

CITY OF YELLOWKNIFE

BY-LAW NO. 3651

A BY-LAW of the Municipal Corporation of the City of Yellowknife to adopt the Old Town Secondary Development Scheme for the City of Yellowknife;

PURSUANT TO:

- a) Sections 25 to 29 inclusive of the *Planning Act, R.S.N.W.T. 1988, c. P-7,*
- b) Due notice to the public, provision for inspection of this By-law and due opportunity for objections thereto to be heard, considered and determined; and
- c) The approval of the Commissioner of the Northwest Territories, certified hereunder.

WHEREAS the Council of the Municipal Corporation of the City of Yellowknife deems it desirable to adopt the Old Town Secondary Development Scheme by by-law;

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

SHORT TITLE

- 1. This By-law may be cited as the Old Town Secondary Development Scheme 1993.

APPLICATION

- 2. The Old Town Secondary Development Scheme for the City of Yellowknife, comprising the attached Schedule "A" and Maps 1 through 12 inclusive is hereby adopted.

EFFECT

- 3. THIS By-law shall come into effect upon receiving Third Reading and otherwise meeting the requirements of Section 57 of the *Cities, Towns and Villages Act.*

READ a First Time this 24th day of August, A.D. 1992.

MAYOR

SENIOR ADMINISTRATIVE OFFICER

READ a Second Time this 22nd day of March, A.D. 1993.

MAYOR

SENIOR ADMINISTRATIVE OFFICER

APPROVED by the Minister of Municipal and Community Affairs
this _____ day of _____, A.D. 1993.

MINISTER, MUNICIPAL AND
COMMUNITY AFFAIRS

READ a Third Time and finally adopted this _____ day of
_____, A.D. 1993.

MAYOR

SENIOR ADMINISTRATIVE OFFICER

**CITY OF YELLOWKNIFE
OLD TOWN SECONDARY DEVELOPMENT
SCHEME**

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June 1992



"SCHEDULE A"
BY-LAW NO. 3651
CITY OF YELLOWKNIFE
OLD TOWN SECONDARY DEVELOPMENT SCHEME

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1 INTRODUCTION

1.1 PURPOSE OF DOCUMENT

The Old Town area of Yellowknife, the City's original townsite, has experienced significant redevelopment pressures during the past ten years. The pressures are the result of the area's increasing popularity as a place to live, work and recreate. While these pressures are contributing to the area's continually evolving personality, their increasing influence on the character of Old Town requires management and coordinated direction.

In recognition of this need a Secondary Development Scheme was prepared.

The Secondary Development Scheme was prepared in compliance with the Planning Act of the Government of the Northwest Territories and the City of Yellowknife General Plan By-law No. 3213. As such, the Development Scheme contains the information required in both pieces of legislation; and, as required by the General Plan By-law, the Scheme provides guidance for the future development of Old Town.

1.2 GUIDING PRINCIPLE: The Unique Character of the Old Town

The assertion that the Old Town of Yellowknife is a different and unique part of the community is not open to question. The Old Town contains elements that are ultra modern and others that are old and reflect what was. Within the Old Town the history of the past and history in the making co-exist. Businesses and residences live side by side and foster a cultural and economic diversity found in no other area of the City. It is the original heart of the City, yet it was by-passed for many years and saw the focus of activity shift. It is also experiencing significant redevelopment pressures. Pressures that are the result of the area's popularity as a place to live, work and recreate. While these pressures are contributing to the area's continually evolving personality, their influence on the character of Old Town requires management and coordinated direction. In recognition of this need, the Old Town Secondary Development Scheme was prepared.

The intent of the Secondary Development Scheme is to reinforce this unique character of Old Town. It is intended to encourage the rehabilitation and redevelopment of the area in a manner that respects its historic role in the continued evolution of Yellowknife as well as its distinctive environmental characteristics. It is the special combination of the old and new that expresses the Old Town's character.

The Secondary Development Scheme will strengthen the character of the Old Town. It will continue to promote the existing mixture of land uses and activities that are respectful of the area's history and unique topography, and it will allow for the continued evolution of the area.

It is not surprising that City Council or Citizens of Yellowknife find it difficult to define or categorize the unique character of the area. Much depends on the perspective of the individual viewer. The area also defies categorization because of how it evolved. Part of this is due to the people who have chosen to live there, part of it is because as recently as 1974 the City saw the area as just another industrial area without any residential attributes and part of it is because the area has changed and is changing so rapidly.

The Old Town Secondary Development Scheme recognizes these features by proposing that the present form of development be largely maintained. The current nature of Old Town will be continued by encouraging the five major sub-areas to evolve as they have since their respective beginnings. By improving the physical linkages among the areas, Old Town's image and function will be maintained. The adoption of the Scheme will reinforce the position that Old Town is a single unit and that it is a special place in the City.

To say that the Scheme does not define the unique character of the Old Town is in one sense true, there is no clear definition. However, through its Objectives and Policies the Scheme fosters and supports the unique character of the area. It has not tried to put a box around the area and say "this is what it is". The Scheme does not try to restrict the area so that new, and perhaps unusual forms of development will be excluded. However, what the Scheme does do is to allow for the combination of different land uses in close proximity that enhance the social and physical diversity so characteristic to the fabric of Old Town.

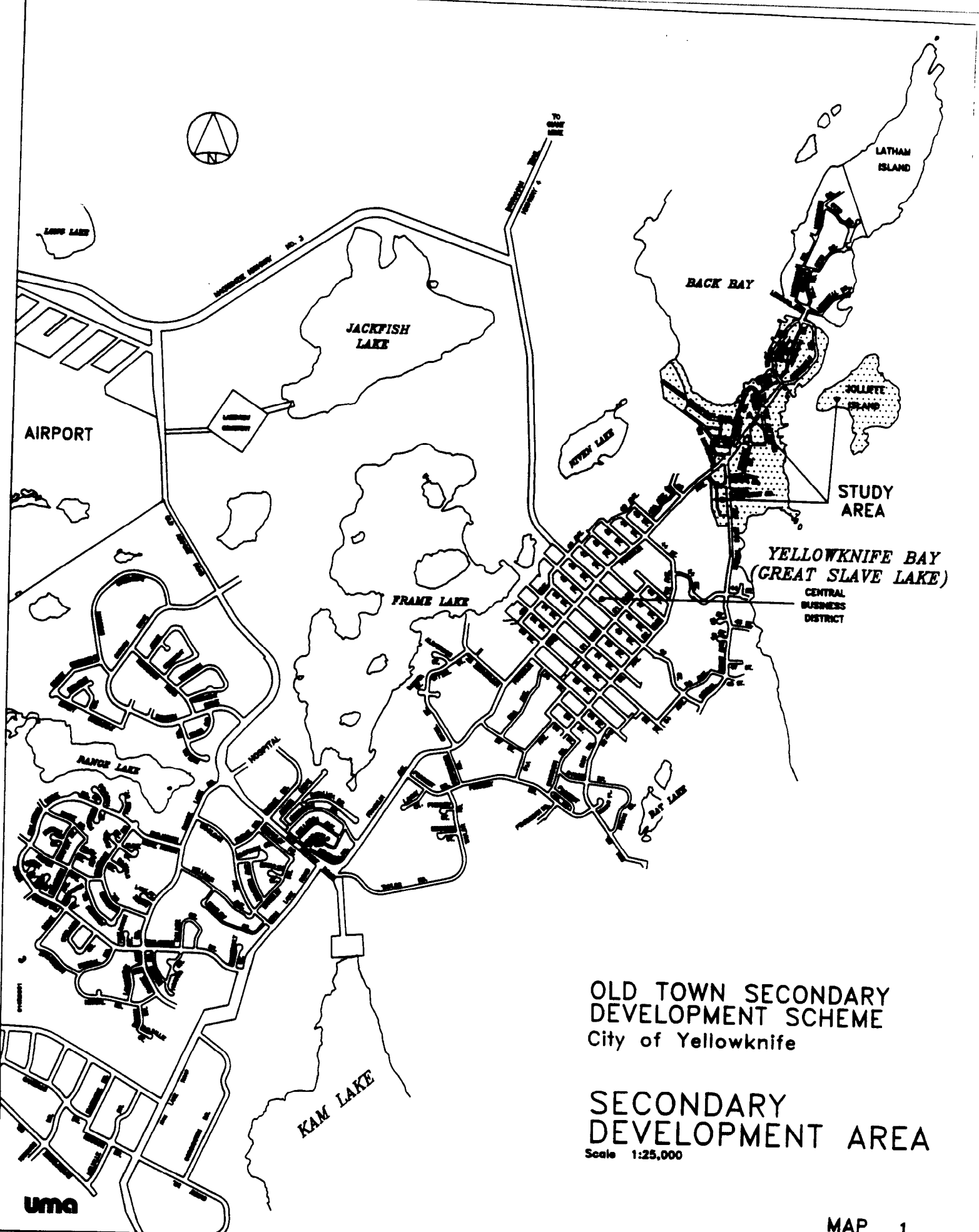
1.3 LOCATION

The Secondary Development Scheme encompasses the area illustrated on Map 1. It is bounded to the north by Latham Island and to the south by Fritz Thiel Park and the rock outcrop north of the Twin Pines Motor Inn, referred in this instance as Twin Pine Rock. The area is bounded to the west by Back Bay and to the east by Yellowknife Bay, both part of Great Slave Lake.

The Secondary Development Scheme area also includes Jolliffe Island. A prominent feature in Yellowknife Bay, the island is adjacent to the developed area of Old Town.

The lands within the boundaries of the Development Scheme include:

- Blocks A, B, C, D, E, and F;
- Blocks 1, 2, 3, 4, 11, 12, 13, 14, 15, 16, 17, 19, 20, 73, 74, 75, 76, 77, 77A, 78 and 79;
- Lot 863, Group 964, Plan 909;
- Lot 850-1, Group 964, Plan 950;
- Lease Area 9-0-580;
- The road right-of-ways therein; and
- All unsurveyed Commissioner's Land within the area delineated on Map 1.



OLD TOWN SECONDARY
DEVELOPMENT SCHEME
City of Yellowknife

SECONDARY
DEVELOPMENT AREA

Scale 1:25,000

2 EXISTING LAND USE AND OWNERSHIP

2.1 LAND USE

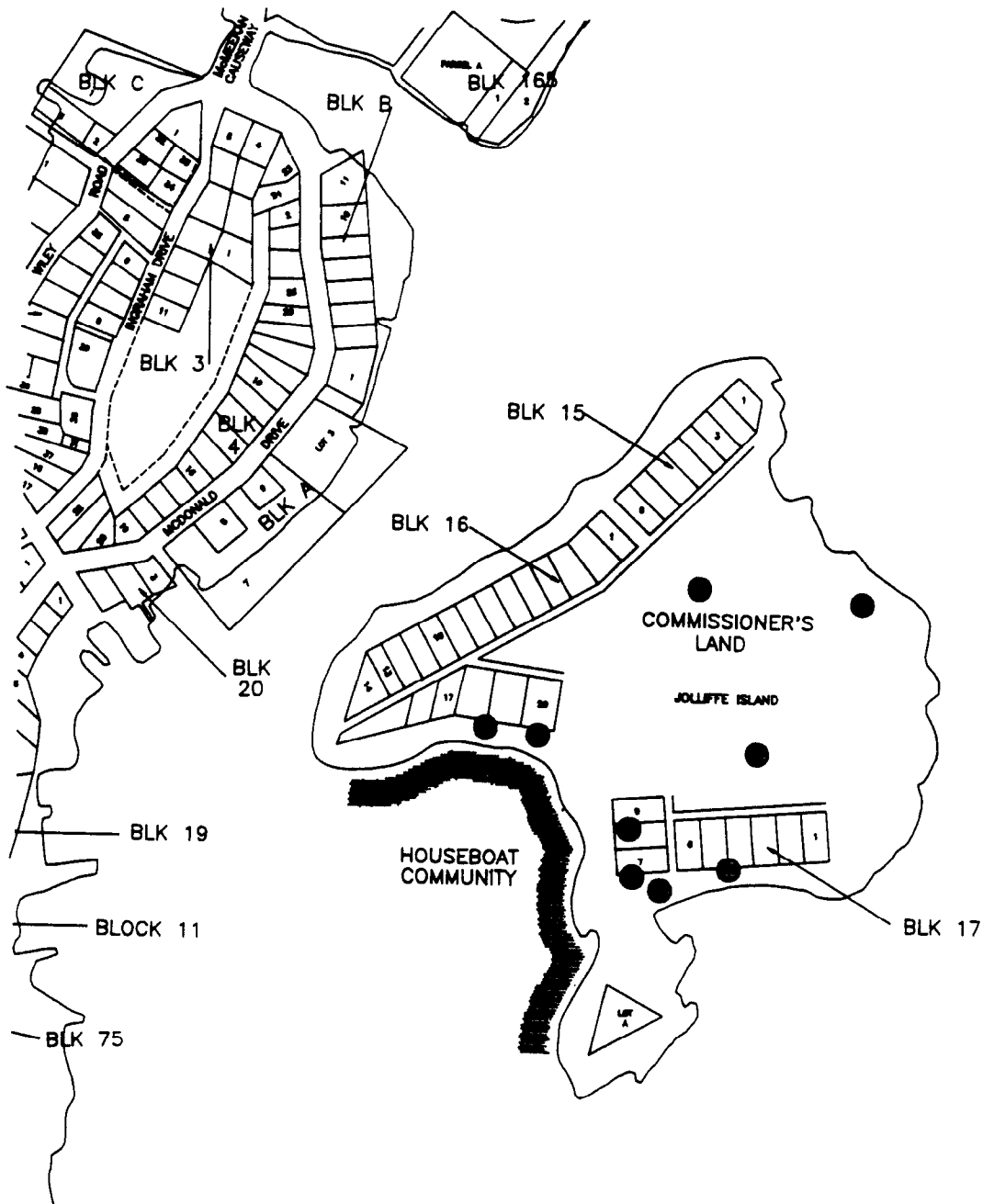
The land uses are shown on Maps 2 and 3.

2.2 LAND OWNERSHIP







Maps 4 and 5 illustrate the four types of land owners holding property in the Old Town area. They are:

- private entities - either individuals or companies;
- Commissioner of the Northwest Territories;
- City of Yellowknife;
- Government of Canada.

Appendix 1 of this document contains a list of property owners which corresponds to the information presented on Maps 4 and 5. Ownership is identified by block and lot. This information was accurate as of the date of 3rd reading of this By-law.



