

CITY OF WHITEHORSE – STANDING COMMITTEES

Monday, December 6, 2021 – 5:30 p.m.

Council Chambers, City Hall

CALL TO ORDER

ADOPTION OF AGENDA

PROCLAMATIONS

DELEGATIONS

CORPORATE SERVICES COMMITTEE

1. City Hall Renovation Update – For Information Only
2. New Business

CITY PLANNING COMMITTEE

1. Subdivision Approval – Whistle Bend Phases 7 and 8
2. Zoning Amendment – Whistle Bend Phase 9
3. Zoning Amendment – KDFN Lot – Alaska Highway/Robert Service Way
4. New Business

DEVELOPMENT SERVICES COMMITTEE

1. New Business

CITY OPERATIONS COMMITTEE

1. New Business

COMMUNITY SERVICES COMMITTEE

1. Whitehorse South Trail Plan
2. New Business

PUBLIC HEALTH AND SAFETY COMMITTEE

1. New Business

CITY OF WHITEHORSE
CORPORATE SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Michelle Friesen

Vice-Chair: Kirk Cameron

December 6, 2021

Meeting #2021-24

-
1. City Hall Renovation Update – For Information Only
Presented by Manager Peter O’Blenes
 2. New Business

ADMINISTRATIVE REPORT

TO:	Corporate Services Committee
FROM:	Administration
DATE:	December 6, 2021
RE:	City Hall Renovation Update – For Information Only

ISSUE

Update Council on the planned City Hall renovation project.

REFERENCE

Bylaw 2021-35 – to amend Capital Expenditure Program Bylaw 2020-36

HISTORY

In 2014, Council approved an expansion to City Hall as part of the planned Building Consolidation Project (BCP).

In 2019, the City was approved to receive three new federal and territorial funding agreements for the new construction, an energy retrofit of the existing City Hall, and an expansion for a new Transit Hub. In April 2019, City Council approved a contract with KZA to develop a vision for the Building. Council's preferred option at that time was to build a new north wing with a southern addition along the existing City Hall with a single public entrance off of Steele Street. A 2020 capital budget project was approved.

In April 2020, KZA was awarded an architectural and engineering design services contract to provide consulting services for completion of the project. A conceptual plan was prepared and refined with staff and accepted by senior management and department managers in October 2020. A Class "D" estimate prepared by KZA's cost accountant confirmed that the accepted design was within the approved budget.

Following the conceptual phase, the consultant team proceeded to complete a schematic design with more architectural and engineering structural, mechanical and electrical details and updated Class C costs estimates. At this time it was determined that renovating the existing City Hall, particularly the portion of City Hall that is west of the Steele Street public entrance (built in 1966), would require significantly more structural changes than anticipated to meet new building codes. The option preferred by Council as being the most functional and economical was to demolish the existing the 1966 City Hall along with the existing Fire Hall and build a two-story structure.

With the option to demolish the 1966 portion of City Hall, the design team created a new, more efficient floor layout to improve service to the public and also provide a number of additional advantages such as:

- The removal and replacement of the existing outdated mechanical, electrical and telephone infrastructure with its high operation and maintenance costs.

- A new biomass and electric boiler heating system eligible for separate funding of at least 75% of the cost plus City Hall will become the City's first net zero fossil fuel building.
- Energy efficient performance 70% better than the 2017 National Energy Code for Buildings (NECB).
- A further reduction of annual operation and maintenance costs.
- Additional unallocated and undeveloped floor space for future growth.

The design team proceeded to develop detailed design, and in June 2021 as part of the procurement commencement report to Council a budget amendment of \$3.9 million was authorized. At that time Council was informed that procurement was anticipated to occur through the fall. However, due to capacity issues with the specialized consultant components of the City's design team and the continued ongoing pandemic-related concerns including global construction cost and supply matters, the procurement was deferred a few months.

ANALYSIS

The existing project budget based on the Class "B" estimate design as authorized by Council for this project is \$24.7 million. External funding has been secured with completed Transfer Payment Agreements for two-thirds (\$17.4M) of this project.

With final design, a Class "A" estimate was also prepared and it indicated that the total cost of the project could exceed the City's \$24.7 million budget by \$3.5 million. As soon as this information was received, City Administration began reviewing the scope of the project and managed to identify a number of cost savings as well as another funding source for a component of the project, which has now brought the potential budget shortfall down to \$1.5 million.

A thorough review of the costings by staff has determined that the \$1.5 million anticipated cost difference is due to COVID related supply chain/commodity pricing and tight labour conditions.

If the City chose to not proceed with the project as planned and instead explore alternate options or make substantive changes to the scope of the project, significant costs could be incurred with planning and redesign and a large portion of the existing funding may no longer be available.

Alternate locations for the existing City Hall staff as well as a location for Council Chambers are being investigated. City sites as well as private sector options are still being explored.

Council's draft 2022 capital budget includes an additional \$1.5 million to enable this project to continue as planned. Contract award is anticipated for early 2022 with staff relocation starting at the end of the first quarter of 2022 (late spring) and building completion in late 2023.

CITY OF WHITEHORSE
CITY PLANNING COMMITTEE
Council Chambers, City Hall



Chair: Dan Boyd

Vice-Chair: Ted Laking

December 6, 2021

Meeting #2021-24

-
1. Subdivision Approval – Whistle Bend Phases 7 and 8
Presented by Manager Pat Ross
 2. Zoning Amendment – Whistle Bend Phase 9
Presented by Planner Karmen Whitbread
 3. Zoning Amendment – KDFN Lot 1216 – Alaska Highway/Robert Service Way
Presented by Planner Karmen Whitbread
 4. New Business

ADMINISTRATIVE REPORT

TO:	Planning Committee
FROM:	Administration
DATE:	December 6, 2021
RE:	Subdivision Approval – Whistle Bend Phases 7 and 8

ISSUE

Subdivision approval for 13.1 hectares of vacant Commissioner's land comprising Phases 7 and 8 of Whistle Bend.

REFERENCE

- Zoning Bylaw 2012-20
- Subdivision Control Bylaw 2012-16
- Bylaw 2021-33
- Development Cost Charges 2012-12
- Appendix A – Phase 7 Subdivision Sketch
- Appendix B – Phase 8 Subdivision Sketch

HISTORY

The concept for Whistle Bend was developed in 2006 and a master plan for the neighbourhood was approved in 2009 for the development of Phases 1 through 7. In 2020, the City completed the planning and preliminary engineering work for the remaining areas in Whistle Bend – Areas A, B and C – with Area C comprising the next four phases of development (8-11).

As part of the planning and development process for Whistle Bend, Council and Administration have issued a number of subdivision approvals between 2009 and 2018. The most recent Whistle Bend subdivision approval was issued October 2019 for Phase 7 approval, which expired in October 2021. As per the Subdivision Control Bylaw, Phase 7 must be reapproved by Council.

In addition, Administration is bringing forward a Phase 8 plan of subdivision for Council approval. This subdivision approval is being proposed following approval of Bylaw 2021-33 to amend Zoning Bylaw 2012-20 for the Phase 8 lands. Approvals for subsequent phases of Whistle Bend will be brought forward for Council approval at a later date.

To ensure the continued development of the Whistle Bend Subdivision, Yukon Government ("YG") is requesting approvals for Phase 7 and 8 of the neighbourhood. In accordance with the City's Subdivision Control Bylaw 2012-16, Council is the approving authority for subdivisions that result in the creation of six or more lots.

