

TOWN OF INUVIK

# Draft Community Plan



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## Definitions

Aerodrome	Means a place where aircraft operate, typically with fewer facilities than an airport. Within this Plan, Aerodrome refers to the Shell Lake Aerodrome.
Area Structure Plan (ASP)	Means a planning document that provides additional detail to the development of specific areas.
Central Townsite	Means the area within the Town of Inuvik boundary that is serviced through the piped utilidor system, and the majority of people live. Excludes Shell Lake, the Airport, and areas identified as Hinterland.
Community Planning and Development Act (Act)	Means the territorial act that outlines the processes for community planning and development and for the subdivision of land.
Cultural and Traditional Practices	Means activities relating use of land in a manner similar to ancestral practices including but not limited to hunting, trapping, and ceremonies.
FireSmart	Means the practices and principles established by FireSmart Canada to increase resilience to wildfire.
Gwich'in Comprehensive Land Claim Agreement	Means the treaty between the Gwich'in and the Government of Canada, that provides certainty and clarity with respect to ownership and use of land and resources in the Gwich'in Settlement Area.
Gwich'in Settlement Area	Means the portion of lands within the Gwich'in Settlement Region identified as part of the Gwich'in Comprehensive Land Claim Agreement.
Hinterlands	Means the primarily natural areas outside of the built-up area of the Town of Inuvik. Hinterland areas are identified on Schedule A, Land Use Concept.
Inuvialuit Final Agreement	Means the comprehensive land claim agreement between the Inuvialuit and the Government of Canada that provides certainty and clarity with respect to ownership and use of land and resources in the Inuvialuit Settlement Region.
Inuvialuit Settlement Region	Means the lands designated for the Inuvialuit under the Inuvialuit Final Agreement.
Nuisance Impacts	Means negative impacts to adjacent and nearby landowners resulting from the use of a land. May include noise, smells, fumes, traffic, etc.
Recreational Cottage	Means residential properties located away from the Central Townsite. Typically, these properties are not lived in year-round.

## 1.0 Introduction

### 1.1 Purpose of the Plan

This document is the Community Plan (Plan) for the Town of Inuvik (Town). The purpose of this document is to serve as a long-range planning document to guide development in the Town over the next 20 years.

This Plan has been developed with input from residents and stakeholders, municipal staff, the Gwich'in and Inuvialuit Nations, as well as public interest groups. This Plan has been prepared and approved in accordance with the *Cities, Towns and Villages Act* S.N.W.T (2003), c22 as amended, and the *Community Planning and Development Act*, S.N.W.T (2011), c22 as amended.

The Plan is intended to be a 'living document' and may be updated from time to time in accordance with Section 7.5 - Monitoring and Reviews. The Plan does not set priorities for Council and should be monitored and reviewed on a regular basis so that it continues to reflect the needs of the Town.

### 1.2 Vision



#### Community Plan Vision

The Town of Inuvik is an active and welcoming community. We are an inclusive community that respects the Gwich'in and Inuvialuit culture, language, and traditions. We promote healthy families and a safe community. The Town is walkable and accessible and provides opportunities for recreation and dedicated green outdoor space that can be utilized year-round. We seek opportunities to foster social integrity, economic development, and environmental sustainability. We serve to balance the needs of residents while providing opportunities for tourism and economic growth.

### 1.3 Goals and Strategic Objectives

The following goals and objectives are guiding statements for the Plan and are used to support municipal decision-making in the Town. Development is also subject to the provisions of the Town's Zoning Bylaw and other municipal, territorial regulation and legislation further described in Section 1.4.

The goals of this Plan include:

- Provide specific objectives and policies that will guide future development while considering overall Town growth and the effect development has on existing municipal services;
- Establish the type and location of future community growth including re-development within Inuvik;
- Establish land use objectives and strategies that will guide Council on decisions with respect to land use development, by describing locations for development and redevelopment to meet future needs;
- Identify available land for various of land uses to meet demand and allow for economic development and growth;
- Provides opportunities for various modes of transportation within Inuvik;
- Protect cultural and environmentally sensitive lands;
- Promote compact development that allows the Town to provide municipal services efficiently; and,
- Provide community facilities appropriate for people of all ages and income levels and located throughout the Town to encourage active living and community spirit.

The overall objectives of the Plan, based on community input, are to:

1. Provide specific objectives and policies that will guide future development taking growth and the effect on existing municipal services into account;
2. Establish the type, location and rate of future community growth including re-development within Inuvik; and,
3. Establish land use objectives and strategies that will guide Council on decisions with respect to land use development, by describing locations for development and redevelopment to meet future needs.

## 1.4 Authority & Regulatory Framework

This document is the Town of Inuvik Community Plan. It has been prepared in accordance with the Community Planning and Development Act, S.N.W.T. (2011) c22 as amended (the Act). This Community Plan replaces the previous Community Plan (Bylaw 2582/P+D/15).

The Town of Inuvik resides within both the Gwich'in Settlement Area and Inuvialuit Settlement Region and policies within the Gwich'in Comprehensive Land Claim Agreement (1992) and Inuvialuit Final Agreement (1984) apply to the Town of Inuvik.

## 1.5 Plan Format

The Community Plan consists of various parts, being:

- The Community Plan itself, which lays out the goals, objectives and policies referred to in **Section 1.3**. This section should be read in conjunction with the Land Use Concept Maps.
- Schedule A - Provides a series of Land Use Concept Maps that divide the community into areas that are suitable for different types of development. The Land Use Concept Maps should be read in conjunction with the goals, objectives, and policies of the plan.
- Schedule B - Includes the Background Report which lays out the research, statistics and land analysis that helped inform the Community Plan.
- Schedule C - Includes the What We Heard Report which summarizes the engagement activities and feedback used to inform the Plan.

## 1.6 Plan Interpretation

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

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

## 1.7 Adoption and Amendments

A bylaw to adopt a community plan must receive first and second reading before Council may submit the plan to the Minister of Municipal and Community Affairs for approval. A Community Plan has no effect unless it is approved by the Minister and adopted by Town Council by bylaw.

This Plan is intended to be flexible and accommodate a variety of development activities that will support changes in the local economy and population over the next 20 years. Larger amendments to the Plan, including changes to the vision, goals, objectives, land use designations or maps may require approval from the Minister. Minor changes such as grammatical and changes can be made by Town administration but should be shared with the Minister for information.

The Plan should be monitored and reviewed on a regular basis so that it continues to reflect the needs of the Community. Guidance for how the Plan will be monitored and reviewed is discussed in Section 7.5, Monitoring and Reviews.

## 1.8 Plan Circulation

Once adopted, the Community Plan should be circulated to make sure community members and relevant stakeholders are aware of the plan and that their decisions can be coordinated with the goals and objectives of this Plan. To best implement the Plan, it is important that the primary developers and Government of the Northwest Territories (GNWT) departments that administer land and support community development are aware of it. This includes but is not limited to:

- Aurora College;
- Department of National Defense;
- Environment Canada;
- Gwich'in Land and Water Board;
- Gwich'in Investment Corporation;
- Gwich'in Renewable Resources Board;
- Gwich'in Tribal Council; Inuvialuit Development Corporation;
- Inuvik Native Band;
- GNWT Department of Municipal and Community Affairs;
- GNWT Department of Education, Culture and Employment;
- GNWT Department of Infrastructure;
- NWT Housing Corporation;
- NWT Power Corporation; and,
- Mike Zubko Airport.

## 1.9 Community Involvement

Public participation is an important part of community planning. Throughout the process of developing the Community Plan, community members and political leaders were engaged to obtain their views, opinions, and concerns. Effort should be made to continue to provide public information about development activity as well as provide opportunities for feedback.

More information on the engagement conducted to support the development of this Plan and a summary of feedback received are described in Schedule C - What We Heard Report.



## 2.0 Town Context

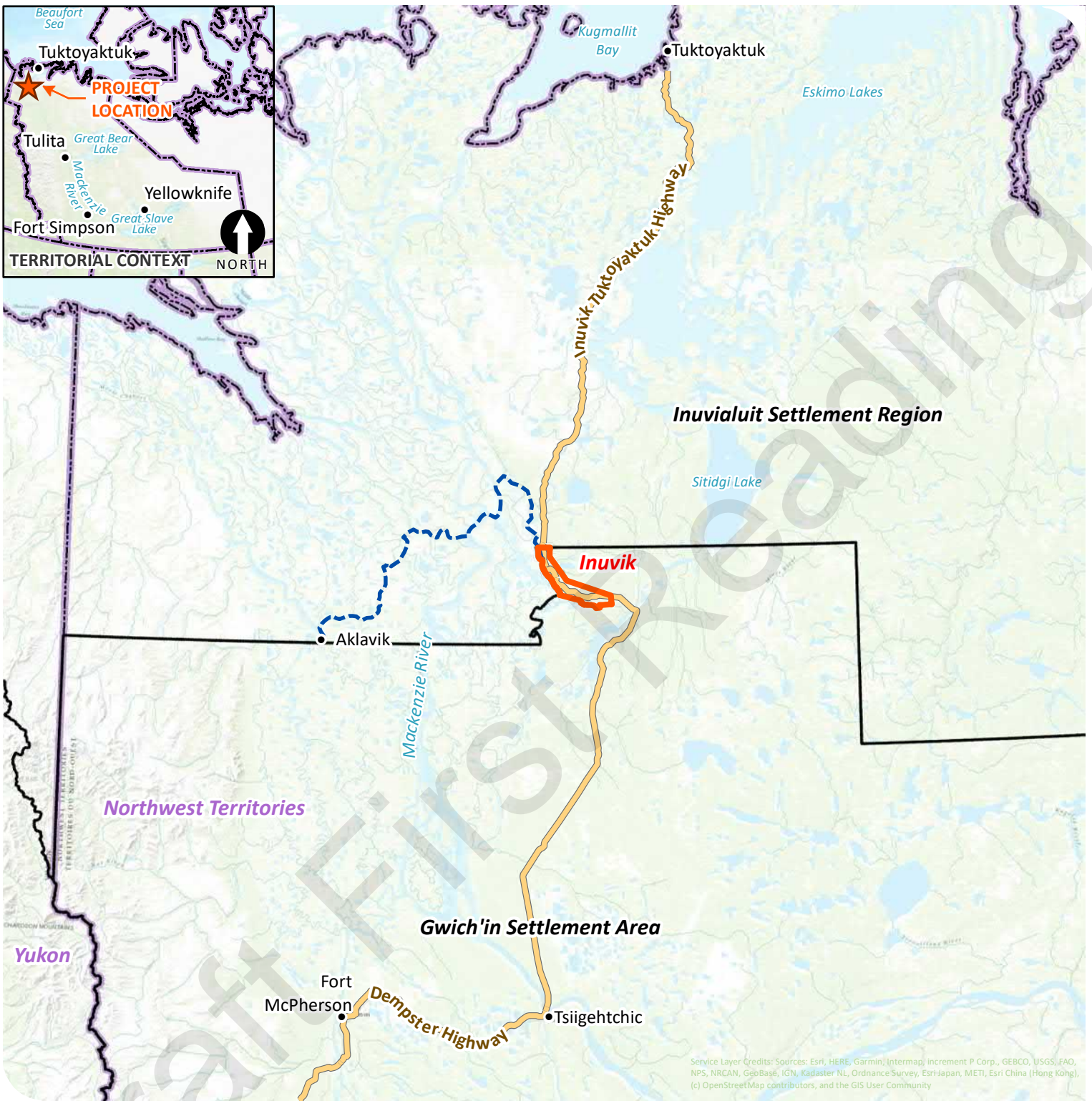
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The following sections provide a brief overview of the Town identity that influences the objectives and policies of this plan. Schedule B - Background Report provides detailed information on community features and elements that influence the planning of the Town.

The Town of Inuvik is located on the East Channel of the scenic Mackenzie Delta in the Beaufort Delta region of the Northwest Territories. It is the gateway to the Beaufort Delta, with the Arctic Ocean to the north and the Richardson Mountains to the west. It is the largest Canadian community north of the Arctic Circle with a population of approximately 3,000 residents. The Town lies within the Gwich'in Settlement Area and Inuvialuit Settlement Region.

Inuvik was originally developed with a reasonably compact downtown business core. The residential areas radiate outward from the central core area towards a perimeter collector road. A considerable amount of undeveloped land remains between the current margins of developed residential districts and the perimeter collector road.

Please see the following page for the Regional Context Map.



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

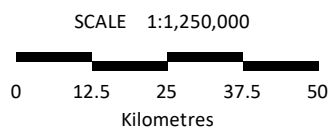
**TOWN OF INUVIK**  
Northwest Territories

COMMUNITY PLAN

**REGIONAL CONTEXT**

FIGURE 1

- Municipal Boundary
- Highway
- Winter Road
- Territorial Boundary
- Settlement Lands



PROJECT:	23-6390
STATUS:	DRAFT
DATE:	2023-09-27

MAP DRAWING INFORMATION:  
DATA PROVIDED BY GNWT, TOWN OF INUVIK,  
DILLON CONSULTING LTD.

MAP CREATED BY: LK  
MAP CHECKED BY: CRS / ABW

MAP PROJECTION: NAD 1983 Northwest Territories Lambert

FILE LOCATION: K:\2023\236390\Project\Clean\Community\_Plan\236390\_F1\_ContourMap.mxd

## 2.1 Community Identity

### 2.1.1 History

Inuvik is the Northwest Territories' first planned community. The Town of Inuvik was established in 1953 as a replacement administrative center for the hamlet of Aklavik, west of the Mackenzie Delta, which was limited due to flooding and no room for expansion. Originally, the community was designated as "East Three" because it was the third site that government surveyors looked at. The site for the Town was selected for its large flat terrain with room for expansion, access to a navigable waterway, tree cover and gravel supply. New Aklavik, was renamed to Inuvik in 1958, meaning "place of man" or "place of people." Inuvik achieved village status in 1967 and became incorporated in 1979.

### 2.1.2 Population

Inuvik's population has been closely tied to local industry, rising during 'boom' cycles and decreasing during 'busts'. The population of Inuvik has remained steady between 3000 and 3500 people from 2013 to 2022. Since 2012, Inuvik has seen a small but steady decline in population. The NWT Bureau of Statistics projects future population declines for Inuvik, following trends within the Beaufort Delta Region.

Inuvik has a mix of Aboriginal and non-aboriginal residents. As of the 2021 Census, 1990 people identified as Indigenous including Inuvialuit, Gwich'in, Metis and other First Nations.

There is a small, but significant shadow population that includes students and researchers studying or visiting Aurora College or the Aurora Research Institute and construction workers who reside in Inuvik from time-to-time. Being a regional hub and government center means that additional people may be in Inuvik for temporary work or other reasons.

### 2.1.3 Housing

Inuvik has 1,165 households, with an average of 2.5 persons per household. Homeownership has remained relatively stable since 2010, yet lower than the territorial rate of home ownership. The percentage of households in core need has increased from 11% in 2000 to 19.4% in 2019.

Housing affordability and housing adequacy (adequate homes are considered to have running water and no need for major repairs) are significant challenges in Inuvik. Similar to many areas in the NWT, there is a need for more homes in Inuvik. Homelessness is also a factor impacting Town residents.

### 2.1.4 Economy

The Town of Inuvik was on the brink of significant economic development from oil and gas resources in the Beaufort Sea, however, these prospects failed to materialize. The Town's economic challenges include extremely high utility and heating prices, rising unemployment rate, decreasing population, and a shrinking business sector. Many of the downtown commercial buildings sit empty. The Territory has also been stagnating as market demand for exports has decreased.

With the addition of the Inuvik-Tuktoyaktuk Highway, Inuvik is well situated for tourists traveling to the Arctic Ocean. Inuvik is able to offer fishing hunting, camping and other recreational opportunities for locals and visitors. Inuvik can grow its service industry to better capture the needs of visitors to the community.

Inuvik is also home to the Aurora Campus, which includes a post-secondary facility and the Western Arctic Research Centre which facilitates a variety of northern arctic studies and research. These facilities bring in a steady population of scientists and academics visiting the region to conduct research.

The Town is strategically located for antenna facilities to access satellites. Two satellite facilities currently operate within Inuvik including the Inuvik Satellite Station Facility, which is operated by the Canadian government. These facilities access satellites for a variety of purposes including communication, weather monitoring, and defense. There are opportunities to grow existing facilities and Inuvik, with the airport and other resources is a desirable location for new similar industries to develop.

### 2.1.5 Transportation

The Dempster Highway links Inuvik to the Yukon highway system. The Inuvik-Tuktoyaktuk Highway opened in November 2017 and connects the Town to the Arctic Ocean. Within the town, most roads are paved, but there are limited sidewalks and trails. During winter months, the Town is also accessible via the Aklavik Ice Road.

The Ministry of Transportation of the Government of the Northwest Territories operates Inuvik's Mike Zubko Airport (YEV) located 14km outside of the Town Centre but within the municipal boundary. The Shell Lake Water Aerodrome (TC LID: CEE3) is located on Shell Lake and is used by float planes and is operational during the summer months. The Department of National Defense and the Airport have plans to grow and expand the airport in upcoming years including a new terminal building and runway expansion.

The Mackenzie River has been an important transportation route to and from Inuvik since its inception and continues to be in use today. Goods are transported by barge along the river, with staging areas in the Town of Inuvik.



## 2.1.6

**Utilities**

Homes within Inuvik are heated by both oil and gas, depending on the system of the house. Oil and gas are trucked up to the Town along Dempster Highway. Most properties within Inuvik receive municipal utilities through elevated utilidors. Both water and sewer are provided to residences and businesses through the utilidor network. Service connections exit each building above the ground and connect to the utilidors. The utilidors are located in a designated right of way that is also used for the power lines. The utilidors create some unique considerations to development; new road crossings must also bridge the utilidors, and most properties in Town do not have rear yard access, as the space is needed for the utilidor.

The utilidor system does not extend outside of the Central Townsite. Properties outside of the Central Townsite rely on trucked services.

## 3.0

## General Objectives and Policies

This section outlines objectives and policies that shall apply to all land uses and development within the Town of Inuvik.

## 3.1

### Transportation

The purpose of this section is to establish policies for a transportation system within the community, which are safe, efficient, and appropriate for motorized/electric vehicles, bicycles, and walking.

Inuvik has a well-established vehicular road network and benefits from connection to the territorial highway system. While there are some sidewalks and informal trails throughout town, it is important that objectives and policies address movement through the community and identify strategies for improving access. The community is also reliant on the Mackenzie River as an important transportation route with multiple private and public access points including a Village-managed boat launch. Specific policies regarding the airport and aerodrome are described in Section 4.8.