LEGEND / NOTES

-  Residential
-  Mixed Use
-  Government Owned
-  Commercial
-  Existing Residence
-  Unserved Boundaries

No City Servicing Provided
To Jolliffe Island

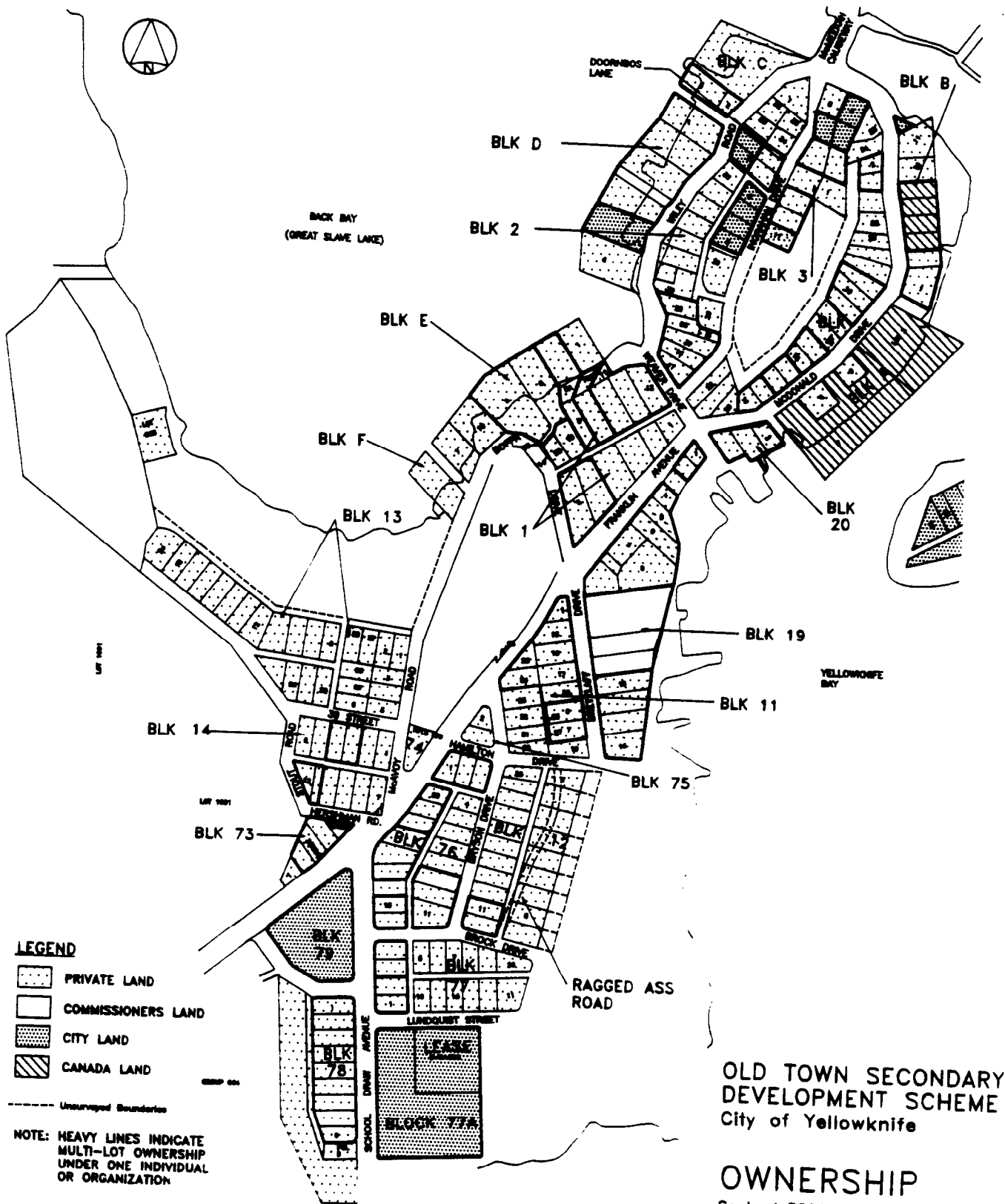
OLD TOWN SECONDARY
DEVELOPMENT SCHEME
City of Yellowknife

EXISTING LAND USE
AND SERVICES - B

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MAP 3



OLD TOWN SECONDARY
DEVELOPMENT SCHEME
City of Yellowknife

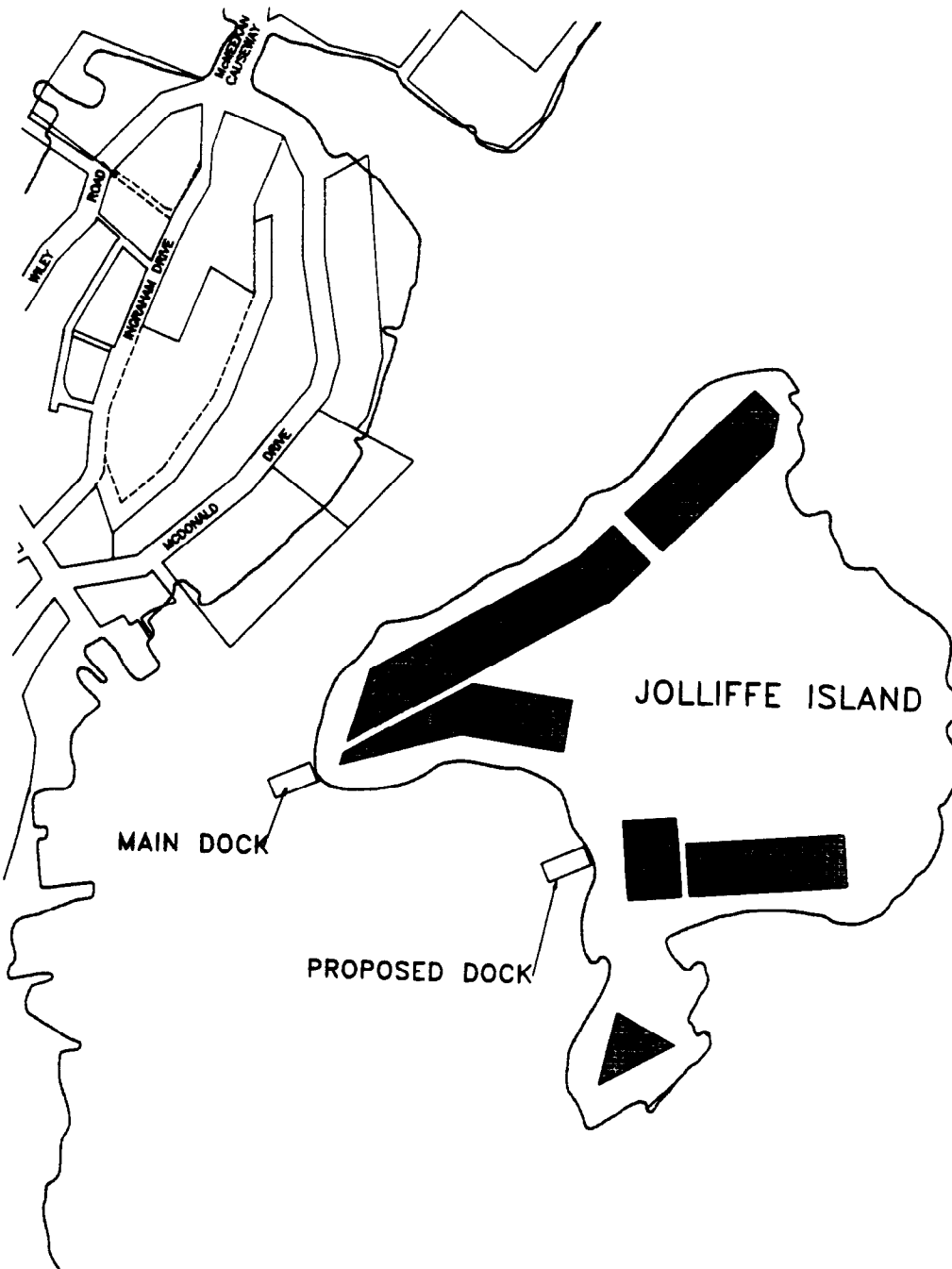
OWNERSHIP

Scale 1:5000

MAP 4

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8



LEGEND

- Commissioners Land
- City Land
- Unsurveyed Boundaries

OLD TOWN SECONDARY
DEVELOPMENT SCHEME
City of Yellowknife

OWNERSHIP

Scale 1:5000

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MAP 5

3 DEVELOPMENT SCHEME

3.1 INTENT

The intent of the Secondary Development Scheme is to reinforce the unique character of Old Town. It is intended to encourage the rehabilitation and redevelopment of the area in a manner that respects its historic role in the continued evolution of Yellowknife as well as its distinctive environmental characteristics.

3.2 OBJECTIVES

The following objectives indicate City Council's intention regarding Old Town's rehabilitation and redevelopment.

3.2.1 Residential Objectives

1. To maintain sufficient housing stock throughout Old Town with a variety of styles and sizes to accommodate the full range of families and individuals needs.
2. To retain Back Bay and the interior portion of Woodyard as primarily low and medium density residential areas.
3. To encourage rehabilitation of existing housing stock in Back Bay and the interior of Woodyard.
4. Encourage infill housing forms in Back Bay and Woodyard which are respective of the existing lot configurations.
5. To introduce housing forms which are sympathetic to, and fit with, the wetland shoreline and exposed rock settings.

3.2.2 Commercial Objectives

1. To encourage new retail and commercial operations that serve the needs of visitors to the area and local residents.
2. To maintain existing retail and commercial services that respond to both the local community and City wide needs.
3. To locate new retail and commercial services adjacent to, or immediately accessible to the major travel corridors of Old Town.

3.2.3 Mixed Land Use Objectives

1. To encourage a mix of medium density residential, commercial and industrial activities in Old Town between Boffa Drive and the McMeekan Causeway.
2. To encourage a variety of housing styles and sizes that respect the area's sense of history and environmental character.
3. To encourage a mix of appropriately designed and constructed medium density housing, restaurants, stores, motels and offices along MacDonald Drive and Wiley Road.
4. To retain the float plane operations near the north end of MacDonald Drive and along Wiley Road and the shoreline portion of Boffa Drive.
5. To retain the existing retail and commercial services active in the area.
6. To provide for appropriate neighbourhood convenience commercial activities.

3.2.4 Waterfront Objectives

1. To develop and maintain specific points whereby Yellowknife's residents and tourists can have unimpeded access to the waterfront and Great Slave Lake.
2. To develop waterfront parks which highlight Old Town's historical and current relationship to Great Slave Lake.
3. To provide for a contiguous and publicly accessible shoreline around Old Town from the proposed City Marina site in the southeast to Back Bay Ridge in the west as well as around Jolliffe Island.
4. To allow for only specific uses adjacent to the waterfront that are compatible with waterfront activities.
5. To encourage those activities, which are no longer compatible with the waterfront, to relocate away from the area.
6. To establish clear lines of communication between the City, Territories, and Federal Government representatives to address and resolve waterfront and water related uses relative to Back Bay and Yellowknife Bay.
7. To encourage agencies responsible to minimize pollution of the Back Bay and Yellowknife Bay shorelines and water.

8. To provide and maintain appropriately located points of services for boaters, float plane pilots and passengers utilizing Back Bay and Yellowknife Bay, and travelling to and from Jolliffe Island.
9. To establish and maintain the Back Bay wetlands as a unique waterfront, environmental reserve.
10. To respect and maintain the environmental integrity of the Willow Flats wetland by ensuring that adjacent developments are prepared and maintained in a manner compatible with the wetlands.

3.2.5 Parks, Recreation and Open Space Objectives

1. To develop and maintain Pilots Monument as an interpretive park, highlighting the role of floatplane pilots in founding Yellowknife.
2. To retain the environmental integrity of the extensive rock outcrop areas by preserving them as undeveloped open space.
3. To provide for the development and maintenance of areas for passive recreation throughout Old Town.
4. To ensure that the distinctive topographic features, associated vegetation and wildlife, and aquatic habitats are respected and incorporated into the development and maintenance of any park and open space.
5. To encourage the planning, development and subsequent use of Jolliffe Island as a day use park while capitalizing upon the island's historical and environmental interpretive possibilities.

3.2.6 Heritage Objectives

1. To promote an awareness of the historical flavour of Old Town among City residents and tourists.
2. To encourage retention, restoration and recycling of historically significant buildings, where feasible.
3. To encourage where feasible redevelopment strategies for historically significant buildings and sites which are sensitive to the original character of the building.

3.2.7 Urban Design, Site and Architectural Control Objectives

1. To ensure that rehabilitation and redevelopment of Old Town occurs in a manner that is sensitive to and respects the history and unique environmental features of the area.
2. To ensure that new developments consider and are designed for the topography of the area and do not hide or destroy it.
3. To ensure that new developments are designed and constructed in a manner that is complementary to the character of existing developments, namely in size, shape and finishing, and to the area as a whole.
4. To protect, where possible, existing views onto the water from any part of Old Town.
5. To provide public access to the waterfront wherever possible.
6. To encourage the retention and development of mature vegetation, particularly as a buffer between residential areas, arterial roadways and non-residential uses.
7. To develop and implement a tree planting plan for publicly administered areas and to encourage development and implementation of same on privately owned properties.

3.2.8 Circulation Objectives

1. To mitigate existing and potential impacts of transportation facilities on the community.
2. To provide adequate traffic management measures to ensure safe and convenient pedestrian and vehicular access to, and from, the Old Town area.
3. To encourage pedestrian and non-motorized traffic circulation through streetscape and pedestrian walkway improvements and to link the walkways with those in other parts of the City.

3.2.9 Local Utilities Objectives

1. To provide an acceptable level of service for utilities, water, fire and police protection, public transit and other municipal services.
2. To ensure that roadways, pedestrian routes and lanes are improved and maintained to City standards.

3.2.10 Land Disposal and Acquisition Objectives

1. To acquire property where required and where possible to support the implementation of continuous, public waterfront access and the expansion and development of designated park spaces.

4 SECONDARY DEVELOPMENT SCHEME: CONCEPT AND POLICIES

4.1 INTRODUCTION

This section describes the concept for future land uses in Old Town. It also provides the policies to direct the rehabilitation and redevelopment in the secondary development area. The policies are accompanied by interpretative statements.

The plan is illustrated on Maps 7 and 8, Development Scheme: Old Town and Development Scheme: Jolliffe Island, respectively. Maps 9, 10, 11 and 12 illustrate the circulation and servicing patterns, which accompany the development scheme.

4.2 SECONDARY DEVELOPMENT SCHEME CONCEPT

Old Town, comprised of five major subareas (i.e., Peace River Flats, Willow Flats, the Woodyard, the area about the Rock, and Jolliffe Island) is the original area of Yellowknife, refer to Map 6. Its unique character is currently being threatened with increasing redevelopment pressures.

The Secondary Development Scheme will strengthen the future of Old Town. It will continue to promote the existing mixture of land uses and activities that are respectful of the area's history and unique topography.

The current nature of Old Town will be continued by encouraging the five major subareas to evolve as they have since their respective beginnings. By improving the physical linkages among the areas, Old Town's image and function will be maintained. The adoption of the Scheme will reinforce the position that Old Town is a single unit and that it is a special place in the City.

