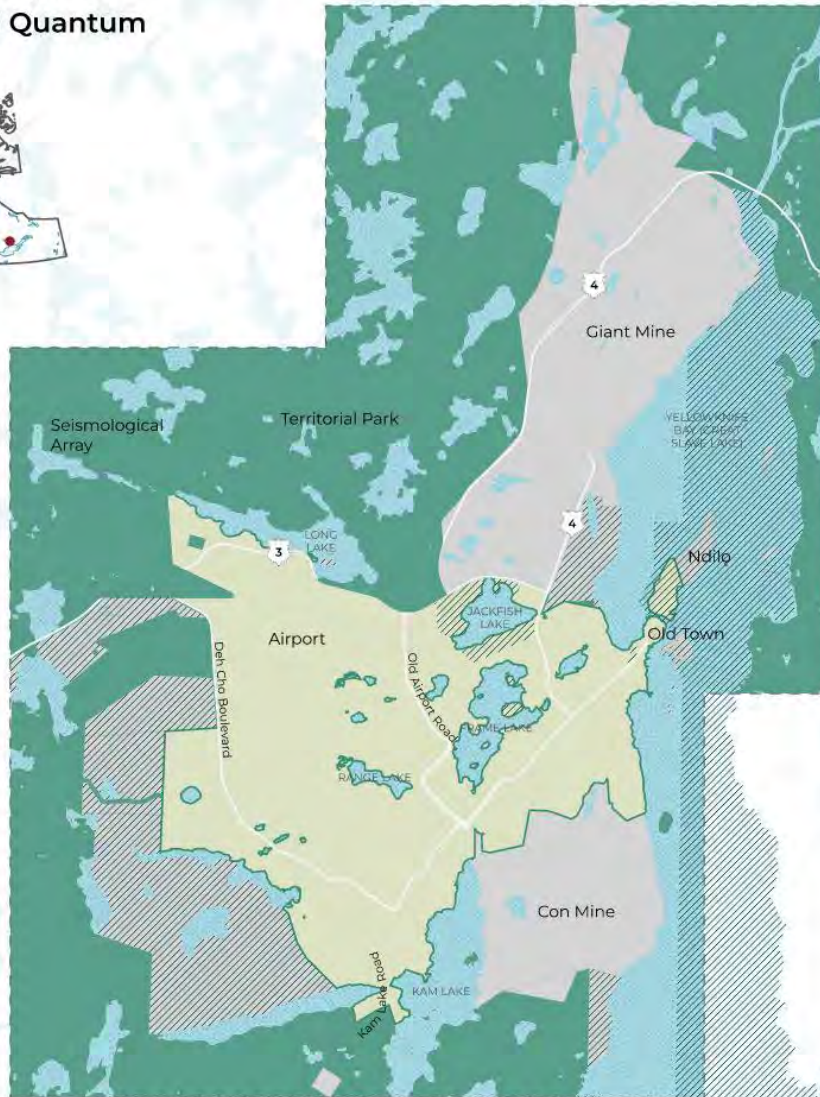
	Land Area (ha)	Land Area (%)
Total Land in Municipal Boundary (77% excluding water)	10,514	100
Lands Not Available	6,217	59
• Developed Lands	877	8.3
Potentially Available Land (for modelling purposes)	4,295	41
• Un-Tenured Lands	4,178	40
• Vacant Surveyed Lands	117	1

	Land Area (ha)	Land Area (%)
Total Land in Municipal Boundary (77% excluding water)	10,514	100
Lands Not Available	8,091	77
Available Lands for Development/ Redevelopment (Planned Built Area)	2,422	23
• Commissioner’s Land and other Territorial Lands	816 (34%)	
• City Owned Lands	777 (32%)	
• Private Lands	627 (26%)	
• Other Lands	202 (8%)	

Of the 10,514 ha of land within the City Boundary (excluding water), ~~6,217~~ 8,091 ha (59~~77~~%) is considered to be allocated with existing rights holders or having existing uses which limit further development. The remaining ~~4,295~~ 2,422 ha (41~~23~~%) includes un-tenured lands (un-surveyed and surveyed without a current lease holder on Commissioner’s Lands), private lands and municipal lands, which ~~may be developable~~ are collectively considered as the City’s Planned Built Area (Urban Containment) which will accommodate City’s future growth through intensification and new developments. Much of the un-tenured and unsurveyed land within this Planned Built Area is Commissioner’s Land which the City can only acquire after formally requesting it from the GNWT.

Map 1: City Land Quantum and Planned Built Boundary

YK 2050 | MAP 1  
Land Quantum



- Planned Built Area
- Special Management Area
- Lands not for Development (approx)
- Akaitcho (Interim Land Withdrawal)
- Municipal Boundary
- Highway
- Lakes



Past Community Plans have assumed that due to limited knowledge of the geotechnical conditions of the lands outside of the existing built-up areas of the City (unsurveyed lands), which includes archeological unknowns, that approximately 30% of lands within the municipal boundary may be assumed to be unavailable. This represents 1,253 ha of the ‘un-tenured land’ which is assumed to be undevelopable, and results in 2,925 ha of lands remaining for demand modelling purposes. Although 2,925 ha of land could then be considered available for demand modelling purposes, it should be noted that other factors may limit the development potential of this land due to financial viability (such as municipal servicing costs), geographic limitations, social and cultural concerns, and desire of the population to maintain open undeveloped green space within city boundaries (such as Tin Can Hill).

Special consideration should be given to the Akaitcho Dene First Nations (ADFN) Land Claim as the City plans its short, medium, and long-term land uses **planning**. Withdrawn Lands are located adjacent to and within the City’s municipal boundary. Once the land claim is settled, ~~there may be an opportunity for the City and ADFN to negotiate land arrangements that are beneficial for both parties.~~ **the City will be ready to support ADFN’s interest, reconciliation, and create mutually beneficial outcomes for the community.** However, until the claim is settled, the City does not consider any of the Withdrawn Land as land that is available for future development. The Withdrawn Land areas should be made clear to all residents of the City so that they understand the potential implications for land development once the claim is settled. The ADFN is currently claiming 1034 ha of land within the municipal boundary of Yellowknife. ~~The ADFN is hoping for an agreement in principle by June 2020.~~

**According to projections spanning 2025 to 2051, Yellowknife’s population is expected to grow. Starting from an estimated 2024 population of 21,788, the High Growth Scenario projects the population to reach 26,659 by 2051, requiring strategic planning for land allocation. This projected growth necessitates additional residential, commercial, and industrial lands.**

**For residential development, infill opportunities exist in established areas such as Niven, Downtown, and the surrounding central residential areas. Future housing strategies assume a shift towards higher density options, with the housing mix anticipated to be 30% single-detached housing, 30% duplexes or row housing, and 40% higher density housing units following the existing trend of shifting from lower density to higher density housing types.**

**In terms of non-residential land, Yellowknife currently utilizes a high ratio of commercial and industrial land due to its role as a remote commercial base for the entire territory. The 2020 Community Plan used an industrial land ratio of 18.2 ha per 1,000 people. However, updated studies suggest that due to efficiency and market adjustments, the future demand for industrial land may be closer to a reduced ratio of 8 ha per 1,000 people and future demand for commercial land may be closer to 3.5 ha per 1000 people instead of the current 4.36 ha per 1000 people. For the assessment of institutional, parks and open space land, it was determined that the majority of institutional and recreational land demands could be accommodated within existing municipal and public lands.**

**To accommodate the anticipated growth under the High Growth Scenario (2025–2051), the following estimated additional land requirements must be met:**

Table 2-3: Projected Additional Land Needs for Yellowknife (2025-2051, High Growth Scenario).

<u>Land Use Category</u>	<u>Additional Land Requirements</u>	<u>Notes</u>
<b>Residential Lands – High Growth Scenario</b>	65 ha	Net densities assumptions: <ul style="list-style-type: none"> <li>• 22.2 units/ha (single detached dwellings)</li> <li>• 39.5 units/ha (row or town housing)</li> <li>• 69.2 units/ha (higher density dwellings such as a 4-storey apartment)</li> </ul>
<b>Commercial Lands – High Growth Scenario</b>	17-21 ha	Assumptions for land requirements: <ul style="list-style-type: none"> <li>• Higher amount of land needed if using current 4.36 ha/1000 people ratio</li> <li>• Lower amount of land needed if using reduced 3.5 ha/1000 people ratio</li> </ul>
<b>Industrial Lands – High Growth Scenario</b>	39-89 ha	Assumptions for land requirements: <ul style="list-style-type: none"> <li>• Higher amount of land needed if using current 18.2 ha/1000 people ratio</li> <li>• Lower amount of land needed if using reduced 8 ha/1000 people ratio.</li> </ul>

### 2.3.6 Land Demand

The demand for residential land in Yellowknife is determined primarily by household demographic interests (number of household residents, area needs), and secondarily by population changes. This has particularly become an issue in recent years with slowing population growth, however continuing demand for housing. Presented below is a summary of current available residential land supply and projected demand for residential land by 2035. The data estimates that demand for low density (single-unit) residential land will exceed supply by 2025, if no additional supply is added beyond what is currently available, and construction trends do not change.

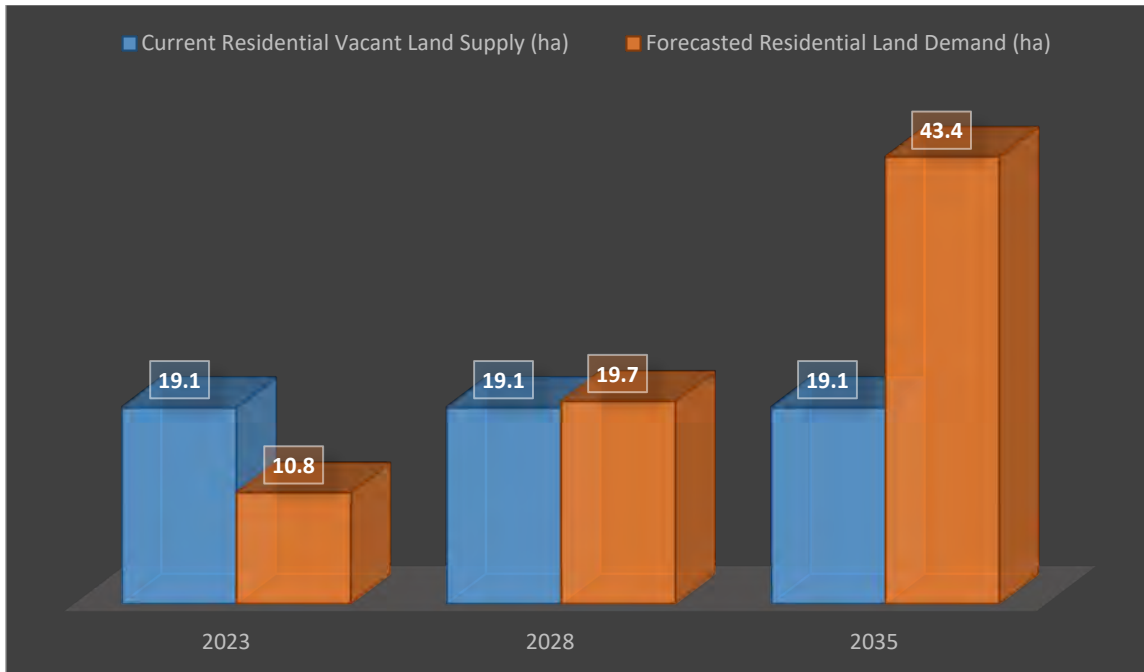


Figure 4: Current Residential Vacant Land Supply and Forecasted Residential Land Demand Comparison

The residential land supply and demand is assuming a mix of 60% single unit dwellings, 10% row dwellings, and 30% high density multi-unit dwelling buildings. This assumption is based on the existing housing mix occurring within the City. There would be lower demand for residential land if the City moves to a higher density building mix.

The increase in forecasted demand in 2035 recognizes a **‘net to gross’** addition of land area needs necessary for development outside of existing land areas (greenfield requires development of road, sidewalk and other services which increase total land needs). This assumption is based on the existing housing mix occurring within the City. Figure 2 shows the difference in land demand if the future residential development increases in density to a mix of 30% single dwelling unit, 30% row housing and 40% high density multi-dwelling.

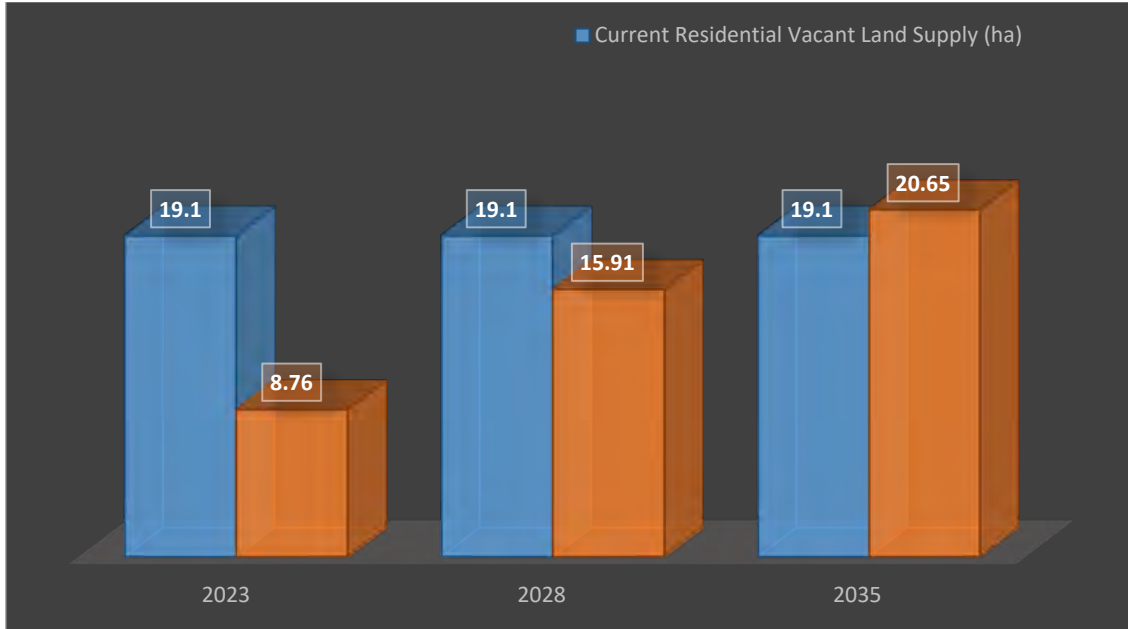


Figure 5: Current Residential Vacant Land Supply and Forecasted Residential High-Density Land Demand Comparison

Conversely, there would be a higher demand for land if there is a higher ratio of low-density residential development.

The demand analysis for commercial land shows that there will be slightly higher demand for commercial land than what is currently available by 2035. This is based on the existing commercial land ratio of 4.36 ha/1000 population, and assuming that privately held commercial lands will be made available for demand. The existing commercial lands are primarily held by private land owners with some not adjusting their inventory to business needs. As this characteristic of the market is likely to continue, a greater amount of commercial lands may need to be made available by the City prior to 2033. Some policies including industrial relocation incentives are resulting in commercial properties becoming available on Old Airport Road and strengthening the commercial land supply inventory.

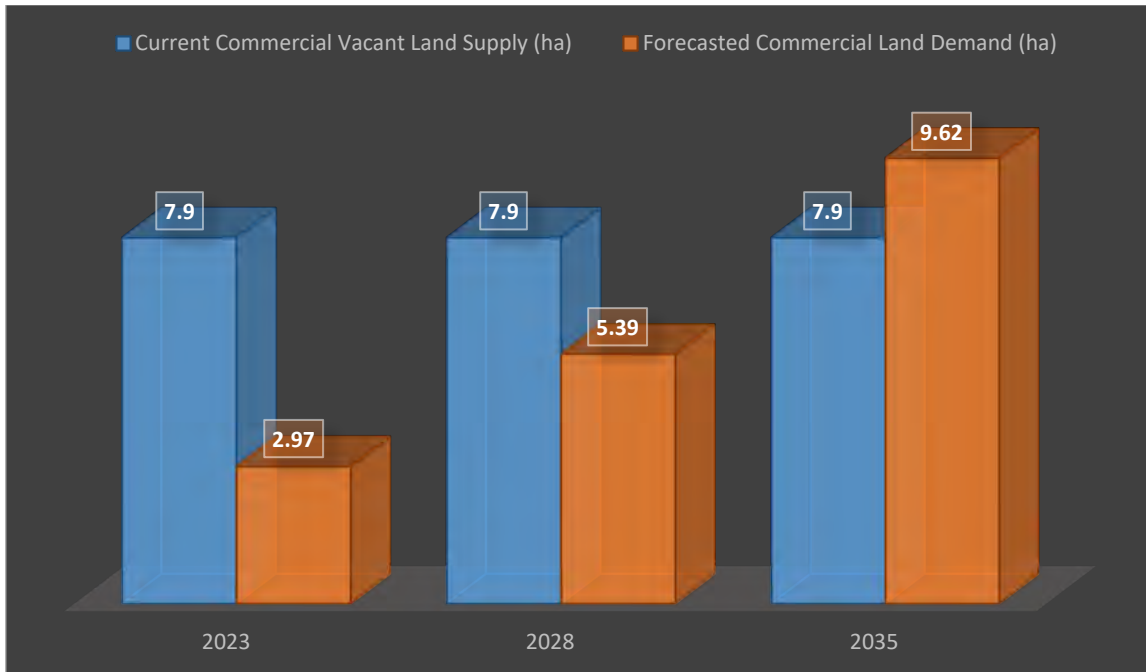


Figure 6: Current Commercial Vacant Land Supply and Forecasted Commercial Land Demand Comparison

The demand analysis for **industrial** land shows that there is more than enough land supply to satisfy demand until 2035 using the existing ratio of 18.2 ha/1000. This land inventory was created through the City’s construction of the Engle Business District, which is intended to be used for industrial uses only. Additional industrial land supply may be added to this inventory over the next decades as the Akaitcho lands are settled, the Airport surveys new industrial lots, and historical mining sites are remediated to new uses.

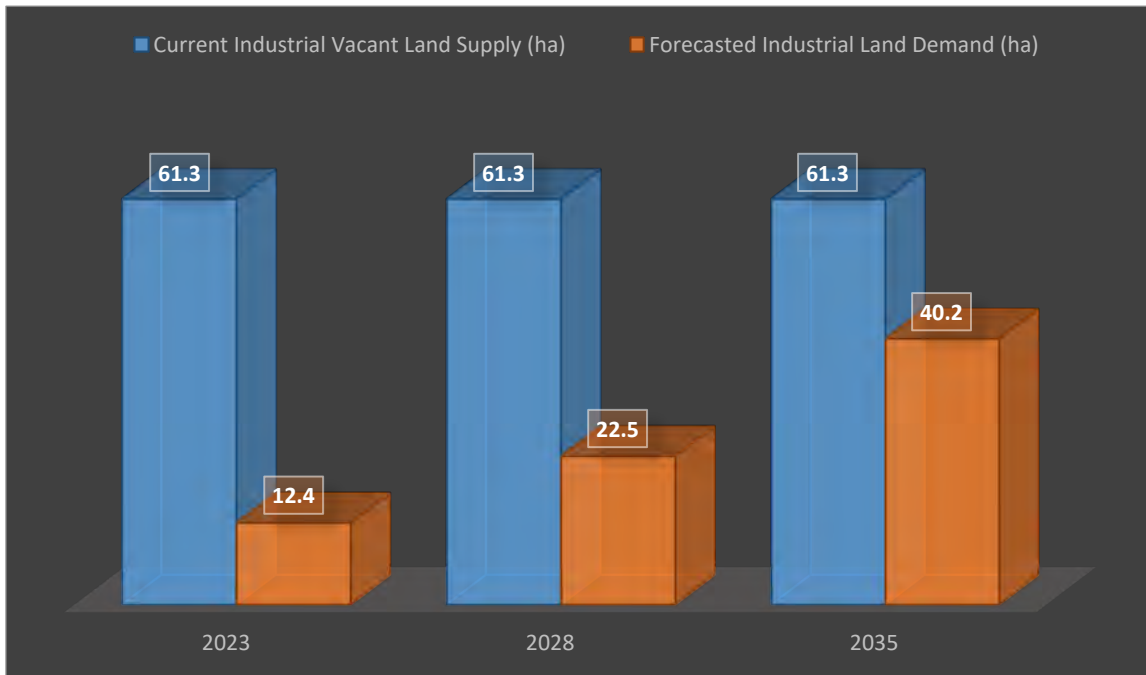


Figure 7: Current Industrial Vacant Land Supply and Forecasted Industrial Land Demand Comparison

**Institutional** and **Open Space and Recreation** land uses were also analyzed within the background report, with some changes expected in each land use over the review period of this Plan. A post-secondary institution, changes to the hospital and long-term care facilities and interest in a stand-alone museum by the Akaitcho people may result in sizeable institutional land demand. Additionally, recreational interests continue to grow through resident and tourism demands and may not be able to be accommodated within the municipal boundary. For the purposes of this analysis however, it was determined that the majority of these land use area demands could be accommodated within existing municipal and public lands.

It is important to note that the land analysis makes use of municipal tax roll information, and therefore includes all properties, private and public within the analysis. While this provides more accurate values within the analysis of the total land, it does not provide clarity on which lands are actually available due to private interests. There are several vacant properties throughout the City of Yellowknife that are privately owned and zoned for a variety of uses. Although the City can incentivize development of private land, it is difficult to force development of vacant private land unless purchased by the City and re-sold or developed by the City itself.

### **2.3.7 Climate Change and Adaptation**

The City of Yellowknife has a *Corporate and Community Energy Action Plan* that sets goals for greenhouse gas reductions at a corporate and community level. Despite the push locally and globally for lower GHG emissions, the climate in Yellowknife is still changing as a result of climate change and the change in climate is predicted to continue. Climate change mitigation and adaptation will be a key consideration for land use planning in the City.

Although this Plan supports efforts to mitigate the level of greenhouse gas emissions, the climate is already changing in Yellowknife and will continue to do so. Climate change projections suggest that average temperatures will increase in all months of the year, average yearly precipitation will increase, and the number of below-zero days and very cold days below -30C will decrease. As a result, the rate of permafrost melt will increase, freezing of water bodies will occur later in the fall, and thawing of water bodies will occur earlier in the spring. Flooding due to increasing major storm events and more forest fires due to warmer weather and increased thunderstorm activity will also present challenges for land use planning.

Some areas of the City have melting permafrost which makes land development in these areas challenging. It is expected that this impact will increase over the review period of this Community Plan, through weather events, changes in soil conditions and stability, and impacts on utilities, roads and building foundation. Northern communities are warming much more quickly than Southern Canada and impacts (e.g., coastal erosion and flooding) from this change are already being felt across the Northwest Territories.

Melting permafrost and increased ground movement will likely mean that building practices in some areas will need to change. Other factors related to climate change such as higher temperatures, drier forests, increased moisture but more isolated and intense precipitation events, more intense summer

storms, and increases in freeze-thaw cycles will also present challenges for land development. This may mean that some land is restricted from development, or different development practices will need to be used. For example, keeping ground permanently frozen with thermosyphons or using foundations that are more easily adjusted to move with the ground while keeping buildings stable may be necessary in some areas of the City that experience high levels of surface displacement.

Increases in precipitation will require improved drainage infrastructure. Requirements for landscaping and grading of land may also need to be changed to better capture rainwater runoff so that it is more slowly released into the drainage system to prevent the system from being overwhelmed during large rain events.

Implementation of Fire Smart planning practices will need to be more widely adopted to reduce the risk that forest fires pose to buildings and infrastructure in the City. This may include building with more fire resistant materials, selective removal of natural fuels like brush and trees on the periphery of the built area of the City, and construction of fire buffers in at-risk areas. Fire risks throughout the City, due to increased frequency and severity of forest fires, should also be identified and mitigation plans to reduce risks should be implemented.

Transportation networks will need to become more resilient. Increased freeze/thaw cycles may require changes to operations and maintenance practices on roads and sidewalks. Planning, maintenance, and operations practices for winter travel routes may also need to change to keep these routes viable and safe for travelers.

Warmer temperatures and increases in precipitation will also impact activities such as recreation, tourism, hunting and fishing. This will present challenges as well as opportunities for these types of activities that are directly influenced by climate. Climate change may affect fish and animal habitat, result in changes to migration patterns and reproduction and pose greater risks to northern food staples of fish and animal populations. Alternatively, a longer growing season may enable different types of food to be grown and may allow for increased yields of certain types of vegetables. However, as referenced in the *2019 Food and Agriculture Strategy*, the risks of climate change outweigh benefits, and with the existing limited soil and unpredictability of northern weather, food security may not be improved through climate change.

Section 5.1 includes objectives and policies that will support land use decisions that consider mitigation and adaptation of the effects of climate change.

~~3 Vision and General Development Goals and Strategy~~

### 3 YK 2025 – VISION, GOALS AND OBJECTIVES

~~3.1 Vision and Goals~~

#### 3.1 What We Heard from Yellowknife

The process for updating Yellowknife’s Community Plan, titled YK 2050, was structured around five distinct phases, moving systematically from initial visioning and research to policy development, public and indigenous government engagements, and final legislative approval. The entire process was designed to ensure the Plan is data-driven, reflects community input, and receives the necessary legal endorsement to serve as Yellowknife’s long-term planning and development roadmap. The public engagement, titled ‘Let’s Talk YK 2050’ produced a wide range of feedback that was analyzed and organized into six core community themes. Input gathered through pop-ups, surveys, and comment cards revealed the priorities and aspirations residents hold for the Community Plan Update. These insights highlight both opportunities and challenges, and the resulting six themes directly inform the proposed Vision and Objectives.

**Growing YK** reflects on achieving environmentally responsible growth, balancing new development with conservation, proactive climate emergency preparedness, and adopting inclusive strategies to retain residents.

**Living in YK** reflects how residents experience daily life, from the vibrancy of public spaces to the accessibility of housing, and the sense of safety and belonging in community. Participants consistently underscore the importance of spaces that bring people together year-round, work toward dignity and inclusion, and reflect the city’s cultural & land-based identity.

**Working in YK** reflects residents’ concerns about economic opportunity, workforce stability, and the need to build a more resilient, community-oriented economy. Feedback emphasizes both the challenges and the opportunities shaping Yellowknife’s local economy, from tourism growth to workforce housing.

**Natural YK** reflects how residents see nature and the environment as central to Yellowknife’s identity. Community feedback emphasizes the need to protect natural assets for future generations; while also enhancing access and connectivity so residents can continue to enjoy the city’s unique relationship with the land and water.

**Moving Around YK** is about safety, connection and enjoyment. Residents have pride in the city’s walkability and bikeability, and a strong desire to maintain and expand these advantages as the community grows. At the same time, they call for improved public transit, safer roads, and a more connected trail network that supports year-round use.

**Proudly YK** reflects the ways residents describe what makes Yellowknife unique and why they feel connected to the community. Pride in place is rooted in both people and nature, expressed through community closeness, cultural vibrancy, built form, and cherished natural assets.

### 3.1.1 Vision

The City's vision is:

*“Yellowknife is a welcoming, inclusive, and prosperous community with a strong sense of pride in our unique history, culture, and natural beauty.” (2019-2022 City of Yellowknife Strategic Plan)*

The City's vision informs the goals for land use planning and development. The goals support and give additional meaning and effect to the City's broader economic, environmental, and social objectives.

The vision for the Community Plan is to manage land use in the City in an economically, environmentally and socially sustainable manner that is inclusive and equitable for residents while protecting the natural environment.

#### General Development Goals

- Develop land in a fiscally responsible and sustainable manner;
- Prioritize utilization of existing capacity of municipal infrastructure for land use development before adding new capacity;
- Reduce land use conflicts by providing clear policies that limit and mitigate incompatible uses;
- Recognize and respect the inherent right of the Indigenous peoples in this region to the land and continue to work with the YKDFN through a mutually respectful and beneficial relationship to honour the interim land withdrawal of Commissioner's land in the City of Yellowknife;
- Improve resiliency of land development with respect to climate change through a range of mitigation and adaptation measures and standards;
- Improve energy efficiency of land development through intensification of existing developed areas and encouraging mixing of uses;
- 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; and
- Incentivize adaptive re-use of land that is no longer viable for its original use.

## 3.2 Vision 2050

The vision for the Community Plan is to guide land use in a way that strengthens Yellowknife's economic, environmental, and social well-being. It commits to an inclusive and equitable future where all residents can thrive, while safeguarding the natural environment that defines and inspires our community. Perspectives gleaned from community engagement inform the Vision for the Community Plan Update:

*Yellowknife 2050 is a healthy, multicultural, and resilient northern City that honours its distinct identity while embracing innovation and change. The community is inclusive and caring, grounded in a deep commitment to honour, recognize, and respect the inherent rights of Indigenous peoples.*

*The City's Growth is smart and sustainable. The City balances renewal, intensification, and new development with the protection of its valued natural landscapes, pristine lakeshores, and defining northern character. Neighbourhoods are linked by an extensive, accessible trail network that brings people closer to the outdoors, supports active living, and strengthens appreciation for the environment.*

*Downtown is a safe, welcoming, and revitalized heart of civic life - animated by local businesses, culture, and year-round public activity. Yellowknife is a leader in climate resilience, supported by climate-ready infrastructure, innovative planning, and long-term stewardship.*

*The city offers diverse and affordable housing, accessible recreation, and a vibrant cultural scene that attracts and retains people of all ages. Residents enjoy a thriving standard of living, supported by strong community ties, opportunity, and a shared sense of belonging.*

### 3.3 Thematic Goals and Corresponding Objectives

The Thematic Goals articulate the core values, priorities, and long-term aspirations expressed by residents during public engagement. They distill what the community considers essential to sustaining and enhancing quality of life in Yellowknife. The accompanying Objectives translate these themes into clear, actionable directions informed by both community input and supporting data, ensuring they are grounded in evidence and aligned with the broader intent of the Community Plan Update.

Thematic Goals	Objectives
<p><b>Growing YK</b></p>	<ul style="list-style-type: none"> <li>• Development will be balanced with the preservation and enhancement of public, green, and blue (waterbodies) spaces to maintain overall environmental quality (GYK-1).</li> <li>• Growth strategies will maintain the community’s character by ensuring appropriate spacing and compatibility between built forms and land uses (GYK-2).</li> <li>• New development will be guided by land use policies that prevent conflicting uses and support adaptable, mixed-use, and inclusive built form (GYK-3).</li> <li>• Prioritize urban intensification by encouraging the redevelopment of vacant parcels and the conversion of surface parking lots into high-density, mixed-use developments within the city core to maximize existing infrastructure and enhance downtown vibrancy (GYK-4).</li> <li>• Culturally inclusive and affordability-sensitive growth will ensure Yellowknife remains a community where people of all backgrounds can establish long-term futures. Yellowknife will grow as an inclusive, affordable community that supports long-term futures for all residents (GYK-5).</li> <li>• Natural and man-made hazards risks will be reduced through strengthened emergency preparedness measures and climate-resilient infrastructure (GYK-6).</li> <li>• Green infrastructure renewable energy, and local food production will be prioritized and integrated into future planning (GYK-7).</li> </ul>
<p><b>Living in YK</b></p>	<ul style="list-style-type: none"> <li>• Mixed housing options, affordability spanning incomes, and various tenure types across the City will foster inclusion and livability for all residents (LYK-1).</li> <li>• Downtown revitalization will support local businesses, cultural activities, and an animated, safe social environment for all (LYK-2).</li> </ul>

	<ul style="list-style-type: none"> <li>• Public and community spaces will support inclusive, and year-round community life and safe public realm (LYK-3).</li> <li>• Land use planning approaches to care, healing, and recovery that are inclusive of, and appropriate for, all Indigenous residents. Reconciliation will be embedded throughout every stage of the land-use planning process (LYK-4).</li> <li>• Long term planning will help identify and incorporate water and sanitation infrastructure needs and initiate sustained investment to support future growth (LYK-5).</li> </ul>
<b>Working in YK</b>	<ul style="list-style-type: none"> <li>• Locally owned businesses will have access to supportive development incentives where revitalization or relocation is required, along with the enabling conditions necessary for them to remain viable and continue to thrive (WYK-1).</li> <li>• Safe and healthy workforce housing will be prioritized as essential infrastructure in appropriate locations to support local businesses and industries (WYK-2).</li> <li>• Tourism will be supported through appropriate land use policies including infrastructure planning, and development criteria that promote local identity (WYK-3).</li> <li>• The downtown core will be strengthened through policies that attract new businesses and mixed-use development, address barriers to revitalization, and enhance its role as an active civic space. This includes supporting everyday street-level activity, patios, events, and cultural programming that extend vibrancy beyond standard business hours (WYK-4).</li> </ul>
<b>Natural YK</b>	<ul style="list-style-type: none"> <li>• The integrity of Yellowknife’s natural heritage gems including wetlands will be protected as the city grows (NYK-1).</li> <li>• Public access to lakes and green spaces will be enhanced and expanded (NYK-2).</li> <li>• Blue (waterbodies) and green spaces, where appropriate, will be animated for environmentally friendly, passive recreational uses (NYK-3).</li> </ul>
<b>Moving Around YK</b>	<ul style="list-style-type: none"> <li>• Mobility across the city, with a particular emphasis on connections to and from the downtown, will be improved and strengthened (MAYK-1).</li> <li>• Public transit will be accessible, expanded, and integrated to connect residents to key services, neighbourhoods, and community amenities citywide (MAYK-2).</li> <li>• Active transportation infrastructure will form a safe, continuous, and year-round network supporting walking, cycling, and other non-motorized modes (MAYK-3).</li> </ul>

	<ul style="list-style-type: none"> <li>• A connected and extended trail system will link all neighbourhoods with one another and with Yellowknife’s major natural features and open spaces (MAYK-4).</li> <li>• Street design will prioritize safety, accessibility, and comfort for pedestrians and cyclists as part of a complete mobility network (MAYK-5).</li> </ul>
<p><b>Proudly YK</b></p>	<ul style="list-style-type: none"> <li>• Diversity and accessibility will be advanced by through inclusive infrastructure and public spaces across the community (PYK-1).</li> <li>• The City’s built form will reflect the aesthetics, identity, and Northern character that make Yellowknife distinct (PYK-2).</li> <li>• Walkable, bikable Multimodal, human-scaled public spaces will support community connection and reflect shared local pride (PYK-3).</li> <li>• Yellowknife’s lakes, rock formations, trails, and tree canopy will remain core to the City’s character and residents’ everyday lives (PYK-4).</li> </ul>

### 3.2 Context and Strategy for Area Designation Decisions

The **Land Use Designations**, as identified in the *Land Use Designation Map (Map 2)* reflect the different types of land use activities, both current and planned, in different areas of the City. Area designations are meant to provide additional clarity about how land use in the City should be managed over the next 20 years to support the City’s overall vision and strategic goals. Determining the boundaries of the Land Use Designations and the planning and development objectives for each of the designations was informed by: 1) Historical land development patterns; 2) Contemporary land uses; 3) The City’s vision and strategic goals for land development; 4) The City’s economic, environmental, and social context; and 5) Land constraints (existing and potential). These factors are examined in more detail below.

#### 3.2.1 Historical Land Use

The land in and around Yellowknife is the traditional territory of the Yellowknives Dene First Nation (YKDFN) and the homeland of the North Slave Metis Alliance. The YKDFN used the land for hunting, fishing, trapping and seasonal habitation long before Yellowknife became a permanent settlement.

In the late 1800s and early 1900s gold was discovered in Yellowknife. An indigenous woman named Liza Crooked hand showed the early prospectors where to find the gold. E.A. Blakeney was the first to account, in 1989, that gold was in the Yellowknife Bay area. More intensive exploration for gold did not occur until the 1930s. A permanent settlement was built in the 1930s to support gold and mineral exploration and mining in the area and other parts of the NWT. Development was concentrated in the Old Town area due to its proximity to Yellowknife Bay. Much of the land in what is now the City of Yellowknife was originally used for mining exploration and mine development. Two of the biggest gold mines within the municipal boundary, Giant Mine and Con Mine, operated until the early 2000s. These mine sites are still being remediated and they are a significant limiting factor in the types of land use activities that will be permitted in these areas in the future, as well as having some constraining impacts on adjacent lands. The objectives and policies for the land use designations for Giant Mine and Con Mine reflect this reality.

Over time, mining and industries supporting mining activity have moved out of the core of the City into the urban fringe as the City has grown. Other industrial activities such as warehousing, trucking, logistics, and construction yards have also moved to the edges of the City's built area. This change in land use is reflected in the designations for industrial areas such as Kam Lake and Engle Business District.

### **3.2.2 Contemporary Land Use**

As the economy of Yellowknife has changed, so too have the land uses. For example, Old Town has turned into a historically significant area of the City and the land use designation for Old Town reflects this transition.

The service sector of the economy has grown in importance. Yellowknife's role as a centre for government administration has also grown and remains significant. Many of the jobs and services are concentrated in its downtown core and the land use objectives and policies for this area reflect this.

As the population has grown, so has the demand for housing. Newer residential areas such as Niven and the Western Residential areas around Range Lake have developed to accommodate housing demand. These areas are suburban and auto-oriented in nature and reflect the broader trend of suburban growth in cities and towns throughout Canada. The suburban growth has led to demand for auto-oriented commercial services in the Old Airport Road area. The objectives for the newer residential areas and Old Airport Road recognize the auto-oriented design of these developments while providing improved options for public transit and active transportation.

Currently, transportation in Yellowknife is dominated by motor vehicles. It is the primary mode of travel for most residents. It also accounts for 53% of the City's GHG emissions. However, many trips are also made by walking. According to the 2016 Canadian Census, 20% of the employed labour force walked to work; this is about 4 times higher than the Canadian average. Cycling for both recreation and transport is also growing in popularity in all seasons. The City also has a public transit system. Less than 2% of the employed labour force uses public transit for commuting.

The City's *Corporate and Community Energy Action Plan (2015-2025)* commits to reducing residential vehicle kilometres travelled by 20% by 2025. The strategy for achieving this reduction is to shift trips to active transportation and public transit. As part of this strategy, the City has committed to a goal of redefining public transit in its 2019-2022 Strategic Plan. The City aims to attract new users to the system by strengthening the service model to respond to user needs.

The growth of the City has also led to more demand for recreational space and public services. The Recreation Hub designation recognizes the desire for recreational amenities and also the importance of accessing recreational facilities in this area in a safe and efficient manner for all modes of transportation.

### **3.2.3 The City's Vision and Strategic Goals**

Land use designations and associated objectives and policies are informed by the City's vision:

*"Yellowknife is a welcoming, inclusive, and prosperous community with a strong sense of pride in our unique history, culture, and natural beauty." (2019-2022 City of Yellowknife Strategic Plan)*

Land use designations, objectives, and policies are also informed by other City plans, reports, and studies:

- *Yellowknife Public Transit Review (2019)*
- *Intercultural Heritage & Placemaking Plan (2018)*
- *2019-2022 City of Yellowknife Strategic Plan*
- *Strategic Waste Management Plan (2018)*
- *City of Yellowknife 2017 Citizen Survey*
- *City of Yellowknife Trail Enhancement and Connectivity Strategy (2018)*
- *2010 Smart Growth Development Plan*
- *City of Yellowknife Transportation Improvement Study (2010)*
- *Natural Area Preservation Strategy (2010)*
- *Urban Design Initiative (2010)*
- *Creating Vibrancy in Downtown Yellowknife: 50/50 Site and Beyond (2018)*
- *City of Yellowknife Corporate and Community Energy Action Plan 2015-2025*
- *Everyone is Home: Yellowknife's 10 Year Plan to End Homelessness (2017)*
- *Grow: Yellowknife Food and Agriculture Strategy (2019)*

### **3.2.4 Economic, Environmental, and Social Factors**

As detailed in **Section 2** of the Community Plan, Yellowknife's economy is primarily driven by public administration, services, transportation and warehousing, mining and tourism. The importance of these sectors is also reflected in the NWT's Gross Domestic Product (GDP), which mirrors the city's economic structure. The economy is shifting from being dominated by mining and industrial related activities to more public administration, service related activities and tourism. The land use designations, objectives, and policies support the transitioning economy by allowing for more mixed-use residential and commercial activities in core areas. Objectives and policies also support movement of heavy industrial activities to Engle Business District while allowing for light industrial, agricultural, and more intensive commercial activities in Kam Lake. This should allow the industrial sector to grow while minimizing conflict with other land uses.

Environmental factors, specifically relating to the effects of climate change, were considered in the land use designations, objectives, and policies. The objectives and policies support the City's Corporate and Community Energy Action Plan to reduce greenhouse gas emissions and improve energy efficiency of buildings. For example, land use objectives in the core of the City call for higher densities to make more efficient use of land. Land use objectives for most areas of the City also support more sustainable transportation options such as walking, cycling, and public transit. Climate adaptation and mitigation were also considered for land use objectives and policies.

The City's vision highlights its desire to be an inclusive community. Some of the City's goals include reconciliation with Indigenous people, ending homelessness, and making decisions that serve the broad public interest. Objectives and policies relating to the Akaitcho land withdrawal, increasing housing options, and improving affordable transportation options through more efficient land use support the City's social goals.

### **3.2.5 Land Constraints**

Yellowknife is land constrained. It is constrained by physical land constraints, land tenure, and unsettled land claims. The land constraints are illustrated in the *Land Quantum Map (Map 1)*.

Physically, the City is constrained by Great Slave Lake and lakes within its municipal boundaries. It is also constrained by contaminated mine sites that are unsuitable for development and may have limited development opportunities once they are remediated.

Much of the land within municipal boundaries falls outside the City of Yellowknife's control. This includes Akaitcho withdrawn land and Commissioner's Land. The airport also uses a large amount of land but the airport land is controlled by the GNWT. Other land outside of the City of Yellowknife's jurisdiction includes Fred Henne Territorial Park, the Yellowknife River Park, the North Slave Correctional Complex, the Government of Canada Seismological Array, and the Legislative Assembly of the Northwest Territories and surrounding land. There are also several parcels of land within City boundaries that are held by the GNWT and the Government of Canada for various purposes.

The land use designations, objectives, and policies account for the challenges that land constraints present. Objectives aim for more efficient use of available land, flexibility in land use, and adaptive re-use of land and buildings that are no longer suited for their original use.

*Map 2: Land Quantum*

### **3.2.6 Designation List**

The Community Plan designates the following areas within the municipal boundary as identified in the *Land Use Designation Map (Map 2)*:

- Downtown
- Old Town
- Old Airport Road
- Capital Area
- Niven Residential
- West Residential
- Grace Lake
- Kam Lake
- Kam Lake South
- Engle Business District
- Con Redevelopment Area
- Solid Waste Management
- Recreation Hub
- Giant Mine
- Akaitcho Interim Land Withdrawal
- Special Management Zone

The Plan provides an overview of each designation and the general purpose of land use within that designation. Objectives and policies are listed for each of the designations to support the overall intent of land use in that area.

For the purpose of the Community Plan, specific definitions are used for objectives and policies:

- **Objectives** – Measurable outcomes or targets.
- **Policies** – Proposed decision or action.

Each policy in the land use designation is connected to and supports a specific corresponding objective. In some cases there are multiple policies supporting one objective. The objectives and policies are written in table format with the objectives in the left column and the supporting policy or policies in the right column.

*Map 3: Land Use Designations*

**As amended by By-law No. 5102 May 12, 2025**

## 4 LAND USE DESIGNATIONS

### 4.0.1 ~~Historical Land Use~~ Context and Strategy for Area Designation Decisions

The land use designations and overlays shown on the Land Use Designation Map (Map 2) illustrate both existing and planned land uses across the City. These designations and overlays provide a clear framework for managing and directing land use over the next 25 years. Planning and development objectives and policy directions associated with each designation and overlay are guided by the City’s vision for growth. The City’s historical land use, contemporary trends, and anticipated future needs informed the objectives and policies. Collectively, the land use designations and overlays establish the basis for permitted uses, development regulation, and the implementation of the City’s strategic planning priorities.

### 4.0.2 ~~Indigenous Land Use and Stewardship~~

- ~~Yellowknives Dene First Nation (YKDFN) statement of historical land use:~~
- ~~Tłı̨chǫ Government’s statement of historical land use:~~
- ~~Deline Got’ine Government’s statement of historical land use:~~
- ~~North Slave Métis Alliance’s statement of historical land use:~~

### 4.0.3 Foundation of the City

~~In the late 1800s and early 1900s gold was discovered in Yellowknife. An indigenous woman named Liza Crooked hand showed the early prospectors where to find the gold. E.A. Blakeney was the first to account, in 1989, that gold was in the Yellowknife Bay area. More intensive exploration for gold did not occur until the 1930s. A permanent settlement was built in the 1930s to support gold and mineral exploration and mining in the area and other parts of the NWT. Development was concentrated in the Old Town area due to its proximity to Yellowknife Bay. Much of the land in what is now the City of Yellowknife was originally used for mining exploration and mine development. Two of the biggest gold mines within the municipal boundary, Giant Mine and Con Mine, operated until the early 2000s. These mine sites are still being remediated, and they are a significant limiting factor in the types of land use activities that will be permitted in these areas in the future, as well as having some constraining impacts on adjacent lands. The objectives and policies for the land use designations for Giant Mine and Con Mine reflect this reality.~~

~~Over time, mining and industries supporting mining activity have moved out of the core of the City into the urban fringe as the City has grown. Other industrial activities such as warehousing, trucking, logistics, and construction yards have also moved to the edges of the City’s built area. This change in land use is reflected in the designations for industrial areas such as Kam Lake and Engle Business District.~~

Yellowknife exists within the homelands of the Yellowknives Dene First Nation, the Tłı̨chǫ people, and the North Slave Métis. The land is not only a physical setting, but a living source of law, knowledge, and responsibility, shaped by relationships that long predate municipal government and continue today. Municipal governance does not stand apart from this history; it is carried within it. Indigenous governance systems are rooted in responsibility to the land, to one another, and to future generations. Western governance systems often emphasize authority and jurisdiction while Indigenous governance is

grounded in responsibility, relationship, and stewardship. When aligned, these perspectives strengthen decisions and create durable outcomes.

The City’s role is to exercise its responsibilities through planning, infrastructure, services, and convening authority - in ways that honour Spirit, respect Ancestors, support communities, and care for those yet to come. Reconciliation is made visible through everyday actions, relationships, and decisions that reflect shared responsibility and mutual respect.

As the territorial capital and primary service hub of the Northwest Territories, Yellowknife also holds a broader responsibility to the region. Systems such as housing, health, food security, transportation, and economic opportunity come together here. The City is uniquely positioned to bring partners together, support collaboration across jurisdictions, and help advance shared priorities in practical ways. This convening role is not an added function of municipal government; it is an expression of stewardship and collective responsibility for the well-being of communities across the North

#### **4.0.4 Contemporary Land Use**

As Yellowknife’s economy has and continues to evolve, its land uses have shifted accordingly. Old Town, for example, has emerged to accommodate a unique mix of commercial and residential uses , and its land use designation now reflects this transformation.

The service sector has become increasingly important, and Yellowknife’s role as a centre for government administration continues to anchor the local economy. With many jobs and services concentrated in the downtown core, the land use objectives and policies for this area emphasize not only supporting this concentration but also revitalizing older buildings and under-utilized lands to maintain a functional, attractive, and economically resilient centre.

As the population has grown, so has the demand for housing. Residential areas such as Niven and the Western Residential areas around Range Lake have developed to accommodate housing demand. These residential areas are near a mix of to commercial services, educational institutions, and health care facilities. The areas are supported by municipal services and are connected by public transit and multimodal transportation options.

City growth has increased demand for recreational spaces and public services. The Recreation Hub designation highlights the need for accessible recreational amenities and ensures that these facilities can be reached safely and efficiently by all modes of transportation.

Contemporary land use in Yellowknife is increasingly influenced by the City’s growing function as a regional transportation hub and potential role within the Arctic economic and logistical corridor. The broader northern connectivity requires coordinated land use, transportation integration, and infrastructure planning to support long-term growth and regional responsibilities.

#### **4.0.5 Emerging Land Use**

Yellowknife is positioned for continued growth; a high growth projection shows the population potentially could reach 26,659 by 2051. This level of growth-driven by major infrastructure investments, increased regional activity, and steady migration will require a focus for housing development across all forms of housing, particularly affordable options. Given the limited supply of developable land, future land needs must be met through a balanced approach between intensification, redevelopment, and infill

within the existing urban area, while also carefully considering opportunities for new growth areas. As a result, new designated areas have been incorporated into this Plan, supported by objectives and policies that guide responsible expansion and ensure the City can accommodate long-term growth in a sustainable, efficient manner.

**Callout:** Low Intensity Development: less than 25 UPH; Medium-intensity between 25-65 UPH and High-intensity more than 65 UPH.

#### 4.0.6 Designations and Overlays

The Community Plan designates the following areas within the municipal boundary as identified in the *Land Use Designation Map (Map 2)*:

- Downtown
- Niven Residential
- West Residential
- Grace Lake Residential
- Frame Lake Residential
- Old Town
- Old Airport Road
- Highway Commercial
- Kam Lake
- Kam Lake South
- Engle Business District
- Con Development Area
- Solid Waste Management
- Recreation Hub
- Giant Mine
- Special Management Area

**Call-out:** Land Use Designations - The Plan describes each land use designation, defining its purpose, permitted uses, and its role in the community's long-term planning. For every designation, the Plan establishes clear objectives and policies with directions of how land should be used, including specific actions and targets to ensure development aligns with the overall vision and goals of the Community Plan.

#### Overlay Areas

The Community Plan identifies the following overlay areas within the municipal boundary as identified in the *Land Use Designation Map (Map 2)*:

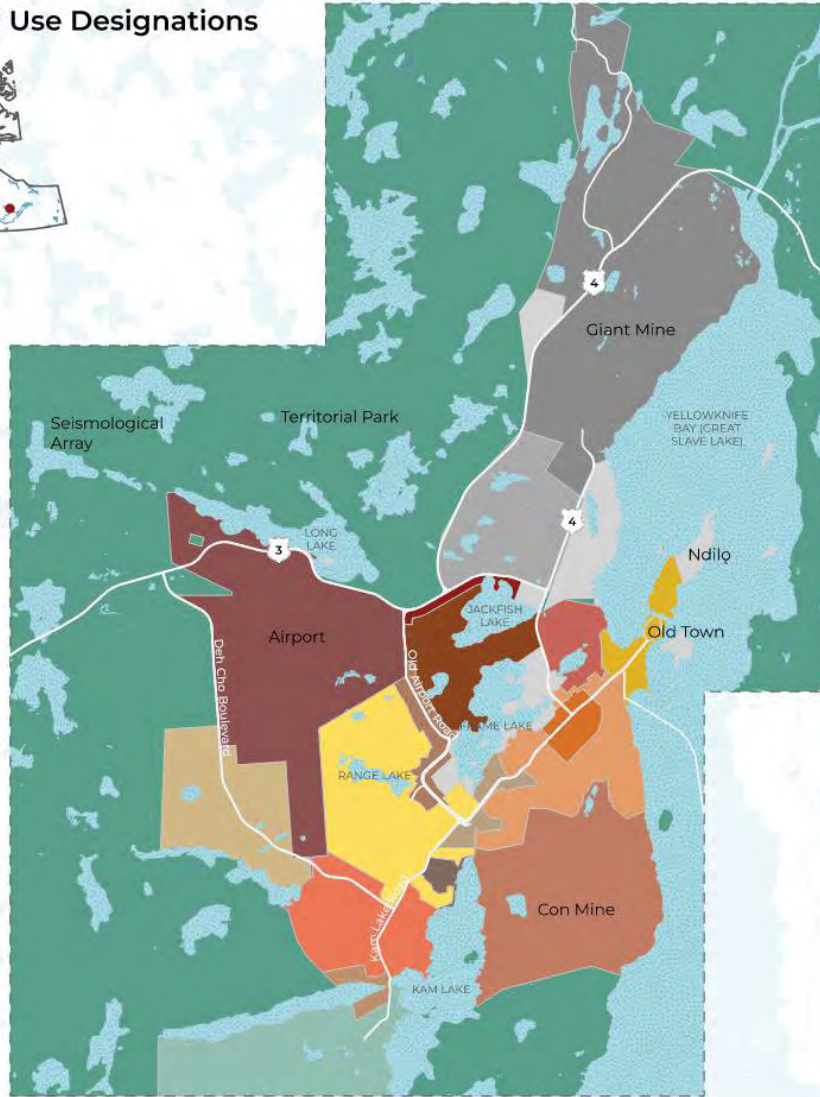
- Capital Area
- Akaitcho (Interim Land Withdrawal)
- Seismological Array
- Natural Heritage Area

**Call-out:** Overlay areas identify locations with exceptional geological, environmental, economic, or cultural value. These areas require an added layer of direction and control beyond the underlying

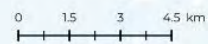
designation. Each overlay includes targeted objectives, policies and restrictions that safeguard its unique attributes to reinforce the intended purpose of the overlay.

Map 2a: Land Use Designations

YK 2050 | MAP 2.a  
Land Use Designations



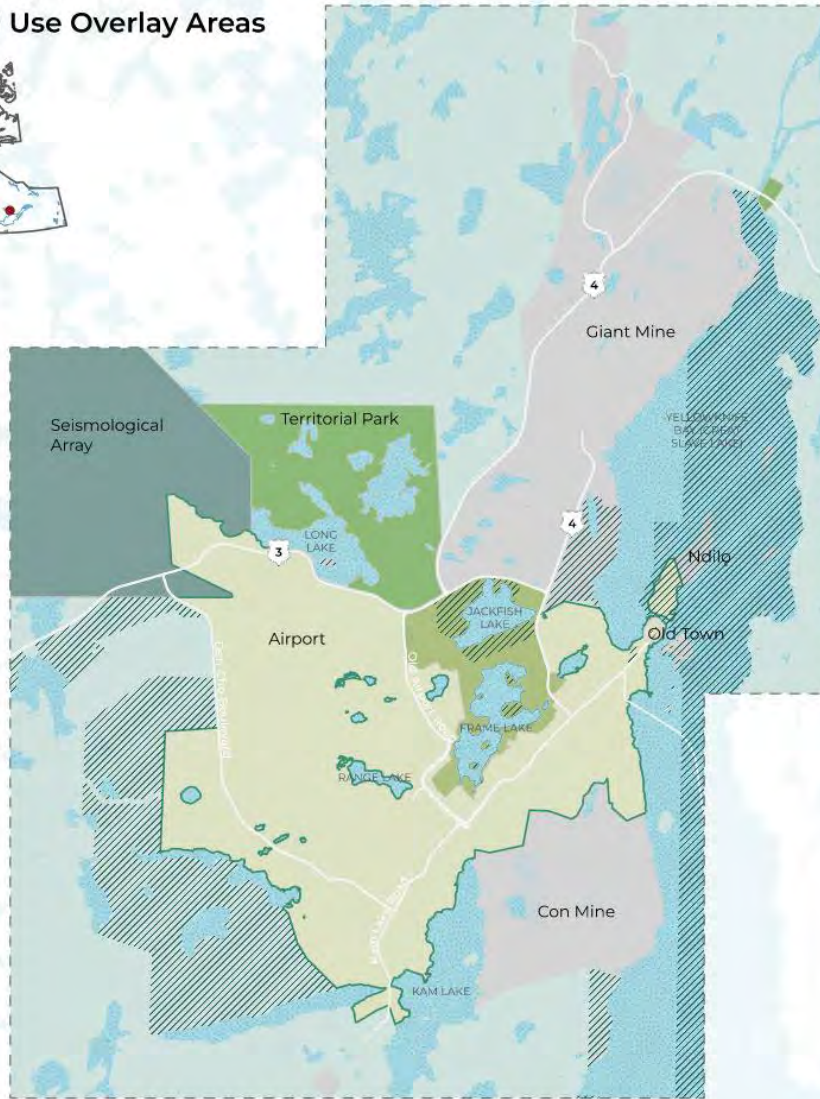
- |                              |                                    |                                  |                         |
|------------------------------|------------------------------------|----------------------------------|-------------------------|
| City Core                    | Frame Lake                         | Solid Waste Management           | Special Management Area |
| Central Residential          | Grace Lake Residential             | Minerals Extraction              | Non Designated Area     |
| Old Town                     | Highway Commercial                 | Recreation Hub                   | Municipal Boundary      |
| Old Airport Road (Mixed Use) | Kam Lake                           | Giant Mine                       |                         |
| Niven Residential            | Kam Lake South                     | Airport                          |                         |
| West Residential             | Engle Industrial Business District | North Slave Correctional Complex |                         |



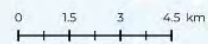
Map 2b: Land Use Overlays

YK 2050 | MAP 2.b

Land Use Overlay Areas



- Capital Area
- Fred Henne Park and Yellowknife River Park
- Seismological Array
- Planned Built Area
- Akaitcho (Interim Land Withdrawal)
- Special Management Area
- Non Designated Area
- Municipal Boundary



## 4.1 Downtown

*Total Area: 275.2 ha*

Downtown, as identified on the *Land Use Designation Map (Map 2)*, is the hub of the City. It connects the past with the future and provides a variety of services to residents in Yellowknife, residents throughout the Northwest Territories, and visitors and tourists from around the world. It is a destination for employment, culture, arts, recreation, entertainment, shopping, dining and business. The built form includes a mix of office buildings, storefront retail and service commercial buildings, restaurants and bars, institutional and residential buildings, park space and natural areas.

Downtown Yellowknife continues to function as the City's primary centre for commerce, culture, tourism, and civic life, and is a key focus of current economic and community development initiatives. Since the last Community Plan update, downtown has experienced growth in retail, commercial, and mixed-use development, with an upward trend in new commercial spaces and residential-commercial projects that will support a more active and diverse downtown environment. Building on this momentum, the City is updating its Economic Development Strategy to prioritize downtown revitalization through business retention and attraction, support for local entrepreneurs, placemaking initiatives, and targeted investments. In parallel, the City and the Yellowknives Dene First Nation (YKDFN) are implementing a Joint Economic Development Strategy with a shared goal of revitalizing downtown, increasing economic participation, and advancing visible Indigenous presence through cultural representation, business development, and partnerships.

Although the downtown is the hub of the City for many activities, there are also challenges. There is a high commercial vacancy rate in downtown for both office commercial and retail commercial space and the City is working on a strategies for revitalizing commercial activity. According to the *City of Yellowknife 2017 Citizen Survey*, a majority of residents perceive downtown as unsafe, dirty, poorly maintained, and lacking vibrancy. There is also a high concentration of homeless residents in the downtown area, many of whom struggle with addiction and mental health issues. In 2017, the City adopted a 10-year plan to end homelessness (*Everyone is Home: Yellowknife's 10-Year Plan to End Homelessness*). The City will also continue advocating to higher orders of government for more funding for affordable housing and social supports for residents with addiction and mental health issues.

The Downtown designation includes a large geographic area at the centre of the City. Traditionally downtown was only identified as the core area, however development patterns have created a residential area adjacent to the core area that allows for higher densities and supports easy access to the City Core. This is a transitional middle density-intensity area that bridges the high density-intensity City Core with lower density-intensity areas in other parts of the City.

### 4.1.1 City Core (Mixed Use)

*Total Area: 47.8 ha*

The City Core, as identified on the *Downtown – City Core Land Use Designation Map (Map 3)* is concentrated along the Franklin Avenue corridor. It is bound on the north by 49<sup>th</sup> Avenue and to the south by 52<sup>nd</sup> Avenue. It is bound to the west by 54<sup>th</sup> Street and to the east by 47<sup>th</sup> Street. It features a mix of offices, housing residential, retail uses, galleries, restaurants, bars, coffee shops, cultural venues,

institutional uses, hotels, recreational activities, and open space. This area has developed over decades and has a mix of old and new buildings and architectural styles.

The City Core is intended to remain the central area of the community and serve as the highest order mixed use centre. The City Core will be the hub of the city’s business community, containing the largest office buildings and a blend of professional and business service functions. **It is the principal location for administrative offices and professional services to support the logistics sector, tourism, arctic-focused partnerships and nation building projects within the City.** Growing economic sectors such as tourism will concentrate tourist services such as accommodations, tour booking services, and information services in the area.

**The City balances infill and redevelopment of vacant and underutilized parcels by providing land use flexibility and adaptive reuse of existing buildings, aligned with the City’s downtown revitalization goals.** At the centre of the City Core is the 50/50 (50<sup>th</sup> Street and 50<sup>th</sup> Avenue) lot, a vacant parcel that the City owns. The City wants to re-develop this lot, in partnership with the private sector, to support increased economic activity and increase the vibrancy and attractiveness of the City Core. Any re-development of the 50/50 lot or other vacant **and under-utilized** parcels in the City Core will be higher mixed-use density **encouraged for mixed use development with active street level commercial uses and residential above.** The City will also work to attract more residential and commercial development throughout the City Core. **Intensification will be achieved through mandatory mixed-use along key streets, increased building height and lot coverage to support local businesses, services, and winter vitality. The City Core will grow as a 24/7 community, beyond a government and commercial purpose district.**

Planning and Development Objectives	Policies
1. To reduce the number of vacant parcels in the core by encouraging development that such as multi residential, multiple story commercial, or office spaces.	1-a. A variety of incentives will be implemented for landowners to develop vacant parcels.
2. To reduce single use surface parking lots and incorporate on-site parking into building design.	2-a. No new surface parking lots will be permitted.  2-b. The City will work with developers to build alternatives for parking that supports new development.  2-c. The City will work with existing developments to build alternatives for parking if desired.
3. To increase the number of trips into and within City Core via walking, cycling, and public transit.	3-a. Improvements will be made to walking and cycling infrastructure so that it is accessible for people of all ages and abilities.  3-b. Increase in level of service for public transit into and within City Core will be considered based on recommendations

Planning and Development Objectives	Policies
	in the <i>2019 Yellowknife Public Transit Review</i> .
4. To shift transportation mode share from private motor vehicles to walking, cycling and public transit.	4-a. Implementation plan for shifting trips to active transportation and public transit will be created.
5. To improve safety and network connectivity for pedestrians and cyclists of all ages and abilities.	5-a. Active transportation infrastructure will be safe, connected, accessible, direct and available year round.
	5-b. Recommendations from City of Yellowknife Accessibility Audit, with respect to accessibility of City infrastructure, will be implemented.
6. To allow for greater residential density.	6-a. Density bonusing policy will be created to allow higher densities in exchange for developer funded landscaping, public art, affordable housing, and other public realm investments.
7. To increase flexibility for a variety of land uses that support the City’s downtown revitalization strategy.	7-a. Off-street parking minimums will be removed.
	7-b. Zoning will allow for a greater mix of residential, commercial and institutional uses in the downtown city core.
8. To improve the aesthetic and functional quality of the public realm in public gathering areas and public streets.	8-a. Specific revenue tools for investing in public realm improvements will be created (on-street parking revenue, business improvement district levies, density bonusing payments, etc.).
9. To encourage active uses at street level.	9-a. Parking, unless screened with active uses, will not be permitted in buildings at street level as defined in the Yellowknife Zoning Bylaw.
	9-b. Design of street front buildings should include visual interest.
10. To improve inclusivity of public spaces for all residents.	10-a. Public areas will be designed to consider needs of people of all ages, abilities, genders, incomes, and cultural backgrounds.
11. To reduce the number of vacant or partially vacant buildings.	11-a. Incentives will be created for adaptive re-use of vacant existing buildings.
12. To allow for a mix of residential, commercial, institutional uses so that it remains the hub of the City.	12-a. Zoning bylaws will be examined, and where appropriate, revised to make development that encourages mixed compatible uses easier.

Planning and Development Objectives	Policies
13. To enhance open spaces in the core to support community events, traditional activities, and passive recreation.	13-a. Large open spaces will include amenities that support larger community events of 50 people or more such as public washroom areas, vehicle and bicycle parking and walkways that support accessibility.
14. To enhance the mix between public and private realms.	14-a. Incentive programs for outdoor patios that were created in 2017 will be evaluated and considered for zoning bylaw amendment.  14-b. The City will create tools to incentivize street front ground level retail to support the revitalization of retail in the Core.

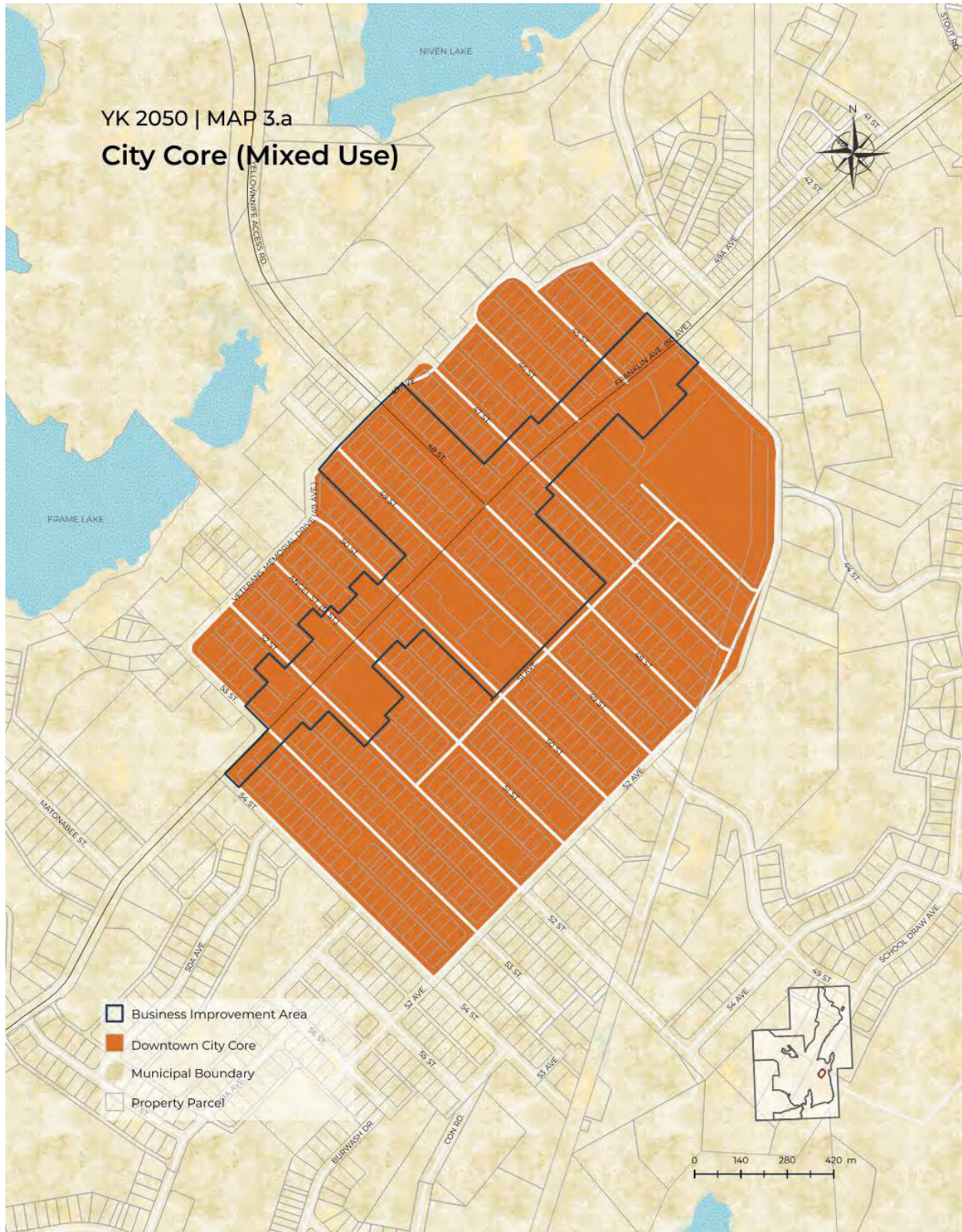
**Call-out:** The City Core policies are supported by the objectives outlined in Section 3 under the four thematic goals - Growing, Living, Working, and Moving around YK. The objectives support an adaptable, affordable, efficient, and inclusive City Core. They promote flexible, mixed-use buildings that can respond to changing needs over time. They focus on intensification or redeveloping vacant and underutilized lands and parking lots into higher intensity uses. This approach revitalizes the City Core and makes better use of existing infrastructure. The policies also support diversity and housing affordability, helping to create a community where all residents can remain and build a future.

