



CITY OF YELLOWKNIFE

COMMUNITY PLAN BY-LAW NO. 5007

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AS AMENDED BY

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Acknowledgement

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

The City of Yellowknife acknowledges that we are located in Chief Drygeese territory. From time immemorial, it has been the traditional land of the Yellowknives Dene First Nation. We respect the histories, languages, and cultures of all other Indigenous Peoples including the North Slave Métis, and all First Nations, Métis, and Inuit whose presence continues to enrich our vibrant community.

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7 ENVIRONMENT AND CLIMATE

7.1 Environment

A healthy natural and built environment are integral aspects to the liveability and sustainability of the City of Yellowknife. This Section of the Community Plan establishes policy direction for the protection, management, and enhancement of environmental quality through the preservation of the City’s Natural Heritage System - an interconnected network of natural features and ecological functions that includes woodlands, wetlands, lakes, wildlife habitats, and supporting ecological processes.

Call-out: “The Natural Heritage System is essential to maintaining biodiversity, supporting ecosystem services, and strengthening the City’s capacity to respond to and adapt to climate change. Protecting and enhancing this system is a foundational component of building a resilient community, ensuring that ecological integrity is sustained alongside urban development.”

The City of Yellowknife’s Natural Heritage System provides critical ecological, social, and economic benefits. It supports wildlife and plant habitats, protects water resources vital to human and environmental health, and contributes to recreational, cultural, educational, and tourism opportunities. These interrelated features and functions operate collectively as a dynamic system, where individual natural heritage features are connected through landforms, hydrological systems, and ecological linkages that sustain overall environmental health.

The City shall manage growth and land use in a manner that protects, restores, and enhances the Natural Heritage System, ensuring it functions as a healthy, self-sustaining ecosystem capable of supporting present and future generations.

There are a number of environmental challenges that the City continues to work with Federal Government, Government of Northwest Territories and other organizations within the municipal boundary. These challenges include:

- Remediation of the Giant Mine
- Degraded ground and water quality in the Frame Lake area, associated with past land uses
- Climate change impacts
- Use of aggregate resources
- Waste management
- Loss of natural-heritage due to land development
- Air pollution and seasonal wildfire smoke
- Light pollution
- Noise pollution

The City will work to protect the natural environment and improve the built environment in an effort to be good environmental stewards and ensure that future generations are able to enjoy and thrive in the City and its surroundings. In response to the environmental challenges identified above, the City has organized its environmental policy framework into five key categories. Each category establishes clear policy direction and development requirements that shall guide land use planning, design, and decision-making, and to which all future development within Yellowknife must conform:

1. Protection of Natural Heritage Features
2. Land Use Compatibility adjacent to Industrial Use
3. Land Use Compatibility adjacent to Contaminant Site
4. Fuel Break and Fire Smart Policies
5. Dark Sky Policies

7.1.1 Protection of Natural Heritage Features

For the purpose of this Plan, Natural Heritage Features shall be interpreted in a comprehensive manner that includes:

- i. **Significant Woodlands** and treed areas of ecological significance greater than one hectare in areas as identified in **Map 26**. The City recognizes that significant woodlands provide essential ecological functions including wildlife habitat, soil stabilization, carbon storage, water regulation, and recreational and aesthetic value. Development adjacent to these woodlands shall be managed to maintain their ecological integrity and connectivity.
- ii. **Significant wetland** areas including marshes, fens, bogs, and swamps as identified in Map 28. Yellowknife and its surrounding region in the Northwest Territories include all four wetland types: marshes, fens, bogs, and swamps, though their distribution reflects the boreal and subarctic landscape. New development shall be carefully managed to protect wetlands and their ecological functions, including any development on or adjacent to wetlands identified on **Map 28**.
- iii. **Wildlife Habitat** – This includes general wildlife habitat as well as habitat supporting species at risk that are classified as endangered, threatened, or of special concern. Critical habitat, once identified under the federal Species at Risk Act (SARA), must be protected from destruction; development activities that would destroy critical habitat are not permitted.

General wildlife habitat, as defined under the Northwest Territories Wildlife Act and associated guidelines, extends beyond species-at-risk areas to include habitat essential for the survival, movement, breeding, feeding, and seasonal needs of all wildlife populations. Protection of these areas is generally achieved through environmental review processes, development approval conditions, and adherence to industry standards.

The City shall require an Environmental Impact Study (EIS) for development proposals that may affect wildlife habitat, particularly those that intersect with critical habitat or other sensitive areas. The EIS assess potential impacts and identifies mitigation measures to ensure the continued function and connectivity of wildlife habitat within the City.

Thematic Goal	Objective Code (identifying Image)	Policies
Natural YK	NYK-1	Development proposals shall avoid the removal or fragmentation of significant woodland areas identified on Map 28. The presence, extent, and boundaries of significant woodlands, as well as the proximity of proposed development, shall be verified by the proponent through appropriate field surveys and/or updated aerial or satellite imagery to the satisfaction of the City.
	NYK-4	Where avoidance is not possible, development shall minimize impacts on woodland structure, composition, and ecological function.
	NYK-1	Public Infrastructure, utilities services and recreational uses shall be permitted within significant woodlands. City shall minimize and mitigate any negative impact on woodland structure, composition, and ecological function.
	NYK-1, NYK-4	A minimum buffer zone shall be maintained between development and the edge of significant woodlands. Buffer widths shall be determined based on woodland size, slope, soil stability, wildlife habitat needs, and potential permafrost disturbance.
	NYK-1, NYK-4	Development adjacent to significant woodlands within 30 metres shall require an Environmental Impact Study (EIS) to: <ul style="list-style-type: none"> • Identify woodland boundaries and assess ecological functions. • Evaluate potential impacts on wildlife habitat, hydrology, and connectivity. • Recommend mitigation measures including tree retention, replanting, or alternative site design.
	NYK-1,	Woodland buffers shall continue to support species movement and habitat connectivity, particularly for species at risk or migratory wildlife.
	NYK-4	Development adjacent to woodlands shall manage runoff, erosion, and ground disturbance to prevent damage to woodland health.
	NYK-4	Permafrost-sensitive areas shall incorporate engineering or design solutions to avoid long-term woodland degradation.
	NYK-4	All developments, adjacent to Significant Woodlands, shall require a development permit. City may require a development agreement and post-development monitoring to ensure woodland buffers remain effective and ecological function is maintained.
	NYK-4	Development shall avoid negative impacts on wetlands and their ecological functions as identified in Map 28. The presence, extent, and boundaries of significant woodlands, as well as the proximity of proposed development, shall be verified by the proponent through

Thematic Goal	Objective Code (identifying Image)	Policies
		appropriate field surveys and/or updated aerial or satellite imagery to the satisfaction of the City.
	NYK-1 NYK-4	Development and site alteration shall not be permitted within wetlands if identified during the approval process unless it has been demonstrated that no negative impacts will occur.
	NYK-4	Development proposed on lands adjacent to identified wetlands shall be evaluated within an area of influence, the extent of which shall be determined based on site-specific conditions, including hydrology, topography, soil conditions, and ecological sensitivity.
	NYK-4	<p>A minimum buffer shall be established and maintained between development and the wetland boundary. Buffer widths shall be determined through an Environmental Impact Study (EIS) and shall be sufficient to:</p> <ul style="list-style-type: none"> • Determine/verify the boundary of the wetland. • Protect wetland hydrological functions. • Maintain wildlife habitat and movement. • Prevent erosion, sedimentation, and contamination.
	NYK-4	<p>An EIS shall be required for all development proposed within 30 metres to wetlands.</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> • Confirm wetland boundaries and classification (e.g., bog, fen, marsh, swamp). • Assess hydrological functions, including groundwater and surface water interactions. • Evaluate potential impacts on ecological functions and wildlife habitat. • Recommend mitigation measures, buffers, and development limits. • Demonstrate that development will have no negative impact on the wetland or its ecological functions.
	NYK-1	Development shall maintain natural drainage patterns and water balance to sustain wetland function.
	NYK-4	In areas of permafrost or peatland sensitivity, development shall incorporate design measures to prevent thaw, subsidence, or long-term degradation of the wetland system.
	NYK-1	Stormwater shall be managed to mimic natural conditions, ensuring that runoff quantity and quality do not adversely affect wetlands.

