

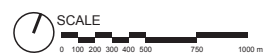
**Legend**

- ▬ Mine to Mine Trail
- ▬ Harbour Trail
- ▬ Yellowknife Bay Trail
- ▬ Primary Snowmobile Trails
- ▬ Winter Lake Trail
- Ferry shuttle

**Major Nodes**

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>① Mosher Marina and Boat Launch Option</li> <li>② School Draw Ave. / Rotary Waterfront Park</li> <li>③ Old Town Marina and Boat Launch Option</li> <li>④ Rotary Park</li> <li>⑤ Woodyard Heritage Park</li> <li>⑥ Old Town Waterfront Square</li> <li>⑦ Jolliffe Island Heritage Park</li> </ul> | <ul style="list-style-type: none"> <li>⑧ Mitchell Dr. Public Waterfront</li> <li>⑨ Ndilo Lookout Park</li> <li>⑩ Otto Dr. Waterfront Park</li> <li>⑪ Latham Island Waterfront Park</li> <li>⑫ Back Bay Landing</li> <li>⑬ Peace River Flats</li> <li>⑭ Tin Can Hill</li> </ul> | <ul style="list-style-type: none"> <li>⑮ Jackfish Ravine and Cemetery</li> <li>⑯ Yellowknife Ski Club</li> <li>⑰ Giant Mine Heritage Park</li> <li>⑱ Giant Mine Marina and Boat Launch Option</li> <li>⑲ Yellowknife River Park</li> <li>⑳ Burwash Point Heritage Preserve</li> <li>㉑ Dettah Boat Launch and Community Park</li> </ul> |
|---|--|--|

**Guiding Framework: Trails**



# 6

## Trails

### Vision

*Yellowknife Harbour provides a beautiful setting for well-connected accessible trail system that enables year-round use.*

#### precedents



Properly maintain trails and walks



Emphasize special places and nodes through trail highlights such as boardwalks, gathering spaces, lookouts and interpretation



Create ice trails that are clearly delineated



Develop a comprehensive trail wayfinding/signage strategy



Ensure trails are accessible all year-round



Develop key connecting trails



Ensure trails are properly maintained and accessible



Develop and enhance awareness of major parks along trails



Provide a hierarchy of trails for year-round use

### Principles

1. Trails will provide public access to public space.
2. Trails will incorporate wayfinding (through direction signs, trail distance markers, trail names, maps of the trail system) to enhance awareness of the system of the component trails.
3. Trails will enable year-round use.
4. Some trails will be single use, others multipurpose.
5. Trails will be appealing for use by all ages.
6. Trails will be located to enhance awareness of the rich cultural and natural heritage of the Yellowknife Harbour.

### What We Heard

1. Establish connected routes (Mine to Mine, Willow Flats boardwalk) – pick the “low hanging fruit” first to ease the idea of trail connections into the public eye.
2. Walking along the shoreline is mostly not accessible during the summer. However during the winter the ice makes the shoreline completely accessible. Why is there so much opposition to access along the shoreline in the spring, summer and fall?
3. Maintain and improve the existing trails.
4. Keep the trails safe during all times of the year.
5. Link and connect the parks, both to each other and to the water’s edge.
6. Provide clear signage and wayfinding for all trails.
7. Provide clearly marked multi-use trails on the ice for pedestrians, skiers, snowmobilers, dog mushers etc.

### Recommendations

1. Develop **three primary trails**: Mine to Mine, Harbour Trail and Yellowknife Bay Trail.
2. Develop **key connecting trails** to link the lakes the Harbour Trail and the Mine-to-Mine Trail.
3. Explore opportunities for a small-scale **ferry/water taxi service** between Old Town and to Jolliffe Island.
4. Develop a **strategy to clearly mark** and promote awareness of the Ice Roads/winter connections on Yellowknife Bay.
5. Develop a comprehensive trail **wayfinding/signage strategy**.
6. Establish an operating budget to ensure trails are **well maintained**.

**82% of Yellowknife residents say “having public access to and along the Yellowknife Harbour is important to me personally”.**

Ipsos Reid Survey, August 2011

## 1. Primary Trails

The Guiding Framework for Trails identifies three primary trails: Mine to Mine, Harbour Trail and Yellowknife Bay Trail. The locations are conceptual in nature and meant to be consistent with the City's General Plan. The City's Integrated Parks, Trails and Open Space Development Study recommended the investigation of the feasibility of developing a Mine to Mine trail as an all season path between Negus Point and Giant Mine. Protection of areas of ecological significance is recognized as an important consideration in identifying a route. As described in that report, connections to neighbourhoods are important, as well as signage to identify the route and point of interest along the way. The Harbour Trail is a concept for a continuous all season trail that is on or near the water's edge from Tin Can Hill to Back Bay. It is understood that some of waterfront land is privately owned and access along the water's edge will not be possible. In these locations, the trail will follow the nearest road or route through public land. The Yellowknife Bay Trail is a larger regional scale all season trail, primarily for motorized vehicles. The location of the trails in the Harbour will be based on communication and cooperation with the Yellowknives Dene.

## 2. Key Connecting Links

The City's Integrated Parks, Trails and Open Space Development Study recommended many connections in the trail system including a connection between the Frame Lake trail system and the Ski Club and between Niven Lake and the Ski Club. The primary trails are not meant to be purely stand alone trails, connections between the trails are anticipated.

## 3. Ferry/water taxi from Old Town to Jolliffe Island

Many people suggested the idea of a small ferry or water taxi to provide access from Old Town to Jolliffe Island. This service would be considered in association with other ideas for the public use of Jolliffe Island. This would require communication and cooperation with the Yellowknives Dene.

## 4. Ice Roads

Many people attending the consultation events suggested the need for a strategy to clearly mark and promote awareness of the multitude of users on Ice Roads and other winter trails on the Bay - including snowmobile trails.

## 5. Wayfinding/signage strategy

A new information and signage strategy is required for trails. The current trails are not well signed with respect to names, locations and distances nor is there adequate signage with respect to special features.



