

**Town of  
Inuvik**

Community Plan Bylaw #2582/P+D/15

**TABLE OF CONTENTS**

**1 INTRODUCTION ..... 1**

1.1 PURPOSE OF THE PLAN .....1

1.2 ADOPTION AND AMENDMENTS .....2

1.3 FORMAT OF THE PLAN .....2

1.4 PLANNING TARGETS AND CAPACITY .....2

**2 Vision and Goals ..... 3**

2.1 VISION .....3

2.2 GENERAL GOALS .....4

**3 LAND USE CATEGORY GOALS OBJECTIVES AND POLICIES ..... 5**

3.1 RESIDENTIAL LAND USE .....5

3.2 COMMERCIAL LAND USE.....9

3.3 PARKS AND RECREATION LAND USE .....11

3.4 INSTITUTIONAL AND COMMUNITY USE LANDS.....14

3.5 INDUSTRIAL LAND USE .....15

3.6 FUTURE GROWTH AREAS .....17

3.7 AIRPORT USE.....18

**4 GENERAL OBJECTIVES AND POLICIES ..... 19**

4.1 PARKING.....19

4.2 VEHICLE CIRCULATION.....20

4.3 ACTIVE TRANSPORTATION .....21

4.4 UTILITY SERVICES .....22

4.5 ENVIRONMENTAL CONSIDERATIONS .....23

**5 GROWTH MANAGEMENT ..... 25**

5.1 FUTURE DEVELOPMENT .....25

5.2 SUBDIVISION PLANNING .....26

**6 IMPLEMENTATION..... 28**

6.1 ZONING BYLAW .....28

6.2 SUPPLEMENTAL STUDIES.....28

6.3 INTEGRATED PLANNING .....29

6.4 PUBLIC INVOLVEMENT.....29

6.5 LAND ADMINISTRATION.....29

6.6 MONITORING AND REVIEWS.....30

SCHEDULE "A"

*COMMUNITY PLAN*



# 1 INTRODUCTION

---

This document is the Community Plan for the Town of Inuvik and it may be referred to as *the Plan*. It has been prepared and approved in accordance with the Cities, Towns and Villages Act S.N.W.T. (2003), c.22 as amended, and the Community Planning and Development Act, S.N.W.T. (2011) c22 as amended (*the Act*).

## 1.1 Purpose of the Plan

The purpose of the Community Plan is to provide a vision for future land use and development, establish policies to guide decisions about proposed developments, and identify strategies for encouraging development or redevelopment that will contribute to the economy, character, and future of the Town. The Plan is based on an analysis of land supply and demand, the impact that projected population and economic growth could have on land development needs, a review of community facilities and development that has occurred since the adoption of the previous community plan, and consideration of public input and feedback received during the development of the Plan.

The Plan:

- Provides guidance to Council whenever they consider matters related to land use and development
- Provides guidance to Council and administration for the consistent review of development and subdivision applications
- Establishes land use objectives and strategies
- Identifies objectives that can be accomplished by a Zoning bylaw containing regulations consistent with Plan policies
- Identifies land use and development issues requiring further study, and suggests strategies that may assist the Town to achieve the goals and objectives of the Plan.

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 Adoption and Amendments

The Community Plan is enacted through by-law and any changes to this Plan can only be made by amending the by-law in accordance the *Act*.

Minor adjustments may be made without amendment to this Plan provided the general intent is maintained and the adjustment or interpretation is approved by resolution of Council.

## 1.3 Format of the Plan

**Schedule A** of the Plan establishes goals, objectives and policies related to land uses and activities, and should be read in conjunction with the land use concept map.

**Schedule B** of the Plan provides a *land use concept map* showing the location and extent of land use categories, major Town infrastructure, and natural features. The location and classification of roads and boundaries between land uses shown on the *land use concept map* are intended to provide general information only.

## 1.4 Planning Targets and Capacity

Based on past trends and future projections, the Town can expect to maintain a stable population of approximately 3,600 people over the next twenty years. Current population projections show an increasing number of older residents, and a decrease in household size. The Town currently has sufficient capacity for a total population of approximately 5,000 in terms of land area and municipal water and sewer systems.

The Plan has considered a long-term target population of 5,000 people and identifies land supplies for various uses in keeping with projected demand of the target population.

## 2 Vision and Goals

---

### 2.1 Vision

Inuvik is an active and welcoming community that will be revitalized over the next 20 years through new and redevelopment projects that will enhance the Town's compact and mixed central core, provide a range of affordable housing choices, support new economic development activities, promote active living, and maintain easy access to parks and natural spaces. The quality of development and redevelopment will strengthen community pride, and position Inuvik as a leader in sustainable development.”

