



City of Whitehorse 2010 Official Community Plan



Revised June 29, 2018 - with amendments

Notice of Amendments

The following is a list of amendments to the Official Community Plan that have been adopted by City Council since this document was first published in October 2010. These amendments have been integrated into this edition.

1. New Policies:

- *Section 5.1 Land Management*
 - 5.1.4 (p. 42)
 - 5.1.5 (p. 42)
- *Section 7.4 Mixed-Use – Riverfront Land Use Designation*
 - 7.4.3 (p. 48)
- *Section 8.4 Land Remediation*
 - 8.4.4 (p. 55)
 - 8.4.5 (p. 55)
- *Section Schwatka Lake Float Plane Base*
 - 15.3.3 (p. 70)
- *Section 20.1 Universal Design*
 - 20.1.2 (p. 82)

2. Revised Policies:

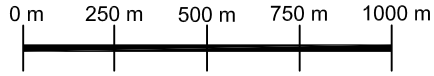
- *Section 1.3 Riparian, Wetland and Wildlife Areas*
 - 1.3.1 (p. 33)
- *Section 7.3 Residential – Downtown Land Use Designation*
 - 7.3.1 (p. 48)
 - 7.3.2 (p. 48)
- *Section 8.2 Industrial Buffers and Separation Distances*
 - 8.2.3 (p. 53)
- *Section 8.3 Natural Resource Extraction*
 - 8.3.7 (p. 54)
 - 8.3.8 (p. 54)
- *Section 15.3 Schwatka Lake Float Plane Base*
 - 15.3.1 (p. 70)
 - 15.3.2 (p. 70)
- *Section 18.1 Parks*
 - 18.1.3 (p. 74)

3. Deleted Policies:

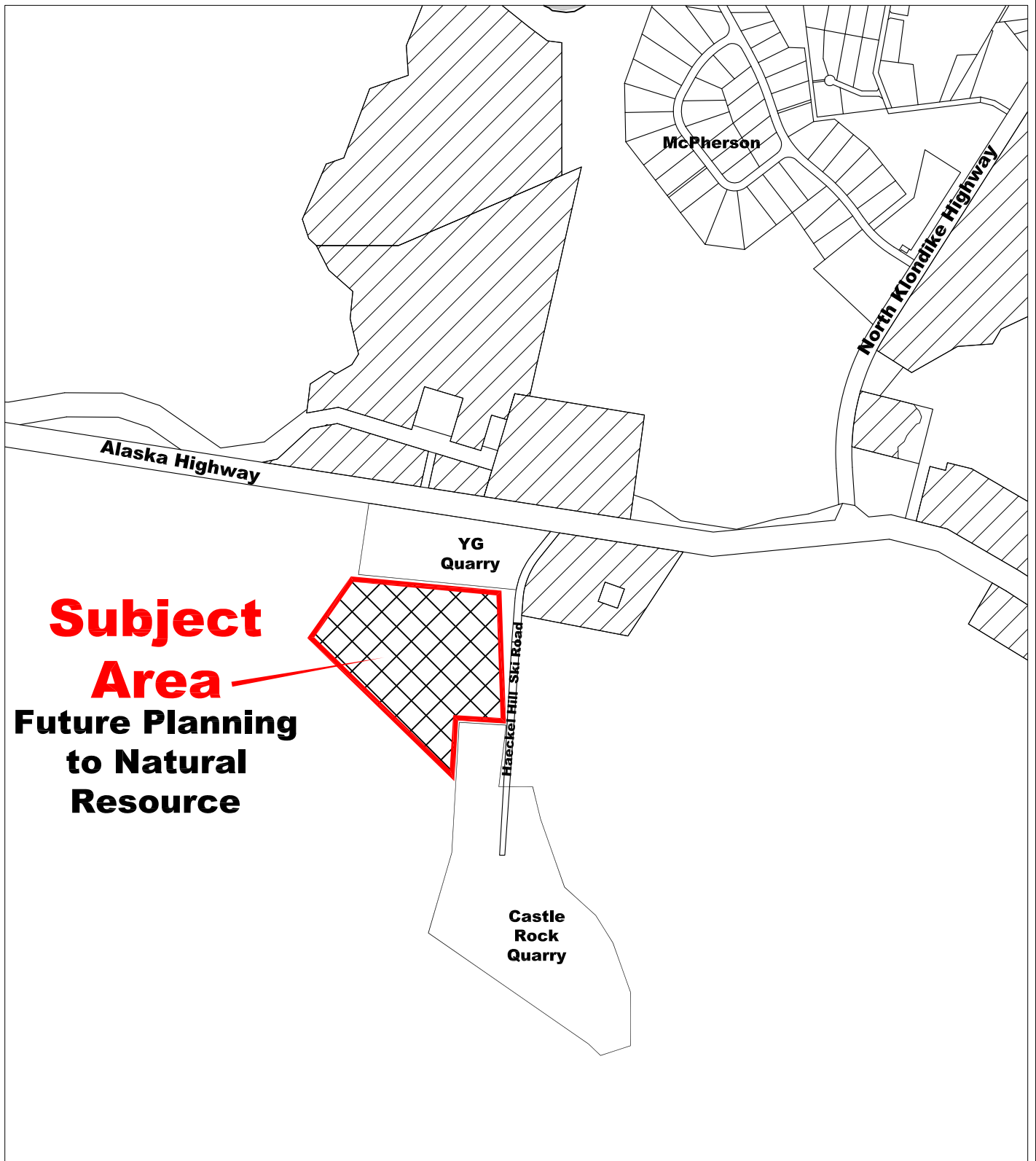
- *Section 10.4 Residential – Country Land Use Designation*
 - 10.4.6 (previous numbering)
- *Section 10.6 Residential – Urban Land Use Designation*

- 10.6.4 (*previous numbering*)
 - *Section 18.1 Parks*
 - 18.1.2 (*previous numbering*)
4. Glossary:
- "May" (p. 91)
5. Maps:
- *Map 1 - Green Space Network Plan*
 - 5 First Nation Lands parcels changed from green colours to Future Planning Areas colour
 - *Map 2 - Area Land Use Designations*
 - 5 parcels changed from Greenspace to KDFN Type 1 & 2 Lands notation
 - 1 parcel in Crestview changed from Commercial – Service designation to Residential – Urban designation
 - 1 parcel on Grey Mtn Rd changed from Greenspace to Public Utilities designation
 - 1 parcel (Cousins Airstrip) changed from Public Utilities designation to Public Service designation
 - 1 parcel (McIntyre neighbourhood) changed from KDFN Type 1 & 2 notation to Residential – Urban designation
 - 1 parcel near Whitehorse General Hospital changed from KDFN Type 1 & 2 notation to Public Service designation
 - 1 parcel on the Haeckel Hill Road changed from Future Planning designation to Natural Resource designation
 - 1 parcel (Cousins Airstrip Road) changed from Commercial – Service designation to Residential – Country designation
 - *Map 3 - Downtown Area Land Use Designations*
 - Spelling of Fourth Avenue and Mixed-Use corrected
 - 1 parcel on west end of Main Street changed from Public Service designation to Mixed-Use – Residential/Commercial designation
 - *Map 6 - Parks*
 - 3 First Nations parcels removed from Chadburn Lake Park outline on map; park area revised from 8,050 hectares to 7,550 hectares;
 - Spelling of MacRae corrected

The mapping appendices for amending bylaws approved since 2013 can be found on the following pages.





CITY OF WHITEHORSE
BYLAW 2015-14
APPENDIX 'A'



BYLAW 2015-14

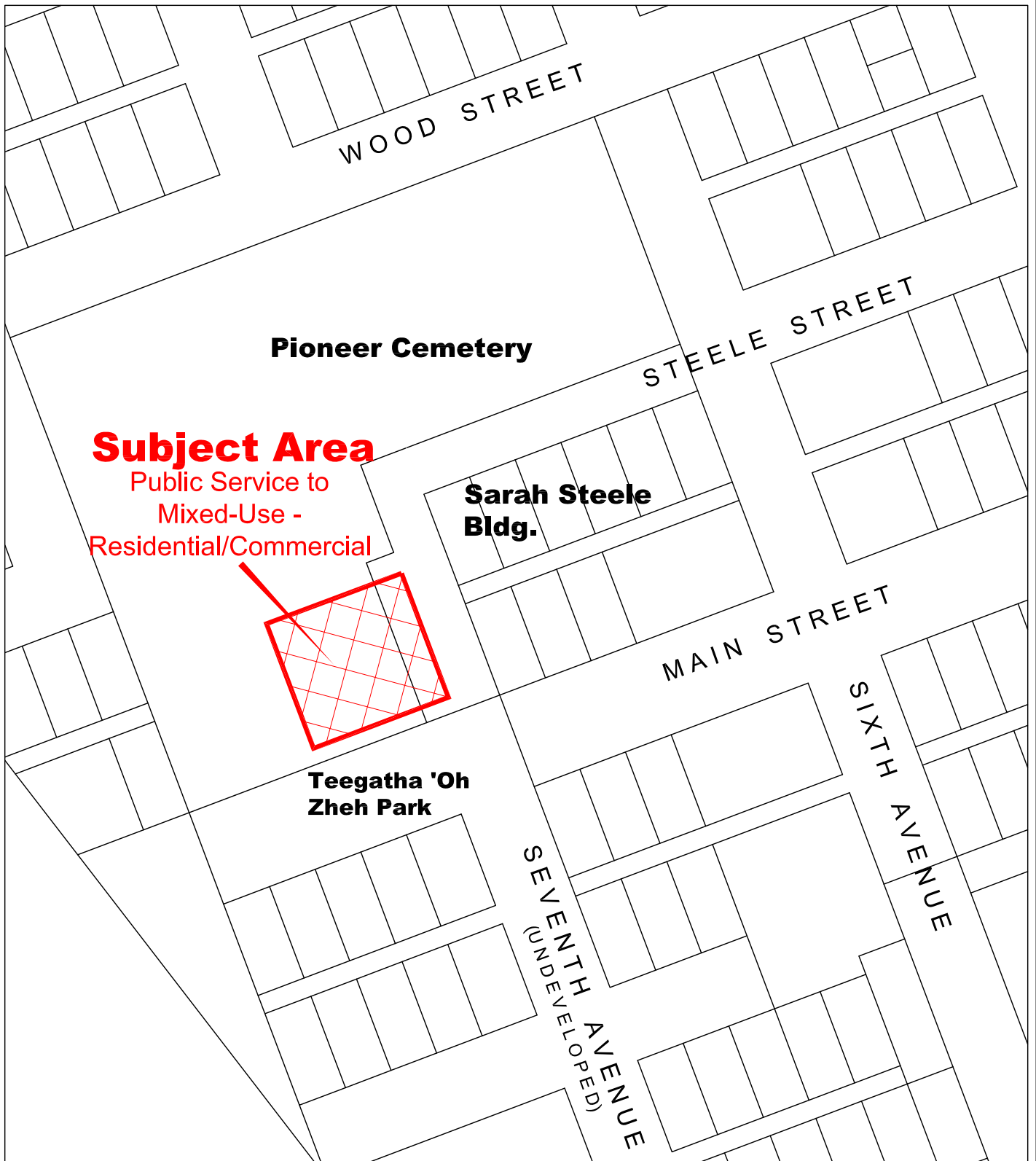
A Bylaw to amend the Official Community Plan to change the designation of an area, located near Haeckel Hill, to Natural Resource to facilitate a potential future quarry.

LEGEND

-  SUBJECT AREA
-  FIRST NATION LANDS




0 m 20 m 40 m 60 m



BYLAW 2015-14

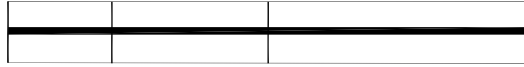
A Bylaw to amend the Official Community Plan to change Map 3 to show an approximately 1800 square metre site at the west end of Main Street as Mixed-Use - Residential/Commercial

LEGEND

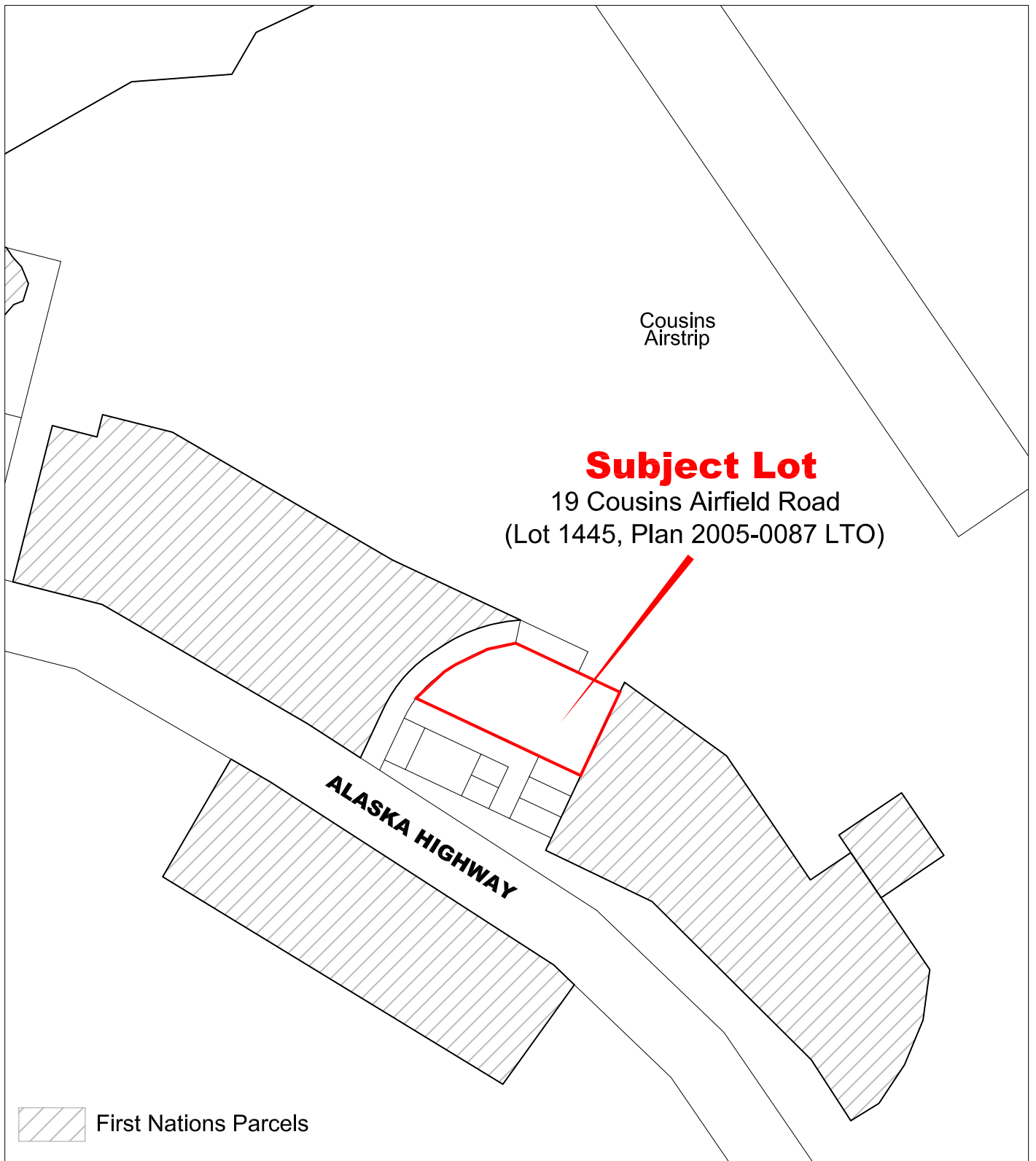
 SUBJECT AREA



0 m 100 m 250 m 500 m



CITY OF WHITEHORSE
BYLAW 2016-30
APPENDIX 'A'



BYLAW 2016-30

A Bylaw to amend the 2010 Official Community Plan (OCP) by changing a 2.5 ha parcel located at 19 Cousins Airfield Road from Commercial-Service to Residential-Country.