Before



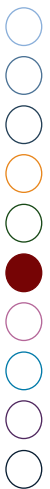
Winter



Summer



Harbour Trail Woodyard Dock Walk Concept

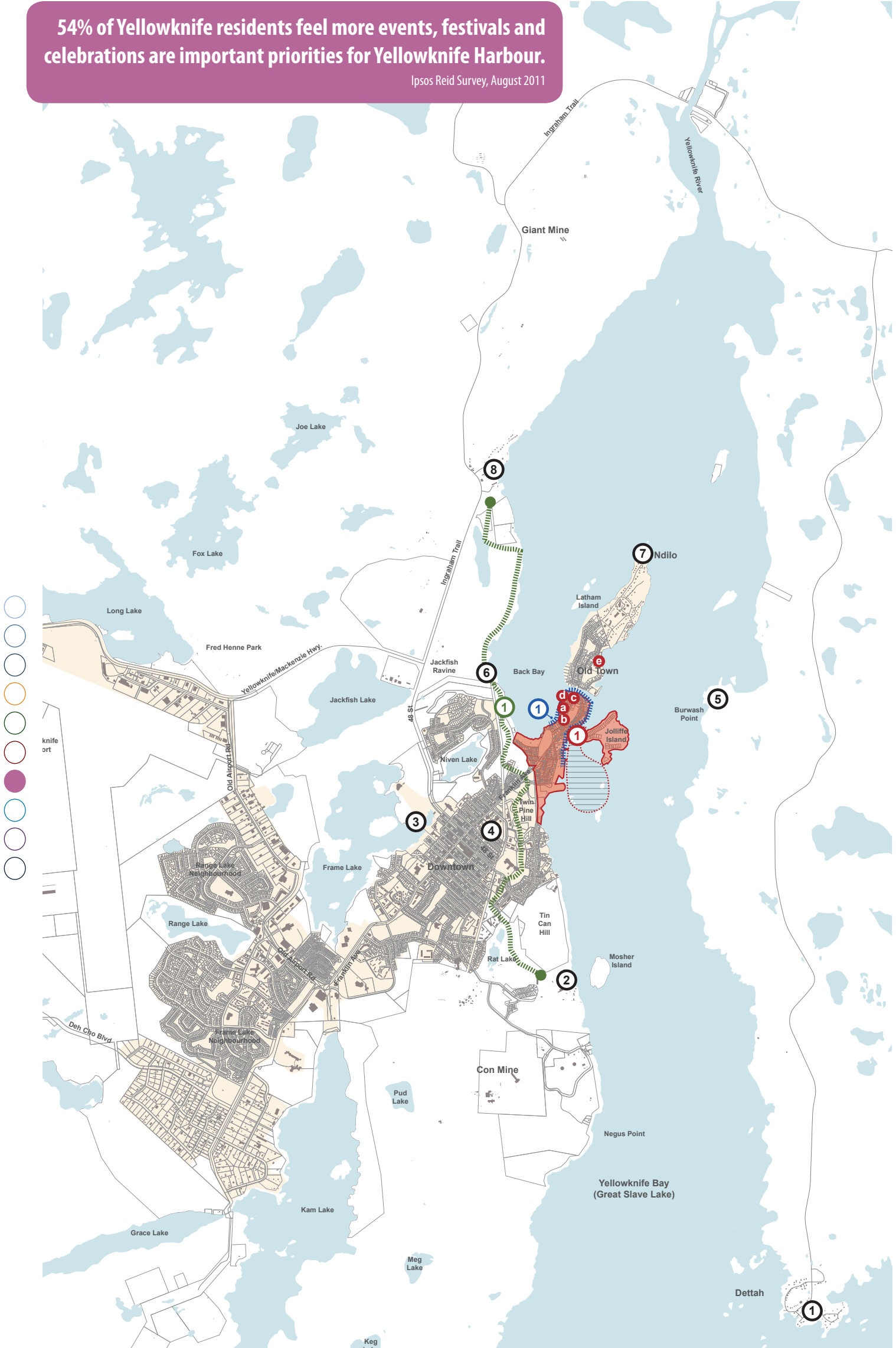


**62% of Yellowknife residents feel a public boardwalk in Old Town is a priority.**

Ipsos Reid Survey, August 2011

54% of Yellowknife residents feel more events, festivals and celebrations are important priorities for Yellowknife Harbour.

Ipsos Reid Survey, August 2011



**Legend**

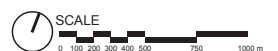
- Old Town "Dock Walk"
- Mine to Mine Trail
- Old Town Arts & Culture District  
Includes: Old Town, Jolliffe Island Heritage Park & the Ice Art District

- Key Destinations/Attractions**
- 1 Dettah Cultural District
  - 2 Con Mine Interpretations
  - 3 Capital District
  - 4 Gallery District

- 5 Burwash Point Heritage Preserve
- 6 Back Bay Cemetery
- 7 Ndilo Lookout Park
- 8 Giant Mine Interpretation

- Designated Heritage Sites**
- a Wildcat Cafe
  - b Weaver and Devore
  - c HBC Warehouse
  - d Old CPA Office
  - e Bank of Toronto

**Guiding Framework: Arts, Heritage, Tourism & Culture**



# 7

## Arts, Heritage, Tourism & Culture

### Vision

*Yellowknife Harbour is a focus and inspiration for arts, heritage, culture and tourism that celebrates the rich history of the area and the talent of residents.*

### precedents



Potential for the establishment of local Artist in residence program, or publicly accessible studio spaces, Fogo Island, NL



Raise awareness of the mining history of the area through the establishment of museums and interpretive sites, Duisburg Nord, Germany



Incorporate environmental and heritage interpretation, Norway



Enhance programming of festivals and events year-round



Create gathering spaces for special events



Enhance and celebrate local cultural identities, Dawson City YT



Develop unique signage and wayfinding through special districts



Opportunities on Jolliffe Island for art exhibitions and festivals



Opportunities on Jolliffe Island for art exhibitions and festivals

### Principles

1. Identify, protect and promote the most significant heritage resources in the Harbour.
2. Plan and design projects to revitalize Old Town in a manner that is compatible with the cultural character of the area.
3. Enhance an awareness and understanding of the rich and storied history of the Yellowknife Harbour.
4. Provide a series of cultural destinations and attractions to stimulate activity along the waterfront.

### What We Heard

1. Need to enforce parking by-laws in Old Town because it's affecting the character of the neighbourhood and access to places, like the Government Dock.
2. Establish Old Town Theatre (such as H.B.C. Warehouse).
3. Need to preserve, recognize, and maintain a greater number of the existing historic buildings and features (such as the developing Mining Museum).
4. Need greater recognition of Yellowknife's multiculturalism.
5. Need greater recognition (signage) of historic points along walking routes.
6. All funding goes to sports and recreation. The City needs to celebrate arts and culture. An Arts Centre, that could include an "artist in residence" program, would have great appeal in Yellowknife.

### Recommendations

1. Designate the Old Town as an **Arts and Culture District**, and include:
  - Gathering spaces for events;
  - **Enhanced streetscapes** to reinforce District identity;
  - A concentration of new destinations and attractions;
  - Unique signage that aids in wayfinding; and,
  - Promotions in tourism brochures.
2. Develop Jolliffe Island as a **Heritage Park**, including:
  - Artist in residence;
  - Outdoor and indoor **exhibition space**;
  - Opportunity for environmental art;
  - Passive recreation;
  - Water taxi/ferry service to Old Town; and,
  - Festival of the arts.
3. Undertake a **Public Art Strategy**.
4. Enhance the **programming** of festivals and events year-round.
5. Incorporate **environmental and heritage interpretive information** on the three main Harbour trails.
6. **Enhance the identity** of the cultural centres and reinforce the links among Capital District, Ndilo Cultural Centre, Dettah Cultural District.
7. Support/develop **interpretive information** at Giant Mine and Con Mine.
8. Establish an **award program** to celebrate and recognize local excellence in the arts, culture and architecture.

## 1 Designate the Old Town as an Arts and Culture District

As the original settlement site of modern Yellowknife, Old Town and its environs are naturally enriched with a concentration of heritage and cultural resources. Furthermore, Old Town's extraordinary natural setting, walkable streets, mix of uses and architectural variety lend to its tremendous potential for creating a hub and central focus for arts and culture in Yellowknife. The area already has a burgeoning artistic community and is a natural draw for visitors interested in exploring the City's rich culture and heritage. Aurora Arts Society already promotes art studios, galleries and public art in Yellowknife through its brochures and events.