ALTERNATIVES

1. Approve the subdivision
2. Do not approve the subdivision

ANALYSIS

Lot Layout and Design

The two application areas consist of approximately 13.1 ha of vacant Yukon Land. It is worth noting that a portion of Phase 8 is being included in the Phase 7 re-approval, as it is an extension of Witch Hazel Drive. The remaining portion of Phase 8 is an extension of Rampart Avenue. All of the proposed lots conform to the applicable zoning regulations of Zoning Bylaw 2012-20. The details of each are as follows:

	Phase 7	Phase 8
Area	11.2 ha	1.9 ha
Single Family Lots	90 lots	15 lots
Townhouse Lots	41 lots	N/A
Multiple Family Lots (RCM3)	2 lots	N/A
Multiple Family Lots (RCM)	N/A	1 lot
Greenbelt Lots	1 lot	N/A
Total Lots	134 lots	16 lots
Estimated Number of Units*	144 – 155 units	33 – 51 units

**Range in number of units is due to minimum and maximum density requirements in multiple family zones.*

Street naming for the subject area was identified through the Whistle Bend Master Plan as shown on the appendices. The theme for street names in Whistle Bend is northern steamships. Two new road names, Flora Avenue and Quick Street (both in Phase 7), are proposed. Rampart Avenue and Witch Hazel Drive extend into the subject area from Phases 6 and 7, respectively.

All lots created through the proposed subdivision approval will be accessed by way of a network originating from Whistle Bend Way and Casca Boulevard. The roads and lanes shall be constructed as per the specifications of the City's Servicing Standards Manual. All proposed development lots within the proposed subdivision area will be fully serviced.

Development Agreement

A development agreement will outline the development responsibilities of YG and the City for the subject areas in accordance with the Whistle Bend Master Plan, the Planning and Engineering Design Report for Whistle Bend Future Areas and Town Square, and applicable bylaws and legislation.

The development agreement will also set out the engineering and development standards which are applicable to the subdivision area. Development Agreement Regulations Bylaw 2012-15 has delegated approval of development agreements to the Director of Development Services.

A portion of the subdivision area intersects with the old Porter Creek lagoon and the current Whistle Bend snow storage area. The lagoon has been previously remediated to an industrial standard and used for snow storage, but the area will require further clean up prior to residential development. Additionally, a new snow storage area will need to be established prior to decommissioning of the current site. The roles and responsibilities of the City and YG in this work is further outlined within the development agreement.

Public Use Land Dedication and Development Cost Charges (DCCs)

The proposed subdivision is subject to the Public Use Land Dedication requirements of Subdivision Control Bylaw 2012-16. The land dedication proposed through this subdivision is in the form of a 1.7 ha greenbelt, which is approximately 18% of the area of Phase 7. Approximately 30% of the total developed area (255ha) of the complete Whistle Bend neighbourhood is dedicated to greenbelts and corridors.

Residential Development Cost Charges for the residential lots will be collected at the time of building permit application.

If the subdivision is not approved, there would be delays in construction and lot sales, resulting in significant economic impacts.

ADMINISTRATIVE RECOMMENDATION

THAT Council approve the subdivision of approximately 13.1 hectares of land for the creation of new residential lots, lanes, roads, and a greenbelt for the areas known as Whistle Bend Phases 7 and 8 as shown on the proposed subdivision sketches, subject to the condition that the Government of Yukon enter into a Development Agreement with the City of Whitehorse for the construction of underground utilities, roads and lanes to service the proposed subdivision area and other areas of Whistle Bend Subdivision, as well as other specified on-site and off-site works.

Appendix A

SKETCH PLAN OF

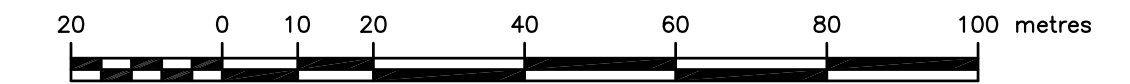
PROPOSED LOTS 1 TO 134, ROADS AND LANES

Consisting of 133 Lots, 1 Greenbelt, 6 Roads and 3 Lanes
(COMPRISING VACANT YUKON LAND)

WHISTLE BEND SUBDIVISION PHASE 7 CITY OF WHITEHORSE YUKON

Note: Lot numbers shown are subject to change once final lot numbers are issued by the Surveyor General.

Scale 1:1000



The plot size that will provide true scale and optimum readability for this plan is 609mm by 850mm.

LEGEND:

Bearings are UTM Grid, and are referred to the Central Meridian of UTM Zone 8, (Longitude 135° West).

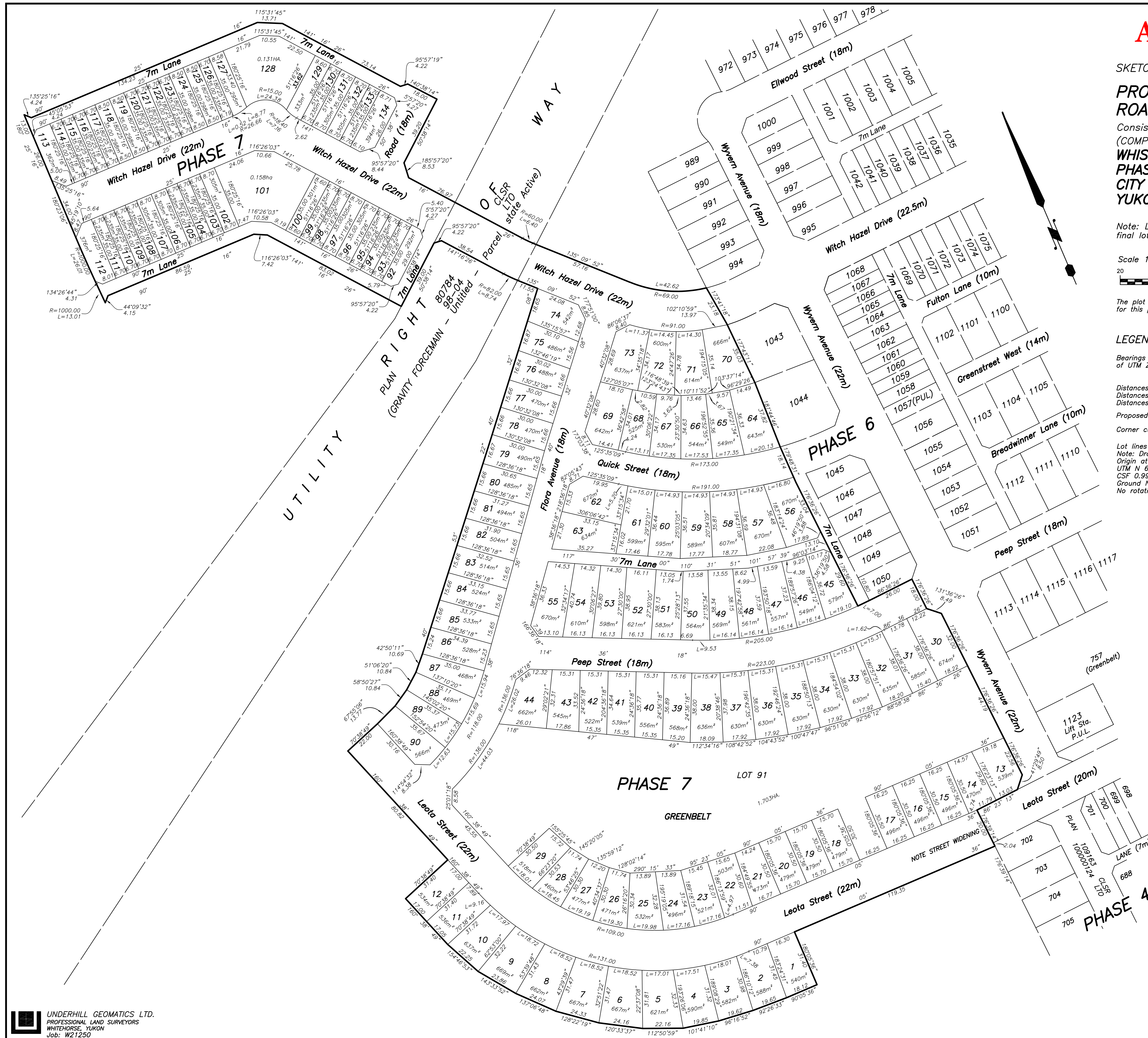
Distances shown are horizontal at general ground level and are expressed in metres.
Distances prefixed by L denotes arc length.
Distances prefixed by R denotes radius.