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 - City Core)
Growing YK	GKY-3, GYK-4	New residential developments or redevelopment within the City Core shall achieve a minimum net intensity target of 100 Units Per Hectare (UPH).(adapted from 6-a)
	GYK-4	New developments shall not have minimum parking requirements. Any new off-street parking for multi-unit residential developments shall be restricted to a maximum of 0.5 stalls/unit. (adapted from 7-a)
	GYK-4	New surface parking lots shall not be permitted within the City Core. (adapted from 2-a)
	GYK-4	Parcels primarily used for surface parking are encouraged to redevelop for mixed-use intensification. The City will support the removal of parking-related caveats where they constrain redevelopment. (new policy)
	GKY-3, GYK-4	Adaptive reuse and redevelopment of surface parking parcels that includes mix of housing units are supported through the City’s Development Incentive Program.(adapted from 2-b and 2.c)

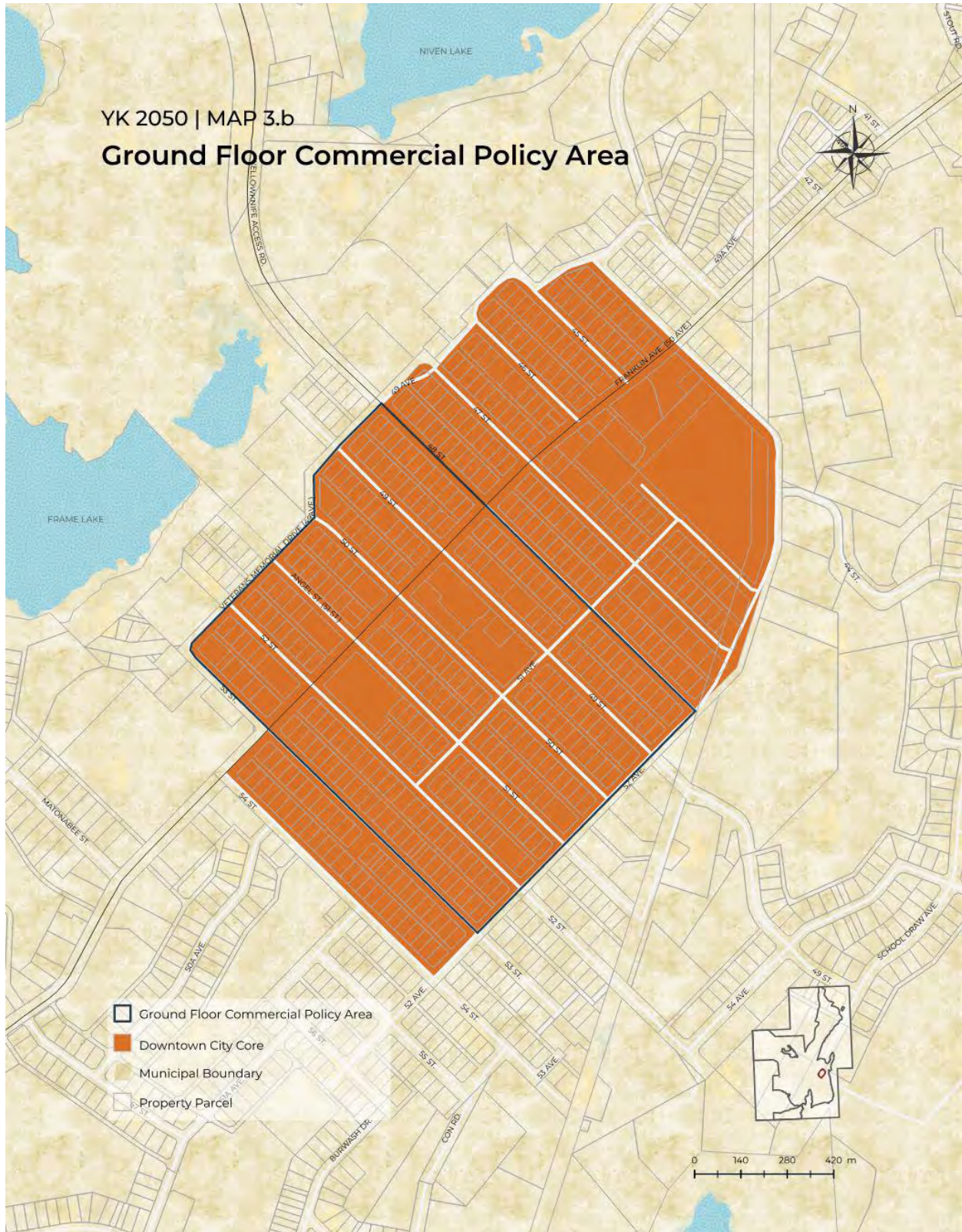
Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 - City Core)
	GYK-2	Mixed-use developments with 20 or more residential units that require municipal infrastructure upgrades and public realm improvements may have cost sharing or funding mechanisms in place to enhance development opportunity (adapted from 8-a).
	GYK-5	Infill and Greenfield development shall correspond with the City's intensity and affordable housing targets. (new policy)
	GYK-5	Purpose-built rental, Indigenous-led housing, and senior housing developments should be encouraged in the downtown area. (new policy)
<b>Living in YK</b>	LYK-1	New multi-unit developments with more than 20 units shall designate a minimum of 15% of total units as affordable housing. (new policy)
	LYK-1	New multi-unit developments with more than 20 units shall designate a minimum of 15% of the total units as accessible barrier-free housing. (new policy)
	LYK-1	Multi-unit developments shall provide bicycle parking spaces equal to at least 120% of the total number of dwelling units, split between 20% temporary (visitor) and 100% permanent (resident) use. (adapted from 3-a)
	LYK-2	Street-front building designs shall adhere to the Yellowknife Downtown Facade Improvement Guidelines. (adapted from 9-b)
	LYK-2	Street-level parking shall not front any major arterial roads in the Downtown Core. (adapted from 9-a)
	LYK -3	Public areas shall be designed to accommodate diverse activities and foster a sense of belonging for all ages and abilities. (adapted from 10-a)
	LYK-2	Active frontage, such as patio development along commercial and mixed-use areas should be encouraged in the City Core. (adapted from 14-a)
	LYK-2	Vacant or under-utilized lots in the City Core require a framework to increase support for public open space amenities, tourism, commercial uses, and mixed use and affordable housing development. (adapted from 11-a)
	LYK - 4	Traditional healing, Indigenous-led services, and cultural practice spaces are encouraged and to be incentivized for development in the City Core. (new policy)
<b>Working in YK</b>	WYK – 1, WYK - 4	Priority shall be given to advancing the establishment of a Business Improvement District along the Franklin, 48th, and 49th Street corridors through business engagement (Map 3).(new policy)

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 - City Core)
	WYK - 2	City Infrastructure shall be developed in accordance with the recommendations from City’s Accessibility Audit and Development & Design Standards Manual. (adapted from 5-b)
	WYK - 4	All new developments or redevelopments along 50 <sup>th</sup> Avenue and on 48th street to 53rd street between 49th Ave and 52ndAve, exceeding three storeys in height, shall include ground-level active commercial uses (e.g. office, retail, or restaurant) fronting the street. (Map 3a). (adapted from 14-b)
<b>Moving Around YK</b>	MAYK - 1	A phased implementation approach to the development of cycling infrastructure should be prioritized in the City Core and surrounding areas in order to fulfill the recommendations of the Transportation Master Plan. (adapted from 5-a)
	<del>MAYK - 2</del>	<del>The City will provide recommendations and an implementation plan for the transit service level increases recommended in the Transportation Master Plan for the into and within the City Core area by 2026.</del>
	MAYK - 3	A connected network of walking and cycling infrastructure shall be established in the City Core. (adapted from 4-a)

Map 3a: Downtown – City Core



Map 3b: Ground-floor Commercial Policy Area



### 4.1.2 Central Residential

Total Area: 215.5 ha

The central residential area, as identified on the *Downtown - Central Residential Land Use Designation Map (Map 4)*, surrounds the Core and primarily consists of compact low-rise residential development. The area is intermixed with some high ~~medium~~-density ~~intensity~~ apartments and buildings that have seen adaptive re-use for small-scale offices and/or retail spaces. It ~~will be~~ **is** a transition area between the high-density ~~intensity~~ city core and other area designations like Old Town, the Recreation Hub, and Old Airport Road Commercial. The area is a geographically convenient place to live, as services are easy to access by walking, biking, driving and public transit.

The area is mostly low ~~density~~-~~intensity~~ residential but due to its proximity to walkable amenities and grid pattern of streets, it is suitable for transition to higher ~~density~~ ~~intensity~~ residential and multi-use development through infill. Infill opportunities include development of vacant lots or redevelopment and densification of existing developed lots. Back laneways exist from 46<sup>th</sup> Street to 56<sup>th</sup> Street that allow road access to the back of the lots that could accommodate smaller alternative forms of infill such as secondary suites, mixed-use amenities or urban agriculture activities. ~~However, when making connections or developing new uses, connectivity and alternative forms of transportation, including walking and biking trails must be accommodated.~~ **All new developments shall be connected to the existing active transportation network, including walking and cycling trails where available, and shall accommodate alternative modes of transportation.**

Several natural areas in the Central Residential designation, such as the Toboggan Hill, Sir John Rock, and Tin Can Hill are valued open spaces and contribute to the quality of life and enjoyment for residents. These include the Toboggan Hill, Sir John Rock, parts of Tin Can Hill and Tin Can Hill Shoreline. Natural open spaces, that are demonstrated as valued because of on-going use and enjoyment will continue to be preserved

Tin Can Hill is a natural area located in the Central Residential designation. A portion of Tin Can Hill is used for a water treatment plant as identified on the *Public Amenities Map*. However, it is also a popular spot for passive recreation activities. Although not a formal greenspace, Tin Can Hill is a valuable and well used recreation destination. Future development of the area, that is compatible with the central residential designation, ~~will be compliant with relevant environmental policies and~~ will respect ~~this~~ the ~~current~~ use of the space. ~~A~~ and large portions ~~portion~~ of Tin Can Hill will be retained to support the on-going recreational use of the area.

Planning and Development Objectives	Policies
1. <del>To improve walking and cycling connections for all ages and abilities within the area and to the City core and other adjacent land use designated areas.</del>	1 a. Improvements will be made to intersection safety, sidewalks, cycling paths, and trail networks.
2. <del>To enhance open spaces to support community events, traditional activities, and passive recreation.</del>	2-a. Existing open spaces or natural areas such as the Toboggan Hill, Sir John Rock and parts of Tin Can Hill and the Tin Can Hill Shoreline will be preserved.

Planning and Development Objectives	Policies
	<p>2-b. Natural areas that are difficult to development because of steep slopes, environmental setbacks will remain as open spaces.</p> <p>2-c. Investment in open spaces will be made as the area continues to densify.</p>
<p>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 the City core stepping down to medium density.</p>	<p>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.</p>
<p>4. To encourage higher density residential development.</p>	<p>4-a. Off street parking minimums will be reduced.</p> <p>4-b. Walking and cycling connections will be improved to support active modes of transportation.</p>
<p>5. To encourage a variety of housing options.</p>	<p>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.</p>
<p>6. To increase mixed land uses that are compact and compliment land uses in the City Core.</p>	<p>6-a. Accessory uses will be permitted such as home based businesses. Other permitted uses will include day cares and convenience stores that promote complete communities and reduce the need to use private motor vehicles to access services.</p>
<p>7. To promote urban agriculture activities that do not conflict with residential uses such as raised garden beds, small chicken coops, and domestic beehives.</p>	<p>7-a. Small-scale urban agricultural activities will be permitted but must be accessory to residential uses and will not negatively impact the residential character of the neighbourhood.</p>
<p>8. To maintain Tin Can Hill, or significant portions, for passive recreation activities.</p>	<p>8-a. Any future development of Tin Can Hill will maintain space for passive recreation opportunities and maintain appropriate natural buffers between trails and development.</p>
<p>9. To consider limited development on portions of Tin Can Hill.</p>	<p>9-a. Development of Tin Can Hill must be designed and developed to minimize the disturbance to the natural environment, significant heritage features, and recreational areas of Tin Can Hill.</p>

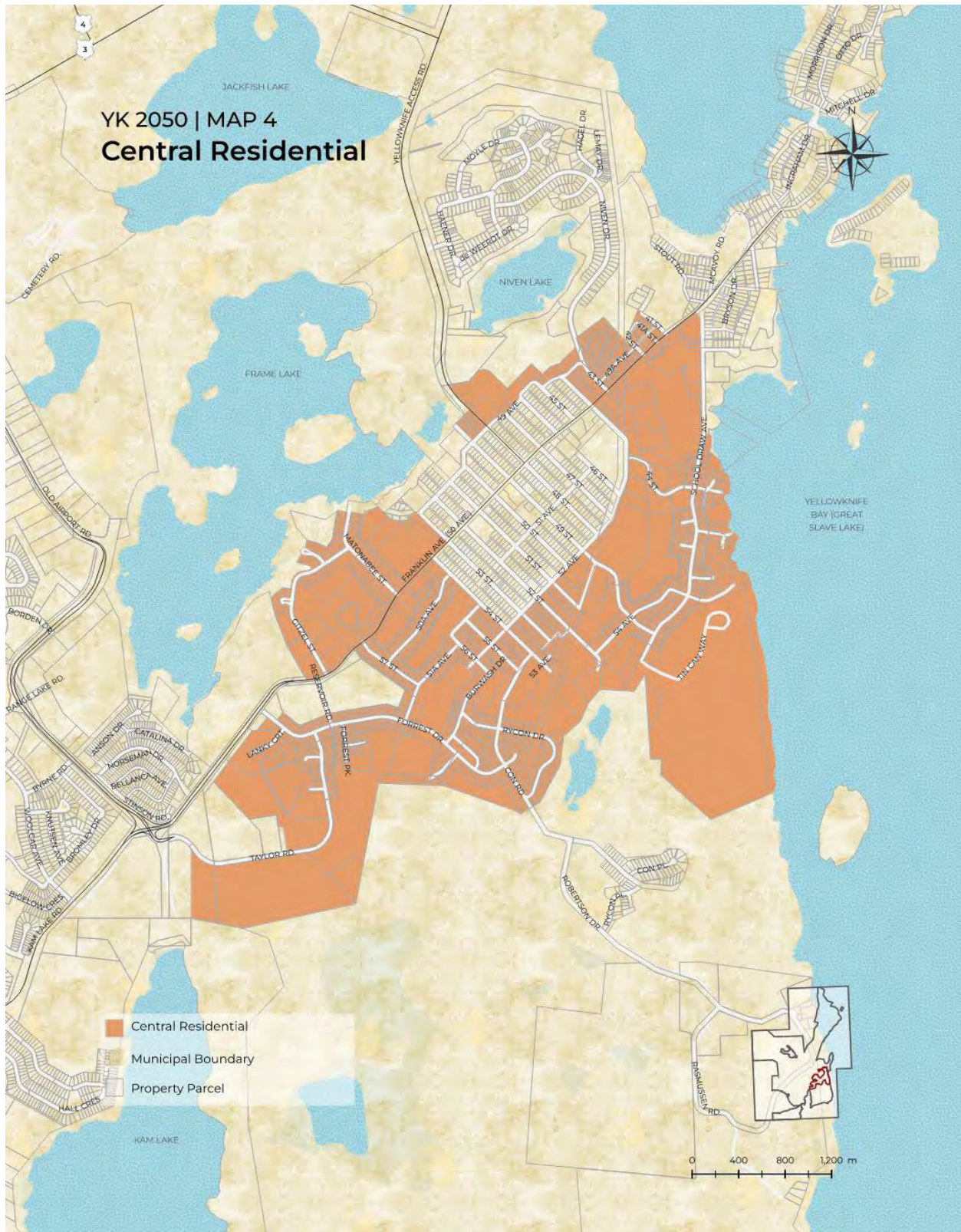
Planning and Development Objectives	Policies
10. To improve walking and cycling connections to Tin Can Hill from other parts of the neighbourhood to make it more accessible to a greater variety of transportation modes.	10-a. Gaps in walking and cycling paths to Tin Can Hill will be identified and improved.

Call-out: The Central Residential policies are driven by the thematic goals of Growing, Living, Working, Natural, Moving around, and Proudly YK, with each policy supported by specific objectives found in Section 3 of the community plan. These objectives promote environmentally responsible growth through urban intensification and climate resilience, utilizing mandates like minimum net densities and reduced parking requirements to increase housing supply and support mixed uses. To enhance livability and inclusivity, the policies require multi-unit developments to include affordable and accessible housing while expanding investments in public spaces and recreational facilities. The framework also supports and prioritizes a safe, year-round active transportation network that connects neighborhoods to the city core. Finally, the plan protects Yellowknife’s unique Northern identity and natural heritage by ensuring public access to nature.

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – Central Residential)
Growing YK	GYK-2, GYK-3	Development shall provide a gradual built-form transition from mixed-use to multi-unit, and subsequently to low-intensity forms. (adapted from 3-a)
	GYK-4	Off-street parking minimums for new developments shall be reduced to: <ul style="list-style-type: none"> <li>• Secondary dwelling units shall have no minimum parking requirement.</li> <li>• One-bedroom and studio units shall have no minimum parking requirement. (adapted from 4-a)</li> </ul>
	GYK-4	New residential developments shall achieve a minimum net intensity of 65 Units Per Hectare (UPH). (new policy)
	GYK-4	Zoning By-law amendments should extend the transitional Residential Intensification zone to appropriate Central Residential areas connected to public transit, pedestrian and cycling routes, and amenities, that will encourage more housing supply. (adapted from 4-b)
	LYK-1	New multi-unit developments, with more than 20 units, shall designate a minimum of 10% of total units as affordable housing. (new policy)

<b>Thematic Goal</b>	<b>Objective Code (identifying Image)</b>	<b>Policies (from Section 4 – Central Residential)</b>
<b>Living in YK</b>	LYK-1	Multi-unit developments shall provide bicycle parking spaces equal to at least 120% of the total number of dwelling units, split between 20% temporary (visitor) and 100% permanent (Resident) use. (new policy)
	LYK-2	Intensification in the Central Residential designated area should require municipal and private investment in open spaces. (adapted from 2-c)
	LYK-2	All park and recreation facilities should be enhanced throughout the Central Residential zone. (adapted from 2-a)
<b>Working in YK</b>	WYK - 1	Small-scale urban agricultural activities shall be permitted, provided they are accessory to residential uses and do not negatively impact the residential character of the neighbourhood. (adapted from 7-a)
	WYK - 1	Community gardens shall be permitted and encouraged in Central Residential area. (new policy)
<b>Natural YK</b>	NYK-1	Environmentally sensitive land that is difficult to develop because of ground movement, permafrost, or risk of erosion or flooding shall remain as dedicated open space. (adapted from 2-b)
<b>Moving Around YK</b>	MAYK-3	Cycling infrastructure in the Central Residential area should require an implementation plan in order to construct the missing components of it in accordance with the Transportation Master Plan. (adapted from 4-b)
<b>Proudly YK</b>	PYK-4	Development of Tin Can Hill shall be designed to minimize disturbance to the natural environment, significant heritage features, and recreational areas. (adapted from 8-a and 9-a)

Map 4: Central Residential



## 4.2 Niven Residential (Residential)

Total Area: 86 ha

Niven, as identified on the *Niven Residential Land Use Designation Map (Map-8 5)*, is a residential area that is located adjacent to the downtown core and provides easy access to the core of the City by vehicle and alternative transportation modes **by all multimodal transportation modes**. It will continue to be a mix of low, medium and high-density **intensity** residential uses with some mixed-use activities such as places of worship **that will encourage and/or incentivize community-oriented land use functions**. It is not anticipated that the area will need to accommodate further institutional or commercial activities because of its proximity to downtown.

Much of the residential development area is in the area is recent and new residential lots continue to be developed on vacant parcels. There will be few infill and redevelopment opportunities of existing properties over the next 20 years.

The fringe of Niven is a primary trail network, **providing year-round connection from** connecting Back Bay to the Capital Area and beyond **for walkers, skiers, snowmobilers and cyclists**. This trail is well used by walkers, skiers, snowmobilers and cyclists. The natural landscape and the rock cliff on the eastern portion of the designation is an important natural feature that **is intended to** will be preserved. **The trails around Niven Lake are important for maintaining permanent public access around Niven Lake**, acting as a safeguard against the privatization of the area’s valuable natural assets. To ensure these shared spaces do not feel like they are for the exclusive use of local residents, **Future strategies should focus on strengthening connectivity between this trail and the City’s broader walking pathways while preserving passive recreation use around the lake.**

Planning and Development Objectives	Policies
1. To maintain and enhance the existing active transportation network within Niven.	1-a. Gaps in active transportation infrastructure will be identified and filled. 1-b. Active transportation trail improvements will be considered based on the <i>City of Yellowknife Trail Enhancement and Connectivity Strategy</i> .
2. To improve public transportation service in Niven as the neighbourhood develops.	2-a. Public transit service will be reviewed based on recommendations in public transit studies.
3. To improve active transportation connections between Niven and downtown.	3-a. Walking and cycling infrastructure connecting to downtown for all ages and abilities will be constructed.
4. To support a mix of residential types and densities.	4-a. A variety of residential single unit and multiple unit dwelling types will be permitted.
5. To encourage affordable housing opportunities.	5-a. Incentives for affordable housing development will be implemented as recommended in <i>Yellowknife’s 10-Year Plan to End Homelessness</i> .

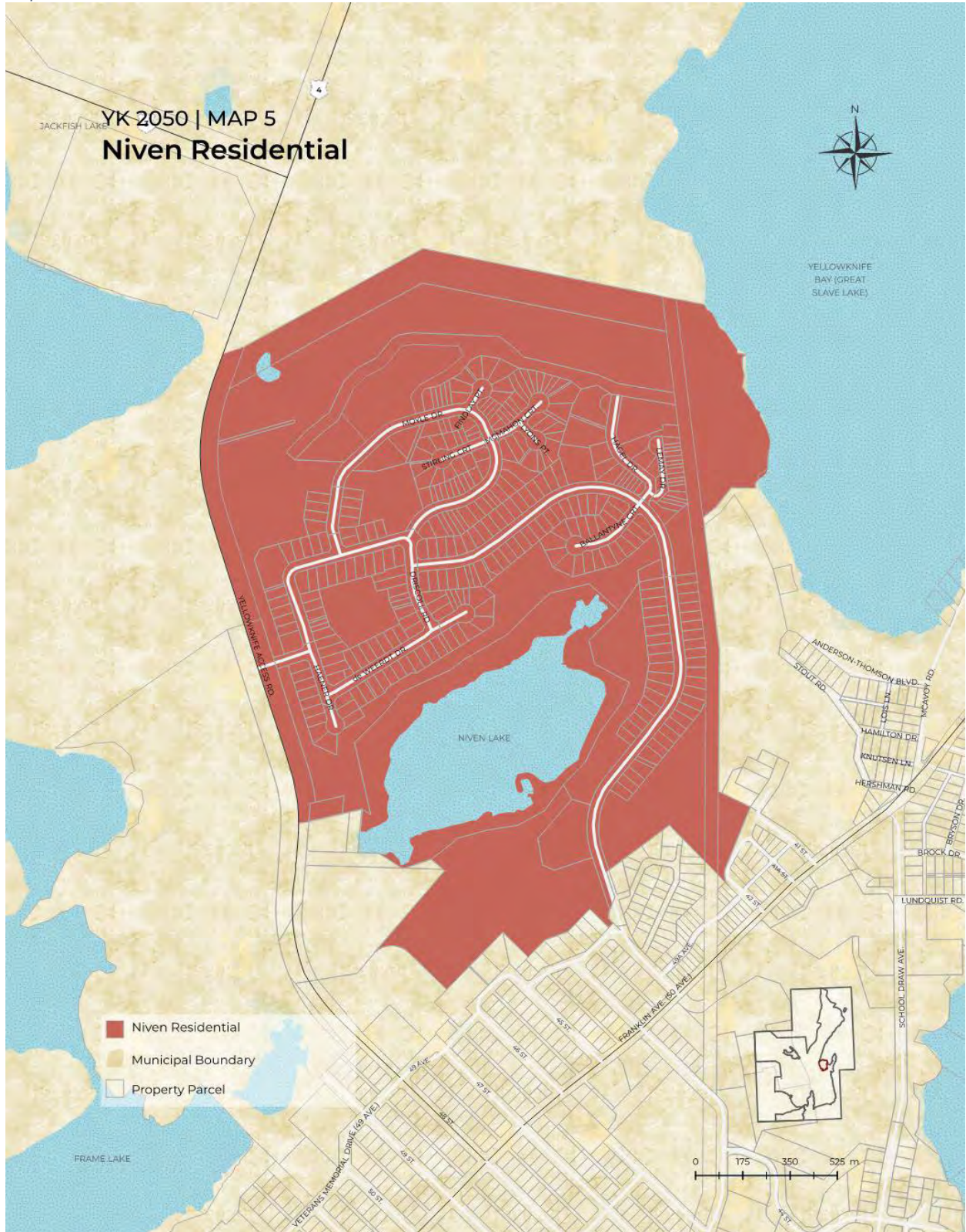
6. To enhance public outdoor recreation amenities.	6-a. Amenities will be constructed as the area continues to be develop in line with current development standards.
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**Call-out:** The Niven Residential policies are supported by the objectives outlined in Section 3 under the four thematic goals - Growing, Living, Working, and Moving around YK. The objectives center on creating a balanced, inclusive, and highly connected urban environment. By managing development and redevelopment that respects the community’s character through compatible land use, the plan ensures the Niven residential area doesn't lose its unique feel. Key to this vision is a commitment to socio-economic diversity, achieved through a mix of housing types and tenure options that make the city accessible to all income levels. Beyond housing, the framework emphasizes a safe and year-round public realm, integrating robust public transit with an extensive active transportation network. This ensures that whether by bus, bike, or foot, residents remain seamlessly connected to both essential services and the city’s iconic natural landscapes.

Thematic Goal	Objective Code	Policies
Living in YK	LYK-1	A full range of housing types across the housing continuum, including single-unit and multiple-unit dwellings, shall be permitted. (adapted from 4-a)
	(LYK -3)	Community amenities shall be provided in accordance with applicable development standards. (adapted from 6-a)
Moving Around YK	MAYK - 3	A phased implementation approach to developing increased walking and cycling infrastructure connecting the Niven Lake trail to Frame Lake and Great Slave Lake should be prioritized, in accordance with the Transportation Master Plan. (adapted from 1-b)

Map 5 Niven Residential

Map 6: Niven Residential



### 4.3 West Residential (Residential)

*As amended by By-law No. 5102 May 12, 2025*

*Total Area: 361.6 ha*

The West Residential designation, as identified on the *West Residential Land Use Designation Map (Map 6)*, is primarily a residential designation area. The area is adjacent to the Old Airport Road Commercial area and is commonly known as Frame Lake South and Range Lake. There are some institutional and recreational land uses in the area such as schools, parks, and sport fields. Most of the residential development is characterized by low intensity single unit family dwellings with some medium intensity residential development such as row-houses, duplexes, and low-rise apartment buildings. **The West Residential area is functionally connected to the Old Airport Road Commercial area, where residents access many of their services and daily needs.** ~~Residents in the West Residential area access the Old Airport Road Commercial area for many of their services.~~

The land use in this area will continue to be primarily residential. However, there will be opportunities for other types of activities that are compatible with the existing land uses while enhancing the amenity options within walking distance of residential development. Such amenities could include parks, places of worship, convenience stores, schools, day-cares/day homes, home-based businesses, and home offices. These types of amenities support more complete neighbourhoods by making services more accessible for residents.

Medium intensity residential development, such as row-housing, duplexes, and low-rise multi-unit buildings, will be encouraged on land adjacent or near to Old Airport Road and parts of Range Lake Road. This type of intensity already exists in this area and residential lots in this area are within walking distance of amenities such as schools, parks and retail and commercial services.

Improvements to the transportation networks between the West Residential area, Old Airport Road Commercial area, and the Recreation Hub area (identified in *Land Use Designation Map*) will be necessary to accommodate additional development in this area. Specific emphasis will be placed on improving ~~space-efficient alternate modes~~ **multi-modal** of transportation such as walking, cycling, and public transportation to better connect the West Residential area to other parts of the City.

Several natural areas such as Range Lake, Balsillie Court, Kam Lake Road/Old Airport Road, were identified natural areas that should be considered for preservation in the *2010 Natural Area Preservation Strategy*. The Balsillie Court is the area between the West Residential and the Airport Designation; it and Range Lake are not suitable for ~~intense~~ development because of environmental ground conditions (natural lakes or wetlands). Both shall remain natural areas, providing a buffer from airport operations, and continued use for passive recreation, or considered for potential low impact agricultural uses such as raised garden beds.

**As amended by By-law No. 5102 May 12, 2025**

To redesignate approximately 5.18 ha of site specific, vacant land, to allow for residential development. The land legally described as Lot 1, Block 553, Plan 1907 (located at the corner of Deh Cho Boulevard and Kam Lake Road) is to be removed from the 'Kam Lake' land use designation, as designated in City of Yellowknife, Community Plan, By-law No. 5007. Lot 1, Block 553, Plan 1907, is hereby redesignated as

'West Residential' land use designation and is subject to the policies of section 4.6 West Residential, as outlined in in the Community Plan, upon the effective date of this by-law (May 12, 2025).

Planning and Development Objectives	Policies
1. To improve walking, cycling, and public transportation options to better connect to other areas of the City.	1-a. Maintain sidewalks and trail networks, identify gaps in active transportation networks and develop a plan to better connect walking and cycling infrastructure to other areas of the City.
2. To increase transportation modal share of walking, cycling, and public transit.	2-a. Construct safer and more direct walking and cycling infrastructure for all ages and abilities.  2-b. Increase level of service of public transit and make routes more direct to other key activity nodes in the City.
3. To increase amenities within walking distance of residential development.	3-a. Institutional uses that are compatible with neighbourhoods (e.g. education facility, community centre, places of worship) are permitted.  3-b. Small-scale local-serving commercial uses (e.g. convenience store, personal services) are permitted.  3-c. Small-scale community park and recreation uses are permitted.  3-d. Commercial uses shall generally be limited to sites along Arterial or Collector Roads, or shall be contiguous with other local service facilities such as community centre or education facility.
4. To maintain the natural areas known as Balsillie Court and Range Lake.	4-a. Limited development may occur in the natural areas of Balsillie Court and Range Lake.
5. To maintain residential land use as the dominant land use.	5-a. Lands will be used primarily for housing with a range of dwelling types and densities.
6. To direct residential intensification in mid-rise multi-use forms along the main transportation corridors (and away from the interior of the neighbourhoods).	6-a. Zoning bylaws and other planning tools will be used to allow for residential intensification along main corridors.
7. To increase housing options.	7-a. Zoning will allow for a variety of housing types.

Planning and Development Objectives	Policies
8. To ensure development intensification is located and designed to be compatible with existing uses and respect the residential amenities of nearby properties.	8-a. All non-residential development or higher intensity residential development shall be compatible with and sensitive to the existing residential land uses of the neighbourhood.
9. To increase affordable housing opportunities.	9-a. Consider incentives such as, but not limited to, intensity bonusing in exchange for more affordable housing units, development fee discounts or exemptions on affordable housing units, and fast-tracking of development applications to allow for more affordable housing development. (Referenced from <i>Yellowknife's 10-Year Plan to End Homelessness</i> pg. 35)

**Call-out:** The policies for the West Residential area are guided by four primary thematic goals: Growing YK, Living in YK, Natural YK and Moving Around YK - with particular focus on active transportation and transit connectivity, land use diversity, environmental management, and housing affordability and intensity. The objectives aim to ensure infrastructure is safe and accessible for all ages, while allowing for a strategic mix of institutional, commercial, and recreational uses that complement the residential fabric and transition in scale between low-rise residential areas and large-footprint mixed-use, commercial and industrial blocks. There is a clear directive to prioritize housing variety and intensification throughout the designation with the highest intensity development concentrated along transit corridors. Natural heritage areas identified in the West Residential area will have environmental protections through the natural heritage overlay.

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – West Residential)
Growing YK	GYK-2	Institutional uses that are compatible with neighbourhoods shall be permitted. (adapted from 3-a)
	GYK-2	All non-residential or higher intensity residential development shall be compatible with existing residential land uses. (adapted from 8-a)
	GYK-3	Community-scale commercial (e.g. convenience store, personal services etc.) uses shall be permitted. (adapted from 3-b)

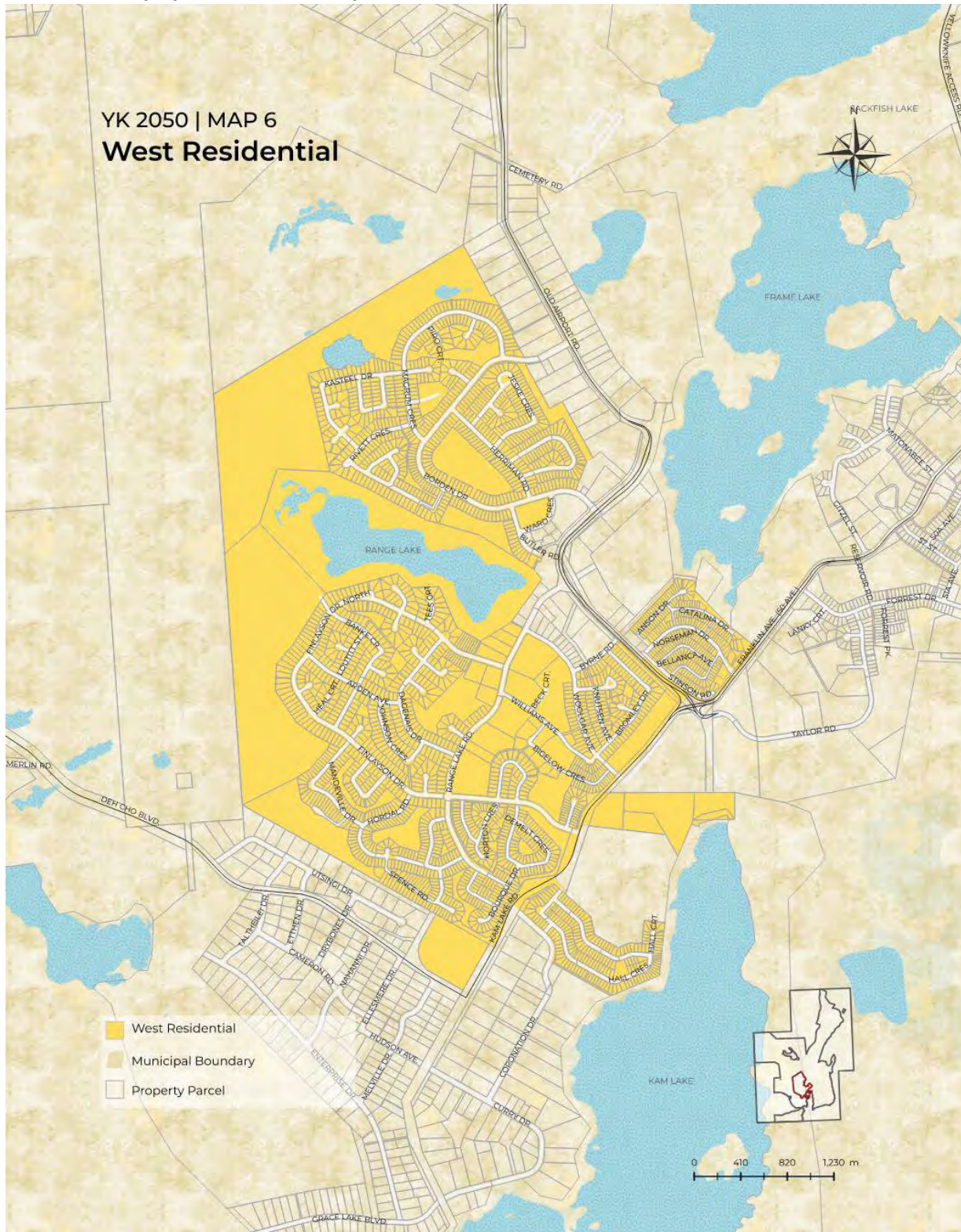
Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – West Residential)
	GYK-3	Large commercial and mixed-use facilities shall be limited to sites along Arterial or Collector Roads or be contiguous with local service facilities. (adapted from 3-d)
	GYK-3	Mixed-use development, featuring street-level commercial space with residential units above, shall be encouraged where the West Residential and Old Airport Road designations abut to create a seamless, dynamic transition between the two areas. (new policy)
	GYK-3	Land uses shall facilitate a gradual transition in scale and intensity between low-intensity residential areas and adjacent medium-intensity mixed-use/commercial uses to improve the interface between these zones. (new policy)
	GYK-5	Multi-unit medium-intensity residential development that are compatible with the existing residential uses shall be permitted. (new policy)
	GYK-2	Shared parking options may be utilized for new multi-unit developments to reduce off-street parking requirements. (NEW- Based on Engagement Report.
	GYK-4	Residential intensification should be permitted along the transit corridors. (adapted from 6-a)
<b>Living in YK</b>	LYK-1	A full range of housing types across the housing continuum, including single-unit and multiple-unit dwellings, shall be permitted. (adapted from 7-a)
<b>Natural YK</b>	NYK-1	Natural areas of Balsillie Court and Range Lake shall remain part of the natural heritage and act as a buffer between the Airport and West Residential Area. (adapted from 4-a)(
	NYK-2	Community park and recreation uses shall be permitted. (adapted from 3-c)

<b>Thematic Goal</b>	<b>Objective Code (identifying Image)</b>	<b>Policies (from Section 4 – West Residential)</b>
<b>Moving Around YK</b>		

Map 6: West Residential

Map 7: West Residential

As amended by By law No. 5102 May 12, 2025



## 4.4 Grace Lake (Residential)

Total Area: 27.5 ha

Grace Lake, as identified on the *Grace Lake Land Use Designation Map (Map 10-7)*, is an estate style residential area. ~~with above average sized residential lots, ranging from 2000 sq.m to over 3000 sq.m. The lots are about two to three times larger than an average City lot. for a single detached home. The residential density of the area is low and exclusively consists of single detached dwellings. Grace Lake North has a unit density of 3.03 units/ha and Grace Lake South has a unit density of 7.1 units/ha. Residential development in the City of Yellowknife since 2012 has averaged 24.3 units/ha.~~

Compared to other residential areas, Grace Lake is located away from public amenities and services like retail shopping, recreational facilities, and other public facilities. It is located ~~about~~ **approximately five** 5 km from the downtown core area of the City. ~~The primary mode of transportation in this area is private automobile.~~

The land use in this area will continue to be low **to medium** density **intensity** residential. Other uses such as industrial and commercial activity will not be permitted, **with the exception of** . ~~Home based home-based businesses will be permitted. and the regulations with respect to home based businesses will be the same as they are for other residential areas in the City.~~

Given the low population density **intensity** of the area and distance to other built-up areas of the city, it is unlikely that public transit service will be extended to this area. ~~Piped water (drinking water and wastewater) service will not be provided to this area.~~ **no extension of piped water (drinking water or wastewater services) to this area is contemplated** within the City’s long-range planning horizon ~~for the planning period contemplated by this plan.~~

~~Apart from the existing surveyed lots, no additional lots will be surveyed for residential development. Grace Lake is a natural heritage resource feature that is used by many residents for passive recreation activities. Development along the south shore of Grace Lake will provide a buffer along the shoreline that will allow for public access.~~

Planning and Development Objectives	Policies
<del>1. To maintain area for low density residential development.</del>	<del>1-a. Permitted uses will be limited to detached dwellings and complementary secondary uses such as secondary suites, home based businesses and home offices.</del>
<del>2. To allow for estate style living, without interfering with other uses in the area.</del>	<del>2-a. Existing land uses adjacent to Grace Lake in Kam Lake and Kam Lake South such as light industrial activity and dog kenneling will be permitted to continue.</del>
<del>3. To maintain existing number of surveyed lots for development.</del>	<del>3-a. Additional residential subdivision phases will not be considered.</del>
<del>4. To maintain access to passive recreation activities.</del>	<del>4-a. Public access to the south shoreline of Grace Lake will be maintained for recreational activities.</del>

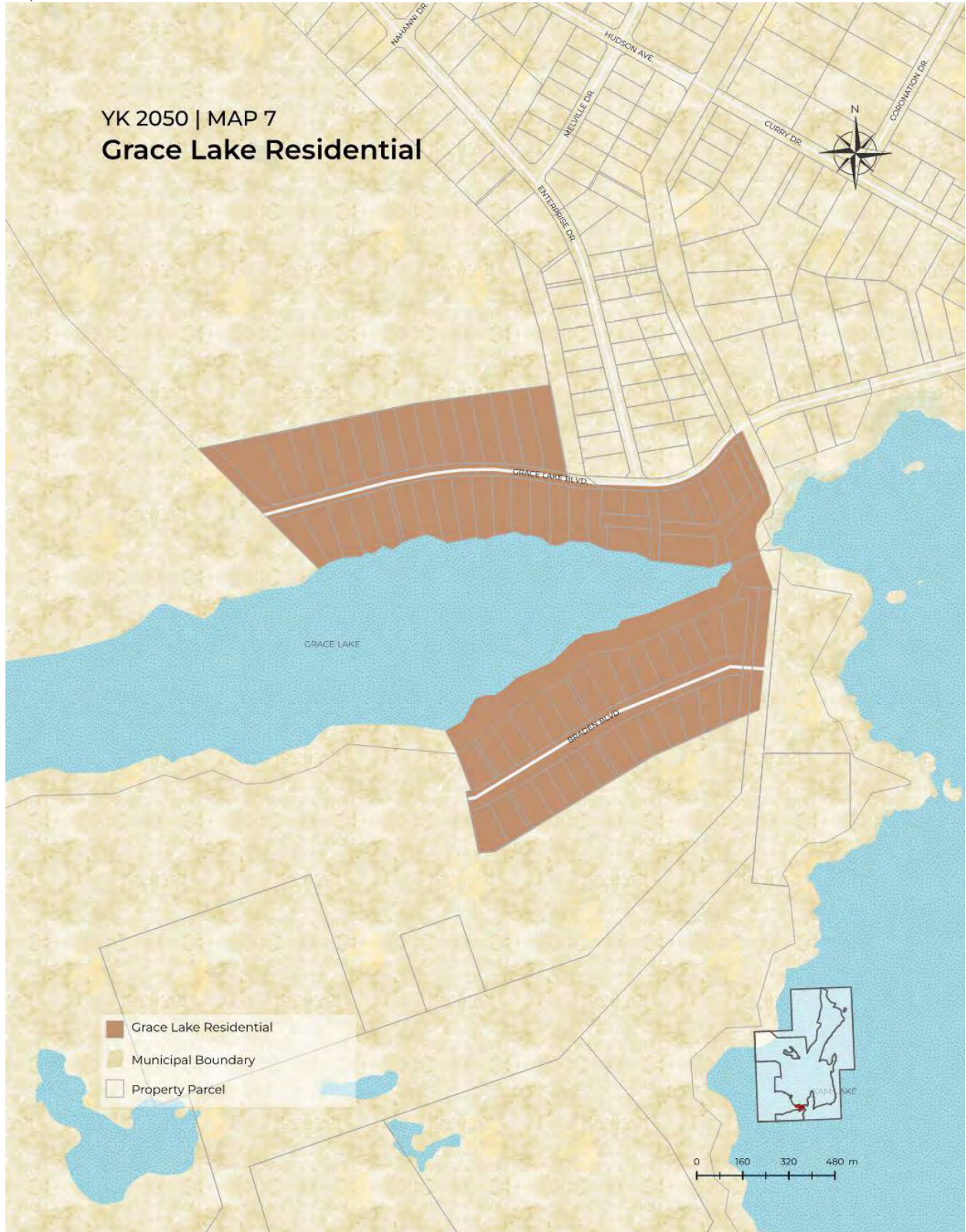
Planning and Development Objectives	Policies
	4-b. Trail networks will be considered along the southern shoreline based on the general recommendations in the <i>City of Yellowknife Trail Enhancement and Connectivity Strategy</i> for a comprehensive city wide trail network.

**Call out:** The Grace Lake Residential policies are supported by the objectives outlined in Section 3 under the three thematic goals – Growing, Natural and Moving around YK. The objectives center on fostering sustainable community growth by prioritizes the preservation and expansion of "green and blue" spaces, ensuring that all residents maintain high-quality access to nature and waterbodies. The policies support context-sensitive land use by promoting mild intensification through secondary dwelling units, and promote environment protection to avoid future land-use conflicts.

Thematic Goal	Objective Code	Policies
Living YK	LYK-1	Residential development may include up to two secondary dwellings units and one primary dwelling on one lot. (new policy)
Natural YK	NYK - 2	Public access to the south shoreline of Grace Lake shall be maintained for recreational activities. (adapted from 4-a)
Moving Around YK	MAYK - 4	A phased implementation approach to developing a trail network that connects Grace Lake to the Cities existing trail network should be prioritized, in accordance with the Transportation Master Plan. (adapted from 4-b)

Map 7: Grace Lake (Residential)

Map 10: Grace Lake



## 4.5 Frame Lake Residential

*Total Area: XXX ha*

The Frame Lake area Residential, as identified on the *Frame Lake Residential Land Use Map (Map 8)* serves as Yellowknife's civic and environmental anchor, where nature meets the urban landscape of the city. Historically, before the establishment of the city, these lands were utilized as a primary hunting, fishing and trapping territory by the Yellowknives Dene First Nation. Today the designation encompasses a diverse landscape of surface water and public land that residents and visitors use for a wide array of year-round recreational activities. The area is accessed by the McMahon Frame Lake Trail system, which facilitates active lifestyles through hiking, cycling, and commuting.

The Frame Lake Residential designation is an area identified for future development. Development will include a mix of primarily residential and some commercial uses incorporating a mix of residential forms from low to medium and some high-intensity development. The focus will be to integrate new development seamlessly with the natural environment. Trails and potential transit extensions will better link the Frame Lake Residential area with the Niven Residential area, creating a cohesive network of open spaces and multi-modal transportation routes. This will ensure that as new development occurs, the community retains its signature access to the beauty, solitude and peace of nature.

The designation also respects significant ongoing land tenure processes, specifically the Akaitcho Interim Land Withdrawal. This overlay identifies Commissioner's lands of interest to the Akaitcho Dene First Nations, ensuring their interests are protected during negotiations with the Government of the Northwest Territories and the Government of Canada. Within this withdrawal, a one-hectare site-specific area has been identified as a potential future location for Akaitcho/Yellowknives Dene First Nation institutional or cultural facilities. Any future development in these areas is coordinated through intergovernmental cooperation to ensure that the eventual settlement strengthens the cultural identity of the Capital Area while maintaining its environmental integrity.

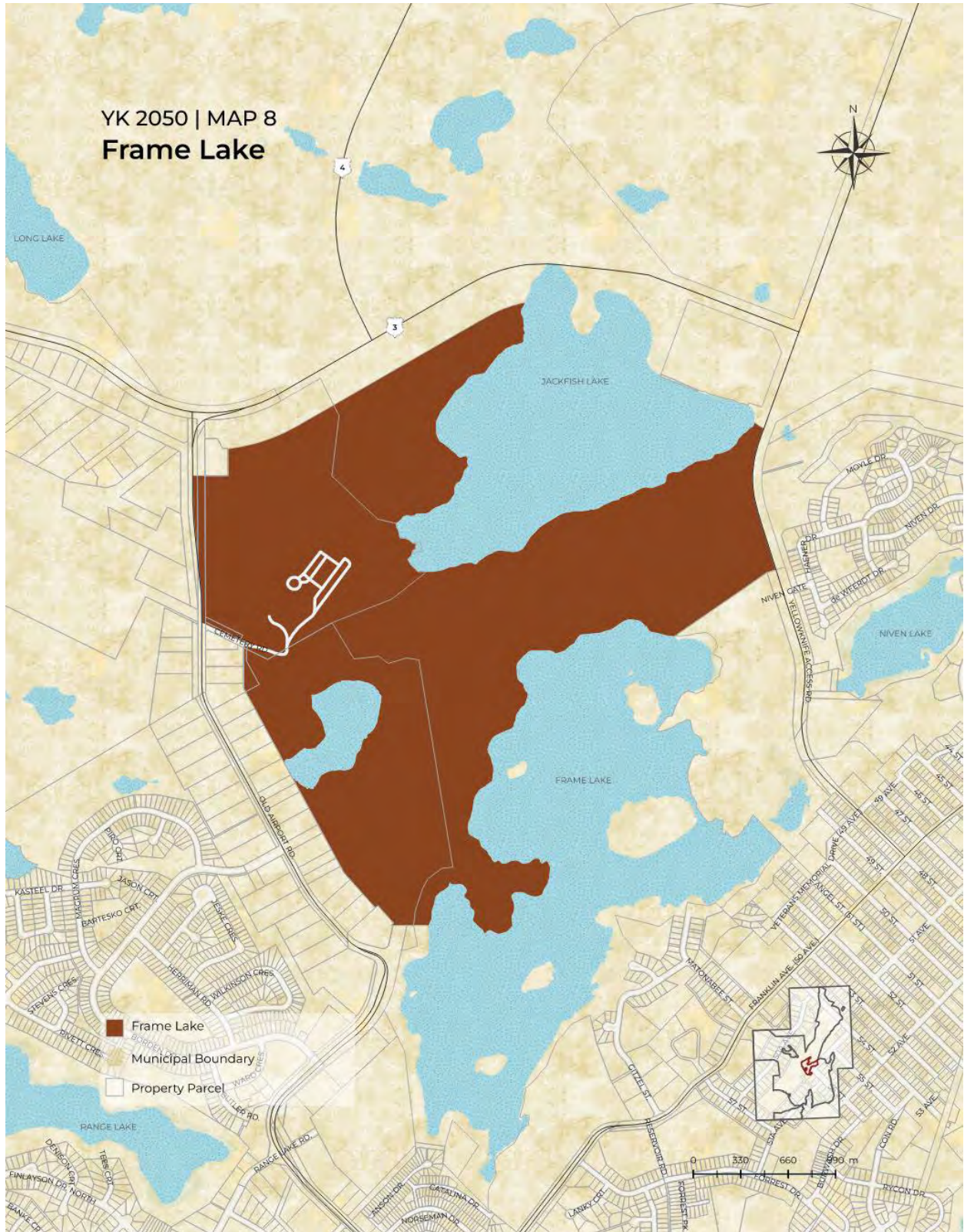
**Call-out:** The objectives for this designation prioritize environmentally responsible and inclusive growth. This is achieved by mandating shoreline buffers that incorporate the McMahon Frame Lake Trail to protect its integrity, and by requiring large residential developments to provide a full continuum of housing, including specific percentages of affordable and universal design units. Policies guide a gradual transition in building scale from intensive mixed-use near Old Airport Road to neighbourhood-oriented residential forms, utilizing Area Development Plans to identify necessary community amenities, parks, and infrastructure sequencing. To foster a complete community, the policies encourage diverse housing types and permits cultural and institutional uses such as traditional healing spaces, while simultaneously enhancing connectivity through improved transit options, active transportation networks, and new links to the McMahon Frame Lake Trail system.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Growing YK</b>	GYK-1	The Bristol Pit shall be preserved for year-round recreational use, specifically for activities such as snowboarding, skiing, skateboarding, and mountain biking. Future enhancements shall be limited to those that build on existing winter and summer recreational activities.
	GYK-2 GYK-3	New residential development near Old Airport Road shall establish a gradual transition in scale, moving from intensive mixed-use forms near the main corridor to neighbourhood-oriented residential forms farther east from Old Airport Road.
	GYK-3	New development shall not exceed the height restrictions set in the Yellowknife Airport Zoning Regulations SOR/81-472.
	GYK-3	Area development plans shall be used as a tool to guide development in the area.
	GYK-3	New development shall ensure the preservation, continued access, and expansion, the Lakeview Cemetery.
	GYK-4	New intensive mixed-use forms of development shall achieve a minimum net intensity of 65 Units Per Hectare (UPH).
	GYK-5	A mix of different housing types including low to medium intensity residential and high intensity mixed use development shall be permitted in accordance with the Frame Lake Residential Area Development Plan.
	GYK-5	Non-market housing and shelter facilities are encouraged in the Frame Lake Area.
	GYK-5	Purpose-built rental developments should be encouraged. Akaitcho-led Housing should be included.
	LYK-3	Accessible and universal design public space, neighbourhood parks, and community amenities shall be identified in the Area Development Plan and incorporated into new residential development.

Thematic Goal	Objective Code (identifying Image)	Policies
	LYK-5	New development within the Frame Lake area shall be connected to municipal water and sewer services, in accordance with the standards and sequencing outlined in <b>Section [X]</b> Servicing and Infrastructure.
<b>Working in YK</b>	WYK-3	Live-work residential dwellings units shall be permitted along arterial or major collector roads to allow for neighbourhood scale commercial and support services such as hair salons, and wellness clinics.
<b>Natural YK</b>	NYK-1	Land use changes shall establish a minimum of <del>30</del> 15 metres of buffer zones along lakeshore of Frame Lake to maintain the integrity of the Frame Lake Trail and prevent shoreline privatization.
	NYK-1	Buffer areas of 15 meters shall protect shorelines in their natural state from development.
	NYK-1	New development shall incorporate, where necessary, engineered solutions to maintain the natural drainage channels between Jackfish Lake, Frame Lake, and Niven Lake. Where possible there should be no adverse impacts on adjacent properties.
	NYK-2	Frame Lake Trail shall be improved to become more accessible to people of all ages and abilities.
<b>Moving Around YK</b>	MAYK-3 MAYK-4	All new developments shall be connected with multi-modal transportation networks linking to the existing city networks in accordance with the Transportation Master Plan.
	MAYK-4	Cycling and pedestrian infrastructure in Frame Lake designation area shall require an implementation to enhance the existing networks and construct the missing components of it in accordance with the Transportation Master Plan.
	MAYK-2	All new developments within the Frame Lake designated area shall be planned in alignment with future public transit infrastructure in accordance with the Transportation Master Plan.

<b>Thematic Goal</b>	<b>Objective Code (identifying Image)</b>	<b>Policies</b>
<b>Proudly YK</b>	PYK-4	Any new development shall be designed to preserve and enhance special views, specifically those of the Legislative Assembly, The Prince of Wales Northern Heritage Centre, Somba Ke' Park and the Ceremonial Circle.

Map 8: Frame Lake



## 4.6 Old Town

Total Area: 92.9 ha

Old Town and Latham Island, as identified on the *Old Town Land Use Designation Map (Map 9)*, is recognized as an integral part of Yellowknife’s history and a major part of the unique character and personality of the community. It will continue to be characterized by eclectic building forms, human scale streets, modern and rustic materials, an active and natural waterfront, prominent rock outcroppings, and a diversity of people and activities that reflect the independent, industrious and artistic culture of Yellowknife. The eclectic and historic nature of the area is a major tourist draw, including unparalleled views of the city and Yellowknife Bay from Bush Pilots Monument. It is important to recognize, protect, and celebrate the unique features of the area so that residents and visitors can continue enjoying Old Town’s charm.

Land uses and associated activities in Old Town should be balanced to preserve the organic and historic built form of the area while addressing the growth pressures of increased tourism and commercial interest. Old Town and Latham Island are also not served by year-round piped water services. This restricts some types of land uses due to the limited capacity and high cost of trucked water services versus piped water services.

The area specific objectives and policy statements are intended to protect and enhance the cultural heritage value of Old Town while allowing it to continue to evolve and adapt to the broader contemporary economic, environmental, and social objectives of the City of Yellowknife. 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.

Old Town will continue to accommodate a mix of residential and commercial uses. It will continue to serve as a destination for Yellowknife residents and visitors year-round as they access a broad variety of activities and services from Old Town including:

- Unique character restaurants and pubs
- Boutique bed & breakfast accommodations
- Historical buildings
- Bush Pilots Monument
- Float plane bases
- Interesting architecture
- Old Town guided walk
- View of the house boat community
- Natural features (rock outcrops)
- Access to Yellowknife Bay which supports winter events like the Snow King and Long John Jamboree Festivals festival and ice racing
- Location of a number of several tourism operators

Old Town and Latham Island are also an important link to the **Yellowknives Dene First Nation (YKDFN)** Community of N’dilo. It provides the only land-based access to this community. The YKDFN are an

important part of the history of Old Town and lived in the area long before the existence of Old Town. The YKDFN will continue to be an integral part of Old Town, and Latham Island and Jolliffe Island, as reconciliation processes and commitment to regional co-existence evolve. This area’s objectives and policies will respect and complement the Community of N’dilo and the YKDFN. Although all of Latham Island is identified in the Akaitcho Interim Land Withdrawal, private properties will remain private but will follow the laws or bylaws of the appropriate jurisdiction.

Water access to Great Slave Lake from Old Town is important for boaters, float plane operators, recreational vehicles (motorized and non-motorized), and for shoreline viewing or swimming. Access to the water for the public will be maintained and enhanced.

The redevelopment vision for the area will reflect the careful and incremental redevelopment of key sites and waterfront areas to add additional activities and increase public waterfront access, while at the same time respecting the organic and historic character of the area.

Planning and Development Objectives	Policies
1. To limit development of residential and commercial buildings to forms that are compatible with the wetland, shoreline and exposed rock settings.	1-a. New development will not adversely impact natural geographic features and environment.  1-b. Any alteration of significant natural bedrock and shoreline features will be avoided if at all possible.
2. To maintain existing retail and commercial services that respond to both the local residents and tourism industry.	2-a. Retail and commercial land uses will be permitted.
3. To encourage compact urban form.	3-a. Motor vehicle oriented uses such as non-accessory surface parking lots and drive-thrus will not be permitted.
4. To encourage street oriented residential, retail and commercial development.	4-a. Off street parking minimums for new development will be reduced.
5. To encourage new retail and commercial operations that service the needs of visitors and local residents but do not exceed capacity of city’s existing water, sewer and services.	5-a. New proposed development that will create more demand than existing capacity of water, sewer and services will not be permitted unless upgraded services are funded by developer.
6. To improve walking infrastructure and accessibility for people of all ages and abilities.	6-a. Gaps in accessible walking infrastructure will be identified and filled.  6-b. Entrances to buildings shall be street oriented and accessible.  6-c. Recommendations from <i>Yellowknife Accessibility Audit</i> for accessibility upgrades to public facilities will be implemented.

Planning and Development Objectives	Policies
<p>7. To improve sustainable transportation networks from Old Town to other areas of the City to alleviate traffic congestion.</p>	<p>7-a. Improve walking and cycling networks between Old Town and other areas of the City.</p> <p>7-b. Improvements to public transportation based on the <i>2019 Yellowknife Public Transit Review</i> will be considered.</p>
<p>8. To incentivize adaptive re-use of historical industrial building stock nearing the end of its life and encourage new uses.</p>	<p>8-a. Old vacant buildings that represent the historical industrial activities that once characterized the area will be incentivized to accommodate new uses. Incentives will be considered to encourage re-purposing of buildings for uses that are complementary with the residential, commercial, and recreational uses in the area.</p> <p>8-b. Zoning bylaw will be reviewed to encourage adaptive re-use of buildings with historical designation.</p>
<p>9. To maintain Latham Island as primarily residential with the exception of those properties that have direct access to the causeway.</p>	<p>9-a. Only residential development will be permitted on Latham with the exception of home based businesses and properties with direct access to causeway.</p>
<p>10. To concentrate commercial operations to the main corridors of Old Town.</p>	<p>10-a. Commercial operations shall occur on Franklin Ave, and McDonald, Wiley, Lessard and Mitchell Drives.</p>
<p>11. To maintain commercial land uses on the causeway/narrows between Latham Island and the mainland.</p>	<p>11-a. The causeway/narrows area between Latham Island and the mainland will be preserved for commercial operations namely aviation and supporting uses, tourism operator activities that require waterfront access and boat docks.</p>
<p>12. To increase public access to the waterfront.</p>	<p>12-a. Shoreline will be preserved for public access and commercial/government operations that require direct access to Great Slave Lake.</p>
<p>13. To maintain the existing character of the built form.</p>	<p>13-a. New development will consider existing context of immediate surrounding area.</p>
<p>14. To encourage a mix of residential options including larger homes, duplexes, rowhouses, groups of tiny homes, and mixed residential and commercial spaces.</p>	<p>14-a. A variety of residential development including multi-unit and mixed residential/commercial development will continue be permitted.</p>
<p>15. To encourage a mix of uses that enhance the organic nature and built form of the development of Old Town.</p>	<p>15-a. Zoning will be made flexible to allow for mixed uses where they are deemed appropriate.</p>

Planning and Development Objectives	Policies
16. To improve access for emergency vehicles.	<p>16-a. Smaller emergency vehicles that can more easily manoeuvre in narrower streets will be considered, when existing emergency vehicle fleets are due for replacement, to account for geographic constraints in Old Town.</p> <p>16-b. Parking policy for emergency vehicles will be reviewed.</p>
17. To maintain known natural and culturally significant areas and open spaces.	<p>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.</p>

**Call-out:** Guided by six thematic goals, the Old Town designation establishes policies that balance sustainable residential and commercial redevelopment opportunities with the preservation of the area’s unique heritage and natural environment. Policies support this balance by limiting auto-oriented uses, and encouraging sensitive redevelopment of residential and commercial land, while maintaining Latham Island primarily for residential use. Economic and cultural vitality is promoted through adaptive re-use of historic buildings, relocation of incompatible industrial uses, and protection of waterfront access for aviation and tourism along the causeway. Environmental protection is prioritized through the preservation of key landmarks such as Bush Pilots Monument, Willow Flats, and natural shorelines, with environmental studies required where bedrock or shoreline alterations are proposed.

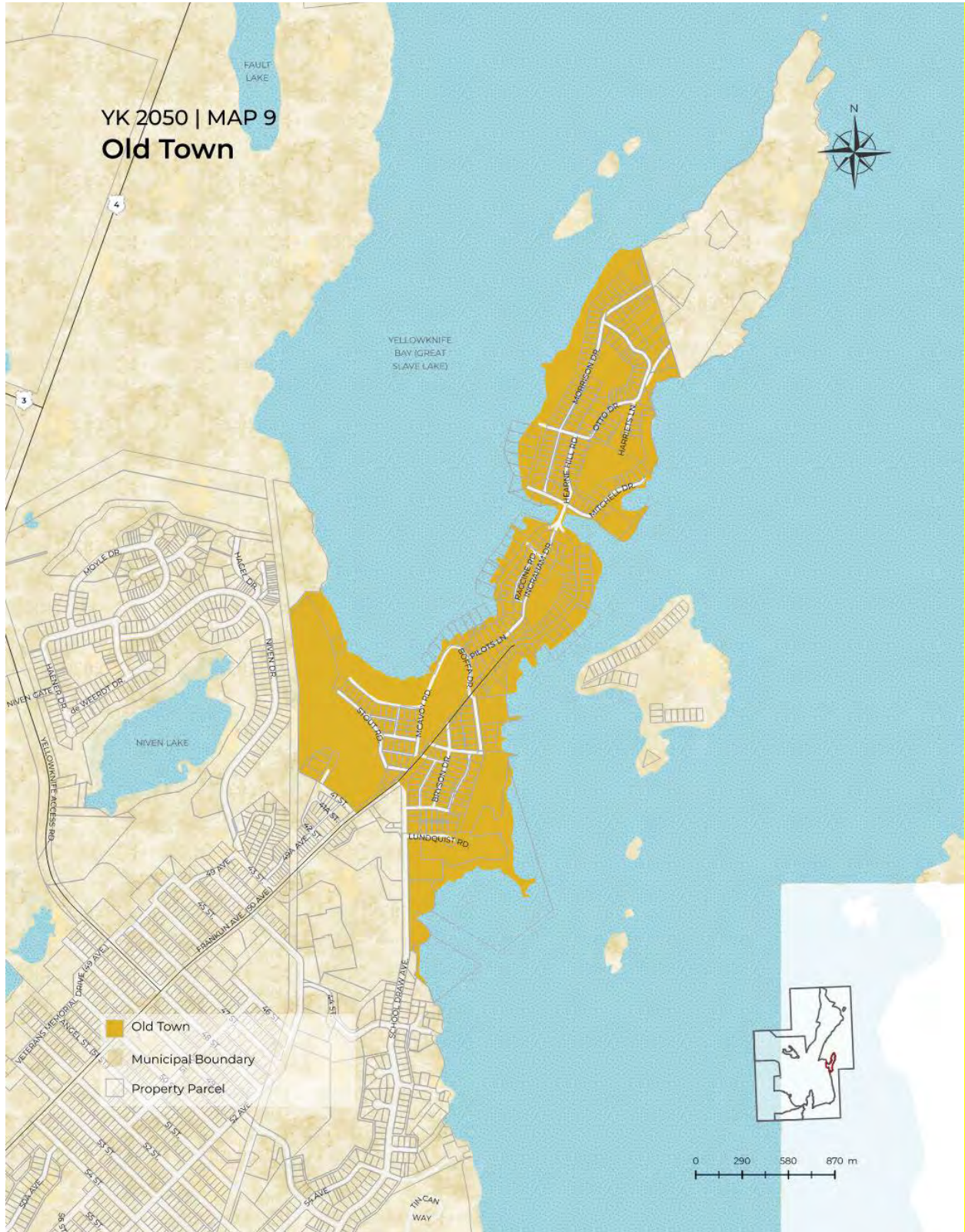
Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2	Motor vehicle-oriented uses such as non-accessory surface parking lots and drive-thrus shall not be permitted (adapted policy 3-a)
	GYK-2	Only residential development shall be permitted on Latham Island except for home-based businesses and properties with direct access to the causeway. (adapted from policy 9-a)
	GYK-3	Redevelopment and retrofitting of residential and commercial uses shall be permitted in all applicable areas, except Latham Island, where development shall maintain the established residential character and land use pattern of the neighbourhood. (adapted from

Thematic Goal	Objective Code (identifying Image)	Policies
		policy 15a)
	GYK-4	Off-street parking minimums for residential and commercial uses shall be reduced. (adapted from policy 4a)
	GYK-3	Lot consolidation shall be encouraged to facilitate residential and commercial development that provides public access to the waterfront. (new policy)
	GYK-3	City owned lands fronting the waterfront shall be redeveloped to provide public access. (new policy)
	GYK-3	Incentives for relocation of incompatible industrial and storage uses out of Old Town to industrial designations shall be considered. (new policy)
<b>Living in YK</b>	LYK-1	Medium intensity multi-unit residential development shall be permitted. (former policy 14-a)
<b>Working in YK</b>	WYK-3	The causeway/narrows area between Latham Island and the mainland shall be preserved for commercial operations namely aviation and supporting uses, tourism operator activities that require waterfront access and boat docks. (former policy 11-a)
	WYK-1	Old vacant buildings with heritage significance that represent the historical activities that once characterized the area may be incentivized to accommodate adaptive uses. (former policy 8-a)
<b>Natural YK</b>	NYK-1	New development shall not adversely impact natural geographic features and the environment. (former policy 1-a)
	NYK-1	Any alteration of significant natural bedrock and shoreline features shall be avoided if possible. If alteration of natural bedrock and shoreline features is unavoidable, a professional environmental and/or geotechnical study shall be required. (former policy 1-b)

Thematic Goal	Objective Code (identifying Image)	Policies
	NYK-1	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 shall be preserved as natural areas. (former policy 17-a)
Moving Around YK	MAYK-1	A phased implementation approach to the development of cycling infrastructure shall be prioritized in Old Town to fulfill the requirements of the Transportation Master Plan. (former policy 7-a)
	MAYK-1, MAYK-5	New development or redevelopment in Old Town shall demonstrate there is no undue pressure on on-street parking and appropriate mitigation measures are provided as part of the development approval process. (new policy)
Proudly YK	PYK-1	City infrastructure shall be developed in accordance with the recommendations from the City's <i>Accessibility Audit and Development &amp; Design Standards Manual</i> . (former policy 6-c)
	PYK-2	Adaptive re-use of historical buildings, particularly those in deteriorated condition, shall be encouraged. (former policy 8-b updated)

Map 9: Old Town

Map 5: Old Town



## 4.7 Old Airport Road Commercial (Mixed Use)

Total Area: 102.5 ha

Old Airport Road Commercial, as identified on the *Old Airport Road - Land Use Designation Map (Map 6 10)*, serves as a major transportation thoroughfare in and out of Yellowknife. It is also a major and commercial hub commercial corridor in the city for the City and the Northwest Territories. Historically characterized by large-format retail and surface parking, the 25-year planning horizon for the area supports a transition to a **high-intensity, mixed-use corridor** designed to support a more complete and inclusive community. Policies that have an \* apply when municipal services are available to the lot line.

