

## **ADMINISTRATIVE REPORT**

<b>TO:</b>	City Planning Committee
<b>FROM:</b>	Administration
<b>DATE:</b>	June 3, 2025
<b>RE:</b>	Zoning Amendment – 14 Tarahne Way

### **ISSUE**

An application to amend the zoning of 14 Tarahne Way, from CNC – Comprehensive Neighbourhood Commercial to CNCx(d) – Comprehensive Neighbourhood Commercial (modified), to allow an eating and drinking establishment including a drive-through component.

### **REFERENCE**

- [Zoning Bylaw 2012-20](#)
- [Draft 2025 Zoning Bylaw](#)
- [Whitehorse 2040 Official Community Plan](#)
- [2009 Whistle Bend Concept Plan](#)
- [2015 Sustainability Plan](#)
- Location Map (Attachment 1)
- Proposed Bylaw 2025-29 (Attachment 2)

### **HISTORY**

An application was received to rezone 14 Tarahne Way, from Neighbourhood Commercial (CNC) to Comprehensive Neighbourhood Commercial (modified) (CNCx(d)). The special modification would allow for the development of an eating and drinking establishment, including a drive-through component, limit the number of drive-throughs permitted on the site to one, and require landscaped setbacks between vehicle queueing lanes and the street.

On October 9, 2024, the applicant hosted a presentation regarding the overall development plans for the site and took questions from residents. The potential inclusion of a quick service retail with a drive-through component was mentioned during the presentation.

The proposed zoning amendment was reviewed by the Development Review Committee (DRC) on April 30, 2025. The DRC made comments regarding justification of the growth rate used in Transportation Impact Assessment (TIA) and potential impacts of drive-through queueing lanes to the public realm.

On the basis of the above comments, Administration continued discussions with the applicant to develop the proposed zoning amendment, such as the inclusion of a proposed special modification for a landscaped setback to mitigate impacts to the public realm and received justification for the growth rate used.

The proposed schedule for the Zoning Bylaw amendment is:

Planning Committee:	June 3, 2025
First Reading:	June 9, 2025
Newspaper Ads:	June 13 and 20, 2025
Public Hearing:	July 7, 2025
Report to Committee:	August 4, 2025
Second and Third Reading:	August 11, 2025

### **Potential Postal Delivery Disruption**

There is a potential that a postal delivery disruption may prevent the delivery of written notification letters to surrounding property owners as required in the Zoning Bylaw. Zoning Bylaw regulation 15.5.1 states however that in the event of a postal delivery disruption, additional methods or alternate notifications may be used, as directed by Council at First Reading. Administration recommends that Council authorize notifications of the public hearing to be advertised on the City's social media platforms if a postal delivery disruption prevents the delivery of mailed notifications.

### **ALTERNATIVES**

1. Proceed with the amendment under the bylaw process and authorize the use of alternative notification methods in the event of a postal delivery disruption; or
2. Do not proceed with the amendment.

### **ANALYSIS**

#### **Site Context**

The subject site is an approximately 2.3 ha vacant commercial corner lot located at the edge and at one of the main entrances of Whistle Bend. The site fronts Whistle Bend Way (approximately 150 m of frontage), Casca Boulevard (approximately 140 m of frontage), and Tarahne Way (approximately 175 m of frontage). There are existing low (RCS2 – Comprehensive Residential Single Family 2), medium (RCM – Comprehensive Residential Multiple Family) and high-density (RCM2 – Comprehensive Residential Multiple Family 2) residential uses across the street to the south and east of the subject site. The area to the north of the site is vacant and zoned PS – Public Service, and the area to the west is zoned PE – Environmental Protection. The site is located approximately 1 km (approximately 15 minute walk) southwest of the Whistle Bend Urban Centre along Keno Way, which is zoned CNC2 – Comprehensive Neighbourhood Commercial 2.

#### **Whistle Bend Plan**

The site was planned under the 2009 Whistle Bend Concept Plan. The Concept Plan designated the site as Commercial, with the intent to ensure services are provided to enable people to live and shop in their neighbourhood. The 2009 Concept Plan also envisioned a food store to draw on the Whistle Bend and Porter Creek catchment areas. In alignment with this plan, the site was zoned CNC, which permits a wide range of commercial services. The CNC zone does not contemplate a drive-through.