Proposed subdivision dealt with by this plan bounded thus . . .

Corner cut-offs are 6 metres for Roads and 3 metres for Lanes.

Lot lines and dimensions subject to final legal survey.

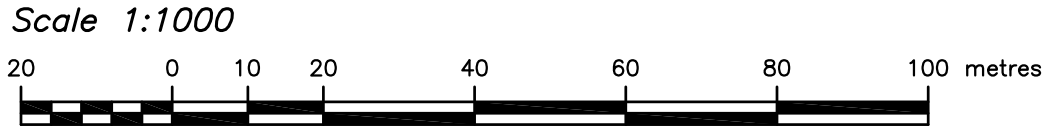
Note: Drawing on new Whistle Bend Ground Datum
Origin at Point 1
UTM N 6737653.153 E 494916.231 EL 681.549
CSF 0.999492
Ground N 150000 E 50000 EL 681.549
No rotation



Appendix B

SKETCH PLAN OF
**PROPOSED LOTS 1 TO 16,
AND ROAD**
Consisting of 16 Lots and 1 Road
(COMPRISING VACANT YUKON LAND)
**WHISTLE BEND SUBDIVISION
PHASE 8
CITY OF WHITEHORSE
YUKON**

Note: Lot numbers shown are subject to change once final lot numbers are issued by the Surveyor General.



The plot size that will provide true scale and optimum readability for this plan is 279mm by 432mm.

LEGEND:

Bearings are UTM Grid, and are referred to the Central Meridian of UTM Zone 8, (Longitude 135° West).

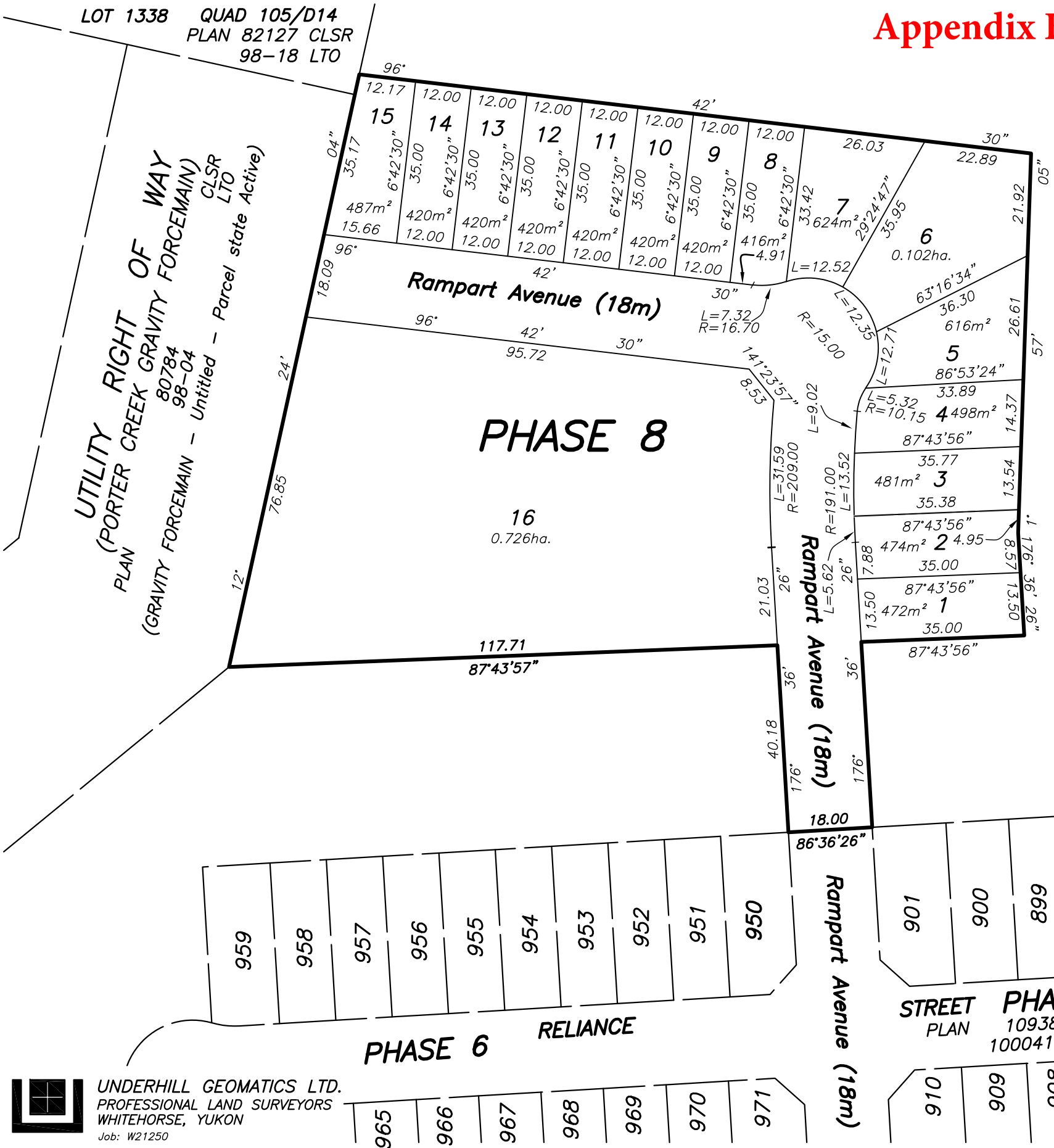
Distances shown are horizontal at general ground level and are expressed in metres.

Distances prefixed by L denotes arc length.
Distances prefixed by R denotes radius.

Proposed subdivision dealt with by this plan bounded thus . . .

Corner cut-offs are 6 metres for Roads.

Lot lines and dimensions subject to final legal survey.
Note: Drawing on new Whistle Bend Ground Datum
Origin at Point 1
UTM N 6737653.153 E 494916.231 EL 681.549
CSF 0.999492
Ground N 150000 E 50000 EL 681.549
No rotation



 **UNDERHILL GEOMATICS LTD.**
PROFESSIONAL LAND SURVEYORS
WHITEHORSE, YUKON
Job: W21250

ADMINISTRATIVE REPORT

TO:	Planning Committee
FROM:	Administration
DATE:	December 6, 2021
RE:	Zoning Amendment – Whistle Bend Phase 9

ISSUE

A zoning amendment is proposed for a parcel of vacant Commissioner's land known as Phase 9 of Whistle Bend, to allow for a range and mix of housing types.

REFERENCE

- *Municipal Act* (2002)
- Zoning Bylaw 2012-20
- WSP Predesign Concept for Whistle Bend 2020
- Official Community Plan 2010
- Location Map
- Proposed Bylaw 2021-42

HISTORY

The basic concept for Whistle Bend was developed in 2006 and a master plan for the neighbourhood was approved in 2009 for the development of phases 1 to 7. In 2020, the City completed the planning and preliminary engineering work for three new development areas in Whistle Bend: Areas A, B, and C. Area C was selected as the next development area after the completion of the initial seven phases. Council approved an OCP amendment in January 2021 to allow residential development in Area C. Yukon Government (YG) has confirmed that it is undertaking detailed engineering for all phases within Area C.

Area C has been divided into three phases: Phase 8, Phase 9, and Phase 10. Zoning for Phase 8 was approved by Council on September 13, 2021. Administration is now bringing forward zoning for Phase 9, an 8.5 ha parcel of vacant Commissioner's land (Appendix A).