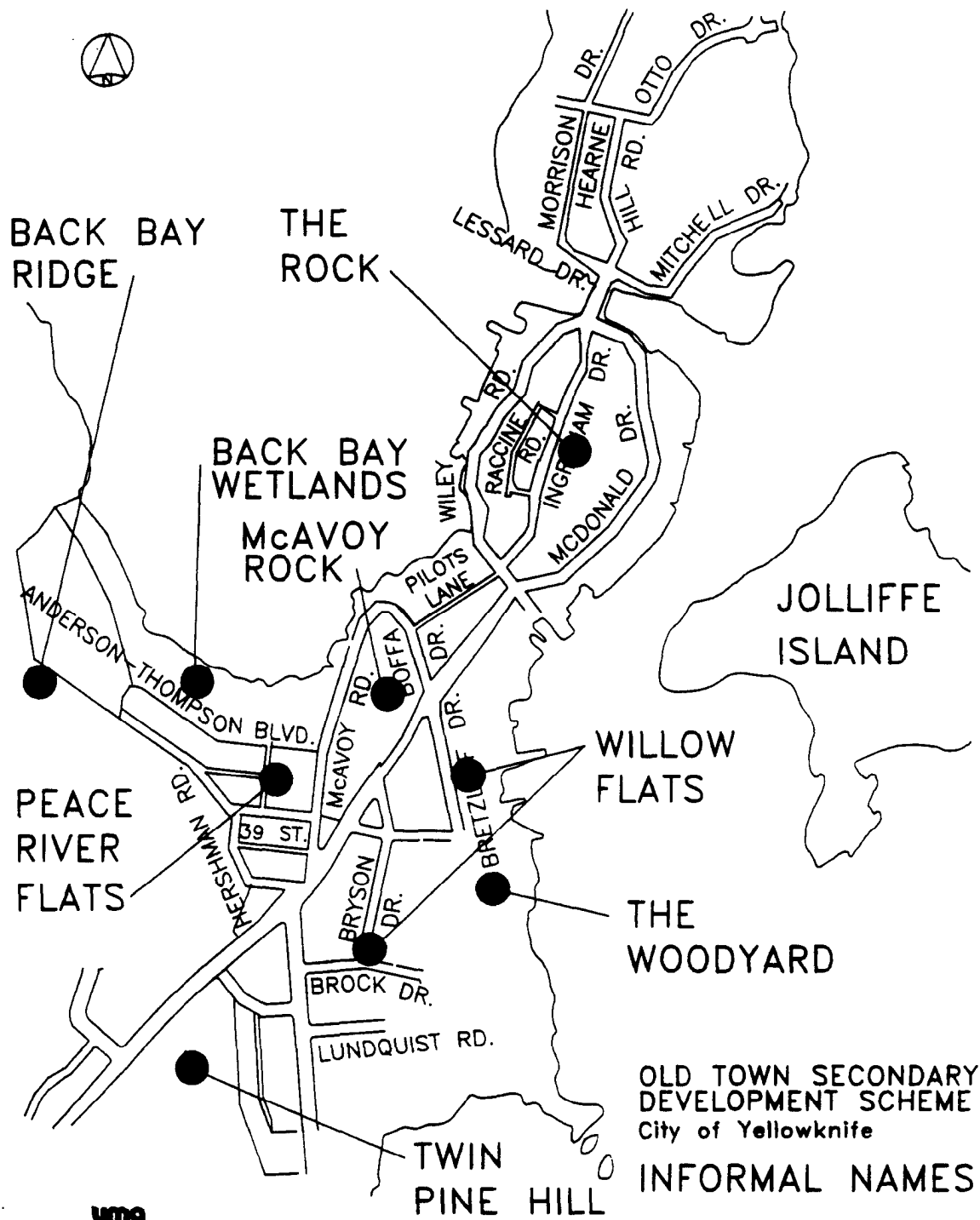
4.3 POLICIES

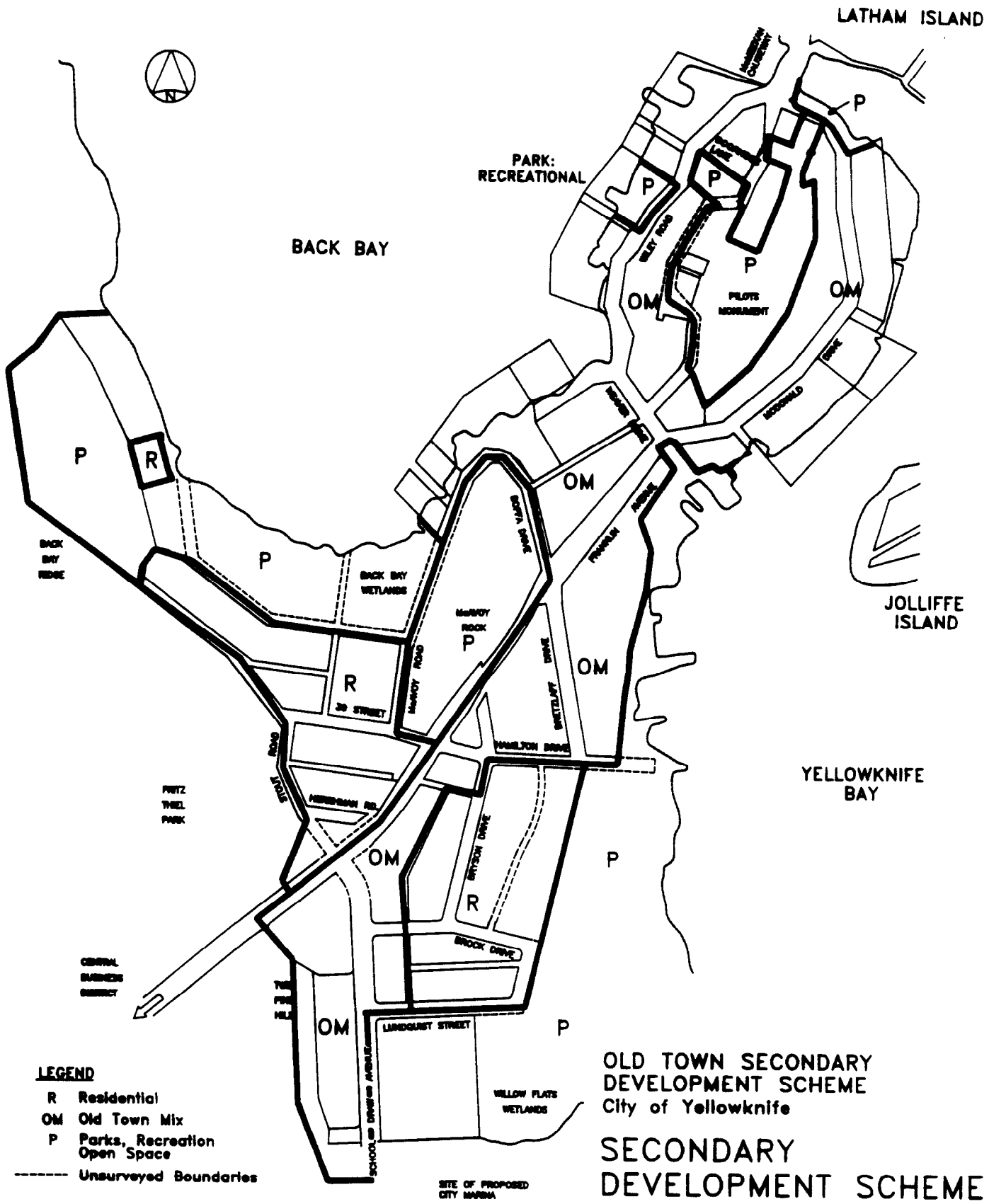
4.3.1 Residential Policies

Policy 1: Single Family, Low Density Residential Character (shown as R on Map 7) - The low density, single detached units, common to Peace River Flats will be maintained.

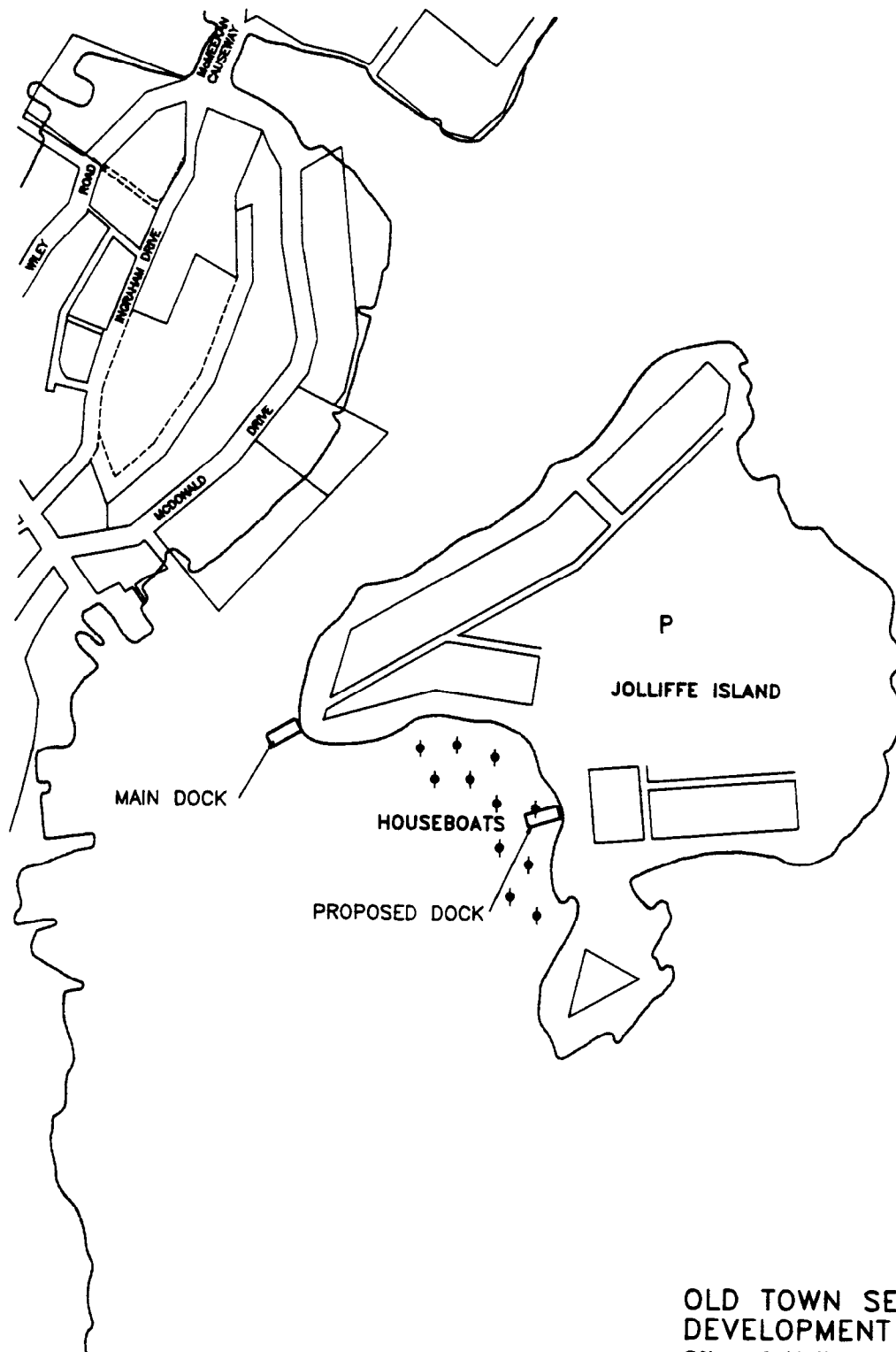
Interpretation - The intent of this policy is to allow housing units to be built that are compatible with the area's established and current housing patterns. Consequently, only single detached houses are permitted.

New housing will be encouraged which respects current housing structures in terms of height compatibility, privacy (visual and acoustical), roof form, materials and finishes, and identity.





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LEGEND

----- Unsurveyed Boundaries

OLD TOWN SECONDARY
DEVELOPMENT SCHEME
City of Yellowknife

SECONDARY
DEVELOPMENT SCHEME

Scale 1:5000

Individual viewsheds onto Back Bay or Back Bay Ridge should be respected where practical, therefore new units will be situated so they do not impede views from neighbouring properties where possible.

Site development will be encouraged which promotes the growth and maintenance of vegetation indigenous to the area.

Conditionally, permitted uses shall include churches, day-care centres, fire or police stations, group homes, parks and playgrounds, as well as public and quasi-public buildings. The siting of these activities, if allowed by Council will be encouraged to locate in the outer edges of the area.

This policy supports the Residential Objectives 1, 2, 4 and 5 of the Development Scheme.

Policy 2: Two Family, Low Density Residential Character (shown as R on Map 7) - A medium density residential character will be encouraged to develop in the interior portion of Woodyard.

Interpretation - The intent of this policy is to encourage the maintenance of a predominantly single family or limited multi-family neighbourhood. The policy further recognizes that, as commercial development bordering Franklin Avenue changes in type and increases in density, there could be increased pressure upon Woodyard to increase in density. However, the area's residential character needs to be maintained and allowed to prosper.

The construction of single family, detached dwellings and duplexes will be permitted in this area. All dwelling units, with the exception of those units facing Brock Drive and Lundquist Street, will be encouraged to front in the direction of Yellowknife Bay. Dwelling units will face onto the roadways in these instances.

Dwelling units will be built which complement one another in terms of height compatibility, privacy (visual and acoustical), roof form, materials and finishes, and identity. Where practical the new units will be situated so that they do not impede views from neighbouring properties.

Site development that promotes the growth and maintenance of vegetation indigenous to the area will be encouraged. On-site storage of material not directly related to dwelling unit will be discouraged.

This policy is congruent with the Residential Objectives 1, 2, 4 and 5 of the Development Scheme

Policy 3: Rehabilitation of Housing - The City will investigate and apply to Old Town any Territorial and Federal assistance (financial or otherwise) dealing with the upgrading and rehabilitation of housing stock.

Interpretation - In support of Residential Objective 3, the City will provide residents of Old Town with information about the availability of government support for the rehabilitation of older homes.

Policy 4: Existing Commercial Activities in Residential Areas - The City supports the continued presence of existing commercial activities in areas designated for Residential use.

Interpretation - In recognizing the continuing presence of commercial activities in Residential areas, the City accepts that these businesses require some flexibility to evolve and meet changing market conditions.

However, in recognizing that flexibility may be necessary, expansion or renovation to existing commercial activities must comply with the zoning and design guideline requirements that affect the property. The expansion or renovation must be sympathetic to the adjacent development.

The City's support for existing businesses in residential areas does not include support for that land use changing to another type of land use. While changes in ownership would not affect the City's support, changes in the type of business operation will.

4.3.2 Commercial Policies

Policy 1: Commercial Activities - The City will encourage the development of retail outlets and pedestrian oriented shopping nodes along the southeast side of Franklin Avenue in the immediate vicinity of School Draw Drive.

Interpretation - The existing commercial service activities bordering Franklin Avenue should be modified to encourage the provision of commercial activities that will cater to the convenience needs of local residents and also attract tourists to Old Town.

The developments, while accommodating vehicle oriented traffic, shall emphasize retail foot traffic during the warmer months. This will be exhibited by the way in which they relate to the street and incorporate portions of pedestrian walkways through their respective areas.

The developments facing onto the streets shall contribute to the identity of Old Town. They will indicate a passage from the downtown of Yellowknife into Old Town. In keeping with the promotion of a local character, major stores such as department stores, will not be allowed. Downtown is the appropriate location for major retail outlets and those located in Old Town should be of a smaller scale and size.

Dwelling units will be permitted above the ground floor commercial activities. The ground floor of any structure, however, will be oriented expressly to commercial activities.

The commercial developments shall be constructed and maintained in a manner compatible with adjacent residential uses. Appropriate setbacks will be maintained between adjoining structures of different uses. These setbacks will be screened with landscaping and/or yard furnishings, where necessary, to improve visual aesthetics and to help maintain privacy within residential units.

The commercial developments shall be finished with materials and in forms that are complementary to the adjacent residential land uses. Further, they will not detract from or hide the presence of Twin Pine Hill.

4.3.3 Mixed Land Use Policies (shown as OM on Map 7)

Policy 1: Old Town Mix 1 - Low Density - The City will encourage the development, rehabilitation and maintenance of mixed land use activities similar to what presently exists in the Old Town area west of Franklin Avenue and McDonald Drive, north of Boffa Drive. Emphasis shall be given to residential uses with small scale commercial development that supports neighbourhood and tourist use.

Interpretation - The mixture of land use activities are instrumental to the well being of Old Town. The residential component will enhance the community presence by ensuring a "round the clock" or permanent ambience. The existence of commercial activities to cater to residential convenience needs will further reinforce this presence. Home occupations and handicraft operations will attract tourists to the area, as will restaurants and coffee shops.

This policy supports Mixed Land Use Objectives 1, 5 and 6.

Policy 2 - The City shall encourage the development of tourist related commercial uses, small office functions and residential convenience uses along Wiley Road, McDonald Drive and Weaver Drive.

Interpretation - The location of these commercial activities along the major travel corridors of Old Town will reinforce the existing land use pattern. It will also help protect the residential uses situated in the interior of the area.

This policy supports Mixed Land Use Objectives 3 and 5.

Policy 3 - The City shall encourage commercial development to incorporate existing older structures, where feasible, and/or build new structures that have forms, materials and finishes that, where suitable, are complementary to existing ones as well as to the natural setting.

Interpretation - By retaining and revitalizing existing buildings in the area, the physical character of Old Town shall be maintained. The construction of new buildings in a manner similar to those already present will contribute to maintaining the character of the Old Town.

The new development, designed and built in an environmentally sensitive manner, will also continue to highlight the area's distinct physical features.

This policy supports Mixed Land Use Objective 3.

Policy 4 - The City shall encourage the rehabilitation, development and maintenance of varied housing styles and forms in the interior of Old Town, off of the main roads. This will include a variety of household sizes.

Interpretation - A major part of Old Town's attraction as a community is the presence of people who, among themselves, represent a variety of different phases of the life cycle. By providing and maintaining a range of housing types with designs that have a broad appeal, there is an increased possibility of maintaining a viable social diversity.

This policy supports Mixed Land Use Objective 2.

