

CITY OF WHITEHORSE – STANDING COMMITTEES

Monday, December 1, 2025 – 5:30 p.m.

Council Chambers, City Hall

CALL TO ORDER

ADOPTION OF AGENDA

PROCLAMATIONS International Day of Persons with a Disability (December 3, 2025)
National Day of Remembrance and Action On Violence Against
Women (December 6, 2025)

DELEGATIONS

COMMUNITY SERVICES COMMITTEE – *Councillors Gallina and Melnychuk*

1. New Business

PUBLIC HEALTH AND SAFETY COMMITTEE – *Councillors Boyd and Gallina*

1. New Business

CORPORATE SERVICES COMMITTEE – *Councillors Melnychuk and Middler*

1. Upcoming Procurements (January/February) – For Information Only
2. Capital Expenditure Program Variance Reporting (3rd Quarter)
3. Operating Budget Variance Reporting (3rd Quarter) – For Information Only
4. Public Input Report – 2026-2029 Capital Expenditure Program
5. New Business

CITY PLANNING COMMITTEE – *Councillors Middler and Hamilton*

1. Public Hearing Report – Zoning Amendment – 163 Collins Lane
2. New Business

DEVELOPMENT SERVICES COMMITTEE – *Councillors Hamilton and Morris*

1. Environmental Grants
2. New Business

CITY OPERATIONS COMMITTEE – *Councillors Morris and Boyd*

1. New Business



PROCLAMATION

DAY OF PERSONS WITH A DISABILITY

December 3, 2025

WHEREAS the International Day of Persons with Disabilities promotes understanding and respect for those living with disabilities, and brings attention to the struggles they face in all aspects of life including, but not limited to, economic, social, and cultural aspects;

WHEREAS the theme for 2025 is “Fostering disability inclusive societies for advancing social progress” and the City of Whitehorse is committed to promoting an understanding of disability issues and a fully inclusive and accessible community for those people living with disabilities;

NOW, THEREFORE I, Mayor Kirk Cameron, do hereby proclaim December 3, 2025 to be Day of Persons with a Disability in the city of Whitehorse.

Kirk Cameron
Mayor



PROCLAMATION

NATIONAL DAY OF REMEMBRANCE AND ACTION ON VIOLENCE AGAINST WOMEN

December 6, 2025

WHEREAS December 6th marks the anniversary of the tragic attack in 1989 when 14 women were killed and another 10 were injured in an attack against women at École Polytechnique of Montreal; and

WHEREAS education and awareness are the keys to reducing violence against women and the harm it causes to victims and their communities as a whole; and

WHEREAS together as a community, we can all work towards eliminating violence against women through individual actions by learning how to recognize this violence, and by speaking up and supporting the victims in any way we can;

NOW, THEREFORE I, Mayor Kirk Cameron, do hereby proclaim December 6, 2025 to be National Day of Action against Violence against Women in the city of Whitehorse.

Kirk Cameron
Mayor

CITY OF WHITEHORSE
COMMUNITY SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Paolo Gallina

Vice-Chair: Eileen Melnychuk

December 1, 2025

Meeting #2025-23

-
1. New Business

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



Chair: Dan Boyd

Vice-Chair: Paolo Gallina

December 1, 2025

Meeting #2025-23

1. New Business

CITY OF WHITEHORSE
CORPORATE SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Eileen Melnychuk

Vice-Chair: Anne Middler

December 1, 2025

Meeting #2025-23

-
1. Upcoming Procurements (January/February) – For Information Only
Presented by Svetlana Erickson, Manager, Financial Services
 2. Capital Expenditure Program Variance Reporting (3rd Quarter)
Presented by Svetlana Erickson, Manager, Financial Services
 3. Operating Budget Variance Reporting (3rd Quarter) – For Information Only
Presented by Svetlana Erickson, Manager, Financial Services
 4. Public Input Report – 2026-2029 Capital Expenditure Program
Presented by Svetlana Erickson, Manager, Financial Services
 5. New Business

ADMINISTRATIVE REPORT

TO:	Corporate Services Committee
FROM:	Administration
DATE:	December 1, 2025
RE:	Upcoming Procurements (January/February) – For Information Only

ISSUE

Bi-monthly update on forthcoming procurement projects with an anticipated value greater than \$100,000.

REFERENCE

- [Procurement Policy 2020-03](#)
- Upcoming Procurement Projects Information Report (Attachment 1)

HISTORY

In accordance with the Procurement Policy, a list of forthcoming procurements with an anticipated value greater than \$100,000 must be provided to Council on a bi-monthly basis.

ANALYSIS

Managers have been asked to review their capital projects and operating requirements and to provide information on their anticipated procurements over \$100,000 for the period of January and February 2026. The information as compiled by the Financial Services department is attached as Attachment 1. All forthcoming procurements are subject to budget and/or rebudget authorization.

Attachment 1
Upcoming Procurement Projects Information Report

Report Number 2026-01

Date of Meeting: December 1, 2025

Subject: Upcoming Procurement Projects

Period: January - February 2026

Purpose: To provide Council with a bi-monthly update on forthcoming procurement projects with an anticipated value greater than \$100,000. All forthcoming procurements are subject to budget and/or rebudget authorization.

No	Department	Project Title	Brief Description	Budget (Operating / Capital)	Commencement Report Required (No/Yes + reason)	Anticipated Procurement Posting Date
1	Business & Technology Systems	Fibre Network Expansion	Contract services to add fibre connectivity to three locations: Marwell Lift Station, Well #8, Fish Ladder pedestal, including fibre routes for further expansion	Capital 300c00720	No, the projection value is less than \$500k	February 4, 2026
2	Business & Technology Systems	Cellular phone and data plan	Cellular phone and data services plan (3-year) for the City	Operating	No, the projection value is less than \$500k	February 2, 2026
3	Business & Technology Systems	Computer Aided Dispatch	Purchase and configuration a Computer Aided Dispatch (CAD) system for Whitehorse Fire Department that is Next Gen 911 (NG911) compliant	Capital 300c00724	No, the projection value is less than \$500k	February 2, 2026
4	Engineering Services	Pavement Condition Assessment	Technical services for conducting City-wide pavement condition assessment and updating the City's pavement management system	Capital 240c00123	No, the projection value is less than \$500k	January 12, 2026
5	Engineering Services	Robert Campbell Bridge Resurfacing Design	Engineering services to prepare a detailed design for Robert Campbell bridge resurfacing	Capital 240c00322	No, the projection value is less than \$500k	January 19, 2026
6	Engineering Services	Main Street and Fourth Avenue Traffic Signals Replacement	Construction services for the replacement of traffic signals at Main Street and Fourth Avenue	Capital 240c00619	No, the projection value is less than \$500k	February 9, 2026
7	Fleet & Transportation Maintenance	Winter Road Salt	Supply and delivery of winter road salt	Operating	No, the projection value is less than \$500k	February 27, 2026
8	Fleet & Transportation Maintenance	Winter Road Sand	Supply of winter road sand for the 2026/2027 winter season	Operating	No, the projection value is less than \$500k	February 27, 2026
9	Fleet & Transportation Maintenance	Calcium Chloride	Supply and delivery of Calcium Chloride for 2 years - 2026 and 2027	Operating	No, the projection value is less than \$500k	February 2, 2026
10	Fleet & Transportation Maintenance	Supply of Aggregate Crushing Services	Crushing and stockpiling of crushed aggregates	Operating	No, the projection value is less than \$500k	February 2, 2026
11	Fleet & Transportation Maintenance	Pickup Truck Replacement	Supply and delivery of two replacement pickup trucks (stake side, flat decks)	Capital 320c01709	No, the projection value is less than \$500k	February 2, 2026
12	Fleet & Transportation Maintenance	Heavy Truck Replacement	Supply and delivery of one heavy truck	Capital 320c02809	No, the projection value is less than \$500k	February 2, 2026
13	Fleet & Transportation Maintenance	Tracked Excavator Replacement	Supply and delivery of one tracked excavator	Capital 500c00224	No, the projection value is less than \$500k	February 2, 2026
14	Fleet & Transportation Maintenance	Street Flusher Truck	Supply and delivery of one replacement street flusher truck	Capital 500c00324	Yes, the project value is over \$500k	February 2, 2026
15	Fleet & Transportation Maintenance	Contractor Van Replacement	Supply and delivery of two contractor vans with upfit	Capital 320c02109 & 500c00525	No, the projection value is less than \$500k	February 2, 2026
16	Fleet & Transportation Maintenance	Structural Protection Unit Trailer	Supply and delivery of one structural protection unit trailer	Capital 500c01226	No, the projection value is less than \$500k	February 2, 2026
17	Fleet & Transportation Maintenance	One Ton Truck Replacement	Supply and delivery of a one ton truck	Capital 320c00110	No, the projection value is less than \$500k	February 2, 2026
18	Property Management	WOB Backup Power Supply	Purchase and installation of a backup generator to provide emergency power to the Whitehorse Operations Building (WOB) when the grid supplied electricity is unavailable	Capital 360c00125	Yes, the project value is over \$500k	February 2, 2026

ADMINISTRATIVE REPORT

TO:	Corporate Services Committee
FROM:	Administration
DATE:	December 1, 2025
RE:	Capital Expenditure Program Variance Reporting (3 rd Quarter)

ISSUE

Financial Services has reviewed capital expenditure projections submitted by department managers and prepared a high-level summary of anticipated capital spending and proposed amendments to the 2025 to 2028 Capital Expenditure Program.

