



COPPER RIDGE DEVELOPMENT AREA

LAND USE MASTER PLAN

(SELECTED EXCERPTS)

JANUARY 2024

CITY OF WHITEHORSE



March 2024 Amendments

- Section 2 (Pages 18 to 19)
- Section 4 (Pages 33 to 39)
- Section 5 (Pages 40 to 41)



2.3 Direction Documents

Several City documents provide direction on the overall vision and potential land uses for the Plan area. These documents helped inform the development of the Plan.

2.3.1 Official Community Plan

The Official Community Plan is the highest-level policy document for the City that provides the overall long-term vision for the City and guides growth and development. The OCP was adopted by City Council in March 2023 and designates the Plan area as Residential – Urban (Figure 7).

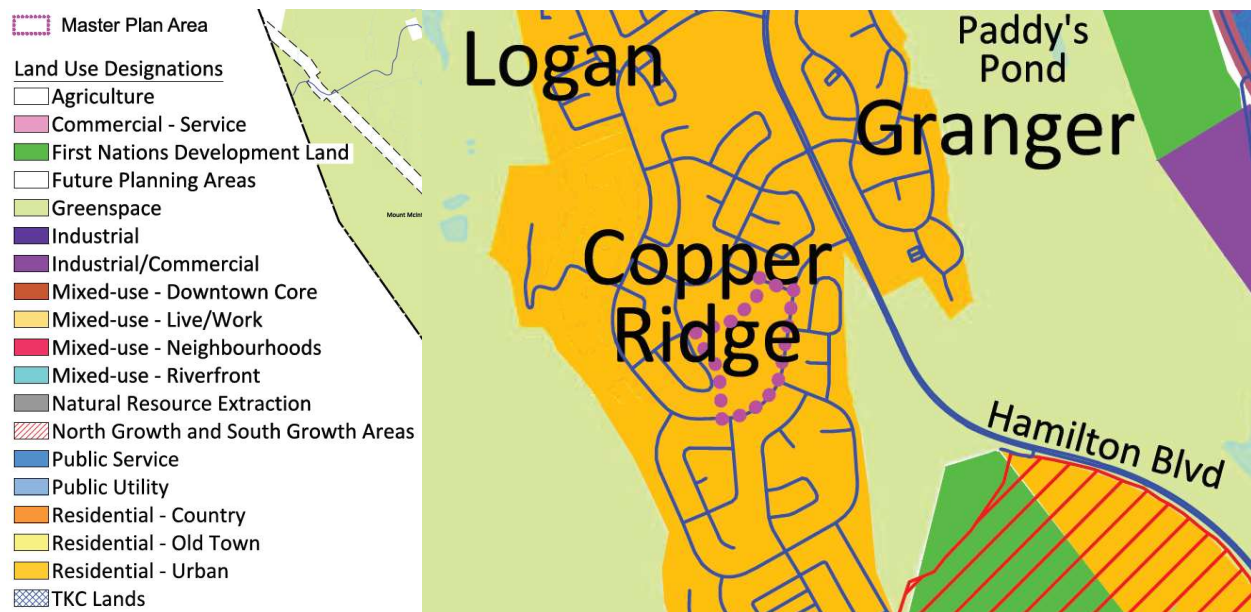


Figure 7: Official Community Plan Land Use Designations

Section 8 of the OCP (Development and Growth) projects growth in Whitehorse's Urban Containment Boundary (UCB) and provides a framework for growth management. The OCP aims to direct development efforts to the most suitable locations within the UCB, with all neighbourhoods, including Copper Ridge, accommodating new residents through intensification development.

Goal 8 (a) of section 8 seeks to reduce urban sprawl to preserve the natural environment, minimize new infrastructure, reduce greenhouse gas emissions, and use existing infrastructure efficiently. Policy 8.1 directs development to be compact to ensure existing public services are used efficiently, transportation impacts are minimized, wilderness spaces are preserved for as long as possible, and neighbourhoods are more walkable. Policy 8.2 also directs that the City will accommodate the demand for residential growth through a mixture of development types including intensification development and greenfield development.