Thematic Goal	Objective Code (identifying Image)	Policies
		Direct discharge of untreated stormwater into wetlands shall not be permitted, except the system is designed to receive in a constructed wetland environment (ex. Niven Lake).
	NYK-1	Development shall maintain or enhance ecological linkages between wetlands and other natural features to support wildlife movement and biodiversity.
	NYK-1 NYK-4	All developments, adjacent to identified wetlands, shall require a development permit. City may require a development agreement and post-development monitoring to ensure wetlands buffers remain effective and ecological function is maintained.
	NYK-1 NYK-4	Development and site alteration shall not be permitted within critical habitat identified under the Species at Risk Act (SARA), except in accordance with applicable federal approvals.
	NYK-4	Where critical habitat has been identified or is reasonably expected to occur, development proponents shall demonstrate that no destruction or adverse modification of such habitat will occur.
	NYK-4	Development shall avoid negative impacts on habitat supporting species classified as endangered, threatened, or of special concern under federal or territorial legislation.
	NYK-4	Where avoidance is not feasible, development proponents shall demonstrate that impacts are minimized and appropriately mitigated, consistent with applicable recovery strategies, management plans, and guidelines.
	NYK-4	New developments shall require consultation with appropriate regulatory agencies and Indigenous governments where species at risk may be affected.
	NYK-1 NYK-4	Development shall protect and maintain general wildlife habitat, including areas required for feeding, breeding, movement, and seasonal use by wildlife populations. Habitat fragmentation shall be minimized, and development shall be designed to maintain ecological connectivity between natural areas.
	NYK-1 NYK-4	Development proposed within or adjacent to wildlife habitat shall be evaluated within an area of influence, determined through site-specific analysis. The extent of the area of influence shall consider: <ul style="list-style-type: none"> • Species sensitivity and habitat function • Movement corridors and seasonal ranges • Hydrological and ecological linkages

Thematic Goal	Objective Code (identifying Image)	Policies
	<p>NYK-1 NYK-4</p>	<p>New Development shall provide an Environmental Impact Study (EIS) for development proposals that may affect wildlife habitat or species at risk. The EIS shall:</p> <ul style="list-style-type: none"> • Identify wildlife habitat types and confirm presence or potential presence of species at risk. • Assess direct, indirect, and cumulative impacts. • Evaluate habitat connectivity and ecological functions. • Recommend avoidance, mitigation, and where appropriate, offsetting measures. • Demonstrate no negative impact on critical habitat and ecological functions.
	<p>NYK-4</p>	<p>Design and construction shall incorporate measures to avoid permafrost disturbance, which may result in long-term habitat degradation.</p>
	<p>NYK-4</p>	<p>Development shall protect fish habitat and riparian areas, in accordance with applicable federal legislation. Alterations to water bodies, shorelines, or drainage patterns shall demonstrate no harm to aquatic ecosystems.</p>
	<p>NYK-1 NYK-4</p>	<p>Buffer widths and mitigation measures shall be determined through the EIS. Development adjacent to wildlife habitat shall incorporate buffers, setbacks, and design measures sufficient to:</p> <ul style="list-style-type: none"> • Reduce disturbance to wildlife. • Maintain habitat function and quality. • Protect movement corridors.
	<p>NYK-4</p>	<p>Development adjacent to identified Critical Habitat, Habitat of Species at Risk and known breeding ground of general habitats shall require a development permit. City may require development agreement and post-development monitoring to assess impacts on wildlife habitat and species at risk.</p>

7.1.2 Land Use Compatibility adjacent to Industrial Use

The City of Yellowknife shall ensure that land uses adjacent to industrial areas are planned and developed in a manner that prevents or minimizes adverse effects such as noise, vibration, odour, dust, traffic, and risk to human health and the environment, consistent with best practices in land use compatibility planning. The City shall separate incompatible land uses, particularly industrial uses and sensitive land uses (e.g., residential, institutional, and recreational uses), to prevent adverse effects. Land use planning decisions shall have regard for potential and actual impacts from industrial operations, including emissions, noise, and traffic.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-1 GYK-1	<p>Industrial uses shall be categorized based on scale and impact. The classification shall inform required separation distances, buffers, and study requirements. For land use compatibility requirements, the follow three categories shall be used:</p> <ul style="list-style-type: none"> • Class I (Light Industrial) – small-scale, minimal impacts • Class II (Medium Industrial) – moderate emissions and activity • Class III (Heavy Industrial) – large-scale, significant impacts <p>A Zoning By-law will be established to further define the classifications of industries and required buffer between any sensitive land use and an Industrial use.</p>
	GYK-1 GYK-1	<p>The following distances represents potential influence area between industrial uses and sensitive land uses, within which adverse effects may occur.:</p> <ul style="list-style-type: none"> • Class I Industrial: ~300 m • Class II Industrial: ~700 m • Class III Industrial: ~2,000 m
	GYK-1 GYK-1	<p>New sensitive land uses shall not be permitted within the influence area of a class III industrial use unless it is demonstrated that:</p> <ul style="list-style-type: none"> • There will be no adverse effects; or, • Impacts can be appropriately mitigated through design, buffering, or other measures.
	GYK-1 GYK-1	<p>New developments shall generally maintain the following mandatory buffer between industrial uses and sensitive land uses:</p> <ul style="list-style-type: none"> • Class I Industrial: ~70 m (recommended) • Class II Industrial: ~300 m (recommended) • Class III Industrial: ~1,000 m (required)
	GYK-1 GYK-1	<p>The City shall require a Land Use Compatibility Study where development is proposed:</p> <ul style="list-style-type: none"> • Within a Class III industrial influence area. <p>The study shall:</p> <ul style="list-style-type: none"> • Assess noise, air quality, odour, vibration, and safety risks. • Evaluate cumulative and long-term impacts. <p>Recommend mitigation measures (buffers, building design, orientation, etc.).</p>

Thematic Goal	Objective Code (identifying Image)	Policies
Natural YK	NYK-1,	Distance shall be the preferred mitigation tool, supplemented by design measures where required. Development adjacent to industrial uses shall incorporate appropriate mitigation measures, including: <ul style="list-style-type: none"> • Vegetated buffers and berms. • Increased setbacks. • Building orientation and site design. • Noise attenuation and air quality controls.
	NYK-4	Residential use including accessory residential dwelling units and workforce accommodation may be permitted in proximity to Class I industrial uses within the Kam Lake and Kam Lake South areas, subject to demonstrated land use compatibility to the satisfaction of the City.

7.1.3 Land Use Compatibility adjacent to Contaminant Site

The City of Yellowknife shall ensure that development in proximity to known or suspected contaminated sites is planned and managed to protect human health, environmental quality, and long-term land usability, consistent with territorial and federal risk-based management approaches.

Thematic Goal	Objective Code (identifying Image)	Policies
Living in YK	LYK-6	New Developments shall be subject to screening through maintaining an inventory of contaminated and potentially contaminated sites, based on territorial databases and available mapping.
	LYK-6	Development shall be directed away from high-risk contaminated sites unless risks can be appropriately managed. Land use decisions shall be based on a risk assessment approach, considering: <ul style="list-style-type: none"> • Human health and safety. • Environmental impacts. • Exposure pathways and receptors.
	LYK-6	Development shall not be permitted on contaminated sites unless: <ul style="list-style-type: none"> • The site has been remediated to applicable standards; or, • A risk management plan demonstrates that the proposed use is safe. Sensitive land uses (e.g., residential, schools, childcare, parks) shall not be permitted on contaminated sites without full reclamation to standards appropriate for that use.