The city is actively promoting mixed-use, multi-unit commercial and residential development, including market and non-market housing, health-sector housing, live-work units, assisted housing, special care housing, and student-oriented housing to move away from purely auto-oriented activities. While the corridor will continue to meet the community's commercial needs, the strategy focuses on:

- **Transit-Supportive Intensity:** Concentrating high-intensity residential and commercial spaces along the main thoroughfare to encourage public transit use and walkability.
- **A "Complete Community" Model:** Integrating a range of residential options to enliven the area throughout the day, ensuring the district remains active long after business hours.
- **Institutional Integration:** Maintaining the area's role as a healthcare hub, including the Stanton Territorial Hospital and the medical clinic and outpatient rehabilitation services in the Łiwegōati Building, while surrounding them with supportive institutional and professional services.

Future development will follow a scaled intensity approach. Higher intensity projects will be prioritized directly along Old Airport Road, with building heights and intensities tapering down as they move further from the primary corridor. This ensures an appropriate transition into surrounding areas while maintaining the corridor's commercial function through flexible mixed-use policies.

The corridor is predominantly made up of larger retail commercial box stores and strip mall auto-oriented commercial and retail activities. These activities require large lot sizes that can accommodate large amounts of off-street surface parking. Some quick service restaurants also require internal drive lanes and additional motor vehicle access points for drive thru services.

The Old Airport Road Commercial area also includes activities such as storage areas, hardware or building stores and motor vehicle dealerships. Many of these activities require outdoor storage areas for materials and inventory.

The area also serves as a hub for primary, secondary, and tertiary healthcare services. It includes the Stanton Hospital lands which are public institutional lands. These lands include the new Stanton Territorial Hospital as well as the old hospital which is planned to be converted into a rehabilitation facility. Commercial land around the hospital land includes other health services such as pharmacies and offices for doctors, dentists, and other healthcare professionals.

Residential and hotel development can be accommodated in the area. Higher density development will be located close to the main corridor (Old Airport Road) with densities scaling down as development moves further away from Old Airport Road.

The large surveyed parcel that is east of Old Airport road along the western shore of Frame Lake is identified in the *2017 Area Capital Plan* as Frame Lake West. This parcel is City titled land and has been identified for future commercial development. The area is adjacent to the Frame Lake Trail and includes an area that is a natural wetland. Any future Area Development Plan for this parcel will consider the importance of the Frame Lake Trail and the natural area.

Planning and Development Objectives	Policies
1. To ensure that land uses adjacent to the Stanton Hospital do not interfere with hospital services.	1-a. Any proposed land uses adjacent to the Stanton Hospital must not conflict with the function, services, and safety of the hospital.
2. To accommodate commercial uses that require large sites and a high degree of motor vehicle accessibility.	2-a. Commercial uses will continue to be required to accommodate all customer and delivery motor vehicle parking in off-street parking facilities.
3. To improve access to commercial uses via walking, cycling, and public transit.	3-a. Commercial activities should be designed to accommodate a variety of transportation modes including walking, cycling, and public transit.
4. To improve accessibility for all transportation modes for people of all ages and abilities.	4-a. Commercial site design must consider needs of users with limited mobility.
5. To allow for a variety of motor vehicle parking options.	5-a. Parking options such as shared parking will be considered to reduce off-street parking requirements.  5-b. New buildings will front the street with street fronting landscaping and off-street parking will be accommodated behind buildings.
6. To accommodate outside storage areas related to commercial uses.	6-a. Outside storage shall be an accessory use to a permitted use and will not be permitted as a primary use for the property.
7. To improve safety, drainage, and attractiveness of off-street parking facilities.	7-a. Surface parking lots shall be landscaped, lit, paved and drained.
8. To intensify the use of commercial areas.	8-a. New multi-unit commercial (strip malls) should include more than one storey and could be used for mixed uses.
9. To encourage mixed uses for existing and new development.	9-a. Mixed use development will be incentivized through consideration of parking variances and flexibility of zoning where deemed appropriate.
10. To encourage the relocation of heavy industrial activities to the Engle Business District.	10-a. The City will continue to incentivize heavy industrial activities to re-locate to Engle Business District.
11. To develop an Area Development Plan that considers potential access to and	11-a. The City will develop an Area Development Plan that aligns with the <i>Capital Area</i>

Planning and Development Objectives	Policies
<p>development of the City-owned vacant land behind the commercial activities on the northeast side of Old Airport Road known as “Frame Lake West”.</p>	<p><i>Development Plan</i> and considers mixed-use development, taking into consideration the capacity of municipal services.</p> <p>11 b. Any future Area Development Plan for this parcel will take into consideration the natural features of the area, including the wetland and steep rock cliffs.</p>
<p>12. To improve pedestrian safety and comfort in off-street parking lots.</p>	<p>12 a. Large commercial blocks will be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot.</p>
<p>13. To allow for a mix of temporary accommodations to support regional visitors who are in the City for shopping or medical appointments.</p>	<p>13 a. Short-term accommodations such as hotels and motels will be permitted in the area.</p>
<p>14. To improve transit, walking, and cycling connections between Old Airport Road Commercial corridor and other areas of the city.</p>	<p>14 a. The city will consider changes to public transit level of service to Old Airport Road in line with recommendations from the 2019 <i>Yellowknife Public Transit Review</i>.</p> <p>14 b. Gaps in walking and cycling infrastructure will be identified and an implementation plan will be created to address the gaps.</p>

**Call out box:** This Old Airport Road policies are supported by the objectives outlined in Section 3 under the four thematic goals Growing, Living, Working and Moving around YK. The objectives support urban intensification and vibrancy by transforming vacant and under-utilized lots and parking areas into high-intensity, mixed-use developments that respect surrounding community character. Growth is supported by inclusive land-use policies that protect local businesses through incentives and promote a unique local identity for tourism. To ensure a highly livable environment, the plan integrates an accessible public transit system with a safe, year-round active transportation network, prioritizing pedestrian comfort and non-motorized mobility within a cohesive urban fabric.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-2	New development along Old Airport Road should prioritize locating off-street parking behind buildings to enhance the quality of the streetscape and reduce the visual impact of surface parking.
	GYK-2	Support functions, such as loading and servicing areas, shall be located at the rear of lots and be adequately screened.
	GYK-3	Proposed land uses adjacent to the Stanton Hospital shall not conflict with the function, services, and safety of the hospital.
	GYK-3	*New developments on lands fronting Old Airport Road shall be mixed use.
	GYK-4	*New vehicle-oriented development shall not have vehicular access from Old Airport Road and may be serviced from accessible existing or new service roads.
	GYK-4	*Existing vehicle-oriented uses should be encouraged to be redeveloped into transit-supportive developments.
	GYK-4	*Mixed-use developments are encouraged to incorporate at least two stories of commercial or retail space at the ground and second levels to accommodate large-format retailers, with residential units integrated above or to the rear of the site.
	GYK-4	Shared parking options may be utilized between adjacent uses to reduce off-street parking requirements.
Living in YK	LYK -3	Buildings oriented towards Old Airport Road shall feature a clearly defined primary entry point opening directly onto the public sidewalk.
	LYK-3	Commercial development shall meet universal design standards.
	LYK-3	*Sidewalks shall have a minimum width of 3 meters of paved surface for multi-purpose use along with larger boulevards to accommodate amenities like trees, benches and bus shelters as part of complete street.
	LYK-3	New development should be sited adjacent to the street to provide direct access for multi-modal transportation and minimize interaction with vehicle parking areas.
	LYK-1	*Mixed-use residential development may be incentivized to encourage medium to high-intensity residential and commercial development along Old Airport Road.

Thematic Goal	Objective Code	Policies
Working in YK	WYK-2	*Healthcare sector housing and essential workers housing, live-work units, assisted housing, special care housing, and student housing shall be permitted.
	WYK - 3	*Commercial hotels and motels, shall be permitted within the corridor.
	WYK - 1	Heavy and light industrial activities shall be incentivized and encouraged to relocate to the Engle Business District.
Moving Around YK	MAYK - 3	*Infrastructure development should prioritize eliminating gaps in walking cycling and trail networks in accordance with the Transportation Master Plan.
	MAYK - 5	Commercial and mixed-use development should be designed to accommodate walking, cycling, and public transit.

Map 6 : Old Airport Road Commercial

Map 10: Old Airport Road Commercial (Mixed Use)



## 4.8 Highway Commercial Area

Highway Commercial, as identified on the *Highway Commercial Land Use Designation Map (Map 11)* is an area strategically situated along Highway 3, serving as a vital gateway within the proposed Northern Arctic Economic Corridor. This location presents a unique opportunity to develop a highway-oriented commercial hub that supports regional mobility and the efficient movement of freight. By accommodating a range of commercial services, the site will bolster local economic activity and strengthen the City’s role as a primary service center for corridor-related trade and travel. ~~Provide an introductory overview describing the location of the designated area and its strategic context along Highway 3. The introduction should also highlight the site’s potential role as a highway-oriented commercial stop within the proposed Northern Arctic Economic Corridor.~~ Given its position along a key regional transportation route, the lands present opportunities to support regional mobility and freight movement while also accommodating complementary highway commercial uses that could contribute to local economic activity and strengthen the City’s role in servicing corridor-related travel and trade.

A portion of these lands are ~~situated within established withdrawal~~ in the interim withdrawal lands, as identified on the ~~areas and~~ Akaitcho land use overlay map. Consequently, any proposed development within these areas requires proactive support and meaningful collaboration with the Akaitcho Dene First Nations.

To balance these vehicle-heavy uses with safety and aesthetics, the policies require that direct access from Highway 3 be limited using service roads, where appropriate, while also mandating the inclusion of safe pedestrian routes and the maintenance of existing trail networks in the area.

The designation also prioritizes environmental and cultural protection by enforcing a 15-metre buffer along Jackfish Lake, maintaining natural drainage channels, and strictly protecting nearby landmarks like Bristol Monument Park and Lakeview Cemetery from development impacts.

**Call-Out:** The primary purpose of this designation is to accommodate a diverse range of highway-oriented commercial services that support regional transportation and the traveling public. To ensure the long-term health of the City’s core, this designation focuses on large-format, vehicle-dependent uses—such as automotive sales and service, freight logistics, and specialized traveler services—that require significant space and highway visibility. This approach is intentionally designed to complement, rather than compete with, the boutique retail, pedestrian-scale services, and high-density hospitality concentrated in the Downtown and Residential-Commercial (RC) areas.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2	Commercial service development shall primarily serve auto-oriented uses to avoid competition with smaller-scale residential community oriented and downtown retail services.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-3	New development within this designation shall not exceed the height restrictions set in the Yellowknife Airport Zoning Regulations (SOR/81-472).
<b>Natural YK</b>	NYK-1	Buffer areas of 15 metres shall protect the shoreline of Jackfish Lake.
	NYK-1	New development shall incorporate, where necessary, engineered solutions to maintain natural drainage channels to Jackfish Lake and not impact the territorial highway systems through storm water management.
	NYK-1	Bristol Monument Park and Lakeview Cemetery and the trails connected to these areas shall be protected from development.
<b>Moving Around YK</b>	MAYK-1 MAYK-5	Development shall include active transportation connections and safe pedestrian routes to ensure the safety of non-motorized transport.
	MAYK-4	Existing trail networks in the area shall be maintained and separated from the highway network.
	MAYK-6	Direct access to commercial development from Highway 3 shall be limited using a service road.
	MAYK-6	All new development or access connections fronting Highway 3 must obtain a permit from the GNWT Department of Infrastructure and adhere to all territorial highway setbacks and access regulations.
<b>Proudly YK</b>	PYK-2	Development visible from public roads or the highway shall incorporate visual screening such as landscaping or fencing to hide outdoor storage and parking areas from public view.

Map 11: Highway Commercial Area



## 4.9 Kam Lake

*As amended by By-law No. 5102 May 12, 2025*

*Total Area: 188 ha*

Kam Lake, as identified on the *Kam Lake Land Use Designation Map (Map 11 12)*, is an area that supports the production and sale of goods and services in the City. Historically, Kam Lake was the primary **light** industrial area of the City. It was not designed to accommodate residential amenities such as parks, sidewalks or piped services. Currently, its primary land use activities include light industrial and commercial activities. Some parcels have accessory dwelling units that are intended to support the primary industrial or commercial uses. The commercial uses tend to have a quasi-industrial character whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on site, or large warehouse components that do not integrate well within residential streetscapes and neighbourhoods. These activities may also generate noise, vibrations, emissions and other nuisances that are not compatible with residential activities.

The area is a motor vehicle dominated environment, away from neighbourhoods and pedestrian oriented streetscapes. Landscaping has typically been used to screen property boundaries and this will continue to be a requirement.

Emerging industries that require lower land intensity, such as agriculture, animal services, animal shelters, horticulture, food processing and packaging, manufacturing of goods or artisanal products (carvings and others) may be accommodated on the larger lots in Kam Lake. Residential land uses may continue to be accessory to the primary land use activity. Land uses that are better suited to the City Core or other areas of the City, will be encouraged to re-locate to make space for new activities better suited for Kam Lake.

The area will remain a low intensity area with wider street widths and wide road shoulders. The primary purpose of the road network in the area is to support the safe movement of larger vehicles and equipment. However, Kam Lake Road is an important connection between the City Core and Old Airport Road for residents in Grace Lake. Separate walking and cycling infrastructure may be developed in sequence with major road repairs. However, the City may improve the safety of shoulders for walking and cycling in the interim.

New heavy industry land uses, which are not compatible with accessory dwellings, must be located in the Engle Business District or other areas that are designated for heavy industrial uses.

Planning and Development Objectives	Policies
1. To accommodate larger scale commercial and light industrial operations such as warehouses, large commercial show rooms, outdoor storage, and agriculture activities that require more land than commercial activities typically found in the City Core or commercial areas.	1 a. The City will ensure that lot sizes, lot access, and municipal services are appropriate for the demands of high-intensity commercial and light industrial activities.
2. To provide opportunities for residential uses as accessory to commercial operations (artisanal).	2 a. Residential land uses must be accessory to the primary land use.

Planning and Development Objectives	Policies
3. To accommodate the flow of large motor vehicles that support the commercial and transportation activities in the area.	3-a. Transportation networks will be maintained to accommodate large motor vehicles, including turning radius, height clearance, provisions for loading areas, staging and off street parking to support the nature of commercial and light industrial activities.
4. To increase artisanal manufacturing activity.	4-a. Allowances will be made for artisan workshops and other facilities that may require more space and could create dust, odour or noise such as carvers or carpenters (woodworking, cabinetry etc.).
5. To transition the area from heavy industrial to light industrial and higher intensity commercial activities.	5-a. As the area transitions from heavy industrial to light industrial or higher intensity commercial, non-conforming uses will be phased out over time.
6. To reduce heavy industrial activity.	6-a. New heavy industrial activities will not be permitted in Kam Lake.  6-b. Heavy industrial uses will be encouraged to locate in Engle Business District.
7. To ensure safety of all land users in area.	7-a. Site design shall consider adequate response times and on-site mitigation to the existing level of fire and emergency services.
8. To incentivize new land uses that require larger land parcels, such as commercial agriculture and horticulture activities, by creating flexibility to support the growth of these enterprises.	8-a. Consolidation of smaller land parcels into large land parcels will be permitted for commercial purposes.
9. To improve drainage of runoff and surface water.	9-a. Site design must include storm water management and proper drainage in accordance with the Zoning Bylaw requirements.
10. To allow for an area where interior landscaping design is less restrictive, but buffering and visual barriers are key.	10-a. Buffering and visual separation between parcels will be required.  10-b. Separation shall be done in a manner that allows for new uses without creating conflicts or safety issues.  10-c. Landscaping will support Fire Smart principles.
11. To support tourism operations.	11-a. Permitted activities supporting tourism in Kam Lake will include staging, storage

Planning and Development Objectives	Policies
	and warehousing for the operations of tourism related businesses.
12. To support commercial horticulture and agriculture.	12-a. Staging support, plant growing facilities, and logistics related activity for agricultural and horticultural businesses will be permitted.
13. To ensure a phased and orderly approach to subdivision of new lots for development.	13-a. Subdivision of new lots, when required, will be contiguous to existing developed lots.
14. To encourage the relocation of community use and commercial activities to the City Core or Old Airport Road.	14-a. The City will continue to incentivize community or commercial activities to re-locate to the City Core or other appropriate locations to provide space for light industrial activities.
15. To accommodate land for the purpose of treatment, grooming, temporary shelter of animals, retail sales of associated products as well as facilities that provide short-term shelter and care of homeless, lost or abandoned animals.	15-a. Permitted activities will include support for veterinary clinics, pet grooming, dog daycares, animal shelters and animal services but will not include kennels.

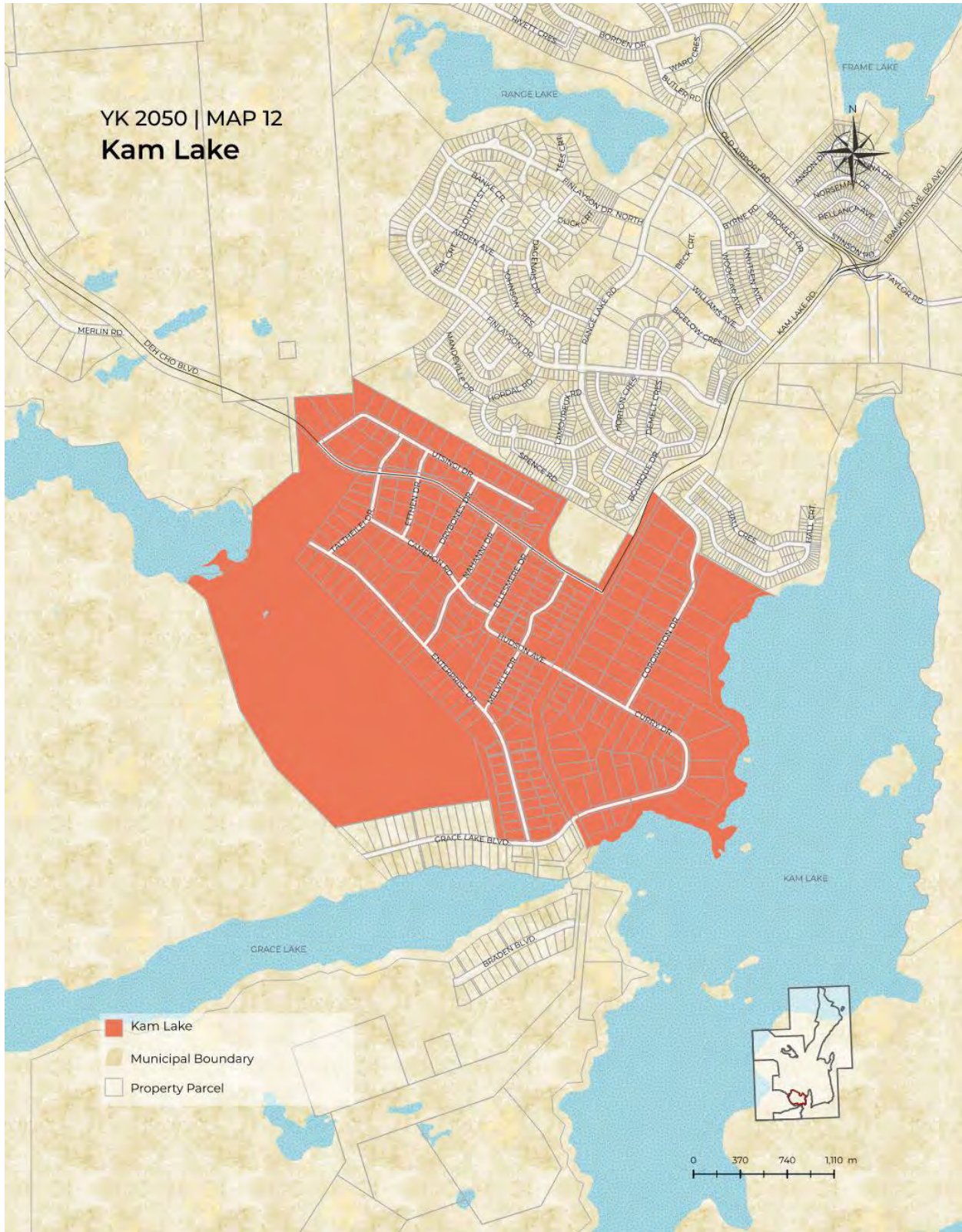
**Call-Out:** The Kam Lake designation is specifically intended for light industrial and quasi-industrial commercial activities that require large outdoor storage areas or generate nuisances incompatible with traditional residential neighborhoods or service commercial areas. Its core function is to support the production and sale of goods, safely accommodate the movement of large vehicles and equipment, and provide space for emerging lower-intensity industries such as agriculture, food processing, animal services, and artisanal manufacturing. To preserve this specialized light-industrial focus, residential uses are strictly limited to accessory dwellings that support primary commercial operations. Incompatible commercial uses are encouraged to relocate to the City Core, and new heavy industrial uses are explicitly prohibited and directed to the Engle Business District.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-1	Any new development near the west shoreline of Kam Lake shall preserve the existing natural heritage, maintain and expand public access, and protect view corridors to the lake. (new policy)
	GYK-2	Buffering and visual separation between lots shall be provided. (adapted from 10-a)

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-2	Subdivision of new lots shall be contiguous to existing developed lots with appropriate lot sizes and access for light industrial commercial activities. (adapted from 13-a and 1-a)
	GYK-3	All new subdivided lots and development shall front on a municipal road to ensure adequate emergency response access. (new policy)
	GYK-3	Visual separation shall prevent land use conflicts and safety issues between adjacent parcels. (adapted from 10-a and 10-b)
	GYK-6	Subdivision of new lots and site design for new development shall incorporate adequate emergency response access and on-site fire mitigation measures. (adapted from 7-a)
	GYK-6	Landscaping shall adhere to Fire Smart principles. (adapted from 10-c)
	GYK-7	Urban agricultural activities which may include equine operations shall be permitted as long as the effluent (nutrient management of animal waste) is effectively managed on site. New development shall demonstrate that an effluent management plan has been prepared in accordance with Canadian best practices and that no adverse impacts are expected on adjacent properties. (new policy)
	GYK-7	Staging, plant growing facilities, and logistics for Commercial Urban Agriculture businesses may be permitted. (adapted from 12-a)
	GYK-3	Land uses adjacent to West Residential area, should be limited to workforce accommodation, commercial and community services to provide a compatible transition. (new policy)
	GYK-3	New large commercial uses, such as large box stores should be encouraged to develop and relocated in Kam Lake. (new policy)

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-3	Artisan workshops and facilities that generate dust, odour, or noise may be permitted where space requirements are met. (adapted from 4-a)
Working in YK	WYK-2	Residential land uses shall be accessory to the primary land use. <i>(Note: This aligns with maintaining business as the primary focus while permitting essential on-site housing).</i> (adapted from 2-a)
	WYK-1	New development that includes Animal services shall be permitted. New kennels will be encouraged to locate to the Kam Lake South area. (adapted 15-a)
	WYK-4	Community or commercial activities better suited to the City Core should be relocated to appropriate locations. (adapted 14-a)
	WYK-1	Existing heavy industrial activities should be encouraged to re-locate to the Engle Business District. (adapted from 6-b)
	WYK-3	Tourism-related staging, storage, and warehousing may be permitted. (adapted from 11-a)
Moving Around YK	MAYK-1	New public road networks shall be designed to ensure connectivity to adjacent lands and existing municipal rights-of-way. (new policy)
	MAYK-4	A phased implementation approach to developing a trail network that connects Kam Lake to the Cities existing trail network should be prioritized, in accordance with the Transportation Master Plan. (new policy)

Map 12: Kam Lake



## 4.10 Kam Lake South

*Total Area: 356.6 ha*

Kam Lake South, identified on the *Kam Lake South Land Use Designation Map (Map 12-13)*, is an area that is intended to be the home for the dogs sledding community. Dog kennels and accessory residential uses as required for dog mushers that may wish to live on the same property as their dogs will be permitted uses. The City recognizes the traditional and historical importance of dog sledding in the community and the access to trails and lakes that have been established because of a long-term tenure in this area of Yellowknife. There is an active community of dog mushers who keep their dogs in this area and have developed a network of trails and access points that allow them to regularly run sled dog teams.

The area also supports some light industrial activities such as animal shelters and quarrying and has the potential to support increased tourism and commercial recreation activities as well as potential agriculture activities. Other tourism or commercial recreation activities, such as snowmobile tours or potential aurora viewing may also be permitted in the area. Agricultural uses, including greenhouses, small-scale farms, and animal husbandry will be permitted. Accessory dwelling units that support permitted tourism, commercial recreation and agriculture operation will be permitted. Any potential development must be aware that dog lots are present in this area and will remain.

There is an active quarry that has been operating in the area for over 40 years. This quarry is run by a private business and the quarry is leased from the City. The City anticipates the quarry will expand in the near future to meet demand for aggregate material. Quarrying activity will continue as a private use and adjacent uses will be complimentary to allow for safe operations of the sites. To reduce impacts to the Grace Lake South subdivision, a natural vegetation buffer will be maintained between the quarries and residential properties. As the quarry pits are exhausted of resources, a reclamation plan will be implemented.

Infrastructure to support low impact tourism and commercial recreation activities shall only be located in areas with existing city services and infrastructure. This may include uses such as aurora viewing operations, snowmobile facilities, and the like. Recognizing the importance of access to the lake for many of these operators, development of these uses will be encouraged to begin near the western shore of Kam Lake, and push westward as infrastructure allows. To maintain public access to the shore of Kam Lake, the City will develop a trail network.

Light industrial activities, similar to those found in the Kam Lake designation will continue to be permitted in the area north of the causeway between Grace and Kam Lake (the causeway), but will be restricted in the area south of the causeway. Future dog lots, tourism and recreational commercial operations, agriculture activities and the quarry will be the only activities south of the causeway. ~~A sequencing of development from the west shore of Kam Lake westward will be followed, to limit the strain on municipal infrastructure and resources.~~

The primary transportation mode in the area is motor vehicle. However, there is a network of trails that are used frequently by dog mushers, snowmobilers and other recreational users. The connectivity and lake access of this trail network will be preserved. The road design needs to account for activities associated with dog running, and speed limits and signage will reflect this. The area will remain a low-density **intensity** area with wide streets as it is intended to support the safe movement of larger vehicles

and equipment. Any new low intensity land uses must not conflict with the intent of the area which is dog lots, tourism, commercial recreation and agriculture activities, as well as quarrying. Any light industrial activity will remain in the area north of the causeway. To support the orderly development of the area, the City will consider developing a subdivision plan for the land along the shore of Kam Lake.

The westernmost portion of this designation is Commissioner’s Land under the administration of the GNWT. To allow for more comprehensive planning of this area, the City will apply to acquire this land from the GNWT.

Planning and Development Objectives	Policies
<p>1. To accommodate land for the purpose of boarding, breeding, raising, or training of animals, including Kennels and Animal Shelters.</p>	<p>1-a. The City will permit kennels in this area.</p> <p>1-b. Easements will be identified to allow non-exclusive access to Kam Lake for kennel operators.</p> <p>1-c. Public access to waterfront of Kam Lake will be maintained.</p> <p>1-d. The dog mushing trail network will be preserved.</p> <p>1-e. Kennels will not be permitted along the south shore of Grace lake and appropriate buffers will be established between dog lots and residential areas of Grace Lake South. Buffer requirements will be set in the zoning bylaw.</p> <p>1-f. The City will permit Animal Shelters in this area but not Animal Services.</p>
<p>2. To accommodate tourism and commercial recreation operations.</p>	<p>2-a. Tourism operations and related uses will be permitted in this area.</p> <p>2-b. Development that supports the staging or operations of tourism and commercial recreation operations should be accessible by existing City roads and infrastructure.</p> <p>2-c. Public access to waterfront of Kam Lake will be maintained.</p> <p>2-d. Land development should be concentrated along the western shore of Kam Lake and slowly develop westward as municipal infrastructure is developed.</p>

Planning and Development Objectives	Policies
<p>3. To accommodate agricultural and horticultural uses.</p>	<p>3-a. Agricultural and horticultural uses will be permitted in this area.</p> <p>3-b. Commercial agriculture and horticulture activities must occur on tenured property and should be accessible by existing City roads.</p> <p>3-c. Appropriate buffers will be established between commercial agricultural and horticultural uses and residential areas in Grace Lake South. Buffer requirements will be set in the zoning bylaw.</p> <p>3-d. The zoning bylaw will be updated to define appropriate agricultural and horticultural activities for this area.</p>
<p>4. To accommodate accessory dwelling units that support primary uses such as dog lots and kennels, tourism, commercial recreation and agriculture activities.</p>	<p>4-a. Dwelling units that are accessory uses to Kennels, Animal Shelters, tourism, commercial recreation or agriculture uses will be permitted.</p>
<p>5. To accommodate quarrying inside of the municipal boundary.</p>	<p>5-a. Quarry operations will be permitted in this area.</p> <p>5-b. The City will lease or sell lots in fee simple to private companies planning to quarry this area.</p>
<p>6. To minimize land use conflicts between activities that create noise, dust, vibrations and other nuisances that may disturb residential use.</p>	<p>6-a. Subdivision of land for residential use will not be permitted in Kam Lake South.</p> <p>6-b. Any land use requests in the area must consider the compatibility with quarrying and kennels.</p> <p>6-c. Vegetation buffers will be maintained around the quarry sites to minimize disturbances.</p> <p>6-d. Light industrial uses will be permitted in the area north of the causeway between Grace Lake and Kam Lake.</p>

Planning and Development Objectives	Policies
	<p>6-e. New industrial uses will not be permitted south of the causeway between Grace Lake and Kam Lake.</p>
<p>7. To sequence development in a way that minimizes strain on municipal infrastructure and resources.</p>	<p>7-a. Tourism and related operations will be encouraged to locate in the area near the west shore of Kam Lake.</p> <p>7-b. All uses will be located along municipal roads.</p> <p>7-c. Development will not proceed westward south of Grace Lake until municipal infrastructure is in place.</p> <p>7-d. The City will apply to acquire the remaining Commissioner’s Land in the area from the GNWT.</p>
<p>8. To ensure road safety for all users.</p>	<p>8-a. Road design will accommodate all users in the area.</p> <p>8-b. Signage and speed limits will be used to maintain safety for dog teams and motor vehicle traffic.</p> <p>8-c. Clear sight lines on roads will be maintained to reduce blind spots or visually obstructed corners.</p>

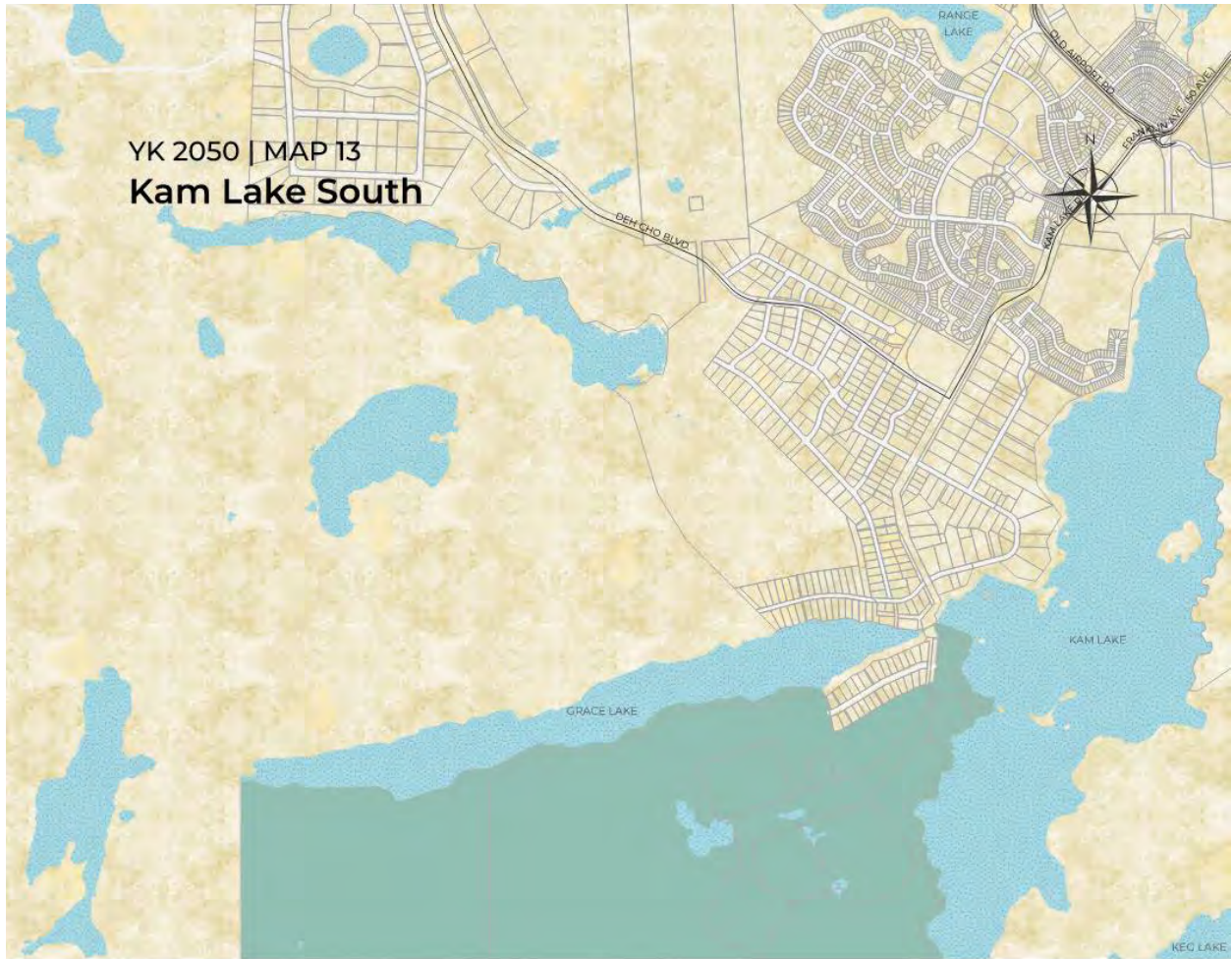
**Call out:** The Kam Lake South Designation emphasizes a pragmatic, functional approach to growth that prioritizes land-use harmony and the protection of existing industrial operations. By implementing strategic land use policies, the plan ensures that new development is compatible with the area’s unique character and are supported by appropriate on-site or communal service standards.




Economic stability remains a core pillar, focusing on maintaining a safe and accessible environment for the regional industries and workforce housing that sustain the local economy. Beyond its industrial roots, the strategy enhances the area’s livability and recreational value by improving public access to lakes and green spaces. This vision is supported by a multimodal transportation network designed to improve safety and connectivity, linking Yellowknife’s natural features with its diverse neighborhoods through better-integrated trails and road designs.

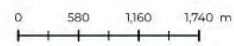
Thematic Goal	Objective Code	Policies
<b>Growing YK</b>	GYK-2, GYK-3	Kennels shall be permitted in Kam Lake South, except along the south shoreline of Grace Lake. (adapted from 1-a and 1-e)
	GYK-2	Vegetation buffers shall be maintained between commercial Urban Agriculture uses and the Grace Lake Residential areas. (adapted from 3-c)
	GYK-2	Vegetation buffers shall be maintained around quarry sites to minimize disturbances to adjacent uses. (adapted from 6-c)
	GYK-3	New quarry operations shall be permitted in this area. (adapted from 5-a)
	GYK-3	New development in Kam Lake South shall be compatible with quarrying and dog kennel activities. (adapted from 6-b)
<b>Living in YK</b>	LYK - 5	New development shall only be permitted along existing municipal roadways. (adapted from 7-b)
	LYK - 5	New Development shall be permitted along the western shore of Kam Lake, and only progress westward when municipal infrastructure is developed. (adapted from 2-d and 7-c)
<b>Working in YK</b>	WYK - 1	Non-exclusive access to Kam Lake for kennel operators shall be provided through identified easements. (adapted from 1-b)
	WYK - 2	Residential land uses shall be accessory to the primary land use. (adapted from 4-a)

Thematic Goal	Objective Code	Policies
	WYK - 1	New development supporting tourism, commercial recreation and commercial Urban Agriculture activities should be permitted on parcels that are accessible by existing City roads. (adapted from 2-b and 3-b)
	WYK - 3	New development supporting tourism operations should be granted access to the west shore of Kam Lake to support operations. (adapted from 7-a).
<b>Natural YK</b>	NYK - 2	Public access to the Kam Lake waterfront shall be maintained. (adapted from 1-c and 2-c)
<b>Moving Around YK</b>	MAYK - 4	The dog mushing trail network shall be preserved. (adapted from 1-d)
	MAYK - 4	A phased implementation approach to developing a trail network that connects Kam Lake to the Cities existing trail network should be prioritized, in accordance with the Transportation Master Plan. (new policy)
	MAYK - 5	Safety for dog teams and motor vehicle traffic should be maintained through appropriate traffic control measures. (adapted from 8-c)

Map 13: Kam Lake South



-  Kam Lake South
-  Municipal Boundary
-  Property Parcel



## 4.11 Engle Industrial Business District

*Total Area: 289.2 ha*

Engle Industrial Business District, as identified on the *Engle Industrial Business District Land Use Designation Map (Map 13 14)*, is intended to accommodate a variety of general industrial and business industrial uses. The Engle Business District Area Redevelopment Plan identifies the following zones:

- **Business Industrial Zone:** Intended for lower impact business industrial uses to be located along the Deh Cho Boulevard to provide a physical buffer from heavy industrial uses.
- **General Industrial:** The primary purpose of the land is to provide a suitable location for heavy industrial uses prone to admit noise, odour, vibrations and dust.
- **Growth Management:** Provides a land bank for future development to encourage buildup of industrial uses within the boundaries of the Area Development Plan.
- **Nature Preservation:** To preserve natural areas in the Area Development Plan Area and provide a natural buffer from surrounding waterbodies.

Traditional primary heavy industrial uses traditionally found in Yellowknife that are appropriate for the Engle Business District include but are not limited to:

- Bulk fuel storage
- Industrial commercial use
- Construction and manufacturing
- Diamond facility
- Defence facility
- Public facility uses and structures
- Natural Resource Extraction
- Office space to support industrial activity
- Fabrication and manufacturing
- Warehousing
- Wholesale and trade
- Transportation facility (staging for winter road)

Opportunities for the adaptive reuse of buildings to house alternative uses may be considered. However, these opportunities should not restrict the relocation or location of heavy industrial uses to the area. The City may also consider uses that support the resource extraction industry. Elements associated with heavy industrial uses create conflict when paired with human habitation, therefore the lands are not suitable for residential uses as accessory or otherwise.

Planning and Development Objectives	Policies
<p>1. To direct all future heavy industrial uses to the Engle Industrial Business District.</p>	<p>1 a. Direct all new heavy industrial uses to lands within the Engle Industrial Business District.</p> <p>1 b. The City will continue to incentivize the relocation of heavy industrial uses to the Engle Industrial Business District.</p> <p>1 c. The City will protect existing and identified industrial areas from inappropriate development, which adversely affects or hampers the growth of industrial industry.</p>
<p>2. To accommodate heavy industry land uses that are known to cause nuisances such as odor, dust, noise and vibrations.</p>	<p>2 a. The City will ensure that lot sizes, lot access, and utility services are appropriate for the demands of high intensity industrial uses.</p>
<p>3. To minimize potential conflicts with non-compatible uses.</p>	<p>3 a. The City will ensure new non-industrial developments are separated by appropriate distances and buffered from noxious industrial activities.</p>
<p>4. To accommodate heavy traffic movement and to allow road access that bypasses commercial and residential areas.</p>	<p>4 a. The City shall design the transportation network to a standard that accommodates large industrial vehicles by considering turning radius, height clearance, provisions for loading areas, and staging and off-street parking to support the nature of the heavy industrial activities.</p>
<p>5. To allow for an area where interior landscaping design is less restrictive, but buffering and visual barriers are key.</p>	<p>5 a. Each property shall be landscaped in accordance with the zoning bylaw.</p>
<p>6. To ensure the efficient provision of emergency services such as fire, ambulance, police and hazardous spill response to the Engle Business District.</p>	<p>6 a. Emergency response plans shall be provided during the development of these sites to make sure adequate emergency response procedures are documented.</p> <p>6 b. Road access and widths shall be designed to accommodate emergency response vehicles.</p>

Planning and Development Objectives	Policies
	<p><del>6-c. All new developments will have a visible street address for location identification by emergency response teams.</del></p>
<p><del>7. To ensure safe and orderly development of the Engle Industrial Business District.</del></p>	<p><del>7-a. Future development shall provide safe pedestrian crossings and vehicular movements.</del></p> <p><del>7-b. Natural areas are encouraged to be developed and maintained to a high standard to function as a buffer to environmentally sensitive areas.</del></p> <p><del>7-c. Phased development will occur east of the existing phases once these phases have been developed.</del></p>

**Call out:** The Engle Business District objectives prioritize economic resilience and industrial compatibility, ensuring a steady supply of land for long-term growth and the burgeoning defense industry. Strategies focus on maintaining the district's operational integrity by preventing conflicts with non-industrial uses and protecting the Natural Preservation areas located within the district.

To support industrial efficiency and safety, the plan emphasizes improved road connectivity to the city core, ensuring the transportation network can accommodate heavy operations and emergency access. Furthermore, the district's development is balanced with environmental stewardship, mandating the protection of internal wetlands and ecological links to surrounding natural areas through established setbacks and buffering requirements.

Thematic Goal	Objective Code	Policies
<p><b>Growing YK</b></p>	<p>GYK-2, GYK-3</p>	<p>New development in or adjacent to the Engle Business District shall be compatible with industrial operations. (adapted from 1-c)</p>
	<p>GYK-2, GYK-3</p>	<p>Visual separation shall be used to buffer industrial activities from adjacent non-industrial uses. (adapted from 3-a)</p>

Thematic Goal	Objective Code	Policies
	GYK-3	New subdivision design shall include lot size, site access, and utility services capable of accommodating high-intensity industrial uses. (adapted from 2-a)
	GYK-3	New development shall meet the restrictions set in the Yellowknife Airport Zoning Regulations SOR/81-427. (new policy)
	GYK-3	Major facilities (extractive, processing, defence, manufacturing) shall be planned and developed minimize and mitigate any potential adverse effects from odour, vibrations, dust, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of the major facilities in accordance with territorial or federal guidelines, standards and procedures. (new policy)
	GYK-6	Site design shall incorporate adequate emergency response access and on-site fire mitigation measures, particularly in areas where municipal emergency services are not provided or where specialized city support is required. (adapted 6-a)
	GYK -1	Landscaping shall adhere to the Fire Smart Principles. (new policy)  Dehcho Boulevard shall be developed as a primary industrial corridor, prioritizing upgraded infrastructure for heavy vehicle traffic and integrated cycling networks in alignment with the Transportation Master Plan. (new policy)
<b>Working in YK</b>	WYK - 1	Heavy and light industrial activities should all be incentivized and encouraged to relocate to the Engle Business District. (adapted from 1-b)
<b>Natural YK</b>	NYK - 1	Industrial development shall be designed and operated to protect the integrity of environmentally sensitive areas and water resources. (adapted from 7-b)

Thematic Goal	Objective Code	Policies
<b>Moving Around YK</b>	MAYK - 1	Transportation networks shall accommodate large industrial vehicles in accordance with the City’s appropriate Road Classification and any future Truck Route By-law as identified in the Transportation Master Plan (adapted from 4-a)

Map 14: Engle Industrial Business District



## 4.12 Minerals Extraction Area

Total Area: 533.6 ha

The Con Redevelopment Area, as identified on the *Con Redevelopment Area Land Use Designation Map (Map 14)*, consists of low density residential development (mostly mobile homes) with some waterfront homes, a large industrial site (former Con Mine), natural areas, and a private boat launch area. Along the waterfront is the well-used Tin Can Hill informal trail network that is used for passive recreation in all seasons. The area also provides a key link to Great Slave Lake in the winter.

The area includes the former Con Mine site that is still under the administrative control of Miramar Northern Mining (mining company) and is currently being remediated to an industrial standard, with areas expected to be remediated to a recreation standard. Most of the site will be unsuitable for permanent habitable structures. The City is working with the GNWT and Miramar to acquire land adjacent to the existing mine lease for future land development. Options for future development of former mine land will depend on the level to which the former mine can be remediated. The City plans to develop the Con Site as a sports park for field sports such as softball, fastball, and soccer if the level of remediation allows for these uses.

Municipal services in the area are limited however, adjacent areas, including parts of Con Road and Forrest Drive have existing municipal infrastructure such as water pipes and roads. The proximity to these existing services and other built areas of the City makes the undeveloped areas with limited access attractive for long-term future greenfield residential development. Any future residential development will include a mix of housing types and densities that allows for a variety of housing choice. Industrial land uses will not be permitted in this area.

This area will become the primary public access to Great Slave Lake. The City is working to acquire a parcel along the waterfront and is determining the feasibility of a public boat launch. There may be additional amenities that support waterfront access for the public. The Tin Can Hill trail network will be considered when improving the public access to Great Slave Lake.

Planning and Development Objectives	Policies
1. To support the remediation of the Con Mine site, where possible to a recreational standard, and the remediation of adjacent lands, where possible, to a residential standard.	1 a. The City will work with Miramar to lobby the GNWT to reduce the 450 m setback, as defined in the NWT <i>Public Health Act</i> , General Sanitation Regulations, that currently exists for areas of the Con Mine site to allow for residential development where it is deemed safe.
2. To create an area structure plan for the vacant land that is adjacent to the Con Mine lease, connecting to Taylor and Con Road.	2 a. The City of Yellowknife will not allow any development in the area until the Area Structure Plan for the land adjacent to the Con Mine lease connecting to Taylor and Con Road is complete.
3. To support the orderly development of a mix of density residential uses after at least 65% of the existing residential land	3 a. No new greenfield residential development will occur until 65% of the existing land supply for primary

Planning and Development Objectives	Policies
<p>supply in all other areas of the City is developed and after municipal services including pipes and fire protection services are installed.</p>	<p>residential uses is developed in all other areas of the City.</p> <p>3-b. Development will have frontage on and access to a year round maintained public road.</p>
<p>4. To support low impact tourism activities that do not require road access.</p>	<p>4-a. The City will apply to acquire the Commissioner’s land located south of the Con Mine lease area with the intention of making land available for low impact tourism operations that can be accessed without having permanent road access.</p>
<p>5. To preserve access to the waterfront as a public resource.</p>	<p>5-a. Public access to the waterfront must be maintained. No future development that segments the shoreline and creates exclusive private use will occur.</p> <p>5-b. New development and the re-development of the existing properties will be of low structural profile that will limit visual impacts to the waterfront.</p>
<p>6. To maintain and enhance the existing trail networks.</p>	<p>6-a. New development must be completed in a manner that preserves and connects to the well-established trail network.</p> <p>6-b. Development will be designed and developed to minimize the disturbance to the known cultural heritage features including trails.</p>
<p>7. To maintain in part or in full, the natural areas of Tin Can Hill for informal passive recreation.</p>	<p>7-a. Any future development of Tin Can Hill in the Con Redevelopment Area must be done in coordination with the portions that are in the Downtown Central Residential Area. It will maintain space for passive recreation opportunities.</p> <p>7-b. Development of Tin Can Hill must be designed and developed to minimize the disturbance to the natural environment, significant heritage features, and recreational areas of Tin Can Hill.</p>

The City of Yellowknife is located within the Yellowknife Greenstone Belt. The Yellowknife Greenstone Belt (YGB) consists of a north-south oriented, near vertical series of metavolcanic rocks located in the Archean Slave Province of the Northwest Territories. The YGB runs along the west side of Yellowknife Bay adjacent to the shore of Great Slave Lake. This formation hosts significant mineral deposits, both metallic and non-metallic.

Mining in the City of Yellowknife is regulated by the Government of the Northwest Territories (GNWT) through the Northwest Territories Mining Regulations under the *NWT Lands Act*. The GNWT manages mineral rights, exploration, and royalties, with the Industry. The *Mineral Resources Act* was passed in 2019; outlining when projects can extract and sell minerals; regulations include work permits, requirements, reporting and royalties. Oversight of mineral tenures, like prospecting permits and leases is the responsibility of the Mining Recorder's Office within the Department of Industry Tourism and Investment (ITI). Mining projects may require additional authorizations such as land use permits or water licences.

Territorial lands in the City of Yellowknife are managed through the Department of Lands by the *Northwest Territories Lands Act* and its related Regulations. The rights to sub-surface materials are administered through the Mining Regulations. This includes mining rights and minerals beneath the surface, including those under Commissioner's Land.

The policies of the Community Plan do not regulate mining exploration or underground mining operations. The Mineral Extraction policies designate lands where mining may occur or is occurring and includes direction for the use of the surface of the land to ensure compatibility with adjacent land uses.

The intent of the Mineral Extraction policy is to encourage geological surveys, exploration, development and mineral production within the areas of high mineral potential. Policy also recognizes and provides for similar activities in areas of lesser mineral potential. In the mining sequence, it is the intent to ensure the proper closure and rehabilitation of closed mines or mineral mining operations prior to any subsequent land use. All mineral mining operations will be undertaken in compliance with the *Mineral Resources Act* and other relevant legislation. Though nearly the entire City is within a significant area of mineral potential, to aid planning, existing and potential mining sites are identified on **Map 13** (excluding Giant Mine site) and will be included in a corresponding zone of the City of Yellowknife Zoning By-law.

Mineral Extraction policies apply to the whole site (which may include multiple parcels or leases) of an active or potential mining operation. Mineral Extraction designated lands are areas where a high level of mineral exploration, mining development and mineral mining operations occur in the City. These lands have geophysical and geochemical properties that are conducive to mineral exploration. It is these lands where mining development and mineral extraction will occur and have a greater likelihood of success. Land within the Mineral Extraction designation is segregated as significant areas of mineral potential since these areas are intended to be protected from activities that would preclude or hinder mineral mining operations, their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

The City will support and cooperate with the mining industry in minimizing or avoiding adverse impacts of mineral mining operations in and around the built urban form and to this extent intends to achieve

the best balance between the economic importance of mining and the development of a healthy, liveable and safe urban community.

The development and operation of a mine may be permitted within any land use designation, subject to an amendment to this Community Plan. On lands already developed for urban uses and on lands identified as suitable for intensification, mineral resource activities shall be limited to exploration only.

On undeveloped lands, but adjacent or contiguous to existing development, the City shall consult with the GNWT and the mining industry on the potential impacts, if any, of proposed development on the establishment of new mining operations prior to rendering any development approvals. New development will be subject to any required separation distances. In areas not designated for development, a technical report will be required to substantiate the need for non-resource related development within or adjacent to known mineral deposits or areas of mineral potential.

New or expanded mining operations and exploration activities should incorporate reasonable operational protocols and mining techniques to mitigate the impacts of drilling, blasting, and other related activities on any adjacent sensitive land uses and municipal infrastructure.

For the purposes of this Community Plan mineral extraction and supporting uses are considered equal to industrial land uses in applying separation distances and influence area requirements. The actual influence area will be determined by technical studies as required by the GNWT guidelines. The identification of the Mineral Extraction designation is not intended to preclude mining exploration or development outside of these zones. The intent of the Plan is to encourage mining related activities in all areas with mineral potential subject to compliance with the *Mineral Resources Act*, other relevant legislation and the relevant policies of this Plan. The City will establish appropriate standards in the zoning by-law to govern separation distances and setbacks for mineral mining operations.

Rehabilitation to accommodate subsequent land uses will be required after extraction and other related activities have ceased. Progressive rehabilitation will be undertaken where feasible. Mine waste may be considered for use as aggregate provided that sufficient testing is completed to ensure that the material is not acid generating and that it does not contain metals or other compounds harmful to the environment. Mine tailings should not be considered as potential aggregate supply except for use as backfill material in a mineral mining operation.

Mine waste and tailings are considered mine hazards and are subject to the *Mineral Resources Act* and are to be rehabilitated as part of a mine closure. The *Mineral Resources Act* must be considered, with required approvals in effect, prior to using rehabilitated mine waste or tailings as aggregate.

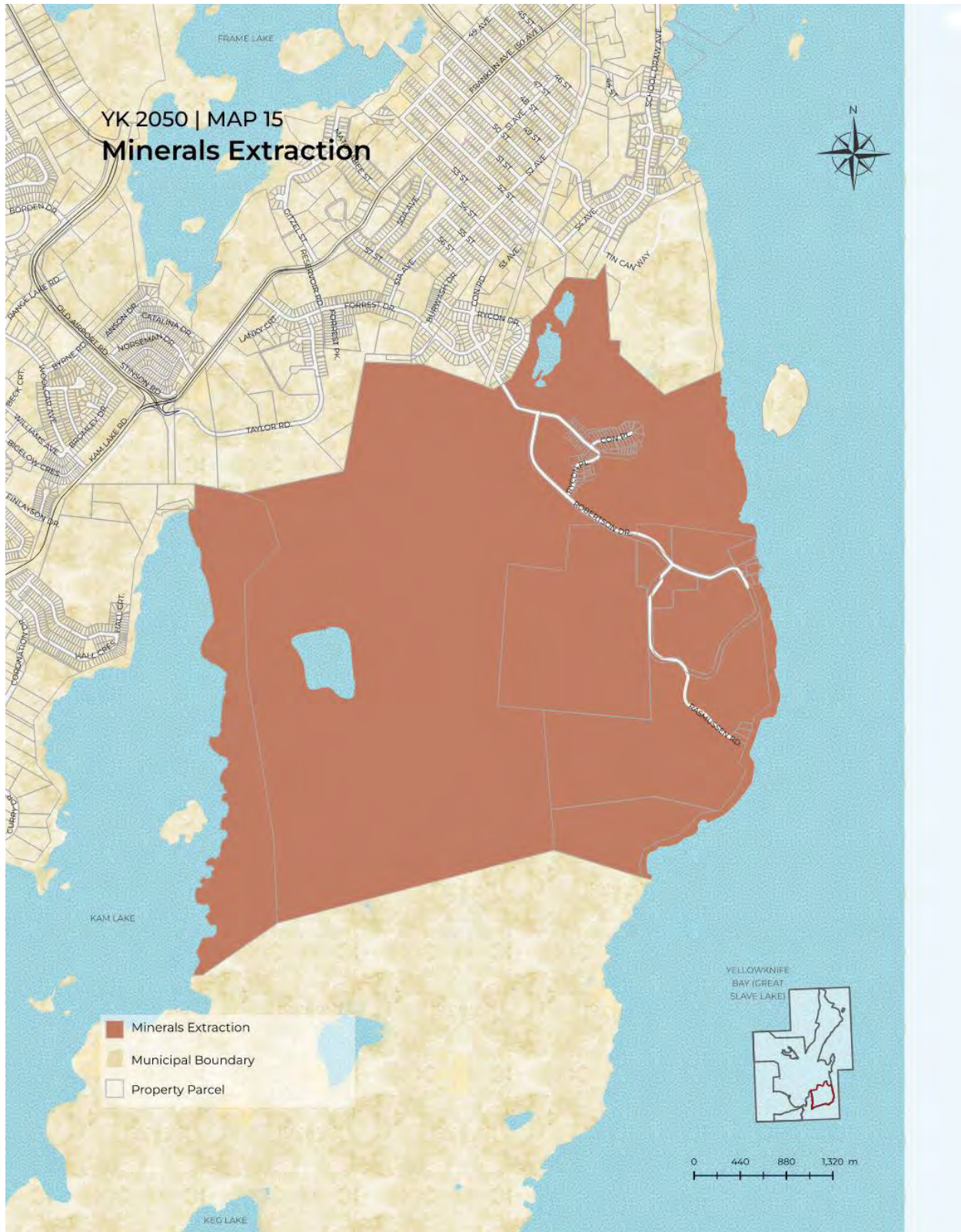
**Call-out:** The City aims to ensure that mineral resources are protected and managed for long-term use by safeguarding extraction areas from incompatible development, supporting responsible exploration and mining activities, and coordinating with the GNWT to regulate operations. Objectives include minimizing environmental and community impacts through effective buffering, mitigation, and monitoring measures; ensuring public health, safety, and infrastructure considerations are addressed; requiring rehabilitation and enabling sequential land uses; and supporting transparent decision-making through appropriate zoning controls, public engagement, and evaluation of broader community benefits.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Growing YK</b>	GYK-8	Land uses permitted at Mineral Extraction sites may include: producing mines, mining-related uses, mineral aggregate uses, smelting and refining uses, pits and quarries and related uses, non-residential accessory uses, structures associated with mining, equipment storage, past producing mines, ore processing plants, and major tailings areas.
	GYK-8	Where lands designated for Mineral Extraction are not pre-zoned for mining purposes, an amendment to the Zoning By-law shall be required. In considering such an amendment to permit a new or expanded mining or mining-related use, the City will evaluate: <ul style="list-style-type: none"> <li>i. potential environmental impacts, ensuring that new mining operations are located to minimize effects on natural heritage features and functions;</li> <li>ii. indirect impacts on municipal infrastructure, utilities, and services;</li> <li>iii. compatibility with surrounding land uses;</li> <li>iv. the visual and aesthetic quality of the proposed development; and,</li> <li>v. the overall benefit of the mining or mining-related use to the City of Yellowknife.</li> </ul>
	GYK-8	Other industrial uses that will not preclude future mining activities may be permitted subject to zoning permission and development agreement where appropriate.
	GKY-8	Mineral resources shall be responsibly managed by protecting them for long-term use.
	GYK-8	Mineral resources shall be protected from incompatible uses Mineral Extraction areas shall be protected from development that would preclude or hinder the establishment of new operations or access to the resource unless: <ul style="list-style-type: none"> <li>i. the resource use would not be feasible; or,</li> <li>ii. the proposed land use or development serves a greater long-term public interest; and,</li> <li>iii. issues of public health, public safety and environmental impact are addressed.</li> </ul>
	GYK-8	The city shall work with the GNWT to control and regulate surface operations.
	GYK-8	New lot creation for residential development, including onsite residential uses or worker accommodations, shall not be permitted on lands designated as Mineral Extraction.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-8	Past producing mining operations or active mining operations are subject to the provisions of the Mineral Resources Act and any other legislation, with respect to rehabilitation and/or closure.
	GYK-8	Mining companies shall establish a schedule of key milestones and triggers for the development of mineral mining operations and any subsequent phases of development.
	GYK-8	Mining companies shall establish a program of public consultation and transparent information disclosure on an ongoing basis.
Natural YK	NYK -5	Adverse impacts of operations on the environment shall be minimized.
	NYK -5	Proper and progressive rehabilitation of closed mines shall be required.
	NYK -5	A buffer shall be established as a distinctive feature separate and apart from a mineral extraction operation.
	NYK -5	<p>The buffer zone shall be designed to mitigate the impacts of mineral mining operations on air quality (e.g. dust, odour and chemical fugitive emissions), noise and vibration, visual appearance and any other nuisance factors.</p> <p>A buffer zone may consist of a combination of natural geographic features (e.g. topography, landscape), and designed components such as berms, landscaping, separation distances.</p>
	NYK -4	<p>Appropriate buffering and mitigation measures for active extraction activities - including noise, dust, blasting, storage of overburden and waste rock, truck traffic, and other nuisance effects - shall be implemented to minimize or eliminate impacts on adjacent land uses and to protect public health and safety. Such measures shall also address any temporary, interim, or permanent modifications required to public infrastructure, including roads and utilities, and provide for their reinstatement and/or relocation as necessary.</p>

Map 15: Con Redevelopment Area

Map 15: Minerals Extraction Area



### 4.13 Solid Waste Management

Total Area: 264.7 ha

The Solid Waste Management Area **designation**, as identified on the *Solid Waste Management Land Use Designation Map (Map 15 16)*, is an area that is designated for the City’s solid waste disposal. The current Solid Waste Facility (SWF) is located within this area along with quarries which are the City’s primary source of aggregate. The location currently provides enough space to manage the City of Yellowknife’s solid waste disposal requirements.

The Solid Waste Management Area **designation** will provide the appropriate space and allow for appropriate uses that are necessary for the City to achieve its waste management objectives and diversion targets as set out in the *2018 Strategic Waste Management Plan*. ~~The plan specifically calls for 80% of organics and 100% of cardboard to be diverted from the landfill by 2025.~~

In order for the City to achieve its waste diversion targets, there may be a need to upgrade existing infrastructure or construct new infrastructure to meet these targets. Possible infrastructure requirements, as detailed in the *2018 Strategic Waste Management Plan*, could include new organics processing facilities for improved aeration, a new weigh scale, and a new area for salvage options. The proposed new infrastructure will be accommodated within the existing Solid Waste Management Area. In the long-term, a waste-to-energy (WTE) facility may be considered. However, there is currently no proposed location for a WTE facility.

According to the *2018 Strategic Waste Management Plan*, the airspace in the existing landfill will reach capacity in 2027 at current disposal rates of 1100 kg/capita/year. As the existing landfill cells near capacity, new cells will be developed from old quarrying sites in the area. Increased diversion rates and/or lower disposal rates will prolong the life of the existing landfill cells.

Although the majority of the waste diversion and processing takes place at the Solid Waste Facility, there are efforts to increase waste separation at source. In order for the City to meet its waste diversion targets, additional waste sorting at source will need to be implemented throughout the City at private residential properties, commercial properties, and public facilities. This means that land use requirements throughout the City will need to consider the need for appropriate waste sorting facilities such as organics and recycling receptacles.

The Solid Waste Management area will continue to be used for quarrying activities and solid waste management.

Planning and Development Objectives	Policies
<p>1. <del>To support the environment, public health and safety, and the interest of residents by ensuring all of the environmental social and financial impacts of waste management are sufficiently controlled or mitigated in a timely manner.</del></p>	<p><del>1 a. Permitted uses within the landfill industrial designation are limited to waste disposal sites and associated activities such as waste processing, recycling, organics processing and quarrying.</del></p> <p><del>1 b. Development proposals within 450 metres of the boundary of the Landfill industrial designation are subject to the</del></p>

Planning and Development Objectives	Policies
	General Sanitation Regulations of the <i>Public Health Act</i> .
2. To provide opportunities for future City waste management activities according to the <i>City's 2018 Strategic Waste Management Plan</i> .	<p>2-a. New infrastructure or upgrades to existing infrastructure relating to solid waste management will be permitted.</p> <p>2-b. As current landfill nears capacity, the City will apply to acquire additional land from the GNWT to increase capacity.</p>
3. To promote best practices in site selection, design and operation and remediation.	<p>3-a. Solid Waste site will be operated in accordance with the operation and maintenance plan.</p> <p>3-b. Solid Waste site will be suitably buffered from adjacent land use activities.</p> <p>3-c. Distinct uses in the solid waste site will be appropriately buffered and separated from each other.</p> <p>3-d. Expansion of the site will only occur in accordance with the Waste Strategy and approval from Council.</p>
4. To provide opportunities for industrial land uses that use materials diverted from the landfill operations or outputs of materials generated by the landfill operation.	4-a. If alternative forms of energy production become viable for the City, using waste as a feedstock, a Waste to Energy facility will be considered in this area.
5. To provide space to cultivate organic waste into alternate uses such as bio-fuel or nutrient soil to support agriculture activities.	5-a. Organic waste shall be separated and kept clean of contaminants so that it can be used for food production.
6. To reduce odours from waste management facilities.	6-a. Odour reducing techniques will be used to manage organic waste and other waste streams.
7. To reduce wildlife interactions with solid waste	7-a. Organic waste will be covered, where reasonable, to prevent attraction of birds and other wildlife.
8. To allow the continued use of quarrying to support municipal operations and services	<p>8-a. The City will continue to quarry at the site.</p> <p>8-b. The waste management site may be used for other compatible uses as directed by Council.</p> <p>8-c. Former quarry pits will be considered for use as additional landfill cells.</p>

**Call out:** The objectives for the Solid Waste Management designation integrate sustainable growth with long-term infrastructure resilience. By prioritizing appropriate spacing and land-use compatibility, the city aims to preserve its unique community character while mitigating the impact of waste facilities on residential areas. This strategy is bolstered by adaptive land-use policies that prevent conflicting uses. Ultimately, the plan emphasizes proactive long-term planning to identify sanitation infrastructure needs, ensuring that sustained investment keeps pace with future urban expansion and environmental requirements.

Thematic Goal	Objective Code	Policies
<b>Growing YK</b>	GYK-2, GYK-3	Visual separation shall be used to buffer the activities at the solid waste site from adjacent land use activities (adapted from 3-b).
	GYK-2, GYK-3	Distinct uses within the solid waste site shall be separated from each other. (adapted from 3-c)
	GYK-3	Development proposals within 450 metres of the Landfill Industrial boundary shall comply with the General Sanitation Regulations of the Public Health Act and associated activities. (adapted from 1-b)
	GYK-3	New developments compatible with solid waste management activities may be considered. (adapted from 8-b).
<b>Living in YK</b>	LYK - 5	New infrastructure or upgrades to existing solid waste management infrastructure shall be permitted. (adapted from 3-b)
	LYK - 5	Additional land for landfill capacity should be acquired from the GNWT as the current capacity is approached. (adapted from 2-b)
	LYK - 5	Quarrying activities shall be permitted in the Solid Waste Management designation. (adapted from 8-a)

Map 16: Solid Waste Management



## 4.14 Recreation Hub

Total Area: 63.7 ha

The Recreation Hub, as identified on the *Recreation Hub Land Use Designation Map (Map 16 17)*, connects Downtown to Old Airport Road. Many of the City’s recreation facilities are located in this area including:

- Ruth Inch Memorial Pool (and proposed locations for the new aquatics center)
- Yellowknife Community Arena
- Yellowknife Curling Club
- Yellowknife Tennis Club
- The Multiplex
- The Fieldhouse
- Tommy Forrest Ball Park

The proximity of this area to other amenity rich areas like Downtown and Old Airport Road, makes this area a strategic location for recreational facilities and provides opportunities for other types of complementary land uses. The recreational facilities are well used by both locals and visitors to the City from other Territorial communities and from outside the Territory. The area hosts trade shows, sports tournaments, Christmas bazar and craft sales, community garage sales, picnics and other community events that need large gathering spaces. There could be opportunities for development of visitor accommodations such as hotels and motels. Some high-density residential development on the Franklin Avenue corridor may also be considered.

This area includes a fire hall used for emergency services such as emergency medical response, fire response, hazardous materials response, and rescue services. The area is also home to the City’s public works yard. These land uses will continue to be accommodated in this area.

The area also includes a concrete plant. This plant will continue to operate in this area. However, the City’s relocation incentive to move industrial activities, such as this plant, to Engle Industrial Business District will remain in place.

Planning and Development Objectives	Policies
1. To maintain concentration of large scale recreational infrastructure in a central location.	1-a. Any large city recreation facilities will be concentrated in this area because of its location to piped service, the transportation network and the existing complementary services.
2. To provide safe and efficient transportation for walking, cycling, public transit, and private vehicles throughout the area.	2-a. Public parking for private motor vehicles will be available at recreational facilities.  2-b. Bicycle parking will be available at all recreational facilities.  2-c. Access to the facilities will be made safe with appropriate infrastructure for pedestrians, cyclists, public transit users, and motorists.