## 2.2 General Goals

The general goals of the Inuvik Community Plan are to manage development so that:

- 1) Compact low-rise development allows the Town to provide municipal services efficiently;
- 2) The physical growth of the Town contributes positively to the revitalization and overall betterment of Inuvik;
- 3) Land supplies are available for different categories of land uses to meet demand and allow for economic development and growth;
- 4) Locations are identified for different land uses and adjacent uses are compatible;
- 5) Community facilities appropriate for people of all ages and income levels are provided and located to encourage active living and community spirit;
- 6) The natural environment is preserved for the enjoyment and function of the Town;
- 7) Circulation routes are provided that are suitable for vehicle and active transportation choices;
- 8) New development is attractive and energy efficient; and
- 9) The vision and goals of other plans adopted by the Town are supported.



### **3 LAND USE CATEGORY GOALS OBJECTIVES AND POLICIES**

---

Goals, objectives and policies for each land use category are provided in this section of the Plan. Strategies for furthering the goals and objectives are included where supplementary studies or guidelines should be considered but are not essential to the Plan.

#### **3.1 Residential Land Use**

Lands identified for residential uses in close proximity to the Town Centre allow for a mix of housing types and sizes grouped into residential neighbourhoods, and meet current and anticipated demand. Municipal services can be most efficiently provided in these areas. Redevelopment of residential lands in this area, rather than expansion into new areas, is a goal of the Plan.

Residential land uses outside of the Town Centre are currently limited. Acknowledging that housing alternatives are needed to support some business and lifestyles that contribute to the economy and well-being of the Town, a goal of the Plan is to allow some country residential and mixed residential uses while recognizing the limited capacity of the Town to provide municipal services outside of the Town Centre.

Non-residential land uses may be located in residential areas when they complement and contribute to a neighbourhood such as parks, playgrounds and some institutional uses (e.g. churches or small schools). Adjacent land uses most compatible with residential land uses include small scale commercial uses, institutional uses, parks, and hinterland/urban reserve lands. Adjacent land uses not considered compatible include industrial land uses and major commercial uses.

In support of other Town plans to promote and encourage the use of alternative energy, it is a goal of this plan to encourage residential development that incorporates alternative and energy efficiency features.

## **Objectives**

- 1) To minimize the extent of roads, water, and sewer infrastructure needed to service residential uses.
- 2) To increase the use of alternative energy sources and encourage efficient use of energy.
- 3) Maintain a land supply available for a mix of single detached and multi-unit housing.
- 4) To integrate multi-unit and single detached housing in all neighbourhoods.
- 5) To reduce vehicle/pedestrian/bike conflicts, encourage active transportation and to connect residential areas to open space and community recreation facilities.
- 6) To separate incompatible uses through the use of buffers.
- 7) To allow residential uses in combination with other land uses in and outside of the town centre.

## **Policies**

- a) No land will be subdivided or developed for residential uses or new neighbourhoods until:
  - i. the existing serviced land supply is reaching its full potential
  - ii. appropriate demand studies, and engineering and planning investigations have been undertaken to determine the optimum scope and timing of municipal investment
- b) The Town will encourage landowners of properties currently occupied by aging housing units to plan for redevelopment
- c) The Town will encourage the integration of energy efficient design features in existing and new residential developments.
- d) The lot structure in residential neighbourhoods should allow for a minimum of 30% of all units to be single detached dwellings and a minimum of 40% of all units to be in multi-unit dwellings.
- e) Proposals for innovative housing or neighbourhood design will be considered if it can be demonstrated that the approach will reduce the cost of housing to the

purchaser, and allow the Town to provide an acceptable level of service for no additional cost.

- f) A buffer of at least 20 m will be provided to separate residential and industrial uses.
- g) The following conditions will apply to single detached dwelling:
  - i. Single detached or duplex dwellings will not front arterial roads
  - ii. Varied design of single detached dwelling will be encouraged on each street
- h) The following conditions will apply to multi-unit dwellings:
  - i. Multi-unit dwelling sites will be located near collector and arterials roads to reduce volumes of vehicle traffic along residential streets.
  - ii. The site area of any one multi-unit development may not exceed 2 hectares.
  - iii. On-site parking must be provided.
  - iv. Developments with more than 6 units must provide a common playground area.
  - v. Buildings will be limited to 3 stories unless it can be shown that increased height will be compatible with adjacent developments and natural features or suited to the location and orientation, and that adequate municipal services can be provided.
- i) Mixed residential/commercial or residential/industrial uses will be supported in accordance with objectives and policies for the primary land uses.
- j) Limited areas will be made available for country residential development or cottages.
- k) Municipal services will not be provided to lands designated for country residential use or cottages.
- l) Municipal services will be provided to mixed use developments to the level determined by the primary land use other than residential.

### **Strategies**

The Town should continue to work closely with the NWT Housing Corporation to identify lots suitable for affordable housing.

The Town may want to consider a redevelopment study to investigate challenges and opportunities related to the redevelopment of residential areas. The study could then be used to assist property owners to work with the Town to achieve the goals of the Plan.