Policy 5 - The City shall encourage the rehabilitation and development of residential units between Wiley Road and McDonald Drive whose designs respect Old Town's history and environmental setting.

Interpretation - Another integral part of Old Town's attraction is the Pilots Monument Rock - its shape, its exposed bedrock, its visibility from a number of places throughout Old Town and the City. Moreover, its history further adds to its identity. To ensure that the Rock's distinctiveness is not obscured, any new residential development around

the Rock should be completed in a sympathetic manner. The finishing and materials of a residential unit, plus the unit's form and size, should fit with the Rock's colour and natural contours as much as possible. Site development should also be done in a manner that highlights the terrain and incorporates historical features. Low scale fencing is one such example.

This policy supports Mixed Land Use Objective 2.

Policy 6 - The City shall support the maintenance of Old Town as a viable location for float plane operations.

Interpretation - The float planes helped establish Yellowknife and continue to contribute to the City. By maintaining float plane activities in Old Town the City will be respecting the area's history, while concurrently helping to increase Old Town's tourist appeal.

This policy supports Mixed Land Use Objective 4.

4.3.4 Mixed Land Use Policies (shown as OM on Map 7)

Policy 1: Old Town Mix 2 Medium Density - The City shall encourage the development of higher density commercial uses on the east side of Franklin Avenue, between Hamilton Drive and Weaver Drive. The uses shall cater to residents and tourists by providing motel, retail and office functions.

Interpretation - These parcels of land will provide transition between the commercial activities to the south and the lower density mixed uses to the north. The developments will serve as a catalyst to attract and hold tourists in the area.

This role of catalyst does have responsibilities. In helping establish the point of transition between the Franklin Avenue Corridor and Old Town, the developments will have to be built and constructed in a manner that fits in to the area. Height restrictions should be enforced on the form and size of development, in order to allow for views from the street through to Yellowknife Bay. The materials, finishes and site landscaping should also be similar to adjacent uses. Innovative developments will help add interest to the street and entice people to the area.

Development in this area, while accommodating vehicular traffic, should also emphasize the incorporation of pedestrian traffic. Streetscape beautification, in conjunction with the mix of foot traffic and retail, will contribute to this.

These developments should reflect respect for the shoreline of Yellowknife Bay. Development should be set back from the shoreline allowing an open space strip to be maintained and in which public access can be provided.

Screening should be incorporated between these developments and abutting land uses of a lesser density. The screening, to help maintain the visual and acoustical privacy of neighbours, can incorporate landscaping features and/or site furnishings.

This policy meets Objective 3 of the Mixed Land Use Objectives.

Policy 2: Old Town Mix 2 Marina - The City shall retain the area presently being used as the Bartam Trailer Park for uses in support of the proposed Marina. Developments could include medium density residential row housing or apartments, hotel/motel, commercial/ retail, offices or other facilities needed for the Marina.

Interpretation: This parcel of land is located immediately across School Draw from the site of the Marina. It is presently under utilized as a trailer park. Due to subsurface conditions large structures may not be possible on the lake side of School Draw. Even if only used as a parking lot, this site could be more suitable than other options.

This policy meets Objectives 1, 3 and 8 of the Waterfront Objectives.

4.3.5 Waterfront Policies (shown as P on Map 7)

Policy 1 - The city shall encourage the development and maintenance of public access to the waterfront. Specific access points include the day use boat launch situated at the base of Weaver Drive, the end of Hamilton Drive, Brock Drive, Lundquist Street, Lois Lane as well as the points designated on Jolliffe Island.

Interpretation - These points of access have historically been used by people wanting access to Yellowknife Bay and Back Bay. Their use for public access continues today. As the access becomes formalized, detailed site plans need to be developed for each area. The site plans should consider and incorporate the need for both vehicle parking and pedestrian access from the vehicles. Emphasis must be given to the introduction and maintenance of appropriate vegetation at each site.

In the case of Weaver Drive and Lois Lane, consideration also has to be given to the development and maintenance of launching and take-out areas for small craft. The Lois Lane launch will accommodate only non-motorized boats, whereas Weaver Drive will allow power boats. Neither launch area will permit moorage.

With regard to Jolliffe Island, the points of access will have to also incorporate utility functions deemed necessary for the Island. This policy supports Waterfront Objective 1 and 8.

Policy 2 - The City shall encourage the development, where practical, of continuous public access around the shoreline of the Old Town area extending from the site of the proposed City Marina to Back Bay Wetlands and the shoreline of Jolliffe Island. Public ownership is necessary to protect and preserve these sensitive areas and any developments will have to be constructed so as to minimize disturbance to the area.

Interpretation - To implement this policy, the City would have to purchase private property as it is offered for sale. Expropriation should be considered in only extreme measures and as a last resort.

In the case of Jolliffe Island, Council's decision to have a site use plan prepared for the Island will help implement this policy.

This policy supports Waterfront Objective 3 and 4.

Policy 3 - The City, as represented by its Community Services Department shall prepare or have prepared a site use plan for Jolliffe Island and for the publicly designated open space bordering Old Town's shoreline from the proposed City marina site to the Back Bay wetlands.

Interpretation - The plan shall be prepared to a level of detail that identifies the location of appropriate activity nodes within the public area. It should also define the pedestrian alignment that will connect these nodes with one another and adjacent land uses. Consideration also needs to be given to developing these nodes and alignment in an environmentally sensitive manner. Where feasible, appropriate infrastructure should be used to highlight the area's natural and historical interpretive potential. Particular attention will have to be given to recognizing the existing residential uses on Jolliffe Island in any future plans. Current residents might be encouraged to become park keepers.

This policy supports Waterfront Objectives 1, 2, 3.

Policy 4 - The City through its Planning and Lands, and Community Services Departments shall encourage, over the long term, the development of activities which are compatible with the shoreline setting and will not contribute to the pollution of Great Slave Lake.

Interpretation - There is a desire on the part of Yellowknife residents to maintain the water of Great Slave Lake in as pure a state as possible. Yellowknife Bay is a secondary source of water for the City. As well, it contributes significantly to the aesthetic quality of Yellowknife's image. It also is a major recreation area for Citizens.

This policy is in support of Waterfront Objectives 4, 5 and 7.

Policy 5 - In conjunction with Policies 3 and 4, the City shall preserve areas of environmental and cultural significance bordering the shoreline.

Interpretation - To achieve this policy, a natural area like the Back Bay Wetlands and the undeveloped portions of the Willow Flats and Woodyard shorelines will have to be preserved in an undisturbed state. Implementation of the Heritage By-law will be relied on to protect Old Town's cultural heritage. The City should acquire property such as Max Ward's, as it is synonymous with the float plane's contribution to Yellowknife. This property could then be turned into a museum emphasizing early aviation in the Northwest Territories.

This policy supports Waterfront Objective 9 and 10.

Policy 6 - The City shall initiate the coordination of planning interests in the Old Town Waterfront presently held by the local, Territorial and Federal Government agencies.

Interpretation: Confusion and frustration presently exists as to who is responsible for and/or able to take effective action regarding all of the waterfront planning issues. To deal with this, the City should invite representatives of the various agencies with some influence over the Old Town waterfront to participate in an informal working group. The group would be used as an arena in which planning concerns could be expressed and the means by which they may be resolved defined.

Ultimately, the City and the other interested agencies may decide to explore options such as designation of areas as harbours or ports or implementation of other forms of regulation of water and shore based activities.

This policy supports all of the Waterfront Objectives.

4.3.6 Parks, Recreation and Open Space Policies (Shown as P on Map 7)

Policy 1 - The City shall develop and maintain Pilots Monument as an interpretive park and will encourage the development of supporting infrastructure as necessary.

Interpretation - Pilots Monument is a recognized focal point for Old Town. Its development as an interpretive park will create a more significant tourist draw. The park's presence will further reinforce the identity of Old Town and contribute to its attractiveness as a residential area.

The planning and development of this park in conjunction with that proposed for the Max Ward property will ensure that adequate parking is effectively provided for. It will also help delineate traffic movement patterns and refine the design of pedestrian walkways in the vicinity of the Wild Cat Cafe.

Closure of that part of Ingraham Road adjacent to the Pilot's Monument will provide a large area for parking and other interpretive activities.

Walkways can be used to link the Monument, through this site and on down the hill to the Wildcat Cafe and the Max Ward site.

This policy supports Parks, Recreation and Open Space Objective 1.

Policy 2 - The City shall maintain open areas referred to as McAvoy Rock and Twin Pine Hill as undeveloped open space.

Interpretation - Development on these two rock outcrops would distract from the area's distinctive topography. Many citizens expressed the desire that they be maintained in their current, undeveloped state.

This policy supports Parks Recreation and Open Space Objective 1.

Policy 3 - The City shall encourage the preservation of the vegetation and associated wildlife and aquatic habitats particular to the Back Bay Wetlands and, where feasible, to the Willow Flats and Woodyard shorelines.

Interpretation - Both of these areas are environmentally significant. As their significance comes from the natural state of the areas and the wildlife which occupies them, development would be limited to walkways only. There is also an opportunity to include interpretive signage to enhance residents and tourists use of the area.

This policy supports Parks, Open Space and Recreation Objective 4.

Policy 4 - The City shall prepare a site use plan for Jolliffe Island, under the direction of its Community Services Department.

Interpretation - A site use plan for Jolliffe Island should highlight the Island's unique topography and past land uses as part of an interpretive program. The main "point of entry" to the Island should be on the point of land opposite the public launching area at the end of Weaver Drive. This "point of entry" could be defined by a public dock and information structure of some type (refer to Map 10).

A second dock should be considered on the shoreline of the Bay in which the houseboats are moored. This dock would serve as a utility dock for the park. It would be at this point that materials would be taken to and from the Island. However the pick up point for waste and sewage would be located on the Mainland.

Future uses on Jolliffe Island should be limited to those activities or facilities in support of recreation and/or tourism.

This policy supports Parks, Open Space and Recreation Objective 5.

4.3.7 Heritage Policies

Policy 1 - The City shall continue to make residents and tourists aware of Old Town's unique historic character by encouraging the retention and restoration of historic structures.

Interpretation - The Heritage By-law No. 3445 in conjunction with Zoning By-law No. 3424 provides the specific direction to achieve this policy. Consideration should be given to developing and maintaining local expertise regarding the detailed assessment of structures for historic designation.

This policy supports Heritage Objectives 1, 2 and 3.

4.3.8 Urban Design, Site and Architectural Control Policies

Policy 1 - The City shall encourage the design and development of structures that complement the distinct environmental features unique to Old Town.

Interpretation - The architectural style and finish of developments should be reviewed on an individual basis as part of the permit application process. The Heritage Committee could be included as part of the review process. Structures proposed in Peace River Flats and Willow Flats should be oriented on their respective sites so that they do not, if practical, impede views from public thoroughfares and neighbouring lots onto the Back and Yellowknife Bays. Visual crowding should be avoided by maintaining the 35% - 40% ratio of building to site area provided for in the Zoning By-law. Furthermore, the individual structures should be finished in materials and colours that would appear as if they belong in the area.

Structures built in the vicinity of the Pilot's Monument Rock should have a form that fits with the contours. The building should not dominate or "hide" the terrain. Finishing materials should fit in with the natural terrain.

As with the implementation of the Heritage Policies, it is necessary to develop the urban design expertise locally so it can be offered to the Planning and Lands Department. Alternatively, or perhaps over time, urban design guidelines could be incorporated into the Zoning By-law.

This policy supports the Urban Design Objectives 1, 2, 3 and 4.

Policy 2 - The City shall encourage the planting and maintenance of indigenous vegetation throughout Old Town.

Interpretation - Planting of trees at appropriate places along the edges of streets and in publicly administered open spaces will contribute to the area's image and appeal. It could be done in conjunction with park development plans administered by Community Services. Private land owners shall be encouraged to follow suit.

Landscaping requirements, such as, planting along roads and between adjacent properties, will help to screen non-compatible uses and can be used to minimize views of untidy or unsightly premises.

This policy supports Urban Design Objectives 6 and 7.

4.3.9 Circulation Objectives

Policy 1 - Over time, as traffic volumes warrant and as funds are made available, the City's Public Works and Engineering Department shall investigate the feasibility of the following improvements:

- realign the current intersections of Hershman Road and School Draw Avenue with Franklin Avenue so that they form a four-way intersection;
- close part of Hershman Road to disconnect its intersection with Franklin Avenue;
- close the existing lane which bisects Block 14 at its intersection with Franklin Avenue;
- close McAvoy Road's current intersection with Franklin Avenue so that it intersects with 39th Street;
- reorient 39th Street so that it intersects directly with Franklin Avenue;
- extend Hamilton Drive eastward to provide direct vehicular access into the proposed open space abutting Yellowknife Bay;
- close that portion of road which currently runs on a northwest diagonal between Hamilton Drive and Franklin Avenue;
- officially survey the road paralleling the front of Block 13, and construct and maintain it to municipal standards;
- officially survey, construct and maintain to municipal standards, that portion of road to the southwest of Back Bay which connects Boffa Drive and McAvoy Road;
- close Ingraham Road between Lots 6 and 29, Block 2, immediately to the west of the base of Pilots Monument and incorporate it as an open space;
- reroute Ingraham Road along the present route of Raccine Road;
- reconstruct the intersection at the north end of Ingraham Road with Wiley Road at the McMeekan Causeway so that traffic will not be able to enter Ingraham Drive;
- realign McMeekan Causeway to improve traffic flows;

- reduce the level of traffic using Wiley Road; and
- reconstruct McMeekan Causeway to allow for a re-establishment of natural currents in the causeway and to allow for the movement of vessels under the Causeway.

Interpretation - These changes will allow for a smoother and safer flow of traffic throughout Old Town. The intersections with Franklin Avenue will ensure that drivers have proper views of approaching traffic. These realignments will allow for a safer mixing of vehicles leaving and entering Franklin Avenue.

It is possible that these intersections will require varying means of control from stop signs to traffic lights. This will have to be monitored.

The realignment or closure of some of the intersections will require some purchase of property. The lands required for new rights-of-way or bulbing may also be obtained through other avenues such as land swaps. In addition, access must be maintained to all lots where service connections exist.

The surveying and construction of new roads will formalize existing traffic patterns.

This policy supports Circulation Objectives 1 and 2.

Policy 2 - Alternative engineering approaches should be considered to ensure roadway improvements complement the area.

Interpretation - In recognition of the unique nature of the Old Town area, road standards that are appropriate to newly developed areas where full road right-of-ways are available may not be appropriate in the Old Town area. As part of the investigation of the feasibility of a roadway improvement, Public Works and Engineering should consider improvements that will complement and reinforce the area while addressing concern for safe movement of traffic.

This policy supports Objective 1 of the Circulation Objectives and Objective 1 of the Urban Design, Site and Architectural Control Objectives.

Policy 3 - The Public Works and Engineering Department should designate a hierarchy of streets as illustrated on Map 9 - Circulation.

Interpretation - This definition of the collector roads, Franklin Avenue/McDonald Drive and Wiley Road serving as the spine, with associated one-way and two-way local roads radiating off will ensure a safe and smooth flow of traffic. McDonald Drive will also serve as the main artery for traffic travelling to Latham Island and Lot 500. Returning vehicles will use Wiley Road.

This policy supports Circulation Objectives 1 and 2.

Policy 4 - A trail corridor will be established and constructed where necessary as part of the open space development throughout Old Town and as part of an overall trail system.

Interpretation - The trail corridor will have to be prepared under the direction of the City's Community Services Department. Furthermore, it should be prepared as an integral part of an overall open space master plan for the area. It should also be designed to accommodate both pedestrians and cyclists.