The proposed zoning configuration was reviewed by the Development Review Committee (DRC) on November 17, 2021 and several concerns were raised, including shallow utility corridor space, locations for ATCO electrical equipment, snow removal issues, and lot layout design. Lot layout concerns will be addressed through the subdivision process and the remaining issues will be addressed through the detailed engineering design work in the future. None of these issues impact the proposed zoning.

ALTERNATIVES

1. Proceed with the zoning amendment under the bylaw process.
2. Do not proceed with the zoning amendment.

ANALYSIS

Phase 9 Design

Area C is at the outer perimeter of Whistle Bend, further from transit services and the commercial core/town square. Phase 9 is located near the entry-points of Area C and provides good connectivity through perimeter trails and active transportation routes, and therefore is planned at a low-to-medium density.

Phase 9 design ensures a mix of housing forms, tentatively including 53 lots for single-detach homes, 28 lots for duplexes, 59 lots for townhouses, and one multi-family lot, accommodating approximately 165 residential units. The approximate 305 homes could accommodate approximately 730 people. The actual development potential will be confirmed through detailed engineering and the subsequent subdivision of the area.

Proposed Zoning

The residential zones proposed for Phase 9 include:

- **RCS/RCS2**–Residential Comprehensive Single Family: these zones allow a variety of compact single-detached/duplex/suite type housing. RCS provides for smaller lots with a reduced building envelope, while RCS2 allows for larger homes on larger lots;
- **RCT**–Residential Comprehensive Townhouses: this zone provides for medium density, ground-oriented townhouses on individual fee-simple lots; and
- **RCM**–Residential Comprehensive Multiple Family: this zone provides a transition area meant to allow medium density multiple family housing compatible with adjacent lower density housing types;

There may be minor changes to the design that stem from upcoming City subdivision approval and detailed engineering work by YG. However, section 1.5.1 of the Zoning Bylaw allows for zoning lines to be amended administratively where roads/lanes, walkways, or service corridors have been adjusted slightly.

The anticipated schedule for the amendment is:

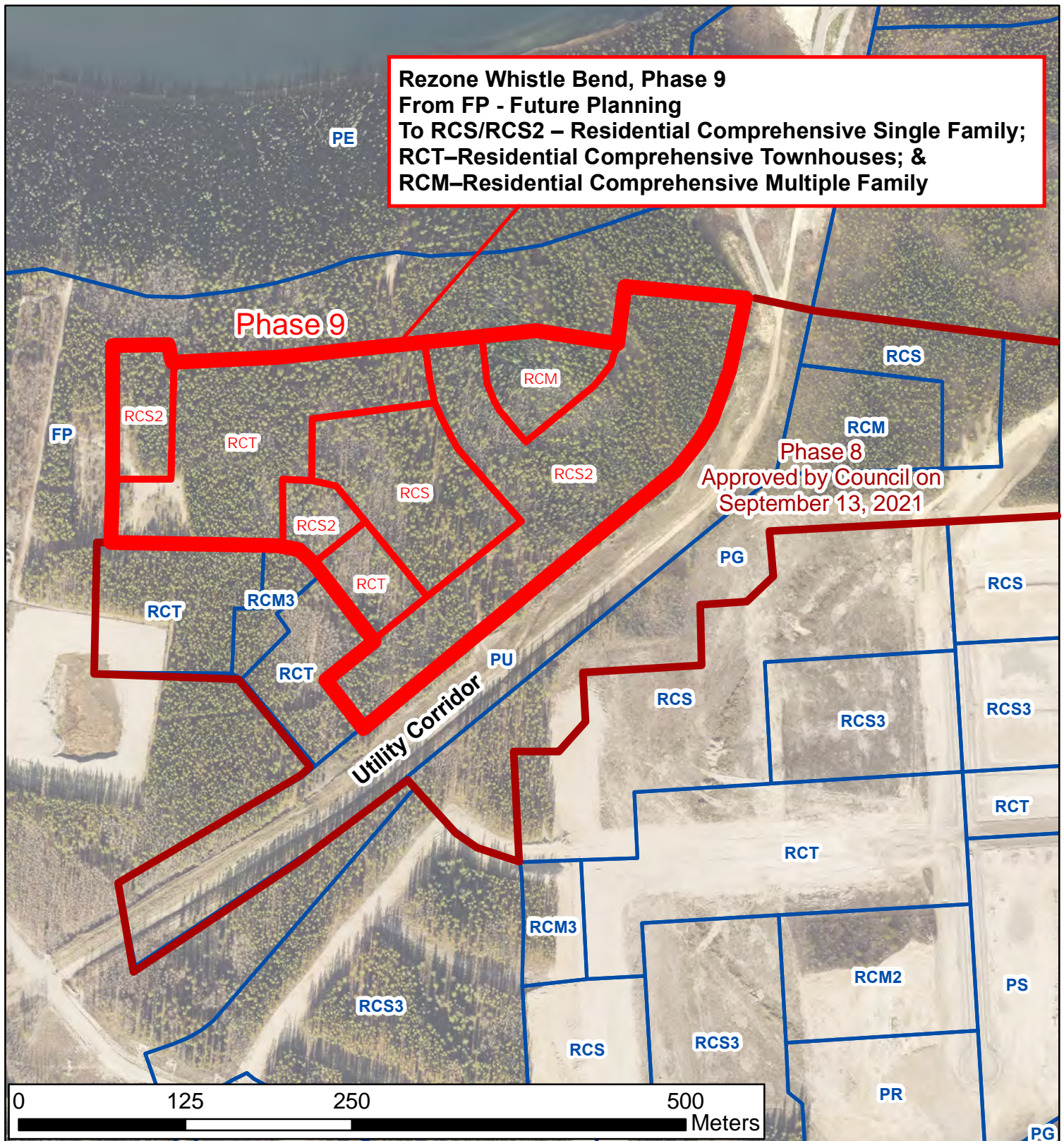
Planning Committee	December 6, 2021
1 st Reading	December 13, 2021
Newspaper Ads	December 17, 2021 and January 7, 2022
Public Hearing	January 17, 2022
Report to Committee	February 7, 2022
2 nd and 3 rd Reading	February 14, 2022

The anticipated schedule is subject to change.

ADMINISTRATIVE RECOMMENDATION

THAT Council direct that Bylaw 2021-42, a bylaw to amend the Zoning Bylaw to establish the zoning of a parcel of vacant Commissioner's land comprising Phase 9 of Whistle Bend, be brought forward for consideration under the bylaw process.

Rezone Whistle Bend, Phase 9
From FP - Future Planning
To RCS/RCS2 – Residential Comprehensive Single Family;
RCT–Residential Comprehensive Townhouses; &
RCM–Residential Comprehensive Multiple Family



DATE:
Dec 6, 2021

FILE NO:
Z-12-2021

 Phase 9

CITY OF WHITEHORSE - PLANNING AND SUSTAINABILITY SERVICES

Bylaw 2021-42

An application to amend the zoning of approximately 8.5 ha parcel of vacant Commissioner's land, comprising phase 9 of Whistle Bend, to allow for a range and mix of house types.



CITY OF WHITEHORSE
BYLAW 2021-42

A bylaw to amend Zoning Bylaw 2012-20

WHEREAS section 289 of the *Municipal Act* provides that a zoning bylaw may prohibit, regulate and control the use and development of land and buildings in a municipality; and

WHEREAS section 294 of the *Municipal Act* provides for amendment of the Zoning Bylaw; and

WHEREAS it is deemed desirable that the City of Whitehorse Zoning Bylaw be amended to establish zoning for the area known as Whistle Bend phase 9; and

WHEREAS phase 9 of Whistle Bend is vacant and all properties are owned by the Government of Yukon, thus minimizing the impact of zoning changes at this time;

NOW THEREFORE the council of the municipality of the City of Whitehorse, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. The zoning maps attached to and forming part of Zoning Bylaw 2012-20 are hereby amended by changing the zoning of an approximately 8.5 ha of vacant Commissioner's land, known as Whistle Bend phase 9, from FP–Future Planning to RCS–Comprehensive Residential Single Family, RCS2–Comprehensive Residential Single Family 2, RCM–Comprehensive Residential Multi-family, and RCT–Comprehensive Residential Townhouses, as indicated on Appendix “A” attached hereto and forming part of this bylaw.
2. This bylaw shall come into force and effect upon the final passing thereof.