By designating Old Town as an Arts and Culture District, these existing resources could be captured within a formalized area and leveraged to further direct and focus public and private efforts and investments to intensify arts and culture related functions. In doing so, a critical mass of attractions can be created that could not only draw more visitors and foot traffic for local businesses, but also create opportunities for new forms of cultural synergies for the City. A variety of potential initiatives could be considered to acknowledge, nurture and cultivate a successful Arts and Culture District, including:

- Actively attract, invest, incentivize and support the retention, establishment and concentration of arts and culture related attractions and destinations such as heritage buildings, galleries, museums, entertainment venues, and other complementary uses;
- Providing gathering spaces such as an urban square that can accommodate existing and new cultural festivals and events;
- Promoting the Arts and Culture District in all applicable tourism and directional related materials for the City;
- Reinforce the Arts and Culture District identity and pedestrian connectivity between attractions through a coordinated, appealing and complementary streetscaping improvement strategy; and,
- Ensure adequate directional guidance to and throughout the District through a clearly defined, unique and accessible wayfinding strategy that can include signage, public art, architectural landmarks, lighting and other creative elements to orient visitors.

## 2 Develop Jolliffe Island as a Heritage Park

Complementary to the designation of Old Town as an Arts and Culture District is the development of Jolliffe Island as a Heritage Park. As described in Section 5, the name of the island could be changed to reflect the long history with the Yellowknives – Big Spruce Island. In doing so, the island can be formally acknowledged for its historical significance, environmental function and as a community-wide public amenity. Jolliffe Island is identified in the Akaitcho Land Withdrawal. Based on discussions with the Yellowknives, there appears to be an interest in protecting the island from intensive development. Despite its proximity, Jolliffe Island, in contrast to Old Town, could provide a dramatically different arts and culture experience that is more passive and contemplative in nature, afforded by its physical separation and park-like setting. Potential initiatives to support the creation of a Heritage Park, include:

- Providing the facilities and promoting an artist-in-residence program that can accommodate rotating renowned local or international artists, that can in turn raise the City's artistic stature and draw more visitors;
- Providing an outdoor and indoor exhibition or gallery space that through its architectural quality coupled with its natural setting can become an attraction in its own right. As an example, the modestly scaled Long Studio on Fogo Island in Newfoundland has attracted international notoriety for this otherwise little known part of the world;
- Complementary to the natural setting, the island can serve as an opportunity to showcase environmental art that utilizes natural materials and that can populate a sculpture garden;
- As a public park, the Island should be inviting to all residents of Yellowknife, providing for passive recreational opportunities in addition to arts and heritage related programming;
- In conjunction with the establishment of the Park, its accessibility should be ensured in the warmer months through the provision of a water taxi or ferry service that can also add to the novelty of the Park's experience; and,
- Establishing an annual or seasonal Festival for the Arts centred on the Island can help to further reinforce its heritage role, build its exposure and attract local and out of town visitors on an on-going basis.



Fogo Island, Newfoundland

### 3 Undertake a Public Art Strategy

Successful public art is rooted in the uniqueness of a particular area, and can take the form of sculpture or commissioned works of art, artist commissioned street furniture or landscape features, or even temporary events and performances. Public art helps to reinforce local 'sense of place', generate civic pride, provide landmarks to orient visitors, and can be an effective economic and tourism development tool.

The purpose of a Public Art Strategy is to set out a coordinated and intentional framework for the development of public art throughout Yellowknife Harbour, with a particular focus in the Old Town area. The strategy serves to define locally relevant public art, identify mechanisms and programs to promote its development, and provide guidance for making decisions on matters such as location, artist selections, acquisitions and maintenance.

### 4 Enhance the Programming of Festivals and Events

The City should continue to support and build on its already successful or emerging festivals and events to continue to draw, inspire and celebrate local arts, culture and heritage. New opportunities for events and festivals should be explored and supported to use and complement the Harbour area year-round. The City should aim to create and hold monthly, festivals and events in Old Town to further stimulate the foot traffic necessary to support a vibrant commercial sector.

### 5 Incorporate environmental & heritage interpretive information

Given the rich environmental and historical resources and context of the Yellowknife Harbour, there is a tremendous opportunity to further enrich the experience of the existing and proposed three main harbour trails by incorporating interpretive information at applicable or strategic locations. This interpretive information can range from educational to anecdotal and can take the form of simple historical signage to demonstration installations of natural processes.



Outdoor Art Installations

### 6 Enhance the identity connectivity of the three cultural centres

As a similar strategy to the designation of Old Town as an Arts and Culture District, the identity of the other cultural centres - the Capital District, Ndilo Cultural Centre, and Dettah Cultural District - should also be enhanced and promoted. The Yellowknife Harbour area provides a varied array of cultural contexts and opportunities that should be acknowledged, supported and celebrated. In the same way that Old Town should be promoted to visitors, so too should the three other cultural centres. As distinctive areas and attractions they stand to mutually benefit if collectively endorsed and their connectivity strengthened through initiatives and programs such as tourism brochures, trails and touring circuits.