The Town many want to research the impacts of residential alternative energy installations to determine whether or not specific development guidelines or regulations should be adopted.

The Town may want to consider developing design guidelines for new residential development, and should do this with public input, and collaboration with developers to make sure guidelines are realistic and consistent with the vision and goals of the plan.

## 3.2 Commercial Land Use

The concentration of retail, business, and community services in Inuvik's Town Centre contributes to the character of the Town as an active and welcoming community. Pedestrian activity is important in the downtown core. Mixed commercial/residential uses can provide flexibility suited to a fluctuating economy, and can also improve public safety by maintaining activity in the area at all times. Institutional uses adjacent to the Town Centre compliment the commercial core as people come together for daily life and community events. The goal of this Plan is for the existing character of the Town Centre to be enhanced by new development.

Other commercial activities located outside of the downtown core, are located convenient to highway or river transportation routes. In these areas larger commercial developments can be accommodated, and services for the traveling public such as motels and services stations can be provided. The goal of this Plan is to encourage vehicle oriented commercial development to locate outside of the Town Centre.

### **Objectives**

- 1) To concentrate most commercial uses in a compact central business district;
- 2) To maintain an active Town Centre where people have opportunities to live, work, and come together in a safe and walkable area;
- 3) To locate larger commercial activities away from the Town Centre when vehicle access is important for customer service and/or storage of commercial goods or equipment; and
- 4) To have attractive and appealing commercial developments in all areas of Town that provide a positive experience for residents and visitors.

### **Policies**

- a) No land will be subdivided or developed for commercial uses until:
  - i. the existing land supply is reaching its full potential

- ii. appropriate demand studies, and engineering and planning investigations have been undertaken to determine the optimum scope and timing of municipal investment.
- b) New commercial development or redevelopment in the downtown core/Town Centre will be encouraged subject to the following:
  - i. Pedestrian access is given high design priority
  - ii. The exterior appearance contributes to the character of the downtown core as an active and welcoming place
  - iii. Dedicated parking is provided within easy walking distance, and is not located along the main street
- c) Mixed commercial/residential uses in the downtown core/Town Centre will be allowed subject to the following:
  - i. residences must be located above commercial uses
  - ii. primary access to residential uses must be provided from the main street
  - iii. dedicated parking must be provided within walking distance
- d) Commercial developments outside of the downtown core will be subject to the following;
  - i. Access must be from existing arterial roads
  - ii. Adequate parking, loading and vehicle circulation must be provided on-site
  - iii. Buffers of native vegetation or suitable fencing to be provided where commercial uses are adjacent to any other land use including hinterland
  - iv. Functional landscaping and site design must be attractive

### **Strategies**

The Town should consider having a central business district development plan prepared. Such a plan should be coordinated with the visions, goals and objectives of the Community Economic Developments Strategy and the Community Energy Plan where development patterns and aesthetic considerations that can contribute to the well-being of the Town are identified.

### 3.3 Parks and Recreation Land Use

Lands in Inuvik provide places for both active and passive recreation. Parks of different styles provide recreational options suited to both residents and visitors. Recreational activities also occur on lands categorized as hinterland or institutional uses. Recreational land uses are typically compatible with residential, institutional and hinterland (or urban reserve) land use categories. Some types of parks may be compatible with commercial uses as well. The goal of the Plan is to enhance the livability of the Town through the provision of adequate recreational use lands.

#### **Objectives**

- 1) To allocate and maintain lands in the Town to meet the needs of various ages and interests by providing for a range of parks which vary in size and function including:
  - a. Natural area parks
  - b. Campgrounds
  - c. Day Use/picnic area
  - d. Trails
  - e. Water based recreation activities (boating, swimming)
  - f. Outdoor winter recreation (Ski trails, sliding hills)
  - g. Neighborhood parks
  - h. Playgrounds
  - i. Tot Lots
- 2) To maintain access to parks suited to the needs of the intended users, and a range of transportation choices, including active transportation.
- 3) To integrate existing parks into any future expansion of the Town.
- 4) To provide active transportation routes linking major parks.
- 5) To encourage the maintenance of the waterfront area for pedestrian-oriented activity.

