

TOWN OF INUVIK

Community Plan

Bylaw Number: #2752/P+D/25



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Definitions

Aerodrome	Means a place where aircraft operate. Within Aerodromes there are height restrictions on buildings imposed by Transport Canada. Within this Plan, Aerodrome refers to both the Inuvik Mike Zubko Airport's aerodrome and Shell Lake's floatplane/skiplane aerodrome.
Aerospace	In the context of this Community Plan, includes airports, satellite communications facilities, and associated commercial and residential developments.
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, where the majority of people live. Excludes Shell Lake, Airport Lake, the Airport, and areas identified as Hinterland.
Community Planning and Development Act	Means the territorial act (the Act) that outlines the processes for community planning and development and for the subdivision of land.
Core Area	Means that portion of the Town of Inuvik serviced by utilidor.
Cultural and Traditional Practices	Means activities relating to 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 in the NWT within the Gwich'in Settlement Region identified as part of the Gwich'in Comprehensive Land Claim Agreement.
Hinterlands	Means the 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.
Negative Impacts	Means negative impacts to adjacent and nearby landowners resulting from the use of 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.
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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, 2025-2045.

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 provides guiding direction for Council decision making 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 also respect the culture, language, and traditions of other Indigenous people and people from other areas and ethnic backgrounds. 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 a variety 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 in the core area that allows the Town to provide municipal services efficiently; and,
- Provide accessible community facilities suitable for residents of all ages and income levels, strategically located throughout the Town to promote active lifestyles and foster 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 the Gwich'in Settlement Area and is adjacent to the Inuvialuit Settlement Region. The authority for the Town of Inuvik Municipal government is given by the Territorial Cities, Towns, and Villages Act.

The Town acknowledges and respects the Gwich'in Comprehensive Land Claim Agreement and the Inuvialuit Western Arctic Claim. Both land claim agreements identify the Town of Inuvik as a local government.

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.
- **Planning and Zoning Maps** - Provides a series of maps that divide the community into areas that are suitable for different types of development. The Planning and Zoning Maps should be read in conjunction with the goals, objectives, and policies of the plan.

There are also a Background Report and What We Heard Report to provide insights to the Community Plan and Zoning Bylaw. They are available on request from the Town of Inuvik.

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 through a bylaw including three readings and a public hearing.

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. In some cases, the Town may require the circulation of proposed amendments to First Nations, Gwich'in or Inuvialuit organizations, or external agencies (i.e., Ministry of Transportation and Education, Culture, and Employment – Cultural and Heritage Division) prior to Council consideration. Minor changes such as grammatical and clarification 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

The Town of Inuvik is home to the Gwich'in, Inuvialuit, Inuit, Dene, and Métis, and represented by the following:

- Gwich'in Development Corporation;
- Gwich'in Land and Water Board;
- Gwich'in Renewable Resources Board;
- Gwich'in Tribal Council;
- Inuvik Community Corporation;
- Inuvialuit Development Corporation;
- Inuvialuit Regional Corporation;
- Inuvik Métis Council;
- Inuvik Native Band; and,
- Nihtat Gwich'in Council.

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 Fisheries and Oceans;
- Department of National Defence;
- Environment Canada;
- GNWT Department of Education, Culture and Employment;
- GNWT Department of Environment and Climate;
- GNWT Department of Infrastructure;
- GNWT Department of Municipal and Community Affairs;
- Inuvik Gas Ltd.;
- Mike Zubko Airport;
- Natural Resources Canada;
- Northwest Territories Power Corporation;
- Housing NWT;
- Parks Canada and,
- The Royal Canadian Mounted Police.

1.9

Community Involvement

Public participation is an important part of community planning. Throughout the process of developing the Community Plan, community members, local businesses, the Gwich'in, Inuvialuit, Inuit, Dene, and Métis were engaged to obtain their views, opinions, and concerns. Future development and changes to zoning will require existing regulations and processes for public engagement and comment.

More information on the engagement conducted to support the development of this Plan and a summary of feedback received are described in the What We Heard Report, which is available on request.

