

**From:** [O'Farrell, Jeff](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Fw: Zoning Change [REDACTED]  
**Date:** Friday, October 24, 2025 2:41:25 PM  
**Attachments:** [REDACTED]

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**Jeff O'Farrell**

City Manager

City of Whitehorse • [REDACTED] • [whitehorse.ca](http://whitehorse.ca)  
*Working and living within the traditional territories of the  
Kwanlin Dün First Nation and the Ta'an Kwäch'än Council.*

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**From:** Cameron, Kirk [REDACTED]  
**Sent:** Friday, October 24, 2025 12:52 PM  
**To:** Mayor and Council Only [REDACTED]  
**Cc:** O'Farrell, Jeff [REDACTED]  
**Subject:** Fw: Zoning Change [REDACTED]

Yah, I got the same. Forwarded it to Jeff for follow up.

k

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**From:** Boyd, Dan [REDACTED]  
**Sent:** Friday, October 24, 2025 10:19 AM  
**To:** Mayor and Council [REDACTED]  
**Subject:** Fw: Zoning Change [REDACTED]

FYI

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**From:** Mary Sloan [REDACTED]  
**Sent:** Friday, October 24, 2025 9:31:01 AM

**To:** Boyd, Dan [REDACTED]

**Subject:** Zoning Change [REDACTED]

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Councillor Boyd :

I find the proposed expansion of [REDACTED] extremely concerning. In addition to the huge environmental concerns, the noise, traffic and congestion involved — not only during construction but also afterward — would be intolerable and counter-productive to the quality of life for both human residents and our local animals — moose, lynx, bears, foxes, rabbits, etc.

Already the area is congested and ugly. Enough is enough. If it doesn't end now, whats to stop all the other businesses out here from doing the same?

Please consider strongly the implications and stop the expansion.

Yours truly,  
Mary, David and Gareth Sloan

[REDACTED]

Sent from my iPhone  
Sent from my iPhone  
Sent from my iPhone  
Sent from my iPhone

**From:** [Eirik Sharp](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** 163 Collins Rezoning  
**Date:** Monday, November 10, 2025 10:31:19 AM  
**Attachments:** [20251110 - Submission to Whitehorse City Council re 163 Colins Ln Rezoning.pdf](#)

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I would like for this brief on the rezoning application for 163 Colins Lane to be logged for the record.

Regards,

Eirik Sharp

# Brief to Whitehorse City Council

Re: Proposed Rezoning of 163 Collins Lane (Lot 68 Expansion)

Date: November 10<sup>th</sup>, 2025

Submitted by: Eirik Sharp – Resident, Whitehorse Copper Subdivision

In the rezoning application for 163 Collins Lane (Lot 68), the Council is being asked to trade designated public green space (with trails and wetland adjacency) for industrial expansion to optimize the business efficiency of a single corporation.

Although this rezoning is presented as an isolated application, it is in fact the latest in a series of industrial expansions that have incrementally transformed Lot 68 from a modest 4.83-hectare lot into the largest IS-zoned parcel in Whitehorse.

These brief highlights three core concerns:

- 1 The zoning amendment, as tabled, evaluates the proposal in isolation and overlooks the pattern of incremental industrial creep that will double the original size of the lot and result in the loss of 5.17 hectares of public Greenbelt.
- 2 The YESAB assessment, as presented, falls short of the level of due diligence required to accurately assess habitat value and significantly underrepresents the ecological importance of the affected area.

I urge Council to consider the cumulative effects of this proposed expansion and to reject or, at a minimum, withhold approval of this rezoning until a comprehensive cumulative planning review is completed, consistent with the intent of the Official Community Plan (OCP Sections 13.22 and 15.6.6).

## 1 Public Cost of a Waived Master Plan

The rezoning application is framed around the operational needs of a single business; however, the Council must evaluate the land-use designation, not the proponent.

Converting the site from PG – Greenbelt to IS – Service Industrial represents a permanent policy change with long-term land-use consequences. Ownership, business operations, and industrial activities may evolve, but the loss of public Greenbelt is irreversible once rezoning is approved.

The YESAB Evaluation Report (2024-0144) acknowledged that the Official Community Plan (OCP Section 13.22) requires a Master Plan for all developments over 1.5 hectares prior to rezoning. A Master Plan is intended to guide large or multi-phase projects, ensuring that cumulative effects, buffering, drainage, and interface impacts are fully evaluated before permanent land-use changes occur.