## **Policies**

- a) Tot lots will be provided by the developer of all multi-unit developments to provide 'back yards' for small children and must:
  - i. Be constructed at the developer's cost
  - ii. Provide up to 0.25 hectares per development
- b) Playgrounds will be provided by the Town to provide play facilities for children under 12 years of age and will
  - i. Be located to serve all housing units within a 0.5 kilometre radius
  - ii. be up to 1 hectare in size
- c) Neighbourhood parks will be provided by the Town and designed to serve residents of all ages in the surrounding neighbourhood
  - i. Be located to serve all housing units within a 1 kilometre radius
  - ii. be up to 2 hectares in size
  - iii. wherever possible located on an interconnected walking trail system
- d) In new subdivisions, land for playgrounds and for neighbourhood and community parks will be a minimum of 5% of the gross land area;
- e) Where possible, parks will be part of an interconnected walking trail system;
- f) The integration of parks with school sites, elders facilities, the hospital and other similar facilities on a joint use principle will be encouraged;
- g) Access to tot lots, playgrounds and neighbourhood parks will not necessitate the crossing of major roads, whenever possible;
- h) River front land will be allocated for both marinas and more informal boat docking, and public beach and swimming areas will be designated;
- i) Convenient access from the developed areas of town to the undeveloped areas will be maintained for cross-country skiing; and,
- j) Where feasible, outdoor lighting for winter sport activities will be provided.

## **Strategies**

An inventory of parks should be created or updated so that information about the types of parks and recreation facilities, and their distribution is available.



The 1987 Town of Inuvik Waterfront Study should be updated, or replaced by a recreational masterplan to identify specific projects that would help to meet the recreation objectives of the Plan. Such a masterplan would need to consider desirable park categories and distribution.

Guidelines could be developed to promote the use of common design themes, and to provide examples of acceptable standards for boat docks, trails, outdoor lighting, public swimming areas, playground equipment, ski trails, bike trails, directional and interpretive signs.

### **3.4 Institutional and Community Use Lands**

Inuvik was planned from the beginning around centrally located institutions that provided public services. Schools, hospitals, and churches are examples of such institutional land uses. Over time a broader range of uses have been considered consistent with the intent of this land use and the term community use adopted. Facilities associated with public institutions may be considered community use if they provide a public service, or contribute positively to the character of the community. Institutional/community uses generally require large land areas, may be co-located with other institutions, and are typically compatible with adjacent commercial and parks and recreation uses.

Non-institutional uses which may be acceptable in areas identified for community use may include open areas that can be used for recreation, living quarters for staff associated with an institution, and institution-related office facilities.

#### **Objectives**

- 1) To retain institutional facilities in central locations to maximize accessibility for Inuvik's population now and in the future.
- 2) To have institutional development contribute to the character and attractiveness of the Town.

#### **Policies**

- a) The Town will encourage public input when development or redevelopment is proposed for institutional buildings and facilities.
- b) Site planning for institutional developments will include suitable landscaping integrated with public parks and walking trails where possible.

#### **Strategies**

The Town should collaborate with institutions responsible for development to establish design guidelines, taking any relevant recommendations from the Economic Development Strategy, and Community Energy Plan into consideration.

### **3.5 Industrial Land Use**

Industrial uses include a wide range of industrial and business activities that are important to the local economy. These activities typically use land for large outdoor storage areas, manufacturing, or processes that may produce noise, odours, or heavy traffic. Most industrial uses are not compatible with other land uses.

Industrial lands are currently located at the periphery of the developed areas of town and accessible without producing heavy traffic through the centre of town. Historically, industrial uses were located convenient to river transportation facilities. With the growing importance of the airport and the Dempster highway and the new highway to Tuktoyaktuk, some former industrial uses located along the River have relocated or will relocate in the future. New opportunities for economic development are also emerging that are industrial in nature, but have specific site requirements. It is a goal of the Plan to support all industrial uses that contribute to the viability and economic development of the town.

#### **Objectives**

- 1) To maintain an adequate inventory of lands suited to a range of industrial activities.
- 2) To coordinate land use planning with economic development planning.
- 3) To limit 'off-site' nuisances created by industrial activities.
- 4) To have lands along the river transition from industrial uses to other uses that take advantage of the scenic location for community recreation or tourism.

#### **Policies**

- a) Light industrial land uses will be considered to be those where activities do not produce noise, odours, or heavy traffic, and any hazardous materials are stored in small quantities.
- b) Heavy industrial land uses will be considered to be those where activities produce noise, odours, or heavy traffic, and hazardous materials may be stored in large quantities.

- c) Where heavy industry is located adjacent to residential areas, a 20 metre buffer will be required.
- d) Truck traffic will continue to be discouraged in the Town Centre and residential areas through the use of truck routes and street signs.
- e) New land use designations will be created for emerging industries where activities are not similar to typical light or heavy industrial activities
- f) Redevelopment will be encouraged on properties located near the river bank, especially those that could be integrated with existing parks, and special land use designations will be used to establish site specific conditions.

### **Strategies**

Land use planning should be coordinated with energy and economic development planning for the Town. As new industrial opportunities emerge, related land use activities and potential impacts should be studied to determine if any modifications to land use policies will be necessary, and to understand any specific site requirements.

Whenever redevelopment for existing industrial or commercial uses along the riverbank, the Town should work with proponents to identify alternate locations and facilitate the transition by considering land transfers or exchanges.

### **3.6 Future Growth Areas**

Those lands not yet developed but within the municipal boundary allow for growth.