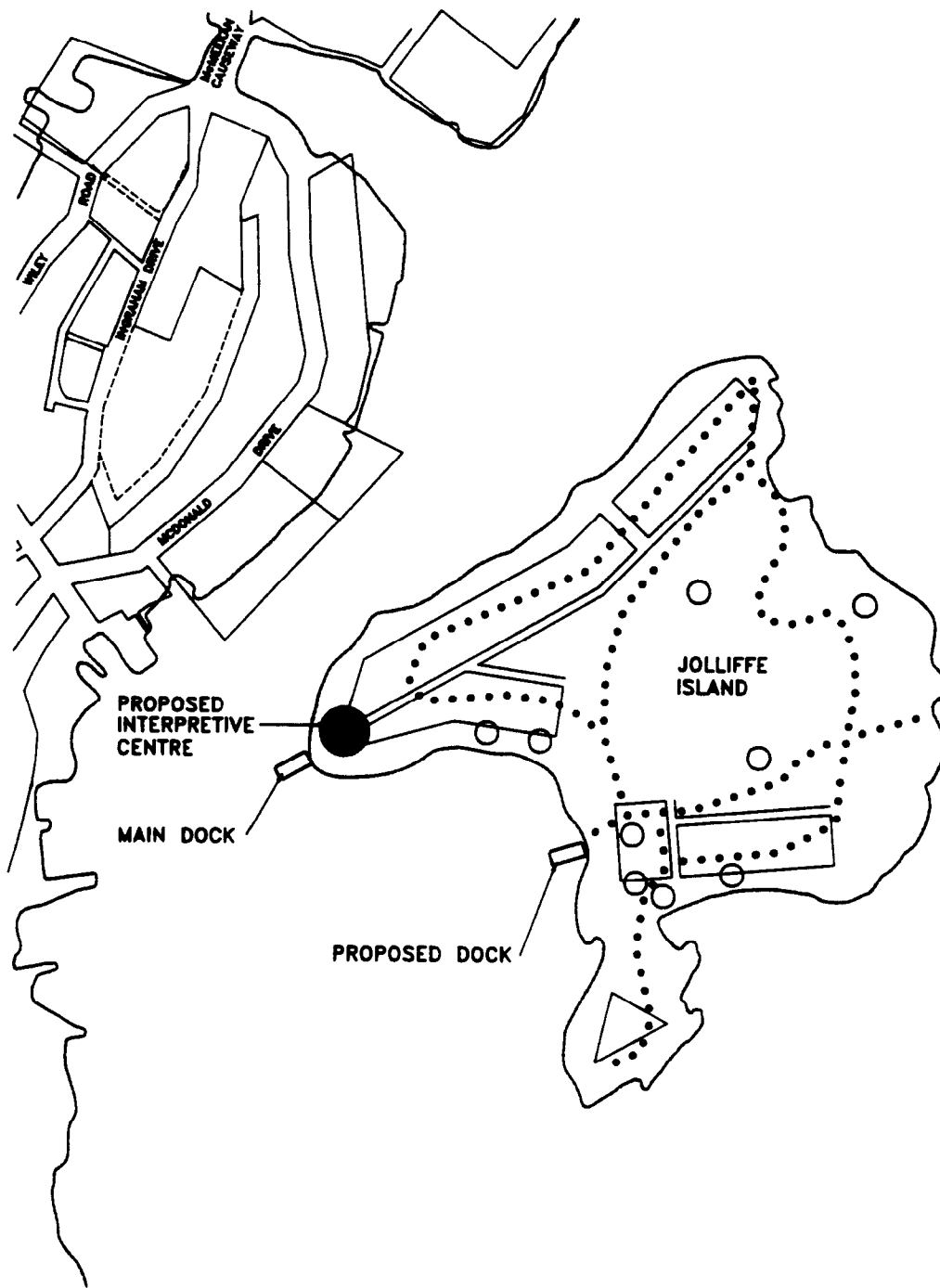
The exact siting of the corridor should capitalize on existing and future pedestrian desire lines as much as possible. The corridor, running through undeveloped areas and along City streets, will have to address private property owner's concerns. In many cases the trails may already exist in some form but may not be linked, or maintained or constructed to a suitable safe standard.

The trails should ultimately be developed with landscaping elements that contribute to the aesthetic appeal and image of Old Town. It should be used as an aid for neighbourhood revitalization.

This policy supports Circulation Objective 3.

Policy 5 - The City should encourage the Inland Waters Directorate of the Federal Government to delineate take off and landing lanes for float planes on both Yellowknife Bay and Back Bay.

Interpretation - As boat traffic continues to increase in volume, it is important that the water area used by float planes be visibly marked and maintained. This will help minimize the potential for an accident between boat and plane traffic. This will become of increasing importance once Jolliffe Island is developed as a park and people start boating to the Island on a more regular basis.



LEGEND

- Existing Residence
- Trail Corridor
- Unsurveyed Boundaries

**OLD TOWN SECONDARY
DEVELOPMENT SCHEME**
City of Yellowknife

CIRCULATION

Scale 1:5000

uma

MAP 10

4.3.10 Local Utilities Policies

Policy 1 - The existing sewer and water servicing system will be generally maintained throughout Old Town, with services provided by trucks and summer lines. Over time, the use of honey buckets should be discontinued and all buildings will provide their own water storage and sewage holding tanks.

Interpretation - The cost of providing piped sewer and water services beyond those already existing would be substantial. It will require significant surface disruption given the need to blast bedrock to construct trenches. This could significantly alter the existing character of the landscape.

This policy supports Local Utilities Objective 1.

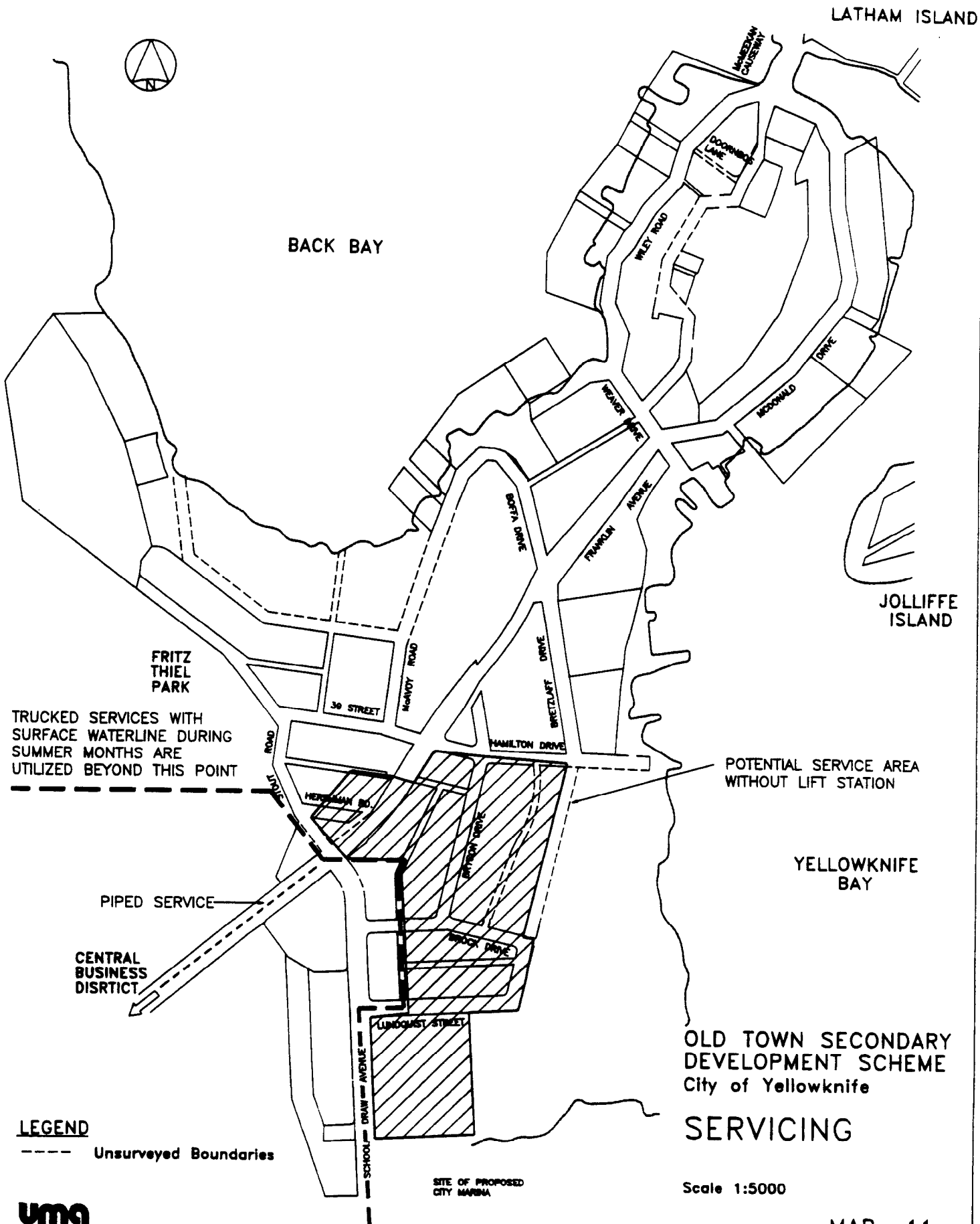
Policy 2 - The extension of piped water and sewer services in the Willow Flats area map may be considered.

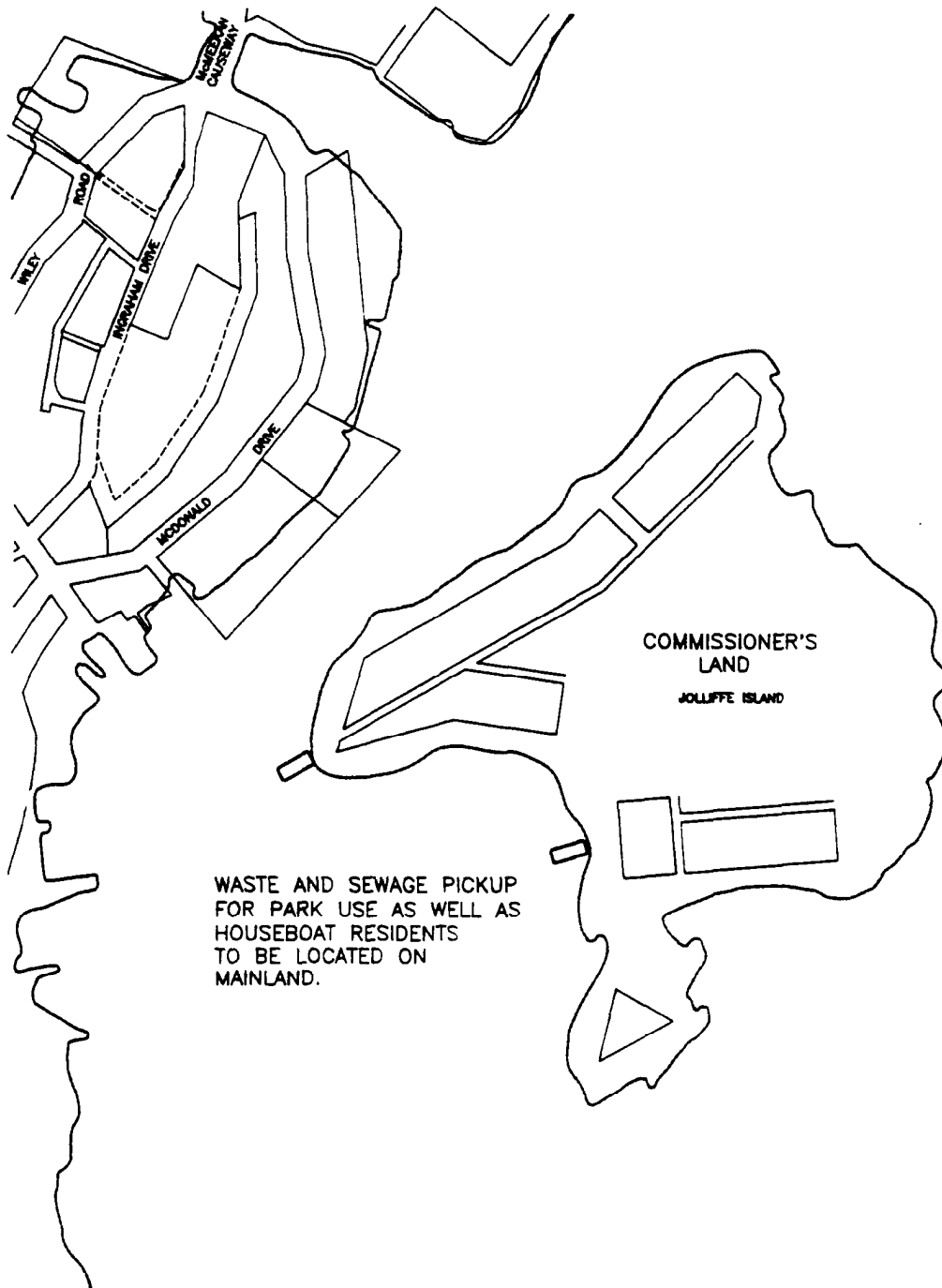
Interpretation - As redevelopment occurs, piped services may be considered in the future to meet demands. This expansion of services could stimulate additional development pressures to recover the servicing costs and to capitalize on the increased level of services. Any servicing system must be constructed to normal City standards and be fully paid for by the users.

Map 11 shows the area presently serviced by underground utilities and the area where it is possible to extend services without benefit of a lift station. However it must be realized that any proposal to install underground services will be very expensive. The City has researched this idea in the past and in 1986 estimated costs in excess of \$20,000 per lot for services to the property line only.

As the ground conditions, rock, ice and high water table, will contribute to high costs it is expected these estimates, proposed without benefit of exploratory drilling, may climb even higher. It is therefore recommended that unless development pressures increase drastically no further consideration be given to extending underground services in the Old Town.

This policy supports Local Utilities Objective 1.





LEGEND

----- Unserved Boundaries

OLD TOWN SECONDARY
DEVELOPMENT SCHEME
City of Yellowknife

SERVICING

Scale 1:5000

uma

MAP 12

Policy 3 - A drop-off collection system should be installed on the mainland to service the houseboats and Jolliffe Island residents and be available for public use at an established fee.

Interpretation - Some houseboat residents have expressed a willingness to pay for the use of City services to dispose of their waste and sewerage. The availability of such facilities could accommodate this. The fees charged to houseboat residents should cover capital installation, service and maintenance costs.

This policy supports Local Utilities Objective 1.

4.3.11 Land Disposal and Acquisition Policies

Policy 1 - The City may dispose of property that is not being utilized for roadway purposes, after the road rights-of-way in question have been closed by bylaw.

Interpretation - The disposal of lands not being used for originally designated purposes could be accomplished through a land swap or sale at fair market price.

The disposal of unused City lands could assist in adding to logical development areas but should only be undertaken when the City is convinced the right-of-way will not be needed in the future.

This policy supports Land Disposal and Acquisition Objective 1.

Policy 2 - The City should acquire property bordering the waterfront to implement a continuous, publicly accessible strip of shoreline and to relocate non-compatible uses from the area.

Interpretation - Fair market value should be paid for privately held waterfront lots as they are placed up for sale. A suitably valued property located elsewhere in the City could be substituted in lieu of money.

It is expected that this initiative will take many years to accomplish. Innovative funding mechanisms could be explored which would take advantage of every opportunity to solicit support for the policy. While a very costly action, the return of all waterfront lands for public use is deemed to be a significant objective. However, ownership by the City would not preclude the continued use by private operators of docks and other facilities.

