



CITY OF YELLOWKNIFE

MEMORANDUM TO COMMITTEE

COMMITTEE: Municipal Services

DATE: September 19, 2016

DEPARTMENT: Planning and Development

ISSUE: Whether to consult the neighbours, stakeholders, and the general public regarding options for a dock site licensing program to allow for individual float plane or boat owners to use an assigned dock site on public lands.

RECOMMENDATION:

That Council direct Administration to:

- 1) Conduct public engagement, as per the International Association of Public Participation (IAP2) of standard of “Involve”, with the neighbours, stakeholders and the general public regarding a potential dock site licensing program throughout the City commencing at Morrison Drive West – South Portion (Lots 4 to 9, Block G and the Watt Drive parcel) as a start phase, on the following options:
 - a) Granting dock site licences through a ballot draw process and taking enforcement action against unauthorized development within the area of Morrison Drive West – South Portion (recommended option); or
 - b) Granting dock site licences by offering right of first refusal to existing dock owners/adjacent property owners, and taking enforcement action against unauthorized development within the area of Morrison Drive West – South Portion; and

- 2) Seek input on public pathway/trail connection through the area of Morrison Drive West –South Portion.

BACKGROUND:

Council passed a motion directing Administration to research and bring forward information regarding licensing of docks on November 10, 2014. Administration conducted file research and started working on a dock inventory in the summer of 2015. The background research was focused on the Morrison Drive West waterfront where there are a number of existing private docks occupying the public waterfront with no sublease. The City of Yellowknife (“City”) holds two 30-year Head Leases in this

area. In 1980s there were a number of 5-year subleases with adjacent property owners for recreational purposes (dock for one float plane mooring), the latest sublease expired in 1993.

The City has since stopped issuing subleases in an effort to gradually open the waterfront public lands for public use, together with the preparation of an overall waterfront plan. The Waterfront Management Plan (2000) was adopted in 2001 and then was repealed and replaced by policy direction in the Yellowknife Harbour Plan. The Harbour Plan was adopted for information by Council on June 25, 2012. One of the 43 recommendations in the Harbour Plan is “Restrict leases for private use of public waterfront land between Tin Can Hill and the ski club.” Administration had proposed plans (e.g. developing a boardwalk along the Morrison Drive waterfront, and allowing public use of property off of Lessard Drive behind a portion of Morrison Drive residences for floatplane and boat docking) to open the public-owned waterfront for public use but encountered opposition from adjacent property owners.

Along the entirety of Morrison Drive there are 38 residential properties on the west side of the road adjacent to the City leased area which has approximately 33 private waterfront docks. For continuous use of the water lot – keeping the dock in use rather than removing the dock and structures upon termination of the sublease in 1993, 28 property owners still pay an annual property tax of \$200 after the expiration of previous subleases. Docks installed after have no tax rolls set up and no property taxes have been collected for them. To address the need for public use of the waterfront and to properly manage the shoreline space with fair allocation of available dock sites and consistent property taxes applying to all docks, Administration has explored options for licensing of docks for discussion.

COUNCIL POLICY / RESOLUTION OR GOAL:

- Objectives 1(d) Emphasize Fairness, Value and Transparency in Financial Decisions, Program Delivery and Land Administration.

- Objectives 2(a) Maintain, Respect, Preserve and Enhance the Natural Environment, Natural Heritage and Green Space.

- Objectives 2(b) Improve Transit, Roads, Sidewalks, Recreation Facilities and Trails with an Emphasis on Active and Healthy Living Choices.

- Motion #0361-14 That Council direct Administration to research and bring forward information regarding licensing of docks between Lessard Drive and Otto Drive.

APPLICABLE LEGISLATION, BY-LAWS, STUDIES, PLANS:

1. *Cities, Towns and Villages Act;*
2. *Community Planning and Development Act;*
3. *Property Assessment and Taxation Act;*
4. Public Parks and Recreation By-law No. 4564;
5. Zoning By-law No. 4404, as amended;
6. Land Administration By-law No. 4596, and
7. Yellowknife Harbour Plan (2012).

CONSIDERATIONS:

Legislative

The City of Yellowknife is granted the power to control land uses by way of a Zoning By-law under the *Community Planning and Development Act*.

Harbour Plan

The study area of the Harbour Plan covers the entire Yellowknife Bay shoreline to the southernmost boundary of the city. The Harbour Plan envisions that “Yellowknife Harbour will have beautiful waterfront parks and open spaces that are well connected, clearly public and accessible to all.” The Plan also calls for restriction on leases for private use of public waterfront land. The Plan recommends enhancing existing green spaces, developing new parks along the waterfront and connecting waterfront parks with three primary trails: Mine to Mine, Harbour Trail, and Yellowknife Bay Trail. The public lands adjacent to Morrison Drive are identified as a location for a public docking area for recreational float planes and boats, with public walkway and amenities recommended along the docking area (Attachment 1).

Yellowknife Waterfront for Potential Dock Sites

Currently the City owns and maintains seven public docks within the municipal boundary and will install a public dock in the Hank Koenen Park in the summer of 2016. In 2015, the City provided temporary floatplane docks on Lot 3 Block G south of Lessard Drive with the consent of the property owner; the docks were removed and not re-installed in 2016.

Table 1: Existing Public Docks

Existing Public Docks	Use	Listed in the Public Parks and Recreation Facilities By-law (Schedule A)
Giant Mine Boat Dock on a portion of Lease 17889T	Boats	#11, as a park
Otto Drive Park public dock	Boats	#28, part of the park
Rotary Centennial Waterfront Park public dock	Non-motorized boats (no direct vehicle access)	#30, part of the park
Watt Drive Park public dock	Boats	#33, part of the park
Public dock at Yvonne Quick Heritage Wharf on Lot 10, Block A Plan 3801	Boats	#38, part of the park
Hank Koenen Park public dock on Lot 5, Block D, Plan 70	Non-motorized boats	#38.1, part of the park
Old Town Boat Launch adjacent to Lot 1 Block 20	Boats	#38.4, as a park
Back Bay public dock within Block 13, Plan 1750 directly north of Lois Lane	Non-motorized boats (no direct vehicle access)	#49, as a recreational facility

In addition to the public docks in officially designated parks, there are many unauthorized private docks along public-owned waterfront that are utilized for non-motorized/motorized boats, and float planes. Table 2 below, along with maps in Attachment 2, indicate site locations and lease information. The City has leases for most of the sites but, with the exception of the Great Slave Cruising Club (Giant

Mine Town Site), does not currently sublease to other parties. Thus any private dock is technically considered an unauthorized use and pursuant to the Harbour Plan proper regulatory controls need to be established over time. Frame Lake waterfront is not included due to the water quality concerns and uncertainty on boating at this time. Along the School Draw East shoreline there are a number of private docks; the City does not have a shoreline lease therefore this area is excluded from the dock site review at this time.

