

Commercial and Industrial Land Study: Summary Report



Submitted by



in partnership with



to

City of Whitehorse Planning and Sustainability Services Department

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Executive Summary

A healthy local economy relies on the availability of a suitable mix of employment lands to support growth in key business sectors and related employment levels and local spending. Commercial and industrial lands that support economic activities and land uses not traditionally sited within downtown areas are a vital part of this mix.

The pending update of the 2010 Official Community Plan (OCP) by the City of Whitehorse (“the City”) necessitated a review of the current status of and future needs for commercial and industrial lands outside of Downtown in Whitehorse. The City hired a consulting team led by Groundswell Planning to conduct a Commercial and Industrial Land Study, aimed at:

- Assessing and determining future demand for commercial and industrial land within the city (excluding Downtown) through to 2040;
- Identifying options and alternatives to meet future demand with supply (i.e. policy and/or land use prescriptions); and
- Making recommendations, including an implementation plan, for the City to consider in formulating relevant portions of the OCP.

This study was undertaken from Spring 2018 to Winter 2020, and included the following tasks:

- An inventory of current commercial and industrial land supply in Whitehorse, focusing specifically on areas designated in the 2010 OCP as Industrial (I), Natural Resource (NR), Mixed-Use – Industrial/Commercial (MU-I/C) and Future Planning (FP);
- A review and summary of economic trends and projections relating to commercial and industrial activity;
- A review of land use and regulatory considerations for the emerging and water-intensive food, beverage and cannabis production industries;
- Identification of underutilized commercial and industrial areas within Whitehorse and formulation of policy recommendations for optimizing use;
- An assessment of the development suitability of:
 - Undeveloped areas designated I and MU-I/C for industrial and commercial use;
 - Areas designated FP situated adjacent to existing areas designated I for industrial use;
 - Land parcels currently undergoing quarrying, and their potential to transition into new industrial lands; and
 - The Stevens Quarry area for industrial or commercial uses (versus the current NR and FP OCP designations).
- Formulation of recommendations for:
 - Improvements to planning, disposition, and monitoring processes relating to commercial, industrial, and quarry lands;
 - Future locations and land use mix for new commercial and industrial lands in urban and rural areas, including discussion on infrastructure, servicing and related considerations for cost-effective development;
 - Integrating food, beverage and cannabis production industries into existing or new commercial and industrial areas in Whitehorse; and
 - Changes to existing, and development of new, commercial and industrial areas.

The study team engaged with a range of stakeholders to better understand current and future requirements and market conditions for commercial and industrial lands. Engagement efforts included a business/property owner survey, focus group sessions with local business and industry representatives, and interviews with First Nation governments and development corporations, realtors, developers, industry associations, and the Government of Yukon (YG).

Approximately 973 and 462 hectares of land within municipal boundaries are designated I and MU-I/C, respectively. These designations and the four zones that fall under them – specifically IH - Heavy Industrial, IS - Service Industrial, CH - Highway Commercial, and CIM - Mixed-Use Commercial/Industrial – are primarily located outside of Downtown and residential areas. An additional 289 and 3895 hectares of land designated NR and FP¹, respectively, are potential candidates for accommodating future private sector growth. Settlement Lands of the Kwanlin Dün First Nation (KDFN) and Ta’an Kwäch’än Council (TKC) are also potential future contributors to the commercial and industrial land supply; the former designated First Nation Future Planning and the latter falling under other OCP designations.

Land Use Designations and Zones	Total Area (ha)	Total Area – Other Lands (ha)	Total Area – First Nation Land (ha)	# of Lots ²
INDUSTRIAL (I)	972.9	969.5	3.5	-
IH – Heavy Industrial	66.2	66.2	-	3 ³
IS – Service Industrial	265.3	239.1	26.2	213
MIXED-USE – INDUSTRIAL/COMMERCIAL (MU-I/C)	461.9	445.8	16.1	-
CH – Highway Commercial	95.2	90.2	5	77
CIM – Mixed-Use Commercial/Industrial	140.8	123.1	17.7	254
NATURAL RESOURCE (NR)	288.6	288.6	-	-
IQ – Quarries	449.5	449.5	-	-
FUTURE PLANNING (FP)⁴	3895.3	3866	29.3	-
FP – Future Planning ⁵	4133	4102.7	30.3	-
FIRST NATION FUTURE PLANNING⁶ (FNFP)	294	-	294	-
FNFP – First Nation Future Planning ⁷	1.8	0.8	1	-

Currently, I and MU-I/C designated lands are distributed in various nodes around Whitehorse, most of which are oriented directly on or in proximity to the Alaska Highway. Nodes of heavier industrial activity include the Kulan, Taylor, Mount Sima, and MacRae industrial areas, which are generally serviced with gravel roads and Internet/telephone, but are not connected to municipal water or sewer. MU-I/C designated lands are found along the Alaska Highway throughout much of Whitehorse, and are also concentrated in several nodes in Marwell, north of Downtown, along Range and Burns roads near the airport, and Metropolit Lane at the intersection of the highway and Robert Service Way/Hamilton Boulevard. With the exception of Marwell and a few other nodes situated off the Alaska Highway, most of these lands are not serviced with municipal water and sewer.