APPENDIX 1 - PROPERTY OWNERS

APPENDIX 1 - PROPERTY OWNERS

BLOCK	LOT	NAME
A	3	GOV'T OF CANADA (MUN. GRANTS) 1000-9700 JASPER AVENUE, EDMONTON, T5J 4E2
A	7	GOVT/CANADA TRANSPORT CANADA MINTO PLACE, CANADA BLDG, 344 SLATER ST, OTTAWA, K1A 0N5
A	8	ALEXANDER, JOHN & RILEY, TONI BOX 1501, YELLOWKNIFE, X1A 2P5
A	9	LEARD, WILLIAM BOX 873, YELLOWKNIFE, X1A 2N6

BLOCK	LOT	NAME
B	PARCEL A	PTARMIGAN AIRWAYS LIMITED BOX 100, YELLOWKNIFE, X1A 2N1
B	1 & 2	PTARMIGAN AIRWAYS LIMITED BOX 100, YELLOWKNIFE, X1A 2N1
B	3 TO 6	CROWN, PUBLIC WORKS CANADA, REAL ESTATE SERVICES, WESTERN REGION 10225-100 AVE, EDMONTON, T5J 1J9
B	10	LOWE, GILBERT & LEONA 3505 MCDONALD DR, YELLOWKNIFE, X1A 2H2
B	10 ADJ	LOWE, GILBERT 3505 MCDONALD DR, YELLOWKNIFE, X1A 2H2
B	11	HUMPHREYS, GORDON & JOYCE BOX 1380, YELLOWKNIFE, X1A 2P1
B	11 ADJ	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4

BLOCK	LOT	NAME
C	1	ANVID MACBEAVER LTD BOX 640, YELLOWKNIFE, X1A 2N5
C	2 & 3	AIR TINDI LTD. BOX 1693, YELLOWKNIFE, X1A 2P3

BLOCK	LOT	NAME
D	1	WARD, MAXWELL 69 WESTBROOK DR, EDMONTON, T6J 2C8
D	2	WARD, MAXWELL 69 WESTBROOK DR, EDMONTON, T6J 2C8
D	3	WARD, MAXWELL 69 WESTBROOK DR, EDMONTON, T6J 2C8
D	4	ROBINSON, RICHARD BOX 1807, YELLOWKNIFE, X1A 2P4
D	4-1	WARD, MAXWELL 69 WESTBROOK DR, EDMONTON, T6J 2C8
D	5	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
D	6	NORTHERN GEOPHYSICS LTD. C/O MIKE MAGRUM, 4 OTTO DR, YELLOWKNIFE, X1A 2T8

BLOCK	LOT	NAME
E	2	FITZGERALD CARPETING LTD. 304 WOOLGAR AVE, YELLOWKNIFE, X1A 3B5
E	7	ROCHER, JOHN BOX 156, YELLOWKNIFE, X1A 2N2
E	8	ARYCHUK, TERI & PETER BOX 1693, YELLOWKNIFE, X1A 2P3
E	9	WARNER, GLENN B. & PATRICIA BOX 820, YELLOWKNIFE, X1A 2N6
E	10	BATHURST INLET DEVELOPMENTS (1984) LTD. 1 BOFFA DR, YELLOWKNIFE, X1A 2T2
E	11	GOV'T OF CANADA (MUN. GRANTS) 1000-9700 JASPER AVENUE, EDMONTON, T5J 4E2

BLOCK	LOT	NAME
F	1	MCBRYAN, WILSON CLAUDE BOX 2015, YELLOWKNIFE, X1A 2P5

BLOCK	LOT	NAME
1	1	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
1	2	PIRO, GORDON & ZARUDSKI, ROGER BOX 400, YELLOWKNIFE, X1A 2N3

1	3	WHEELER, RICHARD ROSS 3605 PILOT'S LANE, YELLOWKNIFE, X1A 2J5
1	4	HEWLKO, BRUCE & SONIA BOX 2441, YELLOWKNIFE, X1A 2P8
1	5&6 PN 1	JOHNSON'S BLDG SUPPLIES LTD. BOX 910, YELLOWKNIFE, X1A 2N7
1	5&6 PTNS 2	CAPLAN, PERRY BOX 1559, YELLOWKNIFE, X1A 2P2
1	9	FITZGERALD CARPETING LTD. 304 WOOLGAR AVE, YELLOWKNIFE, X1A 3B5
1	9A	FITZGERALD CARPETING LTD. 304 WOOLGAR AVE, YELLOWKNIFE, X1A 3B5
1&E	10-10A&1	BALLANTYNE, MICHAEL & PENNY 3608 PILOT'S LANE, YELLOWKNIFE, X1A 2J6
1	11-11A	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
1	12	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
1	13	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
1	19	HUNT, SCOTT & MILLER, JANET 3612 PILOT'S LANE, YELLOWKNIFE, X1A 2J6
1	20	WARNER, GLENN BOX 820, YELLOWKNIFE, X1A 2N6

BLOCK	LOT	NAME
2	1	HOMES NORTH LTD. BOX 1446, YELLOWKNIFE, X1A 2P1
2	3	REGINALD LAFLEUR CONSTRUCTION LTD. BOX 1585, YELLOWKNIFE, X1A 2P2
2	E4 & E5	WEAVER, IRMA H. SUB PO #1, YELLOWKNIFE, X1A 2S9
2	4SW & 5NW	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
2	6	CITY OF YELLOWKNIFE BOX 580 YELLOWKNIFE, X1A 2N4
2	7	CITY OF YELLOWKNIFE BOX 580 YELLOWKNIFE, X1A 2N4
2	8	CITY OF YELLOWKNIFE BOX 580 YELLOWKNIFE, X1A 2N4
2	9	CITY OF YELLOWKNIFE BOX 580 YELLOWKNIFE, X1A 2N4

2	16	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
2	17	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
2	19(REM)	GIRVAN, IAN BOX 1952, YELLOWKNIFE, X1A 2P5
2	20	PARKER, CHUCK & CLAUDIA 3512 RACCINE RD, YELLOWKNIFE, X1A 3J2
2	21	JAUD, JEROME & MAUREEN 3510 RACCINE RD, YELLOWKNIFE, X1A 3J2
2	22	DECKER, ROBERT & JENNIFER 3508 RACCINE RD, YELLOWKNIFE, X1A 3J2
2	23	DICK, JOHN & KARYN BOX 306, YELLOWKNIFE, X1A 2N3
2	24	JOHNSON'S BLDG SUPPLIES LTD. BOX 910, YELLOWKNIFE, X1A 2N7
2	26	COE, MARIE 3509 WILEY RD, YELLOWKNIFE, X1A 2L5
2	29	LAFLEUR, REGINALD & ELLA BOX 1585, YELLOWKNIFE, X1A 2P2
2	30	DECORBY, RAYMOND & GABRIELLE BOX 2542, YELLOWKNIFE, X1A 2P8
2	32	SELLECK, LEE & CHOCOLATE, DOROTHY 3503 WILEY RD, YELLOWKNIFE, X1A 2L5
2	33	RICHARDS, STEVEN & CHARMAINE BOX 152, YELLOWKNIFE, X1A 2N2
2	34	MELLOR, EILEEN & DOROTHY BOX 2333, YELLOWKNIFE, X1A 2P7
2	35	ANDESITE HOLDINGS LTD SUB PO BOX 1, YELLOWKNIFE, X1A 2N1
2	39	WEAVER, BILL & LYDIA HELENE SUB PO #1, YELLOWKNIFE, X1A 2S9
2	40	DRINNAN, IAN & JUDITH BOX 1012, YELLOWKNIFE, X1A 2N7

BLOCK	LOT	NAME
3	1	IRVING, SUSAN BOX 2307, YELLOWKNIFE, X1A 2P7
3	2 & 7	BUNGE, JOHN & ELAINE 3505 INGRAHAM DR, YELLOWKNIFE, X1A 2E8
3	3 & 6	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4

3	4	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
3	5	162954 CANADA LIMITED BOX 2562, YELLOWKNIFE, X1A 2P9
3	8	YURKIW, SAM BOX 698, YELLOWKNIFE, X1A 2N5
3	9	DECORBY, RAYMOND & GABRIELLE BOX 2542, YELLOWKNIFE, X1A 2P8
3	10	DECORBY, RAYMOND & GABRIELLE BOX 2542, YELLOWKNIFE, X1A 2P8
3	11	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
BLOCK	LOT	NAME
4	2	BARREN LANDS EXPLOR SERV LTD. BOX 1975, YELLOWKNIFE, X1A 2P5
4	3	BARREN LANDS EXPLOR SERV LTD. BOX 1975, YELLOWKNIFE, X1A 2P5
4	4	IRVING, SUSAN BOX 2307, YELLOWKNIFE, X1A 2P7
4	7	BERTULLI, MARGARET 3516 MCDONALD DR, YELLOWKNIFE, X1A 2H1
4	8	PETERS, ANN BOX 2303, YELLOWKNIFE, X1A 2P7
4	9	MOISEY, CLARE DR. BOX 3777, SMITHERS V0J 2N0
4	10	MOISEY, CLARE DR. BOX 3777, SMITHERS, V0J 2N0
4	11	MOISEY, CLARE DR. BOX 3777, SMITHERS, V0J 2N0
4	12	GUY, WAYNE & JUNIPER, GARY BOX 1136, YELLOWKNIFE, X1A 2N8
4	13	CIRCLE MECHANICAL LTD. 3528 MCDONALD DR, YELLOWKNIFE, X1A 2H1
4	14	ACTIVE SERVICE & MAINTENANCE LTD BOX 2124 YELLOWKNIFE, X1A 2P6
4	15	ACTIVE SERVICE & MAINTENANCE LTD BOX 2124, YELLOWKNIFE, X1A 2P6
4	16 & 17	CIRCLE HOLDINGS LTD. 3528 MCDONALD DR, YELLOWKNIFE, X1A 2H1
4	18	TERRITORIAL BEVERAGES LTD. BOX 1257, YELLOWKNIFE, X1A 2N9

4	19	TERRITORIAL BEVERAGES LTD. BOX 1257, YELLOWKNIFE, X1A 2N9
4	20	KOSTA, ROBERT & DANIELS, URSULA 3542 MACDONALD DR, YELLOWKNIFE, X1A 2H1
4	21 & 22	LAFLEUR, REGINALD & ELLA BOX 1585, YELLOWKNIFE, X1A 2P2
4	21 & 22	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
4	23	COVELLO BRYAN & ASSOCIATES LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
4	24	COVELLO BRYAN & ASSOCIATES LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
4	25	LAYCOCK, JANICE 3512 MCDONALD DR, YELLOWKNIFE, X1A 2H1
4	26	BRYANT, JAMES & GILLIAN BOX 292, YELLOWKNIFE, X1A 2N2

BLOCK	LOT	NAME
11	1	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	2	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	3	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	4	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	5	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	6	CARPENTER, ROBERT & RAYMONDE BOX 15, SLOLAN PARK, V0G 2E0
11	7	CARPENTER, ROBERT & RAYMONDE BOX 15, SLOLAN PARK, V0G 2E0
11	8	ROBINSON, LEN & CAROLE BOX 1468, YELLOWKNIFE, X1A 2P1
11	9	MACINNES, KAYE 5013 BRYSON DR, YELLOWKNIFE, X1A 2A3
11	10	FLECK, SUSAN BOX 1078, YELLOWKNIFE, X1A 2N8
11	11	FREELAND, MIKE 5009 BRYSON DR, YELLOWKNIFE, X1A 2A3
11	12	HOMES NORTH LTD. BOX 1446, YELLOWKNIFE, X1A 2P1
11	13 & 14	923158 NWT LTD.

4	19	TERRITORIAL BEVERAGES LTD. BOX 1257, YELLOWKNIFE, X1A 2N9
4	20	KOSTA, ROBERT & DANIELS, URSULA 3542 MACDONALD DR, YELLOWKNIFE, X1A 2H1
4	21 & 22	LAFLEUR, REGINALD & ELLA BOX 1585, YELLOWKNIFE, X1A 2P2
4	21 & 22	WEAVER & DEVORE TRADING LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
4	23	COVELLO BRYAN & ASSOCIATES LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
4	24	COVELLO BRYAN & ASSOCIATES LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
4	25	LAYCOCK, JANICE 3512 MCDONALD DR, YELLOWKNIFE, X1A 2H1
4	26	BRYANT, JAMES & GILLIAN BOX 292, YELLOWKNIFE, X1A 2N2

BLOCK	LOT	NAME
11	1	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	2	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	3	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	4	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	5	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
11	6	CARPENTER, ROBERT & RAYMONDE BOX 15, SLOLAN PARK, V0G 2E0
11	7	CARPENTER, ROBERT & RAYMONDE BOX 15, SLOLAN PARK, V0G 2E0
11	8	ROBINSON, LEN & CAROLE BOX 1468, YELLOWKNIFE, X1A 2P1
11	9	MACINNES, KAYE 5013 BRYSON DR, YELLOWKNIFE, X1A 2A3
11	10	FLECK, SUSAN BOX 1078, YELLOWKNIFE, X1A 2N8
11	11	FREELAND, MIKE 5009 BRYSON DR, YELLOWKNIFE, X1A 2A3
11	12	HOMES NORTH LTD. BOX 1446, YELLOWKNIFE, X1A 2P1

11	13 & 14	923158 NWT LTD. BOX 156, YELLOWKNIFE, X1A 2N2
BLOCK	LOT	NAME
12	1	ROCHER, JOHN DAVID BOX 1472, YELLOWKNIFE, X1A 2P1
12	2,3,& ROAD	ROCHER, DOREEN PEARL BOX 941, YELLOWKNIFE, X1A 2N7
12	4 & ROAD	ROCHER, MARK ALVIN 3910 RAGGED ASS RD, YELLOWKNIFE, X1A 2T4
12	5	ROCHER, JEFF & JUANITA BOX 2248, YELLOWKNIFE, X1A 2P7
12	6	ROCHER, DONNA MARIE BOX 941, YELLOWKNIFE, X1A 2N7
12	7	GUNN, ANNE BOX 213, COPPERMINE, X0E 0E0
12	8	BYRNE, MICHAEL & JANET BOX 2165, YELLOWKNIFE, X1A 2P6
12	9	BRADEN, MAXWELL JOHN SUB PO #1, YELLOWKNIFE, X1A 2S9
12	10	HIEBERT, JACK BOX 235, YELLOWKNIFE, X1A 2N2
12	11	HIEBERT, ERDMAN BOX 606, YELLOWKNIFE, X1A 2N5
12	12	BROMLEY, ROBERT & MARIANNE BOX 1177, YELLOWKNIFE, X1A 2N8
12	13	LORENZ, E., HAY, R. & BLONDIN, J. 3915 BRYSON DR, YELLOWKNIFE, X1A 1Z9
12	14	KOBELKA, CAROLYNN BOX 1867, YELLOWKNIFE, X1A 2P4
12	15	MAYO, JANE BOX 501, YELLOWKNIFE, X1A 2N4
12	16	MACKAY, KATHERINE BOX 2954, YELLOWKNIFE, X1A 2R2
12	17	STEPHEN, ROBERT & NASHALIK, RASSI 3907 BRYSON DR, YELLOWKNIFE, X1A 1Z9
12	18	CHALAT, PATRICIA BOX 2547, YELLOWKNIFE, X1A 2P8
12	19	SEAGULL HOLDINGS LTD. BOX 1952, YELLOWKNIFE, X1A 2P5
12	20	LOGSDON, HAL 3901 BRYSON DR, YELLOWKNIFE, X1A 1Z9

BLOCK	LOT	NAME
13	1	AUCHTERLONIE, SANDRA & JONES, DAVID BOX 1142, YELLOWKNIFE, X1A 2N8
13	2	BALANOFF, WAYNE & JESSIE BOX 2073, YELLOWKNIFE, X1A 2P6
13	3	CURRIE, TERENCE & ROSEMARY COOPER 3802 MCVOY ROAD, YELLOWKNIFE, X1A 2G9
13	4	KIRKWOOD, RODNEY & CANUEL, D BOX 36, YELLOWKNIFE, X1A 2N1
13	5	LAWSON, NICHOLAS & CHARLIE, ALICE 4713 HAMILTON DR, YELLOWKNIFE, X1A 2G9
13	6	TIEMSTRA, WES & DE GROOT, TERESA 4709 HAMILTON DR, YELLOWKNIFE, X1A 2E1
13	8	LITTLE, LOIS BOX 1866, YELLOWKNIFE, X1A 2P4
13	9	JOSSA, DONALD BOX 1722, YELLOWKNIFE, X1A 2P3
13	10	TAYLOR, MITCHELL BOX 334, YELLOWKNIFE, X1A 2N3
13	11	GORMAN, SEAN & MARGARET BOX 1342, YELLOWKNIFE, X1A 2N9
13	12	FITZGERALD, ROBERT & HOGAN, KRYSTINE 4716 ANDERSON-THOMSON BLVD, YELLOWKNIFE, X1A 1J5
13	13	DESIRE-TESAR, CLIVE & MACQUARRIE, CATHERINE BOX 1293, YELLOWKNIFE, X1A 2N9
13	14	SEAGULL HOLDINGS LTD. BOX 1952, YELLOWKNIFE, X1A 2P5
13	15	BROCKMAN, AGGIE & WOOLF, TERRY BOX 1536, YELLOWKNIFE, X1A 2P2
13	16	MILLER, DOUGLAS H. BOX 2093, YELLOWKNIFE, X1A 2P6
13	17	LINDER, MICHAEL & ANNE BOX 2891, YELLOWKNIFE, X1A 2R2
13	18	WILLIAMS, RONALD & ZUBKO, ANDREA BOX 1656, YELLOWKNIFE, X1A 2P3
13	20	STENHOUSE, GORDON & NELSON, KAREN 4707 HAMILTON DR, YELLOWKNIFE, X1A 2E1
13	21	HANS, BRENDA & BASTEDO, JAMIE BOX 682, YELLOWKNIFE, X1A 2N5
13	22	BUSHEY, JEANNE & RICHARD BOX 1506, YELLOWKNIFE, X1A 2P2