Table 2: Potential Areas for Dock Sites

Map	Location	Existing Docks*	Background/Discussion
Old Town (Map B)	Morrison Drive West - North Portion (B1)	24 private docks (float planes and boats)	City leased lands, unsurveyed. Approximate shoreline length is 500m. Recommended area for the next phase of dock licensing program following B2.
	Morrison Drive West - South Portion (B2)	10 private docks (float planes and boats)	City leased lands (Lots 4 to 9, Block G) and unsurveyed Watt Drive parcel (in the process of land application). Approximate shoreline length is 200m. Recommended area to start the dock licensing program.
	Latham Island East Shore (B3, B4, B5)	5 private docks; 1 public dock (boats)	City leased lands, unsurveyed. The NWT Floatplane Association at one point suggested 1 to 3 public docks for floatplanes along B5 Mitchell Drive shoreline. Recently the City received a verbal request for subleasing the waterfront land for a private dock from a Harriets Lane resident.
	McMeekan Causeway (B6)	12 private docks on the east side (boats)	Recently acquired, City leased lands, unsurveyed. The intent of the lease application is to stabilize the bank and manage the shoreline for public use. Space is limited, docks for boats would be a better fit than for floatplanes.
	Weaver Drive Waterfront (B7)	2 private docks (float planes)	City owned surveyed lot (Lot 11, Block E). Current access to the lot is through the adjacent private-owned property. There is room for direct access from Weaver Drive, the water lot has the potential to accommodate two public floatplane docks, enforcement against existing private docks is required.
	Back Bay (B8)	1 public dock directly north of Lois Lane and 1 private dock on the west end of the shoreline (non-motorized boats)	City leased lands, unsurveyed. Water level is probably low in this area, not recommended for new docks in the near future
	Giant Mine (Map A)	Waterfront land parcel (A1) and water parcel (A2)	1 public boat launch and 1 boat dock for the Cruising Club along their leased waterfront

Map	Location	Existing Docks*	Background/Discussion
			on-going mine remediation.
Con Shoreline (Map C)	Rotary Park (C1)	1 public dock (non-motorized boats)	City leased lands, unsurveyed. Water level is likely too low in this area, not recommended for new docks in the near future.
	Con Mine (C2)	A few private boat docks along the Con Mine town site shoreline	City has no lease – Unsurveyed. The Yellowknife Harbour Plan provides a marina concept between the shore line and Mosher Island, including 200 slips for boats. Newmont Mining holds a lease with the Commissioner for the Con Mine lands until site remediation is complete and leases are surrendered. While an engineering feasibility study would be required for the marina at this location, Administration recommends deferral until mine lease has been relinquished.
Kam Lake West (Map D)	Kam Lake West Waterfront	4 private docks (float planes and boats)	City leased land, unsurveyed. The NWT Floatplane Association previously expressed interest in building a floatplane marina at the Curry Drive waterfront (south of Lot 3, Block 503). Council adopted the rezoning by-law (to rezone the land from NP – Nature Preservation to PR – Parks and Recreation) and disposal by-law (to authorize the disposal of a leasehold interest) in March 2010. The Floatplane Association acquired development permit approval for stages 1 and 2 of the floatplane marina in April 2010 but did not sign the sublease agreement nor proceed with the construction.

*The general dock information is based on field research and aerial photo examination. Details need to be verified before commencing the dock licensing program.

In general, existing docks include a few City-owned boat docks, club-owned boat docks and a number of unauthorized individual float plane and boat docks, some are shared-use docks. The Great Slave Yacht Club has boat docks on their self-owned water lot and the Great Slave Cruising Club has a boat dock on their leased land. The NWT Floatplane Association had been seeking a site for an association owned and managed floatplane base through sublease, while in the past several years they were focused on seeking smaller-scale city owned float plane docks for visiting pilots. The City is also urged by the Association and some owners of existing unauthorized docks to license their docks.

Administration suggests balanced provision and management of floatplane and boat docks. Without solid data of how many docks would be required, Administration is looking at potential licensing of docks to achieve the best use of available existing and potential new dock sites responding to actual demand for floatplane and boat docks.

Dock Licensing in Whitehorse

To advise a Yellowknife dock licensing program, Administration researched the City of Whitehorse's dock policy and discussed with their staff. Whitehorse introduced an annual dock permit for commercial and individual users as a type of development permit in 1999. In March 2015 Whitehorse City Council adopted the Schwatka Lake Area Plan including a revised dock permitting process

(Attachment 3). In March 2016 the Schwatka Lake Dock Policy was adopted to better regulate dock development.

Whitehorse has 18 existing dock development permits on the west shore of Schwatka Lake, with a number of applicants on the waiting list. Dock owners are required to obtain a Dock Development Permit annually by March 31st. Some of the applicants on the waiting list currently share an existing dock as a “Guest Dock User” with the “Primary Dock Owner” (current dock development permit holder). Two out of the fourteen identified new dock sites are to be allocated in 2016.

Proposed Options for Yellowknife Dock Licencing Program

Administration presents a similar dock licencing program to Whitehorse to seek input from public engagement. The first phase of the program is considered for Morrison Drive West (B2) six surveyed water lots (Lots 4 to 9, Block G) with ten existing private docks (Attachment 4). This area is chosen in response to the issue of unauthorized private docks and lack of public access. The area is a manageable scale in terms of providing public access and conducting enforcement where necessary. Other areas with potential to accommodate docks can be added to the program based on demand. Fairness, transparency, and public access to the waterfront are the key considerations.

1. Qualifications for Dock Licence

There are ten existing privately owned docks used for float planes or boats or both along Lots 4 to 9, Block G’s approximate 200m long shoreline. There is no room for additional dock sites on Lot 9, Block G (see Attachment 4). Ten dock licences could be issued in this area for the sites occupied by private docks. Two options on selection of qualified applicants are discussed below for consideration.

a) Option 1 – Ballot Draw

- Administration conducts a ballot draw open to all Yellowknife residents and each site may be shared by up to two users subject to the Licence Holder’s choice. Both Primary User (Licence Holder) and Guest User must be registered with the City.
- Proof of float plane registration or vessel registration in the applicant’s name is required. Docks can be used for floatplanes, motorized and non-motorized boats. Individuals without float plane or vessel registration cannot be a Licence Holder (Primary User), however they can be a Guest User. Given that there are six free of charge public docks nearby available for canoe/kayak use, and along the B1 shoreline there is room potentially for more public docks; non-motorized boat use only is not considered as a choice for the ten existing dock sites. The B2 area is adjacent to a residential neighbourhood unlike the Schwatka Lake in Whitehorse, Commercial users (companies) are not allowed due to the potentially increased level of activities and impact on the neighbourhood.
- The ballot draw would determine ten qualified applicants. A waiting list would be created if there are remaining interested applicants. The draw would continue for the remaining ballots and all remaining ballot owners would be registered on the waiting list in the order determined by the draw.