LEGEND


 SUBJECT AREA

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Part I: A Vision to a Plan



PLANNING TOGETHER

- 1 Introduction
- 2 Purpose of an OCP
- 3 A Vision for the City
- 4 The 2010 OCP Review Planning Process
- 5 The Community of Whitehorse
- 6 Implementing the Vision

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 development and conservation, through policies for residential and commercial development, industrial activity, transportation infrastructure, as well as environmental and recreational 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. Map boundaries as shown in this document should be used as a guide to assess development potential, the compatibility of intended uses, and potential impacts on the surrounding area. They should not be used in conjunction with detailed map features such as property lines.

2. Purpose of an OCP

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

“(1) An official community plan must address

(a) the future development and use of land in the municipality;

(b) the provision of municipal services and facilities;

(c) environmental matters in the municipality;

(d) the development of utility and transportation systems; and

(e) 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

In 2008, Whitehorse City Council adopted the Strategic Sustainability Plan (SSP), a demonstration of the City's commitment to sustainability. The SSP is the culmination of an extensive public engagement process, and aims to integrate sustainability into City operations and decision-making.

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 community values and develop a vision for the future. The results of this work have been adopted into the 2010 OCP as well.

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 Dün First Nation and the Ta'an Kwäch'än 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 seven values developed for the SSP link directly to the seven guiding principles that guide the SSP's implementation. Each principle is a theme for specific strategies and actions for the City. The relationship is likened to a tree, with principles as roots, strategies as branches, and actions as leaves. Figure 1 provides an illustration and listing of all of these.

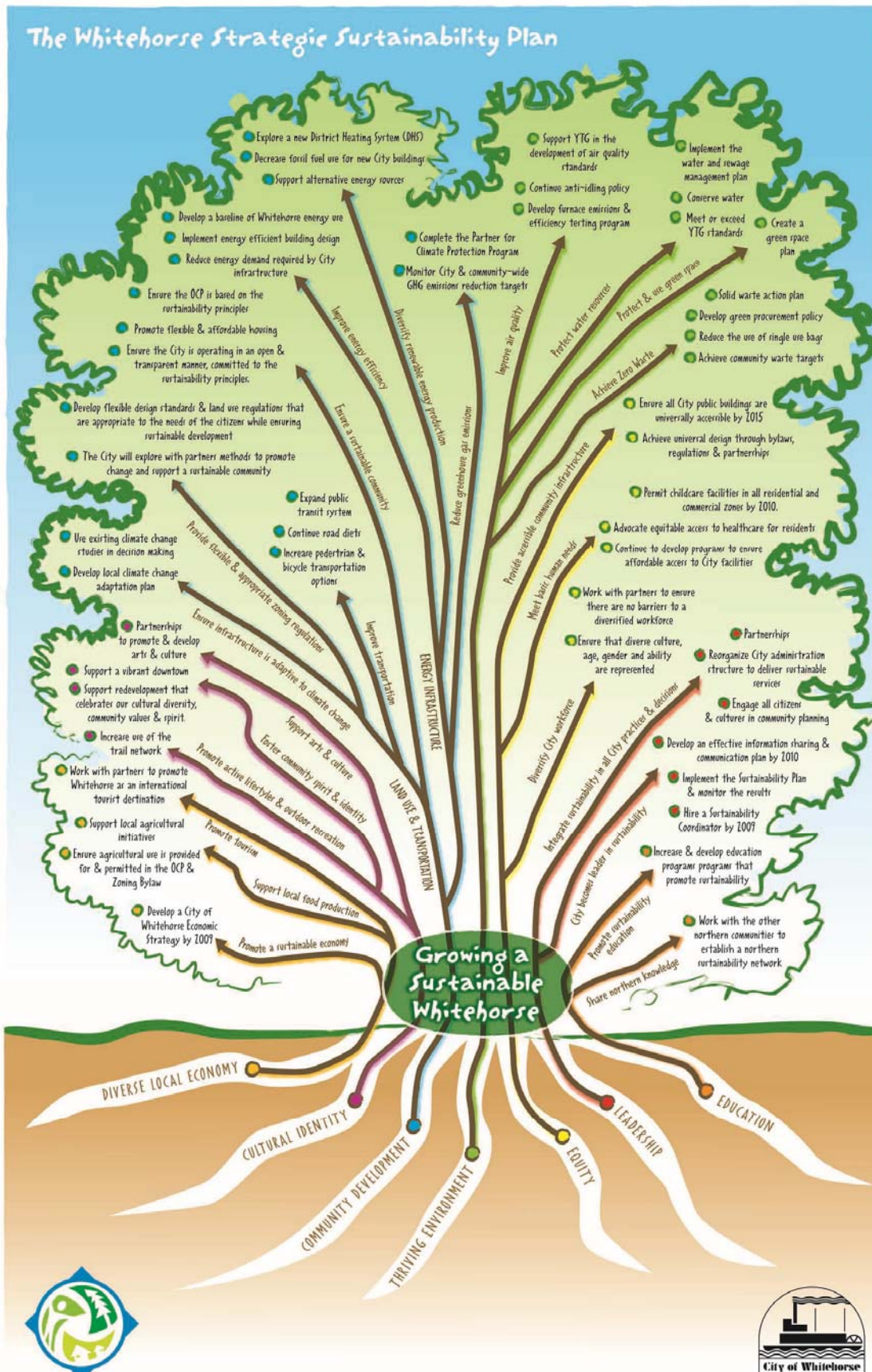


Figure 1: Tree illustration from the Whitehorse Strategic Sustainability Plan

By using the SSP as a framework for the 2010 OCP, all of the information and public participation of that process has been captured within the new OCP. The 2010 OCP has been organized based on the seven principles of the SSP. However, it should be noted that two of the principles, Education and Leadership, have been combined together for the OCP.

Part Two of the OCP, “Principles, Objectives and Policies”, organizes all OCP policies into these six guiding principles. All land use designations, found in Table 8 (see page 24), were organized to fit under the SSP principles. Additionally, the principles have been ordered based upon the priorities identified by participants at the Community Design Charrette.

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 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.

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.

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 cafés 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.

4.1 Phase I – Idea Gathering

Phase 1 included fifteen workshops, held in locations throughout all City neighbourhoods, during January and February of 2009. Community Associations as well as all City residents were invited to attend. At these workshops a short presentation was given to explain what an OCP is, as well as the 2010 review process. Attendees 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 various stakeholder groups in the City. Stakeholder groups included:

Artspace North Society	Utilities Consumers Group
BYTE – Bringing Youth Towards Equality	Whitehorse Chamber of Commerce
Downtown Urban Gardeners Society	Whitehorse Cross Country Ski Club
Ducks Unlimited	YESAB
Energy Solutions Centre	Yukon Arts Centre
Friends of McIntyre Creek	Yukon Bird Club
Great Northern Ski Society (Mt. Sima) Habitat for Humanity	Yukon College
Meadow Lakes Golf and Country Club	Yukon Conservation Society
Miles Canyon Historic Railway Society	Yukon Council on Aging
Mountain View Golf Course	Yukon Council on Disability
Northern Climate Exchange	Yukon Electrical Company Ltd/ATCO
Raven Recycling	Yukon Historical Museums Association
Recreation and Parks Association of the Yukon	Yukon Housing Corporation
Tourism Industry Association of the Yukon	Yukon Real Estate Association
	Yukon Tourism Education Council

Meetings were also held with both First Nation governments: Kwanlin Dün First Nation and the Ta'an Kwäch'än Council. Several other groups were contacted but no meeting was arranged due to lack of interest. Phase 1 culminated in an Open House where 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.

A workshop was then held in March 2009 to discuss the “big issue” topics that were determined from Phase One input. These were topics that were too complex to be dealt with via the questionnaire. The workshop narrowed down the list of topics to a top 10. In April 2009 three Community Cafés were held to discuss the resulting 10 big issue topics. Approximately 75 people participated in the Community Cafés. An Open House was held in May 2009 to present the results of the Community Cafés. The top 10 big issue topics 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

Following strong public input from Phases 1 and 2, the OCP process was then lengthened to allow for the creation of a Green Space Network Plan (Map 1) in the summer of 2009.

4.3 Phase 3 – Building the Plan

Starting in fall of 2009, the City reviewed all input received from Phases 1 and 2, including the Green Space Network Plan, and began to draft potential changes to the 2002 OCP. Potential changes were identified and organized into fifty-eight different categories, in order to help organize public comment. Draft policy and map amendments were made to incorporate these changes, and Draft 1 of the new OCP was presented to the public at an open house in February 2010. This open house was attended by over 200 people, and was followed by a public input period. The City received a total of 250 input submissions regarding Draft 1. All of the input that was received was reviewed, and numerous changes were integrated into a Draft 2 of the new OCP. The final version of the 2010 Official Community Plan was presented to Council on May 17th, 2010 and was formally adopted on October 12, 2010.

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 41,900 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 the Cowley Creek neighbourhood in the south to the MacPherson neighbourhood in the north. The Downtown, which is situated almost in the geographic centre of the municipality, acts as a nucleus due to its concentration of employment opportunities, retail and commerce, and its diverse mix of land uses and activities. There are many remnants throughout the Downtown and nearby neighbourhoods that illustrate Whitehorse as both a traditional territory for Yukon First Nations, a hub for the Klondike Gold Rush, and as a base for the American Army during construction of the Alaska Highway.

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 Dün First Nation, based in the McIntyre neighbourhood 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 Kwäch'än Council, who separated from the Kwanlin Dün First Nation in 1998, are affiliated with the Southern Tutchone Tribal Council and have members who are Southern Tutchone and Tagish. The Ta'an Kwäch'än 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 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

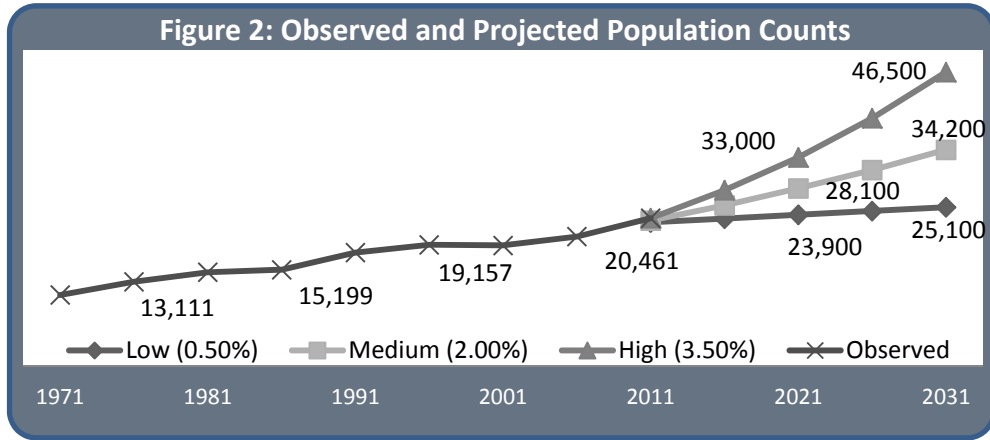
During the first part of the 20th Century, the movement of people in and out of Whitehorse tended to be quite high. This was largely due to the Whitehorse economy reacting to fluctuations in the mining industry and highway construction. Over the past 50 years, the population stabilized as Whitehorse 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. The high rate of 3.5% is the same rate as the highest recently recorded growth rate recorded in 2008. The medium rate of 2.0% is halfway between these two rates, and close to the average recent growth rate of 2.5%, recorded between 2004 and 2009 (Yukon Bureau of Statistics). Table 1 and Figure 2 demonstrate the results of the three growth rates.

Table 1: Rates of Growth

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

Figure 2 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 2 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:

Table 2: Housing Predictions Based on Population Growth

Growth Rate	New Housing Units Required Between 2006 and 2031	New Homes per Year (average)
High	9000	450
Medium	4500	225
Low	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.

Home Ownership Rate	As the rate of homeownership increases (more homeowners and fewer renters), housing demand will also increase.
Average Household Income	As average household incomes increase, housing demand will also increase.
Age Distribution	As the size of the home age buying population cohort increases, housing demand will also increase.
Population Growth	If the size of the home age buying population cohort increases, housing demand will also increase.
Housing Density	As the number of persons per dwelling decreases, housing demand will increase.
Mobility	As mobility rates decline (the population is more stable), housing demand is more likely to increase.
Housing Prices	As housing prices increase, housing demand will decrease.
Mortgage Rates	As mortgage (interest) rates increase, housing demand will decrease.
Housing Affordability	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 4.

Average Household Income	↑	Census data indicates that average household incomes (unadjusted for inflation) for Whitehorse homeowners have increased steadily over the last 15 years, rising by 35% from \$68,380 in 1991 to \$92,308 in 2006.
Home Ownership Rate	↑	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.
Age Distribution	—	The baby boom cohort, comprised of individuals born between 1946 and 1964, form the largest age cohort. 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.
Housing Density	↓	Number of residents per dwelling in Whitehorse declined by 15% (from 2.92 to 2.47) between 1986 and 2006. As housing density declines, more dwelling units are required to shelter the same number of people.
Population Growth	↑	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) in 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.

Mobility	↓	Whitehorse’s population has become significantly more stable since 1981. In 1981 only 57% Whitehorse residents reported being a resident in Whitehorse during the 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.
Housing Prices	↑	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.
Mortgage Rates	↓	From 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 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.
Housing Affordability	—	Housing prices in Whitehorse have steadily increased over the last decade. The average sale price of a 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 Government, the Federal Government (including a number of departments and agencies), the Council of First Nations and two First Nations governments 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 5: Percentage of Labour Force by Industry, Whitehorse and Canada

Industry	Whitehorse	Canada
Manufacturing	2%	12%
Construction	7%	6%
Transportation and Warehousing	4%	5%
Telecommunications	2%	1%
Retail Trade	11%	11%
Finance and Insurance	2%	4%
Government Service (Public Administration)	26%	8%
Educational Services	6%	7%
Healthcare and Social Assistance	10%	10%
Accommodation and Food Services	8%	7%
Other Service Industries	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. The volatility of the mining industry has had implications for the Whitehorse economy based on its 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, theatres, golf courses, 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 Yukon Beringia Interpretive Centre, the SS Klondike National Historic Site, and at several other heritage sites.

6. Implementing the Vision

Green space is highly valued as part of the vision for the City of Whitehorse and its residents. As such, this plan reserves 65% of land within the City boundary for green space. Through the combination of the strong value placed on easily accessible green space, 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, support active transportation, and is a mitigative and adaptive strategy for climate change.

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 several OCP policies, notably 5.1.3 and 10.7.1. The current UCB contains approximately 13% 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 or delays the consumption and fragmentation of rural areas
- allows for better support for 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 were 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 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 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 the 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. Tables 3 and 4 discuss factors that will influence the overall future housing demand in Whitehorse. Factors such as an aging demographic, 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 greater, 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 2,800 hectares of land currently devoted to neighbourhood development. 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 green space 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 green spaces. 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 green spaces 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 an expansion of

Raven's Ridge and Cousins Airpark. 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 for low density large lot development.

Additionally, green space retention, important recreation areas, wildlife habitat, and movement corridors within the City are important to the vision developed by residents and thus need to be protected. Therefore, large potentially developable areas, such as the Mt McIntyre Recreation Area, have been protected as green space 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 was 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 2, 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 available. Starting in approximately 2003, demand for housing in Whitehorse began to increase, and the previously built-up supply of housing became depleted. 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. Figure 3 shows the change in average cost of a single family home as compared to housing starts.

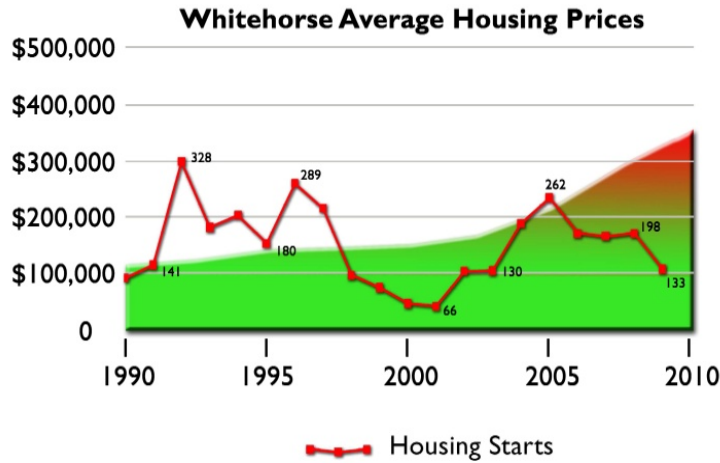


Figure 3 – Whitehorse Average Housing Prices

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, or areas within the UCB prove to be undevelopable, expansion of the UCB may be necessary, as shown in Figure 4. UCB expansion areas are shown on Map 5.