### 7 Develop interpretive information at Giant Mine & Con Mine

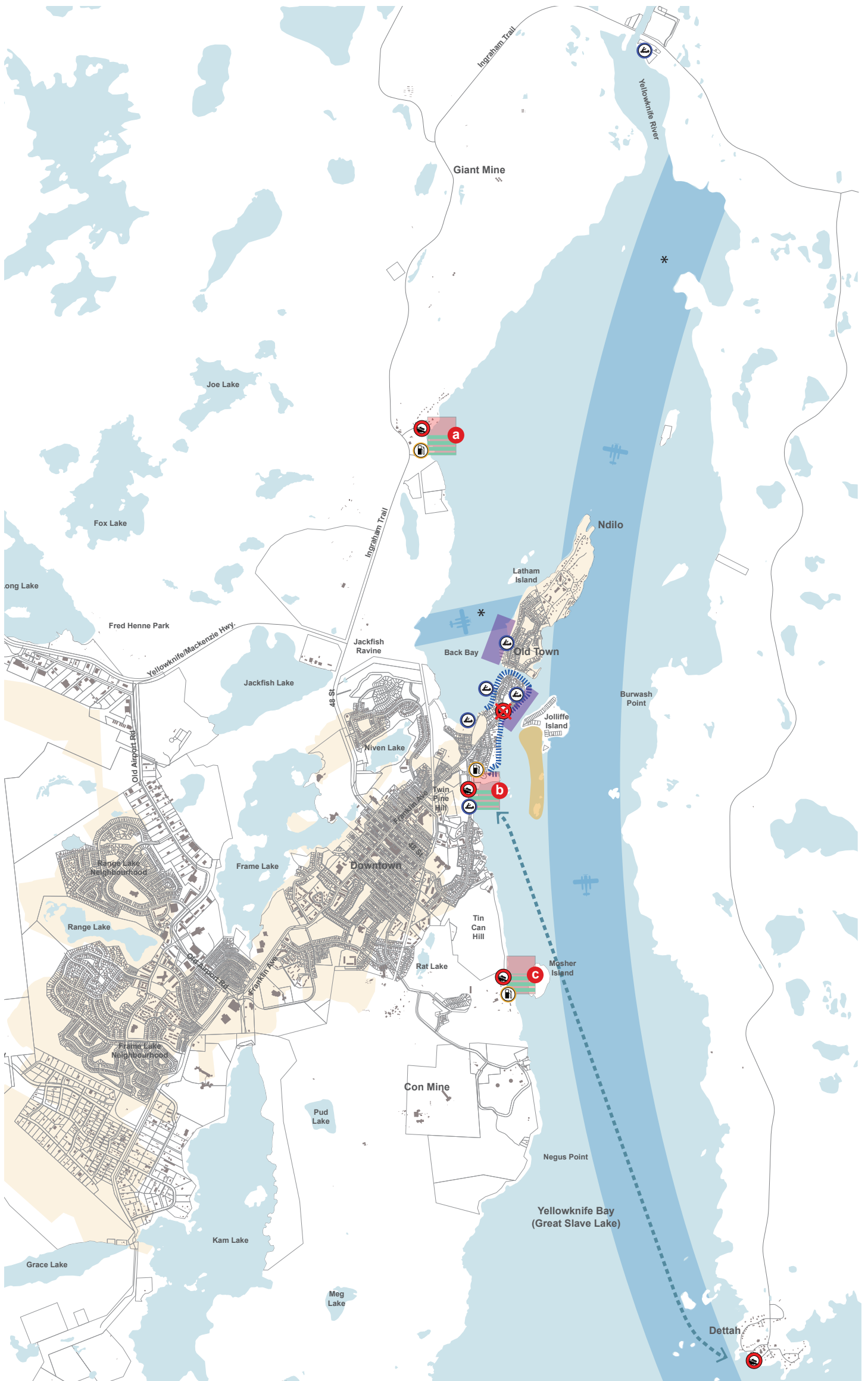
Given the rich mining history of the lands around Yellowknife Harbour, there is a tremendous opportunity to continue to celebrate this past and enrich the experience of visiting these sites through the incorporating interpretive information. Section 5 describes the Giant Mine Heritage Park.

### 8 Establish an awards program

Relative to other cities, Yellowknife has an exceptional art and design sensibility as demonstrated by the rich and eclectic expressions of art and architecture that can be found in every corner of the City. The City should consider the establishment of an awards program to recognize, promote and encourage further excellence in local arts, culture and architecture. Similar to other cities, an annual Urban Design Awards program can recognize a broad spectrum and scale of designs that contribute positively to the city's built and experiential context, including architecture, landscape architecture, small and large scale developments, public art, etc. This recognition can also serve as an incentive for good design and can help to further nurture a design-oriented development culture by fostering a healthy competitiveness amongst designers and builders. The awards program should be city-wide.







**Legend**

- Review and delineate aerodrome limits
- Float plane & boat docks
- Proposed float home zone
- Potential float home marina based community

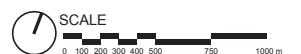
- ↻ Deep draft boat launch
- ✖ Decommission deep draft boat launch
- ↻ Canoe/Kayak/Windsurfer launch
- ⛽ Gas and pump out

- Public "Dock Walk" & docking facilities
- Ice Road

**Marina Options**

- a Giant Mine Marina Option
- b Old Town Marina Option
- c Mosher Island Marina Option

\* as per Aerodrome map on page 41



**Guiding Framework: Harbour Uses**

# 8

## Harbour Uses

### Vision

*Yellowknife Harbour is a safe and highly functional Harbour, providing facilities and amenities for commercial and recreational users to share and enjoy in a cooperative spirit.*

#### precedents



Explore long-term development of a marina-based float home community



Explore potential of creating a marina



Develop public dock-walk and docking facilities. Credit: Technomarine 2011



Define and delineate commercial and private plane aerodrome limits for safety and control

### Principles

1. Development within Yellowknife Harbour is economically viable.
2. Yellowknife Harbour is a shared community resource for all to enjoy.
3. Yellowknife Harbour has well designed facilities and is well managed.
4. Uses in the Harbour are accommodated in a manner that ensures the safety of all users.
5. Yellowknife Harbour provides the context for seasonal and year-round use that ensures a hub of activity and interest for the City.
6. Uses of Yellowknife Harbour function in a manner that ensures a healthy, sustainable environment.

### What We Heard

1. There is a desire to work together and make the Harbour safe for all users:  
Summer - float homes, sailboats, motor boats, float planes, canoes, kayaks, personal water craft, kite boards, swimmers;  
Winter - snowmobiles, cars, float homes, dog sleds, cross-country skiers, skaters, ski planes, kite boards, pedestrians, snowshoers.
2. There is a need for visible change and value from the formation of the "Harbour Entity".
3. There are safety concerns due to increased use of the Harbour and lack of awareness of other users. This is particularly true in the winter in Yellowknife Bay from Air Tindi to the Dettah Road.
4. Speed limits are not adhered to or enforced.
5. There is "creep" of float homes and moored boats into aerodrome near Jolliffe Island.
6. There is a need for year-round enforcement in terms of use of public facilities including public land, docks, boat launches and use of the water/ice.
7. Concern with growing float home numbers and loss of public, recreational space including blue space (water) and green space (Jolliffe Island).
8. Concern with float home sewage disposal, lack of building codes (safety). They should pay taxes like everyone else.
9. Float home owners said:
  - float homes should be recognized for their cultural heritage;
  - most do not want to be forced to moor in a marina;
  - some support paying taxes, others do not;
  - they do not discharge black water to the lake, most discharge untreated grey water; and,
  - some felt an emergency response system is needed.
10. Garbage disposal on Ice Road needs to be addressed.
11. There is a need for more parking (including long-term) and docking space.
12. There is a need for upkeep of public docks and launch facilities.
13. There is a need for visitor docking space.
14. A water taxi to Jolliffe Island would be nice.
15. Need public fueling and pump out.
16. The boating community said there is a need for more docking space for boats. There are waiting lists at both boating clubs. There is some support for a community marina.
17. The float plane community said they need more docking space. There is limited space for visitors, particularly during special events such as the "Fly-In".

# Recommendations

1. Pending a market analysis, provide a **marina** that accommodates in the order of 200 boats. The ideal site:
  - Is located close to other attractions/destinations;
  - Has sufficient water area to accommodate estimated 200 boats with an opportunity for future expansion;
  - Has a sheltered basin;
  - Has adequate mooring depth;
  - Has safe access to navigable water in a location that avoid conflicts with other Harbour uses;
  - Ample land base to accommodate car and trailer parking, winter storage and a building; and,
  - Develop winter uses for marina facilities (restaurant, skating area and change rooms).

In the interim, winter storage will continue to be provided at the clubs.