In this case, the YESAB office explicitly noted that the Mt. Sima Lot 68 expansion should be reviewed through the City’s Master Plan process as a means of addressing these cumulative impacts and ensuring alignment with OCP policies. Yet this requirement was waived during the City’s administrative review, allowing the project to advance without the broader planning context that both the OCP and YESAB envisioned.

Waiving the Master Plan has left Council without a structured mechanism to evaluate:

- the cumulative loss of Greenbelt resulting from the 2012, 2017, and 2024 expansions;
- the erosion of the 200-metre industrial–residential buffer required under OCP 15.6.6; and
- the long-term compatibility of industrial activities adjacent to residential and recreational areas.

This gap is substantive. The Master Plan process was the appropriate tool to integrate environmental, community, and land-use considerations. Its absence now means Council is being asked to approve a permanent rezoning without the comprehensive assessment that both the OCP and YESAB identified as essential mitigation.

## 2 The Pattern of Incremental Expansion

The lot at 163 Collins Lane has undergone repeated expansion since 2012, as shown in Figure 2.1.

If the current rezoning application is approved, these enlargements will amount to more than 5 hectares of former public Greenbelt, effectively doubling the size of the original industrial parcel. Each expansion has been described as a “minor” or “final” adjustment, yet each one has paved the way for the next.

The result is a stepwise conversion of community buffer land into private industrial use, pushing the industrial footprint to within approximately 184 metres of the nearest residence—well inside the 200-metre industrial–residential buffer recommended in the Official Community Plan (Section 15.6.6).

- Fails to present the full history of expansions in a clear, cumulative context.
- Omits the total incremental loss of Greenbelt since 2012.
- Treats the current application in isolation rather than as part of an expanding footprint.

This omission is significant, as it prevents the Council from properly evaluating the broader impacts on buffering, neighbourhood interface, and long-term land use. The absence of a cumulative-effects analysis is particularly concerning given that the OCP requirement for a Master Plan (Section 13.22) was previously waived.



Figure 2.1 – Map of historical lot expansion

### 3 Misrepresentation of the Greenbelt’s value as habitat.

The environmental study submitted as part of the YESAB assessment (ELR 2021) determined habitat within the expansion footprint for species such as moose, black bear,

coyote, and red fox. However, the study falls short of several standards for habitat assessment and cumulative-effects evaluation.

For example:

- The Yukon Standards and Guidelines for Knowledge-Based Habitat Suitability Modelling (Gov of Yukon, 2020<sup>1</sup>) states that habitat suitability modelling must consider habitat capability (ability under optimal conditions) and habitat effectiveness (ability under current disturbance conditions).
- The Field Manual for Describing Yukon Ecosystems (Gov of Yukon, 2012<sup>2</sup>) outlines the requirements for ecological field data collection, including vegetation, soil, site mapping, and wildlife habitat description/assessment.
- The Canada–Yukon Nature Agreement (Climate Change Canada, 2023)<sup>3</sup> explicitly refers to the importance of addressing cumulative effects from resource extraction, land development and human changes to landscapes over time.

Despite these established standards, the study submitted for this rezoning:

- Provides no baseline data on wildlife movement and habitat connectivity.
- Fails to assess the site's role in a larger corridor network or the cumulative impact of successive expansions.
- Does not validate habitat modelling outcomes with direct species-observation records, as required by Yukon standards, which emphasize the importance of validation using “direct species observation data collected within the study area.”
- Omits the full history of land-use change at this interface, obscuring the cumulative effects of prior industrial encroachments

Because of these gaps, the study's conclusion that impacts on wildlife are “not significant” is not sufficiently supported by rigorous, territory-specific standards.

Between December 2021 and March 2022, residents captured over 45 trail-camera photos of wolves, coyotes, foxes, moose, lynx, and bears using this corridor for movement between the wetland and the surrounding forest. This photographic record demonstrates

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<sup>1</sup> Government of Yukon. Field Manual for Describing Ecosystems in the Yukon. Whitehorse, YT: Department of Environment, 2010. <https://yukon.ca/sites/default/files/env/env-field-manual-describing-yukon-ecosystems.pdf>

<sup>2</sup> Government of Yukon, Department of Environment. Standards and Guidelines for Knowledge-Based Habitat Suitability Modeling: A Yukon Approach. Whitehorse, YT: Government of Yukon, 2012. <https://emrlibrary.gov.yk.ca/environment/knowledge-based-habitat-suitability-modeling-guidelines-2012.pdf>

<sup>3</sup> Government of Canada and Government of Yukon. Canada–Yukon Nature Agreement. Ottawa and Whitehorse: Environment and Climate Change Canada and Government of Yukon, 2023. <https://yukon.ca/en/outdoor-recreation-and-wildlife/parks-and-protected-areas/learn-about-canada-yukon-nature-agreement>

that the area is an active wildlife corridor, directly contradicting the conclusion in the YESAB assessment (2024-0144) that the site has “limited wildlife value.”