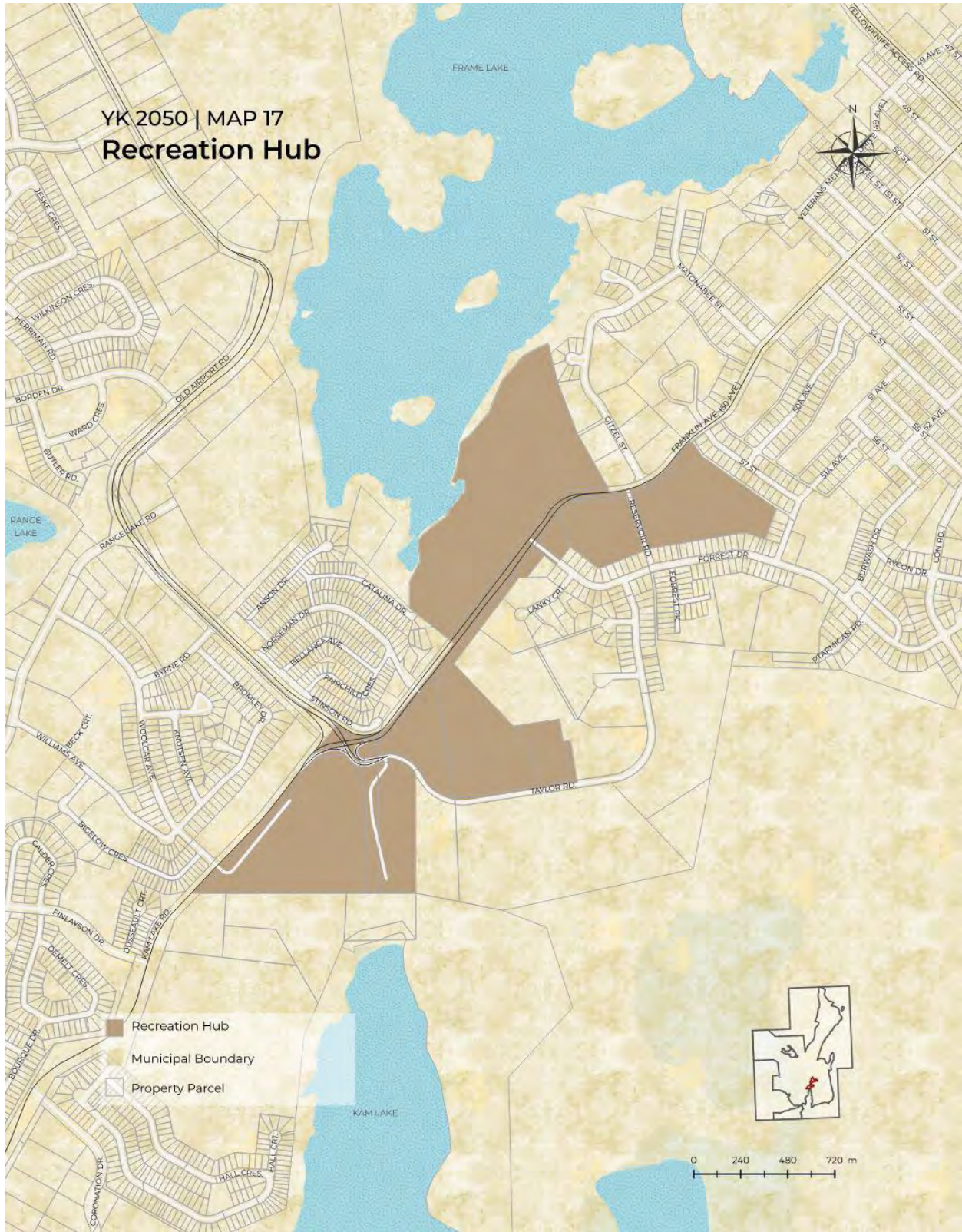
Planning and Development Objectives	Policies
3. To enhance the trail network between facilities to accommodate pedestrians and cyclists.	<p>3-a. The City will improve the trail connections and networks to the Multiplex and field house.</p> <p>3-b. Trails will be well marked and safe for pedestrians and cyclists in all seasons.</p>
4. To ensure there is adequate space for the growth of the City's emergency services facilities.	<p>4-a. Emergency services will stay in this area as the regional hub.</p> <p>4-b. Adequate space will be preserved to support any growth required for emergency service facilities.</p> <p>4-c. Transportation networks will remain efficient and easily accessible to support prompt response times for emergency services.</p>
5. To allow flexibility in land uses by accommodating mixed uses that are compatible with existing uses.	5-a. Medium and high density residential development or hotel/motel development will be permitted if they are located on arterial roadways.

**Call-out:** Yellowknife's Recreation Hub is designed to be the centralized home for the city's large-scale recreational facilities, taking full advantage of existing services and transportation networks. Built for accessibility and safety, the Hub prioritizes seamless multi-modal travel, featuring dedicated parking for vehicles and bicycles, safe access for transit users, and a well-maintained, year-round trail system for pedestrians and cyclists connecting to the Multiplex and Fieldhouse. Beyond recreation, the area serves as a vital regional base for emergency services, ensuring protected space for future growth and highly efficient transportation routes for prompt response times. To foster a dynamic and flexible mixed-use environment, the Hub also welcomes medium- and high-intensity residential builds, as well as hotel and motel developments, along its arterial roadways

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Medium and high intensity residential and commercial hotel, and motel development shall be permitted if located along arterial roadways. (adapted from 5a)
	GYK-3	Recreational facility development shall and incorporate universal design principles.

Thematic Goal	Objective Code	Policies
	GYK-6	<p>Emergency services shall be maintained within the Recreation Hub area. (formally 4a)</p> <p>Development of the Recreation Hub should consider and preserve space for future expansion of emergency service facilities. (formally 4b)</p>
Living in YK	LYK -3	New recreational facility development should be encouraged to develop in the Recreational Hub. (formally 1a).
Moving Around YK	MAYK - 4	Improvements to connectivity of existing trail networks, connecting the Recreation Hub with other areas of the City should be completed in accordance with the Transportation Master Plan. (formally 3a)

Map 17: Recreation Hub



## 4.15 Giant Mine

Total Area: 1051.7 ha

Giant Mine, as identified on the *Giant Mine Land Use Designation Map (Map 17 18)*, is a former gold mine. The area is contaminated with arsenic trioxide and fibrous asbestos, and it is currently in the process of being remediated by the Federal Government. The remediation is a multi-year project, and the bulk of the remediation is not expected to be complete before ~~2030~~ 2038. During this time areas that are now accessible to the public, such as the Giant Mine boat launch, may have limited or completely restricted access. No other non-remediation related land uses will be permitted at the site until remediation is complete. Given the complexity of the remediation process, it is possible that remediation work could take much longer.

Remediation of the area will be carried out in a manner that is environmentally sound, socially responsible and culturally appropriate. As a result of the environmental assessment process, the federal government agreed to remediate the former town site at Giant Mine to a residential standard. The City will work with the Government of Canada, the Government of the Northwest Territories, the Yellowknives Dene First Nation, and all other parties involved in remediation to ensure that the area is remediated to the highest possible standard within a reasonable timeline, as well as identifying and mitigating land use impacts to the greatest extent possible. The City will also work with other parties to ensure that planned remediation activities pose little risk to City residents.

No development activity is currently permitted in this area. The area will only be used for remediation activities until remediation is completed. After remediation is complete, the City will re-evaluate opportunities for development of this area only if it is deemed safe to do so on the advice of remediation experts and legally permitted by higher orders of government.

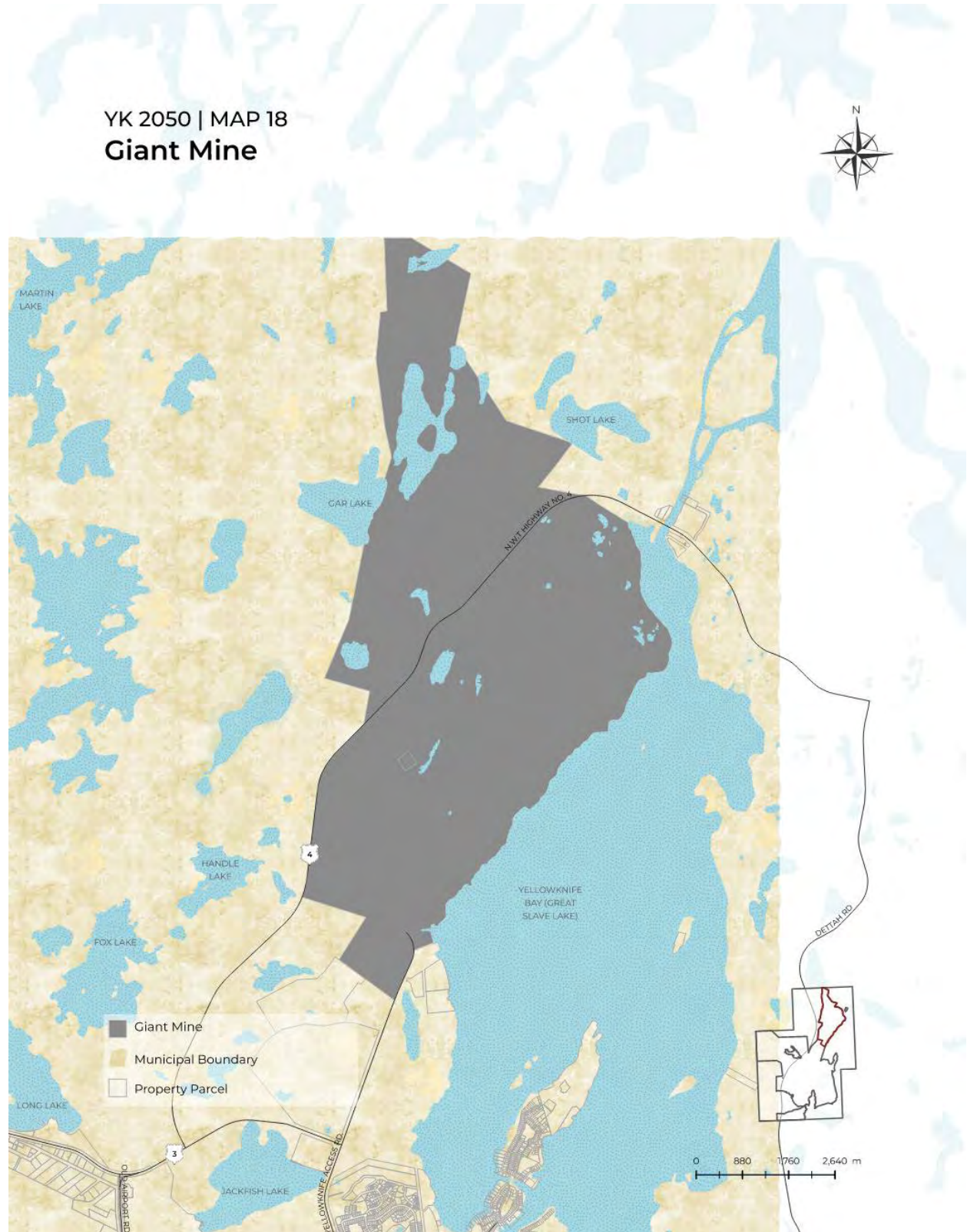
Planning and Development Objectives	Policies
<p><del>1. To support and accommodate, where appropriate, the responsible management of the remediation.</del></p>	<p><del>1-a. The City will work with partners to ensure that the area does not create health risks in other areas of the City.</del></p> <p><del>1-b. The City will cooperate and respect the remediation construction schedule.</del></p>
<p><del>2. To advocate for the remediation standard of the site for highest and best use.</del></p>	<p><del>2-a. Contaminants on land or in water shall be remediated before any re-development of this site can occur.</del></p> <p><del>2-b. The City will advocate that the former town site shall be remediated to a residential standard.</del></p>
<p><del>3. To consider development options for area when remediation is completed.</del></p>	<p><del>3-a. The City will consider land development only when deemed safe to do so by experts and permissions are granted from other levels of government.</del></p>

**Call out:** The overarching objectives for the Giant Mine area prioritize long-term environmental stability and public safety through the rigorous management of legacy contaminants. The site must be remediated to specific residential or high-level environmental standards, ensuring that soil and water quality do not pose risks to the surrounding community or the broader city ecosystem. Furthermore, any future land development is strictly contingent upon verified site safety and compliance with senior government regulations. By maintaining construction schedules and coordinating multi-jurisdictional oversight, the policy framework ensures that the site transitions from a contaminated liability to a safe, stable landscape that does not adversely impact adjacent lands or human health.

Thematic Goal	Objective Code	Policies
<b>Growing YK</b>	GYK-3	Remediation construction schedules shall be maintained through coordinated site management and operational alignment. (adapted from 1-b)
	GYK-3	Contaminated land and water shall be remediated to applicable environmental standards prior to site occupancy. (adapted from 2-a)
	GYK-3	The former town site shall be remediated to a residential land-use standard. (adapted from 2-b)
	GYK-3	Land development shall only be permitted on sites verified as safe for the intended use and in compliance with senior government regulatory requirements. (adapted from 3-a)
	GYK-6	Development and site conditions should not result in adverse health or environmental impacts on adjacent lands. (adapted from 1-a)

Map 17: Giant Mine

Map 18: Giant Mine



## 4.16 Special Reserves

The areas designated as Special Reserves represent land set aside for specific, vital purposes that are currently outside of the City's direct jurisdictional control. These reserves include significant facilities or land holdings, including the Yellowknife Airport and the North Slave Correctional Complex. Because these areas are governed by specific institutional mandates or other levels of government, the City's role is to acknowledge their unique status within the Community Plan while recognizing the specific development controls and limits that apply to them.

### 4.16.1 Special Reserve – Airport

*Total Area: 716.2 ha*

The Yellowknife Airport, identified on the *Airport Land Use Designation Map (Map 19 20)*, is the primary airport facility for passengers and cargo serving the City of Yellowknife and region. It is also the largest hub for air traffic in the Northwest Territories and parts of Western Nunavut. The Airport is owned and operated by the GNWT Department of Infrastructure and an *Airport Area Development Plan* exists to guide and regulate the land use activities on the Airport designated lands. The City of Yellowknife has no zoning authority on airport lands.

Despite the fact that the City has no jurisdiction on Airport lands, airport development still has an impact on land use in other parts of the City. The airport is also one of the largest employment centres in Yellowknife and generates significant economic development for the region. There may be potential for the City to collaborate with the airport on economic development opportunities and the City will pursue these opportunities if they align with their planning and development objectives.

The City maintains a buffer between the Airport and residential areas for noise abatement and safety purposes and there are building height restrictions in place in parts of the City due to the orientation of the Airport's runways. The Airport also leases parcels of land for commercial development. This impacts the adjacent land uses because they will need to be compatible with the airport leased land. This also influences the overall supply and demand of commercial land in the City.

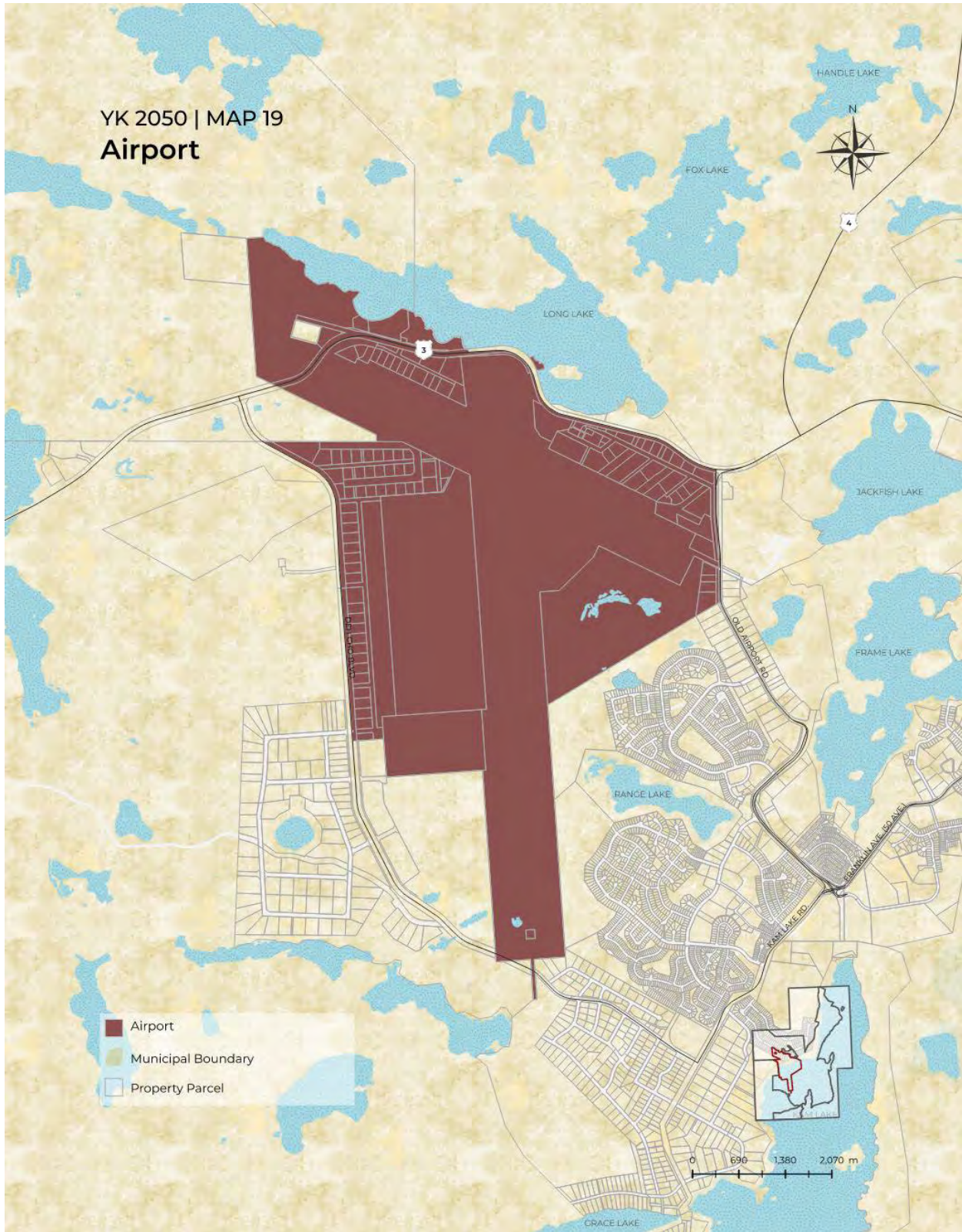
Planning and Development Objectives	Policy
1. To maintain a buffer around airport lands, to support the safe and continued operation of the Airport.	1-a. The City will not permit any development in the buffer area that is not compatible with airport operations such as residential development.
2. To collaborate with the GNWT Department of Infrastructure on Airport economic development opportunities that are beneficial to the City of Yellowknife and align with the City's General Development Goals.	2-a. The City will engage with the GNWT Department of Infrastructure to identify mutually beneficial economic opportunities on Airport land.

**Call-out:** The Airport Designation is established to protect the long-term operational integrity and safety of aviation services by ensuring all development is strictly compatible with airport requirements. A primary focus is the prevention of sensitive land-use encroachment, such as residential development, which could compromise the technical and acoustic needs of the facility. Growth within this designation

is guided by a principle of inter-governmental synergy, ensuring that economic opportunities on Airport lands provide mutual benefits to the City and the Government of the Northwest Territories while supporting broader regional development goals.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development within the airport buffer area shall be compatible with airport operations. (formally 1a)
	GYK-3	New sensitive development shall be located outside the NEF 25 line, as per the Airport Noise Exposure Forecast (NEF) contours, as updated from time to time by the GNWT for the Yellowknife Airport.
	GYK-3	Residential development is prohibited in the Airport area. (formally 1a)
Working in YK	WYK - 1	Economic development on Airport land should prioritize opportunities that provide mutual benefit to both the City, GNWT and Federal Government. (formally 2a)
	WYK-1	Federal government defence uses are permitted. (new policy)

Map 19: Airport



**4.16.2 North Slave Correctional Complex**

Total Area: 16.7 ha

The North Slave Correctional Complex, as identified on the *Land Use Designation Map (Map 20)*, is a correctional facility run by the GNWT Department of Justice. It is between the Western Residential area and the Recreation Hub. It is within the jurisdiction of the GNWT and it will stay in its present location for the foreseeable future. The City will work with the GNWT to ensure that adjacent land uses do not conflict with the facility.

Planning and Development Objectives	Policy
1. To ensure that adjacent land use is compatible with the operation of the North Slave Correctional Facility.	1-a. The City will consult with the GNWT prior to developing land adjacent to the North Slave Correctional Complex.

**Call-out:** The primary objective of North Slave Correctional Complex designation is to ensure that the facility remains in its current location for the foreseeable future. Development in the immediate vicinity is strictly managed to ensure adjacent land-use compatibility, prioritizing the security and safety requirements of both the complex and the surrounding community.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development adjacent to the North Slave Correctional Complex should be compatible with the security and operational requirements of the facility. (formally 1a)

Map 20: North Slave Correctional Complex



## 4.17 Special Management Area

Total Area: 3266.2 ha

~~As amended by By-law No. 5102 May 12, 2025~~

The Special Management ~~Zone~~ **Area**, as identified on the Land Use Designation Map (**Map 21**), is land that is not currently designated for a specific land use. **It is land that will support growth. Growth Management Land/areas are important to the economic success of the city and our quality of life. These rural areas are a system of lands that may include mineral or aggregate resources, agricultural areas, natural heritage features and areas, and other resource areas. Growth Management and built-up areas within the municipal boundary are interdependent in terms of markets, resources and amenities. It is important to leverage GM assets and amenities and protect the environment as a foundation for a sustainable economy. However, this land may be used for a variety of uses in the future based on the needs of the City as it continues to grow and change.**

Council will consider the re-designation of Special Management lands to another designation, under the following conditions:

- a. The amendments are being considered in the context of the five-year review of the Community Plan, or, if prior to the five-year review, there is an acceptable assessment and justification of the need for the re-designation; and
- b. The development area has proximity to required infrastructure, including roads and municipal services.

Planning & Development Objectives	Policies
<del>1. To ensure orderly and well-planned future development, permitted uses on lands designated Special Management will be limited.</del>	<del>1. a. Permitted uses will be limited to cultural uses, recreational uses, agriculture, temporary buildings or structures, utility infrastructure, natural resource extraction activities and associated uses.</del>

**Call-out:** To ensure the long-term resilience and vibrancy of the Special Management Area, the growth strategies prioritize the safety and sustainability, proactively reducing risks from natural and man-made hazards through robust emergency preparedness and the integration of climate-resilient infrastructure. Future development will be governed by clear land use policies designed to eliminate conflicting uses while fostering adaptable, inclusive, and mixed-use environments that evolve with our needs. Furthermore, we will bolster our tourism sector by aligning infrastructure planning with development criteria that celebrate and promote our local identity. Recognizing the heartbeat of our economy, we will provide locally owned businesses with the incentives and enabling conditions necessary for successful revitalization or relocation, ensuring they remain viable and continue to thrive as integral parts of our community.

Thematic Goal	Objective Code	Policies
<b>Growing YK</b>	GYK-2	Development in growth management areas shall be compatible with rural characteristics, scale, and appropriate service levels. (new policy)
	GYK-3	Development shall avoid the unjustified or uneconomical expansion of infrastructure and services. (new policy)
	GYK-3	Permitted uses and activities on GM lands within the municipal boundary shall include:  a) natural resource management;  b) resource-based recreation;  c) agriculture and agriculture-related uses;  d) home occupations and industries;  e) mineral and aggregate extraction; and  f) tourism-related rural land uses. (adapted from 1-a)
	GYK-6	Natural hazard protection infrastructure, including fuel breaks and salt facilities, shall be permitted within growth management areas. (new policy)
	GYK-2	Development that is compatible with the rural landscape and sustainable by rural service levels should be encouraged. (new policy)
	GYK-3	Growth and development may be directed to growth management areas in accordance with the policies in the Special Management Area. (new policy)
	<b>Living in YK</b>	WYK - 3
WYK - 3		Recreational and tourism opportunities should be promoted to enhance the local economic base. (new policy)
WYK - 1		Diversification of the economic base and employment opportunities should be incentivized to promote the development of goods, services, and materials, specifically, value-added products, that support large-scale

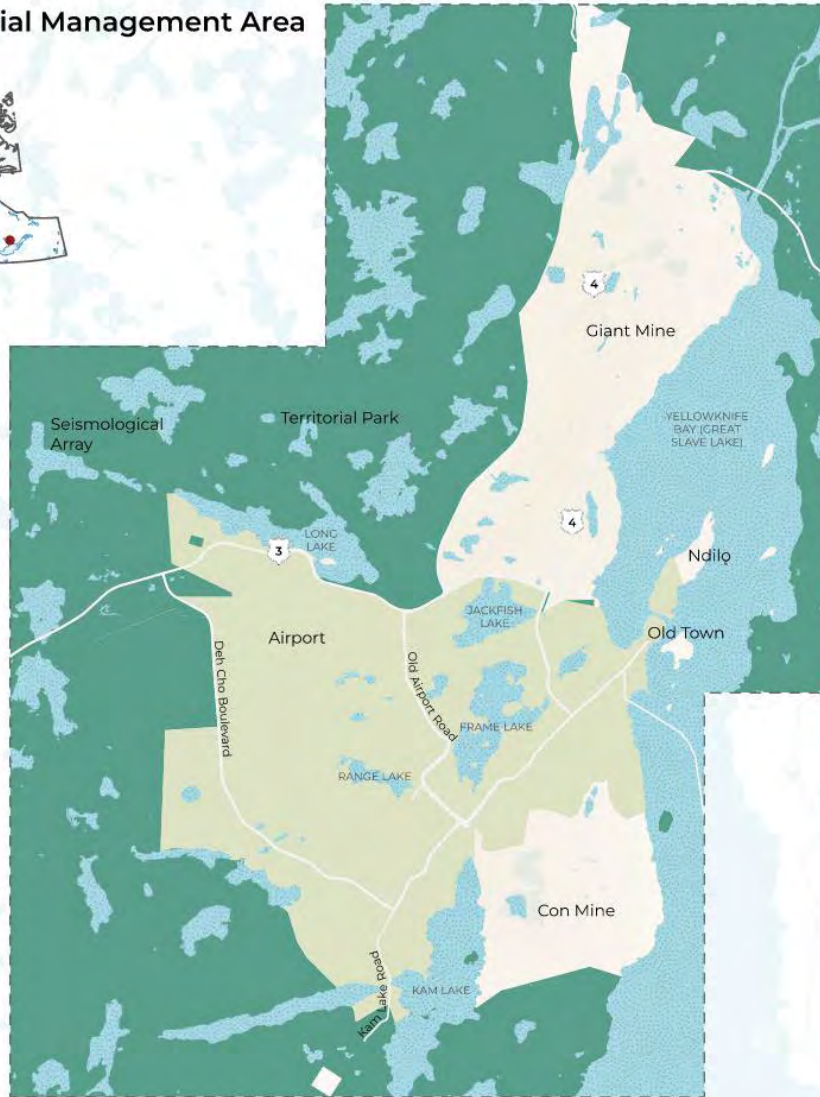
<b>Thematic Goal</b>	<b>Objective Code</b>	<b>Policies</b>
		infrastructure projects and the sustainable management of resources. (new policy)

Map 20: Mining Tenure

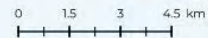
Map 21: Special Management Area

YK 2050 | MAP 21

### Special Management Area



- Special Management Area
- Planned Built Boundary
- Municipal Boundary
- Highway
- Lakes



## 4.18 Land Use Overlays

Land Use Overlays are designated for areas that require additional development controls or specific management rationales that differ from the existing land use designations. These overlays are applied to sites with unique constraints, such as unresolved land claims where development may be withheld, or the presence of sensitive federal and territorial infrastructure, including seismologic equipment used for geological study. The purpose of this section is to provide context for these designations and to acknowledge that these areas are subject to specific limits and regulatory controls that often fall outside of the City’s direct jurisdictional authority.

### 4.18.1 Capital Area

*Total Area: 363.8 ha*

The Capital Area **overlay**, as defined on the *Capital Area ~~Land Use Designation~~ Overlay Map (Map-7 22)*, is a key political and cultural gathering area for people of the NWT. The area is home to the institutions that represent the political capital of the Northwest Territories, and it is a significant historical resource. It is a diverse and vibrant area situated in a natural setting. Prior to the establishment of Yellowknife, the Capital Area lands held prime hunting, fishing, and trapping lands for the Yellowknives Dene First Nation. The Capital Area continues to preserve the natural setting around Frame Lake and it is home to the Legislative Assembly of the Northwest Territories, City of Yellowknife City Hall, and the Prince of Wales Northern Heritage Centre. The McMahon Frame Lake Trail forms a pedestrian and cycling necklace around Frame Lake, connecting the territorial functions with the civic functions of the ~~surrounding~~ city, including Yellowknife’s showcase public open space, Somba K’e Civic Plaza and Family Park.

As identified in the Capital Area Development Plan, the area is representative of the Northwest Territories in many aspects:

- Politics and Government – the Legislative Assembly, City of Yellowknife City Hall, Royal Canadian Mounted Police, Department of National Defence;
- Culture & Heritage – Prince of Wales Northern Heritage Centre, traditional area for the Yellowknives Dene (including withdrawn land);
- Recreation – McMahon Frame Lake trail, Somba K’e Civic Plaza, and Bristol Pit;
- Tourism – Popular tourist destination ~~and Visitors Centre located in City Hall~~; and,
- Natural Environment.

The Capital Area ~~Designation~~ **Overlay** is identified in the 2017 Capital Area Development Plan. To maintain the intent of the Capital Area, there are ~~significant constraints on~~ **guidelines for new** development, including placing emphasis on the form and quality of development on key lands that compose the edge of the Capital Area and that contribute to the function of the Capital Area.

Planning and Development Objectives	Policies
1. <del>To preserve the natural features of the area.</del>	1 a. <del>Development proposed in proximity to the McMahon Frame Lake Trail will be screened to protect the natural state of the area and outdoor experience for trail users.</del>

2. <del>To uphold the goals and objectives of the Capital Area Development Plan.</del>	2-a. All development will align with the objectives and policies of the Capital Area Development Plan.
3. <del>To respect the Yellowknives Dene First Nation’s decisions for land use on interim land withdrawal in the Capital Area.</del>	3-a. The interim withdrawn land inside the Capital area will be preserved until the land claim of the ADFN is settled.

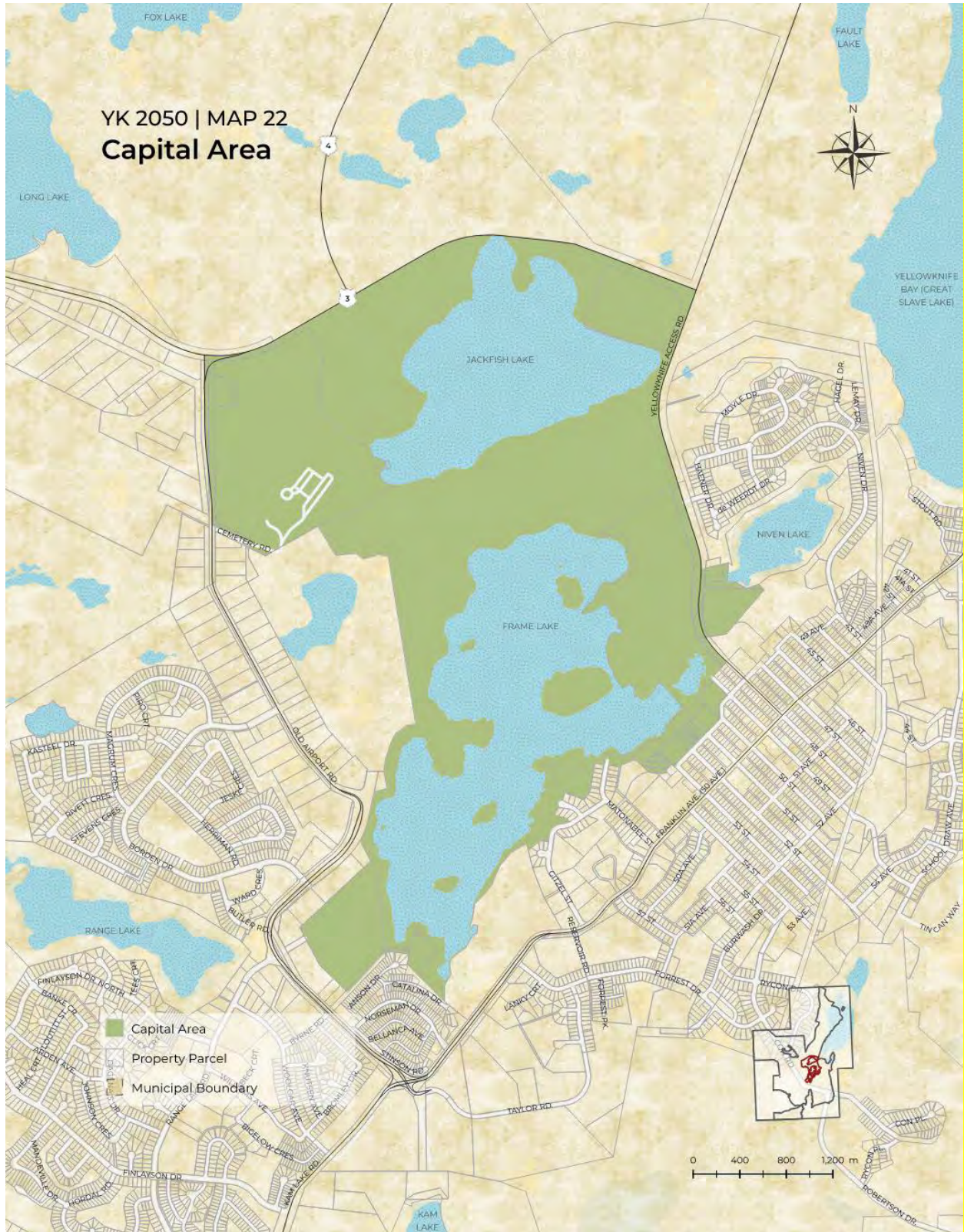
**Callout Box:** The Capital Area Overlay policies are guided by the Capital Area Development Plan. The policies emphasize the preservation and enhancement of spaces, ensuring that natural landscapes and waterbodies are integrated into the city’s growth to maintain high environmental quality while preserving and enhancing access to Yellowknife’s key cultural and institutional spaces. The policies are also grounded in a commitment to reconciliation, while investing in resilient infrastructure that sustains long-term growth and dignity for all.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Growing YK</b>	GYK-1	Development proposed in proximity to the McMahon Frame Lake Trail shall include a natural buffer to help preserve the natural state of the area and outdoor experience for trail users.
	GYK-1	Development near lakeshores shall establish natural buffers along lakeshores including a minimum 15-metre buffer along the shore of Frame Lake and 15-metre buffers on other shorelines to protect ecosystem functions and prevent privatization.
	GYK-2	New development shall prioritize human-scale, mid-rise, and mixed-use formats. Surface parking lots shall not be permitted with the exception of mixed-use developments near Old Airport Road.
	GYK-3	All development shall comply with the objectives and policies of the Capital Area Development Plan. Any new long-range plans to develop within the Capital Area Overlay shall be incorporated as an amendment to the Area Development Plan.
	GYK-3	Land use in the Capital Area Overlay shall remain flexible to allow a range of compatible institutional, cultural, and government functions alongside other

Thematic Goal	Objective Code (identifying Image)	Policies
		uses such as residential and commercial uses to prevent underutilization and create dynamic spaces.
Living in YK	LYK-1	Residential development that is an accessory use to Institutional use shall be permitted
	LYK-3	Key civic spaces shall be enhanced with placemaking initiatives, public art, and infrastructure to support accessible, year-round community gathering.
	LYK-4	Development shall respect the Akaitcho Interim Land Withdrawal.
Working in YK	WYK-3	Tourism, cultural, and commercial service uses that are supported by the policies in the Capital Area Development Plan shall be permitted and supported.
Natural YK	NYK-1	The natural state of rock outcrops, topography, and native vegetation within the Capital Area Overlay shall be preserved, where possible, and/or integrated into site designs to maintain the area's natural identity.
	NYK-2	Public access to the waterfront shall be protected and expanded.
	NYK-2	New development shall ensure the continuous connection of the Frame Lake Trail system and maintain public access to lakeshores.
Moving Around YK	MAYK-2	All new developments within the Capital Area Overlay shall be planned in alignment with public transit infrastructure to maximize accessibility.
	MAYK-3	New developments shall ensure that site designs integrate multimodal access and reinforce existing walking and biking connections between Niven Lake, designations within the Capital Area Overlay, Old Airport Road and Downtown
	MAYK-4	The McMahon Frame Lake Trail system shall be protected, maintained, and expanded with active transportation infrastructure, including adequate lighting and consistent wayfinding signage for safe, year-round use.
Proudly YK	PYK-2	Building design, public art, and landscaping shall complement the surrounding natural environment, utilizing local materials, where possible, and celebrating Indigenous culture and the distinct Northern character of Yellowknife.

Thematic Goal	Objective Code (identifying Image)	Policies
	PYK-4	Buildings and developments shall be sited and designed to preserve and enhance special views capes, specifically visual connections to the Legislative Assembly Building, the Prince of Wales Northern Heritage Centre, Somba K'e Park, and the Ceremonial Circle.

Map 22: Capital Area



**4.17.2 Akaitcho**

**4.18.2 Akaitcho (Interim Land Withdrawal)**

*Total Area: 1034 ha*

Akaitcho, as identified on the **overlay Akaitcho Land Use Designation Map (Map 23)**, identifies **is withdrawn land that is being held until the land claim between the Akaitcho Dene First Nations (ADFN) and the Government of Canada is settled. The residents of Yellowknife value and respect First Nations’ culture, traditions, governments, and stewardship of the land. The ADFN is in the process of negotiating with the GNWT and Canada to complete an agreement on land, resources and self-government.** The Akaitcho Dene First Nations (ADFN) represents the collective environmental, social, political, cultural, and economic interests of the Deninu Ku’e First Nation, Lutselk’e First Nation, and Yellowknives Dene First Nation. One component of the negotiations has involved the identification of lands of interest to the ADFN, of which 1,034 hectares of land are located inside the existing boundary of the City of Yellowknife. ~~It is acknowledged that as part of the on-going Treaty negotiations between ADFN, the Government of the Northwest Territories (GNWT) and the Government of Canada that lands may be selected by ADFN within the municipal boundary that would otherwise be regulated by the City of Yellowknife.~~ An Interim Land Withdrawal Agreement was signed in 2006 to protect the identified lands from being sold or leased during the course of negotiations. This Agreement stipulates that no new interests can be created on the withdrawn lands until negotiations between the ADFN, GNWT, and Government of Canada are finalized.

~~The City will work with the ADFN on administration and application of this by-law to lands selected by the ADFN determined through the conclusion of the Treaty negotiation process. The Interim Land Withdrawal on Commissioners Land inside the City’s municipal boundary, as shown in Akaitcho Land Use Overlay Map (Map xx), arose from an agreement between the Akaitcho Dene First Nations and the Government of the Northwest Territories and is subject to change. Interim land withdrawal is a way to prevent new interests from being created while land claim negotiations with the Federal and Territorial governments continue. Any change in Akaitcho withdrawn land boundaries do not require an amendment to this by-law or the overlay map; and the City may update the overlay from time to time under the advisement of the ADFN or the GNWT.~~

**Until land negotiations are complete, no development will happen on these lands.** The City of Yellowknife and the ~~Yellowknives Dene First Nation~~ YKDFN have a Memorandum of Understanding for a boundary adjustment between the City and the YKDFN. When the ~~Akaitcho~~ land claim is settled, the City will work with all stakeholders to honour this agreement. The City will continue to work with the YKDFN to support mutually beneficial land uses that support the City’s land use planning and development objectives and the land use planning and development objectives of the YKDFN.

Planning and Development Objectives	Policies
<p><del>1. To support the ongoing land negotiations between the ADFN, GNWT, and Government of Canada.</del></p>	<p><del>1-a. The City will provide any required relevant municipal information, in good faith, to the parties involved in the ADFN land, resource, and self-government negotiation.</del></p>

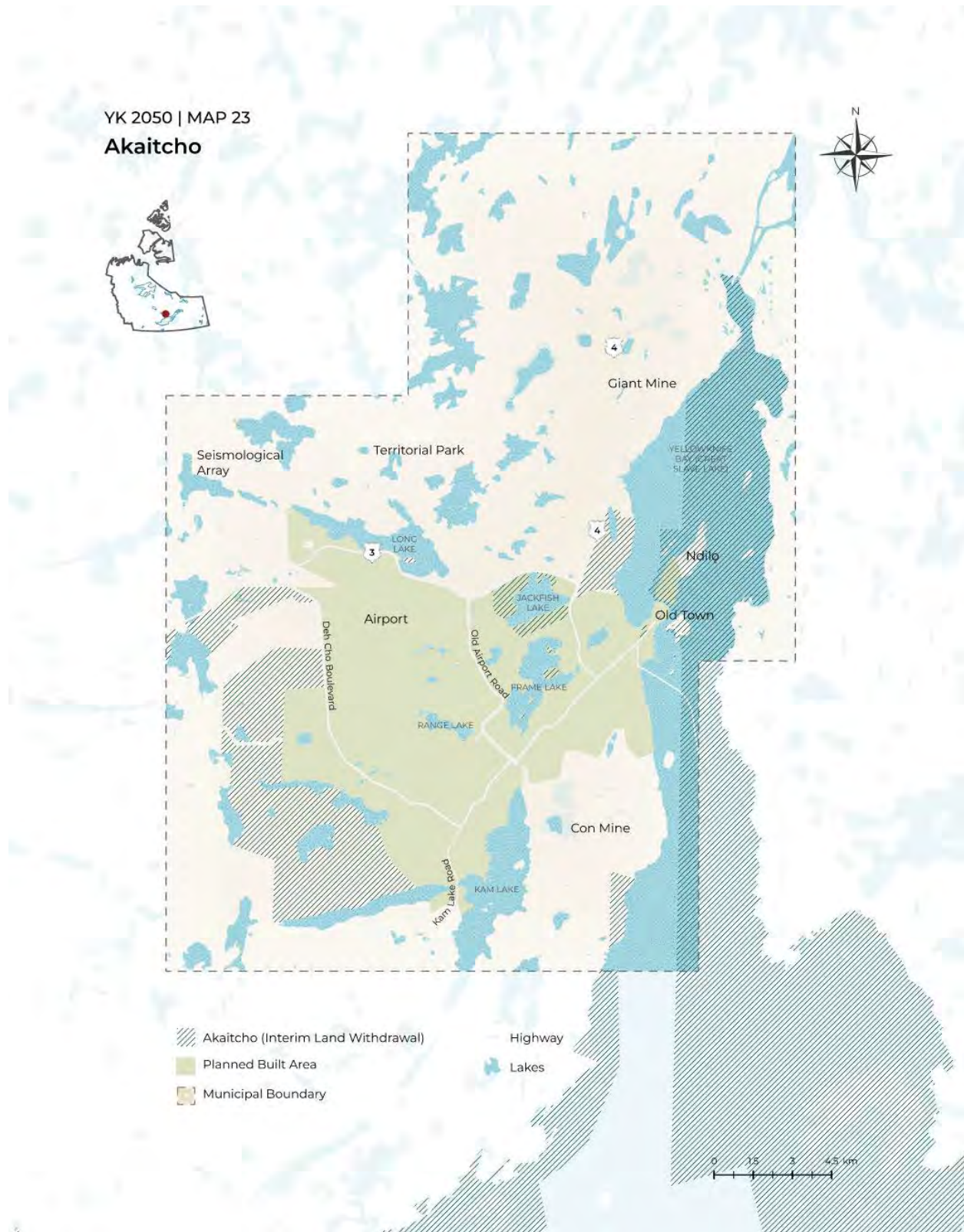
<p><del>2. To prevent development on withdrawn lands until land negotiations have been settled.</del></p>	<p><del>2-a. No development within the jurisdiction of the City will be permitted on withdrawn lands until land negotiations have been settled.</del></p>
<p><del>3. To ensure that future development of withdrawn lands, once the land claim is settled, supports the City's planning and development objectives.</del></p>	<p><del>3-a. All future development of withdrawn lands, once Agreement is settled, will comply with City's development standards and by-laws.</del></p>

**Call-out:** The primary objective for the Akaitcho overlay is to achieve a settled land, resource, and self-government agreement that fulfills the spirit of Treaty 8. This framework seeks to provide legal certainty for land ownership while protecting the cultural and spiritual ties of the Akaitcho Dene to their traditional territory. Through the Interim Measures Agreement (IMA), the parties aim to balance environmental stewardship with sustainable economic development and formalize Akaitcho self-determination.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Future Development of formerly withdrawn lands, shall comply with City development standards and by-laws. (formally 3a)
Living in YK	(LYK - 4)	Relevant municipal information should be accessible to all parties involved in the Akaitcho Dene First Nations land, resource, and self-government negotiations. (formally 1a)
	(LYK - 4)	Development on withdrawn lands shall be prohibited until land negotiations are settled with the Yellowknives Dene First Nation. (formally 2a)

Map 18: Akaitcho (Interim Land Withdrawal)

Map 23: Akaitcho (Interim Land Withdrawal)



### 4.18.3 Seismological Array

Total Area: 897.3 ha

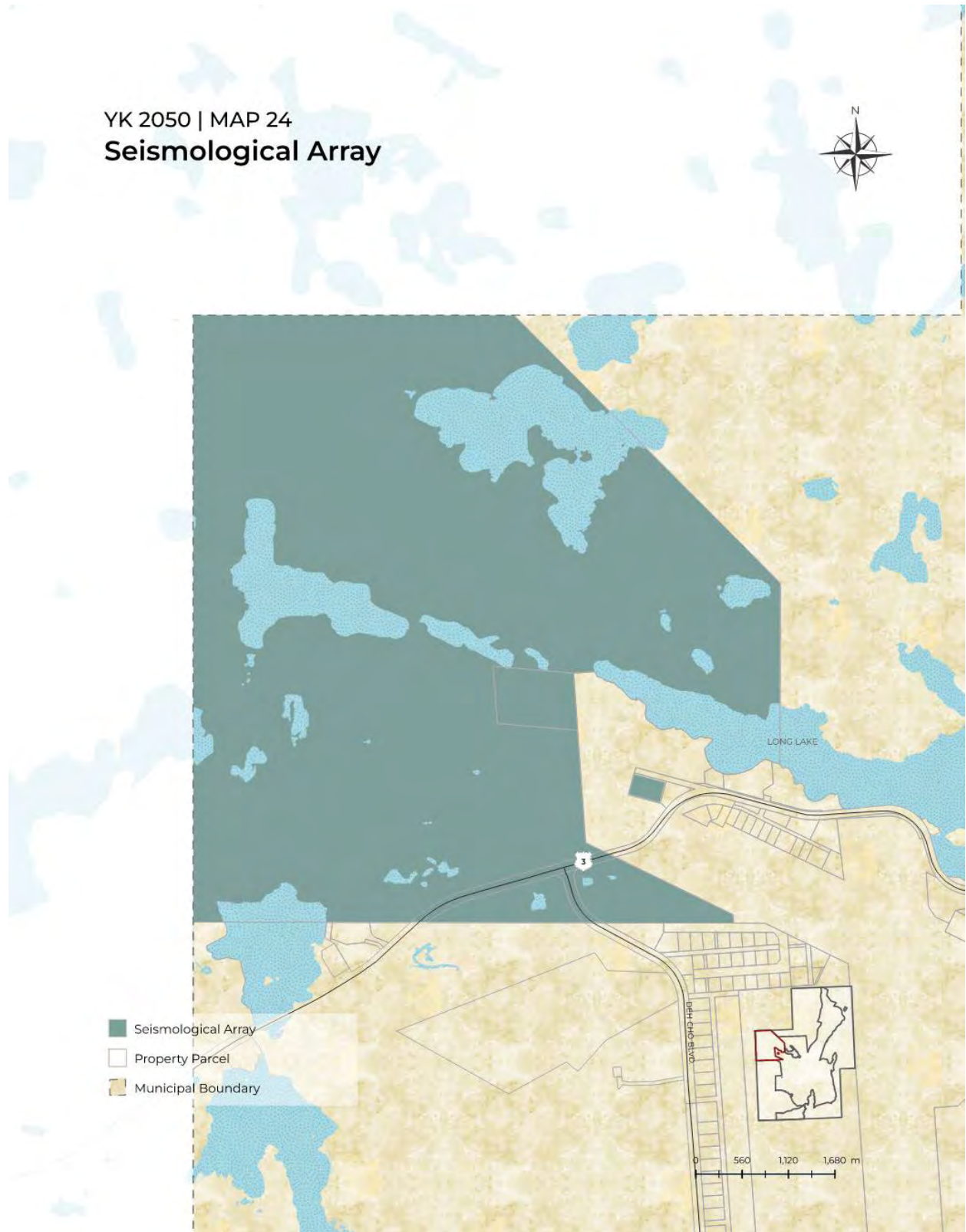
The Yellowknife Seismological Array overlay is a reserve operated by the The Government of Canada, Geological Survey of Canada operates the Yellowknife Seismological Array as identified on the *Land Use Designation Map (Map 24)*. This is a reserve that is used for monitoring underground seismic activity. The City does not have jurisdiction on the reserve lands. Any proposed development activity falls under the jurisdiction of the Government of Canada.

Planning and Development Objectives	Policy
1. To ensure development activity does not interfere with the seismological array.	1-a. Development proposed on these lands will be referred to the Government of Canada.

**Call-out:** The Seismological Array intended for monitoring and acts as a high-tech listening post for the earth. Its primary objectives include maintaining international safety standards, providing data for seismic hazard assessments, and conducting geophysical imaging to map the properties of the Earth's crust and mantle. This helps with safety monitoring, tracking earthquake risks, and creating better maps of the rocks and layers deep underground.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development on lands adjacent to federal jurisdictions shall be subject to federal review and coordination. (formally 1a)

Map 24: Seismological Array



#### 4.18.4 Fred Henne Park and Yellowknife River Park

Total Area: 537 ha and 6.84 ha

The Fred Henne Territorial Park and Yellowknife River Park, overlay are identified on the *Land Use Designation Map (Map 25)*, is a Both are territorial parks campground, one a campground and one a day-use park under the jurisdiction of the GNWT Department of Industry, Tourism and Investment. It is a popular recreational destinations for residents and visitors to the City. The the park parks include amenities for swimming, camping, day use activities, and boating.

The Yellowknife River Park is a territorial day use area as well as is an important cultural and traditional area for the Yellowknives Dene First Nation (YKDFN). It is a popular recreation destination for residents as well as an important boat launch for power boats, canoes, kayaks and other types of watercraft. The park includes amenities for swimming, day use activities (campfires and picnic tables) and boating. On the North side of the highway, the YKDFN have a traditional gathering site that is used today for cultural events.

The City has no jurisdiction on the Park lands, but it is part of the larger recreation amenities for the City and access to the Parks will be available through multiple forms of transportation, including walking, cycling, and private motor vehicle. Any future public transportation routes to the airport could include a stop at Fred Henne Park for residents and tourists.

The City will work collaboratively with the GNWT Department of Industry, Tourism and Investment to promote tourism that uses Park facilities and its access to the natural environment and dark skies for winter tourism.

Planning and Development Objectives	Policy
1. To improve connections and integration of Fred Henne Territorial Park with the City.	1-a. The City will improve walking, cycling and public transportation networks between Fred Henne Territorial Park and built areas of the City.
2. To support the YKDFN’s efforts for stewardship of the Yellowknife River.	2-a. The City will continue to work with the YKDFN to respect culturally significant areas through education and engagement.

**Call out:** The Fred Henne and Yellowknife River Territorial Park designations provide a managed transition between the urban environment and the northern wilderness through environmental stewardship and guaranteed public access. These areas safeguard boreal landscapes and waterfront ecosystems to support diverse recreational, cultural, and active transportation opportunities that define Yellowknife’s regional identity.

Thematic Goal	Objective Code	Policies
Living in YK	LYK - 4	Culturally significant areas identified by the Yellowknives Dene First Nation (YKDFN) shall be protected from incompatible development to ensure their long-term integrity. (adapted 2-a)
Moving Around YK	MAYK - 4	Multi-modal transportation and transit networks connecting Fred Henne Territorial Park to other designated areas in the City of Yellowknife should be enhanced in accordance with the Transportation Master Plan. (adapted from 1-a)

Map 25: Fred Henne Park and Yellowknife River Park



## 5 HOUSING

### 5.1 YK Housing Context

Yellowknife’s housing landscape exhibits the longstanding presence of Indigenous communities and more recent typical Canadian settlement patterns, as well as emerging pressures shaping the city’s housing challenges. This section summarizes trends in housing stock, tenure, market dynamics, rental conditions, affordability, and vacancy, based on the City’s Housing Needs Assessment - 2024 and background study of population projections - 2025, providing a foundation for targeted policy interventions in this Plan.

Yellowknife’s housing stock reflects a mix of older and newer dwellings with varying levels of condition and livability. Single-detached homes remain the dominant form, accounting for 44% of units, followed by low-rise apartments (26%) and row housing (12%). Nearly 27% of the housing stock was constructed between 1961 and 1980, with a further 43% built between 1981 and 2000; only 4% predates 1960. Older housing is more likely to require significant repairs, with 10.6% of dwellings in need of major repairs - substantially higher than the national average of 6.1%. Between 2016 and 2021, approximately 455 new units were added, primarily in the form of apartments and row housing, indicating a gradual shift toward higher-intensity development. This trend continued between 2023 and 2025, with an additional 478 units delivered in the form of largely multi-unit housing. New single-detached construction has significantly declined due to limited availability of land for serviced residential lots. The combined pressures of an aging housing stock and lack of land supply underscore the need to prioritize retrofits, intensification, and strategic land supply to meet future housing demand.

Table 5-4: Housing Supply between 2023 and 2025

Year	Multi-Unit	Single-Detached	Secondary Unit	Total
2023	91	12	1	104
2024	250	15	6	271
2025	112	2	10	124
Units Lost				(17)
Total				478

In terms of housing tenure, Yellowknife has a higher proportion of renters than the Canadian average, though ownership still dominates. As of 2021, 57% of households owned their homes while 43% rented, compared with national rental rates of around 33%. Among tenants, 21.5% reside in subsidized housing, 23.6% spend more than 30% of their income on shelter, and 18.2% experience core housing need, highlighting persistent affordability pressures and ongoing demand for rental housing.

Housing affordability remains a critical concern in both ownership and rental markets. The average value of owned private dwellings in Yellowknife has risen from \$302,750 in 2006 to \$494,000 in 2021, an increase of 63%, while larger single-family homes (+5 beds) in 2024 average \$ 717,991 and smaller units (0-1 bed) average \$270,925.

Table 5-5: Housing Affordability 2001-2023 (Source: (<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1110001201>))

Geography <sup>6</sup>		Canada (map)					
Family income <sup>3</sup>		All income groups <sup>3</sup>			Median total income <sup>3, 7</sup>		
Family type <sup>2, 8, 9, 10</sup>	Age of older adult <sup>4</sup>	2021	2022	2023	2021	2022	2023
		Number			Dollars		
Couple families <sup>8</sup>	Total all ages <sup>4</sup>	8,980,830	9,210,400	9,510,660	107,020	110,850	114,560
	25 to 34 years <sup>4</sup>	1,153,990	1,226,970	1,315,180	96,130	97,930	98,190
	45 to 54 years <sup>4</sup>	1,655,390	1,683,390	1,721,210	140,290	147,220	152,130
One-parent families <sup>9</sup>	Total all ages <sup>4</sup>	1,510,180	1,525,510	1,554,440	56,750	58,850	61,960
	25 to 34 years <sup>4</sup>	232,400	226,620	222,490	40,910	39,780	41,240
	45 to 54 years <sup>4</sup>	384,750	392,820	403,430	65,230	68,240	71,010
Persons not in census families <sup>10</sup>	Total all ages <sup>4</sup>	6,915,290	7,189,610	7,528,160	34,820	35,670	37,210
	25 to 34 years <sup>4</sup>	1,167,150	1,252,400	1,361,480	43,060	44,770	44,760
	45 to 54 years <sup>4</sup>	710,980	714,640	725,220	46,990	50,090	51,890

**Call-Out:**

- 28% of families within Yellowknife have a before-tax annual income below \$60,000. For these families, renting a 1-bedroom unit for the median price is considered unaffordable.
- 45% of families make below \$100,000 per year. For these households, purchasing a house for the average sale price is considered unaffordable.

Pressure on the rental market is evident in the limited supply and low vacancy rates. Yellowknife’s rental vacancy rate has fallen sharply, dropping to 1.3% in late 2025 from 1.8% in late 2024 and 3.5% in late 2023. Growing tourism and increased short-term rental activity may further reduce the availability of long-term rental units, tightening the market even more.

These trends highlight several priority issues for policy considerations. Housing affordability is increasingly strained across both ownership and rental markets, with the greatest impacts on tenants and lower-income households. Much of Yellowknife’s housing stock is aging and requires substantial repair and maintenance, adding pressure to both affordability and long-term sustainability. The limited supply of smaller rental units is widening a mismatch between available housing and the growing number of one- and two-person households seeking high-quality, appropriately sized options. At the same time, demand for single-family homes remains strong, driven by restricted new land availability and a resulting shortage of new single-detached housing in recent years. While growth in multi-unit development is beginning to support intensity and dynamic community goals, continued monitoring on mix of housing types and targeted policy interventions are needed to ensure that future housing supply aligns with demographic changes, affordability challenges, and the city’s broader housing objectives.

**5.2 Housing Continuum, Affordability and Supply**

**Call-Out:** The Northwest Territories Housing Corporation (NWT Housing Corp) remains the central territorial agency for planning, building, operating, and coordinating housing services across the continuum - from emergency shelter to enabling the transitional and supportive housing and income based public housing (subsidized) with wraparound services. City of Yellowknife is not responsible for social housing programs but creates supportive conditions through planning, zoning, land policies, incentives, and partnerships that allow both private and non-profit housing supply to grow.

Intensification strategies, incentives, land supply and development supportive policies are direct tools by the City to assist housing supply across continuum.



Figure 4: Housing Continuum in Yellowknife and Income Thresholds Across Tenure (Data Sources: Northern Housing Report - 2023, CMHC)

A complete and well-functioning housing system provides a full range of housing options to meet the diverse needs, incomes, and life stages of residents. This range of options referred to as the housing continuum which typically includes emergency and supportive housing, social and subsidized housing, affordable rental housing, market rental housing, and homeownership opportunities. A balanced housing continuum supports housing stability, enables household mobility between housing types, and promotes the social and economic well-being of the community.

In Yellowknife, housing is shaped by a unique northern context characterized by high construction and operating costs, limited serviced land availability, a constrained development market, and an aging housing stock. These conditions reduce housing supply, limit choice, and create structural pressures across the housing system. As a result, challenges in one segment of the housing continuum affect overall housing availability, affordability, and stability.

Housing need in Yellowknife exists across the entire continuum, including demand for supportive and subsidized housing, limited rental supply, barriers to homeownership, and reduced mobility between housing tenures. When housing supply is insufficient, households are unable to transition to housing that meets their needs, resulting in increased competition for available units, rising costs, overcrowding, and increased core housing need.

While affordability is a key indicator of sustainable housing infrastructure, without enough housing supply the housing continuum fails. Yellowknife’s housing continuum is a funnel where the middle households occupy subsidized and affordable units and cannot move to the market housing due to lack of supply and overpriced housing currently creating a bottleneck. Ensuring housing affordability and attainability requires both the provision of non-market housing and an adequate supply of housing across all tenure types and price levels. Increasing overall housing supply supports system mobility, improves housing choice, stabilizes costs, and enables efficient use of existing housing stock. A diverse

range of housing forms and tenures is therefore essential to support community growth, labour force retention, and long-term resilience.

Accordingly, this Plan supports a complete housing continuum by enabling a variety of housing types, facilitating more land supply over the planning horizon, intensification and infill development, encouraging housing diversity and tenure choice, and supporting the delivery of both market and non-market housing to meet current and future needs.

### **5.3 Housing Targets**

The housing targets in this Plan identify the number and mix of housing units required between 2026 and 2051, including market ownership housing, market rental housing, affordable ownership housing, affordable rental housing, and non-market and subsidized housing. City also encourages and supports other creative housing models including tiny homes, community-based housing or co-op housing and rent-to-own models.

In a high-growth scenario, the City is projected to experience a population increase of approximately 4,871 residents over the next 25 years. Based on the current average household size of 2.7 persons per unit, this growth would require approximately 2,000 additional dwelling units, including those needed to address the existing housing deficiency across the housing continuum. As household sizes are expected to decline slightly over time, the total number of required units may increase further.

The Housing Needs Assessment (2024) indicates that demand for single-family housing is expected to decline relative to growth in multi-family housing and missing-middle forms, including secondary dwelling units. However, a continued supply of single-family homes will remain necessary, as smaller households may transition into larger units over time and require additional space, outdoor amenities, and family-oriented housing options. Population projection modelling therefore suggests that an appropriate distribution of future housing supply would include approximately 30% single-family housing, 30% medium-intensity housing such as missing-middle forms, semi-detached and row housing, and 40% high-intensity housing. This distribution supports a balanced housing supply across the housing continuum. Based on the findings of the Housing Needs Assessment and household projections, the City has identified a high-level estimate of the number, form, tenure, and affordability of housing required at different points along the housing continuum.

Considering all household types, the proportion of households experiencing Core Housing Need is expected to remain at approximately 10% over time. This proportion provides an estimate of the level of non-market housing required to meet the needs of lower-income households. These non-market housing needs are in addition to the existing 22% of subsidized housing currently available in the city. Beyond meeting core housing need, additional affordable housing supply is required in the form of purpose-built rental, missing-middle housing, and entry-level ownership options. Expanding these housing options supports mobility from subsidized housing to market housing and helps reduce overall price pressures within the housing system.

The ultimate objective of the City's housing targets is to ensure that all residents have access to appropriate, secure, affordable, and attainable housing. Providing a diverse range of housing types, tenures, and price points will support greater housing choice, improve affordability, and contribute to a more balanced and resilient housing system. Access to a diverse range of potential housing

developments will also support both housing agencies and private developers in meeting the community’s varied needs.

Table 5-6: City of Yellowknife Housing Targets, 2026-2051

Housing Type	Income Bracket (Household)					Affordable Units	Total Units	(%)
	Very Low	Low	Median	Moderate	Above Moderate			
Affordable & Non-Market (apartment & Mixed-use)	100	100				200 (100%)	200	40%
Market Rental (apartment & Mixed-use)		100	100	100		45 (15%)	300	
Market Condominium (apartment & Mixed-use)		100	100	100		30 (10%)	300	
Missing Middle (Row House, Duplex, Triplex, Fourplex, Six-plex, Secondary dwelling Units etc.)		200	200	200		60 (10%)	600	30%
Single-Family (including modular homes and tiny homes)		100	200	200	100		600	30%
Minimum Total Housing Targets	100	600	600	600	100	335 (17%)	2000	100%

The housing targets are intended to guide the planning and release of serviced lands, support a balanced mix of housing types and tenures, inform infrastructure and capital planning decisions, monitor housing supply, affordability and market conditions over time, and provide accountability in achieving housing outcomes. Meeting these targets will help ensure that Yellowknife’s housing system remains responsive, inclusive, and resilient, supporting long-term community well-being and economic stability.

## 5.4 Housing Implementation

The City is advancing a coordinated two-track implementation strategy: prioritizing intensification within the existing built-up area while enabling carefully phased urban expansion through new serviced land supply to meet long-term needs. To guide this growth responsibly and prevent dispersed, infrastructure-intensive development, the City has established a Planned Built-Area - an urban containment boundary for the next 25 years (Map 1). This deliberate growth management framework aligns housing delivery with incremental infrastructure investment and service upgrades, ensuring that supply expands in a fiscally responsible, sustainable, and orderly manner.

### 5.4.1 Land Supply

Based on population and household projections background study, City has identified the need for approximately 65 hectares of additional residential land supply to accommodate anticipated growth over the 25-year planning horizon. To meet this need, City has designated the Frame Lake (Map 8) area as a strategic expansion area capable of supporting neighbourhood-scale development, including a range of residential housing forms. A future Frame Lake Area Development Plan will establish detailed phasing for this area, including the distribution of housing types across the housing continuum, the provision of parks and community services, supporting land uses, and the extension of required

municipal infrastructure. Development within this area will be implemented incrementally to align with infrastructure capacity and long-term demand.

In parallel, City has also identified several vacant and underutilized parcels, both municipally owned and privately held, within existing residential and mixed-use areas that present opportunities for medium to high-density infill and redevelopment. These sites will be encouraged and supported through appropriate planning tools and incentives to advance the City’s intensification objectives. This approach is further supported by the transportation policies and Transportation Master Plan, which identify key corridors suitable for transit-supportive development and future intensification, ensuring that land use, housing supply, and mobility investments work together to achieve the City’s long-term growth targets.

#### **5.4.2 Intensification and Greenfield Development Targets:**

While the City has adopted an “Intensification First” approach as a central land use strategy, opportunities for redevelopment within existing neighbourhoods remain limited. Much of the vacant or underutilized land within the built-up area is scarce, fragmented, or constrained by parcel size, servicing limitations, and site-specific conditions, which collectively restrict the feasibility and scale of infill development. Consequently, while policy direction strongly supports intensification, these physical and market constraints moderate the pace at which redevelopment can occur. Recognizing these realities, City has adopted a hybrid growth management approach that balances intensification with strategic land supply. This approach establishes quantitative growth targets through three complementary mechanisms: intensification linked to land use designations, transit-supportive development corridor, and phased greenfield expansion. **Table 5-4** and **Map 26** illustrates the spatial distribution of these growth targets within Yellowknife’s Planned Built-Area (Urban Containment Boundary), guiding housing supply and development over the 25-year planning horizon.

- i. Intensification Target:** The City’s intensification target is primarily focused within the Downtown and Central Residential areas, with moderate, context-sensitive intensification encouraged in other established low-density neighbourhoods through infill and redevelopment. Intensification is anticipated to occur through the development of vacant or underutilized parcels and parking lots, the redevelopment or rehabilitation of aging housing stock, and the introduction of a broader range of housing forms. This includes mixed-use residential development, missing-middle housing such as duplexes, triplexes, and fourplexes, as well as the addition of both attached and detached secondary dwelling units. Over the life of this Plan, a minimum of **30 percent** of all new residential dwelling units shall be accommodated within Downtown and 10% within existing residential neighbourhoods, as identified in **Table 5-4**.

Call Out: For the purposes of this Plan, “Intensification” refers to the development of additional residential units within the existing neighbourhoods of Yellowknife, including infill, redevelopment, and addition of new housing units, aimed at increasing housing supply, diversity, and compactness while making efficient use of existing infrastructure and services. Intensification is a key tool to support the City’s “Intensification First” strategy and to meet long-term housing and growth targets.

To guide planning and implementation, the City defines intensification in three categories based on residential density measured in units per hectare (UPH):

- i) **Low-Intensity Housing:** Less than 25 UPH. Typically includes single-detached or duplex dwellings compatible with existing low-density neighbourhoods.
- ii) **Medium-Intensity Housing:** 25 to 65 UPH. Typically includes duplexes, triplexes, fourplexes, sixplexes, townhouses, low-rise apartments, that increase density while maintaining neighbourhood character. For the purposes of this Plan, medium-intensity housing is also referred to as “missing-middle” housing.
- iii) **High-Intensity Housing:** Above 65 UPH. Typically includes mid- to high-rise apartment buildings, mixed-use towers, and other forms of concentrated residential development along transit and service corridors.

This categorization provides a consistent framework for zoning, land-use planning, infrastructure allocation, and monitoring of housing delivery across the City.]