FIRST READING:

PUBLIC NOTICE:

PUBLIC HEARING:

SECOND READING:

THIRD READING and ADOPTION:

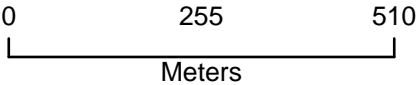
Mayor

Assistant City Clerk

MAP 6



Where a letter appears in brackets following a zoning designation, e.g. RSx(a), the letter corresponds to the 'special restrictions' subsection for that zone.



Consolidation Date:
October 6, 2020

ADMINISTRATIVE REPORT

TO:	Planning Committee
FROM:	Administration
DATE:	December 6, 2021
RE:	Zoning Amendment – Lot 1216 Robert Service Way

ISSUE

A zoning amendment is proposed for Lot 1216 Quad 105D/11 2010-0050 LTO YT Kwanlin Dün First Nation (KDFN) Settlement Land C-34B) to allow for commercial/ industrial and public utility lots.

REFERENCE

- 2010 Official Community Plan (OCP)
- Zoning Bylaw 2012-20
- KDFN Self-Government Agreement (2005)
- Joint Declaration of Commitment (2018)
- KDFN Community Land Plan (2020)
- Robert Service Way Planning Study (2018)
- Commercial Industrial Land Study (2020)
- YESAB 2021-0076 Designated Office Evaluation Report, February 8, 2020 – South Access Road
- YESAA 2020-0196 Consolidated Decision Document, March 9, 2021 – South Access Road
- YESAB 2021-0076 Designated Office Evaluation Report, July 23, 2021 – Whitehorse Battery Energy Storage Project
- YESAA 2021-0076 Consolidated Decision Document, August 23, 2021 – Whitehorse Battery Energy Storage Project
- Location Map (Appendix A)
- Current and Proposed Permitted Uses (Appendix B)
- Proposed Bylaw 2021-38 (Appendix C)

HISTORY

Chu Níikwän Limited Partnership (CNLP), KDFN's development corporation, proposes to rezone 10.8 ha of a KDFN settlement parcel known as C-34B located at the northeast corner of the Robert Service Way and Alaska Highway intersection. The current zoning of the subject parcel is FN-FP – First Nation – Future Planning which requires rezoning to allow for development.

Yukon Energy Corporation (YEC) intends to lease a portion of the subject parcel for its new Battery Energy Storage System (BESS) facility and CNLP is requesting to rezone 1.66 ha of the site to FN-PU – First Nations – Public Utilities to facilitate the BESS facility. YEC selected the location based on public engagement, consultations with First Nation governments and its accessibility and proximity to existing production and transmission infrastructure. The batteries are planned to be stored in metal containers

and equipped with an automated system for detection and suppression of fire. YEC will also coordinate with the Whitehorse Fire Services department to prepare a fire response plan. The facility is expected to create low noise nuisance and have very low risk of fire or explosion, as stated in the YESAB Designated Office Evaluation Report. The BESS project was assessed and approved through the *Yukon Environmental and Socio-Economic Assessment Act* (YESAA) process on August 23, 2021 (YESAA 2021-0076). CNLP is requesting to rezone the remaining 9.13 ha of the site to FN-CIM – First Nation – Mixed Use Commercial/Industrial for the development of potentially four commercial/industrial lots.

The proposed development will be un-serviced, meaning it will have on-site services and not utilize municipal water or sewer services. Road access to the site will be provided through the vacant commissioner's land to the east, to connect with the Robert Service Way and Ear Lake Road intersection. The road access project was assessed and approved through the YESAA process on March 9, 2021 (YESAA 2020-0196), subject to a heritage resources impact assessment.

The proposal was reviewed by the Development Review Committee on May 12, 2021 and no significant concerns were raised.

ALTERNATIVES

1. Proceed with the zoning amendment under the bylaw process.
2. Do not proceed with the zoning amendment.

ANALYSIS

Site Context

The site is located at the northeast corner of the Alaska Highway and Robert Service Way intersection. The site is surrounded by vacant land to the north and east, Ear Lake Quarry to the south, and CIM–Mixed-Use Commercial/Industrial and CH–Highway Commercial zones to the west.

Kwanlin Dün First Nation Self-Government Agreement (SGA) (2005)

According to the SGA, the subject parcel is a KDFN Type 2 settlement land which permits KDFN to exercise planning, zoning and land development powers that are:

- In accordance with the designations set out in the KDFN SGA.
- Consistent with the City's designations.
- Does not have an adverse effect on the ability of the City or the Government of Yukon to provide protective services on the parcel.

The proposed zoning aligns with the SGA industrial designation, which permits light and heavy industrial, commercial and residential uses, however the proposed zoning will prohibit the heavy industrial and residential uses on the site. The proposed zoning is also consistent with the Official Community Plan (OCP) designation and is not anticipated to create adverse effects on protective services.

Joint Declaration of Commitment (2018)

The City declared, as part of the Joint Declaration of Commitment signed between the City, KDFN, and TKC in 2018, that it will be respectful and supportive as neighbours and friends, and collaborate on outstanding issues for mutual benefit, with future generations in mind. The rezoning amendment process provides an opportunity to demonstrate that commitment.

2010 Official Community Plan (OCP)

Map 2 of the OCP recognizes the subject parcel as KDFN Type 1 & 2 land. Policy 5.1.8 provides Council may amend this map to align with the intended use but it is not required for lands governed by the Self-Governing Agreement. Amending the OCP would add approximately three months to the process.

The OCP also outlines policies for site planning and landscaping controls along the Alaska Highway. These policies are reflected in the gateway landscaping requirements of the Zoning Bylaw and are applicable during the development permit stage.

The OCP is also in the process of being updated. The OCP Emerging Directions report includes a policy direction to continue to collaborate with Kwanlin Dün First Nation to support them as they plan and develop their land. The report also encourages the intensification of underutilized land in existing employment areas. The proposed rezoning will facilitate the development of a vacant site.

Proposed Development and Zoning Approach

The current zoning of the subject parcel is FN-FP—First Nation Future Planning, which identifies First Nation land that requires further planning work to determine the appropriate zoning. This work has been completed and it has determined the PU—Public Utilities zone is the most appropriate for the proposed YEC Battery Energy Storage System (1.66 ha) and the CIM—Mixed Use Commercial/Industrial zone is desirable for the remainder of the site (9.13 ha). The subject site is in proximity to lands zoned as Public Service and other Mixed-Use Industrial/Commercial, which allows for similar and/or compatible uses to the proposed zoning.

Other City Documents

Robert Service Way Planning Study (2018)

The proposed zoning amendment aligns with the recommendations in the Robert Service Way Planning Study, which recognizes the area as a gateway for Downtown Whitehorse. It recommends the site be considered for commercial and light industrial, among other uses. Finally, the study supports the road access from the intersection of Robert Service Way and Ear Lake Road.

Commercial Industrial Land Study (2020)

The Commercial Industrial Land Study identifies a need for an additional 32 ha of mixed use commercial/industrial land by 2040. The study identified the subject parcel as a candidate site with good development potential for commercial/industrial uses.

The proposed development would add 9.13 ha of un-serviced CIM lots to the supply to help meet the short to medium term future demand for commercial/industrial lots. However, the study cautions that landowners of un-serviced lots may be reluctant to incur the costs associated with connecting to municipal services once services arrive nearby, due to their initial investment in and the continued functionality of on-site services.