Acknowledging this disconnect is important, as it enables the Council to properly evaluate the proposed rezoning in light of the Official Community Plan’s Environmental Stewardship policies (Section 7), which direct the City to maintain wetlands, minimize adverse impacts, and limit natural area fragmentation.

## 4 Policy Grounds for Rejection

The proposed rezoning conflicts directly with several core provisions of the Official Community Plan (OCP):

- OCP 13.22 – Requires a Master Plan for all sites greater than 1.5 hectares prior to rezoning. This requirement was waived, despite evident implications for drainage, neighbourhood interface, and cumulative land-use impacts.
- OCP 15.6.6 – Recommends an approximately 200-metre vegetated, publicly owned buffer between industrial and residential areas—an area that prior expansions have reduced.
- OCP 7.1.2 and 7.3 – Limit development in environmentally sensitive areas and seek to prevent the fragmentation of natural corridors.

When viewed individually, this rezoning further weakens the City’s ability to uphold these policies. When viewed cumulatively, the series of Lot 68 expansions would effectively nullify them altogether, effectively eliminating the remaining Greenbelt buffer and severing the ecological and community corridor the OCP was designed to protect.

No amount of fencing, lighting control, or trail rerouting can replace the lost Greenbelt or satisfy the intent of the City’s Official Community Plan.

## 5 Requested Council Actions

1. Reject the proposed rezoning of 163 Collins Lane (Lot 68 Expansion).
  - The proposal permanently removes the last section of public Greenbelt buffering the Mt. Sima industrial area from nearby residences and trails, contrary to OCP Sections 7.1, 13.22, and 15.6.6.
  - The rezoning would also replace a protected public land-use designation (PG – Greenbelt) with a permanent industrial entitlement (IS – Service Industrial),

exposing the area to any IS-permitted use in perpetuity, beyond the current proponent's business plan.

2. Alternatively, defer consideration of this rezoning until Council and the public have access to a complete, transparent cumulative review.

Specifically, Council should:

- Direct Administration to prepare a comprehensive land-use and interface analysis for Lot 68 that includes:
- Documentation of all cumulative expansions since 2012, including the 2012 and 2017 enlargements and the current proposal;
- Verification of compliance with the 200 m industrial-residential buffer policy (OCP Sec. 15.6.6) and mapping of areas where that standard has been eroded;
- Preparation of a Master Plan or equivalent interface study, as required under OCP Sec. 13.22, addressing drainage, habitat, and neighbourhood impacts.

This course of action ensures that Council decisions are informed by the full environmental and planning context, rather than by isolated applications, and that any future zoning changes are consistent with both the OCP and Yukon environmental standards.

## APPENDIX – Trail camera evidence of Greenspace’s value



Figure 2 – Moose



Figure 3 – Greywolf



Figure 5 -Coyote



Figure 6: Lynx

**From:** [Lonnie Ariss](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Proposed Zoning Amendment - Lot expansion of 163 Collins Lane  
**Date:** Monday, November 10, 2025 9:22:31 AM

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To: City of Whitehorse Mayor and Members of Council

Re: Opposition to Proposed Zoning Amendment of Vacant Commissioner's Land from PG-Greenbelt to IS-Service Industrial - 163 Collins Lane

I am writing to express my strong opposition to the application to amend the zoning of a 2.89 ha parcel of vacant Commissioner's land from PG-Greenbelt to IS-Service Industrial to allow for lot expansion at 163 Collins Lane. This land is designated Greenbelt to protect and maintain the integrity of sensitive ecosystems, encourage ecosystem connectivity, promote connection to the land and water, and provide outdoor recreation opportunities across the community. Changing its designation undermines those commitments and carries significant negative consequences for both residents and future generations.

The proposed lot expansion impedes on an area that functions as an essential wildlife corridor and refuge, supporting species such as moose, bears, coyotes, lynx, caribou, and deer. It also provides critical habitat for numerous birds and small mammals. Once this land is converted to industrial use, the loss is permanent. No mitigation strategy can fully replace the ecosystems or the natural services they provide.