Objectives	Policies
1. Maintain safe and efficient vehicular traffic flow throughout Town	<ol style="list-style-type: none"> <li>Municipal roads will be designed and maintained in a manner that is consistent with best practices, to the satisfaction of the Town.</li> <li>The Town may consider parking improvements in the Downtown Core including but not limited to barrier free parking stalls and angle parking on Mackenzie Road.</li> <li>The Town will continue to encourage dust suppression and paving where possible.</li> </ol>
2. Provide vehicle access from roads for all developed land.	<ol style="list-style-type: none"> <li>All developed lots shall have physical and legal access to a road, which may include a culvert, if required by the Town.</li> </ol>
3. Improve Active & Alternative transportation within Inuvik	<ol style="list-style-type: none"> <li>Sidewalks, crosswalks, street lighting and other pedestrian improvements shall be considered as part of any new road construction, repair and/or improvements.</li> <li>Safe bicycle and pedestrian travels shall be considered as part of any new road construction, repair and/or improvements.</li> <li>Council shall assess the demand for a community bus system or other public transportation options.</li> <li>The Town may consider the installation of steps over the utilidor to improve pedestrian connectivity through the Town.</li> </ol>

Objectives	Policies
4. Develop walking paths and formal trail connections throughout Town.	a. Formal trails and connections shall be considered as part of any new land development including subdivisions. b. Formal trails and connections may be considered as part of municipal improvements.
5. Allow access to Shell Lake, Dolomite Lake, McKenzie River, and other waterways.	a. Where possible public access will be provided to shorelines within Town. b. Where possible Municipal boat launch facilities shall be provided and maintained within Town.
6. Regulate commercial access to the Mackenzie River.	a. Businesses shall require a development permit in order to access the river for commercial or industrial purposes.

## 3.2 Utilities and Servicing

The purpose of this section is to establish policies for the development and use of municipal utilities for lands within the Town. The policies here serve to support and maintain the current utilidor system as well as establish alternative servicing options for properties outside of the utilidor system. Expansions to municipal utilities may be required as the Town develops, and utility expansions should be executed in accordance with the policies of this section.

Objectives	Policies
1. Provide a high standard of municipal water and wastewater services to all developed lands.	<ul style="list-style-type: none"> <li>a. All developed lots shall have water and wastewater services subject to municipal standards.</li> <li>b. Council may consider an Off-site Levy Bylaw to fund municipal infrastructure.</li> <li>c. Council may require a servicing study to identify the capacity of the utilidor system, mapping of key infrastructure, and identify a timeline for infrastructure replacement.</li> </ul>
2. Provide safe access to connect equipment to the utilidor and utilidor access to buildings.	<ul style="list-style-type: none"> <li>a. All developed lots shall be designed for the efficient and safe delivery of water and wastewater services.</li> <li>b. The utilidor system shall be maintained and regularly inspected.</li> <li>c. The Town may execute enforcement for private property owners who encroach into the utilidor right of way.</li> <li>d. The Town shall maintain access to and vegetation growth within the utilidor lines.</li> </ul>
3. Require lots with access to the utilidor system to connect to municipal services.	<ul style="list-style-type: none"> <li>a. All developed lots in Town eligible for utilidor servicing shall be serviced by the utilidor for water and wastewater.</li> <li>b. Council may permit trucked water and wastewater services for those lands outside the utilidor system including properties at Shell Lake.</li> <li>c. Recreational Cottage developments shall not be serviced by the Town.</li> </ul>
4. Limit new development away from built areas.	<ul style="list-style-type: none"> <li>a. Council shall discourage new subdivisions in locations that are not adjacent to existing municipal services unless alternative adequate servicing can be accommodated.</li> </ul>
5. Investigate alternatives to the utilidor	<ul style="list-style-type: none"> <li>a. The Town may explore opportunities to provide services to the Central Townsite that do not include the utilidor subject to financial and sustainability review.</li> </ul>



### 3.3 Environmental Considerations

The natural environment surrounding Inuvik is experiencing rapid change. Changing climate conditions will significantly impact the community, resulting in warmer temperatures, greater precipitation, and more freeze/thaw cycles.

The increase in freeze/thaw cycles will result in greater ground movement, leading to a need for more frequent maintenance of infrastructure such as roads and pipes. As well, a warming climate may result in drier conditions and more risk of forest fires. Later freeze-ups and earlier spring thawing will also result in shortened ice road seasons, and unpredictability of wildlife movements. The changes are impacting Town infrastructure. It is important that new development occurs with awareness of the changing climate and be adapted to these conditions.

Objectives	Policies
1. Sites are assessed for suitability prior to development approval.	<ul style="list-style-type: none"> <li>a. Locations for new development shall be assessed for site conditions including ground movement.</li> <li>b. Site specific studies and reports, including geotechnical investigations may be required prior to issuing a decision on a development.</li> </ul>
2. Follow best practices for developing land on permafrost and climate change adaptation measures.	<ul style="list-style-type: none"> <li>a. New development shall follow the most current version of the National Building Code (NBC), National Energy Code for Buildings (NECB), best practices identified by the Government of the Northwest Territories and supporting agencies, and the Northern Infrastructure Standardization Initiative.</li> </ul>
3. Promote sustainable building practices.	<ul style="list-style-type: none"> <li>a. Where possible, development should follow sustainable building practices and technologies such as Firesmart.</li> <li>b. The Town should undertake a Hazard Identification Risk Assessment. The outcomes of this assessment should be integrated into Town Policy, including this Community Plan.</li> <li>c. Council may consider the development of incentive programs to support environmentally conscious construction materials and practices.</li> </ul>
4. Encourage local food production.	<ul style="list-style-type: none"> <li>a. Where appropriate, food production practices shall be allowed within the Town (including agriculture, greenhouses, and traditional practices such as harvesting and trapping).</li> </ul>

Objectives	Policies
5. Protect the waterbodies within the Town from development impacts.	a. No permanent development shall be considered within the high-water mark, or setback noted in Schedule A below of the Mackenzie River (East Channel), Three Mile Lake or Hidden Lake unless authorized by Council. b. Setbacks protecting bodies of water from the impacts of development shall be established in the Town's Zoning Bylaw.
6. Maintain natural vegetation and site conditions.	a. Development on sites greater than 2 hectares shall include areas of natural landscaping including drainage paths, trails, and other open spaces.
7. Proper storage of hazardous materials.	a. Fuels and other hazardous materials shall be appropriately setback from property lines in accordance with the Zoning Bylaw and stored according to Territorial regulations.

## 4.0

## Land Use Designations

The Land Use Concept Maps found in Schedule A of this Plan outline the locations of each land use designation. These maps should be read together with the text of the Plan. Each land use zone described here includes an overview statement, objectives and policies respecting the use and management of the lands that fall under that particular zone.

For the purpose of this Community Plan, the following land use zones are hereby established:

	Land Use Designations
R	Residential
C	Commercial
DT	Downtown
CU	Community Use
ID	Industrial
RO	Recreation and Open Space
ESA	Environmentally Sensitive Areas
A	Airport
SA	Special Areas
H	Hinterland
FR	Future Residential Areas
FI	Future Industrial Areas
FGA	Future Growth Areas

Where uncertainty arises as to the precise location of the boundary of any land use, the following rules shall apply:

1. Where land use boundaries appear to follow lot lines shown on a plan of subdivision, such lot lines shall be deemed to be the boundary.
2. Where land use boundaries appear to follow roads, such boundaries shall be deemed to follow the centerline of the road allowance.
3. Where land use boundaries appear to follow the shoreline of water bodies, such boundaries shall be deemed to follow the shoreline.

## 4.1

**Residential**

The residential areas identified on the Land Use Maps on Schedule A include where both existing and future residential uses shall be directed. A mix of housing types should be available to provide a variety of housing options. Non-residential uses may be appropriate within residential areas where the use supports the neighbourhood including:

- Parks and areas for recreation;
- Home occupations;
- Convenience stores; and,
- Other similar uses.

Objectives	Policies
1. Provide enough land to meet demand for residential development over the next 10 years.	<ul style="list-style-type: none"> <li>a. The Town shall maintain an inventory of land identifying where dwelling units can be built.</li> <li>b. Where possible, the Town will partner with external groups to expand available residential land and homes.</li> </ul>
2. Promote a livable community through a variety of housing types.	<ul style="list-style-type: none"> <li>a. Council shall encourage a mix of housing types.</li> <li>b. Residential subdivisions should include parcels of various sizes to support the development of various housing types.</li> <li>c. The Town shall explore opportunities to improve housing availability including housing for students and seniors.</li> </ul>
3. Increase Park spaces and maintain existing parks.	<ul style="list-style-type: none"> <li>a. New residential areas shall be planned to include parks, trails, open spaces and/or other public spaces.</li> </ul>
4. Promote accessibility and aging in place.	<ul style="list-style-type: none"> <li>a. The Town may explore opportunities to improve public infrastructure to support accessibility (such as ramps sidewalks)</li> <li>b. New multi-dwelling residential development should incorporate accessibility and aging in place considerations in their design.</li> </ul>
5. Allow for non-residential uses in residential neighborhoods.	<ul style="list-style-type: none"> <li>a. Commercial businesses that are compatible with a residential neighborhood shall be supported in accordance with the policies of the Zoning Bylaw. Such compatible uses may include home occupations and mixed-use buildings.</li> </ul>
6. Limit development in proximity to nuisance facilities.	<ul style="list-style-type: none"> <li>a. No developments used for human habitation will be allowed within 450 metres of a solid waste disposal facility or sewage lagoon.</li> <li>b. New residential development shall not be permitted in Industrial areas.</li> </ul>



Objectives	Policies
7. New development does not exceed the utility capacity of the Town.	<ul style="list-style-type: none"> <li>a. Redevelopment and densification through residential infill shall be supported, subject to servicing capacity.</li> <li>b. Residential properties located on Shell Lake shall rely on trucked-in services until such a time that the Town explores expanding their municipal services.</li> </ul>

## 4.2 Commercial

Commercial land uses include areas intended for businesses that provide services to the general public. Commercial lands are anticipated to have increased levels of traffic and noise than residential zones. Inuvik benefits from a variety of commercial uses that are primarily located in the Town and provide a variety of lot sizes to appeal to different businesses. Lands adjacent or near to the Dempster Highway are well situated for types of commercial uses that service visitors and heavy equipment.

This section includes policies for general commercial consideration as well as policies specific to highway commercial areas.

### 4.2.1 General Commercial Objectives and Policies

This section describes policies that apply to all commercial zones within the Town of Inuvik.

Objectives	Policies
1. Improve accessibility to commercial areas for residents.	<ol style="list-style-type: none"> <li>Walking infrastructure linking residential to commercial zones and between different commercial zones should be improved.</li> <li>The Town may require, as a condition of approval, that new commercial developments include the requirement to improve pedestrian access to and from residential areas.</li> </ol>
2. Encourage a greater diversity of commercial uses.	<ol style="list-style-type: none"> <li>The Town will support a variety of commercial uses in the community by providing a flexible permitting process.</li> <li>New commercial subdivisions should provide a variety of lot sizes to support businesses of various sizes and intensity.</li> <li>Commercial uses that require more parking space or direct highway access will be encouraged to locate near to the Dempster Highway.</li> </ol>
3. Allow for multi-purpose buildings within the Town.	<ol style="list-style-type: none"> <li>The Town will develop flexible zoning regulations that support the development of multi-unit and/or mixed-use buildings.</li> </ol>

### 4.2.2 Highway Commercial Objectives and Policies

The policies in this section are specific to commercial areas adjacent to the Dempster Highway and describe specific considerations for development in these areas. Highway Commercial uses are highly visible and should maintain a high standard of appearance and accessibility. This district will service uses that benefit from easy access to major roadways and provide services to the travelling public.

Objectives	Policies
1. Develop highway commercial services adjacent to the Dempster Highway.	a. The Town will work with development stakeholders to develop a plan for highway commercial development adjacent to the Dempster Highway.
2. Require safe access to commercial developments from Dempster Highway.	a. All commercial developments involving a new access directly from Highway 3 shall not be approved by the Town without an approved highway access permit issued by the Government of the Northwest Territories Department of Infrastructure.
3. Consider nuisance impacts of commercial developments.	a. The Town will review applications for new commercial development for impacts to neighboring properties and may require mitigation to reduce any potential impacts.
4. Maintain a high standard of appearance.	a. Outdoor storage associated with development adjacent to the Dempster Highway shall be appropriately screened.

## 4.3

## Downtown Core

Downtown is a special mixed-use district that allows for a variety of commercial and residential uses. The extent of the Downtown zone is illustrated in Schedule A. The uses in the Downtown zone should service the needs of the general public and may include businesses such as restaurants, retail, and professional services.

The Downtown zone is also appropriate for residential uses when provided in mixed-use buildings on the second storey, live-work units, or multi-unit structures. Existing single-use parcels in the Downtown including detached dwellings may be permitted to remain until such a time as they are redeveloped.

Objectives	Policies
1. Encourage mixed-use buildings in the Downtown.	<ul style="list-style-type: none"> <li>a. Residential uses in mixed use buildings shall be located above commercial uses.</li> <li>b. Access to residential uses should be provided from Main Street.</li> </ul>
2. Maintain a pedestrian-oriented Downtown.	<ul style="list-style-type: none"> <li>a. The Town will maintain sidewalks and pedestrian access in the Downtown.</li> <li>b. The Town will explore opportunities to incentivize landowners to upgrade public-facing property, to improve the public realm in the Downtown.</li> <li>c. Access to off-street parking should be oriented away from Main Street, where possible.</li> </ul>
3. Discourage single detached dwellings Downtown.	<ul style="list-style-type: none"> <li>a. Existing single-detached dwellings may continue to exist until such a time as they are redeveloped, at which point they should transition to higher intensity commercial or mixed-use development.</li> </ul>
4. Maintain a high standard of appearance.	<ul style="list-style-type: none"> <li>a. Outdoor storage within the Downtown Zone shall be discouraged unless appropriately screened.</li> </ul>



## Industrial

The Industrial land use designation is intended to capture land uses which involve primary or secondary manufacturing and processing. Uses in these areas may create nuisance impacts such as noise, smell, fumes, traffic, safety, or other significant nuisance impacts. Lands dedicated to industrial use may require larger parcel sizes and should be setback from residential uses through buffers, or a transition of uses. Residential units are not appropriate for industrial areas.

Some dwelling units are actively being used in industrial areas. Residential dwelling units can limit the usability of industrial uses. Existing dwelling units in industrial zones are permitted to remain until such a time as the site is redeveloped or the use is discontinued. Redevelopment shall be for industrial purposes. The Town may allow caretaker suites associated with industrial businesses approved under a development permit.

Objectives	Policies
1. Maintain an inventory of lands where industrial activities may expand to or occur.	a. The Town will preserve industrial designated lands for industrial uses.
2. Have industrial development occur in an orderly manner.	<ul style="list-style-type: none"> <li>a. Existing industrial activities currently located within non-industrial areas will be encouraged to relocate to industrial areas.</li> <li>b. Incompatible uses located in industrial areas will be encouraged to relocate.</li> </ul>
3. Ensure a sufficient supply of industrial land is available.	a. Existing industrial lots will be developed before new lots are made available for development at the discretion of Council.
4. Support the development of renewable energy projects.	<ul style="list-style-type: none"> <li>a. The Town should develop a community energy policy that considers integration of renewable energy.</li> <li>b. The Town will identify areas that are suitable for renewable energy projects.</li> <li>c. The Town may consider proposals for renewable energy projects where the goals of this Plan and Town policies are met.</li> </ul>
5. Reduce nuisance impacts of existing industrial activity on the community.	a. Development in industrial areas shall be buffered with vegetation or natural landscaping along road frontages and along lot lines abutting land uses which are not industrial in nature. Where possible, these buffers should preserve existing vegetation.

Objectives	Policies
6. Improve safety and vehicle accessibility of industrial land uses.	<ul style="list-style-type: none"> <li>a. All lot layouts shall consider the location of the industrial development, accessory structures, parking, service vehicle access, emergency vehicle access and appropriate lot line setbacks while having regard for FireSmart planning.</li> <li>b. Approval of industrial developments shall consider proximity to fuel storage tanks on adjacent or nearby properties.</li> </ul>
7. Encourage residential properties in industrial zones to convert to industrial uses.	<ul style="list-style-type: none"> <li>a. The Town shall encourage the transition of residential units in industrial areas to industrial uses.</li> </ul>

## 4.5

## Parks and Recreation

The Town recognizes the value that natural open spaces and areas of recreation have for the community. Within the town, there are a series of neighbourhood parks and playgrounds that are actively utilized by families and children of all ages. Inuvik has easy access to lakes and rivers and parks and there are many informal trails in and around the Town that are used for hiking, snowmobiling, and other recreational activities.

Objectives	Policies
1. Preserve existing green spaces.	<ul style="list-style-type: none"> <li>a. All existing trails, parks, and playgrounds shall be maintained.</li> <li>b. Areas of new development shall provide community parks and open space at the time of subdivision as determined by Council.</li> </ul>
2. Provide adequate recreation space throughout the Town.	<ul style="list-style-type: none"> <li>a. The Town will explore new recreation opportunities including multi-season facilities, off leash dog parks, snowboard park, and golf course expansion.</li> <li>b. The Town may consider the development of a ski park.</li> <li>c. The Town will consider the development of public washrooms, hand washing stations, and water fountain's inappropriate locations.</li> <li>d. The Town may consider improvements to the skate park.</li> </ul>
3. Provide multi-use trails in proximity to the Town.	<ul style="list-style-type: none"> <li>a. The Town will seek opportunities to develop recreational trails in undeveloped areas with consideration of year-round use for multiple activities. e.g., cross country ski trails in the winter, and cycling trails in the summer.</li> <li>b. Existing trails and snowmobile routes used to access the land will be protected from development.</li> <li>c. The Town will seek to expand recreational trails for multiple purposes.</li> <li>d. The Town may consider a multi-purpose trail to Jak Park.</li> </ul>
4. Provide natural landscape buffers between residential areas and other uses.	<ul style="list-style-type: none"> <li>a. Natural buffers will be retained between residential developments and commercial and industrial land uses.</li> </ul>
5. Coordinate with the Government of the Northwest Territories on development of Territorial Parks.	<ul style="list-style-type: none"> <li>a. The Town will work with the Government of the Northwest Territories on any proposed developments at Jak Territorial Park, and any such developments shall incorporate public feedback.</li> </ul>

## 4.6

## Environmentally Sensitive Areas

Environmentally Sensitive Areas are lands that are sensitive lands not suitable for development and intended to remain undisturbed. Environmentally Sensitive Areas are areas intended for the protection and preservation of the natural landscape. They include borders of waterbodies, areas sensitive to erosion, and other lands requiring protection. New permanent structures should be discouraged in these areas; however, these lands may still be used for other lower risk activities such as non-accessory parking for motor vehicles or recreational vehicles, trails, recreational activities, boat launches, parks, and erection of temporary structures. Cultural and traditional activities will continue to be carried out on these lands. Access to the waterfront and the waterbodies within the Town boundary is important, so the bank of major waterbodies are classified as Environmentally Sensitive Areas.