- ii. **Priority Development Corridor:** The City has identified a Priority Development Corridor along Old Airport Road (see **Map 26** and **Section 7.3**), connecting to Frame Lake lands, where existing and proposed transportation routes, transit services, and municipal infrastructure will support higher intensity development. This corridor is intended to accommodate a portion of City’s future mixed-use and higher-intensity housing growth. To facilitate this objective, the City will consider proactive rezoning and regulatory adjustments within the corridor to align zoning with the intensification objectives of this Plan. Development along the corridor is encouraged to incorporate vertical mixed-use forms, with commercial, service commercial and restaurant use at grade and residential units above. The corridor will also support a range of housing and accommodation types, including live-work units, assisted housing, special care housing, and student-oriented housing, particularly in proximity to major employment and service destinations such as commercial centres, the hospital, clinics, and educational facilities. Where transit access and walkability are present, reduced parking requirements shall be considered to support compact development. Over the life of this Plan, a minimum of **10 percent** of all new residential dwelling units shall be accommodated within and adjacent to the Priority Development Corridor identified in **Table 5-4** and **Map 26**.
- iii. **Greenfield Development Target:** The Greenfield lands identified in **Map 26**, designated as Frame Lake, shall be developed in a phased and coordinated manner to ensure fiscal sustainability and alignment with planned infrastructure servicing capacity and conveyance. Development sequencing shall correspond with planned extensions of water, wastewater, transportation, and community services. New Greenfield neighbourhoods shall provide a diverse mix of housing types across the housing continuum. They shall include parks and open spaces linked to existing and planned trail and active transportation networks, and be designed to accommodate future transit routes. Neighbourhood plans for the Frame Lake area shall also identify opportunities for small-scale neighbourhood commercial and mixed-use area to enhance walkability and reduce automobile dependency. Over the life of this Plan, Greenfield development shall be a minimum of **50 percent** of total residential growth,

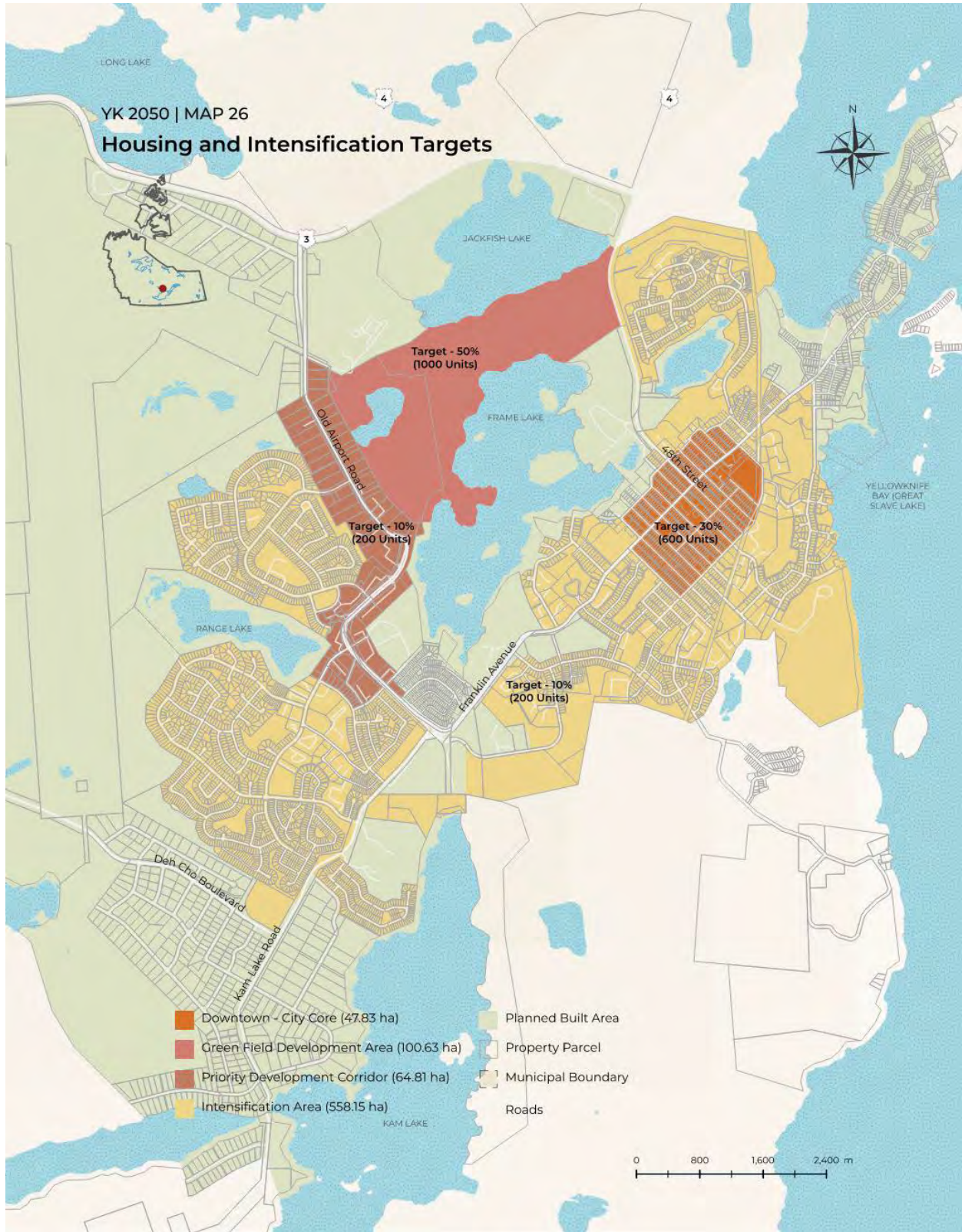
unless the City demonstrates that established intensification targets cannot reasonably be achieved.

All in-fill and greenfield redevelopment within the planned built-area (urban containment, **Map 1**) shall achieve or exceed minimum density targets unless site and housing-market constraints justify alternative performance.

Table 5-7: Housing Target by location and types of development

Housing Target Area	Types of Development	Planning Horizon	Housing Target
Downtown	Intensification	25 Years	30% (minimum)
Existing Residential Neighbourhood	Intensification		10% (minimum)
Development Corridor	Intensification		10% (minimum)
Frame Lake Area	Greenfield Development		50% (minimum)
Total			100% (minimum)

Map 26: Housing Target by location and types of development



### **5.4.3 Affordable Housing**

Yellowknife recognizes that housing affordability is fundamental to economic resilience, workforce stability, social wellbeing, and reconciliation. In a northern context characterized by high construction costs, limited serviced land, and a short building season, market forces alone cannot deliver the full range of housing required to meet community needs. The City will therefore support housing across the full continuum, including non-market rental, affordable market rental, attainable homeownership, supportive housing, and Indigenous-led housing initiatives. The Frame Lake Area Development Plan shall allocate lands to accommodate this full spectrum of housing types and tenures. The City shall aim to achieve a minimum of **17 percent** of all new residential units citywide as affordable housing, consistent with Canada Mortgage and Housing Corporation (CMHC) definitions and informed by local income data and core housing need indicators. The City shall monitor and report on progress toward this target annually and may refine the target over time based on updated housing needs assessments.

To advance implementation, the City shall prioritize surplus and strategically located municipal lands for affordable and non-market housing, including through long-term land leases where appropriate. Expedited development approvals shall be provided for projects that secure affordable housing components, and development incentive programs shall be modernized to maximize financial tools, including grants, fee reductions, and other incentives. City may consider reduced parking requirements and flexible development standards where appropriate to improve project feasibility. Where infrastructure capacity presents a barrier to delivery, City may explore contribution agreements or partnership models to support necessary upgrades. The redevelopment of existing purpose-built rental housing should avoid a net loss of affordable units without replacement, ensuring that overall housing supply and affordability are strengthened over time.

### **5.4.4 Shelters & Supportive Housing**

Recognizing the distinct and complex housing needs of individuals experiencing homelessness, housing instability, mental health challenges, addictions, and other vulnerabilities, the City supports a Housing First and culturally responsive approach as a foundational principle of the housing continuum. Emergency shelters, transitional housing, and other subsidized housing are essential components of a balanced housing system and contribute to overall community stability and wellbeing.

Supportive housing and shelters shall be permitted in Downtown and mixed-use designations, and along transit corridors, subject to land use compatibility, scale, and urban design considerations. The City shall encourage the development of community-based, non-profit, co-operative, and Indigenous-led housing models and may support such initiatives through strategic land allocation and expedited development approvals. The City will support territorial agencies, health authority, and other service providers to align with their housing delivery and case management services. New shelter and supportive housing developments shall be designed to integrate respectfully within surrounding neighbourhoods, incorporate Crime Prevention Through Environmental Design (CPTED) principles, and promote safety, dignity, and long-term housing stability. The City shall also seek to avoid overconcentration of supportive housing in any one area and monitor outcomes to ensure equitable distribution and effectiveness over time.

#### **5.4.5 Collaboration & Partnership**

The provision, funding, delivery, and ongoing operation of emergency shelters, supportive housing, non-market housing, and associated health and social support services shall continue to be the responsibility of the Government of Canada and the Northwest Territories, Indigenous governments and organizations, and qualified non-profit and service delivery agencies. These entities are expected to ensure that housing initiatives are supported by secure, long-term funding, clearly defined service delivery models, and integrated health and social supports necessary to maintain housing stability. Proponents shall demonstrate organizational capacity, confirmed funding sources, and implementation plans to ensure projects are viable, coordinated, and delivered in a timely manner.

Territorial agencies, Indigenous governments and organizations, and non-profit providers shall coordinate closely with one another and engage early with the City to align housing delivery with community priorities, infrastructure capacity, and land-use considerations. They shall pursue partnerships, including with the private sector, to leverage resources, expand housing supply, and advance mixed-income and mixed-tenure developments. Indigenous governments and organizations shall lead the planning, delivery, and operation of Indigenous housing and related support services, ensuring that housing solutions are culturally appropriate and reflective of community values and self-determination.

The City shall maintain its primary role as regulator and enabler by providing a clear and predictable land-use framework, efficient development approvals, and planning tools that support a full spectrum of housing forms. While not responsible for service delivery, the City shall facilitate housing outcomes through enabling policies, coordination on infrastructure and land, provide development incentives where available and continue ongoing collaboration with partners. The City shall also support information sharing and encourage accountability by promoting monitoring and reporting on housing outcomes to inform future planning and decision-making.

#### **5.4.6 Housing Monitoring:**

The City shall monitor and report annually on the achievement of housing targets, including the proportion of new units delivered in alignment with Intensification and Greenfield Development targets. Reporting shall also track housing composition by type (as identified in **Table 5-2**), including affordable units, universally designed units, condominiums, market and non-market rentals, assisted housing, transitional housing, emergency shelters, and homelessness supports.

Annual monitoring will provide the City with evidence to adjust development incentives, prioritize infrastructure investment, phase and release land strategically, and support funding applications and collaborative housing partnerships. This approach ensures that housing delivery remains responsive to evolving demand, aligns with the City's growth management objectives, and supports the full housing continuum across Yellowknife.

### **5.5 Policy Requirements**

Housing is a core component of the City's infrastructure and living system, closely connected to land use and intensification strategies, infrastructure capacity planning, climate resilience and energy efficiency objectives, transportation and active mobility planning, reconciliation, and cultural vitality. Housing policies in this plan establish clear requirements and guidance for land use and development that

respond to these interconnected priorities. They prioritize access to appropriate, secure, affordable, and attainable housing, while supporting a broad range of housing types, tenures, and price points to ensure meaningful housing choice for all Yellowknifers.

Call-out: The Housing policies are supported by the objectives outlined in Section 3 under the five thematic goals - Growing, Living, Working, Natural and Moving around YK. Together, the five themes provide an integrated framework for housing by enabling sufficient housing supply and diversity (Growing), ensuring affordability and inclusion (Living), aligning housing with employment and economic growth (Working), enhancing residential quality, climate readiness and environmental sustainability (Natural) and improving accessibility and supporting complete communities (Moving Around).

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2	<p>5 (i) New residential development, particularly multi-unit housing shall provide appropriate transitions in height, scale, and massing when located adjacent to lower-density residential areas, to maintain compatibility and cohesive built form.</p> <p>Residential intensification and redevelopment shall be designed to enhance the existing physical character, streetscape, and identity of surrounding neighbourhoods.</p>
	GYK-3	<p>5 (ii) Residential development, as a sensitive land use, shall be located on lands that are compatible with surrounding uses and free from identified risks to human health and the environment.</p> <p>Residential development shall not be permitted on or adjacent to potentially contaminated sites or non-compatible uses unless the proposal demonstrates, to the satisfaction of the City, that all potential risks have been appropriately assessed and mitigated in accordance with Environmental Site Assessment (ESA), if warranted, and appropriate buffer areas.</p>
	GYK-4	<p>5 (iii) All new residential development shall connect to municipal piped water and sewer services where such infrastructure is available or can be reasonably extended. This requirement supports efficient use of public infrastructure, reduces long-term servicing costs, improves public health outcomes, and promotes compact urban growth.</p> <p>Trucked water and sewer services, or private on-site systems, shall only be permitted where accommodation facilities are essential to function certain businesses and industries.</p>
	GKY-4	<p>5 (iv) Missing-middle housing shall be prioritized for new development or redevelopment of underutilized lands within residential and mixed-use areas to expand housing choice, support families and seniors, enable residents to stay in the community, and increase housing supply through incremental intensification.</p>
	GYK-5	<p>5 (v) When funding is allocated, development incentive programs shall</p>

Thematic Goal	Objective Code (identifying Image)	Policies
		be implemented to help offset the costs associated with delivering affordable and missing-middle housing. Approval authorities shall prioritize and expedite applications for qualifying affordable housing projects. The use of standardized and pre-approved housing designs will be encouraged to improve efficiency, reduce construction costs, and accelerate housing delivery.
	GYK-5	5 (vii) Residential development shall contribute to inclusive and accessible neighbourhoods by incorporating universal design principles, ensuring convenient access to services and amenities, and providing a range of housing options that meet the diverse needs of all residents
	GYK-6	5 (viii) New residential development in areas adjacent to forested lands or high wildfire risk areas shall incorporate wildfire-resilient site design and Fire Smart best practices.
	GYK-6	5 (ix) New residential development in areas adjacent to forested lands or high wildfire risk areas shall provide defensible space around buildings through vegetation management, separation distances, and landscaping design that reduces wildfire fuel.
	GYK-6	
	GYK-7	5 (xi) New residential development shall prioritize energy efficiency, reduced emissions, and building performance suitable for northern climates.
	GYK-7	5 (xii) New residential development shall be designed to respond to local environmental conditions, including permafrost, drainage, snow management, and extreme weather.
	GYK-7	5 (xiii) Developers shall incorporate measures to improve and retrofit existing housing, to enhance climate resilience and reduce environmental impacts. Development proposals shall prioritize energy efficiency improvements and sustainable building practices
Living in YK	LYK-1	5 (xiv) Developers shall provide a full range of housing options across the housing continuum, including private ownership, market and non-market rental housing, emergency shelters, transitional housing, community housing, assisted living, and supportive housing, where appropriate. Development proposals shall incorporate diverse housing forms, such as single-detached dwellings, duplexes, triplexes, fourplexes, sixplexes, row housing, secondary dwellings, mixed-use developments, and multi-unit residential buildings, ensuring compatibility with surrounding neighbourhoods and respect for the existing built environment. Innovative and alternative housing forms, including tiny homes, workforce accommodation, and student housing,

Thematic Goal	Objective Code (identifying Image)	Policies
		shall be considered where they respond effectively to evolving community needs.
	LYK-1	5 (xv) New developments should advance a family-friendly city, support larger households that want to stay in the city and seek to meet the evolving needs of families with children at home.
	LYK-1	5 (xvi) Redevelopment of buildings shall not support downzoning or reduction of total number of residential units and committed affordable units, unless otherwise non-conforming or non-complying.
	LYK-1	<p>5 (xvii)</p> <p>All new residential developments of 20 or more units shall provide a minimum of 10% of units as affordable housing, secured through a legal agreement for a minimum period of 20 years, unless otherwise specified in applicable land use designation policies.</p> <p>Multi-unit developments of 20 or more units shall include a mix of market units that reflect community needs, including family-sized and accessible units. A minimum of 10% of units in such developments shall be designed to be universally accessible.</p> <p>Multi-unit developments shall provide bicycle parking spaces equal to at least 120% of the total number of dwelling units, split between 20% temporary (visitor) and 100% permanent (resident) use.</p> <p>Secondary dwelling units shall have no minimum parking requirement.</p>
	LYK-1	5 (xviii) Developers shall locate non-market housing, including assisted living, supportive housing, and temporary shelters, in close proximity to amenities such as retail, grocery, and dining options, and ensure strong connections to public transit and trail networks.
	LYK-1	5 (xix) The Government of the Northwest Territories, Indigenous governments and organizations, and qualified non-profit housing providers shall prioritize the use of lands when made available for non-market housing and plan projects incrementally to align with established housing targets, ensuring that delivery meets community needs and leverages available public and non-profit resources.
	LYK - 3	5 (xxii) In large-scale mixed-use developments or housing complexes, public spaces and amenities shall be designed to reflect Indigenous design principles, knowledge, and cultural expression whenever there is an established cultural importance or recognized community need. This includes integrating elements or art-works that honor Indigenous heritage, storytelling, and cultural practices, ensuring that shared spaces are inclusive, meaningful, and responsive to Indigenous communities.

Thematic Goal	Objective Code (identifying Image)	Policies
Working in YK	WYK -5	<p>Developers and proponents shall recognize housing as essential infrastructure that supports economic stability and labour retention by prioritizing the delivery of mixed-use developments in the City Core, Old Airport Road, and Frame Lake designated areas, particularly along major roads and transit routes.</p> <p>New developments shall incorporate live-work housing opportunities along major roads in the Old Airport Road and Frame Lake Residential areas, ensuring that residential and commercial uses are integrated to support local employment and community vitality.</p>
	WYK - 1	<p>New developments located close to transit routes shall provide low- to mid-market rental housing.</p>
	WYK - 2	<p>New developments in the Kame Lake and Kame Lake South areas shall provide workforce accommodations, in locations proximate to businesses and industrial uses, ensuring both compatibility and alignment with local employment needs.</p>
		<p>New mixed-use projects shall consider accessible and affordable daycare programs, including preschool, out-of-school care, and senior daycare spaces, by integrating these facilities on-site or coordinating with nearby service providers to meet community needs.</p> <p>New mixed-use or multi-unit residential developments with more than 100 units shall include spaces for day care facility as part of the development.</p> <p>Day care facilities shall be permitted in all residential, commercial and mixed-use zones.</p>
Natural YK	NYK -2	<p>Large scale housing projects including mix-use developments shall provide access to amenities and community services within walking distance.</p>
	NYK -3	<p>New residential developments shall consider protection of natural heritage features and ecological systems to minimize environmental disturbance.</p>
	NYK -4	<p>City supports high-quality public realm and shared amenity space within housing development.</p> <p>New mixed-use or multi-unit residential developments with more than 100 units shall include a shared amenity space for the residents.</p> <p>Developers shall incorporate Privately Owned Public Space (POPS) within mixed-use or large-scale housing developments to promote public access to important community areas, including waterfronts. Where POPS is provided, developers may be eligible to request</p>

Thematic Goal	Objective Code (identifying Image)	Policies
		development incentives, fee waivers, and density bonuses, as appropriate, to support the delivery of publicly accessible spaces.
	NYK -4	Multi-unit housing developments shall promote social interaction, safety and community cohesion by providing shared indoor and outdoor spaces, amenities, universal design and Crime Prevention through Environmental Design (CPTED) standards.
	NYK -4	<p>New residential developments, particularly multi-unit development, shall consider health-based housing design to ensure enough daylight, indoor air quality, proximity to nature and community wellbeing.</p> <p>New multi-unit residential developments, except for retrofitting projects, with more than one storey shall provide meaningful outdoor amenity space, either directly accessible from individual units or as a shared common area.</p>
Moving Around YK	MAYK - 2	New housing developments shall be designed as integral components of complete communities, ensuring residents have access to services, employment, recreation, and natural areas.
	MAYK - 2	New housing developments shall be prioritized in walkable areas with access to transit and active transportation.
	MAYK – 3, 4	Multi-unit residential developments shall provide active transportation infrastructure such as sidewalk, ramp, tactile warning surface, bicycle parking, where warranted, to address network gaps and support connectivity to the City’s active transportation system in accordance with the Transportation Master Plan. The City may support required infrastructure improvements through contribution agreements, subject to available funding.

## 6 WORKFORCE ACCOMMODATION

### 6.1 YK Context

Workforce accommodation plays an important role in supporting economic development in northern. As the administrative and service hub of the Northwest Territories, Yellowknife supports regional mining, mineral exploration, infrastructure development, building construction, mine remediation, defence and northern logistics. These sectors periodically generate surges in labour demand that can exceed the capacity of the local housing market. The provision of appropriate accommodation for project-related workers has been further constrained by the absence of a clear municipal policy framework for workforce accommodation; this gap is addressed through the policies in this Plan.

Purpose-built workforce accommodation provides a mechanism to house project-related workers while minimizing pressure on local rental housing and hotel markets. The Plan identifies the importance of establishing a clear policy framework to guide the siting, approval, and operation of workforce accommodation in order to reduce land-use conflicts and provide certainty for industry and residents.

The policies in this section aim to:

- Support economic development and major projects.
- Protect mainstream housing supply for residents.
- Ensure compatibility with surrounding land uses.
- Minimize environmental and community impacts.
- Provide predictable approval processes for industry.

Workforce Accommodation include temporary and long-term facilities constructed to provide housing for workers in the form of complete dwelling units, typically for related business for an appropriate project, term or seasonal purpose. Workforce Accommodation may include modular, relocatable, or other structures containing sleeping, dining, and separate sanitary facilities. Workforce accommodation may also include recreational, administrative, and service facilities.

### 6.2 Types of Workforce Accommodation

Workforce accommodation may take several forms:

- i. **Temporary Workforce Accommodation:** Accommodation established for a maximum of three years duration of a specific construction, commercial, industrial or resource operation projects and intended to be removed, reused, or relocated after project completion.
- ii. **Long-term Workforce Accommodation:** Long-term accommodation designed to support ongoing industrial, commercial or resource operations where workers rotate through short-term shifts.

### 6.3 Land Use

The City shall guide workforce accommodation to locations that minimize conflicts with residential neighbourhoods, sensitive land uses and the Engle Industrial Business Park. Generally, both long term and temporary Workforce accommodations shall be located within Kam Lake and Kam Lake South area (**Map 15**). Temporary workforce accommodation may be located within the large construction, major infrastructure and logistics sites, outside of the permitted areas, for up to three years, subject to Council’s approval. Off-site workforce accommodations shall be close to established transport routes or shall demonstrate a transport connection to the City services and amenities.

Workforce accommodation shall not be located within established residential neighbourhoods, downtown commercial areas, parks and recreation areas, environmentally sensitive lands. **Map 15** shows preferred areas for workforce accommodation to increase predictability for industry and reduce ad-hoc siting conflicts.

### 6.4 Implementation Tools

The City shall implement workforce accommodation policies through zoning by-law provisions, development permit guidelines, and development agreements containing appropriate servicing methods and securities.

- i. Development shall comply with zoning regulations or obtain rezoning approval where required.
- ii. All workforce accommodation developments shall require a development permit that addresses site design, land use compatibility, access and transportation, amenities, and infrastructure servicing.
- iii. All buildings must comply with applicable building, fire and fuel codes.
- iv. Food service, sanitation, and water systems shall comply with, and receive permits under, applicable territorial health regulations (Public Health Act) where required.

### 6.5 Policy Directions

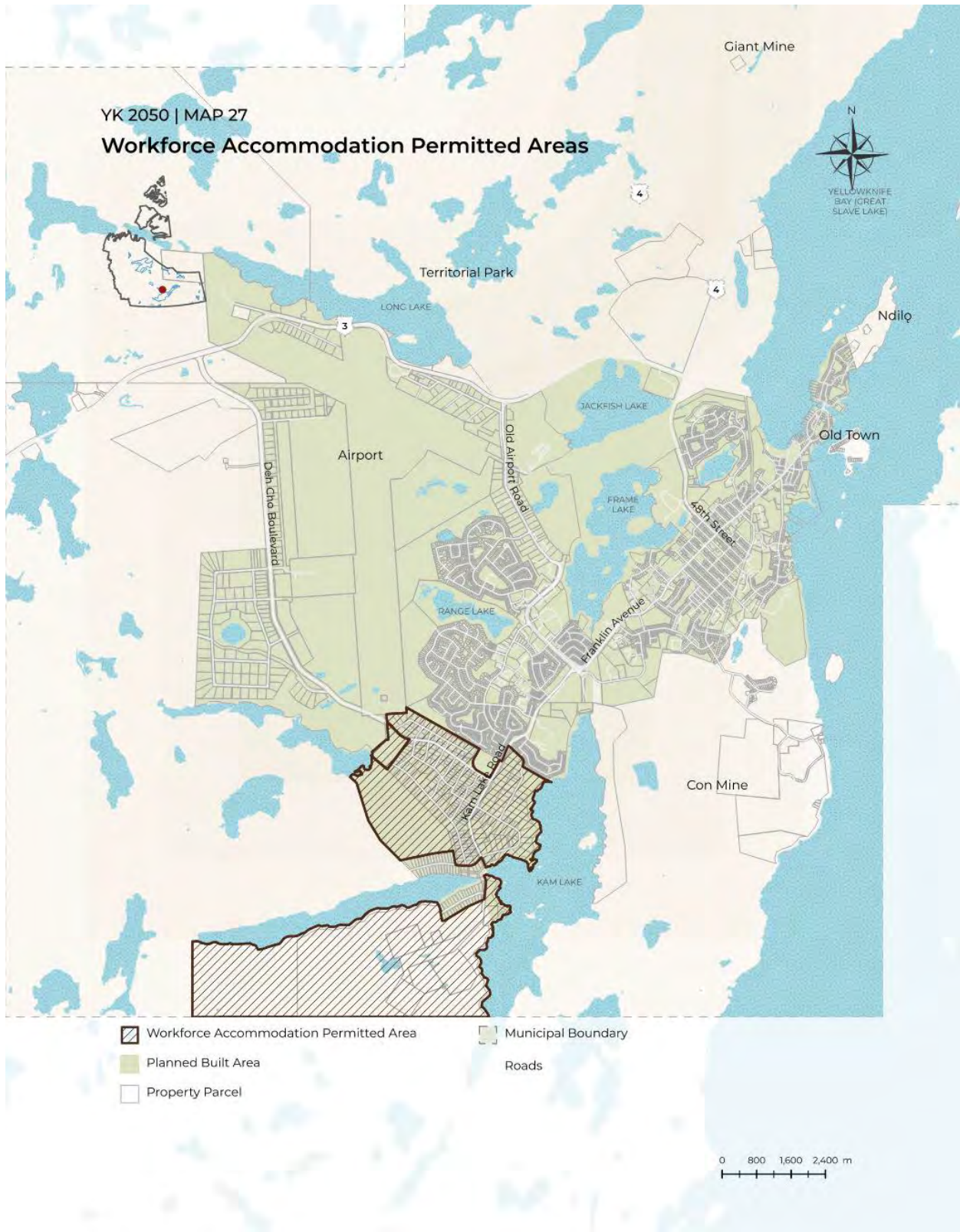
Call-out: The workforce accommodation policies under the five thematic goals provide a framework to ensure that such developments support Yellowknife’s sustainable growth. Growing YK (GYK) emphasizes responsible land use and environmental stewardship; Living in YK (LYK) focuses on health, safety, and community well-being; Working in YK (WYK) supports operational efficiency and economic benefit; **Natural YK (NYK) protects environmental and natural heritage values and Moving Around YK (MYK) promotes connectivity and accessibility. Overall, these policies collectively ensure that workforce accommodation in Yellowknife is strategically located, environmentally responsible, operationally effective, socially inclusive, and well-integrated into the community - balancing the needs of economic development with the health, safety, and well-being of residents and the natural environment.**

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2 & GYK-3	Workforce accommodation shall avoid proximity to sensitive land uses such as hospitals, schools, and residential neighbourhoods and shall minimize environmental impacts.  Workforce accommodation developments proposed adjacent to the

Thematic Goal	Objective Code (identifying Image)	Policies
		West Residential and Grace Lake areas shall incorporate appropriate buffering and screening measures, and ensure that all site lighting is contained within the property boundaries.
	GYK-3	Workforce accommodation shall provide adequate setbacks and buffers from adjacent land uses and incorporate landscaping and screening where appropriate. Workforce accommodation shall be considered a potentially sensitive land use when located within an industrial zone. Appropriate buffering, noise attenuation, and other mitigation measures shall be required in accordance with the zoning by-law. Workforce accommodation Shall not be located in Engle Industrial Business District.
	GYK-6	Temporary workforce accommodation developments shall include a decommissioning plan outlining removal of temporary structures, restoration of the site, and remediation of environmental impacts where applicable.
Living in YK	LYK-4	Where feasible, workforce accommodation developments should support local and Indigenous participation through employment opportunities, service contracts, or partnerships related to camp operations and services.
	LYK-5	Workforce accommodation developments shall demonstrate adequate provision of potable water supply, wastewater management, solid waste management, and stormwater management. Workforce accommodation shall connect with municipal piped services where available. Where piped servicing is unavailable or an extension of piped service is not feasible, the proponent shall provide approved trucked or private servicing systems to the satisfaction of the City.
Working in YK	WYK-2	Developments with more than 20 units shall be required to submit an Operations and Emergency Management Plan that outlines site management and security measures, worker transportation arrangements, emergency response procedures, and noise and nuisance mitigation (particularly where the site is near potential noise and health hazard sources).
	WYK-5	Workforce accommodation developments shall be appropriately scaled to the operational needs of the project they are intended to serve. Proposals shall consider the cumulative impacts of multiple workforce accommodation facilities within the surrounding area, including potential effects on infrastructure, services, and the local community. Where feasible, proponents of multiple or concurrent projects are encouraged to pursue coordinated or shared workforce accommodation solutions to minimize dispersed development.

Thematic Goal	Objective Code (identifying Image)	Policies
	WYK-5	Workforce accommodation developments should encourage local procurement and services, support local employment opportunities, and contribute to municipal infrastructure where feasible.
Natural YK	NYK-2	Workforce accommodation shall not be permitted within any Natural Heritage Features including woodlands identified in this plan, and shall be set back at least 15 metres from any wetlands.
	NYK -3	Workforce accommodation proposed adjacent to woodlands or wetlands shall demonstrate that the development will not adversely impact natural heritage features and that appropriate mitigation measures are implemented to the satisfaction of the City.
Moving Around YK	MAYK-1 & MAYK-2	Workforce accommodation should be located near existing or privately arranged transport routes and connected to City amenities and shopping areas.
	MAYK-1, MAYK-2, MAYK-3 & MAYK-4	Developments with more than 20 units shall include a transportation plan outlining how residents will access local amenities, retail areas, trails, parks, open spaces, and on-site facilities.

Map 27: Workforce Accommodation Permitted Area (within the Planned Built Area)





CITY OF YELLOWKNIFE

# **COMMUNITY PLAN BY-LAW NO. 5007**

**Adopted July, 2020**

**AS AMENDED BY**

**By-law No. XXXX – XXX XX, 2026**

**DM #XXXXXX**

# Acknowledgement

With deep gratitude, City of Yellowknife recognizes the invaluable contributions of residents, stakeholders, and Indigenous Partners in shaping this Community Plan. Guided by our shared commitment, we have come together to create a Plan that truly reflects the values of our community and lays out an inclusive, sustainable vision for our City's future - toward 2050 and beyond.

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.

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# 1 INTRODUCTION

This document is the Community Plan of the City of Yellowknife: YK 2050 and it may be referred to as the Plan or YK 2050. It has been prepared in accordance with the *Cities, Towns and Village Act S.N.W.T. 2003, c.22* as amended and the *Community Planning and Development Act, S.N.W.T. 2011, c.22* as amended (the Act).

## 1.1 What is a Community Plan?

A Community Plan is a policy document that serves as a long-term roadmap for a community's physical development. It sets out a community's vision, goals, and policies for how land will be used and developed over the long term, usually 20-25 years.

### 1.1.1 Purpose of the Plan

The purpose of the Community Plan - YK 2050 is to create a policy framework that sets out a vision for the future growth and development of Yellowknife over the next ~~20~~ 25 years. However, the Plan shall be updated every 8 years in accordance with the *Community Planning and Development Act*. YK 2050 provides policy direction on the timing and location of growth, and addresses questions like: Where will new homes and businesses be built? How will the City provide essential services, like water and roads? How will development balance environmental, social, and economic considerations?

The Community Plan has been prepared in accordance with the statutory requirements of the Act. It is based on a comprehensive review of land use, population and economic growth, the City's affordable and attainable housing needs, the environment and climate change, and transportation and infrastructure services. The background analysis draws on a series of foundational studies, including the Population, Employment, and Land Need Projections to 2050 (2025), Housing Needs Assessment (2024), and Climate Action Plan (2025).

## 1.2 Strategic Priorities

The Community Plan (CP) update process is developed refining the City of Yellowknife's vision and goals for long term growth. It is built on City's aspiration while responding to current challenges such as housing and infrastructure needs, environment and climate change, and social equity. The strategic priorities outlined below establish the key policy areas that will guide future land use, development sequencing, and City's infrastructure planning. Recognizing that this is a living document, these priorities will be revisited and refined through each phase of the update process.

- **Housing Policy that increases affordability and attainability**

The focus on housing in Yellowknife 2050 focuses on expanding the housing supply across the full continuum and addressing affordability barriers for Yellowknifers. Yellowknife faces a significant shortage of affordable, adequate, and suitable homes. Over 10% of Yellowknife households are facing Core Housing Needs (CHN); housing is unaffordable, inadequate (major repairs needed) or unsuitable (too few bedrooms). Renter households are disproportionately affected, with 18% of tenant households in CHN compared to 5% of owner households (Housing Needs Assessment, 2024). YK 2050 promotes Intensification, Land supply and housing mix strategies to support affordable and attainable housing solutions.

- **Servicing and Infrastructure**

YK 2050 will inform future infrastructure capacity, guide modern and sustainable servicing systems, and plan proactively for climate change and emergency resilience, with land use that promotes efficient and sustainable growth. The priority will include policies for infrastructure requirements in specific development scenarios.

- **Mobility and Transportation Networks:** The objective is to have a transportation system that is safe, efficient, and accessible for all modes. A key long-term goal is to gradually shift the transportation mode share from private motor vehicles to walking, cycling and public transit. The Plan guides year-round active transportation, connecting existing and future developments through an integrated network of trails, sidewalks, and bike lanes.

- **Environment and Climate Action policy**

The policies will support energy conservation and efficiency, reduced greenhouse gasses, improved air quality, active transportation or transit-oriented development, and greenhouse infrastructure. This strategy helps utilize existing infrastructure efficiently (water, sewer, roads) and supports compact development for future resilience.

- Environmental Protection and Stewardship

A key goal is to conserve, protect, and restore the natural environment. The Community Plan supports the stewardship of land, water, and habitat by recognizing natural features as part of an interconnected system. It introduces policies that promote protection, preservation, and rehabilitation, while ensuring future development remains sensitive and responsive to the natural environment.

- Climate Action – Adaptation & Mitigation

The Community Plan advances climate change adaptation and mitigation by directing growth through sustainable land use and responsible development practices. This includes managing land use and growth patterns to reduce emissions, preserving and enhancing natural systems alongside the built environment, encouraging low-carbon and climate-resilient developments, and promoting sustainable transportation options. Together, these actions strengthen the City's ability to prepare for and respond to climate change while supporting a more resilient and livable community.

- **Public safety and Wildfire Protection**

Yellowknife 2050 focuses on a reduction in public cost and risk. It also supports wildfire protection through Fire Smart practices, fuel management, and preparedness, making sure future growth is both safe and resilient.

- **Economic Development:** YK 2050 supports downtown revitalization, tourism, and the use of incentives, cost-sharing, and partnerships to encourage growth and development. Economic development goals should align with YK 2050

### 1.3 How to Read This Plan

The Community Plan – YK 2050 establishes the City’s overarching interests in land use and development. The Plan is to be read as the highest-level guiding policy document for land use in the City. Its policies form the regulatory basis for how land is used and developed. Policies are intended to be read and applied collectively, recognizing that several policies may apply to any given proposal and must be interpreted in relation to one another to advance the Plan’s themes, goals, and objectives.

These policies represent the minimum standard for development; applicants may exceed them where appropriate. The City may issue supplementary guidelines, standards, or bulletins from time to time to support consistent and effective implementation of this Plan.

#### 1.3.1 Community Planning Approach

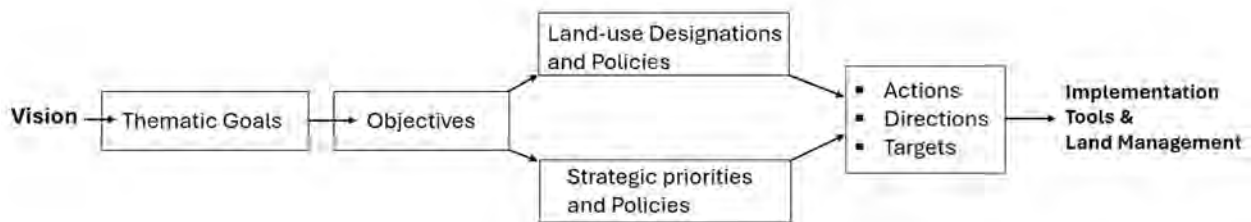
The approach to YK 2050 is to use land in an economically, environmentally, and socially sustainable manner. It prioritizes affordable housing, compact mixed-use development, and efficient use of existing infrastructure to support intensification. The Plan aims to strengthen connectivity, boost climate resilience, safeguard natural systems, and enhance public safety, while cultivating a vibrant, thriving urban economy.

#### 1.3.2 Structure of the Community Plan

YK 2050 is divided into 6 major sections, as follows:

- Section 1 – Introduction
- Section 2 – Community Context
- Section 3 –YK 2050 – Vision, Thematic Goals and Objectives
- Section 4 – Land Use Designations and policies
- Section 5 –Strategic Priorities and Policies
- Section 6 – Implementation

Figure 1: Structure of the Community Plan



The Community Plan is organized around a systematic and forward-looking framework guided by a vision shaped by the voices of community members. This vision is expressed through six thematic goals with a series of objectives, each charting a path toward the community’s aspirations over the next 25 years.

To realize this vision, the Plan identifies 50 guiding objectives that collectively advance the principles of sustainability, resilience, and inclusivity. These objectives are implemented through a comprehensive set of policies aligned with land use and the City’s strategic priorities.

The policies are supported by:

- 50 Directions – requirements that guide decision-making; and,
- 50 Actions – practical steps to advance implementation;
- 20 Targets – measurable outcomes to track progress.

Together, these elements provide a clear and actionable roadmap for achieving the community’s long-term goals and objectives.

### **1.3.3 Interpretation**

The Community Plan must be read in its entirety. Reading only specific sections or policies in isolation may not reflect the overall intent of the document.

The Plan utilizes specific policy terms to delineate the expected level of compliance or discretion required of the Approving Authority:

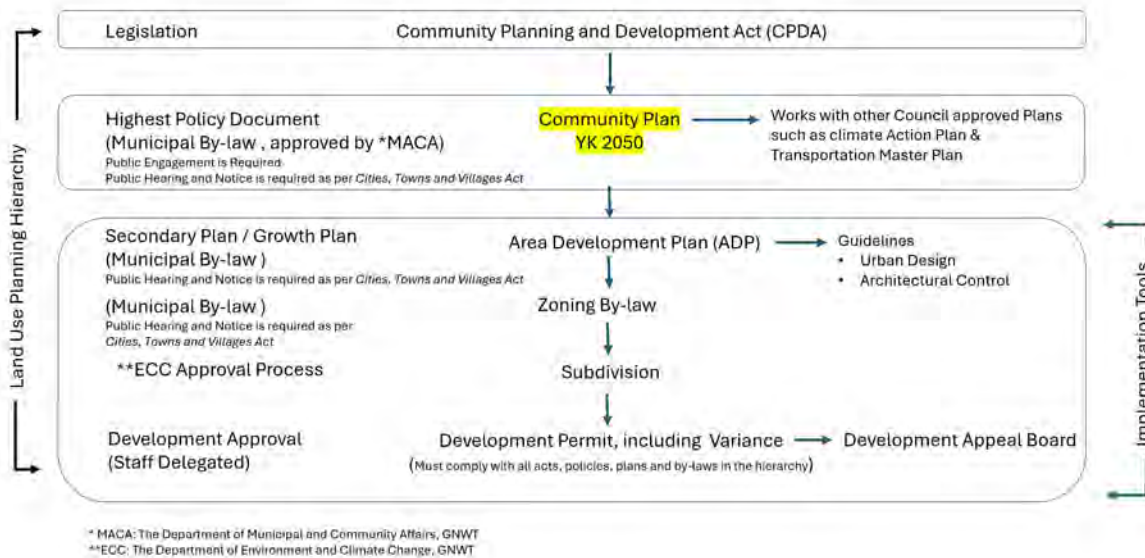
- ‘Shall’: Means mandatory compliance. Policies containing this term must be met in all circumstances.
- ‘Should’: Means compliance in principle. This term requires adherence unless it can be demonstrated to the satisfaction of the Approving Authority that compliance is impractical or undesirable due to valid planning principles or circumstances unique to a specific application. Proposed alternatives must still achieve the general intent of the policy.
- ‘May’: Means discretionary compliance or a choice in applying policy.

The Plan is intended to be a long-term strategy. While the CP outlines desired outcomes and directions, no representation is made that any particular site is automatically suitable for a specific purpose; site conditions must be assessed on a case-by-case basis during subsequent development application reviews.

### **1.3.4 Hierarchy and Alignment within the Planning Framework**

This Community Plan is prepared in accordance with the *Cities, Towns and Village Act S.N.W.T. 2003, c.22* as amended and *the Community Planning and Development Act, S.N.W.T. 2011, c.22* as amended (the Act). This Plan serves as the highest policy plan as it relates to growth and development of the City of Yellowknife. Figure 2 below shows the relationship between territorial legislation, the Community Plan, and tools used for implementing the Plan:

Figure 2: Land Use Planning Framework



YK 2050 guides how growth will be managed and implemented through other subordinate Plans, by-laws and guidelines:

1. **Statutory Consistency:** All lower-level planning tools, including the Area Development Plans (ADPs), Zoning By-laws and Development Permits must conform to the policies of the Community Plan.
2. **Implementation Tools:** The Plan's policies are brought to life through specific implementation tools and processes:
  - **Area Development Plans:** Provide detailed policy and frameworks for lot division, road layouts, servicing & infrastructure, design guidelines and phasing within specific land-use designations.
  - **Zoning By-law Amendments:** Regulates the use, erection, and bulk of buildings and structures.
  - **Plan of Subdivision:** A plan of subdivision is registered with the Land Titles Office to formally establish the boundaries and legal descriptions of land parcels approved by the Department of Environment and Climate Change (ECC) - Government of the Northwest Territories (GNWT).
  - **Development Permit Applications:** A Development Permit, including any minor variance from zoning regulations, is required for specific projects to ensure compliance with the City's zoning by-law, development standards and design intent. All proposed developments must align with the goals, objectives, and policies outlined in the Community Plan. A Development Permit is City Staff delegated and appealable to the City's Development Appeal Board.
3. **Integrated Planning:** YK 2050 is not independent of other City plans. It was informed by major strategic documents, including but not limited to:
  - Smart Growth Development Plan (2010)
  - Natural Area Preservation Strategy (2010)

- Grow: Yellowknife Food and Agriculture Strategy - Implementation Plan (2021)
- Strategic Waste Management Strategy (2018)
- Climate Action Plan (2025)
- Yellowknife Tourism Strategy (2025-2028)
- Community Emergency Plan (2025)
- City of Yellowknife Community Wildfire Protection Plan Review (CWPP), (2025)

### 1.3.5 Who Should Use the Community Plan?

The Community Plan provides policy direction for all parties involved in the future development and management of the city:

- **City Council and Administration:** The Plan provides strategic direction for managing growth and change, prioritizing strategic initiatives and services, and guiding land use and mobility decisions.
- **Developers and Landowners:** The Plan provides vision and certainty for growth and change, supporting private sector investment to build commercial, industrial, and residential developments. The Plan sets requirements through policy regarding density, infill, diversification of housing options, and all development regulations.
- **Residents and Community Organizations:** Residents can use the Plan to understand where Yellowknife is headed, how policies aim to strengthen communities, and how their input (gathered during engagement activities) informed the Vision and Thematic Goals. It also establishes where development occurs and how regulating bylaws direct development.
- **Indigenous Partners:** The Plan recognizes the necessity of respectful government-to-government relationships with Indigenous groups, such as the Yellowknives Dene First Nation (YKDFN) and North Slave Metis Alliance (NSMA). Land use policies are influenced by this commitment, including the necessity of honouring the **Akaiicho Interim Land Withdrawal** areas.

### 1.3.6 Plan Maintenance and Monitoring

the Community Plan is a **dynamic and living document** that must be updated every 8 years in accordance with the *Community Planning and Development Act*. It is continuously monitored to ensure legislative compliance.

- **Review:** Administration will monitor the Plan on an ongoing basis to update it as-needed, implementation progress, and emerging trends. Changes to legislation such as the **Akaiicho Land Claim negotiation processes** or reconciliation efforts, may impact policies and require amendments.
- **Reporting:** The City will provide an annual report from the Planning and Development Department detailing how objectives and policies are being met or advanced. This process enhances public accountability and informs future business planning cycles.

## 2 COMMUNITY CONTEXT

### 2.1 City Context

The City of Yellowknife is the capital city of the Northwest Territories (NWT). It is home to the Legislative Assembly of the Government of the Northwest Territories (GNWT) and serves as the administrative, economic, and cultural hub of the Territory. Yellowknife is also home to the Territorial headquarters of the Royal Canadian Mounted Police (RCMP) and the Canadian Armed Forces Joint Task Force North (JTFN).

Yellowknife is an important regional transportation hub for the distribution of goods to many communities and remote mining operations throughout the NWT and Western Arctic. Distribution of goods are by road and air, with many goods shipped by ice road in the winter months. Yellowknife serves as a strategic airport hub between smaller communities in the NWT and western Nunavut, and larger cities in southern Canada such as Edmonton, Calgary, and Vancouver.

The City maintains a close relationship with its surrounding natural environment. It sits on the shore of Great Slave Lake, the second largest freshwater lake in Canada, and several smaller lakes are within the municipal boundary. Many of Yellowknife's residents enjoy outdoor activities such as hiking, canoeing, skiing, snowmobiling, fishing, and hunting.

Yellowknife is located on the traditional territory of the Yellowknives Dene First Nation (YKDFN). One YKDFN community is currently located inside the City Boundary: Ndilo. Three other communities Dettah, Enodah and Tadecho (Wool Bay) are located in close proximity to the City boundary. Dettah is still an established community and includes an administrative centre for the YKDFN. Enodah and Tadecho (Wool Bay) are currently used seasonally and include a lodge and several cabins. Prior to the 1950's, when residents were moved closer to the City, each community had a church, school and residential houses. Some YKDFN members live within other areas of the city, amongst a growing number of Indigenous residents from the Territory and broader region.

Many Tłı̨ch̨ citizens live, work, and study in Yellowknife. The North Slave Métis Alliance represents Section 35 rights bearing Métis whose Ancestors have used and occupied the region since long before Treaty 11.

Land within the City is a mix of private and public land controlled by various levels of government and includes 1,034 ha of interim withdrawn lands that are being held until the Akaitcho Dene First Nations (ADFN) settle their land claim with the Governments of Canada and the Northwest Territories. Additionally, publicly held lands include Territorial Parks, Seismic Testing Facilities, mines being remediated, ~~airport lands~~ public highways, solid waste facilities, federal lands and leased recreational lands. Each of these parcels remain within the municipal boundary however have been excluded from potential land development consideration.

Of the 10,514 ha of land within municipal boundaries, only 2,422 hectares fall within the Planned Built Area - often referred as Urban Containment, and are available to accommodate development over the 25-year planning horizon. Of this built boundary, approximately 34% consists of Commissioner's and other Territorial Lands that remain under the administrative control of the Territorial Government (**Map 1**).

Within the remaining built area, municipal lands account for approximately 32%, while private lands represent about 26%. Majority portion of municipally owned “vacant” land is subject to development constraints or is already valued by the community for parks, open space, and recreational use.

While the City has adopted an “intensification first” approach that prioritizes redevelopment and infill, the overall capacity of these opportunities is limited. As a result, accommodating long-term population and employment growth will require transfer of larger areas of currently untenured Commissioner’s Lands from the Territorial Government for future urban development.

## **2.2 Regional Co-existence and Indigenous Reconciliation**

### **2.2.1 Regional Co-existence**

As the Capital of the Northwest Territories and the engine of the territorial economy, Yellowknife continues to demonstrate its resilience and adaptability to a number of interrelated factors and drivers (as discussed in Section 2.3.3) that inform and shape the City’s role in and commitment to regional co-existence with Indigenous governments. These factors and drivers include:

- *Social and demographic changes* including migration from smaller communities and urbanization, that includes continued growth of the Indigenous population making Yellowknife the ‘largest Indigenous community’ in the NWT. This driver, along with an aging population, will continue to affect the demand for and supply of public programs and services by different levels of government. The City remains committed to improving the quality of life for all its citizens.
- *Economic cycles and changing prosperity trajectories* from mine closures and emergence of new industries. The cyclical nature of natural resource extraction, with respect to mining, has a direct impact on Yellowknife’s economy. Recent growth in retail and business activities, along with the conversion of office space into mixed-use development, may create new opportunities and momentum for revitalizing the downtown. Potential federal investment and the rise of tourism in the City and region presents new opportunities for economic diversification and growth. Changes in economic activity have a direct impact on the tax base and this will continue to challenge the City Council to balance citizen and business affordability while appropriately managing existing public infrastructure in addition to addressing the infrastructure gap and future needs.
- *Growing economic and social inequality* characterized by homelessness, the challenges related to the cost of living (i.e., housing and affordability), and the broader economic impacts on the City and the Territory stemming from climate change and the erratic nature of the global economy.
- *Legacy planning and environmental stewardship* around two mine sites: Con Mine and Giant Mine are now undergoing active remediation and restoration, creating the groundwork for future opportunities. As progress continues, potential recreational, commercial, and residential reuse options are expected to emerge and will be carefully considered in the future.

## **2.2.2 Indigenous Reconciliation**

Community planning encompasses the collective land use needs of residents, businesses and organizations within a community, and does not seek to exclude any from realizing their aspirations and potential. While the Akaitcho Land Claim and YKDFN's importance to the City has been discussed elsewhere, the Community Plan must also support the City's efforts toward reconciliation with all Indigenous peoples that are represented in the City and region including the Tłı̨chǫ Government, Deline Got'ine Government, and the North Slave Métis Alliance. Through the 94 Recommendations in the Truth and Reconciliation Commissions Calls to Action, the Community Plan must also incorporate learnings and paths to improved relationships within its policy framework. November 10, 2025, City Council directed Administration to begin engagement with Indigenous partners on the recommendations in *Walking Forward Together: Yellowknife's Reconciliation Roadmap Report*. The report establishes ten-year goals and a three-year action plan to embed reconciliation into day-to-day practice.

As part of this commitment, the City is actively collaborating with Indigenous governments - including the Deline and YKDFN Governments - on opportunities for future land development, with a focus on expanding housing options and supporting economic growth. The Community Plan will strengthen its policies to ensure reconciliation principles guide decisions across land use, housing, and infrastructure, with the shared goal of improving quality of life for all Yellowknifers, Indigenous and non-Indigenous alike.

## **2.2.3 Culture and Heritage**

There were people living in this area long before the City of Yellowknife came into existence. It is important that efforts are made to develop land in a culturally appropriate manner and that the history of the area is acknowledged and respected. The City's *Intercultural Heritage & Placemaking Plan* guides efforts to do this through preservation of historical sites and improvement of public information materials and signage that identifies historic and culturally important areas throughout the City.

## **2.3 Demography and Land Use**

### **2.3.1 Historical populations trends**

The City of Yellowknife's current population, according to the most recent annual interim estimates by the NWT Bureau of Statistics, was 21,788 in 2024. The official Statistics Canada Census Population Data recorded the population as 20,340 in 2021. Historically, Yellowknife has experienced fluctuating rates of growth. A period of fast population growth was observed from 2001 to 2004, followed by slower growth periods between 2004 and 2006, as well as from 2011 to 2014. The most recent census data from 2021 indicated a 3.9% increase from the 2016 census.

Table 2-1: Population Change 2006 to 2024

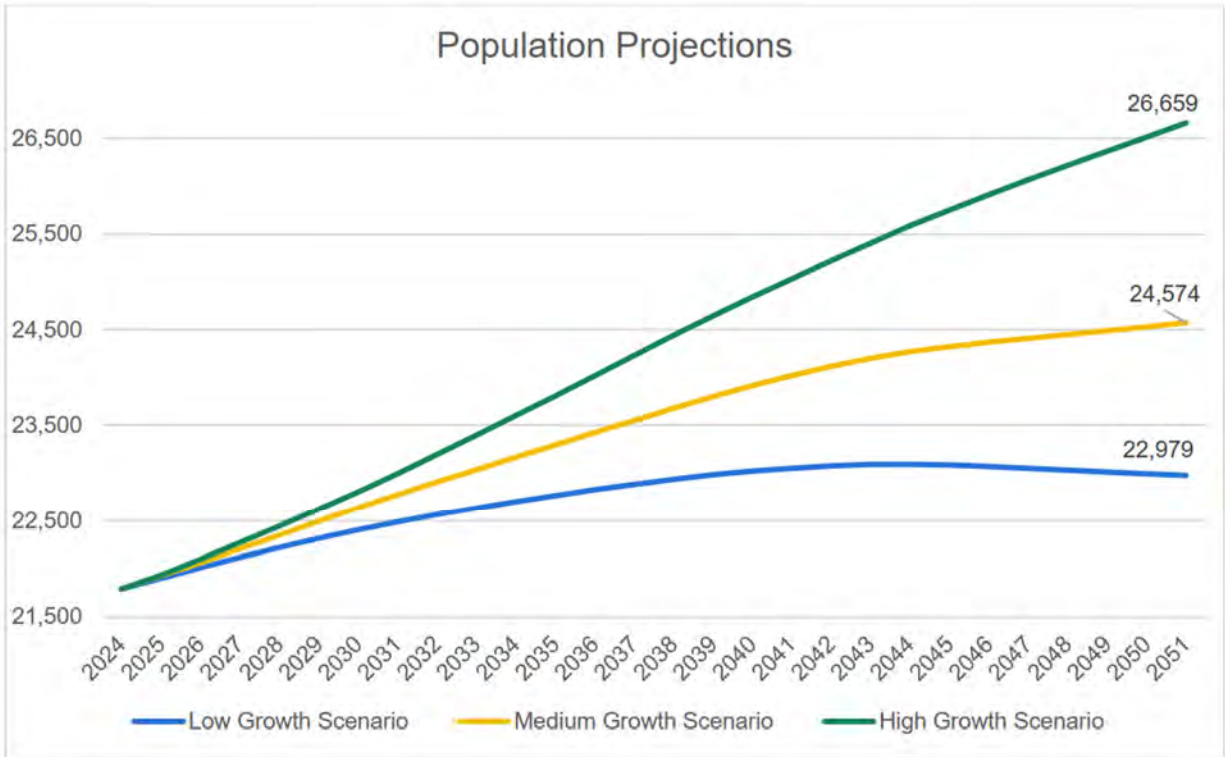
	2006	2011	2016	2021	2024
Yellowknife Population	18,700	19,234	19,569	20,340	21,788
Percentage Change from Previous Census	13.1%	2.9%	1.7%	3.9%	7.1%
NWT Population Count	41,464	41,462	41,786	41,070	44,731
Percentage Change from Previous Census	11%	-0.01%	0.8%	-1.7%	8.9%
Source	Statistics Canada Census	Statistics Canada Census	Statistics Canada Census	Statistics Canada Census	GNWT Bureau of Statistics Estimate

Much of the population change in Yellowknife will be the result of inter-provincial migration from other provinces and territories and intra-territorial migration from other regions of the NWT and Nunavut. This change follows national trends of increasing urban populations and declining rural centres. The average age of the population is also increasing and is currently 35.5 years. While the 65+ age group is growing - nearly 8% in 2021, driven largely by baby boomers choosing to remain in the North - Yellowknife still maintains a comparatively younger demographic profile than the national average of 41.9 years. This relatively younger population, particularly those in their prime reproductive and family-forming years, continues to play a critical role in sustaining the city’s long-term growth, labour force stability, and future housing needs.

### 2.3.2 Growth Scenarios and Future Projections

The *2025 Yellowknife Population Projections* report provides three scenarios for population growth from 2025-2051. These three scenarios are shown in the figure below.

Figure 3: Population projections for Yellowknife, 2024-2051, at low, medium and high growth scenarios



**The Low Growth Scenario** is the most conservative, reflecting the mixed growth rates seen between 2011 and 2024. This scenario assumes prolonged economic uncertainty, minimal infrastructure investment, continued high construction costs, and a declining mining sector, resulting in slower population growth and increased aging.

**The Medium Growth Scenario** captures moderate, stable growth, reflecting the trends seen over the last several years (2016 to 2024). It assumes moderate increases in tourism, mining, military presence, and infrastructure development, alongside stable public sector employment and steady housing development.

Finally, **the High Growth Scenario** captures optimistic conditions or transformative events, reflecting the strongest growth rates seen since 2001 (from 2001 to 2006). This projection assumes significant growth driven by factors such as a major increase in military presence, the completion of large infrastructure projects (like the Mackenzie Valley Highway or Taltson powerline), and continued high interprovincial and international migration. This scenario projects the highest population, reaching 26,659 by 2051, which would require accelerated land development planning.

The relatively younger working-age population remains central to sustaining the city’s long-term demographic momentum, labour force capacity, and future housing demand. When combined with emerging national and territorial dynamics - including potential federal investment on infrastructure in Canada’s North, ongoing discussions on Arctic Economic and Security Corridor, the possibility of renewed resource development projects, and a steadily growing tourism sector - the conditions point

toward meaningful upside potential. Given these factors, this plan focused on a high-growth scenario both optimistically and strategically: to position the City to capitalize on future opportunities and to ensure it is prepared for the infrastructure, land use, and housing challenges that accompany the highest-growth trajectory.

### **2.3.3 Housing**

According to Yellowknife's *2024 Housing Needs Assessment* 44% of the housing market is made up of single-detached dwellings and a rising proportion of apartments. The period between 2016 and 2021 saw the addition of 400 new units, primarily movable dwellings and apartments under five storeys. The pace of new housing development has slowed significantly in recent years; annual housing completions dropped sharply to between 15 and 55 units annually from 2018 to 2023, compared to the 99 to 151 units completed annually between 2012 and 2017. However, in 2024, 271 and in 2025, 124 housing units were completed but there is still a significant housing shortage for all types of housing especially single family, studio and affordable non-market housing. Due to limited developable land, the strategy for future land supply necessitates focusing on redevelopment and infill of existing areas as well as exploring opportunities for responsible future expansion to the City's current built boundary.

The City's current rental market is defined by high costs and limited availability. The average monthly cost for rented dwellings in Yellowknife was \$1,804 in 2021, substantially higher than the national average of \$1,209. In terms of availability, the overall rental vacancy rate, according to the Canadian Mortgage and Housing Corporation, stood at 1.9% in 2024, much lower than the conventionally defined healthy range of 3% to 5%. Competition for smaller, more affordable units is particularly intense. Addressing the severe shortage of rentals, particularly for low-income residents, is critical, given that nearly 1 in 4 tenant households currently rely on subsidized housing.

property values have appreciated dramatically, increasing by 63% from 2006 to 2021. The median value of an owned private dwelling was \$448,000 in 2021, slightly below the national median of \$472,000. However, the average price of a single-detached dwelling rose further, reaching an average of \$624,000 in 2024. Correspondingly, the financial pressure on homeowners is significant, with average monthly shelter costs for owned dwellings reaching \$2,358 in 2021.

Demographic shifts are driving changes in demand for housing size and suitability. The average household size in Yellowknife is 2.7 people, a figure that is projected to decrease slightly to 2.61 by 2035. This projection reflects an increasing proportion of single-person households, which grew from 22% to 24% between 2011 and 2021. This signals a growing future need for units with fewer bedrooms. Despite this trend, demand is also projected to require an additional 431 three-bedroom units and 173 four-bedroom units by 2035 to accommodate families and larger households.

Housing adequacy, affordability and suitability continue to be issues in Yellowknife.

Core Housing Need means that a household falls short in one or more of the following criteria:

1. Adequate – housing is reported by their residents as not requiring any major repairs;
2. Affordable – dwellings cost less than 30% of total before-tax household income; and
3. Suitable – housing has enough bedrooms for the size and make-up of resident households, according to National Occupancy Standard requirements.

Overall, housing security and affordability remain critical challenges across the city. The *Housing Needs Assessment* reported that 10% of all households were in Core Housing Need (CHN). The primary factor contributing to this need is affordability, affecting 80% of CHN households (spending over 30% of income on shelter costs). The crisis is heavily skewed toward renters, with 18% of tenant households in Core Housing Need, compared to only 5% of owner households. Housing suitability (too few bedrooms) affects 23% of CHN households, and adequacy (major repairs needed) affects 24%.

### **2.3.4 Economy and Employment**

The City of Yellowknife maintains a notably robust economic profile compared to national benchmarks, yet it faces significant affordability and workforce challenges. In 2021, Yellowknife recorded one of the highest average household incomes in Canada, at \$165,400 before tax, substantially exceeding the national average of \$106,400. In 2025 city reported a low unemployment rate of 3.7%, significantly below the Canadian average of 7.1%. The workforce is highly engaged, with a 2021 participation rate of 79%, compared to the Canadian rate of 64%. A high proportion of Yellowknife workers (74.9%) hold permanent positions. Despite these high incomes, the cost of living remains substantially higher than the Canadian average, particularly for shelter, food, and transportation, which places financial pressure on many households. These rising costs, particularly high shelter costs for both rental and owned housing, constrain economic mobility and impact the recruitment and retention of workforce talent in essential sectors like healthcare and trades.

The city's employment mix has shifted noticeably over time, moving away from primary extraction industries toward a service-oriented economy. However, this balance may shift again in the near future: if new mines are established, employment patterns could realign, as the local labour market has historically responded quickly to changes in mining activity. The economy is currently dominated by the public sector, with Public Administration accounting for 29% of workers in 2021. This sector includes large employers such as the Government of the Northwest Territories (GNWT) and the Government of Canada. From 2011 to 2021, the prominence of public administration increased, growing from 24% to 29% of employment. This growth in the service and government sectors is matched by the largest employment increases between 2006 and 2016 occurring in education, law and social services, and community and government services. This shift reflects a broader national trend away from primary economic activity toward growth in the service sector.

Conversely, the historically foundational mining, quarrying, and oil and gas extraction sector has decreased, dropping from 8% to 5% of the workforce between 2011 and 2021. The outlook for the mining industry is challenging, with mining activity likely to decrease unless substantial investment in new mines occurs. This decline is driven by the fact that two of the largest diamond mines in the NWT, Diavik and Ekati, are nearing the end of their commercial life. Diavik is slated to close by 2026, and Ekati and Gahcho Kué are scheduled to close by 2030. These closures, unless new commercially viable resources are discovered, may cause a projected drop in mining-related employment and a resultant decline in revenue for private businesses that provide mining support services.

Moving forward, Public Administration is expected to continue serving as the largest economic sector and Yellowknife will remain a regional hub for government services, transportation, logistics, education, and healthcare. While tourism is currently experiencing growth and is anticipated to continue increasing employment in related fields (accommodation, retail, guiding), these jobs are typically seasonal in

nature and offer substantially lower average salaries compared to mining and will not replace all lost mining jobs if new resource development activities do not emerge.

Other drivers of economic activity and employment include substantial governmental investments: military expansion may increase the number of stationed and support personnel in Yellowknife, and the ongoing Giant Mine Remediation Project is expected to create significant housing pressures as its workforce continues to exceed early projections, with the peak workforce anticipated in 2026 - 2036.

### 2.3.5 Land Details and Future Demand

The City of Yellowknife has a relatively low population density compared to other cities in Canada of similar size. It has a population density of 159.5 people/ km<sup>2</sup>. This low density suggests that there is a lot of land available for development. However, much of the land within the municipal boundary is currently unavailable for development for a variety of reasons. Overall, the amount of land within municipal boundaries is 13,660 ha. However, a significant amount of this land includes water bodies such as lakes and is not available for land development. When water is excluded, the land within the municipal boundary is 10,514 ha. In addition to water bodies, other land is not available to the City for development due to existing land rights (Akaitcho Interim Land Withdrawal, Federal land, GNWT land, contaminated former mine sites, seismic reserve, Solid Waste Facility and Territorial Park land uses). This land is referred to as ‘Land Not Available’ in **Table 2-2**. The following table shows the land in hectares and as a percentage of municipal area boundary.

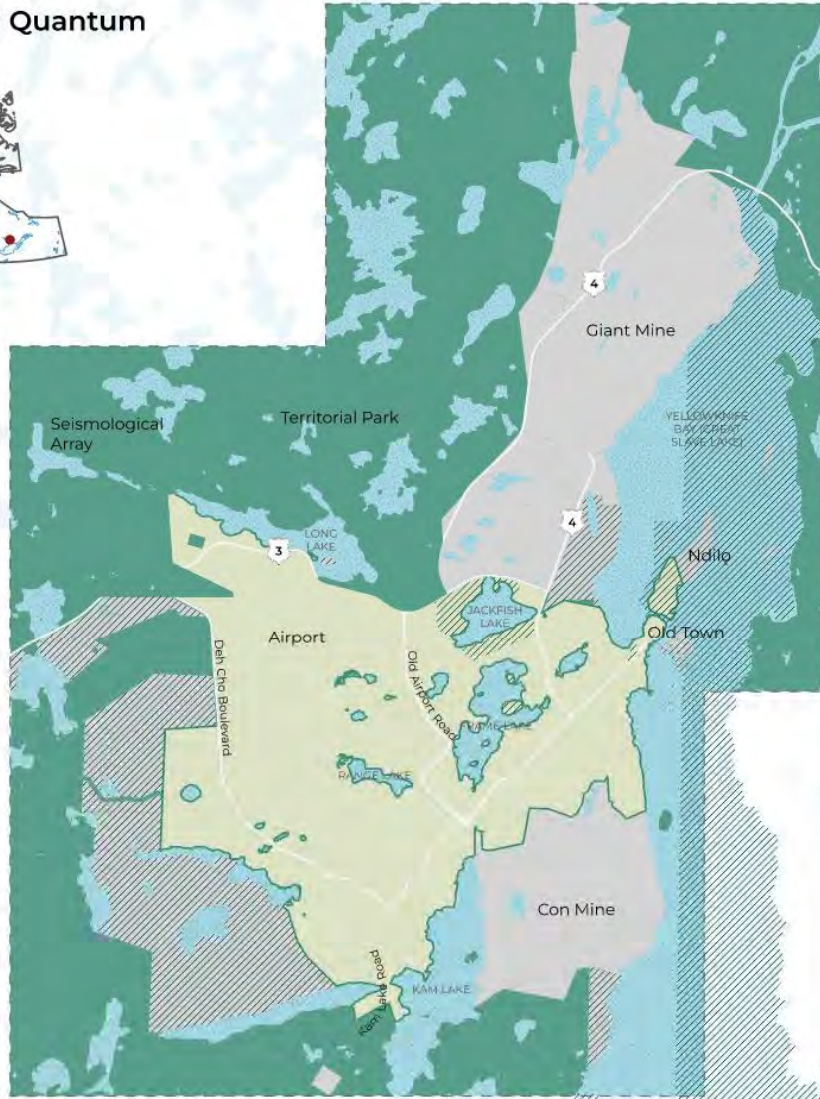
Table 2-2: City Land Quantum

	Land Area (ha)	Land Area (%)
Total Land in Municipal Boundary (77% excluding water)	10,514	100
Lands Not Available	8,091	77
Available Lands for Development/ Redevelopment (Planned Built Area)	2,422	23
<ul style="list-style-type: none"> <li>• Commissioner’s Land and other Territorial Lands</li> </ul>	816 (34%)	
<ul style="list-style-type: none"> <li>• City Owned Lands</li> </ul>	777 (32%)	
<ul style="list-style-type: none"> <li>• Private Lands</li> </ul>	627 (26%)	
<ul style="list-style-type: none"> <li>• Other Lands</li> </ul>	202 (8%)	

Of the 10,514 ha of land within the City Boundary (excluding water), 8,091 ha (77%) is considered to be allocated with existing rights holders or having existing uses which limit further development. The remaining 2,422 ha (23%) includes un-tenured lands (un-surveyed and surveyed without a current lease holder on Commissioner’s Lands), private lands and municipal lands, which are collectively considered as the City’s Planned Built Area (Urban Containment) which will accommodate City’s future growth through intensification and new developments. Much of the un-tenured and unsurveyed land within this Planned Built Area is Commissioner’s Land which the City can only acquire after formally requesting it from the GNWT.

