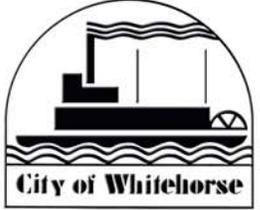


**DRAFT**

**City of Whitehorse  
2010  
Official Community Plan**



**PLANNING TOGETHER**



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# 2010 OCP

## Part I: The Official Community Plan – A Vision to a Plan

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### 1. Introduction

An Official Community Plan (OCP) is a tool used by local government to document the broad objectives and land use policies of a community. The intent of an OCP is to guide decisions in relation to policies for residential and commercial development, industrial activity, transportation infrastructure, and environmental considerations. Furthermore, the OCP outlines where future development should occur, including utility servicing, and overall considerations for implementation of the plan. Adoption of this Plan does not commit Council or any other agency to undertake any projects suggested in this document. Also, Land Claim Final Agreements supersede policies from an OCP, unless otherwise specified in the Agreement.

As the OCP is intended to reflect broad land use policies, the maps in this document are also meant to reflect broad development areas. The interpretation of map boundaries shown in this document should be used as a guide to assess development on the compatibility of intended uses and potential impacts on the surrounding area and do not detailed map features such as lot lines.

### 2. Purpose of an OCP

The purpose and content of an OCP is formally outlined in the *Municipal Act*, Statutes of the Yukon 2002, Chapter 19. Section 279 of the *Municipal Act* states:

*“(1) An official community plan must address the future development and use of land in the municipality, the provision of municipal services and facilities, environmental matters within the municipality, the development of utility and transportation systems, and provisions for the regular review of the official community plan and zoning bylaw with each review to be held within a reasonable period of time; (2) an official community plan may address any other matter the council considers necessary.”*

Once an OCP is adopted by a bylaw, all future land use decisions made by Council must be consistent with the objectives and policies outlined in the Plan. An OCP, however, is not intended to be a static document, but should adapt to new trends within society and respond to changing circumstances including, but not limited to, population growth, housing demand, and public interest. As such, following careful consideration by Council, policies and land use designations in the Plan may be revised by an amending bylaw pursuant to provisions outlined within the *Municipal Act*.

It is important to note that the OCP is not a regulatory document, such as a zoning bylaw. The OCP should guide development through broad land use policy, while regulatory tools, such as densities, setbacks, and other development standards should be administered through the Zoning Bylaw.

### 3. A Vision for the City

Whitehorse conducted an extensive public engagement process that culminated in Council’s adoption of the Strategic Sustainability Plan (SSP). The development and revision of the City of Whitehorse OCP is a continuation and extension of the SSP. The final public consultation exercise for the SSP involved a Community Design Charrette, which offered an opportunity for a group of design professionals,

specialists, and community members to explore the community vision for the future. This document has been adopted into the 2010 OCP review.

By using the SSP as a framework for the 2010 OCP, all of the information and public participation of that process can be captured within the new OCP. The 2010 OCP has been organized by identifying a set of principles that were determined by the participants through the SSP process. These Principles were developed from the SSP Vision and Values that participants felt were important to them. This concept is shown on Figure 1. The land use designations, found in Table 1 below, have been organized to fit under the SSP Principles. It should be noted that while the OCP is based on the SSP, it is a separate document that will continue to provide a vision on City growth, independently of the SSP or any changes made to that document. Future changes to the SSP will be incorporated in periodic OCP review work.

### **3.1 Vision**

Whitehorse will be a well planned self sustaining community that is a leader in energy conservation and innovation that maintains and conserves wilderness spaces for future generations. Whitehorse will continue to strive for a better quality of life that is reflected in its vibrant economy and social life.

### **3.2 Values**

1. Whitehorse Residents Value the Natural Beauty and the Closeness to Nature
  - The Yukon River runs through Whitehorse and our city is surrounded by mountains. Our residents value the nearby access to the wilderness. Residents value the wildlife, green spaces and trails in our neighbourhoods and the connections to other neighbourhoods. We value clean air and clean water.
2. Whitehorse Residents Value a Sense of Community
  - Whitehorse has a small town feel and yet offers many larger city services. People are friendly and involved in the community. There is a high level of community involvement. Residents value the uniqueness of our community and celebrate the diversity of our people.
3. Whitehorse Residents Value Local Businesses
  - Whitehorse residents value the ability to shop locally and support local businesses. Whitehorse residents are proud of Whitehorse/Yukon based businesses.
4. Whitehorse Residents Value Their Quality of Life
  - Whitehorse is a safe community that offers a balanced lifestyle. Residents of Whitehorse value the opportunities to be challenged in their work and recreate nearby. We value the intergenerational mix of our population, access to health care and the educational opportunities available.
5. Whitehorse Residents Values our Vibrant Arts and Cultural Community
  - Whitehorse residents are proud of our heritage and the numerous community events and celebrations that we enjoy. We value and support our many artists. We celebrate their unique and diverse works and performances. We value the cultural facilities, which attract outside artists to perform and exhibit in our city.
6. Whitehorse Residents Value the Contributions of First Nations
  - The Kwanlin Dün First Nation and the Ta'an Kwäch'än Council have Final and Self Government Agreements. We value the First Nations' culture, traditions and governments. We value and respect their stewardship of the land. Whitehorse residents value the

participation and contribution of the Kwanlin Dun First Nation and the Ta’an Kwach’an Council and their people.

7. Whitehorse Residents Value Leadership

- Whitehorse has world class recreational, cultural and educational facilities. We are leaders in business, science, culture and sports. We are proud of our accomplishments and support innovators and new ideas.

**3.3 Principles**

The following principles have been used as an organizational tool for Part 2 – Principles and Policies of the OCP. Policies within this document have been defined and placed under the following principles.

1. **Thriving Environment:** Stewardship of the natural environment and recognition of its intrinsic value and importance for quality of life.
2. **Community Development:** Decisions on development, land use, infrastructure, energy and transportation shall be integrated to minimize our ecological footprint.
3. **Diverse Local Economy:** A vibrant, diverse local economy that encourages self-sufficiency, uses resources efficiently, and creates inter-generational wealth.
4. **Cultural Identity:** We celebrate cultural diversity that strengthens the uniqueness of our northern community.
5. **Equity:** Value equity, fairness, and inclusiveness in our community relationships.
6. **Leadership:** Long-horizon community leadership true to our principles of sustainable development and global responsibility.
7. **Education:** Empower every generation to entrench sustainability in education with the benefit of shared northern knowledge.

**Figure 1: INCLUDE SSP TREE**

<b>Table 1: Area Land Use Designations</b>	
<b>Agriculture</b>	To accommodate non-soil and soil based agricultural land uses and to permit a broad range of complementary activities.
<b>Commercial – Service</b>	To allow commercial activities that are primarily automobile oriented.
<b>Downtown</b>	To encourage commercial activities that are primarily pedestrian oriented in a highly urban environment, and to preserve the unique housing character of downtown neighbourhoods. Further information is available on Map 3.
<b>Future Development</b>	To provide for areas set aside for future developments that exceeds the life of this Plan.
<b>Greenspace</b>	To provide protection for areas that are environmentally sensitive, valued for recreational purposes, or provide for important green connections. This designation includes protected park areas. Further information is available on Map 2.
<b>Industrial</b>	To permit industrial activities that provide industrial services, light manufacturing, warehousing, and storage. This designation would also allow for intensive resource extraction and larger processing

	manufacturing activities located away from residential areas. The intensity of industrial development is subject to proper zoning.
<b>Mixed-Use – Industrial/Commercial</b>	To encourage a mix of service commercial and service industrial activities.
<b>Mixed-Use – Residential/Commercial</b>	To allow a mix of multi-family residential and commercial based activities in an urban environment.
<b>Natural Resource</b>	To allow resource extraction and related activities away from existing and future residential neighbourhoods.
<b>Public Service</b>	To provide for major public and semi-public uses such as airport facilities, major indoor recreation facilities, educational institutions, and correctional facilities.
<b>Public Utilities</b>	To provide for major public utilities such as landfills, sewage lagoons, and water reservoirs.
<b>Residential – Country</b>	To permit larger residential lots that do not rely on municipal water and sewer services. Subject to proper zoning, schools, parks, churches, and community halls may be permitted.
<b>Residential - Urban</b>	To permit fully serviced residential lots that are close to the downtown core, or represent complete neighbourhoods. This includes both single-family and multi-family dwellings. Subject to proper zoning, schools, parks, community uses, minor commercial development, and other related development may be permitted.
<b>KDFN Type 1 &amp; 2 Lands</b>	To show areas that are Type 1 & 2 Settlement Lands that are not subject to the OCP as set out in the Final Agreements.

#### 4. The 2010 OCP Review Planning Process

The 2002 OCP process involved an extensive planning process, carried out over a two year time frame. The planning team conducted workshops, open houses, and meetings with the public, stakeholders, consultants, and City Council in order to determine the policy initiatives and develop drafts. This resulted in the adoption of the 2002 OCP on October 15, 2002. This 2002 document has been the basis for the 2010 OCP review process.

The 2010 OCP Review Process kicked off in early 2009 and included many public consultation events including neighbourhood workshops, online questionnaires, stakeholder interviews, community cafes and open houses. Prior to the OCP Review, the results of the 2008 Citizen Survey helped frame some of the big planning issues currently facing Whitehorse. The OCP Review was broken into three phases as discussed below.

##### 4.1 Phase I – Idea Gathering

Phase I included fifteen workshops, one in each of the City's neighbourhoods during January and February of 2009. At these workshops a short presentation was given to explain what an OCP is, as well as the 2010 review process. Local residents were then broken into smaller groups to develop their own neighbourhood OCP maps. The purpose of these maps was to gather public input and represent that the input was heard. The maps were for discussion purposes only and did not value one piece of input more highly than any other nor were they intended to represent a future plan.

Individual meetings were also held with the various stakeholder groups in the City. Stakeholder groups included:

- Artspace North Society
- Downtown Urban Gardeners Society
- BYTE – Bringing Youth Towards Equality
- Ducks Unlimited

- Energy Solutions Centre
- Great Northern Ski Society (Mt. Sima)
- Klondike Snowmobile Association
- Miles Canyon Historic Railway Society
- Northern Climate ExChange
- Recreation and Parks Association of the Yukon
- Utilities Consumers Group
- Whitehorse Cross Country Ski Club
- Yukon Arts Centre
- Yukon College
- Yukon Council on Aging
- Yukon Electrical Company Ltd/ATCO
- Yukon Housing Corporation
- Yukon Tourism Education Council
- Friends of McIntyre Creek
- Habitat for Humanity
- Meadow Lakes Golf and Country Club
- Mountain View Golf Course
- Raven Recycling
- Tourism Industry Association of the Yukon
- Whitehorse Chamber of Commerce
- YESAB
- Yukon Bird Club
- Yukon Conservation Society
- Yukon Council on Disability
- Yukon Historical Museums Association
- Yukon Real Estate Association

Several other groups were contacted but no meeting was arranged due to lack of interest. Phase I culminated in an Open House whereby City staff presented the neighbourhood maps developed by the residents.

#### **4.2 Phase 2 – Getting Answers to the Big Issues**

Phase 2 began with an online questionnaire that asked residents land-use planning related questions on such topics as downtown building heights, residential neighbourhood density, building incentives, highway development and backyard agriculture. A total of 290 responses were received. Using the results from Phase I and the questionnaire, 10 big issue topics were determined.

In April three Community Cafes were held to discuss the big issue topics. Approximately 75 people participated in the Community Cafes and an Open House in May to present the results of the Community Cafes. The big issue topics discussed at the Community Cafes were:

1. Downtown Height
2. Park Reserve Designated Areas
3. Urban Residential Development
4. Country Residential Development
5. Industrial Development
6. Highway Development
7. Agriculture
8. Outdoor Recreation Areas
9. Architectural Design Regulations
10. Referendum Requirement

#### **4.3 Phase 3 – Building the Plan**

This section will be completed upon finalization of the OCP process.

### **5. The Community of Whitehorse**

The City of Whitehorse is located along the Yukon River corridor in the South Central Yukon. It is surrounded by mountainous topography, including Haeckel Hill, Mount McIntyre, Golden Horn, and Grey Mountain. Whitehorse is a large municipality, some 41,600 hectares, extending approximately 30 kilometres north to south and 14 kilometres from east to west. The existing pattern of settlement is somewhat spread out, with each enclave surrounded by natural open space. Although the settlement

pattern is not contiguous, it generally follows the alignment of the Alaska Highway from Cowley Creek and Mary Lake subdivisions in the south to Hidden Valley and MacPherson subdivisions in the north. The downtown, which is situated almost in the geographic centre of the municipality, acts as the nucleus due to its concentration of employment opportunities, retail and commerce, and its diverse mix of land uses and activities.

### **5.1 History**

Historically, First Nations people have had a strong presence in the Whitehorse area. First Nations used the Yukon River valley for food gathering and as a meeting place. Before the establishment of Whitehorse as a central settlement, the headwaters of the Yukon River were home for the Tagish Kwan, and a regular meeting place for other nations of First People who came to trade with them, such as the Tlingit, Kaska, Han, Gwich'in and Tutchone. Recent archaeological digs at Annie Lake and Fish Lake confirm the existence, and continual use, of seasonal hunting and fishing camps for more than 5,000 years. Because they had a culture based on mobility, the First Nations of the Whitehorse area did not establish large villages with permanent structures. Instead, they used trails, and favourite fishing and camping spots on a seasonal basis. This activity went on for millennia and these traditional places used by the First Nation remain in the minds of the elders today. The Kwanlin Dun First Nation, based in the McIntyre subdivision of Whitehorse, has cultural affiliations with the Northern and Southern Tutchone as well as with the Tagish from Marsh Lake, but is also an amalgamation of many Yukon First Nation culture groups. The Ta'an Kwach'an First Nation, who separated from the Kwanlin Dun First Nation in 1998, are affiliated with the Southern Tutchone Tribal Council and have members who are Southern Tutchone and Tagish. The Ta'an Kwach'an people were concentrated more along southern Lake Laberge, as far north as Hootalinqua and the Takhini area.

The settlement of Whitehorse developed as a transportation hub during the Klondike Gold Rush of 1898. Whitehorse was the head of navigable waters on the Yukon River and an important stop on the journey to the Klondike. Once the White Pass and Yukon Railway linked Whitehorse with the Alaskan port of Skagway, Whitehorse became the centre of transportation into and out of the Territory. During the Second World War, thousands of American Army personnel arrived to build the Alaska Highway. The boom in economic activity ceased by the end of the war, but Whitehorse had established itself as an important centre of communications and transportation. In 1950, Whitehorse was incorporated as a City, and the Yukon Territorial Government moved the capital from Dawson City to Whitehorse three years later. Today, Whitehorse is a contemporary city and the government and business centre for the Yukon. Government activity provides considerable economic stability to the area, and tourism contributes significantly to the local economy. Due to Whitehorse's rich history in mining and transportation, there are a number of historical and archaeological sites in the area. They include copper mines, historic wood camps and fur farms, buildings, traditional First Nations lands, cemeteries, and burial sites.

### **5.2 Growth Projections and Trends**

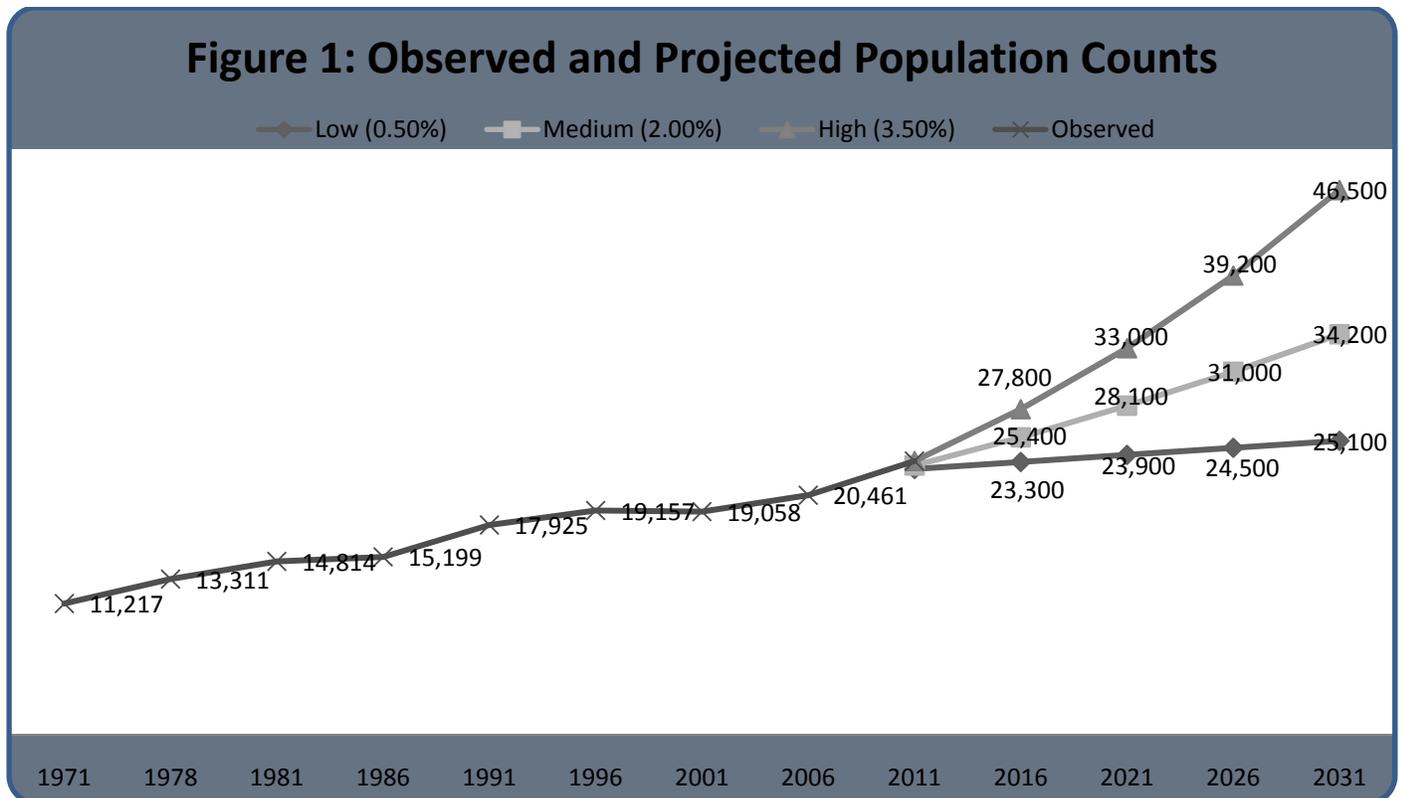
During the first part of the 20th Century, the movement of people in and out of Whitehorse tended to be quite high. This was largely due to the Whitehorse economy reacting to fluctuations in the mining industry and highway construction. Over the past 50 years, the population stabilized as Whitehorse became the government and business centre for the Territory. Today, population shifts do occur in response to mining and resource activity, but they are not as prominent.

According to the 2006 census, the population of Whitehorse was 20,461. This was up 7.4% from 19,058 in the 2001 census. To gain some understanding of potential population growth, a high, medium, and low rate of growth has been calculated. The low rate of 0.5% is approximated based on historic growth rates between 1971 and 2006, a medium rate of 2.0% is based on the average growth rate of

2.5% between 2004 and 2009 (Yukon Bureau of Statistics), and the high rate of 3.5% is the same rate as the highest recently recorded growth rate recorded in 2008. The following table and graph demonstrate results of the three growth rates.

