

CITY OF WHITEHORSE – STANDING COMMITTEES

Monday, August 7, 2023 – 5:30 p.m.

Council Chambers, City Hall

CALL TO ORDER

ADOPTION OF AGENDA

PROCLAMATIONS Yukon Pride Days – Whitehorse (August 5 – 13, 2023)

DELEGATIONS

CITY OPERATIONS COMMITTEE

1. New Business

COMMUNITY SERVICES COMMITTEE

1. New Business

PUBLIC HEALTH AND SAFETY COMMITTEE

1. New Business

CORPORATE SERVICES COMMITTEE

1. Mayor's Travel Expense Authorization
2. New Business

CITY PLANNING COMMITTEE

1. Public Input Session Report – Range Point Joint Master Plan
2. New Business

DEVELOPMENT SERVICES COMMITTEE

1. Housing and Land Development Advisory Committee Recommendations – Zoning
2. Subdivision – Phase 1 Copper Ridge West - **Amended August 10 for map error**
3. New Business



PROCLAMATION

YUKON PRIDE MONTH

August 2023

WHEREAS Yukon Pride Month supports and promotes events and activities that help to build a strong, safe, and vibrant community; and

WHEREAS the City of Whitehorse is committed to supporting and respecting our 2SLGBTQIA+ community members, allies and employees; and

WHEREAS Yukon Pride Month invites Yukoners from all communities across the Territory to be part of the Pride celebrations; and

WHEREAS Pride 2023 in Whitehorse is being celebrated with events planned from August 5th to 13th here in the City;

NOW THEREFORE I, Mayor Laura Cabott, do hereby proclaim the month of August 2023 to be ***Yukon Pride Month*** in the City of Whitehorse.

Laura Cabott
Mayor

CITY OF WHITEHORSE
CITY OPERATIONS COMMITTEE
Council Chambers, City Hall



Chair: Dan Boyd

Vice-Chair: Jocelyn Curteanu

August 7, 2023

Meeting #2023-14

1. New Business

CITY OF WHITEHORSE
COMMUNITY SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Michelle Friesen

Vice-Chair: Kirk Cameron

August 7, 2023

Meeting #2023-14

1. New Business

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



Chair: Jocelyn Curteanu

Vice-Chair: Mellisa Murray

August 7, 2023

Meeting #2023-14

1. New Business

CITY OF WHITEHORSE
CORPORATE SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Kirk Cameron

Vice-Chair: Ted Laking

August 7, 2023

Meeting #2023-14

-
1. Mayor Travel Expense Approval
Presented by Valerie Braga, Director of Corporate Services
 2. New Business

ADMINISTRATIVE REPORT

TO:	Corporate Services Committee
FROM:	Administration
DATE:	August 7, 2023
RE:	Mayor's Travel Expense Authorization

ISSUE

Authorization of travel expenses for the Mayor.

REFERENCE

- [Council Remuneration Bylaw 2020-27](#)
- [Council Expense Policy](#)

HISTORY

Council's Expense Policy requires prior approval by Council Resolution for all requests for funding or reimbursement of expenses incurred in conjunction with travel by the Mayor outside the City of Whitehorse.

ALTERNATIVES

1. Authorize the request for travel expenses; or
2. Deny the requests for travel expenses.

ANALYSIS

The Mayor has been invited to attend the Skagway Road Relay to celebrate the start of the race with Skagway Mayor Andrew Cremata on September 8, 2023. The cost of the Mayor's travel is expected to be less than \$300, and well within budget.

ADMINISTRATIVE RECOMMENDATION

THAT travel expenses be authorized for Mayor Cabott to attend the Skagway Road Relay events happening on September 8, 2023.

CITY OF WHITEHORSE
CITY PLANNING COMMITTEE
Council Chambers, City Hall



Chair: Ted Laking

Vice-Chair: Michelle Friesen

August 7, 2023

Meeting #2023-14

-
1. Public Input Session Report – Range Point Joint Master Plan
Presented by Mathieu Marois, Senior Planner, Planning and
Sustainability Services
 2. New Business

ADMINISTRATIVE REPORT

TO: Planning Committee
FROM: Administration
DATE: August 7, 2023
RE: Public Input Session Report – Range Point Joint Master Plan

ISSUE

Public Input Session Report on the Range Point Joint Master Plan (the Plan), a document providing guidance and a framework for the future development of Yukon Government (YG) Lot 262-6 and Kwanlin Dün First Nation (KDFN) Settlement Land Parcel C-15B.

REFERENCES

- [2040 Official Community Plan](#)
- [2020 KDFN Community Lands Plan](#)
- [2014 Range Road North Neighbourhood Plan](#)
- [2023 Range Point Joint Master Plan](#)
- [2011 McIntyre Creek Wildlife Corridor Assessment](#)
- [2023 Range Point Neighbourhood Transportation Impact Assessment](#)

HISTORY

KDFN and YG jointly developed a plan for the future residential development of their properties in the North Range Road neighbourhood. The Plan was introduced at the Regular Council Meeting of June 26, 2023.

At the June 26 Regular Council meeting, Administration was directed to schedule a Public Input Session on the proposed Range Road Joint Master Plan.