REFERENCE

- [2025-2028 Capital Expenditure Program](#)
- 2025 Capital Expenditure Program Amendments (Attachment 1)
- 2025 3rd Quarter Capital Expenditure Program Proposed Amendments (Attachment 2)

HISTORY

Council adopted a capital expenditure program for 2025 totalling \$116,074,478 comprised of:

\$ 14,536,221	Approved 2025 Expenditures – Appendix A (Bylaw 2024-50)
14,521,374	Projects added to Appendix A after confirmation of external funding
86,411,875	Capital projects re-budgeted from 2024 (Bylaw 2025-09 and 2025-15)
(344,992)	Capital projects budget amendments by Council resolutions
950,000	Approved emergency projects
<u>\$116,074,478</u>	<u>Total Current Approved Capital Expenditure Program</u>

At the end of the third quarter, management was asked to review their capital projects and planned spending. Based on this review, a budget amendment is recommended to reduce the capital expenditure program.

ALTERNATIVES

1. Proceed with amendments as recommended; or
2. Refer the matter back to Administration.

ANALYSIS

As part of the City's third quarter variance reporting, managers are required to review their planned capital spending. Most of the projects are proceeding as planned. Six projects have been completed under budget. A budget amendment is recommended to reduce the 2025 capital expenditure program by \$293,630, bringing the total revised capital expenditures to \$115,780,848 upon approval.

ADMINISTRATIVE RECOMMENDATION

THAT Council authorize amendments totalling \$293,630 to reduce the 2025 to 2028 Capital Expenditure Program.

ATTACHMENT 1
2025 CAPITAL EXPENDITURE PROGRAM AMENDMENTS
SCHEDULE 1

APPROVED CAPITAL EXPENDITURE PROGRAM	BYLAW	AMOUNT
Approved 2025 Capital Expenditure Program (Appendix A)	Bylaw 2024-50	14,536,221
APPROVED CAPITAL EXPENDITURE PROGRAM		\$ 14,536,221

2025 REVISIONS

APPENDIX B PROJECTS MOVED TO APPENDIX A	PROJECT	AMOUNT
Additional Single Axle Water Truck - Transportation	320c01122	341,000
Additional Pickup Trucks - Bylaw	500c00325	94,000
Additional Carpenter Contractor Van	500c00425	124,000
Additional Pickup Truck Property Management	500c00625	92,050
Waste Management Facility Improvements - Perimeter Access Road, Ditch & Fence	240c01225	2,300,000
Additional Compost Contaminant Separator	500c01025	140,000
Active Transportation Pathways Rehabilitation	240c00221	100,000
Force Main Condition Assessment Program	240c00320	75,000
Active Transportation & Regulatory Signage - Spot Improvements	240c00724	50,000
Downtown Sanitary Trunk Main Rehabilitation - Assessment and Design	240c02024	200,000
Enhanced Water Meter Reading System - B&TS	300c00225	790,000
City Fiber Optic Network Expansion	300c00720	375,000
Electric Vehicle (EV) Charging Stations	360c00223	125,000
Fire Hall - Whitehorse North	360c01022	350,000
Transit Shelters & Benches	580c00115	250,000
Bike Rack Program	740c00224	20,400
Housing Accelerator Plan	720c00824	225,000
Pickleball Courts	740c00925	15,000
Neighbourhood Traffic Calming	240c00623	150,000
Neighbourhood Speed Limit Reductions - Implementation	240c01424	200,000
Downtown Accessible Onstreet Parking Stall Pilot Program	240c01425	150,000
Additional Transit buses	320c00722	4,604,924
RSW Engineered Slope Repairs -Detailed Design & Construction	240c00924	150,000
Asphalt Surface Overlay Program	240c00410	2,000,000
Fleet Management Study	320c00919	135,000
Transportation Corridor Improvements - Copper/Quartz	240c00423	100,000
Design of New Downtown Transit Hub	360c01425	215,000
RSW Engineered Slope Repairs - Detailed Design & Construction	240c00924	1,150,000
TOTAL APPENDIX B PROJECTS WITH FUNDING AGREEMENTS		\$ 14,521,374

APPROVED RE-BUDGETS	BYLAW / RESOLUTION	PROJECT	AMOUNT
Advance Re-budgets for Property Management Capital Projects from 2024 approved for re-budget to 2025	2025-15	320c01119/ 360c00822/ 360c00823	22,536,203
Capital Projects from 2024 approved for re-budget to 2025	2025-09		63,875,672
TOTAL APPROVED RE-BUDGETS			\$ 86,411,875

ATTACHMENT 1
2025 CAPITAL EXPENDITURE PROGRAM AMENDMENTS
SCHEDULE 1

2025 REVISIONS

BUDGET AMENDMENTS: COUNCIL REVISIONS	RESOLUTION	PROJECT	AMOUNT
Standard Building Design Guides	2025-11-05	710c00125	50,000
Yukon River Crossing Expansion - Options Evaluation	2025-17-03	240c00523	-
Takhini Arena Furnaces	2025-17-03	320c01713	(47,934)
SCBA Clean Room Upgrade (PSB)	2025-17-03	360c00623	(17,964)
One Ton Truck Replacement	2025-17-03	320c00110	(32,431)
Transit Decarbonization Roadmap	2025-17-03	580c00124	(5,341)
Waste Composition Study	2025-17-03	650c00823	(23,788)
Development Process Guide and Education Sessions	2025-17-03	720c01524	(356)
CGC Flooring Replacement - MainConcourse	2025-17-03	750c00424	(97,372)
Running Track Perimeter FlooringReplacement - CGC	2025-17-03	750c00822	(109,806)
Longitudinal Line Survey	2025-17-03	500c00923	(60,000)
TOTAL BUDGET AMENDMENTS: COUNCIL REVISIONS			\$ (344,992)

APPROVED EMERGENCY PROJECTS	PROJECT	AMOUNT
PSB Facility Movement Investigation	360c00724	200,000
PSB Mech/Elec Crawl Space Repair	360c00824	150,000
CGC Backup Generator Power Repair	360c01525	600,000
TOTAL APPROVED EMERGENCY PROJECTS		\$ 950,000

TOTAL 2025 CAPITAL EXPENDITURE PROGRAM AS OF SEPTEMBER 30, 2025 \$ 116,074,478

ATTACHMENT 2
3rd QUARTER CAPITAL VARIANCE
2025 CAPITAL EXPENDITURE PROGRAM PROPOSED AMENDMENTS

PROJECT	STATUS	AMOUNT
240c00311 Range Road South Lift Station	Completed and Under Budget	2,318
240c00418 Downtown Reconstruction: Cook St West (4th to Escarpment)	Completed and Under Budget	8,061
360c00224 CGC - Aquatic Centre Domestic Water Line Upgrade	Completed and Under Budget	262,274
500c00325 Additional Pickup Trucks - Bylaw	Completed and Under Budget	3,017
500c00623 Additional Equipment - Snow and Ice Control Policy	Completed and Under Budget	3,000
500c00925 Additional Compact Electric SUV - Fire	Completed and Under Budget	14,960
TOTAL COMPLETED AND CANCELLED		\$ 293,630
Total Amount Not Utilized And Remaining In Reserves		29,038
Total Amount Not Utilized And Remaining In External Funding Sources		264,592
TOTAL FUNDING SOURCES NOT UTILIZED		\$ 293,630
TOTAL REVISED 2025 CAPITAL EXPENDITURE PROGRAM: UPON APPROVAL		\$ 115,780,848

ADMINISTRATIVE REPORT

TO:	Corporate Services Committee
FROM:	Administration
DATE:	December 1, 2025
RE:	Operating Budget Variance Reporting (3 rd Quarter) – For Information Only

ISSUE

Financial Services has reviewed operating expenditures projections submitted by department managers and prepared a forecast of operating results to the end of the 2025 fiscal year.