Map 1: City Land Quantum and Planned Built Boundary

YK 2050 | MAP 1  
Land Quantum



- Planned Built Area
- Special Management Area
- Lands not for Development (approx)
- Akaitcho (Interim Land Withdrawal)
- Municipal Boundary
- Highway
- Lakes



Special consideration should be given to the Akaitcho Dene First Nations (ADFN) Land Claim as the City plans its short, medium, and long-term planning. Withdrawn Lands are located adjacent to and within the City's municipal boundary. Once the land claim is settled, the City will be ready to support ADFN's interest, reconciliation, and create mutually beneficial outcomes for the community. However, until the claim is settled, the City does not consider any of the Withdrawn Land as land that is available for future development. The Withdrawn Land areas should be made clear to all residents of the City so that they understand the potential implications for land development once the claim is settled. The ADFN is currently claiming 1034 ha of land within the municipal boundary of Yellowknife.

According to projections spanning 2025 to 2051, Yellowknife's population is expected to grow. Starting from an estimated 2024 population of 21,788, the High Growth Scenario projects the population to reach 26,659 by 2051, requiring strategic planning for land allocation. This projected growth necessitates additional residential, commercial, and industrial lands.

For residential development, infill opportunities exist in established areas such as Niven, Downtown, and the surrounding central residential areas. Future housing strategies assume a shift towards higher density options, with the housing mix anticipated to be 30% single-detached housing, 30% duplexes or row housing, and 40% higher density housing units following the existing trend of shifting from lower density to higher density housing types.

In terms of non-residential land, Yellowknife currently utilizes a high ratio of commercial and industrial land due to its role as a remote commercial base for the entire territory. The 2020 Community Plan used an industrial land ratio of 18.2 ha per 1,000 people. However, updated studies suggest that due to efficiency and market adjustments, the future demand for industrial land may be closer to a reduced ratio of 8 ha per 1,000 people and future demand for commercial land may be closer to 3.5 ha per 1000 people instead of the current 4.36 ha per 1000 people. For the assessment of institutional, parks and open space land, it was determined that the majority of institutional and recreational land demands could be accommodated within existing municipal and public lands.

To accommodate the anticipated growth under the High Growth Scenario (2025–2051), the following estimated additional land requirements must be met:

Table 2-3: Projected Additional Land Needs for Yellowknife (2025-2051, High Growth Scenario).

Land Use Category	Additional Land Requirements	Notes
<b>Residential Lands – High Growth Scenario</b>	65 ha	Net densities assumptions: <ul style="list-style-type: none"> <li>• 22.2 units/ha (single detached dwellings)</li> <li>• 39.5 units/ha (row or town housing)</li> <li>• 69.2 units/ha (higher density dwellings such as a 4 storey apartment)</li> </ul>
<b>Commercial Lands – High Growth Scenario</b>	17-21 ha	Assumptions for land requirements: <ul style="list-style-type: none"> <li>• Higher amount of land needed if using current 4.36 ha/1000 people ratio</li> <li>• Lower amount of land needed if using reduced 3.5 ha/1000 people ratio</li> </ul>
<b>Industrial Lands – High Growth Scenario</b>	39-89 ha	Assumptions for land requirements: <ul style="list-style-type: none"> <li>• Higher amount of land needed if using current 18.2 ha/1000 people ratio</li> <li>• Lower amount of land needed if using reduced 8 ha/1000 people ratio.</li> </ul>

### 3 YK 2025 – VISION, GOALS AND OBJECTIVES

#### 3.1 What We Heard from Yellowknife

The process for updating Yellowknife’s Community Plan, titled YK 2050, was structured around five distinct phases, moving systematically from initial visioning and research to policy development, public and indigenous government engagements, and final legislative approval. The entire process was designed to ensure the Plan is data-driven, reflects community input, and receives the necessary legal endorsement to serve as Yellowknife’s long-term planning and development roadmap. The public engagement, titled ‘Let’s Talk YK 2050’ produced a wide range of feedback that was analyzed and organized into six core community themes. Input gathered through pop-ups, surveys, and comment cards revealed the priorities and aspirations residents hold for the Community Plan Update. These insights highlight both opportunities and challenges, and the resulting six themes directly inform the proposed Vision and Objectives.

**Growing YK** reflects on achieving environmentally responsible growth, balancing new development with conservation, proactive climate emergency preparedness, and adopting inclusive strategies to retain residents.

**Living in YK** reflects how residents experience daily life, from the vibrancy of public spaces to the accessibility of housing, and the sense of safety and belonging in community. Participants consistently underscore the importance of spaces that bring people together year-round, work toward dignity and inclusion, and reflect the city’s cultural & land-based identity.

**Working in YK** reflects residents’ concerns about economic opportunity, workforce stability, and the need to build a more resilient, community-oriented economy. Feedback emphasizes both the challenges and the opportunities shaping Yellowknife’s local economy, from tourism growth to workforce housing.

**Natural YK** reflects how residents see nature and the environment as central to Yellowknife’s identity. Community feedback emphasizes the need to protect natural assets for future generations; while also enhancing access and connectivity so residents can continue to enjoy the city’s unique relationship with the land and water.

**Moving Around YK** is about safety, connection and enjoyment. Residents have pride in the city’s walkability and bikeability, and a strong desire to maintain and expand these advantages as the community grows. At the same time, they call for improved public transit, safer roads, and a more connected trail network that supports year-round use.

**Proudly YK** reflects the ways residents describe what makes Yellowknife unique and why they feel connected to the community. Pride in place is rooted in both people and nature, expressed through community closeness, cultural vibrancy, built form, and cherished natural assets.

### 3.2 Vision 2050

The vision for the Community Plan is to guide land use in a way that strengthens Yellowknife’s economic, environmental, and social well-being. It commits to an inclusive and equitable future where all residents can thrive, while safeguarding the natural environment that defines and inspires our community. Perspectives gleaned from community engagement inform the Vision for the Community Plan Update:

*Yellowknife 2050 is a healthy, multicultural, and resilient northern City that honours its distinct identity while embracing innovation and change. The community is inclusive and caring, grounded in a deep commitment to honour, recognize, and respect the inherent rights of Indigenous peoples.*

*The City’s Growth is smart and sustainable. The City balances renewal, intensification, and new development with the protection of its valued natural landscapes, pristine lakeshores, and defining northern character. Neighbourhoods are linked by an extensive, accessible trail network that brings people closer to the outdoors, supports active living, and strengthens appreciation for the environment.*

*Downtown is a safe, welcoming, and revitalized heart of civic life - animated by local businesses, culture, and year-round public activity. Yellowknife is a leader in climate resilience, supported by climate-ready infrastructure, innovative planning, and long-term stewardship.*

*The city offers diverse and affordable housing, accessible recreation, and a vibrant cultural scene that attracts and retains people of all ages. Residents enjoy a thriving standard of living, supported by strong community ties, opportunity, and a shared sense of belonging.*

### 3.3 Thematic Goals and Corresponding Objectives

The Thematic Goals articulate the core values, priorities, and long-term aspirations expressed by residents during public engagement. They distill what the community considers essential to sustaining and enhancing quality of life in Yellowknife. The accompanying Objectives translate these themes into clear, actionable directions informed by both community input and supporting data, ensuring they are grounded in evidence and aligned with the broader intent of the Community Plan Update.

Thematic Goals	Objectives
<p><b>Growing YK</b></p>	<ul style="list-style-type: none"> <li>• Development will be balanced with the preservation and enhancement of public, green, and blue (waterbodies) spaces to maintain overall environmental quality (GYK-1).</li> <li>• Growth strategies will maintain the community’s character by ensuring appropriate spacing and compatibility between built forms and land uses (GYK-2).</li> <li>• New development will be guided by land use policies that prevent conflicting uses and support adaptable, mixed-use, and inclusive built form (GYK-3).</li> <li>• Prioritize urban intensification by encouraging the redevelopment of vacant parcels and the conversion of surface parking lots into high-density, mixed-use developments within the city core to maximize existing infrastructure and enhance downtown vibrancy (GYK-4).</li> </ul>

	<ul style="list-style-type: none"> <li>• Culturally inclusive and affordability-sensitive growth will ensure Yellowknife remains a community where people of all backgrounds can establish long-term futures. Yellowknife will grow as an inclusive, affordable community that supports long-term futures for all residents (GYK-5).</li> <li>• Natural and man-made hazards risks will be reduced through strengthened emergency preparedness measures and climate-resilient infrastructure (GYK-6).</li> <li>• Green infrastructure renewable energy, and local food production will be prioritized and integrated into future planning (GYK-7).</li> </ul>
<b>Living in YK</b>	<ul style="list-style-type: none"> <li>• Mixed housing options, affordability spanning incomes, and various tenure types across the City will foster inclusion and livability for all residents (LYK-1).</li> <li>• Downtown revitalization will support local businesses, cultural activities, and an animated, safe social environment for all (LYK-2).</li> <li>• Public and community spaces will support inclusive, and year-round community life and safe public realm (LYK-3).</li> <li>• Land use planning approaches to care, healing, and recovery that are inclusive of, and appropriate for, all Indigenous residents. Reconciliation will be embedded throughout every stage of the land-use planning process (LYK-4).</li> <li>• Long term planning will help identify and incorporate water and sanitation infrastructure needs and initiate sustained investment to support future growth (LYK-5).</li> </ul>
<b>Working in YK</b>	<ul style="list-style-type: none"> <li>• Locally owned businesses will have access to supportive development incentives where revitalization or relocation is required, along with the enabling conditions necessary for them to remain viable and continue to thrive (WYK-1).</li> <li>• Safe and healthy workforce housing will be prioritized as essential infrastructure in appropriate locations to support local businesses and industries (WYK-2).</li> <li>• Tourism will be supported through appropriate land use policies including infrastructure planning, and development criteria that promote local identity (WYK-3).</li> <li>• The downtown core will be strengthened through policies that attract new businesses and mixed-use development, address barriers to revitalization, and enhance its role as an active civic space. This includes supporting everyday street-level activity, patios, events, and cultural programming that extend vibrancy beyond standard business hours (WYK-4).</li> </ul>

<p><b>Natural YK</b></p>	<ul style="list-style-type: none"> <li>● The integrity of Yellowknife’s natural heritage gems including wetlands will be protected as the city grows (NYK-1).</li> <li>● Public access to lakes and green spaces will be enhanced and expanded (NYK-2).</li> <li>● Blue (waterbodies) and green spaces, where appropriate, will be animated for environmentally friendly, passive recreational uses (NYK-3).</li> </ul>
<p><b>Moving Around YK</b></p>	<ul style="list-style-type: none"> <li>● Mobility across the city, with a particular emphasis on connections to and from the downtown, will be improved and strengthened (MAYK-1).</li> <li>● Public transit will be accessible, expanded, and integrated to connect residents to key services, neighbourhoods, and community amenities citywide (MAYK-2).</li> <li>● Active transportation infrastructure will form a safe, continuous, and year-round network supporting walking, cycling, and other non-motorized modes (MAYK-3).</li> <li>● A connected and extended trail system will link all neighbourhoods with one another and with Yellowknife’s major natural features and open spaces (MAYK-4).</li> <li>● Street design will prioritize safety, accessibility, and comfort for pedestrians and cyclists as part of a complete mobility network (MAYK-5)</li> </ul>
<p><b>Proudly YK</b></p>	<ul style="list-style-type: none"> <li>● Diversity and accessibility will be advanced by through inclusive infrastructure and public spaces across the community (PYK-1).</li> <li>● The City’s built form will reflect the aesthetics, identity, and Northern character that make Yellowknife distinct (PYK-2).</li> <li>● Walkable, bikable Multimodal, human-scaled public spaces will support community connection and reflect shared local pride (PYK-3).</li> <li>● Yellowknife’s lakes, rock formations, trails, and tree canopy will remain core to the City’s character and residents’ everyday lives (PYK-4).</li> </ul>

## **4 LAND USE DESIGNATIONS**

### **4.0.1 Context and Strategy for Area Designation Decisions**

The land use designations and overlays shown on the Land Use Designation Map (**Map 2a**) illustrate both existing and planned land uses across the City. These designations and overlays provide a clear framework for managing and directing land use over the next 25 years. Planning and development objectives and policy directions associated with each designation and overlay are guided by the City’s vision for growth. The City’s historical land use, contemporary trends, and anticipated future needs informed the objectives and policies. Collectively, the land use designations and overlays establish the basis for permitted uses, development regulation, and the implementation of the City’s strategic planning priorities.

### **4.0.2 Foundation of the City**

Yellowknife exists within the homelands of the Yellowknives Dene First Nation, the Tłı̨chǫ people, and the North Slave Métis. The land is not only a physical setting, but a living source of law, knowledge, and responsibility, shaped by relationships that long predate municipal government and continue today. Municipal governance does not stand apart from this history; it is carried within it. Indigenous governance systems are rooted in responsibility to the land, to one another, and to future generations. Western governance systems often emphasize authority and jurisdiction while Indigenous governance is grounded in responsibility, relationship, and stewardship. When aligned, these perspectives strengthen decisions and create durable outcomes.

The City’s role is to exercise its responsibilities through planning, infrastructure, services, and convening authority - in ways that honour Spirit, respect Ancestors, support communities, and care for those yet to come. Reconciliation is made visible through everyday actions, relationships, and decisions that reflect shared responsibility and mutual respect.

As the territorial capital and primary service hub of the Northwest Territories, Yellowknife also holds a broader responsibility to the region. Systems such as housing, health, food security, transportation, and economic opportunity come together here. The City is uniquely positioned to bring partners together, support collaboration across jurisdictions, and help advance shared priorities in practical ways. This convening role is not an added function of municipal government; it is an expression of stewardship and collective responsibility for the well-being of communities across the North

### **4.0.3 Contemporary Land Use**

As Yellowknife’s economy has and continues to evolve, its land uses have shifted accordingly. Old Town, for example, has emerged to accommodate a unique mix of commercial and residential uses, and its land use designation now reflects this transformation.

The service sector has become increasingly important, and Yellowknife’s role as a centre for government administration continues to anchor the local economy. With many jobs and services concentrated in the downtown core, the land use objectives and policies for this area emphasize not only supporting this concentration but also revitalizing older buildings and under-utilized lands to maintain a functional, attractive, and economically resilient centre.

As the population has grown, so has the demand for housing. Residential areas such as Niven and the Western Residential areas around Range Lake have developed to accommodate housing demand. These residential areas are near a mix of commercial services, educational institutions, and health care facilities. The areas are supported by municipal services and are connected by public transit and multimodal transportation options.

City growth has increased demand for recreational spaces and public services. The Recreation Hub designation highlights the need for accessible recreational amenities and ensures that these facilities can be reached safely and efficiently by all modes of transportation.

Contemporary land use in Yellowknife is increasingly influenced by the City's growing function as a regional transportation hub and potential role within the Arctic economic and logistical corridor. The broader northern connectivity requires coordinated land use, transportation integration, and infrastructure planning to support long-term growth and regional responsibilities.

#### **4.0.4 Emerging Land Use**

Yellowknife is positioned for continued growth; a high growth projection shows the population potentially could reach 26,659 by 2051. This level of growth-driven by major infrastructure investments, increased regional activity, and steady migration will require a focus for housing development across all forms of housing, particularly affordable options. Given the limited supply of developable land, future land needs must be met through a balanced approach between intensification, redevelopment, and infill within the existing urban area, while also carefully considering opportunities for new growth areas. As a result, new designated areas have been incorporated into this Plan, supported by objectives and policies that guide responsible expansion and ensure the City can accommodate long-term growth in a sustainable, efficient manner.

**Callout:** Low Intensity Development: less than 25 UPH; Medium-intensity between 25-65 UPH and High-intensity more than 65 UPH.

#### **4.0.5 Designations and Overlays**

The Community Plan designates the following areas within the municipal boundary as identified in the *Land Use Designation Map (Map 2a)*:

- Downtown
- Niven Residential
- West Residential
- Grace Lake Residential
- Frame Lake Residential
- Old Town
- Old Airport Road
- Highway Commercial
- Kam Lake
- Kam Lake South
- Engle Business District

- Con Development Area
- Solid Waste Management
- Recreation Hub
- Giant Mine
- Special Management Area

**Call-out:** Land Use Designations - The Plan describes each land use designation, defining its purpose, permitted uses, and its role in the community’s long-term planning. For every designation, the Plan establishes clear objectives and policies with directions of how land should be used, including specific actions and targets to ensure development aligns with the overall vision and goals of the Community Plan.

### **Overlay Areas**

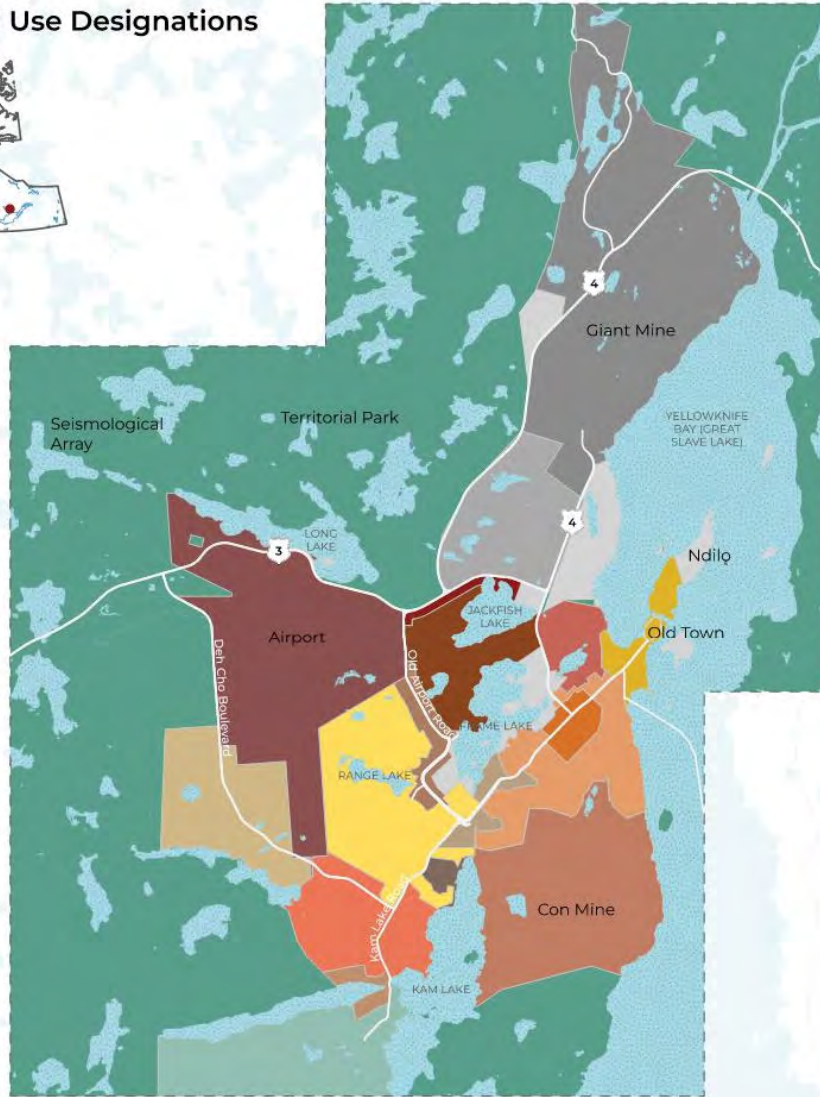
The Community Plan identifies the following overlay areas within the municipal boundary as identified in the Land Use Designation Map (**Map 2a**):

- Capital Area
- Akaitcho (Interim Land Withdrawal)
- Seismological Array
- Natural Heritage Area

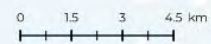
**Call-out:** Overlay areas identify locations with exceptional geological, environmental, economic, or cultural value. These areas require an added layer of direction and control beyond the underlying designation. Each overlay includes targeted objectives, policies and restrictions that safeguard its unique attributes to reinforce the intended purpose of the overlay.

Map 2a: Land Use Designations

YK 2050 | MAP 2.a  
Land Use Designations



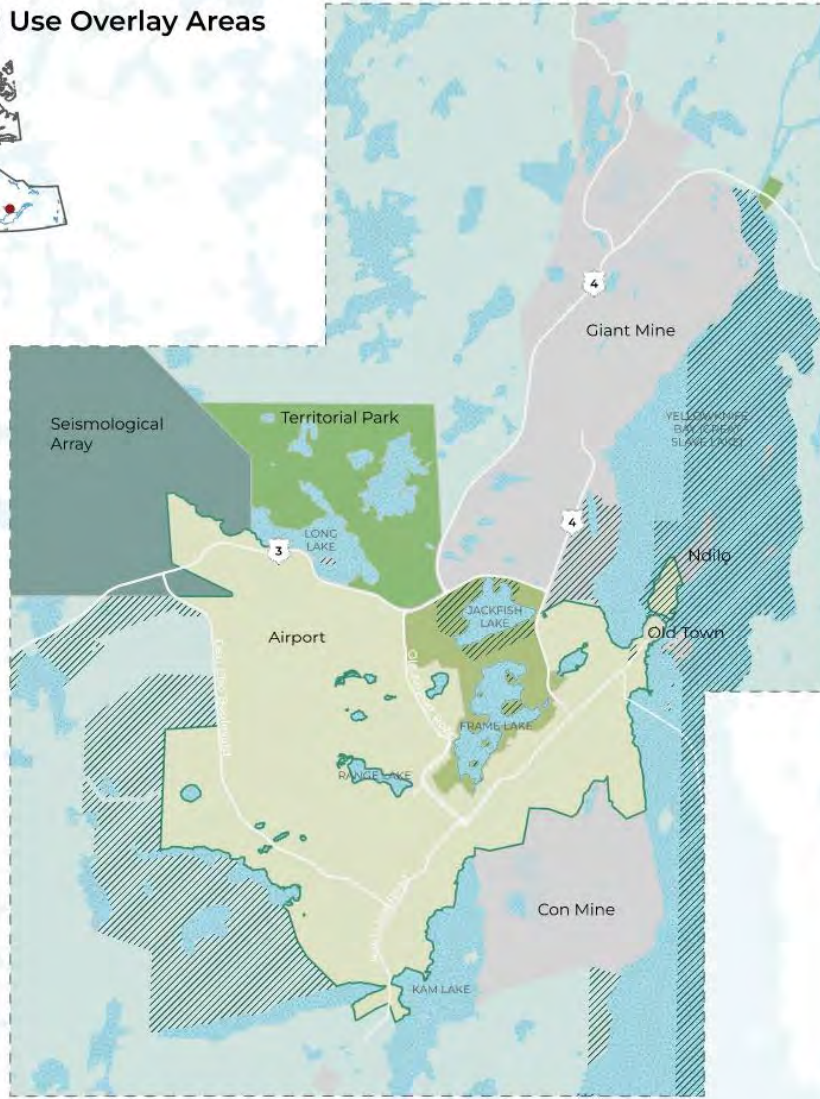
- |                              |                                    |                                  |                         |
|------------------------------|------------------------------------|----------------------------------|-------------------------|
| City Core                    | Frame Lake                         | Solid Waste Management           | Special Management Area |
| Central Residential          | Grace Lake Residential             | Minerals Extraction              | Non Designated Area     |
| Old Town                     | Highway Commercial                 | Recreation Hub                   | Municipal Boundary      |
| Old Airport Road (Mixed Use) | Kam Lake                           | Giant Mine                       |                         |
| Niven Residential            | Kam Lake South                     | Airport                          |                         |
| West Residential             | Engle Industrial Business District | North Slave Correctional Complex |                         |



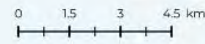
Map 2b: Land Use Overlays

YK 2050 | MAP 2.b

Land Use Overlay Areas



- Capital Area
- Fred Henne Park and Yellowknife River Park
- Seismological Array
- Planned Built Area
- Akaitcho (Interim Land Withdrawal)
- Special Management Area
- Non Designated Area
- Municipal Boundary



## 4.1 Downtown

*Total Area: 275.2 ha*

Downtown, as identified on the *Land Use Designation Map (Map 2a)*, is the hub of the City. It connects the past with the future and provides a variety of services to residents in Yellowknife, residents throughout the Northwest Territories, and visitors and tourists from around the world. It is a destination for employment, culture, arts, recreation, entertainment, shopping, dining and business. The built form includes a mix of office buildings, storefront retail and service commercial buildings, restaurants and bars, institutional and residential buildings, park space and natural areas.

Downtown Yellowknife continues to function as the City's primary centre for commerce, culture, tourism, and civic life, and is a key focus of current economic and community development initiatives. Since the last Community Plan update, downtown has experienced growth in retail, commercial, and mixed-use development, with an upward trend in new commercial spaces and residential-commercial projects that will support a more active and diverse downtown environment. Building on this momentum, the City is updating its Economic Development Strategy to prioritize downtown revitalization through business retention and attraction, support for local entrepreneurs, placemaking initiatives, and targeted investments. In parallel, the City and the Yellowknives Dene First Nation (YKDFN) are implementing a Joint Economic Development Strategy with a shared goal of revitalizing downtown, increasing economic participation, and advancing visible Indigenous presence through cultural representation, business development, and partnerships.

The Downtown designation includes a large geographic area at the centre of the City. Traditionally downtown was only identified as the core area, however development patterns have created a residential area adjacent to the core area that allows for higher densities and supports easy access to the City Core. This is a transitional middle intensity area that bridges the high intensity City Core with lower intensity areas in other parts of the City.

### 4.1.1 City Core (Mixed Use)

*Total Area: 47.8 ha*

The City Core, as identified on the *Downtown – City Core Land Use Designation Map (Map 3a)* is concentrated along the Franklin Avenue corridor. It is bound on the north by 49<sup>th</sup> Avenue and to the south by 52<sup>nd</sup> Avenue. It is bound to the west by 54<sup>th</sup> Street and to the east by 47<sup>th</sup> Street. It features a mix of offices, residential, retail uses, galleries, restaurants, bars, coffee shops, cultural venues, institutional uses, hotels, recreational activities, and open space. This area has developed over decades and has a mix of old and new buildings and architectural styles.

The City Core is intended to remain the central area of the community and serve as the highest order mixed use centre. The City Core will be the hub of the city's business community, containing the largest office buildings and a blend of professional and business service functions. It is the principal location for administrative offices and professional services to support the logistics sector, tourism, arctic-focused partnerships and nation building projects within the City.

The City balances infill and redevelopment of vacant and underutilized parcels by providing land use flexibility and adaptive reuse of existing buildings, aligned with the City's downtown revitalization goals.

Vacant and under-utilized parcels in the City Core will be encouraged for mixed use development with active street level commercial uses and residential above. Intensification will be achieved through mandatory mixed-use along key streets, increased building height and lot coverage to support local businesses, services, and winter vitality. The City Core will grow as a 24/7 community, beyond a government and commercial purpose district.

**Call-out:** The City Core policies are supported by the objectives outlined in Section 3 under the four thematic goals - Growing, Living, Working, and Moving around YK. The objectives support an adaptable, affordable, efficient, and inclusive City Core. They promote flexible, mixed-use buildings that can respond to changing needs over time. They focus on intensification or redeveloping vacant and underutilized lands and parking lots into higher intensity uses. This approach revitalizes the City Core and makes better use of existing infrastructure. The policies also support diversity and housing affordability, helping to create a community where all residents can remain and build a future.

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 - City Core)
<b>Growing YK</b>	GKY-3, GYK-4	New residential developments or redevelopment within the City Core shall achieve a minimum net intensity target of 100 Units Per Hectare (UPH). (adapted from 6-a)
	GYK-4	New developments shall not have minimum parking requirements. Any new off-street parking for multi-unit residential developments shall be restricted to a maximum of 0.5 stalls/unit. (adapted from 7-a)
	GYK-4	New surface parking lots shall not be permitted within the City Core. (adapted from 2-a)
	GYK-4	Parcels primarily used for surface parking are encouraged to redevelop for mixed-use intensification. The City will support the removal of parking-related caveats where they constrain redevelopment. (new policy)
	GKY-3, GYK-4	Adaptive reuse and redevelopment of surface parking parcels that includes mix of housing units are supported through the City's Development Incentive Program. (adapted from 2-b and 2.c)
	GYK-2	Mixed-use developments with 20 or more residential units that require municipal infrastructure upgrades and public realm improvements may have cost sharing or funding mechanisms in place to enhance development opportunity (adapted from 8-a).
	GYK-5	Infill and Greenfield development shall correspond with the City's intensity and affordable housing targets. (new policy)
	GYK-5	Purpose-built rental, Indigenous-led housing, and senior housing developments should be encouraged in the downtown area. (new policy)

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 - City Core)
Living in YK	LYK-1	New multi-unit developments with more than 20 units shall designate a minimum of 15% of total units as affordable housing. (new policy)
	LYK-1	New multi-unit developments with more than 20 units shall designate a minimum of 15% of the total units as accessible barrier-free housing. (new policy)
	LYK-1	Multi-unit developments shall provide bicycle parking spaces equal to at least 120% of the total number of dwelling units, split between 20% temporary (visitor) and 100% permanent (resident) use. (adapted from 3-a)
	LYK-2	Street-front building designs shall adhere to the Yellowknife Downtown Facade Improvement Guidelines. (adapted from 9-b)
	LYK-2	Street-level parking shall not front any major arterial roads in the Downtown Core. (adapted from 9-a)
	LYK -3	Public areas shall be designed to accommodate diverse activities and foster a sense of belonging for all ages and abilities. (adapted from 10-a)
	LYK-2	Active frontage, such as patio development along commercial and mixed-use areas should be encouraged in the City Core. (adapted from 14-a)
	LYK-2	Vacant or under-utilized lots in the City Core require a framework to increase support for public open space amenities, tourism, commercial uses, and mixed use and affordable housing development. (adapted from 11-a)
	LYK - 4	Traditional healing, Indigenous-led services, and cultural practice spaces are encouraged and to be incentivized for development in the City Core. (new policy)
Working in YK	WYK – 1, WYK - 4	Priority shall be given to advancing the establishment of a Business Improvement District along the Franklin, 48th, and 49th Street corridors through business engagement ( <b>Map 3a</b> ). (new policy)
	WYK - 2	City Infrastructure shall be developed in accordance with the recommendations from City’s Accessibility Audit and Development & Design Standards Manual. (adapted from 5-b)
	WYK - 4	All new developments or redevelopments along 50 <sup>th</sup> Avenue and on 48th street to 53rd street between 49th Ave and 52ndAve, exceeding three storeys in height, shall include ground-level active commercial uses (e.g. office, retail, or restaurant) fronting the street. ( <b>Map 3a</b> ). (adapted from 14-b)

<b>Thematic Goal</b>	<b>Objective Code (identifying Image)</b>	<b>Policies (from Section 4 - City Core)</b>
Moving Around YK	MAYK - 1	A phased implementation approach to the development of cycling infrastructure should be prioritized in the City Core and surrounding areas in order to fulfill the recommendations of the Transportation Master Plan. (adapted from 5-a)
	MAYK - 3	A connected network of walking and cycling infrastructure shall be established in the City Core. (adapted from 4-a)





### 4.1.2 Central Residential

Total Area: 215.5 ha

The central residential area, as identified on the *Downtown - Central Residential Land Use Designation Map (Map 4)*, surrounds the Core and primarily consists of compact low-rise residential development. The area is intermixed with some medium-intensity apartments and buildings that have seen adaptive re-use for small-scale offices and/or retail spaces. It is a transition area between the high-density intensity city core and other area designations like Old Town, the Recreation Hub, and Old Airport Road Commercial. The area is a geographically convenient place to live, as services are easy to access by walking, biking, driving and public transit.

The area is mostly low intensity residential but due to its proximity to walkable amenities and grid pattern of streets, it is suitable for transition to higher intensity residential and multi-use development through infill. Infill opportunities include development of vacant lots or redevelopment and densification of existing developed lots. Back laneways exist from 46<sup>th</sup> Street to 56<sup>th</sup> Street that allow road access to the back of the lots that could accommodate smaller alternative forms of infill such as secondary suites, mixed-use amenities or urban agriculture activities. All new developments shall be connected to the existing active transportation network, including walking and cycling trails where available, and shall accommodate alternative modes of transportation.

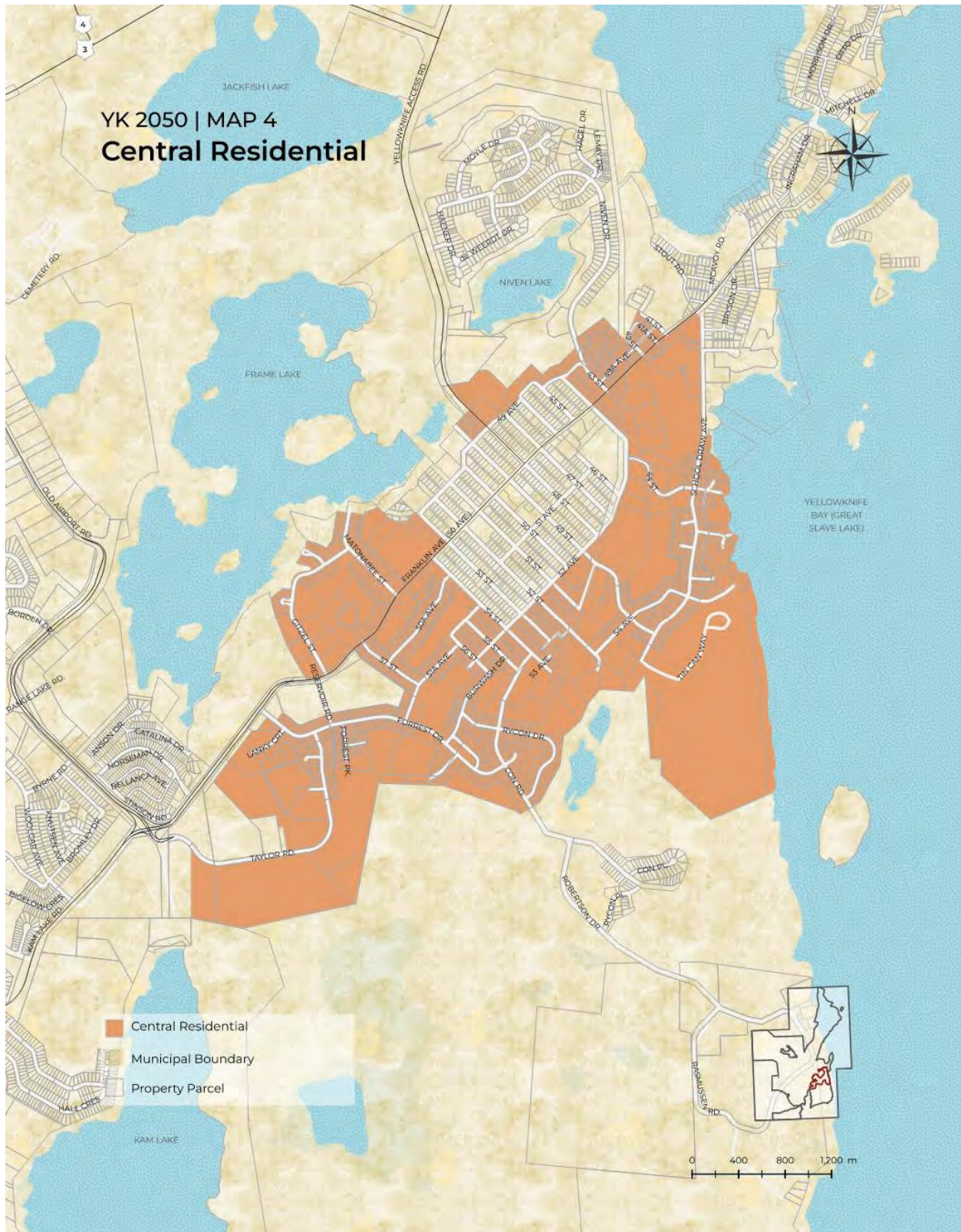
Call-out: The Central Residential policies are driven by the thematic goals of Growing, Living, Working, Natural, Moving around, and Proudly YK, with each policy supported by specific objectives found in Section 3 of the community plan. These objectives promote environmentally responsible growth through urban intensification and climate resilience, utilizing mandates like minimum net densities and reduced parking requirements to increase housing supply and support mixed uses. To enhance livability and inclusivity, the policies require multi-unit developments to include affordable and accessible housing while expanding investments in public spaces and recreational facilities. The framework also supports and prioritizes a safe, year-round active transportation network that connects neighborhoods to the city core. Finally, the plan protects Yellowknife’s unique Northern identity and natural heritage by ensuring public access to nature.

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – Central Residential)
Growing YK	GYK-2, GYK-3	Development shall provide a gradual built-form transition from mixed-use to multi-unit, and subsequently to low-intensity forms. (adapted from 3-a)
	GYK-4	Off-street parking minimums for new developments shall be reduced to: <ul style="list-style-type: none"> <li>Secondary dwelling units shall have no minimum parking requirement.</li> </ul>

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – Central Residential)
		<ul style="list-style-type: none"> <li>One-bedroom and studio units shall have no minimum parking requirement. (adapted from 4-a)</li> </ul>
	GYK-4	New residential developments shall achieve a minimum net intensity of 65 Units Per Hectare (UPH). (new policy)
	GYK-4	Zoning By-law amendments should extend the transitional Residential Intensification zone to appropriate Central Residential areas connected to public transit, pedestrian and cycling routes, and amenities, that will encourage more housing supply. (adapted from 4-b)
Living in YK	LYK-1	New multi-unit developments, with more than 20 units, shall designate a minimum of 10% of total units as affordable housing. (new policy)
	LYK-1	Multi-unit developments shall provide bicycle parking spaces equal to at least 120% of the total number of dwelling units, split between 20% temporary (visitor) and 100% permanent (Resident) use. (new policy)
	LYK-2	Intensification in the Central Residential designated area should require municipal and private investment in open spaces. (adapted from 2-c)
	LYK-2	All park and recreation facilities should be enhanced throughout the Central Residential zone. (adapted from 2-a)
Working in YK	WYK - 1	Small-scale urban agricultural activities shall be permitted, provided they are accessory to residential uses and do not negatively impact the residential character of the neighbourhood. (adapted from 7-a)
	WYK - 1	Community gardens shall be permitted and encouraged in Central Residential area. (new policy)
Natural YK	NYK-1	Environmentally sensitive land that is difficult to develop because of ground movement, permafrost, or risk of erosion or flooding shall remain as dedicated open space. (adapted from 2-b)

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – Central Residential)
Moving Around YK	MAYK-3	Cycling infrastructure in the Central Residential area should require an implementation plan in order to construct the missing components of it in accordance with the Transportation Master Plan. (adapted from 4-b)
Proudly YK	PYK-4	Development of Tin Can Hill shall be designed to minimize disturbance to the natural environment, significant heritage features, and recreational areas. (adapted from 8-a and 9-a)

Map 4: Central Residential



## 4.2 Niven Residential

*Total Area: 86 ha*

Niven, as identified on the *Niven Residential Land Use Designation Map (Map 5)*, is a residential area that is located adjacent to the downtown core and provides easy access to the core of the City by all multimodal transportation modes. It will continue to be a mix of low, medium and high-intensity residential uses with mixed-use activities that will encourage and/or incentivize community-oriented land use functions.

The fringe of Niven is a primary trail network, providing year-round connection from ~~connecting~~ Back Bay to the Capital Area and beyond for walkers, skiers, snowmobilers and cyclists. The natural landscape and the rock cliff on the eastern portion of the designation is an important natural feature that is intended to be preserved. The trails around Niven Lake are important for maintaining permanent public access around Niven Lake, Future strategies should focus on strengthening connectivity between this trail and the City’s broader walking pathways while preserving passive recreation use around the lake.

**Call-out:** The Niven Residential policies are supported by the objectives outlined in Section 3 under the four thematic goals - Growing, Living, Working, and Moving around YK. The objectives center on creating a balanced, inclusive, and highly connected urban environment. By managing development and redevelopment that respects the community’s character through compatible land use, the plan ensures the Niven residential area doesn't lose its unique feel. Key to this vision is a commitment to socio-economic diversity, achieved through a mix of housing types and tenure options that make the city accessible to all income levels. Beyond housing, the framework emphasizes a safe and year-round public realm, integrating robust public transit with an extensive active transportation network. This ensures that whether by bus, bike, or foot, residents remain seamlessly connected to both essential services and the city’s iconic natural landscapes.

Thematic Goal	Objective Code	Policies
Living in YK	LYK-1	A full range of housing types across the housing continuum, including single-unit and multiple-unit dwellings, shall be permitted. (adapted from 4-a)
	(LYK -3)	Community amenities shall be provided in accordance with applicable development standards. (adapted from 6-a)
Moving Around YK	MAYK - 3	A phased implementation approach to developing increased walking and cycling infrastructure connecting the Niven Lake trail to Frame Lake and Great Slave Lake should be prioritized, in accordance with the Transportation Master Plan. (adapted from 1-b)



### 4.3 West Residential

**As amended by By-law No. 5102 May 12, 2025**

*Total Area: 361.6 ha*

The West Residential designation, as identified on the *West Residential Land Use Designation Map (Map 6)*, is primarily a residential area. The area is adjacent to the Old Airport Road Commercial area and is commonly known as Frame Lake South and Range Lake. There are some institutional and recreational land uses in the area such as schools, parks, and sport fields. Most of the residential development is characterized by low intensity single family dwellings with some medium intensity residential development such as row-houses, duplexes, and low-rise apartment buildings. The West Residential area is functionally connected to the Old Airport Road Commercial area, where residents access many of their services and daily needs.

The land use in this area will continue to be primarily residential. However, there will be opportunities for other types of activities that are compatible with the existing land uses while enhancing the amenity options within walking distance of residential development. Such amenities could include parks, places of worship, convenience stores, schools, day-cares/day homes, home-based businesses, and home offices. These types of amenities support more complete neighbourhoods by making services more accessible for residents.

Medium intensity residential development, such as row-housing, duplexes, and low-rise multi-unit buildings, will be encouraged on land adjacent or near to Old Airport Road and parts of Range Lake Road. This type of intensity already exists in this area and residential lots in this area are within walking distance of amenities such as schools, parks and retail and commercial services.

Improvements to the transportation networks between the West Residential area, Old Airport Road Commercial area, and the Recreation Hub area (identified in *Land Use Designation Map*) will be necessary to accommodate additional development in this area. Specific emphasis will be placed on improving multi-modal transportation such as walking, cycling, and public transportation to better connect the West Residential area to other parts of the City.

Several natural areas such as Range Lake, Balsillie Court, Kam Lake Road/Old Airport Road, were identified natural areas that should be considered for preservation in the *2010 Natural Area Preservation Strategy*. The Balsillie Court is the area between the West Residential and the Airport Designation; it and Range Lake are not suitable for ~~intense~~ development because of environmental ground conditions (natural lakes or wetlands). Both shall remain natural areas, providing a buffer from airport operations, and continued use for passive recreation, or considered for potential low impact agricultural uses such as raised garden beds.

**As amended by By-law No. 5102 May 12, 2025**

To redesignate approximately 5.18 ha of site specific, vacant land, to allow for residential development. The land legally described as Lot 1, Block 553, Plan 1907 (located at the corner of Deh Cho Boulevard and Kam Lake Road) is to be removed from the 'Kam Lake' land use designation, as designated in City of Yellowknife, Community Plan, By-law No. 5007. Lot 1, Block 553, Plan 1907, is hereby redesignated as

‘West Residential’ land use designation and is subject to the policies of section 4.6 West Residential, as outlined in in the Community Plan, upon the effective date of this by-law (May 12, 2025).

**Call-out:** The policies for the West Residential area are guided by four primary thematic goals: Growing YK, Living in YK, Natural YK and Moving Around YK - with particular focus on active transportation and transit connectivity, land use diversity, environmental management, and housing affordability and intensity. The objectives aim to ensure infrastructure is safe and accessible for all ages, while allowing for a strategic mix of institutional, commercial, and recreational uses that complement the residential fabric and transition in scale between low-rise residential areas and large-footprint mixed-use, commercial and industrial blocks. There is a clear directive to prioritize housing variety and intensification throughout the designation with the highest intensity development concentrated along transit corridors. Natural heritage areas identified in the West Residential area will have environmental protections through the natural heritage overlay.

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – West Residential)
Growing YK	GYK-2	Institutional uses that are compatible with neighbourhoods shall be permitted. (adapted from 3-a)
	GYK-2	All non-residential or higher intensity residential development shall be compatible with existing residential land uses. (adapted from 8-a)
	GYK-3	Community-scale commercial (e.g. convenience store, personal services etc.) uses shall be permitted. (adapted from 3-b)
	GYK-3	Large commercial and mixed-use facilities shall be limited to sites along Arterial or Collector Roads or be contiguous with local service facilities. (adapted from 3-d)
	GYK-3	Mixed-use development, featuring street-level commercial space with residential units above, shall be encouraged where the West Residential and Old Airport Road designations abut to create a seamless, dynamic transition between the two areas. (new policy)
	GYK-3	Land uses shall facilitate a gradual transition in scale and intensity between low-intensity residential areas and adjacent medium-intensity mixed-use/commercial uses to improve the interface between these zones. (new policy)
	GYK-5	Multi-unit medium-intensity residential development that are compatible with the existing residential uses shall be permitted. (new

Thematic Goal	Objective Code (identifying Image)	Policies (from Section 4 – West Residential)
		policy)
	GYK-2	Shared parking options may be utilized for new multi-unit developments to reduce off-street parking requirements. (NEW-Based on Engagement Report.
	GYK-4	Residential intensification should be permitted along the transit corridors. (adapted from 6-a)
<b>Living in YK</b>	LYK-1	A full range of housing types across the housing continuum, including single-unit and multiple-unit dwellings, shall be permitted. (adapted from 7-a)
<b>Natural YK</b>	NYK-1	Natural areas of Balsillie Court and Range Lake shall remain part of the natural heritage and act as a buffer between the Airport and West Residential Area. (adapted from 4-a)
	NYK-2	Community park and recreation uses shall be permitted. (adapted from 3-c)



## 4.4 Grace Lake Residential

*Total Area: 27.5 ha*

Grace Lake, as identified on the *Grace Lake Land Use Designation Map (Map 7)*, is an estate style residential area.

Compared to other residential areas, Grace Lake is located away from public amenities and services like retail shopping, recreational facilities, and other public facilities. It is located approximately five km from the downtown core area of the City.

The land use in this area will continue to be low to medium intensity residential. Other uses such as industrial and commercial activity will not be permitted, with the exception of home-based businesses.

Given the low population intensity of the area and distance to other built-up areas of the city, it is unlikely that public transit service will be extended to this area. no extension of piped water (drinking water or wastewater services) to this area is contemplated for the planning period contemplated by this plan.

Grace Lake is a natural heritage resource that is used by many residents for passive recreation activities. Development along the south shore of Grace Lake will provide a buffer along the shoreline that will allow for public access.

**Call out:** The Grace Lake Residential policies are supported by the objectives outlined in Section 3 under the three thematic goals – Growing, Natural and Moving around YK. The objectives center on fostering sustainable community growth by prioritizes the preservation and expansion of "green and blue" spaces, ensuring that all residents maintain high-quality access to nature and waterbodies. The policies support context-sensitive land use by promoting mild intensification through secondary dwelling units, and promote environment protection to avoid future land-use conflicts.

Thematic Goal	Objective Code	Policies
Living YK	LYK-1	Residential development may include up to two secondary dwellings units and one primary dwelling on one lot. (new policy)
Natural YK	NYK - 2	Public access to the south shoreline of Grace Lake shall be maintained for recreational activities. (adapted from 4-a)
Moving Around YK	MAYK - 4	A phased implementation approach to developing a trail network that connects Grace Lake to the Cities existing trail network should be prioritized, in accordance with the Transportation Master Plan. (adapted from 4-b)

Map 7: Grace Lake (Residential)



## 4.5 Frame Lake

*Total Area: XXX ha*

The Frame Lake area as identified on the *Frame Lake Land Use Map (Map 8)* serves as Yellowknife’s civic and environmental anchor, where nature meets the urban landscape of the city.

The Frame Lake designation is an area identified for development. Development will include a mix of primarily residential and some commercial uses incorporating a mix of residential forms from low to medium and some high-intensity development. The focus will be to integrate new development seamlessly with the natural environment. Trails and potential transit extensions will better link the Frame Lake Residential area with the Niven Residential area, creating a cohesive network of open spaces and multi-modal transportation routes. This will ensure that as new development occurs, the community retains its signature access to the beauty, solitude and peace of nature.

The designation also respects significant ongoing land tenure processes, specifically the Akaitcho Interim Land Withdrawal. This overlay identifies Commissioner’s lands of interest to the Akaitcho Dene First Nations, ensuring their interests are protected during negotiations with the Government of the Northwest Territories and the Government of Canada. Any future development in these areas is coordinated through intergovernmental cooperation to ensure that the eventual settlement strengthens the cultural identity of the Capital Area while maintaining its environmental integrity.

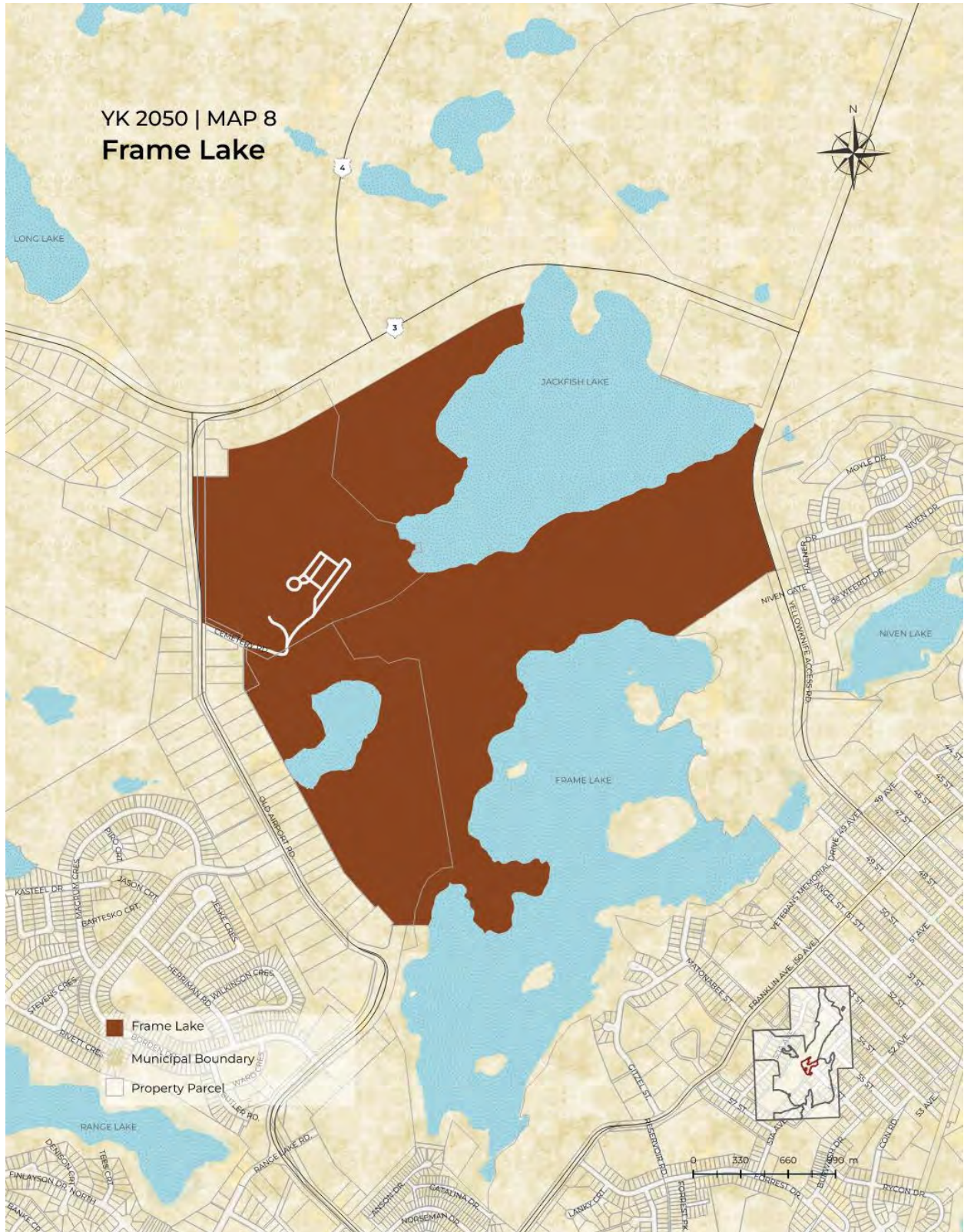
**Call-out:** The objectives for this designation prioritize environmentally responsible and inclusive growth. This is achieved by mandating shoreline buffers that incorporate the McMahon Frame Lake Trail to protect its integrity, and by requiring large residential developments to provide a full continuum of housing, including specific percentages of affordable and universal design units. Policies guide a gradual transition in building scale from intensive mixed-use near Old Airport Road to neighbourhood-oriented residential forms, utilizing Area Development Plans to identify necessary community amenities, parks, and infrastructure sequencing. To foster a complete community, the policies encourage diverse housing types and permits cultural and institutional uses such as traditional healing spaces, while simultaneously enhancing connectivity through improved transit options, active transportation networks, and new links to the McMahon Frame Lake Trail system.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-1	The Bristol Pit shall be preserved for year-round recreational use, specifically for activities such as snowboarding, skiing, skateboarding, and mountain biking. Future enhancements shall be limited to those that build on existing winter and summer recreational activities.
	GYK-2	New residential development near Old Airport Road shall establish a gradual transition in scale, moving from intensive mixed-use forms near the main corridor to neighbourhood-oriented residential forms
	GYK-3	

Thematic Goal	Objective Code (identifying Image)	Policies
		farther east from Old Airport Road.
	GYK-3	New development shall not exceed the height restrictions set in the Yellowknife Airport Zoning Regulations SOR/81-472.
	GYK-3	Area development plans shall be used as a tool to guide development in the area.
	GYK-3	New development shall ensure the preservation, continued access, and expansion, the Lakeview Cemetery.
	GYK-4	New intensive mixed-use forms of development shall achieve a minimum net intensity of 65 Units Per Hectare (UPH).
	GYK-5	A mix of different housing types including low to medium intensity residential and high intensity mixed use development shall be permitted in accordance with the Frame Lake Residential Area Development Plan.
	GYK-5	Non-market housing and shelter facilities are encouraged in the Frame Lake Area.
	GYK-5	Purpose-built rental developments should be encouraged. Akaitcho-led Housing should be included.
	LYK-3	Accessible and universal design public space, neighbourhood parks, and community amenities shall be identified in the Area Development Plan and incorporated into new residential development.
	LYK-5	New development within the Frame Lake area shall be connected to municipal water and sewer services, in accordance with the standards and sequencing outlined in <b>Section [X]</b> Servicing and Infrastructure.
<b>Working in YK</b>	WYK-3	Live-work residential dwellings units shall be permitted along arterial or major collector roads to allow for neighbourhood scale commercial and support services such as hair salons, and wellness clinics.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Natural YK</b>	NYK-1	Land use changes shall establish a minimum of <del>30</del> 15 metres of buffer zones along lakeshore of Frame Lake to maintain the integrity of the Frame Lake Trail and prevent shoreline privatization.
	NYK-1	Buffer areas of 15 meters shall protect shorelines in their natural state from development.
	NYK-1	New development shall incorporate, where necessary, engineered solutions to maintain the natural drainage channels between Jackfish Lake, Frame Lake, and Niven Lake. Where possible there should be no adverse impacts on adjacent properties.
	NYK-2	Frame Lake Trail shall be improved to become more accessible to people of all ages and abilities.
<b>Moving Around YK</b>	MAYK-3 MAYK-4	All new developments shall be connected with multi-modal transportation networks linking to the existing city networks in accordance with the Transportation Master Plan.
	MAYK-4	Cycling and pedestrian infrastructure in Frame Lake designation area shall require an implementation to enhance the existing networks and construct the missing components of it in accordance with the Transportation Master Plan.
	MAYK-2	All new developments within the Frame Lake designated area shall be planned in alignment with future public transit infrastructure in accordance with the Transportation Master Plan.
<b>Proudly YK</b>	PYK-4	Any new development shall be designed to preserve and enhance special views, specifically those of the Legislative Assembly, The Prince of Wales Northern Heritage Centre, Somba Ke' Park and the Ceremonial Circle.

Map 8: Frame Lake



## 4.6 Old Town

*Total Area: 92.9 ha*

Old Town and Latham Island, as identified on the *Old Town Land Use Designation Map (Map 9)*, is recognized as an integral part of Yellowknife’s history and a major part of the unique character and personality of the community. It will continue to be characterized by eclectic building forms, human scale streets, modern and rustic materials, an active and natural waterfront, prominent rock outcroppings, and a diversity of people and activities that reflect the independent, industrious and artistic culture of Yellowknife. The eclectic and historic nature of the area is a major tourist draw, including unparalleled views of the city and Yellowknife Bay from Bush Pilots Monument. It is important to recognize, protect, and celebrate the unique features of the area so that residents and visitors can continue enjoying Old Town’s charm.

Land uses and associated activities in Old Town should be balanced to preserve the organic and historic built form of the area while addressing the growth pressures of increased tourism and commercial interest. Old Town and Latham Island are also not served by year-round piped water services. This restricts some types of land uses due to the limited capacity and high cost of trucked water services versus piped water services.

The area specific objectives and policy statements are intended to protect and enhance the cultural heritage value of Old Town while allowing it to continue to evolve and adapt to the broader contemporary economic, environmental, and social objectives of the City of Yellowknife. 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.

Old Town will continue to accommodate a mix of residential and commercial uses. It will continue to serve as a destination for Yellowknife residents and visitors year-round as they access a broad variety of activities and services from Old Town including:

- Unique character restaurants and pubs
- Boutique bed & breakfast accommodations
- Historical buildings
- Bush Pilots Monument
- Float plane bases
- Old Town guided walk
- View of the house boat community
- Natural features (rock outcrops)
- Access to Yellowknife Bay which supports winter events like the Snow King and festival and ice racing
- Location of a several tourism operators

Old Town and Latham Island are also an important link to the Yellowknives Dene First Nation (YKDFN) Community of N’dilo. It provides the only land-based access to this community. The YKDFN are an important part of the history of Old Town and lived in the area long before the existence of Old Town. The YKDFN will continue to be an integral part of Old Town, and Latham Island and Jolliffe Island, as reconciliation processes and commitment to regional co-existence evolve. This area’s objectives and policies will respect and complement the Community of N’dilo and the YKDFN.

Water access to Great Slave Lake from Old Town is important for boaters, float plane operators, recreational vehicles (motorized and non-motorized), and for shoreline viewing or swimming. Access to the water for the public will be maintained and enhanced.

The redevelopment vision for the area will reflect the careful and incremental redevelopment of key sites and waterfront areas to add additional activities and increase public waterfront access, while at the same time respecting the organic and historic character of the area.

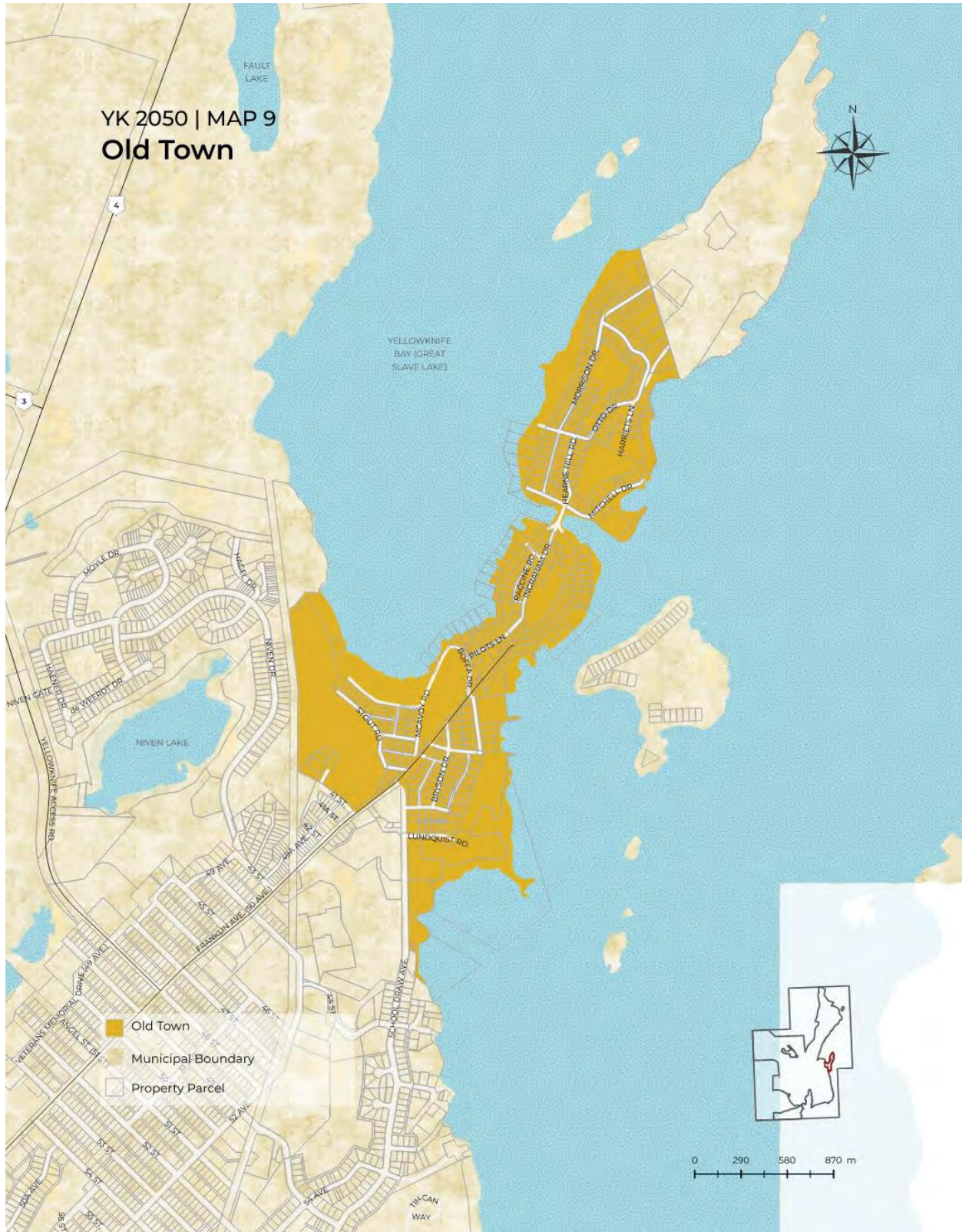
**Call-out:** Guided by six thematic goals, the Old Town designation establishes policies that balance sustainable residential and commercial redevelopment opportunities with the preservation of the area’s unique heritage and natural environment. Policies support this balance by limiting auto-oriented uses, and encouraging sensitive redevelopment of residential and commercial land, while maintaining Latham Island primarily for residential use. Economic and cultural vitality is promoted through adaptive re-use of historic buildings, relocation of incompatible industrial uses, and protection of waterfront access for aviation and tourism along the causeway. Environmental protection is prioritized through the preservation of key landmarks such as Bush Pilots Monument, Willow Flats, and natural shorelines, with environmental studies required where bedrock or shoreline alterations are proposed.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2	Motor vehicle-oriented uses such as non-accessory surface parking lots and drive-thrus shall not be permitted (adapted policy 3-a)
	GYK-2	Only residential development shall be permitted on Latham Island except for home-based businesses and properties with direct access to the causeway. (adapted from policy 9-a)
	GYK-3	Redevelopment and retrofitting of residential and commercial uses shall be permitted in all applicable areas, except Latham Island, where development shall maintain the established residential character and land use pattern of the neighbourhood. (adapted from policy 15a)
	GYK-4	Off-street parking minimums for residential and commercial uses shall be reduced. (adapted from policy 4a)

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-3	Lot consolidation shall be encouraged to facilitate residential and commercial development that provides public access to the waterfront. (new policy)
	GYK-3	City owned lands fronting the waterfront shall be redeveloped to provide public access. (new policy)
	GYK-3	Incentives for relocation of incompatible industrial and storage uses out of Old Town to industrial designations shall be considered. (new policy)
<b>Living in YK</b>	LYK-1	Medium intensity multi-unit residential development shall be permitted. (former policy 14-a)
<b>Working in YK</b>	WYK-3	The causeway/narrows area between Latham Island and the mainland shall be preserved for commercial operations namely aviation and supporting uses, tourism operator activities that require waterfront access and boat docks. (former policy 11-a)
	WYK-1	Old vacant buildings with heritage significance that represent the historical activities that once characterized the area may be incentivized to accommodate adaptive uses. (former policy 8-a)
<b>Natural YK</b>	NYK-1	New development shall not adversely impact natural geographic features and the environment. (former policy 1-a)
	NYK-1	Any alteration of significant natural bedrock and shoreline features shall be avoided if possible. If alteration of natural bedrock and shoreline features is unavoidable, a professional environmental and/or geotechnical study shall be required. (former policy 1-b)
	NYK-1	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 shall be preserved as natural areas. (former policy 17-a)
	MAYK-1	A phased implementation approach to the development of cycling infrastructure shall be prioritized in Old Town to fulfill the

Thematic Goal	Objective Code (identifying Image)	Policies
Moving Around YK		requirements of the Transportation Master Plan. (former policy 7-a)
	MAYK-1, MAYK-5	New development or redevelopment in Old Town shall demonstrate there is no undue pressure on on-street parking and appropriate mitigation measures are provided as part of the development approval process. (new policy)
Proudly YK	PYK-1	City infrastructure shall be developed in accordance with the recommendations from the City's <i>Accessibility Audit and Development &amp; Design Standards Manual</i> . (former policy 6-c)
	PYK-2	Adaptive re-use of historical buildings, particularly those in deteriorated condition, shall be encouraged. (former policy 8-b updated)

Map 9: Old Town



## 4.7 Old Airport Road (Mixed Use)

*Total Area: 102.5 ha*

Old Airport Road, as identified on the *Old Airport Road - Land Use Designation Map (Map 10)*, serves as a major transportation and commercial hub for the City and the Northwest Territories. Historically characterized by large-format retail and surface parking, the 25-year planning horizon for the area supports a transition to a **high-intensity, mixed-use corridor** designed to support a more complete and inclusive community. Policies that have an \* apply when municipal services are available to the lot line.

The city is actively promoting mixed-use, multi-unit commercial and residential development, including market and non-market housing, health-sector housing, live-work units, assisted housing, special care housing, and student-oriented housing to move away from purely auto-oriented activities. While the corridor will continue to meet the community's commercial needs, the strategy focuses on:

- **Transit-Supportive Intensity:** Concentrating high-intensity residential and commercial spaces along the main thoroughfare to encourage public transit use and walkability.
- **A "Complete Community" Model:** Integrating a range of residential options to enliven the area throughout the day, ensuring the district remains active long after business hours.
- **Institutional Integration:** Maintaining the area's role as a healthcare hub, including the Stanton Territorial Hospital and the medical clinic and outpatient rehabilitation services in the Łiwegqati Building, while surrounding them with supportive institutional and professional services.