The proposed rezoning will cause irreversible harm to the community's established trail network, which is heavily used by walkers, cyclists, families, and residents seeking safe, accessible outdoor recreation. These trails are integral to promoting active living, mental well-being, and community connection. The area features both established and informal trails that are actively used year-round. During summer, they provide routes for mountain biking and hiking, while in winter they accommodate skiing, snowshoeing, fat biking, and hiking. Limited snowmobile activity also occurs, primarily for grooming purposes to maintain the trail network. The expansion of 163 Collins into this space will fragment and eliminate sections of the network and compromise the natural experience that makes the trail system valuable. The loss cannot be simply "relocated" or substituted elsewhere, as the trails are interconnected with the greenbelt's natural features, topography, and wildlife habitat.

The proponent argues that expansion of the lot is necessary for business efficiency and economic reasons. The stated purpose is to accommodate a growing inventory of equipment. However, this raises a critical question: why should the community sacrifice protected greenbelt land—designated under the Official Community Plan—for the sole benefit of one business's operational convenience? Approving this amendment would set a troubling precedent, signaling that designated greenbelt areas can be compromised whenever private interests arise. Such a decision risks eroding public trust in the land-use planning process and undermines the long-term vision for sustainable development and environmental stewardship.

I urge Council to reject the proposed rezoning and reaffirm its commitment to safeguarding greenbelt lands. There are alternative locations already zoned or more appropriate for industrial development that would not require sacrificing protected public land.

Thank you for considering the concerns of residents who value responsible stewardship of our shared environment. I respectfully request that Council maintain the existing greenbelt designation and pursue development options that align with long-term sustainability and community priorities.

Sincerely,  
Lonnie Ariss  
Whitehorse Copper Resident

**From:** [Legislative Services](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Fw: Expansion 164 Collins Lane  
**Date:** Monday, November 10, 2025 6:19:03 PM

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Hello,

Please see below email.

Thanks,

Legislative Services

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**From:** G VT <[REDACTED]>  
**Sent:** Monday, November 10, 2025 5:42 PM  
**To:** Legislative Services <[REDACTED]>  
**Subject:** Expansion 164 Collins Lane

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Good evening,

I am writing to express my serious concern regarding the potential expansion of 163 Collins Lane - currently owned and operated by Sidhu Industries.

This lot is currently one of the largest industrial lots in our neighbourhood and has been expanded already once - This lot has eliminated trails and trail access that was guaranteed to residents of the area through the original community plan.

In addition, this area backs against Country Residential lands that have high local significance and the area is a wetland thus expanding a lot that stores industrial equipment (specifically fuel trucks and fuel tanks) spells certain disaster to the wetland. In addition, the expansion will require a lot of fill to cover up the wetlands which could also contain contaminants.

As you probably know over 90% of our drinking water in the Yukon is derived from surface waters and projects such as this leave our valuable drinking waters (and our wells) at risk.

This project is being presented as a necessary expansion, however many of the trucks and trailers in the lot almost never move - therefore proper management of the resources stored on this lot could mitigate the need for expansion.

This neighbourhood is being threatened with many developments and changes:  
164 Collins Lane,  
The proposed Forestry Project, and  
The constant burning going on the Copper Haul Road...

We residents moved to this area and built energy efficient homes so we could enjoy the COUNTRY RESIDENTIAL aspect of the neighbourhood... The projects that are being pushed

in the area are negatively affecting the country feeling of the area, the safety of our drinking water and the values of our properties.

Please vote against this proposed expansion!  
Graham Van Tighem

**From:** [Eric Gaucher](#)  
**To:** [Mayor and Council](#)  
**Subject:** Letter to Mayor and Council in view of November 10 Council meeting  
**Date:** Monday, November 10, 2025 9:06:28 AM  
**Attachments:** [Letter to City Mayor & Council.pdf](#)

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Please see attached.  
Thank you

To: City of Whitehorse Mayor and Councilors

2025/11/10

RE: Proposed Zoning Amendment of Vacant Commissioner's Land from PG-Greenbelt to IS-Service Industrial, 163 Collins Lane.

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I am writing this letter to express my strong opposition to the lot expansion at 163 Collins Lane.