REFERENCE

- [Bylaw 2025-01 2025-2027 Operating Budget](#)
- 2025 Operating Budget Amendments (Attachment 1)
- 2025 3rd Quarter Operating Variance Report (Attachment 2)

HISTORY

Council adopted an operating budget for 2025 totalling \$121,149,696, comprising an initial budget of \$119,275,993 plus Council approved amendments of \$1,873,703, as shown in Attachment 1.

At the end of the third quarter, management was asked to review spending against the budget and forecast expected year end results. Based on this analysis, as shown in Attachment 2, the City anticipates an operating surplus of \$88,420 for 2025.

ANALYSIS

The third quarter variance projection indicates that total operating revenues and expenses are expected to be under budget by \$1,667,394 and \$1,755,814, respectively. As a result, the forecast to December 31, 2025, compared to the revised budget, shows an operating surplus of \$88,420. When viewed by fund, the projected surplus is as follows:

Projected Variance		
Fund	Deficit (Surplus) to Budget	Primary Driver
General	\$(101,622)	Higher than expected government transfers, transit fare collection and investment income, combined with savings from staff vacancies.
Water and Sewer	\$13,202	Increased operating costs due to increases in repairs and maintenance and higher electrical rates.
Projected Surplus	\$(88,420)	

Overall, department spending remains controlled. The third quarter variance of \$88,420 represents less than 1% of the City's total operating budget of \$121,149,696.

**ATTACHMENT 1
3RD QUARTER OPERATING VARIANCE
2025 OPERATING BUDGET AMENDMENTS**

AMENDMENT	BYLAW / RESOLUTION NUMBER	REVENUE	EXPENSES
APPROVED BUDGET	Bylaw 2025-01	\$ 119,275,993	\$ 119,275,993
BUDGET AMENDMENTS			
Amend Operating budget to increase the Comprehensive Municipal Grant (CMG)	Bylaw 2025-20	2,407,077	
Amend Operating budget to decrease transit bus fare	Bylaw 2025-20	(132,000)	
Amend Operating budget to increase General Reserve	Bylaw 2025-20		2,275,077
Amennd Operating budget to decrease Landfill & Collection revenues and Landfill Contract Services expenses	Bylaw 2025-35	(401,374)	(401,374)
SUMMARY OF AMENDMENTS		\$ 1,873,703	\$ 1,873,703
REVISED BUDGET AS OF SEPTEMBER 30, 2025		\$ 121,149,696	\$ 121,149,696

ATTACHMENT 2
3RD QUARTER OPERATING VARIANCE
2025 OPERATING VARIANCE REPORT

REVENUES (BRACKETS INDICATE HIGHER THAN ANTICIPATED)		
Investment Income		(757,880)
Transit Fare Collection		(454,498)
Government Transfers		(350,975)
Waste Management Fees		(239,159)
Miscellaneous Revenues		(324,019)
Penalties and Interest		(140,000)
Parking Meter Collection & Fines		225,395
Development Cost Charges		297,191
Tax Revenue and Grants in Lieu		365,690
Garage Charges Recovery		391,479
Transfer from Reserve - Vacancy Overlay		2,654,170
TOTAL REVENUES	\$	1,667,394

EXPENSES (BRACKETS INDICATE LOWER THAN ANTICIPATED)		
Employee Wages and Benefits		(2,938,322)
Transfer to Equipment Reserve		(403,936)
Garage Charges		(391,479)
Transfer to Development Cost Charges Reserve		(297,191)
Fuel (Gas, Diesel, Propane and Heating Fuel)		(238,384)
Transfer to Parking Reserve		(150,353)
Training		(148,172)
Miscellaneous Expenses		34,273
Sand & Gravel		125,920
Maintenance & Repairs		129,823
Professional Services & Consultants		212,065
Electrical Expenses		1,058,650
Transfer to Capital Reserve		1,251,292
TOTAL EXPENSES	\$	(1,755,814)

PROJECTED DEFICIT (SURPLUS)	\$	(88,420)
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DEFICIT (SURPLUS) BY FUND		
01 GENERAL GOVERNMENT FUND		(101,622)
02 WATER AND SEWER UTILITY FUND		13,202
PROJECTED DEFICIT (SURPLUS)	\$	(88,420)

REVENUES

- Investment income exceeds projections, driven by stronger returns supported by favorable market conditions.
- Transit fare collection is higher than anticipated, primarily due to increased purchases of adult and youth passes by the Yukon Government.
- Government transfers are above budget, reflecting an increase in the City's Carbon Pricing Rebate. Effective April 1, 2025 the federal carbon rebate program has ceased, resulting in the end of the Yukon's carbon rebate program.

ATTACHMENT 2

3RD QUARTER OPERATING VARIANCE

2025 OPERATING VARIANCE REPORT

- Waste management fees are higher than budgeted due to increased tipping fee collections and the postponed implementation of the Extended Producer Responsibility program for packaging and paper products.
- Miscellaneous revenues show moderate variances from budget, including water and sewer recovery, plumbing and other permits, interment fees, and miscellaneous income.
- Penalties and interest revenues are above expectations, resulting from higher outstanding balances in property tax and accounts receivable.
- Parking meter collections and fines are below budget. Delays in updating meters to the new fee structure, combined with enforcement equipment issues and staffing shortages, reduced fee collection and fine issuance. The impacts are partially offset by higher than expected HotSpot e-payment revenues.
- Development cost charges revenue is offset by transfers to the Development Cost Charges Reserve, both are lower than budgeted due to fewer development permit applications.
- Tax revenue and grants in lieu are below expectations due to adjustments made by the Yukon Government after the budget was approved.
- Garage charges recovery is offset by garage charges expenses, which are lower than expected due to reduced equipment usage.
- Transfer from reserve may be reduced as a result of higher than expected staff vacancies.

EXPENSES

- Employee wages and benefits are below budget due to vacancies across multiple departments, including Human Resources, Financial Services, Safety Services Administration, Business & Technology Services, Parks, Water & Waste Services, and Building Services.
- Transfer to equipment reserve is lower than budgeted due to decreased equipment usage.
- Fuel costs are below budget, driven by reduced fuel consumption for fleet maintenance resulting from fewer operational hours and lower service demand. Additionally, gas prices are no longer impacted by the carbon tax.
- Transfer to parking reserve is below budget, reflecting reduced revenues from parking meter collection and fines.
- Training expenses are lower than projected partially due to staff vacancies across various departments.
- Miscellaneous expenses reflect moderate variances, including higher than expected costs for telephone services, waste collection, and other materials and supplies, offset by savings in janitorial, security, and other areas.
- Sand and gravel costs are higher than projected due to increased usage for summer and winter maintenance, driven by more extensive roadwork and seasonal demand.
- General maintenance, repair materials and parts are above budget due to increased facility maintenance needs across departments. Conversely, equipment costs are lower than projected, attributed to reduced winter road maintenance expenditures due to milder weather conditions.
- Professional services spending is projected to be higher overall, driven by increased demand for consulting expertise, primarily in Building Services and Property Management.
- Electrical costs are above budget due to rising electricity rates.
- Transfer to Capital Reserve is higher than projected, reflecting an increase in the Municipal Comprehensive Grant and greater contributions to fund future capital projects.

ADMINISTRATIVE REPORT

TO:	Corporate Services Committee
FROM:	Administration
DATE:	December 1, 2025
RE:	Public Input Report – 2026-2029 Capital Expenditure Program

ISSUE

Report on public feedback on the proposed 2026-2029 Capital Expenditure Program.

REFERENCE

- [2026-2029 Capital Expenditure Program \(Proposed Bylaw 2025-38\)](#)
- Location Map (Attachment 1)

HISTORY

In May 2025, a public engagement forum was provided on engagewhitehorse.ca platform to obtain budget input from the community. Public suggestions and requests for the 2026-2029 Capital Expenditure Program were collected through this platform between May 1, 2025 and May 31, 2025 and submitted to the departments for budget considerations.

Following the presentation of the 2026-2029 Capital Expenditure Program on November 10, 2025, the proposed program was posted on the City's website, and an email address was provided for public feedback. Advertisements for public input identified the designated email address and included details about the public input session held at the regular Council Meeting on November 24, 2025.