13	23	SCHRAMA, HELENA 4701 STOUT RD, SUB PO #1, YELLOWKNIFE, X1A 2S9
13	24	AYALIK, CATHERINE & ROBERT 4702 ANDERSON THOMSON BLVD, YELLOWKNIFE, X1A 1J5
13	25	MILLER, DAVID W C/O D.H. MILLER BOX 2093, YELLOWKNIFE, X1A 2P6
13	26	HILCHEY, MICHAEL & ALICE BOX 2461, YELLOWKNIFE, X1A 2P8
13	27	BRYAN, DOUGLAS & BARBARA SUB PO #1, YELLOWKNIFE, X1A 2S9
13	28	ARMSTRONG, MICHAEL & ELLIOTT, CAROL ANN BOX 2916, YELLOWKNIFE, X1A 2R2

BLOCK	LOT	NAME
14	1	GIONET, YVON BOX 1315, IQALIUT, X0A 0H0
14	2	WESTMAN, DAN & TREMAINE, PAULA BOX 1227, YELLOWKNIFE, X1A 2N9
14	3	HODGINS, KEVIN & VAN VLIET BOX 1071, YELLOWKNIFE, X1A 2N8
14	4	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
14	5	JOHNSON'S BLDG SUPPLIES LTD. BOX 910, YELLOWKNIFE, X1A 2N7
14	6	JOBIN, DAVID F. 4704 HAMILTON DR, YELLOWKNIFE, X1A 2E2
14	7	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
14	8	BIDIUK, STEPHEN BOX 30, GILLIES BAY, V0N 1W0
14	9	LAMOTHE, PAUL & GELLENBECK, SANDRA BOX 910, YELLOWKNIFE, X1A 2N7
14	10	DONIHEE, JOHN & CROSS, SUSAN 4805 HERSHMAN RD, YELLOWKNIFE, X1A 1J4
14	11 & 12	RUMAN, FRANK & MARIE VYNA 5021-54 ST, YELLOWKNIFE, X1A 1W3

BLOCK	LOT	NAME
15	PCL A	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	1	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	2	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	3	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	4	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	5	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	6	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	7	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
15	8	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4

BLOCK	LOT	NAME
16	1	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	2	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	3	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	4	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	5	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	6	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	7	CITY OF YELLOWKNIFE,
		BOX 580 YELLOWKNIFE, X1A 2N4
16	8	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	9	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4
16	10	CITY OF YELLOWKNIFE,
		BOX 580, YELLOWKNIFE, X1A 2N4

16	11	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	12	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	13	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	14	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	15	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	16	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	17	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	18	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	19	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
16	20	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4

BLOCK	LOT	NAME
17	1	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	2	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	3	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	4	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	5	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	6	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	7	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4
17	8	OLD STOPE ASSOCIATION (WILDCAT CAFE) BOX 763, YELLOWKNIFE, X1A 2N6
17	9	CITY OF YELLOWKNIFE, BOX 580, YELLOWKNIFE, X1A 2N4

BLOCK	LOT	NAME
19	PARCEL A	JOHNSON'S BLDG SUPPLIES LTD. BOX 910, YELLOWKNIFE, X1A 2N7
19	1	PIEPER, GEORGE BOX 2812, YELLOWKNIFE, X1A 2R1
19	2	PIEPER, GEORGE & LISA BOX 2812, YELLOWKNIFE, X1A 2R1
19	3	ROCHER, JOHN & LESLIE BOX 156, YELLOWKNIFE, X1A 2N2
19	4	JOHNSON'S BLDG SUPPLIES LTD. BOX 910, YELLOWKNIFE, X1A 2N7
19	5 TO 9	JOHNSON'S BLDG SUPPLIES LTD. BOX 910, YELLOWKNIFE, X1A 2N7
19	10	THE COMMISSIONER OF THE NWT BOX 1320, YELLOWKNIFE, X1A 2L9
19	11	THE COMMISSIONER OF THE NWT BOX 1320, YELLOWKNIFE, X1A 2L9
19	12	THE COMMISSIONER OF THE NWT BOX 1320, YELLOWKNIFE, X1A 2L9
19	13	ROCHER, MARY BOX 156, YELLOWKNIFE, X1A 2N2
19	14	ROCHER, JOHN & MARY BOX 156, YELLOWKNIFE, X1A 2N2
19	15	ROCHER, JOHN BOX 156, YELLOWKNIFE, X1A 2N2
19	16	ROCHER, MARY JANE BOX 156, YELLOWKNIFE, X1A 2N2

BLOCK	LOT	NAME
20	1	YELLOWKNIFE, HARDWARE LTD. BOX 879, YELLOWKNIFE, X1A 2N6
20	2 & 3	YELLOWKNIFE, HARDWARE LTD. BOX 879, YELLOWKNIFE, X1A 2N6

BLOCK	LOT	NAME
73	1	MCLEAN, MALCOLM BOX 1165, YELLOWKNIFE, X1A 2N8
73	2	WALCER, MIKE BOX 372, YELLOWKNIFE, X1A 2N3
73	3(REM)	WALCER, MIKE BOX 372, YELLOWKNIFE, X1A 2N3

73	4(REM)	WALCER, MIKE BOX 372, YELLOWKNIFE, X1A 2N3
73	5(REM)	WALCER, MIKE BOX 372, YELLOWKNIFE, X1A 2N3

BLOCK	LOT	NAME
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74	1	MCDANIEL, SANDRA BOX 1446, YELLOWKNIFE, X1A 2P1
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BLOCK	LOT	NAME
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75	1&2	BARTLE & GIBSON CO LTD. 3905 FRANKLIN AVE, YELLOWKNIFE, X1A 2S6
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BLOCK	LOT	NAME
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76	1-3	MUJGIN, HAK BOX 1094, YELLOWKNIFE, X1A 2N8
76	4	PUSKAS, BRIAN & VERONICA 25 CALDER CRES, YELLOWKNIFE, X1A 3A9
76	5	MACKENZIE, MARG & PEKELSKY, JOHN 3910 BRYSON DR, YELLOWKNIFE, X1A 2A1
76	6	NORTH SLAVE HOUSING CORPORATION BOX 2398, YELLOWKNIFE, X1A 2P8
76	7	MYREN, KAREN & STEER, BARRY BOX 1619, YELLOWKNIFE, X1A 2P2
76	8	SMITH, ROSLYN 30 MORRISON DR, YELLOWKNIFE, X1A 2H7
76	9	BRADEN-BURRY EXPEDITING SERVICES LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
76	10 & 11	BRADEN-BURRY EXPEDITING SERVICES LTD. SUB PO #1, YELLOWKNIFE, X1A 2S9
76	12	PAGONIS, PETER BOX 1051, YELLOWKNIFE, X1A 2N8
76	13	PAGONIS, PETER BOX 1051, YELLOWKNIFE, X1A 2N8
76	14	SA CHO DEVELOPMENTS LTD. 36 MORRISON DR, YELLOWKNIFE, X1A 1Z2
76	15 & 16	OLD TOWN CHRYSLER LTD. BOX 700, YELLOWKNIFE, X1A 2N5
76	17	OLD TOWN CHRYSLER LTD. BOX 700, YELLOWKNIFE, X1A 2N5

76	18-20	ROCHER, MARY BOX 156, YELLOWKNIFE, X1A 2N2
BLOCK	LOT	NAME
77	1	BROMLEY & SON LTD. BOX 2670, YELLOWKNIFE, X1A 2P9
77	2	BROMLEY & SON LTD. BOX 2670, YELLOWKNIFE, X1A 2P9
77	3 & 4	PAGONIS, PETER BOX 1051, YELLOWKNIFE, X1A 2N8
77	5	SINO GAP LTD. BOX 1051, YELLOWKNIFE, X1A 2N8
77	6	KEENAN, CHARLES BOX 323, YELLOWKNIFE, X1A 2N3
77	7	CONRAD, CELINE GENERAL DELIVERY, YELLOWKNIFE, X1A 2L8
77	8	UPTON, CYNTHIA MARIE BOX 966, YELLOWKNIFE, X1A 2N7
77	9	FADER, RICHARD BOX 966, YELLOWKNIFE, X1A 2P2
77	10	BISHOP, JANE MARGARET BOX 2062, YELLOWKNIFE, X1A 2P5
77	11	MANDIN, DANIEL 5212 LUNDQUIST RD, YELLOWKNIFE, X1A 3G2
77	12	NESBITT, TOM & BURGESS, SUSAN #84-1 PLACED'ARMES, KINGSTON, K7K 6S6
77	13	MORSE, MICHAEL & PELLERIN, CATHERINE 5208 LUNDQUIST RD, YELLOWKNIFE, X1A 3G2
77	14	HODGKINSON, SHEILA BOX 1685, YELLOWKNIFE, X1A 2P3
77	15	GILDAY, DAVID & DUNBAR, PAMELA 5204 LUNDQUIST RD, YELLOWKNIFE, X1A 3G2
77	16	ARYCHUK, ALEX & SHEILA BOX 1693, YELLOWKNIFE, X1A 2P3
77A	N PTN	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
77A	S PTN	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4

BLOCK	LOT	NAME
78	1-9	BARTAM LTD. 52476, RGE RD 225, SHERWOOD PARK, T8A 4R3

BLOCK	LOT	NAME
79		CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
79	A(REM)	CITY OF YELLOWKNIFE BOX 580, YELLOWKNIFE, X1A 2N4
79	PCL A	TWO WAY ENTERPRISES AND MANAGEMENT LTD. BOX 2427, YELLOWKNIFE, X1A 2P8

BLOCK	LOT	NAME
964	863	WARNER, BOYD BOX 820, YELLOWKNIFE, X1A 2N6
964	ADJ 863	WARNER, BOYD BOX 820 YELLOWKNIFE, X1A 2N6

APPENDIX 2
IMPLEMENTATION OF DEVELOPMENT SCHEME

APPENDIX 2
OLD TOWN SECONDARY DEVELOPMENT SCHEME
IMPLEMENTATION OF DEVELOPMENT
SCHEME

1 INTRODUCTION

In order to achieve the type of community described in the Old Town Secondary Development Scheme, the implementation of the Scheme must be done in an orderly manner. This appendix suggests ways in which this can be accomplished. Any project involving expenditures by the City will have to be planned and provided for through the normal budget process. No funding is guaranteed through the adoption of this scheme.

2 IMPLEMENTATION STRATEGY

It is important that the City recognize the desired community image and encourage redevelopment and rehabilitation as expeditiously as possible.

In order to create the desired community image, the City must undertake the activities as directed by Council in accordance with the following schedule. This includes streetscape improvements, the development of a continuous waterfront strip and associated open space plan.

This approach requires that City Council:

1. Incorporate the projects contained in the Secondary Development Scheme into the City's annual works programs.
2. Prepare a Capital Budget for the Old Town Secondary Development Scheme and to oversee the review of this budget on an annual basis through the duration of the Scheme's implementation.

3 STEPS TO FOLLOW

There are specific steps to be followed in implementing the strategy. They are outlined below.

3.1 General Municipal Plan Amendment

The City of Yellowknife General Municipal Plan By-law No. 3213 should be amended immediately after approval of the Old Town Secondary Development Scheme. Specifically, the objective associated with Goal 14, Old Town/Latham Island should be amended from:

"To maintain the general ambience of the Old Town/Latham Island Area as an unique and original part of the City of Yellowknife."

TO

"To maintain the general ambience of the Old Town/Latham Island Area *including Jolliffe Island* as an unique and original part of the City of Yellowknife."

As well, the associated policy statement G.14.3 should be amended from its present form:

"To prepare a Secondary Development Scheme or Schemes for the Old Town and Latham Island areas which consider among other factors:

- existing land uses and land use conflicts,
- transportation issues,
- servicing issues,
- standards for construction and maintenance, and
- the use of vacant waterfront areas."

TO

"To prepare a Secondary Development Scheme or Schemes for the Old Town *area including Jolliffe Island* and the Latham Island area which consider among other factors:

- existing land uses and land use conflicts,
- *the preparation of an open space/recreation plan for Jolliffe Island,*
- transportation issues,
- servicing issues,
- standards for construction and maintenance, and
- the use of vacant waterfront areas."

These amendments will reinforce the inclusion of Jolliffe Island in the Old Town Secondary Development Scheme. They will have to be made by Council in accordance with Sections 25 to 29 inclusive, of the Planning Act.

3.2 Zoning By-law No. 3424 Amendments

Amendments will be required to Zoning By-law No. 3424 to implement the Scheme. The first amendment will require the establishment of a new zone, OM1 -Old Town Mixed Use District: Medium Density. As the uses proposed in the Secondary Development Scheme for this zone are the same as that in Zoning By-law No. 3424, the only modification will be to the name.

The second amendment will be more involved. It requires the creation of a new, additional zone, OM2 - Old Town Mixed Use District: High Density. This zone will accommodate a more dense mixture of Old Town activities. The proposed amendment follows.

The third amendment will require changing Section 5 of the Zoning By-law to allow the Development Officer to approve an Application for a Development Permit for an addition to a non-conforming use in the Old Town.

Section 28

OM2 - OLD TOWN MIXED USE DISTRICT: HIGH DENSITY

1) Uses:

Permitted Uses

- A workshop used by:
- Carpenter/Cabinet Maker
- Electrician
- Plumber/Steam Fitter
- Machinist
- Metal Worker/Tinsmith
- Sign Painter
- Bakeries
- *Convenience Stores*
- Day-Care Centres
- Float Plane Bases
- Post Offices
- Souvenir Shops
- Restaurants
- Residence combined with

Conditionally Permitted Uses

- Marinas
- Parks and Playgrounds
- Private Clubs
- Public and Quasi-Public Uses
- Public Utility Uses and Buildings
- Any other use which, in the opinion of Council, is of a similar nature to permitted or conditionally permitted uses

- non-residential uses
 - Offices or retail and commercial uses combined with residential uses
 - Two Family Dwellings
 - One Family Dwellings
 - *Triplexes, Fourplexes, Rowhousing and Townhouses*
 - *Home Occupations*
 - *Motels*
 - *Cocktail Lounges*
 - *Tourist Related Uses*
 - Accessory Buildings and Uses
 - Additions to Approved Uses
- a) Industrial uses requiring large warehouse facilities and outdoor storage areas shall not be permitted in this zone.
- b) When combined with non-residential uses, residence must comply with the following requirements:
- i) the gross floor area of residences shall not exceed that of the non-residential uses;
 - ii) non-residential uses shall occupy the first storey of the building, but are not limited to the first storey; and
 - iii) residential uses shall have direct access to ground level.
- c) When combined with residential uses, offices, retail and/or other commercial uses, must comply with the following requirements:
- i) the style and character of the proposed building including, but not limited to, parking, landscaping, scale of building, and exterior finish of the building must be to the satisfaction of the Development Officer who shall give due regard to the existing character and amenities of the district and to adjoining property.