2.0

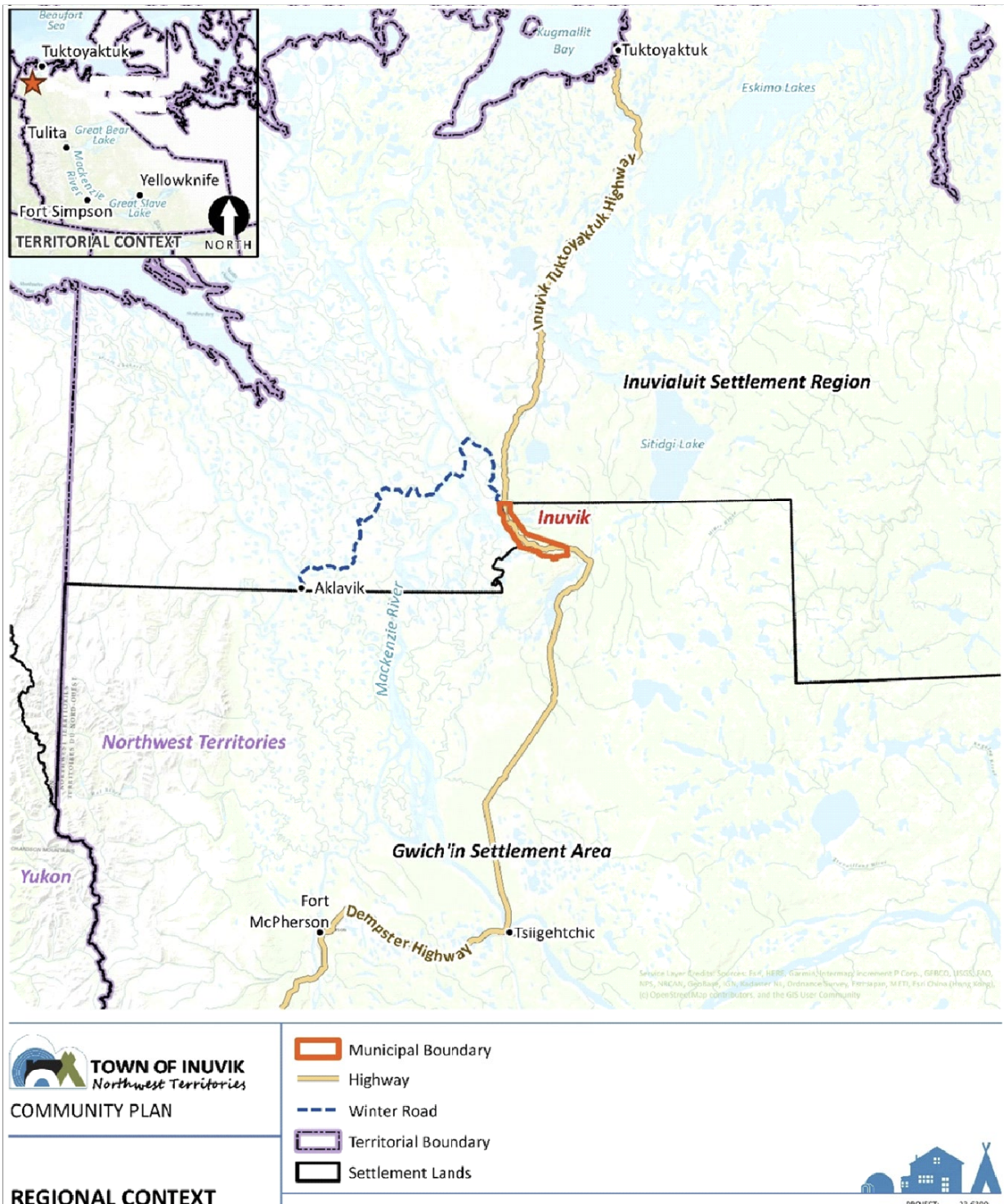
Town Context

The Town of Inuvik is located on the East Channel of the Mackenzie River in 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..

Inuvik was originally developed with a compact downtown business core. The residential areas radiate outward from the central core area towards a perimeter collector road (Dempster Highway – Marine Bypass). A considerable amount of undeveloped land remains between the current margins of developed residential zones and the perimeter collector road.

Please see the following page for the Regional Context Map.

Figure 1: Regional Context Map



2.1 Community Identity

2.1.1 History

Inuvik is the Northwest Territories' first planned community. New Aklavik 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 on the east side of the Mackenzie Delta. 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 as a Town 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 remained steady between 3000 and 3500 people from 2013 to 2022. In 2021 Census Canada reported a population of 3,137 for Inuvik. However, the consistently tight housing market indicates there may be unreported population influx. There is a shadow population that includes students and researchers studying or visiting Aurora College or the Aurora Research Institute, temporary construction workers, and others. Being a regional hub and government center means that additional people may be in Inuvik for temporary work or other reasons.