Objectives	Policies
1. Protect environmentally sensitive areas	<ul style="list-style-type: none"> <li>a. No new permanent development shall be permitted in environmentally sensitive areas.</li> <li>b. No new permanent or temporary roads will be permitted in environmentally sensitive areas.</li> <li>c. Removing or cutting vegetation within ESAs will be restricted unless required as part of FireSmart activities.</li> </ul>
2. Allow for land use activities that do not negatively impact Environmentally Sensitive Areas.	<ul style="list-style-type: none"> <li>a. The Town may allow low-impact development in ESAs such as parks, trails, or small structures for recreational or educational purposes.</li> <li>b. The Town shall oversee development in ESAs in accordance with the policies in the Zoning Bylaw.</li> </ul>
3. Reduce environmental risks such as flooding and erosion on buildings in flood prone and erosion prone areas.	<ul style="list-style-type: none"> <li>a. The Town will continually monitor areas at risk of flooding and erosion.</li> <li>b. The Town will provide information to the community about flood risks and erosion risks.</li> </ul>
4. Ensure access to the shoreline for all.	<ul style="list-style-type: none"> <li>a. Any new residential developments and major developments on existing lots shall be set back from the ordinary high-water mark by at least 30.0 metres.</li> <li>b. The Town may consider the development of new public boat launches and docks within lakes and the Mackenzie River.</li> </ul>
5. Prevent development in proximity to Shell Lake.	<ul style="list-style-type: none"> <li>a. New permanent residential, commercial, and industrial development adjacent to Shell Lake shall require a 30.0-meter buffer between structures and the top of bank.</li> </ul>

Objectives	Policies
6. To monitor threats to Environmentally Sensitive Areas.	<ul style="list-style-type: none"> <li>a. The Town will continually monitor areas at risk of erosion.</li> <li>b. The Town will continually monitor areas of sedge wetlands and peatlands, low-lying with fine-grained soils and those with a patterned ground, such as hummocky terrain that is underlain by permafrost to measure degradation.</li> </ul>

## 4.7

## Community Use

The Community Use zone includes areas used for facilities for the enjoyment or benefit of community members. This includes municipal facilities, educational facilities, and recreational facilities. These uses typically require larger areas of land and may include fields, open spaces, and spaces for outdoor recreation. Facilities in the Community Use area should be centralized and easily accessible to all residents.

Policies associated with specific community services are further discussed in Section 5.0.

Objectives	Policies
1. Improve accessibility to Community Use areas.	a. Walking infrastructure linking institutional lands to other areas of Town will be improved by the Town or developers identified at development permit or subdivision.
2. Consider the development of new or expanded community amenities.	a. Council and administration will support the development of community food programs including gardens, and greenhouses.
3. Maintain the Town of Inuvik Cemetery.	a. Town will identify a site for development of a new cemetery. b. The Town shall maintain the cemetery including the maintenance of a map identifying grave names.
4. Manage the orderly development of new community uses.	a. Community uses that cannot be accommodated within the existing built area should be located within the Future Growth Area.
5. Consult the community on locations of new Community Use facilities.	a. Council and administration will consult with residents on the preferred location for new Community Use facilities.



## Airport and Aerodrome

Inuvik is home to the Mike Zubko Airport which is classified as an airport of entry by NAV Canada. The Airport land use area provides objectives and policies for the protection and safe operation of the airport, and aviation-related activities. Within the Town boundary, there is also the Shell Lake Water Aerodrome which is primarily used in the summer months when there is no ice on the lake. The policies below serve to protect the use and function of the airport and aerodrome from potentially dangerous or obtrusive land uses and structures.

Objectives	Policies
1. Maintain existing airport functionality.	a. New development within and adjacent to the airport and aerodrome shall be subject to the most current Transport Canada regulations for the operation of an airport and aerodrome.
2. Prohibit land uses that interfere with the safe operation of the airport.	<p>a. The Town shall review applications for development adjacent to and near the airport and aerodrome to prevent undue impact on their operations.</p> <p>b. Uses in the locations surrounding the airport and aerodrome shall not be permitted if they impede the safe operation of the airport in any way. Such uses may include but are not limited to the creation of steam or smoke, uses which attract wildlife or birds, or create electronic interference.</p> <p>c. Buildings and structures surrounding the airport may be limited in height.</p>

## 4.9

## Special Development Areas

Special Areas identify those lands that require distinct regulations and policies due to unique constraints or uses located within them and cannot be encompassed within any other land designations. This may include areas within the municipal boundary of Inuvik that hold significant historical and cultural importance. The allocation of land for Special Areas should be reserved for sites with unique site constraints that require special regulations that cannot otherwise be provided for in other zones.

Special lands are identified in Schedule A and includes Special Zone 1, Special Zone 2, and the Inuvik Satellite Station Facility (ISSF).

Objectives	Policies
1. Where new special areas are required, identify specific regulations that protect or preserve their use.	a. Council shall identify special areas in the Town Zoning Bylaw and implement regulations that directly apply to the uses in the special areas.
2. Support the development of Special Zone 1 as a park use.	a. New commercial and industrial uses and business expansions should be discouraged in Special Zone 1. b. Council should work towards encouraging businesses located within Special Zone 1 to relocate to other zones more appropriate for industrial and commercial use. c. Council may consider the development of an incentive program to encourage business relocation out of Special Zone 1. d. The Town should prepare a remediation plan for Special Zone 1.
3. Communicate with applicable agencies and First Nations when considering changes to Special Development Areas.	a. The Town shall notify applicable agencies, the Gwich'in Tribal Council and Inuvialuit Regional Corporation when considering the creation of new special areas or amendments to existing Special Areas.

## 4.9.1

### Science and Technology

The Town of Inuvik is well situated geographically for antenna facilities. These facilities can support a variety of initiatives including scientific research, environmental monitoring, navigation, weather tracking, and surveillance. These facilities are generally located away from the Town, but within the Town's boundaries. While the Town does not have jurisdiction over Government operated facilities including the Inuvik Satellite Station Facility, its presence and potential for development and growth does have implications for the Town.

This section describes specific objectives and policies applicable to the Inuvik Satellite Station Facility.

Objectives	Policies
1. Support the safe and continued operation of antenna facilities.	a. The Town will protect antenna facilities from development that includes structures and uses that may interfere with the operation of these facilities through the policies established in the Zoning Bylaw.
2. Follow Government policies and regulation that apply to antenna facilities.	a. The Town shall follow the requirements of development within and adjacent to these facilities as required by the applicable Federal agencies.
3. Work with landowners for mutual partnerships and transparent use of land.	a. The Town will maintain communication with the Inuvik Satellite Station Facility to allow for education and recreation opportunities, where appropriate.
4. Allow for compatible non-scientific uses where appropriate.	a. The Town may support uses within these lands that do not hinder the primary scientific research use intent of the zone. b. Non-industrial uses may be supported in this zone in accordance with the policies established in the Zoning Bylaw.

## 4.10

## Hinterlands

The Hinterlands area consists of land within the municipal boundary of Inuvik but outside of the existing developed areas and not intended to be developed. The purpose of this land use area is to prohibit development in order to protect the natural environment, wildlife habitats and support cultural and traditional land use practices. Activities approved in this area should minimize any negative impacts to the land and water to ensure that future generations have the same opportunities to use the land for self-sufficiency in a similar way to their ancestors in accordance with both the Gwich'in and Inuvialuit cultural values.

Objectives	Policies
1. Protect natural areas including wetlands, forests, animal habitats, and traditional gathering areas.	<ul style="list-style-type: none"> <li>a. No permanent structures shall be constructed in Hinterlands without the consent of Council.</li> <li>b. Development of Hinterlands should not be supported unless there is a demonstrated need for land which cannot be accommodated in other land use areas.</li> <li>c. Council may consider the use of Hinterlands for agricultural purposes. Industrial activities including logging, mining, laydown yards, and work camps shall require a zoning amendment prior to approval.</li> </ul>
2. Allow the placement of temporary structures on the land.	<ul style="list-style-type: none"> <li>a. Temporary structures such as camps, teepees and shelters will be permitted at Council's discretion.</li> </ul>
3. Maintain access to lands for hunting, fishing, and trapping.	<ul style="list-style-type: none"> <li>a. The continued use and maintenance of trails for snowmobiles, all-terrain vehicles and walking will be permitted.</li> <li>b. Existing trails and snowmobile routes used to access the land will be protected from development.</li> <li>c. Lake access routes for swimming, boat access, and traditional purposes will be protected from development.</li> </ul>
4. Promote activities in this area that strengthen the connection between the land and the community.	<ul style="list-style-type: none"> <li>a. New permanent or temporary road construction will not be permitted unless authorized by Council.</li> </ul>
5. Allow existing uses.	<ul style="list-style-type: none"> <li>a. Existing uses shall be permitted to continue operation.</li> <li>b. Where new uses and expansions within the hinterland are proposed, Council shall consider the impacts of development and may require mitigations to lower potential impacts.</li> </ul>

## 5.0 Community Services

The following sections provide objectives and policies relating to a variety of community services including education, health, emergency management and municipal assets. Some of the policies described here require collaboration with local groups and Territorial agencies.

### 5.1 Education

Major education facilities in Inuvik include the Aurora Campus of Aurora College, the Aurora Research Institute, and East Three Elementary and High School. Youth and adults from surrounding communities often move to Inuvik to continue their schooling including High School and post-secondary learning. Education facilities are important to the Town and the Town should work with these centers to support their growth and address identified needs where in support with the policies of this Plan.

Objectives	Policies
1. Allow for and support education facilities within the Town.	<ol style="list-style-type: none"> <li>a. The Town shall work with East Three Elementary and High school, and Aurora College to identify opportunities for growth and partnership.</li> <li>b. The Town should promote opportunities for career advancement where possible.</li> </ol>
2. Support Aurora College with the development of student and researcher housing.	<ol style="list-style-type: none"> <li>a. When the College identifies a need for growth, the Town shall work with the College to identify areas for college facilities, including student and research accommodations.</li> </ol>
3. Allow and support opportunities for traditional and local knowledge.	<ol style="list-style-type: none"> <li>a. The Town should promote opportunities for traditional and local knowledge to be recognized and shared in the Town.</li> </ol>

## 5.2 Health and Social Services

The Inuvik Regional Hospital is a 51-bed hospital which serves the Beaufort Delta Region and is the only hospital facility in this region. The Hospital offers a long-term care facilities as well as hosting drop-in and family clinics. The Town also has a health center and women's shelter/transitional house, and dental services are provided at the Western Arctic Dental Clinic. The health and social services within Inuvik also serve residents in surrounding communities. The remoteness of the community highlights the importance of a reliable healthcare network.

A variety of social programs are available in Inuvik including programs relating to family violence, mental health and addiction services, child and family services, homelessness, community wellness and community development and liaison work.

Objectives	Policies
1. Allow for and support local health services.	<ul style="list-style-type: none"> <li>a. The Town will continue to collaborate with the Territorial Government to provide health care services to residents.</li> <li>b. The Town should identify opportunities to provide local housing to support medical staff working in Inuvik.</li> </ul>
2. Support housing programs.	<ul style="list-style-type: none"> <li>a. The Town shall continue to encourage the development of rental housing, affordable housing, seniors housing, and other forms of supportive housing.</li> <li>b. The Town should work with Housing GNWT when properties for housing support become available.</li> </ul>
3. Increase and expand available programming for residents.	<ul style="list-style-type: none"> <li>a. The Town shall work with external agencies to support social programming where possible.</li> <li>b. The Town may consider the development of a Social Impact Assessment to identify social, educational, current, and future health care needs.</li> </ul>



## 5.3

## Solid Waste

The Town currently services approximately 300 animal-proof dumpsters and manages the pickup of waste from these bins. Waste is transferred to the Inuvik Solid Waste Facility located within the Town boundary. The policies described in this section highlight how the Town will manage and address the needs of waste management.

Objectives	Policies
1. Maintain existing waste programs and facilities.	<ul style="list-style-type: none"> <li>a. The Town shall maintain and manage municipal waste bins.</li> <li>b. Council shall consider the creation of a development levy to pay for new animal-proof waste bins.</li> <li>c. Municipal waste collection outside of the Central Townsite (i.e., Shell Lake) will not be provided until such a time as the service is identified by Council.</li> </ul>
2. Identify areas of improvement with solid waste management.	<ul style="list-style-type: none"> <li>a. Council shall consider opportunities for waste management including compost, large item pickup services, and improvements to the municipal recycling program.</li> </ul>
3. Identify appropriate sites for waste related activities.	<ul style="list-style-type: none"> <li>a. The Town will consider locations within the land fill for waste related activities including crushing, bailers, soil cleaning and reclamation, subject to the regulations of the Zoning Bylaw</li> </ul>

## 5.4 Emergency Response

Emergency response in the Town is provided through municipal and territorial agencies and includes the Town of Inuvik Fire Department, Bylaw, and RCMP. The policies in this section describe the continued support of public services that promote the safety and well-being of residents.

Climate change impacts are resulting in a higher frequency of environmental threats to the Town. With growing environmental threats, it is necessary that the Town maintain an Emergency Management Plan so that the Town is prepared to respond to and address emergencies and disasters.

Objectives	Policies
1. New development does not exceed the emergency response capabilities of the Town.	a. Residential and mixed-use buildings shall be limited to three stories unless it can be shown that increased height will be compatible with the ability to provide municipal services including fire response.
2. Prepare for the potential of future emergencies and develop plans of response.	<ul style="list-style-type: none"> <li>a. Council shall conduct regular reviews of the Emergency Response Plan and consider updating the Emergency Response Plan.</li> <li>b. Council shall consider options for FireSmart initiatives within the Town.</li> <li>c. The Town shall maintain firebreaks within the municipal boundary and collaborate with GNWT on the maintenance of firebreaks new to Inuvik</li> </ul>
3. Coordinate with service providers to deliver emergency services to the Town and surrounding region.	a. The Town will continue to work with emergency service providers to provide fire and emergency services.
4. Work with surrounding communities for a coordinated response to emergencies.	a. The Town will seek opportunities for partnership and collaboration with surrounding areas for emergency management and response where possible.
5. Require properties be addressed to support emergency responders.	<ul style="list-style-type: none"> <li>a. The Town shall require all new developments install addressing in compliance with municipal standards.</li> <li>b. The Town may require existing properties provide addressing through enforcement, incentive programs, or other activities.</li> </ul>

## 6.0 Growth Management

The policies in this section provide guidance for the future growth and development within Inuvik. Besides establishing policies that support the economic benefit of the Town, this section provides consideration for future development including subdivisions and the development of vacant properties.

### 6.1 Vacant Properties

Within the Town there are a number of vacant properties and otherwise underutilized sites that could be redeveloped. Some sites contain abandoned buildings that pose a fire risk and safety hazard. The structures may pose redevelopment challenges however with contaminants (i.e., asbestos and lead paint) and may require remediation and additional steps for the safe demolition and removal of materials prior to redevelopment.

Objectives	Policies
1. Encourage redevelopment of vacant properties.	a. The Town shall seek opportunities to encourage redevelopment of existing vacant and underutilized sites.
2. Reduce vacant and derelict housing in existing residential areas.	a. Council shall promote the development of vacant residential lots and the redevelopment of properties with derelict buildings.
3. Require owned but undeveloped or vacant properties to pay municipal taxes.	<p>a. The Town shall establish a means of taxation for owned but vacant properties.</p> <p>b. Council may explore the development of a bylaw or surcharge to support the development of vacant properties within a reasonable time frame.</p>
4. Develop a method to manage and dispose of contaminated and hazardous materials.	<p>a. The Town should explore options to address derelict buildings including demolition.</p> <p>b. To support the redevelopment of vacant sites, the Town should explore options to support the cleanup and disposal of hazardous materials.</p>

## 6.2 Economic Development

Today, the Town is well suited to expand its economic opportunities leveraging its geographic location, tourism, and recreational options. The policies described below describe the intent of the Town to work with business owners and developers to grow the local economy in a way that matches the outcomes of this Plan.

Objectives	Policies
1. Encourage new businesses within the Town.	<ul style="list-style-type: none"> <li>a. The Town shall actively seek opportunities to encourage new businesses.</li> <li>b. The Town shall support home-based businesses where there are no nuisance impacts on adjacent properties in accordance with the policies of the Zoning Bylaw.</li> <li>c. The Town may explore the creation of a municipal managed shared-use space in the Downtown Core to support new businesses.</li> </ul>
2. Promote and encourage tourism within the Town.	<ul style="list-style-type: none"> <li>a. The Town shall maintain and conduct periodic updates to the Tourism Marketing Strategy to enhance tourism in the Town.</li> <li>b. The Town shall consider a signage program to install updated directional and informational signage throughout the Town including tourist information on the utilidor.</li> </ul>
3. Plan for new opportunities to support Economic Development.	<ul style="list-style-type: none"> <li>a. The Town shall maintain and conduct periodic updates to the Economic Development Plan.</li> </ul>
4. Maintain partnerships and actively identify opportunities for collaboration and partnership for mutual benefit.	<ul style="list-style-type: none"> <li>a. Council shall explore opportunities for partnership with the Gwich'in and Inuvialuit including the development of a leadership group with the Gwich'in and Inuvialuit.</li> </ul>

## 6.3 Future Development

Areas of future growth and development are shown in Schedule A. In some cases, the specific zones for these areas are planned. The Town shall manage the control of development so as to encourage development in a logical and orderly manner that prioritizes built-out areas that utilize existing utilities. Where expansion is justified, development shall follow the policies described in this section.

Objectives	Policies
1. Regulate the safe development of the Future Growth Area.	a. Prior to rezoning within the Future Growth Area, the Town shall require.
2. Encourage the development and redevelopment of properties connected to the utilidor system.	b. Future development shall occur in a phased approach that is contiguous to existing developed areas in accordance with Schedule A. c. Council shall prioritize the redevelopment of infill lots and new development in areas already serviced by the utilidor system. d. Where the utilidor system is not available, Council may require the utilidor to be expanded prior to the approval of new development. e. Development of future development areas should occur after other areas have been built out in order to minimize unnecessary cost and strain on existing utilities.
3. Require new developments consider pedestrian, trail and road access and public space.	a. Council may require an Area Development Plan where significant development is proposed in areas of previously undeveloped land. b. Area Development Plans shall include consideration for services, access and transportation, and the location of public spaces. c. Where development is proposed within an approved Area Development Plan, Council and administration shall review the application for compliance with the Area Development Plan.
4. Maintain an appropriate drainage system so that surface water is directed away from new development and existing structures to existing watercourses.	a. As a part of climate change mitigation and infrastructure management, new development will connect to the existing drainage system to collect and redirect surface water away from existing infrastructure and known areas where water will pool.
5. Communicate with applicable agencies and First Nations when considering changes to Future Development Areas.	a. The Town shall notify applicable agencies, the Gwich'in Tribal Council and Inuvialuit Regional Corporation when considering the rezoning of lands in Future Development Areas.

## Subdivision

New subdivisions may be needed in Inuvik as the community grows and expands. While the Government of the Northwest Territories remains the subdivision approval authority, the Town will be required to review and provide comments on any subdivision application within their municipal boundaries.