2. **Optimize docking in Old Town** for short-term and seasonal use.
3. Develop a **docking area** along the public lands adjacent to Morrison Drive for recreational float planes and boats. A public walkway and amenities such as seating, should be incorporated along the docking area.
4. Implement a **moratorium on all new float homes**. Define a **float home zone** to ensure no conflicts with other users of the Harbour. Adapt safety and building **standards** for float homes. Explore long-term development of a **marina-based float home community**. The implementation of a moratorium will require cooperation between the City and Federal agencies to establish the terms of the moratorium and its administration.
5. Provide **deep draft boat launches** in Dettah, near Mosher Island and Giant Mine. The boat launches should be designed/upgraded to include:
  - Parking, washroom facilities, picnic area;
  - Minimal removal of vegetation to accommodate access and related infrastructure;
  - Use of boardwalks in sensitive areas;
  - A vegetated buffer between the water's edge and parking;
  - Mapping to indicate the location of other boat launches, key destinations and information on stewardship; and,
  - Provide fuel, pumpout and water at Giant Mine, Dettah and Mosher Island boat launches.

Provide **boat launches for shallow draft boats**, including canoes, kayaks and wind surfers in Rotary Park, Back Bay, Otto Drive and at the Yellowknife River.

Following implementation of deep draft boat launches, **remove the current boat launches** in Old Town due to issues of congestion and lack of parking. Retain one for canoe/kayak/windsurfer use.

6. Provide a **canoe and kayak storage** and launch facility.
7. Enhance the **management** of the Harbour:
  - Enforce safety regulations during winter and summer seasons;
  - Designate areas for specific use for example mooring areas, areas for float homes;
  - Notify Transport Canada when there's an event that may impact use of the aerodrome; and,
  - Enforce regulations related to use of public land, docks, boat launches and water/ice.
8. Develop a mechanism to improve **education and safety** of Harbour users and awareness of and cooperation with others. This should include environmental awareness, for example to address the issue of garbage along the Ice Road.
9. Work with commercial and private plane operators to more clearly delineate the **aerodrome** and its limits.



## 1. Marina for 200 Boats

### Marina Demand

Yellowknife Harbour is an active commercial and recreational Harbour. During the meetings with user groups and the public, the lack of facilities for boaters including a shortage of docking space and the need for fuel and pumpout facilities was an issue raised by many participants. Typically, identifying the market demand is a key initial step in planning a marina project. The scope of this study did not include a marina market demand analysis, however it is strongly recommended that this task be completed in the next phase of the work.

While a market demand analysis has not been completed, anecdotal evidence indicates there is demand for additional seasonal slips. The demand for transient slips is likely limited, considering Yellowknife's location and the limited number of boating communities within proximity to the Harbour. The size requirements for a marina were estimated based on an assessment of the number of boats currently using the Harbour and considering some potential for growth as follows:

- Google Earth image dated August 18, 2004 was used. The image was divided into regions (Jolliffe Island, Yellowknife Bay north and south of causeway, Back Bay and Giant Mine). Boats docked or moored and in dry dock were counted;
- In summary, the boat count revealed 233 boats docked or moored offshore in total in the Harbour as identified above, and 22 boats visible in dry dock at the Great Slave Cruising Club. This count does not include float homes;
- It is important to recognize that this was a very first level assessment of the number of boats in the Harbour. The accuracy of the boat count is a function of the image quality, which was not high resolution but was adequate for the task. Boats located on land, outside of the Great Slave Cruising Club were not counted. Some boats may have been out cruising when the image was taken. The image is seven years out of date. Finally, this does not replace a market demand study. It merely provides a rough estimate of the number of boats using the Harbour; and,
- Based on the boat count it was assumed that the marina concept should be developed to accommodate approximately 200 boats. This assumes that some of the boats currently moored or docked in the Harbour would move to the marina, while some would remain where they are. It also allows for accommodation of any increase in users since 2004 and for future growth.



### Attributes of a Good Marina Site

There are a number of key attributes that are considered when selecting a site for a marina. Three sites have been identified as potential marina locations in this study. The key attributes are described herein and the three potential locations are evaluated against these criteria in the following sections:

- **Location** – Ideally a marina is located adjacent to, or in proximity to users; public access; and attractions. The marina then has the potential to become a destination, particularly if it is connected by pathways to other attractions. A restaurant could be located in the marina, with a view of the lake and boats. Transient users, who may be visiting from another location on the lake, will also want access to downtown commercial and retail area (e.g., shops, restaurants, grocery store, liquor store), though there are expected to be a limited number of transient users for this facility as discussed previously;
- **Sufficient water area for mooring boats** – the selected location must have sufficient water area for the number of boats identified in the market demand analysis, including area to accommodate future expansion;
- **Protected basin** – A sheltered basin is essential to protect boats from damage due to wave action. This generally necessitates construction of breakwaters to provide sufficient protection for the basin;
- **Adequate mooring depth** – The marina must have sufficient depth to accommodate the boats it is designed for, considering a range of drafts and varying water levels on Great Slave Lake. For some of the alternative sites being considered, dredging will be required to achieve the required depths;
- **Safe access to navigable water** – There must be adequate depth through approaches to the marina. Dredging of a navigation channel is sometimes a requirement. In addition, the entrance should not be located in areas with conflicting use, for example near float planes take-off and landing;
- **Ample land base** – Available land area for landside facilities, most notably car and trailer parking, winter storage and a facilities building are important considerations; and,
- **Environmental/Permitting** – The development of a marina is subject to numerous regulatory requirements, for example, DFO, Transport Canada, Mackenzie Valley Land and Water Board. An Environmental Assessment process may be triggered under the Canadian Environmental Assessment Act. Consideration is given to the aquatic and terrestrial environment, heritage and culture, as well as impacts on adjacent shorelines. Sufficient time must be allocated for permitting when developing the project schedule and it is important to consult with permitting agencies early in the process.



## Marina Alternatives

A preliminary evaluation, using the criteria listed in the previous section was undertaken for three potential marina locations: Giant Mine, Old Town and Mosher Island. Each of the alternatives are described below. The site locations are shown at right, and the table opposite below provides a first level summary of the strengths and weaknesses of each site.

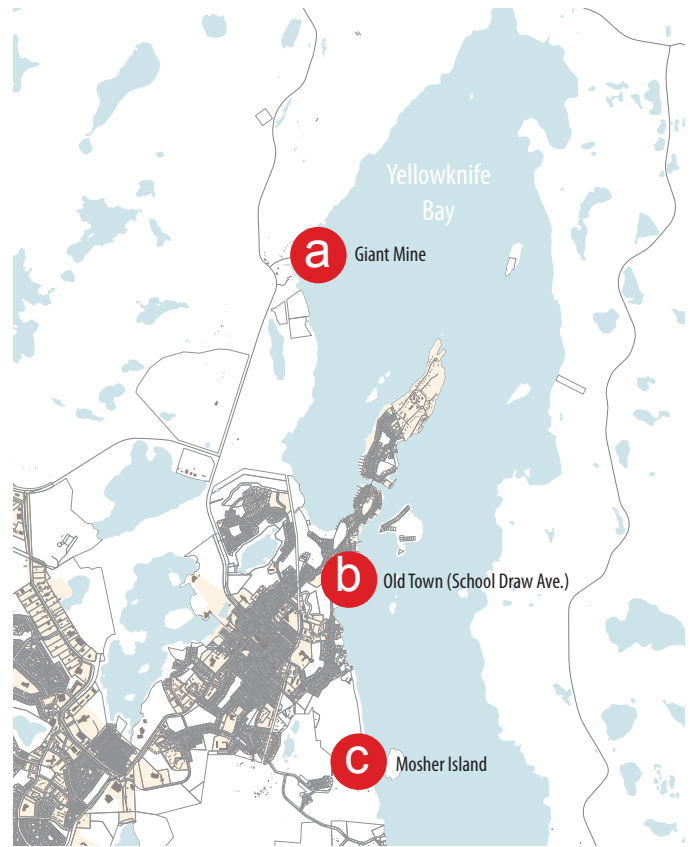
### Giant Mine

The Great Slave Cruising Club is currently located at Giant Mine. The Cruising Club facilities include offshore moorings and dry dock space, a dock, parking and a club house. Based on the August 18, 2004 Google Earth image, there were 18 boats moored offshore and 22 boats in drydock. The Cruising Club has indicated that there are up to 70 boats. There is a public boat launch located north of the Cruising Club. Based on discussions with members of the Great Slave Cruising Club during our site visits, significant maintenance is required including repairs to the clubhouse, purchase of a crane and they would like to construct a breakwater to provide shelter to the boats. Boats are currently moored offshore.