Growth Rate	Population Estimate		Net Growth
	2006	2031	
<b>High (3.5% per year)</b>	20,461	46,500	26,039
<b>Medium (2.0% per year)</b>	20,461	34,200	13,739
<b>Low (0.5% per year)</b>	20,461	25,100	4,639

Figure 1 displays the observed population of the City between 1971 and 2006, and indicates the high, medium and low estimate to the year 2031. Actual growth is difficult to predict and will fluctuate largely in response to economic conditions. Figure 1 provides a “what if” scenario reflecting different rate assumptions.



(Data Source: Statistics Canada)

### 5.3 Demographic and Economic Analysis of Housing Demand

Population growth will have a direct impact on the number of housing units required. As of 2006, there were approximately 8,631 dwelling units within city limits, with an average of 2.4 people per household.

Based on the high, medium, and low growth rate population predictions, the following housing predictions can be made:

<b>Growth Rate</b>	<b>25 year housing prediction</b>	<b>New Homes per Year (avg)</b>
<b>High</b>	9000	450
<b>Medium</b>	4500	225
<b>Low</b>	1000	50

Residential housing demand is based on a complex set of demographic and economic factors. Table 3 below presents a summary listing of the various factors which influence housing demand in Whitehorse and describes the nature of change in housing demand that follows from a change in a given factor.

<b>Home Ownership Rate</b>	As the rate of homeownership increases (more homeowners and fewer renters), housing demand will also increase.
<b>Average Household Income</b>	As average household incomes increase, housing demand will also increase.
<b>Age Distribution</b>	As the size of the home age buying population cohort increases, housing demand will also increase.
<b>Population Growth</b>	If the size of the home age buying population cohort increases, housing demand will also increase.
<b>Housing Density</b>	As the number of persons per dwelling decreases, housing demand will increase.
<b>Mobility</b>	As mobility rates decline (the population is more stable), housing demand is more likely to increase.
<b>Housing Prices</b>	As housing prices increase, housing demand will decrease.
<b>Mortgage Rates</b>	As mortgage (interest) rates increase, housing demand will decrease.
<b>Housing Affordability</b>	As housing becomes less affordable (the possible result of changes in a variety of factors), housing demand will decrease.

*(Data Source: Vector Research)*

The historical performance of these demographic and economic factors in Whitehorse is outlined in Table 5.

<b>Average Household Income</b>	↑	Census data indicates that average household incomes (unadjusted for inflation) for Whitehorse homeowners have increased steadily over the last 20 years, rising by 35% from \$68,380 in 1991 to \$92,308 in 2006.
<b>Home Ownership Rate</b>	↑	Home ownership rates in Whitehorse (the percentage of households owned by occupants) increased significantly between 1991 and 1996, rising from 60% to 67%. Since 1996 until 2006, the rate of home ownership in Whitehorse has slightly exceeded the national rate of home ownership.

<b>Age Distribution</b>	—	The baby boom cohort, comprised of individuals born between 1946 and 1964, form the highest birth rate. The baby boom echo cohort, comprised of individuals born between 1980 and 1995 form the second highest birth rate. Entry of the baby boom echo cohort into the Whitehorse housing market will, subject to affordability and other factors, create another (smaller) surge, in demand.
<b>Housing Density</b>	↓	Housing density in Whitehorse declined by 15% (from 2.92 to 2.47) between 1986 and 2006. As housing density declines, more houses are required to shelter the same number of people.
<b>Population Growth</b>	↑	The population of Whitehorse has steadily grown from 11,217 in 1971 to 20,461 in 2006. While overall population growth or decline is important, not all ages within a population are active in the housing market. The age at which people become active (i.e. enter) the housing market is known as the average age of first-time home buyers. Based on growth rates derived from the Yukon Bureau of Statistics Populations Projections to 2018 under the low growth scenario, the number of first-time home buyers is forecast to decline slightly. Under the medium and high growth scenarios, the number of first-time home buyers is forecast to increase.
<b>Mobility</b>	↓	Whitehorse's population has significantly become more stable since 1981. In 1981 only 57% Whitehorse residents reported being a resident in Whitehorse during preceding five years; this has increased to 78% in 2006. The increased stability of Whitehorse residents over the long term has likely contributed to the increase in home ownership experienced in Whitehorse over the last two decades.
<b>Housing Prices</b>	↑	The average sale price for single detached houses in Whitehorse increased at a relatively steady rate from the beginning of 1999 through to the first half of 2005. Over the six and a half year period, the average sale price of single detached houses in Whitehorse increased by 34% from \$149,600 to \$199,800. Beginning in the third quarter of 2005, sale prices of single detached houses in Whitehorse started to increase at a more rapid rate. Between the second quarter of 2005 and the fourth quarter of 2008, the average sale price of single detached houses in Whitehorse increased by 62% over a 3.5 year period rising from \$199,800 to \$322,800. To the extent that homeowners perceive build-by-owner to be a more affordable option for entry into the housing market, a sustained increase in sales prices for single detached houses may lead to an increase in the demand for residential building lots.
<b>Mortgage Rates</b>	↓	Over the period January 1951 to March 2009, the National Average Residential 5-year Mortgage Lending Rate averaged 9.0% In March 2009 the rate was an all time historical low. Relatively low mortgage rates mean relatively low monthly mortgage payments and have contributed to the growth in home ownership experienced in Whitehorse over the past 15 years. Relatively low mortgage rates mean relatively low monthly mortgage payments and have contributed to the growth in home ownership experienced in Whitehorse over the past 15 years. Relatively low mortgage rates also reduce the cost of new construction on newly developed lots. With the national economy in decline, mortgage rates are likely to remain stable at historical lows for an extended period of time.
<b>Housing Affordability</b>	—	Housing prices in Whitehorse have steadily increased over the last decade. The average sale price of single detached house in 2008 was approximately \$322,800. The annual income required to purchase a dwelling valued at \$325,000 is approximately \$81,500. (Based on Canada Mortgage and Housing Corporation's online mortgage calculator.)
(Data Source: Vector Research)		

#### 5.4 Economic Overview

The City of Whitehorse is the government and service centre for the Yukon. As Table 5 indicates, 26% of the labour force is employed in government services, which is significantly higher than the Canadian average of 8%. Government activity provides considerable economic stability to the Whitehorse area. The Yukon Territorial Government, the Federal Government (including a number of departments and agencies), and the Council of First Nations all have their primary representation in the City. In addition, most major Yukon businesses, utility companies, and services operate out of Whitehorse. Other significant factors in the economy are retail trade (11% of the total labour force), healthcare and social assistance (10%), accommodation and food services (8%) construction (7%), and education (6%). Manufacturing, on the other hand, employs only 2% of the Whitehorse labour force compared to 12% for Canada as a whole. Whitehorse has a far lower proportion of people working in mining, forestry,

fishing and trapping than the rest of the Yukon, but it has about the same proportion in agriculture. Whitehorse residents working in sectors such as mining and forestry are likely to provide services such as testing, rather than work in production.

**Table 6: Percentage of Labour Force by Industry, Whitehorse and Canada**

<b>Industry</b>	<b>Whitehorse</b>	<b>Canada</b>
<b>Manufacturing</b>	2%	12%
<b>Construction</b>	7%	6%
<b>Transportation and Warehousing</b>	4%	5%
<b>Telecommunications</b>	2%	1%
<b>Retail Trade</b>	11%	11%
<b>Finance and Insurance</b>	2%	4%
<b>Government Service (Public Administration)</b>	26%	8%
<b>Educational Services</b>	6%	7%
<b>Healthcare and Social Assistance</b>	10%	10%
<b>Accommodation and Food Services</b>	8%	7%
<b>Other Service Industries</b>	4%	5%

*(Source: Statistics Canada, 2006)*

Economic development in the Yukon has been closely linked to mining over the past century. The major metals produced by the mining industry in the Yukon include lead, gold, silver, copper and zinc. The Yukon mining industry also supports oil and gas wells, aggregate quarries, and mining related services. Mining is a volatile industry; and this has had implications on the Whitehorse economy since it is still a significant force. Many of the businesses that provide services to the mining industry are headquartered in Whitehorse. When the mining industry is experiencing a decline, the Whitehorse economy tends to suffer, with increased unemployment and some population loss. The future of the mining industry in the Yukon will continue to be uncertain and will depend upon metal values, domestic and international demand, and the corporate decisions of mining companies. A considerable amount of time and money has been invested in infrastructure and exploration in the Yukon. This should assist in attracting future mining activity to the Territory, and this will have an effect on Whitehorse's economy. Tourism is growing in importance to the Whitehorse economy. The community benefits directly from visiting tourists, and through providing the transportation and business base for tourism activities elsewhere in the Yukon. The community's large and relatively stable population, together with the growth of tourism, has encouraged the development of other service industries.

### **5.5 The Social Environment**

The people of Whitehorse are actively involved in their community through a variety of organizations and interest groups. A wide variety of recreational facilities, including the multi-use Canada Games Centre, outdoor skating rinks, a curling rink, a downhill ski facility, theaters, golf courses, and a ski chalet and cross-country ski trails can be found in Whitehorse. There is also a squash club, several fitness clubs, biathlon/rifle and pistol ranges, and equestrian show grounds, in addition to a year-round swimming pool, soccer fields, tennis courts, outdoor basketball courts, ball diamonds, and many parks and playgrounds. The Yukon River is popular with canoe and kayak enthusiasts whereas hiking and cycling trails link most parts of the City and offer access to surrounding wilderness areas. The City's

cultural facilities include the Yukon Arts Centre, which houses a modern theatre/concert hall and an art gallery. The Guild Hall is a smaller theatre combined with a dance studio. Yukon artists and craftspeople are featured in the Yukon Government Building's art collection, and at the Captain Martin House gallery, as well as in a number of local stores. The Yukon's history and pre-history are displayed in the MacBride Museum, the Yukon Transportation Museum, the Beringia Interpretive Centre, the SS Klondike National Historic Site, and at several other heritage sites.

## **6. Implementing the Vision**

Greenspace is highly valued as part of the vision for the City of Whitehorse and its residents. As such, this plan reserves nearly 60% of land within the City boundary for greenspace. Through the combination of the strong value placed on easily accessible greenspace, and the historical development pattern of the City, Whitehorse is a sprawling municipality, with a limited population and tax base to support itself. As such, this plan identifies future areas for development that are designed to reduce sprawl through compact development forms in strategic locations. Locating development near existing infrastructure, services, and amenities helps to reduce the tax burden, preserve pristine wilderness areas, and support active transportation.

### **6.1 Urban Containment Boundary**

The concept of the Urban Containment Boundary (UCB) is particularly important where development is spread out over a large area and is supported by a relatively small population and tax base. The UCB for Whitehorse is shown on Map 5 and illustrates the objectives described in Policy 11.8.1. The current UCB contains approximately 12% of the land area of the City of Whitehorse. UCBs are used by cities as a key tool in encouraging sustainable development. UCBs encourage growth that:

- reduces the consumption and fragmentation of rural areas
- is more concentrated and so makes for a City that can better support alternative transportation modes such as transit, walking and cycling
- leads to more efficient use of sewer, water and storm services, resulting in tax savings

### **6.2 Municipal Water and Sewer Servicing**

Major components of the municipal water and sewer system are shown on Map 5, including water sources, water reservoirs, sewage lagoons, and major sewer and water lines. The current UCB area and future expansions have been chosen to maximize the use of existing utilities so that significant infrastructure investment is delayed as long as possible, without compromising the growth of the City. The objective of this is to minimize costs to the City and its residents. Key factors in determining the sequence of development include:

- capacity of existing infrastructure
- cost of linking new development to existing infrastructure
- proximity to the Sewage Lagoons
- proximity to the Municipal water supply system
- topography, and the associated ability to maximize gravity services for sewage and stormwater collection
- access to transportation network

Actual costs of development will vary depending on the distance development occurs from existing services, capacity available within existing services, as well as the amount of development that can be supported before any major upgrade is required. Detailed development proposals will need to consider the capacity of the existing systems in relation to the development proposed.

### **6.3 Large Lot Development**

A key component in successful UCB implementation is a focus upon denser development forms, such as townhouses, condominiums, duplexes, and small-lot single-detached dwellings. Part I of this document discusses factors that will influence the overall future housing demand in Whitehorse. Factors such as aging demographics, smaller household size, rising home heating fuel costs, and others give some indication that future demand for housing will support more dense housing forms.

It is also recognized that there continues to be demand for large lot development in the Whitehorse area. Examples include both “country residential” style lots that range in size from 0.5 hectares (approximately 1 acre) and up, as well as large urban “estate-size” lots, with frontages of 20 to 30 metres, and large backyards.

The 12 different country residential neighbourhoods, currently built within Whitehorse, are the home of 10% of the City’s population, but have consumed 1,500 hectares of land, or approximately 50% of the land currently devoted to neighbourhood development (2,800 ha). The Yukon Government also continues to develop and sell “rural residential” lots on the Whitehorse periphery.

Large urban lots in neighbourhoods such as Porter Creek and Copper Ridge can accommodate very large homes and offer a large amount of privately-owned greenspace but, as compared to more dense development, result in a highly car-dependent neighbourhood pattern, require a large investment in municipal infrastructure, and result in smaller public greenspaces. Public consultation for Whistle Bend, the largest new development area shown in this OCP, was largely in favour of a housing pattern that offered a wide variety of housing forms, but notably includes large public greenspaces and a relatively dense and efficient core, with enough housing units to support the development of local commercial services and frequent transit.

This Plan suggests that demand for large lots be met with a limited amount of large urban lots within new neighbourhoods, as well as a select few new country residential areas. Undeveloped country residential designated areas shown on Map 2 include Raven’s Ridge, Cousins Airpark, and potential additional development within the Whitehorse Copper area. It is recognized that it is better to accommodate some demand for large lots within City limits than to cause all large lot buyers to consider purchasing land outside City limits.

It is also important to recognize that there are constraints that restrict the ability to provide large lots within the City. One major constraint that is faced when planning large lot development, and residential development in general, is the vast amount of land within City limits that is undevelopable due to steep slopes, rocky outcrops, lakes, and water courses. Whitehorse is located in a valley between two mountain ranges, with the Yukon River flowing through the valley bottom. These natural features shape the potential for residential development on numerous benches and terraces, most of which have already been developed.

Additionally, as the vision for Whitehorse and its residents is based around greenspace retention, important recreation areas, wildlife habitat, and movement corridors within the City need to be protected. Therefore, large potentially developable areas, such as the Mt McIntyre Ski Trails, have been protected as greenspace to reflect this vision. To work within these constraints, and provide a mix of housing types, including large urban lots, planning within the City becomes a delicate balancing act to meet the goals of both development and conservation.

### **6.4 Residential Unit Supply and Demand**

Most of the existing residential development in Whitehorse has been planned and developed by public bodies. Although the Yukon Government owns the majority of public land within City limits, the City is the lead agency for new neighbourhood planning, as per a Land Development Protocol that has been established between the two Governments. This contrasts with the majority of Canadian cities, where private companies develop and supply most residential land to the market. Both public and private lands that have the proper land use designation to allow residential development are shown on Map 5.

Policy 5.1.2 calls for the provision of a two year supply of developable land of all types, including residential. Table 3, in section 5.3 above, indicates a demand for approximately 225 housing units per year, assuming a medium growth rate of 2%. In 2010, this minimum supply of residential units is not currently available. A previously built-up supply of housing units has become depleted. Starting in approximately 2003, demand for housing in Whitehorse began to increase. Section 5.3 discusses the reasons for housing demand – they are related to many factors including, but not limited to, population growth, family size, and population age. It is also well understood that housing supply, either through shortage or over-abundance, can have significant impacts on housing costs.

The forecasted outlook for this OCP is approximately 20 years. Assuming a medium growth rate, the areas shown within the current UCB should be able to meet this demand. Should the average growth rate be higher, expansion of the UCB may be necessary. UCB expansion areas are shown on Map 5.

Although the significant areas for residential growth are shown on Map 5 and listed below, it is recognized that other projects may arise in the interim, and OCP amendments may be considered. Additionally, residential development may be supplied through a variety of other means than shown here – for example, through zoning bylaw changes which would allow for additional flexibility on living suites, which would allow for more residential units in existing neighbourhoods.

### 6.5 New Residential Development Areas

Table 7 shows a list of new residential development areas that are expected to meet the medium growth rate demands of 2.0% as outlined earlier in Part I of this document.

<b>Table 7: New Publicly-Developed Neighbourhoods</b>		
<b>#</b>	<b>Area</b>	<b>Comment/Issues</b>
<b>1</b>	Whistle Bend	<ul style="list-style-type: none"> <li>Whistle Bend concept has been adopted by Council</li> <li>Eight phases of development are anticipated to provide for the majority of housing demand for the 20 year timeframe of this OCP</li> </ul>
<b>2</b>	Porter Creek “D” (Extension)	<ul style="list-style-type: none"> <li>Area was shown in 2002 OCP, consultation started in 2005 but due to delays and overall housing demand, development was put on hold until after Whistle Bend completed</li> </ul>
<b>3</b>	Hamilton Boulevard area	<ul style="list-style-type: none"> <li>Adjacent to Tank Farm area, which is private land designated for residential development</li> </ul>
<b>4</b>	“Beyond Copper Ridge” / Lobird area / McLean Creek area	<ul style="list-style-type: none"> <li>These areas have been designated Residential – Urban in this OCP</li> <li>If a high growth rate occurs, the UCB will need to be expanded, and urban growth will need to occur in these areas</li> </ul>
<b>5</b>	Wickstrom Road / North of Long Lake	<ul style="list-style-type: none"> <li>These areas have been designated Future Development in this OCP</li> <li>Even at high growth rates, it is not anticipated that growth will need to occur here for at least 20 years</li> <li>A new bridge at Industrial Road would be required</li> </ul>

### **Table 8: Redevelopment and Infill Areas**

Area	Comment/Issues
Downtown Housing Redevelopment	<ul style="list-style-type: none"> <li>• Significant pieces of underdeveloped land are found throughout Downtown</li> <li>• Several policies in OCP and Downtown Plan support additional housing development in the Downtown area</li> </ul>
Infill Areas within existing neighbourhoods	<ul style="list-style-type: none"> <li>• 15 separate areas for “infill” development are shown on Map 5</li> <li>• Any infill development requires public consultation (as per OCP policy 11.8.6)</li> </ul>

Two privately-owned areas within the UCB are also shown on Map 5. The Tank Farm area, which includes both the former White Pass Tank Farm as well as two other adjacent privately-owned parcels, has potential contamination issues, and the timeframe for the development of this area is unknown. The Waterfront Place area is the largest privately-owned undeveloped parcel of land located in the Downtown area.

The Kwanlin Dun First Nation also owns several large pieces of land within the UCB. These pieces of land might also accommodate additional residential growth within the lifetime of this OCP. The area land use designations for these parcels are not known at this time, so they have not been shown on Map 5, however, they are shown on Map 2. Several of these pieces of land are adjacent to residential areas shown on Map 5, and so could be developed simultaneously.

### 6.6 Commercial and Industrial Land Development

In 2009, a study was completed by Gerein Appraisal and Consulting investigating a ten year demand forecast for commercial and industrial land within the City. This study was a high level review based on real estate activity from 2002 to 2009 that examined the inventory, historical sales, and permitting of commercial and industrial land. The results of this study showed that, if economic conditions remain constant in Whitehorse, approximately 50 commercial lots and 60 industrial lots will be required during the ten year outlook. This demand should be met through increasing the density of existing commercial and industrial areas, as well as providing new lots based on the designations shown on Map 2.