First and foremost, the parcel the proponent is seeking is currently zone PG – Greenbelt, which under the OCP is described as ***“intended to provide a zone for areas of public land that are typically left in a natural state and may be used primarily for buffers, walkways, trails and for unorganized or passive recreation.”*** This is exactly how the parcel is used by residents. The area contains both mapped and unofficial trails which are used during the summer months for mountain biking and hiking, as well as during the winter for skiing, snowshoeing, fat biking and hiking. The network also sees some snowmobiling traffic, of which the majority is for trail grooming purposes.

The sector also acts as corridor and shelter for many observed animals like moose, bear, coyotes, lynx, caribou and deer. It provides a safe, necessary environment for several species of bird and small mammals, including beavers, which contributes to maintain a healthy ecosystem. This ecosystem includes a vibrant wetland which is part of the Basalt Creek drainage system situated between the Trans-Canada Trail and the Yukon River.

The proposed lot expansion is encroaching on some of the trails and is bordering the designated wetland only by the recommended minimum buffer.

I chose this area and built my house here 15 years ago in part because of the green belt which surrounds the subdivision. I was aware Whitehorse Copper was neighbor to an industrial park, and I was fine with it as I knew there was a green belt to act as buffer in between. Now that buffer is getting reduced, again. The proponent has two prior successful enlargements (2012 and 2017 I believe) which, although encroaching on the 200m buffer to adjacent closest residential property, were still within the IS-Service Industrial zoning. The latest proposal is now encroaching to the PG-Greenbelt designation and further reduces the buffer to nearest adjacent residential property, to less than 184m.

The proponent is citing business efficiency and economics as its main reasons to enlarge the lot, which will become the largest lot of this designation not only within Sima Industrial Park, but of all similar designated park within city limits. The proponent wants a bigger lot to store his growing equipment inventory. I am left wondering why the neighborhood is to accept the loss of this parcel, so it is more economically viable for the proponent, to the

detriment of all residents when this parcel is not meant for that purpose under the OCP? There are lots available in Sima Industrial, although they are probably not satisfying the proponent's economic strategy. I do not believe this does justify the proponent acquiring more land, for a third time. If allowed to go through, this proposal would more than double the lot. Would a logical counter-solution be resident(s) paying and acquiring the same parcel in order to protect the initial zoning designation? Is this a rational idea? **Why would the economic strategy of the proponent be to the detriment of the residents?**

This proposal lately became even more significant since other industrial projects are being presented to the City of Whitehorse, projects which surround Whitehorse Copper and furthermore impact the greenbelt surrounding the neighborhood. Projects like:

- the Copperhaul Timber Harvest Project (which promises massive wood cutting over a period of 10 years, less than 500m away from residential lots.
- the recent approval of mining exploration by Gladiators Metals Corp within city limits, basically in our backyard.

Whitehorse Copper is being compressed from all sides, and this will inadvertently have a negative impact on the quality of life (added noise, traffic, light pollution, air quality, to name a few) as well as house values. I find this very troubling as the land my house is built on is zoned RC1-Country Residential. RC1 is defined as:” To provide a single detached housing zone for **a rural lifestyle** of a permanent nature on larger parcels, often without the provision of the full range of urban utility services.”

The project went before YESAB and was approved under conditions. The “public commenting period has amassed multiple comments from residents opposing the project. The parcel is part of our neighborhood and provides connections contributing to a healthy community. I please ask the council to read all other comments and hear + listen to what residents are thinking and what their values are. If the encroachment on valued and necessary green spaces is continuously allowed, what does that mean for Whitehorse? Is it destined to grow relentlessly? Is it in line with OCP 2040?

Thank you for taking the time to read my comment. Thank you for caring for your city, its residents, and what is best for them.