The Giant Mine Marina concept includes a north and south breakwater, approximately 160 m and 560 m in length respectively. The breakwaters provide shelter from wave action. The concept includes a walkway along the south breakwater. Based on the limited bathymetry, significant dredging would not be required, as the area is fairly deep.

The public marina includes 180 slips for boats with an average size of 14 m. An area has been included for a float home community. The marina service building has been moved from the current club house location, inshore of the parking lot, to the water's edge. There is adequate parking, which could be used for winter boat storage, along with the lot at the north end of the site. It has been assumed that bioremediation or an alternate method would be used to restore the wetland area behind the berm. The marina includes a fuel dock and sanitary pumpout. The existing boat launch has been upgraded to include a dock, and picnic area. In order to encourage year-round use of this facility, a winter skating area is shown in the marina, adjacent to the float home community and the marina service building, which would include a restaurant and washrooms.

This location offers sufficient space and depth for a marina development. It is located in relatively proximity to downtown amenities. The key issue of concern is the contamination from the Giant Mine site, which introduces a level of uncertainty regarding permitting and timing which would be dependent on the mine remediation.



### Old Town (School Draw Ave.)

The Old Town Marina concept, located along School Draw Ave. includes an approximately 70 m north breakwater and a 440 m south breakwater. The breakwaters provide shelter from wave action. The concept includes a walkway along the south breakwater. The area is very shallow and dredging would be required to attain the depths required for the marina.

The public marina includes 150 slips for boats with an average size of 14 m. An area has been included for a float home community along the southern dock. A marina service building is located at the water's edge. There is adequate parking, which could be used for winter boat storage, along with parking lot beside the boat launch, located at the north end of the site. The existing wetland has been left intact and a buffer area has been left between the docks and the wetland. The marina includes a fuel dock and sanitary pumpout. In order to encourage year-round use of this facility, a winter skating area is shown in the marina, adjacent to the wetland. It is assumed that the marina service building would include a restaurant, which would also attract visitors during the winter months. The winter road would be routed through the breakwater gap.

This location offers sufficient space for a marina development, however as mentioned, dredging would be required to create adequate depths. The location, within walking distance of Old Town would provide an additional attraction for visitors and it is assumed that walking trails into Old Town would be developed.



Marina concept for Giant Mine



Marina concept for Old Town

## Mosher Island

The Mosher Island concept, located at the old Con Mine site includes an approximately 320 m north breakwater and two south breakwaters totaling 180 m in length. The breakwaters, along with Mosher Island provide shelter from wave action. Public access could be provided along the north breakwater if an access trail were developed along the shore as shown at right, but there may not be sufficient demand to justify the additional cost. The area appears to have sufficient depths, based on the available data, however some dredging or blasting might be required.

The public marina includes 200 slips for boats with an average size of 14 m. No provision has been made for float homes in the concept, however this could be added if there was interest. A marina service building is located at the water's edge. There is adequate parking, which could be used for winter boat storage, along with the parking lot beside the boat launch. The marina includes a fuel dock and sanitary pumpout. In order to encourage year-round use of this facility, a winter skating area is shown in the marina, adjacent to the marina service building. It is assumed that the marina service building would include a restaurant, which would also attract visitors during the winter months.

This location offers sufficient space in the water, however the grading is extremely challenging and access is difficult. There is limited space for onland facilities and some blasting may be required. The location is approximately 4 km from downtown. It may have potential as part of a larger development at the Con Mine site. This location offers immediate access to Great Slave Lake, avoiding the boat congestion in Old Town.



Marina concept for Mosher Island

## Evaluation of the Alternative Marina Locations

A preliminary evaluation, comparing the marina alternatives is provided in the table. It is important to note that the evaluation is based on preliminary concepts. A more detailed analysis would be required in future phases, when additional data is available.

The table provides a first level assessment of the marina alternatives. Based on the assessment, there are advantages and disadvantages to each of the alternatives. The Giant Mine site offers a very good alternative, however there are significant issues to be resolved regarding remediation of the mine and these would likely affect permitting. The Old Town site has

a number of benefits including its proximity to Old Town. It could become an attraction in town, particularly if walkways were developed, connecting the marina to Old Town. However, this location is shallow and dredging would be required. The Mosher Island site offers a third alternative. It is located some distance from amenities, similar to the Giant Mine site. There are also challenges for the landbase amenities, due to the very steep grades on site.

Category	Criteria	Giant Mine	Old Town (School Draw)	Mosher Island
Technical	Sufficient Water Area	- yes - 180 slip marina concept developed, with space for float home community	- yes - 150 slip marina concept developed with space for float home community	- yes - 200 slip marina concept developed
	Protected Basin	- 720 m of breakwater provide shelter from wave action	- 510 m of breakwater provide shelter from wave action	- 500 m of breakwater provide shelter from wave action
	Adequate Depth	- yes - some dredging may be required, however additional hydrographic survey would be required to confirm depths	- dredging required	- yes - some dredging may be required, however additional hydrographic survey would be required to confirm depths
	Access to Navigable Water	- yes	- dredging may be required for approach channel	- yes
	Land Base	- adequate space is available	- adequate space is available	- limited space for on-land facilities, grading is challenging
Environmental / Permitting	Aquatic and Terrestrial Environment, Heritage and Culture	- issues with contaminated land and lakebed sediments - timing may be delayed due to remediation of Giant Mine site - permitting may be an issue due to contamination - HADD created by breakwater	- HADD created by breakwater - wetland located at northern limit of marina, preservation a consideration - landbase identified in Natural Area Preservation Strategy	- HADD created by breakwater - landbase identified in Natural Area Preservation Strategy
Planning	Location and Land Ownership	- located approximately 5 km from downtown Yellowknife - the land is under the administration of the Commissioner of the NWT and the federal gov't. has been granted access for remediation.	- located within walking distance of Old Town - landbase is located on Commissioner's Land	- located approximately 4 km from downtown Yellowknife - landbase is located on Commissioner's Land