Objectives	Policies
1. Require all new subdivisions meet acceptable community standards	<ol style="list-style-type: none"> <li>a. The Town will conduct a review of all applications for subdivision to ensure they meet all requirements of the Community Planning and Development Act prior to submitting them to Council for consideration.</li> <li>b. The Town will support subdivision applications only if the lands have been identified for development in the Plan.</li> <li>c. The Town may require a development agreement prior to the approval of subdivisions.</li> </ol>
2. Require all new subdivision provide adequate services.	<ol style="list-style-type: none"> <li>a. All lots created as a result of a subdivision shall be connected to municipal services.</li> <li>b. In situations where a lot is not located within the existing piped utility network, truck-in and truck-out services may be provided and sufficient road access for vehicles shall be provided.</li> </ol>
3. Require all new subdivision provide services at the developer's cost.	<ol style="list-style-type: none"> <li>a. The Town of Inuvik will support subdivision applications requiring expansion and/or upgrading of existing municipal services only if it has been shown that all other goals and objectives of the Community Plan have been taken into consideration and the owner/applicant agrees to enter into a development agreement for the provision of any or all of the following municipal services: <ul style="list-style-type: none"> <li>• roads;</li> <li>• pedestrian infrastructure;</li> <li>• drainage;</li> <li>• parking;</li> <li>• playgrounds;</li> <li>• street lighting; and,</li> <li>• any other matter Council deems to be in the public interest</li> </ul> </li> </ol>

## 7.0 Implementation

Once the Community Plan has been adopted it is implemented in two ways

1. land development by public or private developers; and,
2. supplemental studies or plans undertaken by the Town of Inuvik.

This section describes the tools and procedures that can be used to effectively implement the Plan.

### 7.1 Area Development Plans

As the community continues to develop, the Council may consider implementing or requiring developers to provide Area Development Plans (ADP). ADPs guide specific developments at a more detailed level than what is provided in the Community Plan. ADPs may require amendments to the Community Plan. The authority to implement Area Development Plans is set out in the Act.

### 7.2 Zoning Bylaw

The Town's Zoning Bylaw and the Development Permit process will continue to be the main tool used to implement the policies and objectives of this Plan. Amendments to the Plan may require amendments to the Zoning Bylaw.

### 7.3 Land Administration Bylaw

The Land Administration Bylaw is another important tool used to help implement the Plan. The Land Administration Bylaw applies to all acquisitions, dispositions, and other similar activities including sales, licenses, or leases by the Town.

### 7.4 Integrated Planning

This Plan is one of many plans the Town of Inuvik has adopted. In guiding community development, the Town must consider and coordinate the goals and objectives of other plans, strategies and regulations that may include:

- Town of Inuvik Strategic Priorities;
- Town of Inuvik Strategic Plan;
- Opportunities Ahead: A Strategy for Economic Growth in the Town of Inuvik; and,
- Town of Inuvik Tourism Marketing Strategy.



## Monitoring and Reviews

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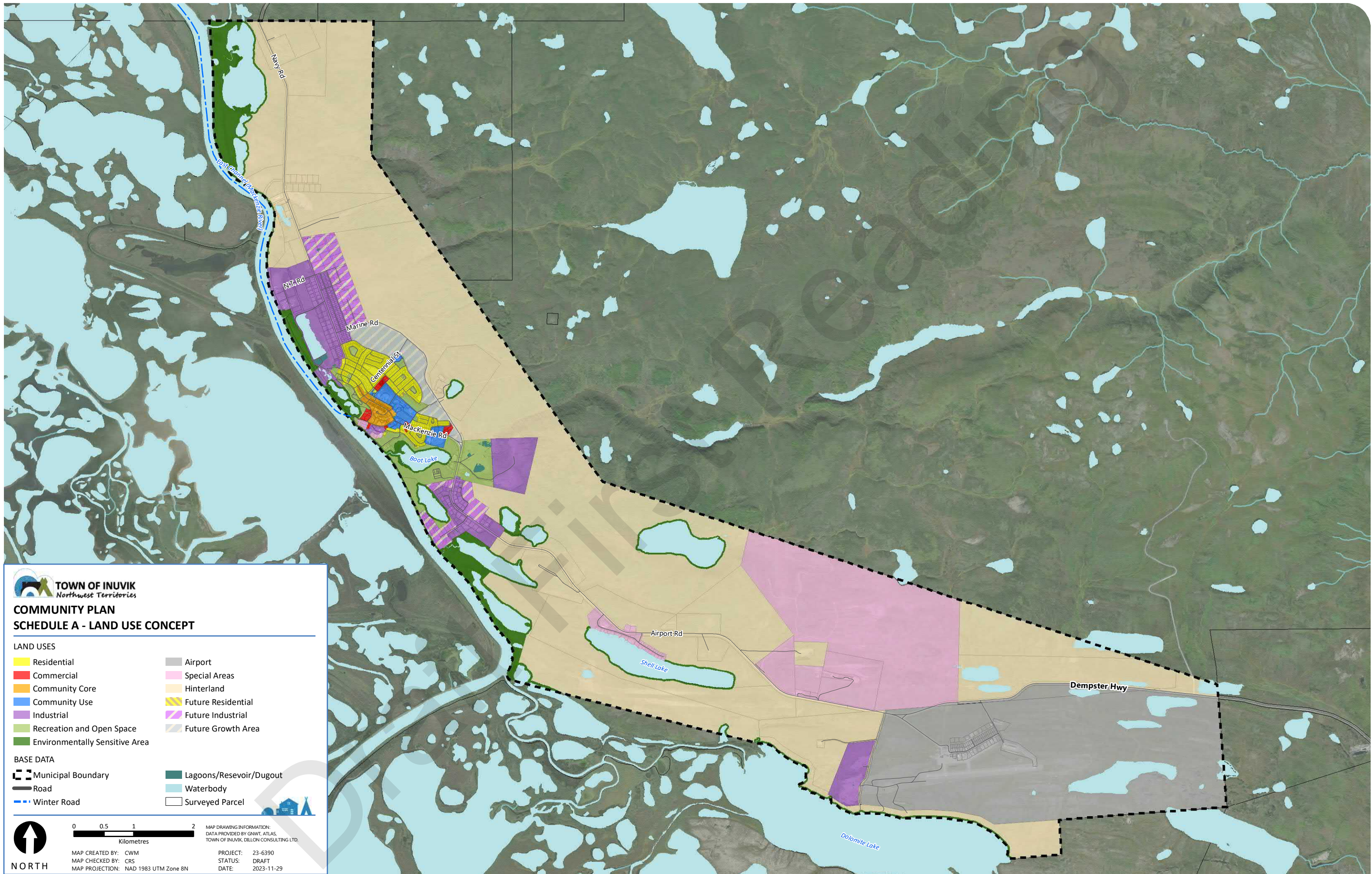
Routine monitoring of the Plan by Council is required to determine whether it has been effective and if any amendments should be considered. An annual report should be prepared by Town Administration for review by Council and consideration of possible amendments to the Plan. In accordance with the Community Planning and Development Act, a formal review of this Plan shall be completed within eight (8) years after it is first adopted. Subsequent reviews shall be required every eight (8) years. Council may direct administration to update or amend this plan at any time to reflect the changing needs of the community. Amendments to the Plan may also be requested by the public through a formal application process.

## Schedule A

### *Land Use Concept Maps*

Draft First Reading





**COMMUNITY PLAN**  
**SCHEDULE A - LAND USE CONCEPT**

**LAND USES**

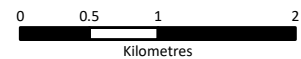
- |                                |                    |
|--------------------------------|--------------------|
| Residential                    | Airport            |
| Commercial                     | Special Areas      |
| Community Core                 | Hinterland         |
| Community Use                  | Future Residential |
| Industrial                     | Future Industrial  |
| Recreation and Open Space      | Future Growth Area |
| Environmentally Sensitive Area |                    |

**BASE DATA**

- |                    |                          |
|--------------------|--------------------------|
| Municipal Boundary | Lagoons/Reservoir/Dugout |
| Road               | Waterbody                |
| Winter Road        | Surveyed Parcel          |



**NORTH**

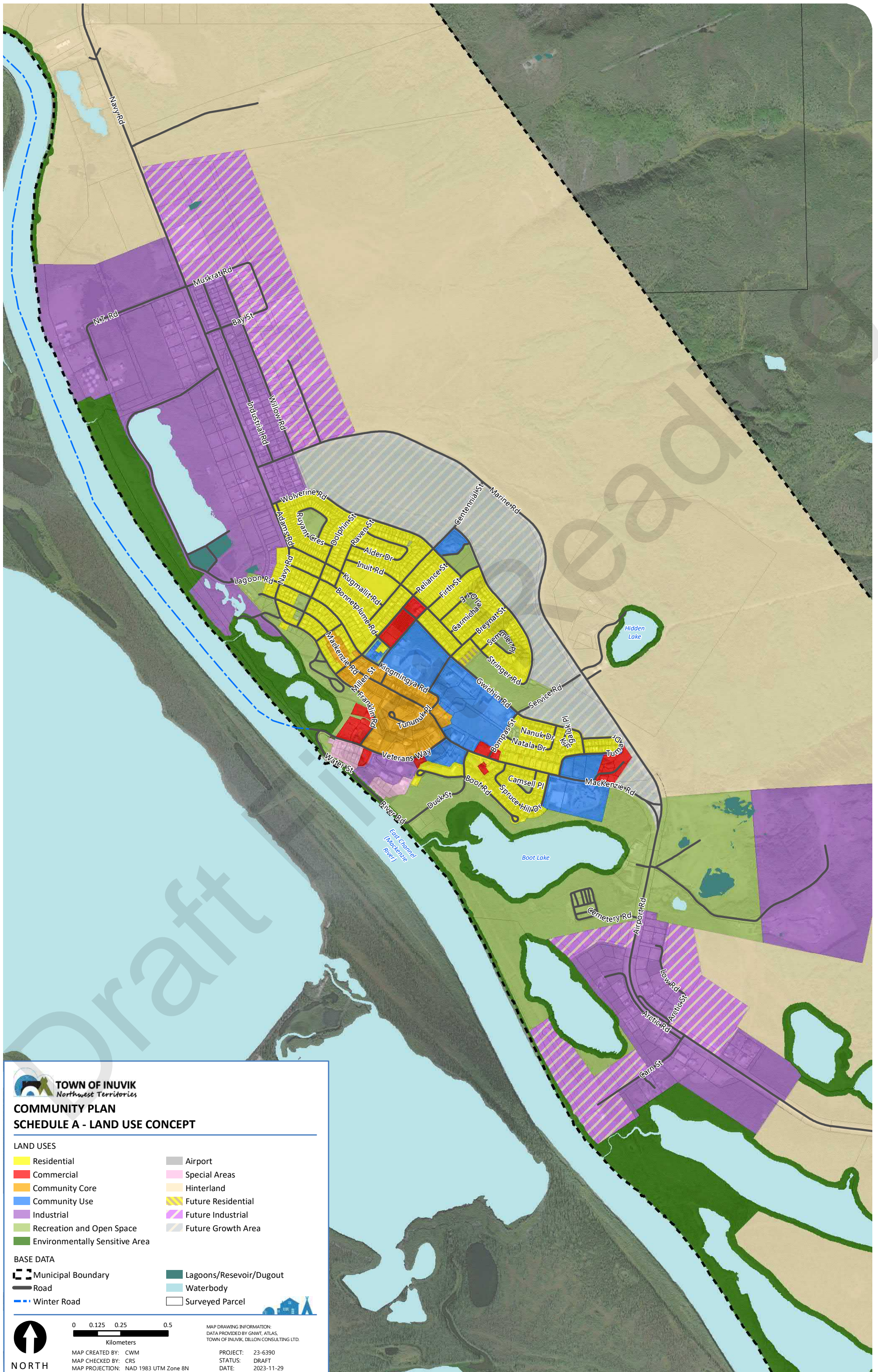


MAP DRAWING INFORMATION:  
DATA PROVIDED BY GNWT, ATLAS,  
TOWN OF INUVIK, DILLON CONSULTING LTD.

MAP CREATED BY: CWM  
MAP CHECKED BY: CRS  
MAP PROJECTION: NAD 1983 UTM Zone 8N

PROJECT: 23-6390  
STATUS: DRAFT  
DATE: 2023-11-29





**COMMUNITY PLAN**  
**SCHEDULE A - LAND USE CONCEPT**

- LAND USES**
- Residential
  - Commercial
  - Community Core
  - Community Use
  - Industrial
  - Recreation and Open Space
  - Environmentally Sensitive Area
  - Airport
  - Special Areas
  - Hinterland
  - Future Residential
  - Future Industrial
  - Future Growth Area

- BASE DATA**
- Municipal Boundary
  - Road
  - Winter Road
  - Lagoons/Reservoir/Dugout
  - Waterbody
  - Surveyed Parcel

**NORTH**

0 0.125 0.25 0.5  
Kilometers

MAP DRAWING INFORMATION:  
DATA PROVIDED BY GNWT, ATLAS,  
TOWN OF INUVIK, DELON CONSULTING LTD.

PROJECT: 23-6390  
STATUS: DRAFT  
DATE: 2023-11-29

MAP CREATED BY: CWM  
MAP CHECKED BY: CRS  
MAP PROJECTION: NAD 1983 UTM Zone 8N



## Schedule B

### *Background Report*

Draft First Reading



TOWN OF INUVIK

# Background Report

Community Plan & Zoning Bylaw Review & Update





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# Introduction

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The background research and recommendations contained in this report assembles information and knowledge that was considered in reviewing and updating the General Plan and Zoning Bylaw for the Town of Inuvik, Northwest Territories. The results and analysis contained in the Background Report will provide the Town with a record of the process used to review and update the General Plan and Zoning Bylaw, including feedback from stakeholders and broader community consultation. Data collected will also be useful for the next regular review of the Community Plan, by providing a baseline for measuring change.

It should be recognized that accurate information is not always available, or may be incomplete.

## 2.0

# The Community: Setting and Character

Inuvik, which means “Place of People” in Inuvialuktun, was created as a model town to provide “the normal facilities of a Canadian town. It was designed not only as a base for development and administration, but as a centre to bring education, medical care and new opportunity to the people of the Western Arctic,” as stated on the Inuvik Town Monument. It was the first planned community in the Northwest Territories (NWT) and is the largest community north of the Arctic Circle. It serves as a transportation hub and gateway to the Western Arctic as the Mackenzie River, Dempster Highway, and Inuvik-Tuktoyaktuk Highway connect the smaller communities in the region. Situated within the Beaufort Delta, Inuvik is the traditional land of the Inuvialuit, Gwich’in and Metis people and Inuvik is home to members and organizations of these groups. The layout of the town and its growth has been heavily influenced by the natural setting, its role as a regional government and transportation centre and economic activities related to oil and gas.

## 2.1

## Location

The Town of Inuvik is located on the East Channel of the scenic Mackenzie Delta in the Beaufort Delta region of the Northwest Territories. It is the gateway to the Beaufort Delta, with the Arctic Ocean to the north and the Richardson Mountains to the west. It is the largest community north of the Arctic Circle with a population of approximately 3,000 residents (Statistics Canada, 2023). The Town lies within both the Gwich’in and Inuvialuit Settlement Regions, which both have settled land claim agreements.

Inuvik is located approximately 100 km south of the Arctic Ocean and 200 km north of the Arctic Circle, 270 km northeast of the Yukon border, via the Dempster Highway, at a latitude of 68°21'N and 133°43'W, 1,086 km northwest of Yellowknife and 1,931 km north of Edmonton. Inuvik is located on the east side of the Mackenzie River approximately 80 km northeast of its confluence with the Mackenzie River within the Mackenzie Delta. Inuvik lies in the Taiga Plains Ecoregion (GNWT Centre for Geomatics, 2016).

The Dempster Highway was completed in 1978, and is an all-season gravel road that connects the Town to the highway system in the Yukon and the rest of Canada. Twice a year highway access to the Town is interrupted, in the fall, when the Peel River and Mackenzie River ferries shut down, after which an ice crossing is constructed on the rivers, and in the spring when the ice break up occurs.

Figure 1: Approximate Location of the Town of Inuvik, Northwest Territories



*Note.* This map shows the location of the Town of Inuvik, NWT.

## 2.2 Climate

Inuvik is characterized by long, cold winters and short, mild summers with long days and more frequent precipitation. The Town is located north of the humid continental climate, which results in mean monthly temperatures below freezing for 6-8 months of the year and the frost-free period lasting only 50-90 days. Inuvik experiences an average of 56 days of continuous sunlight every summer and 30 days of polar night every winter.

Table 1: Climate Trends for Inuvik, NT (1981-2010)

	Inuvik	Yellowknife	Fort Simpson	Whitehorse
Annual rainfall (mm)	114.5	170.7	238.6	160.9
Annual snowfall (cm)	158.6	157.6	187.0	141.8
January daily average temp. (°C)	-26.9	-25.6	-24.2	-15.2
July daily average temp. (°C)	14.1	17.0	17.4	14.3

Note. Table adapted from Government of Canada, 2023.

### 2.2.1 Climate Change Projections

The Mackenzie Valley is one of the global hotspots for climate change and Inuvik is one of the communities experiencing some of the largest changes. Over the past 50 years, Inuvik has experienced the following climate change observations:

- Annual Mean Temperatures: Increase of 3.1 degrees.
- Winter Mean Temperatures: Increase of 5.8 degrees.
- Summer Mean Temperatures: Increase of 1.2 degrees.
- Average Annual Precipitation: Decrease by 45.02mm.

Inuvik's future climate projections forecast changing winters with increased precipitation, warmer temperatures, and fewer below-zero days, as well as hotter summers, longer frost-free season, and warmer all year (Canadian Centre for Climate Services, 2021). These projections demonstrate the need for infrastructure adaptation with an increase in maintenance of roads due to ground movement. Adaptation to land subsidence as permafrost melts will also be necessary. Additionally, longer growing seasons and warmer temperatures could result in greater agricultural and forestry opportunities in addition to an increase in invasive species (SNAP, 2023).

## 2.3 Natural Features

The natural environment influences the community's built form, presenting opportunities and constraints for the physical development of the Town of Inuvik.

### 2.3.1 Water

The Mackenzie River is a transportation corridor with a commercial shipping terminal for a barge service from Hay River into the Beaufort Sea when the Mackenzie River is ice-free. Inuvik's location on the Mackenzie River Delta, Canada's largest freshwater delta, has also made it a major launching point for tourism and adventure in the area and along the Mackenzie River. The delta is a complex area of peat-covered deltas and fluvial marine deposits. The present delta is remarkable for its multitude of lakes and channels. There are also several lakes within the municipal boundary.

### 2.3.2 Geology and Permafrost

Permafrost poses unique land development challenges for Inuvik. "Thermal breaks" are required for roads, houses and pipes with structures built on piles and above the natural grade to minimize permafrost melting (GNWT, 2021). It is anticipated that the rate of permafrost melt may increase as the Mackenzie Valley has experienced the largest increase in air temperatures in all of Canada over the past 50 years.

Inuvik is located in the extensive discontinuous permafrost zone with generally low to medium ground ice content, characterized by sparse ice wedges (GNWT, 2022). The depth of the active layer (i.e., the portion of soil that thaws seasonally) varies greatly in relation with the type of material and local site conditions (i.e., drainage, water content, micro-topography, etc.). The active layer in the region ranges from 30 cm to over 150 cm in the Inuvik – Tuktoyaktuk area (Tarnocai et al., 2004). Peatlands are more extensive south of the Mackenzie Delta.