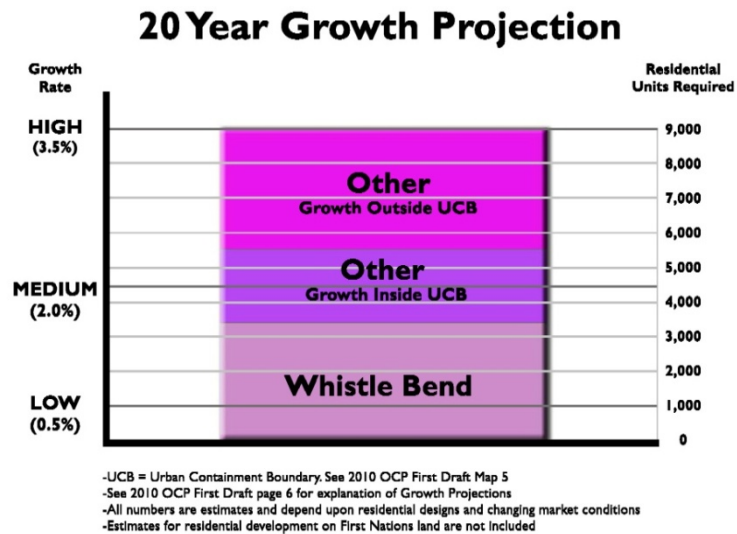


Figure 4 – 20 Year Growth Projection

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 6 shows a list of new residential development areas that are expected to meet the residential growth rates outlined in Table 1. These areas are shown on Map 5.

Table 6: New Residential Development Areas	
Area	Comment/Issues
Whistle Bend	Eight phases of development are anticipated to provide for a significant amount of housing demand for the 20 year timeframe of this OCP.
Porter Creek “D” (Extension)	Area was shown in 2002 OCP, consultation started in 2005 but due to delays and overall housing demand, process was put on hold until after Whistle Bend completed.
South of Copper Ridge / Lobird area	Non-public land in these areas has been designated Residential – Urban in this OCP, with remaining public land designated as Future Planning. Water and sewer servicing would need to be extended.
McLean Creek area	These areas have been designated Future Planning in this OCP. If a high growth rate occurs, the UCB will need to be expanded, and urban growth will need to occur in these areas.
Along Long Lake Road	These areas have been designated Future Planning in this OCP. Even at high growth rates, it is not anticipated that growth will need to occur here for at least 20 years. An additional bridge would be required.

Table 7: Redevelopment and Infill Areas	
Area	Comment/Issues
Downtown Housing Redevelopment	Significant pieces of underdeveloped land are found throughout Downtown. Several policies in OCP support additional housing development in the Downtown area.
Infill Areas within existing neighbourhoods	Numerous separate areas for potential “infill” development are shown on Map 5. Policies relating to these locations are found in Section 10.8.

Non-public land within the UCB is also shown on Map 5. The Tank Farm area, which includes both the former White Pass Tank Farm as well as three other adjacent non-public 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 Dün 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. 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 Land Use Designations

The OCP is implemented through a series of Land Use Designations which dictate the type of land use that is permitted in a specific area. Land Use Designations set broad policies regarding the development of land within the City, which are implemented through the Zoning Bylaw. Table 8 below lists the Land Use Designations found in this document, and gives a brief explanation on the intent of each Designation.

Agriculture	To accommodate non-soil-based agricultural land uses and to permit a broad range of complementary activities.
Commercial – Downtown	To encourage commercial activities that are primarily pedestrian oriented in a highly urban environment.
Commercial – Service	To allow commercial activities that are primarily automobile oriented. When located along the Highway uses are expected to be of a smaller scale.
Environmentally Sensitive Areas	To protect areas of environmental sensitivity including wildlife habitat, riparian areas, wetlands, other water bodies, and steep slopes.
Future Planning	To provide for areas set aside for future planning that exceed the timeframe of the OCP.
Green “Connections” Areas	To create natural connections between Environmentally Sensitive Areas and Recreation Areas throughout the City.
Industrial	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 and appropriate buffers would be provided to minimize impacts.
KDFN Type 1 & 2 Lands	To show Type 1 & 2 Settlement Lands that are not subject to the OCP as set out in the KDFN Final Agreement.

Mixed-Use – Industrial/Commercial	To encourage a mix of service commercial and service industrial activities. This includes low level industrial activities in Marwell and commercial activities along the Highway.
Mixed-Use – Residential/Commercial	To allow a mix of multi-family residential and commercial-based activities in an urban environment. This includes the areas adjacent to the Downtown core, as well as neighbourhood-level commercial centres within new and existing neighbourhoods.
Mixed-Use – Riverfront	To encourage a mix of multi-family residential, commercial, institutional, and park activities compatible with the Yukon River frontage.
Natural Resource	To allow resource extraction and related activities away from existing and future residential neighbourhoods.
Public Service	To provide for major public and semi-public uses such as airport facilities, major indoor recreation facilities, educational institutions, correctional facilities and Government funded, owned, or operated residential uses.
Public Utilities	To provide for major public utilities such as landfills, sewage lagoons, and water reservoirs.
Recreation Areas	To protect areas of high recreational value including primary trail routes as shown in the Trail Inventory, active outdoor recreation areas, and commercial recreation areas.
Residential – Country	To permit larger residential lots that do not rely on municipal water and sewer services. Subject to proper zoning, schools, parks, churches, community halls, and minor commercial activities may also be permitted.
Residential – Downtown	To preserve the unique housing character of the downtown neighbourhood of Old Town.
Residential – Urban	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 also be permitted.

6.8 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.

1. 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 and other orders of Government 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.

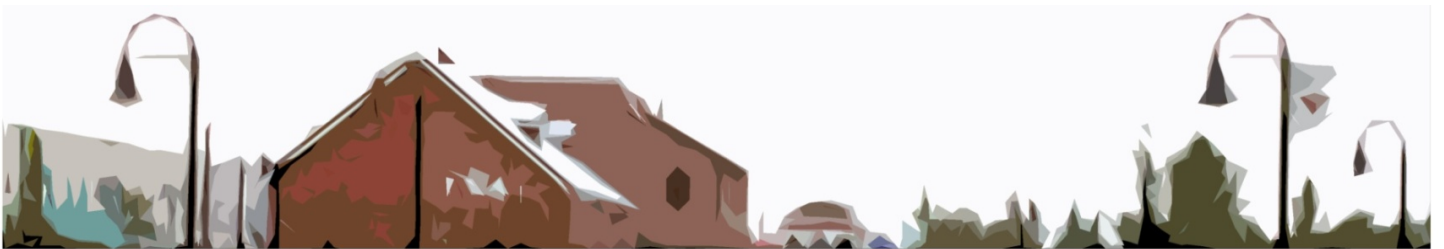
Listed below is an overview of the supplemental actions necessary to achieve implementation of the OCP. Once completed, these studies, plans and bylaws will form the basis for policies that Council will consider for future inclusion in the OCP. This list should be envisioned as an

overview of the more significant implementation actions, and is not intended as an exhaustive reference to all actions required.

- **Active Transportation Map:** Create a map of current and future Active Transportation trails and routes for the urban area of the City.
- **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.
- **Energy Plan and Strategy:** Identify potential energy efficiency and conservation measures, improve energy management, and reduce greenhouse gas emissions in City operations.
- **Future Planning Areas:** For areas in the Future Planning Land Use designation, the City shall prepare detailed planning studies which will include detailed site analysis and identification of the most suitable land uses for these areas. Planning shall include public consultation, with special consideration given to working with local residents.
- **Gravel Supply:** Negotiate with the Yukon 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.
- **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.
- **Infill Housing:** Promote infill housing in suitable areas to be phased-in over a long-term period. Public consultation and involvement in the planning process will be required prior to development.
- **Interpretive Signage:** Consider the development of interpretive programming, in partnership with First Nations, Yukon Government and other agencies, for such areas as Marwell Flats, Whitehorse Rapids and Fishway, Downtown Riverfront Walkway and natural features along the Yukon River Corridor. The development of interpretive plans prior to implementing signage is highly encouraged.
- **Schwatka Lake:** Prepare a Schwatka Lake Management Plan that includes improved operating procedures to reduce the risk of fuel spills and other contamination, the reorganization of dock locations, the location of recreational facilities and an analysis of appropriate land and water uses.
- **Sustainability Monitoring Plan:** Prepare a monitoring plan to track progress on the Strategic Sustainability Plan, the Local Action Plan for Climate Change, and the Energy Plan. The Plan should also include a public engagement piece to convey the information to the public.
- **Takhini/Range Road Planning Study:** Prepare a planning study that includes a review of housing conditions, an examination of potential for housing redevelopment, and possible improvements to the Northland and Takhini Mobile Home Parks.

- **Update Zoning Bylaw:** Complete a thorough review of the current Zoning Bylaw to ensure that policy actions and recommendations can be achieved.
- **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 after remediation.

Part 2: Principles, Objectives and Policies



PLANNING TOGETHER

- 1 Thriving Environment
- 2 Community Development
- 3 Diverse Local Economy
- 4 Cultural Identity
- 5 Equity
- 6 Leadership and Education

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

Objective 2: Achieve Zero Waste

Objective 3: Protect Water Resources

Objective 4: Improve Air Quality

Objective 1: Protect and Use Green Space

1.1 Environmentally Sensitive Areas Land Use Designation

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 habitat, rivers, streams, and water bodies, forested and exposed slopes, escarpments, and highly sensitive sites. The purpose of the Green Space Network Plan is to protect and maintain the integrity of sensitive ecosystems, encourage ecosystem connectivity, provide outdoor recreation opportunities throughout the City, and promote compact development. Table 9 shows the divisions of protection used in the Green Space Network Plan.

Table 9: Green Space Network Plan Terminology	
Environmentally Sensitive Areas	Recreation Areas
Primary:	
<p>Environmental Protection</p> <ul style="list-style-type: none"> • Areas determined to have high wildlife values and high environmental sensitivity, where protection of natural areas, wildlife habitat, and ecological values is ensured • Minimal disturbance, development or human intervention permitted • Community enjoyment of these areas is encouraged • Activities such as (natural surface) trails, interpretation and signage, research, and education are permitted 	<p>City-Wide Recreation</p> <ul style="list-style-type: none"> • Areas defined and developed primarily for recreation and that are highly valued by residents • Development related to recreational pursuits will be encouraged
Supporting:	
<p>Environmental Support</p> <ul style="list-style-type: none"> • Important natural areas that support ecological integrity within areas of high wildlife values and high environmental sensitivity 	<p>Local Recreation</p> <ul style="list-style-type: none"> • Neighbourhood-based and defined, including neighbourhood trails and buffers • Development related to recreation activities is allowed - such as trails, signage and interpretation
Green “Connections” Areas	
<p>Areas that have not been identified to have high wildlife values or environmental sensitivity but link areas of recreational significance and ecological importance</p>	

- 1.1.1 Environmentally sensitive areas (primarily shown on Map 1), such as significant wildlife corridors and important water bodies, are found throughout the City and their protection is a priority. Every effort shall be made to preserve these areas through limiting disturbance, promoting compact development, and ensuring connectivity between significant areas. Proposed development or activities that may impact the ecology of these areas shall be examined through comprehensive planning processes. It is also recognized that development may need to cross these corridors. Mitigative measures shall be taken to ensure impact to wildlife is kept to a minimum.
- 1.1.2 Future community development shall be directed away from lands that have unstable slopes, poor soil permeability, high water tables, ground water seepage, flooding susceptibility, bedrock, critical wildlife habitat, or areas with significant flora and fauna. Where bedrock is encountered, preventive measures shall be taken to prevent damage to nearby development.
- 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 erodible and unstable soils.
- 1.1.4 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 erodible and unstable soils. Where routes have the potential to impact wetlands, appropriate mitigative measures shall be followed.
- 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.
- 1.1.6 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.

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.

- 1.2.1 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%.
- 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 viewpoints.
- 1.2.3 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.

I.3 Riparian, Wetland 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. This study was then updated in 2004 to cover all areas within City limits. These areas are considered inappropriate for development except for trail access. Most significant wildlife areas are found adjacent to 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 1 generally reflects a 30-metre riparian setback adjacent to both sides of 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, and ensure flexibility in the landscape to adjust to change. However, it is also recognized that these areas can provide important educational and interpretive opportunities.

- I.3.1 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. where the riparian area is adjacent to or crosses privately owned land; (*Bylaw 2013-02 passed May 13, 2013*)
 - c. businesses that utilize waterbody access as part of their business;
 - d. non-motorized trails; and
 - e. where trail, utility or road access for development is proposed to 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.

- I.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.
- I.3.3 The 30-metre riparian setback may be increased for areas identified in conservation studies as having high capability for wildlife habitat.
- I.3.4 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.
- I.3.5 Wetlands are important to maintain diversity, water quality, and water quantity within city limits to help maintain the overall health of our green spaces. All future development will strive to reduce impacts on wetlands during development planning phases. Where proposed development may negatively impact wetlands, the following actions shall be considered the priority for mitigation:
1. Avoidance of wetlands.
 2. Minimize the effects to wetlands; and
 3. Compensate for the loss by restoring other degraded wetlands or riparian areas.

- I.3.6 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.
- I.3.7 Suitable wildlife viewing areas are permitted at strategic locations with an emphasis on wildlife study and interpretation. Such interpretive areas should be adequately signed, 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.
- I.3.8 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.
- I.3.9 Watercourse alterations or crossings for trails shall not be permitted without an environmental assessment and applicable regulatory approvals.
- I.3.10 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.
- I.3.11 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.

I.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 orders 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.

- I.4.1 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.
- I.4.2 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.
- I.4.3 The City shall work with other orders of Government to maintain awareness of wildfire hazards and, where feasible, aid local residents in clearing areas that are susceptible to a wildfire.

- 1.4.4 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 firefighting 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.

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 green space and recreation. As such, the historical practice of mineral staking is at odds with the call to protect recreation areas and sensitive green spaces.

- 1.5.1 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.

1.6 Climate Change

An important asset of the boreal forests and wetlands within and around Whitehorse is their ability to sequester and store carbon emissions. Such intact ecosystems play a critical role in confronting climate change. Preserving Whitehorse's green spaces ensures the ability of the trees, soil and peat to store carbon, while also producing oxygen. Canada's boreal forest soil and peatlands form the largest terrestrial carbon storehouse on the planet.

- 1.6.1 The City recognizes the importance of ecosystems and will aim to preserve and protect such spaces. When development is proposed mitigative measures shall be taken to ensure impact to ecosystems is kept to a minimum.

Objective 2: Achieve Zero Waste

2.1 Waste Management

The City owns and operates the landfill and surrounding land located west of the Alaska Highway and south of the Kulan industrial area. The landfill life-span is projected to be 25 years, including new cell development and maintenance of a 500 meter buffer from adjacent residential land. A Solid Waste Management Plan (2003-2013) outlines the acceptable practices and procedures under the Environment Act (Yukon Government) in accordance with the Solid Waste, Ozone Depleting Substances, Designated Materials and Hazardous Waste Regulations. A weight-based tipping fee is charged on all bulk materials entering the landfill; per item tipping fees apply to specific items. Tipping fees are reviewed and adjusted according to full cost accounting principles. In 2009, the City landfill became a regional landfill with the signing of a

memorandum of agreement with Yukon Government to accept and dispose of waste transferred from outlying communities.

The City collects waste from 5,000 urban household curbsides. In 2002 the City initiated an alternate week collection program, collecting garbage one week and compostables the following week. In 2009 the curbside collection system was improved to include dual carts for every curbside household and trucks with semi-automatic collection. The compostables are processed at the central composting site located at the landfill, with the desired outcome being quality compost. The 2009 diversion rate for curbside collection was 42%.