Sincerely,

Eric Gaucher

██████████ Whitehorse, ██████████

## Sidhu Trucking Lot 68 Mt Sima Rezoning Public Hearing

November 10th, 2025

- I am the agent for Sidhu Trucking Ltd. I will summarize the planning considerations that support the lot enlargement. The process started in 2021 and was caught up in the OCP review. The review subsequently confirmed the proposed industrial use was consistent with the OCP industrial designation which is the purpose of the Mt Sima subdivision.
- As the lot enlargement involves purchasing crown land, YG Lands would not consider a crown land purchase within the city until it receives confirmation that the application confirms to the OCP. Planning staff confirmed this in a letter sent June 28, 2024.
- I designed the original Mt Sima subdivision. The minimum distance between the original Sidhu industrial lot and the nearest CR lot 111 has always been 185m. It will not change. The closest post to post distance between the two is 189m leaving a sliver of land under the preferred 200m buffer.
- The intended use of the expanded area is fenced outside equipment and material storage primarily between construction seasons. The company now owns 25% more equipment (400 pieces) plus supplies that for logistical reasons may require 4—6 months for order/delivery.
- The Lands Branch review process required submission of an environmental assessment which was done. It included public consultation and resulted in some boundary adjustments. On July 16<sup>th</sup>, 2025 Lands agreed to sale of the requested lot enlargement subject to city rezoning and subdivision approval.
- A rezoning application must be consistent with the approved OCP. This rezoning meets that mandatory requirement as it reflects the planning principle of “highest and best use”.
- The independent YESAA review confirmed local concerns could be mitigated. Specifically, Sidhu Trucking will realign and upgrade sections of the main access trail at their cost to the satisfaction of City Parks & Trails.
- The extra land is needed for secure off-season outside storage of equipment and materials. It includes reorganization of the existing site, with greater separation and circulation space for safety, fire and insurance reasons.

- The outside storage area is busy in the spring after the road ban is lifted to mobilize equipment/supplies to jobsites and returns for parking/storage at the end of the construction season. Equipment maintenance is done indoors in the 10 bay shop.
- When Mt. Sima was planned in 2004, the demand was for smaller industrial lots and only three larger ones were created. The company bought one to start but it was quickly absorbed as the company grew and diversified its services. The company cannot expand further at this location.
- Given the size of the expanded property, the P.S. Sidhu Trucking annual municipal tax bill is estimated to generate approximately \$95-110,000/year without hindering recreational trail hinterland access.

**From:** [Bret Heebink](#)  
**To:** [Legislative Services](#); [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Fwd:  
**Date:** Wednesday, November 19, 2025 12:42:34 AM

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Please submit this to the report as it was intended to be. I thought by sending it to mayor and council, that was how it worked.

Bret Heebink [REDACTED]  
[REDACTED]

"come down off the cross, we need the wood."

Tom Waits

----- Forwarded message -----

**From:** **Bret Heebink** [REDACTED]  
**Date:** Sun, Oct 26, 2025, 5:37 p.m.  
**Subject:**  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]

Dear Mayor Cameron and Members of Council,

I'm writing to express my strong opposition to the proposed rezoning of approximately 2.89 hectares of Commissioner's land southwest of 163 Collins Lane—from **PG (Greenbelt)** to **IS (Service Industrial)**.

This proposal represents a permanent loss of designated Greenbelt in exchange for a temporary business expansion. Once the land is rezoned to IS, it opens the door to the full spectrum of industrial uses permitted under that zone—not just the proponent's current plan. That is an irreversible policy change for a parcel that now functions as a public buffer, trail connection, and wildlife corridor.

Several concerns stand out:

### 1. **Loss of Greenbelt and Public Buffer**

- The PG zone was intended for natural buffers, trails, and passive recreation.
- Rezoning to IS extinguishes that public purpose permanently, substituting a broad industrial use class that can't be undone.
- Nuisance bylaws are reactive; they don't replace proactive land-use separation that the Greenbelt currently provides.

### 2. **Precedent and Encroachment**

- This would be the *third expansion* at this site, cumulatively doubling the original

lot size.

- The current lot already sits within ~184 m of nearby homes—inside the OCP's 200 m buffer guideline.
- Council has a responsibility to stop the creeping conversion of Greenbelt into industrial parcels based on convenience or operational efficiency rather than sound planning.

### 3. Environmental and Corridor Impacts

- The site functions as an intact wetland-edge corridor used by moose, coyote, and lynx, as documented in the rezoning brief.
- Rerouting a trail beside a chain-link fence is not mitigation; it erases the corridor's quiet, dark, continuous forest character.
- Once industrialized, that habitat and connectivity cannot be restored.

At a minimum, a **Master Plan** should have been required for a parcel of this size and sensitivity. Waiving that requirement undermines both the intent of the OCP and the public's trust in a consistent process.

I urge Council to uphold the Greenbelt designation and reject this rezoning. The City should be planning for industrial land comprehensively, not through ad hoc conversions that erode community buffers and ecological corridors.

Thank you for your attention to this matter and for protecting Whitehorse's remaining Greenbelt network.

Sincerely,

--

Bret Heebink

Whitehorse Yukon



"come down off the cross, we need the wood."

Tom Waits