ALTERNATIVES

1. Bring forward the 2026-2029 Capital Expenditure Program bylaw for Second and Third reading; or
2. Postpone the 2026-2029 Capital Expenditure Program bylaw and refer it to administration for further analysis.

ANALYSIS

A total of 123 written submissions were received from residents and organizations. Of these, 62 were submitted by email, and 39 were received through the Engage Whitehorse platform, which also generated 22 comments and 89 likes. In addition, nine members of the public attended the public input session. For the purposes of this report, budget-related input has been separated from comments outside the scope of the 2026-2029 Capital Expenditure Program and from questions seeking project clarification.

The public input has been summarized as follows:

Holly Residential Area Master Plan

A total of 42 submissions were received in response to the proposed capital project 720c00223 Holly Residential Area Master Plan. The submissions indicate opposition from residents of Whitehorse's Porter Creek neighborhood, school communities, and local representatives. The primary concerns identified relate to potential loss of green space,

environmental and recreational impacts, and anticipated effects on the surrounding community. Many submissions included comments regarding the clearing and rezoning of the greenbelt for residential use.

- **Preservation of Green Space:** Residents reported opposing the development of the Holly Street greenbelt. Submissions note that the area is used for walking, biking, skiing, and outdoor education, and that it is used by wildlife such as moose, foxes, and birds.
- **Environmental Impact:** Submissions state that the proposed development may affect an ecological corridor that includes wetlands and a kettle lake. Respondents also raised concerns about potential blasting due to the rocky terrain.
- **Educational and Community Use:** Students and area residents reported using the green space for outdoor education activities. Some submissions state that the proposed development may affect these activities.
- **Alignment with City Policies:** Many respondents referenced the Whitehorse 2040 Official Community Plan (OCP), noting its direction regarding natural areas, trails, and greenbelts. Submissions also referenced the Climate Action Plan, which identifies greenspaces as natural infrastructure contributing to carbon storage, cooling, habitat connectivity, stormwater management, and climate resilience.
- **Traffic and Infrastructure:** Submissions referenced existing traffic issues in the area, including the intersection near Holly Street. Concerns raised include potential impacts on student walking routes and expected construction-related disruptions such as lane closures, heavy equipment activity, and truck traffic.
- **Historical Context:** Respondents noted that similar proposals were considered and not advanced in previous years, including 2006 and 2023. Several submissions referenced the City's "Wilderness City" identity in relation to past discussions about the site.
- **Requests for Protection and Alternative Growth Approaches:** Many submissions requested that the Holly Street greenbelt be designated as parkland or as a protected natural area. Respondents also encouraged the City to consider alternative sites or strategies for accommodating future growth.

A few responses also expressed support for the City's efforts to address housing needs and explore opportunities that enhance Whitehorse's long-term livability, emphasizing that new housing should respect neighbourhood character, include appropriately sized lots, and maintain quality to provide long-term value and contribute positively to the city's housing options.

Response

The area considered for the Holly Residential Area Master Plan is designated Residential – Urban in the OCP, which allows for a wide range of residential housing forms and compatible uses. OCP Policy 15.17.9 also notes that the area will be examined for future residential development. The area consists of a 6.25 ha, (approximately 14 percent) of the greater 50 ha site (Attachment 1). The remaining 43.75 ha area is not included in the Holly Residential Area Master Plan project.

The project includes undertaking feasibility studies that seek to gather information on the concerns raised in the public input submissions. These studies would evaluate the

environmental and heritage values of the site, access and municipal servicing requirements, and geotechnical constraints to development. A master planning process would follow these studies, including impact assessments and design considerations, and would provide an opportunity to further address neighbourhood concerns through public engagement.

Lighting Upgrades at Liard Park Outdoor Rink

Six submissions raised concerns about the inadequate lighting at the outdoor rink in Liard Park, a space used by multiple sports groups. The main issue is that the current lighting, consisting of a single light post, fails to adequately illuminate the entire rink, particularly the corners. This could create safety hazards for players, especially during low-light or dark conditions in the fall and spring months. The insufficient lighting impacts activities like bike polo, hockey, basketball, and pickleball.

In order to improve lighting, it was requested that four floodlights be installed, one in each corner, to ensure the entire court is properly illuminated.

Public input suggests that improving the lighting would also increase the rink's usability, making it more accessible for a wider range of users in the Riverdale neighborhood.

Response

The request to install four floodlights at Liard Park's rink is currently under review. Staff are assessing technical feasibility, potential impacts on nearby residents, operating implications, and available funding options, along with other approaches that could improve lighting at the site. As part of this work, Parks is also considering the repair status and maintenance needs of other municipal outdoor rinks to ensure upgrades are prioritized consistently across the system. Any lighting improvements at Liard Park would be evaluated for inclusion in future maintenance programs.

Public Transit and Active Transportation

Four submissions highlight concerns about Whitehorse's public transit and active transportation infrastructure. A primary issue expressed is the inadequacy of the city's off-peak transit service, which operates on a 60-minute schedule, felt to discourage ridership and increase car dependency. Suggestions include adopting a more flexible, data-driven fleet, and using smaller buses during low-demand periods to improve service frequency and efficiency.

The submissions also point out gaps in active transportation infrastructure, particularly on Chilkoot Way, where incomplete bike lanes and lack of sidewalks create unsafe and inconvenient conditions for pedestrians and cyclists. A more integrated design for bike lanes, sidewalks, and transit access is requested to prioritize safety and accessibility.

Additionally, calls for a high-frequency bus system are made, aiming for more direct routes and reduced travel times, with a suggestion to offer free transit during the winter months to encourage environmentally friendly transportation. These submissions emphasize the need for a sustainable, equitable, and accessible transportation system to better serve Whitehorse's growing population.

Eight written submissions, along with 28 expressions of support, included suggestions such as creating a Downtown Trail Plan to improve connectivity, upgrading pedestrian and cyclist safety, and extending the Millennium Trail to Whistle Bend. There is strong support for bike paths separated from traffic, particularly a pedestrian and cycling path linking Two

Mile Hill to the Riverfront Trail. Additional ideas include transforming old railway tracks into cycling paths and prioritizing active transportation infrastructure over road expansion. These suggestions reflect a community focus on sustainability, safer routes, and improved mobility.

Response

The City is actively exploring opportunities to expand transit service frequency as resources allow. Improvements in this area depend on the availability of operating funding and the growth of the City's bus fleet, both of which are required to support more frequent service across all routes.

Transit Services already operates with a data-driven fleet management approach. While using smaller buses during low-demand periods is a common suggestion, this strategy would not improve frequency or reduce costs. Instead, it would increase both capital and operating expenses, limit system capacity, and require a separate fleet of smaller buses, along with new or expanded maintenance and storage facilities, further increasing long-term costs.

Transit Services is also examining future opportunities for rapid or express-style routes to reduce travel times and improve direct connections; however, implementing such service would require additional fleet investments and increased operating resources.

In addition to transit improvements, the City continues to advance active transportation initiatives. Projects such as the Downtown Active Transportation Corridor improvements and the Whistle Bend Active Transportation Connector are included in the 2026 Capital Expenditure Program, pending federal funding approval. Since the construction of Whitehorse's first bi-directional bike lane facility on Chilkoot Way, the City has identified 2026 as an appropriate year for a functional review to assess its overall impact, performance, and potential use in other areas, which is also captured in the 2026 Capital Expenditure Program.

The City has a number of ongoing and planned initiatives to support active transportation and trail improvements including that Parks staff continue to focus on downtown trail enhancements, with crack sealing scheduled for this year and planned for future years. Some trail connections, including routes through Marwell and along the White Pass tracks, are limited due to private property constraints. Engineering Services has identified and progressed several related projects, including the Downtown Active Transportation Connectors concept design and engagement, spot improvements to active transportation and regulatory signage, the Whistle Bend Active Transportation Connector Path design, active transportation pathways rehabilitation, the Complete Streets Policy, the Sidewalk Infill Program, the Asphalt Surface Overlay Program, and the On-Demand Transit Feasibility Study. Collectively, these initiatives reflect the City's ongoing efforts to enhance connectivity, safety, and accessibility for pedestrians and cyclists across Whitehorse.

Traffic Safety

A submission highlights continued safety issues at the Falcon and Hamilton intersection, where limited visibility and speeding vehicles create hazards for drivers and pedestrians. The traffic calming measures, such as speed bumps and flashing lights, have not effectively addressed the issues at the intersection. The city's planned solution, a roundabout, won't be designed until 2028 but the submission requests immediate action to improve safety at this intersection.