#### **Objectives**

- 1) To carefully manage lands outside of the built-up areas of Inuvik to avoid premature subdivision and/or development.
- 2) To retain natural landscapes within the municipal area where they contribute to the ecology of the Town, including ecological infrastructure, or are of cultural significance.
- 3) To protect natural landscapes within the municipal area in support of traditional uses and casual recreation until it is required for another purpose.
- 4) To keep other land uses from encroaching on adjacent undeveloped lands.

#### **Policies**

- a) When demand approaches supply in any land use category, the Town will identify new areas suited to the use in coordination with other planning goals and objectives, and amend the Plan if necessary.
- b) Until the land supply in future growth areas is required for another land use, only temporary or traditional uses will be allowed that may include temporary or seasonal camps.
- c) Country residential and cottage recreation development adjacent to hinterlands will be carefully managed to mitigate any negative impacts on hinterlands.
- d) The Town will monitor development occurring on the fringe of Inuvik's boundaries and work with land authorities to resolve any conflicts or concerns.

#### **Strategies**

The Town should work with adjacent land authorities to develop and adopt mutually acceptable land management practices for lands adjacent to the municipal boundary.

### **3.7 Airport Use**

The Mike Zubko Airport is important to the Town of Inuvik and its economic development. Airports in the NWT are managed and operated by the Government of the NWT Department of Transportation (DoT). The Plan recognizes that airport lands are regulated by DoT, and this may include private businesses whose main business activity is related to the air transportation industry. Adjacent land uses must comply with air transportation regulations, which may impose limits on activities, building heights, or access routes.

#### **Objectives**

- 1) To limit development on airport lands to those uses that are directly related to the air transportation industry and cannot be reasonably located elsewhere.
- 2) To avoid land use conflicts between the airport and adjacent land uses.
- 3) To protect air traffic and contribute to aviation safety.

#### **Policies**

- a) The Town will monitor development on Airport lands and work with DoT to resolve any conflicts or concerns.
- b) Aviation safety and the protection of air traffic are an ongoing priority of the Town, and all proposals for development within airport approach and transition zones will be reviewed by appropriate Federal, Territorial, and Town officials before being given authorization to proceed.

#### **Strategies**

The Town should work with DoT to develop and adopt mutually acceptable land management practices for lands in the vicinity of the airport.

## **4 GENERAL OBJECTIVES AND POLICIES**

---

Goals, objectives and policies for land uses that may apply to any land use category are provided here.

### **4.1 Parking**

Parking associated with any land use must be provided to control the movement of vehicles for safety and convenience. Where parking facilities are inadequate people tend to park vehicles on adjacent lands and roadways and may create traffic hazards or damage properties.

#### **Objectives**

- 1) Sufficient off-street parking, loading and off-loading space is provided for all commercial and industrial land uses so that traffic is not obstructed during normal operations, and pedestrian safety is maintained.
- 2) Adequate off-street parking is provided for all residential, institutional, and recreation land uses so that the use of on-street parking is minimized during daytime hours.
- 3) To make efficient use of land.

#### **Policies**

- a) Parking stalls, or cash in lieu of parking stalls, shall be provided to meet the estimated requirements for the occupancy.
- b) Commercial developments shall provide off-street loading/unloading space(s) designed to allow for typical delivery vehicles.
- c) Off-street parking must be provided for all residential units.
- d) Pedestrian safety must be considered in the design or alteration of all parking areas in the Town.

## 4.2 Vehicle Circulation

This section provides guidance for maintaining a safe, efficient, and appropriate road transportation system within the municipality.

### **Objectives**

- 1) To encourage safe and efficient traffic flow throughout the Town.
- 2) To control investment in Town infrastructure.
- 3) To avoid conflicts between vehicle traffic, roads, and parking areas with other land uses.

### **Policies**

- a) Road standards adopted by the Town will be:
  - i. Arterials – minimum of 13 metres with restricted parking
  - ii. Collector roads – minimum of 13 metres
  - iii. Local roads – minimum of 11 metres with parking on both sides (10 metres with parking on one side only)
- b) Industrial areas will be linked directly to highways via arterial(s) which will not pass through residential areas
- c) Roads providing access to municipal services will be coordinated and integrated the greatest extent possible with roads providing access to other land uses.
- d) Any new roads created to service residential neighbourhoods will be paved;
- e) Pedestrian safety must be considered in the design or alteration of all roads in the Town.

### **Strategies**

The Town should develop and maintain mapping showing road classifications and maintenance responsibilities.

Whenever new development is proposed that requires new road access, the Town should work with the developer to integrate routes with those needed to access municipal services.



### 4.3 Active Transportation

Pedestrian and bicycle circulation routes give residents and visitors transportation choices, reducing dependence on vehicles.