In 2009, 19,289 Tonnes of waste were landfilled in Whitehorse (1,597 Tonnes curbside; 11,502 Tonnes industrial, commercial, institutional and dropped off; 1,033 Tonnes from outlying communities; 5,157 Tonnes of construction and demolition waste). 1,828 Tonnes were composted, while 10 Tonnes of E-waste and 39,000 tires were recycled. Local recycling organizations recycled an additional 2,200 Tonnes of materials.

The new City waste target is to achieve zero waste. A waste audit conducted in 2009/2010 will provide valuable quantitative and compositional data to inform future waste diversion opportunities and potential. Public education and market research will continue to be cornerstones of a successful waste management program.

- 2.1.1 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.
- 2.1.2 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.
- 2.1.3 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.
- 2.1.4 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.
- 2.1.5 The City shall support and encourage businesses and institutions to set-up and maintain a waste diversion program.

2.2 Green Procurement

Green procurement requires taking a strategic approach towards the purchasing of items required as part of City operations. By analyzing the full life cycle cost of a product, the overall negative impact on the environment can be reduced. The end result can be a net reduction in waste generated, even if the impact is not local.

- 2.2.1 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.

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.

- 3.1.1 Sources of ground water pollution shall be controlled and mitigated by authorities having the appropriate jurisdiction, and methods of control may include appropriate regulation and public education.
- 3.1.2 Aquifer recharge areas may be identified as part of an overall plan to protect ground water sources and prevent potentially harmful development.
- 3.1.3 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.

3.2 Storm Drainage

The City's storm sewer system is made up of a series of independent systems that drain into local streams or wetlands, with all drainage eventually reaching the Yukon River. Surface and storm drainage can be dealt with by using natural vegetation, "rain gardens" or settling ponds. Each of these measures helps reduce the total amount of silt and contamination that reaches our streams, rivers, and other water bodies.

- 3.2.1 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.
- 3.2.2 The construction of a storm drainage system for all new development and/or subdivision proposals shall be required before improvements or pavement of streets or parking lots proceed.
- 3.2.3 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.

3.3 Municipal Water and Sewer System

The water supply system for the City of Whitehorse is a complex multi-pressure zone system consisting of multiple distinct metered service areas. Reservoirs are located in Riverdale, Valleyview, Kulan, and Copper Ridge. The City of Whitehorse obtains its water from groundwater sources via a system of wells. A number of pressure boosting and pressure-reducing stations work with the storage reservoirs to regulate water pressure in the various supply zones. Wastewater removal service is provided to urban areas via a system of gravity sewers and lift stations (four major, five minor).

There are two independent systems, which are serviced by the Livingstone 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 Livingstone Trail sewage lagoons. The Porter Creek sewer system is discontinued whereas the Old Whitehorse sewage lagoon is only used for emergency purposes.

- 3.3.1 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.
- 3.3.2 Best practice methodologies will be followed in order to protect current and future water well supply, quality and quantity. This shall include the development of a well head protection management plan.

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.

- 4.1.1 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.
- 4.1.2 The City will work with other orders of Government, the public, and the business communities to ensure that sources of air pollution are appropriately controlled and negative impacts are mitigated. Methods of control may include appropriate regulation and public education.
- 4.1.3 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.

- 4.1.4 The City will continue to work with the Yukon Government to ensure current air quality standards are met, and for the development of new air quality standards if required.
- 4.1.5 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.
- 4.1.6 The City will consider vehicle emissions and fuel efficiency when obtaining additions or replacements for fleet vehicles.

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

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

Objective 7: Support a Vibrant Downtown

Objective 8: Provide Land for Industrial Development

Objective 9: Provide Land for Institutional Development

Objective 10: Provide Land for Residential Development

Objective 11: Set Aside Land for Future Sustainable Development

Objective 12: Improve Transportation

Objective 13: Ensure Sustainable Utility Infrastructure

Objective 14: Improve Energy Efficiency

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 Kwanlin Dün First Nation (KDFN) 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 KDFN 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 land: KDFN will be able to exercise all of its self-government powers on settlement land that is Type 1. This includes “The Old Village” (Lot 226), located in present-day Marwell.

Type 2 land: 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, however, KDFN continues to engage in a planning process to determine appropriate uses for this land. 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. Some type 2 lands are shown with OCP Area Land Use Designations on Map 2, although the majority are undesignated.

Type 3 land: A small number of settlement land parcels are Type 3. These are within existing neighbourhoods 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, 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 is best for the City as a whole.

- 5.1.1 Official Community Plan area land use 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.
- 5.1.2 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.
- 5.1.3 The City shall promote a city-wide compact development pattern to ensure existing infrastructure is used most efficiently; development is oriented towards transit and active transportation; large wilderness spaces outside of urban areas are preserved for as long as possible, and as a mitigative and adaptive strategy to confront climate change.
- 5.1.4 All new lots within the Urban Containment Boundary should connect to municipal services where available. It is recognized that there are existing properties that do not have direct access to municipal water and sewer infrastructure. New development, including subdivision, may be accommodated through zoning for these properties, provided that alternate servicing is proven to be feasible. *(Bylaw 2013-02 passed May 13, 2013)*
- 5.1.5 In an effort to provide adequate lot area for onsite servicing, the minimum size for lots located outside of the Urban Containment Boundary, shown on Map 5, is 1.0 ha for residential designations and 0.5 ha for all other designations. A decrease in minimum lot size may be contemplated at such a time when municipal services become available. Development of new neighbourhoods may occur with lot sizes no smaller than 0.5 ha so long as adequate demonstration is given of capacity for long-term on-site servicing. Further establishment of lot sizes under 1.0 ha shall not be contemplated in existing neighbourhoods. *(Bylaw 2013-04 passed May 13, 2013)*
- 5.1.6 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.
- 5.1.7 The City of Whitehorse shall continue to foster and promote positive communications with the Kwanlin Dün First Nation and the Ta'an Kwäch'än Council on land use issues in the Whitehorse area.
- 5.1.8 As planning for First Nation Lands occurs, amendments to the Official Community Plan may be required. Kwanlin Dün 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.
- 5.1.9 First Nations shall be notified of development that is near Settlement Land. Council shall consider concerns received from First Nation governments.
- 5.1.10 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.
- 5.1.11 Consideration may be given to redevelopment incentives to encourage development on under-utilized properties. Incentives may include density bonuses, redevelopment districts with special zoning or development conditions, discounted tipping fees, tax reduction, and decreased parking requirements. Disincentives may also be used to encourage redevelopment.

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 commercial - service 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 commercial service uses situated near the base of Two Mile Hill rather than in alternative locations such as the Alaska Highway.

- 6.1.1 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.

6.2 Mixed-Use – Industrial/Commercial Land Use 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.

- 6.2.1 The Mixed-Use – Industrial/Commercial designation shall encourage a mix of service commercial and service industrial activities.
- 6.2.2 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.

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 Dün 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 Downtown and the 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.

- 6.3.1 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.
- 6.3.2 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.
- 6.3.3 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.
- 6.3.4 The Marwell Flats includes the old Canol Refinery site, industrial and commercial uses, in addition to Kwanlin Dün 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.
- 6.3.5 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 cleanup of contaminated sites in the area.

6.4 Land Use Adjacent to Highways

Mixed-Use – Industrial/Commercial nodes along the Alaska Highway provide 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. See also section 12.3 – Highway Transportation and Landscaping.

- 6.4.1 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.
- 6.4.2 Development in Mixed-Use – Industrial/Commercial designations along the Alaska Highway shall generally consist of uses that are contained within buildings, are non-offensive in character, and/or of a commercial nature.
- 6.4.3 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.
- 6.4.4 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.

6.5 Mixed-Use – Residential/Commercial 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 relatively dispersed form of residential development for parts of the City, some provision for neighbourhood commercial activity is essential. The presence of the Mixed-Use – Residential/Commercial 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 general intention is for a broad range of activity.

- 6.5.1 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.
- 6.5.2 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.
- 6.5.3 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.
- 6.5.4 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.
- 6.5.5 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.

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.

Map 3 – *Downtown Area Land Use Designations* shows the divisions between Downtown land uses as well as active transportation routes. A number of different land use designations are found Downtown. Objective 6 contains policies relating to both the Commercial – Service and Mixed-Use – Residential/Commercial land use designations, both of which are found Downtown as well as elsewhere throughout the City.

- 7.1.1 Maintain a strong sense of community by locating essential services and commercial opportunities in the downtown.
- 7.1.2 The maximum allowable height for Downtown development is 25 metres, subject to zoning. The Old Town and Riverfront areas are restricted to lower building heights, subject to zoning. Mitigative measures may be required to address impacts on adjacent properties.
- 7.1.3 If a parking garage is determined to be necessary, the City may pursue partners to help with the funding and construction of a parking garage. 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.

- 7.1.4 The City shall encourage the development of vacant sites or the redevelopment of under-utilized sites for residential purposes in the downtown area.
- 7.1.5 Building development is generally not recommended within 60 metres 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.

7.2 Commercial – Downtown Land Use Designation

The downtown core, which is roughly bound by First Avenue, Jarvis Street, Fourth Avenue, and Lambert Street, and centered on Main Street, is the focus of commercial activity. A number of commercial activities occur within this pedestrian oriented designation, including banks, offices, restaurants, bars, 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.

- 7.2.1 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.
- 7.2.2 In order to maintain and enhance the pedestrian environment of the town centre, buildings fronting on Main Street 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.
- 7.2.3 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.
- 7.2.4 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.

7.3 Residential – Downtown Land Use Designation

The purpose of the Residential – Downtown designation is to give guidance for the continual evolution of 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.

- 7.3.1 Land designated as Residential – Downtown is to be used for single-family residential, duplex housing, multi-family residential, secondary suites, and park related uses. The character of the city’s oldest existing neighbourhood shall be protected by encouraging compatible development and facilitating redevelopment of aging housing stock. As such, the suggested maximum density is 90 units per hectare which is roughly equivalent to four units on a typical Old Town lot. *(Bylaw 2013-02 passed May 13, 2013)*
- 7.3.2 Educational or religious facilities may be permitted, subject to appropriate zoning. Limited commercial uses such as minor home-based businesses and child care centres may be permitted in this designation so long as they do not impact the predominantly residential character of this neighbourhood. *(Bylaw 2013-02 passed May 13, 2013)*
- 7.3.3 The Old Town neighbourhood has some of the oldest municipal services in the City and is 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.

7.4 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. Map 4 – Downtown Riverfront Plan shows the riverfront area.

- 7.4.1 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 Dün 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
- 7.4.2 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.
- 7.4.3 Map 4 is intended to show existing and potential land uses that could be accommodated under the Mixed-Use – Riverfront Designation. Map 4 is not intended to show land use designations along the Riverfront. *(Bylaw 2013-02 passed May 13, 2013)*

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.

- 7.5.1 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.
- 7.5.2 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 65m²) 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.
- 7.5.3 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.
- 7.5.4 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.
- 7.5.5 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.
- 7.5.6 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.
- 7.5.7 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.
- 7.5.8 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.

- 7.5.9 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.
- 7.5.10 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.

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.

- 7.6.1 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.
- 7.6.2 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.
- 7.6.3 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.
- 7.6.4 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.
- 7.6.5 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.

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.

- 7.7.1 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.
- 7.7.2 Commercial use of the White Pass depot building is encouraged, but may be devoted primarily to activities which provide maximum opportunities for public access, such as food and beverage service rather than office use.
- 7.7.3 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.
- 7.7.4 A building setback from the river shall be maintained that retains full use of the riverfront walkway while accommodating river views from home sites.
- 7.7.5 No parking or storage areas shall face the riverfront area, with the area between residential buildings and the riverfront walkway to be landscaped.
- 7.7.6 Care shall be taken to ensure adequate screening and an attractive appearance of residential buildings facing the street.

Objective 8: Provide Land for Industrial Development

8.1 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 include Kulan, Taylor, Mt Sima, the former Whitehorse Copper minesite, McLean Lake, 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 are generally intended to be 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. 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.

- 8.1.1 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.
- 8.1.2 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.
- 8.1.3 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.
- 8.1.4 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.
- 8.1.5 Where feasible, infill development shall be encouraged in the Taylor and Kulan Industrial Parks.
- 8.1.6 Heavy equipment and trucks shall access industrial development at the Whitehorse Copper mine site 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.

- 8.1.7 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.

8.2 Industrial Buffers and Separation Distances

As industrial activities can cause disturbances such as smoke, vibration, odour, and noise, they should be located an appropriate distance from other non-compatible uses.

- 8.2.1 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.
- 8.2.2 If new areas designated as Industrial abut residential 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 500 metre buffer from residential designations.
- 8.2.3 Natural resource extraction areas shall have an approximate 300 metre separation from Residential designations. The buffer areas should be, where practical, vegetated and publicly owned. *(Bylaw 2013-02 passed May 13, 2013)*
- 8.2.4 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.

8.3 Natural Resource Extraction

Natural resource extraction is permitted in both the Natural Resource designation and the Industrial designation. The Natural Resource designation recognizes the potential for the extraction and management of mineral and gravel deposits and should be restored to a natural state following extraction activities. Extraction in the Industrial designation may be a precursor to a future land use, making remediation to a natural state unnecessary. Gravel extraction is fundamental to the local economy as it supplies the foundation for new construction such as buildings and roadways. Notable areas of mineral and gravel potential include the Whitehorse Copper Belt, areas along McLean Lake Road including Sleeping Giant Hill and the northwest corner of the city limits known as Stevens.

It is 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.

- 8.3.1 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.
- 8.3.2 Prior to any gravel or mineral extraction, appropriate environmental studies and management plans shall be conducted.
- 8.3.3 New gravel extraction areas are subject to environmental and socio-economic review as part of the applicable legislated assessment process. The City will follow the terms and conditions set out by the authority having jurisdiction.
- 8.3.4 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
- 8.3.5 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 access 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.
- 8.3.6 Future quarrying within the Sleeping Giant area and along the north-south ridge in the Stevens area shall be phased-in based on demand for gravel resources.
- 8.3.7 Resource extraction within the Natural Resource or Industrial designations shall be subject to a Plan of Restoration, review of ecosystem mapping and an environmental review. In some cases a future development or land use plan may replace the Plan of Restoration. Management of gravel resources shall include time frames for phases of extraction. *(Bylaw 2013-02 passed May 13, 2013)*
- 8.3.8 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. Natural Resource designated 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. *(Bylaw 2013-02 passed May 13, 2013)*

8.4 Land Remediation

There are several disturbed or contaminated former industrial 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.

- 8.4.1 As funding and resources allow, the City shall coordinate with Territorial and Federal authorities in order to cleanup contaminated sites.
- 8.4.2 The redevelopment of brownfield sites around Whitehorse is strongly encouraged as an infill strategy to help reduce urban sprawl. The creation of an inventory of brownfield sites is encouraged. The City will work with property owners to seek assistance for remediation of these sites.
- 8.4.3 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.
- 8.4.4 The Whitehorse Upper Tank Farm has been designated a contaminated site under the Environment Act. Development of the site requires on-site remediation and removal of soil and natural materials and these uses are permitted so long as they conform to other bylaws and regulations. Allowable activities include clearing, excavating, crushing, land treatment facilities, and the removal of soil and natural materials from the site. Temporary quarry activities may also be permitted, which may include the removal and off-site sale of natural materials, in order to prepare the land for development. Due to the extent of the contamination, adjacent parcels may need to undergo remediation and quarrying as well. The Natural Resource designation policies shall also apply to this area, including, but not limited to, hours of operation, gating, and haul road requirements. The 300 m buffer between Natural Resource and Residential designations shall not apply to this area. *(Bylaw 2012-35 passed December 10, 2012)*
- 8.4.5 Should removal and remediation of soil located at the Whitehorse Upper Tank Farm be approved, Council may attach conditions for activities such as, but not limited to, hauling, crushing, quarrying and traffic control as deemed necessary through zoning and development agreement conditions. Council may also require a bond or security from the developer to ensure that when activity is completed the site remains in a condition satisfactory to Council. Council may also require that the development permit be renewed every two years to determine if the project is proceeding to their satisfaction. *(Bylaw 2012-35 passed December 10, 2012)*

Objective 9: Provide Land for Institutional Development

9.1 Public Service Land Use Designation

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

- 9.1.1 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.
- 9.1.2 The City shall work with the Yukon Government to ensure that development plans for the Erik Nielsen 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.
- 9.1.3 Light industrial activity that relates to the aviation industry, and accessory commercial uses are encouraged in areas adjacent to the Erik Nielsen Whitehorse International Airport in accordance with the 2000 Development Plan – “Vision 2020”.
- 9.1.4 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.
- 9.1.5 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.
- 9.1.6 Public Service designated areas may also provide for active transportation linkages through greenbelts. Consideration shall be given to retaining public access through these greenbelts as part of future development of these areas.