Response

In 2025, the City hired an engineering consultant to review the safety and performance at this crossing location and others along the Hamilton Boulevard Corridor. Design is planned in 2026 for potential short term traffic calming mitigations to address this crossing and others. It is intended that this work would be implemented ahead of a potential future intersection reconstruction, pending council approval for implementation in 2027 or 2028.

Public Safety

Nine written submissions, along with 22 expressions of support, included key suggestions such as installing speed cameras, increasing traffic calming projects, and lowering speed limits to 30 km/h in neighborhoods. Residents recommend improvements at key intersections, such as adding left-turn signals and raising intersections to reduce congestion. They also suggest a roundabout at 6th and Ogilvie and better crosswalk visibility. Additional proposals include closing Lowe Street at 2nd Avenue to calm traffic, adding flashing crosswalks at high-traffic areas, and enforcing laws against darkened windows to improve pedestrian safety. These suggestions reflect a desire for safer streets and better pedestrian visibility.

Response

The City remains committed to improving traffic safety and pedestrian visibility through current actions and long-term strategies. Regulations under the new Traffic Safety Act are expected to introduce the use of automated speed cameras, which the City may consider in the future to allow for automated enforcement. Engineering Services continues to advance traffic calming initiatives through the Neighbourhood Traffic Calming Program. Fleet and Transportation Maintenance report that road markings are refreshed based on priorities in the Transportation Maintenance Policy, and permanent markings are typically installed following road overlays to ensure durability and visibility by spring. Bylaw Services regularly works with the RCMP on a variety of community safety initiatives.

Infrastructure Improvements

Eight written submissions, along with 40 expressions of support, highlighted a range of community priorities for parks, recreation, and infrastructure improvements. Residents highlighted the need for a permanent drainage solution at Crestview Park to address ongoing water runoff issues and called for upgrades to the aging ice rink. A request for improvements to the Chadburn Lake boat launch area to better support vehicle access and overall site management was also noted. Traffic infrastructure was identified as a key focus, with suggestions to improve roads, intersections, and pedestrian safety, particularly in the Crestview Subdivision and areas such as Lewes Boulevard, Porter Creek, and Whistle Bend. Additional recommendations included reconstructing downtown streets, repairing sidewalks, and revitalizing the waterfront to create more accessible public spaces. A notable proposal is the transformation of 3rd Avenue into a green corridor for walking, cycling, and community activities.

Response

While the Crestview rink is more than 20 years old, recent assessments indicate it remains in acceptable condition for use and potential upgrades are being evaluated across all outdoor rinks. A drainage solution for Crestview Park is still required to address runoff while maintaining access and preventing erosion. Enhancements to the Long Lake site are

being prioritized before similar improvements are considered for Chadburn Lake and Schwatka Lake sites.

A number of ongoing projects to address required improvements include the Neighbourhood Traffic Calming Program, Asphalt Surface Overlay Program, Main Street Traffic Signals Replacement, Active Transportation and Regulatory Signage improvements, Transportation Corridor upgrades, and feasibility work on the Downtown Commons project. Further, the Riverfront Plan project has been submitted for budget consideration.

Whistle Bend Community Infrastructure

Four submissions express strong support for prioritizing community infrastructure projects in Whistle Bend, emphasizing the need for recreational spaces and essential services as the neighbourhood continues to grow rapidly, particularly with many young families.

Residents advocate for the development of a skating rink and the completion of the Leota Street park, noting that Whistle Bend lacks the types of parks and recreational amenities already available in other parts of Whitehorse. Submissions stress that investing in these facilities now will promote equity, strengthen community well-being, and ensure the neighbourhood develops into a healthy and vibrant place to live.

Additionally, submissions express support for capital project 360c01022 Fire Hall Station 3 (Whitehorse North), highlighting that a new fire hall is necessary to accommodate Whistle Bend's expanding population and to improve emergency response times for the entire area.

Response

Whistle Bend currently benefits from a range of amenities, including a small skating rink, paved trails, playground, and gathering areas. As the neighbourhood continues to expand, the City is aware that additional investment in outdoor recreation spaces will be needed to keep pace with growth and support the same level of opportunities available in other parts of Whitehorse.

One of the key projects on the horizon is the new park planned for Phase 6, known as Whistle Bend Park. The concept design, developed with community input, is complete. Construction timelines have shifted from the original 2024 target to 2026 to align the City's work with the Yukon Government's site development schedule.

Work continues to advance the construction of a Fire Hall in Whistle Bend, with environmental and geo-technical studies currently underway. The City is also in the process of identifying funding sources for this critical infrastructure project.

Fiscal Fairness and Prioritization

Two submissions raise concerns about the capital and operating budget, focusing on fiscal fairness and efficient revenue generation. The submissions criticize excessive spending on recreation, technology, and software renewals, recommending that funds be redirected to critical infrastructure, affordable housing, and climate resilience. They propose requiring property managers with rental units to obtain a business license, like other business owners, to raise additional revenue. They also highlight an inequity in waste charges for commercial multi-unit buildings, suggesting that commercial properties with five or more units should pay waste tipping fees like multi-unit residential buildings.

Lastly, the submissions call for greater transparency in how public input is reflected in the final budget. The overall aim is to ensure fair contributions from all and prioritize essential services.

Response

The City appreciates the feedback regarding fiscal fairness and prioritization, and opportunities to strengthen revenue generation. Capital investments in recreation facilities, technology, and software renewals are required to maintain safe, reliable services and support long-term operational efficiency. The Capital Expenditure Program is guided by Council-approved policies, various plans, and legislative requirements, which together ensure that investment decisions balance community priorities, fiscal responsibility and sustainability, reduce future operating pressures, improve staff productivity, and maintain core infrastructure.

Regarding the suggestion to require business licenses for rental property owners, the City's business licensing system is governed by the Business License Bylaw, 2017-24, which already requires a license for commercial operations. The current bylaw exempts from license rental property management services involving three or less rental units, offices, suites, rooms, or spaces within the City. Administration is reviewing its business licensing framework as part of the ongoing workplan, and the suggestions received have been forwarded to that review for future consideration.

Relating to the waste charges, commercial waste collection is generally provided by private companies. Those companies then pay a commercial tipping fee at the landfill as per the City's Fees and Charges bylaw.

The City values transparency and considers public input alongside technical assessments, regulatory obligations, and available funding. While not all feedback results in immediate changes to the multi-year capital program, submissions help inform future planning and support the City's ongoing commitment to fair, sustainable financial management.

Other Submissions

A submission suggests constructing covered parking at the Canada Games Centre to reduce maintenance costs, removing angle parking for improved safety, and upgrading bus stops with sturdy, accessible shelters as well as encourages initiatives like offering free bus rides on the first Friday of the month and establishing faster routes connecting neighborhoods to downtown to boost public transportation ridership.

Many residents have called for improvements to snow clearing operations, such as investing in equipment for bike lanes and multi-use trails and reducing excessive snow removal in residential areas. Housing-related proposals focus on prioritizing density over suburban sprawl, expediting affordable housing applications, and adding small-scale retail in subdivisions like Whistle Bend to reduce traffic and promote sustainability.

Other suggestions address fiscal matters, including reducing commercial property taxes while increasing Airbnb taxes and evaluating the city's efficiency. There's also a call for improved access to drinking water, such as reopening the blue jug fill station at Two Mile Hill.

Environmental concerns include calls for stricter bylaw enforcement and sustainable tourism practices. Proposals for recreation include new fitness center programming, and tourism initiatives like a city-wide pass for attractions and free bus service from the airport.

Additionally, there are suggestions to enhance urban greenery by planting trees and shrubs and redesigning streets to reduce wind corridors. To further reduce reliance on fossil fuels, some have proposed supporting cleaner, more sustainable energy alternatives.

Finally, creating a night market showcasing local restaurants and artists is proposed as a way to attract visitors and strengthen both the local and movable economy through tourism.

Response

Currently, when considering major recreation facility investments, the City's is focused on implementing items listed in the OCP. In the future, if expansion of the current recreational facilities is explored, the option of parade parking with upper floor development could be considered.

Snow clearing is guided by the City's Snow and Ice Control Policy. Consideration to expand or add additional levels of service continue to be explored and considered through the budget process. This year a pilot project is underway on the Hamilton Boulevard paved trail to explore ways to increase usage by multiple user types. Information on the pilot project can be found on the Engage Whitehorse website.