#### **Objectives**

- 1) To support active living.
- 2) To provide public access routes to persons of all ages and abilities who do not have access to or choose not to use vehicles for transportation or recreation.
- 3) To provide access to environmentally sensitive areas where vehicles may cause damage.

#### **Policies**

- a) Clearly identifiable walking trails that link open spaces, parks and institutional facilities will be provided wherever possible.
- b) Free and unobstructed movement of pedestrians of all abilities will be provided by a system of public walkways throughout the community, and links to private developments will be a design requirement.
- c) The Town will assist private developers to overcome any constraints created by utilidors.
- d) Access for the disabled and elderly shall be a consideration in the review of all development proposals.

#### **Strategies**

The Town should develop and maintain mapping showing active transportation routes. Future active transportation planning should be coordinated with parks and recreation planning.

Examples of how utilidor constraints can be overcome should be developed.

#### 4.4 Utility Services

The purpose of this section is to set objectives and policies for municipal water and sewer services coordinated with those established for land use categories.

##### **Objectives**

- 1) To adequately service land in an orderly and economic manner.
- 2) To have private developers contribute to servicing costs.
- 3) To establish an acceptable range of water and sewer servicing options for new residential developments.

##### **Policies**

- a) The Town will pursue the most reasonable and cost-effective means of providing municipal water and sewer services.
- b) The town will consider alternatives proposed by developers or property owners if cost savings or economic benefits can be clearly demonstrated.

##### **Strategies**

Future capital investment in water and sewer infrastructure should be coordinated with the direction of the Plan.

Other regulations or municipal policies concerning provision of water and sewer services will need to be considered as this Plan is implemented.

The Town may want to consider offering incentives to developers and property owners to propose servicing approaches that result in long term operational cost savings.

## 4.5 Environmental Considerations

The natural environment in and around Inuvik is an important asset whether it is conserved in its natural state, contributes to municipal infrastructure, or provides conditions suited to development. Conserving the natural environment can have practical and aesthetic benefits. Community water sources have been protected by minimizing disturbance, and natural lagoons have been used as part of sewage treatment processes. Natural vegetation also provides good buffers to separate incompatible uses. Negative impacts of future development such as soil erosion can be mitigated by retaining natural vegetation and watercourses. Soil types, permafrost, vegetation, water courses and topographic conditions must all be studied before allowing development in natural areas.

### **Objectives**

- 1) To protect the Town water supply.
- 2) To protect the public from environmental hazards.
- 3) To maintain natural vegetation and site conditions where they serve practical purpose.
- 4) To make sure site conditions are suited to proposed development.
- 5) To maintain natural vegetation on steep slopes.
- 6) To maintain significant natural areas that contribute to the enjoyment and appearance of the Town.

### **Policies**

- a) No development will be permitted in the watershed of the municipal water supply.
- b) Wherever buffers between incompatible uses, or environmental setbacks are required the natural environment will be maintained or re-established.
- c) Site assessments must be carried out for all proposed development pertaining to slope stability, soil types, tree and vegetation cover, natural drainage and permafrost conditions to determine suitability and mitigation measures.
- d) Any new developments of over 2 hectares must identify features of the natural environment that will be conserved to enhance the development (i.e. using

water courses for trails/walkways, leaving stands of trees as buffers or landscaping).

- e) Wherever hazardous materials may be used or accumulated, the Town will require a management plan including acceptable measures for mitigating the risk of environmental contamination.

### **Strategies**

In cooperation with government agencies, the Town should establish and maintain environmental protection zones as information about environmental conditions such as permafrost change becomes available.

## **5 GROWTH MANAGEMENT**

---

Sustainable communities consider the social, environmental, and economic impacts of development and maximize the use of existing infrastructure to help minimize costs, and environmental impacts. This is important in Inuvik where the cost of living is high.

### **5.1 Future Development**

The Town of Inuvik has a concentrated pattern of development that contributes to its economic and environmental sustainability. Given current population projections for the Northwest Territories and Inuvik the Plan has been developed on the premise that the existing supply of land in all categories will be adequate to meet demand for the next 20 years. If however needs surpass current projections, land and servicing should proceed in planned increments that continue the concentrated pattern to support sustainable development.

#### **Objectives**

- 1) To maintain a concentrated pattern of development.
- 2) To provide cost-effective roads and municipal infrastructure.
- 3) To establish a logical sequence of development as shown on the land use concept plan provided as Schedule B.

#### **Policies**

- a) The next residential expansion area(s) will be north-west of the Ptarmigan Hill subdivision, north of Wolverine Road and north of Inuit Road.
- b) Lands reserved for future urban growth will not be subdivided or developed until there is a demonstrated need and until:
  - i. the existing land supply is reaching its full potential
  - ii. appropriate demand studies, and engineering and planning investigations, which may include the creation of an area development plan, have been undertaken to determine the optimum scope and timing of municipal investment.