Thematic Goal	Objective Code (identifying Image)	Policies
	LYK-6	<p>Development proposed on lands adjacent to contaminated sites shall be evaluated within an area of potential influence, considering:</p> <ul style="list-style-type: none"> • Soil and groundwater contamination migration. • Surface water pathways. • Airborne contaminants (e.g., dust). <p>The extent of the influence area shall be determined through site-specific study.</p>
	LYK-6	<p>The City shall require a Phase I Environmental Site Assessment (ESA) for:</p> <ul style="list-style-type: none"> • All development on or adjacent to known or suspected contaminated sites. <p>Where contamination is identified or suspected, a Phase II ESA shall be required to:</p> <ul style="list-style-type: none"> • Confirm the presence and extent of contamination. • Assess risks to human health and the environment.
	LYK-6	<p>Where contamination is confirmed, development shall require:</p> <ul style="list-style-type: none"> • A Remedial Action Plan (RAP) and/or Risk Management Plan. <p>Remediation shall follow GNWT guidelines, including:</p> <ul style="list-style-type: none"> • Site assessment. • Remediation implementation. • Monitoring and closure. <p>The City may ensure that remediation or reclamation achieves standards appropriate to the proposed land use through development permit process, development agreements and securities.</p>
	LYK-6	<p>The development proponents shall coordinate with:</p> <ul style="list-style-type: none"> • City of Yellowknife. • Government of the Northwest Territories. • Federal departments responsible for contaminated sites. • Indigenous governments and co-management boards. <p>Development shall comply with all applicable territorial and federal requirements for contaminated site management.</p>

7.1.4 Fuel Break and Fire Smart Policies

The City of Yellowknife recognizes wildfire as a significant natural hazard and a key climate change risk. The City shall apply Fire Smart principles to land use planning, development, and vegetation management to reduce wildfire risk, protect life and property, and enhance community resilience between the woodlands and urban interfaces, and within the City.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-9	Hazardous forest types and wildfire hazard shall be recognized as a development constraint in all land use planning and development approvals.
	GYK-9	Development proposals in areas of moderate to high wildfire risk shall incorporate Fire Smart planning and design measures.
	GYK-9	The City shall plan, establish, and maintain fuel breaks (fireguards) on municipal, territorial, and federal lands to reduce wildfire intensity and spread toward developed areas in accordance with City’s Community Wildfire Protection Plan.
	GYK-9	Fuel breaks planning and development is a continuous process and shall prioritize Community edges exposed to prevailing wildfire risk, Areas with high wildfire behavior potential and Locations protecting vulnerable populations and infrastructure.
	GYK-9	Development adjacent to designated fuel breaks shall: <ul style="list-style-type: none"> • Maintain the function and accessibility of fuel breaks. • Not introduce vegetation, structures, or uses that compromise fire protection effectiveness. The City may require setbacks or easements to ensure long-term fuel break integrity and maintenance access.
	GYK-9	Fuel Break areas as identified in Map 28 shall function as protective buffers for the built environment. These areas may be used for recreational purposes, including trails, active transportation, gathering spaces, and passive recreation, provided that such uses do not increase wildfire risk or compromise the effectiveness of the fuel break.
	GYK-9	All new development shall incorporate Fire Smart vegetation management consistent with the Home Ignition Zone approach: <ol style="list-style-type: none"> a) Immediate Zone (0–1.5 m), Shall: <ul style="list-style-type: none"> • Consist of non-combustible materials surrounding structures. b) Intermediate Zone (1.5–10 m), Shall: <ul style="list-style-type: none"> • Remove flammable vegetation and materials. • Limit coniferous trees and combustible landscaping. • Maintain low, well-irrigated vegetation. c) Extended Zone (10–30 m+), Shall: <ul style="list-style-type: none"> • Reduce fuel loads through thinning and pruning. • Remove dead and down woody material. • Maintain spacing between trees to reduce fire spread. These measures shall be secured through development permits, subdivision approvals, and landscaping requirements.

Thematic Goal	Objective Code (identifying Image)	Policies
	GYK-9	<p>New developments and subdivisions shall require a Wildfire Risk Assessment and Mitigation Plan located in or adjacent to wildfire hazard areas.</p> <p>The assessment shall:</p> <ul style="list-style-type: none"> • Identify wildfire hazard and exposure. • Evaluate fuel types and topography. • Recommend mitigation measures, including fuel management and building design.
	GYK-9	<p>Infrastructure shall be designed to support wildfire response and evacuation. Development shall ensure:</p> <ul style="list-style-type: none"> • Safe and adequate emergency access, including looped roads or turnaround areas. • Adequate water supply for fire suppression, including hydrants or alternative systems. <p>In trucked areas the developer shall be responsible for water for fire suppression</p>
	GYK-9	<p>Development shall be encouraged and required to maintain Fire Smart conditions over time. The City may require maintenance agreements or conditions of approval for new developments.</p> <p>Fuel breaks and Fire Smart areas shall be regularly inspected and maintained, including:</p> <ul style="list-style-type: none"> • Removal of regrowth and dead vegetation. • Ongoing fuel reduction treatments.
	GYK-9	<p>Landscaping, buffering, and natural area policies shall not conflict with Fire Smart requirements. Fire Smart principles shall be integrated into:</p> <ul style="list-style-type: none"> • Zoning By-law provisions. • Subdivision design standards.

7.1.5 Dark Sky Policies

The City of Yellowknife recognizes the importance of preserving dark skies as a valued environmental, cultural, and tourism resource, while reducing energy consumption and minimizing impacts on wildlife and human health. The City shall regulate outdoor lighting to limit light pollution, glare, and skyglow, particularly in areas adjacent to natural environments.

Thematic Goal	Objective Code (identifying Image)	Policies
Growing YK	GYK-10	All outdoor lighting shall be designed to minimize light pollution, including glare, light trespass, and skyglow. Lighting shall be only as bright as necessary and directed downward to serve its intended purpose.
	GYK-10	New development shall use full cut-off (fully shielded) lighting fixtures that: <ul style="list-style-type: none"> • Direct light downward. • Prevent light emission above the horizontal plane. • Unshielded or upward-facing lighting shall not be permitted.
	GYK-10	Development shall be designed to ensure that lighting does not: <ul style="list-style-type: none"> • Spill onto adjacent properties. • Impact natural areas, wildlife habitat, or water bodies. Buffer areas and setbacks shall incorporate lighting controls to protect sensitive uses.
	GYK-10	Commercial and industrial developments shall implement after-hours lighting reduction strategies.
	GYK-10	New developments shall prioritize dark sky preservation in environmentally sensitive areas. Lighting near wetlands, woodlands, and wildlife habitat shall: <ul style="list-style-type: none"> • Be minimized or avoided. • Use low-intensity, warm-spectrum lighting where required.
	GYK-10	New Developments shall submit a Lighting Plan as part of development applications for: <ul style="list-style-type: none"> • Multi-unit residential developments. • Commercial and industrial uses. • Subdivisions and institutional developments.

Map 28a: Natural Heritage Areas and Fuel Breaks



Map 28b: Natural Heritage Areas and Fuel Breaks



Map 28c: Natural Heritage Areas and Fuel Breaks



7.2 Climate Action

The impacts of climate change in Yellowknife are pervasive, including community-wide wildfire evacuations and significant infrastructure damage from permafrost degradation. These are outlined in **Section 2.3.6**. To address these risks, the City follows the 2026-2036 Climate Action Plan (CAP), which directs a dual approach of mitigation and adaptation:

1. **Mitigation:** Actions that reduce the greenhouse gas (GHG) emissions causing climate change. The City is committed to reaching net-zero emissions by 2050.
2. **Adaptation:** Adjusting decisions and behaviors to prepare for current and future climate impacts, such as extreme weather and shifting environmental conditions.

The Community Plan serves as a primary tool for climate adaptation and mitigation. Community greenhouse gas (GHG) emissions are largely driven by transportation and the energy required for buildings. By prioritizing intensification within the existing built footprint, the City maximizes the efficiency of existing infrastructure and avoids the energy costs associated with expanding road and water networks. Policies that encourage high-intensity, compact, and mixed-use development further reduce emissions by decreasing the energy intensity of the built environment. Focusing growth along active and public transportation corridors (see **Section 8: Transportation**) shortens travel distances, reduces reliance on fossil-fuel-powered vehicles, and supports a shift toward walking, cycling, and transit. These shifts are essential for reaching net-zero emissions by 2050. Furthermore, the Community Plan recognizes that municipal infrastructure remains highly vulnerable to the impacts of climate change.

To address these vulnerabilities, this Plan establishes policies to:

- Integrate a "climate lens" into all land-use planning and infrastructure projects where the City is the decision-making authority.
- Protect natural heritage and greenspaces for their value in carbon sequestration and community resilience.
- Ensure the built environment is designed to withstand future climate scenarios through Climate-Adjusted Design Criteria.