Inuvik has a mix of Indigenous and non-indigenous residents. As of the 2021 Census, 1990 people identified as Indigenous including Inuvialuit, Gwich'in, Métis and other First Nations. The non-indigenous population included 1070 people.

Inuvik is a youthful place, with the Indigenous Peoples Survey indicating an above-average portion of members being below 18.

2.1.3 Housing

Inuvik has 1,165 private dwellings, 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 Mackenzie Delta and 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 of Aurora College, 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 and the Canadian Satellite Ground Station – Inuvik, owned by Norwegian company KSAT. These facilities access satellites for a variety of purposes including communication, earth observation, weather monitoring, and defense. There are opportunities to grow existing satellite facilities and Inuvik, with the airport, fibre lines, and other resources, is a desirable location for new related 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 Department of Infrastructure of the Government of the Northwest Territories operates Inuvik's Mike Zubko Airport (YEV) located 10km 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 Infrastructure, with funding from the Department of National Defense has extended the runway at the airport by 3000 ft (914 m) for a total of 9000 ft (2743 m) making it the longest runway in the NWT. The Department of Infrastructure has also been working on plans for a new airport terminal building. The airport also serves as a Forward

Operating Base for the Royal Canadian Air Force and NORAD and is an important facility in supporting Northern sovereignty and NORAD activities.

The Mackenzie River has been an important transportation route to and from Inuvik since its inception and continues to be in use today. Goods have been transported by barge along the river, with staging areas in the Town of Inuvik. Low water levels on the Mackenzie River have restricted barge traffic in the past few years. Inuvik and the coastal communities have received fuel delivery by barges that travel north around Alaska to the Arctic Ocean near Tuktoyaktuk.

This combination of major transportation infrastructure establishes the Town of Inuvik as an important multiple gateway community. Inuvik is an important transportation hub for northern communities and caters to people touring the area, or travelers and workers passing through.

2.1.6 Utilities

Homes within Inuvik are heated by both oil and natural gas, depending on the system of the house. Heating Oil is trucked up to the Town along Dempster Highway or barge to Inuvik. Most properties within Inuvik receive municipal utilities through elevated utilidors. Both water and sewer services 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 normally located in a designated right of way that is often also used for 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.

Natural gas comes from the Ikhil gas well 30 kilometers north of Inuvik. To supplement the Ikhil gas, Inuvik Gas also trucks up propane and makes synthetic natural gas. Liquefied natural gas (LNG) is trucked up from northern British Columbia and used by NTPC for electricity. In 2026 the Inuvialuit Energy Security Project will supply natural gas to Inuvik from their M18 well near Tuktoyaktuk. Several of the large GNWT buildings are heated by pellet boilers. Pellets are supplied through a local supplier that purchases them from northern Alberta. The Town has recently installed a pellet boiler at the water reservoir.

Electricity for the Town is provided by NTPC, and they use natural gas for power generation. Diesel for the power plant is barged up over the top of Alaska and brought to Inuvik. NTPC and NT Energy have a 4-megawatt wind tower located just outside Inuvik that supplies electricity to Inuvik. NTPC can also purchase power from Nihtat Energy solar farm when available. Many residents and businesses have solar panels to help supply energy.

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 Town-managed boat launch. Specific policies regarding the airport and aerodrome are described in **Section 4.6**.

Objectives	Policies
1. Maintain safe and efficient vehicular traffic flow throughout Town	a. Municipal roads will be designed and maintained in a manner that is consistent with best practices, to the satisfaction of the Town. b. 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. c. The Town will continue to encourage dust suppression and paving where possible.
2. Provide vehicle access from roads for all developed land.	a. All developed lots shall have physical and legal access to a road by a driveway installed by the owner, which may include a culvert, if required for drainage.
3. Improve active and alternative transportation within Inuvik. As an over-riding objective, the goal shall be that it should be possible for any community member, including Elders and those with mobility challenges, to get around with a feeling of safety and without a car while within the Core Area.	a. Sidewalks, crosswalks, street lighting and other pedestrian improvements shall be considered as part of any new road construction, repair and/or improvements. b. Safe bicycle and pedestrian travels shall be considered as part of any new road construction, repair and/or improvements. c. The Town may consider the installation of steps over the utilidor to improve pedestrian connectivity through the Town.