- If the selected ballot holder is not the owner of the existing dock, the existing dock owner would be given a certain time period not more than 60 days to remove the dock; or subject to an agreement between the licence holder and the dock owner, to register the dock under the licence holder's name. If the removal is requested but is not completed by the given deadline, enforcement action would be taken and associated costs would be charged back to the existing dock owner.

b) Option 2 – Offering Right of First Refusal to Existing Dock Owners

- Rather than conducting a ballot draw, Option 2 offers licences to existing dock owners. It is important to point out that this alternative may result in more unauthorized docks in other areas.
- If the existing dock owner does not have a float plane or a vessel, and uses the dock for non-motorized boats only, no float plane/vessel registration in their name would be required. However, each owner shall allow a float plane or boat operator to share use the dock as a Guest User. Guest User applicants are required to submit an application and provide proof of float plane/vessel registration. Guest Users would be determined through discussion with Primary Users (existing dock owners). If the number of Guest User applicants exceeds ten, remaining applicants would be put on the dock licence waiting list.

2. Dock Licence Application

An application form will be prepared. Requirements for a licence application include:

- a) Completion of the application form;
- b) Licence shall be obtained through a licence review process and renewed yearly for the same dock site with an annual licence fee of \$300;
- c) Licence Holders are allowed to renew their licence annually for a maximum of ten years based on annual review. After ten years an exiting Licence Holder may request to be added to the waiting list as a new applicant.
- d) A \$1,500 deposit, which would be returned upon termination of the licence (up to ten years) with dock site condition confirmed to be satisfactory and dock removed from the site. Existing dock may remain in the case of a private sale works out between the new dock owner and the exiting dock owner.
- e) The Licence Holder's name must be consistent from year to year until the licence is terminated; the Guest User can change annually.;
- f) Proof of float plane registration or vessel registration for the Primary User and/or Guest User as described in Options 1 and 2. Each individual operator can only have one site registered under their name, either as a Primary User or Guest User;
- g) Proof of dock insurance (general liability coverage in the amount of \$2,000,000 with the City indicated as an insured party);
- h) Photo of existing dock, site plan of new dock if a new dock is to be installed and dock photo upon completion of the dock, and a sign showing the assigned dock number attached on the dock;
- i) Licences require float plane operators to keep a fuel spill kit; and
- j) Other details determined in the application form preparation process.

3. Enforcement on Unauthorized Development

Dealing with unauthorized development and providing public access and trail connection through the B2 waterfront area on Lots 4 to 9, Block G and the Watt Drive parcel are important steps to support the dock licensing program and better manage the waterfront area at Morrison Drive West. Planning and Lands has recently submitted a land application to the Government of Northwest Territories (GNWT) for the Watt Drive parcel. Proper land tenure will allow the City to consider the waterfront area as a whole including the Watt Drive parcel when making plans for waterfront management.

The City has been receiving requests from adjacent property owners to sublease the waterfront lots for private use such as private docks and storage, and has sought input from the GNWT Department of Lands. The Department has confirmed that their position remains consistent to ensure there is access to the waterfront for the public and the Department will not approve subleases which provide exclusivity, as this would not be considered a “municipal use”. It is expected that potential uses would allow for communal or open usage by residents, consistent with both the City’s Harbour Plan and applicable development by-laws.

Administration thus recommends claiming back the public land and removal of unauthorized structures and items with no sublease considered. Voluntary compliance and subsequent enforcement action where necessary would be required.

Dock User/Public Accessibility: Lots 4 to 9, Block G

There is an informal pathway along the shore which requires improvement (brushing and surfacing) to provide access to the dock sites on Lots 4 to 9, Block G, see Attachment 4. Site preparation for the licensing program would require mapping and identifying existing dock sites and owners, and clearing willows for a trail/public walkway along the shoreline. Community input will be sought regarding waterfront connectivity, more specifically, what kind of public access and connectivity is required, whether to leave the existing informal path as is or to install a formal trail system in the area.

At the June 27, 2016 Council Meeting, Council gave first reading to acquire an unsurveyed parcel of land known as Watt Drive adjacent to Lots 4 to 9, Block G. The acquisition of this property will give the City control of this property, however there are no current plans for use as a roadway or disposal.

Further Application of the Dock Licensing Program

The Morrison Drive West (B2) site is considered as a start phase for the potential dock licensing program. There are other areas of dock sites in the city, as summarized in Table 2. Community input will be sought on whether the program should be applied to other areas and what area(s) should be the next phase for application.

Public and Neighbourhood Consultation

Public engagement was conducted in accordance with the International Association for Public Participation (IAP2) Spectrum of Public Participation (Attachment 5). Except for the community engagement conducted for the preparation of the Harbour Plan, stakeholder and neighbours input regarding the waterfront site improvement on Lessard Drive and Otto Drive extension was collected through emails and face-to-face meetings in March and April of 2014. Most members of the general public support public use of public land, the Latham Island Neighbourhood Association and the NWT

Float Plane Association have expressed that they would like to see a licensing program for existing unauthorized docks. Further public engagement will be conducted matching the IAP2 'Involve' level to gather input on options for a dock licensing program, public connectivity along Morrison Drive, and whether to further apply the program to other areas in the City.

Administration has received a few inquiries since the draft memorandum was posted online in July for public review. There was a question about the property tax of \$200 for waterfront parcels, it was explained that the property tax is not a lease fee and charged pursuant to the *Property Assessment and Taxation Act* based on occupation of land. There is no current sublease for Morrison Drive waterfront parcels. A verbal comment was received that two options have been determined and proposed as recommendations. It should be clarified that the recommendation is to start consultation. The City is open to ideas and details of the dock licensing program will be subject to discussion and final approval of Council.

Departmental Consultation

All Departments are consulted on issues coming to Council through regular meetings of senior staff.

ALTERNATIVES TO RECOMMENDATION:

No alternative is proposed at this time.