Notices were published in the Whitehorse Star and Yukon News on June 30 and July 7, 2023. A notice sign was placed on the subject site and property owners within 100 m were notified by mail. YG, KDFN, the Ta'an Kwäch'än Council, and the Porter Creek Neighbourhood Association were notified by email.

A Public Input Session was held on July 10, 2023. Written submissions were received from four members of the public, including one post-session submission. During the Public Input Session, one verbal submission was received. A consultant representing both KDFN and YG presented additional information about the Plan.

ALTERNATIVES

1. Approve the Plan; or
2. Refer the matter back to Administration.

ANALYSIS

The following topics were raised in the submissions:

- Greenspace and buffer;
- Active transportation;
- Road network;
- Housing; and
- Process and clean-up.

Greenspace and Buffer

Concerns were noted about the loss of greenspace within the Plan area considered as a wildlife corridor. Further information was also requested on the size of the treed buffer along Northland Park and McIntyre Creek. KDFN's Community Lands Plan identifies the general Chasàn Chuà/McIntyre Creek area as a significant wildlife area and the watershed being of considerable ecological value.

The McIntyre Creek Wildlife Corridor Assessment recommends a 175 m riparian buffer on either side of the creek as best practice to mitigate impacts to larger wildlife.

Furthermore the study suggests that the topography naturally guides wildlife movement through the river corridor.

According to the Plan, a small portion of the northwestern corner of the proposed developed area falls within the 175 m setback. The development is however on a bench with significant grade difference from the McIntyre Creek corridor. It is considered that the escarpment between the proposed development area and the creek would discourage wildlife from using the bench area. Therefore, the proposed development is anticipated to have minimal impact on the adjacent wildlife corridor.

A 10 m treed buffer is proposed along the southern Plan boundary adjoining Northland Park and the eastern boundary along Range Road. Furthermore, the geotechnical evaluation of the site recommended that a 30 m development setback be applied to the northern boundary so that natural vegetation remain intact throughout the adjacent greenbelt. The Master Plan reflects this guidance.

Active Transportation

A submission proposed that the impact on the existing unmaintained trail network could be mitigated by a replacement trail and improved connections to the Whistle Bend, Takhini, and Yukon University trail networks. Improving connections to areas outside of the neighbourhood through a dedicated pedestrian/cycling route was also proposed. Additionally, it was requested that the trail along McIntyre Creek remain and a footbridge be installed across the creek.

The Plan retains the well-used escarpment trail that borders the development to the west and north, along with the trail that straddles the boundary between Northland Park and Lot 262-2. A network of new natural surface trails will also allow for circulation between the neighbourhood and these trails. The Plan envisions 1.5 m wide natural surface trails within these corridors to replicate the look, feel, and function of the escarpment trail and facilitate use by pedestrians and cyclists to mitigate the loss of portions of the existing unmaintained trail network.

The 2014 Range Road North Neighbourhood Plan addresses off-site trail connection and recommended improvements to the broader network. The Plan aligns with these recommendations and does not restrict the City from advancing the recommended off-site improvements from 2014. Contributions for these off-site trail improvements will be confirmed at the subdivision and development agreement stages.

Road Network

Concerns were raised about the lack of street lighting at the end of Range Road adjacent to the Plan area. There were also queries regarding planned intersection improvements for Range Road and Mountain View Drive. It was suggested by the public that the road infrastructure would probably need upgrading to support increased traffic loads from the proposed Plan.

A Traffic Impact Analysis was conducted for the Plan and modelled traffic impacts at the 2032 and 2042 horizon years. Recommendations include new intersection configurations for the Mountain View Drive/Range Road and Whistle Bend Way/Range Road intersections, and minor adjustments to traffic signal timing.

The City is also advancing further a study “Transportation Corridor Study” to examine how to improve traffic flow on Quartz Road and Mountain View Drive.

Contributions for these road network improvements will be confirmed at the subdivision and development agreement stages.

Housing

It was noted that the Plan area is accessible and a good location to address the need for housing in Whitehorse. Providing housing in this location aligns with the KDFN Community Lands Plan which identifies this lot as a Community Development site for residential development. It also conforms with the 2040 OCP, which seeks to encourage the construction of a variety of housing types to address the housing needs in the community and to support First Nation development of Settlement Land.

Process and Clean Up

A member of the public raised concerns about the absence of a construction clean-up plan. They also inquired whether the development process will be phased.

The consultant advised during their presentation that the site clearing proposed for 2024 is projected to be in one phase with subsequent development construction being staged to maintain key arteries. Full build-out is projected for 2040.

A construction clean-up plan to address the management of construction waste is not required as part of this master planning process. The proposed development is subject to the City’s Building and Plumbing Bylaw 99-50 that regulates construction activities.

ADMINISTRATIVE RECOMMENDATION

THAT Council approve the Range Point Joint Master Plan, a document providing guidance and a framework for the future development of Yukon Government Lot 262-6 and Kwanlin Dün First Nation Settlement Land Parcel C-15B.