Call-out: The primary purpose of this section is to provide a unified framework for climate action by integrating mitigation and adaptation strategies into the City's long-term growth and development. By aligning land-use planning with the 2026-2036 Climate Action Plan, this section mandates progress toward net-zero emissions by 2050. Simultaneously, it establishes requirements to build community-wide resilience against high-vulnerability hazards, including permafrost degradation, extreme heat, and wildfires. Key objectives include greenhouse gas (GHG) emission reduction, community and infrastructure resilience, the protection of the natural heritage system, and public safety.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-4	Development shall be prioritized within the existing built footprint. Any proposed greenfield expansion must occur in a sustainable and responsible manner, requiring a formal evaluation that factors in the value of maintaining existing greenspace for community resilience, carbon sequestration, and the preservation of the natural heritage system. (formally 3-a)
	GYK-4	Compatible mixed land uses should be integrated into urban areas to support compact development and reduce travel distances. (formally 3b)
	GYK-4	Higher intensity development should be located near employment centres and major activity nodes. (formally 3c)
	GYK-4	To prioritize active transportation and transit-oriented growth, development within designated intensification corridors shall be exempt from, or subject to significantly reduced, off-street vehicle parking minimums. In place of traditional vehicle parking, the City will require minimum standards for secure and accessible bicycle parking and associated end-of-trip facilities to support a permanent shift toward low-carbon transportation.
	GYK-6	Development and rezoning applications shall demonstrate alignment with the City’s Climate Action Plan and established corporate energy targets. Proponents are encouraged to show how their proposal supports these goals; where a proposal deviates from these targets, the applicant should provide a rationale demonstrating that the alternative solution creates no significant negative impacts on the City’s long-term climate mitigation or adaptation efforts.
	GYK-6	Land-use designations, area development plans, and development viability shall be determined based on ground suitability data, including frost heave, thaw settlement, and the presence of discontinuous permafrost. (formally 1a)
	GYK-6	Infrastructure situated on discontinuous permafrost shall be subject to climate adaptation and stabilization standards. (formally 1b)

Thematic Goal	Objective Code	Policies
	GYK-6	Vegetation within the wildland-urban interface shall be managed in accordance with the Community Wildfire Protection Plan to reduce wildfire intensity and spread. (formally 2a)
	GYK-6	Low-fuel buffers shall be maintained between structures and wildland vegetation in accordance with FireSmart NWT standards. (formally 2b)
	GYK-6	All new Development and Redevelopment shall adhere to FireSmart NWT best practices for wildfire resilience. (formally 2e)
	GYK-6	Road alignments and surface covers shall be designed using Climate-Adjusted Design Criteria to minimize thermal impacts on permafrost and ensure infrastructure resilience in thawing areas. (formally 1c)
	GYK-6	Development in areas of high surface displacement should utilize building practices that mitigate structural movement. (formally 1d)
	GYK-7	The City shall prioritize the use of renewable and district energy sources for all municipal infrastructure and facilities. New construction and major retrofits of City-owned assets will aim to increase the proportion of energy derived from these sources to support corporate emission targets. (formerly 1a)
	GYK-7	Municipal operations shall maximize energy efficiency and conservation across all sectors. (formerly 1b)
	GYK-7	New road construction and major upgrades shall incorporate green infrastructure and Climate-Adjusted Design Criteria. Where technically feasible, designs shall include features such as green boulevards, street trees, and permeable paving to manage stormwater, reduce heat, and enhance the natural heritage system.
	GYK-7	Community energy consumption should derive at least 30% of its total share from alternative and/or renewable sources. (formerly 2a)

Thematic Goal	Objective Code	Policies
	GYK-7	Land designated for agricultural use shall be protected for the sole purpose of food production to enhance community resilience and food security, including but not limited to zoning with buffer.
	GYK-7	Green infrastructure and renewable energy systems shall be prioritized in all new large-scale developments.
	GYK-7	District energy infrastructure shall be designed and constructed in accordance with the District Energy Policy Framework technical standards.
	GYK-6	Development in areas of high surface displacement should utilize building practices that mitigate structural movement. (formally 1d)
	GYK-7	Private or community-owned heat and energy systems should be integrated into district energy priority areas.
Moving Around YK	MAYK-1	Internal and external access for new developments shall be engineered and maintained to ensure climate-resilient mobility and safety under variable weather and ground conditions.
	MAYK-3	Transportation planning and infrastructure shall prioritize active and public transportation, mixed-use development, and intensification along transit corridors.
	MAYK-3 MAYK-4 MAYK-5	Active transportation infrastructure and trail development shall be prioritized within school zones and along primary school commuter routes.
	MAYK-2 MAYK-3	Sustainable modes of transportation, including walking, cycling, and public transit, should be prioritized within the transportation network. (formally 2b)
Living in YK	LYK-5	The municipal water supply, distribution networks, and system extensions shall be engineered using Climate-Adjusted Design Criteria, redundant systems, and source-water protections to ensure resilience against climate and geological hazards.

8 TRANSPORTATION

Transportation is a key component of land use planning and development decisions. Objectives for transportation planning should implement and complement land use policy. Due to the close relationship between land use planning and transportation planning, this section outlines key objectives and policies that support and align with the overall Community Plan.

The City is committed to a transportation system that is safe, efficient, and accessible for all modes of travel. The expansion of the City's transportation system will be carried out in a systematic, logical, and timely fashion to maximize the use of new facilities and minimize associated costs and disruption. By prioritizing compact urban growth and encouraging mixed-use development, the City aims to support shifting trips from private motor vehicles to more sustainable and more space-efficient modes of transportation such as walking, cycling, and public transit.

Urban development and intensification will be focused along arterial roadways already served by public transit, where the City will prioritize improved connectivity and access enhancements in the active transportation network to ensure a safe, integrated system for all users. Transit-supportive land use planning emphasizing walkable streets and higher intensity mixed-use development will enhance the transportation choices of Yellowknife residents by integrating more pedestrian and transit-oriented land uses with improved pedestrian, cycling, and transit access. Improving connections between active transportation and transit will be required through such means as:

- Improved pedestrian amenities;
- Connected on and off-street cycling routes;
- Bicycle storage;
- Improved transit routing and amenities; and,
- Site plan control matters such as locating building entrances near sidewalks and transit stops, and providing weather protection for people using all modes of travel.

Important interconnections between the networks of roads, transit routes, sidewalks, bicycle lanes, multi-use pathways, and trails that combine to enhance overall transportation system connectivity are to be designed at the time of development through Area Development Plans and subdivisions. The challenge for the City of Yellowknife over the next 25 years is to accelerate the transition from a primarily vehicle-dependent community to one where walking, cycling, transit, and carpooling are seen as increasingly viable and attractive alternatives. Yellowknife's population and employment is expected to grow significantly by 2050 resulting in an increase in daily auto use if current trip-making patterns were to continue. To address these trends and shift travel behaviour from vehicle-oriented transportation to more sustainable and active travel choices, the City of Yellowknife Transportation Master Plan, supported by the Community Plan, provides for:

- Selective road capacity enhancements;
- Increased and enhanced transit services;
- Transit-supportive development;
- Transportation demand management; and,
- Active transportation.

City of Yellowknife transportation infrastructure should also be seen as a key element in community building. Our transportation network and systems have an important and defining placemaking function. Urban streets are purposeful places, recognizing that great streets make great communities. This Plan recommends that a “complete streets” philosophy be applied to the future development of the City’s road network to balance mobility between modes, increase safety for all users, and position streets as places with connection between Yellowknife’s neighbourhoods.