The long-term intent is to provide services south along the Alaska Highway to connect to the future development area South of Copper Ridge. While developing un-serviced lots could result in underutilized land once services area available, the site could be designed to intensify when services arrive. This can be addressed through the development permit process.

Conclusion

The proposed amendment to rezone the site from FP–Future Planning to PU–Public Utility and CIM–Mixed-Use Commercial/Industrial zones aligns with the City’s vision for the area, as outlined in the Official Community Plan, Emerging Directions report, the Robert Service Way Planning Study, and the Commercial Industrial Land Study. The City has identified the need for 32 ha of commercial industrial land to accommodate growth to 2040, which this rezoning amendment will help fulfill by facilitating the development of commercial industrial lots.

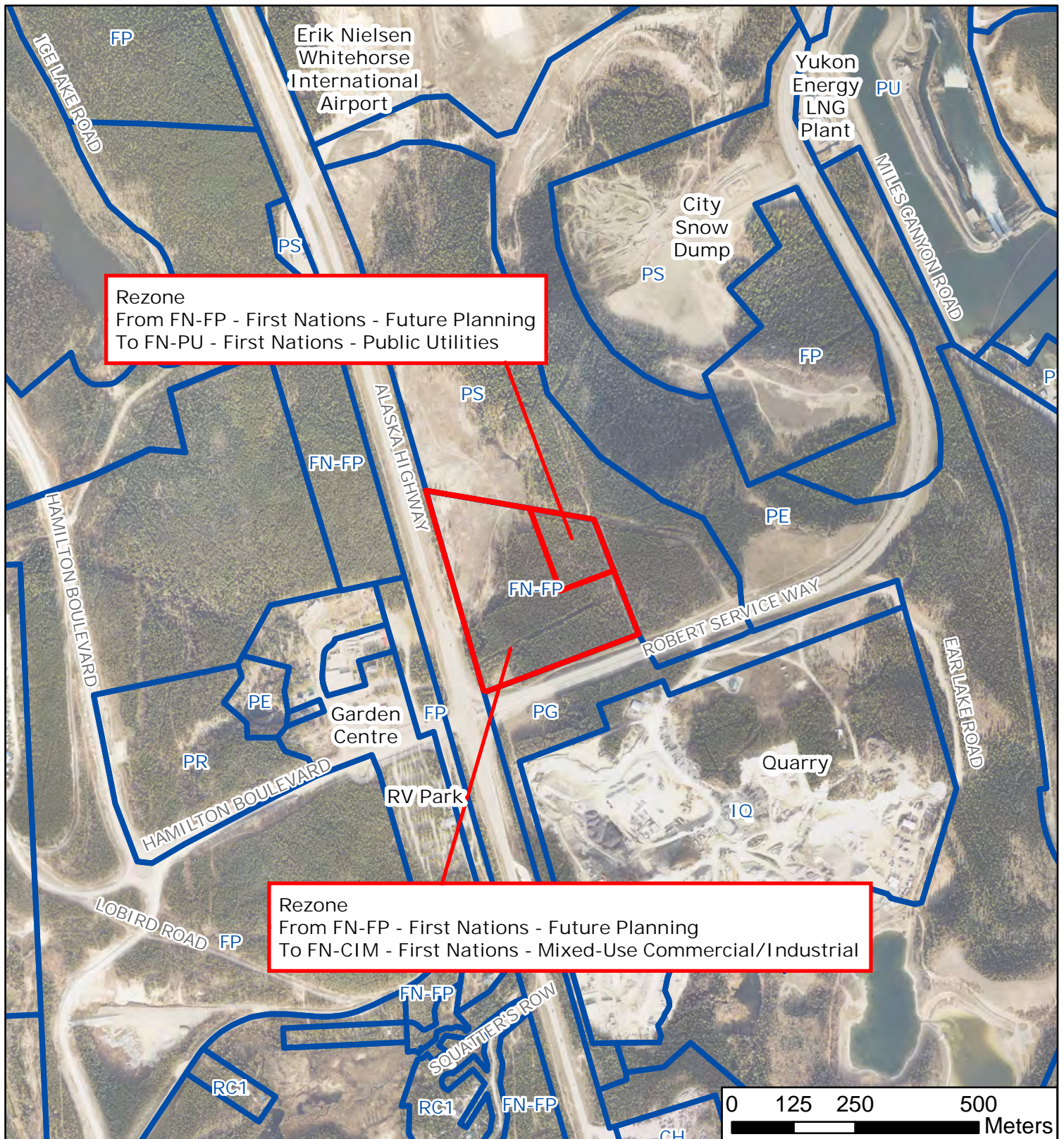
ANTICIPATED AMENDMENT SCHEDULE

The anticipated schedule for the amendment, which is subject to change, is:

Planning Committee	December 6, 2021
1 st Reading	December 13, 2021
Newspaper Ads	December 17, 2021 and January 7, 2022
Public Hearing	January 17, 2022
Report to Committee	February 7, 2022
2 nd and 3 rd Reading	February 14, 2022

ADMINISTRATIVE RECOMMENDATION

THAT Council direct that Bylaw 2021-38, a bylaw to amend the zoning of Lot 1216 on Robert Service Way to allow for public utility and commercial/industrial uses, be brought forward for consideration under the bylaw process.



DATE:
Dec 6, 2021

FILE NO:
Z-09-2021

 Lot 1216

CITY OF WHITEHORSE - PLANNING AND SUSTAINABILITY SERVICES

Bylaw 2021-38

An application to amend the zoning of Lot 1216 Quad 105D/11 2010-0050 LTO YT (KDFN Settlement Land c-34B) to allow for commercial/industrial and public utility lots.



1 Appendix B: Current and Proposed Permitted Uses

Current Permitted Uses	Proposed Permitted Uses	
FN-FP	FN-PU	FN-CIM
<p>13.2.2 Principle Uses: a) Uses will be determined by future First Nation land policies</p>	<p>Until such time as Kwanlin Dün exercises zoning powers that govern this parcel, the zoning regulations of the PU zone apply.</p> <p>12.5.2 Principal Uses a) emergency and protective services b) public utilities</p>	<p>Until such time as Kwanlin Dün exercises zoning powers that govern this parcel, the zoning regulations of the PU zone apply.</p> <p>10.4.2 Principal Uses a) aircraft sales/service b) animal clinics c) animal shelters d) auctions/auction grounds e) business support services f) commercial schools g) commercial storage h) community recreation services i) custom indoor manufacturing j) eating and drinking establishments k) emergency and protective services l) equipment sales/rentals, heavy m) fabrication shops n) fleet services o) gas bars p) garden centres q) general contractor services r) health services s) household repair services t) indoor participant recreation services u) industrial, salvage v) kennels w) manufacturing x) mobile catering food services</p>

		y) offices (above the ground floor) z) outdoor recreation equipment rentals/sales aa) pet clinics bb) processing, light cc) retail services, convenience dd) retail services, restricted ee) vehicle sales and service ff) warehouse sales
11.1.3 Secondary Uses a) accessory building/structure b) eating and drinking establishments c) fleet services d) institutional services	12.5.3 Secondary Uses a) accessory building/structure b) caretaker residence	10.4.3 Secondary Uses a) accessory building/structure b) caretaker residence c) outdoor storage d) retail services, general
11.1.4 Conditional Uses a) Land treatment facilities	12.5.4 Conditional Uses a) land treatment facilities b) outdoor participant recreation services	10.4.4 Conditional Uses a) bulk fuel depots b) caretaker residence, 121 to 297m ² c) offices on the ground floor or more than 50% of the gross floor area of the building.