The Official Community Plan (OCP) supports a mix of greenfield development and redevelopment in existing areas, with a focus on diverse housing options, including those for seniors. The OCP also promotes complete communities with a mix of residential and neighbourhood-serving commercial uses.

Building permit standards, established by Council in January 2025, are being met. Blue jug fill stations are already available at several locations, including Save on Foods and Canadian Tire. Installing a station at the Two Mile Hill Bulk Fill Station would interfere with bulk water customers and would cost over \$100,000, benefiting only a small number of users.

The City has no formal policy on public waste receptacles, but a capital project is underway to replace bins on Main Street as a pilot. Expanding street receptacle service is not feasible at this time due to resource constraints.

Transit Services offers a discounted Day Pass, and while special passes may be considered if demand justifies it, requests for chartered trips or tourism-related services are outside the scope of municipal transit.

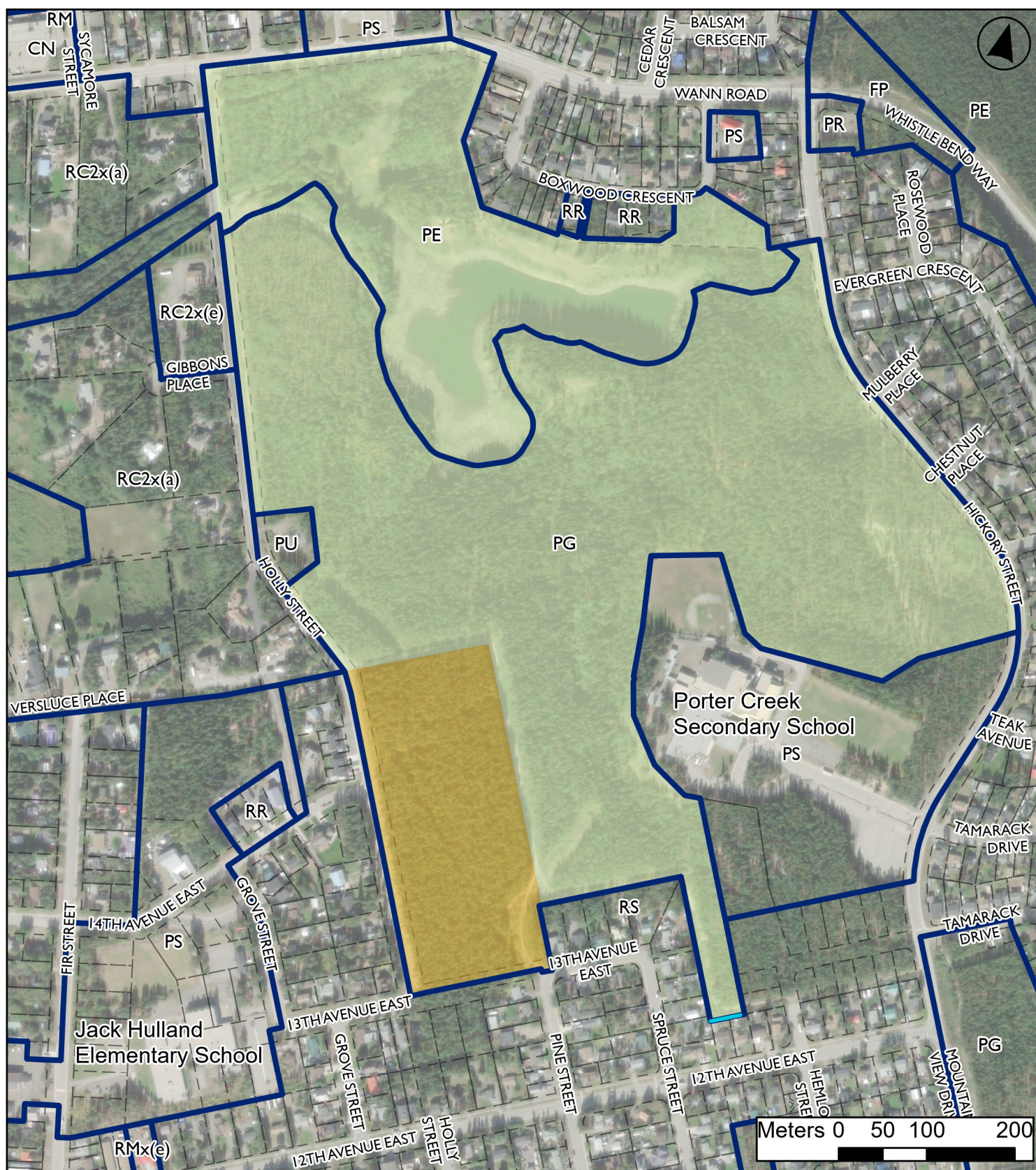
The City is planning to undertake a review of property taxation policies in the near future; suggestions made will be considered as part of this review.

As part of their ongoing work, the City's Economic Development staff will consider a needs assessment for the night market and downtown commons in 2026.

Administration will review and consider any suggestions and recommendations not addressed in the 2026-2029 Capital Expenditure Program for future capital planning.

ADMINISTRATIVE RECOMMENDATION

THAT Council direct that Bylaw 2025-38, a bylaw to adopt the 2026-2029 Capital Expenditure Program, be brought forward for Second and Third reading under the bylaw process.



Proposed 2026 - 2029 Capital Expenditure Program

720c00223:
Holly Residential Area Master Plan

DATE: 2025-11-28



CITY OF WHITEHORSE
CITY PLANNING COMMITTEE
Council Chambers, City Hall



Chair: Anne Middler

Vice-Chair: Jenny Hamilton

December 1, 2025

Meeting #2025-23

-
1. Public Hearing Report – Zoning Amendment – 163 Collins Lane
Presented by Dylan Harris, Senior Planner, Planning and Sustainability Services
 2. New Business

ADMINISTRATIVE REPORT

TO: City Planning Committee
FROM: Administration
DATE: December 1, 2025
RE: Public Hearing Report – Zoning Amendment – 163 Collins Lane

ISSUE

Public Hearing Report on a bylaw 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.

REFERENCES

- [Zoning Bylaw 2012-20](#)
- [Whitehorse 2040 Official Community Plan](#)
- [Land Use Master Plan Policy 2024-04](#)
- [2021 ELR Environmental Baseline Report](#)
- Location Map (Attachment 1)
- Proposed Zoning Amendment Bylaw 2025-40 (Attachment 2)

HISTORY

An application was received to rezone a 2.89 ha parcel of vacant Commissioner's land from PG – Greenbelt to IS – Service Industrial to allow for a lot expansion at 163 Collins Lane.

Bylaw 2025-40 received First Reading on October 14, 2025. Public hearing notifications were sent out in accordance with the Zoning Bylaw 2012-20, including:

- Newspaper advertisements posted in the Yukon News on October 17 and 24, 2025;
- Email notifications sent to Kwanlin Dün First Nation, Ta'an Kwäch'än Council, and the Government of Yukon Land Management Branch;
- Mail notifications sent to 73 property owners within 1,000 m of the subject site; and
- A notice sign was placed on the subject site.

A public hearing was held on November 10, 2025. Seven written submissions were received, with one voicing support and six voicing opposition and/or concerns, and five delegates spoke to the item at the public hearing.

ALTERNATIVES

1. Proceed with the second and third readings under the bylaw process; or
2. Do not proceed with the second and third readings.

ANALYSIS

The following matters were raised in the public input submissions:

- Conflicting land uses
- Environmental impacts
- Compliance with the Official Community Plan (OCP).

Conflicting Land Uses

Members of the public expressed concerns that the expansion of industrial uses on the subject lot will negatively impact residential uses in the nearby Whitehorse Copper neighbourhood. Concerns about noise and traffic were expressed and it was noted that the proposed lot expansion would further reduce the buffer between residential and industrial uses.

The owner and the agent spoke at the public hearing and expressed the proposed expansion area would be used for equipment storage in the off season. They indicated there would be two peaks of activity, once in the spring and once in the fall, when equipment is moved on or off site and that operations would cease at 10 pm daily. Equipment would only be stored and not in use over the summer. They also expressed that the current distance from the existing lot to the nearest residential use is approximately 185 m, and that although the proposed lot expansion could comply with the 200 m buffer outlined in the OCP, there would be limited benefit to residential uses in the area given the existing lot is already closer. Growth of the owner's business is driving the request for the lot expansion and if it is not granted, they will have to store the equipment in less desirable locations within the city.