CITY OF WHITEHORSE
DEVELOPMENT SERVICES COMMITTEE

Council Chambers, City Hall



Chair: Mellisa Murray
Dan Boyd

Vice-Chair:

August 7, 2023

Meeting #2023-14

-
1. Housing and Land Development Advisory Committee Recommendations –
Zoning
Presented by Mike Gau, Director of Development Services and
Bryony McIntyre, Chair of the Housing and Land Development Advisory
Committee
 2. Subdivision – Phase 1 Copper Ridge West
Presented by Cathy Dyson, Land Development Supervisor, Land and
Building Services
 3. New Business

ADMINISTRATIVE REPORT

TO:	City Planning Committee
FROM:	Administration
DATE:	August 7, 2023
RE:	Housing and Land Development Advisory Committee Recommendations - Zoning

ISSUE

Recommendations to Council from the Housing and Land Development Advisory Committee (HLDAC) on proposed Zoning Bylaw Amendments focused on removing barriers to housing development.

REFERENCE

- [Advisory Committee Bylaw 2021-12 – Schedule A - HLDAC Terms of Reference](#)
- Attachment 1: Recommendations from HLDAC (2023-02) – July 26, 2023
- 2023-2025 Capital Expenditure Plan – Project 720c00422 Zoning Bylaw Rewrite

HISTORY

HLDAC was established by Council in 2022 with a mandate to provide advice and recommendations to Council regarding strategic policy issues and procedures and bylaws as they affect housing and land development under the City's jurisdiction.

HLDAC has completed a comprehensive review of the Zoning Bylaw with the goal to identify zoning provisions that could be changed to remove barriers to housing development.

A report from the Committee with their recommendations are provided in Attachment 1. Administration anticipates award of the Zoning Bylaw Rewrite consulting project by the end of August or early September.

ALTERNATIVES

1. Refer the HLDAC Zoning Bylaw amendment recommendations to the Zoning Bylaw Rewrite process to be examined further; or
2. Refer the recommendations back to Administration.

ANALYSIS

HLDAC's recommendations are provided in three categories that reflect their consideration to timing and are grouped by initiative below. For specific proposed amendments refer to Attachment 1.

- Short-Term: Immediate Amendments
 - Allow greater density in all residential zones;
 - Provide for additional residential development in certain commercial zones; and
 - Provide additional opportunities for employee housing in industrial areas as a secondary use.

- Medium-Term: Consider in Zoning Bylaw Rewrite
 - Reduce and simplify the number of residential zones under the Bylaw;
 - Introduce an “Inclusionary Zoning” category;
 - Increase developable space and units in multi-family housing zones; and
 - Establish additional areas to allow mobile or manufactured housing (i.e., “tiny homes”).
- Longer-Term Planning
 - Investigate options and constraints for densification of current country residential neighborhoods.

Administration recommends that the Short Term Immediate Amendments be referred to the Zoning Bylaw Rewrite process along with the proposed Medium-Term Amendments for the following reasons:

- 1) Public Engagement on the Zoning Bylaw Rewrite is anticipated to start this fall and is likely to overlap with the timing of the proposed Immediate Amendments which may be confusing;
- 2) Overlapping amendment processes will challenge internal capacity including the ability to resource and complete ongoing Council Strategic Priorities;
- 3) The proposed amendments are significant, and will change building potential in existing neighbourhoods city-wide (as intended). The proposals require a comprehensive review (that the Zoning Bylaw Review process is intended to provide) as well as legal review as necessary; and
- 4) Bringing forward amendments immediately does not include time for a more comprehensive policy review on how the amendments align with the Whitehorse 2040 Official Community Plan (OCP), previous planning work, operational impacts (such as snow removal if more on-street parking occurs), and urban design principles.

To be clear, Administration has not had the time to consider if it fully agrees with the content of the proposed amendments, and at this point, is concerned about the proposed timing of the Short-Term Immediate Amendments recommended by the Committee, not the recommendations themselves.

Longer-term recommendations to investigate densification of country residential areas will be deferred to the next OCP update which would occur in 8-10 years, and considered in other relevant planning and engineering work in the meantime.

The Zoning Bylaw Rewrite Terms of Reference requests that proposals include an initial round of housing-related amendments to the Zoning Bylaw, with the approximate delivery at the end of 2023. This timing would likely be within 2-3 months of when Administration could advance the Committee’s proposals to Council as stand-alone bylaw initiatives.

The consultant will be required to meet with HLDAC to discuss the Zoning Bylaw Rewrite as the project progresses.

ADMINISTRATIVE RECOMMENDATION

THAT Council direct Administration to refer the Housing and Land Development Advisory Committee Short and Medium-Term recommendations for amendments to the Zoning Bylaw Rewrite process for consideration.

City of Whitehorse

Housing and Land Development Advisory Committee

DATE August 7, 2023
TO Council
FROM Housing and Land Development Advisory Committee
RE Committee Recommendations - Zoning

TOPIC

The Housing and Land Development Advisory Committee (HLDAC) has reviewed the Zoning Bylaw focussing on housing development, as one of the topics under the Committee workplan.