9.2 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.

- 9.2.1 Areas designated as Public Utilities shall be used to accommodate landfills, sewage lagoons, and water intake facilities.
- 9.2.2 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.

Objective 10: Provide Land for Residential Development

10.1 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, green space, and community gardens/greenhouses. These services and amenities should be found in all residential areas, subject to proper zoning regulations.

- 10.1.1 The City may consider new 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.
- 10.1.2 Future religious facilities or community halls shall have an appropriate location and building character for the neighbourhood in which they are located.
- 10.1.3 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.
- 10.1.4 The location of secondary schools may be subject to more detailed traffic impact studies given the traffic volumes generated by such facilities.
- 10.1.5 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.
- 10.1.6 New and existing schools shall be encouraged to have undeveloped land adjacent to the development sites for use as a “natural classroom”. In the event of a school closure, the land associated with it may be rezoned for different allowable uses within the Urban-Residential designation.
- 10.1.7 The City shall encourage the creation of a “Riverdale Common” as a location for trail usage, passive and active recreation, community gathering, and other uses.

10.2 Neighbourhood Commercial Land Use

Given the relatively 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.

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 avoiding the need to amend the Official Community Plan.

- 10.2.1 Neighbourhood 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.
- 10.2.2 Neighbourhood 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.
- 10.2.3 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.

10.3 Secondary Suites

Secondary suites are self-contained living quarters that contain food preparation and sanitary facilities and are either contained within the principal residential dwelling or a detached accessory building on a residential lot. Detached suites have several names, including garden suites, granny flats, carriage houses, garage apartments, and others.

The creation of secondary suites can be an important component of increasing housing affordability 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.

- 10.3.1 Secondary suites may be permitted in single-detached dwellings. Zoning shall determine minimum lot size, parking and other regulations.
- 10.3.2 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.
- 10.3.3 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.

10.4 Residential – Country Land Use Designation

Approximately 10% of the Whitehorse population lives within a country residential setting, which includes such neighbourhoods as Mary Lake, Wolf Creek, Pineridge, MacPherson, and Hidden Valley. Country residential neighbourhoods are rural based, and generally rely on onsite water and sewer services. Country residential living is a desirable lifestyle for people who value having their own piece of natural open space and 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 new growth occurring mainly in the Cousins Airpark area.

- 10.4.1 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.
- 10.4.2 Residential – Country areas shall be used to accommodate single-detached housing, which may be accompanied by secondary uses such as home-based businesses, bed and breakfasts, and secondary suites. Public uses such as an educational facility, 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.
- 10.4.3 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.
- 10.4.4 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.
- 10.4.5 Residential – Country areas shall be maintained, where possible, on the basis of on-site sewage disposal and potable water sources.
- 10.4.6 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.
- 10.4.7 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.
- 10.4.8 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.

10.5 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 Erik Nielsen Whitehorse International Airport is covered in fog. Land near Cousins Aerodrome is encouraged to be developed as a residential airpark. A residential airpark would include the creation of new country residential lots. 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.

- 10.5.1 The purpose of a residential airpark is to allow modified country residential development. A single-family dwelling, which may be accompanied by a home-based business, a hangar, and accessory buildings shall be permitted.
- 10.5.2 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.
- 10.5.3 The residential areas may be linked via a private taxiway but shall be under separate ownership from Cousins Aerodrome.
- 10.5.4 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.

10.6 Residential – Urban Land Use Designation

Urban residential neighbourhoods represent nearly 80% of all existing households. Although the majority of structures are single-detached dwellings, there is an increasing number of multi-family dwellings, which includes townhouses and apartments.

- 10.6.1 The purpose of the Residential – Urban designation is to allow for a variety of serviced residential development in close proximity to services and amenities.
- 10.6.2 Residential – Urban areas may be used to accommodate all types of residential development. Secondary suites may be considered in single-detached dwellings, as well as in detached accessory buildings, subject to zoning.
- 10.6.3 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.
- 10.6.4 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.

10.7 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 approximately 15 years, depending upon City growth rates. Map 5 shows locations for future residential development that will need to be planned and constructed as City growth warrants. All new publicly-driven development would be subject to a public consultation process.

- 10.7.1 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.
- 10.7.2 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.
- 10.7.3 New development should occur in a sequential manner based on available municipal services and financial considerations and be phased in over time. The actual sequence of development will be determined based on economic conditions and market demand.
- 10.7.4 It is recognized that providing clarity on infill development is a priority. The City shall examine the feasibility of development at priority sites as soon as time and resources permit. Without limiting the number of sites, the priority sites are the Porter Creek "D" area, the infill site located on Alsek Road near Boswell Crescent and Firth Road, and the infill site on 14th Avenue East.
- 10.7.5 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.
- 10.7.6 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 green spaces. The incorporation of a geexchange-based district energy heating system shall be examined as part of early phases of development.
- 10.7.7 The Porter Creek "D" or Porter Creek Expansion area contains both Residential - Urban and Green space 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.
- 10.7.8 Potential residential infill and new development areas such as Whistle Bend and Porter Creek "D" shall be designed in a manner to protect significant trail corridors.
- 10.7.9 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. Adjacent new residential development shall be encouraged to have transportation linkages with this area.

10.8 Infill Development

Infill development allows the City to promote a compact growth strategy, and use of municipal infrastructure efficiently. Infill development is often accommodated by land that needs to be re-designated or zoned for residential use, which typically follows a collaborative planning process involving local residents and other stakeholders. Infill development is supported by the City's sustainability initiatives as it helps to provide affordable housing choices near existing services, and assists in making already-existing transit and neighbourhood commercial entities more viable.

- 10.8.1 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.
- 10.8.2 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.
- 10.8.3 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.
- 10.8.4 Infill site designs may make provision for the retention of active transportation linkages and buffers from existing residential development where feasible.
- 10.8.5 The Infill site shown on Map 5 located in Hillcrest neighbourhood may be developed for residential development when water, sewer, and other infrastructure in Hillcrest are upgraded.

Objective 11: Set Aside Land for Future Sustainable Development

11.1 Future Planning Land Use Designation

The Future Planning Land Use designation works in conjunction with the Green Space Network Plan (Map 1) to identify areas within the City that need further planning beyond the life of this plan. These areas may require further study to determine the most suitable use; however, they are either close to 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 land within the Future Planning 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.

- 11.1.1 Land designated as Future Planning may be used for managed domestic fuel woodcutting, trail access, public utilities, and public utility corridors, subject to approval by the appropriate authority.

- 11.1.2 If future studies, land claims or significant economic initiatives suggest that an area with a Future Planning designation can accommodate a broader range of uses with safe access and without environmental damage, the area may be re-designated through Plan amendment.
- 11.1.3 If future studies show that an area with a Future Planning designation has significant environmental or recreation values, the area may be re-designated.
- 11.1.4 The areas along Long Lake Road, east of the Yukon River are 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 to provide an alternative source of access prior to development.
- 11.1.5 It is recognized that a number of large country residential lots exist within the Future Planning 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.
- 11.1.6 Where areas of high mineralization underlie land designated as Future Planning, uses related to mineral exploration may be permitted subject to City bylaws and other regulatory requirements (Environmental Assessment Legislation, Yukon Water Act, etc.).

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. Downtown active transportation routes are shown on Map 3.

- 12.1.1 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.
- 12.1.2 An Active Transportation map for the entire City shall be created. Trail improvements shall be implemented as funds allow and in conjunction with implementation of the City Trail Plan.
- 12.1.3 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.

- 12.1.4 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.
- 12.1.5 There is one vehicular 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.
- 12.1.6 A Riverdale Transportation Study could be conducted to examine the impacts of new high school development, and new residential and commercial development, active transportation policies, improvements to Lewes Boulevard, and other new developments.
- 12.1.7 Active transportation routes shall be integrated throughout the City. Downtown routes are depicted in Map 3. Downtown routes shall include wide pedestrian corridors, and include amenities such as trees, landscaping, and proper lighting.
- 12.1.8 Street vendors may operate their business along these major arterial pedestrian routes, subject to local bylaws.
- 12.1.9 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.
- 12.1.10 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.

12.2 Public Transit System

A key component to sustainable city growth is the improvement of 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 efficient transit system. The challenge to improving transit is two-fold. The system needs to be enhanced over time, cost-permitting, 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 increased access for more customers.

- 12.2.1 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.
- 12.2.2 The City shall strive to improve the infrastructure associated with public transit, including buses, shelters, and pedestrian routes, in order to increase universal accessibility.

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.

- 12.3.1 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.
- 12.3.2 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.
- 12.3.3 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.
- 12.3.4 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.
- 12.3.5 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.
- 12.3.6 Site planning along the Alaska Highway shall be considered comprehensively through the completion of an Alaska Highway Corridor Plan. 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.

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.

- 12.4.1 The City may, in reviewing its road and servicing standards, consider potential development standards that calm traffic and promote walkability, are environmentally appropriate, and are economically efficient and effective from a maintenance perspective.

Objective 13: Ensure Sustainable Utility Infrastructure

13.1 Climate Change Adaptation and Technology

As the climate changes, the City needs to aim to ensure that infrastructure (including water and sewer infrastructure, roads, bridges, etc) is able to adapt to and withstand potential impacts. While it is not possible to precisely predict the impacts that will be experienced due to climate change, increased resilience and knowledge can reduce negative results due to being unprepared. Understanding current best practices and climate change predictions and knowledge will allow the City to adjust its operations for short- and long-term preparedness.

- 13.1.1 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.
- 13.1.2 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.
- 13.1.3 The reduction of light pollution and energy usage of light fixtures shall be examined.

Objective 14: Improve Energy Efficiency

14.1 Reduction of 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 both for City operations as well as in the community as a whole.

- 14.1.1 The City may examine upgrades to its Building and Plumbing Bylaw to increase minimum standards for new residential construction.
- 14.1.2 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.
- 14.1.3 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.
- 14.1.4 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.

- 14.1.5 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 continue with the Partners for Climate Protection Program.
- 14.1.6 The City may monitor City and community greenhouse gas emissions to achieve reduction targets.
- 14.1.7 The City will work in conjunction with other agencies to promote energy conservation.

14.2 Diversification of Renewable Energy Production

The City completed a feasibility study exploring the development of a geexchange district energy system for the Whistle Bend neighbourhood. This study showed that there is 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 fair to high potential for geexchange energy throughout the City that could be integrated into new development.

- 14.2.1 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.
- 14.2.2 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 with all relevant partners.
- 14.2.3 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.
- 14.2.4 Wherever possible, the City will support alternative energy sources through partnerships, research and development.

Principle: **Diverse Local Economy**



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



Objective 15: Promote a Sustainable Economy

Objective 16: Promote Tourism

Objective 17: Support Local Food Production

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.

- 15.1.1 The City shall consider how each major development proposal aligns with its agenda of sustainable long-term economic health.
- 15.1.2 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.
- 15.1.3 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.
- 15.1.4 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.

15.2 The Yukon/Alaska Pipeline

The construction of a major pipeline through the Whitehorse area has the potential to greatly impact the economic 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 wherein pipeline construction begins.

- 15.2.1 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.
- 15.2.2 The provision of temporary construction sites during the construction of the pipeline may be considered in all land use designations, except the Green space 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.

15.3 Schwatka Lake Float Plane Base

Schwatka Lake, which is located south of Downtown and east of Robert Service Way, is a multiuse water body created by a hydro-electric dam. The lake plays a key role in power generation, back-up drinking water source, air transportation, wildlife habitat, tourism, and

community recreation. As the primary base for float plane activity within Whitehorse, the lake provides an important link in the northern transportation network. Land uses related to aviation should continue to be supported along the west shore. Future development could include improvements to parking areas, further land leases for float plane operators, reorganization of dock locations to better meet the needs of the industry, and addition of new dock spaces. Consideration should be given for improving the services available to local and itinerant pilots, and promoting the area as a tourist destination.

Recreation uses that are compatible with float plane operations should be supported on the west shore. The area provides excellent hiking, walking, and wildlife viewing opportunities. Trail work should focus on enhancing existing trails and improving connections to other trail areas. A limited amount of boating activity should also be supported, though it should be recognized that the east shore of the lake is better suited for this use, where a boat launch and day use area are located.

Improvements to recreation activities should be well-planned and managed to limit their impact on float plane and energy operations. As the back-up drinking water source for the City, water quality needs to be protected. Wildlife habitat protection and shore stabilization are also priorities for this area. *(Bylaw 2015-14 passed August 13, 2015)*

- 15.3.1 Schwatka Lake is the primary base for float plane activity. New dock permit locations may be identified where shore erosion can be controlled and where parking facilities can be created to facilitate this use. *(Bylaw 2015-14 passed August 13, 2015)*
- 15.3.2 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. This may involve float plane operators, property owners and the City to collaborate and add protective measures to an overall management plan.
- 15.3.3 Improvements to recreational amenities on the west shore shall be well-planned and managed to limit their impact on float plane and energy operations. *(Bylaw 2015-14 passed August 13, 2015)*
- 15.3.4 Future bylaws, policies, and improvements shall be guided by the recommendations featured in the Schwatka Lake Area Plan. *(Bylaw 2015-14 passed August 13, 2015)*

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 largest segment of visitors coming between May and September from the United States.

Travel to Yukon and Alaska by car, bus or RV along the famed Alaska Highway ensures that Whitehorse is an essential stopover for travellers. The City of Whitehorse Tourism Department promotes attractions, events, services, and our natural environment to help make Whitehorse more than a one day visit for these travellers. 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 employment and an added sense of vibrancy .

- 16.1.1 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.
- 16.1.2 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.
- 16.1.3 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.

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.

- 17.1.1 The purpose of the Agriculture land use designation is to foster the development of local food production. This may be accomplished by leasing land for non-soil based agricultural pursuits and other related uses.
- 17.1.2 A maximum of two residential dwelling units per lot may be permitted within the Agriculture designation.
- 17.1.3 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.

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.

- 17.2.1 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.



Principle: Cultural Identity

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



Objective 18: Promote Active Living

Objective 19: Support Arts and Culture

Objective 18: Promote Active Living

18.1 Parks

Preservation of green space for environmental and recreational values is an important part of the vision for Whitehorse. To help make this vision a reality, the Green Space Network Plan shows five park areas for the future residents of Whitehorse to enjoy. These parks, known as: Chadburn Lake Park, McIntyre Creek Park, Paddy's Pond/Ice Lake Park, McLean Lake Park, and Wolf Creek Park are shown on Map 6.

- 18.1.1 Five park areas are identified on Map 6. These areas are known as the Chadburn Lake, McIntyre Creek, Paddy's Pond/Ice Lake, 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 are intended to be preserved for all future residents of Whitehorse. Prioritization of Trail Plan implementation measures shall be considered for these Park areas. The City will work with stewards, user groups and interested residents to further define these unique areas within the City, subject to City resources.
- 18.1.2 Comprehensive new park management plans may be developed for the five park areas identified on Map 6 that would emphasize protection of these areas and the integrity of natural and heritage features. The recommendations of the 2014 Regional Parks Plan should be considered when completing each of the park management plans. *(Bylaw 2015-14 passed August 13, 2015)*
- 18.1.3 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.
- 18.1.4 A multi-use design philosophy, rather than single purpose, shall be considered in design and development of new public recreation facilities.

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 (2007) 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.

- 18.2.1 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.
- 18.2.2 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.

- 18.2.3 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 buildup. Picnic benches and interpretive signage could be provided.
- 18.2.4 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.

18.3 Recreation Areas Land Use 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.

Table 9: Green Space Network Plan Terminology gives a breakdown of the intended uses of Recreation Areas. This land use designation includes such uses as concentrated areas of Trail Plan-recommended trails, neighbourhood trail areas, golf courses, campgrounds, recreation clubs, 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.