Administration Response

While OCP policy 15.6.7 states that a buffer of approximately 200 m may be required to provide development separation, visual barrier, and noise buffering where light industrial uses are in proximity to residential uses, there is flexibility.

The IS zone requires that no industrial activity permitted within the zone shall cause a nuisance or create a hazard that extends beyond the boundaries of the site. Generally, a 200 m buffer is seen as appropriate for mitigating noise and visual impacts where light industrial uses are in proximity to residential uses. The existing lot is already slightly within the 200 m buffer and the proposed lot expansion would not be any closer to residential uses than already exists. While it is recognised that the proposed amendment would allow the owner to intensify their operations, the land use impact on residential properties in proximity to the site is not expected to increase as appropriate buffering will continue to be provided.

Regarding concerns about traffic, while the subject site can be accessed by driving through the Whitehorse Copper neighbourhood or the Mount Sima Industrial subdivision, the City can require that heavy equipment accessing the subject site only use the McFadden Way route through the Mount Sima Industrial subdivision in a subsequent development agreement in order to limit impacts to the nearby residential areas.

Environmental Impacts

Members of the public expressed concerns about potential impacts the proposed lot expansion and associated industrial use could have on nearby wetlands, wildlife, light pollution, and air quality. It was also expressed the lot expansion would disrupt the existing trail network. There were also concerns related to the risks associated with fuel storage and the potential impact on drinking water and wells. Members of the public noted that if the proposed amendment were to be approved, it would result in the

permanent total loss of 5.17 ha of publicly owned PG-Greenbelt land. Additionally, there were concerns the property owner would apply to further expand their lot as this would be the third expansion if approved.

The owner and agent noted the Yukon Environmental and Socio-economic Assessment Board (YESAB) review established conditions of approval to mitigate local concerns and findings in the required environmental assessment resulting in modifications to the proposed lot boundaries to reduce the impact on adjacent habitat. They expressed no new lighting is proposed and that further expansion would not be possible due to adjacent wetlands. They affirmed they would realign and upgrade sections of the trail at their own cost to the satisfaction of the City Parks department.

Administration Response

Consistent with OCP policy 7.7, a 30 m riparian setback has been provided to buffer the wetland from the industrial use. The industrial use will further be required to ensure that no materials or runoff seep beyond the lot, consistent with territorial requirements. YESAB reviewed potential effects on wildlife and determined that the lot expansion is small and located next to existing industrial areas, making significant impacts on wildlife unlikely.

Regarding lighting, Zoning Bylaw section 5.3 outlines lighting requirements which the property owner has to adhere to and would have to adhere to if their lot were expanded. It states that all outdoor lighting shall be located and arranged so that no direct rays of light are directed at any adjoining properties.

Regarding concerns about trails within the proposed expansion area, there is a historical trail that exists on the proposed lot expansion area. It is not an official City Trail. The property owner has however agreed to reroute the trail at their own cost to the satisfaction of the City Parks department. As described later in the report, it has been determined the OCP land use designation of the proposed lot expansion area is Industrial. The IS zone proposed for the expansion area aligns with the OCP designation. The City does not own the land the owner proposes to expand their lot onto; it is owned by the Government of Yukon and it is in their discretion to dispose of their land.

Compliance With the OCP

Members of the public expressed that a master plan should have been completed for the proposed lot expansion to address the complexities of the proposal. Additionally, there was a desire for a more thorough review of the cumulative impact of three lot expansions on the subject site. There were concerns with the quality of the environmental study submitted to YESAB and a desire for clear land use planning rules. It was stated that the intent of the following OCP policies were not being met:

- Policy 13.22: Master plan requirement for all development of sites over 1.5 ha in size prior to a zoning amendment and/or subdivision;
- Policy 15.6.7: A buffer of approximately 200 m may be required between light industrial uses and residential uses to provide development separation, visual barrier, and noise buffering; and

- Policies 7.1.2 and 7.3: Development will be limited in environmentally sensitive areas and natural fragmentation will be limited to support wildlife and ecosystem health. Only uses that are shown as needing to be in an environmentally sensitive area because they cannot occur elsewhere.

The agent expressed the OCP land use designation of the subject lot expansion area is Industrial and that the proposed zoning amendment is to align the zoning with the Industrial OCP land use designation. They expressed that the City accepted the location of the Industrial OCP land use designation boundary in June 2024, thereby enabling the application for a zoning amendment.

Administration Response

The proponent submitted a complete master plan waiver application per the *Land Use Master Plan Policy* in August 2025, and it was subsequently approved by the Director of Operations and the Director of Development Services on September 15, 2025. The reasons for granting the master plan waiver were that the proposed development did not require City infrastructure upgrades, access or easement from neighbouring properties, new uses, or formalization or consolidation of existing lots or leases.

The OCP states that a buffer of approximately 200 m may be required to provide development separation, visual barrier, and noise buffering where light industrial uses are in proximity to residential uses. The current lot is approximately 185 m from the closest residence, and the proposed lot expansion would be a similar distance at the closest point, at approximately 189 m. The OCP policy provides some flexibility, and in this case, Administration has determined the slight reduction of the 200 m buffer for a small portion of the expanded lot will not increase land use impact from its current state. Requiring a 200 m separation in this instance is unlikely to meaningfully reduce nuisance factors as the current lot is already within the 200 m buffer. Additionally, requiring a 200 m buffer would create a bent lot line for minimal foreseen benefit.

Regarding concerns the proposed lot expansion would be in violation of environmentally sensitive area policies, OCP policies 16.1 and 16.2 state that land use and greenspace boundaries shown in its map are generalized and that confirmation of exact boundaries may require further studies. An Environmental Baseline Study was undertaken in 2021. The City accepted this report to confirm the Industrial OCP land use designation boundary. Therefore, the proposed lot expansion is within the Industrial OCP land use designation. It is noted that based on the recommendations of the study, the proposed lot expansion area was revised to minimize environmental impacts.

Zoning Bylaw Rewrite

The City is currently undertaking a comprehensive zoning bylaw rewrite. The proposed bylaw (2025-37) was introduced to Council Standing Committee on October 6, 2025. Any zoning amendments in process can be incorporated into new zoning regulations outlined in Bylaw 2025-37 upon adoption. The new zoning bylaw proposes changing the IS – Service Industrial zone to Industrial – Light (ILT), other changes to text or maps associated with this amendment will not be required if the new zoning bylaw is adopted by Council.

Conclusion

Administration recommends moving forward with this amendment. If the proposed lot expansion were to be approved, no further expansion would be possible due to the required setbacks from the nearby wetland. OCP policy 7.7 requires a 30 m riparian setback, and the City would not support an expansion closer to residential areas.

ADMINISTRATIVE RECOMMENDATION

THAT Council direct that Bylaw 2025-40, a bylaw 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, be brought forward at Second and Third reading under the bylaw process.



SCALE:
1: 5,000

DATE:
8/21/2025

FILE:
Z-05-2025

DWN BY:
JM

REV NO:
1

CITY OF WHITEHORSE - PLANNING & SUSTAINABILITY SERVICES

Attachment 1 Proposed Zoning Bylaw Amendment - Location Sketch

163 Collins Lane
PG to IS



CITY OF WHITEHORSE
BYLAW 2025-40

A bylaw to amend Zoning Bylaw 2012-20 and Zoning Bylaw 2025-37

WHEREAS section 289 of the *Municipal Act* provides that a zoning bylaw may prohibit, regulate and control the use and development of land and buildings in a municipality; and

WHEREAS section 294 of the *Municipal Act* provides for amendment of the Zoning Bylaw; and

WHEREAS it is deemed desirable that the City of Whitehorse Zoning Bylaw be amended to allow for the expansion of 163 Collins Lane by rezoning a 2.89 ha parcel of Commissioner's land adjoining Lot 68, 106468 CLSR YT, 2017-0022 LTO for the purpose of consolidation; and

WHEREAS Zoning Bylaw 2012-20 may be repealed and replaced by Zoning Bylaw 2025-37; and

NOW THEREFORE the council of the municipality of the City of Whitehorse, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. The zoning maps attached to and forming part of Zoning Bylaw 2012-20 are hereby amended by changing the zoning of a parcel of Land comprising 2.89 ha more or less, adjoining 163 Collins Lane from PG – Greenbelt to IS – Service Industrial as indicated on Appendix “A” attached hereto and forming part of this bylaw.
2. Zoning Bylaw 2025-37 will hereby be amended, if and upon passage of Third Reading, by changing the zoning of a parcel of Land comprising 2.89 ha more or less, adjoining 163 Collins Lane from PG – Greenbelt to IS – Service Industrial as indicated on Appendix “A” attached hereto and forming part of this bylaw.
3. This bylaw shall come into force and effect upon the final passing thereof.