### 2.3.3 Topography

Inuvik sits at 15 metres above sea level. Inuvik was initially developed on a large flat area, with some industry and parks on lands sloping down to the Mackenzie River. More recent residential development has occurred on a plateau to the north of Town Centre. The Taiga Plains High Subarctic ecoregion levels to hummocky plains, rolling and ridged uplands with significant bedrock exposures in places, and Canada's largest delta. Undulating to hummocky, fine-textured, and often boulder-like till deposits are the most common landform.



### 2.3.4 Vegetation

Inuvik is located in the northern most reaches of the tree line and the town has a combined arctic and sub-arctic environment. The Town lies within the Taiga Plain High Subarctic Ecoregion, and in the Mackenzie Delta High Subarctic Ecoregion (Ecosystem Classification Group, 2007). Vegetation in this ecoregion is characterized by white spruce communities.

The vegetated areas surrounding the community present a forest fire risk; past forest fires have created regenerated dwarf birch areas and treeless lichen-dwarf birch communities on peat structures (Ecosystem Classification Group, 2007). Permafrost contributes to vegetation consisting of shallow rooted plants, lichens and shrubs that grow in the top layer of soil that thaws during the short summer.

### 2.3.5 Wildlife

The land in and around Inuvik is home to a variety of wildlife including muskrat, beaver, mink, and waterfowl. There are also several species of fish found in the many lakes and rivers in the area. Fish common to the area include lake whitefish, broad whitefish, coney, herring, bluefish, char, lake trout, dog salmon, loche, northern pike, walleye, longnose suckers, nine-spine stickleback, and flathead chub (Gwich'in Renewable Resources Board, 2023).

Historically, the abundant fish and wildlife have been a source of sustenance for the Indigenous people of the area for generations and have had a significant influence on the history, culture, and human settlement patterns in the area. Many of the residents of Inuvik continue to hunt, fish, and trap and this remains an important aspect of people's lifestyle.

## 2.4 Community Character and Built Form

The Town of Inuvik was established in 1953 as a replacement administrative centre for the hamlet of Aklavik, west of the Mackenzie Delta, which had limited development potential due to flooding and no room for expansion. Originally, the community was designated as "East Three" because it was the third site that government surveyors looked at. It was selected for its large flat terrain with room for expansion, access to a navigable waterway, tree cover and gravel supply (Town of Inuvik, 2016). It was first named "New Aklavik" to reflect the transfer of facilities from Aklavik, but renamed Inuvik in 1958, meaning "place of man" or "place of people." It achieved village status in 1967, and became incorporated in 1979 where a mayor and council were elected. Inuvik also became connected to Canada's highway system with the completion of the Dempster Highway. Inuvik was the Northwest Territories' first planned community.

Inuvik was originally developed with a reasonably compact downtown business core. Primary and secondary schools were located on large blocks of land between the downtown core and surrounding residential areas. A large regional hospital was sited at the south end of the townsite. The residential areas radiate outward from the central core area towards a perimeter collector road. A considerable amount of undeveloped land remains between the current margins of developed residential districts and the perimeter collector road. Although it is relatively small and compact, there are a number of distinct areas in the Town of Inuvik including:

- Downtown Core;
- Lower semi-industrial area;
- Upper Residential Areas;
- Gateway/Transition Area; and,
- Airport.

#### 2.4.1 Housing and Buildings

The majority of the housing in the community is made up of single detached dwellings located on large lots. Of the community's 1,165 dwelling units, 40% are single detached, 29% are apartment units, and 21% row houses (Statistics Canada, 2023). These newer multi-unit buildings make more efficient use of space and energy and are cheaper to build, operate, and maintain compared to single detached units on a per unit basis. Thawing permafrost and poorly drained soils create challenges for constructing buildings and maintaining their stability once they are built.

#### 2.5 Transportation

The Mackenzie River has been an important transportation route to and from Inuvik since its inception. Goods are transported by barge along the river, with staging areas in the Town of Inuvik.

The Ministry of Transportation of the Government of the Northwest Territories operates Inuvik's Mike Zubko Airport (YEV) located 14km outside of the Town Centre but within the municipal boundary. These lands are managed by the Territorial Government through the *Commissioner's Public Airport Lands Regulations*. There is also federal legislation called the *Inuvik Airport Zoning Regulations (SOR/94-119)* that regulates development under the airport flight paths and within the immediate vicinity of the airport.

Land use restrictions extend from the centre of the airport and encompass a circular area with a radius of 4,000 metres, which includes lands within the Town boundary. Within this area, no structures can exceed a height so as to influence the approach surfaces. Such limits may exclude high towers (wind turbine, cellular and other communication equipment) near to the airport. Further, landfills should be located at a minimum 3.0 km from airport facilities as defined by the Territorial Government (Kent et al., 2003).

An aerodrome, the Shell Lake Water Aerodrome (TC LID: CEE3) is located within the Town boundary on Shell Lake. This aerodrome is used by float planes and is operational during the summer months from June until September.

The Dempster Highway links Inuvik to the Yukon highway system. The Inuvik-Tuktoyaktuk Highway opened in November 2017. Given the importance of the Dempster Highway as the main transportation corridor, the Town should work with the NWT government to ensure that it is maintained, especially after the winter months. Poor highway conditions may result in negative implications for tourism and air freight from the airport.

There are many informal trails in and around the Town that are used for hiking, snowmobiling, and other off-highway vehicle travel.

## 2.6 Community Vision and Aspirations

This background report considered the most recent community plans and strategies as completed by the Town including:

1. Town of Inuvik Community Plan Bylaw #2582/P+D/15 (2015)
2. Town of Inuvik Zoning Bylaw #2583/P+D/15 (2015)
3. 2019 Town of Inuvik Strategic Priorities
4. Strategic Priorities Chart (updated 2021)
5. Embracing our Future: Town of Inuvik Strategic Plan, 2016-2021 (2017)
6. Opportunities Ahead: A Strategy for Economic Growth in the Town of Inuvik (2015)
7. Town of Inuvik Tourism Marketing Strategy (April 2020)

Highlights of each document are summarized in Table 2 below.

Table 2: Summary of Key Community Planning Documents

Report	Content
Town of Inuvik Community Plan (2015)	<p>The goal of the plan is to accommodate growth and development in an orderly and economical manner over the following 20 years, considering the needs and desires of the community. The purpose of the community plan is to define long term policies necessary for Council to:</p> <ol style="list-style-type: none"> <li>1. Project future land use requirements based on current community conditions;</li> <li>2. Make decisions with respect to land use development, by describing locations for development and redevelopment to meet future needs; and</li> <li>3. Evaluate land applications, development permits and building proposals in an informed and consistent manner.</li> </ol> <p>The general goals of the Inuvik Community Plan are to manage development so that:</p> <ol style="list-style-type: none"> <li>1. Compact low-rise development allows for efficient service delivery;</li> <li>2. The physical growth contributes positively to the Town's revitalization;</li> <li>3. Land supply of different land uses meets demand for economic development and growth;</li> <li>4. Locations of different land uses, and adjacent uses are compatible;</li> <li>5. Community facilities appropriately encourage active living and community spirit for people of all ages and income levels;</li> <li>6. The natural environment is preserved for the Town's enjoyment and function;</li> <li>7. Circulation routes are provided that are suitable for vehicle and active transportation choices;</li> <li>8. New development is attractive and energy efficient; and,</li> <li>9. The vision and goals of other plans adopted by the Town are supported.</li> </ol>
Town of Inuvik Zoning Bylaw #2583/P+D/15 (2015)	<p>The Zoning Bylaw identifies the following zoning districts: R1 (Low Density Residential), R2 (Medium Density), RMH (Manufactured Home Residential), CR (Country Residential), RC (Recreational Cottage), C1 (Core Commercial), C2 (General Commercial), CU (Community Use), M1 (Light Industrial), M2 (Industrial), SR (Science and Technology), P (Parks and Open Space), UR (Urban Reserve), H (Hinterland), SD1 and SD2 (Special Development), and Airport. It also identifies specific land use regulations.</p>
2019 Town of Inuvik Strategic Priorities	<p>This document outlines Council's priorities, including the following immediate priorities:</p> <ul style="list-style-type: none"> <li>• Cannabis bylaws;</li> <li>• Capacity review of bylaw enforcement;</li> <li>• Utilization inventory of recreation facilities;</li> <li>• Redesign cost estimate for Breynat Road; and,</li> <li>• Economic Development Strategy.</li> </ul>
Strategic Priorities Chart (2021)	<p>This chart, updated August 2021, identifies the following Council priorities:</p> <ol style="list-style-type: none"> <li>1. Long-Term Parks &amp; Trails Plan;</li> <li>2. Operational Review and HR Manual;</li> <li>3. Town Practices Review for Environmental Services;</li> <li>4. Integrated Community Sustainability Plan Update; and,</li> <li>5. School Zone and Parks &amp; Playgrounds Speed Limits.</li> </ol>

Report	Content
Embracing Our Future: Town of Inuvik's Strategic Plan 2016 – 2021 (2017)	<p>The Strategic Plan's mission states, "The Town strives to maintain and enhance the quality of life for residents, businesses and visitors in Inuvik through respectful, collaborative leadership and effective, responsive programs and services." Recognizing the Town's strengths, weaknesses, opportunities, and threats, the Plan's goals are:</p> <ol style="list-style-type: none"> <li>1. Diversify and strengthen the economy;</li> <li>2. Address the cost of living;</li> <li>3. Promote and showcase Inuvik;</li> <li>4. Strengthen partnerships; and,</li> <li>5. Enhance operations within the Town.</li> </ol>
Opportunities Ahead: A Strategy for Economic Growth in the Town of Inuvik (2015)	<p>This Economic Development Strategy explores five priority sections:</p> <ul style="list-style-type: none"> <li>• Natural resources;</li> <li>• Northern sciences;</li> <li>• Tourism;</li> <li>• Arts and crafts and local food; and,</li> <li>• Small business and entrepreneurship.</li> </ul>
Town of Inuvik Tourism Marketing Strategy (2020)	<p>Mission Statement: Develop a vibrant place to live and visit in a manner that generates economic opportunities, celebrates the region's unique cultures, and nurtures the environment.</p> <p>The Strategy is organized into three strategic pillars:</p> <ol style="list-style-type: none"> <li>1. Attract the Right Visitor, which involves five objectives: <ol style="list-style-type: none"> <li>a. Strengthening local festivals and events;</li> <li>b. Becoming a preferred destination for FIT adventure travellers (i.e., hunting, fishing, outdoor adventure);</li> <li>c. Becoming a preferred destination for Arctic and Indigenous Tourism;</li> <li>d. Becoming a preferred destination for relevant meetings and conventions; and,</li> <li>e. Becoming a hub for scientific research.</li> </ol> </li> <li>2. Strengthen Marketing Practices, which involves implementing marketing best practices to increase the strategy's effectiveness; and,</li> <li>3. Advocate for Change, which involves representing the department's perspective in relevant public affairs to help shape regional society in a manner that is in the best interest of residents and visitors</li> </ol>

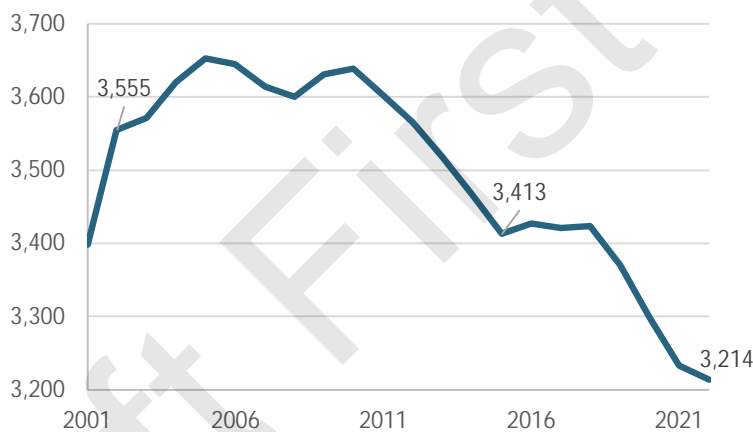
## 3.0 Population

This section of the report examines the past influence of population on the development and form of the Town as well as future population projections.

Population growth was rapid in Inuvik's early days as Inuvialuit, Dene and Metis from the Delta region and people from southern Canada moved to Inuvik. In the 1960s, the Government of Canada established Canadian Forces Station (CFS) Inuvik. Further expansion of the Town came in the early 1970s due to the discovery of oil and natural gas in the Mackenzie Delta, resulting in construction and residential expansion in anticipation of an oil and gas boom. The Town's population peaked at 4,200 in 1990. The completion of the Dempster Highway in 1979 also opened up Inuvik and the Western Arctic. Inuvik, however, is accustomed to boom and bust. A 10-year moratorium on pipeline construction in the Mackenzie Valley in 1977, the closing of CFS Inuvik in 1985, the collapse in the price of oil in 1986, and the 2016 moratorium on oil and gas development in the Arctic Ocean have all led to pauses and decreases in the Town's growth.

### 3.1 Current Trends

Figure 2: *Inuvik Population 2001-2022*



Note. This graph shows Inuvik's population from 2001 to 2022 (NWT Bureau of Statistics, 2023).

The Northwest Territories Bureau of Statistics provides a statistical profile for the Town of Inuvik, detailing population changes for the past two decades. The population remained steady between 3000 and 3500 people from 2013 - 2022. The population peaked at 3,657 in 2006, but declined to 3,321 in 2012. Since 2012, Inuvik has seen a small but steady decline in population. Over this period the average annual population decline has been -1.0%, -0.8% among youth under 15, and +2.5% among those 60+ years of age.

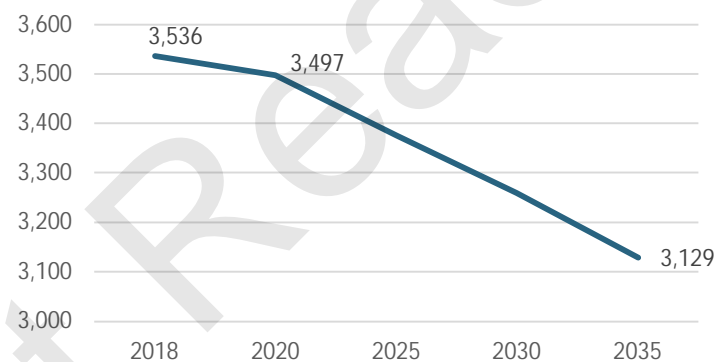
### 3.2 Shadow Population

A shadow population is a population that is not counted as part of the permanent population but makes use of the Town's services such as water, sewer, roads and recreation facilities. Some of the 150 or so full-time students attending Aurora College and researchers using facilities at the Aurora Research Institute are not considered in the total population of Inuvik. In addition, economic activity and Inuvik's role as a regional hub and government centre means that services are routinely provided to an additional 100 people. Short-term construction activity such as construction or repair of major infrastructure may also bring in temporary workers who make use of Town services.

### 3.3 Future Trends

The NWT Bureau of Statistics projects future population declines for Inuvik, following trends within the Beaufort Delta Region. All regions apart from the South Slave and Yellowknife Region are projected to decline. There is a projected decline of 407 residents by 2035, representing a projected decrease of 11.5% over 17 years.

Figure 3: Population Projection for Inuvik, 2018-2035



Note. This graph shows the population projections for Inuvik until 2035 (NWT Bureau of Statistics, 2023).

### 3.4 Demographic Profile

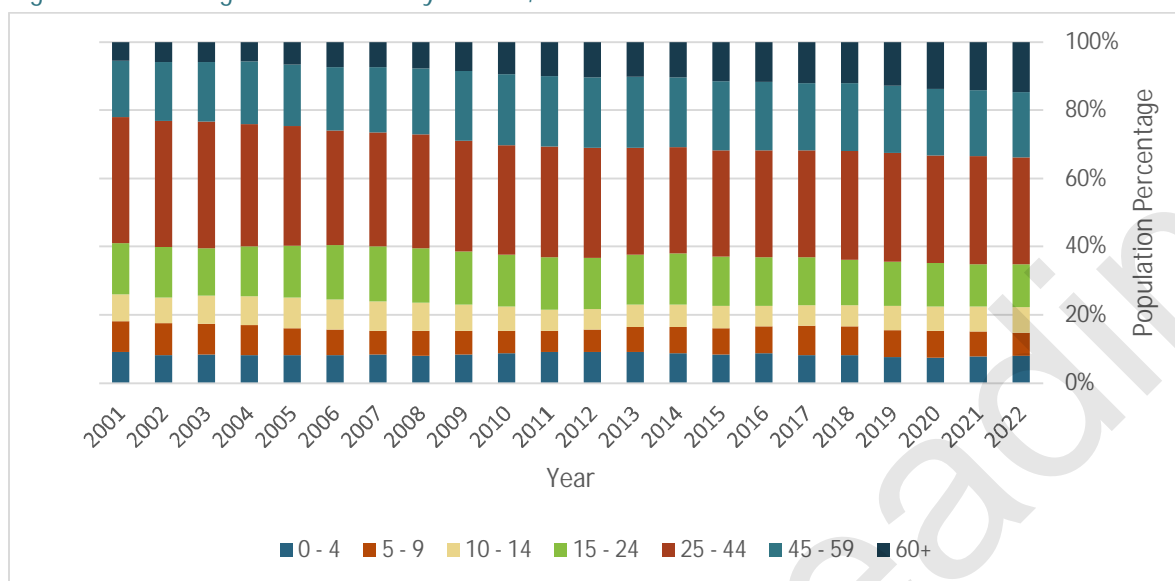
Inuvik has almost equal gender distribution with 50.1% female and 49.9% males (NWT Bureau of Statistics, 2023), which nearly matches national gender distribution of 50.7% female and 49.3% males (Statistics Canada, 2023).

An age cohort analysis of the Town's population over the last two decades (2001 – 2022), identifies that youth populations have declined slightly, and older populations now make up more of the population. Since 2001, the 24 and under cohorts, have decreased by 1-3%. More significantly, the percentage of adults aged 25 – 44 has declined from making up 37% to 31% of the total population, while adults aged 45 – 59 has increased by 3% and those 60+ has increased significantly from 6% to 15% of the total population. This is also consistent with territorial and national trends of an aging population.

From 2013 to 2021, the birth rate has fluctuated between 15 and 19 per 1000 people, with an average of 17 births. The death rate from 2013 to 2020 has fluctuated from 5-9 deaths per 1000 people, with an average of 24 deaths per year (NWT Bureau of Statistics, 2023).



Figure 4: Inuvik Age Distribution by Cohort, 2001 – 2022



Note. This stacked bar graph shows the distribution of the population across each age cohort from 2001 to 2022 (NWT Bureau of Statistics, 2023).

### 3.5 Households

Based on the 2021 Census, Inuvik has 1,165 households, with an average of 2.5 persons per household, slightly lower than the territorial average of 2.7, but slightly higher than the Canadian average of 2.4. The household size has decreased from 3.5 in 1981 and 2.9 in 2009.