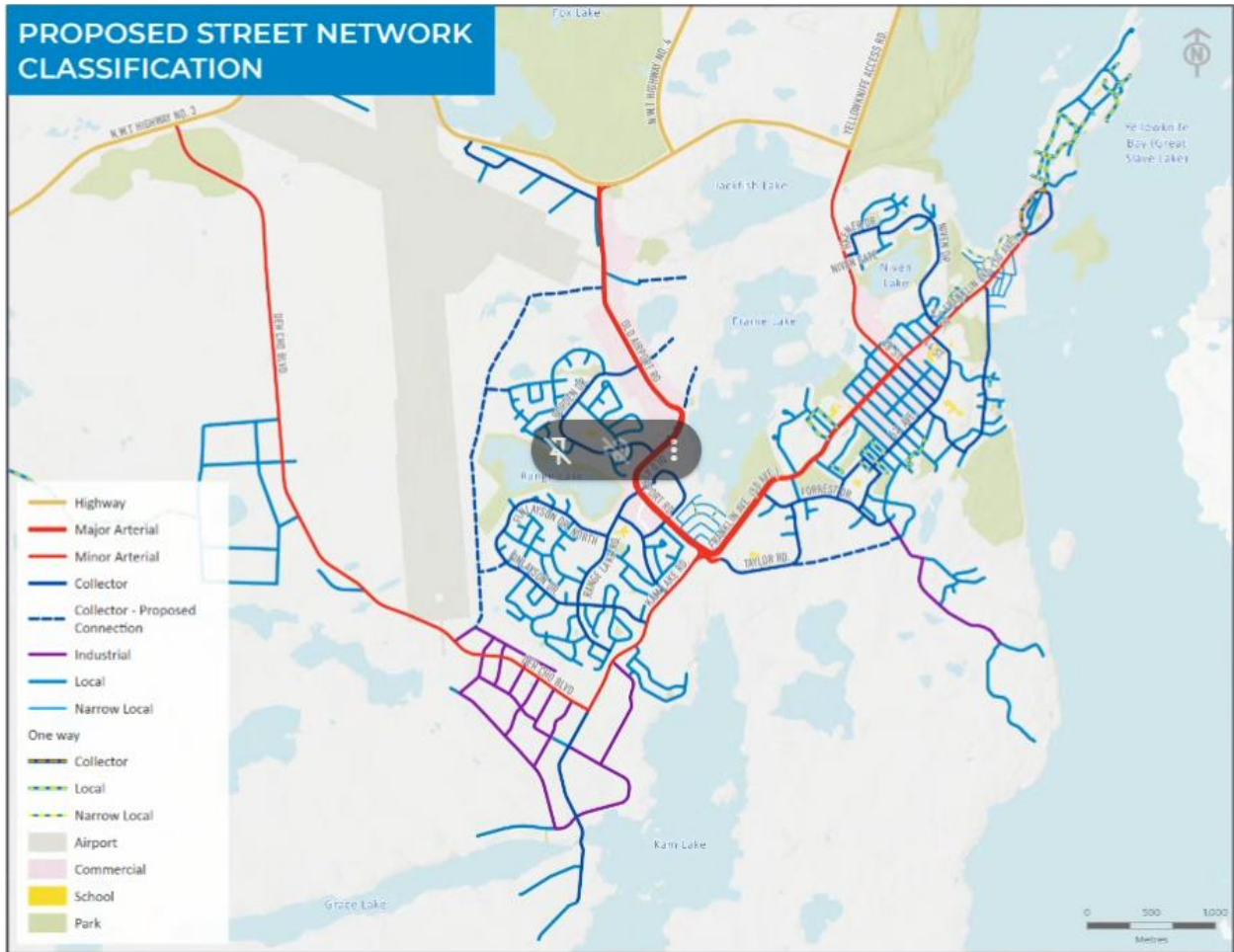
8.1 Roads Classification

Public roads, handle the majority of the City’s transportation trips. A variety of vehicles rely on the road network such as commercial vehicles, public transit vehicles, emergency service vehicles, City operations and maintenance vehicles, taxis, and private motor vehicles. Many roads also include sidewalks and multiuse paths for pedestrians as well as marked and unmarked pedestrian crossings. The road network is classified as follows:

- **Highway** – Designed for long-distance, high-speed travel between communities with limited access, and under the Government of the Northwest Territories ownership;
- **Arterial** – High to medium-capacity thoroughfares designed to move significant volumes of traffic between major activity centers and connect collector roads to the broader network;
- **Collector** – A low to moderate capacity roadway that gathers traffic from local streets and directs it towards arterial roads;
- **Industrial** – A road designed to carry heavier industrial truck traffic connecting highways or arterial roads to industrial areas;
- **Local** – A street typically in a residential or commercial area designed primarily to provide access to adjacent properties rather than facilitate through traffic; and,
- **Narrow Local** – A local street narrower in width than a standard local street sometimes only with one-way traffic.

The road network will continue to link the City together in a safe and efficient manner. Improvements in road safety for all users will be a priority. While the City of Yellowknife coordinates its local transportation network, it is important to note that territorial highways are under the ownership and jurisdiction of the Government of the Northwest Territories (GNWT).

Map 29: Proposed Street Network Classification



8.2 Active Transportation Infrastructure

The City has an extensive and varied network of interconnected active transportation routes as identified on the *Trails Map (Map 30)*. These routes include recreational walking, biking, dog mushing trails, snowmobile and hiking trails. It also includes infrastructure for commuting and other daily activities. This infrastructure includes sidewalks, multi-use paths, painted on-street bike lanes, and separate and raised on-street bike lanes.

Active transportation infrastructure is well used in Yellowknife. Approximately 20% of workers in Yellowknife walk or cycle to work. This is one of the highest rates of active transportation in Canadian cities (*Statistics Canada 2021 Census*).

While Yellowknife already sees a higher-than-average number of residents walking and cycling to work compared to the rest of Canada, the City remains committed to enhancing the active transportation network. By strengthening existing connections and improving overall accessibility, the City aims to further encourage a shift from private motor vehicles to active modes of travel. A central focus of this effort is the *2018 Trail Enhancement and Connectivity Strategy*, which serves as a guiding framework for creating a more seamless and integrated network for all users.

Expanding the network of safe and efficient walking and cycling infrastructure remains an important objective for the City particularly for ensuring accessibility for all ages and abilities. To achieve this, the City will look to integrate new multi-use trails, sidewalk enhancements, and improved connectivity as outlined in the *Transportation Master Plan*. Rather than standalone projects, these advancements will be primarily realized through new development and redevelopment opportunities, ensuring that as Yellowknife grows, active transportation remains a cohesive component of the urban fabric.

Various parts of the City feature trails used for snowmobiling, off-highway vehicles (ATVs), and dog mushing, with significant mushing activity concentrated on Kam Lake and Grace Lake. While the City does not actively maintain these trails, it will continue to protect dog mushing routes and permit motorized use in accordance with applicable bylaws and legislation. To ensure these networks remain a vibrant part of the community, the City will collaborate with local organizations and clubs to promote their safe use, enjoyment, and long-term preservation.

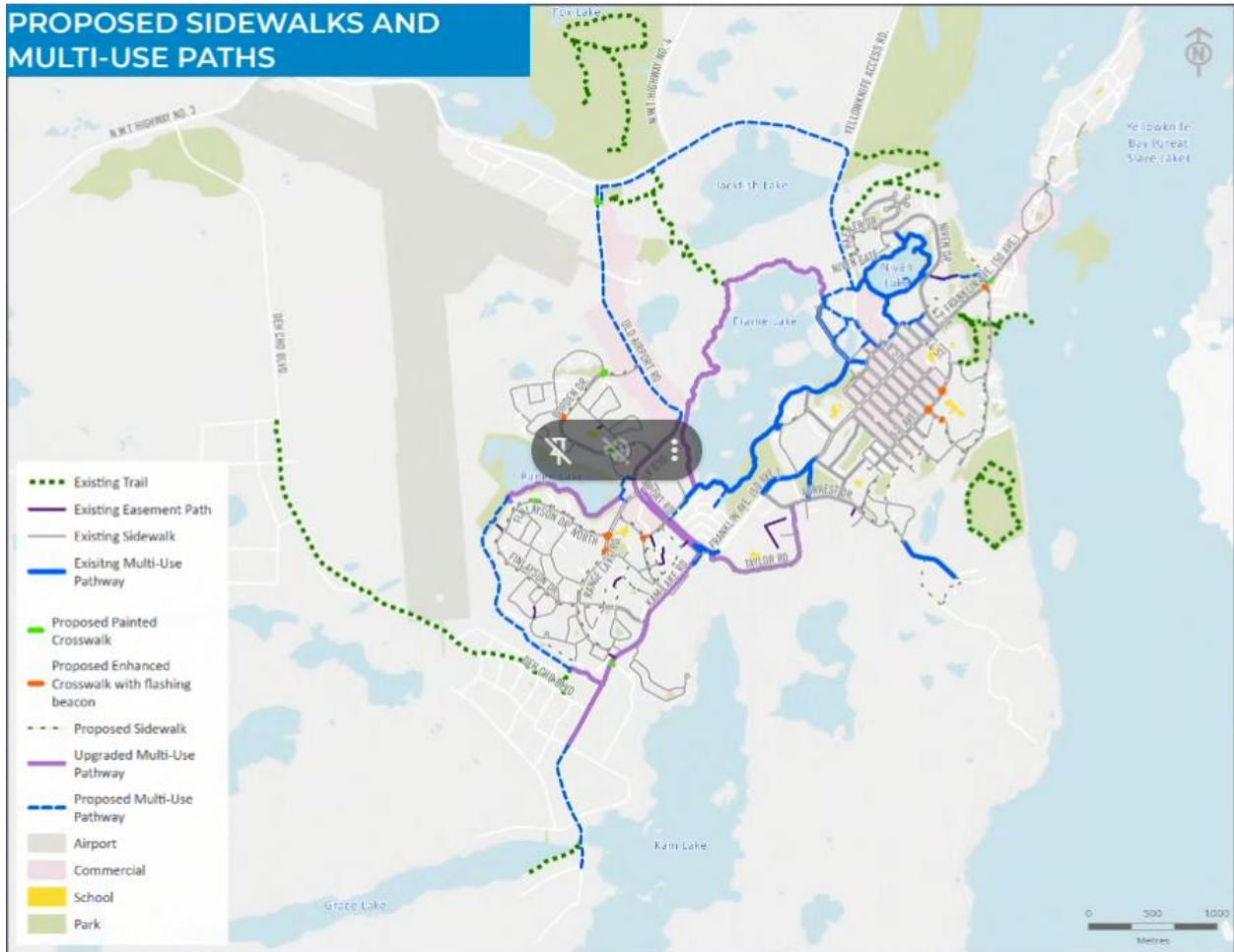
There are also multi-use trails in various parts of the City that are used for snowmobiling and off-highway vehicles such as ATVs. Although the City does not actively maintain these trails, their use by motorized vehicles will continue to be permitted within the municipal bylaws and territorial and federal laws that govern their operation. The City will also work with local organizations and clubs to promote the safe use and enjoyment of these trails.