FIRST READING:

PUBLIC NOTICE:

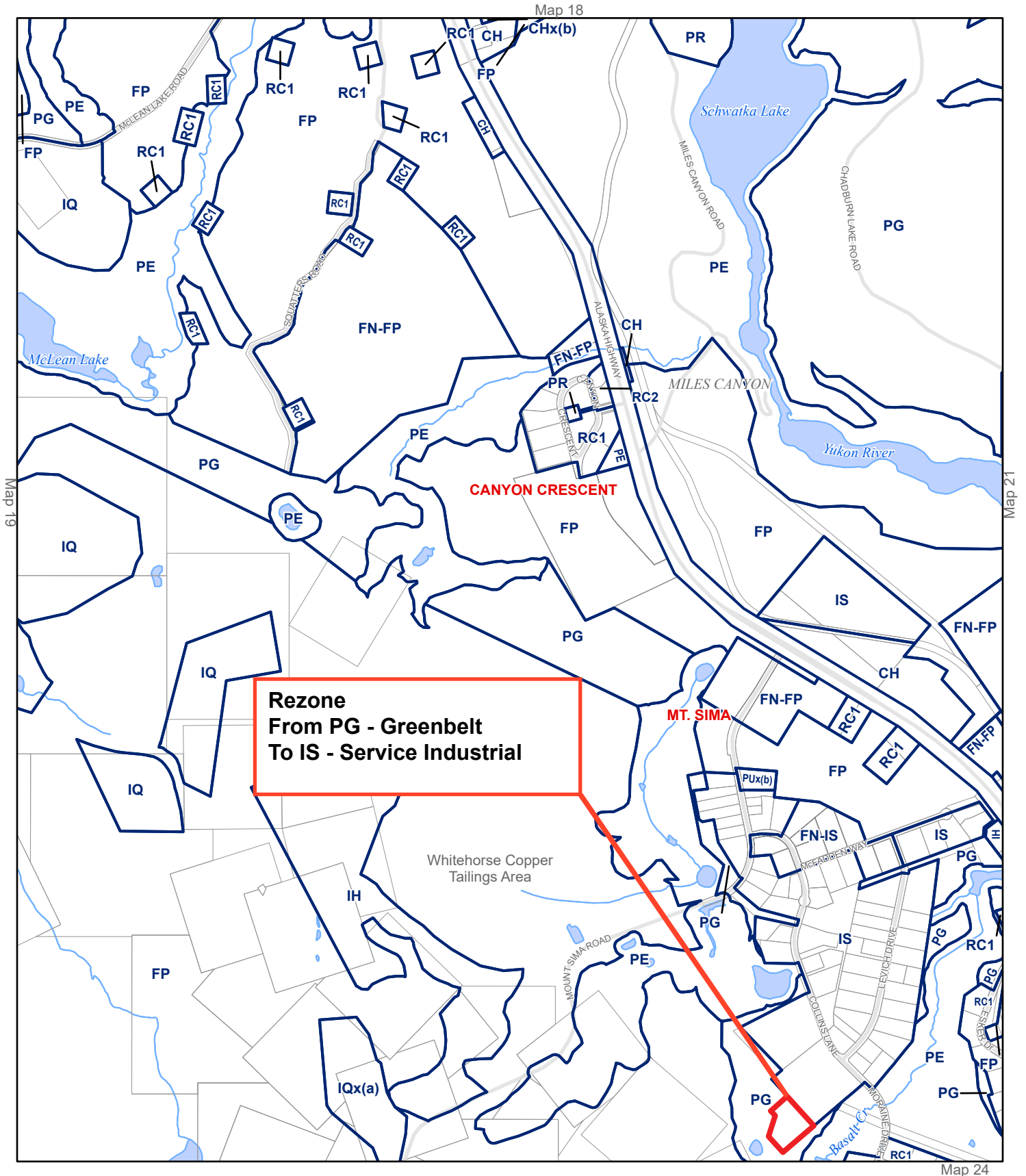
PUBLIC HEARING:

SECOND READING:

THIRD READING and ADOPTION:

Kirk Cameron, Mayor

Corporate Services



Where a letter appears in brackets following a zoning designation, e.g. RSx(a), the letter corresponds to the 'special modifications' subsection for that zone.



0 930
Meters
Projection: NAD 1983 UTM Zone 8

Consolidation date:
February 18, 2025

CITY OF WHITEHORSE
DEVELOPMENT SERVICES COMMITTEE
Council Chambers, City Hall



Chair: Jenny Hamilton

Vice-Chair: Lenore Morris

December 1, 2025

Meeting #2025-23

-
1. Environmental Grants
Presented by Mélodie Simard, Manager, Planning and Sustainability Services
 2. New Business

ADMINISTRATIVE REPORT

TO:	Development Services Committee
FROM:	Administration
DATE:	December 1, 2025
RE:	Environmental Grants

ISSUE

Approval of the Environmental Grant allocations.

REFERENCE

- [Whitehorse Sustainability Plan \(2015\)](#)
- [Environmental Grant Policy](#)
- Environmental Grant Summary Chart (Attachment 1)

HISTORY

The Environmental Grant is governed by Council's Environmental Grant Policy. The City of Whitehorse is committed to encouraging and enabling societies, commercial organizations, and schools to be active partners in achieving the City's sustainability goals.

The Environmental Grant provides funds up to \$25,000 annually to projects that advance the Whitehorse Sustainability Plan. The allocation of funds is divided into two tiered groups of funding: minor grants (up to \$1,000) and major grants (over \$1,000 to \$25,000).

While both tiers are governed by the Environmental Grant Policy, applications for minor grants are evaluated and approved by an internal administrative committee. Major grants have one annual intake (October 15th) and are evaluated by an administrative committee and approved by Council.

Seven minor grants totalling \$6,652.95 were awarded in 2025.

Applications submitted for major grants must first meet the initial eligibility criteria as identified in the Policy. If eligible, the project is evaluated on factors such as alignment with the Whitehorse Sustainability Plan, as well as demonstrate benefits to Whitehorse and its residents, community partnerships, applicant contributions, environmental leadership, and likelihood to succeed.

ALTERNATIVES

1. Approve the recommended Environmental Grant allocations; or
2. Refer the matter back to Administration.

ANALYSIS

Three applications met the eligibility criteria of the Policy with a total requested amount of \$21,096.75. The Grant Review Team met on November 18, 2025, to review and evaluate the applications. Funding available to support applications in this major grant intake is \$18,347.05.

Two projects are recommended to receive full funding and one partial funding, with approval totalling \$18,347.05.

Approved applicants will be notified in a letter issued by the City of Whitehorse.

The recommendations of the application Grant Review Team are provided in Attachment 1 – Environmental Grant Summary.

ADMINISTRATIVE RECOMMENDATION

THAT Council approve Environmental Grant allocations in the amount of \$18,347.05.

Attachment 1 – Grant Summary

2025 Environmental Grants

#	Applicant	Priority/Type	Project	Amount Requested	Amount Recommended
1	Whitehorse Nordic Ski Society	Diverse, local economy; Zero waste; Connected, engaged, participatory community; Energy & GHG reduction	Snow Fencing Repurposing to new products	\$ 6,500.00	\$ 6,500.00
2	Selkirk Elementary School (on behalf of SES council)	Efficient, low-impact transportation; Safe & healthy community; Energy & GHG reduction; Connected, engaged, participatory community; Strong downtown & livable neighbourhoods	Selkirk Elementary School Safe Active Transportation	\$ 2,736.00	\$ 2,736.00
3	Northern Vision Development Corp (on behalf of Condo Corp 274)	Resilient, accessible food systems; Connected, engaged, participatory community; Strong downtown & livable neighbourhoods; Energy & GHG reduction	CC274 Community Garden Beds (113 Mallard Way)	\$ 11,860.75	\$ 9,111.05
			Total Amount Requested:	\$ 21,096.75	
			Total Amount Available:	\$ 18,347.05	\$ 18,347.05

CITY OF WHITEHORSE
CITY OPERATIONS COMMITTEE
Council Chambers, City Hall



Chair: Lenore Morris

Vice-Chair: Dan Boyd

December 1, 2025

Meeting #2025-23

1. New Business