The Committee's recommendations have been organized into three groups as follows:

- Those changes that could be immediately advanced;
- Changes that are suited to be included in the Zoning Bylaw re-write; and
- Ideas for future longer-term planning Work.

The Committee's approach to the review of the Zoning Bylaw was based on removing restrictions on density opportunities in all areas of Whitehorse.

The proposed amendments are intended to work together to create these opportunities.

HLDAC RECOMMENDATIONS – Housing

THAT Council consider making amendments to the Zoning Bylaw in the short, medium and long-term, as follows (see attached Table of Recommendations for additional detail):

Short-term – Changes that should be considered immediately.

1. Provide opportunities to allow greater density in all residential zones, including:
 - a. Allow up to 4 units per lot on all single-family zones;
 - b. Remove parking requirements for use of land, other than for accessible parking;
 - c. Revise site coverage and minimum lot size restrictions to provide more usable and developable space on the lot;
 - d. Remove maximum density on RCM3 and RCM Zones (Multiple Housing); and
 - e. Allow Garden and Living Suites in all residential zones.
2. Provide for additional residential development in certain commercial zones to increase available housing units;
 - a. Set minimum height and require or encourage residential housing requirements above commercial developments;
 - b. Require residential above commercial in CN;
 - c. Increase site coverage "sliding scale";
 - d. Reduce amenity space requirements when housing is part of the development; and
 - e. Revise parking requirements where housing provided as part of the development.
3. Provide additional opportunities for staff housing in industrial areas as a secondary use.

The immediate changes are intended to remove development restrictions in residential zones and allow all types of builds to maximize density opportunities. Off-street parking requirements, setbacks, and site coverage greatly impact small-scale residential development. Minimum parking requirements make it difficult to solve the housing problem and can cut the net density for an area in half.

Further, the cost associated with parking spaces on single lots is exponentially lower than the per unit costs associated with building parking spaces for midrise or “missing middle” housing. High parking requirements, large setbacks, and low site coverage reduce the net developable area and, as a result, the density and economic viability of this type of housing.

In review of commercial zones, there are lost opportunities for residential development above the proposed commercial use. There could be a requirement for developers to include residential units or provide incentives (through tax or other mechanisms) to encourage residential development on these properties. The intent would be increased rental units available in neighbourhood commercial zones. It was also recognized that there are staff housing needs of owners of industrial properties. The Committee recommends that the City explore options to facilitate housing on industrial properties that don’t compromise the core industrial use of the land.

Medium-term: Changes to consider as part of the Zoning Bylaw Re-write.

1. Reduce and simplify the number of residential zones under the bylaw;
2. Introduce an “Inclusionary Zoning” category
 - a. Consider establishing requirements such as a set proportion for affordable housing and providing development incentives with more permissive requirements (such as greater density, less parking or more units);
3. Increase developable space and units in multi-family housing zones;
 - a. Reduce or eliminate storage space requirements (< five units);
 - b. Reduce interior and exterior amenity space requirements (25% to 10%);
 - c. Provide Inclusionary Zones in all multifamily zones;and
 - d. Reconsider maximum density requirements.
4. Establish additional areas to allow mobile or manufactured housing (i.e., “tiny homes”).

The Recommendations included in this group lend themselves to the overall Zoning Bylaw review. In review of the current bylaw, it was noted that there are too many residential zones which creates confusion and different requirements for developers.

Overall, the bylaw should have fewer and less restrictive residential zones to facilitate development. The Committee recommends consolidation of zoning types (e.g., possibly reducing the RCS zones to one or two zones). This would greatly reduce the complexity of the bylaw and staff processing time for applications.

It is also recommended that the use of “Inclusionary Zoning” would support affordable housing. The use of inclusionary zoning can be either a requirement in certain locations or an opportunity for developers to apply for this type of zoning with related incentives.

The multi-family zones are currently working well, but there are some areas within the zoning that could be revised to create more opportunities for developers to use more of their property for development of units, without sacrificing usability and amenities for residents.

The Committee also recognized that there needs to be a zone to accommodate new and creative types of developments that include non-permanent units (such as mobile homes or tiny homes). Providing for these types of developments which can typically be much more quickly developed and offered will facilitate options for units at a lower price point.

Longer-term Planning

1. Investigate options and constraints for densification of current country residential neighborhoods.
 - a. Identify infrastructure requirements, conduct studies (i.e., aquifer capacity); and
 - b. Continue to provide subdivision opportunities to owners and future owners.

It was recognized that there are a number of country residential properties within Whitehorse. It is recommended that the City look at infrastructure and planning considerations for future density in the country residential subdivisions well ahead of development pressures being put on these areas.