Active Transportation Policies

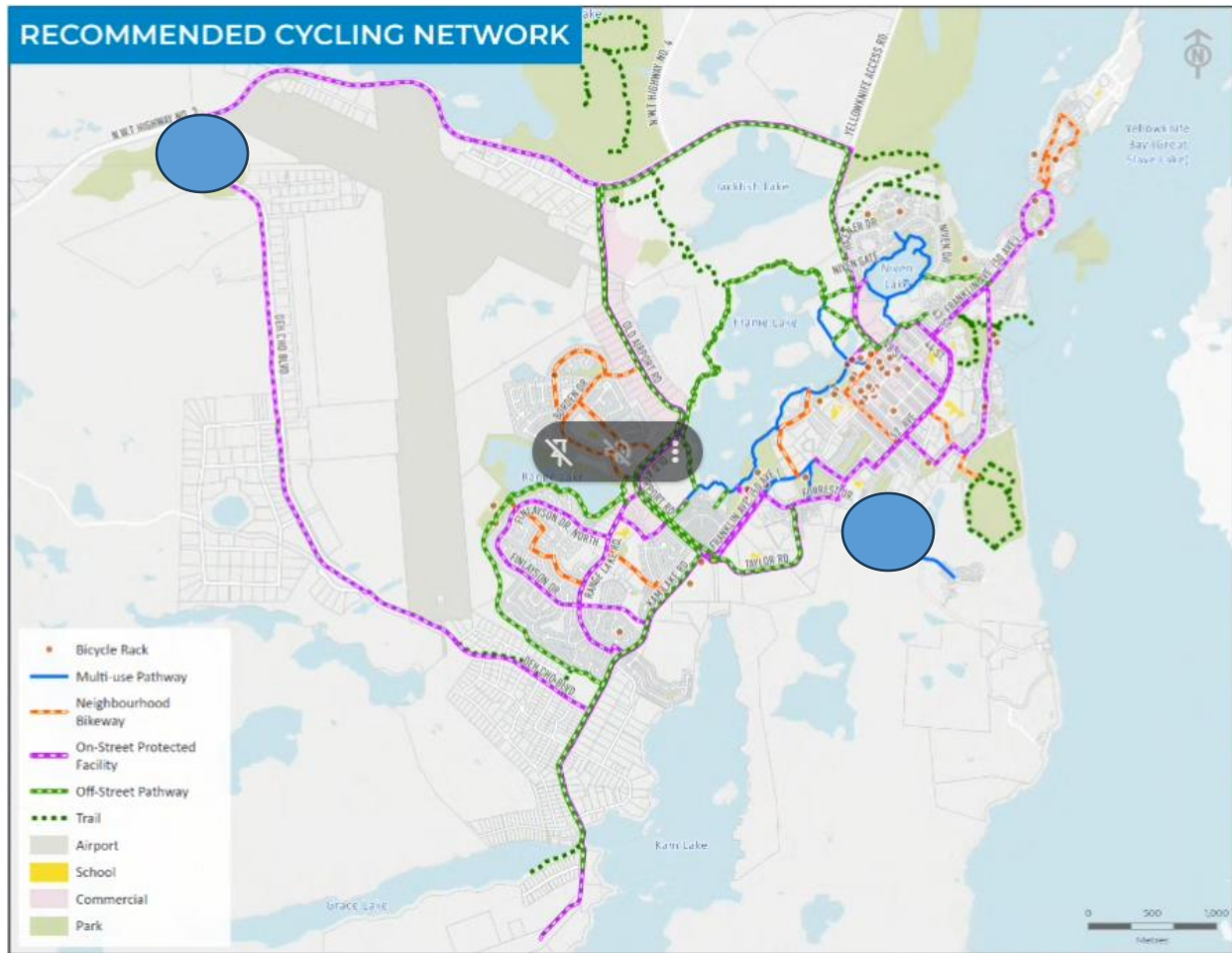
Thematic Goal	Objective Code	Policies
Moving Around YK	MAYK-2	Development at activity nodes shall incorporate dedicated pedestrian and cycling links to transit stops to facilitate inter-modal travel.
	MAYK-3	New development shall participate in active transportation infrastructure upgrades in front of or abutting their development, where warranted, through contribution agreements.
	MAYK-3	Sidewalks and trail networks shall be maintained to connect active transportation infrastructure to all areas of the City. (adapted from 1-a)
	MAYK-3	Construction and reconstruction projects shall enhance roadways, sidewalks, safety barriers, and transit facilities to maximize mobility and access for all.
	MAYK-3	Traffic calming measures shall be implemented to increase safety and convenience for all users and to improve the surrounding environment by reducing motorized vehicle speeds and volumes.
	MAYK-3 MAYK-4	Bicycle lanes may be included in the design of arterial and collector roads.
	MAYK-4	Bicycle and pedestrian route systems shall be continuous, well-signed, and clearly defined.
	MAYK-4	The City shall collaborate with the GNWT to coordinate safety standards where municipal active transportation networks meet territorial highway rights-of-way.
	MAYK-3	New roads and the reconstruction of existing roads shall include safe, convenient, and accessible pedestrian facilities of universal design.
	MAYK-4	Access points to any off-street pathway system shall be well-marked and clearly visible.

Thematic Goal	Objective Code	Policies
	MAYK-4	Dog mushing and motorized multi-use routes shall be protected from encroachment by new development to preserve their long-term community use.
	MAYK-4	Cycling facilities and MUPs shall be designed to accommodate emergency access and essential maintenance functions.
	MAYK-4	New developments and public infrastructure shall incorporate trail enhancements and connectivity to the municipal trail network at the planning stage.
	MAYK-5	Walking and cycling infrastructure shall be constructed to be safe and direct for all ages and abilities. (adapted from 2-a)
	MAYK-5	The transportation system shall be designed to minimize conflicts between vehicular and active transportation facilities.
	MAYK-5	New roads and infrastructure upgrades shall prioritize the safety of vulnerable road users through the use of traffic calming and separated active transportation facilities.
	MAYK-6	New development shall include convenient, accessible, and appealing streetscapes through the provision of wide sidewalks, street furniture, trees, and transit amenities.
	MAYK-3	Connections between schools, recreational facilities, shopping areas, and Employment Areas should be enhanced to support active transportation.
	MAYK-4	Trail and road enhancements should align with established municipal connectivity standards.
	MAYK-3 MAYK-4	Bicycle lanes may be included in the design of arterial and collector roads.