Future development will follow a scaled intensity approach. Higher intensity projects will be prioritized directly along Old Airport Road, with building heights and intensities tapering down as they move further from the primary corridor. This ensures an appropriate transition into surrounding areas while maintaining the corridor's commercial function through flexible mixed-use policies.

**Call out box:** This Old Airport Road policies are supported by the objectives outlined in Section 3 under the four thematic goals Growing, Living, Working and Moving around YK. The objectives support urban intensification and vibrancy by transforming vacant and under-utilized lots and parking areas into high-intensity, mixed-use developments that respect surrounding community character. Growth is supported by inclusive land-use policies that protect local businesses through incentives and promote a unique local identity for tourism. To ensure a highly livable environment, the plan integrates an accessible public transit system with a safe, year-round active transportation network, prioritizing pedestrian comfort and non-motorized mobility within a cohesive urban fabric.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-2	New development along Old Airport Road should prioritize locating off-street parking behind buildings to enhance the quality of the streetscape and reduce the visual impact of surface parking.
	GYK-2	Support functions, such as loading and servicing areas, shall be located at the rear of lots and be adequately screened.
	GYK-3	Proposed land uses adjacent to the Stanton Hospital shall not conflict with the function, services, and safety of the hospital.
	GYK-3	*New developments on lands fronting Old Airport Road shall be mixed use.
	GYK-4	*New vehicle-oriented development shall not have vehicular access from Old Airport Road and may be serviced from accessible existing or new service roads.
	GYK-4	*Existing vehicle-oriented uses should be encouraged to be redeveloped into transit-supportive developments.
	GYK-4	*Mixed-use developments are encouraged to incorporate at least two stories of commercial or retail space at the ground and second levels to accommodate large-format retailers, with residential units integrated above or to the rear of the site.
Living in YK	LYK -3	Buildings oriented towards Old Airport Road shall feature a clearly defined primary entry point opening directly onto the public sidewalk.
	LYK-3	Commercial development shall meet universal design standards.
	LYK-3	*Sidewalks shall have a minimum width of 3 meters of paved surface for multi-purpose use along with larger boulevards to accommodate amenities like trees, benches and bus shelters as part of complete street.
	LYK-3	New development should be sited adjacent to the street to provide direct access for multi-modal transportation and minimize interaction with vehicle parking areas.
	LYK-1	*Mixed-use residential development may be incentivized to encourage medium to high-intensity residential and commercial development along Old Airport Road.

Thematic Goal	Objective Code	Policies
Working in YK	WYK-2	*Healthcare sector housing and essential workers housing, live-work units, assisted housing, special care housing, and student housing shall be permitted.
	WYK - 3	*Commercial hotels and motels, shall be permitted within the corridor.
	WYK - 1	Heavy and light industrial activities shall be incentivized and encouraged to relocate to the Engle Business District.
Moving Around YK	MAYK - 3	*Infrastructure development should prioritize eliminating gaps in walking cycling and trail networks in accordance with the Transportation Master Plan.
	MAYK - 5	Commercial and mixed-use development should be designed to accommodate walking, cycling, and public transit.

Map 10: Old Airport Road (Mixed Use)



## 4.8 Highway Commercial Area

Highway Commercial, as identified on the *Highway Commercial Land Use Designation Map (Map 11)* is an area strategically situated along Highway 3, serving as a vital gateway within the proposed Northern Arctic Economic Corridor. This location presents a unique opportunity to develop a highway-oriented commercial hub that supports regional mobility and the efficient movement of freight. By accommodating a range of commercial services, the site will bolster local economic activity and strengthen the City’s role as a primary service center for corridor-related trade and travel. Given its position along a key regional transportation route, the lands present opportunities to support regional mobility and freight movement while also accommodating complementary highway commercial uses that could contribute to local economic activity and strengthen the City’s role in servicing corridor-related travel and trade.

A portion of these lands are in the interim withdrawal lands, as identified on the Akaitcho land use overlay map. Consequently, any proposed development within these areas requires proactive support and meaningful collaboration with the Akaitcho Dene First Nations.

To balance these vehicle-heavy uses with safety and aesthetics, the policies require that direct access from Highway 3 be limited using service roads, where appropriate, while also mandating the inclusion of safe pedestrian routes and the maintenance of existing trail networks in the area.

The designation also prioritizes environmental and cultural protection by enforcing a 15-metre buffer along Jackfish Lake, maintaining natural drainage channels, and strictly protecting nearby landmarks like Bristol Monument Park and Lakeview Cemetery from development impacts.

**Call-Out:** The primary purpose of this designation is to accommodate a diverse range of highway-oriented commercial services that support regional transportation and the traveling public. To ensure the long-term health of the City’s core, this designation focuses on large-format, vehicle-dependent uses—such as automotive sales and service, freight logistics, and specialized traveler services—that require significant space and highway visibility. This approach is intentionally designed to complement, rather than compete with, the boutique retail, pedestrian-scale services, and high-density hospitality concentrated in the Downtown and Residential-Commercial (RC) areas.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2	Commercial service development shall primarily serve auto-oriented uses to avoid competition with smaller-scale community oriented and downtown retail services.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-3	New development within this designation shall not exceed the height restrictions set in the Yellowknife Airport Zoning Regulations (SOR/81-472).
<b>Natural YK</b>	NYK-1	Buffer areas of 15 metres shall protect the shoreline of Jackfish Lake.
	NYK-1	New development shall incorporate, where necessary, engineered solutions to maintain natural drainage channels to Jackfish Lake and not impact the territorial highway systems through storm water management.
	NYK-1	Bristol Monument Park and Lakeview Cemetery and the trails connected to these areas shall be protected from development.
<b>Moving Around YK</b>	MAYK-1 MAYK-5	Development shall include active transportation connections and safe pedestrian routes to ensure the safety of non-motorized transport.
	MAYK-4	Existing trail networks in the area shall be maintained and separated from the highway network.
	MAYK-6	Direct access to commercial development from Highway 3 shall be limited using a service road.
	MAYK-6	All new development or access connections fronting Highway 3 must obtain a permit from the GNWT Department of Infrastructure and adhere to all territorial highway setbacks and access regulations.
<b>Proudly YK</b>	PYK-2	Development visible from public roads or the highway shall incorporate visual screening such as landscaping or fencing to hide outdoor storage and parking areas from public view.



## 4.9 Kam Lake

*As amended by By-law No. 5102 May 12, 2025*

*Total Area: 188 ha*

Kam Lake, as identified on the *Kam Lake Land Use Designation Map (Map 12)*, is an area that supports the production and sale of goods and services in the City. Historically, Kam Lake was the primary light industrial area of the City. It was not designed to accommodate residential amenities such as parks, sidewalks or piped services. Currently, its primary land use activities include light industrial and commercial activities. Some parcels have accessory dwelling units that are intended to support the primary industrial or commercial uses. The commercial uses tend to have a quasi-industrial character whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on site, or large warehouse components that do not integrate well within residential streetscapes and neighbourhoods. These activities may also generate noise, vibrations, emissions and other nuisances that are not compatible with residential activities.

The area is a motor vehicle dominated environment, away from neighbourhoods and pedestrian oriented streetscapes. Landscaping has typically been used to screen property boundaries and this will continue to be a requirement.

Emerging industries that require lower land intensity, such as agriculture, animal services, animal shelters, horticulture, food processing and packaging, manufacturing of goods or artisanal products (carvings and others) may be accommodated on the larger lots in Kam Lake. Residential land uses may continue to be accessory to the primary land use activity. Land uses that are better suited to the City Core or other areas of the City, will be encouraged to re-locate to make space for new activities better suited for Kam Lake.

The area will remain a low intensity area with wider street widths and wide road shoulders. The primary purpose of the road network in the area is to support the safe movement of larger vehicles and equipment. However, Kam Lake Road is an important connection between the City Core and Old Airport Road for residents in Grace Lake. Separate walking and cycling infrastructure may be developed in sequence with major road repairs. However, the City may improve the safety of shoulders for walking and cycling in the interim.

New heavy industry land uses, which are not compatible with accessory dwellings, must be located in the Engle Business District or other areas that are designated for heavy industrial uses.

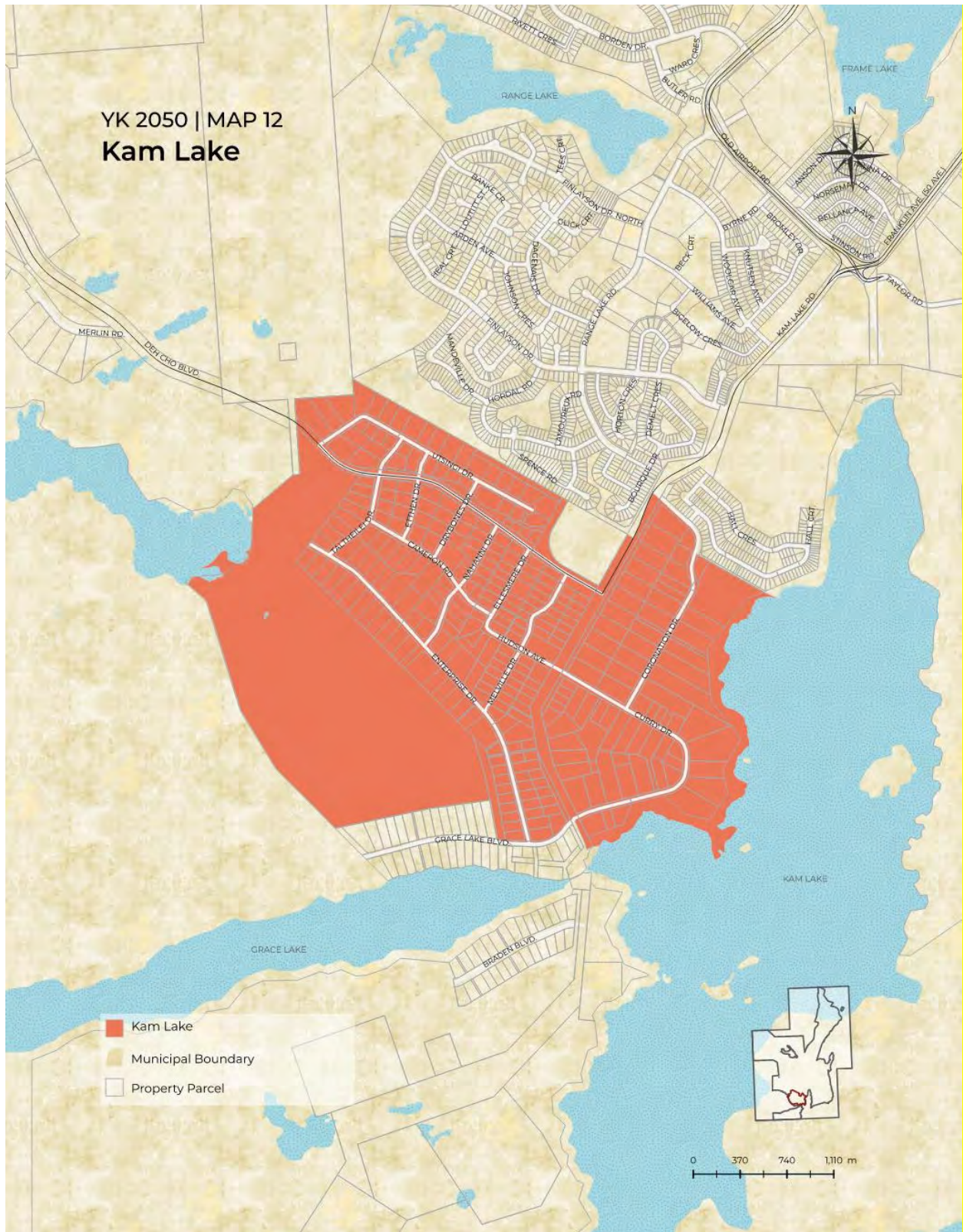
**Call-Out:** The Kam Lake designation is specifically intended for light industrial and quasi-industrial commercial activities that require large outdoor storage areas or generate nuisances incompatible with traditional residential neighborhoods or service commercial areas. Its core function is to support the production and sale of goods, safely accommodate the movement of large vehicles and equipment, and provide space for emerging lower-intensity industries such as agriculture, food processing, animal services, and artisanal manufacturing. To preserve this specialized light-industrial focus, residential uses are strictly limited to accessory dwellings that support primary commercial operations. Incompatible commercial uses are encouraged to relocate to the City Core, and new heavy industrial uses are explicitly prohibited and directed to the Engle Business District.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Growing YK</b>	GYK-1	Any new development near the west shoreline of Kam Lake shall preserve the existing natural heritage, maintain and expand public access, and protect view corridors to the lake. (new policy)
	GYK-2	Buffering and visual separation between lots shall be provided. (adapted from 10-a)
	GYK-2	Subdivision of new lots shall be contiguous to existing developed lots with appropriate lot sizes and access for light industrial commercial activities. (adapted from 13-a and 1-a)
	GYK-3	All new subdivided lots and development shall front on a municipal road to ensure adequate emergency response access. (new policy)
	GYK-3	Visual separation shall prevent land use conflicts and safety issues between adjacent parcels. (adapted from 10-a and 10-b)
	GYK-6	Subdivision of new lots and site design for new development shall incorporate adequate emergency response access and on-site fire mitigation measures. (adapted from 7-a)
	GYK-6	Landscaping shall adhere to Fire Smart principles. (adapted from 10-c)
	GYK-7	Urban agricultural activities which may include equine operations shall be permitted as long as the effluent (nutrient management of animal waste) is effectively managed on site. New development shall demonstrate that an effluent management plan has been prepared in accordance with Canadian best practices and that no adverse impacts are expected on adjacent properties. (new policy)
	GYK-7	Staging, plant growing facilities, and logistics for Commercial Urban Agriculture businesses may be permitted. (adapted from 12-a)

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-3	Land uses adjacent to West Residential area, should be limited to workforce accommodation, commercial and community services to provide a compatible transition. (new policy)
	GYK-3	New large commercial uses, such as large box stores should be encouraged to develop and relocated in Kam Lake. (new policy)
	GYK-3	Artisan workshops and facilities that generate dust, odour, or noise may be permitted where space requirements are met. (adapted from 4-a)
Working in YK	WYK-2	Residential land uses shall be accessory to the primary land use. <i>(Note: This aligns with maintaining business as the primary focus while permitting essential on-site housing)</i> . (adapted from 2-a)
	WYK-1	New development that includes Animal services shall be permitted. New kennels will be encouraged to locate to the Kam Lake South area. (adapted 15-a)
	WYK-4	Community or commercial activities better suited to the City Core should be relocated to appropriate locations. (adapted 14-a)
	WYK-1	Existing heavy industrial activities should be encouraged to re-locate to the Engle Business District. (adapted from 6-b)
	WYK-3	Tourism-related staging, storage, and warehousing may be permitted. (adapted from 11-a)
	MAYK-1	New public road networks shall be designed to ensure connectivity to adjacent lands and existing municipal rights-of-way. (new policy)

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Moving Around YK</b>	MAYK-4	A phased implementation approach to developing a trail network that connects Kam Lake to the Cities existing trail network should be prioritized, in accordance with the Transportation Master Plan. (new policy)

Map 12: Kam Lake



## 4.10 Kam Lake South

*Total Area: 356.6 ha*

Kam Lake South, identified on the *Kam Lake South Land Use Designation Map (Map 13)*, is an area that is intended to be the home for the dogs sledding community. Dog kennels and accessory residential uses as required for dog mushers that may wish to live on the same property as their dogs will be permitted uses. The City recognizes the traditional and historical importance of dog sledding in the community and the access to trails and lakes that have been established because of a long-term tenure in this area of Yellowknife. There is an active community of dog mushers who keep their dogs in this area and have developed a network of trails and access points that allow them to regularly run sled dog teams.

The area also supports some light industrial activities such as animal shelters and quarrying and has the potential to support increased tourism and commercial recreation activities as well as potential agriculture activities. Other tourism or commercial recreation activities, such as snowmobile tours or potential aurora viewing may also be permitted in the area. Agricultural uses, including greenhouses, small-scale farms, and animal husbandry will be permitted. Accessory dwelling units that support permitted tourism, commercial recreation and agriculture operation will be permitted. Any potential development must be aware that dog lots are present in this area and will remain.

There is an active quarry that has been operating in the area for over 40 years. This quarry is run by a private business and the quarry is leased from the City. The City anticipates the quarry will expand in the near future to meet demand for aggregate material. Quarrying activity will continue as a private use and adjacent uses will be complimentary to allow for safe operations of the sites. To reduce impacts to the Grace Lake South subdivision, a natural vegetation buffer will be maintained between the quarries and residential properties. As the quarry pits are exhausted of resources, a reclamation plan will be implemented.

Infrastructure to support low impact tourism and commercial recreation activities shall only be located in areas with existing city services and infrastructure. This may include uses such as aurora viewing operations, snowmobile facilities, and the like. Recognizing the importance of access to the lake for many of these operators, development of these uses will be encouraged to begin near the western shore of Kam Lake, and push westward as infrastructure allows. To maintain public access to the shore of Kam Lake, the City will develop a trail network.

Light industrial activities, similar to those found in the Kam Lake designation will continue to be permitted in the area north of the causeway between Grace and Kam Lake (the causeway), but will be restricted in the area south of the causeway. Future dog lots, tourism and recreational commercial operations, agriculture activities and the quarry will be the only activities south of the causeway.

The primary transportation mode in the area is motor vehicle. However, there is a network of trails that are used frequently by dog mushers, snowmobilers and other recreational users. The connectivity and lake access of this trail network will be preserved. The road design needs to account for activities associated with dog running, and speed limits and signage will reflect this. The area will remain a low-intensity area with wide streets as it is intended to support the safe movement of larger vehicles and equipment. Any new low intensity land uses must not conflict with the intent of the area which is dog

lots, tourism, commercial recreation and agriculture activities, as well as quarrying. Any light industrial activity will remain in the area north of the causeway.

The westernmost portion of this designation is Commissioner’s Land under the administration of the GNWT. To allow for more comprehensive planning of this area, the City will apply to acquire this land from the GNWT.

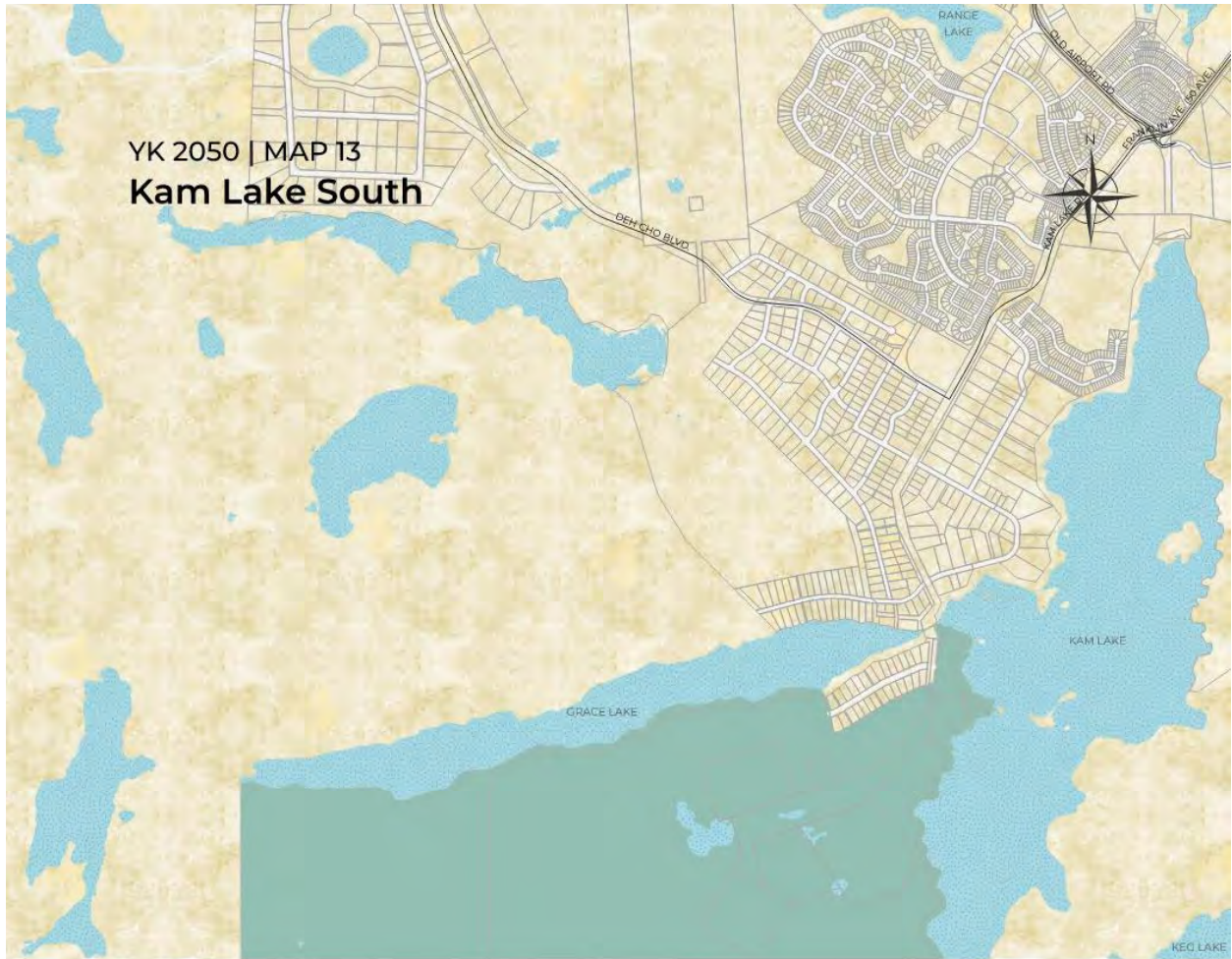
**Call out:** The Kam Lake South Designation emphasizes a pragmatic, functional approach to growth that prioritizes land-use harmony and the protection of existing industrial operations. By implementing strategic land use policies, the plan ensures that new development is compatible with the area’s unique character and are supported by appropriate on-site or communal service standards.




Economic stability remains a core pillar, focusing on maintaining a safe and accessible environment for the regional industries and workforce housing that sustain the local economy. Beyond its industrial roots, the strategy enhances the area’s livability and recreational value by improving public access to lakes and green spaces. This vision is supported by a multimodal transportation network designed to improve safety and connectivity, linking Yellowknife’s natural features with its diverse neighborhoods through better-integrated trails and road designs.

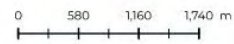
Thematic Goal	Objective Code	Policies
Growing YK	GYK-2, GYK-3	Kennels shall be permitted in Kam Lake South, except along the south shoreline of Grace Lake. (adapted from 1-a and 1-e)
	GYK-2	Vegetation buffers shall be maintained between commercial Urban Agriculture uses and the Grace Lake Residential areas. (adapted from 3-c)
	GYK-2	Vegetation buffers shall be maintained around quarry sites to minimize disturbances to adjacent uses. (adapted from 6-c)
	GYK-3	New quarry operations shall be permitted in this area. (adapted from 5-a)
	GYK-3	New development in Kam Lake South shall be compatible with quarrying and dog kennel activities. (adapted from 6-b)
Living in YK	LYK - 5	New development shall only be permitted along existing municipal roadways. (adapted from 7-b)

<b>Thematic Goal</b>	<b>Objective Code</b>	<b>Policies</b>
	LYK - 5	New Development shall be permitted along the western shore of Kam Lake, and only progress westward when municipal infrastructure is developed. (adapted from 2-d and 7-c)
<b>Working in YK</b>	WYK - 1	Non-exclusive access to Kam Lake for kennel operators shall be provided through identified easements. (adapted from 1-b)
	WYK - 2	Residential land uses shall be accessory to the primary land use. (adapted from 4-a)
	WYK - 1	New development supporting tourism, commercial recreation and commercial Urban Agriculture activities should be permitted on parcels that are accessible by existing City roads. (adapted from 2-b and 3-b)
	WYK - 3	New development supporting tourism operations should be granted access to the west shore of Kam Lake to support operations. (adapted from 7-a).
<b>Natural YK</b>	NYK - 2	Public access to the Kam Lake waterfront shall be maintained. (adapted from 1-c and 2-c)
<b>Moving Around YK</b>	MAYK - 4	The dog mushing trail network shall be preserved. (adapted from 1-d)
	MAYK - 4	A phased implementation approach to developing a trail network that connects Kam Lake to the Cities existing trail network should be prioritized, in accordance with the Transportation Master Plan. (new policy)
	MAYK - 5	Safety for dog teams and motor vehicle traffic should be maintained through appropriate traffic control measures. (adapted from 8-c)

Map 13 : Kam Lake South



-  Kam Lake South
-  Municipal Boundary
-  Property Parcel



## 4.11 Engle Industrial Business District

*Total Area: 289.2 ha*

Engle Industrial Business District, as identified on the *Engle Industrial Business District Land Use Designation Map (Map 14)*, is intended to accommodate a variety of general industrial and business industrial uses. The Engle Business District Area Redevelopment Plan identifies the following zones:

- **Business Industrial Zone:** Intended for lower impact business industrial uses to be located along the Deh Cho Boulevard to provide a physical buffer from heavy industrial uses.
- **General Industrial:** The primary purpose of the land is to provide a suitable location for heavy industrial uses prone to admit noise, odour, vibrations and dust.
- **Growth Management:** Provides a land bank for future development to encourage buildup of industrial uses within the boundaries of the Area Development Plan.
- **Nature Preservation:** To preserve natural areas in the Area Development Plan Area and provide a natural buffer from surrounding waterbodies.

Traditional primary heavy industrial uses traditionally found in Yellowknife that are appropriate for the Engle Business District include but are not limited to:

- Bulk fuel storage
- Industrial commercial use
- Construction and manufacturing
- Diamond facility
- Defence facility
- Public facility uses and structures
- Natural Resource Extraction
- Office space to support industrial activity
- Fabrication and manufacturing
- Warehousing
- Wholesale and trade
- Transportation facility (staging for winter road)

Opportunities for the adaptive reuse of buildings to house alternative uses may be considered. However, these opportunities should not restrict the relocation or location of heavy industrial uses to the area. The City may also consider uses that support the resource extraction industry. Elements associated with heavy industrial uses create conflict when paired with human habitation, therefore the lands are not suitable for residential uses as accessory or otherwise.

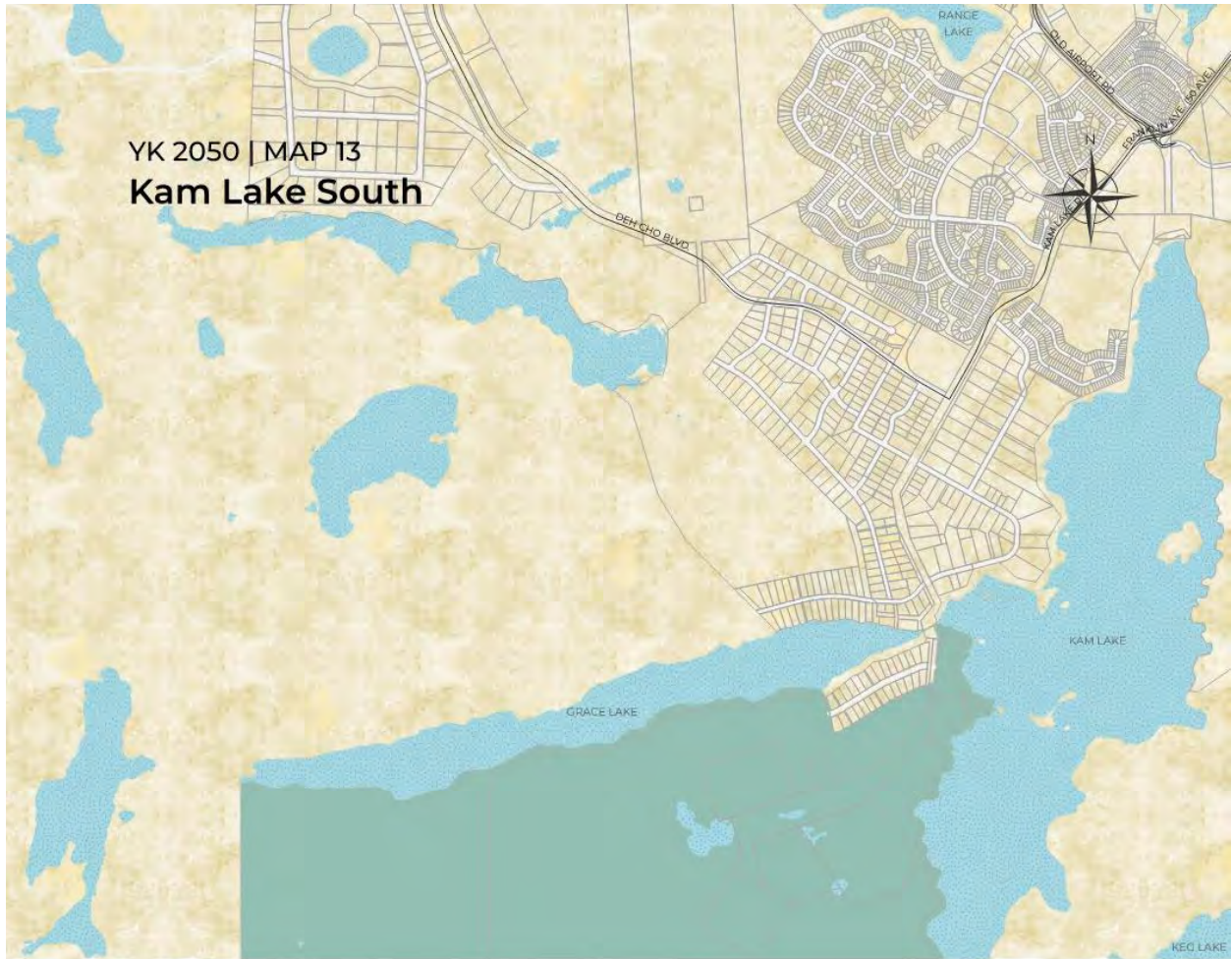
**Call out:** The Engle Business District objectives prioritize economic resilience and industrial compatibility, ensuring a steady supply of land for long-term growth and the burgeoning defense industry. Strategies focus on maintaining the district's operational integrity by preventing conflicts with non-industrial uses and protecting the Natural Preservation areas located within the district.

To support industrial efficiency and safety, the plan emphasizes improved road connectivity to the city core, ensuring the transportation network can accommodate heavy operations and emergency access. Furthermore, the district's development is balanced with environmental stewardship, mandating the protection of internal wetlands and ecological links to surrounding natural areas through established setbacks and buffering requirements.

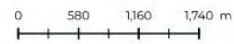
Thematic Goal	Objective Code	Policies
<b>Growing YK</b>	GYK-2, GYK-3	New development in or adjacent to the Engle Business District shall be compatible with industrial operations. (adapted from 1-c)
	GYK-2, GYK-3	Visual separation shall be used to buffer industrial activities from adjacent non-industrial uses. (adapted from 3-a)
	GYK-3	New subdivision design shall include lot size, site access, and utility services capable of accommodating high-intensity industrial uses. (adapted from 2-a)
	GYK-3	New development shall meet the restrictions set in the Yellowknife Airport Zoning Regulations SOR/81-427. (new policy)
	GYK-3	Major facilities (extractive, processing, defence, manufacturing) shall be planned and developed minimize and mitigate any potential adverse effects from odour, vibrations, dust, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of the major facilities in accordance with territorial or federal guidelines, standards and procedures. (new policy)
	GYK-6	Site design shall incorporate adequate emergency response access and on-site fire mitigation measures, particularly in areas where municipal emergency services are not provided or where specialized city support is required. (adapted 6-a)

Thematic Goal	Objective Code	Policies
	GYK-6	Landscaping shall adhere to the Fire Smart Principles. (new policy)
	GYK -1	Dehcho Boulevard shall be developed as a primary industrial corridor, prioritizing upgraded infrastructure for heavy vehicle traffic and integrated cycling networks in alignment with the Transportation Master Plan. (new policy)
<b>Working in YK</b>	WYK - 1	Heavy and light industrial activities should all be incentivized and encouraged to relocate to the Engle Business District. (adapted from 1-b)
<b>Natural YK</b>	NYK - 1	Industrial development shall be designed and operated to protect the integrity of environmentally sensitive areas and water resources. (adapted from 7-b)
<b>Moving Around YK</b>	MAYK - 1	Transportation networks shall accommodate large industrial vehicles in accordance with the City’s appropriate Road Classification and any future Truck Route By-law as identified in the Transportation Master Plan (adapted from 4-a)

Map 14: Engle Industrial Business District



- Kam Lake South
- Municipal Boundary
- Property Parcel



## 4.12 Minerals Extraction Area

*Total Area: 533.6 ha*

The City of Yellowknife is located within the Yellowknife Greenstone Belt. The Yellowknife Greenstone Belt (YGB) consists of a north-south oriented, near vertical series of metavolcanic rocks located in the Archean Slave Province of the Northwest Territories. The YGB runs along the west side of Yellowknife Bay adjacent to the shore of Great Slave Lake. This formation hosts significant mineral deposits, both metallic and non-metallic.

Mining in the City of Yellowknife is regulated by the Government of the Northwest Territories (GNWT) through the Northwest Territories Mining Regulations under the *NWT Lands Act*. The GNWT manages mineral rights, exploration, and royalties, with the Industry. The *Mineral Resources Act* was passed in 2019; outlining when projects can extract and sell minerals; regulations include work permits, requirements, reporting and royalties. Oversight of mineral tenures, like prospecting permits and leases is the responsibility of the Mining Recorder's Office within the Department of Industry Tourism and Investment (ITI). Mining projects may require additional authorizations such as land use permits or water licences.

Territorial lands in the City of Yellowknife are managed through the Department of Lands by the *Northwest Territories Lands Act* and its related Regulations. The rights to sub-surface materials are administered through the Mining Regulations. This includes mining rights and minerals beneath the surface, including those under Commissioner's Land.

The policies of the Community Plan do not regulate mining exploration or underground mining operations. The Mineral Extraction policies designate lands where mining may occur or is occurring and includes direction for the use of the surface of the land to ensure compatibility with adjacent land uses.

The intent of the Mineral Extraction policy is to encourage geological surveys, exploration, development and mineral production within the areas of high mineral potential. Policy also recognizes and provides for similar activities in areas of lesser mineral potential. In the mining sequence, it is the intent to ensure the proper closure and rehabilitation of closed mines or mineral mining operations prior to any subsequent land use. All mineral mining operations will be undertaken in compliance with the *Mineral Resources Act* and other relevant legislation. Though nearly the entire City is within a significant area of mineral potential, to aid planning, existing and potential mining sites are identified on **Map 15** (excluding Giant Mine site) and will be included in a corresponding zone of the City of Yellowknife Zoning By-law.

Mineral Extraction policies apply to the whole site (which may include multiple parcels or leases) of an active or potential mining operation. Mineral Extraction designated lands are areas where a high level of mineral exploration, mining development and mineral mining operations occur in the City. These lands have geophysical and geochemical properties that are conducive to mineral exploration. It is these lands where mining development and mineral extraction will occur and have a greater likelihood of success. Land within the Mineral Extraction designation is segregated as significant areas of mineral potential since these areas are intended to be protected from activities that would preclude or hinder mineral mining operations, their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

The City will support and cooperate with the mining industry in minimizing or avoiding adverse impacts of mineral mining operations in and around the built urban form and to this extent intends to achieve the best balance between the economic importance of mining and the development of a healthy, liveable and safe urban community.

The development and operation of a mine may be permitted within any land use designation, subject to an amendment to this Community Plan. On lands already developed for urban uses and on lands identified as suitable for intensification, mineral resource activities shall be limited to exploration only.

On undeveloped lands, but adjacent or contiguous to existing development, the City shall consult with the GNWT and the mining industry on the potential impacts, if any, of proposed development on the establishment of new mining operations prior to rendering any development approvals. New development will be subject to any required separation distances. In areas not designated for development, a technical report will be required to substantiate the need for non-resource related development within or adjacent to known mineral deposits or areas of mineral potential.

New or expanded mining operations and exploration activities should incorporate reasonable operational protocols and mining techniques to mitigate the impacts of drilling, blasting, and other related activities on any adjacent sensitive land uses and municipal infrastructure.

For the purposes of this Community Plan mineral extraction and supporting uses are considered equal to industrial land uses in applying separation distances and influence area requirements. The actual influence area will be determined by technical studies as required by the GNWT guidelines. The identification of the Mineral Extraction designation is not intended to preclude mining exploration or development outside of these zones. The intent of the Plan is to encourage mining related activities in all areas with mineral potential subject to compliance with the *Mineral Resources Act*, other relevant legislation and the relevant policies of this Plan. The City will establish appropriate standards in the zoning by-law to govern separation distances and setbacks for mineral mining operations.

Rehabilitation to accommodate subsequent land uses will be required after extraction and other related activities have ceased. Progressive rehabilitation will be undertaken where feasible. Mine waste may be considered for use as aggregate provided that sufficient testing is completed to ensure that the material is not acid generating and that it does not contain metals or other compounds harmful to the environment. Mine tailings should not be considered as potential aggregate supply except for use as backfill material in a mineral mining operation.

Mine waste and tailings are considered mine hazards and are subject to the *Mineral Resources Act* and are to be rehabilitated as part of a mine closure. The *Mineral Resources Act* must be considered, with required approvals in effect, prior to using rehabilitated mine waste or tailings as aggregate.

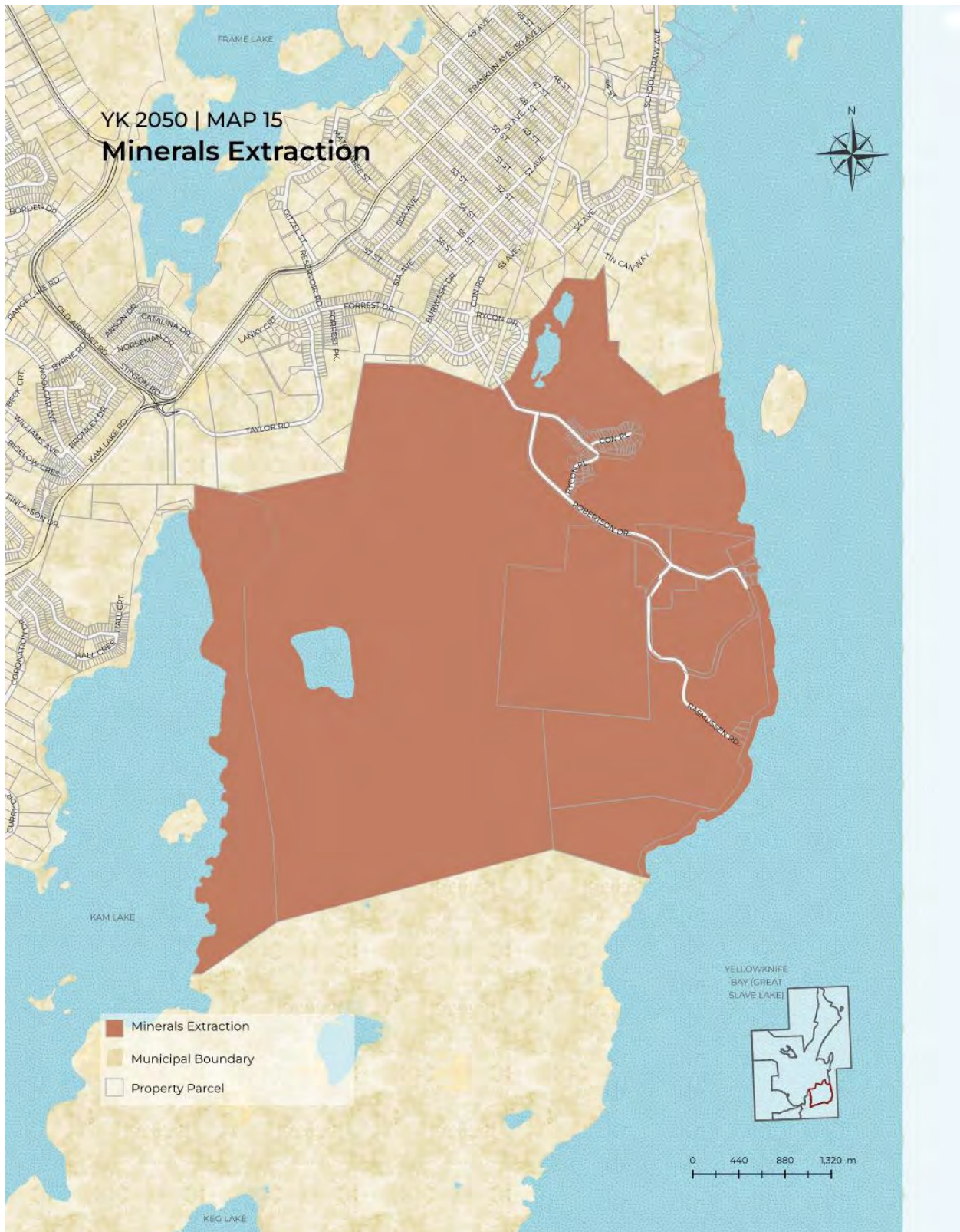
**Call-out:** The City aims to ensure that mineral resources are protected and managed for long-term use by safeguarding extraction areas from incompatible development, supporting responsible exploration and mining activities, and coordinating with the GNWT to regulate operations. Objectives include minimizing environmental and community impacts through effective buffering, mitigation, and monitoring measures; ensuring public health, safety, and infrastructure considerations are addressed; requiring rehabilitation and enabling sequential land uses; and supporting transparent decision-making

through appropriate zoning controls, public engagement, and evaluation of broader community benefits.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Growing YK</b>	GYK-8	Land uses permitted at Mineral Extraction sites may include: producing mines, mining-related uses, mineral aggregate uses, smelting and refining uses, pits and quarries and related uses, non-residential accessory uses, structures associated with mining, equipment storage, past producing mines, ore processing plants, and major tailings areas.
	GYK-8	Where lands designated for Mineral Extraction are not pre-zoned for mining purposes, an amendment to the Zoning By-law shall be required. In considering such an amendment to permit a new or expanded mining or mining-related use, the City will evaluate: <ul style="list-style-type: none"> <li>i. potential environmental impacts, ensuring that new mining operations are located to minimize effects on natural heritage features and functions;</li> <li>ii. indirect impacts on municipal infrastructure, utilities, and services;</li> <li>iii. compatibility with surrounding land uses;</li> <li>iv. the visual and aesthetic quality of the proposed development; and,</li> <li>v. the overall benefit of the mining or mining-related use to the City of Yellowknife.</li> </ul>
	GYK-8	Other industrial uses that will not preclude future mining activities may be permitted subject to zoning permission and development agreement where appropriate.
	GKY-8	Mineral resources shall be responsibly managed by protecting them for long-term use.
	GYK-8	Mineral resources shall be protected from incompatible uses. Mineral Extraction areas shall be protected from development that would preclude or hinder the establishment of new operations or access to the resource unless: <ul style="list-style-type: none"> <li>i. the resource use would not be feasible; or,</li> <li>ii. the proposed land use or development serves a greater long-term public interest; and,</li> <li>iii. issues of public health, public safety and environmental impact are addressed.</li> </ul>
	GYK-8	The city shall work with the GNWT to control and regulate surface operations.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-8	New lot creation for residential development, including onsite residential uses or worker accommodations, shall not be permitted on lands designated as Mineral Extraction.
	GYK-8	Past producing mining operations or active mining operations are subject to the provisions of the Mineral Resources Act and any other legislation, with respect to rehabilitation and/or closure.
	GYK-8	Mining companies shall establish a schedule of key milestones and triggers for the development of mineral mining operations and any subsequent phases of development.
	GYK-8	Mining companies shall establish a program of public consultation and transparent information disclosure on an ongoing basis.
Natural YK	NYK -5	Adverse impacts of operations on the environment shall be minimized.
	NYK -5	Proper and progressive rehabilitation of closed mines shall be required.
	NYK -5	A buffer shall be established as a distinctive feature separate and apart from a mineral extraction operation.
	NYK -5	<p>The buffer zone shall be designed to mitigate the impacts of mineral mining operations on air quality (e.g. dust, odour and chemical fugitive emissions), noise and vibration, visual appearance and any other nuisance factors.</p> <p>A buffer zone may consist of a combination of natural geographic features (e.g. topography, landscape), and designed components such as berms, landscaping, separation distances.</p>
	NYK -4	Appropriate buffering and mitigation measures for active extraction activities - including noise, dust, blasting, storage of overburden and waste rock, truck traffic, and other nuisance effects - shall be implemented to minimize or eliminate impacts on adjacent land uses and to protect public health and safety. Such measures shall also address any temporary, interim, or permanent modifications required to public infrastructure, including roads and utilities, and provide for their reinstatement and/or relocation as necessary.

Map 15: Minerals Extraction Area



## 4.13 Solid Waste Management

*Total Area: 264.7 ha*

The Solid Waste Management designation, as identified on the *Solid Waste Management Land Use Designation Map (Map 16)*, is an area that is designated for the City's solid waste disposal. The current Solid Waste Facility (SWF) is located within this area along with quarries which are the City's primary source of aggregate. The location currently provides enough space to manage the City of Yellowknife's solid waste disposal requirements.

The Solid Waste Management designation will provide the appropriate space and allow for appropriate uses that are necessary for the City to achieve its waste management objectives and diversion targets as set out in the *2018 Strategic Waste Management Plan*.

In order for the City to achieve its waste diversion targets, there may be a need to upgrade existing infrastructure or construct new infrastructure to meet these targets. Possible infrastructure requirements, as detailed in the *2018 Strategic Waste Management Plan*, could include new organics processing facilities for improved aeration, a new weigh scale, and a new area for salvage options. The proposed new infrastructure will be accommodated within the existing Solid Waste Management Area. In the long-term, a waste-to-energy (WTE) facility may be considered. However, there is currently no proposed location for a WTE facility.

According to the *2018 Strategic Waste Management Plan*, the airspace in the existing landfill will reach capacity in 2027 at current disposal rates of 1100 kg/capita/year. As the existing landfill cells near capacity, new cells will be developed from old quarrying sites in the area. Increased diversion rates and/or lower disposal rates will prolong the life of the existing landfill cells.

Although the majority of the waste diversion and processing takes place at the Solid Waste Facility, there are efforts to increase waste separation at source. In order for the City to meet its waste diversion targets, additional waste sorting at source will need to be implemented throughout the City at private residential properties, commercial properties, and public facilities. This means that land use requirements throughout the City will need to consider the need for appropriate waste sorting facilities such as organics and recycling receptacles.

The Solid Waste Management area will continue to be used for quarrying activities and solid waste management.

**Call out:** The objectives for the Solid Waste Management designation integrate sustainable growth with long-term infrastructure resilience. By prioritizing appropriate spacing and land-use compatibility, the city aims to preserve its unique community character while mitigating the impact of waste facilities on residential areas. This strategy is bolstered by adaptive land-use policies that prevent conflicting uses. Ultimately, the plan emphasizes proactive long-term planning to identify sanitation infrastructure needs, ensuring that sustained investment keeps pace with future urban expansion and environmental requirements.

Thematic Goal	Objective Code	Policies
<b>Growing YK</b>	GYK-2, GYK-3	Visual separation shall be used to buffer the activities at the solid waste site from adjacent land use activities (adapted from 3-b).
	GYK-2, GYK-3	Distinct uses within the solid waste site shall be separated from each other. (adapted from 3-c)
	GYK-3	Development proposals within 450 metres of the Landfill Industrial boundary shall comply with the General Sanitation Regulations of the Public Health Act and associated activities. (adapted from 1-b)
	GYK-3	New developments compatible with solid waste management activities may be considered. (adapted from 8-b).
<b>Living in YK</b>	LYK - 5	New infrastructure or upgrades to existing solid waste management infrastructure shall be permitted. (adapted from 3-b)
	LYK - 5	Additional land for landfill capacity should be acquired from the GNWT as the current capacity is approached. (adapted from 2-b)
	LYK - 5	Quarrying activities shall be permitted in the Solid Waste Management designation. (adapted from 8-a)

Map 16: Solid Waste Management



## 4.14 Recreation Hub

*Total Area: 63.7 ha*

The Recreation Hub, as identified on the *Recreation Hub Land Use Designation Map (Map 17)*, connects Downtown to Old Airport Road. Many of the City’s recreation facilities are located in this area including:

- Ruth Inch Memorial Pool (and proposed locations for the new aquatics center)
- Yellowknife Community Arena
- Yellowknife Curling Club
- Yellowknife Tennis Club
- The Multiplex
- The Fieldhouse
- Tommy Forrest Ball Park

The proximity of this area to other amenity rich areas like Downtown and Old Airport Road, makes this area a strategic location for recreational facilities and provides opportunities for other types of complementary land uses. Recreational facilities are well used by both locals and visitors to the City from other Territorial communities and from outside the Territory. The area hosts trade shows, sports tournaments, Christmas bazar and craft sales, community garage sales, picnics and other community events that need large gathering spaces. There could be opportunities for development of visitor accommodations such as hotels and motels. Some high-density residential development on the Franklin Avenue corridor may also be considered.

This area includes a fire hall used for emergency services such as emergency medical response, fire response, hazardous materials response, and rescue services. The area is also home to the City’s public works yard. These land uses will continue to be accommodated in this area.

The area also includes a concrete plant. This plant will continue to operate in this area. However, the City’s relocation incentive to move industrial activities, such as this plant, to Engle Industrial Business District will remain in place.

**Call-out:** Yellowknife’s Recreation Hub is designed to be the centralized home for the city’s large-scale recreational facilities, taking full advantage of existing services and transportation networks. Built for accessibility and safety, the Hub prioritizes seamless multi-modal travel, featuring dedicated parking for vehicles and bicycles, safe access for transit users, and a well-maintained, year-round trail system for pedestrians and cyclists connecting to the Multiplex and Fieldhouse. Beyond recreation, the area serves as a vital regional base for emergency services, ensuring protected space for future growth and highly efficient transportation routes for prompt response times. To foster a dynamic and flexible mixed-use environment, the Hub also welcomes medium- and high-intensity residential builds, as well as hotel and motel developments, along its arterial roadways

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Medium and high intensity residential and commercial hotel, and motel development shall be permitted if located along arterial roadways. (adapted from 5a)
	GYK-3	Recreational facility development shall and incorporate universal design principles.
	GYK-6	Emergency services shall be maintained within the Recreation Hub area. (formally 4a)
		Development of the Recreation Hub should consider and preserve space for future expansion of emergency service facilities. (formally 4b)
Living in YK	LYK -3	New recreational facility development should be encouraged to develop in the Recreational Hub. (formally 1a).
Moving Around YK	MAYK - 4	Improvements to connectivity of existing trail networks, connecting the Recreation Hub with other areas of the City should be completed in accordance with the Transportation Master Plan. (formally 3a)



## 4.15 Giant Mine

*Total Area: 1051.7 ha*

Giant Mine, as identified on the *Giant Mine Land Use Designation Map (Map 18)*, is a former gold mine. The area is contaminated with arsenic trioxide and fibrous asbestos, and it is currently in the process of being remediated by the Federal Government. The remediation is a multi-year project, and the bulk of the remediation is not expected to be complete before 2038. During this time areas that are now accessible to the public, such as the Giant Mine boat launch, may have limited or completely restricted access. No other non-remediation related land uses will be permitted at the site until remediation is complete. Given the complexity of the remediation process, it is possible that remediation work could take much longer.

Remediation of the area will be carried out in a manner that is environmentally sound, socially responsible and culturally appropriate. As a result of the environmental assessment process, the federal government agreed to remediate the former town site at Giant Mine to a residential standard. The City will work with the Government of Canada, the Government of the Northwest Territories, the Yellowknives Dene First Nation, and all other parties involved in remediation to ensure that the area is remediated to the highest possible standard within a reasonable timeline, as well as identifying and mitigating land use impacts to the greatest extent possible. The City will also work with other parties to ensure that planned remediation activities pose little risk to City residents.

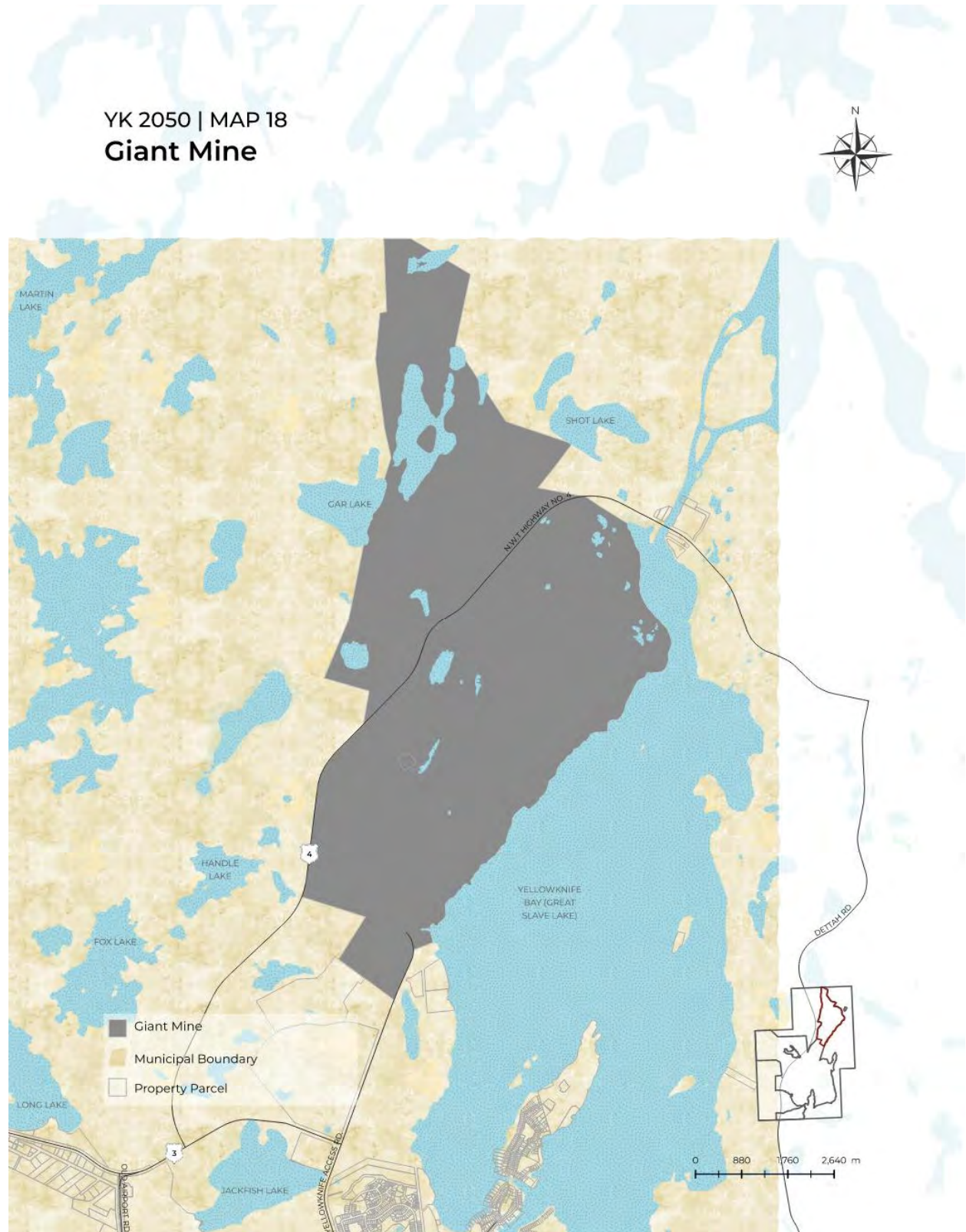
No development activity is currently permitted in this area. The area will only be used for remediation activities until remediation is completed. After remediation is complete, the City will re-evaluate opportunities for development of this area only if it is deemed safe to do so on the advice of remediation experts and legally permitted by higher orders of government.

**Call out:** The overarching objectives for the Giant Mine area prioritize long-term environmental stability and public safety through the rigorous management of legacy contaminants. The site must be remediated to specific residential or high-level environmental standards, ensuring that soil and water quality do not pose risks to the surrounding community or the broader city ecosystem. Furthermore, any future land development is strictly contingent upon verified site safety and compliance with senior government regulations. By maintaining construction schedules and coordinating multi-jurisdictional oversight, the policy framework ensures that the site transitions from a contaminated liability to a safe, stable landscape that does not adversely impact adjacent lands or human health.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Remediation construction schedules shall be maintained through coordinated site management and operational alignment. (adapted from 1-b)
	GYK-3	Contaminated land and water shall be remediated to applicable environmental standards prior to site occupancy. (adapted from 2-a)

Thematic Goal	Objective Code	Policies
	GYK-3	The former town site shall be remediated to a residential land-use standard. (adapted from 2-b)
	GYK-3	Land development shall only be permitted on sites verified as safe for the intended use and in compliance with senior government regulatory requirements. (adapted from 3-a)
	GYK-6	Development and site conditions should not result in adverse health or environmental impacts on adjacent lands. (adapted from 1-a)

Map 18: Giant Mine



## 4.16 Special Reserve

### 4.16.1 Airport

*Total Area: 716.2 ha*

The Yellowknife Airport, identified on the *Airport Land Use Designation Map (Map 19)*, is the primary airport facility for passengers and cargo serving the City of Yellowknife and region. It is also the largest hub for air traffic in the Northwest Territories and parts of Western Nunavut. The Airport is owned and operated by the GNWT Department of Infrastructure and an *Airport Area Development Plan* exists to guide and regulate the land use activities on the Airport designated lands. The City of Yellowknife has no zoning authority on airport lands.

Despite the fact that the City has no jurisdiction on Airport lands, airport development still has an impact on land use in other parts of the City. The airport is also one of the largest employment centres in Yellowknife and generates significant economic development for the region. There may be potential for the City to collaborate with the airport on economic development opportunities and the City will pursue these opportunities if they align with their planning and development objectives.

The City maintains a buffer between the Airport and residential areas for noise abatement and safety purposes and there are building height restrictions in place in parts of the City due to the orientation of the Airport’s runways. The Airport also leases parcels of land for commercial development. This impacts the adjacent land uses because they will need to be compatible with the airport leased land. This also influences the overall supply and demand of commercial land in the City.

**Call-out:** The Airport Designation is established to protect the long-term operational integrity and safety of aviation services by ensuring all development is strictly compatible with airport requirements. A primary focus is the prevention of sensitive land-use encroachment, such as residential development, which could compromise the technical and acoustic needs of the facility. Growth within this designation is guided by a principle of inter-governmental synergy, ensuring that economic opportunities on Airport lands provide mutual benefits to the City and the Government of the Northwest Territories while supporting broader regional development goals.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development within the airport buffer area shall be compatible with airport operations. (formally 1a)
	GYK-3	New sensitive development shall be located outside the NEF 25 line, as per the Airport Noise Exposure Forecast (NEF) contours, as updated from time to time by the GNWT for the Yellowknife Airport.
	GYK-3	Residential development is prohibited in the Airport area. (formally 1a)

Thematic Goal	Objective Code	Policies
Working in YK	WYK - 1	Economic development on Airport land should prioritize opportunities that provide mutual benefit to both the City, GNWT and Federal Government. (formally 2a)
	WYK-1	Federal government defence uses are permitted. (new policy)

Map 19: Airport



#### 4.16.2 North Slave Correctional Complex

*Total Area: 16.7 ha*

The North Slave Correctional Complex, as identified on the *Land Use Designation Map (Map 20)*, is a correctional facility run by the GNWT Department of Justice. It is between the Western Residential area and the Recreation Hub. It is within the jurisdiction of the GNWT and it will stay in its present location for the foreseeable future. The City will work with the GNWT to ensure that adjacent land uses do not conflict with the facility.

**Call-out:** The primary objective of North Slave Correctional Complex designation is to ensure that the facility remains in its current location for the foreseeable future. Development in the immediate vicinity is strictly managed to ensure adjacent land-use compatibility, prioritizing the security and safety requirements of both the complex and the surrounding community.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development adjacent to the North Slave Correctional Complex should be compatible with the security and operational requirements of the facility. (formally 1a)

Map 20: North Slave Correctional Complex



## 4.17 Special Management Area

*Total Area: 3266.2 ha*

The Special Management Area, as identified on the Land Use Designation Map (**Map 21**), is land that is not currently designated for a specific land use. It is land that will support growth. Growth Management Land/areas are important to the economic success of the city and our quality of life. These rural areas are a system of lands that may include mineral or aggregate resources, agricultural areas, natural heritage features and areas, and other resource areas. Growth Management and built-up areas within the municipal boundary are interdependent in terms of markets, resources and amenities. It is important to leverage GM assets and amenities and protect the environment as a foundation for a sustainable economy.

Council will consider the re-designation of Special Management lands to another designation, under the following conditions:

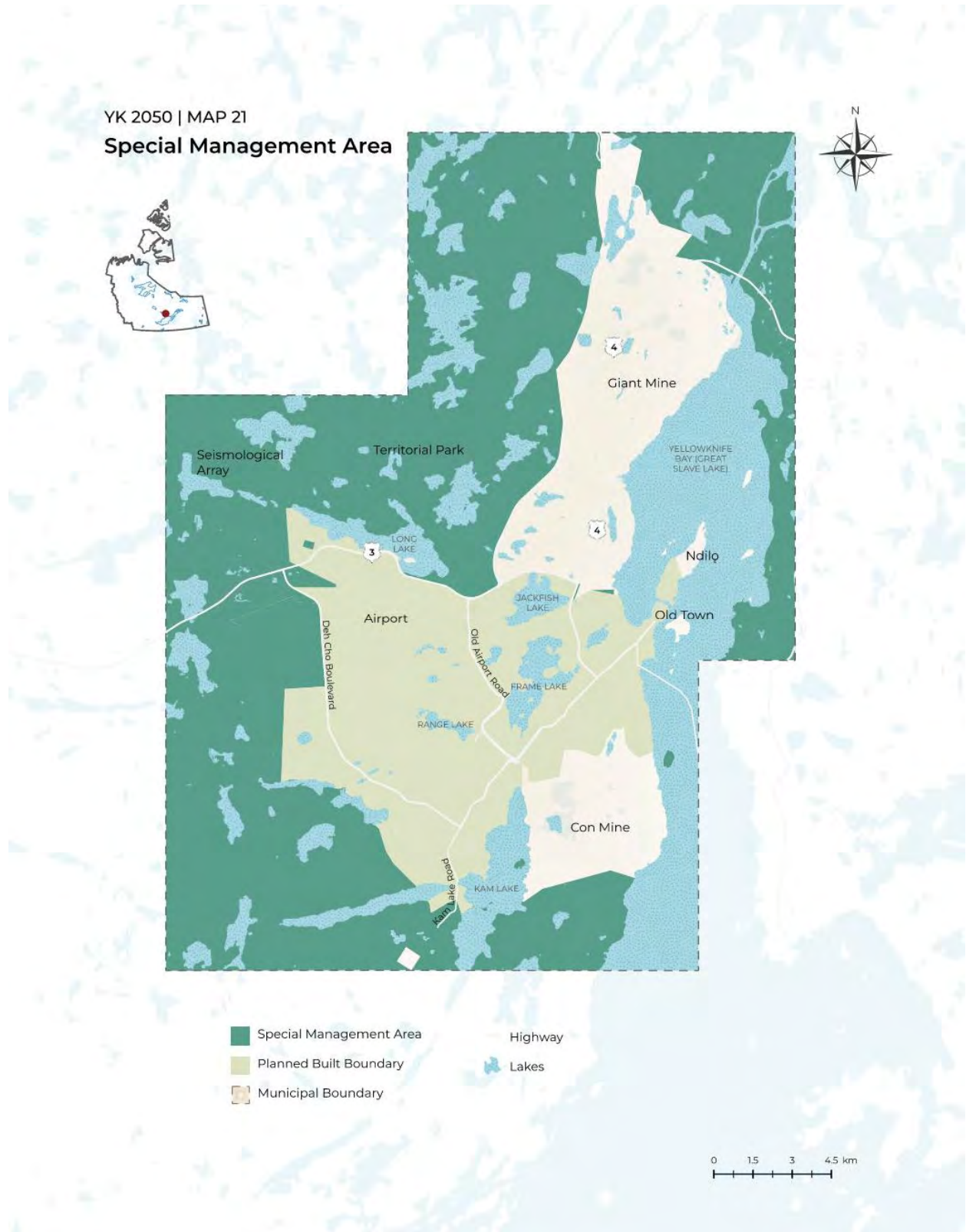
- a. The amendments are being considered in the context of the five-year review of the Community Plan, or, if prior to the five-year review, there is an acceptable assessment and justification of the need for the re-designation; and,
- b. The development area has proximity to required infrastructure, including roads and municipal services.

**Call-out:** To ensure the long-term resilience and vibrancy of the Special Management Area, the growth strategies prioritize the safety and sustainability, proactively reducing risks from natural and man-made hazards through robust emergency preparedness and the integration of climate-resilient infrastructure. Future development will be governed by clear land use policies designed to eliminate conflicting uses while fostering adaptable, inclusive, and mixed-use environments that evolve with our needs. Furthermore, we will bolster our tourism sector by aligning infrastructure planning with development criteria that celebrate and promote our local identity. Recognizing the heartbeat of our economy, we will provide locally owned businesses with the incentives and enabling conditions necessary for successful revitalization or relocation, ensuring they remain viable and continue to thrive as integral parts of our community.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-2	Development in growth management areas shall be compatible with rural characteristics, scale, and appropriate service levels. (new policy)
	GYK-3	Development shall avoid the unjustified or uneconomical expansion of infrastructure and services. (new policy)
	GYK-3	Permitted uses and activities on GM lands within the municipal boundary shall include:

Thematic Goal	Objective Code	Policies
		a) natural resource management; b) resource-based recreation; c) agriculture and agriculture-related uses; d) home occupations and industries; e) mineral and aggregate extraction; and f) tourism-related rural land uses. (adapted from 1-a)
	GYK-6	Natural hazard protection infrastructure, including fuel breaks and salt facilities, shall be permitted within growth management areas. (new policy)
	GYK-2	Development that is compatible with the rural landscape and sustainable by rural service levels should be encouraged. (new policy)
	GYK-3	Growth and development may be directed to growth management areas in accordance with the policies in the Special Management Area. (new policy)
Living in YK	WYK - 3	Sustainable tourism opportunities that leverage indigenous, cultural, and natural assets should be encouraged. (new policy)
	WYK - 3	Recreational and tourism opportunities should be promoted to enhance the local economic base. (new policy)
	WYK - 1	Diversification of the economic base and employment opportunities should be incentivized to promote the development of goods, services, and materials, specifically, value-added products, that support large-scale infrastructure projects and the sustainable management of resources. (new policy)

Map 21: Special Management Area



## 4.18 Land Use Overlays

### 4.18.1 Capital Area

*Total Area: 363.8 ha*

The Capital Area overlay, as defined on the *Capital Area Overlay Map (Map 22)*, is a key political and cultural gathering area for people of the NWT. The area is home to the institutions that represent the political capital of the Northwest Territories, and it is a significant historical resource. It is a diverse and vibrant area situated in a natural setting. Prior to the establishment of Yellowknife, the Capital Area lands held prime hunting, fishing, and trapping lands for the Yellowknives Dene First Nation. The Capital Area continues to preserve the natural setting around Frame Lake and it is home to the Legislative Assembly of the Northwest Territories, City of Yellowknife City Hall, and the Prince of Wales Northern Heritage Centre. The McMahon Frame Lake Trail forms a pedestrian and cycling necklace around Frame Lake, connecting the territorial functions with the civic functions of the surrounding city, including Yellowknife's showcase public open space, Somba K'e Civic Plaza and Family Park.

As identified in the Capital Area Development Plan, the area is representative of the Northwest Territories in many aspects:

- Politics and Government – the Legislative Assembly, City of Yellowknife City Hall, Royal Canadian Mounted Police, Department of National Defence;
- Culture & Heritage – Prince of Wales Northern Heritage Centre, traditional area for the Yellowknives Dene (including withdrawn land);
- Recreation – McMahon Frame Lake trail, Somba K'e Civic Plaza, and Bristol Pit;
- Tourism – Popular tourist destination; and,
- Natural Environment.