### 6.7 Future Studies, Regulations and Bylaws

The OCP is a broad statement of goals, directions and policies guiding change, as it occurs, in the City. It will be implemented in a number of ways, through a hierarchy of legislation and policy tools, and by the commitment of City Council and the residents of Whitehorse to ensure that the vision remains alive and relevant. City Council will use the OCP as a general reference in its annual budgetary process, its decisions about programs and capital expenditures, and its support for proposed land developments.

As a broad statement of direction, the OCP is the starting point for the implementation of more detailed and site specific zoning and subdivision bylaws, development permit systems, and other policy and regulatory instruments designed to ensure that development is appropriate and meets public expectations. These tools provide guidance on siting, building massing, permitted land uses and activities, the character and form of development, and a myriad of other details, which ensure the highest quality of development. Listed below is a series of implementation strategies that should be adhered to in order to achieve the goals, objectives and policies stated in this Plan.

- I. Consider innovative changes to zoning when improvements to the livability of the community are demonstrated. This may include zoning amendments, which entail pre-zoning lands to a higher density, introducing policies that anticipate rezonings under certain conditions, reviewing rezonings on a case by case basis, or a mix of these approaches as determined by Council.

Zones that permit residential land uses should be updated to promote affordable and inclusive housing suitable for families, seniors and those with special needs.

2. Regularly monitor the implementation of the Official Community Plan. In order to gauge the success of the Official Community Plan, a regular evaluation process shall be undertaken. This may include establishing a list of measurable indicators, for consideration by Council, upon which OCP goals and objectives will be reviewed. Based on the level of success in meeting OCP goals and objectives, Council may wish to amend policies, consider new implementation strategies and, when needed, conduct a comprehensive OCP review.
3. Conduct a review of all City bylaws to determine consistency with the Official Community Plan.
4. Foster mutually beneficial partnerships amongst stakeholders in order to make efficient use of resources and strengthen community ties.

In addition to regulations and bylaws to implement the OCP, a number of policies offer specific recommendations for future actions. Several of these relate to added work that may need to be undertaken by the City, other governments or private/public agencies to further define the scope of actions pertaining to specific geographic areas of the City. Other recommendations reinforce the need for further study to provide background and data to allow for more targeted implementation actions.

Listed below is an overview of the supplemental actions necessary to achieve implementation of the OCP. Once completed, these studies, plans and bylaws will form the basis for policies that Council will consider for future inclusion in the OCP. This list should be envisioned as an overview of the more significant implementation actions, and is not intended as an exhaustive reference to all actions required.

- *Update Zoning Bylaw:* Complete a thorough review of the current Zoning Bylaw to ensure that policy actions and recommendations can be achieved.
- *Gravel Supply:* Negotiate with the Yukon Territorial Government in order for the City to develop and manage a future gravel resource extraction site, or transfer an existing site for the City to manage.
- *Chadburn Lake/Grey Mountain:* Prepare a comprehensive new management plan for the entire Chadburn Lake Park and Grey Mountain area, which should emphasize the protection of the watershed and the integrity of natural and heritage features.
- *Takhini/Range Road Planning Study:* Prepare planning study that includes a review of housing conditions, the Airport's Noise Exposure Forecast contours, and examine the potential for housing redevelopment, and for possible improvements to the Northland and Takhini Mobile Home Parks.
- *White Pass Tank Farm Direct Control District:* Area is designated as a Direct Control District, pursuant to Section 291 of the Municipal Act. To be developed primarily as a residential neighbourhood.
- *Infill Housing:* Promote infill housing in suitable areas to be phased-in over a long-term period. Public involvement and support will be necessary for such a program to be successful.
- *Industrial Strategy:* A comprehensive industrial strategy, complete with a market analysis, may be conducted in order to fully understand the development potential and requirements of industrial lands within the city limits, particularly, in relation to the overall proportion of land to be provided with utility services.
- *Alaska Highway Land Use Corridor Plan:* Consideration may be given to preparation of an Alaska Highway Land Use Corridor Plan in order to determine the future needs of existing and future commercial uses along the Alaska Highway, and to define this further in relation to local access, landscape and signage issues.
- *Official Community Plan Review:* An Official Community Plan review committee may be established to regularly review and monitor the Plan to ensure relevancy, and to reflect changing times. In

addition, regular liaison with the residents of Whitehorse is essential during an Official Community Plan review. Additional public consultation shall be required during a community plan review, augmenting Public Hearing requirements outlined in the Municipal Act.

## Part 2: Plan Principles and Policies

*Important note for Draft One: Policy numbers from the 2002 OCP are given after each policy, in brackets. Also included are cross-references to each of the 58 changes that are covered in the Explanations of Proposed Changes document that accompanies this draft.*

*Any new policies, or policy that has been edited has been edited is shown in a grey colour. If a policy is not coloured grey, then it is not proposed to change in Draft One.*

### Principle: Thriving Environment

Stewardship of the natural environment and recognition of its intrinsic value and importance for quality of life.

#### Objective 1: Protect and Use Green Space

##### 1.1 Environmentally Sensitive Areas

A Green Space Network Plan, shown on Map 1, has been developed to identify environmentally sensitive as well as valued recreation areas within the City. (Recreation Areas are addressed in Objective 18: Promote Active Living.) This map identifies several categories of environmentally sensitive areas including wildlife, rivers, streams, and water bodies, forested and exposed slopes, escarpments, and highly sensitive sites. Table 9 shows the divisions of protection used in the Green Space Network Plan.

Table 9: Greenspace Network Plan Terminology	
Recreation Areas	Environmentally Sensitive Areas
<b>Primary:</b>	
<p><b>City-Wide Recreation</b></p> <ul style="list-style-type: none"> <li>- Defined and developed for recreation; highly valued by residents</li> <li>- Currently “Outdoor recreation areas;” i.e. Mount McIntyre</li> <li>- Dev’t permitted: (hard-surface) trails, signage &amp; interpretation, minimal impact recreation activities</li> </ul>	<p><b>Environmental Protection</b></p> <ul style="list-style-type: none"> <li>- High wildlife values and high environmental sensitivity</li> <li>- Minimal disturbance, dev’t or human intervention</li> <li>- Activities permitted: (natural surface) trails; interpretation &amp; signage; research &amp; education</li> </ul>
<b>Supporting:</b>	
<p><b>Local Recreation</b></p> <ul style="list-style-type: none"> <li>- Neighbourhood-based and defined, including neighbourhood buffers</li> <li>- e.g. trails around Riverdale</li> <li>- Dev’t permitted: trails, signage &amp; interpretation; dev’t related to recreation activities</li> </ul>	<p><b>Environmental Support</b></p> <ul style="list-style-type: none"> <li>- “Supporting” lands</li> <li>- Set-backs, buffers and steep slopes</li> <li>- Not as rare, sensitive or significant, but important to citizens and contributes to protecting “environmental protection” lands</li> </ul>
<b>Green “Connections” Areas</b>	

- “Greenbelt” areas
- Connections for wildlife (corridors) and residents
- Support other greenspace areas by connecting them

1. Environmentally sensitive areas (as shown on Map 1), such as significant wildlife corridors and important water bodies, are found throughout the City and their protection is a priority. Proposed development or activities that may impact the ecology of these areas shall be examined through comprehensive planning processes. Within urban areas, development may cross these corridors in order to facilitate growth away from undisturbed wildlife corridors. (2002 OCP Policy 4.3.1; Proposed Change 3)
2. Future community development shall be directed away from lands that have unstable slopes, poor soil permeability, high water tables and ground water seepage, flooding susceptibility, bedrock, critical wildlife habitat, or areas with significant flora and fauna. (4.1.1)
3. In examining interpretive opportunities, development shall be directed to locations that are most able to tolerate potential disturbance. Any trail or associated development shall be designed to avoid areas of erodable and unstable soils. (4.1.4)
4. Proposed trails shall require detailed planning and be developed in recognition of land use, topographic and soil constraints. Any trail shall be designed to avoid areas of erodable and unstable soils. (5.1.1)
5. Trail enhancement in areas of environmental sensitivity may be limited to upper areas, which may include lookout platforms that minimize stream bank damage. Careful trail planning shall be done to reduce potential negative impacts. (2002 OCP Policy 5.1.4; Proposed Change 54)
6. In order to reduce the potential impacts of flooding, minimum setbacks may be established on a case-by-case basis, for new and accessory buildings within areas which may be subject to flooding. (4.1.6)

## 1.2 Steep Slopes

A vast amount of land within City Limits is undevelopable due to steep slopes, rocky outcrops, lakes, and water courses. Whitehorse is located in a valley between two mountain ranges, with the Yukon River flowing through the valley bottom. The numerous watercourses have also created several steep and potentially unstable escarpments within the City. These areas should generally be avoided to reduce erosion hazards and protect property, infrastructure, and private property. The numerous benches and terraces formed by the natural environment are more suitable areas for development.

1. Due to the safety hazards associated with steep slopes, building, grading and tree harvesting shall be discouraged on slopes exceeding 30%. A professional geotechnical assessment may be required for all construction on slopes between 20% to 30%. (4.1.2)
2. New development near escarpments that have a slope in excess of 30% shall be set back at a site-specific distance. In no case shall new development be less than 15 metres from the top or the toe of the slope in order to reduce the impact of erosion and slumping. The only exception is for trails and view points. (4.1.3)
3. The “clay” cliffs in the immediate area of the Yukon River shall be considered environmentally sensitive, and other than carefully planned trails, shall be kept free from development. Efforts towards the restoration of eroded areas shall be encouraged. (2002 OCP Policy 4.1.5; Proposed Change 58)

### **I.3 Riparian and Wildlife Areas**

Whitehorse is known for its wildlife diversity, which includes caribou, wolves, deer, moose, black and grizzly bear, and a variety of aquatic and avian species. In 1999, the City commissioned a study to identify wildlife habitats within the City and to provide a rating of ecological sensitivity. These areas are considered inappropriate for development except for trail access. Most significant wildlife corridors follow the natural paths of watercourses such as the Yukon River, McIntyre Creek, Croucher Creek, Marwell Wetlands, Wolf Creek, McLean Lake, Cowley Creek, Chadburn Lake, Chadden Lake and Hidden Lakes.

Map I generally reflects a 30-metre riparian setback for all year-round rivers, streams, lakes and wetlands. It includes areas that are environmentally sensitive and areas that have not been significantly disturbed by human activity. These corridors need to be protected from future development in order to protect the biodiversity of waterways and wildlife corridors. However, it is also recognized that these areas can provide important educational and interpretive opportunities.

1. A 30-metre riparian setback along both sides of all rivers, streams, lakes, and wetlands, year-round or seasonal, shall be protected from development and remain in a natural condition, with the following exceptions, on a site-by-site basis:
  - a. where steep banks contain the riparian area, the setback shall be applied from the top of bank;
  - b. businesses that utilize waterbody access as part of their business;
  - c. non-motorized trails; and
  - d. where trail, utility or road access for development must cross riparian setbacks.

Environmental regulations and applicable bylaws must be followed in all cases. Where encroachment is required, it shall be minimal, and impacts shall be mitigated. (2002 OCP Policy 4.3.2; Proposed Change 3)

2. Within the downtown area and the western shore of Schwatka Lake, this riparian setback may be relaxed to accommodate heritage and tourism uses once plans are approved. (4.3.4)
3. The 30-metre riparian setback may be increased for areas identified in conservation studies as having high capability for wildlife habitat. (4.3.5)
4. Any already established home sites, and other previously approved uses in this riparian setback may continue. However, any significant expansion of these non-conforming uses shall not be encouraged. (4.3.6)
5. Rivers, streams, lakes, and wetlands that have been degraded in the past shall be cleaned up, contingent upon available resources. The City, residents, and environmental organizations shall be encouraged to work with the appropriate jurisdictions and obtain the necessary approvals. (4.3.7)
6. Suitable wildlife viewing areas are permitted at strategic locations with an emphasis on wildlife study and interpretation. Such interpretive areas should be adequately signed and low key and not interfere with sensitive natural areas. Where wetland interpretive areas are considered, viewing areas shall be constructed in such a way as to minimize human impact on wetland habitat and wildlife. (4.3.8)
7. Several parcels of privately titled land are situated within areas of important wildlife habitat. Landowners are encouraged to collaborate with environmental departments and agencies at the City, Territorial and Federal levels to ensure that wildlife values can be protected by retaining natural tree cover where feasible and by eliminating fencing if practical where such fencing impedes natural wildlife corridors. (4.3.9)
8. Watercourse alterations or crossings for trails shall not be permitted without an environmental assessment and applicable regulatory approvals. (4.3.10)

9. Any new development within 100 metres of the Yukon River or any other stream/wetland shall be subject to site-specific examination, with special consideration to desirable setbacks. This applies to all lands along the Yukon River Corridor where new land uses are considered. (4.4.1)
10. The Kishwoot Islands area may continue as a passive habitat interpretive location, and development within this area is encouraged to be kept to a minimum in order to preserve the natural character of these islands. (4.4.2)

#### **1.4 Wildfire Protection**

Wildfires are common in the Whitehorse region and are a controlling factor of both the distribution and the age of the surrounding forest. They are also a significant threat to the community. Natural and human-made vegetation clearings, in addition to utility and transportation corridors, tend to provide a fuel discontinuity for fire. However, the most effective wildfire risk reduction strategy is for property owners and tenants to ensure their homes and other structures have defensible space to FireSmart standards. The FireSmart community initiative is an ongoing commitment between Yukon residents and the various levels of government to work together towards a safer environment. This initiative produced the FireSmart standards handbook “FireSmart – Protecting Your Community From Wildfire”, which illustrates potential wildfire behaviour differences that can be achieved through fuel modification techniques, thus reducing the risk of uncontrollable wildfires.

1. *All subdivisions, buildings and structures, including campgrounds, shall have defensible spaces, as laid out in the FireSmart standards. Implementation of site-specific FireSmart measures shall be the responsibility of the landowner. (4.5.1)*
2. Careful attention shall be given to the clearing of underbrush in order to minimize the danger of wildfire. For future development, care must be taken to create and maintain natural fireguards to minimize the danger of wildfires. (4.5.2)
3. The City shall work with Territorial and Federal authorities to maintain awareness of wildfire hazards and, where feasible, aid local residents in clearing areas that are susceptible to a wildfire. (4.5.3)
4. All new major development and/or subdivision proposals should include a fire management plan that addresses fuel discontinuity and is subject to the approval of the Fire Chief. A fire management plan shall also address such primary fire protection issues as access for fire fighting crews and equipment and alternate egress routes for residential evacuation. Such a fire management plan shall link to the broader City of Whitehorse Emergency Plan and shall be prepared by the land owner or developer. (4.5.4)

#### **1.5 Mineral Staking**

Whitehorse was originally established as a trans-shipment point during the Klondike Gold Rush of 1898, and mining continued to play a role in the economic development of the City until present day. However, the vision of the City has now changed to reflect the high values placed on greenspace and recreation. As such, the historical practice of mineral staking is at odds with the call to protect recreation and sensitive greenspaces.

2. There may be significant mineral resources within City boundaries found within areas with recreational values. The City may request the Yukon Government to place a moratorium on future mineral staking within City Limits in order to determine if a partial or total withdrawal of future mineral staking should be implemented. (New Policy; Proposed Change 2)

## **Objective 2: Achieve Zero Waste**

### **2.1 Waste Management**

In 2000, the City collected 2,026 tonnes of residential waste, while 15,343 tonnes were disposed in the landfill. Solid waste is disposed of at the City of Whitehorse landfill, which is located west of the Alaska Highway and south of the Kulan industrial area. If there is no change to the current waste generation, the landfill will have a life span of approximately 25 years. The City has added a buffer of land surrounding the landfill facilities. The City owns land surrounding the existing and future landfill operations providing a minimum 450-metre buffer from residential lands. The City is working on the clean-up of the existing waste oil pit. Tipping fees at the landfill have been implemented to increase awareness of landfilling costs and to provide a mechanism for charging differential fees for materials, based on disposal costs. The City is also completing a solid waste action plan with the goal of achieving a 50% diversion of waste from the landfill.

Waste reduction initiatives continue to be examined and implemented where feasible, as outlined in the Solid Waste Action Plan. Residents receiving curb side collection have experienced a reduction in the number of bags/cans allowed for weekly pick-up. Alternate week collection of garbage and compostable materials was implemented in the spring of 2002 after several years of testing the program and consulting with residents. Other organizations and governmental levels have had a positive impact on the rate of recycling. Public education, market research and the diversion of household hazardous waste through annual collections are other services currently offered outside of the municipal government. Territorial regulations concerning waste oil and solid waste management have been developed and tire regulations are proposed. The City is preparing a Solid Waste Management Plan in accordance with the Solid Waste Regulations.

1. The City shall work towards waste diversion programs and legislation to meet national targets, following the hierarchy of rethink, reduce, reuse, repair and recycle. Programs shall be sector and material specific, and shall take into account diversion potential, environmental risk avoidance, greenhouse gas reductions and feasibility. (2002 OCP Policy 11.4.1; Proposed Change 21)
2. The City shall continue to work in partnership with other orders of government, the public and the business sector to develop legislation and municipal bylaws that seek to augment waste diversion through expansion of composting programs, stewardship programs, the revision of tipping fees, or by banning substances from the landfill. (2002 OCP Policy 11.4.2; Proposed Change 5)
3. The City shall encourage the recycling of materials which can be economically reused through a diversion credit for materials collected for recycling and sent to recycling plants. (2002 OCP Policy 11.4.3; Proposed Change 5)
4. The City will examine the waste stream from municipal buildings and seek ways of reducing waste, including discouraging the use of non-biodegradable plastic packaging materials when adequate substitutes are available. (11.4.4)
5. The City shall support and encourage businesses and institutions to set-up and maintain a waste diversion program. (2002 OCP Policy 11.4.5; Proposed Change 5)

### **2.2 Green Procurement**

Developing a policy on sustainable purchasing that incorporates full life cycle costing will help the City reduce waste and lower greenhouse gas emissions.

1. The City may develop a green procurement strategy to move purchasing towards environmentally preferable products, such as products that are non-toxic, durable, made with recycled materials, emit fewer greenhouse gases, etc. Such a strategy would include life cycle

assessment, to focus on the environmental, social and economic impacts of products from cradle to grave. (New OCP Policy; Proposed Change 5)

### **Objective 3: Protect Water Resources**

#### **3.1 Water Pollution Control**

The City uses ground water aquifers to supply drinking water for residents, and therefore water pollution control is an important issue. Mitigating impacts, such as silt runoff, erosion, and contamination, should be considered as part of any development.

1. Sources of ground water shall be controlled and mitigated by authorities having the appropriate jurisdiction, and methods of control may include appropriate regulation and public education. (2002 OCP Policy 4.1.7; Proposed Change 6)
2. Aquifer recharge areas may be identified as part of an overall plan to protect ground water sources and prevent potentially harmful development. (4.1.8)
3. The City shall carefully review any recreational and other development proposals with consideration to ensuring that the quality of the City's drinking water is not negatively affected. (2002 OCP Policy 11.2.5; Proposed Change 6)

#### **3.2 Storm Drainage**

The City's storm sewer system is made up of a series of independent systems, which drains into local streams or wetlands, and eventually drains into the Yukon River. Surface and storm drainage can be controlled by using natural vegetation, "rain gardens" or settling ponds. Each of these mitigative measures helps reduce runoff causing silt and contamination from reaching streams, rivers, and other water bodies.