CITY OF WHITEHORSE

BYLAW 2021-38

A bylaw to amend Zoning Bylaw 2012-20

WHEREAS section 289 of the *Municipal Act* provides that a zoning bylaw may prohibit, regulate and control the use and development of land and buildings in a municipality; and

WHEREAS section 294 of the *Municipal Act* provides for amendment of the Zoning Bylaw; and

WHEREAS it is deemed desirable that the City of Whitehorse Zoning Bylaw be amended to allow for the development of public utility and commercial/industrial lots on Kwanlin Dün First Nation Settlement Land at the northeast quadrant of Robert Service Way and Alaska Highway;

NOW THEREFORE the council of the municipality of the City of Whitehorse, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. The zoning maps attached to and forming part of Zoning Bylaw 2012-20 are hereby amended by changing the zoning of Lot 1216 Quad 105D/11 Plan 2010-0050 LTO YT (KDFN C-34B), located at the northeast quadrant of Robert Service Way and Alaska Highway, from FN-FP – First Nation – Future Planning to:
 - (1) FN-PU – First Nation – Public Utilities for 1.66 ha of the northeast corner of the lot, with the southern boundary running parallel to the southern lot line at a distance of ± 136 m north of the southern lot line, and the western boundary running parallel to the east lot line at a distance of ± 116 m from the eastern property line, as indicated on Attachment 1 and forming part of this bylaw; and,
 - (2) FN-CIM – First Nation – Mixed Use Commercial/Industrial for the remainder of the lot, as indicated on Attachment 1 and forming part of this bylaw.
2. This bylaw shall come into force and effect upon the final passing thereof.

FIRST READING:

PUBLIC NOTICE:

PUBLIC HEARING:

SECOND READING:

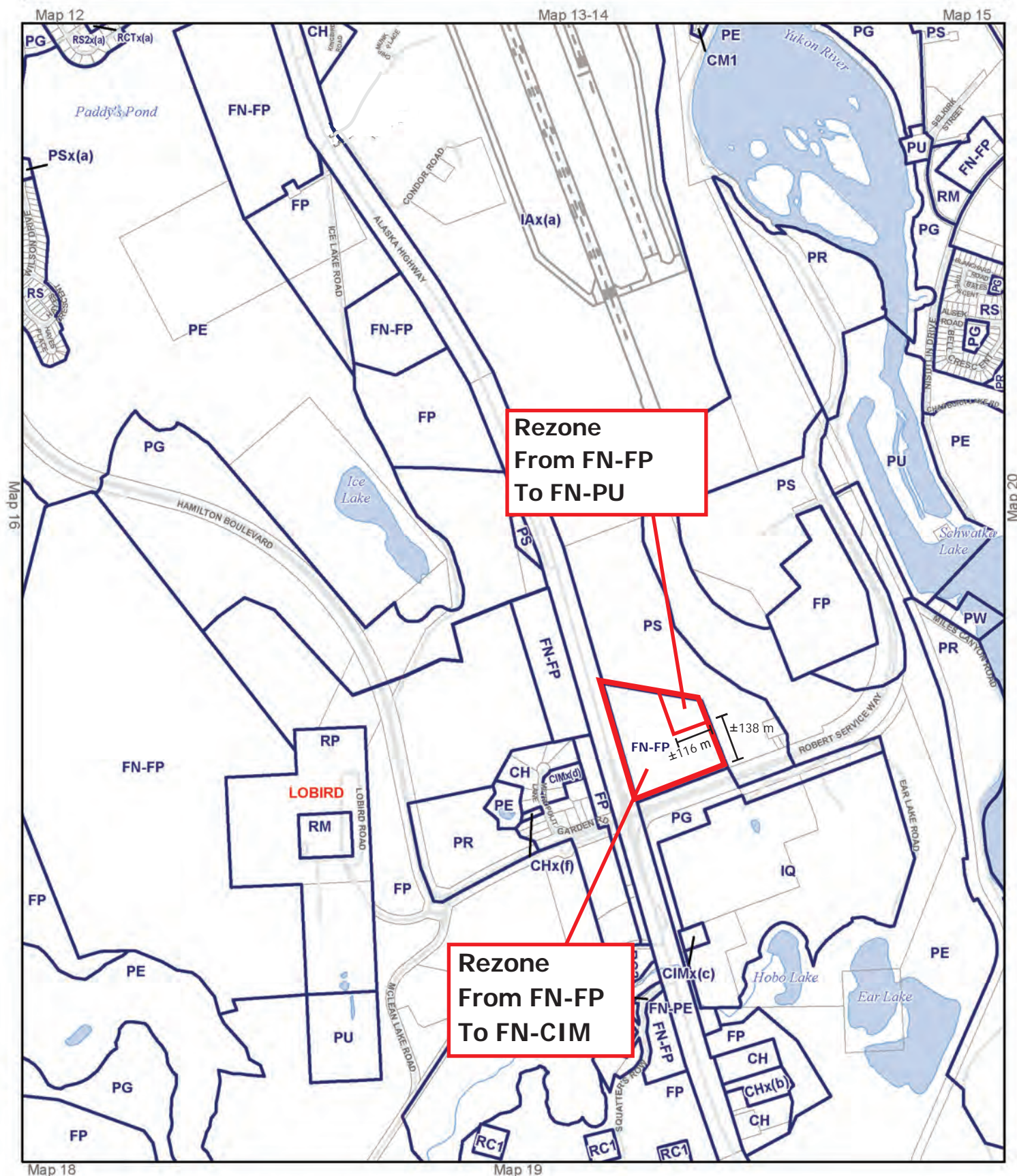
THIRD READING and ADOPTION:

Mayor

City Clerk

MAP 17

AIRPORT, LOBIRD
ROBERT SERVICE WAY



Where a letter appears in brackets following a zoning designation, e.g. RSx(a), the letter corresponds to the 'special restrictions' subsection for that zone.



0 725
Meters
Projection: NAD 1983 UTM Zone 8

Consolidation date:
October 6, 2020

CITY OF WHITEHORSE
DEVELOPMENT SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Jocelyn Curteanu

Vice-Chair: Mellisa Murray

December 6, 2021

Meeting #2021-24

1. New Business

CITY OF WHITEHORSE
CITY OPERATIONS COMMITTEE
Council Chambers, City Hall



Chair: Ted Laking

Vice-Chair: Dan Boyd

December 6, 2021

Meeting #2021-24

-
1. New Business

CITY OF WHITEHORSE
COMMUNITY SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Mellisa Murray

Vice-Chair: Michelle Friesen

December 6, 2021

Meeting #2021-24

1. Whitehorse South Trail Plan

Presented by Projects and Trails Coordinator Meagan Wilson

2. New Business

ADMINISTRATIVE REPORT

TO:	Community Services Committee
FROM:	Administration
DATE:	December 6 th , 2021
RE:	Whitehorse South Trail Plan

ISSUE

Approval of the 2021 Whitehorse South Trail Plan as a guiding document

REFERENCE

- Trail Plan (2020)
- Robert Service Way Planning Study (2018)
- Parks and Recreation Master Plan (2018)

HISTORY

In February 2021, the City of Whitehorse awarded LEES+Associates the contract to develop a neighbourhood level trail plan for Whitehorse South, as one of the priority actions identified in the 2020 Whitehorse Trail Plan. To date, neighbourhood level trail plans have been completed for four neighbourhoods and are outstanding for two areas (Whitehorse South and Whitehorse North).

The Whitehorse South Trail Plan builds on the vision and guiding principles in the 2020 Trail Plan, as well as previous work completed through the Whitehorse Neighbourhood Trails Task Force planning process.

Consistent with other neighbourhood trail plans, the Whitehorse South Trail Plan consists of a map that identifies existing trails, proposes trail use designations in accordance with the City of Whitehorse Trail Maintenance Policy, and identifies growth opportunities for new trail development in Whitehorse South.

The final Whitehorse South Trail Plan was developed through a six-phase process which included background review and assembly, preparation of two drafts and a final trail plan map, and extensive engagement with the public, residents and stakeholders.

Resident input into the first draft was gathered through a mail out and online survey link which was distributed to a total of 586 property owners. First Nations, government partners and key trail user groups were also invited to provide feedback into the draft Plan.