- 18.3.1 The Recreation Areas Designation (shown on Map 1) contains lands that feature well-used trails, City-wide recreation facilities such as the Mt McIntyre Recreation Area, 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.
- 18.3.2 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.
- 18.3.3 Active outdoor recreation facilities within the Recreation Areas designation may feature the development of ancillary facilities such as club houses, restaurants, maintenance facilities and related uses. Additional development at golf courses and ski hills may include secondary residential or commercial uses, provided that the primary recreation use is not impacted.
- 18.3.4 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.

- 18.3.5 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/Versluce 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.

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.

- 18.4.1 Green space 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.
- 18.4.2 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 Dün 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.
- 18.4.3 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.

- 18.4.4 Provision for new boat launch sites which supplement 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.
- 18.4.5 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.
- 18.4.6 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.
- 18.4.7 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.
- 18.4.8 The former Hepburn Tramway Line shall be designated primarily for horse riding use.

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 City Parks & Recreation Master Plan and Trail Plan recommend 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 green space and into the larger hinterland, where they will not be a nuisance to non-motorized users.

- 18.5.1 Where feasible, consideration shall be made to separate multi-use trails (which accommodate motorized and non-motorized recreation) from non-motorized trails. Future multi-use trail development shall avoid environmentally sensitive areas wherever possible.
- 18.5.2 The Trail Plan recommends the creation of a map of "out and away" trails for motorized recreation vehicle usage. This map shall be designed to strongly discourage the use of all terrain vehicles on non-motorized trails and in environmentally sensitive areas. 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.
- 18.5.3 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.
- 18.5.4 The City is prepared to work with the Yukon Government to coordinate regulations to control the usage of motorized recreational vehicles.

18.6 Green Connections Areas Land Use Designation

The purpose of the Green Connections Areas land use designation is to set aside land that is not identified as having high sensitivity or recreation values, but still needed to link areas of

recreational significance and wildlife habitat and to provide a contiguous greenbelt in Whitehorse. Found on Map 1, the Green Connections Areas land use designation shall also be used to augment significant wildlife corridors and environmentally sensitive areas. This designation is meant to be left as natural green space that incorporates links to the active transportation network, the park areas, and residential neighbourhoods.

- 18.6.1 Land shown as Green Connections Areas 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.

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 Yukon Arts Centre, Old Fire Hall, Guild Hall, MacBride Museum, Whitehorse Public Library and Beringia Centre, among others. The recent downtown and riverfront reconstruction projects provide an opportunity to expand the arts community by encouraging outdoor displays and interactive art and interpretive opportunities.

- 19.1.1 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 Erik Nielsen Whitehorse International Airport.
- 19.1.2 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.
- 19.1.3 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.
- 19.1.4 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.

19.2 Heritage Management

The Whitehorse area has a historical tradition in mining and transportation and a strong sense of First Nations history. As a result, there are a number of historical sites found within City limits. These include 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 Nations and 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 in these areas.

- 19.2.1 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.
- 19.2.2 The City may continue to work to have an increased number of heritage resources included on the Whitehorse Heritage Registry through public education and financial incentives for property owners.
- 19.2.3 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.
- 19.2.4 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.
- 19.2.5 The Wolf Creek area is a traditional fishing area identified by the Ta'an Kwäch'än Council, and may be reflected in interpretive written or educational material, augmented with information on the natural history.
- 19.2.6 The area from Canyon City to Miles Canyon is marked by historic sites including the townsite itself, First Nations trails, a traditional fish camp, and Gold Rush tramlines built to avoid the rapids. Management of Canyon City historic resources shall be done by the appropriate authority. 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.
- 19.2.7 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.
- 19.2.8 Heritage areas such as historic copper mines along the Whitehorse Copper Belt and historic wood camps along the Yukon River may be considered by the City and the Yukon Government for specific preservation initiatives.
- 19.2.9 In collaboration with the First Nations, Yukon and Federal Governments, known archaeological and historical sites shall be identified for protection in undeveloped areas to ensure valuable heritage resources are preserved. Efforts shall be made to identify and protect these sites; these may include the establishment of a zone of influence where future projects are likely to affect cultural values and/or the development of interpretive facilities.

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 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 livability of the City during winter months such as increased sun exposure for new residential buildings.

- 19.3.1 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.
- 19.3.2 Where possible, sun exposure shall be maximized for new and existing development.
- 19.3.3 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.
- 19.3.4 Evergreen planting shall be emphasized in order to offer a greater variety of colour during winter months.
- 19.3.5 Design and programming for public places should include provision for year round activity such as annual festivals and special events.

Principle: Equity



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



Objective 20: Provide Accessible Community Infrastructure

Objective 21: Meet Basic Human Needs

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, focussing 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.

Many municipalities are now beginning to implement regulations for accessibility features in new homes. In many cases, simple changes, at no additional construction cost, can make a big difference for people with mobility challenges or other issues. Also, creating regulations that are implemented during the construction, such as lower plumbing fixtures or turning radii for wheelchairs, makes homes much easier and cost-effective to renovate if needed. *(Bylaw 2015-14 passed August 13, 2015)*

- 20.1.1 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.
- 20.1.2 The City recognizes the importance of providing housing stock for people with mobility challenges. As such, the City should promote the construction of more accessible, adaptable, and visitable housing types. This may be done through changes to existing regulations or the creation of a new bylaw. Any new regulations should be developed through cooperation with the appropriate stakeholders, such as the Persons with Disabilities Advisory Committee. *(Bylaw 2015-14 passed August 13, 2015)*

20.2 Equitable 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 green space for all. By integrating 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.

- 20.2.1 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.
- 20.2.2 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.

- 20.2.3 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.
- 20.2.4 While the City has no direct control on attainable housing, the City will work with authorities having jurisdiction to increase the amount of land available for future development.

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.

- 21.1.1 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.
- 21.1.2 Where appropriate, the City may allow childcare facilities in all residential and commercial zones.
- 21.1.3 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 neighbourhood design that promotes walkability, active transportation, green and public spaces.
- 21.1.4 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.

21.2 Equitable Access to Facilities

The City currently provides programs and services to promote healthy lifestyles and active living, and provides transit service to the hospital and recreation 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.

- 21.2.1 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.
- 21.2.2 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 for the community.

21.3 Social Equity

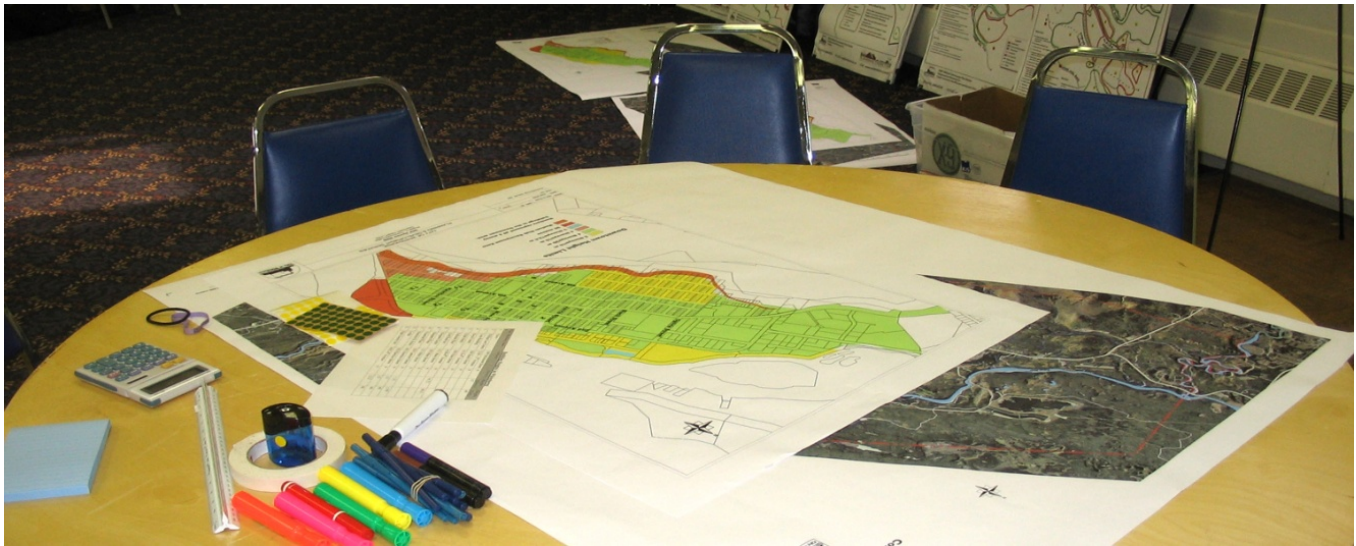
The City should continue to strive to ensure that there are no barriers to a diversified workforce, and to promote the values of fairness and inclusivity within the organization, with its partners, and with community residents and visitors.

21.3.1 In areas within its mandate, the City will promote diversity and quality of life in the City workforce.



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 and Decision Making

Objective 23: City Becomes Leader in Sustainability

Objective 22: Integrate Participatory Planning & Decision-Making

22.1 Community Planning

Starting in 2006, the City developed an inclusive public participation process that brings residents, stakeholders, community associations, and decision makers together to develop ideas, policies, and plans. This process began with the Porter Creek Bench charrette, where all participants were able to map their ideas and see their contribution in the final product. The City strives to be transparent and inclusive with public participation, and has provided numerous opportunities since that point for residents to be involved in planning. This approach also harnesses the expert knowledge of local residents and results in improved design concepts. Numerous tools including charrettes, workshops, open houses, questionnaires, community cafés, and presentations are used to get information to the public and collect input back from them.

22.1.1 The City will strive to continue its practice of engaging all citizens in community planning.

22.2 Partnership Development

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. 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 in establishing an alternative energy system in the Whistle Bend neighbourhood.

Partnerships were also formed with the Northern Climate Exchange to develop a Climate Change Action Plan (2009), and the Yukon Government to develop the Land Development Protocol (2006), 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.

22.2.1 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.

22.2.2 The City will strive to increase and strengthen partnerships with other orders of government including First Nations, Yukon, and Federal Governments.

Objective 23: City Becomes Leader in Sustainability

23.1 City Operations

The City strives to promote and practice sustainability, and is making progress on the goals of its 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, adopting climate change mitigation measures, and engaging in waste reduction are areas where the City can be a leader for the community.

- 23.1.1 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.
- 23.1.2 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, climate change action, solid waste management, and other initiatives.
- 23.1.3 The City will strive to be a leader in climate change mitigation and adaptation, by aiming to reduce greenhouse gas emissions in its operations, and preparing for climate change impacts as much as possible.

23.2 Sustainability Education

Another City 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 provision of grants for funding, 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 and 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.

- 23.2.1 The City may develop an effective information-sharing and communication plan both within City operations and with the City and residents of Whitehorse.
- 23.2.2 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.
- 23.2.3 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.
- 23.2.4 The City may consider educating property owners to retrofit existing buildings with sustainable energy alternatives and conservation measures through educational programs.

Part 3: Maps and Reference



PLANNING TOGETHER

Glossary

Map 1 – Green Space Network Plan

Map 2 - Area Land Use Designations

Map 3 - Downtown Area Land Use Designations

Map 4 - Downtown Riverfront Plan

Map 5 - Urban Residential Growth Plan

Map 6 - Parks

Glossary

Active Transportation

Any form of human-powered transportation, such as walking, cycling, using a wheelchair, in-line skating, or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

Aging in Place

Growing older without having to move from one's present residence in order to secure necessary support services in response to changing needs.

Arterial Road

A moderate or high-capacity road which is immediately below a highway level of service that carries large volumes of traffic between areas in urban centres. They are designed to carry traffic between neighbourhoods, and have intersections with collector and local streets.

Beyond Copper Ridge

Refers to the future development area located adjacent to the Hamilton Boulevard Extension, situated south of the existing Copper Ridge Neighbourhood.

Building Clusters

Groups of buildings that share similar uses and physical attributes such as height and floor area. Building clusters are generally found in strategic locations based on access or surrounding land uses.

Caretaker Facilities/Suites

A building or portion of a building used to provide on-site accommodation for the owner/employer or for persons employed on the property.

Clay Cliff

The exposed steep slopes in the immediate area of the Yukon River, specifically to the West of Downtown Whitehorse. Clay cliffs are also known as escarpments.

Collector Road

A low or moderate-capacity road which leads traffic from local roads or sections of neighbourhoods to activity areas within communities or links to an arterial. Key community features such as schools, churches and recreational facilities can often be found on residential collector roads.

Community Development

The process of planning, designing, or constructing physical elements of the community, such as infrastructure, buildings, and parks.

Community Gardens/Greenhouses

Parcels of land divided into small plots for local residents to grow their flowers, fruit, and vegetables. Community gardens can also be located within an enclosed structure such as a community greenhouse.

Complete Community/Neighbourhood

Well-designed, compact neighbourhoods that allow Residents to live, work, shop and play in close proximity. People can easily access daily amenities, transit is viable, and local businesses are supported.

Congregate

To come together or assemble in large numbers.

Congregate Care

Residents of congregate care live independently, for the most part. This type of housing environment usually offers at least one communal meal per day, and it's common for services and activities to be offered to residents.

Continuity

Where there is a continuousness or connectedness of building types, trail connections, or other urban features.

Crime Prevention through Environmental Design (CPTED)

Designing buildings and structures, as well as the open spaces surrounding them, to reduce opportunities for crime and to increase public safety.

Critical Wildlife Habitat

An area in a largely natural state that receives high levels of wildlife use and provides significant seasonal values to wildlife through either suitable habitat and/or providing travel corridors with adequate connectivity to the surrounding landscape.

Cul-de-sac

A dead-end street with a large circular area for vehicles to turn around. Cul-de-sacs are typically found in residential areas and are created to limit through traffic. While some cul-de-sacs provide no possible passage except in and out of their road entry, others allow cyclists, pedestrians or other non-automotive traffic to pass through connecting easements or paths.

Design Guidelines

Used to implement the urban design objectives of the Official Plan and zoning by-laws. They assist in the translation of policies and performance standards into a variety of three-dimensional options, for consideration by the municipality during the development approval process.

Detailed Planning Study

A planning process that includes review of existing environmental and socio-economic conditions, a comprehensive public consultation process, such as workshops or charrettes, and a final plan or design that attempts to mitigate negative impacts.

Domestic Fuel Wood Cutting

The harvesting of wood for domestic heating fuel use.

Downtown (delineation)

A city's core or central business district, usually in a geographical, commercial, and community sense. In Whitehorse, the downtown is the area bounded to the North by Chilkoot Way, to the South and East by the Yukon River, and to the West by the escarpment.

Dust Abatement Practices

Used to describe measures to control dust emissions arising from new development, hauling, or other construction activities.

Ecosystem Mapping

Relies on the identification of distinct landscape (or ecosystem) units and their associated attributes. This procedure results in the development of a “terrain-based” mapping system, which allows a better understanding of the relationships between terrain, soil, landscape position, and vegetation communities than traditional vegetation or forest cover mapping.

Environmental Assessment/Review

An assessment conducted by a qualified professional, intended to: identify the environmentally sensitive characteristics of a site; specify measures to avoid, minimize, and/or mitigate environmental impacts; and specify measures to restore habitat damaged during development.

Environmentally Sensitive

Areas with low tolerance to human disturbance where slight alterations would result in functional or structural changes to the ecosystem unit with potentially negative impacts on wildlife or visual aesthetics.

Escarpmnts

A steep slope or cliff at the edge of a plateau or ridge which is usually formed by erosion. In Whitehorse, the escarpment is the exposed slope directly west of the Downtown. Escarpments are also known as clay cliffs.

Evergreen

A tree, shrub, or plant having foliage that persists and remains green throughout the year.

Fire Management Plan

Projects that help reduce the threat posed by wildfire. Projects may include removing deadfall and forest fuels, thinning trees, species conversion, creating firebreaks, and making roadways more accessible for fire-fighting equipment. These projects are implemented through FireSmart Standards.

First Nations Settlement Land

Describes those lands whereby a Yukon First Nation has ownership or title. Yukon Settlement Land is broken into three categories: Category A, Category B and Fee Simple.

Category A Settlement Land is settlement land where a Yukon First Nation has ownership of the surface and subsurface, including minerals. All staking, exploration and mining activity is governed by the First Nations for new mineral interests.