There are also about 450 hectares of land zoned IQ – Quarries within the municipality, the vast majority of which are Commissioner’s lands leased to quarry operators by YG’s Land Management Branch. Gravel quarry approval and management on Commissioner’s lands is administered under the *Lands Act Quarry Regulations*. The City is consulted prior to the issuance of testing and quarry permits to ensure OCP and zoning conformance.

¹ Only FP designated lands located adjacent to MU-I/C and I designated areas were examined in this study.

² This includes unconsolidated land parcels that comprise larger properties as well as vacant lots.

³ The majority of IH zoned land is comprised of lease areas, some with split zoning. Three lots (6.5 ha) are privately owned.

⁴ This includes only those FP designated areas located adjacent to I and/or MU-I/C designated areas.

⁵ This includes only FP zoned areas located within the FP designated areas adjacent to I and/or MU-I/C designations.

⁶ This designation is specific to KDFN lands; TKC lands are incorporated into the FP designation. Only those FNFP areas located adjacent to I and/or MU-I/C designated areas are included in this total.

⁷ This includes only FNFP zoned areas located within the FNFP designated areas adjacent to I and/or MU-I/C designations.

The past 20 years have seen only a handful of Whitehorse commercial lots released to market by YG⁸. Over 50 industrial lots were released in the two phases of the Mount Sima industrial subdivision in the early to late 2000s. A private development in the Marwell area released almost 50 CIM zoned lots between 2007 and 2017. In the past two decades of government-led lot sales, both commercial and industrial lot prices have trended moderately upwards, while the sales period sharply decreased around the peak of the commodities “supercycle” between 2010 and 2013 that saw elevated mineral prices and accompanying exploration and production activity.

The majority of the approximately 205 development applications received by the City during the 2009-2018 timeframe in the zones of study interest involved development permits for IS and CIM zoned parcels. About 80% of permits were triggered by new construction, with redevelopment (i.e., additions or renovations) comprising the remaining 20% or so. Caretaker residences comprised just over one quarter of IS permit applications.

Realtors, First Nation development corporations, and private developers told the project team demand can be difficult to accurately pinpoint but is felt to have increased over the past several years. Demand is particularly high for the Titanium Way model of development (i.e., small lots, multi-unit buildings, ground-floor shops with second storey office space, etc.) and, to a lesser extent, larger land parcels suitable for larger format rental/retail businesses and equipment and materials storage. Interviewees described market supply as very limited and costs as steadily increasing, owing to a variety of factors that include a lack of raw land sales, the high costs of retrofitting existing outmoded properties for the specific needs of business, and older properties functioning as “junkyards” likely in avoidance of municipal landfill tipping fees.

Property owners and business operators shared similar insights, citing land availability and affordability as critical challenges to the private sector. About one third of the 39 respondents to the project’s online survey indicated plans to relocate and/or expand onto another Whitehorse property in the next decade, with a similar proportion indicating plans to expand buildings or business activity on their current property. Almost all of the respondents who indicated they were currently seeking a new property described the supply of commercial and industrial lots as either “limited” or “non-existent”. Property seekers expressed a preference for CIM zoning, a mix of lot sizes, and lots with municipal water and sewer. They also emphasized that land ownership was strongly preferred over leasing and/or rental arrangements.

The future demand for commercial and industrial lands will be dictated by both macro and micro-economic conditions impacting Whitehorse. The Yukon’s economy is heavily dependent on public sector activity, and this sector has shown steady growth over the past fifteen years. Private sector performance is typically linked to the performance of the mining sector in particular; not surprisingly, there was a notable decline in most industries as mineral exploration and production in the territory sharply dropped post-2013. However, Gross Domestic Product (GDP) from most private sector-oriented industries has since steadily increased from 2014-2016 lows and, as of 2018, slightly surpassed those previous highs, despite the fact that mining-related GDP is still at pre-“boom” levels, suggesting that public sector spending, and possibly broader regional population growth, is as much a contributor.

Economic forecasting for the territory would suggest that another cycle of high mineral exploration and production can be expected over the 2020-2030 timeframe, buoyed by Victoria Gold’s Eagle mine coming online and the reasonable likelihood of the Coffee Gold mine project following suit within the next few years. Meanwhile, population projections indicate that the greater Whitehorse area will be home to about 44,650 residents by 2040.