Attached: HLDAC Table of Recommendations - Zoning

	Short Term Recommendations- Immediately to Council			
	Intent/Goal	Recommended Amendments to Zoning Bylaw	Rationale	Notes
1	<p>Amend Zoning Bylaw to provide opportunities to allow more density on all residential zones.</p> <p>This will allow up to 4 units (single, duplex, triplex, four plex, or up to four rental units or any combination of the above (i.e., a duplex with living suites in them) on any residential lot</p>	<ul style="list-style-type: none"> Remove parking requirements for use of land, other than for accessible parking. 	<ul style="list-style-type: none"> Free up developable space Supports Transportation Master Plan/Our Clean Future Initiatives and can work to encourage use of public transit. Concerns with parking space will be determined by the builder and the market demands. 	<ul style="list-style-type: none"> Still require accessible parking stalls in multi-family Ensure that where parking spaces provided it meet minimum specifications. Recognize that some areas in Whitehorse may be constrained by other factors in terms of allowing more density.
		<ul style="list-style-type: none"> Revise site coverage and minimum lot size restrictions to provide more usable and developable space on the lot. 	<ul style="list-style-type: none"> Developers will be able to build more and different types of units on lots 	<ul style="list-style-type: none"> Lower lot size requirements with sliding scale maximum site coverages, so that the maximum site coverage isn't the same for a Single Detached and a Triplex No more homogenous single-detached housing zones
		<ul style="list-style-type: none"> Remove maximum density on RCM3 and RCM Zones (Multiple Housing). 	<ul style="list-style-type: none"> RCM3 zone is the only multi-family zone that has a maximum density requirement. Removal of this will bring it in line with other multi-family zones. 	<ul style="list-style-type: none">
		<ul style="list-style-type: none"> Allow Garden and Living Suites in all residential zones. 	<ul style="list-style-type: none"> Increase both owner's ability to earn income from their homes and also to increase number of rental units available throughout neighbourhoods. 	<ul style="list-style-type: none"> Could look at particular areas of new development where there could be a requirement to construct a living

			<ul style="list-style-type: none"> • If lot or house is big enough to accommodate should be able to have both (living & garden suites). 	<ul style="list-style-type: none"> • City must consider increased loading on infrastructure. • City should review current infrastructure and new developments for more density.
2	Provide for additional residential development in certain commercial zones to increase available housing units.	<ul style="list-style-type: none"> • Set minimum height, and require or encourage residential housing requirements above commercial developments. • Require residential above commercial in CN. • Increase site coverage “sliding scale.” • Reduce amenity space requirements when housing provided as part of the development. • Revise parking requirements where housing provided as part of the development. 	<ul style="list-style-type: none"> • To create more residential units in commercial buildings to maximize development potential. • Potential incentives or penalties could be investigated including: • Tax implications of not building-vacant space tax for areas above the commercial use; • Tax credits or breaks when residential units developed 	<ul style="list-style-type: none"> • Revisit requirement for housing to be above ground floor, • Issues around accessibility need to be considered. In Neighbourhood Commercial could look to provide an exception to requiring accessible units where they develop residential. But for downtown units, accessible units must be provided.
3	Provide additional opportunities for employee housing in industrial areas as a secondary use.	<ul style="list-style-type: none"> • Explore options in the Zoning Bylaw to support residential units in Industrial Zones that protect the primary industrial use but can work to address employee housing needs 	<ul style="list-style-type: none"> • Look to meet demand for staff housing on industrial land to support core business. • Do not allow condos or ground floor permanent residential on industrial lands. 	<ul style="list-style-type: none"> • Potential to use the new alternate housing definition to capture these residential units in industrial zones. • Some options can include: <ul style="list-style-type: none"> ○ Bunkhouse style with shared kitchen facilities ○ Mobile home units ○ Above 1st floor units

	Medium Priority Amendments-Refer to Zoning Bylaw Rewrite			
	Intent/Goal	Recommended Amendments to Zoning Bylaw	Rationale	Notes
1	Reduce and simplify the number of residential zones under the bylaw.	<ul style="list-style-type: none"> Reduce the number of zones and make them more permissive to incentivize more development. 	<ul style="list-style-type: none"> Simplify zoning. Reduce confusion on what is allowed in what zone. 	
2	Introduce “inclusionary zoning” (IZ) into the Zoning Bylaw.	<ul style="list-style-type: none"> Consider establishing requirements such as a set proportion for affordable housing and allowing for development incentives with more permissive requirements (greater density, less parking, more units etc.). 	<ul style="list-style-type: none"> Incentivize more development of affordable housing through zoning controls. 	<ul style="list-style-type: none"> Recognize the difference between the building and administrative issues around monitoring Administrative issues- could look to having an NGO manage the properties over time Property Managers could also manage units to ensure they remain affordable. Provide incentives to developers- property tax. Would apply to both rental and purchased units. Accessibility and universal design need to be considered in these types of developments. Include a definition of Inclusionary Zoning.
3	Increase developable space and units in multi-family housing zones.	Revise multi-family zones to increase buildable space: <ul style="list-style-type: none"> Reduce or eliminate storage space requirements (<five units). Reduce interior and exterior amenity space 	<ul style="list-style-type: none"> More space for buildings provides an opportunity for more density. These revisions in conjunction with parking space considerations- as a cumulative effect will increase units. 	<ul style="list-style-type: none"> Retain minimum density (RCM2) RCM zone will work well with recommendation to allow duplex/tri-plexes and 4 plexes on all residential zones.