Home ownership has remained relatively stable since 2010, yet significantly lower than the territorial rate, as shown in Figure 5. Further, the percentage of households in core need has increased from 11% in 2000 to 19.4% in 2019.

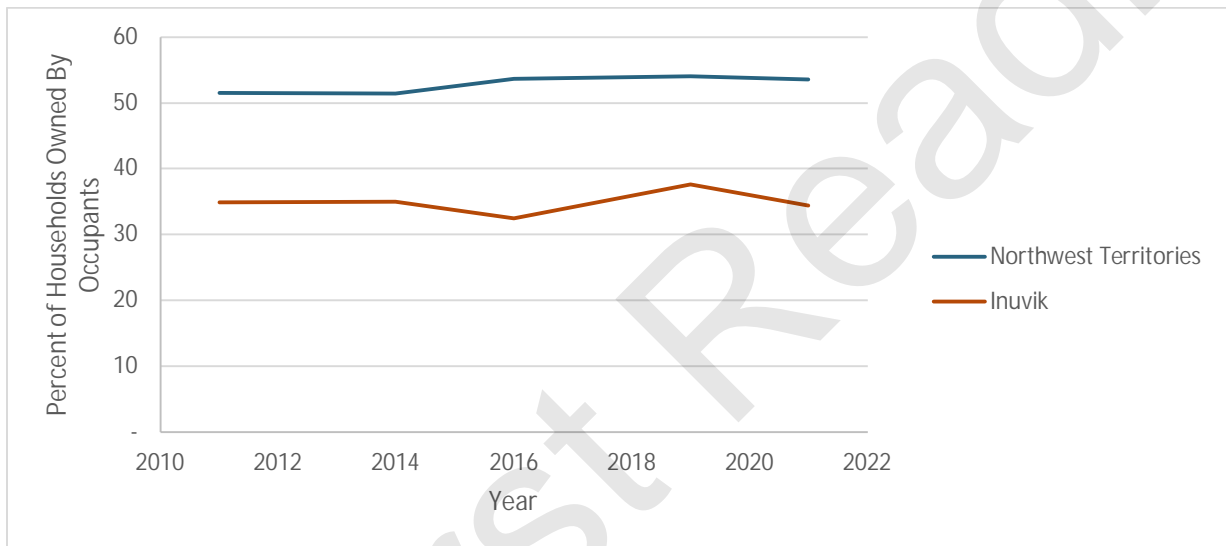
Based on discussions with Housing NWT, there are a total of 239 public housing units which include:

Ownership	Details	Number of Units
Public Housing units owned by Housing NWT	Units include a mix of single-detached homes, duplexes, row houses and three apartment buildings - one is for Seniors only	193
Northview	Contained in an apartment building	46
NWT Housing Homeownership units	single detached units owned	15
NWT Housing	2 caretaker units	2

- 193 Public Housing units owned by Housing NWT:
  - The units include a mix of single homes, duplexes, row houses and three apartment buildings - one is for Seniors only.
- 46 units in an apartment building are leased from Northview.

Additionally, there are 15 homeownership units, which are single family units owned by NWT Housing and 2 caretaker units (one in the senior's apartment building and one in the 17-plex).

Figure 5: Percentage of Households Owned by Occupants in Inuvik and Northwest Territories, 2010 - 2022



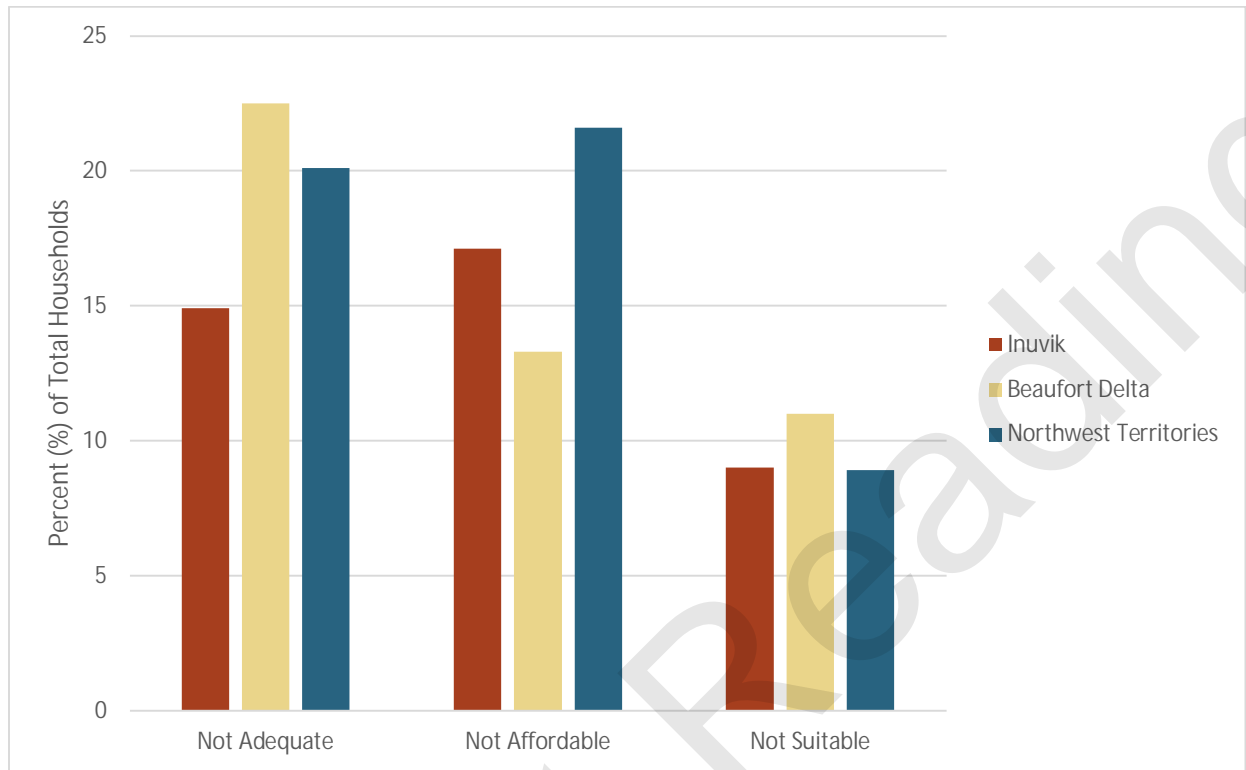
Note. This line graph shows the percentage of household owned by the occupants in Inuvik compared to the Northwest Territories, 2010 – 2022 (NWT Bureau of Statistics, 2023).

Approximately 43% of NWT dwellings in 2019 had at least one housing problem, compared to 32% in 2009. This increase of 11% over a 10-year period can be primarily attributed to rises in adequacy and affordability. The main housing issues are defined by the NWT Bureau of Statistics as:

1. Affordability – the percentage of residents spending less than 30% of income on housing;
2. Adequacy – A house is considered adequate if it has running water and does not require major repairs; and
3. Suitability – A house is defined as suitable if it has the appropriate number of bedrooms for the characteristics and number of occupants (NWT Bureau of Statistics, 2019).

As shown in Figure 6, comparable to the Territory, affordability is the most significant housing issue in Inuvik, affecting 17.1% of households, whereas housing adequacy is the most significant housing challenge for the Beaufort Delta region.

Figure 6: Housing Conditions for Inuvik, Beaufort Delta and Northwest Territories (2019)



Note. This bar graph shows the percentage of households that are not adequate, not affordable, and not suitable in Inuvik, the Beaufort Delta Region, and the Northwest Territories (NWT Bureau of Statistics, 2019).

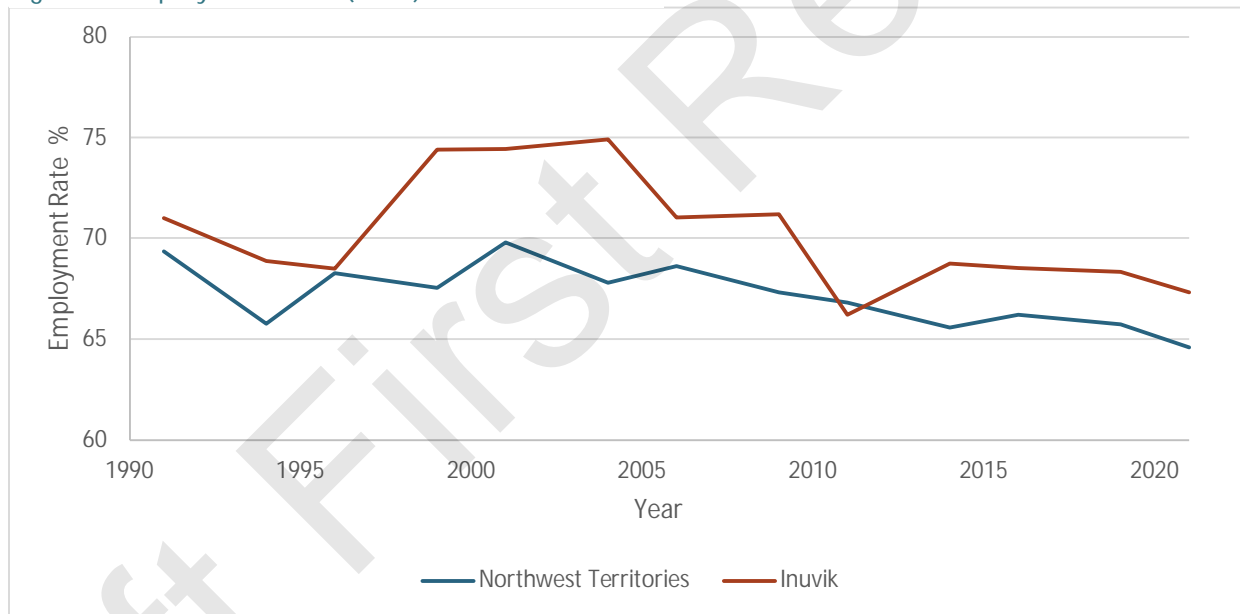
## 4.0 Economy

The Town of Inuvik was on the brink of significant economic development from oil and gas resources in the Beaufort Sea, however these prospects failed to materialize. The Town's economic challenges include extremely high utility and heating prices, a rising unemployment rate, decreasing population, and a shrinking business sector (Town of Inuvik, 2015). Further, the Territory has also been stagnating as market demand for exports (i.e., mining operations and oil-producing fields) has decreased.

### 4.1 Employment

From 1986 to 2009, the labour force participation rate, (the percentage of people over 15 who are employed in the labour force) has declined since 2009, with it being most recently reported as 73.7% in 2021. However, it is higher than the territorial average of 70.7% as shown in Figure 7 below.

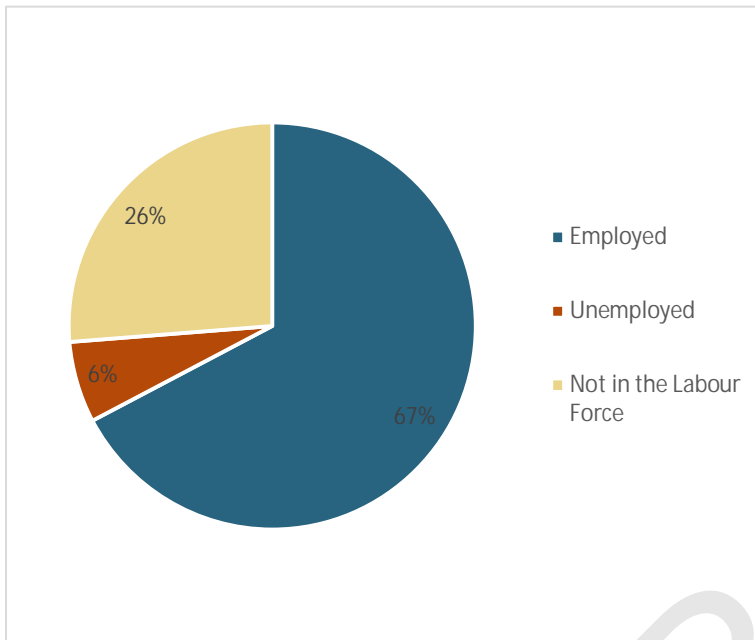
Figure 7: Employment Rate (2023)



Note. This line graph shows the employment rate (%) for Northwest Territories and Inuvik from 1990 - 2020 (NWT Bureau of Statistics, 2023).

As shown in Figure 8, the employment rate has also been consistently higher than the territorial average, fluctuating between 66.2% (2011) and 74.9% (2004), and most recently 67.3% (2021), compared to the most recent territorial employment rate of 64.6% in 2021. As of 2020, 67% of the population was employed, 6% unemployed and 26% not in the labour force.

Figure 8: Inuvik Labour Force Activity (2021)

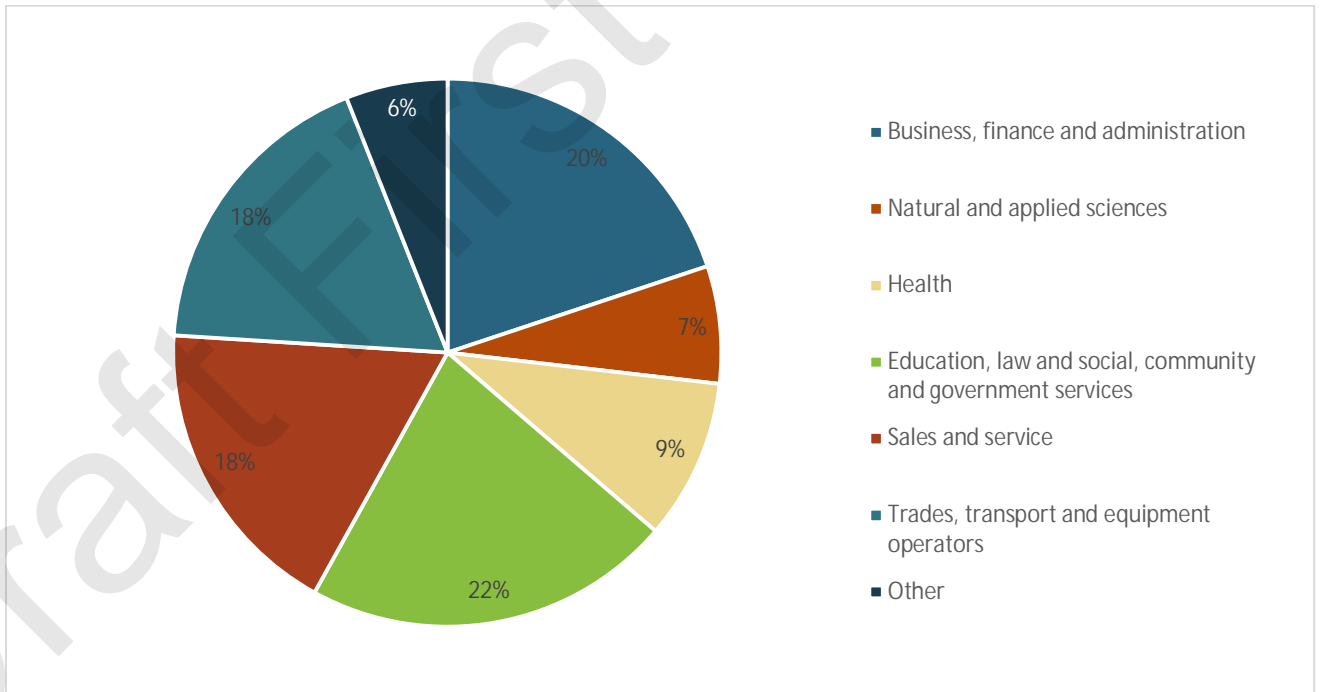


Inuvik has a large percent of jobs in the government, health, social services, and education industries. This is most likely attributable to Inuvik’s role as the Territorial government centre of the Western Arctic, as well as the location of the Gwich’in and Inuvialuit Governments.

The employment profile of the community is more diverse than many other communities in the Territory. With more variety in economic opportunities, the local economy is more resilient to changes from any one employer.

Note. This pie graph shows the percentage of Inuvik’s population that is employed, unemployed or not in the labour force (NWT Bureau of Statistics, 2023)

Figure 9: Inuvik Occupation Profile (2021)

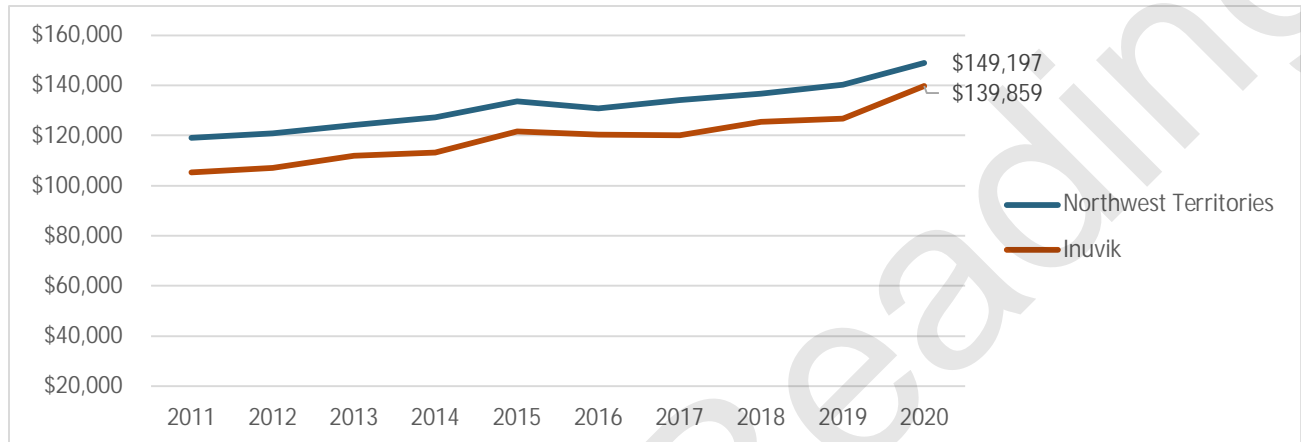


Note. This pie graph shows Inuvik’s Occupation Profile, based on National Occupation Classification (NOC) (Statistics Canada, 2021)

## 4.2 Household Income and Cost of Living

The average household/family income in Inuvik has been steadily increasing over the past ten years, as shown in Figure 10, and is currently at \$139,859, approximately \$10,000 less than the NWT average.

Figure 10: Average Family Income in Inuvik and Northwest Territories (2023)



Note. This line graph shows the average family income in Inuvik and Northwest Territories from 2011 to 2020 (NWT Bureau of Statistics, 2023)

Although average household incomes have risen, they are still significantly lower than the averages for the Beaufort Delta region and the Northwest Territories. A larger population and greater range of employment in Inuvik, and even more opportunities in mining and business in Yellowknife skews the income ranges for the territory. In general, as in other small communities across the territory, and nationally, average incomes are lower in Inuvik.

With increasing household incomes, the cost of living in Inuvik is also rising. The cost of living in Inuvik is higher than other communities in the southern part of NWT. However, it is lower than other communities in the Beaufort Delta without road access. As of 2018, the living cost is 47.5% higher than Edmonton (NWT Bureau of Statistics, 2023). In 2019, the NWT Bureau of Statistics food price index showed that Inuvik has an average 58% higher price for food than Yellowknife.