Using the overarching assumptions that future economic growth (or decline) in industry sectors requiring commercial and industrial lands will be fairly consistent with the 2008-2018 timeframe and that the public sector will continue to buffer the economic fluctuations induced by cyclical mining sector activity, an estimated 87 and 32 hectares of raw land will be required by 2040 with I and MU-I/C designations, respectively. These land need predictions factor in the team’s best estimate of 2019 latent demand and incorporate a range of assumptions around the distribution of certain industries between Downtown, residential neighbourhoods, and I and MU-I/C designated areas.

⁸ YG has primary responsibility for land development (surveying, infrastructure, and sales) in Yukon.

	2030 Land Demand (ha)		2040 ⁹ Land Demand (ha)	
	MU-I/C	I	MU-I/C	I
Future Demand – All Relevant Industry Sectors	9.7	18	18.3	33.9
2019 Latent Demand	5.8	31.5	5.8	31.5
TOTAL – Land Demand (Net)	15.5	49.5	24.1	65.4
TOTAL – Land Demand (Gross)	20.6	66.0	32.1	87.2

There are multiple options for meeting that anticipated requirement for 120 gross hectares of MU-I/C and I designated lands over the next 20 years, including infill of already developed areas, redevelopment, and greenfield development.

Approximately 3784 hectares of undeveloped lands in Whitehorse are designated MU-I/C and I and/or are located adjacent to areas with these designations. Of these candidate lands, 58% have good, or good with some constraints, development potential. Approximately 8% and 18% of lands with good, or good with some constraints, development potential are already designated MU-I/C and I, respectively, and over 25% is First Nation Settlement Land¹⁰.

First Nation Settlement Lands account for 11% of candidate lands for future commercial and industrial development. In many cases these parcels are located in highly strategic areas, making them critical pieces in the medium and long-term Whitehorse development puzzle. After YG, KDFN is the largest landowner in the municipality, and commercial and industrial land uses are envisioned for over 50% of its Type 2 parcels situated within Whitehorse. Relatively recent legislative efforts by both KDFN and YG now allow for the registration of leasehold interests on First Nation lands on the territory's land registry. KDFN's Chu Niikwän Development Corporation is actively seeking private sector tenants and lessees for some of its Settlement Lands; TKC, however, is not at this time.

Infill development of lands located within, and/or immediately adjacent to, already developed industrial and commercial nodes could potentially provide about 80 hectares of raw land, of which almost two-thirds is under Commissioner's and/or City ownership, and of that, a little over half are both appropriately designated and zoned already. These 80 hectares of infill potential could almost completely satisfy 2030 requirements and about three-quarters of 2040 requirements, with some exceptions. Site utilization across Whitehorse's developed industrial and commercial lots of interest is typically in the 80-100% range, indicating relatively little potential for substantive redevelopment and/or densification of existing nodes. The City's experiences to date with attempting to bring municipal servicing to currently unserved areas suggests that property owners are very reluctant to incur the associated costs once they have already invested in on-site solutions, even with the prospect of higher site utilization. The unserved Kulan and Taylor industrial areas are within reasonable proximity of City water and sewer infrastructure; however, the already very high utilization of lots in these areas suggests minimal potential for subdivision and the creation of new lots should they be connected to municipal services.

On the balance of numerous high-level suitability criteria, including estimated development costs, impacts on recreational and environmental values, and potential synergies with residential and/or Settlement Land development, the project team concluded that the most favourable development conditions currently exist for the "MacRae East" area for unserved industrial land development and the "Taylor North" and "Hillcrest South" areas for serviced commercial development. The area at the intersection of Robert Service Way/Hamilton Boulevard with the Alaska Highway could also be a highly strategic greenfield area to develop if bedrock constraints can be overcome in a cost-effective manner.

Potential brownfield conversion of gravel quarries to commercial and industrial lands is theoretically possible but virtually impossible to properly plan for within the current YG administrative and permitting regime. Monitoring of quarry activity is limited to conformance with issued permits and lease conditions, *not* progress made towards the fulfillment of the initial quarry plan. Further, there is no continuous or intentional record keeping around annual extraction quantities. Practical experience with both the Ear Lake and McLean Lake quarries to date would suggest

⁹ Inclusive of 2030 demand.

¹⁰ The inclusion of First Nation lands in the development suitability analysis was triggered by adjacency to OCP designated areas versus specified development intent. This figure is a very rough guideline for discussion purposes.

that initial pit life estimates can be far exceeded. There is a need to revisit, and possibly redesign, the administrative regime for quarry management within Whitehorse to achieve better long-term land use planning, land use efficiency, and possibly achieve higher utilization through the facilitation of third party interim uses in pit areas that have been exhausted but are still under lease for quarrying.