## 5.2 Subdivision Planning

The term subdivision is used in the Plan as defined in the Act to mean any change to the boundary of a piece of property which may include: the division of any large area of land into smaller parcels; or the joining of two smaller pieces. Although subdivision is a term commonly used to describe a group of residences developed at the same time, the Plan uses the term 'neighbourhood' to refer to residential, commercial, or mixed use area.

Although little need to develop new serviced lands is foreseen, it is possible that the municipality or other landowners will propose the subdivision of large undeveloped parcels. As redevelopment occurs, applications to join two smaller lots together may also be proposed. When reviewing subdivision applications the following objectives and policies will apply.

### **Objectives**

- 1) To set standards acceptable to the Town for new development requiring the subdivision of a large parcel of land for the purpose of multi-lot developments larger than 2 hectares.
- 2) To support redevelopment requiring the amalgamation of multiple lots.

### **Policies**

- a) The Town will conduct a review of all applications for subdivision prior to approving or providing advice to the Director of Planning to confirm that it meets all requirements of the Act.
- b) The Town will support subdivision applications only if the lands have been identified for development in this Plan.
- c) The Town 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 Plan have been taken into consideration and the owner agrees to enter into a development agreement with the Town for the provision of any or all of the following municipal services:
  - i. Water and sewer services

- ii. Roads and public walkways
- iii. Drainage
- iv. Parks and landscaping
- v. Any other matter Council deems necessary or to be in the public interest

### **Strategies**

The Town may want to consider applying for subdivision authority if they are able to comply with the conditions set out in the Act.

## 6 IMPLEMENTATION

---

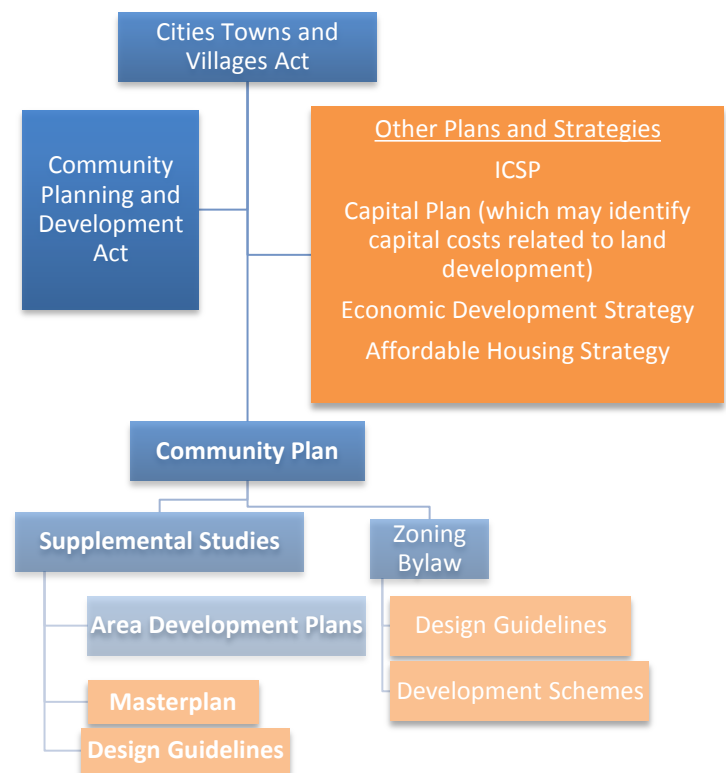
Once the Plan has been adopted, it is implemented in two ways: land development by private or public developers; and supplemental studies or strategies undertaken by the Town. This section of the Plan describes tools and procedures that can be used to effectively implement the Plan.

### 6.1 Zoning Bylaw

The primary tool used to implement a Plan is a Zoning Bylaw. The existing Zoning Bylaw will be amended subsequent to the adoption of the Plan to regulate development so that it conforms to the intent of the Plan. The Zoning Bylaw will establish requirements that can be measured to determine compliance.

### 6.2 Supplemental Studies

Additional planning studies may be completed to supplement the guidance provided by the Plan. Suggestions for guidelines or detailed plans the Town may want to consider have been included with strategies for achieving the objectives of the different land use categories. The diagram to the right shows the general hierarchy and relationship of statutory (blue) and non-statutory documents (orange) that are typically related to the Plan.



Recommendations or guidelines that come from additional planning studies may be adopted for information only, or as amendments to the Plan.



### **6.3 Integrated Planning**

The Plan is one of many plans that the Town adopts. In guiding community development the Town must consider and coordinate the goals and objectives of other plans and strategies and regulations that may include:

- Capital plans
- Asset management plans
- Emergency preparedness plans
- Economic development plans
- Integrated sustainability plans
- Community energy plans
- Unsightly premises bylaws
- Home based business licence bylaws

In particular land development must be coordinated with both capital and maintenance planning for municipal services and utilities. The Town will support and encourage new development that makes use of available capacity of municipal infrastructure, until such time as projected demand exceeds supply. Conflicts between infrastructure improvement plans and the Plan must be minimized and amendments made as required. All expenditures related to growth and development should be identified in the approved five year capital plan. Capital and Operational planning should consider any grants that may be available to further the goals of the Plan.