Category B Settlement Land is settlement land where a Yukon First Nation has ownership of the surface. New and existing staking, exploration and mining activity are governed by the Yukon government.

Fee simple Settlement Land is settlement land where a Yukon First Nation has the same fee simple title as other land registered in the Land Titles Office.

Green Procurement

Buying goods that are better for the environment. For example, when you buy paper, check that it includes recycled materials, or when buying a vehicle, consider fuel efficiency. Look for products that will last a long time or ones that can be re-used. Recycled laser printer cartridges are an example re-used. Green procurement can also be applied to larger projects. "Green" construction materials can be used in energy-efficient project designs.

Heavy Industrial Uses

Industrial development that may produce smoke, smell, toxic fumes, air and water contaminants, fire or explosive hazards, vibration, electrical or electronic interference, or noise that may interfere with the use of any contiguous lot.

High Mineralization

Areas where there is high potential for quarry activity. Minerals may include such materials as rock, gravel, sand, or rip rap.

Infill Development

The use of vacant or under-utilized land within an already-built-up residential neighbourhood for further development or construction. Usually infill development occurs within urban areas where infrastructure is easily accessible.

Live/Work Arrangements

Buildings that provide for both residential and commercial activity, where the primary resident(s) are also employees or owners of the commercial business.

May

A choice to act or not, or a promise of a possibility, as distinguished from "shall" which makes it imperative. (*Bylaw 2013-02 passed May 13, 2013*)

Moratorium

The delay or suspension of a given activity.

Motorized Recreation

The use of all-terrain vehicles (ATVs) or snowmachines for recreation.

Non-Conforming

A use or structure that violates OCP policies, Zoning regulations, or Building codes but is allowed to continue because it began before the regulations were enacted or changed. Non-conforming uses are often referred to as "grandfathered uses".

Parking Garage

A multi-storey structure where 2 or more floors are devoted to vehicle parking.

Policy

A plan or course of action, adopted by a government, political party, or business, intended to influence and determine decisions, actions, and other matters. In the OCP, policies are meant to guide decisions in order to meet the vision, goals, and objectives of the Plan.

Porter Creek Extension

The Porter Creek Extension is the area directly south of Pine Street and Ponderosa Drive, located between existing Porter Creek Neighbourhood and McIntyre Creek. This area is also referred to as Porter Creek D.

Riparian

Refers to the area adjacent to streams, wetland and lakes that is wet enough or inundated frequently enough to develop or support vegetation cover distinct from the vegetation in neighbouring freely drained areas.

Riparian Setback

Guidelines or bylaws dictating the distance required between a shoreline or high-water mark and adjacent development.

Screening

A visual barrier that hides specific parts of a development, such as parking or storage, from view. Screening can take many forms, such as of slatted fencing, landscaping, or buildings.

Secondary Road

A non-limited access road running parallel to either the Alaska or Klondike Highways, and feeding it at appropriate points of access. Secondary roads provide access to homes and businesses which would be cut off by a limited access road and connect these locations with roads which have direct access to the main roadway.

Secondary Suites

A self-contained, accessory dwelling unit located either within a single detached dwelling or within a self-contained secondary building on a residential lot that is intended to be used for living and sleeping purposes.

Setback

The distance which a building or other structure is set back from a street or road, a property line, a river or other stream, a shore or flood plain, or any other place which needs protection. Other items such as landscaping, septic tanks, fuel tanks, and various potential hazards or nuisances also require setbacks. Setbacks are set out in the OCP and Zoning Bylaw.

Shall

Used to express what is inevitable or seems likely to happen in the future. Used in laws, regulations or directives to express what is mandatory.

Should

A direction but does not mean mandatory, depending on the context. In general, recommended but not mandatory.

Slopes Exceeding 30%

Slopes exceeding 30% means that for every 100 metres covered in a horizontal direction, there will be a loss of 30 metres in elevation. To calculate a percent slope, divide the elevation change by the distance covered. Multiply the resulting number by 100 to get a percentage value equal to the percent slope of the hill.

Strata Title

Strata titles involve the vertical subdivision of land and the building on the land into lots and common property. The lots comprise the units or apartments while the common property comprises the land above, below and around the building, as well as common facilities within the building (such as foyers, elevators, stairs, landings, car park, driveways and a range of equipment).

Sustainability

“Sustainability means living within the Earth’s limits. It means living in a world where feeding people does not necessitate polluting ground water and coastal shorelines. Where transporting goods does not mean polluting our air and changing our climate. Where heating our homes and powering our industries does not require vast amounts of polluting fossil fuels. Sustainability means doing things better – not doing without.”

Strategic Sustainability Plan

The final document created from the 2007 Sustainability charrette. This document guides the City on a wide range of policy initiatives and is the basis for the vision and organizational structure of the OCP.

Tipping Fees

The charges levied upon a quantity of waste received at the landfill. This fee helps to offset landfill operations.

Universal Design

An approach to the design of all products and environments to be usable by everyone, to the greatest extent possible, regardless of age, ability, or situation. It serves people who are young or old, with excellent or limited abilities, in ideal or difficult circumstances. Universal design benefits everyone by accommodating limitations.

Upper Areas

Areas within watersheds that are above the high water mark or bank of the stream but are still within the immediate vicinity of the stream or watercourse.

Urban Areas

The urban areas of Whitehorse are generally those areas that are in an established neighbourhood within the Urban Containment Boundary, and are connected to municipal services such as water and sewer.

Urban Containment Boundary

A Mapped boundary drawn to contain urban densities, growth and servicing (community, sewer, water, and storm), that outlines the serviced urban areas of the City.

Vegetated Buffer

A landscaped or natural area intended to visibly separate and screen on use from another to improve land use compatibility and environmental quality by reducing noise, lighting glare and other nuisances, or facilitating natural drainage and wildlife movement.

Waste Diversion

The process of diverting waste from landfill through either recycling or composting of appropriate materials. Waste diversion is measured in the amount of waste received yearly at the landfill.

Watershed

A watershed is the area of land where all of the water that is under it or drains off of it goes into the same place.

Wetland

A wetland is land where the water table is at, near or above the surface or which is saturated for a long enough period to promote such features as wet-altered soils and water tolerant vegetation. Wetlands include organic wetlands or “peatlands,” and mineral wetlands or mineral soil areas that are influenced by excess water but produce little or no peat.

Wildlife Corridors

An area of habitat connecting wildlife populations separated by human activities or development which allow an exchange of individuals between populations, or allow populations to move between one habitat and another.

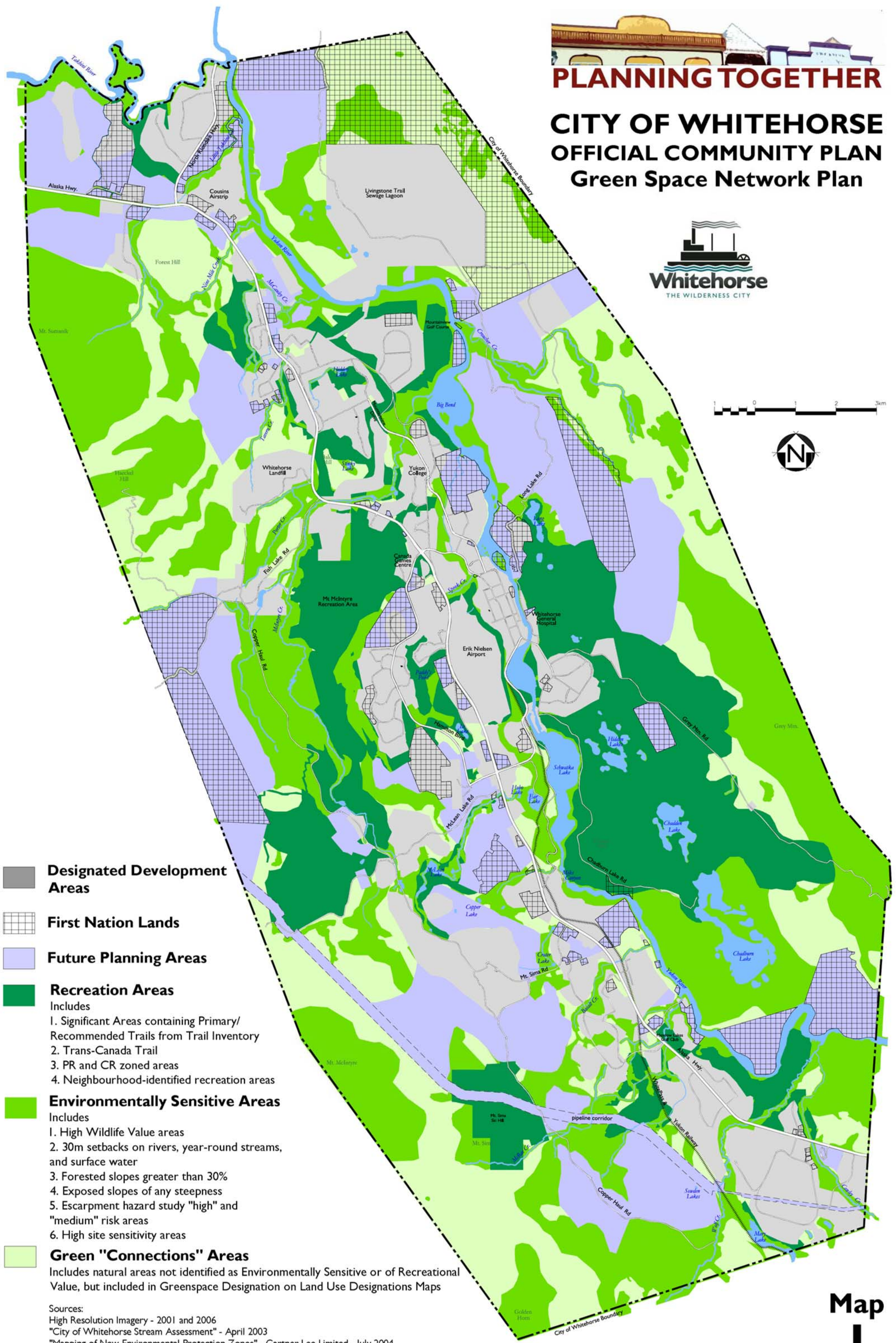



PLANNING TOGETHER

CITY OF WHITEHORSE

OFFICIAL COMMUNITY PLAN

Green Space Network Plan



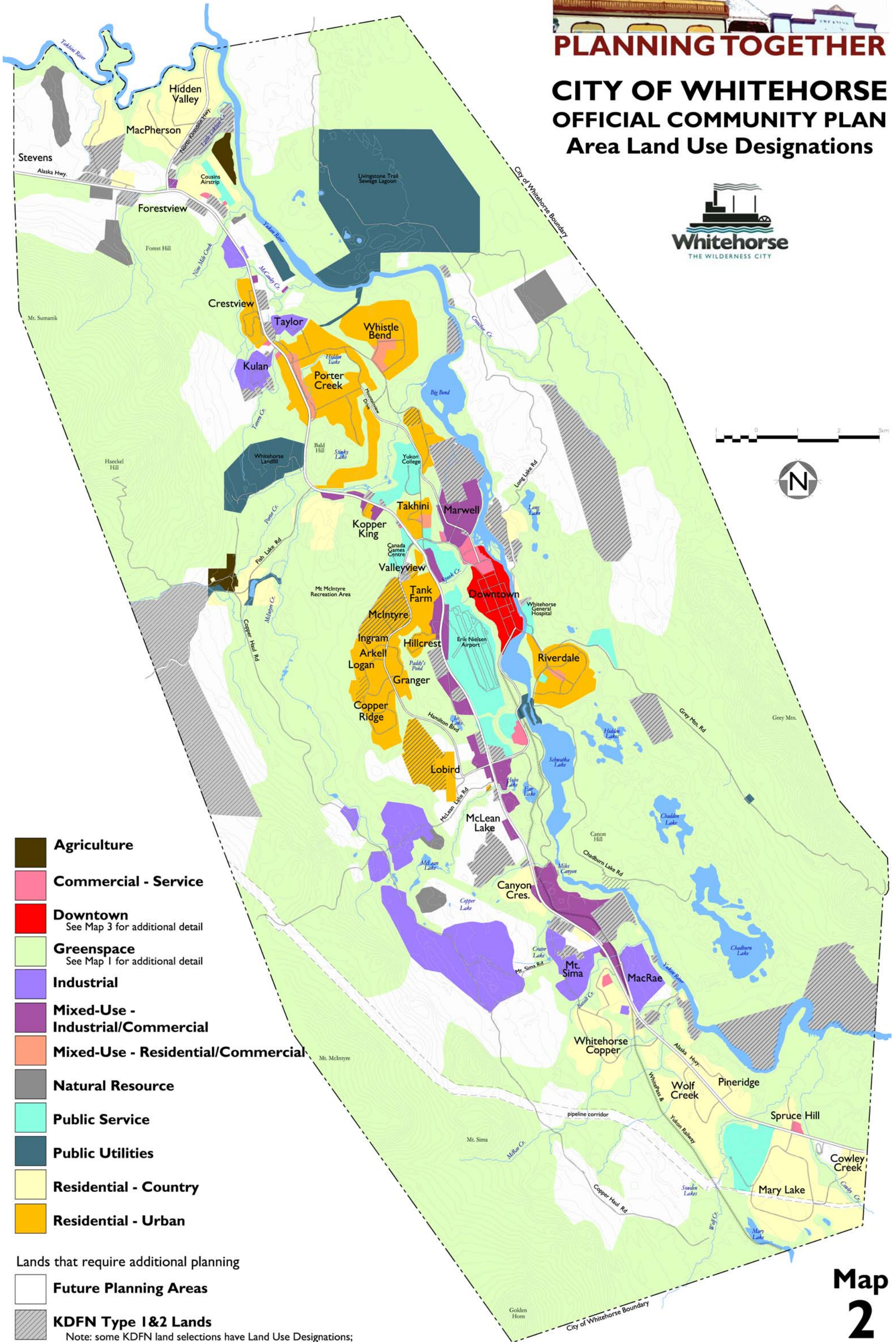
-  **Designated Development Areas**
-  **First Nation Lands**
-  **Future Planning Areas**
-  **Recreation Areas**
Includes
 1. Significant Areas containing Primary/Recommended Trails from Trail Inventory
 2. Trans-Canada Trail
 3. PR and CR zoned areas
 4. Neighbourhood-identified recreation areas
-  **Environmentally Sensitive Areas**
Includes
 1. High Wildlife Value areas
 2. 30m setbacks on rivers, year-round streams, and surface water
 3. Forested slopes greater than 30%
 4. Exposed slopes of any steepness
 5. Escarpment hazard study "high" and "medium" risk areas
 6. High site sensitivity areas
-  **Green "Connections" Areas**
Includes natural areas not identified as Environmentally Sensitive or of Recreational Value, but included in Greenspace Designation on Land Use Designations Maps

Sources:
 High Resolution Imagery - 2001 and 2006
 "City of Whitehorse Stream Assessment" - April 2003
 "Mapping of New Environmental Protection Zones" - Gartner Lee Limited - July 2004
 "Escarpment Geohazard Risk Study" - EBA - 2002
 "City of Whitehorse Trail Plan Inventory" - Gartner Lee Limited - 2006
 Slopes of 30% or greater were extrapolated from City wide 5m contours - 2001



PLANNING TOGETHER

CITY OF WHITEHORSE OFFICIAL COMMUNITY PLAN Area Land Use Designations



- Agriculture**
- Commercial - Service**
- Downtown**
See Map 3 for additional detail
- Greenspace**
See Map 1 for additional detail
- Industrial**
- Mixed-Use - Industrial/Commercial**
- Mixed-Use - Residential/Commercial**
- Natural Resource**
- Public Service**
- Public Utilities**
- Residential - Country**
- Residential - Urban**