The former Whitehorse Copper mine site and the Stevens Quarry area are two large undeveloped areas with potential suitability for future commercial and industrial activity but are subject to a host of complicating factors. Given the need for a substantial future gravel resource located close to City limits, the absence of suitable alternatives, and the fact that industrial lots could be provided with fewer land use conflicts (and presumably opposition) in other areas of Whitehorse, there is no sound rationale to re-designate the Stevens Quarry area for commercial and/or industrial purposes at this time. The Whitehorse Copper site has been privately leased since 2011. The original lessee intended to reprocess old tailings and reclaim the Old Pond area, currently zoned Heavy Industrial, to a potential industrial area. However, the reprocessing project fell through and closer examination of the caveats originally made around reclamation suggest that a more concerted government effort and possible creative private-public sector approaches should be considered if this area is ever to properly function as industrial land.

Areas of economic growth that future commercial and industrial lands will need to accommodate are the food, beverage and cannabis production sectors. Zoning approaches across North America have shifted to better integrate food and beverage production into urban areas, in many cases blurring the lines between industrial and agricultural activity. Some of these zoning approaches include the creation of specific definitions and even zones to accommodate production activities, often varying on the basis of whether production is indoor or outdoor and whether there are associated retail uses. Some Western Canadian municipalities now allow for the full spectrum of indoor food production activities in some Downtown, commercial, and industrial areas. Similarly, breweries and distilleries have expanded beyond their industrial area beginnings, with craft-level producers generally allowed within commercial zones and associated retail and lounge functions being permitted in industrial locations. Cannabis production is a relative newcomer and larger western Canadian municipalities are generally restricting such operations to industrial areas.

Local growers, industry associations, and government representatives involved with agriculture described a local food and beverage sector that is both growing and maturing due to healthy local interest and demand. They stressed the need for a supportive land use regime as well as the reduction of barriers throughout the production chain – including a shift to integrated management of waste streams. Land availability and affordability were cited as key determinants to where the sector locates, along with infrastructure such as three-phase power, Internet, and access to transit. Similar to other industry sectors, the ability to generate additional revenue and secure labour resources with caretaker residences was desired, as was stacked land-use allowances that allow for on-site production, retail, and tasting functions.

Currently, the City's *Zoning Bylaw* indirectly captures uses such as indoor agriculture, breweries, and food/beverage processing through generalized use definitions. The emergence of such water and wastewater intensive uses in rural, unserved areas has created unique challenges for the City and other regulators and highlighted ambiguities and potential gaps in the regulatory framework. The City and partners should endeavour to better understand and define water-intensive land uses (which additionally include car washes and caretaker residences) and develop a regulatory framework that is both supportive of industry and protective of public health and the environment. The restriction of water-intensive industries to serviced areas is one potential strategy to consider. Intensity thresholds for unserved areas could also be explored to develop precautionary zoning regulations.

While the team concludes that there is little risk of a gap between land supply and demand on a land quantum basis, it encourages both the City and YG to take a more strategic, investment-oriented view on how land should be developed moving forward. The respective roles and responsibilities of public and First Nation governments in meeting market demand will need to be delineated and coordinated in a manner that meets a balance of private sector needs and preferences, the spirit and intent of the final agreements involved, and sound land use policy. Commercial and industrial lands within the Urban Containment Boundary (UCB) established in the 2010 OCP should be prioritized for fully serviced, higher value and higher density development that is integrated with residential areas (where appropriate) and employment-supportive amenities. These areas will become the future home of businesses and industries that become gradually outmoded in Downtown and Marwell as they evolve in

the manner envisioned in the City's recent long-range plans for both. At the same time, industrial activities – particularly those of a “nuisance” nature – need to be adequately protected through zoning and appropriately sited.

Recovering the higher costs of serviced development supports the idea of pursuing Whitehorse's next major residential subdivision in the Southern UCB (SUCB) area located to the west of the Alaska Highway between Copper Ridge and McLean Lake, an option the City investigated in 2017. While the City has relatively little control over land prices, it can potentially push the affordability needle for business and property owners through land use controls that maximize income generation and/or cost savings – specifically greater flexibility around caretaker residences in areas where the priority test of compact, higher value (i.e., serviced) development can be met.

The project team offers the following recommendations for the City to consider:

Process and Partnerships

1. In cooperation with YG, institute a moratorium on spot land applications for commercial and/or industrial use within City limits to facilitate more comprehensive development that optimizes existing and future servicing and addresses a broader spectrum of market needs. The notable exception to this recommendation is the consideration of spot land applications for heavy industrial uses that can not be accommodated elsewhere due to noxious impacts;
2. Establish a process to formalize collaboration and coordination around land development between the City, YG, and KDFN and TKC, respectively. The process deliverables, ideally Memorandums of Understanding (MOUs), should provide guidance to the signing parties with respect to:
 - a. Roles and responsibilities in regards to land development and supply for the private sector;
 - b. Potential mechanisms for cost and/or capacity sharing that could be utilized to advance development of higher priority (and value) parcels located within the UCB; and
 - c. Potential mechanisms and/or thresholds for ensuring a balance of land ownership and First Nation land leasing opportunities are available to the private sector (as appropriate to each First Nation).
3. Upon the anticipated 2020 renewal of the quarry leases for the former Whitehorse Copper Mine site, advocate for more detailed study and clarification of the technical issues enabling and/or precluding future conversion to fully productive industrial lands;
4. Work with YG to update the quarry administration system to better monitor quarry progress and inform land use planning, and explore potential mechanisms for accommodating interim uses in quarried areas;