Map 30: Proposed Sidewalks and Multi-Use Paths



Map 31: Recommended Cycling Network



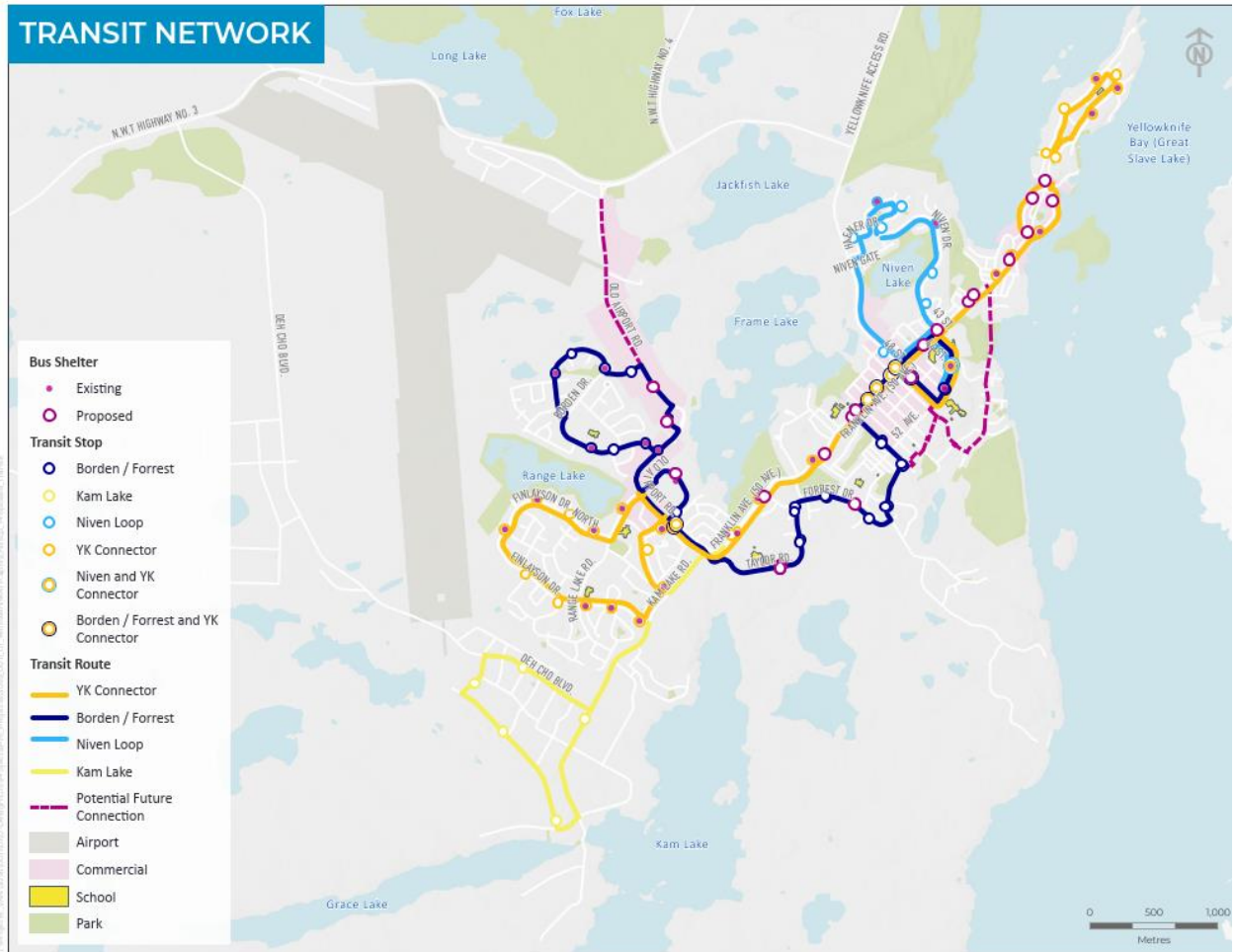
8.3 Public Transit

The City’s public transportation system, as identified on the *Public Transit Map (Map 32)*, consists of a bus network with four regular routes and some alternative transportation for special needs. As the City’s built form changes through infill development and new neighbourhood development, the public transit system will have to adapt to accommodate travel demands and support the reduction of private motorized vehicle use.

Public Transit Policies

Thematic Goal	Objective Code	Policies
Moving Around YK	MAYK-2	Public transit service shall be extended to growth target areas identified for intensification, and to new greenfield residential areas in a phased manner, aligned with the City’s long-range implementation plan.
	MAYK-2	Transit-supportive development in new mixed-use neighbourhoods and intensification areas shall be provided at higher intensities in areas served by transit.
	MAYK-2	Transit corridors shall be served by higher frequency transit, and the movement of transit vehicles shall be prioritized within these corridors.
	MAYK-2	Sidewalks, multi-use pathways, and active transportation pathways shall be designed to provide direct access from the interior of neighbourhoods to transit locations and to connect commercial properties.
	MAYK-2	Movement of public transit vehicles shall be prioritized in transit corridors.
	MAYK-2	Development that interferes with transit infrastructure specified in this Plan shall be prohibited.
	MAYK-2	Public transit service to Yellowknife Airport should be considered.
	MAYK-2	The transportation system should be integrated to support urban growth through improved network connectivity, mid-block links along arterial roads, and convenient inter-modal transfer points.

Map 32: Public Transit Network



8.4 Activity Nodes and Transit Corridors

There are two transit corridors identified on **Map 33**:

1. Franklin Avenue - This Transit Corridor runs from Old Town to the intersection with Old Airport Road; and,
2. Old Airport Road – This Transit Corridor is for the entirety of Old Airport Road to become a transit corridor.

A transit corridor is a corridor of higher intensity development served by frequent transit and anchored by several activity nodes. There are three activity nodes identified in the Franklin Avenue Corridor:

1. Old Town at the corner of Franklin Avenue and School Draw Avenue;
2. Downtown at Franklin Avenue and 48 Street; and,
3. Intersection of Franklin Avenue and Old Airport Road.

There are two planned activity nodes in the Old Airport Road Transit Corridor:

1. Intersection of Old Airport Road and future connection to Frame Lake as identified in **Map 33**; and,
2. Intersection of Highway 3 and Old Airport Road.

Call-out: Activity nodes will be focused around connections between public transit, active transportation infrastructure, while incorporating local landmarks and wayfinding signage. Development in the activity nodes will be higher intensity mixed-use development, where appropriate, with a mix of residential, commercial, and institutional uses.

Development in the transit corridors will incorporate improved active transportation infrastructure and link to existing active transportation networks.

Activity Nodes and Transit Corridors Policies

Thematic Goal	Objective Code	Policies
Growing YK	GYK-3	Development within identified activity nodes shall incorporate a mix of residential, commercial, and institutional uses.
	GYK-4	High-intensity residential and commercial development should be prioritized within the Franklin Avenue and Old Airport Road transit corridors.
Moving Around YK	MAYK-2	Multi-unit and mixed-use developments on transit corridors exceeding 100 units shall contribute to or implement transit infrastructure such as bus stops and active transport infrastructure, where warranted, and shall

Thematic Goal	Objective Code	Policies
		provide barrier-free access to transit corridors. City will provide density bonus where applicable to support transit nodes and its functions.
	MAYK-3	Development within "Complete Street Districts" (Map 32) shall provide a minimum clear sidewalk width of 3.0m and physical buffers between active modes and motorized traffic.
	MAYK-3	New development within transit corridors shall provide active transportation infrastructure that connects to existing municipal networks.
	MAYK-3	New development within transit corridors shall provide facilities and services that prioritize walking, cycling, and transit as universally accessed modes of travel.
Proudly YK	PYK-3	New developments located at activity nodes should incorporate wayfinding and landmark elements to enhance the public realm.

9 MUNICIPAL INFRASTRUCTURE

The City owns and operates a variety of facilities and key infrastructure that is necessary for delivering public services and programs. These facilities are identified on the *Public Amenities Map (Map 34)*. Facilities and infrastructure include water supply and treatment facilities, water and sewer infrastructure, solid waste disposal and lagoon, and recreational facilities. These facilities and services contribute to residents' health and well-being. They are significant factors that influence the quality of life for residents and visitors. It is essential that they are operated and managed sustainably and that they have sufficient capacity to meet the needs of residents now and in the future.

9.1 Water and Wastewater Supply and Treatment Services

The Yellowknife River supplies the City with its drinking water and water for other uses. The water is piped 9 km from the Yellowknife River to the Water Treatment Plant on Yellowknife Bay. The Water Treatment Plant was constructed in 2015 and is designed to satisfy the City's water needs for the next 50 years. The wastewater Treatment Facility consists of a sewage lagoon (Fiddlers Lake) and a wetland filtration area. Once per year, the lagoon is drained and filtered through 13 km of wetlands area before reaching Great Slave Lake.