Section 9 of the OCP encourages the construction of a variety of housing types including affordable housing, rental housing, and housing that allows for aging in place. OCP policies also support compact residential development to ensure existing public services are used efficiently. Section 9 also includes the City’s Residential Growth Strategy which seeks to accommodate 1,100 new dwelling units within neighbourhoods outside of the Urban Core and [Urban Growth Areas](#) [Greenfield Neighbourhoods](#), such as Copper Ridge. This development will help the City achieve these goals.

Section 15 of the OCP also establishes the purpose of the Residential – Urban designation, which is intended to accommodate a wide range of residential housing forms and compatible uses. Uses suitable for Residential – Urban areas include, but are not limited to, residential uses of varying density and forms, parks and natural areas, playgrounds, schools, places of worship, community halls, recreation facilities, retail shops, and personal service uses.

Given the OCP’s broad scope, its policies do not provide the same level of detail as a land use master plan or plans for specific topics (e.g. Sustainability Plan). The OCP and land use master plans provide direction in terms of future land use that may lead to Zoning Bylaw amendments, subject to Council approval, and guidance to development permit applicants for specific areas and types of development (Figure 8).

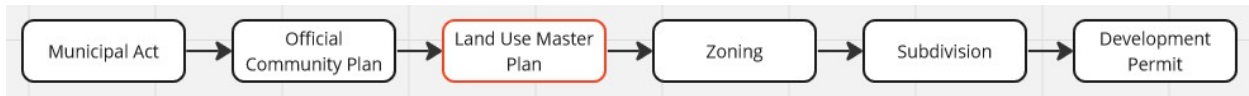


Figure 8: Planning Process

2.3.2 Sustainability Plan

The City’s 2015-2050 Sustainability Plan identifies twelve long-term goals, with associated action items and targets that the City strives to achieve to create environmental and social benefits (Figure 9). Specifically to housing, the Sustainability Plan aims to address affordable housing and poverty reduction, with a strategy to use planning, zoning, and development tools to encourage or require the inclusion of affordable housing and to support less expensive and denser housing.

To meet this goal, the Sustainability Plan seeks to reduce the percentage of households spending more than 30% of total before tax income on shelter costs by 20% by 2050, with other targets also seeking to increase active transportation and the liveability of neighbourhood by improving transit connections and establishing and incorporating liveability criteria into planning, development, and monitoring. The construction of a variety of housing types in existing neighbourhoods will help the City achieve this goal.



4 Policies

The following policies aim to guide development to achieve the vision, principles and concept of the Plan area, through the development of a diversity of uses and building forms, vital green and open spaces, and high-quality trails and other transportation amenities.

The policies pertaining to the Residential and Greenspace areas apply to the relevant land use areas shown in the Land Use Concept Plan, while the policies pertaining to transportation and servicing apply to the entire Plan area.

4.1 Residential Areas

A majority of land (3.42 ha) is planned for residential development. The Residential areas consist of yellow low-density and blue medium-density blocks in the Land Use Concept Plan. Zoning planned for this area may include:

- Low-density
 - RS – Residential Single Detached;
 - RS2 – Residential Single Detached 2;
 - RCS – Comprehensive Residential Single Family;
 - RCS2 – Comprehensive Residential Single Family 2; and
 - RCS3 – Comprehensive Residential Single Family 3.
- Medium-density
 - RCM – Comprehensive Residential Multiple Family;
 - RCM3 – Cottage Cluster Homes;
 - RCT – Comprehensive Residential Townhomes; and
 - RCT2 – Courtyard Townhomes.

Note that the above zones are based on the City's current 2012-20 Zoning Bylaw (Consolidated to Bylaw 2023-10) and are indicative only. Special modifications to these zones may be required to align with the Plan. The City is also currently undertaking a rewrite of the Zoning Bylaw. Zones may therefore no longer be applicable and new or other zones may become appropriate following amendments to the Zoning Bylaw.