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, Airport 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.

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 will 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.	a. All lots in the Core Area shall have water and wastewater services subject to municipal standards.
2. Provide safe access to connect equipment to the utilidor and utilidor access to buildings.	a. All Core Area lots shall be designed for the efficient and safe delivery of water and wastewater services. b. The utilidor system shall be maintained and regularly inspected. c. The Town may execute enforcement for private property owners who encroach into the utilidor right of way. d. The Town shall maintain access to the utilidor system and remove vegetation growth within the utilidor right-of-way.
3. Require lots with access to the utilidor system to connect to municipal services.	a. All Core Area lots shall be serviced by the utilidor for water and wastewater. b. Trucked water and wastewater services are required for those lands outside the utilidor system including properties at Shell Lake and industrial areas. c.
4. Limit new Residential development and utilidor access away from built areas.	a. Council shall discourage new subdivisions in locations that are not adjacent to existing municipal services unless alternative adequate servicing can be accommodated. b.
5. Country Residential, or other areas not serviced by utilidor, shall rely on private trucked water and sewer services.	a. Country Residential developments shall not be serviced by the Town. They shall rely on privately-contracted water and sewer trucking services.

3.3 Environmental Considerations

Inuvik is experiencing climate change conditions and will need to monitor that and decide appropriate actions to adapt. 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.	a. Locations for new development shall be assessed for site conditions including geotechnical investigations prior to issuing a decision on development
2. Follow best practices for developing land on permafrost and climate change adaptation measures.	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. b. Where possible, development should follow sustainable building practices and technologies such as FireSmart.
3. Promote sustainable building practices.	a. The Town should undertake a Hazard Identification Risk Assessment. The outcomes of this assessment should be integrated into Town Policy, including this Community Plan. b. In the future the Town may consider building standards that are more suited to Arctic conditions including higher insulation/R values for new construction.
4. Encourage local food production.	a. Where appropriate, food production practices shall be allowed within the Town Boundary (including agriculture, greenhouses, gardening, and berry picking.) Hunting and trapping are encouraged outside the Town.
5. Protect the waterbodies within the Town from development impacts.	a. No permanent development shall be considered within the high-water mark of the Mackenzie River (East Channel), Hidden Lake, Boot Lake, or Airport 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 open spaces.

Objectives	Policies
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.

Shoreline Areas

Shoreline Areas are not suitable for development and shall remain largely undisturbed. New permanent structures and broad clearings should be discouraged ; 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.

Objectives	Policies
1. Protect shorelines.	a. No new permanent development shall be permitted at shorelines unless approved by Council. b. No new permanent or temporary roads will be permitted on shorelines except to access ice roads. c. Removing or cutting vegetation in shoreline areas will be limited unless required as part of FireSmart activities.
2. Allow for land use activities that do not negatively impact shorelines.	a. The Town may allow low-impact development along shorelines such as parks, trails, or small structures for recreational or educational purposes. b. The Town shall oversee development along shorelines in accordance with the policies in the Zoning Bylaw.
3. Reduce environmental risks such as flooding and erosion on buildings in flooding and erosion prone areas.	a. The Town will monitor areas at risk of flooding and erosion. b. The Town will provide information to the community about flood risks and erosion risks.
4. Ensure access to the shoreline for all.	a. Any new residential developments and major developments on existing lots shall be set back from the ordinary high-water mark by at least 5.0 meters, but the Town of Inuvik may require up to 15.0m with cause. b. The Town may consider the development of new public boat launches and docks within lakes and the Mackenzie River.

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 designation described here includes an overview statement, objectives and policies respecting the use and management of the lands that fall under that particular designation.

The purpose of a Community Plan is to inform longer-term strategy and major decisions. It is typically interpreted with flexibility, focusing on objectives rather than specific regulations. It is a statutory document requiring Ministerial approval. Land use designations in a community plan should be interpreted as long-term guidelines. The Community Plan has legal precedence over the Zoning Bylaw.

The purpose of a Zoning Bylaw is to provide detailed regulations for day-to-day development investment decisions and permitting issuance. It is typically interpreted rigidly, with specific elements identified for potential variances under specific limitations, considerations, and decision-making processes. It is a non-statutory document not requiring Ministerial approval.