Official Community Plan Update

5. Retain the MU-I/C and I designations for undeveloped areas outlined in the 2010 OCP;
6. Should the SUCB area be designated for residential development, consider a re-designation of the McLean Lake quarries to FP to reserve a broader range of future land use options;
7. Subject to the identification of more suitable (and/or extensive) granular sources, retain the NR designation for the Stevens Quarry area;
8. Consider the re-designation of a portion of the FP designated area located between “Taylor North” and Forestview on the east side of the Alaska Highway to I to accommodate heavy industrial activity over the long-term;

Zoning Bylaw Update (Post-OCP adoption)

9. Extend I and/or CIM zoning to areas currently zoned FP in Mount Sima and Range Road as a precursor to infill development;
10. Increase the number of caretaker residences permitted on serviced IS, CH, and CIM zoned lots while protecting primary employment uses;
11. Maintain current caretaker residence allowances for IS, CH, and CIM zoned lots in unserviced areas and consider instituting occupancy-oriented restrictions, subject to the findings of the research described in #30;
12. Subject to the findings of the research outlined in #30, consider increasing minimum lot size requirements in unserviced areas to reflect commercial/industrial uses combined with caretaker residence use;
13. Create new *Zoning Bylaw* definitions to address indoor agriculture (food and cannabis), beverage production and processing (breweries and distilleries). Consider instituting impact and intensity related thresholds contingent on location and servicing;
14. Consider creating new definitions for other water/wastewater-intensive commercial and industrial uses not listed above (i.e., car washes) and review their suitability for unserviced areas;
15. Consider mechanisms, such as thematic districts, to encourage the “clustering” of food and beverage production uses in targeted areas of Marwell and Downtown;
16. Consider extending the “studio” use to the CIM zone to better accommodate artisanal and small-scale manufacturing;
17. Reconsider zoning regulations that unnecessarily restrict the ability of entrepreneurs to base more than two businesses from one address, where no discernible change in impacts to adjacent property owners will result;
18. Review purposes, uses and associated definitions for the IS and IH zones for fairness, consistency and adequate protection and accommodation of “nuisance” industrial activities;
19. Ensure mapping data consistency between zones and their “parent” OCP designated areas;

Underutilized and Infill Lands (Shorter Term Land Development)

20. Consider a short-term incentive program (i.e., tipping fee relief) to encourage the clean-up and sale of industrial properties functioning as “junkyards” within Whitehorse;
21. Work with YG, First Nations, and private sector interests to initiate implementation of the heavy industry relocation aspects of the 2018 Marwell Plan and ensure the plan’s objectives are factored into institutional capital planning efforts;
22. Work with private owners of large land parcels in Marwell to explore options for subdivision that would quickly bring new lots in this area to market;
23. Work with YG and First Nation landowners to expedite the planning, subdivision, surveying and disposition of infill lots in:
 - a. MacRae
 - b. Range Road
 - c. Mount Sima
 - d. Kulan (subject to the identification of an alternate snow dump location)

Infill development should provide a mix of medium (~0.5 ha/~1 ha for serviced/unserved) and large (~1 ha/2+ ha for serviced/unserved) lot sizes, and lots accessible off of Mount Sima Road should be considered for CIM zoning (versus I). YG should be encouraged to test and adapt alternative tender

approaches to reduce development costs and avoid unnecessary escalation of lot pricing. The inclusion of IH zoned lots in industrial infill areas should be considered;

24. Explore the potential for lot expansions, reviewed at the neighbourhood-level to allow cohesive planning that considers surrounding recreational and wildlife values;

Greenfield Development (Medium to Longer Term Land Development)

25. To provide new serviced MU-I/C designated lots post-infill development, work with YG, KDFN, and TKC to:
 - a. Select and/or prioritize development between the two options of “Hillcrest South” and (portions of) “Taylor North” for MU-I/C lands;
 - b. Undertake initial development due diligence for the higher priority/preferred areas; and,
 - c. Establish a charter or MOU to pursue co-development of priority MU-I/C-designated Commissioner’s land and adjacent Settlement Lands, with the aim of bringing new lots to market in the late 2020s¹¹;
26. To provide new serviced I designated lots post-infill development, work with YG and KDFN to undertake initial development due diligence and potential co-development for the “Taylor North” area, with the aim of bringing new lots to market in the late 2020s to early 2030s;
27. To provide new unserviced I designated lots post-infill development, work with YG to:
 - a. Undertake further planning and prioritization work to confirm the “MacRae East” and/or “Utah” area, including discussions with KDFN, TKC and White Pass and Yukon Route railway about their development interests;
 - b. Undertake initial development due diligence for the “MacRae East” and/or “Utah” area;
 - c. Pursue co-development, utilizing a charter or MOU approach with any additional parties, of the “MacRae East” and/or “Utah” area, with the aim of bringing new I lots to market in the mid-2030s¹²;