Overall housing forms and design will be determined through the Zoning Amendment and Development Permit application processes based on the following policies:

- **Policy 4.1.1** [A detailed Housing Pro-Forma Study, to determine the feasibility of including affordable, supportive, accessible, and sustainable housing types, sizes, and tenures within the Plan area, will be undertaken prior to any zoning amendment relating to the Plan area being adopted.](#)
- **Policy 4.1.2** Reasonable efforts shall be made to provide a mix of housing types and sizes to accommodate a broad range of households, including living/garden, affordable, supportive, accessible, and rental housing within the Residential areas.



- **Policy 4.1.23** Where possible, buildings and structures, paths, and the adjacent green areas, will be designed with the aim of reducing opportunities for crime and to increase public safety through the application of *Crime Prevention Through Environmental Design* principles.⁵
- **Policy 4.1.34** Where possible, buildings, structures, paths, and the adjacent green areas, will be designed with the aim of minimizing the risk and spread of heat transfer through the application of *FireSmart* principles.⁶
- **Policy 4.1.45** The adoption of green building practices will be encouraged for all new buildings.⁷

The concept also intends to provide a mix of low- and medium-density housing types based on the following specific areas.

4.1.1 Low-Density Residential

The objective of the Low-Density Residential area is to provide for a low-density residential style of development, including single-detached homes, duplexes and triplexes. The Low-Density Residential area consists of yellow blocks in the Land Use Concept Plan. The two yellow hatched blocks designate areas that only provide for duplex and triplex housing types, to allow a transition between the two residential densities.

The specific residential zoning and subdivision design will be determined through the Zoning Amendment and Development Permit application processes based on the following policies:

- **Policy 4.1.56** Low-density residential uses shall be the predominant land use, allowing for single-detached housing, duplexes, and triplexes throughout the area.
- **Policy 4.1.67** A mix of single-detached, duplex and triplex shall be provided, with a majority of development being duplexes and triplexes.
- **Policy 4.1.78** Only duplexes and triplexes shall be provided within the yellow hatched blocks, to provide a transition between building massing and height.
- **Policy 4.1.89** Where laneways are not feasible, individual front yard parking and access should be considered appropriate for duplex and triplex housing.

4.1.2 Medium-Density Residential

The objective of the Medium-Density Residential area is to provide for a Medium-Density Residential style of development, including apartment, cottage cluster, courtyard, four-plex, and townhouse housing types. The Medium-Density Residential area consists of blue blocks in the Land Use Concept Plan.

⁵ <https://cptedcanada.com/cpted-principles/>

⁶ <https://www.whitehorse.ca/living-in-whitehorse/my-property/fire-smarts/>

⁷ <https://www.cagbc.org/>



The specific residential zoning and subdivision design will be determined through the Zoning Amendment and Development Permit application processes based on the following policies:

- **Policy 4.1.910** Medium-density residential uses shall be the predominant land use, allowing for cottage cluster, four-plex, five-plex, townhomes, apartment and multi-plex housing forms throughout the area.
- **Policy 4.1.1011** Medium-density cluster housing will be encouraged within the Medium-Density Residential area between Falcon Drive and the internal road system.
- **Policy 4.1.1112** Where possible, properties within the Medium-Density Residential area between Falcon Drive and the internal road system should be designed to preserve mature trees and existing vegetation.
- **Policy 4.1.1213** Medium-density four-plex, five-plex, townhomes and multi-plex housing will be encouraged within the central block.
- **Policy 4.1.1314** Where possible, buildings shall be oriented along the perimeter of the central block to create opportunities for courtyards in the interior of the block, which can function as private or semi-private open spaces.
- **Policy 4.1.1415** For smaller medium-density cottage cluster housing properties, with no laneway access, individual front yard parking and access should be considered appropriate to avoid excessive pavement in rear yard areas. In these cases, attention to design is required to emphasize front entryways, pedestrian access, patios, porches, front yard landscaping, and tree planting space, and ensure a pedestrian friendly building façade.
- **Policy 4.1.1516** Development of properties adjacent to a laneway should include a modest setback from the laneway's edge to accommodate landscape or pedestrian areas between the lane (or parking) and the building. Development of these properties should be sited to preserve mature trees and provide tree planting spaces which enhances the appearance of the laneway.
- **Policy 4.1.1617** The design of buildings shall be thoughtfully considered to avoid monolithic forms and reduce massing and height impacts on adjacent outdoor spaces and buildings.