		<p>requirements (25% to 10%).</p> <ul style="list-style-type: none"> • Provide Inclusionary Zones in all multifamily zones. • Reconsider maximum density requirements. 		
4	<p>Establish additional areas to allow for mobile or manufactured housing units (i.e., “tiny homes”). (Not affixed to the ground with a foundation).</p>	<ul style="list-style-type: none"> • Change the name of current Mobile Home Park zone to manufactured housing units. • Units must be not permanently affixed to the ground and must be serviced. • Units could be managed either through strata options/pad rentals or other forms of tenancy. • Create development controls to manage concerns with ‘traditional’ mobile home parks. Including space for amenities, layouts etc. 	<ul style="list-style-type: none"> • Cheapest and fastest form of residential development. • Lower price for individuals to enter the housing market. • Smaller companies can do servicing. • Need less land • More contractors available for this type of construction. • Directly related to provision of attainable housing. • Allow for smaller parcels of land to be used for these types of developments. • Could be a good way to use lands that don’t fit typical developments and to use land that may not be great for normal residential developments. 	<ul style="list-style-type: none"> • Choice of location difficult. • KDFN will be building prefab homes. • Provides “single family” homes in denser development. • Aesthetics would need to be addressed. • Need to recognize that these housing types are part of a complete housing package.

-Long Term Planning				
	Intent/Goal	Recommended Amendments to Zoning Bylaw	Rationale	Notes
1	Investigate options and constraints for densification of current country residential neighborhoods.	<ul style="list-style-type: none"> As part of future planning initiatives, the densification of country residential areas should be considered through work on infrastructure requirements, studies on existing aquifers and what development requirements would need to be amended to facilitate this. Continue to provide subdivision opportunities for current and future owners. 	<ul style="list-style-type: none"> Plan carefully before density comes. Market will enable infrastructure changes and social acceptance. 	

ADMINISTRATIVE REPORT

TO:	Planning Committee
FROM:	Administration
DATE:	August 7, 2023
RE:	Subdivision – Phase 1 Copper Ridge West - <i>Map Updated August 10, 2023</i>

ISSUE

Subdivision approval for a 1.86 ha portion of Lot 988, Copper Ridge Subdivision, Plan 2012-0073 LTO (Kwanlin Dün First Nation Settlement Parcel C-112B-1).

REFERENCE

- [2040 Official Community Plan \(OCP\)](#)
- [Zoning Bylaw 2012-20](#)
- [Zoning Amendment Bylaw 2022-26](#)
- [Subdivision Control Bylaw 2012-16](#)
- [Development Agreement Regulations Bylaw 2012-15](#)
- [Residential Development Cost Charges Bylaw 2012-12](#)
- Attachment A – Location Sketch
- Attachment B – Phasing Sketch
- Attachment C – Subdivision Sketch

HISTORY

The area known as Copper Ridge West was chosen by Kwanlin Dün First Nation (KDFN) as a Settlement Parcel in the 2005 Kwanlin Dün First Nation Final Agreement and includes four KDFN Category B, Type 3, Settlement Land Parcels (C-112B-1, C-112B-2, C-112B-3, & C-112B-4).

The project area is located west of Falcon Drive between Finch Crescent and North Star Drive and will include the construction of several undeveloped City-owned streets that were originally surveyed and named as part of the Copper Ridge subdivision in 1994 (Amethyst Trail, Sapphire Lane, Peridot Crescent, Turquoise Place, Agate Court and Beryl Place). The project also includes the installation of water, sanitary sewer, storm and shallow utilities within the road right-of-way in three phases of development.

In August 2022, Council adopted Bylaw 2022-26 to amend the zoning for Phases 1 and 2 of the proposed residential development from FP – Future Planning to RCS2 – Comprehensive Residential Single Family 2.

In 2023, an application for subdivision was submitted for Phase 1, which is the most southerly area of the Copper Ridge West area. The subject subdivision proposes the creation of 24 single family lots, one walkway and two buffer lots.

On June 7, 2023, the subdivision application was reviewed by the Development Review Committee (DRC) with no concerns being identified.

In accordance with the City's Subdivision Control Bylaw 2012-16, Council is the approving authority for subdivisions that result in the creation of six or more lots. As such, Administration is bringing forward the subdivision application for Council consideration.

ALTERNATIVES

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

ANALYSIS

Lot Layout and Design

The Phase 1 application area consists of approximately 1.86 ha of vacant KDFN Settlement Land. Each of the 24 proposed residential lots conform to the RCS2 zoning regulations. While the RCS2 zoning is primarily a single family zone, duplexes are permitted on lots greater than 780 m². There are three lots with an area greater than 780 m² within the proposed subdivision.

Access to the proposed subdivision area would be through the existing City road network. The Beryl Place cul-de-sac would be constructed as per the specifications of the City's Servicing Standards Manual. All proposed development lots within the proposed subdivision area will be fully serviced.

Development Agreement

A development agreement will outline the development responsibilities for this area in accordance with applicable bylaws and legislation. The development agreement will also set out the engineering and development standards which are applicable to the subdivision area. The agreement will specify that the roads, as well as public utility lots, buffers, and walkways be granted to the City for operation and maintenance through lease-hold title, an easement agreement, or another formal arrangement. Development Agreement Regulations Bylaw 2012-15 has delegated approval of development agreements to the Director of Development Services.