## 4.3 Industrial and Commercial Activities

Oil and gas exploration have historically featured prominently in the local economy. The discovery of significant oil and natural gas resources in the Mackenzie Delta in the 1970's made Inuvik a regional hot spot for this industry. Major oil companies established offices in the town which also created spin-off oil field servicing companies. Although Inuvik is still an industry logistics center for oil and gas exploration in the Mackenzie Delta and Beaufort Sea, this activity has slowed considerably.

The majority of Inuvik’s retail stores and businesses are located in the downtown core, primarily along Mackenzie Road. These stores primarily consist of offices, restaurants, grocers, financial services, and tourist shops.

The Town completed an Economic Development Strategy in March 2015. This strategy provides an overview of current conditions and identifies priorities for economic development. The Town has also completed the Inuvik Tourism Marketing Strategy in April 2020, which identified three pillars to develop tourism in Inuvik – attracting the right visitor, strengthening marketing practices, and advocating for change.

Inuvik has been identified as one of the best locations in North America for picking up satellite transmissions. Multiple satellite receiver stations are located within the Town including the Inuvik Satellite Station Facility (ISSF) opened in 2010 and managed by the Government of Canada. These stations receive data in near real-time from polar-orbiting satellites for scientific, mapping, weather, surveillance, and other purposes.

Important industrial and commercial activities that will influence the future development of the Town include but are not limited to:

- Inuvik to Tuktoyaktuk Highway;
- Aurora College;
- Western Arctic Research Centre (Aurora Research Institute);
- Satellite Receiver Stations;
- Mackenzie Valley Fibre Optic Line;
- Mackenzie Gas Project & Ikhil Gas Project;
- Mike Zubko Airport; and,
- Tourism, Special Events & Festivals.

#### 4.4 Tourism

The main tourism attractions in Inuvik include:

- Western Arctic Visitor’s Centre;
- The Midnight Sun Mosque;
- Our Lady of Victory Church;
- Northern-most Convention Centre;
- Northern Terminus of the Dempster Highway;
- Annual Events including Great Northern Arts Festival, Muskrat Jamboree, Sunrise Festival; and,
- Mackenzie River and Delta and the proximity to wildlife, hunting and fishing.

In Inuvik, there are currently three hotels, and two campgrounds.



## 4.5 Development

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The majority of recent development has involved redevelopment on lands previously serviced and developed. The cost of development and construction challenges previously described hinder active development in Inuvik.

The cost of servicing new lots is expensive. The Town does not have access to high quality aggregate within the municipal boundary. Therefore, aggregate is sometimes trucked to Inuvik for filling and grading lots prior to development. This is very costly; identifying a new source of aggregate closer to the community could reduce the costs of preparing lots for development and this should be a consideration in the Community Plan.

## 5.0 Municipal Services

This section of the report examines services within the municipal boundary. Information about municipal infrastructure and servicing is considered in the background report as it will inform the Community Plan for several reasons:

- Cost effectiveness of service delivery may impact land development choices;
- Development restrictions in certain areas due to infrastructure;
- Development restrictions in certain areas due to natural hazards;
- Development restrictions due to Gwich'in and Inuvialuit land; and,
- Land development should consider infrastructure replacement and expansion over the next 20-year period.

### 5.1 Roads, Sidewalks, and Drainage

Inuvik is connected to the Dempster Highway which links the Beaufort Delta region with the Yukon Territory and the Canadian highway network. The Dempster Highway is an all-season gravel road and serves as the major transportation link to and from Inuvik.

Development in the Town stretches along the riverbank of the East Channel. The main road running the length of Inuvik is the Dempster Highway. The highway enters the municipal boundary from the southeast connecting the Mike Zubko Airport to the main town site where it splits to become Mackenzie Rd (the Town's main street) and Marine Bypass road that runs outside the perimeter of the Town.

There are several considerations for creating new access for land development. In Inuvik, roads are built above the natural grade on embankments and are never excavated for pre-grading purposes. This creates an insulating layer to minimize permafrost melting and avoid the effects of continuing thaw settlement (Johnson, 2008). New sites are usually filled, and grading is provided to create ditches on the surface for drainage except where it passes through culverts under a road. New road crossings must also bridge the utilidors, if necessary. Utilidors are further described in section 5.2. The majority of roads within the Town are paved.

### 5.2 Water and Wastewater

Water and sewer mains are located in elevated utilidors. Service connections exit each building above the ground and connect to the utilidors. The utilidors are located in a designated right of way that is also used for the power lines. The cost of installing water and sewer services was estimated at over \$50,000 per lot in 2008 (Johnson, 2008). The utilidor system has been undergoing incremental replacement to upgrade aging infrastructure which has a direct impact on land development potential.

Figure 11: Inuvik's Water Treatment Facility  
(Credit: Mackenzie Scott/CBC)



Note. This image shows one of Inuvik's Utilidors which consists of elevated water and sewer mains.

Figure 12: Inuvik's Utilidors (Credit: Wikimedia Commons)



Note. This image is of Inuvik's new water treatment plant.

In 2016, Inuvik's new water treatment plant became operational, allowing water to be drawn from the Mackenzie River year-round. Prior to this infrastructure upgrade, water came from the East Branch of the Mackenzie River and Three Mile Lake during the winter and from Hidden Lake in the summer. Hidden Lake, which was used as a reservoir, was filled by water piped from Three Mile Lake, three miles away. This new, larger water treatment plant has new filtration, disinfection, and storage to provide year-round river intake and raw pump station and meet new Canadian Drinking Water Standards.

Sewage is transported to the Inuvik Sewage Facility, a three-cell system located adjacent to the Mackenzie River. Inuvik was exempted from providing the setback requirements of the Public Health Act General Sanitation Regulations (see R.R.N.W.T. 1990, c.P-16, and R.R.N.W.T. 1990, c.P-17).

### 5.3 Solid Waste and Recycling

The Inuvik Solid Waste Facility is operated with a full time attendant to supervise dump operations and provide capping on a regular basis. The Town currently services approximately 300 animal-proof dumpsters. A solid waste levy is applied to Institutional, Commercial and Industrial users. Individual households are able to bring garbage and other waste to the site free of charge.

## 5.4 Protective Services

An RCMP (Royal Canadian Mounted Police) detachment in Inuvik supports and serves the Inuvik Region, Ulukhaktok, Paulatuk and a portion of the Dempster Highway.

The Town's Protective Services Department includes Animal Control Services, Municipal Enforcement, Emergency Measures, and Fire Protection Services. The Town of Inuvik is serviced by the Inuvik volunteer fire department, with a crew of volunteer firefighters and a Fire Chief. The Fire Department is housed in the Town's administrative building.

## 5.5 Town Administration Services

The Town Administration is located on Firth Street in the Town of Inuvik Office. Built in 1975, it houses the Town Administrative Offices, Council Chambers, and the Fire Department. Given the age of this facility, upgrades and replacement will need to be considered within the next 20 years. At this time there are no plans to replace the building.

## 5.6 Community Services/Recreation

Inuvik has a number of recreation facilities and programs and parks, playgrounds, and trails. There are also a number of recreation partners and recreation and sports organizations that support and deliver a number of recreation programs.

Most activities within the Community Services/Recreation Department are carried out in the Midnight Sun Complex with seasonal activities such as Summer Day Camp outside this complex. The Complex houses an official NHL sized ice surface, a Pool complete with a 190-foot Waterslide, leisure pool, lazy river, hot tub, tot pool, sauna and steam room, a Community Hall/Conference Centre, Fitness centre open 24 hours a day, squash courts, play zone, and a curling facility that is leased to the Inuvik Curling Club.

## 5.7 Education

Major education facilities in Inuvik include the Aurora Campus of Aurora College, the Aurora Research Institute, and the newly constructed East Three elementary and high school.

Opened in 2012, the East Three School houses around 1,000 elementary and high school students in 50 classrooms. The school was built with innovative solutions to combat the challenges of Inuvik's geography especially relating to permafrost.

The Aurora College – Aurora Campus has over 150 full time students enrolled at Aurora College's most northern campus. Many of the programs delivered from the campus are designed to meet the needs of the oil and gas industry in the region.

The **Aurora Research Institute** headquarters are located in Inuvik. A new research facility was constructed in 2012 providing office space, accommodation, and laboratory facilities for visiting researchers.

In September 2022, the GNWT and Aurora College released their Polytechnic University Facilities Master Plan (see GNWT 2022) which reviewed the needs of multiple College facilities including Inuvik. This Plan describes expansions and upgrades including three options for future housing projects.

## 5.8 Government Offices

### Government of Northwest Territories (GNWT)

Inuvik is the GNWT's administrative centre for the Western Arctic and therefore has several territorial facilities. There are local government offices for several Departments including the Municipal and Community Affairs, Human Resources, the Department of the Executive, Environment and Natural Resources and Public Works and Services.

### **Inuvialuit Regional Corporation**

The offices of the Inuvialuit Regional Corporation are located in Inuvik. The IRC is responsible for managing the Settlement established through the Inuvialuit Final Agreement. The IRC and headquarters for the Inuvialuit group of companies are located in the three storey Inuvialuit Corporate Centre opened in 1988.

### Gwich'in

The Alex Moses Greenland Building houses the main office of the Gwich'in Government. It also houses the offices of the Nihtat Gwich'in Council which forms the government of the Inuvik Indian Band formed to represent the members of the Arctic Red River, Fort McPherson and Aklavik Indian bands who moved to Inuvik. This building was opened in 1994.

## 5.9 Health & Social Services

The Inuvik Regional Hospital is a 51-bed hospital in Inuvik, built in 2000. The hospital serves the Beaufort Delta Region and is the only hospital facility in this region. The Town also has a health centre and women's shelter/transitional house. Drop-in and Family Clinics are hosted at the Inuvik Regional Hospital. Dental services are also provided in Inuvik at the Western Arctic Dental Clinic.

A variety of social programs are available in Inuvik including programs relating to family violence, mental health and addiction services, child and family services, community wellness and community development and liaison work.

## 5.10 Planned Capital Expenditures

The Town of Inuvik's Five-Year Capital Plan (2022 – 2026) identifies planned capital investments over this time period. The expenditures that exceed a \$500,000 budget are:

- Utilidor Replacement - \$16 million (2022-2026)
- Hidden Lake Biomass Project - \$884K (2022)
- Sewage Lagoon - \$1.5M (2022 – 2023)
- Solid Waste Expansion & Fencing Installation - \$800K (2022)
- Midnight Sun Complex Arena Insulation - \$800K (2024)
- Breynat Road Upgrade - \$2.5M (2022-2024)
- Town Office & fire Hall Energy Upgrades - \$795K (2022)
- Sidewalks - \$670K (2024)
- 2025 – Midnight Sun Complex Fitness Centre Relocation - \$1.2M (2025)

## 6.0 Land Use Supply and Demand

The total area of land within Town of Inuvik municipal boundary is approximately 3,443 hectares based on 2022 GNWT tax roll data. The Town is separated into two main sections. The Town Centre, which includes the majority of residential, commercial, institutional, and recreational land uses. The other sections consist of hinterland, Shell Lake, and the Airport, which includes lands designated for special development, and Science and Technology. Land that has been zoned to allow for development within the municipal boundaries totals approximately 1,830 hectares.

The following calculations are based on GNWT tax roll data and data from the GNWT administration of the Territorial Lands Act System (ATLAS). Some of the land use classification from the tax roll data and ATLAS may not reflect how the land is currently being used or how it is intended to be used by the Town due to the limited data available. Therefore, some of the land calculations may not reflect the current or intended use. However, the analysis should still provide a high-level view of how land is being used and provide insight into future opportunities for land use.

### 6.1 Residential

Residential land use represents 9.9% of the surveyed useable land in Inuvik (9.9% of total Town Boundary), totalling 343 ha. To understand residential land supply and demand, both the area and number of lots need to be considered.

#### 6.1.1 Residential Land Supply

Property tax assessment from 2022 provided the following information about the number of surveyed lots classified as residential – indicating they are being used for residential purposes. Within this tax information 949 lots were designated as being used for a residential purpose, and in further analysis 104 of these lots (8.0%; 277 ha) were noted as being vacant. These vacant parcels are spread throughout the community. The number of lots and area for residential lots is outlined in Table 3 below.

Table 3: Residential Land Use Summary

Classification	# of lots	Area (ha)
Total Residential Lots	949	342.9
Residential Developed	845	66.0
Residential Vacant	104	276.9

*Note.* This table outlines the number of lots and the proportion of the total lots for developed and vacant residential lands in the Town of Inuvik (Inuvik, 2022).

Based on the available tax roll data, there is a total of 342.9 ha of lands designated as residential in the Town of Inuvik. Approximately 66 ha of the residential land is currently developed, with the remaining 276 ha vacant.



## 6.2 Commercial

Commercial land uses represent 52.7% of the total surveyed land in Inuvik, of which 34.9% is developed. Commercial land uses are located primarily in the Town Centre along Mackenzie Road, Distributor Road, Reliance Street and Firth Street. These land uses include commercial, tourism and community service businesses. Such land uses service the direct residents of Inuvik, while also supporting a growing tourism industry of vehicles travelling the Dempster Highway. Growing tourism as part of the Tuktoyaktuk Highway completion may strengthen existing businesses, however identifying specific opportunities for tourism related businesses as part of an overall tourism strategy will be necessary to take advantage of the increase in travellers on the Dempster Highway.

### 6.2.1 Commercial Land Supply

Within the 2022 Tax Roll, commercial lands are designated and include the businesses identified above in addition to other office use, where Territorial and Nihtat Gwich'in Council organizations occur. Total lands designated as Commercial are 1812.9 hectares. Table 4 below summarizes these commercial lots.

Table 4: Commercial Land Use Summary

Classification	# of lots	Area (ha)
Total Commercial Lots	287	1811.2
Commercial Developed	214	1200.1
Commercial Vacant	73	611.1

*Note.* This table outlines the number of lots and the proportion of the total lots for developed and vacant commercial lands in the Town of Inuvik (Inuvik, 2022).

According to the 2022 tax roll data, there is a total of 287 commercial lots which make up 1811.2 ha. Of the total lots, 214 are developed and account for 1200 ha. 73 lots are vacant which account for 611.1 ha.

## 6.3 Institutional

In Inuvik, land designated as an institutional or community use make up 1.0% of the surveyed land within the 2022 Tax Roll. These lands include the Town of Inuvik Municipal Office, Recreation Complex and Curling Centre, schools, hospital, RCMP station and religious centres.

### 6.3.1 Institutional Land Supply

Table 5 below shows the number of lots and area in hectares designated as an institutional use in the 2022 Tax Roll:

Table 5: Institutional Land Use Summary

Classification	# of lots	Area (ha)
Total Institutional Lots	33	36.1

*Note.* This table outlines the number of lots and the total area in hectares for institutional lands in the Town of Inuvik (Inuvik, 2022).

Based on 2022 tax roll data, there are 33 institutional lots in the Town of Inuvik which account for 36.1 ha of land.

### 6.4 Industrial

Industrial land uses make up 36.0% of the total surveyed usable land in Inuvik, totalling 403 properties, with a total surveyed land area of 1,239 hectares. Of these lands, 516 hectares are developed. These lands incorporate fuel storage, construction and storage uses, surrounding the community core and within lands near the Airport and along the Dempster Highway. Undeveloped industrial lands account for 723 hectares of land which can be utilized to meet the future industrial needs of Inuvik.

#### 6.4.1 Industrial Land Supply

Summarized below in Table 6, are the total lots and area of the industrially designated lands within the Town of Inuvik. The Northern Store location, including gas pumps and storage is designated as industrial within the 2022 Tax Roll.

Table 6: Industrial Land Use Summary

Classification	# of lots	Area (ha)
Total Industrial Lots	265	1,240.3
Industrial Developed	163	516.8
Industrial Vacant	102	723.5

*Note.* This table outlines the number of lots and the total area in hectares for developed and vacant industrial lands in the Town of Inuvik (Inuvik, 2022).

The results presented in Table 6 indicates that there is a total of 1,240.4 ha of industrial land, with 723.5 ha being vacant industrial land. It should be noted that much of the industrial land included in this assessment are managed by the Government of Canada as part of the Inuvik Satellite Station Facility and not actively used for typical industrial processing and manufacturing uses. However, even accounting for this, there is adequate industrial land available in Inuvik.

## 6.5 Recreation

Recreational Uses are considered differently from other land use designations since they are mostly comprised of undeveloped land, however, still provide an invaluable land area in every community. This designation includes land uses such as trails, parks, and public green space. The amount of space designated for recreational purposes currently serve the needs of the community, and it is not expected that alterations or additional park space will be required over the relevant period of this Community Plan rewrite. The number of lots and area of recreation land is outlined in Table 7.

Table 7: Recreation Land Use Summary

Classification	# of lots	Area (ha)
Total Recreation Lots	16	10.77

*Note.* This table outlines the number of lots and the total area in hectares for recreation lands in the Town of Inuvik (Inuvik, 2022).

Recreation land accounts for approximately 0.3% of the total Town boundary lands. These lands comprise 10.77 hectares over multiple parcels. Additional recreational lands include Jak Territorial Park.

## 6.6 Airport

Based on data available through ATLAS, the airport is comprised of one parcel, totalling an area of nearly 1088 hectares. This parcel is located along Highway 8 (Dempster Highway) within the municipal boundary. Table 8 summarizes the number of lot(s) and area that is dedicated for the airport.

Table 8: Airport Land Use Summary

Classification	# of lot(s)	Area (ha)
Total Airport Lot(s)	1	1088.00

*Note.* This table outlines the number of lots and the total area in hectares for the airport in the Town of Inuvik (Inuvik, 2022).

We note that the data from Table 8 was taken from ATLAS since it was not available in the 2022 tax roll data. As a result, the area that is specified may not be consistent with the total areas for the land uses described in the sections above.

## 6.7 Projected Land Demand

As detailed in the sections above, land analysis has been completed for the Town of Inuvik based on forecast population change, while considering the existing land use areas of residents, organizations and businesses. Summarized within Table 9 are the total land use designations, with a summary total of the potential future land use demand of the Town. Tables 10 and 11 summarize the developed and undeveloped land use designations, respectively.

Table 9: Land Scenarios Summary

	Demand Scenarios (Total)					
Population	2,500	3,000	3,129	3,214	3,500	4000
Residential in ha	266.75	320.10	333.86	342.93	373.45	426.80
Commercial in ha	1410.21	1692.25	1765.02	1812.96	1974.29	2256.33
Industrial in ha	964.82	1157.79	1207.57	1240.38	1350.75	1543.72
Institutional in ha	28.09	33.70	35.15	36.11	39.32	44.94
Recreation in ha	8.38	10.06	10.49	10.78	11.74	13.41
<b>Total</b>	<b>2678.25</b>	<b>3213.90</b>	<b>3352.10</b>	<b>3443.16</b>	<b>3749.55</b>	<b>4285.20</b>

Note. This table provides a summary for the land use scenarios for the different land uses in the Town of Inuvik.