2) Site Requirements:

a) Minimum Lot Sizes (in metres):

	Width	Depth
All uses	15	30

b) Minimum Yard Requirements (in metres):

Use	Front	Side	Rear
Non-residential	6	2	6

Conditionally Permitted Uses - as required by Council.

- c) Notwithstanding the requirements in Subsection 2(b) above, where it is deemed impractical to conform with these requirements due to obvious physical limitations, all yards shall be at the discretion of the Development Officer who shall have due regard to the amenities of the district and to adjoining property.

d) Maximum Height:

The maximum building height shall be *twelve* metres above grade. *The maximum number of storeys is three.*

e) Site Coverage:

The maximum area of land which may be built upon shall be *40%* of the site area.

3) Outdoor Areas:

Parking, loading, storage and trash collection areas shall be screened from view from adjacent sites and public roadways, *as outlined on a detailed landscaping site plan prepared by the developer, and* to the satisfaction of the Development Officer.

4) Regulations for Two Family Dwellings:

Notwithstanding the minimum requirements of this zone, two family dwellings shall be developed in accordance with the provision of the R2 zone.

5) Regulations for One Family Dwellings:

Notwithstanding the minimum requirements of this zone, one family dwellings shall be developed in accordance with the provision of the R1b zone.

6) *Notwithstanding the minimum requirements of this zone, innovative site and building designs which respect the essence of this zone and can be prepared to the satisfaction of the Development Officer or City Council (when appropriate) may be considered for development.*

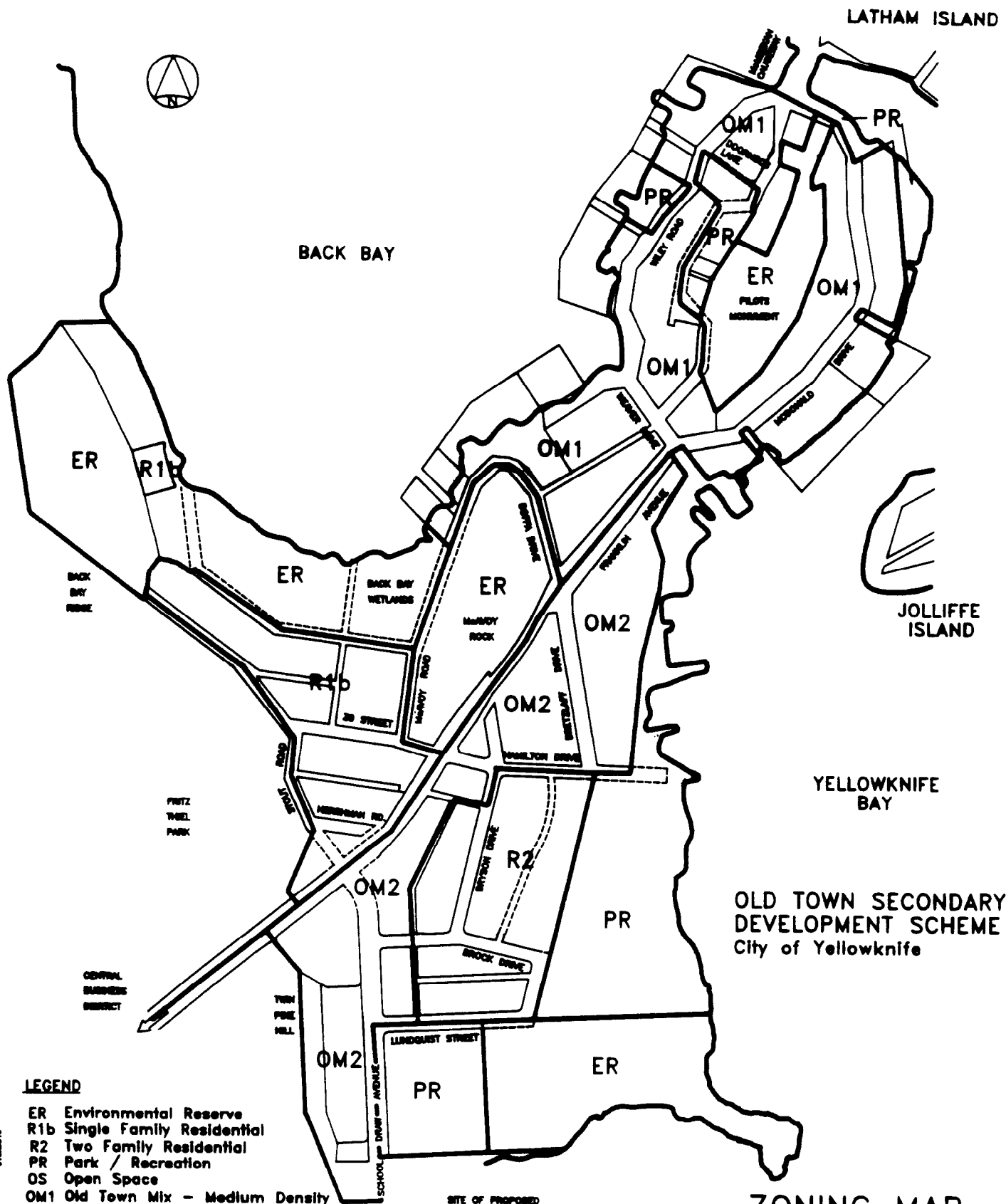
Concurrent with the creation of the Old Town Mixed Use Zones, Section 5,4) of Zoning By-law No. 3424 will have to be amended by the inclusion of Subsection 5,4),i) which would state:

i) Old Town

Notwithstanding the provisions of Section 5,4) of this By-law, the Development Officer may approve an Application for a Development Permit for an addition to a non-conforming use within Blocks A, B, C, D, E, F, 1, 2, 3, 4, 11, 12, 13, 14, 19, 20, 73, 74, 75, 76, 77, 78 and 79, and Lot 863 Group 964

Subsequent to the creation of the Old Town Mixed Use Zones, there are particular parcels which will have to be rezoned. They are identified below:

- Pilots Monument should be amended from PR - Park and Recreational to ER - Environmental Reserve.
- Block A, should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block B, should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block C should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block D, Lots 1, and 4 to 6 inclusive should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.



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- Block D, Lots 2, 3 and 4-1 should be amended from OM - Old Town Mixed Use to PR - Park and Recreational.
- Block E, should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block F should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block 1, Lots 1, 2, the southeastern half of Lots 5 and 6, Lots 9A, 10, 10A, 11A, and 13 should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block 1, Lots 3, 4, the northwestern half of Lots 5 and 6, Lots 9, 11, 12, 19, and 20 should be amended from R1b -Residential One Family to OM1 - Old Town Mixed Use: Medium Density.
- Block 2, Lots 1, 16, 17, 19, 20 to 24 inclusive, 26, 30, 32 to 35, 39, and 40 should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block 2, Lots 4 to 9 inclusive, the Remainder of Lot 10, and Lot 29 should be amended from OM - Old Town Mixed Use to PR - Park and Recreational.
- Block 3, Lots 1, 2, 3, 4, 6, and 11 should be amended from OM - Old Town Mixed Use to ER - Environmental Reserve.
- Block 3, Lots 5, and 7 to 10 inclusive should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block 4, Lots 1 to 22 inclusive should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- Block 11, Lots 1, 6, 7, 15 to 23 inclusive, 26, and 27 should be amended from R2 - Residential Two Family to OM2 - Old Town Mixed Use: High Density.
- Block 11, Lots 24 and 25 should be amended from OM - Old Town Mixed Use to OM2 - Old Town Mixed Use: High Density.
- Block 11, Lot 28 should be amended from OS - Open Space to ER - Environmental Reserve.
- All of Block 12 should be amended from R1b - Residential One Family to R2 - Residential Two-Family.

- Block 19, Lots 13 to 16 inclusive should be amended from R1b - Residential One Family, to OM2 - Old Town Mixed Use: High Density.
- Block 19, Lots 1 to 12 inclusive should be amended from OM - Old Town Mixed Use to OM2 - Old Town Mixed Use: High Density.
- The foreshore area between the edge of Yellowknife Bay and the surveyed lot lines Block 19, Lot 16 to the McMeekan Causeway should be amended from R1b - Residential One Family and OM - Old Town Mixed Use to PR - Park and Recreational.
- All of Block 20 should be amended from OM - Old Town Mixed Use to OM1 - Old Town Mixed Use: Medium Density.
- All of Block 75 should be amended from CS - Commercial Service to OM2 - Old Town Mixed Use: High Density.
- Block 76, Lots 1 to 3 inclusive, and Lots 12 to 20 inclusive should be amended from CS - Commercial Service to OM2 - Old Town Mixed Use: High Density.
- Block 77, Lots 1 to 4 inclusive should be amended from CS - Commercial Service to OM2 - Old Town Mixed Use: High Density.
- Block 77, Lots 5 to 16 inclusive should be amended from R1b - Residential One Family to R2 - Residential Two-Family.
- Block 77A and Lease Area 9-0-580 should be amended from R1a - Residential One Family to PR - Park and Recreational.
- All of Block 78 should be amended from MHR - Mobile Home Residential to OM2 - Old Town Mixed Use: High Density.
- All of Block 79 should be amended from OS - Open Space to OM2 - Old Town Mixed Use: High Density.
- Lot 850-1, Group 964 should be amended from OS - Open Space to OM2 - Old Town Mixed Use: High Density.
- The unsurveyed lands comprised of the Back Bay Wetlands and McAvoy Rock should be amended from OS - Open Space to ER - Environmental Reserve.

These amendments will have to be made by Council in accordance with Part Five: Subdivisions, Condominiums and Zoning Amendments, City of Yellowknife Zoning By-law No. 3424. As well, the amendments will have to comply with Sections 25 - 29 inclusive of the Planning Act.

Uses that are currently in these areas designated for amendments, and which do not conform to the proposed uses will become non-conforming uses.

Those amendments for public lands should be completed by 1993. Those dealing with privately owned lands should occur as quickly as possible, however ownership issues will have to be settled first so as to avoid potential conflicts with the Planning Act.

3.3 Road Closure By-laws

The City's Planning and Lands Department should review any suggested modifications to the road network with the Department of Public Works and Engineering. Where a road closure is deemed appropriate the City's Lands Officer could prepare suitable bylaws to:

- close Hershman Road's intersection with Franklin Avenue;
- close Bryson Drive's intersection with Franklin Avenue;
- close the road circumventing Block 79 between Franklin Avenue and School Draw Avenue;
- close McAvoy Road's intersection with Franklin Avenue;
- close that portion of Ingraham Road at the base of Pilots Monument outlined on the Secondary Development Scheme;
- realign Stout Road's and School Draw Avenue's intersections with Franklin Avenue to create a cross-intersection;
- realign 39th Street to create an intersection with Franklin Avenue which corresponds with Hamilton Drive's intersection with Franklin Drive;
- formally survey and construct to City standards, the road paralleling Block 13 and the Back Bay Wetlands, and the continuance of Lois Lane from that road to the edge of Back Bay; and
- formally implement the circulation pattern as described in the Secondary Development Scheme.

These bylaws should be approved by 1993 - 1994.

3.4 Property Acquisition and Disposal

In order to implement the above noted street closures, property will have to be acquired and portions sold. Similarly, to implement the development of parks on Max Ward's property and to expand the Pilots Monument, land will have to be purchased.

3.4.1 Acquisition

The City should approach the owners of the properties in question to negotiate purchase. These negotiations may entail the exchange of money or the swapping for suitable land elsewhere in the City, or preparation of a leaseback situation with the City owning the property and establishing subsequent land use guidelines. Any combination of the above may also be considered.

3.4.2 Disposal

In disposing of City owned property such as portions of closed roads, the City should give special consideration to individuals owning property immediately adjacent to that property. Fair market value will be the basis for all property negotiations.

3.5 Urban Design Guidelines

In addition to the references contained in the Old Town Secondary Development Scheme's policies and the standards specified in the City of Yellowknife Zoning By-law No. 3424, the following additional guidelines will apply to development in and maintenance of Old Town. These guidelines are intended for use by the Development Officer in the review and development application process.

3.5.1 Site Design Guidelines

- i) When two or more lots are consolidated for development, the side yard requirement will be the accumulated total of two lots within its respective zoning category.
- ii) No single building should have a maximum ground floor area over 1,000 m², in order to minimize the mass and scale of buildings in the area. New structures should fit in, not appear overpowering.
- iii) Outdoor storage areas for non-residential uses should be screened with landscaping, appropriate yard furnishings or a combination of both to the satisfaction of the Development Officer.
- iv) The facade of any new development or renovation/addition to an existing home should not exceed the height of the adjacent dwelling, or average of dwellings on both sides, by 10%.

3.5.2 Structural Design Guidelines

- i) No building should exceed 3 stories or 12 metres in height anywhere in Old Town.
- ii) All new developments should maintain a minimum of 20% views of the water from the road along Franklin Avenue, MacDonald Avenue, on the east or west side of Wiley Road and Boffa Drive. For example car ports or arcades will be encouraged instead of closed in garages and accessory buildings should be sited directly behind buildings.
- iii) No building should have its building width fronting Franklin Avenue and MacDonald Drive more than 30 m wide.
- iv) Any building exceeding 450 m² should have more than 50% of its exterior walls covered with wood siding or other materials similar to adjacent buildings. In no case, however, should metal facade exceed 50% of a building's exterior.
- v) Predominant exterior cladding must extend to within 300 mm of grade on all sides of the building.
- vi) No building should have its exterior walls finished with colours of primary red, yellow, black or purple. Colours with an earth-tone hue are preferred and encouraged.
- vii) Where the ground floor of a building is more than 900 mm above grade, the elevation difference should be managed by landscaped terracing with exterior stairs.
- viii) Finish grade elevations should not be raised on side yards. Drainage must be contained on site as much as possible, sloping towards front and/or rear only.
- ix) New developments should minimize window openings on side walls. Where side windows are installed, they should be done with respect for location of windows and outdoor amenity spaces of adjacent properties.
- x) Entries to new dwelling units should be oriented towards the front of the property and street, and should avoid being placed on major side walls.

3.5.3 Landscape Guidelines

All exterior landscape developments in Old Town should maintain the following guidelines:

Streetscape Developments

- i) Planting of trees indigenous to Yellowknife is encouraged along the main arterial roads, Franklin Avenue and MacDonald Drive, leading through Old Town. Trees should maintain a spacing of no more than 10 metres apart.
- ii) In commercial areas, trees should be planted in at-grade tree boxes with tree grates and tree guards to prevent damage and vandalism.
- iii) A system of coordinated site furniture including benches, garbage receptacles, tree accessories, bike racks and street lighting should be developed to promote a unified appearance throughout the area.

Parks and Open Space Developments

- i) All parks and open spaces along the waterfront should be developed to encourage access and usage of water based activities.
- ii) Developments should be highly structured along the water's edge, i.e. docks, boardwalks, decks, etc., and should be coordinated in appearance and materials. The actual surfacing of trails should be site specific. For example, north of Willow Flats the trail should be gravel or shale, through the Forestry Site and Old Town north of Weaver Drive it should be asphalt.
- iii) In developed areas all landscaping should be neat and well maintained.
- iv) A system of coordinated site furniture including benches, garbage receptacles, tree accessories, bike racks and street lighting should be developed to promote a unified appearance throughout the waterfront.

Environmental Reserve Developments

- i) All environmental reserve areas should be maintained in a highly naturalized state or condition.
- ii) The amount of human intrusion into these areas should be kept to a minimum and confined to specific areas.
- iii) Historical interpretation of the environmental reserves should be promoted through signage and displays.

Residential Developments

- i) Plantings of indigenous trees and shrubs along property lines by residents should be encouraged as well as plantings within the property.
- ii) Views of the wetlands from residential areas should be maintained, where practical.
- iii) Visual buffering should be required between areas of incompatible uses or areas deemed to be of low visual quality as determined by the Development Officer. Landscape buffering should include coniferous trees and shrubs to maintain year round buffering. The vegetation should be sized according to the area or structure to be screened.