The online survey received a high level of participation with a total of 122 (or approximately one in five) Whitehorse South residents completing the survey. In addition, 16 individuals or user groups provided written feedback by email and two community associations participated in interviews by teleconference.

Following the initial round of engagement, feedback was integrated into an updated draft Plan. A second round of engagement was held in the form a drop-in community charrette in the Frank Slim building in conjunction with the Fireweed Community Market.

In addition to the in-person charrette, the public was invited to submit email comments on the updated draft Plan.

During this phase, inter-agency meetings were held with members of the Yukon Government Parks Branch to review the draft Plan and coordinate trail connections with YG's Wolf Creek Territorial Park.

The second draft was then refined into a final Whitehorse South Trail Plan based on the engagement results, priorities outlined in the 2020 Trail Plan, and staff ground-truthing of potential trail development options.

Should the Whitehorse South Trail Plan be approved by Council, it will be used by the City to inform the creation of annual work plans for the City trail crew and support to partners and Trail Stewards.

ALTERNATIVES

1. Approve the 2021 Whitehorse South Trail Plan as a guiding document
2. Refer the matter back to Administration for further consideration

ANALYSIS

The 2021 Whitehorse South Trail Plan provides staff and Council with a point of reference that will inform ongoing trail management and development to manage diverse trail needs within the Whitehorse South neighbourhood. To this end, the Plan designates existing motorized and non-motorized multi use trails, recommends these trails for ongoing maintenance, and identifies opportunities for future trail growth.

Additionally, the Plan will provide residents with clarity on how trails should be used and lays out a connected network of designated trails that will see an improved level of service.

Potential service upgrades to existing trails identified in the Plan include scope such as:

- Boardwalks or bridges through wet areas
- Gentle re-grading of steep or eroding trail sections
- Clearing trail corridors of overhanging vegetation or hazardous trees
- Removal and replacement of unsafe structures where appropriate
- Improvements to trail tread as needed, and
- Installation of viewpoint benches and signage

The Whitehorse South Trail Plan builds directly on the results of engagement from the 2020 Trail Plan, as well feedback received during the 2021 Whitehorse South Trail planning process. For example, the Plan responds to public and stakeholder desire for:

- Clarity around motorized multi use and non-motorized trail use by proposing designations for existing trails.
- A continuous trail along the Yukon River corridor, by identifying gaps and connecting key points of interest.
- Access to non-motorized loop trails, by ensuring access to the trail network from all neighbourhoods.

While the Whitehorse South Trail Plan seeks to maximize existing trails, several future trail connectors are proposed in the Plan in order to fill gaps along the Yukon River corridor and ensure access to trail loops from all neighbourhoods.

Any new trail connectors will be built to City design standards, consistent with the existing character of the area. Snowmobile use will continue to be permitted as per the City Snowmobile Bylaw.

ADMINISTRATIVE RECOMMENDATION

THAT Council approve the 2021 Whitehorse South Trail Plan as a guiding document.

DRAFT WHITEHORSE SOUTH TRAIL PLAN MAP

November 2021

Legend

Trail Designations

- Proposed Motorized Multi-Use (MMU) Trails
- Proposed Non-Motorized Trails

Proposed New Trail Construction

- New Non-Motorized Trail Construction

Existing Trails/Corridors

- Roads
- Railroads
- Double Track Trails & Old Roads
- Single Track Trails

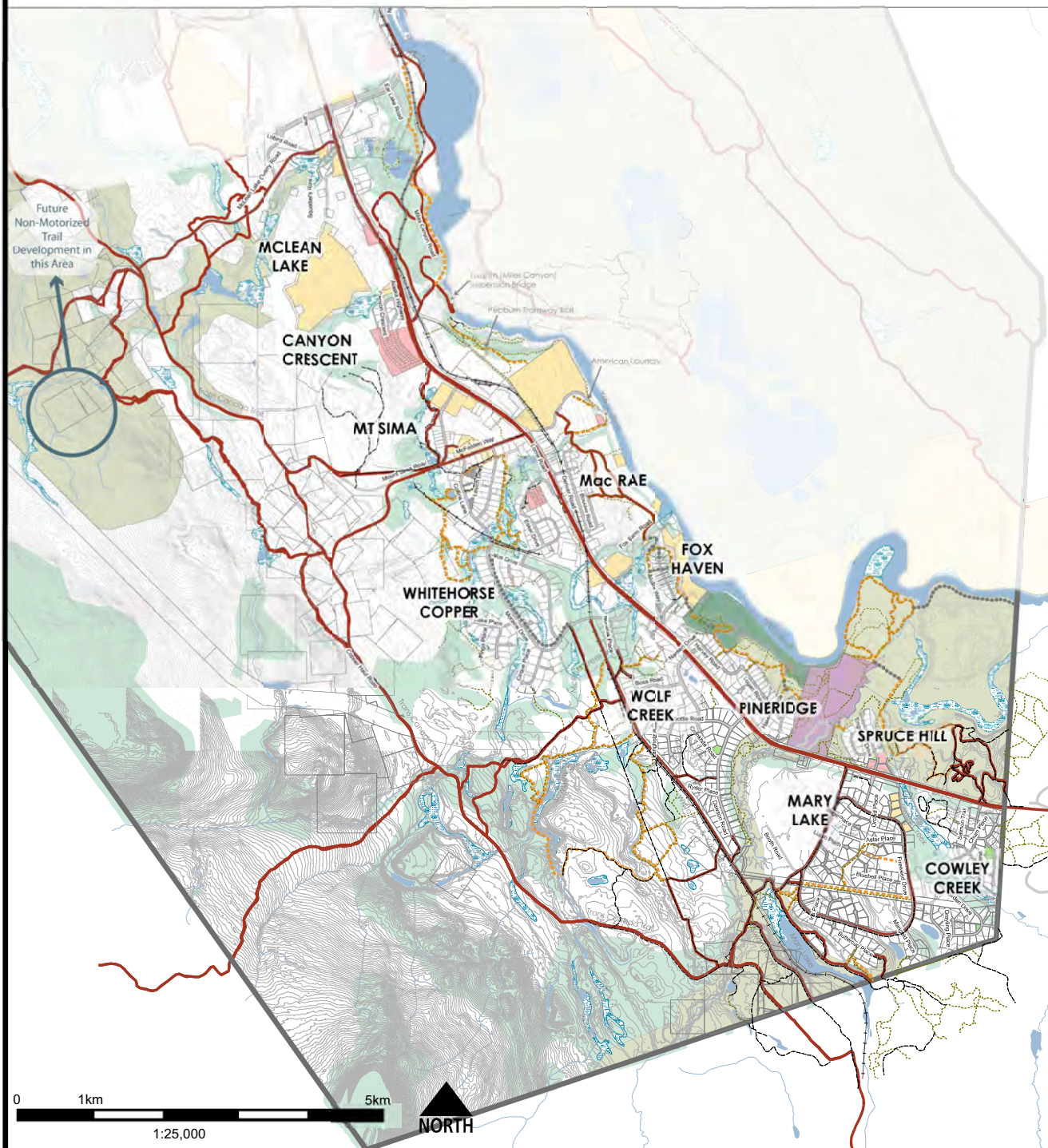
Areas of Interest

- Waterbodies
- Streams
- Industrial Area
- City Parks
- Regional Parks
- Environmentally Sensitive Areas
- Environmental Protection
- Wetlands
- Wolf Creek Territorial Park
- City Boundary

First Nations Settlement Land

- Kwanlin Dün First Nation
- Ta'an Kwäch'än Council

LEES
ASSOCIATES



CITY OF WHITEHORSE
PUBLIC HEALTH AND SAFETY COMMITTEE
Council Chambers, City Hall



Chair: Kirk Cameron

Vice-Chair: Jocelyn Curteanu

December 6, 2021

Meeting #2021-24

1. New Business