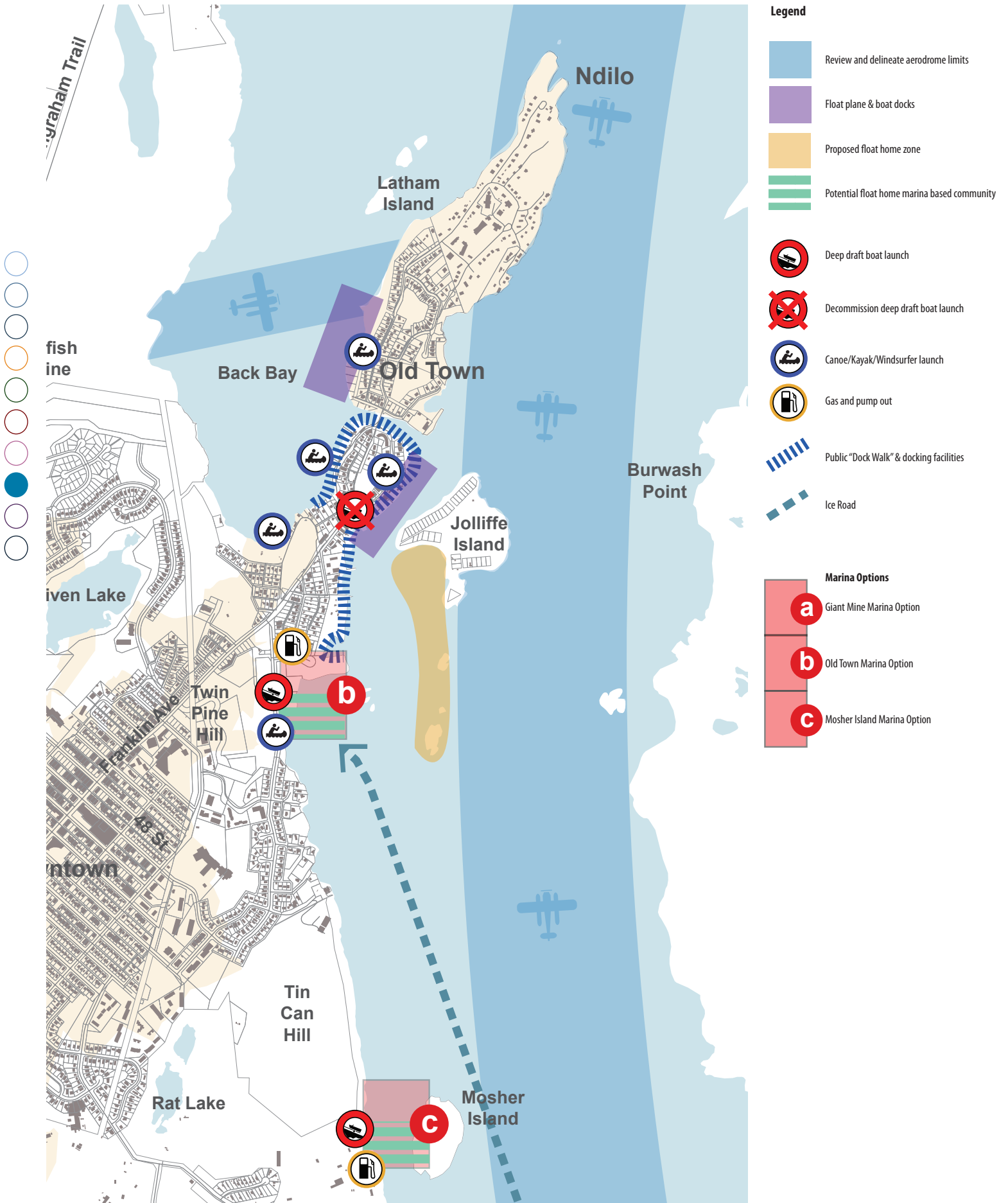
## 2 Optimize Docking in Old Town

There is limited dock space for boats in Old Town. Based on discussions with the Great Slave Yacht Club and the Great Slave Cruising Club, both clubs have waiting lists. The marina discussed in the previous section would address this issue. Another alternative is to create additional dock space through intensification of existing docks. This would provide a short-term solution, though there is a limit to the number of additional berths that could be provided. A number of potential locations have been identified in Old Town on the Framework Plan (shown in purple and dashed blue), including shorelines adjacent to the causeway, the Coast Guard property and private lands that may be developed by land owners. Users of the current private docks on public land would have the opportunity to continue to tie up on the new public dock as would other residents.

## 3 Public Docks for Float Planes

In general, the commercial airlines are located in Old Town, opposite Jolliffe Island. Private float planes are docked near the causeway between Old Town and Latham Island, and in Back Bay. A lack of dock space for private float planes was identified as an issue by float plane operators. In particular, there is very limited space for visitors. This problem becomes acute during special events such as the fly-in.

Float plane docks could be developed along the public lands adjacent to Morrison Drive. These could be combined with other features such as boat docks and a public walkway (also see Parks & Open Space chapter).



## 4 Float Homes

The key issues relating to float homes were concerns regarding the proliferation and creep of float homes into the aerodrome and other public spaces and the lack of regulation of float homes. The number of float homes in Yellowknife Bay is increasing. In the August 18, 2004 Google Earth image, there were 25 float homes, most of which were located around Jolliffe Island. In 2010 another float home moved into Back Bay. There are a limited number of locations that offer the required level of protection from exposure to waves, currents and moving ice during breakup. In general, these areas are limited to the south and west shores of Jolliffe Island and some of the smaller islands, south of Jolliffe Island. The issue of lack of regulation also raises safety concerns. At present, no building codes are enforced. Recognizing the unique nature of Yellowknife's float home community, a phased strategy is recommended to:

- limit the number of float homes (to approximately current numbers) through an immediate moratorium on new float home development;
- designate and regulate the location of float homes within a defined area (see Proposed Float Home Zone on the Framework Plan);
- explore the potential future development of a permanent marina-based house boat community;
- adapt/develop safety and building standards for float homes; and,
- given the City's current jurisdictional limitations with respect to regulation and enforcement on the water, the implementation of a moratorium will require cooperation between the City and Federal agencies to establish the terms of the moratorium and its administration.



**59% of Yellowknife residents feel reinstating the Government Dock for unimpeded access is an important priority.**

Ipsos Reid Survey, August 2011

## 5 Boat Launches

There are a number of boat launches in Yellowknife and surrounding area. Some are effective and others require maintenance or possibly should be shut down. The boat launches can be divided into two types: deep draft launches suitable for boats ranging up to large power boats and launch sites for shallow draft boats such as canoes, kayaks and wind surfers. Existing and potential launch sites are described briefly below, with specific recommendations for each site. The boat launch locations are shown in the map at left and on the Guiding Framework map at the beginning of this chapter.

### Deep Draft Boat Launches

**Dettah** – the launch at Dettah is an informal launch consisting of an area cleared of rocks with a small boat dock. There are no facilities associated with the boat launch area, though it is centrally located near the Chief Drygeese Government Building. This boat launch could be upgraded including improved grading and ramp, improved docks, canoe/kayak racks and other facilities.



**Mosher** – this launch is located immediately inshore of Mosher Island. The area is sheltered by the island but would be exposed to significant wave action at times. The launch is located on the old Con Mine site and it is currently not in operation. The topography in the area is relatively steep, however there is an access road, which is currently closed. This site has potential for future development as a public boat launch or marina as discussed in the previous section.