Servicing and Services

28. Work with the YG to adopt interim “precautionary principle” based mechanisms to address industrial and commercial wastewater in unserviced areas;
29. Ensure that capital upgrades to the Alaska Highway corridor through central Whitehorse are supportive of current and future employment land integration with public transit and active transportation options;
30. In partnership with YG, undertake a risk-based assessment of allowing water/wastewater intensive and contaminant-generating uses in serviced and unserviced areas and identify precautionary policy and regulatory measures;
31. Encourage landowners sited along the lower elevations of Bennett and Laberge roads in Kulan to connect to municipal water service in support of industry diversification;

Permitting and Business Support

32. Consider aligning City business permit administration with the North American Industry Classification System to allow for finer-grained (and nationally comparable) industry monitoring, and instituting a new category; and

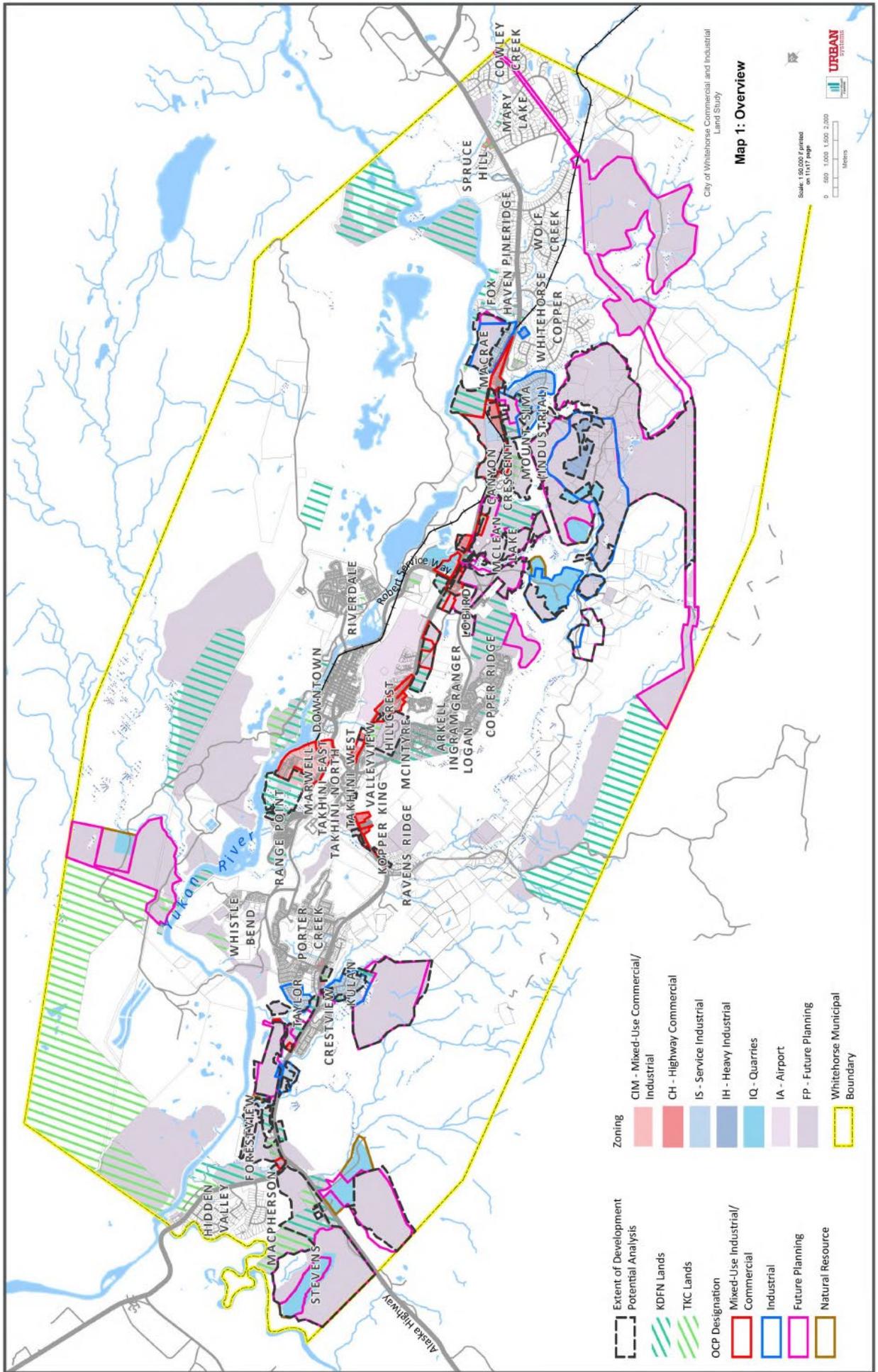
¹¹ Subject to full utilization of infill potential; should this not occur, timelines should theoretically advance.