This Community Plan establishes the land use designations presented in Table 1.

Table 1: Land Use Designations

R1	R2	CR	Residential
HC			Highway Commercial
DT			Downtown Core
CU			Community Use
I			Industrial
PO			Parks and Open Space
A			Aerospace
H			Hinterland

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 20 years.	a. The Town shall maintain an inventory of land identifying where dwelling units can be built. b. Where possible, the Town will partner with other parties to create opportunities for more housing.
2. Promote a livable community through a variety of housing types.	a. Council shall encourage a mix of housing types. b. Residential subdivisions should include parcels of various sizes to support the development of various housing types. c. The Town shall explore opportunities to improve housing availability for lower or fixed income residents.
3. Increase Park spaces and maintain existing parks.	a. New residential areas shall include parks, trails, open spaces and/or other public spaces.
4. Promote accessibility and aging in place.	a. The Town shall explore opportunities to improve public infrastructure to support accessibility (such as ramped sidewalks) and meet or exceed the standards outlined in the Accessibility Canada Act (SC 2019, c. 10). b. New multi-dwelling residential development should incorporate accessibility and aging in place considerations in their design.
5. Allow for non-residential uses in residential neighborhoods.	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, live-work spaces, and mixed-use buildings.
6. Limit development in proximity to waste facilities and industrial areas.	a. No developments used for human habitation will be allowed within 450 meters of a solid waste disposal facility or sewage lagoon. b. New residential development shall not be permitted in Industrial areas.

Objectives	Policies
7. New development should not exceed the utility capacity of the Town.	a. Redevelopment and densification through residential infill shall be supported, subject to servicing capacity. b. Residential properties located on Shell Lake or outside the utilidor system shall rely on trucked-in services.
8. Consider providing space for recreational cottages in designated areas such as Airport Lake	a. The Town will coordinate with the Government of the Northwest Territories and Gwich'in Tribal Council on any new cottages.

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. Encourage a greater diversity of commercial uses.	a. The Town will support a variety of commercial uses in the community by providing a flexible permitting process. b. New commercial subdivisions should provide a variety of lot sizes to support businesses of various sizes and intensity. c. Commercial uses that require more parking space or direct highway access will be encouraged to locate near Airport Road.

4.2.2 Highway Commercial Objectives and Policies

The policies in this section are specific to commercial areas adjacent to the Airport Road 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 zone 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 Airport Road.	a. The Town will work with development stakeholders to develop a plan for highway commercial development adjacent to Airport Road. b. The long-term plan for this area shall include considerations for extending High Road, to provide egress to new and existing developments and services north of the Dempster Highway between approximately Carn Street and Okpik Street. c. The long-term plan for this area shall include considerations for extending Arctic Road, to provide egress to new and existing developments and services south of the Dempster Highway between approximately Carn Street and Future Road (the access road to the cemetery).
2. Require safe access to commercial developments from Airport Road.	a. All commercial developments involving new access directly from Highway 8 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 and mitigate impacts of commercial developments.	a. The Town will review applications for new commercial development for potential negative impacts to neighboring properties and may require mitigation to reduce such impacts.
4. Maintain a high standard of appearance along Airport Road.	a. Outdoor storage associated with development adjacent to the Airport Road shall be appropriately screened.

4.3 Downtown Core

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

The Downtown Core 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 Core including detached dwellings may be permitted to remain until such a time as they are redeveloped.

Objectives	Policies
1. Improve accessibility to commercial areas for residents.	a. Walking infrastructure should be improved. b. The Town may require, as a condition of approval, that new commercial developments include the requirement to improve adjacent sidewalks, boardwalks, and/or trails..
2. Allow for multi-purpose buildings within the Town.	a. The Town will develop flexible zoning regulations that support the development of multi-unit and/or mixed-use buildings.
3. Encourage mixed-use buildings in the Downtown Core.	a. Residential uses in mixed use buildings shall be located above commercial uses.
4. Maintain a pedestrian-oriented Downtown Core	a. The Town will maintain and improve sidewalks, benches and waste bins in an effort to promote pedestrian enjoyment in the Downtown Core. b. The Town will explore opportunities to incentivize landowners to upgrade public-facing property, to improve the public realm in the Downtown Core. c. Access to off-street parking should be oriented away from Mackenzie Road, where possible.
5. Discourage single detached dwellings in the Downtown Core.	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.
6. Maintain a high standard of appearance.	a. Outdoor storage within the Downtown shall be discouraged unless appropriately screened.
7. High-rises (up to 30m) may be considered.	b. Council may consider high-rises in the Downtown Core to the maximum height that can be protected by the Fire Department (roughly 30m feet). When considering such proposals, Council shall consider factors such as architecture, financial returns, long-term institutional tenants, and cost-recovery through higher-end dwellings.