4.2 Greenspace Area

The Greenspace area, consisting of vegetated and open spaces, is a major component of the Plan concept, comprising approximately 30% of the land area (2 ha). The Greenspace area consists of a single green block in the Land Use Concept Plan. It is anticipated that additional public amenities in this area will be constructed by the developer. The City will ensure these community amenities are built as part of the development through the development agreement process. The City will maintain the public amenities once constructed as per the requirements of applicable bylaws and policies.

A combination of walking and biking trails that are comfortable and safe for all ages and abilities are envisioned within this area and connecting to adjacent areas to create opportunities for recreational activity. In addition to the non-motorized multi-use and universally accessible designed paths, green space amenities planned for this area may include:

- outdoor gathering space;
- multi-generational space;
- dog park; or



- community garden.

Zoning planned for this area may include:

- PG – Greenbelt; and
- PR – Parks and Recreation.

Notwithstanding the applicable zoning requirements, overall greenspace amenities and design will be determined based on the following policies:

- **Policy 4.2.1** Trees and native landscaping are provided along all streets, and in all greenspace areas, covering at least 30% of the overall site. Acceptable landscape planting species are described in the City's *Recommended Tree Species* document⁸.
- **Policy 4.2.2** Street trees and native landscaping will be planted at generally regular intervals along Falcon Drive, and within bump-outs on the internal road system, to double as traffic-calming.
- **Policy 4.2.3** A continuous 3 m All Ages and Abilities (AAA) Non-Motorized Multi-use Paved Path will be provided along Falcon Drive, Diamond Way and the western edge of the Plan area, as shown on the Land Use Concept Plan.
- **Policy 4.2.4** A continuous 3 m universally accessible designed intra-neighbourhood path will be provided within the Greenspace area, as shown on the Land Use Concept Plan.
- **Policy 4.2.5** The non-motorized multi-use and universally accessible designed paths shall be paved, have a smooth surface and vertical disruptions will be avoided for ease of use by people with wheeled mobility devices, strollers, and bicycles.
- **Policy 4.2.6** Where possible, structures, paths, and the adjacent green areas, will be designed with the aim of reducing opportunities for crime and to increase public safety through the application of *Crime Prevention Through Environmental Design* principles.
- **Policy 4.2.7** Where possible, structures, paths, and the adjacent green areas, will be designed with the aim of minimizing the risk and spread of heat transfer through the application of *FireSmart* principles.

The concept also intends to provide both passive and active open space opportunities for users, connected by a planned internal path network, based on the below specific areas.

4.2.1 Open Space

The objective of the Open Space (OS) area is to provide for a welcoming area to foster community cohesion. The non-hatched green block area in the Land Use Concept designates the open space

⁸ <https://www.whitehorse.ca/wp-content/uploads/2022/05/CoW-Recommended-Woody-Plants-revised-2023.pdf>



area. The specific open space amenities and design will be determined based on the following policies:

- **Policy 4.2.8** A minimum 20 m wide continuous open space area will be provided adjacent to Copper Ridge Place, as shown on the Land Use Concept Plan, and include a range of hard and soft scape spaces that will support events aimed at bringing residents together and increasing everyday community cohesion such as community gatherings, picnics, outdoor yoga and fitness classes, etc.

4.2.2 Greenbelt

The objective of the Greenbelt (GB) area is to provide for a natural green space for active and passive recreation and to provide a buffer between existing and new developments. The hatched green block area in the Land Use Concept designates the greenbelt area. The specific greenbelt amenities and design will be determined based on the following policies:

- **Policy 4.2.9** A minimum 20 m continuous vegetated area for active and passive recreation will be provided along the western and southern edges of the development, as shown on the Land Use Concept Plan, to buffer existing properties on Tigereye Crescent and Falcon Drive from the future development area.

4.3 Transportation

Walking, cycling and vehicular movements, among others, will be supported within the Plan area by way of an internal road and trail system, as shown on the Land Use Concept Plan. This internal transportation network will connect to adjacent areas to create opportunities for neighbourhood connectivity.