1. Care must be taken to control the impact on water quality, vegetation and erosion in the City's watersheds. These areas play a vital role in maintaining the overall integrity of the ecosystem. Any proposed development projects shall be carefully evaluated to minimize storm water runoff and control quality. (2002 OCP Policy 11.2.6; Proposed Change 58)
2. The construction of a storm drainage plan for all new development and/or subdivision proposals shall be required before improvements or pavement of streets or parking lots proceed, and as needed for all new subdivisions and other development. (11.3.3)
3. Storm drainage must either be:
  - a. contained on site using existing landscaping features and storage requirements, particularly where storm sewers are not provided or may be incapable of handling the storm water flows, or
  - b. designed to hold back the flow such that the discharge from the property does not exceed what would have been expected prior to any site development. (New OCP Policy; Proposed Change 6)

#### **3.3 Municipal Water and Sewer System**

The water system for the City of Whitehorse is a complex multi-pressure zone system consisting of five distinct metered service areas. The five areas are Riverdale, Valleyview, Porter Creek, Hillcrest expansion, and Copper Ridge. The City of Whitehorse obtains its water from groundwater sources via a system of wells. A number of pressureboosting and pressure-reducing stations as well as storage reservoirs regulate the pressure in the various supply zones

Generally all urban development is serviced via a system of gravity sewers and lift stations (four major, five minor). There are two independent systems, which are serviced by the Livingston Trail sewage lagoons and the Crestview lagoon. The lagoons are located adjacent to the Yukon River. Approximately

98% of the city's sewage is treated at the Livingston Trail sewage lagoons. The Porter Creek sewer system is discontinued whereas the Old Whitehorse sewage lagoon is only used for emergency purposes. The rural areas rely on on-site sewer services, or pumping.

1. As the population increases, upgrading of the water supply system will be required. This would involve either expansion of the ground water wells or installation of a water heating system. (2002 OCP Policy 11.2.3; Proposed Change 58)

#### **Objective 4: Improve Air Quality**

##### **4.1 Air Pollution Control**

The City has worked with the Federal and Territorial governments to test air quality in different parts of the City during winter months. The testing found that air quality is not an imminent concern, but the City is working to reduce emissions and improve overall air quality.

To achieve better air quality, the City has an anti-idling policy for fleet vehicles that could be expanded or improved. Also, the City aims to improve the emissions standards of its fleet when purchasing new City vehicles.

1. In order to ensure good air quality in the Whitehorse area, the use of modern pollution control technology and the implementation of additional emission reduction and management strategies may be actively pursued. (2002 OCP Policy 4.7.7; Proposed Change 54)
2. Sources of air pollution shall be controlled and mitigated by authorities having the appropriate jurisdiction, and methods of control may include appropriate regulation and public education. (2002 OCP Policy 4.1.7; Proposed Change 6)
3. The City may work with other orders of Government, the public and the business community to keep equipment in a proper state of repair in order to minimize air pollution. (New OCP Policy; Proposed Change 7)
4. The City will continue to work with the Yukon Government to ensure current air quality standards are met, and in the development of new air quality standards if required. (New OCP Policy; Proposed Change 7)
5. The City will work to ensure adherence to its anti-idling policy for its vehicle fleet, and may encourage anti-idling above a specified temperature for residents and businesses in Whitehorse. (New OCP Policy; Proposed Change 7)
6. As the City renews its transit fleet, it will ensure new buses meet minimum standards of emissions for air quality, pollution, reduced greenhouse gas emissions and fuel efficiency. (New OCP Policy; Proposed Change 7)

## **Principle: Community Development**

**Decisions on development, land use, infrastructure, energy and transportation shall be integrated to minimize our ecological footprint.**

### **Objective 5: Ensure Sustainable Land Development**

#### **5.1 Land Management**

The City of Whitehorse is tasked with managing the development of land within City boundaries. There are several agreements that shape land management and development within the City, but the two most notable are the Land Development Protocol, and the Kwänlin Dün Self-Government Agreement. The Land Development Protocol is an agreement between the City and Yukon Government that sets out roles and responsibilities for land development in the City. As the Yukon Government is the primary landowner and developer, and the City is the regulatory body, an agreement on how development will occur is important. Under the Protocol, the City is responsible for all consultation, planning, preliminary engineering, zoning, subdivision and YESAB applications, and the Yukon Government is responsible for detailed engineering design, construction, surveying, and lot sales.

The Kwänlin Dün Self-Government Agreement sets out how settlement land will be developed and which regulatory bodies apply. Settlement Land is split into three land types:

**Type 1 parcels:** KDFN will be able to exercise all of its self-government powers on settlement land that is Type 1. This includes the / and “The Old Village” (Lot 226).

**Type 2 parcels:** The majority of settlement land within the City of Whitehorse is Type 2. The Self-Government Agreement defines which Type 2 lands can be used for residential, commercial, light industrial, industrial, or First Nation institutional uses. On Type 2 land, KDFN will be able to exercise planning, zoning and land development powers that are consistent with the designated land use. KDFN may adopt existing Yukon or city laws about public health and safety as its own laws for Type 2 lands (e.g. laws related to sanitary conditions, pollution, noise, keeping of livestock, billboard posting, building overcrowding and so on). KDFN will be able to exercise its self-government powers that are not related to public health and safety on Settlement Land that is Type 2.

**Type 3 parcels:** A small number of settlement land parcels are Type 3. These are within existing subdivisions or built-up areas. KDFN will need the agreement of the other concerned government, either the City of Whitehorse or Yukon, before enacting a law about public health and safety, or planning, zoning or land development applicable to Type 3 parcels. KDFN will be able to exercise all the rest of its self government powers.

Land management also includes interpretation of policies and mapping boundaries. Land management is a delicate balance between development and preservation that needs to be weighed based on existing land uses, compatibility, and impacts on surrounding areas and on the City as a whole. As such, interpretation of policies and mapping needs to be done based on intended and existing land uses, and development needs to be weighed against preservation to determine what the best for the City as a whole.

- I. Official Community Plan designation boundaries, as shown on Map 2, are intended to represent general development areas only. Interpretation of these boundaries shall not be done in conjunction with detailed map features such as lot boundaries, but shall be based on compatibility of intended uses and potential impacts on the surrounding area. (New OCP Policy; Proposed Change 53)

2. In order to facilitate economic growth, the City shall work to ensure a two year supply of developable land in appropriate locations and for a range of suitable uses. (6.4.2)
3. The City shall continue to pursue the transfer of vacant Commissioner's land located within the city limits to the City of Whitehorse, where practically and economically feasible, in the opinion of Council. (2002 OCP Policy 6.4.1; Proposed Change 58)
4. The City of Whitehorse shall continue to foster and promote positive communications with the Kwanlin Dun and the Ta'an Kwach'an First Nations on land use issues in the Whitehorse area. (6.5.1)
5. As planning for First Nation Lands occurs, amendments to the Official Community Plan may be required. Kwanlin Dun Type 1 and 2 lands have been shown separately on Map 2, Area Land Use Designations. This map may be updated to reflect, as best as possible, the intended use for each piece of land. The process of a change in land use and the subsequent change in designation is subject to the Self-Government and Final Land Claim Agreement. (2002 OCP Policy 6.5.2; Proposed Change 55)
6. First Nations shall be notified of development that is near Settlement Land. Council shall consider concerns received from First Nation governments. (New OCP Policy; Proposed Change 55)
7. Public utility corridors, such as roads, electricity, water and sewer lines, or other public infrastructure, are permitted in any land use designation, subject to any environmental regulations and bylaws. (2002 OCP Policy 11.6.2; Proposed Change 3)

## **Objective 6: Provide Land for Commercial and Mixed-Commercial Development**

### **6.1 Commercial – Service Land Use Designation**

The purpose of the Commercial – Service designation is to identify and designate areas that are designed for and are largely dependent upon automobile access. This contrasts with the “main street” commercial uses in the Commercial – Downtown designation, which are primarily pedestrian oriented. Examples of service commercial operations include convenience centre malls, large retail uses, fast food restaurants, hotels, automobile dealerships and service stations.

A significant portion of land designated Commercial – Service is located at the base of Two Mile Hill, which provides for a transition between the more pedestrian oriented commercial uses of the downtown core and the service industrial uses within Marwell. This transition area is suitable for larger scale retail uses, and would be incompatible with smaller scale retail uses in the downtown core. Since they can complement the activities in the downtown it is deemed desirable to have major service commercial uses situated near the base of Two Mile Hill rather than in alternative locations such as the Alaska Highway.

- I. Commercial - Service areas may be used for a wide range of retail and office use, restaurants, tourist accommodations, service stations, automobile dealerships and entertainment facilities. Public uses including education facilities, health care facilities, social services, and semi-public uses such as religious facilities, recreational facilities, and community halls may also be considered in a Commercial – Service designation. Accessory activities such as club houses and caretaker facilities may be permitted. (8.3.1)

### **6.2 Mixed-Use Industrial/Commercial Designation**

The purpose of the Mixed-Use Industrial/Commercial designation is to provide appropriate areas for light industrial activity. This includes, but is not limited to, storage, light manufacturing, warehousing, and service industrial uses and generally will focus on industrial uses that can be largely accommodated within an enclosed building. Significant areas that are designated as Mixed-Use Industrial/Commercial are in Marwell, and along the Alaska Highway.

1. The Mixed Use - Commercial/Industrial Designation shall encourage a mix of service commercial and service industrial activities.
2. All Mixed-Use Industrial-Commercial designated land is subject to the following special considerations:
  - a. suitable vegetated buffer areas shall be maintained around service commercial developments which border on residential areas; buffer areas shall, where practical, be publicly owned and shall re-use organic material removed during construction;
  - b. appropriate facilities shall be provided for safe public access to and from arterial or collector roads and access driveways into parking areas shall be clearly defined and designed; and
  - c. along the Alaska Highway access shall largely be from secondary roads. (2002 OCP Policy 8.3.4; Proposed Change 58)

### 6.3 Marwell Land Use

The Marwell area is one of the oldest developed areas in the City. The area was first occupied by a small Kwanlin Dun First Nation village, which was incorporated into an Indian Reserve in 1916. After the Second World War, the Marwell area became the City's primary industrial area and fuel storage depot. Throughout the post war years and up to the mid 1980s, Marwell continued to be the City's primary general industrial area. However, the area's close proximity to both the downtown and Alaska Highway started to bring changes to the use and development of the Marwell area. More and more non-industrial uses and activities started to prevail. Today, the Marwell area has taken on a more mixed-use identity blending some traditional general industrial activities with service industrial, service commercial and office uses. This is reflected in the Mixed-Use Industrial/Commercial designation.

1. Service commercial uses in Marwell shall be concentrated along roads that have a higher exposure to the travelling public such as Quartz Road, Copper Road, Industrial Road, Calcite Road, Galena Drive, Platinum Road and Gypsum Road. Service commercial activities are also encouraged along the Yukon River with the general intent that development in this area would accommodate tourism oriented initiatives that would complement potential public recreational and interpretive initiatives along the waterfront. (8.8.2)
2. Service industrial uses shall be concentrated in areas that are generally away from the primary road network. These uses shall not be located adjacent to the Yukon River corridor. Service industrial properties are assumed to be larger than service commercial lots to accommodate, for example, outdoor materials and equipment storage. Furthermore, exposure to vehicle traffic is assumed to be less critical than for service commercial uses. (2002 OCP Policy 8.8.3; Proposed Change 58)
3. Appropriate measures shall be encouraged to alleviate seasonal flooding problems in the low-lying areas of Marwell. Building elevations in Marwell should be at an appropriate height to avoid flooding due to ice jams and other flooding events. (2002 OCP Policy 8.8.6; Proposed Change 58)
4. The Marwell Flats includes the old Canol Refinery site, industrial and commercial uses, in addition to Kwanlin Dun First Nation land. A mix of industrial and service commercial uses shall be encouraged, with a long-term provision for a waterfront walkway. Some interpretive signage reflecting the history of the area is appropriate. (8.8.7)
5. Gradual redevelopment of the Marwell area is encouraged. This should include provisions for trail continuity along the riverfront, active transportation routes, consideration of tourism development opportunities, heritage interpretation, and the clean up of contaminated sites in the area. (2002 OCP Policy 8.8.8; Proposed Change 32)

#### **6.4 Land Use Adjacent to Highways**

Mixed-Use Industrial/Commercial nodes along the Alaska Highway provides an area for transportation uses that need to take advantage of the main transportation corridor and large scale retail uses that require considerable outdoor storage. These uses are not meant to compete directly with businesses in the downtown. The focus along the Alaska Highway is to concentrate such land uses in defined areas to minimize commercial/industrial sprawl along the highway corridor. The type and level of development must also be suited to site conditions and surrounding land uses. Additionally, site planning along the Alaska Highway will be done comprehensively through site design regulations to improve the gateway appearance of the City.

1. Areas that are designated Mixed-Use Industrial/Commercial along the Alaska Highway are intended to allow for a range of services for both travellers and residents. Commercial operations not requiring extensive outdoor storage should be limited to smaller sites and the size of buildings should be consistent with a local scale. Industrial operations related to transportation are allowed. Manufacturing visible from the Highway should be discouraged. (2002 OCP Policy 8.3.2; Proposed Change 8)
2. Site planning along the Alaska Highway shall be considered comprehensively. Where possible, buildings should be located at the front of the lot, with parking and storage located at the rear of the lot. Parking and storage shall also be screened from the Alaska Highway by fencing, landscaping or other means. Increased landscaping standards may be developed to improve the gateway appearance along the Alaska Highway. (2002 OCP Policy 8.3.3; Proposed Change 9)
3. Controls for development along the Alaska Highway shall be established as follows:
  - a. development along the Alaska Highway shall be concentrated in nodes that are designated for commercial, residential, industrial, recreational, or institutional uses;
  - b. a natural vegetated buffer shall be maintained along both sides of the Alaska Highway, except in nodal areas of development, where site planning policies will apply; and
  - c. consideration shall be given to the development of either service roads or secondary access roads within nodal areas along the Alaska Highway to improve access and safety. (2002 OCP Policy 11.1.4; Proposed Change 9)
4. In order to determine the future needs of existing and future commercial uses along the Alaska Highway, and to define this further in relation to local access, landscape and signage issues, consideration may be given to preparation of an Alaska Highway land use corridor plan. (2002 OCP Policy 11.1.5; Proposed Change 58)

#### **6.5 Mixed-Use Commercial/Residential Land Use Designation**

The purpose of the Mixed-Use Residential/Commercial designation is to promote the mix and integration of multi-family residential and commercial uses. This designation will help to increase the vitality of the downtown by encouraging a diverse range of land uses, with a focus on residential, thus ensuring that there is on-going activity downtown. Additionally, given the relative dispersed form of residential development for parts of the City, some provision for neighbourhood commercial activity is essential. The presence of the Mixed-Use Commercial/Residential designation in neighbourhood commercial centres serves as a convenient form of locally accessible products and services. The full scale of uses can be more precisely determined through zoning regulations, but the Plan provides for a broad range of activity. An important distinction for neighbourhood level commercial, however, is that

the overall extent of commercial activity is controlled through a maximum site area cap to ensure that the scale is appropriate to the location and area being served.

1. Land designated as Mixed Use – Residential/Commercial is to be used for multi-family residential, retail, restaurants, tourist accommodations, office, public parks and open space. (7.8.1)
2. Multi-family residential development may consist of a use in a single structure, or a mix of Residential/Commercial uses. Buildings that have a combination of residential and commercial are encouraged, subject to commercial uses being confined to the ground floor. (7.8.2)
3. Continuity and interaction between buildings and the street, particularly on major pedestrian corridors along 3rd Avenue, 4th Avenue, Lewes Boulevard, Range Road and within Whistle Bend shall be encouraged (2002 OCP Policy 7.8.3; Proposed Change 25)
4. Vehicular access for residential properties within a Mixed Use – Residential/Commercial designated area may be encouraged to be from the rear of the property via a laneway. (7.8.4)
5. Densities within this designation shall be complementary to established building and use patterns and shall reflect the following:
  - a. Maximum of 60 units per hectare for the area along Centennial Road; and
  - b. Maximum densities may be increased by 20% for congregate care or seniors' housing (2002 OCP Policy 7.8.5; Proposed Change 14)

## **Objective 7: Support a Vibrant Downtown**

### **7.1 Downtown Land Use**

Whitehorse has a strong and vibrant downtown that is well defined. It is located on a natural floodplain nestled between the escarpment in the west, and the Yukon River to the east. There is a high concentration of land uses and activities within the downtown, including a mix of residential, office and commercial uses, several parks, schools, and many cultural and institutional facilities. The downtown is home to one of the first neighbourhoods of Whitehorse, locally known as the “Old Town” neighbourhood. The “Old Town” neighbourhood is situated west of the downtown commercial core, and there is a strong desire by downtown residents to preserve this area from any incompatible development. There are also heritage buildings scattered throughout the downtown.

1. Maintain a strong sense of community by locating essential services and commercial opportunities in the downtown. (9.3.6)
2. The maximum allowable height for Downtown development is 25 metres, subject to zoning. (New OCP Policy; Proposed Change 14)
3. If a parkade is determined to be necessary, the City may pursue partners to help with the funding and construction of a parkade facility. The final building shall be designed to fit within the context of downtown buildings. A parking facility may be multi-use and may include commercial operations on the exterior of the building, residential on the upper floors as well as the integration of a Downtown transit facility. (2002 OCP Policy 11.1.11; Proposed Change 58)
4. The City shall encourage the development of vacant sites or the redevelopment of under-utilized sites for residential purposes in the downtown area. (7.1.7)
5. Building development is generally not recommended within 60 m of the escarpment, but may be permissible subject to modifications and/or mitigation techniques detailed by an adequately trained, qualified geotechnical engineer or geoscientist in a detailed site specific study, acceptable to the City, prepared on behalf of the property owner. The risk may be acceptable under existing conditions at certain locations with mitigative

measures such as, but not limited to, construction of deflection berms, reinforced concrete basement walls, and/or slope restoration on the escarpment face. Restricted land use such as parks, community gardens, parking lots or other recreational or casual use may be permissible. (2002 OCP Policy 5.2.2; Proposed Change 16)

### **7.2 Commercial – Downtown Designation**

The downtown core, which is largely bound by First Avenue, Jarvis Street, Fourth Avenue, and Hanson Street, and centred on Main Street, is the focus of commercial activity. A number of commercial activities occur within this pedestrian oriented designation, including banks, office use, restaurants, cabarets, retail operations, and hotels. The purpose of the Commercial – Downtown designation is to provide for a clearly identifiable and distinct commercial core within downtown Whitehorse. This designation serves to concentrate major commercial uses within this central area and to encourage comprehensive site planning for building renovations and new development.

1. Land designated as Commercial – Downtown is intended for retail, offices, restaurants, tourist accommodations, entertainment facilities, public parks and open space. Major office facilities, such as business, government, and cultural facilities are strongly encouraged to locate within the Commercial - Downtown designation. (9.3.1)
2. In order to maintain and enhance the pedestrian environment of the town centre, buildings along the Main Street corridor shall be no more than 20 metres in height, and shall be encouraged to have a zero lot line setback from front and side yard lot lines. Future development shall complement the existing development pattern along Main Street and respect and support Main Street's characteristics as a strong pedestrian environment. Building design should follow Crime Prevention Through Environmental Design (CPTED) principles.(2002 OCP Policy 9.3.2; Proposed Change 24)
3. Retail oriented uses, especially along Main Street, shall be mainly concentrated on the first and second floors and office oriented uses on the third and fourth floors of the building. (2002 OCP Policy 9.3.3; Proposed Change 54)
4. Although buildings along the Main Street corridor are encouraged to have a zero front yard setback, in some cases, a front yard setback may be permitted if the building is located near a major intersection. The setback area shall not be used for vehicular parking, but shall be developed as public open space, including public art, benches, bicycle parking, recycling and garbage receptacles, and any interpretive displays. (9.3.4)

### **7.3 Residential – Downtown Designation**

The purpose of the Residential - Downtown designation is to preserve the historic downtown neighbourhood, locally known as the “Old Town”. The “Old Town” neighbourhood is bound by Sixth Avenue to the east, the escarpment to the west, Pioneer Cemetery to the south, and Ogilvie Street to the north. It is characterized by older historic single-family homes on small lots.