4.4

Industrial

The Industrial land use designation is intended to capture land uses which involve heavy equipment contractors and associated businesses. Uses in these areas may create impacts such as noise, smell, fumes, traffic, safety, or other significant 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 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 to be 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 ensure industrial designated lands for industrial uses are available.
2. Have industrial development occur in an orderly manner.	a. Existing industrial activities currently located within non-industrial areas will be encouraged to relocate to industrial areas. b. Incompatible uses located in industrial areas will be encouraged to relocate.
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 cleaner energy projects.	a. The Town should develop a community energy policy that considers integration of cleaner energy solutions (i.e. natural gas or renewable energy). b. The Town will identify areas that are suitable for renewable energy projects. c. The Town may consider proposals for renewable energy projects.
5. Improve safety and vehicle accessibility of industrial land uses.	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. b. Approval of industrial developments shall consider proximity to fuel storage tanks on adjacent or nearby properties.
6. Encourage residential properties in industrial zones to convert to industrial uses.	a. The Town shall encourage the transition of residential units in industrial areas to industrial.

4.5 Recreation and Open Space

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, 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.	a. All areas of new development shall include adequate community parks and open space at the time of subdivision as determined by Council.
2. Provide safe, inclusive and clean recreation space throughout the Town.	a. The Town will explore new recreation opportunities b. The Town will consider the development of centrally located and gender inclusive public washrooms, hand washing stations, and water fountains in appropriate locations. c. The Town will consider improvements to the skate park and community playgrounds. d. The Town will consider the placement of additional benches and waste bins along popular pedestrian corridors.
3. Provide multi-use trails in proximity to the Town.	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.) b. Existing trails and snowmobile routes used to access the land will be protected from development when possible.
4. Provide natural landscape buffers between residential areas and other uses.	a. Natural buffers will be retained between residential developments and commercial and industrial land uses.
5. Coordinate with the Government of the Northwest Territories on development of Territorial Parks.	a. The Town will work with the Government of the Northwest Territories on any proposed developments at Jak or Happy Valley Territorial Parks, and any such developments shall incorporate public feedback.

4.6 Community Use

The Community Use zone includes areas used for facilities for the enjoyment or benefit of community members. This includes municipal and government facilities, educational facilities, recreational facilities, and parks. These include the library, welcome center and boardwalk, pavilion, and youth center. 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 when developing land.
2. Consider the development of new or expanded community amenities.	a. The Town will consider new community use opportunities b. Council and administration will consider supporting proposals for community amenities.
3. Maintain the Town of Inuvik Cemetery.	a. The Town will expand the current cemetery b. The Town shall maintain the cemetery including the maintenance of a map identifying grave names and locations.
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 about the preferred location for new Community Use facilities.
6. Provide safe, clean, inclusive and accessible community spaces throughout the Town.	a. The town will maintain community infrastructure and provide responsive programming.

4.7 Aerospace

Inuvik is home to the Mike Zubko Airport which is classified as an airport of entry by NAV Canada. The Airport functions as both a civilian facility and a Forward Operating Base for the Royal Canadian Airforce and NORAD. 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 the Shell Lake Water Aerodrome which is primarily used in the summer months when there is no ice on the lake. It is also used during the winter months by aircraft on skis. The policies below serve to protect the use and function of the airport and aerodrome from potentially dangerous or obtrusive land uses and structures.

The Department of National Defense is investing in upgrades to the Airport including runway extension to improve the facility's ability to handle larger and heavier aircraft with construction anticipated to be completed in 2027. The airport is situated in a beneficial location for military operations and support the ability to operate in Northern Canada. Once completed the runway at the airport will be 9000 ft (2743m).