Lands that require additional planning

Future Planning Areas

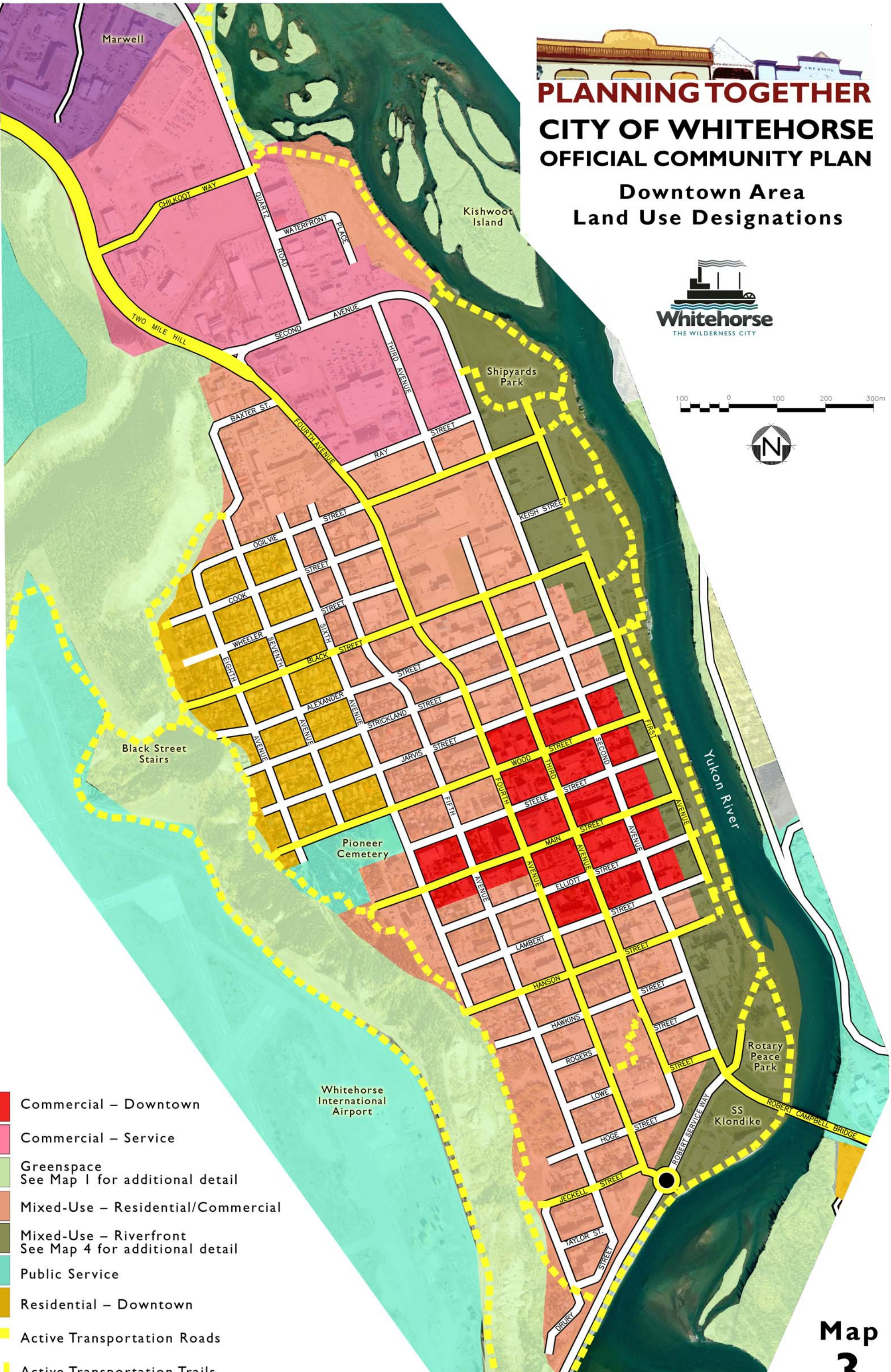
KDFN Type 1&2 Lands
Note: some KDFN land selections have Land Use Designations; these are shown as correct colour but with cross-hatching

PLANNING TOGETHER

CITY OF WHITEHORSE

OFFICIAL COMMUNITY PLAN

Downtown Area Land Use Designations



- Commercial – Downtown
- Commercial – Service
- Greenspace
See Map 1 for additional detail
- Mixed-Use – Residential/Commercial
- Mixed-Use – Riverfront
See Map 4 for additional detail
- Public Service
- Residential – Downtown
- Active Transportation Roads
- Active Transportation Trails

Note: Ortho Photo was taken on September 1, 2006

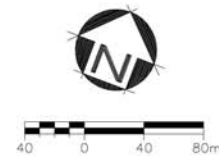


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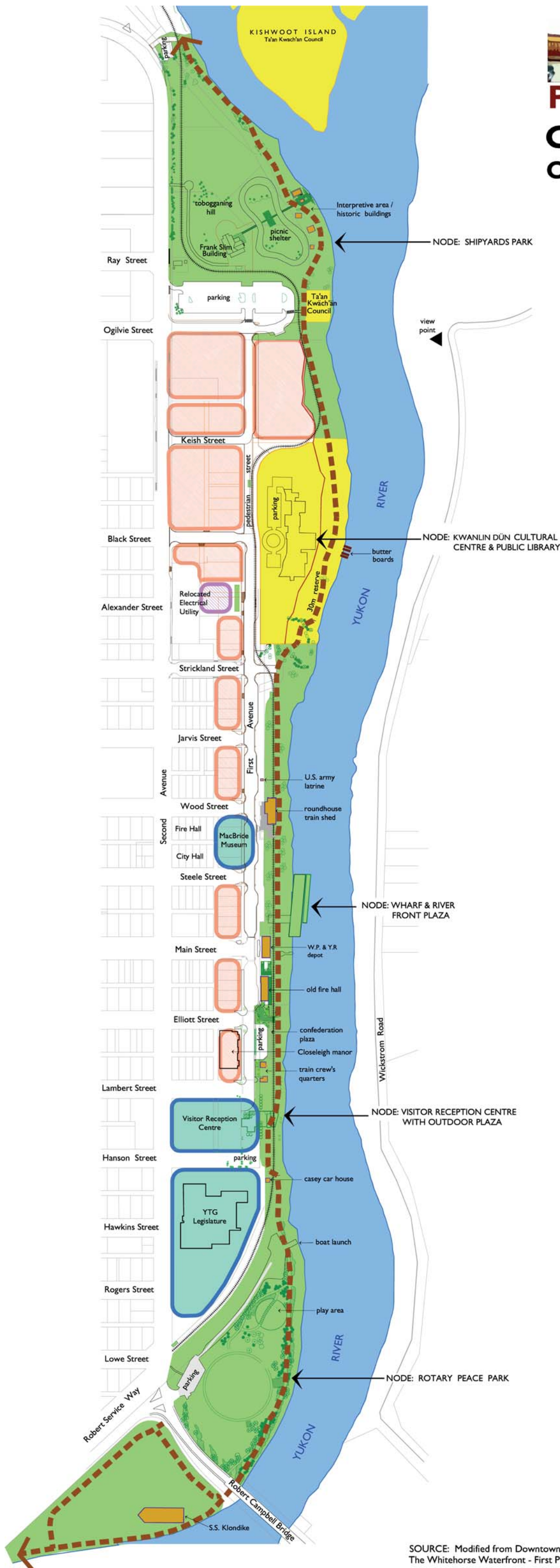
CITY OF WHITEHORSE

OFFICIAL COMMUNITY PLAN

Downtown Riverfront Plan

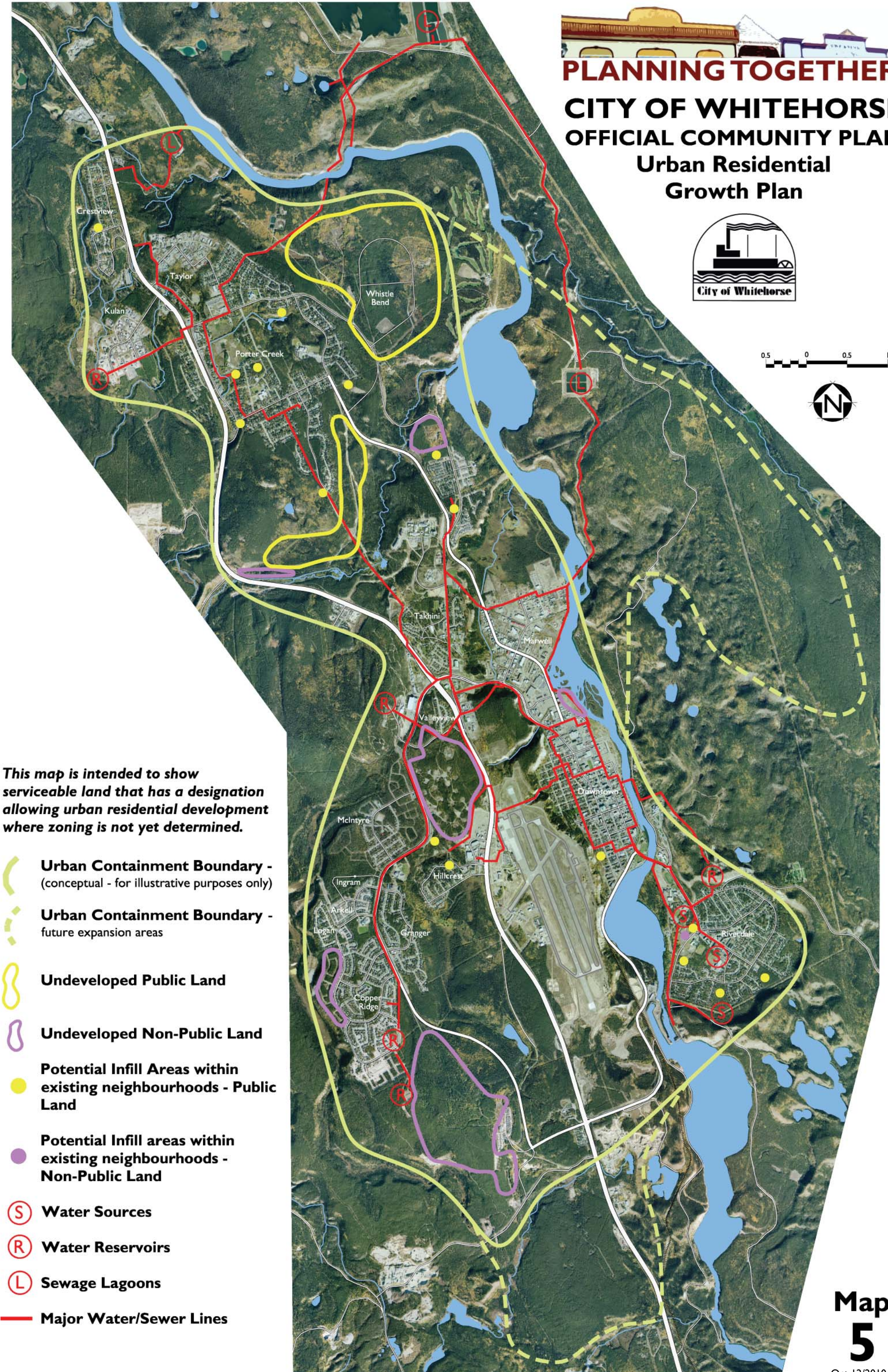


- Mixed Use Commercial/Residential**
- Institutional**
- Recreation**
- Utility**
- Heritage Building**
- First Nation Land**
- Walkway**
- Trolley Track**



SOURCE: Modified from Downtown Riverfront Plan, Map 6 - Land Use Plan, October 1998 and The Whitehorse Waterfront - First Priority - Project Scope and Project Costs - C.S.I.F. March 2009

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CITY OF WHITEHORSE
OFFICIAL COMMUNITY PLAN
Urban Residential
Growth Plan

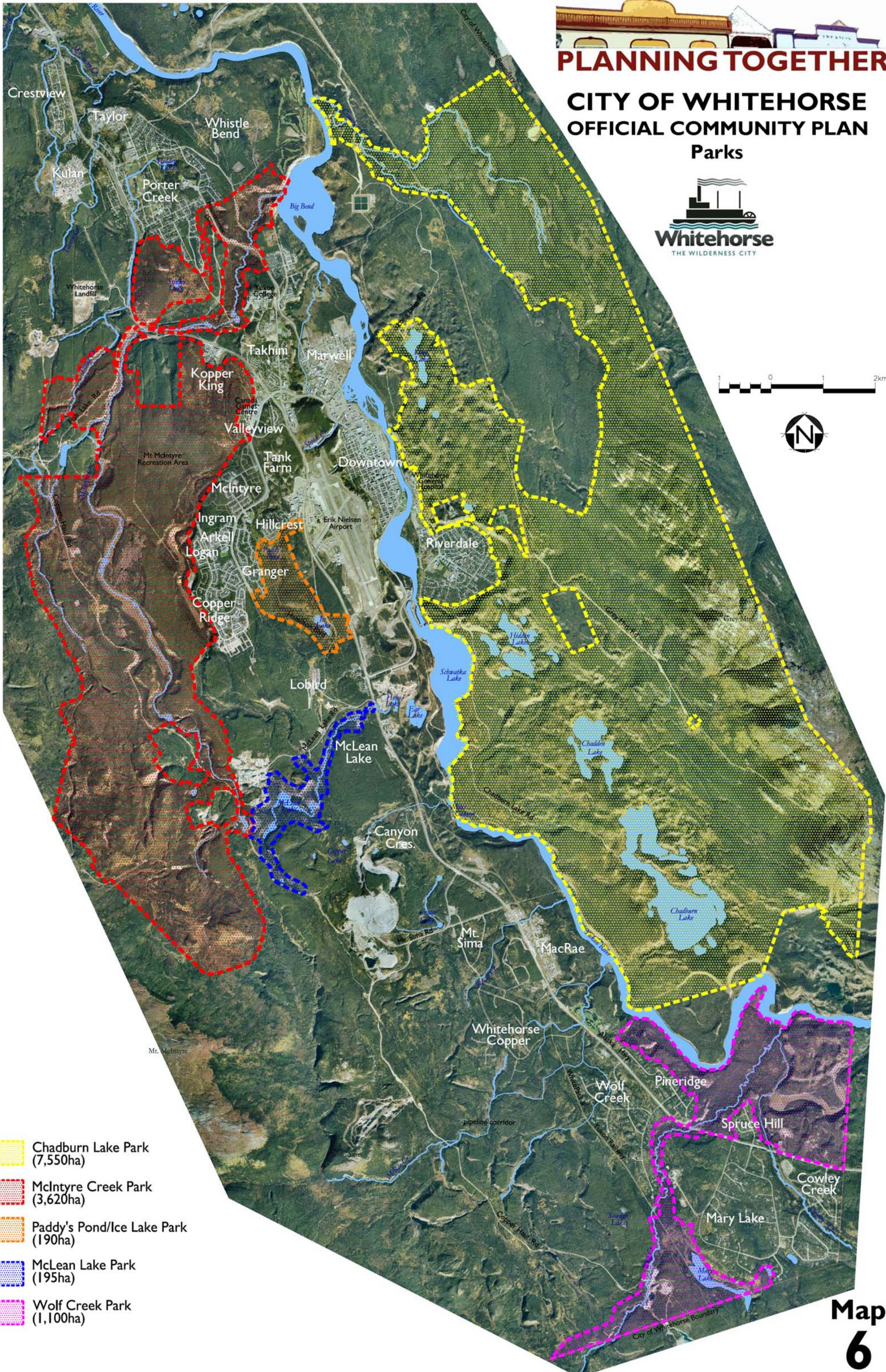


This map is intended to show serviceable land that has a designation allowing urban residential development where zoning is not yet determined.

- Urban Containment Boundary -**
(conceptual - for illustrative purposes only)
- Urban Containment Boundary -**
future expansion areas
- Undeveloped Public Land**
- Undeveloped Non-Public Land**
- Potential Infill Areas within**
existing neighbourhoods - **Public**
Land
- Potential Infill areas within**
existing neighbourhoods - **Non-Public**
Land
- Water Sources**
- Water Reservoirs**
- Sewage Lagoons**
- Major Water/Sewer Lines**

PLANNING TOGETHER

**CITY OF WHITEHORSE
OFFICIAL COMMUNITY PLAN
Parks**



- Chadburn Lake Park (7,550ha)
- McIntyre Creek Park (3,620ha)
- Paddy's Pond/Ice Lake Park (190ha)
- McLean Lake Park (195ha)
- Wolf Creek Park (1,100ha)