Piped water and wastewater services are a significant capital cost. To keep costs low for users, higher utilization of the existing systems is required. Infill development will support better utilization of existing infrastructure. Future expansion of the piped infrastructure will have to consider the potential utilization and cost effectiveness in relation to the existing systems. Any consideration for extending piped services will consider the recommendations of required *Water and Sewer Expansion Study*.

It is extremely important that the water capacity and quality of the Yellowknife River is maintained to ensure that the City's water needs are met. Although the watershed of the River is outside of the municipal boundary, the area is protected under the *Area Development Act – Yellowknife Watershed Development Area Regulations (R-019-2003)*. The City will continue to work with other stakeholders to prevent land use activities that could diminish the quantity or quality of water.

Call-out: To ensure the long-term health and safety of the community through the responsible management of water resources, wastewater management and infrastructure. This section establishes the framework for protecting the Yellowknife River watershed as the primary potable water source, while ensuring that wastewater systems, including lagoons and natural wetland treatments, to operate effectively and in compliance with environmental standards. By prioritizing development within serviced areas and aligning municipal growth with infrastructure capacity, these policies safeguard public health, promote fiscal responsibility, and protect the environmental integrity of the surrounding water bodies.

Thematic Goal	Objective Code	Policies
Growing YK	GYK -1	Land use activities within the Yellowknife River watershed shall be managed to prevent negative impacts on water quality. (formally 1a)
	GYK-3	Land uses adjacent to the wastewater lagoon shall be compatible with the facility’s ongoing operation and maintenance. (formally 5a)
	GYK-3	Land uses adjacent to the wetland treatment system shall be compatible with the system’s function and environmental integrity. (formally 5b)
	GYK-4	If the City extends a main line to an area currently on trucked services, the City may offer a "Standard Connection Credit" to incentivize early adoption by offsetting a portion of the connection fee if the property owner switches from trucked to piped services within the first 12 months of availability.
	GYK-4	New Commercial and residential development shall only be located in areas with existing and planned piped water and sewer infrastructure. (formally 3a). New developments shall not receive final approval from the City until the piped water and sewer connections are established.
	GYK-4	Trucked and private water and wastewater services shall only be permitted for new developments located outside the City’s existing and planned service areas, where such developments support worker accommodation, industrial and light industrial uses, commercial operations, or critical services and infrastructure.
	GYK-4	New residential development should be restricted in areas reliant on trucked water and sewer services. (formally 4a)
	GYK-4	If a municipal water or sewer main is located within an applicable distance of the property line, for a new development, connection is mandatory regardless of existing private systems.
	GYK-5	The City may enter into cost-sharing agreements to fund "oversizing" for long-term capacity, establish connection fee recovery mechanisms, or initiate Local Improvement Charges (LIC) for piped service projects in established areas.

Thematic Goal	Objective Code	Policies
	GYK-5	Cost-sharing projects for infrastructure shall align with the City’s 10-year Capital Requirements or the Municipal Development Plan. To qualify, projects must be designed to serve at least two additional parcels beyond the initial development. Costs shall be calculated fairly based on frontage, land area, or capacity flow rate.
	GYK-5	Cost-sharing arrangements shall be formalized in legally binding Development Agreements, after which the City assumes 100% of maintenance costs post-warranty. Latecomer recovery rights typically expire after 10 to 15 years.
	GYK-5	The developer shall be responsible for 100% of the design, permitting, and installation of piped water and sewer extensions required to service a new development.
	GYK-5	All installations shall meet municipal engineering specifications and be turned over to the City upon completion (unless otherwise specified in a Development Agreement).
	GYK-5	Wastewater treatment and effluent discharge into public water bodies shall meet all applicable federal and territorial regulatory standards. (formally 6a)
	GYK-5	Expansion of the piped water and sewer network should be based on a comprehensive evaluation of economic, environmental, and social impacts. (formally 3b)
	GYK-5	Municipal boundary adjustments should be compatible with the long-term operational requirements and capacity of the wastewater treatment system. (formally 5c)

9.1.1 Stormwater Management

Yellowknife's stormwater infrastructure is a specialized network designed to navigate the unique challenges of a sub-arctic environment characterized by discontinuous permafrost and Precambrian rock. The city's network is a hybrid of curb-and-gutter piping, open drainage ditches, and natural wetlands that work together to divert snowmelt and rainfall away from the built environment. This system plays a critical role in protecting the community from localized flooding. Using natural topography and chain of inland lakes the infrastructure manages the flow of surface water toward the Yellowknife Bay Great Slave Lake. Modern management of this network increasingly focuses on environmental stewardship ensuring that runoff is filtered and managed to protect the high water quality while maintaining the structural integrity of the city's roads and building foundations.

The City Yellowknife relies heavily on natural lakes and wetlands that have been integrated into the engineered drainage network to act as massive retention and filtration basins. There are 6 waterbodies used as primary "ponds" to collect, hold, and naturally treat urban runoff before it eventually reaches Great Slave Lake, including:

- **Frame Lake:** Located in the heart of the city, it collects a significant portion of downtown and residential runoff. Its large surface area helps settle sediments.
- **Niven Lake:** Originally used for sewage in the city's early days, it has been reclaimed as a vital stormwater retention and natural treatment constructed wetland for the Niven Lake subdivision.
- **Rat Lake:** Acts as a collection point for the drainage area between the downtown core and the Con Mine site.
- **Range Lake:** Serves as the primary receiving body for the newer residential and commercial "uptown" expansions.
- **Kam Lake:** A major light industrial, commercial and residential drainage basin. It is one of the last stops for much of the city's western runoff before it enters the larger lake systems.
- **Grace Lake:** Primarily services the newer light industrial, commercial and residential developments on the city's southern edge.

Call-out: The primary purpose of the City's stormwater management and facilities is to protect public safety, private property, and the environment from the impacts of surface runoff. The City's facilities, serve three core functions: flood mitigation, protecting water quality and protecting structural integrity of the City's transportation and infrastructure networks. By managing stormwater as a functional utility, the City ensures that urban growth remains compatible with the natural hydrology of the North.

Thematic Goal	Objective Code	Policies
Growing YK	GYK-1	Stormwater discharge into natural water bodies shall meet applicable environmental quality standards.
	GYK-6	New Infrastructure shall be designed to minimize peak runoff rates to pre-development levels.
	GYK-6	Industrial and commercial land uses shall implement spill containment and pre-treatment measures for stormwater runoff.
	GYK-6	Surface drainage patterns should be maintained or enhanced to prevent localized flooding on adjacent properties.
	GYK-7	Development should incorporate Low Impact Development features to promote on-site infiltration.
	GYK-7	Natural wetlands and vegetation may be utilized as part of a managed stormwater treatment train.
Living in YK	LYK-5	Multi-unit residential and large-scale commercial development should demonstrate that post-development runoff does not exceed the capacity of the municipal stormwater system.

9.2 Solid Waste Disposal

The City operates a Solid Waste Facility (SWF). This facility handles almost all of the waste generated in the City. In 2017, approximately 24,000 tonnes of solid waste was landfilled at the SWF. The City is in the process of diverting organic waste from the landfill and processing it so that it can be used as cover at the landfill. Through its recycling programs and initiatives, the City is also working to divert other streams of waste out of the landfill to extend the life of the existing landfill cells.

The City shall maintain sufficient capacity at the Solid Waste Facility (SWF) to accommodate future growth. Following the 2025 land acquisition from the GNWT, the City will manage these expanded lands to ensure the long-term waste disposal needs of the community are met. The City will continue its efforts to divert waste from the landfill through increased composting and separating out recyclable materials.

Call-out: The Yellowknife Solid Waste Facility serves as the central hub for environmentally responsible waste processing and disposal for the city’s residents and commercial sectors. The facility’s primary mandate is to ensure the community has access to long-term, sustainable waste solutions while minimizing the environmental footprint of our garbage.

Thematic Goal	Objective Code	Policies
Living in YK	(LYK-5)	Sufficient land should be preserved to accommodate long-term waste management and landfill requirements. (formally 1a)
	(LYK-5)	Landfill capacity shall be maintained through the establishment of new cells prior to the exhaustion of existing cell volume. (formally 1b)
	(LYK-5)	Multi-unit residential buildings and businesses that generate organic waste shall provide on-site compost collection.
	LYK-4 LYK-5	Collaborative partnerships with Indigenous Governments and Organizations shall prioritize innovative waste diversion initiatives that reduce landfill impact and promote circular economy practices.