The Town of Inuvik is well situated geographically for satellite 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 core, but within the Town's boundaries. While the Town does not have jurisdiction over Government operated or private facilities including the Inuvik Satellite Station Facility (ISSF) and the Canadian Satellite Ground Station Inuvik (CSGSI), their presence and potential for development and growth does have implications for the Town. The ISSF is continuing to see development and new facilities are anticipated.

The aerodromes, ISSF, and immediate surrounds are included in the Aerospace Land Use Designation.

It is possible that the fibre optic lines to Inuvik are capable of supporting a data centre. If there is development of a data centre in Inuvik, it shall be in the Aerospace Zone and it shall have an independent energy supply.

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.

Objectives	Policies
2. Prohibit land uses that interfere with the safe operation of the airport.	a. The Town shall review applications for development adjacent to and near the airport and aerodrome to prevent undue impact on their operations. 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. c. Buildings and structures surrounding the airport may be limited in height.
3. Support the safe and continued operation of satellite antenna facilities.	a. The Town will protect satellite 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.
4. Follow Government policies and regulations 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.
5. Work with landowners for mutual partnerships and transparent use of land.	a. The Town will maintain communication with the ISSF and the CSGSI to allow for education and recreation opportunities, where appropriate.

4.8

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, archeological sites, and traditional gathering areas.	a. No permanent structures shall be constructed in Hinterlands without the consent of Council. 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. 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. d. Development in proximity of known archeological sites shall be setback in accordance with current best practices established by the Department of Education, Culture and Employment's Culture and Heritage Division.
2. Allow the placement of temporary structures on the land.	a. Temporary structures such as camps, tents, and shelters will be permitted at Council's discretion.
3. Maintain access to lands outside municipal boundaries for hunting, fishing, and trapping.	a. The continued use and maintenance of trails for snowmobiles, all-terrain vehicles and walking will be permitted. b. Existing trails and snowmobile routes used to access the land will be protected from development. c. Lake access routes for swimming, boat access, and traditional purposes will be protected from development. d. For safety reasons use of firearms will only be allowed at the gun range and during emergency wildlife control operations.

Objectives	Policies
4. Allow existing uses.	a. Existing uses shall be permitted to continue operation. 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.

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 that support the policies of this Plan.

Objectives	Policies
1. Allow for and support education facilities within the Town.	a. The Town shall work with East Three Elementary and High school, and Aurora College to identify opportunities for growth and partnership. b. The Town should promote opportunities for career advancement where possible.
2. Support Aurora College with the development of student and researcher housing.	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.
3. Allow and support opportunities for traditional and local knowledge.	a. The Town should promote opportunities for traditional and local knowledge to be recognized and shared in the Town.

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 long-term care, acute care, emergency services, rehabilitation and occupational therapy, as well as drop-in, regular, specialty, and family clinics. The Town also has a community center, two women's shelter/transitional houses, and two homeless shelters. Dental services were provided by a local dental clinic however it closed in 2024. 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. The Gwich'in Tribal Council, Inuvialuit Regional Corporation, Inuvik Native Band, Nihtat Gwich'in Council, and Inuvik Community Corp also provide wellness services.

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.

The Town shall work with Indigenous governments and GNWT to create opportunities for development of adequate and suitable housing for those in need, as well as staff.

Objectives	Policies
1. Allow for and support local health services.	a. The Town will continue to consult and advise with the Territorial Government to address health care needs and services for residents. b. The Town will continue to provide residential lots for housing to support medical staff working in Inuvik and consider ways to improve and increase housing for staff.
2. Support housing programs.	a. The Town shall continue to encourage the development of rental housing, affordable housing, seniors housing, and other forms of supportive housing. b. The Town will work with Housing NWT to support social housing needs.
3. Increase and expand available programming for residents.	a. The Town shall work with external agencies to support social programming where possible.

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.	a. The Town shall maintain and manage municipal waste bins. b. The Town shall charge a fee for accepting solid waste.
2. Identify areas of improvement with solid waste management.	a. Council shall consider opportunities for waste management including composting, large item pickup services, and improvements to the territorial recycling program. b. The Town should install and maintain an energized fence surrounding the solid waste facility to manage access by wildlife and unauthorized access by people.
3. Identify appropriate sites for waste related activities and waste segregation.	a. The Town will consider locations within the land fill for waste segregation related activities including crushing, bailers, soil cleaning and reclamation, subject to the regulations of the Zoning Bylaw.
4. The Town's solid waste facility will accept non-hazardous waste from the surrounding areas when appropriate.	b. The Town will charge a fee for any waste from outside municipal boundaries.