1. Land designated as Residential - Downtown is to be used for single-family residential, multi-family residential, and park related uses and shall not exceed a maximum density of 60 units per hectare. Educational or religious facilities may be permitted, subject to appropriate zoning. Commercial uses, except for home based businesses, are not permitted in this designation. (7.7.1)
2. The character of the city's oldest existing neighbourhood shall be protected by encouraging compatible development and facilitating redevelopment of aging housing stock. Limited increased density may be allowed, subject to zoning controls. Additionally, design guidelines may be established to define compatible forms of development and to mitigate issues arising from redevelopment.(2002 OCP Policy 7.7.2; Proposed Change 14)

3. The Old Town neighbourhood has some of the oldest municipal services in the City and is in need of upgrades. This includes re-surfacing of roads and improvements to underground utilities. The City shall continue with the proposed downtown infrastructure renewal program. (7.7.3)

#### **7.4 Mixed-Use – Riverfront Land Use Designation**

The riverfront is a significant natural amenity of the downtown that has the potential to become the heart and soul of Whitehorse. It includes the area from the SS Klondike and Rotary Park in the south to Kishwoot Island and Shipyards Park in the north. The downtown riverfront is envisioned as a vibrant community focal point that provides a variety of commercial, residential, and recreational opportunities.

1. Land designated as Mixed Use – Riverfront may include a mix of multi-family residential, retail, restaurants, tourist accommodation, marine activities, parks and open space. Specific activity nodes are identified:
  - a. Shipyards Park – a multi-use park area, and festival space;
  - b. Kwanlin Dun Cultural Centre – new public library and community hall;
  - c. Wharf and Riverfront Plaza – boat docking and community events;
  - d. Visitor Reception Centre – visitor information activities linked to the Yukon River with an outdoor plaza; and
  - e. Rotary Peace Park – family oriented park facilities (2002 OCP Policy 9.4.1; Proposed Change 58)
2. Public and private sector initiatives within the Mixed Use – Riverfront designation shall consider enhancing the historic experience of the riverfront and developing the link between people and places of activity within the downtown. (2002 OCP 9.4.2; Proposed Change 54)

#### **7.5 Riverfront Walkway**

The riverfront walkway area represents that portion of the downtown Yukon River corridor paralleling the westerly riverbank and extending a minimum of 30 metres inland. Permanent structures are generally acceptable along the riverfront, so long as they are smaller in nature and promote the heritage of the area. Building height along the river should be lower to retain views of the river and Grey Mountain.

1. A contiguous public walkway route shall be provided along the riverfront within 30 metres of the riverbank to link all activity nodes within the Mixed Use – Riverfront designation. (9.4.1.1)
2. All buildings are prohibited between the walkway and the river, except for those catering to marine activities, public use and those mainly of a seasonal nature. Major new buildings (those with a “footprint” exceeding 65m<sup>2</sup>) are to be discouraged from locating within the 30 metre setback zone. Museum expansion, as well as relocated and existing heritage structures, is exempted from this policy. (9.4.1.2)
3. In conjunction with the above, a 30 metre building setback shall be observed for major new buildings along the riverfront area. This setback may be modified on the basis of detailed design and where building space is designed to accommodate public activity and does not interfere with the walkway link. (9.4.1.3)
4. Within the riverfront walkway corridor, permanent buildings shall be small scale, have a small footprint, and preferably be of a heritage nature, which may incorporate commercial usage. Larger buildings may be considered if they are representative of historic development, such as the riverfront wharf. (2002 Policy 9.4.1.5; Proposed Change 54)
5. To respect the heritage quality of the riverfront walkway, preservation and restoration of several important heritage features may include:
  - a. the White Pass crew quarters north of the Reception Centre;

- b. retention of the old fire hall building in its current location;
  - c. retention of the White Pass and Yukon Route depot in its current location at the foot of Main Street;
  - d. recognition of the location (e.g. interpretive signage) and perhaps restoration of some of the riverboat “butterboards” along the river which were used to haul the sternwheelers from the river; and
  - e. restoration and perhaps relocation within the riverfront corridor of some of the historic squatter buildings occupying riverfront lands. (9.4.1.6)
6. Provision may be made for one more significant riverfront area structure. Suggested is a public wharf roughly extending along the river from Main Street to the MacBride Museum. This wharf may incorporate permanent structures, which reintroduce some of the historic warehousing, office (and perhaps new retail features) to recall the past warehousing and freight function of the river wharf in this area. (9.4.1.7)
  7. In consideration of wharf design, adequate engineering attention is to be given to river bed foundations, erosion, fisheries, and ice conditions. Given these constraints, construction of a wharf structure cantilevered from the shoreline or built immediately adjacent to the riverbank may represent a preferred option. Removal of existing piles from the riverbank may disturb soils in this area and contribute to sloughage. (9.4.1.8)
  8. Riverfront view areas shall be developed and constructed at strategic locations along the downtown riverfront. Where practical, such view areas should include interpretive signage exploring the past role of the river in context to First Nation activities and settlement, as well as the role of the river in Yukon transportation particularly during the gold rush era. (9.4.1.9)
  9. A well marked and safe downtown view point may be developed on the escarpment along Wickstrom Road on the east side of the Yukon River. An approximate location is shown on Map 4. (2002 OCP Policy 9.4.1.10; Proposed Change 58)
  10. In developing permanent or seasonal buildings within the river corridor area, particular consideration is to be given to establishing activity nodes which act as focal points for public interest. This may include clusters of heritage buildings, interpretive features, and seasonal food service and retail kiosks augmenting year-round facilities. (9.4.1.11)

## **7.6 Riverfront Community Uses**

There has been an expression of interest from residents in maintaining a significant amount of land in public park and open space. Appropriate areas for open space and leisure activities are illustrated in the policies below.

1. The principal area of public recreation space is to be maintained north of Ogilvie between 2nd Avenue and the Yukon River. Retention of this area as park space provides an attractive entrance to the riverfront area from Second Avenue and blocks any extension of the commercial strip east of Second Avenue. (9.4.2.1)
2. The areas indicated on Map 4 as Institutional are to be reserved for public meetings, convention, arts, culture and administrative facilities. Buildings in this area may be situated along the riverfront, provided public areas along the river remain unimpeded. Where public buildings extend to the riverfront walkway, every effort shall be made to incorporate as part of the building design, public viewing space over the waterfront. Construction in this area is preferably limited to several smaller buildings, rather than one large building. (9.4.2.3)
3. Potential establishment of a downtown riverfront wharf or similar docking facility shall be considered as an opportunity to develop commercial visitor oriented boat tours of the river and to provide a link to the east bank of the river at a scenic spot. The intent is to allow for a small passenger ferry to take visitors and residents from the downtown across to the other side of the river for day use activities, such as hiking, picnicking, bird watching, etc. (9.4.2.5)

4. In the downtown area around the White Pass Depot, opportunities exist to focus interpretive efforts on the waterside of the railway station. Such features as the former wharf pilings, the First Nation spirit houses on the east side of the river, and the former village site now occupied by the hospital are visible. This would be an excellent site, developed in cooperation with First Nation representatives, to interpret the history of the area. (9.4.2.6)
5. Parking areas along First Avenue may be retained but are to be redeveloped in strict accord with design guidelines, which reinforce earlier City efforts to provide for more attractive landscaped parking along this road. Consideration is also to be given to both temporary RV/Camper parking and to short term parking for tour buses. (9.4.5.3)

### **7.7 Riverfront Commercial and Residential Land Use**

In order to facilitate year round activity and bearing in mind climatic conditions, the Plan provides for additional retail and tourist accommodation uses near the Riverfront. These commercial opportunities are designed to also take advantage of both riverfront views and of the proximity of the area to established retail facilities in the downtown core of Whitehorse. Commercial activities are designed to also take advantage of ready access and exposure to Second Avenue, a major arterial in the city.

1. The current commercial land use pattern along the west side of First Avenue is to be largely retained, with favourable consideration to be given to either total commercial use or mixed commercial use. Stand alone multi-family residential buildings may be permitted. (9.4.3.1)
2. Commercial use of the White Pass depot building is encouraged, but is to be devoted primarily to activities which provide maximum opportunities for public access, such as food and beverage service rather than office use. (9.4.3.2)
3. A general retail area is proposed east of Second Avenue between Ogilvie Street and the Black Street alignment. While some auto oriented retailing along Second Avenue is acceptable, strong encouragement is to be given to development of several building clusters with retail access primarily from Second Avenue serving both residential and commercial land uses and allow for pedestrian links. Building clusters with pedestrian links, plazas and landscape features are preferred over traditional strip commercial development and shopping centres. (9.4.3.3)
4. A building setback from the river shall be maintained that retains full use of the riverfront walkway while accommodating river views from home sites. (9.4.4.3)
5. No parking or storage areas shall face the riverfront area, with the area between residential buildings and the riverfront walkway to be landscaped. (9.4.4.4)
6. Care shall be taken to ensure adequate screening and an attractive appearance of residential buildings facing the street. (9.4.4.5)

## **Objective 8: Set Aside Land for Future Sustainable Development**

### **8.1 Future Development Land Use Designation**

The Future Development Land Use designation works in conjunction with the Greenspace Plan shown on Map I to identify areas within the City that may be suitable for future development. These areas may require further study to determine the most suitable use, however, they are close to either City services or in strategic locations for development or natural resource potential.

Outdoor recreation trails permeate throughout this designation, in addition to some areas that are used for domestic fuel woodcutting. Most of land within the Future Development designation is Commissioner's Land. In some cases, the Yukon Government may wish to develop portions of land within this designation that is within the Territorial interest. Short term uses within this designation may include outdoor recreation uses such as trail development, or domestic fuel woodcutting in areas that are managed by the Department of the Environment (formally the Department of Renewable Resources), Yukon Government.

1. Land designated as Future Development may be used for managed domestic fuel woodcutting, trail access, public utilities, and public utility corridors. (2002 OCP Policy 4.2.1; Proposed Change 4)
2. If future studies, land claims or significant economic initiatives suggest that an area with a Future Development designation can accommodate a broader range of uses with safe access and without environmental damage, the area may be re-designated through Plan amendment. (2002 OCP Policy 4.2.4; Proposed Change )
3. The Wickstrom Road and Long Lake area, east of the Yukon River, is considered to have potential for future residential development. This area is subject to completion of a detailed planning study and development of a second river crossing at Industrial Road to provide an alternative source of access prior to development.(2002 OCP Policy 7.1.6; Proposed Change 28)
4. It is recognized that a number of large country residential lots exist within the Future Development designation, including lots in the McLean Lake area, Forestview, and Long Lake. These uses, and any other previously approved uses in this designation, may continue and be recognized through appropriate zoning. (2002 OCP Policy 4.2.3; Proposed Change 58)
5. Where areas of high mineralization underlie land designated as Future Development, uses related to mineral exploration and extraction may be permitted subject to City bylaws and other regulatory requirements (Environmental Assessment Legislation, Yukon Water Act, etc.). (2002 OCP Policy 4.2.2; Proposed Change 4)

## **Objective 9: Provide Land for Industrial Development**

### **9.1 Industrial Land Use Designation**

The purpose of the Industrial land use designation is to provide land for both light and heavy industrial uses subject to proper zoning. Significant areas that are designated as Industrial – Service include Kulan, Taylor, parts of Whitehorse Copper, McRae, and several nodes along the Alaska Highway. For light industrial development this includes, but is not limited to, storage, light manufacturing, warehousing, transportation, and service industrial uses and generally will focus on industrial uses that can be largely accommodated within an enclosed building.

Heavy industrial uses should be generally located within the Whitehorse Copper and Copper Haul Road area, but are subject to proper zoning. The Whitehorse Copper Belt has been recognized for its mineral potential and has been devoted to resource extraction for many years. The Industrial land use designation permits mining activity and accessory services in this area. This designation is also intended to accommodate other resource industries, for example those associated with forestry and wood processing. The Whitehorse Copper area is ideal for heavy industrial activities since it is away from residential areas, significant wildlife corridors, or other conflicting land uses and is easily accessible off the Alaska Highway.

1. Industrial areas are intended to accommodate support services for major industrial operations in the City, and may include machinery repair and storage, vehicle repair, equipment storage buildings, manufacturing, technology based firms, warehousing/distribution, storage yards and incidental office facilities. Subject to zoning and the provision of suitable separation distances, heavy industrial uses such as mineral processing, wood processing, and manufacturing are permitted. Uses shall be compatible with other Territorial and Federal regulatory requirements

in relation to approvals and licensing, including applicable impact and environmental assessment requirements. (2002 OCP Policy 8.6.1 / 8.7.1; Proposed Change 17)

2. A comprehensive industrial strategy, complete with a market analysis, may be conducted in order to fully understand the development potential and requirements of industrial lands within the city limits. This study should complement the Yukon Government's work on industrial land demand. (8.5.1)
3. Rock and sand quarries are permitted uses within the Industrial designation, with such uses potentially serving as an interim land use activity pending long term redevelopment to more intensive industrial uses. (2002 OCP Policy 8.7.2; Proposed Change 17)
4. Industrial uses must not be offensive by reason of smoke, vibration, odour, or electrical interference and must not produce significant noise which interferes with the use of a contiguous lot. This is of particular importance where there are existing residential uses nearby. (2002 OCP Policy 8.7.4; Proposed Change 17)
5. Where feasible, infill development shall be encouraged in the Taylor and Kulan Industrial Parks. (8.6.5)
6. Heavy equipment and trucks shall access industrial development at the Whitehorse Copper minesite via Mt. Sima Road, to be upgraded as required. Other roads in this area may be used for access for employees and light service vehicles. (2002 OCP Policy 8.7.3; Proposed Change 58)
7. New industrial development and business parks incorporating clean technology and well developed buildings, which do not create adverse environmental impacts, shall be encouraged, particularly near the downtown where other amenities are readily available. As an additional means of fostering a higher quality of industrial use, the City may apply special zoning regulations which restricts such uses to:
  - a. sites fully serviced with community water and sewer;
  - b. being undertaken entirely within a fully enclosed building, excluding any outdoor storage, which shall be screened from public rights of way;
  - c. having a fully landscaped yard along the road frontage; and
  - d. development with paved parking and loading areas. (8.6.4)

## 9.2 Industrial Buffers and Separation Distances

As industrial activities can cause disturbances such as smoke, vibration, odour, and noise, they should be located and appropriated distance from other non-compatible uses. The policies below address this issue.

1. Industrial uses that are offensive for reasons such as smoke, vibration, odour, electrical interference or noise shall be located at a sufficient distance from non-Industrial uses so as to minimize detrimental impacts. (2002 OCP Policy 8.6.2; Proposed Change 17)
2. If new areas designated as Industrial about non-Industrial land designations, a minimum 200 metre vegetated buffer area may be provided in order to mitigate any negative impacts. The buffer areas shall, where practical, be publicly owned. Heavy Industrial uses contained within these areas may have a greater vegetated buffer, to be determined on a site-specific basis, except for the Whitehorse copper mines area, where it shall be at least 800 metres. (2002 OCP Policy 8.6.7; Proposed Change 54)
3. Natural resource areas shall have an approximate 300 metre separation from non-Industrial designations. The buffer areas should be, where practical, vegetated and publicly owned. (2002 OCP Policy 8.2.4; Proposed Change 58)
4. Industrial uses visible from major roadways, such as the Alaska Highway, Robert Service Way, Two Mile Hill Road and the Quartz-Copper corridor, shall be required to enhance

site appearance through improvements to parking and storage, clear delineation of access driveways, addition of vegetated buffers, and enhanced building design, as controlled by zoning. Outdoor storage yards shall be located towards the rear of the property and be properly screened by vegetation or fencing. (2002 OCP Policy 8.6.8; Proposed Change 58)

### 9.3 Natural Resource Land Use Designation

The Natural Resource designation recognizes the potential for the extraction and management of mineral and gravel deposits. Gravel extraction is fundamental to the local economy as it supplies the foundation for new construction such as buildings and roadways. There is some mineral and gravel potential along the Whitehorse Copper Belt, Sleeping Giant Hill and in the northwest corner of the city limits known as Stevens.

It has been documented that the Stevens area has significant gravel resources that could serve the City of Whitehorse and the Yukon Government for up to 70 years. Most of the gravel within this area can supply pit run, crushed basecourse, sub-base, asphalt & concrete aggregate, concrete & bedding sand, and drain rock. These materials are typically used for road and highway development, building foundations, and other forms of construction. It is an essential asset for any community to have significant gravel reserves rather than importing them from other communities or rural areas at great expense.

1. Quarry activity, including the extraction, crushing and hauling of gravel or minerals may be permitted in areas designated as Natural Resource. In addition, the remediation of soil, water and other media may be permitted in areas with this designation subject to all Municipal, Territorial and Federal regulations. The purpose of this designation is to allow resource extraction and related activities away from existing and future residential neighbourhoods. Uses shall be compatible with other Municipal, Territorial and Federal regulatory requirements in relation to approvals and licensing, including applicable impact and environmental assessment requirements. (8.2.1)
2. Prior to any gravel or mineral extraction, appropriate environmental studies and management plans shall be conducted.(2002 OCP Policy 8.2.8; Proposed Change 19)
3. Watershed impacts shall be examined prior to the creation of new gravel extraction areas. The statement of impacts and proposed mitigations must be deemed acceptable by Council prior to any gravel extraction activity.(2002 OCP Policy 11.2.4; Proposed Change 19)
4. A separate, hard surface haul road, complete with turning lanes at a road intersection may be required to access new quarries. Dust abatement practices are required. (2002 OCP Policy 8.2.3; Proposed Change 54)
5. In order to mitigate any perceived or real nuisances to residences near quarry areas, the following conditions shall apply to quarry development:
  - a. a natural treed buffer shall be maintained between land uses and haul roads where possible;
  - b. hours of operation shall be consistent with the City of Whitehorse Maintenance Bylaw;
  - c. a sign describing the quarry activity shall be erected at a prominent location on the haul road outlining the development sequence and hours of operation;
  - d. the site perimeter shall be posted to warn of safety considerations from unauthorized entry into the pit area;
  - e. the haul road shall be gated to discourage off-season use by all-terrain vehicles;

- f. restrictions shall be placed on certain activities such as crushing to reduce noise exposure. (2002 OCP Policy 8.2.7; Proposed Change 19)
6. Future quarries along the north-south ridge in the Stevens area shall be phased in based on demand for gravel resources. (8.2.6)
7. Resource extraction within a Natural Resource designation shall be subject to a Plan of Restoration, review of ecosystem mapping and an environmental review. Management of gravel resources shall include time frames for phases of extraction. (8.2.2)
8. Upon abandonment or termination of resource extraction operations, the remaining redevelopment and reclamation of the site shall begin immediately and be carried out in cooperation with the appropriate authorities. These areas shall be reclaimed to as natural a state as possible through slope grading, landscaping, and reforestation. Prior to reclamation, the reclamation plan may be revisited to determine if an alternate use is feasible. (2002 OCP Policy 8.2.5; Proposed Change 58)

#### **9.4 Land Remediation**

There are several disturbed or contaminated sites in the City that require remediation including the Whitehorse Copper Mine site and the Tank Farm area. Remediation of contaminated or disturbed sites can either restore a site to its natural condition, or prepare the site for future development. In some cases, land remediation could require the use of Land Treatment Facilities, that would be permitted in the proper land use designation, subject to proper zoning.