### **6.4 Public Involvement**

Public participation is a key component of sustainable community planning. Community members were consulted to obtain their views, opinions and concerns during the development of the Plan. Every effort should be made to continue to provide public information about development and opportunities for feedback.

### **6.5 Land Administration**

Considering land as a community asset, an inventory will be maintained by Town administration to support monitoring and reporting, and development decisions.

Land attributes including legal descriptions, land use categories, site area, and authority should be coordinated with the land use concept map.

## **6.6 Monitoring and Reviews**

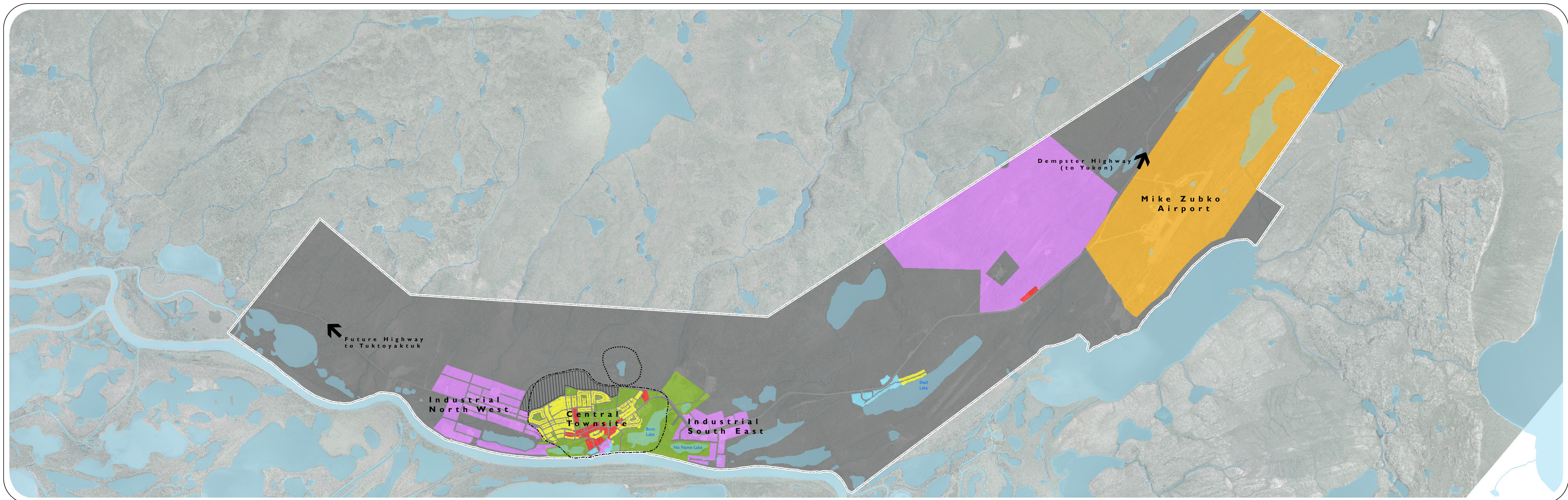
Routine monitoring of the Plan by Council is required to determine whether it has been effective, or if any amendments should be considered.

An annual report should be prepared for Council by Town Administration to provide current information including:

- Changes in population and economic characteristics
- Land inventory categorized by land uses
- Development permits issued, organized by land use category
- Lot sales and leases
- Availability of infill and redevelopment opportunities
- Plan and zoning amendments completed or considered;
- Studies or detailed plans completed that supplement the guidance provided by the plan
- Expenditures related to growth and development
- Any other planning and development matters considered relevant

SCHEDULE "B"

*COMMUNITY PLAN LAND USE CONCEPT*



Town of Inuvik  
Inuvik Community Plan and  
Zoning Bylaw Review

**Land Use Concept Map**

- Community Assets
- Water Intake and Outfall

**Land Uses**

- Airport Use
- Commercial Land Use
- Community Use and Parks
- Industrial Land Use
- Residential Land Use
- Scientific
- Special Development
- Hinterland/Urban Reserve/Transportation
- ▨ Future Growth Area
- ▤ Watershed Reserve
- ▬ Watercourses
- ▬ Waterbodies
- ▬ Townsite/Industrial Area Boundary
- ▬ Inuvik Community Boundaries

Map Displayed According to IGA 05, NWT Centre for Economic Growth Land Survey System, Geomatics Canada  
 Map Created by: DCL  
 Map Date: 01/2017  
 Map Project: 1402 - 1402 (17) 0001

PROJECT: 1402  
 2016.10.04  
 DATE: 11/2016