The below policies focus on ensuring the compatibility and safety of these systems, while making a concerted effort to create an environment that facilitates and encourages active transportation and recreational activity. Overall transportation infrastructure design will be determined based on the following policies:

- **Policy 4.3.1** A detailed Transportation Impact Study, including all modes of transportation, will be undertaken prior to any zoning amendment relating to the Plan area being adopted.
- **Policy 4.3.2** Both the multi-use and the universally accessible designed paths will extend outside of the Plan area and provide universally accessible designed connections with adjoining properties, such as Lot 518, and the adjoining transportation network, such as Falcon Drive and Lazulite Drive, as shown on the Land Use Concept Plan.
- **Policy 4.3.3** Pedestrian safety within and adjoining the Plan area shall be prioritized through the provision of traffic calming devices such as speed bumps and curb extensions as required.
- **Policy 4.3.4** Two points of vehicular ingress and egress will be provided, one off Diamond Way and another off Falcon Drive, connecting to an internal road system articulated as shown on the Land Use Concept Plan.



- **Policy 4.3.5** The internal road system shall include a 1.5 m wide sidewalk along at least one side of the entire internal road system to accommodate pedestrian traffic.
- **Policy 4.3.6** No laneway or driveway access shall be allowed along Falcon Drive and Diamond Way.
- **Policy 4.3.7** Thoughtfully re-designing off-site intersections shall be considered to improve traffic flow, safety, and reduce conflicts between people walking, cycling, and driving. This shall be based on the findings of the Transportation Impact Study and approved by the City's Engineering Services department. Possible measures could be a traffic circle at North Start Drive and Falcon Drive, median refuges, or a signalized intersection.
- **Policy 4.3.8** Mid-block connections shall be provided to maximize access to green / open spaces.
- **Policy 4.3.9** Where possible, both the multi-use and the universally accessible designed paths will extend outside of the Plan area and connect with the adjoining transportation network, such as Falcon Drive and Lazulite Drive, as shown on the Land Use Concept Plan.
- **Policy 4.3.10** Traffic calming devices and off-site intersections, such as any curb extensions and traffic circles, shall be designed to ensure adequate width for snow removal equipment to safely operate.

4.4 Servicing

The concept envisions a typical urban level of service, including municipal waste collection, snow removal, and potable water distribution and stormwater and wastewater collection supplied by the existing municipal water, stormwater and sanitary sewer systems. Power and telecommunications can also be provided by ATCO Electric and local telecommunications companies.

The Land Use Concept Plan design accommodates a multitude of ways in which phasing can be approached to the servicing and development based upon the logical extension of municipal utilities to the site. As indicated in the Municipal Servicing Assessment, water, stormwater and sanitary sewer services are located within the surrounding streets providing the Plan area an opportunity to tie-into the services. These services will be investigated in greater detail during the preliminary and detailed design phases for the development of the site. Ultimately, phasing of the site is contingent on the developers' proposed subdivision plan and overall preference for extending services based on the following policies:

- **Policy 4.4.1** The municipal water distribution and sanitary sewer systems shall be extended to service the Plan area. This includes the implementation of an on-site gravity sanitary sewer system to tie into the nearby municipal sanitary sewer system.
- **Policy 4.4.2** A Preliminary Engineering assessment will be undertaken prior to any zoning amendment relating to the Plan area being adopted.
- **Policy 4.4.3** Existing water system upgrades shall be considered to improve system pressures and minimum pipe velocities. This shall be based on the findings of the Preliminary Engineering assessment and approved by the City's Engineering Services department.
- **Policy 4.4.4** Site grading revisions and onsite stormwater infrastructure where required shall direct stormwater runoff from the Plan area to Diamond Way where it will enter the existing storm sewer system.



- **Policy 4.4.5** A detailed Stormwater Management Plan to address post development runoff, including the provision of storage systems and extensions to municipal infrastructure where required, will be undertaken prior to any zoning amendment relating to the Plan area being adopted.
- **Policy 4.4.6** Prior to development, a geotechnical investigation will be conducted to determine the subsurface soil stratigraphy, depth to bedrock and properties as they impact the proposed development.