1. As funding and resources allow, the City shall coordinate with Territorial and Federal authorities in order to cleanup contaminated sites. (4.7.8)
2. Temporary approval of land remediation in any land use designation may be granted. Remediation of the Whitehorse Copper tailings should be encouraged, following appropriate studies as well as Council review. (New OCP Policy; Proposed Change 18)

### **Objective 10: Provide Land for Institutional Development**

#### **10.1 Public Service Land Use Designation**

The Public Service designation provides for land allocated to public and institutional facilities that service the entire community of Whitehorse such as the Whitehorse International Airport, Yukon College, Yukon Archives, Yukon Arts Centre, Takhini Arena, Whitehorse General Hospital, and the Whitehorse Correctional Centre.

1. Major institutional and significant public facilities intended to serve the entire community shall be confined to lands designated as Public Service. Land designated as Public Service includes post-secondary educational facilities, regional hospitals, correctional institutes, and public airport facilities. Accessory commercial uses to the principal public service use, such as retail and restaurants, shall be permitted as an ancillary use. (10.2.1)
2. The City shall work with the Yukon Government to ensure that development plans for the Whitehorse International Airport are compatible with surrounding land uses, and to ensure that development plans for the area surrounding the airport are compatible with airport operations. (10.1.1)
3. Light industrial activity that relates to the aviation industry, and accessory commercial uses are encouraged in areas adjacent to the Whitehorse Airport in accordance with the 2000 International Airport Development Plan – Vision 2020. (10.1.2)
4. There shall be no airport related development within 30 metres from the top of the escarpment adjacent to the airport. The only exception within the setback is the provision of a perimeter trail. (10.1.3)

5. The current Municipal Services Building is nearing the end of its life-cycle, is not conducive to long-term operational efficiencies, and is a non-conforming use. The City may examine opportunities for relocation of these uses to other Public - Service designated lands. (New OCP Policy; Proposed Change 15)

## **10.2 Public Utilities Land Use Designation**

The purpose of the Public Utilities designation is to allow for major public utilities such as sewage treatment lagoons and water intake facilities. They should be located away from other land uses and environmentally sensitive areas.

1. Areas designated as Public Utilities shall be used to accommodate landfills, sewage lagoons, and water intake facilities. (11.6.1)
2. The remediation of soil, water and other media may be permitted in areas designated Public Utilities. This use shall be compatible with other Municipal, Territorial and Federal regulatory requirements in relation to approvals and licensing, including applicable impact and environmental assessment requirements. (11.6.3)

## **Objective 11: Provide Land for Residential Development**

### **11.1 Neighbourhood Strategic Plans**

Future development or redevelopment will be identified through the preparation of a Planning Study. A Planning Study is fairly broad in nature, and would be typically used to identify the most suitable land use for a defined area. An example of a Planning Study is the Whistle Bend Planning Study, and the Beyond Copper Ridge Feasibility Study. Many of the recommendations from these studies have been incorporated into this Plan. The need for future Planning Studies may be determined from time-to-time by Council.

1. In order to define the interests of the local community, a series of Neighbourhood Strategic Plans may need to be prepared. This will depend upon the financial resources of both the City and neighbourhood associations, and the determination of residents in a specific neighbourhood. Such a Neighbourhood Strategic Plan shall be consistent with the Official Community Plan and may be adopted by Council. (7.2.5)
2. The area and issues to be defined in the Neighbourhood Strategic Plan shall be determined in collaboration with the specific neighbourhood. (7.2.6)
3. A detailed planning study may be done that examines the Takhini/Range Road area. It may review possible improvements to the Northland and Takhini Mobile Home Parks, water, sewer and road capacities, active transportation and trail linkages, and other subjects that arise out of public consultation. (2002 OCP Policy 7.1.4; Proposed Change 54)

### **11.2 Neighbourhood Facilities**

Residential neighbourhoods should be developed as “complete communities” that include the basic services that residents need to live, work and play in their day to day lives. Complete communities include walkable amenities within neighbourhoods that residents can rely on such as shopping areas, schools, religious facilities, community use buildings, parks, greenspace, and community gardens/greenhouses. These services and amenities should be found in all residential areas, subject to proper zoning regulations.

1. The City may consider planned developments that include "live/work" arrangements, based on a street or neighbourhood scale. Similar initiatives that broaden the range of home-based employment opportunities may be considered. (New OCP Policy; Proposed Change 26)

2. Future religious facilities or community halls shall have an appropriate location and building character for the neighbourhood in which they are located. (2002 OCP Policy 10.3.1; Proposed Change 58)
3. The location of elementary schools shall avoid major collector routes to ensure safe pedestrian routes for school children. Wherever possible, access shall not require pedestrians to cross major arterial roadways. (10.3.2)
4. The location of secondary schools may be subject to more detailed traffic impact studies given the traffic volumes generated by such facilities. (2002 OCP Policy 10.3.3; Proposed Change 54)
5. As new areas are considered for development, proper consideration is to be given to educational facilities. Major new residential areas shall be planned in cooperation with the Department of Education. (2002 OCP Policy 10.3.4; Proposed Change 58)
6. The location of neighbourhood parks adjacent to educational facilities is strongly encouraged. (10.3.5)

### 11.3 Neighbourhood Service Commercial Land Use

Given the relative dispersed form of residential development for parts of the City, some provision for neighbourhood commercial activity is essential. Neighbourhood commercial centres serve as a convenient form of locally accessible products and services. The full scale of uses can be more precisely determined through zoning regulations, but the Plan provides for a broad range of activity. An important distinction for neighbourhood level commercial, however, is that the overall extent of commercial activity is controlled through a maximum site area cap to ensure that the scale is appropriate to the location and area being served.

In addition to larger neighbourhood commercial centres, the policies also provide for small individual local convenience centres, but given the relatively small site, these may be determined on a site-specific basis, without requiring a special commercial designation or mapping amendment. This could, for example, accommodate a small food store, a restaurant or similar use, and be controlled through zoning applications, thus omitting the need to amend the Community Plan.

1. Neighbourhood service commercial areas are permitted in the Residential – Urban land use designation with the purpose of providing a full range of commercial and office activity within residential neighbourhoods. Neighbourhood service commercial areas may also include, within the site, multi-family housing. (8.4.1)
2. Neighbourhood service commercial uses shall generally be limited to sites flanking a collector road, or to sites situated contiguous with other neighbourhood facilities such as a community centre or educational facility. (2002 OCP Policy 8.4.3; Proposed Change 58)
3. In order to minimize vehicular trips, and to provide shopping opportunities closer to residential areas, a mix of residential and commercial development shall be encouraged. In addition, neighbourhood commercial development shall be encouraged to continue in already established neighbourhoods and to locate in future residential neighbourhoods. (2002 OCP Policy 4.7.4; Proposed Change 58)

### 11.4 Secondary Suites

Secondary suites are self-contained living quarters within another residential dwelling or within an accessory building on a residential lot. Suites contain food preparation and sanitary facilities and are often located in basement or ground level areas of the dwelling. The creation of secondary suites can be an important component of increasing housing affordability in a community both for the renter of the secondary suite and the owner of the principal dwelling. The secondary suite provides a housing alternative and increases the supply of rental accommodation while only modestly increasing the housing density within a neighbourhood and not affecting the built form. Issues such as parking for the occupants

of the secondary suite can sometimes become contentious within an existing neighbourhood but can be overcome by zoning provisions to require an additional parking space.

1. Secondary suites may be permitted in single-detached and duplex dwellings that are contained on separately-titled lots. Zoning shall determine minimum lot size, parking and other regulations. (2002 OCP Policy 7.3.1; Proposed Change 21)
2. It is recognized that some secondary suites are illegal due to local zoning regulations and/or building code infractions. The City may consider legalizing existing secondary suites on a case-by-case basis if the buildings are brought up to National Building Code standards. This may include consultation with neighbouring residents. (2002 OCP Policy 7.3.2; Proposed Change 58)
3. Secondary suites located in detached accessory buildings are permitted in all Residential designations. Minimum lot size, maximum suite size, parking, and other regulations, shall be determined through zoning. (2002 OCP Policy 7.3.3; Proposed Change 21)

### **11.5 Residential - Country Land Use Designation**

Approximately 10% of the Whitehorse population lives within a country residential neighbourhood, which includes Cowley Creek, Mary Lake, Spruce Hill, Wolf Creek, Wolf Creek North, Pineridge and Canyon Crescent to the south, and MacPherson, Mile 2 Mayo Road, and Hidden Valley to the north. Country residential neighbourhoods are rural based, and generally rely on onsite water and sewer services. Country residential living is a popular lifestyle choice as it allows people to own their own piece of natural open space, have immediate access to outdoor recreation while living close to the services and amenities of Whitehorse. However, people who live in country residential neighbourhoods tend to rely on the use of the automobile since services such as a grocery store, banks, and schools are further away. This adds to traffic congestion, air pollution, and weaker support for transit. This Plan suggests a limitation on new country residential neighbourhoods, with growth occurring only in the Whitehorse Copper and Forestview areas.

1. Rural residential settlement shall be confined mainly to lands designated as Residential - Country. The purpose of this designation is to allow a rural based lifestyle outside of the urban core for single-family dwellings. (7.4.1)
2. Residential - Country areas shall be used to accommodate single-detached and duplex housing, which may be accompanied by a home-based business, or a secondary suite. Public uses such as an educational facility, or a park, and semi-public uses, including neighbourhood commercial uses, religious facilities and community halls may be considered in a Residential - Country designation, subject to proper zoning. (2002 OCP Policy 7.4.2.1; Proposed Change 29)
3. In planning for new country residential settlement, the City shall give consideration to:
  - a. careful siting of local roads and maintaining road continuity;
  - b. the potential location of utilities including power and telephone;
  - c. wildlife values and green corridors, including recreation links between nodes of country residential development;
  - d. maintenance of recreation and trail links as established in the Whitehorse Trail Plan;
  - e. privacy between residences through the use of natural buffers; and
  - f. inclusion of a variety of lot sizes, to accommodate more rural lifestyles and a range of economic needs. (7.4.7)
3. The opportunities for part-time occupations and small-scale enterprises in Residential - Country areas shall be supported by allowing a wide range of home-based businesses, as determined through zoning. (2002 OCP Policy 7.4.3; Proposed Change 58)
4. Residential - Country areas shall be maintained, where possible, on the basis of on-site sewage disposal and potable water sources. (7.4.4)

5. Development outside the Urban Containment Boundary shall be encouraged to have minimum lot sizes that can accommodate septic disposal and on-site potable water. Minimum lot sizes shall be determined in consultation with the appropriate authority. (2002 OCP Policy 7.4.5; Proposed Change 29)
6. Consideration may be given to re-designating Residential - Country areas to Residential - Urban areas, provided that:
  - a. an approved community water system and sewer system is implemented, and connected to the city system; and
  - b. housing densities are feasible at a minimum of 6 units per hectare. (7.4.6)
7. Within the Residential - Country designation, access may consist of a loop road to facilitate emergency access. Short cul-de-sacs are acceptable for minor roads within country residential areas. (2002 OCP Policy 7.4.8; Proposed Change 54)
8. All new lots in areas designated as Residential – Country may have their soils tested in advance of proposed development to determine the adequacy of soils for sewage percolation, and potential for conflict with ground water resources. (2002 OCP Policy 11.3.1; Proposed Change 54)

### **11.6 Cousins Airpark**

The Cousins Aerodrome is a 1000 metre runway strip that is registered for public use and used primarily by private aircraft, training schools, and emergency landing purposes for small aircraft when the Whitehorse International Airport is covered in fog. Land along the southeast side of Cousins Aerodrome is encouraged to be developed as a residential airpark. A residential airpark would include the creation of country residential lots that are approximately 1 hectare in size. The only difference with these homes compared to conventional country residential lots is that homeowners would be permitted to construct a hangar for their private aircraft. This creates an opportunity to provide for an alternative living style, unique in the City, adjacent to the Cousins Aerodrome. The residential airpark is designated as Residential – Country, and the following policies apply.

1. The purpose of a residential airpark is to allow modified country residential development. A single-family dwelling, which may be accompanied by a homebased business, a hangar, and accessory buildings shall be permitted. (7.5.1)
2. In order to properly manage common property such as a shared taxiway system, or a shared tie down area for aircraft, consideration shall be made to strata title all residential lots within the residential airpark, subject to the Condominium Act. This would allow exclusive ownership of individual lots, and proper maintenance of common properties through the establishment of a Strata Council. (7.5.2)
3. The residential areas may be linked via a private taxiway but shall be under separate ownership from Cousins Aerodrome. (2002 OCP Policy 7.5.3; Proposed Change 31)
4. Council shall work with the Yukon Government and all other relevant agencies and departments to address pertinent safety issues and work with the Forestview, MacPherson and Hidden Valley residents regarding noise issues. (7.5.4)

### **11.7 Residential – Urban Land Use Designation**

Urban residential neighbourhoods represent nearly 80% of all existing households. Although the majority of homes are single-family, there are a number of areas that are multi-family, which include townhouses and apartments.

1. The purpose of the Residential - Urban designation is to allow for a variety of serviced residential development in close proximity to services and amenities. (7.6.1)

2. Residential-Urban areas may be used to accommodate all types of residential development. Secondary suites may be considered in all non-multiple family housing developments, as well as in detached accessory buildings, subject to zoning. (2002 OCP Policy 7.6.2; Proposed Change 26)
3. The Residential - Urban designation also permits neighbourhood service commercial uses, park and outdoor recreation sites, schools, religious facilities, and community halls, subject to proper zoning. These facilities are intended to primarily service the surrounding neighbourhood rather than the community at large. (7.6.3)
4. All new lots being developed within a Residential-Urban area should be connected to the municipal water and sewer system. It is recognized that there are existing lots within this designation that do not have direct access to municipal water and sewer infrastructure. New development, including subdivision, on properties that are zoned for country residential development may be exempted from this requirement.(2002 OCP Policy 7.6.5; Proposed Change 21)

### **11.8 New Urban Residential Development Areas**

As the City grows, new areas will need to be established for residential development. Whistle Bend is expected to accommodate growth for 15 to 20 years, but other suitable development areas need to be identified. Maps 1, 2, and 5 show future development areas that may that will be planned and constructed as City growth warrants. All new development would be subject to a public consultation process.

1. All new residential growth is encouraged to occur within the Urban Containment Boundary, as shown on Map 5. Future development shall be directed in as compact a manner as feasible, given already established land use patterns. (2002 OCP Policy 4.7.1; Proposed Change 20)
2. A detailed planning study shall be conducted for areas identified as future residential development areas. Planning shall include public consultation, with special consideration given to working with local residents. (2002 OCP Policy 7.1.2; Proposed Change 58)
3. New development should occur in a sequential manner based on available municipal services and financial considerations and be phased in over time as outlined in Map 5. The actual sequence of development will be determined based on economic conditions and market demand. (2002 OCP Policy 4.7.2; Proposed Change 58)
4. Developers for new residential development are encouraged to consider lot layouts and site planning to maximize solar exposure and housing designs that are energy efficient. (4.7.3)
5. In order to ensure a contiguous and compact residential pattern, and to take advantage of established utilities and road systems, the potential for infill and redevelopment of established residential areas shall be reviewed, and phased in over a long-term period, where practical. (7.6.7)
6. Since additional housing may directly affect the existing community, significant public involvement is desirable prior to any residential infill development. The City, in cooperation with nearby residents, shall act as the lead agency in any neighbourhood planning, zoning and subdivision approvals. (7.6.8)
7. Map 5 indicates the location of potential residential infill areas in the future. The boundaries and extent of infill development shall be based on individual site analysis and compatibility with adjacent land uses. (2002 OCP Policy 7.6.9; Proposed Change 21)
8. Whistle Bend is envisioned as the City's major area for residential growth for the next 15 to 20 years. Whistle Bend shall continue to provide compact residential development in all phases. Development shall be transit-oriented, provide sustainable lot sizes, and

active transportation links within greenspaces. The incorporation of a geoexchange-based district energy heating system shall be examined as part of early phases of development. *(New OCP Policy; Proposed Change 26)*

9. The Porter Creek "D" or Porter Creek Expansion area contains both Residential - Urban and Greenspace designations. This area has the potential to accommodate new housing units within the developed area of the City, but any development must also provide for other values including wildlife areas, recreational trails, and the protection of McIntyre Creek. *(2002 OCP Policy 7.2.4; Proposed Change 22)*
10. Potential residential infill and new development areas such as Whistle Bend, Beyond Copper Ridge and Porter Creek Extension shall be designed in a manner to protect significant trail corridors. *(7.2.2)*
11. The White Pass Tank Farm near Valleyview is established as a Direct Control District, pursuant to Section 291 of the Municipal Act. This will allow Council to directly control the use and development of land and buildings within the area. This area shall be redeveloped for residential and commercial purposes only after it has been remediated in accordance with applicable legislation. *(7.1.5)*

## **Objective 12: Improve Transportation**

### **12.1 Active Transportation**

Active transportation as a mode of travel has many benefits. It provides for low cost travel, helps maintain a healthy lifestyle, and is environmentally friendly. To take advantage of the benefits of active transportation the proper infrastructure needs to be in place to provide a safe and enjoyable experience, especially in areas where there is vehicular traffic.

In addition, facilities, services, and destinations must be within a reasonable distance. Providing complete communities, as well as, a network of sidewalks and trails that connects neighbourhoods, destinations and activity centres is an important step in promoting active transportation.

1. Active transportation and pedestrian movement within the City shall be promoted through infrastructure development, where feasible. Examples include the development of sidewalks, bike lanes, trails and shared streets. Universal design shall be considered in the development of all transportation infrastructure. *(2002 OCP Policy 11.1.12; Proposed Change 57)*
2. Active transportation links, including trails, pedestrian corridors, and bicycle lanes shall be integrated into subdivision or neighbourhood level planning. Links to the City's active transportation network, where possible, shall be identified as part of any development proposal in order to create a more walkable community. *(New OCP Policy; Proposed Change 32)*
3. To support bicycling and other non-mechanized modes of transport as alternative transportation methods within and between the downtown and residential areas, the development and integration of continuous and safe cycling infrastructure into existing and proposed road improvements may be considered. *(11.1.10)*
4. There is one river crossing, the Robert Campbell Bridge, which connects Riverdale and the Whitehorse General Hospital, with the rest of Whitehorse. The City shall explore upgrades to the Bridge that encourage active transportation, safer pedestrian and cyclist access, and connections to the existing trail network. Secondary access across the

Yukon River may eventually be provided with a river crossing connected to Industrial Road. (2002 OCP Policy 11.1.7; Proposed Change 32)

5. Active transportation routes shall be integrated throughout the City. Downtown routes are depicted in Map 3. These routes shall include wide pedestrian corridors, and include amenities such as trees, landscaping, and proper lighting. (2002 OCP Policy 9.2.1; Proposed Change 32)
6. Street vendors may operate their business along these major arterial pedestrian routes, subject to local bylaws. (9.2.2)
7. The City encourages public and private partnerships to create, develop, enhance and integrate open space, pedestrian networks, and buildings along Active Transportation routes as depicted on Map 3. (9.2.3)
8. Safe, convenient, and accessible pedestrian corridors, as well as appropriate landscaping and lighting, shall be considered as part of any development or redevelopment of parking facilities within the City. (New OCP Policy; Proposed Change 32)

## 12.2 Improve Public Transit System

A principle objective for sustainability is improving transit by making it more economical, convenient and practical. Whitehorse's spread out development pattern makes it difficult to adequately service the community with an economical transit system. Therefore, improving transit is a two part system. The system needs to be enhanced over time to provide a level of service that meets the needs of residents. Additionally, neighbourhood densities need to be increased and gaps in the transit lines need to be infilled to provide more customers.