Public Use Land Dedication and Development Cost Charges

Typically, the Subdivision Control Bylaw requires a Public Use Land Dedication (PULD) of a minimum 10% of the area or payment in lieu. However, this requirement is not extended to Settlement Land as title to this land cannot be transferred. Instead, the Subdivision Control Bylaw states that First Nations and the City shall identify lands to set aside and secure public use lands through the subdivision application process, where applicable.

A 1,917 m² buffer lot has also been established to maintain a 15 m offset from the top of slope and to ensure connectivity of the trail system. The applicant has also proposed a 6 m buffer lot along Falcon Drive and a 6 m Public Utility Lot (PUL) connecting to the ridge trail system. The buffer and PUL lots constitute approximately 12% of the development area *[revised to reflect map correction August 11, 2023]*

Residential Development Cost Charges will be collected at the time of building permit application, similar to other subdivision applications with a higher number of development lots.

Whitehorse 2040 Official Community Plan

Policy 7.16 of the Whitehorse 2040 Official Community Plan (OCP) states new development will be setback a minimum of 15 m or 1.25 m multiplied by the height of the slope, whichever is greater. This applies to all slopes in excess of 30% grade. The slope adjacent to the proposed subdivision has more than a 30% grade. The approximate height of the adjacent slope is 45 m, which results in a required setback of 56 m. This setback would eliminate the majority of lots in this development, making it unfeasible.

Policy 7.16 should be considered a baseline for setbacks where geotechnical evaluation has not been completed. However, from a permitting and approvals perspective, each site is evaluated on a case-by-case basis with specific terms and conditions applied, including any reduction of the minimum setbacks where deemed appropriate from a technical perspective. This is consistent with longstanding practice, and the application of the other policies related to slopes under Section 7, which provide this technical discretion for specific developments.

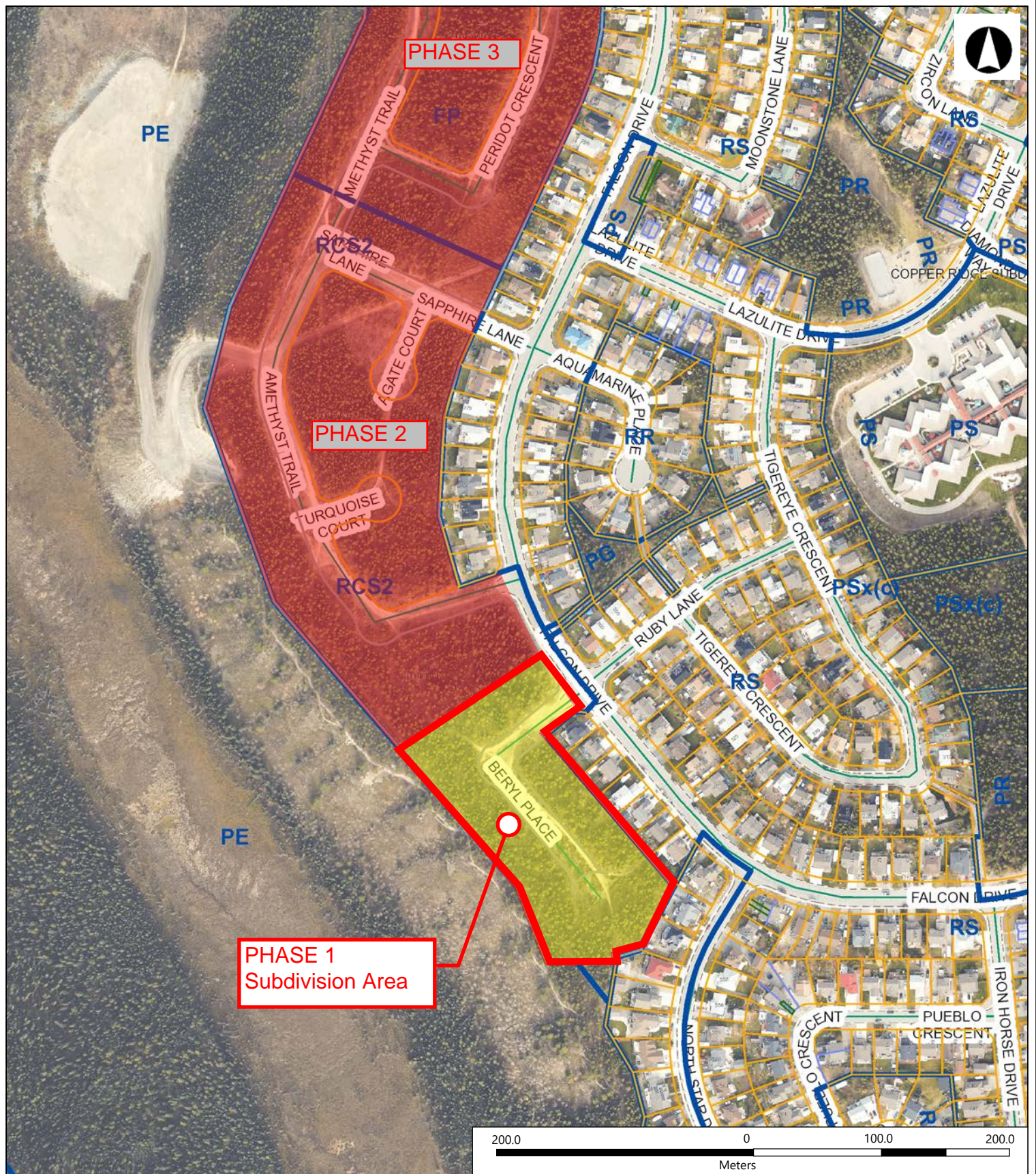
In this case, a geotechnical engineering consultant has prepared a report with recommendations for long-term stability and urban development setbacks. The report outlines a number of recommended mitigations including development setbacks between six metres and 13 metres for the proposed subdivision.