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 and GNWT Department of MACA. The policies in this section describe the continued support of public services that promote the safety and well-being of residents.

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 20 meters 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.	a. Council shall conduct regular reviews of the Emergency Response Plan and consider updating the Emergency Response Plan. b. Council shall consider options for FireSmart initiatives within the Town. c. The Town shall maintain firebreaks within the municipal boundary and collaborate with GNWT on the maintenance of firebreaks new to Inuvik.
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 and Indigenous Governments for a coordinated response to emergencies.	a. The Town will seek opportunities for partnership and collaboration with surrounding communities and Indigenous Governments for emergency management and response where possible.
5. Require new development of properties be addressed to support emergency responders and services.	a. The Town shall require all new developments be in compliance with municipal standards for emergency services. b. The Town may require existing properties provide access for emergency services through education, enforcement, or other means to ensure community safety.

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

Subdivisions

The Town is the only subdivision developer and does this by providing serviced (power, streetlight, natural gas, water, sewer, road) lots for sale. The cost of providing serviced lots has increased dramatically. Serviced lots are needed to meet the demand for increased housing.

As the Town of Inuvik is and will remain the only subdivision developer for the foreseeable future, it will not develop Subdivision Regulations.

Objectives	Policies
1. Provide new subdivisions for residential housing.	a. The Town will look for funding to assist with covering the cost of new subdivisions.
2. New residential serviced lots should include all types of housing including R1, R2, low income, tiny homes, and accessible housing.	a. The Town should ensure a variety of housing options are available.

6.2 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 because of 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, vacant, or derelict properties to pay increased municipal rates.	a. Council may explore the development of a bylaw to increase property taxes on vacant or derelict properties.
4. Develop a method to manage and dispose of contaminated and hazardous building materials.	a. The Town should explore options to address derelict buildings including demolition. b. To support the redevelopment of vacant sites, the Town should explore options to support the cleanup and disposal of hazardous materials such as asbestos and lead paint.

6.3 Economic Development

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.	a. The Town shall actively seek opportunities to encourage new businesses. b. The Town shall support home-based businesses where there are no negative impacts on adjacent properties in accordance with the policies of the Zoning Bylaw.
2. Promote and encourage tourism within the Town and the Beaufort Delta area.	a. The Town shall maintain and conduct periodic updates to the Tourism Marketing Strategy to enhance tourism in the Town. b. The Town shall consider a signage program to install updated directional and informational signage throughout the Town including tourist information on the utilidor and other unique attractions.
3. Plan for new opportunities to support Economic Development.	a. The Town shall maintain and conduct periodic updates to the Economic Development Plan.
4. Maintain partnerships and actively identify opportunities for collaboration and partnership for mutual benefit.	a. Council shall explore opportunities for partnership with the Gwich'in, Inuvialuit, Inuvik Native Band, and Inuvik Métis Council.

6.4 Future Development

The Town shall ensure development proceeds in a logical and orderly manner that prioritizes built-out areas that utilizes existing utilities. Where expansion is justified, development shall follow the policies described in this section.

Objectives	Policies
1. Prioritize the development and redevelopment of properties connected to the utilidor system.	a. Future development shall occur in a phased approach that is contiguous to existing developed areas in accordance with the Planning and Zoning Map. b. Council shall prioritize the redevelopment of infill lots and new development in areas already serviced by the utilidor system. c. Where the utilidor system is not available, Council may require the utilidor to be expanded prior to the approval of new development.
2. Require new developments consider pedestrian, trail and road access and public space.	a. The Town will complete 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.
3. Maintain an appropriate drainage system so that surface water is directed away from new development and existing structures to existing watercourses.	a. 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.
4. The Town will notify all stakeholder groups when considering changes to Future Growth Areas.	a. The Town shall notify all stakeholder groups when considering the rezoning of lands in Future Growth Areas.

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 Town 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 Community Planning and Development 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; (August 2021)
- Town of Inuvik Strategic Plan; (July 2017)
- Opportunities Ahead: A Strategy for Economic Growth in the Town of Inuvik; and (March 2015)
- Town of Inuvik Tourism Marketing Strategy. (April 2020)

7.5 Monitoring and Reviews

Routine monitoring of the Community 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

Planning and Zoning Maps