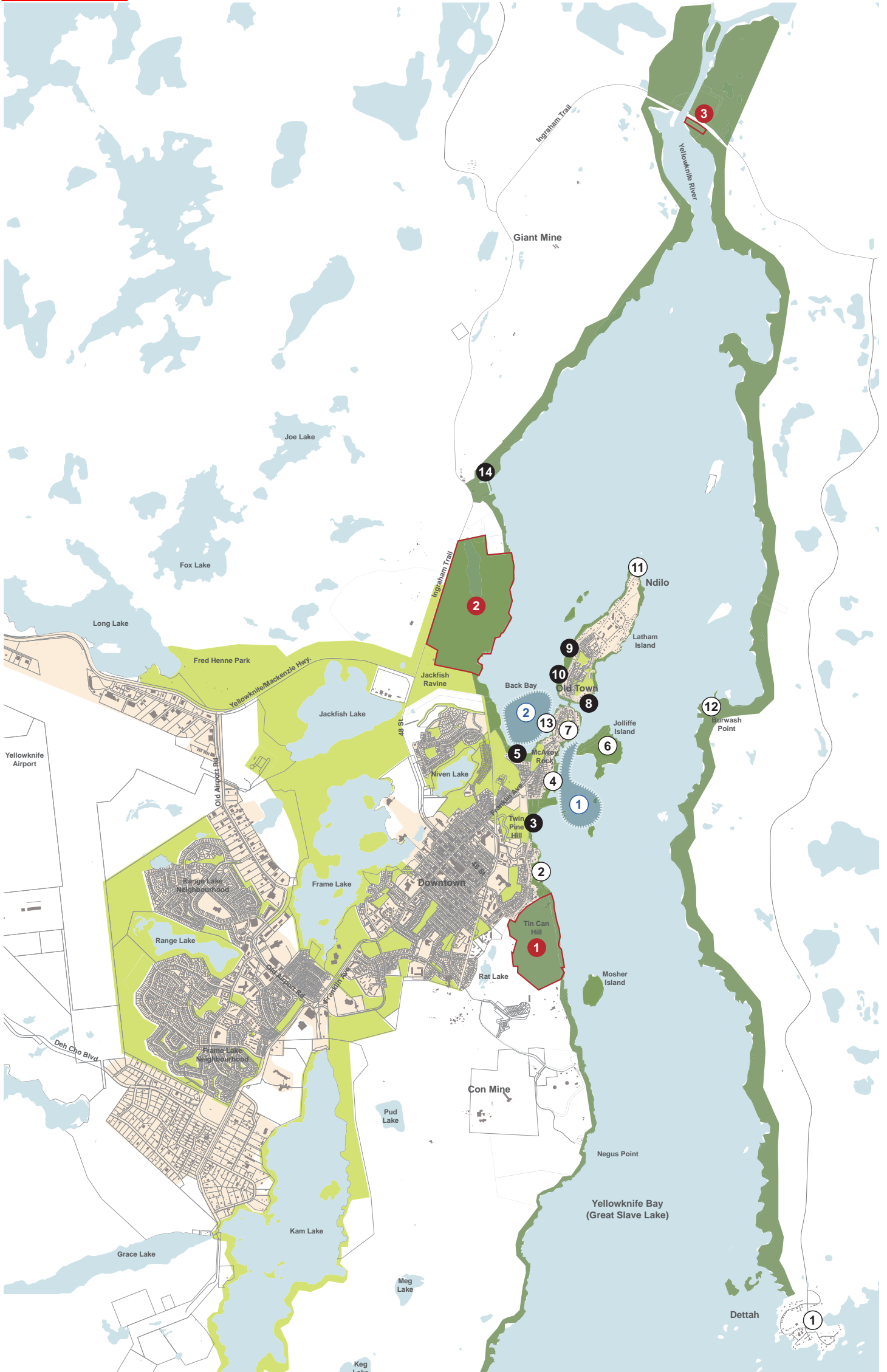
RATIONALE:

In response to the request to license existing private docks on public land, Administration prepared a general framework for a dock licensing program to seek community input. The program would allow for individual use of dock sites in a controlled manner. Option 1 through a ballot draw process provides a fair chance to all interested individuals. Option 2 offers existing dock owners, who did not comply with the zoning by-law regulations, priority to acquire a dock license. Consultation on the two options, waterfront connectivity and further application of the program citywide will advise the next step of the dock licensing project.

ATTACHMENTS:

1. Yellowknife Harbour Plan Guiding Framework Maps(DM #377421);
2. Yellowknife Waterfront for Potential Dock Sites (DM #444252);
3. Whitehorse Schwatka Lake Dock Site Map and Dock Permit Application Form (DM #437004);
4. Morrison Drive West Shoreline (B2) Dock Sites (DM#454986) and
5. IAP2 Spectrum of Public Participation (DM #456101).

Prepared: October 29, 2015; WY
Revised: March 17, 2016; WY
Revised: March 24, 2016; JH
Revised: April 25, 2016; JH/wy
Revised: June 30, 2016/August 29, 2016; WY



Legend

- Existing Parks, Open Space and Nature Preserves
 - Proposed Parks / Shoreline Enhancement Area
- Key**
- 1 Recommended parks/open spaces
 - 2 Existing and enhanced parks/open spaces