¹² Subject to full utilization of infill potential; should this not occur, timelines should theoretically advance.

33. Expand upon previous work around water/wastewater intensive and contaminant-generating uses, including potential updates to the *Sewer and Storm Utility Bylaw* and the development of sector-oriented information and application packages.

APPENDIX A

Designations, Zoning and Land Tenure Maps



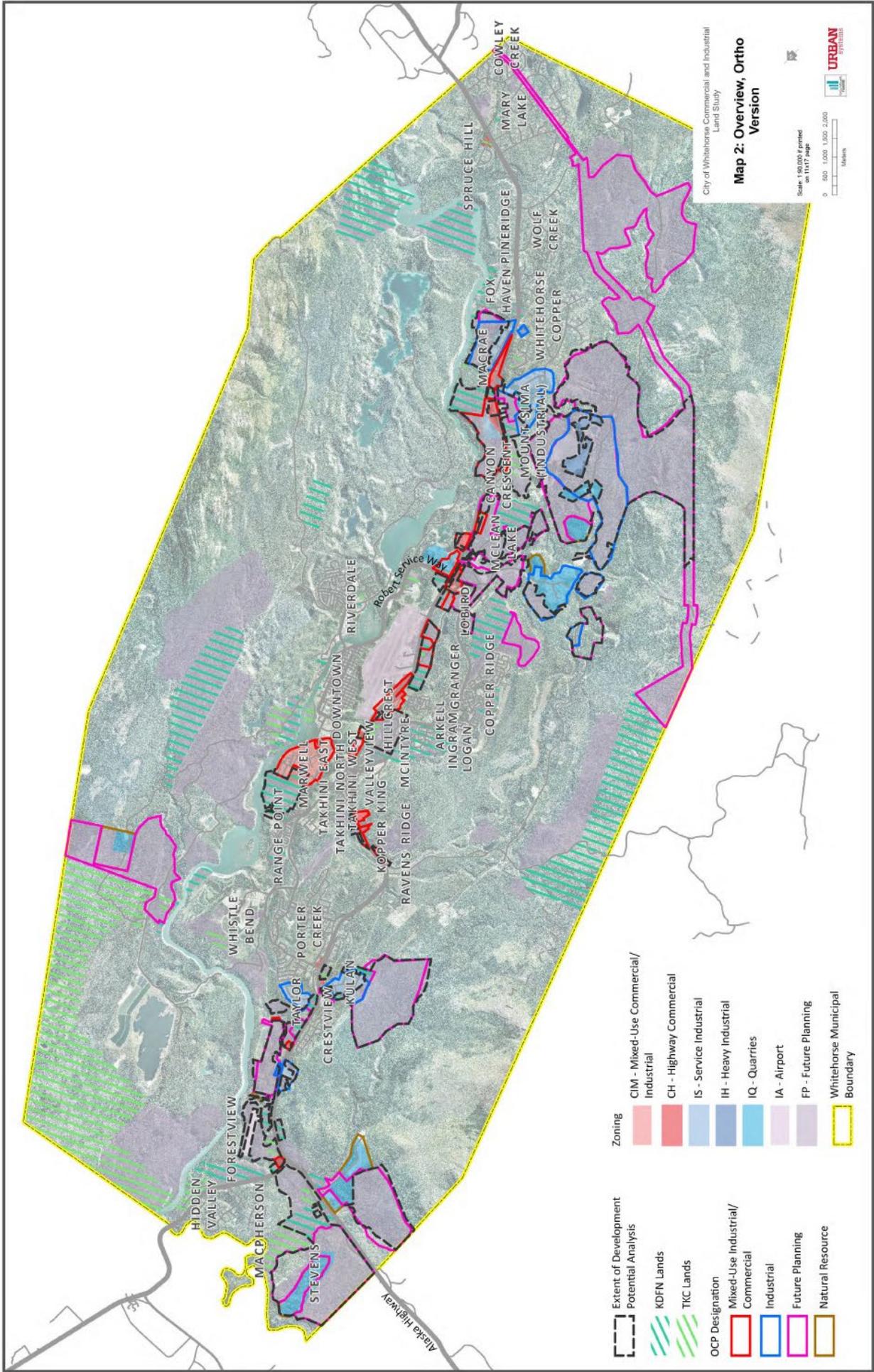
City of Whitehorse Commercial and Industrial Land Study

Map 1: Overview

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 0 500 1,000 1,500 2,000 Meters