1. Public transit service shall provide a level of service that meets the needs of local residents while at the same time recognizing financial limitations. Routes may be reviewed as population expands. The public transit system shall be integrated with an improved active transportation network. (2002 OCP Policy 11.1.9; Proposed Change 32)
2. The City shall strive to improve the infrastructure associated with public transit, including buses, shelters, and pedestrian routes, in order to increase universal accessibility. (New OCP Policy; Proposed Change 43)

## 12.3 Highway Transportation and Landscaping

The Alaska and Klondike Highways are the gateway to the City of Whitehorse and major transportation routes through the City. There are many commercial and industrial uses that rely on these transportation routes as part of their business operations. However, the gateway aesthetics are important to the City as well. As such, a variety of uses should be permitted on the Highways, but site design and landscaping regulations should be used to enhance the gateway appearance.

1. The Alaska Highway functions as the main artery of transportation in the City of Whitehorse. It shall accommodate all modes of transportation, including vehicles as well as pedestrians, cyclists, and other modes of active transportation. Provision for safe movement of non-vehicular traffic both along and across the Highway may be examined and implemented. This must be done in conjunction with the Yukon Government. (New OCP Policy; Proposed Change 32)
2. The interface between City roads and Territorial Highways shall be properly coordinated to avoid unnecessary encroachments and the erosion of the highway's primary function as a major thoroughfare. (11.1.2)

3. New highway signage should be kept to a minimum and be concentrated within or near the existing rest areas on the Alaska Highway. All signs are subject to approvals from either the City of Whitehorse or the Yukon Government. (11.1.14)
4. The intersections of Robert Service Way and Two Mile Hill with the Alaska Highway are recognized as the gateways to the downtown, and as such shall continue to be developed and landscaped to reflect the pride and beauty of the City of Whitehorse. (11.1.6)
5. Residential properties adjacent to the Alaska and North Klondike Highway shall have a vegetated buffer along the highway right-of-way. The depth of the buffer may be established through local zoning.(11.1.3)

## **12.4 Traffic Calming**

Traffic calming is the slowing or reduction of motor-vehicle [traffic](#) to improve safety for [pedestrians](#) and [bicyclists](#) and improve the surrounding streetscape for residents. Traffic calming can be achieved in many different ways such as the use of roundabouts, shared streets, “pinch points” where the road narrows, speed bumps, winding chicanes, and visual changes to the road surface. Traffic calming is important in promoting active transportation and more sustainable, walkable communities as it provides a safer environment for cyclists and pedestrians.

1. The City may, in reviewing its road and servicing standards, consider potential development standards that are environmentally appropriate, economically efficient and effective from a maintenance perspective. (4.7.9)

## **Objective 13: Ensure Sustainable Utility Infrastructure**

### **13.1 Climate Change Adaptation and Technology**

1. The City shall continue to monitor climate change research and its implications to Whitehorse. Future infrastructure standards may need to be adjusted to deal with predicted climate change impacts. The City should adopt best practices arising from climate change adaptation technology. (New OCP Policy; Proposed Change 33)
2. The City may work with local partners to develop and adopt a climate change adaptation plan, which should include recommendations to adapt to predicted climate change impacts that will affect areas within the City’s mandate, such as infrastructure, fire smarting, emergency measures, etc. (New OCP Policy; Proposed Change 33)

## **Objective 14: Improve Energy Efficiency**

### **14.1 Reduce Energy Usage and Greenhouse Gas Emissions**

In the summer of 2009, the City adopted amendments to the Building and Plumbing Bylaw. These amendments require minimum thermal insulation, heat recovery ventilators and a “blower door” test to ensure minimal levels of energy efficiency in new buildings and additions to existing buildings. The City will continue to work with industry experts such as Yukon Housing Corporation, Energy Solutions Centre and local contractors to help reduce energy usage.

1. In order to effectively manage energy and water usage, increase efficiency of maintenance, and measure the impact of improvements in efficiency, a baseline of energy and water use may be developed for City buildings, infrastructure and vehicles. (New OCP Policy; Proposed Change 34)
2. The City may continue to reduce the energy demand required by City infrastructure. This can be accomplished with an energy plan, which may be developed for City buildings, infrastructure and vehicles. An energy plan should include short- and long-term planning, goals to reduce

- energy and water use and improve efficiency, and strategies for monitoring energy and water use. *(New OCP Policy; Proposed Change 34)*
3. The City will aim to reduce energy usage and the emission of greenhouse gases in new buildings and vehicles. The City will encourage staff to use alternative forms of transportation, including walking, biking, and taking transit. The City may provide bicycles for staff use during their work day. *(New OCP Policy; Proposed Change 34)*
  4. In 2002 the City began the Partners for Climate Protection Program to address climate change mitigation. The City has completed 3 milestones of this program: create an inventory of greenhouse gas emissions and forecast future emissions; set emissions reduction targets; and develop a Local Action Plan to reduce greenhouse gas emissions. The City will aim to complete the Partners for Climate Protection Program by focusing on the final 2 milestones: implement the Local Action Plan; and monitor progress. *(New OCP Policy; Proposed Change 34)*
  5. The City may monitor City and community greenhouse gas emissions to achieve reduction targets. *(New OCP Policy; Proposed Change 34)*

#### **14.2 Diversify Renewable Energy Production**

The City has completed a feasibility study exploring the development of a GeoExchange district energy system for the Whistle Bend neighbourhood. This study showed that there was good potential for this type of a renewable energy system. An areal assessment of the City done as part of the 2007 Sustainability charrette also showed that there was fair to high potential for GeoExchange energy throughout the City that could be integrated into new development.

1. Where practical, the City may consider pursuing natural energy alternatives for new development. This may be accomplished through educational programs. Examples of natural energy alternatives include the implementation of wind, solar and geothermal power. (4.7.6)
2. The City will continue to explore the potential for a district energy system in specific areas of the city. If found to be feasible, the City may explore the possibility of developing a district energy system. *(New OCP Policy; Proposed Change 35)*
3. The City will aim to decrease fossil fuel use in City buildings and vehicles, by increasing efficiency, reducing waste, and reducing unnecessary use. This may be combined with developing an energy plan for City buildings, vehicles and infrastructure. *(New OCP Policy; Proposed Change 35)*
4. Wherever possible, the City will support alternative energy sources through partnerships, research and development. *(New OCP Policy; Proposed Change 35)*

## **Principle: Economic Development**

**A vibrant diverse local economy that encourages self-sufficiency, uses resources efficiently, and creates inter-generational wealth.**

### **Objective 15: Promote a Sustainable Economy**

#### **15.1 Work with Businesses and Agencies**

While some economic initiatives can be translated into specific land use policies, there are a number of items of broader application. They stress the supportive environment the City wishes to retain for economic opportunities that aid in achieving prosperity for the community. Many economic actions cannot be undertaken by the City alone, but require collaborative efforts with the Yukon Government and a number of special agencies. The policies below emphasize the City's on-going support for appropriate economic development.

1. The City shall consider how each major development proposal aligns with its agenda of sustainable long-term economic health. (2002 OCP Policy 8.1.1; Proposed Change 58)
2. Economic Development's role within the City is to enhance infrastructure that supports the expansion and diversification of the Whitehorse economy. Building close relationships with the business community is a major focus for the City of Whitehorse. (2002 OCP Policy 8.1.2; Proposed Change 58)
3. The City shall cooperate with government agencies and the local business community to strengthen its position as the major supply and service centre for industry throughout the territory. (2002 OCP Policy 8.1.3; Proposed Change 58)
4. The City shall consider the work of other agencies and Industry in fostering its position as the major supply and service centre for the historically dominant mining Industry. The City shall be conversant with the needs of Industry, for developable industrial and commercial land, to be able to supply services to mining throughout the Yukon. (New OCP Policy; Proposed Change 37)

#### **15.2 The Yukon/Alaska Pipeline**

The construction of a major pipeline through the Whitehorse area has the potential to greatly impact the economics and housing markets of the City. A project of this magnitude would draw many workers to the territory, causing a boom in population that will need to be accommodated. It is in the best interest of the City to work with the pipeline developers and other agencies in the Yukon to ensure that the City is prepared for a situation where pipeline construction begins.

1. The City shall continue to work with agencies involved in the development of the Yukon/Alaska pipeline. Regular consultation with the pipeline developers and any neighbourhoods that may be affected during construction shall be required. (2002 OCP Policy 8.1.6; Proposed Change 58)
2. The provision of temporary construction sites during the construction of the pipeline may be considered in all land use designations, except the Greenspace designation. Once the pipeline is completed the temporary construction of sites shall be restored to as natural a state as possible. Restoration shall be completed by the developer of the pipeline. (2002 OCP Policy 8.1.7; Proposed Change 58)

### **Objective 16: Promote Tourism**

#### **16.1 Tourism**

The City of Whitehorse Tourism Department seeks to promote visitation to Whitehorse by assisting in the development of tourism products that will provide sustainable economic stability for this community.

Tourism is the number one industry in the Yukon and Whitehorse is the centre for services, transportation and accommodation. Visitors from around the world visit winter and summer with the majority of people coming May through September from the US lower 48.

Travel to Yukon and Alaska by car, bus or RV along the famed Alaska Highway, ensures Whitehorse is an essential stopover for travellers. The City of Whitehorse Tourism Department promotes attractions, events, services, and our natural environment to ensure Whitehorse is more than a one day visit. The objectives are simple – present an appealing City that entices the visitor to stay more than one day, spending time and money in the community, and enjoying all we can offer.

The City of Whitehorse supports this objective by developing the Yukon River waterfront as a recreational area, thereby promoting a safe and healthy community. The City of Whitehorse welcomes each visitor with free parking, fun events, and clear signage while developing partnerships with business that result in a vibrant Main Street.

To assist in the promotion of year round visitation, the City of Whitehorse Tourism Department assists in conventions, sports events and winter tourism and has a very strong presence in the Asian marketplace to encourage aurora viewing and fall colour visitation. Their 30 year partnership with the South East Alaska Tourism Council expands their marketing reach.

An integral part of the City's economic landscape for the foreseeable future, tourism benefits Whitehorse by providing jobs and a lifestyle second to none.

1. The City shall collaborate with groups and agencies in the tourism, arts and sport sectors to encourage and strengthen economic development and to support the City's role as a gateway to visitor trips in other areas of the Yukon. (8.1.4)
2. The City will encourage Whitehorse-based tourism products that showcase our natural beauty and historical connections to the land. The City may promote this goal by assisting tourism product providers with advice, marketing partnerships and encouraging the use of the Whitehorse waterfront for tourism related activities. (2002 OCP Policy 8.1.5; Proposed Change 58)
3. In utilizing the historic White Pass & Yukon Railway tracks within the downtown core, the Whitehorse Waterfront Trolley may be extended from Schwatka Lake in the south to Marwell in the north. (9.4.4.6)

## **Objective 17: Support Local Food Production**

### **17.1 Agriculture Land Use Designation**

In its 1977 survey of soil and soil suitability, Agriculture Canada indicated that parts of the area surrounding the Cousins Aerodrome is "suitable for seeded forages" or "native pasture", with viability limited by the short frost-free season. As there is a moderate interest in non-soil based agricultural activity in this area, a portion of land is designated as Agriculture.

1. The purpose of the Agriculture designation is to foster the development of local food production. This may include both soil based and non-soil based agricultural pursuits and other related uses such as aquaculture. (2002 OCP Policy 8.9.1; Proposed Change 36)
2. A maximum of two residential dwelling units per lot may be permitted within the Agriculture designation. (2002 OCP Policy 8.9.2; Proposed Change 58)
3. Any applications made for non-soil based agricultural activities should be carefully considered in terms of economic and market viability and should be discouraged as a

means of obtaining a site for residential settlement. All applications are subject to the Yukon Agricultural Policy, which is administered through the Yukon Government.  
(8.9.3)

### **17.2 Local Food Production**

While Whitehorse does not have climatic conditions to be completely reliant on locally produced food, steps can be taken to increase local food production. By providing space for community gardens/greenhouses, and allowing other non-soil based agriculture such as backyard chickens or apiaries, residents can offset the cost of importing the majority of their food base. Also promoting local food production and supporting the local farmers market helps to diversify and strengthen the local economy.

- I. To support local food production, community gardens, community greenhouses, and non-soil based agricultural pursuits may be allowed in all designations, subject to zoning controls. *(New OCP Policy; Proposed Change 36)*

## **Principle: Cultural Identity**

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**We celebrate cultural diversity that strengthens the uniqueness of our northern community.**

### **Objective 18: Promote Active Living**

#### **18.1 Park Areas**

Preservation of greenspace for environmental and recreational values is an important part of the vision for Whitehorse. To help make this vision a reality, the City has developed five park areas for the future residents of Whitehorse to enjoy. These parks, known as, the Chadburn Lake, McIntyre Creek, Paddy's Pond, McLean Lake, and Wolf Creek Parks are shown on Map 1.

1. Five park areas are identified on Map 1. These areas are known as the Chadburn Lake, McIntyre Creek, Paddy's Pond, McLean Lake, and Wolf Creek parks and their extents include many natural features. These areas contain recreation facilities and trails as well as environmentally sensitive areas. These park areas shall be preserved for all future residents of Whitehorse. The City may prepare special management plans to address impacts from the use of these areas. *(New OCP Policy; Proposed Change 39)*
2. The Chadburn Lake Park area is approximately 7600 hectares in size and is the largest protected park within City limits. An existing Order in Council protects some of this land from disposition, but park limits also include privately owned land, First Nation settlement land, and areas that have already been developed along the Alaska Highway. Other adjacent areas with high environmental and recreational values have not been included in the existing reserve. The City may request that the Commissioner of the Yukon amend or remove the existing Order in Council in order to have it more accurately reflect the intended area for park preservation as shown on Map 1, and/or to have full jurisdiction and control of the park given to the City. This change to the Order in Council would open up already developed areas along the Highway for further development and protect areas that are environmentally sensitive or used for recreation. *(2002 OCP Policy 5.3.1; Proposed Change 11)*
3. A comprehensive new management plan for the entire Chadburn Lake Park, Grey Mountain and Long Lake area may be prepared and should emphasize the protection of the watershed and the integrity of natural and heritage features. *(5.3.2)*
4. The Hidden Lakes, Ear Lake and Chadburn Lake areas have excellent wildlife viewing potential and offer opportunities for features to be developed to encourage wildlife appreciation and education. Such features based on site specific analysis shall be integrated with other park planning initiatives. *(5.3.3)*
5. A multi-use design philosophy, rather than single purpose, shall be considered in design and development of new public recreation facilities. *(5.4.2)*

#### **18.2 Trail Development**

The protection of well-used trails is essential to the quality of life for many residents. In addition, designating trails for specific uses, trail mapping, and appropriate signage aids in the safety of trail users. The Parks and Recreation Master Plan and Trail Plan (2008) indicate the general location of the Trans-Canada trail, major collector trails, and areas of intensive local trail usage. These documents promote a strategy to improve the existing trail system and to introduce trail system design. They also provide a more detailed and accurate description of existing trails.

1. The City may, in conjunction with other agencies and governmental departments, develop a trail signage program, which encourages trail use, and facilitates visitor appreciation of the City's natural, cultural, and historic attributes. (5.1.2)
2. Every effort shall be made to maintain or enhance current recreational trails in the Whitehorse area. Blocking of established trails is to be avoided, and a contiguous trail system that links neighbourhoods and activity areas together shall receive priority. Any new development shall be reviewed in relation to trail continuity and access to recreation areas. Where appropriate, greenbelt buffers shall be integrated to protect wildlife corridors or to protect important landscape features. In some cases, existing trails may need to be relocated to allow new development to take place. This shall be the responsibility of the developer. (5.1.11)
3. Where viewpoints are developed, they should be located at sites with connecting trails, and in areas not sensitive to human disturbance. These areas may also comprise trail staging areas supplemented with appropriate trail signage. Where viewpoints are established in wetlands, such viewpoints should be constructed on elevated structures, which limit physical intrusion into the wetland area (e.g. through the use of viewing towers or decks). Structures must take into consideration seasonal water fluctuations, water velocity and ice build up. Picnic benches, and interpretive signage could be provided. (5.1.10)
4. The escarpment area is an integral component of the open space network in the downtown and shall be used to provide recreational, interpretive and reflective opportunities. (2002 OCP Policy 9.2.6; Proposed Change 58)

### 18.3 Recreation Areas Designation

A Green Space Network Plan (Map 1) has been developed to identify environmentally sensitive as well as valued recreation areas within the City. (Environmentally Sensitive Areas are covered in Objective 1: Protect and Use Green Space). The Recreation Areas designation as shown on Map 1 was developed following extensive public consultation through the creation of the City Trail Plan and through a series of 15 neighbourhood mapping meetings conducted for the review of this OCP. It also includes recreation activities that require extensive sites and which use the physical environment for commercial or non-profit purposes. This designation includes golf courses, campgrounds, recreation clubs, amusement parks, downhill ski facilities, and cross-country ski trails. Accessory commercial uses that support recreational facilities, such as a restaurant, retail sales and service are also permitted within this designation.

1. The Recreation Areas Designation (shown on Map 1) contains lands that feature well-used trails, City-wide recreation facilities such as the Whitehorse Cross-Country Ski Club, and important neighbourhood-level recreation areas. Trail usage is the primary use of these areas, and the City shall work towards the continued enhancement of trails identified as Primary/Recommended in the City Trail Plan. (New OCP Policy; Proposed Change 38)
2. Ski hills, golf courses, amusement parks, campgrounds and other similar development may be permitted in areas noted as Recreational Areas on Map 1, subject to proper zoning.(2002 OCP Policy 5.5.1; Proposed Change 58)
3. Golf courses and ski hills within the Recreation designation may feature the development of ancillary facilities such as club houses, restaurants, maintenance facilities and related uses. Additional development may include secondary residential or commercial uses, provided that the primary recreation use is not impacted.(2002 OCP Policy 5.5.2; Proposed Change 41)

4. For recreational facilities that are at the end of their life span, a feasibility study may be conducted to determine if the facility should be replaced, enhanced, and/or relocated. (2002 OCP Policy 5.4.4; Proposed Change 54)
5. Neighbourhood-level recreation areas included in this designation are primarily natural areas that are adjacent to and surround the developed edges of neighbourhoods, as well as the Hidden Lake/Versluc Meadows area in Porter Creek. These areas should be protected from development, as they contain trails that contribute to active living and active transportation such as walking and cycling, and improve the quality of life of neighbourhood residents. (New OCP Policy; Proposed Change 38)

#### **18.4 Recreation Opportunities along the Yukon River Corridor**

The most significant wildlife corridor in Whitehorse is the Yukon River and its shoreline. It has great importance to the people who reside in the area as almost 40% of city residents live within 2 kilometres of the river. The human history of the Yukon River corridor shows areas of past fishing camps, berry picking and hunting trails. It is clear that the traditional use of the Yukon River corridor by people is linked to the natural history of this area. After the gold rush parts of the Yukon River were subject to significant human modification, including the construction of a hydroelectric dam that created Schwatka Lake.

Today, the Yukon River is used for motorized boating, canoeing, rafting kayaking, scuba diving and swimming whereas the shoreline is used for hiking, biking, horseback riding, all terrain vehicle touring, cross country skiing and snowmobiling. In addition, there are a number of historic or interpretive sites along the river corridor. Further recreational pursuits along the River should be promoted to ensure that this area is available for all residents to enjoy.