Based on the geotechnical engineering report, Administration recommends that a 15 m setback from top of slope is appropriate. This distance is also consistent with the minimum setback required in the 2010 Official Community Plan under which the planning, design, and zoning for this project were approved.

Administration will evaluate all applications under OCP Policy 7.16 related to slopes similarly, relying upon technical expertise and site specific conditions, with Policy 7.16 providing a baseline. To provide clarity going forward, Administration will propose language to avoid uncertainty in the interpretation of Policy 7.16 when the OCP is next amended and as part of the Zoning Bylaw update.

ADMINISTRATIVE RECOMMENDATION

THAT Council approve the subdivision of an approximately 1.86 ha portion of Lot 988, Plan 2012-0073 LTO (Kwanlin Dün First Nation Settlement Parcel C-112B-1 in Copper Ridge), for the creation of 24 new residential lots, walkway and buffers, as shown on the proposed subdivision sketch, subject to the condition that the applicant enter into a development agreement with the City of Whitehorse for the construction of underground utilities and roads to service the proposed subdivision.



SCALE:
1: 4,000

DATE:
June 19, 2023

FILE:
S-7-2023
//2023 Subdivisions/

DWN BY:
MLB

REV NO:
1

CITY OF WHITEHORSE - LAND AND BUILDING SERVICES

Proposed Subdivision - Phase 1 Copper Ridge - Location Sketch

PART OF LOT 988, COPPER RIDGE SUBDIVISION, PLAN
2012-0073 LTO (KDFN C-112B-1)

Attachment A





Lot 988, 973, 974, 975
100317 CLSR YT
12.38 ha
30.6 acres

Phase III

Phase II

Phase I

Falcon Drive

Lazulite Drive

Downtown
Whitehorse

Airport

Copper Ridge

0 50 100 200 300 400 Meters

SKETCH OF
PROPOSED SUBDIVISION OF

LOT 988, KWANLIN DÜN FIRST NATION
SETTLEMENT LAND C-112B-1, PLAN
100317 CLSR, 2012-0073 LTO.

COPPER RIDGE SUBDIVISION
CITY OF WHITEHORSE
YUKON

SCALE 1 : 1000



LEGEND

BEARINGS ARE UTM GRID AND ARE DERIVED FROM CADASTRAL
DATA PROVIDED BY NATURAL RESOURCES CANADA.

DISTANCES ARE HORIZONTAL AT GROUND LEVEL AND ARE
EXPRESSED IN METERS.

LANDS DEALT WITH BY THIS SKETCH SHOWN THUS . . .

PHASE ONE AREA SHOWN THUS . . .

PHASE TWO AREA SHOWN THUS . . .

TOP OF SLOPE SHOWN THUS . . .

15 m OFFSET FROM TOP OF SLOPE SHOWN THUS . . .

MAJOR CONTOUR (5m) SHOWN THUS . . .

MINOR CONTOUR (1m) SHOWN THUS . . .

CONTOURS DERIVED FROM 2019 LIDAR PROVIDED BY THE CITY OF
WHITEHORSE.

TOP OF SLOPE IS APPROXIMATE AND DERIVED FROM CONTOURS

THE PLOT SIZE THAT WILL PROVIDE TRUE SCALE AND OPTIMUM
READABILITY FOR THIS PLAN IS 1600 mm X 609 mm.

"PROP." IS AN ABBREVIATION OF "PROPOSED".

KDFN DENOTES KWANLIN DÜN FIRST NATION.

PHASE ONE IS COMPRISED OF:
LOT 988, KDFN C-112B1, PLAN 100317 CLSR, 2012-0073 LTO

PHASE TWO IS COMPRISED OF:
LOT 988, KDFN C-112B-1, PLAN 100317 CLSR, 2012-0073 LTO.
LOT 973, KDFN C-112B-2, PLAN 100317 CLSR, 2012-0073 LTO.
LOT 974, KDFN C-112B-3, PLAN 100317 CLSR, 2012-0073 LTO.

SUBJECT TO THE LIMITATIONS HEREON:
1. THIS SKETCH IS NOT TO BE USED TO DEFINE PROPERTY BOUNDARIES.



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Whitehorse | Fort McMurray

DRAWN BY : NC JOB#: 38098
CHECKED BY : C BLACKWOOD
MARCH 7, 2023

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REVISION