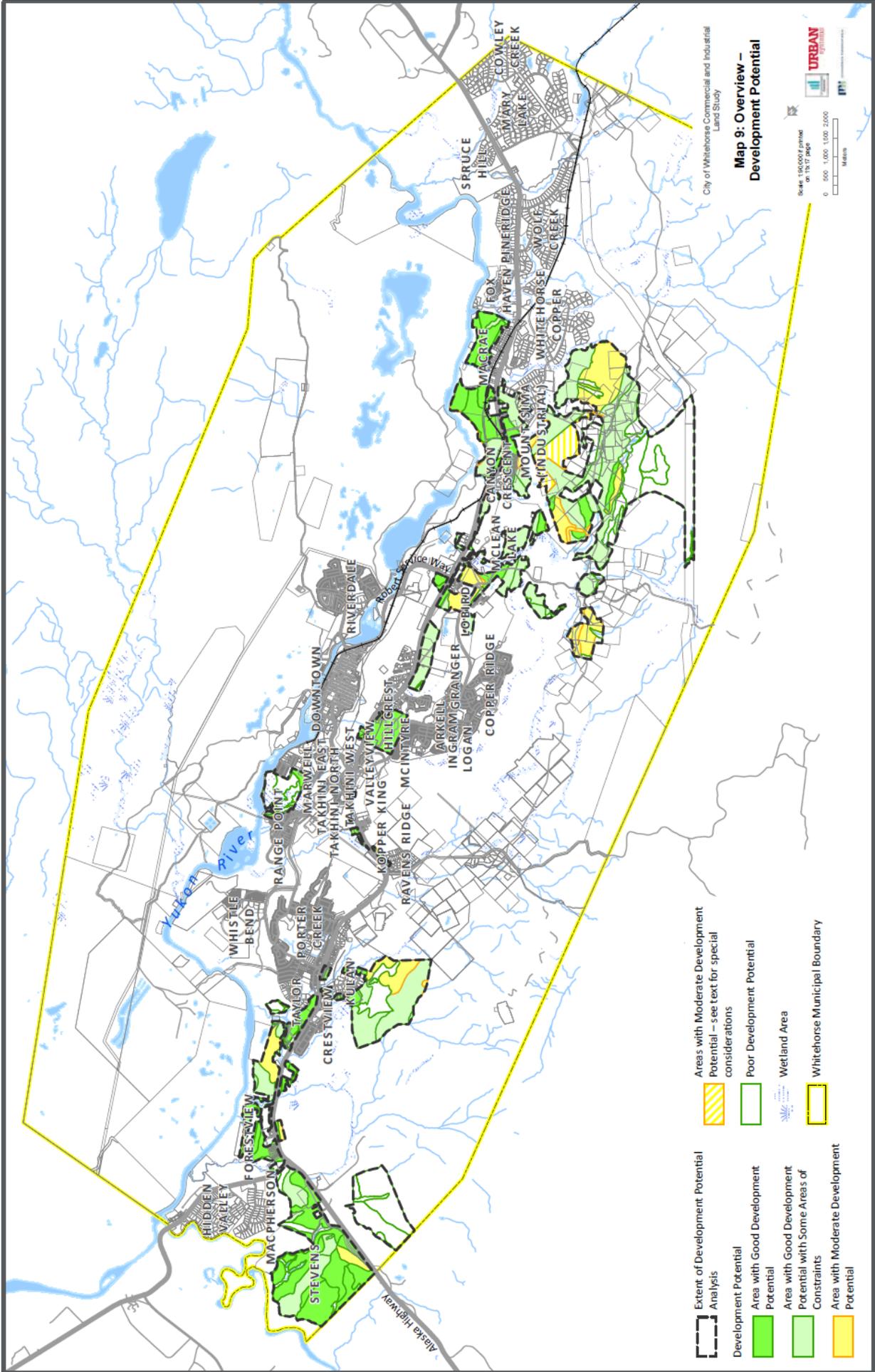


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|--|--|--|---------------------------------------|
| | Extent of Development Potential Analysis | | CIM - Mixed-Use Commercial/Industrial |
| | KDFN Lands | | CH - Highway Commercial |
| | TKC Lands | | IS - Service Industrial |
| | OCP Designation | | IH - Heavy Industrial |
| | Mixed-Use Industrial/Commercial | | IQ - Quarries |
| | Industrial | | IA - Airport |
| | Future Planning | | FP - Future Planning |
| | Natural Resource | | Whitehorse Municipal Boundary |



APPENDIX B

Development Potential Map



- Extent of Development Potential Analysis
- Area with Good Development Potential
- Area with Good Development Potential with Some Areas of Constraints
- Area with Moderate Development Potential
- Wetland Area
- Whitehorse Municipal Boundary
- Areas with Moderate Development Potential – see text for special considerations
- Poor Development Potential

**Map 9: Overview –
Development Potential**

City of Whitehorse Commercial and Industrial
Land Study

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Meters