Winter Nodes

- 1 Yellowknife Bay Ice Park
- 2 Back Bay Ice Park

Major Waterfront Nodes

- 1 Tin Can Hill
- 2 Yellowknife Ski Club
- 3 Yellowknife River Territorial Park

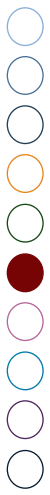
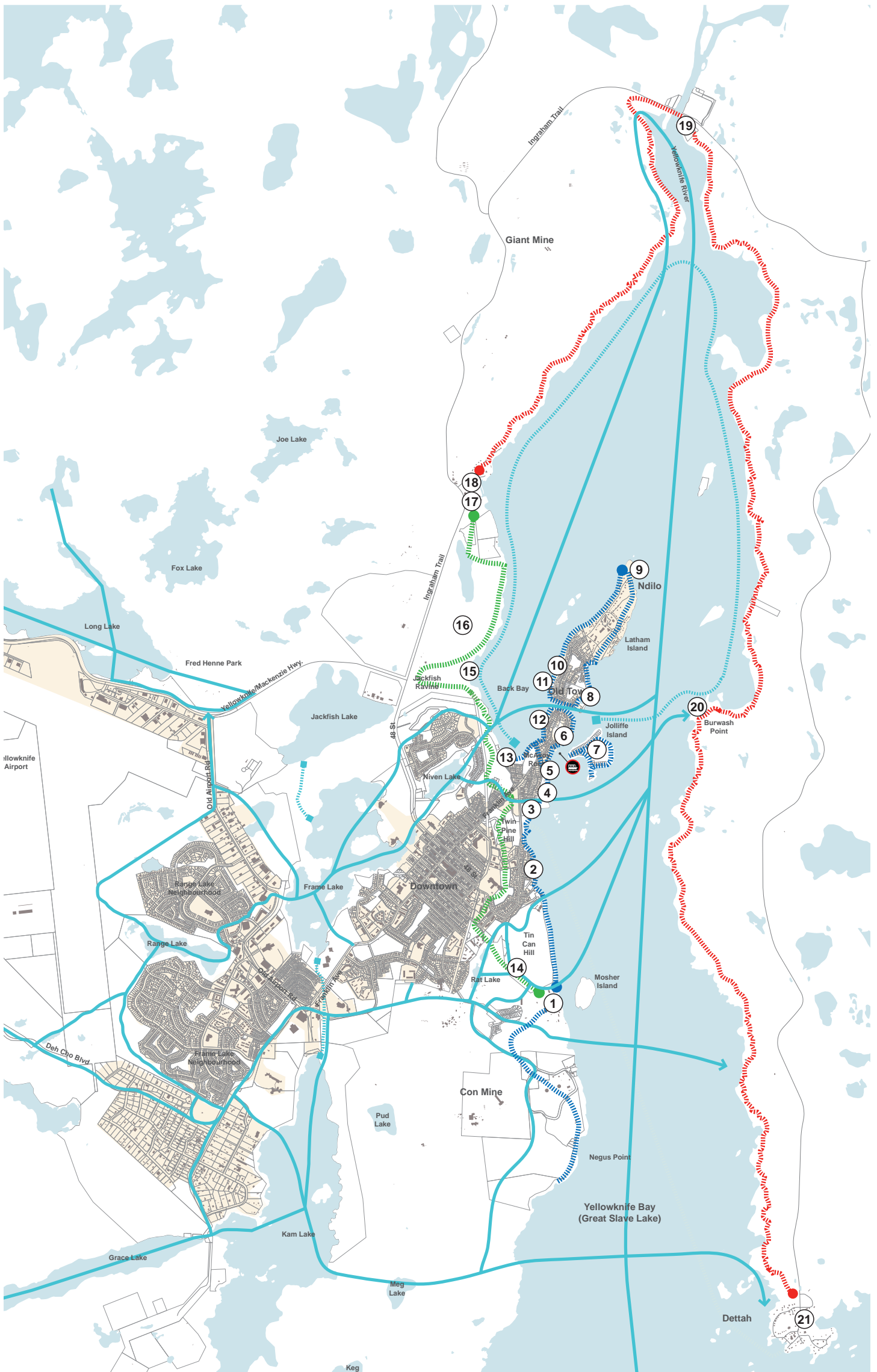
Waterfront Parks

- 1 Dettah Community Park
- 2 School Draw Waterfront Park
- 3 Rotary Park & Willow Flats
- 4 Woodyard Heritage Area
- 5 Peace River Flats

Guiding Framework: Parks & Open Space

- 6 Jolliffe Island/"Big Spruce Island" Park
- 7 Old Town Waterfront Square
- 8 Mitchell Drive Waterfront Parkette
- 9 Otto Drive Waterfront Park
- 10 Latham Island Waterfront Park
- 11 Ndilo Lookout Park
- 12 Burwash Point Heritage Preserve
- 13 Back Bay Landing
- 14 Giant Mine Heritage Park





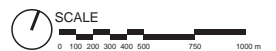
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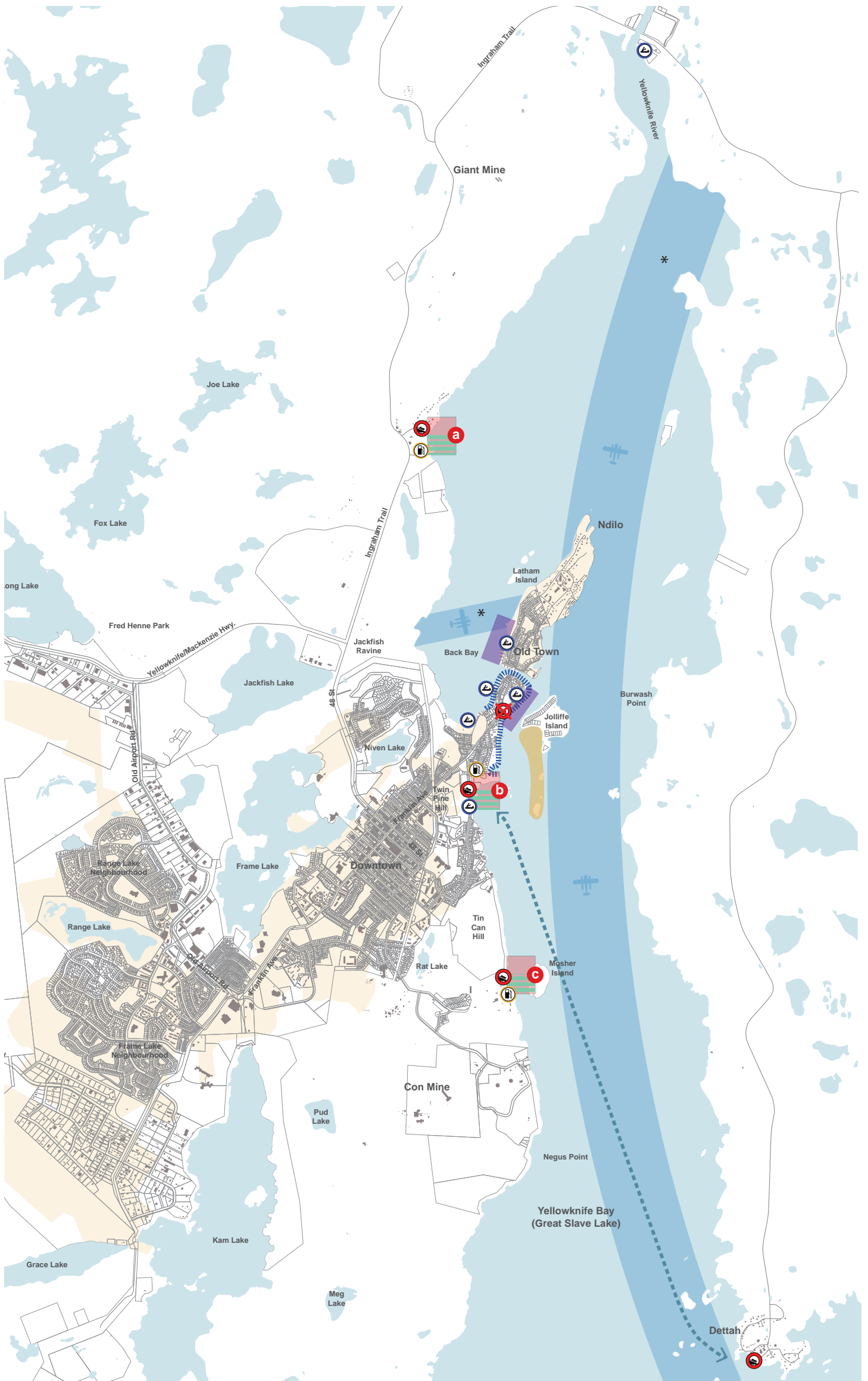
- - - Mine to Mine Trail
- - - Harbour Trail
- - - Yellowknife Bay Trail
- Primary Snowmobile Trails
- · · Winter Lake Trail
- Ferry shuttle