The Capital Area Overlay is identified in the 2017 Capital Area Development Plan. To maintain the intent of the Capital Area, there are guidelines for new development, including placing emphasis on the form and quality of development on key lands that compose the edge of the Capital Area and that contribute to the function of the Capital Area.

**Callout Box:** The Capital Area Overlay policies are guided by the Capital Area Development Plan. The policies emphasize the preservation and enhancement of spaces, ensuring that natural landscapes and waterbodies are integrated into the city's growth to maintain high environmental quality while preserving and enhancing access to Yellowknife's key cultural and institutional spaces. The policies are also grounded in a commitment to reconciliation, while investing in resilient infrastructure that sustains long-term growth and dignity for all.

Thematic Goal	Objective Code (identifying Image)	Policies
<b>Growing YK</b>	GYK-1	Development proposed in proximity to the McMahon Frame Lake Trail shall include a natural buffer to help preserve the natural state of the area and outdoor experience for trail users.
	GYK-1	Development near lakeshores shall establish natural buffers along lakeshores including a minimum 15-metre buffer along the shore of Frame Lake and 15-metre buffers on other shorelines to protect ecosystem functions and prevent privatization.
	GYK-2	New development shall prioritize human-scale, mid-rise, and mixed-use formats. Surface parking lots shall not be permitted with the exception of mixed-use developments near Old Airport Road.
	GYK-3	All development shall comply with the objectives and policies of the Capital Area Development Plan. Any new long-range plans to develop within the Capital Area Overlay shall be incorporated as an amendment to the Area Development Plan.
	GYK-3	Land use in the Capital Area Overlay shall remain flexible to allow a range of compatible institutional, cultural, and government functions alongside other uses such as residential and commercial uses to prevent underutilization and create dynamic spaces.
<b>Living in YK</b>	LYK-1	Residential development that is an accessory use to Institutional use shall be permitted
	LYK-3	Key civic spaces shall be enhanced with placemaking initiatives, public art, and infrastructure to support accessible, year-round community gathering.
	LYK-4	Development shall respect the Akaitcho Interim Land Withdrawal.
<b>Working in YK</b>	WYK-3	Tourism, cultural, and commercial service uses that are supported by the policies in the Capital Area Development Plan shall be permitted and supported.
<b>Natural YK</b>	NYK-1	The natural state of rock outcrops, topography, and native vegetation within the Capital Area Overlay shall be preserved, where possible, and/or integrated into site designs to maintain the area's natural identity.

Thematic Goal	Objective Code (identifying Image)	Policies
	NYK-2	Public access to the waterfront shall be protected and expanded.
	NYK-2	New development shall ensure the continuous connection of the Frame Lake Trail system and maintain public access to lakeshores.
<b>Moving Around YK</b>	MAYK-2	All new developments within the Capital Area Overlay shall be planned in alignment with public transit infrastructure to maximize accessibility.
	MAYK-3	New developments shall ensure that site designs integrate multimodal access and reinforce existing walking and biking connections between Niven Lake, designations within the Capital Area Overlay, Old Airport Road, and Downtown
	MAYK-4	The McMahon Frame Lake Trail system shall be protected, maintained, and expanded with active transportation infrastructure, including adequate lighting and consistent wayfinding signage for safe, year-round use.
<b>Proudly YK</b>	PYK-2	Building design, public art, and landscaping shall complement the surrounding natural environment, utilizing local materials, where possible, and celebrating Indigenous culture and the distinct Northern character of Yellowknife.
	PYK-4	Buildings and developments shall be sited and designed to preserve and enhance special views capes, specifically visual connections to the Legislative Assembly Building, the Prince of Wales Northern Heritage Centre, Somba K'e Park, and the Ceremonial Circle.



**4.18.2 Akaitcho (Interim Land Withdrawal)**

*Total Area: 1034 ha*

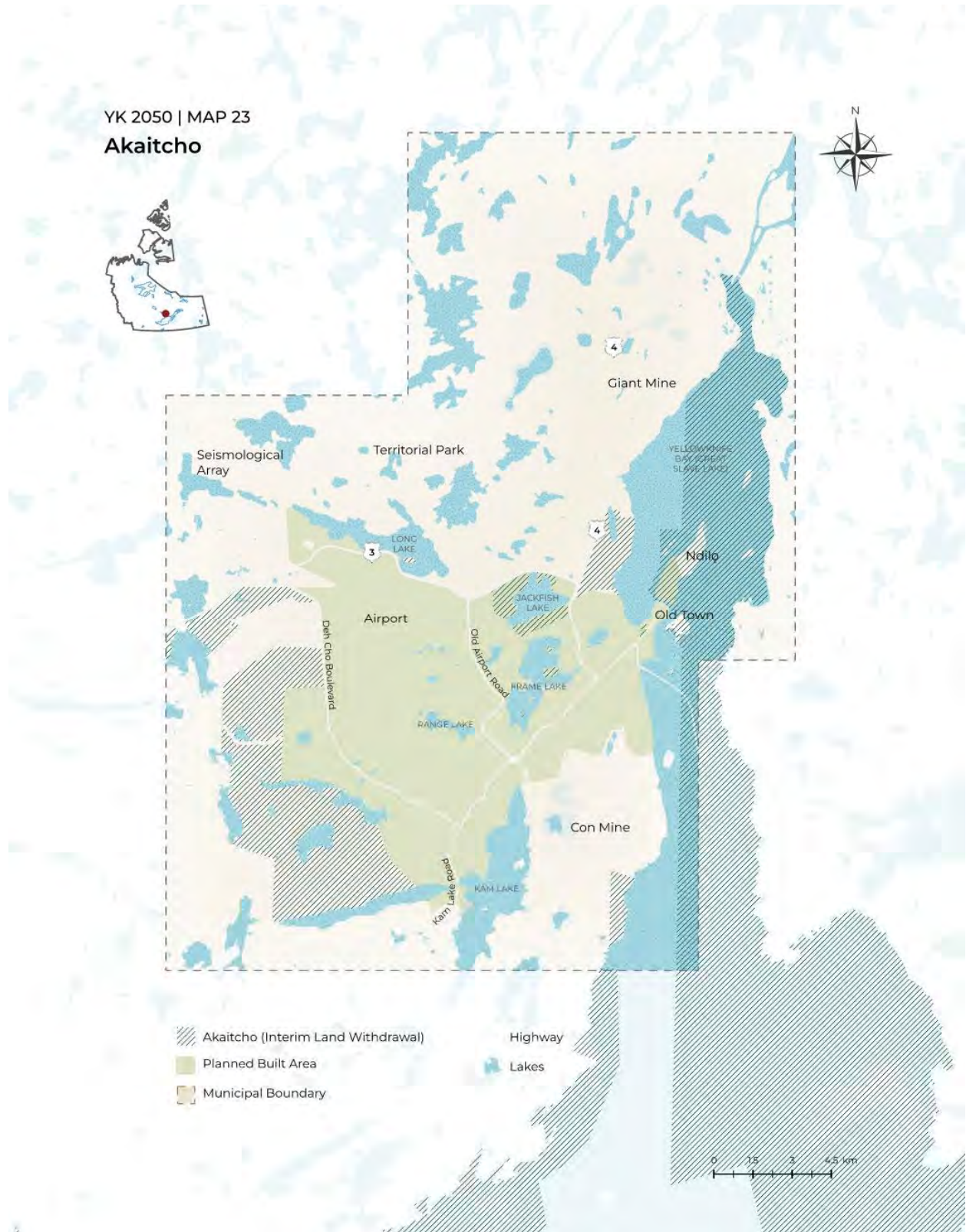
Akaitcho, as identified on the overlay *Land Use Designation Map (Map 23)*, is withdrawn land that is being held until the land claim between the Akaitcho Dene First Nations (ADFN) and the Government of Canada is settled. The residents of Yellowknife value and respect First Nations’ culture, traditions, governments, and stewardship of the land. The ADFN is in the process of negotiating with the GNWT and Canada to complete an agreement on land, resources and self-government. The ADFN represents the collective environmental, social, political, cultural, and economic interests of the Deninu Ku’e First Nation, Lutselk’e First Nation, and Yellowknives Dene First Nation. One component of the negotiations has involved the identification of lands of interest to the ADFN, of which 1,034 hectares of land are located inside the existing boundary of the City of Yellowknife. An Interim Land Withdrawal Agreement was signed in 2006 to protect the identified lands from being sold or leased during the course of negotiations. This Agreement stipulates that no new interests can be created on the withdrawn lands until negotiations between the ADFN, GNWT, and Government of Canada are finalized.

Until land negotiations are complete, no development will happen on these lands. The City of Yellowknife and the YKDFN have a Memorandum of Understanding for a boundary adjustment between the City and the YKDFN. When the land claim is settled, the City will work with all stakeholders to honour this agreement. The City will continue to work with the YKDFN to support mutually beneficial land uses that support the City’s land use planning and development objectives and the land use planning and development objectives of the YKDFN.

**Call-out:** The primary objective for the Akaitcho overlay is to achieve a settled land, resource, and self-government agreement that fulfills the spirit of Treaty 8. This framework seeks to provide legal certainty for land ownership while protecting the cultural and spiritual ties of the Akaitcho Dene to their traditional territory. Through the Interim Measures Agreement (IMA), the parties aim to balance environmental stewardship with sustainable economic development and formalize Akaitcho self-determination.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development of formerly withdrawn lands shall comply with City development standards and by-laws. (formally 3a)
Living in YK	(LYK - 4)	Relevant municipal information should be accessible to all parties involved in the Akaitcho Dene First Nations land, resource, and self-government negotiations. (formally 1a)
	(LYK - 4)	Development on withdrawn lands shall be prohibited until land negotiations are settled with the Yellowknives Dene First Nation. (formally 2a)

Map 23: Akaitcho (Interim Land Withdrawal)



**4.18.3 Seismological Array**

*Total Area: 897.3 ha*

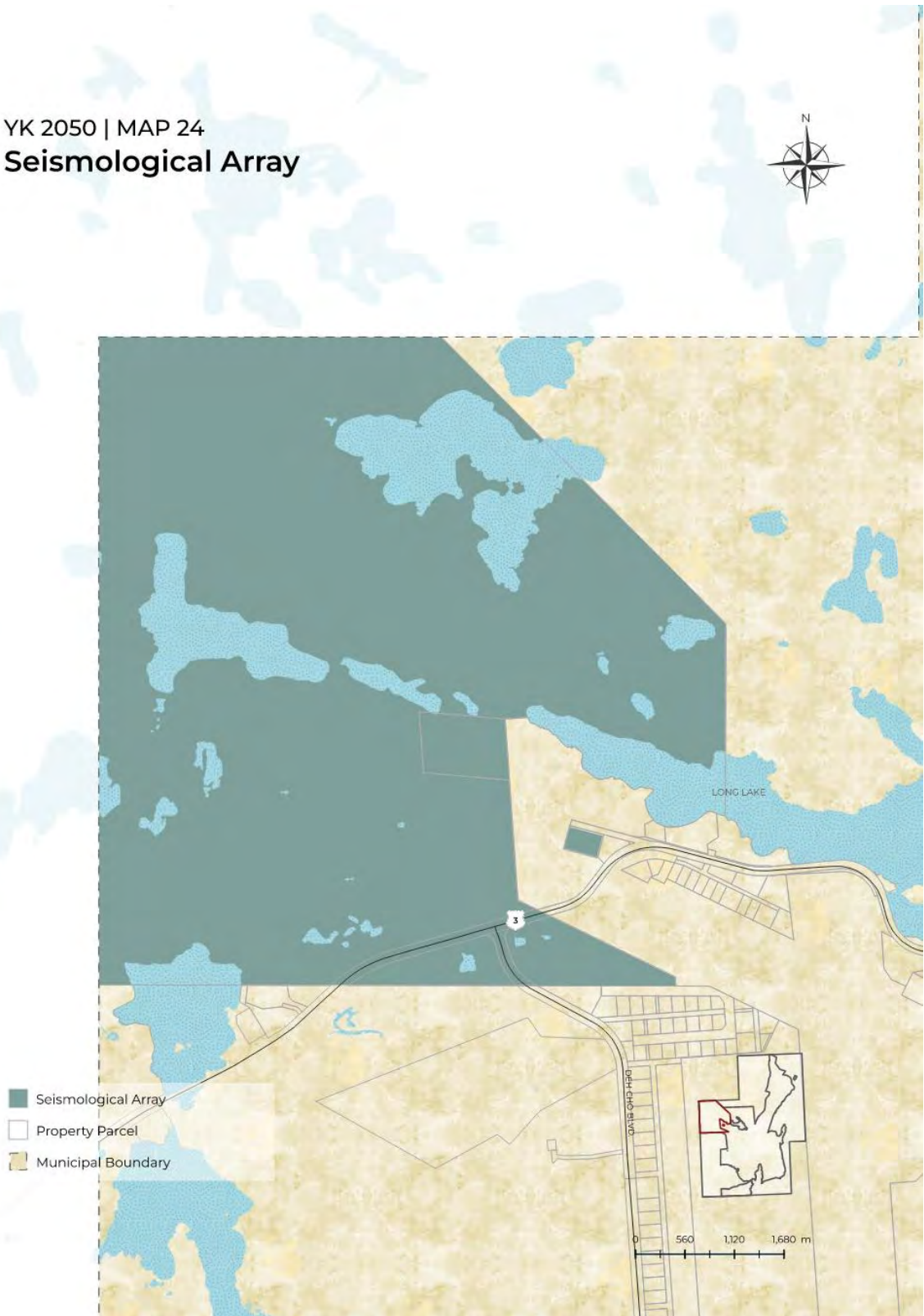
The Yellowknife Seismological Array overlay is a reserve operated by the Geological Survey of Canada as identified on the *Land Use Designation Map (Map 24)*. This is a reserve that is used for monitoring underground seismic activity. The City does not have jurisdiction on the reserve lands. Any proposed development activity falls under the jurisdiction of the Government of Canada.

**Call-out:** The Seismological Array intended for monitoring and acts as a high-tech listening post for the earth. Its primary objectives include maintaining international safety standards, providing data for seismic hazard assessments, and conducting geophysical imaging to map the properties of the Earth's crust and mantle. This helps with safety monitoring, tracking earthquake risks, and creating better maps of the rocks and layers deep underground.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development on lands adjacent to federal jurisdictions shall be subject to federal review and coordination. (formally 1a)

Map 24: Seismological Array

YK 2050 | MAP 24  
Seismological Array



#### 4.18.4 Fred Henne Park and Yellowknife River Park

*Total Area: 537 ha and 6.84 ha*

The Fred Henne Territorial Park and Yellowknife River Park overlay are identified on the *Land Use Designation Map (Map 25)*. Both are territorial parks, one a campground and one a day-use park under the jurisdiction of the GNWT Department of Industry, Tourism and Investment. Popular recreational destinations for residents and visitors to the City, the parks includes amenities for swimming, camping, day use activities, and boating.

The Yellowknife River Park is a territorial day use area is an important cultural and traditional area for the Yellowknives Dene First Nation (YKDFN). It is a popular recreation destination for residents as well as an important boat launch for power boats, canoes, kayaks and other types of watercraft. The park includes amenities for swimming, day use activities (campfires and picnic tables) and boating. On the North side of the highway, the YKDFN have a traditional gathering site that is used today for cultural events.

The City has no jurisdiction on the Park lands, but it is part of the larger recreation amenities for the City and access to the Parks will be available through multiple forms of transportation, including walking, cycling, and private motor vehicle. Any future public transportation routes to the airport could include a stop at Fred Henne Park for residents and tourists.

The City will work collaboratively with the GNWT Department of Industry, Tourism and Investment to promote tourism that uses Park facilities and its access to the natural environment and dark skies for winter tourism.

**Call out:** The Fred Henne and Yellowknife River Territorial Park designations provide a managed transition between the urban environment and the northern wilderness through environmental stewardship and guaranteed public access. These areas safeguard boreal landscapes and waterfront ecosystems to support diverse recreational, cultural, and active transportation opportunities that define Yellowknife’s regional identity.

Thematic Goal	Objective Code	Policies
Living in YK	LYK - 4	Culturally significant areas identified by the Yellowknives Dene First Nation (YKDFN) shall be protected from incompatible development to ensure their long-term integrity. (adapted 2-a)
Moving Around YK	MAYK - 4	Multi-modal transportation and transit networks connecting Fred Henne Territorial Park to other designated areas in the City of Yellowknife should be enhanced in accordance with the Transportation Master Plan. (adapted from 1-a)

Map 25: Fred Henne Park and Yellowknife River



## 5 HOUSING

### 5.1 YK Housing Context

Yellowknife’s housing landscape exhibits the longstanding presence of Indigenous communities and more recent typical Canadian settlement patterns, as well as emerging pressures shaping the city’s housing challenges. This section summarizes trends in housing stock, tenure, market dynamics, rental conditions, affordability, and vacancy, based on the City’s Housing Needs Assessment - 2024 and background study of population projections - 2025, providing a foundation for targeted policy interventions in this Plan.

Yellowknife’s housing stock reflects a mix of older and newer dwellings with varying levels of condition and livability. Single-detached homes remain the dominant form, accounting for 44% of units, followed by low-rise apartments (26%) and row housing (12%). Nearly 27% of the housing stock was constructed between 1961 and 1980, with a further 43% built between 1981 and 2000; only 4% predates 1960. Older housing is more likely to require significant repairs, with 10.6% of dwellings in need of major repairs - substantially higher than the national average of 6.1%. Between 2016 and 2021, approximately 455 new units were added, primarily in the form of apartments and row housing, indicating a gradual shift toward higher-intensity development. This trend continued between 2023 and 2025, with an additional 478 units delivered in the form of largely multi-unit housing. New single-detached construction has significantly declined due to limited availability of land for serviced residential lots. The combined pressures of an aging housing stock and lack of land supply underscore the need to prioritize retrofits, intensification, and strategic land supply to meet future housing demand.

Table 5-1: Housing Supply between 2023 and 2025

Year	Multi-Unit	Single-Detached	Secondary Unit	Total
2023	91	12	1	104
2024	250	15	6	271
2025	112	2	10	124
Units Lost				(17)
Total				478

In terms of housing tenure, Yellowknife has a higher proportion of renters than the Canadian average, though ownership still dominates. As of 2021, 57% of households owned their homes while 43% rented, compared with national rental rates of around 33%. Among tenants, 21.5% reside in subsidized housing, 23.6% spend more than 30% of their income on shelter, and 18.2% experience core housing need, highlighting persistent affordability pressures and ongoing demand for rental housing.

Housing affordability remains a critical concern in both ownership and rental markets. The average value of owned private dwellings in Yellowknife has risen from \$302,750 in 2006 to \$494,000 in 2021, an increase of 63%, while larger single-family homes (+5 beds) in 2024 average \$ 717,991 and smaller units (0-1 bed) average \$270,925.

Table 5-2: Housing Affordability 2001-2023 (Source: (<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1110001201>))

Geography <sup>6</sup>		Canada (map)					
Family income <sup>3</sup>		All income groups <sup>3</sup>			Median total income <sup>3, 7</sup>		
Family type <sup>2, 8, 9, 10</sup>	Age of older adult <sup>4</sup>	2021	2022	2023	2021	2022	2023
		Number			Dollars		
Couple families <sup>8</sup>	Total all ages <sup>4</sup>	8,980,830	9,210,400	9,510,660	107,020	110,850	114,560
	25 to 34 years <sup>4</sup>	1,153,990	1,226,970	1,315,180	96,130	97,930	98,190
	45 to 54 years <sup>4</sup>	1,655,390	1,683,390	1,721,210	140,290	147,220	152,130
One-parent families <sup>9</sup>	Total all ages <sup>4</sup>	1,510,180	1,525,510	1,554,440	56,750	58,850	61,960
	25 to 34 years <sup>4</sup>	232,400	226,620	222,490	40,910	39,780	41,240
	45 to 54 years <sup>4</sup>	384,750	392,820	403,430	65,230	68,240	71,010
Persons not in census families <sup>10</sup>	Total all ages <sup>4</sup>	6,915,290	7,189,610	7,528,160	34,820	35,670	37,210
	25 to 34 years <sup>4</sup>	1,167,150	1,252,400	1,361,480	43,060	44,770	44,760
	45 to 54 years <sup>4</sup>	710,980	714,640	725,220	46,990	50,090	51,890

**Call out:**

- 28% of families within Yellowknife have a before-tax annual income below \$60,000. For these families, renting a 1-bedroom unit for the median price is considered unaffordable.
- 45% of families make below \$100,000 per year. For these households, purchasing a house for the average sale price is considered unaffordable.

Pressure on the rental market is evident in the limited supply and low vacancy rates. Yellowknife’s rental vacancy rate has fallen sharply, dropping to 1.3% in late 2025 from 1.8% in late 2024 and 3.5% in late 2023. Growing tourism and increased short-term rental activity may further reduce the availability of long-term rental units, tightening the market even more.

These trends highlight several priority issues for policy considerations. Housing affordability is increasingly strained across both ownership and rental markets, with the greatest impacts on tenants and lower-income households. Much of Yellowknife’s housing stock is aging and requires substantial repair and maintenance, adding pressure to both affordability and long-term sustainability. The limited supply of smaller rental units is widening a mismatch between available housing and the growing number of one- and two-person households seeking high-quality, appropriately sized options. At the same time, demand for single-family homes remains strong, driven by restricted new land availability and a resulting shortage of new single-detached housing in recent years. While growth in multi-unit development is beginning to support intensity and dynamic community goals, continued monitoring on mix of housing types and targeted policy interventions are needed to ensure that future housing supply aligns with demographic changes, affordability challenges, and the city’s broader housing objectives.

## 5.2 Housing Continuum, Affordability and Supply

Call-Out: The Northwest Territories Housing Corporation (NWT Housing Corp) remains the central territorial agency for planning, building, operating, and coordinating housing services across the continuum - from emergency shelter to enabling the transitional and supportive housing and income based public housing (subsidized) with wraparound services. City of Yellowknife is not responsible for social housing programs but creates supportive conditions through planning, zoning, land policies, incentives, and partnerships that allow both private and non-profit housing supply to grow.

Intensification strategies, incentives, land supply and development supportive policies are direct tools by the City to assist housing supply across continuum.

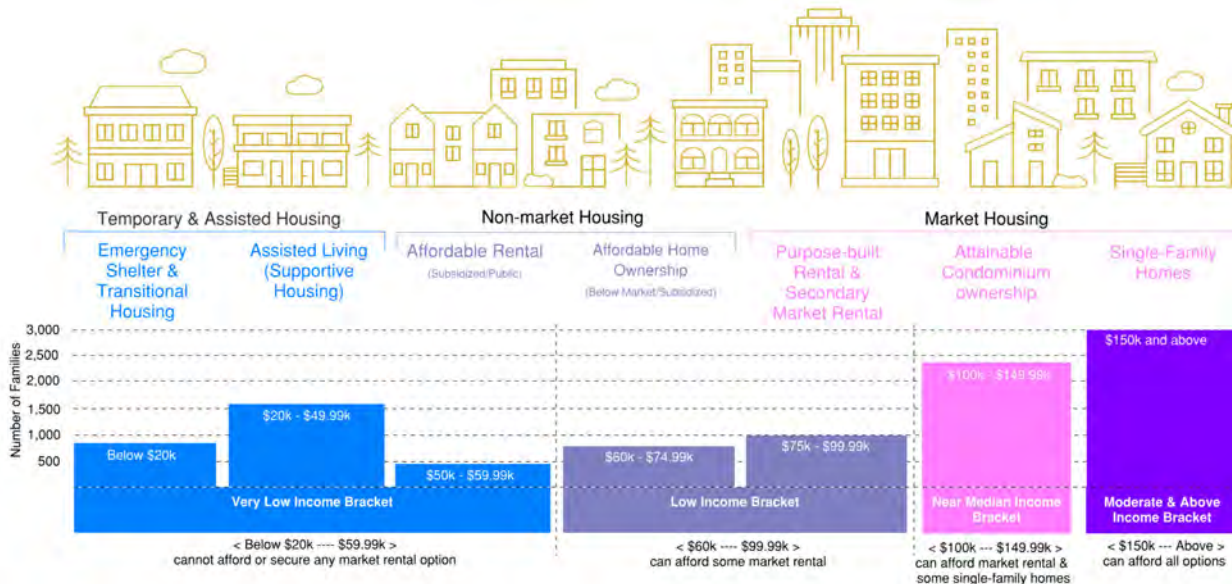


Figure 4: Housing Continuum in Yellowknife and Income Thresholds Across Tenure (Data Sources: Northern Housing Report - 2023, CMHC)

A complete and well-functioning housing system provides a full range of housing options to meet the diverse needs, incomes, and life stages of residents. This range of options referred to as the housing continuum which typically includes emergency and supportive housing, social and subsidized housing, affordable rental housing, market rental housing, and homeownership opportunities. A balanced housing continuum supports housing stability, enables household mobility between housing types, and promotes the social and economic well-being of the community.

In Yellowknife, housing is shaped by a unique northern context characterized by high construction and operating costs, limited serviced land availability, a constrained development market, and an aging housing stock. These conditions reduce housing supply, limit choice, and create structural pressures across the housing system. As a result, challenges in one segment of the housing continuum affect overall housing availability, affordability, and stability.

Housing need in Yellowknife exists across the entire continuum, including demand for supportive and subsidized housing, limited rental supply, barriers to homeownership, and reduced mobility between housing tenures. When housing supply is insufficient, households are unable to transition to housing that meets their needs, resulting in increased competition for available units, rising costs, overcrowding, and increased core housing need.

While affordability is a key indicator of sustainable housing infrastructure, without enough housing supply the housing continuum fails. Yellowknife’s housing continuum is a funnel where the middle households occupy subsidized and affordable units and cannot move to the market housing due to lack of supply and overpriced housing currently creating a bottleneck. Ensuring housing affordability and attainability requires both the provision of non-market housing and an adequate supply of housing across all tenure types and price levels. Increasing overall housing supply supports system mobility, improves housing choice, stabilizes costs, and enables efficient use of existing housing stock. A diverse

range of housing forms and tenures is therefore essential to support community growth, labour force retention, and long-term resilience.

Accordingly, this Plan supports a complete housing continuum by enabling a variety of housing types, facilitating more land supply over the planning horizon, intensification and infill development, encouraging housing diversity and tenure choice, and supporting the delivery of both market and non-market housing to meet current and future needs.

### **5.3 Housing Targets**

The housing targets in this Plan identify the number and mix of housing units required between 2026 and 2051, including market ownership housing, market rental housing, affordable ownership housing, affordable rental housing, and non-market and subsidized housing. City also encourages and supports other creative housing models including tiny homes, community-based housing or co-op housing and rent-to-own models.

In a high-growth scenario, the City is projected to experience a population increase of approximately 4,871 residents over the next 25 years. Based on the current average household size of 2.7 persons per unit, this growth would require approximately 2,000 additional dwelling units, including those needed to address the existing housing deficiency across the housing continuum. As household sizes are expected to decline slightly over time, the total number of required units may increase further.

The Housing Needs Assessment (2024) indicates that demand for single-family housing is expected to decline relative to growth in multi-family housing and missing-middle forms, including secondary dwelling units. However, a continued supply of single-family homes will remain necessary, as smaller households may transition into larger units over time and require additional space, outdoor amenities, and family-oriented housing options. Population projection modelling therefore suggests that an appropriate distribution of future housing supply would include approximately 30% single-family housing, 30% medium-intensity housing such as missing-middle forms, semi-detached and row housing, and 40% high-intensity housing. This distribution supports a balanced housing supply across the housing continuum. Based on the findings of the Housing Needs Assessment and household projections, the City has identified a high-level estimate of the number, form, tenure, and affordability of housing required at different points along the housing continuum.

Considering all household types, the proportion of households experiencing Core Housing Need is expected to remain at approximately 10% over time. This proportion provides an estimate of the level of non-market housing required to meet the needs of lower-income households. These non-market housing needs are in addition to the existing 22% of subsidized housing currently available in the city. Beyond meeting core housing need, additional affordable housing supply is required in the form of purpose-built rental, missing-middle housing, and entry-level ownership options. Expanding these housing options supports mobility from subsidized housing to market housing and helps reduce overall price pressures within the housing system.

The ultimate objective of the City's housing targets is to ensure that all residents have access to appropriate, secure, affordable, and attainable housing. Providing a diverse range of housing types, tenures, and price points will support greater housing choice, improve affordability, and contribute to a more balanced and resilient housing system. Access to a diverse range of potential housing

developments will also support both housing agencies and private developers in meeting the community’s varied needs.

Table 5-3: City of Yellowknife Housing Targets, 2026-2051

Housing Type	Income Bracket (Household)					Affordable Units	Total Units	(%)
	Very Low	Low	Median	Moderate	Above Moderate			
Affordable & Non-Market (apartment & Mixed-use)	100	100				200 (100%)	200	40%
Market Rental (apartment & Mixed-use)		100	100	100		45 (15%)	300	
Market Condominium (apartment & Mixed-use)		100	100	100		30 (10%)	300	
Missing Middle (Row House, Duplex, Triplex, Fourplex, Sixplex, Secondary dwelling Units etc.)		200	200	200		60 (10%)	600	30%
Single-Family (including modular homes and tiny homes)		100	200	200	100		600	30%
Minimum Total Housing Targets	100	600	600	600	100	335 (17%)	2000	100%

The housing targets are intended to guide the planning and release of serviced lands, support a balanced mix of housing types and tenures, inform infrastructure and capital planning decisions, monitor housing supply, affordability and market conditions over time, and provide accountability in achieving housing outcomes. Meeting these targets will help ensure that Yellowknife’s housing system remains responsive, inclusive, and resilient, supporting long-term community well-being and economic stability.

## 5.4 Housing Implementation

The City is advancing a coordinated two-track implementation strategy: prioritizing intensification within the existing built-up area while enabling carefully phased urban expansion through new serviced land supply to meet long-term needs. To guide this growth responsibly and prevent dispersed, infrastructure-intensive development, the City has established a Planned Built-Area - an urban containment boundary for the next 25 years (**Map 26**). This deliberate growth management framework aligns housing delivery with incremental infrastructure investment and service upgrades, ensuring that supply expands in a fiscally responsible, sustainable, and orderly manner.

### 5.4.1 Land Supply

Based on population and household projections background study, City has identified the need for approximately 65 hectares of additional residential land supply to accommodate anticipated growth over the 25-year planning horizon. To meet this need, City has designated the Frame Lake (Map 8) area as a strategic expansion area capable of supporting neighbourhood-scale development, including a range of residential housing forms. A future Frame Lake Area Development Plan will establish detailed

phasing for this area, including the distribution of housing types across the housing continuum, the provision of parks and community services, supporting land uses, and the extension of required municipal infrastructure. Development within this area will be implemented incrementally to align with infrastructure capacity and long-term demand.

In parallel, City has also identified several vacant and underutilized parcels, both municipally owned and privately held, within existing residential and mixed-use areas that present opportunities for medium to high-density infill and redevelopment. These sites will be encouraged and supported through appropriate planning tools and incentives to advance the City’s intensification objectives. This approach is further supported by the transportation policies and Transportation Master Plan, which identify key corridors suitable for transit-supportive development and future intensification, ensuring that land use, housing supply, and mobility investments work together to achieve the City’s long-term growth targets.

#### **5.4.2 Intensification and Greenfield Development Targets:**

While the City has adopted an “Intensification First” approach as a central land use strategy, opportunities for redevelopment within existing neighbourhoods remain limited. Much of the vacant or underutilized land within the built-up area is scarce, fragmented, or constrained by parcel size, servicing limitations, and site-specific conditions, which collectively restrict the feasibility and scale of infill development. Consequently, while policy direction strongly supports intensification, these physical and market constraints moderate the pace at which redevelopment can occur. Recognizing these realities, City has adopted a hybrid growth management approach that balances intensification with strategic land supply. This approach establishes quantitative growth targets through three complementary mechanisms: intensification linked to land use designations, transit-supportive development corridor, and phased greenfield expansion. **Table 5-4** and **Map 26** illustrates the spatial distribution of these growth targets within Yellowknife’s Planned Built-Area (Urban Containment Boundary), guiding housing supply and development over the 25-year planning horizon.

- i. **Intensification Target:** The City’s intensification target is primarily focused within the Downtown and Central Residential areas, with moderate, context-sensitive intensification encouraged in other established low-density neighbourhoods through infill and redevelopment. Intensification is anticipated to occur through the development of vacant or underutilized parcels and parking lots, the redevelopment or rehabilitation of aging housing stock, and the introduction of a broader range of housing forms. This includes mixed-use residential development, missing-middle housing such as duplexes, triplexes, and fourplexes, as well as the addition of both attached and detached secondary dwelling units. Over the life of this Plan, a minimum of **30 percent** of all new residential dwelling units shall be accommodated within Downtown and 10% within existing residential neighbourhoods, as identified in **Table 5-4**.

Call Out: For the purposes of this Plan, “Intensification” refers to the development of additional residential units within the existing neighbourhoods of Yellowknife, including infill, redevelopment, and addition of new housing units, aimed at increasing housing supply, diversity, and compactness while making efficient use of existing infrastructure and services. Intensification is a key tool to support the City’s “Intensification First” strategy and to meet long-term housing and growth targets.

To guide planning and implementation, the City defines intensification in three categories based on residential density measured in units per hectare (UPH):

- i) **Low-Intensity Housing:** Less than 25 UPH. Typically includes single-detached or duplex dwellings compatible with existing low-density neighbourhoods.
- ii) **Medium-Intensity Housing:** 25 to 65 UPH. Typically includes duplexes, triplexes, fourplexes, sixplexes, townhouses, low-rise apartments, that increase density while maintaining neighbourhood character. For the purposes of this Plan, medium-intensity housing is also referred to as “missing-middle” housing.
- iii) **High-Intensity Housing:** Above 65 UPH. Typically includes mid- to high-rise apartment buildings, mixed-use towers, and other forms of concentrated residential development along transit and service corridors.

This categorization provides a consistent framework for zoning, land-use planning, infrastructure allocation, and monitoring of housing delivery across the City.]

- ii. **Priority Development Corridor:** The City has identified a Priority Development Corridor along Old Airport Road (see **Map 26** and **Section 8.4**), connecting to Frame Lake lands, where existing and proposed transportation routes, transit services, and municipal infrastructure will support higher intensity development. This corridor is intended to accommodate a portion of City’s future mixed-use and higher-intensity housing growth. To facilitate this objective, the City will consider proactive rezoning and regulatory adjustments within the corridor to align zoning with the intensification objectives of this Plan. Development along the corridor is encouraged to incorporate vertical mixed-use forms, with commercial, service commercial and restaurant use at grade and residential units above. The corridor will also support a range of housing and accommodation types, including live-work units, assisted housing, special care housing, and student-oriented housing, particularly in proximity to major employment and service destinations such as commercial centres, the hospital, clinics, and educational facilities. Where transit access and walkability are present, reduced parking requirements shall be considered to support compact development. Over the life of this Plan, a minimum of **10 percent** of all new residential dwelling units shall be accommodated within and adjacent to the Priority Development Corridor identified in **Table 5-4** and **Map 26**.
- iii. **Greenfield Development Target:** The Greenfield lands identified in **Map 26**, designated as Frame Lake, shall be developed in a phased and coordinated manner to ensure fiscal sustainability and alignment with planned infrastructure servicing capacity and conveyance. Development sequencing shall correspond with planned extensions of water, wastewater, transportation, and community services. New Greenfield neighbourhoods shall provide a diverse mix of housing types across the housing continuum. They shall include parks and open spaces linked to existing and planned trail and active transportation networks, and be designed to accommodate future transit routes. Neighbourhood plans for the Frame Lake area shall also identify opportunities for small-scale neighbourhood commercial and mixed-use area to enhance walkability and reduce automobile dependency. Over the life of this Plan, Greenfield development shall be a minimum of **50 percent** of total residential growth,

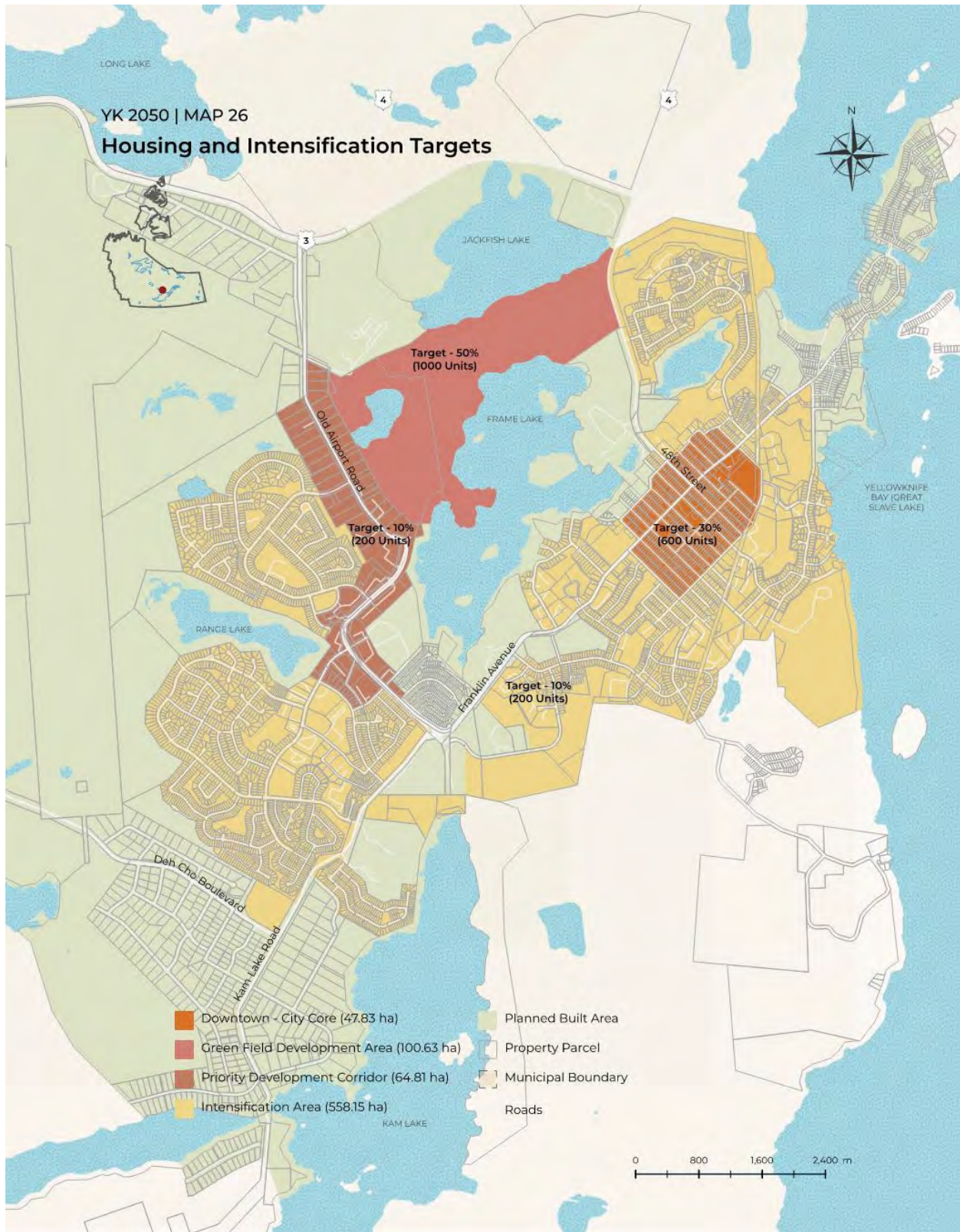
unless the City demonstrates that established intensification targets cannot reasonably be achieved.

All in-fill and greenfield redevelopment within the planned built-area (urban containment, **Map 26**) shall achieve or exceed minimum density targets unless site and housing-market constraints justify alternative performance.

Table 5-4: Housing Target by location and types of development

Housing Target Area	Types of Development	Planning Horizon	Housing Target
Downtown	Intensification	25 Years	30% (minimum)
Existing Residential Neighbourhood	Intensification		10% (minimum)
Development Corridor	Intensification		10% (minimum)
Frame Lake Area	Greenfield Development		50% (minimum)
Total			100% (minimum)

Map 26: Housing Target by location and types of development



### **5.4.3 Affordable Housing**

Yellowknife recognizes that housing affordability is fundamental to economic resilience, workforce stability, social wellbeing, and reconciliation. In a northern context characterized by high construction costs, limited serviced land, and a short building season, market forces alone cannot deliver the full range of housing required to meet community needs. The City will therefore support housing across the full continuum, including non-market rental, affordable market rental, attainable homeownership, supportive housing, and Indigenous-led housing initiatives. The Frame Lake Area Development Plan shall allocate lands to accommodate this full spectrum of housing types and tenures. The City shall aim to achieve a minimum of **17 percent** of all new residential units citywide as affordable housing, consistent with Canada Mortgage and Housing Corporation (CMHC) definitions and informed by local income data and core housing need indicators. The City shall monitor and report on progress toward this target annually and may refine the target over time based on updated housing needs assessments.

To advance implementation, the City shall prioritize surplus and strategically located municipal lands for affordable and non-market housing, including through long-term land leases where appropriate. Expedited development approvals shall be provided for projects that secure affordable housing components, and development incentive programs shall be modernized to maximize financial tools, including grants, fee reductions, and other incentives. City may consider reduced parking requirements and flexible development standards where appropriate to improve project feasibility. Where infrastructure capacity presents a barrier to delivery, City may explore contribution agreements or partnership models to support necessary upgrades. The redevelopment of existing purpose-built rental housing should avoid a net loss of affordable units without replacement, ensuring that overall housing supply and affordability are strengthened over time.

### **5.4.4 Shelters & Supportive Housing**

Recognizing the distinct and complex housing needs of individuals experiencing homelessness, housing instability, mental health challenges, addictions, and other vulnerabilities, the City supports a Housing First and culturally responsive approach as a foundational principle of the housing continuum. Emergency shelters, transitional housing, and other subsidized housing are essential components of a balanced housing system and contribute to overall community stability and wellbeing.

Supportive housing and shelters shall be permitted in Downtown and mixed-use designations, and along transit corridors, subject to land use compatibility, scale, and urban design considerations. The City shall encourage the development of community-based, non-profit, co-operative, and Indigenous-led housing models and may support such initiatives through strategic land allocation and expedited development approvals. The City will support territorial agencies, health authority, and other service providers to align with their housing delivery and case management services. New shelter and supportive housing developments shall be designed to integrate respectfully within surrounding neighbourhoods, incorporate Crime Prevention Through Environmental Design (CPTED) principles, and promote safety, dignity, and long-term housing stability. The City shall also seek to avoid overconcentration of supportive housing in any one area and monitor outcomes to ensure equitable distribution and effectiveness over time.

#### **5.4.5 Collaboration & Partnership**

The provision, funding, delivery, and ongoing operation of emergency shelters, supportive housing, non-market housing, and associated health and social support services shall continue to be the responsibility of the Government of Canada and the Northwest Territories, Indigenous governments and organizations, and qualified non-profit and service delivery agencies. These entities are expected to ensure that housing initiatives are supported by secure, long-term funding, clearly defined service delivery models, and integrated health and social supports necessary to maintain housing stability. Proponents shall demonstrate organizational capacity, confirmed funding sources, and implementation plans to ensure projects are viable, coordinated, and delivered in a timely manner.

Territorial agencies, Indigenous governments and organizations, and non-profit providers shall coordinate closely with one another and engage early with the City to align housing delivery with community priorities, infrastructure capacity, and land-use considerations. They shall pursue partnerships, including with the private sector, to leverage resources, expand housing supply, and advance mixed-income and mixed-tenure developments. Indigenous governments and organizations shall lead the planning, delivery, and operation of Indigenous housing and related support services, ensuring that housing solutions are culturally appropriate and reflective of community values and self-determination.

The City shall maintain its primary role as regulator and enabler by providing a clear and predictable land-use framework, efficient development approvals, and planning tools that support a full spectrum of housing forms. While not responsible for service delivery, the City shall facilitate housing outcomes through enabling policies, coordination on infrastructure and land, provide development incentives where available and continue ongoing collaboration with partners. The City shall also support information sharing and encourage accountability by promoting monitoring and reporting on housing outcomes to inform future planning and decision-making.

#### **5.4.6 Housing Monitoring:**

The City shall monitor and report annually on the achievement of housing targets, including the proportion of new units delivered in alignment with Intensification and Greenfield Development targets. Reporting shall also track housing composition by type (as identified in **Table 5-3**), including affordable units, universally designed units, condominiums, market and non-market rentals, assisted housing, transitional housing, emergency shelters, and homelessness supports.

Annual monitoring will provide the City with evidence to adjust development incentives, prioritize infrastructure investment, phase and release land strategically, and support funding applications and collaborative housing partnerships. This approach ensures that housing delivery remains responsive to evolving demand, aligns with the City's growth management objectives, and supports the full housing continuum across Yellowknife.

### **5.5 Policy Requirements**

Housing is a core component of the City's infrastructure and living system, closely connected to land use and intensification strategies, infrastructure capacity planning, climate resilience and energy efficiency objectives, transportation and active mobility planning, reconciliation, and cultural vitality. Housing

policies in this plan establish clear requirements and guidance for land use and development that respond to these interconnected priorities. They prioritize access to appropriate, secure, affordable, and attainable housing, while supporting a broad range of housing types, tenures, and price points to ensure meaningful housing choice for all Yellowknifers.

Call-out: The Housing policies are supported by the objectives outlined in Section 3 under the five thematic goals - Growing, Living, Working, Natural and Moving around YK. Together, the five themes provide an integrated framework for housing by enabling sufficient housing supply and diversity (Growing), ensuring affordability and inclusion (Living), aligning housing with employment and economic growth (Working), enhancing residential quality, climate readiness and environmental sustainability (Natural) and improving accessibility and supporting complete communities (Moving Around).

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2	<p>5 (i) New residential development, particularly multi-unit housing shall provide appropriate transitions in height, scale, and massing when located adjacent to lower-density residential areas, to maintain compatibility and cohesive built form.</p> <p>Residential intensification and redevelopment shall be designed to enhance the existing physical character, streetscape, and identity of surrounding neighbourhoods.</p>
	GYK-3	<p>5 (ii) Residential development, as a sensitive land use, shall be located on lands that are compatible with surrounding uses and free from identified risks to human health and the environment.</p> <p>Residential development shall not be permitted on or adjacent to potentially contaminated sites or non-compatible uses unless the proposal demonstrates, to the satisfaction of the City, that all potential risks have been appropriately assessed and mitigated in accordance with Environmental Site Assessment (ESA), if warranted, and appropriate buffer areas.</p>
	GYK-4	<p>5 (iii) All new residential development shall connect to municipal piped water and sewer services where such infrastructure is available or can be reasonably extended. This requirement supports efficient use of public infrastructure, reduces long-term servicing costs, improves public health outcomes, and promotes compact urban growth.</p> <p>Trucked water and sewer services, or private on-site systems, shall only be permitted where accommodation facilities are essential to function certain businesses and industries.</p>
	GKY-4	<p>5 (iv) Missing-middle housing shall be prioritized for new development or redevelopment of underutilized lands within residential and mixed-use areas to expand housing choice, support families and seniors, enable residents to stay in the community, and increase housing supply through incremental intensification.</p>

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-5	5 (v) When funding is allocated, development incentive programs shall be implemented to help offset the costs associated with delivering affordable and missing-middle housing. Approval authorities shall prioritize and expedite applications for qualifying affordable housing projects. The use of standardized and pre-approved housing designs will be encouraged to improve efficiency, reduce construction costs, and accelerate housing delivery.
	GYK-5	5 (vii) Residential development shall contribute to inclusive and accessible neighbourhoods by incorporating universal design principles, ensuring convenient access to services and amenities, and providing a range of housing options that meet the diverse needs of all residents
	GYK-6	5 (viii) New residential development in areas adjacent to forested lands or high wildfire risk areas shall incorporate wildfire-resilient site design and Fire Smart best practices.
	GYK-6	5 (ix) New residential development in areas adjacent to forested lands or high wildfire risk areas shall provide defensible space around buildings through vegetation management, separation distances, and landscaping design that reduces wildfire fuel.
	GYK-6	
	GYK-7	5 (xi) New residential development shall prioritize energy efficiency, reduced emissions, and building performance suitable for northern climates.
	GYK-7	5 (xii) New residential development shall be designed to respond to local environmental conditions, including permafrost, drainage, snow management, and extreme weather.
	GYK-7	5 (xiii) Developers shall incorporate measures to improve and retrofit existing housing, to enhance climate resilience and reduce environmental impacts. Development proposals shall prioritize energy efficiency improvements and sustainable building practices
Living in YK	LYK-1	5 (xiv) Developers shall provide a full range of housing options across the housing continuum, including private ownership, market and non-market rental housing, emergency shelters, transitional housing, community housing, assisted living, and supportive housing, where appropriate. Development proposals shall incorporate diverse housing forms, such as single-detached dwellings, duplexes, triplexes, fourplexes, sixplexes, row housing, secondary dwellings, mixed-use developments, and multi-unit residential buildings, ensuring compatibility with surrounding neighbourhoods and respect for the existing built environment. Innovative and alternative housing forms,

Thematic Goal	Objective Code (identifying Image)	Policies
		including tiny homes, workforce accommodation, and student housing, shall be considered where they respond effectively to evolving community needs.
	LYK-1	5 (xv) New developments should advance a family-friendly city, support larger households that want to stay in the city and seek to meet the evolving needs of families with children at home.
	LYK-1	5 (xvi) Redevelopment of buildings shall not support downzoning or reduction of total number of residential units and committed affordable units, unless otherwise non-conforming or non-complying.
	LYK-1	<p>5 (xvii)</p> <p>All new residential developments of 20 or more units shall provide a minimum of 10% of units as affordable housing, secured through a legal agreement for a minimum period of 20 years, unless otherwise specified in applicable land use designation policies.</p> <p>Multi-unit developments of 20 or more units shall include a mix of market units that reflect community needs, including family-sized and accessible units. A minimum of 10% of units in such developments shall be designed to be universally accessible.</p> <p>Multi-unit developments shall provide bicycle parking spaces equal to at least 120% of the total number of dwelling units, split between 20% temporary (visitor) and 100% permanent (resident) use.</p> <p>Secondary dwelling units shall have no minimum parking requirement.</p>
	LYK-1	5 (xviii) Developers shall locate non-market housing, including assisted living, supportive housing, and temporary shelters, in close proximity to amenities such as retail, grocery, and dining options, and ensure strong connections to public transit and trail networks.
	LYK-1	5 (xix) The Government of the Northwest Territories, Indigenous governments and organizations, and qualified non-profit housing providers shall prioritize the use of lands when made available for non-market housing and plan projects incrementally to align with established housing targets, ensuring that delivery meets community needs and leverages available public and non-profit resources.
	LYK - 3	5 (xxii) In large-scale mixed-use developments or housing complexes, public spaces and amenities shall be designed to reflect Indigenous design principles, knowledge, and cultural expression whenever there is an established cultural importance or recognized community need. This includes integrating elements or art-works that honor Indigenous heritage, storytelling, and cultural practices, ensuring that shared

Thematic Goal	Objective Code (identifying Image)	Policies
		spaces are inclusive, meaningful, and responsive to Indigenous communities.
Working in YK	WYK -5	<p>Developers and proponents shall recognize housing as essential infrastructure that supports economic stability and labour retention by prioritizing the delivery of mixed-use developments in the City Core, Old Airport Road, and Frame Lake designated areas, particularly along major roads and transit routes.</p> <p>New developments shall incorporate live-work housing opportunities along major roads in the Old Airport Road and Frame Lake Residential areas, ensuring that residential and commercial uses are integrated to support local employment and community vitality.</p>
	WYK - 1	New developments located close to transit routes shall provide low- to mid-market rental housing.
	WYK - 2	New developments in the Kame Lake and Kame Lake South areas shall provide workforce accommodations, in locations proximate to businesses and industrial uses, ensuring both compatibility and alignment with local employment needs.
		<p>New mixed-use projects shall consider accessible and affordable daycare programs, including preschool, out-of-school care, and senior daycare spaces, by integrating these facilities on-site or coordinating with nearby service providers to meet community needs.</p> <p>New mixed-use or multi-unit residential developments with more than 100 units shall include spaces for day care facility as part of the development.</p> <p>Day care facilities shall be permitted in all residential, commercial and mixed-use zones.</p>
Natural YK	NYK -2	Large scale housing projects including mix-use developments shall provide access to amenities and community services within walking distance.
	NYK -3	New residential developments shall consider protection of natural heritage features and ecological systems to minimize environmental disturbance.
	NYK -4	<p>City supports high-quality public realm and shared amenity space within housing development.</p> <p>New mixed-use or multi-unit residential developments with more than 100 units shall include a shared amenity space for the residents.</p> <p>Developers shall incorporate Privately Owned Public Space (POPS) within mixed-use or large-scale housing developments to promote public access to important community areas, including waterfronts.</p>

Thematic Goal	Objective Code (identifying Image)	Policies
		Where POPS is provided, developers may be eligible to request development incentives, fee waivers, and density bonuses, as appropriate, to support the delivery of publicly accessible spaces.
	NYK -4	Multi-unit housing developments shall promote social interaction, safety and community cohesion by providing shared indoor and outdoor spaces, amenities, universal design and Crime Prevention through Environmental Design (CPTED) standards.
	NYK -4	<p>New residential developments, particularly multi-unit development, shall consider health-based housing design to ensure enough daylight, indoor air quality, proximity to nature and community wellbeing.</p> <p>New multi-unit residential developments, except for retrofitting projects, with more than one storey shall provide meaningful outdoor amenity space, either directly accessible from individual units or as a shared common area.</p>
Moving Around YK	MAYK - 2	New housing developments shall be designed as integral components of complete communities, ensuring residents have access to services, employment, recreation, and natural areas.
	MAYK - 2	New housing developments shall be prioritized in walkable areas with access to transit and active transportation.
	MAYK – 3, 4	Multi-unit residential developments shall provide active transportation infrastructure such as sidewalk, ramp, tactile warning surface, bicycle parking, where warranted, to address network gaps and support connectivity to the City’s active transportation system in accordance with the Transportation Master Plan. The City may support required infrastructure improvements through contribution agreements, subject to available funding.

## 6 WORKFORCE ACCOMMODATION

### 6.1 YK Context

Workforce accommodation plays an important role in supporting economic development in northern. As the administrative and service hub of the Northwest Territories, Yellowknife supports regional mining, mineral exploration, infrastructure development, building construction, mine remediation, defence and northern logistics. These sectors periodically generate surges in labour demand that can exceed the capacity of the local housing market. The provision of appropriate accommodation for project-related workers has been further constrained by the absence of a clear municipal policy framework for workforce accommodation; this gap is addressed through the policies in this Plan.

Purpose-built workforce accommodation provides a mechanism to house project-related workers while minimizing pressure on local rental housing and hotel markets. The Plan identifies the importance of establishing a clear policy framework to guide the siting, approval, and operation of workforce accommodation in order to reduce land-use conflicts and provide certainty for industry and residents.

The policies in this section aim to:

- Support economic development and major projects.
- Protect mainstream housing supply for residents.
- Ensure compatibility with surrounding land uses.
- Minimize environmental and community impacts.
- Provide predictable approval processes for industry.

Workforce Accommodation include temporary and long-term facilities constructed to provide housing for workers in the form of complete dwelling units, typically for related business for an appropriate project, term or seasonal purpose. Workforce Accommodation may include modular, relocatable, or other structures containing sleeping, dining, and separate sanitary facilities. Workforce accommodation may also include recreational, administrative, and service facilities.

### 6.2 Types of Workforce Accommodation

Workforce accommodation may take several forms:

- i. **Temporary Workforce Accommodation:** Accommodation established for a maximum of three years duration of a specific construction, commercial, industrial or resource operation projects and intended to be removed, reused, or relocated after project completion.
- ii. **Long-term Workforce Accommodation:** Long-term accommodation designed to support ongoing industrial, commercial or resource operations where workers rotate through short-term shifts.

### 6.3 Land Use

The City shall guide workforce accommodation to locations that minimize conflicts with residential neighbourhoods, sensitive land uses and the Engle Industrial Business Park. Generally, both long term and temporary Workforce accommodations shall be located within Kam Lake and Kam Lake South area (**Map 27**). Temporary workforce accommodation may be located within the large construction, major infrastructure and logistics sites, outside of the permitted areas, for up to three years, subject to Council’s approval. Off-site workforce accommodations shall be close to established transport routes or shall demonstrate a transport connection to the City services and amenities.

Workforce accommodation shall not be located within established residential neighbourhoods, downtown commercial areas, parks and recreation areas, environmentally sensitive lands. **Map 27** shows preferred areas for workforce accommodation to increase predictability for industry and reduce ad-hoc siting conflicts.

### 6.4 Implementation Tools

The City shall implement workforce accommodation policies through zoning by-law provisions, development permit guidelines, and development agreements containing appropriate servicing methods and securities.

- i. Development shall comply with zoning regulations or obtain rezoning approval where required.
- ii. All workforce accommodation developments shall require a development permit that addresses site design, land use compatibility, access and transportation, amenities, and infrastructure servicing.
- iii. All buildings shall comply with applicable building, fire and fuel codes.
- iv. Food service, sanitation, and water systems shall comply with, and receive permits under, applicable territorial health regulations (Public Health Act) where required.

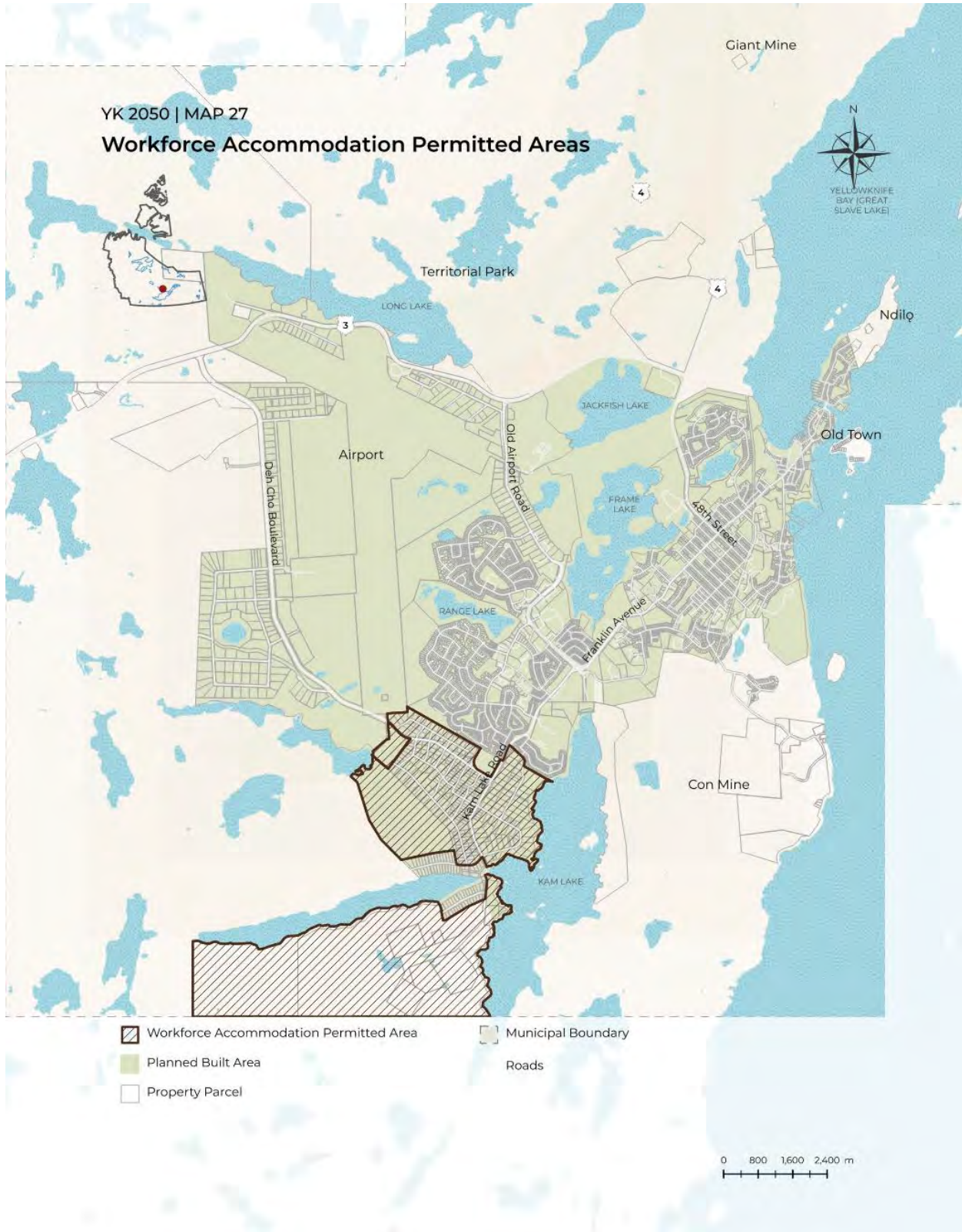
### 6.5 Policy Directions

Call-out: The workforce accommodation policies under the five thematic goals provide a framework to ensure that such developments support Yellowknife’s sustainable growth. Growing YK (GYK) emphasizes responsible land use and environmental stewardship; Living in YK (LYK) focuses on health, safety, and community well-being; Working in YK (WYK) supports operational efficiency and economic benefit; Natural YK (NYK) protects environmental and natural heritage values and Moving Around YK (MYK) promotes connectivity and accessibility. Overall, these policies collectively ensure that workforce accommodation in Yellowknife is strategically located, environmentally responsible, operationally effective, socially inclusive, and well-integrated into the community - balancing the needs of economic development with the health, safety, and well-being of residents and the natural environment.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-2 & GYK-3	<p>Workforce accommodation shall avoid proximity to sensitive land uses such as hospitals, schools, and residential neighbourhoods and shall minimize environmental impacts.</p> <p>Workforce accommodation developments proposed adjacent to the West Residential and Grace Lake areas shall incorporate appropriate buffering and screening measures, and ensure that all site lighting is contained within the property boundaries.</p>
	GYK-3	<p>Workforce accommodation shall provide adequate setbacks and buffers from adjacent land uses and incorporate landscaping and screening where appropriate. Workforce accommodation shall be considered a potentially sensitive land use when located within an industrial zone. Appropriate buffering, noise attenuation, and other mitigation measures shall be required in accordance with the zoning by-law. Workforce accommodation shall not be located in Engle Industrial Business District.</p>
	GYK-6	<p>Temporary workforce accommodation developments shall include a decommissioning plan outlining removal of temporary structures, restoration of the site, and remediation of environmental impacts where applicable.</p>
Living in YK	LYK-4	<p>Where feasible, workforce accommodation developments should support local and Indigenous participation through employment opportunities, service contracts, or partnerships related to camp operations and services.</p>
	LYK-5	<p>Workforce accommodation developments shall demonstrate adequate provision of potable water supply, wastewater management, solid waste management, and stormwater management. Workforce accommodation shall connect with municipal piped services where available. Where piped servicing is unavailable or an extension of piped service is not feasible, the proponent shall provide approved trucked or private servicing systems to the satisfaction of the City.</p>
Working in YK	WYK-2	<p>Developments with more than 20 units shall be required to submit an Operations and Emergency Management Plan that outlines site management and security measures, worker transportation arrangements, emergency response procedures, and noise and nuisance mitigation (particularly where the site is near potential noise and health hazard sources).</p>
	WYK-5	<p>Workforce accommodation developments shall be appropriately scaled to the operational needs of the project they are intended to serve. Proposals shall consider the cumulative impacts of multiple workforce accommodation facilities within the surrounding area,</p>

Thematic Goal	Objective Code (identifying Image)	Policies
		including potential effects on infrastructure, services, and the local community. Where feasible, proponents of multiple or concurrent projects are encouraged to pursue coordinated or shared workforce accommodation solutions to minimize dispersed development.
	WYK-5	Workforce accommodation developments should encourage local procurement and services, support local employment opportunities, and contribute to municipal infrastructure where feasible.
Natural YK	NYK-2	Workforce accommodation shall not be permitted within any Natural Heritage Features including woodlands identified in this plan, and shall be set back at least 15 metres from any wetlands.
	NYK -3	Workforce accommodation proposed adjacent to woodlands or wetlands shall demonstrate that the development will not adversely impact natural heritage features and that appropriate mitigation measures are implemented to the satisfaction of the City.
Moving Around YK	MAYK-1 & MAYK-2	Workforce accommodation should be located near existing or privately arranged transport routes and connected to City amenities and shopping areas.
	MAYK-1, MAYK-2, MAYK-3 & MAYK-4	Developments with more than 20 units shall include a transportation plan outlining how residents will access local amenities, retail areas, trails, parks, open spaces, and on-site facilities.

Map 27: Workforce Accommodation Permitted Area (within the Planned Built Area)





CITY OF YELLOWKNIFE

**MEMORANDUM TO COMMITTEE**

**COMMITTEE:** Governance and Priorities

**DATE:** April 15, 2026

**DEPARTMENT:** Governance and Corporate Services

**ISSUE:** Whether to appoint members to serve on the Community Advisory Board on Homelessness.

**RECOMMENDATION:**

That Council appoint the following members to serve on the Community Advisory Board on Homelessness (CAB) commencing March 26, 2026 and ending March 25, 2028:

Name	Representing
	One (1) representative from an organization serving women/families fleeing violence
	One (1) representative from Indigenous Peoples or organizations, including Friendship Centres or Indigenous housing organizations
	One (1) representative from a youth serving organizations, including non-government Child Welfare agencies
	One (1) representative from an organization serving persons with disabilities
	One (1) representative from Veterans Affairs Canada or veterans serving organizations

**BACKGROUND:**

There are vacancies on the Community Advisory Board on Homelessness for: One (1) representative from an organization serving women/families fleeing violence; One (1) representative from Indigenous Peoples or organizations, including Friendship Centres or Indigenous housing organizations; One (1) representative from an organization serving persons with disabilities; and One (1) representative from Veterans Affairs Canada or veterans serving organization.

It is the practice of the City of Yellowknife to advertise all vacancies for boards and committees. The City has advertised vacancies on the Community Advisory Board (CAB) on Homelessness on the City's website and social media sites.

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

Strategic Direction #1    People First

Motion #0459-96, as amended by #0460-96, #0462-96 and #0273-09:

"The following policy be adopted with respect to appointments to municipal boards and committees:

- i)        The maximum consecutive years that an individual may serve on any one board or committee is six.
- ii)       Individuals who have served the maximum six-year period on one municipal board or committee shall be eligible to be appointed to another board or committee.
- iii)      No individual shall be precluded from serving concurrent terms on more than one municipal board or committee.
- iv)      Notwithstanding that an individual appointee has served less than six years on a particular board or committee, Council may, after the expiration of the first or subsequent terms of that appointee, advertise for applicants to fill a vacancy on that board or committee.
- v)        Notwithstanding clause (i.) of this policy, should the City receive no applications to fill a vacancy on any particular board or committee, the six year maximum limitation may, at the discretion of City Council, be waived.
- vi)      Should the City receive no applications to fill a vacancy on any particular board or committee, City Council may appoint a member of the public at their discretion.

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

Council Procedures By-law No. 5119.

**CONSIDERATIONS:**

Legislation

Section 114 of Council Procedures By-law No. 5119 states:

**Special Committees of Council**

114. Where Council deems it necessary to establish a special committee to investigate and consider any matter, Council shall:

- (1)       name the committee;
- (2)       establish terms of reference;
- (3)       appoint members to it;
- (4)       establish the term of appointment of members;
- (5)       establish requirements for reporting to Council or a standing committee; and
- (6)       allocate any necessary budget or other resources to it.

Procedural Considerations

All appointments to Special Committees must be approved by Council.

The composition of the Committee was structured so that various segments of the community are represented.

**ALTERNATIVES TO RECOMMENDATION:**

No viable alternative has been identified.

**RATIONALE:**

The Committee members will assist the City in an advisory capacity regarding homelessness issues within the municipal boundaries of the City of Yellowknife. Appointing a full complement of Members will ensure that the work of the committee is completed in a timely fashion.

**ATTACHMENTS:**

None

Prepared: March 30, 2026; SJ/