## **2040 Official Community Plan (OCP)**

The subject site is designated as Mixed-Use Neighbourhoods in the OCP. This designation is intended to assist in the creation of more Complete Communities by accommodating a mixture of multi-unit housing and commercial development at a scale that contributes to the vitality of neighbourhoods. Complete Communities meet the basic needs of all residents by encompassing a mix of residential, commercial, recreational and community uses (e.g., housing, groceries, employment areas, medical and personal services, schools, parks).

OCP Policy 15.10.1 lists restaurants as a suitable use within the designation but does not specify restaurants with or without a drive-through component. However, suitable uses are not limited to what is listed in 15.10.1. The OCP generally directs restaurants with drive-throughs towards the Commercial-Service land use designation.

OCP Policy 11.7 states that the City will encourage a shift towards the increased use of active and shared transportation modes whereas policy 6.6 states that the City will advance the transition of the community to sustainable low-carbon means of transportation, where feasible, and through the design of the built environment. Natural Resource Canada states that vehicles are a significant source of greenhouse gas emissions, and that vehicle idling contributes to increased emissions. Further expanding areas within the city where drive-throughs are deemed an appropriate use may work against the City's commitment to encourage a shift in transportation modes, as drive-throughs and vehicle-oriented uses encourage vehicle use when accessing commercial services.

## **Zoning Bylaw**

The purpose of the CNC zone is to allow for commercial uses that are appropriate for the transitional area around the periphery of a residential neighbourhood. Eating and drinking establishments with a drive-through component are not a permitted use within the CNC zone.

Section 6.23.1 of the Zoning Bylaw states that vehicle-oriented uses shall be permitted only when the use will not adversely affect the safe functioning of adjacent public roadways. The application includes a TIA, which was deemed to adequately demonstrate that the inclusion of a drive-through component would not adversely affect the safe functioning of adjacent roadways. The special modification limiting the number of drive-throughs to 1 per 2.0 hectares would ensure the development is limited to 1 drive-through component, ensuring the development aligns with the results of TIA. The proposed amendment also includes a special modification requiring a landscaped setback between any queuing lanes and the street. This also aligns with regulations proposed in the new draft Zoning Bylaw, which proposes a landscaped setback between any drive-through lanes and the street.

## **Sustainability Plan and Climate Emergency Declaration**

In September 2019, the City of Whitehorse declared a climate emergency for the purpose of enhancing and accelerating action on our commitment to protect our community, economy, and ecosystems from the impacts of climate change. The City of Whitehorse Sustainability Plan includes a goal for energy and GHG reduction. Drive-throughs

encourage idling vehicles while customers queue to receive an order. It is difficult to estimate the increase in GHG emissions resulting from the drive-through, including those generated by additional customers that would drive to this location due to the convenience of a drive-through.

### **Traffic Considerations**

Based on trip generation rates used in the TIA, the difference in trips between a restaurant with a drive-through and a restaurant without a drive-through is below the threshold for an updated TIA. Therefore, the impact is anticipated to be negligible compared to total traffic during peak hours at Whistle Bend's full build-out.

Once Whistle Bend is completely developed, the Casca Boulevard and Whistle Bend Way intersection is expected to operate at above capacity, with or without the proposed drive-through. Increased transit services, and new infrastructure such as an active transportation corridor connecting Whistle Bend to the Downtown are proposed in the City Transportation Master Plan to help mitigate future capacity issues.

### **ADMINISTRATIVE RECOMMENDATION**

THAT Council direct that Bylaw 2025-29, a bylaw to amend the zoning of 14 Tarahne Way, from CNC – Comprehensive Neighbourhood Commercial to CNCx(d) – Comprehensive Neighbourhood Commercial (modified), to allow for an eating and drinking establishment including a drive-through, be brought forward for consideration under the bylaw process; and

THAT Council authorize the use of alternative notification methods in the event of a postal delivery disruption.