All new road and walkway lighting within the Plan area will be designed appropriately for the intended use, in accordance with the City's Servicing Standards Manual, specifically section 2.10 on street lighting, and based on the following policy:

- **Policy 4.4.7** Consider lighting where it can increase the use of greenspaces and increase perceptions of safety.
- **Policy 4.4.8** Lighting designs shall be carefully considered to keep light pollution to a minimum by minimizing light trespass and controlling glare.



5 Implementation

The implementation of this Land Use Master Plan is anticipated to occur over the next few years. The following policies outline the details of the implementation of this Plan, including land disposition and plan modifications, reviews and amendments.

Once the Plan is approved by Council, the ~~City will transfer Lot 520 to YG. The~~ portion of Lot 518 included within the Plan area will ~~then~~ be subdivided off ~~and amalgamated~~ to enable joint development with ~~Lots~~ lots 519 and 520 ~~to create a single lot that can be sold to a private developer.~~ The developer will be responsible for moving forward with YESAA (if applicable), the transportation impact and geotechnical studies, rezoning, subdivision, detailed engineering design, and ultimately the development of the land and release of lots. ~~Alternatively, YG can develop the land if no private interest is received.~~

To allow ~~enable~~ the ~~private sector to implement the Plan, disposition~~ implementation of the ~~properties located~~ Plan, subdivision of the lots within the Plan area will proceed based on the following policies:

- **Policy 5.1** The section of Lot 518 located within the Plan area shall be subdivided into an individual lot. ~~to be developed jointly with Lots 519 and 520.~~
- ~~Policy 5.2 The City will transfer Lot 520 to the Government of Yukon.~~

Development of the land shall proceed in a way to minimize the impact of construction activities anticipated to occur as per the City's Maintenance Bylaw and based on the following policies:

- **Policy 5.32** Reasonable efforts shall be made to ensure initial site clearing, stripping and grading is limited to road and utility construction that will be part of the first phase for development of the site.
- **Policy 5.43** Following internal road construction, perimeter landscaping, servicing and road landscaping will proceed.
- **Policy 5.54** Greenspaces and residential lots will remain as much as possible in their natural state until developed. The intent is to keep undeveloped areas natural with existing vegetation.

The Plan is intended to be flexible and adaptable to emerging or changing conditions. Review and amendments shall proceed based on the following policies:

- **Policy 5.65** Subdivision of the entire Plan area must be approved within ten (10) years of the Plan being approved by Council.
- **Policy 5.76** If subdivision approval is not received within ten (10) years of the Plan approval, an update to the Plan must be submitted to the City for review and approval by Council. Where appropriate, the update process should include public consultation.
- **Policy 5.87** Applications to amend the Plan may be submitted to the City for review and approval by Council. Where appropriate, the amendment process should include public consultation.
- **Policy 5.98** Increases to density within certain Plan areas may be considered as part of a Plan Amendment process, provided that:



- the overall density of the Plan area remains the same or servicing upgrades are completed to allow for an increase; and
- it is demonstrated that a community benefit(s) results from the increase, such as:
 - an increase in greenspace area or improvements to greenspace areas beyond what is noted in this Plan;
 - off-site improvements to the neighbourhood beyond what is noted in this plan; or
 - provision of affordable, supportive, accessible, or rental housing (as defined in the OCP);⁹

The zoning and actual subdivision pattern will be delineated more precisely, on a stage by stage basis, as individual stages of zoning and subdivision are proposed to the City for approval and will proceed based on the following policy:

- **Policy 5.409** The basic layout depicted in the Land Use Concept is intended to be flexible and may be modified to provide for:
 - Variations in parcel size;
 - Variations in roadway access;
 - Adjustments to topography and provision of stormwater management;
 - Adaptation of servicing requirements to meet the needs of particular land uses;
 - Accommodation of potential large parcel uses; and
 - Increases in greenspace areas.

⁹ Policy 5.9. is subject to any future density bonus policy developed by the City.