**Giant Mine** – a deep draft launch located at the old Giant Mine site, adjacent to the Great Slave Cruising Club. The launch site includes a parking area, boat launch and docks. It is reportedly, the most well used deep draft launch in Yellowknife. Based on discussions with user groups, some maintenance of the ramp should be undertaken. Consideration should be given to adding picnic tables and public washrooms.





## 6 Canoe and Kayak Storage

### Shallow Draft Boat Launches

**Rotary Park Canoe/Kayak** – is located on School Draw Ave. The area is sheltered from wave action and the nearshore is shallow. The park includes parking and some limited facilities. It is an appropriate location for a shallow draft boat launch and it is recommended that it continue to be used in this capacity. This site has also been identified as a potential location for a marina development as discussed earlier.

**Back Bay** – this area serves as a shallow draft launch site for canoes, kayaks and wind surfers. There is a small dock but no other facilities. The sheltered site provides an ideal location for a small boat launch.

**Otto Drive Canoe/Kayak/Windsurfer** – this is a small park which is reportedly used by windsurfers for launching. The park is also an amenity for other users. There are no facilities and there is limited parking. It is recommended that this informal launch site continue in its present state with parking enhanced.

**Yellowknife River** – a shallow draft launch located on the southeast side of Ingraham Trail at the crossing of the Yellowknife River. The launch is located approximately 9 km from Yellowknife and was in good condition on the day of the site visit. There is ample parking and an area for picnicking at the site. It is recommended that this launch be maintained.



Yellowknife River Boat Launch

Back Bay is an ideal site for canoe and kayak racks, washroom and picnic facilities. This would allow people to store small crafts in a secure facility, eliminating the need to drive their boats to the launch site. Ideal sites for this type of facility include the public land in Back Bay, the government wharf, Woodyard Heritage Park and Willow Flats Wetland.

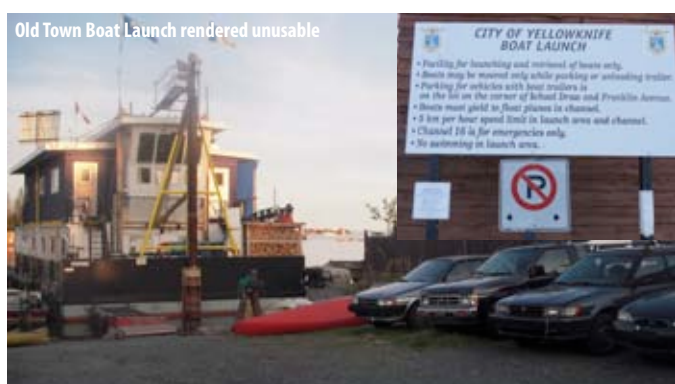


Back Bay Landing Concept



Concept for Canoe and Kayak Boat Storage and Launch Facility at Willow Flats

**Old Town** – there are two public deep draft boat launches in Old Town, both located south of the Government Dock. The launch located further north (immediately south of the Government Dock) is currently unusable except by canoes, due to a barge that has been docked at the launch for a number of years. This raises the issue of enforcement. A number of issues have been identified with these launches including congestion and lack of parking. Users are encouraged to park at the lot at the intersection of Franklin Ave. and School Draw Ave. but often find this too far to walk and end up parking along Franklin Ave., causing difficulties for pedestrians. Consistent with the recommendations of the 2001 Yellowknife Waterfront Management Plan and the Smart Growth Plan, it is recommended that this launch site be decommissioned. This should be scheduled with development of an alternative deep draft launch, possibly at Mosher Island. The north launch may continue to be used for shallow draft boats such as canoes and a canoe rack would be beneficial.



Old Town Boat Launch rendered unusable

## 7 Harbour Use and Enforcement

During the consultation events, a number of safety issues related to use of the Harbour were raised. These included: planes exceeding speed limit with congestion in the “Gut” (between Old Town and Jolliffe Island near the Causeway); safety issues in winter between Air Tindi and the Ice Road; inability of float planes to see some of the smaller craft; lack of observance of speed limits and lack of enforcement; lack of observance of rules regarding use of public dock space and lack of enforcement; boats mooring near the aerodrome; sailboat races in the aerodrome; and jet skis and other small boats moving through the gap by the causeway without looking. Although the general consensus was that the Harbour should be shared by all, there is justification for designating some areas for specific uses. Examples include:

- designating areas for mooring boats;
- notifying Transport Canada when there is an event that might impact use of the aerodrome (for example sailboat regattas and dog sled races in the Harbour);
- enforcing regulations that limit the time a boat is permitted to tie up at the Government Dock; and,
- enforcing restrictions on use of the parking lot at the Government Dock.

Enforcement of regulations within Yellowknife Harbour is also an important component of the Harbour Plan. Some identified areas where enforcement is required include:

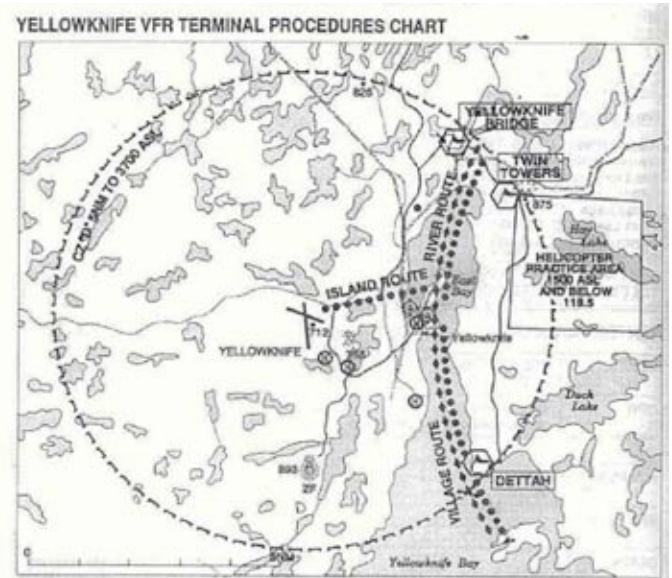
- enforcing regulations that limit the time a boat is permitted to tie up at the Government Dock;
- enforcing restrictions on use of the parking lot at the Government Dock; and,
- enforcement of boat and snowmobile speeds in the Harbour.

## 8 Education & Safety

Harbour licences are used by some Harbour authorities as a means of educating Harbour users. This might be considered for Yellowknife Harbour. Generally, the license is inexpensive and relatively easy to obtain. Harbour users are required to read a list of regulations and take a short test. This is a means of making the Harbour users more aware of each other and reducing the risk of accidents.

## 9 Aerodrome

The aerodrome currently extends throughout Back Bay and Yellowknife Bay as shown in the figure below. There are currently no restrictions on boat traffic in the aerodrome and this has raised some concerns about safety. There are areas, for example between Jolliffe Island and Old Town where there is significant congestion due to multiple users (boats and planes). Issues have also been raised about the speed of some boat traffic moving in and out of the gap by the causeway. Suggestions have been made about working with the commercial and private plane operators to more clearly delineate the aerodrome, and better define its limits.



Yellowknife Aerodrome (from Canada Water Aerodrome Supplement)

**66% of Yellowknife residents feel improved safety is an important priority for the Yellowknife Harbour Plan.**

Ipsos Reid Survey, August 2011