1. Greenspace Lands along the Yukon River corridor are intended to support an extensive trail network with the following considerations:
  - a. where possible the use of the existing trail network shall be encouraged;
  - b. a variety of trails shall be provided, ranging from rustic trails, which provide access to the more remote areas, to well developed trails along the more popular sections with viewing areas, day use areas, and access points to the riverfront; the level of use would reflect the type of trail; and
  - c. the more popular, high volume trails shall be well marked and trail signage developed to allow for a safe and enjoyable hike for all user levels. (2002 OCP Policy 5.5.3; Proposed Change )
2. Consideration shall be given to development of interpretive programming, either independently through City resources, or in partnership with First Nations as a means of interpreting the natural heritage resources of the Yukon River corridor region. In some cases, interpretive opportunities may be combined with natural view sites to enhance the opportunity of experiencing major features of the Yukon River corridor. Some of the interpretive opportunities that may be recognized in future land use planning, include:
  - a. Marwell flats, interpretive signage reflecting Canol Refinery site and Kwanlin Dun interests;
  - b. natural features at Big Bend, McIntyre Creek and Croucher Creek;
  - c. the Whitehorse Rapids Generating Station and fishway; and
  - d. the downtown riverfront walkway. (4.4.7)
3. New and existing day use areas and associated boat tie ups shall have a small footprint and are to be designed to complement the surrounding natural setting. Day use areas

may consider providing water access and picnicking opportunities and connection to a nearby trail system. (2002 OCP Policy 4.4.4; Proposed Change 58)

4. Provision for new boat launch sites, supplementing proposed downtown riverfront sites, may be considered for the American Laundry site, the confluence of the Yukon and Takhini River, and as part of any development that may occur on the east bank of the river north of the Kishwoot Island area. (4.4.3)
5. The bridge link across Miles Canyon is to be utilized as a means of encouraging more loop trail development for the use of visitors and tourists. These loops provide for trips of various lengths and allow for potential theme interpretive trails, which may highlight the natural history, heritage features, scenic spots, or other attributes. (2002 OCP 5.1.9; Proposed Change 58)
6. The area of the Yukon River between Robert Service Way and Riverdale is suitable for canoe and kayak use. Training courses and competitions may be held within this area. A staging area for river access by these boaters should be maintained. (4.4.5)
7. The Miles Canyon area exhibits some outstanding lava bed features, which should be incorporated into interpretive displays dealing with the natural and human history of the area. Trails in Miles Canyon are recommended for upgrading with surface stabilization and guardrails. Lookout points are encouraged, ideally integrated with interpretive signage. (4.4.6)
8. The former Hepburn Tramway Line shall be designated primarily for horse riding use. (5.1.5)

### **18.5 Motorized Recreation**

Many residents of Whitehorse enjoy motorized recreation, such as ATVs and snow machines. However, not all residents appreciate motorized vehicles on local walking and skiing trails. To avoid conflict between motorized and non-motorized trail users, the Parks and Recreation Master Plan recommends the idea of “out and away” trails. These trails would be designated for motorized use, allowing those residents routes to get away from the local greenspace and into the larger hinterland, where they will not be a nuisance to non-motorized users.

1. Where feasible, consideration shall be made to separate trails for motorized recreation and for non-motorized recreation. (5.1.3)
2. The Trail Plan recommends the creation of a map of "out and away" trails for motorized recreation vehicle usage. The map would be accompanied with physical upgrades such as signage. Work on this project shall be done in conjunction with groups such as the Klondike Snowmobile Association, Motor Vehicles Branch, and others. (New OCP Policy; Proposed Change 40)
3. Motorized recreation use is not permitted in Mt. McIntyre recreation area other than for trail maintenance, event logistics, ski trail grooming, emergency response, summer wood cutting in the Logan Burn area, and for snowmobiles on the existing snowmobile user trail. (2002 OCP Policy 5.5.3; Proposed Change 40)

### **18.6 Schwatka Lake Float Plane Base**

Schwatka Lake, which is located south of the downtown and east of Robert Service Way, is a multi-use water body created by a hydro-electric dam. The lake plays a key role in power generation, wildlife habitat, air transportation, tourism, and community recreation. There are several issues surrounding the compatibility of multiple land and water uses. As the lake is the primary base for floatplane activity, this use should continue to expand along the west side of the lake. Future development could include improvements to parking areas, further land leases for floatplane operators, or reorganization of dock locations to better meet the needs of the industry. Recreational activities, such as boating, swimming, and hiking, are better suited to the east side of the lake, where the boat launch and day use areas are already located.

1. Schwatka Lake is the primary base for floatplane activity. Dock owners are encouraged to consolidate into a single activity node for floatplanes on the west side of the Lake. This may include a marina, and a docking facility for pleasure boats. Existing docks may be replaced, but new docking facilities are to be prohibited. (4.6.2)
2. Consideration shall be given to improved operating procedures to ensure that the Schwatka Lake float plane base is maintained in a way to avoid fuel spills, given its location above the water intake. This may involve float plane operators, property owners and the City to collaborate and add protective measures to an overall management plan. (4.6.3)

### **18.7 Connections Designation**

The purpose of the Connections designation set aside land that is not identified as having high sensitivity or recreation values, but to link areas of recreational significance and wildlife habitat and to provide a contiguous greenbelt in Whitehorse. Found on Map 12, the Connections designation shall also be used to augment significant wildlife corridors and environmentally sensitive areas. This designation is meant to be left as natural greenspace that incorporates links to the active transportation network, the park areas, and residential neighbourhoods.

1. Land shown as Connections on Map 1 shall be largely oriented to the maintenance of natural areas and the protection of scenic sites. Uses may include outdoor recreation uses, trail activity, interpretive signage, playgrounds, cabins, warming huts, picnic sites, public utilities and utility corridors. Land clearing, manicured parks and sport fields are not encouraged within these areas. (2002 OCP Policy 5.2.1; Proposed Change 42)

## **Objective 19: Support Arts & Culture**

### **19.1 Arts Community**

Whitehorse has a thriving arts community, which enhances the region as an attractive place to operate a business and retain skilled employees. Some of the more well known cultural facilities in Whitehorse include the Whitehorse Public Library, Yukon Arts Centre, Guild Hall, MacBride Museum, and Beringia Centre among others. The recent downtown and riverfront projects provide an opportunity to expand the arts community by encouraging outdoor displays and interactive art and interpretive opportunities. Also, there is a need for a large multi-purpose facility to effectively host festivals and other events.

1. Cultural facilities, including art galleries and museums, shall be concentrated in high activity areas such as the downtown core and riverfront, Yukon College, and the Whitehorse International Airport. (6.2.2)
2. Consideration may be given to creating or promoting a seasonal, or temporary cultural district, which will effectively concentrate artisans and other local entrepreneurs to create a critical mass of activity in an area open to the enjoyment of residents and visitors. Such a cultural district shall be located within or near the downtown core, or along the downtown riverfront. (6.2.3)
3. The installation of public art on or within public buildings and property, including the riverfront walkway, shall be strongly encouraged. Public art may include permanent and temporary installations of statuary, murals and other visual art displays. (6.2.4)
4. Consideration may be given to the provision of a multi-purpose facility in order to host festivals and other events. This facility shall be centrally located within downtown Whitehorse, adjacent to a major intersection, or an entrance to a neighbourhood. (6.2.5)

### **19.2 Heritage Management**

The Whitehorse area has a historical tradition in mining and transportation and a strong sense of First Nation's history. As a result, there are a number of historical sites, including copper mines, buildings,

historic wood camps and fur farms, archaeological areas, and cemetery and burial sites. Most of the Yukon River corridor also has a rich First Nation as well as a more contemporary history. Several areas are identified as deserving special attention. These include both banks and uplands of the corridor located in and around Schwatka Lake, between the White Pass & Yukon Route railway, and the Hidden Lakes area extending to Riverdale. Another area with significant First Nation heritage value is the mouth of Croucher Creek, known to have been the location of camp sites. First Nations are to be consulted with regard to any new uses. The following policies consider heritage areas along the Yukon River and the Whitehorse Copper Belt.

1. Every effort will be made to recognize Buildings listed on the Whitehorse Heritage Registry by protecting the significance of the building's character and retaining the scale, spatial relationship, plantings and green space and, where possible, the fabric and line of the existing building, following the Historic Resources Act and City Heritage Bylaw. (2002 OCP Policy 9.1.1; Proposed Change 58)
2. The City shall continue to work to have an increased number of buildings included on the Whitehorse Heritage Registry through public education and financial incentives for property owners. (2002 OCP Policy 9.1.2; Proposed Change 58)
3. Small clusters of heritage resources may be designated as special heritage protection areas only with the full support of the affected residents. These Heritage Districts, Neighbourhood or Areas can only be established through a resolution of Council. Council may use zoning regulations to establish guidelines respecting the manner by which the objectives of each Heritage Area shall be met in order to promote redevelopment and/or renovations that are sensitive to the historical character of the area. (9.1.3)
4. With limited remnants remaining of the American Laundry, constructed during World War II for the U.S. Army, it is proposed that a simple marker identify this location, along with signage that may be integrated with a potential boat launch site. (6.3.1)
5. The Wolf Creek area is a traditional fishing area identified by the Ta'an Kwach'an First Nation, and may be reflected in interpretive written or educational material, augmented with information on the natural history. (6.3.2)
6. The area between Canyon City to Miles Canyon is marked by First Nations trails and a traditional fish camp, as well as Gold Rush tramlines built to avoid the rapids. With the Hepburn Tramline trail now used for horse trail riding, efforts need to be made to preserve the old rail bed. Remaining features may be considered for capping as a means of limiting deterioration. (6.3.3)
7. The Robert Service Campground site has traditionally been used as a fish camp and also as a village site. The current recreational campground may be enhanced by offering images and stories of early recreation in the Whitehorse area. (6.3.4)
8. Heritage areas such as Canyon City, historic copper mines along the Whitehorse Copper Belt, and various historic wood camps along the Yukon River may be considered by the City and the Yukon Government for specific preservation initiatives. (6.3.5)
9. In consultation with the Yukon and Federal Governments, known archaeological and historical sites shall be identified for protection in undeveloped areas to ensure valuable heritage resources are preserved. Interpretive facilities may be developed at archaeological and historical sites, and shall be considered only in collaboration with First Nations, where First Nation artifacts or traditions apply. (6.3.6)

### **19.3 Winter City Planning**

Whitehorse is a northern city, and has a winter climate that includes limited daylight, moderate snowfall, sub-zero temperatures, and high wind chills. Several festivals and events occur during the winter months, including the Yukon Sourdough Rendezvous Winter Festival, the Frostbite Music Festival, and the Yukon

Quest. To reflect living in a winter climate, this Plan stresses the importance of incorporating winter design elements in improving social interaction and liveability of the City during winter months such as increased sun exposure for new residential buildings.

1. Due to Whitehorse's cold winter climate, snow and prevailing southwest winds, design criteria may be established in order to improve outdoor recreation areas, and public walkways. This may include sheltering boards, screens, walls and berms for wind shelter. (6.1.1)
2. Where possible, sun exposure shall be maximized for new and existing development. (6.1.2)
3. Due to limited winter sunlight, design elements may include leaving snow on the ground, except for vehicular access, and using clear materials for bus shelters. Large walls that receive considerable sunlight may be placed next to buildings to create calm and warmer outdoor spaces. (6.1.3)
4. Evergreen planting shall be emphasized in order to offer a greater variety of colour during winter months. (6.1.4)
5. Design and programming for public places should include provision for yearround activity such as annual festivals and special events. (6.1.5)

## **Principle: Equity**

**Value equity, fairness, and inclusiveness in our community relationships.**

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### **Objective 20: Provide Accessible Community Infrastructure**

#### **20.1 Universal Design**

The intent of universal design is to simplify life for everyone by making products, communications, and the built environment easily usable by as many people as possible at little or no extra cost. Universal design benefits people of all ages and abilities, focusing on principles such as equitable use, flexibility in use, intuitive use, tolerance for error, and low physical effort. In partnership with the Persons with Disabilities Advisory Committee, the City is ensuring all municipal buildings with public access are fully accessible to all members of the public.

1. The City shall work with public, private, and commercial developers to incorporate universal design in all new buildings and encourage retrofitting of buildings where possible. (2002 OCP Policy 6.6.3; Proposed Change 43)

#### **20.2 Social and Seniors Housing**

As the population of Whitehorse grows and ages, different forms of housing will be required. By working with Yukon Housing Corporation, the City can explore new locations and ideas for government funded housing that can work towards meeting the needs of all citizens. Social housing, such as group homes, seniors housing, or assisted living housing, should be integrated seamlessly into the community to provide an equitable access to services amenities and greenspace for all. By integrating seniors or social housing developments into existing neighbourhoods residents are able to “age in place” and become part of the community, providing opportunity and a positive environment for all residents, regardless of age, sex, race, or income level.

1. Government funded or operated housing developments, including, but not limited to, group homes, social, seniors, or assisted living housing, may be permitted in any residential designation, subject to zoning regulations. (New OCP Policy; Proposed Change 44)
2. The provision of seniors housing, and related services, which encourages independent living in a support setting, such as “congregate” housing development, may be supported. Housing units for seniors should be adequately designed for special needs and include a variety of affordable units that are based on the “aging in place” concept. (6.6.2)
3. The City shall create inclusive neighbourhoods by working to provide a diversity of housing types that are accessible to a wide range of people of different age groups, abilities, needs, family types and incomes. (New OCP Policy; Proposed Change 26)

### **Objective 21: Meet Basic Human Needs**

#### **21.1 Quality of Life and Basic Services**

A high quality of life has always been a priority for Whitehorse residents. This includes qualities such as the general safety of the community, and access to basic services such as child care, health care, and recreation.

1. The City will consider development of data and indicators on the quality of life of its residents. Collaboration between municipal departments and other agencies involved in social planning initiatives shall be encouraged. (6.6.5)
2. Where appropriate, the City may allow childcare facilities in all residential and commercial zones. (New OCP Policy; Proposed Change 46)

3. The City will work within its mandate to increase access to healthcare facilities and promote healthy lifestyles. The City may do this through recreation programming to encourage active and healthy living; encouraging public use of public spaces through design and zoning; and subdivision design that promotes walkability, active transportation, green and public spaces. *(New OCP Policy; Proposed Change 46)*
4. The City shall work with the RCMP to improve personal safety by encouraging residents and neighbourhoods to participate in crime prevention programs such as Block Parents, Neighbourhood Watch, Citizens on Patrol, and/or Crime Stoppers. (6.6.4)

## **21.2 Equitable Access to Facilities**

The City also provides equitable access to transit services through the Handy Bus service, as well as public transit buses that lower to allow disabled and wheelchair access. Active living is promoted through providing access to various programs and recreation facilities such as the Canada Games Centre.

Access to health care facilities and services are important, and the City supports organizations that have this responsibility, as it is beyond the reach of the City's mandate. The City provides programs and services to promote healthy lifestyles and active living, and provides accessible transit service to the hospital and recreation facilities.

1. The provision and expansion of recreational and entertainment facilities shall be encouraged in order to address the needs of youth, children, and young adults, and to attract more families to the City of Whitehorse. (6.6.1)
2. The City shall strive to improve equity throughout all areas of the organization and to meet the needs of the community as a whole. An example of an initiative is the provision of affordable access to City programs and facilities. *(New OCP Policy; Proposed Change 46)*

## **21.3 Social Equity**

1. In areas within its mandate, the City will promote diversity and quality of life in the City workforce. *(New OCP Policy; Proposed Change 46)*

## **Principle: Leadership and Education**

**Long-horizon community leadership true to our principles of sustainable development and global responsibility. Empower every generation to entrench sustainability in education with the benefit of shared northern knowledge.**

### **Objective 22: Integrate Participatory Planning & Decision-Making**

#### **22.1 Community Planning**

The City has developed an inclusive public participation process that brings residents, stakeholders, and decision makers together to develop ideas, policies, and plans. This process began with the 2006 Porter Creek Bench charrette, where all participants were able to map their ideas and see their contribution in the final product. The City has strived to be transparent and inclusive with public participation by providing numerous opportunities for residents to be involved. Numerous tools including charrettes, workshops, open houses, questionnaires, community cafes, and presentations have been used to get information to the public and collect input back from them.

1. The City will strive to continue its practice of engaging all citizens and cultures in community planning. *(New OCP Policy; Proposed Change 45)*
2. The City will continue to strengthen its planning practice based upon Charrettes that engage all community members, City staff and relevant experts. *(New OCP Policy; Proposed Change 45)*

#### **22.2 Develop Partnerships**

The City has forged many important partnerships within the community and across the country. The City partnered with the Canadian Mortgage and Housing Corporation (CMHC) to host the Porter Creek Bench charrette in November 2006 that culminated in the Whistle Bend Concept. The City has also worked with CMHC to attend Charrette Training sessions. As part of the planning for Whistle Bend, the City also partnered with the Federation of Canadian Municipalities (FCM) and the Yukon Government to fund a District Energy and Waste Heat Collection Feasibility Study completed in August 2009. This study looked at the potential to establish an alternative energy system in the Whistle Bend neighbourhood.

Partnerships were also formed with the Northern Climate Exchange (2009) to develop a Climate Change Action Plan, and the Yukon Government (2006) to develop the Land Development Protocol, which governs land development within the City. It is important for the City to continue to develop partnerships in an effort to increase expertise, knowledge, and capacity.

1. The City recognizes the outstanding efforts of the various cultural service organizations in Whitehorse in helping to enrich the lives of residents and visitors alike by creating a more complete and healthy community in which to live and visit. The City shall continue to provide grants to cultural organizations within annual budget provisions. *(6.2.1)*
2. The City will strive to increase and strengthen partnerships with other orders of government including First Nations, Yukon, and Federal Governments. *(New OCP Policy; Proposed Change 55)*

### **Objective 23: City Becomes Leader in Sustainability**

#### **23.1 City Operations**

The City strives to promote and practice sustainability, and deliver sustainable services where possible. With the current organizational structure the City is making progress on the goals of the Strategic Sustainability Plan. The City should strive to lead by example, by promoting sustainability in all aspects of the organization. Developing energy efficient buildings/retrofits, high efficiency fleet vehicles, and waste reduction are areas where the City can be a leader for the community.

1. The City may explore the possibility of reorganizing City administration structure to deliver services in a sustainable manner and geared towards sustainability in all operations. *(New OCP Policy; Proposed Change 47)*
2. The City will continue to monitor research on sustainable practices, and will strive to integrate best practices in City operations, such as infrastructure development, energy efficiency, solid waste management, etc. *(New OCP Policy; Proposed Change 47)*

### **23.2 Sustainability Education**

The City's goal is to demonstrate sustainability principles and values to its citizens, businesses, schools, staff, and visitors through the delivery of programs and services. Through services such as the grant process, the City aims to promote the sustainability principles among partner organizations.

Sustainability education can have a northern theme, focusing on what sustainability means to the circumpolar north. Innovation, sharing of information, education can be achieved through developing partnerships and hosting events with other local organizations such as Yukon College, the Northern Climate Exchange, First Nations and other local interest groups. Local traditional knowledge is also an important resource for Whitehorse and the Yukon.

1. The City may develop an effective information-sharing and communication plan both within City operations and with the City and residents of Whitehorse. *(New OCP Policy; Proposed Change 47)*
2. The City may develop new and strengthen existing education programs that promote sustainability. This may be accomplished through Parks and Recreation programming, grant giving processes, partnerships with other organizations, etc. *(New OCP Policy; Proposed Change 47)*
3. When knowledge is developed and/or utilized, the City will aim to share that knowledge – especially as it relates to Northern living, culture, development, and environment – with other communities. *(New OCP Policy; Proposed Change 47)*
4. The City may consider educating property owners to retrofit existing buildings with sustainable energy alternatives and conservation measures through educational programs. (4.7.5)