Major Nodes

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

Guiding Framework: Trails





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

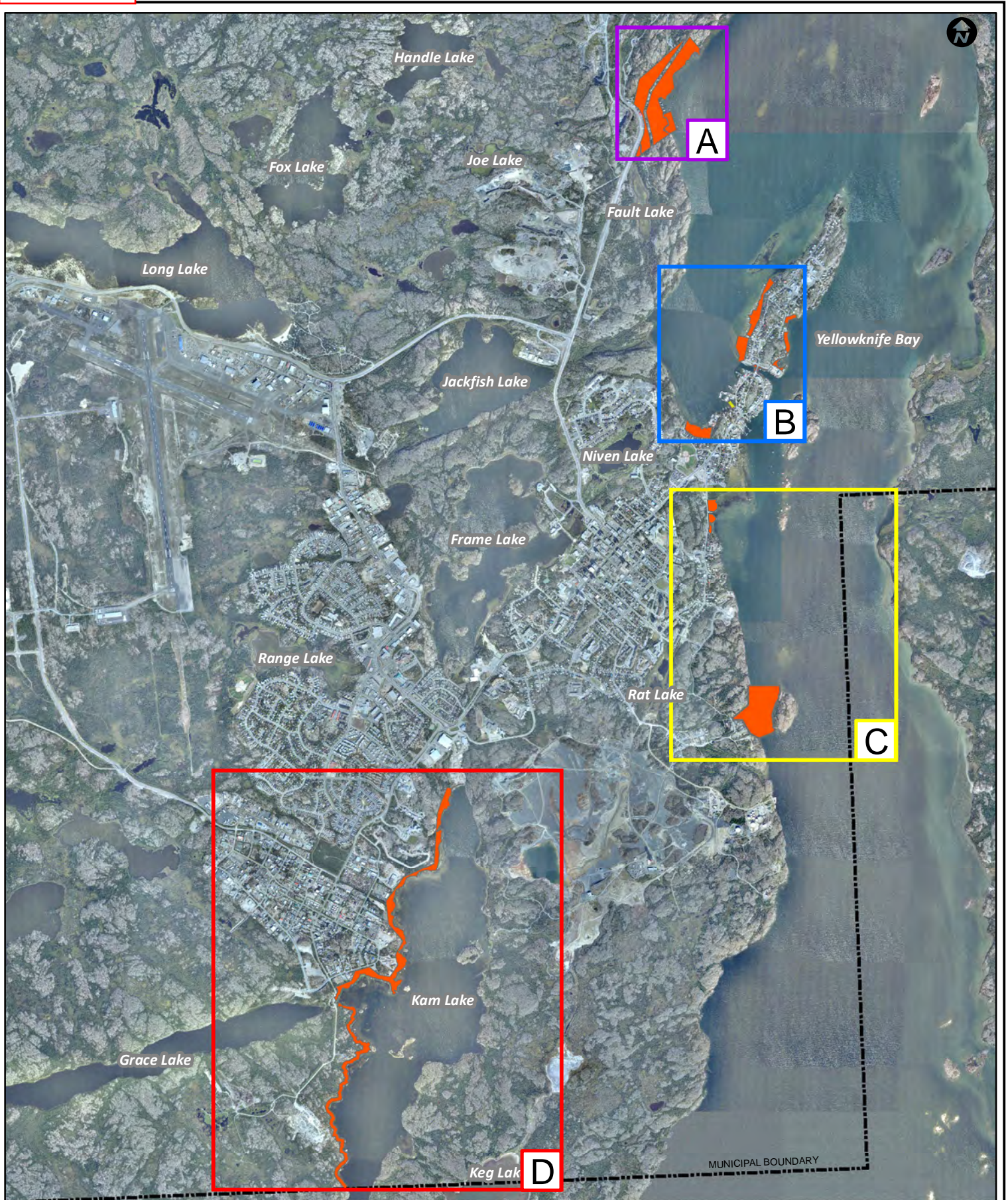
Marina Options

- 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



**CITY OF
YELLOWKNIFE**
Planning &
Development

PROJECT:
Dock Site Licensing Program

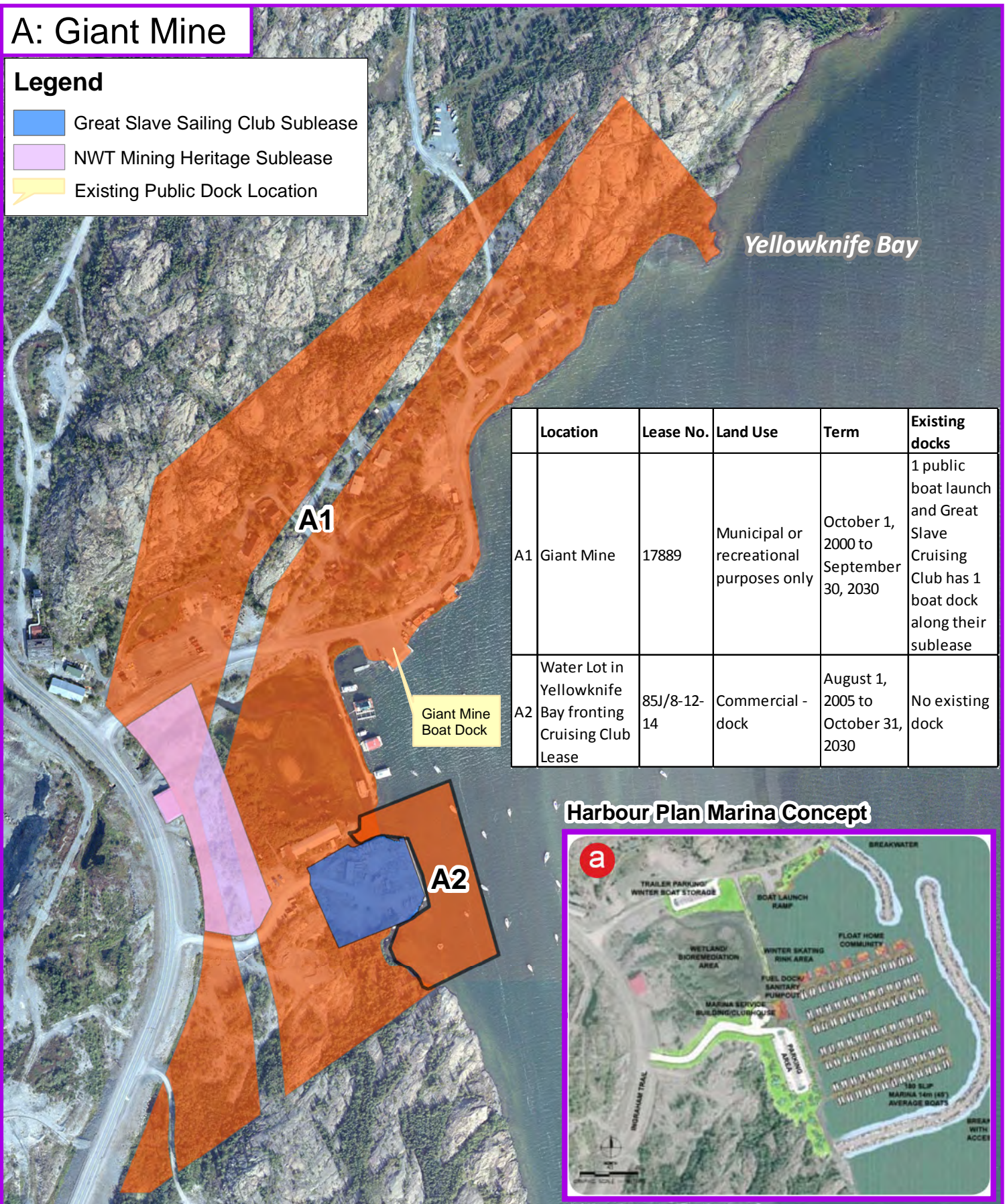
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Potential Waterfront for Dock Sites - Index Map

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DATE: March 18, 2016	

A: Giant Mine

Legend

- Great Slave Sailing Club Sublease
- NWT Mining Heritage Sublease
- Existing Public Dock Location



	Location	Lease No.	Land Use	Term	Existing docks
A1	Giant Mine	17889	Municipal or recreational purposes only	October 1, 2000 to September 30, 2030	1 public boat launch and Great Slave Cruising Club has 1 boat dock along their sublease
A2	Water Lot in Yellowknife Bay fronting Cruising Club Lease	85J/8-12-14	Commercial - dock	August 1, 2005 to October 31, 2030	No existing dock

Harbour Plan Marina Concept




CITY OF YELLOWKNIFE
Planning & Development

PROJECT: Dock Site Licensing Program
TITLE: Potential Waterfront for Dock Sites

SCALE: 1:4,500
CREATED BY: M.Nguyen
FILE: Potential Dock Sites - Giant Mine.mxd
DATE: March 18, 2016

B: Old Town

	Location	Lease No.	Land Use	Term	Existing Docks
B1	Morrison Drive west - north portion	18020	Recreational purposes only	May 1, 2002 to May 1, 2032	24 private docks (float planes and boats)
B2	Morrison Drive west - south portion	0918077T (Watt Dr. parcel to be acquired)	Municipal purposes	January 1, 2009 to January 1, 2039	9 private docks (float planes and boats)