Table 9 summarizes the above demand scenarios in comparison with the available supply. Based on population projections for 2053, the population is expected to decrease to 3,129 from 2,214 people. As a result, the current total land use demand of 3443.16 ha will decline to 3352.10 ha. The majority of demand is anticipated to be from commercial and industrial land uses which will require 1,765.02 ha and 1,207.57 ha, respectively.

Table 10: Developed Land Scenarios Summary

	Demand Scenarios (Developed)					
Population	2,500	3,000	3,129	3,214	3,500	4000
Residential	51.35	61.62	64.27	66.01	71.89	82.16
Commercial	934.19	1121.03	1169.24	1201.00	1307.87	1494.71
Industrial	402.04	482.45	503.20	516.87	562.86	643.27
Institutional	28.09	33.70	35.15	36.11	39.32	44.94
Recreation	8.38	10.06	10.49	10.78	11.74	13.41
<b>Total</b>	<b>1424.06</b>	<b>1708.87</b>	<b>1782.35</b>	<b>1830.77</b>	<b>1993.68</b>	<b>2278.49</b>

Note. This table provides a summary for the land use scenarios for the different developed land uses in the Town of Inuvik.

Table 10 summarizes the above demand scenarios in comparison with the available supply. Based on the projected population forecasts for 2035, the land area demand for developed land uses is 1,782.35 ha. The majority of demand will come from commercial land uses which will require 1,169.24 ha. Due to the forecasted decline in population, the demand for residential land use will decrease from 66.01 ha to 64.27 ha.

Table 11: Undeveloped Land Scenarios Summary

	Demand Scenarios (Undeveloped)					
	2,500	3,000	3,129	3,214	3,500	4000
Population	2,500	3,000	3,129	3,214	3,500	4000
Residential	215.40	258.48	269.59	276.92	301.56	344.64
Commercial	476.02	571.22	595.78	611.97	666.42	761.62
Industrial	562.78	675.33	704.37	723.51	787.89	900.45
Institutional <sup>1</sup>	-	-	-	-	-	-
Recreation <sup>1</sup>	-	-	-	-	-	-
<b>Total</b>	1254.19	1505.03	1569.75	1612.39	1755.87	2006.71

*Note.* This table provides a summary for the land use scenarios for the different undeveloped land uses in the Town of Inuvik.

<sup>1</sup> there was no data available for undeveloped institutional and recreational land uses and therefore, these have not been included in the calculation.

Table 11 summarizes the above demand scenarios in comparison with the available supply. Based on the projected population forecasts for 2035, the land area demand for undeveloped land uses is 1569.75 ha. Based on forecasted population projections, the majority of demand for undeveloped land will come from industrial and commercial land uses which will require 704.37 ha and 595.78 ha by 2035, respectively.



## 7.0 Land Administration

The final section of the background report reviews the systems and procedures that the Town uses to administer lands in the municipality.

### 7.1 Land Inventory

The Town does not currently maintain an inventory of land to identify developed parcels. Documents can be created to help the Town manage a land inventory. The analysis of land areas in this Background Report made use of GIS mapping, and the Town of Inuvik's Tax Roll Assessment data (2022) to develop a Community Plan.

Both the Inuvialuit and the Gwich'in own land within the Town of Inuvik and are key developers within the Town. There is the opportunity for the Town to work collaboratively with the Inuvialuit and the Gwich'in people to work collaboratively to develop land in a mutually beneficial manner.

### 7.2 Inuvialuit Final Agreement

Settled in July 1984, the Inuvialuit Final Agreement (IFA) became the first land claim agreement in the NWT. The IFA is a comprehensive land claim agreement between the Government of Canada and the Inuvialuit that provides certainty and clarity with respect to ownership and use of land and resources in the Inuvialuit Settlement Region. This region encompasses the most northerly portion of the Northwest Territories and the North Slope of the Yukon Territory, and includes a large portion of the Beaufort Sea.

The Inuvialuit Regional Corporation was established with the overall responsibility of representing the Inuvialuit and their rights and benefits and managing the affairs of the settlement as outlined in the Inuvialuit Final Agreement (IFA).

### 7.3 Gwich'in Comprehensive Land Claim Agreement

The Town of Inuvik is surrounded by the lands of the Gwich'in people as settled through a land Claim in 1992. The agreement, known as the *Gwich'in Comprehensive Land Claim Agreement*, covers an area of 22,422 km<sup>2</sup> in the Mackenzie Delta region of the Northwest Territories.

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## Schedule C

### *What We Heard Report*

Draft First Reading

## 1.0 Purpose

This document serves to provide a summary of the engagement conducted to support the redevelopment of the Community Plan and Zoning Bylaw. Engagement for this project occurred in two phases, Community Visit 1 in August 2023, and Community Visit 2 in October 2023. Community Visit 1 focused on introducing the project and information gathering, while Community Visit 2 focused on gathering feedback on the draft Plan and Bylaw.


## 2.0 Community Visit #1 and #2 Overview

Between July 31 and August 4, Dillon Consulting Limited (Dillon) visited the Town of Inuvik to meet with residents and stakeholders for the purpose of introducing the project and gathering initial input. During Round 1 Engagement, the following activities were conducted:

- Workshop with Council;
- Meeting with numerous stakeholders;
- Public pop-up event at the Inuvik Welcome Centre (August 2); and,
- Brochures with questions were made available at the Village offices and post office for the public to provide input.


Between October 23-27, Dillon visited the Town of Inuvik to meet with residents and stakeholders for the purpose of gathering input on the draft documents. During Round 2 Engagement, the following activities were conducted:

- Presentation to Council;
- Meeting with numerous stakeholders;
- Open House at the Inuvik Community Hall (October 25); and,
- Brochures with questions were made available at the Open House and Village offices for the public to provide input.




A summary of groups met with over Round 1 and 2 engagement included:

- Council;
- Gwich'in Tribal Council;
- Gwich'in Development Corporation;
- Inuvialuit Development Corporation;
- Aurora Research Institute;
- Housing NWT;
- Department of National Defence;
- RCMP;
- Mike Zubko Airport; and
- Inuvik Satellite Station Facility.



Following both community visits, Dillon continued discussions with municipal staff and stakeholder groups via e-mail and virtual meetings.



## 3.0 What We Learned on Community Visit #1

The following provides a summary of key themes/topics that came up during this community visit.

### 3.1 Abandoned Buildings

- They are threats to the community (potential fire, lead, asbestos etc.).
- Abandoned buildings are taking up valuable space in the downtown area and could be repurposed for housing.
- The buildings are not generating tax revenue for the Town.
- Need options for how to address these underutilized sites.
- The Town needs to enforce a bylaw that requires development within 2 years of purchase, or explore a utility surcharge when development doesn't occur.

### 3.2 Recreation

- The Town has many neighbourhood parks that are actively used. These should be preserved - particularly in the West End of town.
- Golf course to be expanded to 9 holes.
- Potential for sledding hill on Old Baldy (in conjunction with golf course improvements).
- Cross-country ski trails to be protected.
- Consider the lifespan of existing recreational facilities (e.g., pool and recreation centre)
- New development should include space for neighbourhood parks/green spaces.
- The existing trail system could be improved and better connect the community.
- Support opportunities for large recreational events (Canada Games).
- Partner with College for rec programs.
- Maintain access to the river.
- Trails need to consider all users (pedestrians, ATV, bikes, snowmobiles, etc.).
- Open the concession in the recreation facility.
- Consider recreation spaces that are multi use (e.g., soccer fields become hockey rinks in the winter).
- Clarification for Town's ability to regulate development on federal crown lands within the municipal boundary.







The following recreation options were noted:

- Space for ATVs
- shooting range and paintball
- Running tracks
- Spaces for dogs
- Public washroom facilities
- Fire pits and picnic tables in parks
- Ski hill behind the golf course
- Outdoor recreation fields
- Trail expansion

### 3.3 Airport Expansion

- The runway at the Inuvik Airport will be extended to support the Department of National Defense's Forward Operating Location.
  - This includes extending the runway by 3,000 feet to a total length of 9,000 feet, and modernizing the lighting, navigational and military aircraft landing system.
- The airport runway and taxiway embankments will be widened, and surface repairs and drainage improvements will help direct water away from vulnerable areas.
- Airfield improvements and repairs will increase the resiliency of the airport to the effects of climate change and help protect the permafrost below the airport.
- This project is expected to create economic opportunities for the region throughout construction.
- Construction is expected to be completed over a 5-year period, by 2027.

### 3.4 Town Hall/Fire Hall Expansion

- Envelope upgrades have happened recently, but some repairs are needed as a result of heavy fire trucks, and aging electrical and plumbing.
- Long term needs and building life may need further review.

### 3.5 Airport Road

- Airport Road is the main access into the Town and provides good access.
- Existing uses include workcamp, storage, business with people living onsite.
- Consider allowing Country residential with businesses.
- Properties would be serviced by trucked water/waste.
- Opportunities for acreages where people could live with commercial and industrial businesses.
- Large lots and industrial opportunities.
- Would be great to see hobby farms, tourism villages, more satellite farms and clean up of existing industrial lots.

### 3.5.1 Airport Lake Road

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- The road to the airport lake is too narrow and dangerous.
- Opportunities for a day-use site here.
- The existing quarry is active for 3 more years.

### 3.6 Residential

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- Important to provide community parks within residential neighbourhoods.
- Shortage in overall housing supply (to rent and to own). Few opportunities for seniors housing.
- Risk that supply of privately owned and GNWT lots zoned R2 will be exhausted. This also includes lots currently occupied by derelict buildings. The new ZBL should create a path to increase supply of R2 zones.
- Consider opportunities for tiny homes.
- Accessible housing to promote aging in place.
- Consider opportunities for secondary suites.
- Consider shared living spaces.
- Not enough variety of housing types.
- Allow for mixed-use properties that allow for residences above commercial units.
- “24 hours” guideline in the definition of “Special Care Residence” and “Special Care Facility” should be removed or amended due to a shortage of affordable housing.
- Affordable housing solutions across the economic spectrum by encouraging and supporting local development and innovation.

### 3.7 Commercial

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- Consideration for small businesses with street frontage.
- Opportunities for small businesses to be located in residential areas.
- The cost to develop and open businesses in the downtown can be restrictive to new businesses.
- Businesses have a hard time finding staff as there are few places for them to live.
- Many stores have closed when owners retire or move out of town.
- Make it easier for small businesses (smaller store fronts, shorter term leases etc.).
- Consider Artisanal businesses where craftspeople, or those working in a skilled trade, especially one that involves making things by hand can sell goods in the store front and allow people to watch them make things in the back studio.
- Consider the needs of both small and larger businesses. This includes space allocated for businesses, since smaller businesses would benefit from lower heating bills. While also providing large spaces for larger businesses.





The following businesses should be allowed and encouraged within the Town:

- Restaurant
- Movie Theatre
- Bowling
- Adult entertainment
- Coffee shops
- Dog grooming
- Pet supplies
- Veterinaries
- Personal Services (hairdressers, tattoo parlours, massage studios, nail salons etc.)
- Funeral Services
- Museum
- Car Dealership
- Small engine mechanics/regular mechanics
- Second hand shops
- More tour operators
- “Buy local” stores
- Cannabis retailer (current TOI bylaw very stringent on location)
- Holistic medicine and wellness
- Lunch places/countertop restaurants
- Restaurants
- Lounges
- Food trucks
- Outdoor equipment/hunting/footwear store
- Artic Spa

### 3.8 Industrial

- Lots of industrial land is available.
- Desire for uses:
  - Work camps out of town;
  - Laydown yards;
  - Truck stops;
  - Commercial storage facilities; and,
  - Commercial storage facilities.

### 3.9 Central Townsite

- Desire to protect views of the Mackenzie River and limit building heights.
- Limiting building heights to what the fire department can provide for.
- Desire for flexibility of uses and expansion on what is available in the downtown core.
- Expand the downtown core.

### 3.10 Agriculture

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- Food security is a concern.
- Inuvik Community Greenhouse is doing a lot to support local food production.
- Many people starting their own personal greenhouses at their homes.
- Climate change could provide more growing opportunities in the north. For instance, a variety of vegetables is being grown on Mackenzie Street.

### 3.11 Tourism

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- GNWT would like to Inuvik to host winter games.
- Options for more and expanded campgrounds. One campground site exists within the town and another between the town and the airport.
- More hotels, as the current ones are at capacity.
- Allow Airbnb opportunities.
- Explore opportunities for partnerships with college and hospitality and customer services.
- Businesses struggle with staffing.
- The Town could have better signage to identify businesses and areas of interest.
- Consider public art projects (Western Arctic Visitors Centre).
- Need for evening tourist activities.
- Work with the Yukon Government to improve the highway. Particularly in the summer, it is poorly maintained.
- Tourism has been growing economy in the region and the Town has done a good job of providing things to do. However, this summer has fallen short due to staffing issues.
- Would love to see enhanced art pieces throughout the town (e.g., student design projects).

### 3.12 Cemetery

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- Cemetery capacity is decreasing and a need for expansion is growing.
- A new map of graves and names could be improved.
- Beautification of the cemetery.
- Seek opportunities for columbarium's.

### 3.13 Utilidor

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- There is a cost to maintaining and improving the utilidor system.
- Consider alternatives to the utilidor system including pump in pump out systems.
- Utilidor provides a level of convenience for properties on it.
- Utilidor prevents alleys.
- The utilidor could be better highlighted as a technological feature that makes the Town unique.
- Fire access to the utilidor can be challenging. Locations for fire access points must be considered if the utilidor system expands.

### 3.14 Inuvik Satellite Station Facility

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The Inuvik Satellite Station Facility (ISSF) is an international, multi-use science and technology facility with an emphasis on Earth Observation.

The Government of Canada (GC) established the ISSF in 2010. Situated above the Arctic Circle, the Inuvik satellite station is ideally positioned to track and receive data in near real-time from polar-orbiting satellites for scientific, mapping, weather, surveillance and other purposes.

<https://natural-resources.canada.ca/science-and-data/research-centres-and-labs/satellite-receiving-stations/satellite-facilities/inuvik-satellite-station-facility/10953>

- May be opportunities to partner with Town on various initiatives.
- Tourists and locals are curious about the facility.
- Some areas should be protected.
- Unique emergency responses to be considered.

### 3.15 Homeless

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- Warming shelter gets to capacity in the winter.
- Need opportunities for shelter and shade to protect this demographic.
- Provide access to drinking water. Currently, people use utilidor leaks to access water.
- Treatment shelter of alcohol and drugs.
- Seek support from the government.

### 3.16 Other

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- Grandfathered uses should be reviewed and updated.
- Would like to see all land in the Town properly surveyed and parcelled to streamline future projects.
- Improve roadways.
- Improve visibility of road signs/replace road name signs. Possibly use designs that are “distinctly Inuvik”.
- Consider a stop and yield sign assessment. To determine where necessary and where it is not necessary.
- Consider a crosswalk assessment and repainting.



## 4.0 What We Learned on Community Visit 2

The following provides a summary of key themes/topics that came up during this community visit.

### 4.1 Abandoned Buildings

- Encourage the redevelopment of vacant buildings and properties.
- Ideas for vacant buildings include taxing vacant properties, an annual auction, and encouragement of redevelopment or renovation.

### 4.2 Residential

- Housing was indicated as one of the primary areas of improvement for engagement participants.
- Need to increase housing stock of all building types, particularly accessible units.
- Encourage development of missing middle housing
- Need more and improved purpose-built rental housing.
- Potential concept about creating contained smaller residential neighbourhoods with centralized services for residents, including laundry, food, and public meeting areas such as with a Tiny Home community.
- Town could consider policy to require a portion of units in multi unit dwellings are required to provide affordable housing.
- Waive fees for Building Permits/Business License in low-income areas.
- Allowance of boat houses.
- Maintain a development setback at Boot Lake.
- Partner with trades program at Aurora College to build homes with local trades people.
- Town could consider providing support for home repairs, and beautification.
- Concerns around landlords not providing basic maintenance, leading to safety concerns.

### 4.3 Commercial


- Economic development noted as a priority for the Town.
- Increase small business support and commercial development.
- Local policies found to be restrictive such as food regulations impeding food vendors.
- More local businesses should be closer to residential areas.
- Suggestion to create a policy to sell vacant/privatized lots in downtown core if no development occurs after a certain period.
- Shared co-spaces for small businesses.
- Limited parking in the Downtown Core. Town may consider using parking meters.





## 4.4 Recreation and Tourism

- Appreciation for the community's beautiful natural scenery.
- Parks and Recreation was noted as a priority for the community.
- Increase the number of green spaces.
- Tourism seen as a main economic driver for the community.
- Interest in converting ski trails into summer trails for walking.
- Nice to have a cycling/walking/ skiing trail between town and Jak Territorial Park.
- ATVs and skiers currently sharing trails with hikers, need for more trail options.
- Need to consider accommodation for snowmobiles on new trails.
- Share stories of walking in and around the utilidor.
- Improved outdoor spaces for larger events.
- Increase arctic market hours.
- Turn Happy Valley into a Historical Area.
- Zoning consideration for mid-range accommodations like Bed and Breakfast's.



Demand for more tourist amenities, including:

- Museum
- Heritage Sites
- Movie Theatre
- Restaurants
- Bowling Alley
- Lodging and camping options
- Workshops and Artist Studios
- Hiking trails
- Art Galleries
- Bakery
- Coffee Shops
- Gardens



The following recreation opportunities and improvements were noted:

- Boot Lake Trail
- Community Events
- Skating and Speed Skating
- Spaces for Pets
- Classes (language, sewing, dance)
- Special Events Pavilion
- Benches
- Signage and Wayfinding
- Skate Park
- Public Docks at River or Lakes

## 4.5 Community Services

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- Appreciation for the many agencies and local organizations in the community.
- Better coordination between agencies and organizations is needed.
- Appreciation for strong sense of community and resilience.
- Vibrant and passionate traditional and local knowledge holders.
- Would like to see more utilization of traditional and local knowledge holders.
- Create more accessible charters and access for community groups.
- Demand for more services including mental health programs.
- More communication on availability of event spaces and booking facilities such as the Inuvik welcome center.
- More opportunities for local training for career advancement.

## 4.6 Infrastructure

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- Demand for increased sidewalk and bike lane availability on and off the main streets.
- Aging infrastructure within the Town.
- More attention to lower number of potholes in the summer.
- Red boxes on utilidors need gate to the road and flags to identify locations.
- Public curiosity concerning development near airport.
- Dirt roads create a lot of dust.

### 4.6.1 Waste Management

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- Dumpsters regularly overflow on long weekends with limited extra pickup.
- No clear system for handle large waste items (Cars, furniture, mattresses, etc.)
- Consider expanding garbage collection on long weekends or fines for overflowing dumpsters.
- No clear system for hazardous waste disposal, consider periodic inspections of industrial properties for proper handling.

## 4.7 Community Safety

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- Town should be enforcing or fining development without a permit.
- Improvement of streetlights.
- Signage and home addresses for emergencies could be improved.
- High use of snowmobiles in the Town.
- High use of ATVs, particularly in the summer.
- Blind corners a safety concern, particularly in the winter.
- Consider implementing regular health and safety inspections of derelict buildings.