B3	Latham Island east shore, Otto Drive east	18839T	Recreational purposes only	July 1, 2007 to July 1, 2037	1 public dock
B4	Latham Island east shore, Harriets Lane east	8536T	Not indicated	March 1, 1990 to March 1, 2020	1 private dock
B5	Latham Island east shore, Mitchell Drive east	18887T	Municipal purposes	March 1, 2008 to March 1, 2038	4 private docks (boats)
B6	McMeekan shores	1500024	Municipal purposes	September 1, 2015 to September 1, 2045	12 private docks (boats)
B7	Weaver Drive Waterfront	City-owned			2 private docks (float planes and boats)
B8	Back Bay	18840	Recreational purposes only	August 1, 2007 to July 31, 2037	1 public dock and 1 private dock (in 2012 aerial photo)



Legend
 Existing Public Dock Location



CITY OF YELLOWKNIFE
 Planning & Development

PROJECT:
Dock Site Licensing Program

TITLE:
Potential Waterfront for Dock Sites

SCALE: 1:5,700
 CREATED BY: M.Nguyen

FILE: Potential Dock Sites - Old Town.mxd

DATE: August 29, 2016

C: Con Shoreline

	Location	Lease No.	Land Use	Term	Existing Docks
C1	Rotary Park	18782T	Municipal Purposes	March 1, 2007 to February 28, 2037	1 public dock
C2	Con Shoreline	No Lease	-	-	No existing dock



Legend

 Existing Public Dock Location

Harbour Plan Marina Concept




CITY OF YELLOWKNIFE
Planning & Development

PROJECT: Dock Site Licensing Program
TITLE: Potential Waterfront for Dock Sites

SCALE: 1:9,131
CREATED BY: M.Nguyen
FILE: Potential Dock Sites - Con Shoreline.mxd
DATE: March 16, 2016

D: Kam Lake West



	Location	Lease No.	Land Use	Term	Existing docks
D	Kam Lake West Shore	18053	Municipal purposes	April 1, 2003 to March 30, 2033	4 private docks (float planes and boats)



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Planning & Development

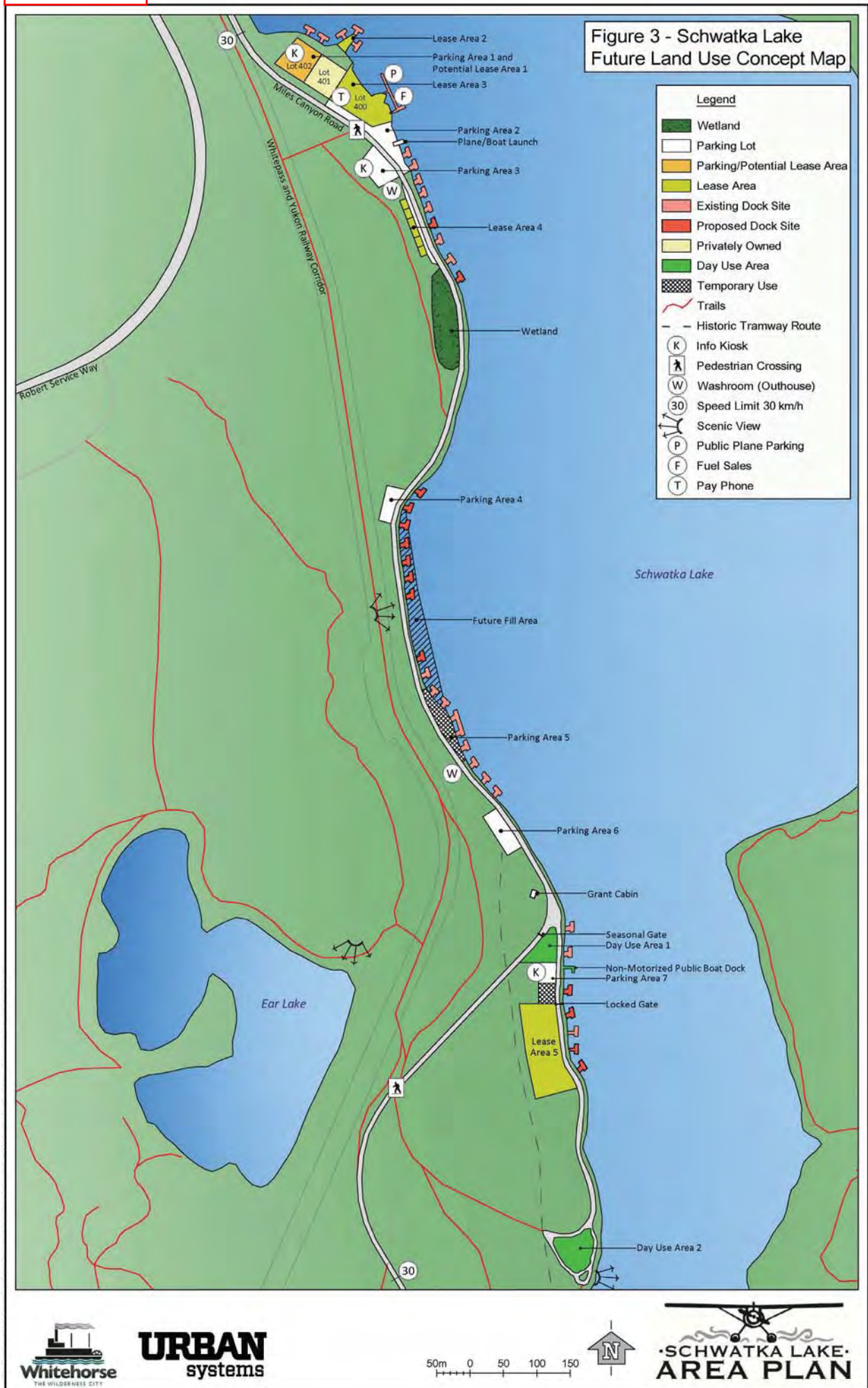
PROJECT:
Dock Site Licensing Program

TITLE:
Potential Waterfront for Dock Sites

SCALE: 1:14,450
CREATED BY: M.Nguyen

FILE: Potential Dock Sites - Old Town.mxd

DATE: October 29, 2015



Application for Dock Development Permit:
Schwatka Lake West Shore (Due March 31st, 2016)

City of Whitehorse
Dock Management,
General File

Dock Site #		Nature of Activity	
		<input type="checkbox"/> Private	
		<input type="checkbox"/> Commercial	Business License #:
Primary Dock Owner			
Name:			
Company:			
Phone Number:		Work/Home:	Cell:
Fax Number:			
E-mail Address:			
Mailing Address:		#:	Street:
		Postal Code:	
Registration #:		Float Plane:	Boat (if over 10 hp):
Secondary/Guest Dock User (if applicable)			
Name:			
Company:			
Phone Number:		Work/Home:	Cell:
Fax Number:			
E-mail Address:			
Mailing Address:		#:	Street:
		Postal Code:	
Registration #:		Float Plane:	Boat (if over 10 hp):
Attachments			
Valid Proof and Photo: (please attach)		Dock insurance: <input type="checkbox"/> Public liability (\$2,000,000 minimum with the City of Whitehorse indicated as an additional insured party)	
		Float plane insurance: <input type="checkbox"/> Public liability (\$2,000,000 minimum) <input type="checkbox"/> Passenger liability (\$300,000 minimum per passenger, if operating a commercial air service or aircraft over 5,000 lbs)	
		Dock photo: <input type="checkbox"/> Photo (take when dock is ice-free, e-mail to erica.beasley@whitehorse.ca)	
Continuation of Use			
Dock permits issued in 2016 are valid until March 31 st , 2017. Do you intend to continue using this dock site in the following permit year (2017/18)?			<input type="checkbox"/> Yes <input type="checkbox"/> No

See reverse

Spill Kit Requirement			
Permit holders are required to have a spill kit on-site when handling and transporting fuel and other hazardous substances. The kit must be equipped to respond to the maximum spill potential of the operation, on land and water. Duties to mitigate and report spills are stated in the <i>Yukon Environment Act</i> .			<input type="checkbox"/> I agree to meet this condition
Authorization			
I hereby certify that I am the registered owner of the primary float plane and dock indicated in the attached information, and hereby make application for a Dock Development Permit, subject to the provisions of the Whitehorse Zoning Bylaw and the Schwatka Lake Waterfront Policy.			
Signature of Applicant:			Date:
Administrative Information (Office Use Only)			
Permit Fee (\$300):	<input type="checkbox"/> Paid	Receipt #:	Permit #:
Deposit Fee (\$1,500):	<input type="checkbox"/> Paid	Receipt #:	
Received By:			Date:

Form updated March 7th, 2016



International Association
for Public Participation

IAP2 Spectrum of Public Participation

Increasing Level of Public Impact

Public participation goal

Inform

To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult

To obtain public feedback on analysis, alternatives and/or decisions.

Involve

To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate

To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower

To place final decision-making in the hands of the public.

Promise to the public

We will keep you informed.

We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.

We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.

We will implement what you decide.

Example techniques

- Fact sheets
- Web sites
- Open houses

- Public comment
- Focus groups
- Surveys
- Public meetings

- Workshops
- Deliberative polling

- Citizen advisory committees
- Consensus-building
- Participatory decision-making

- Citizen juries
- Ballots
- Delegated decision