

## Zoning bylaw amendments

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From Dan Bader - [REDACTED]  
Date Wed 2026-03-25 10:08 PM  
To publicinput@whitehorse.ca <publicinput@whitehorse.ca>

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Hello Mayor and Council (and staff team!)

Your administration spent the last two years working on these bylaws, it's an enormous and important undertaking. The need to reflect a changing city and plan for the future, while also protecting our past and the things that make it such a great place to live.

I believe the bylaw as written is the right path forward for our city.

These proposed amendments are anti-housing. If we want more housing, more cheaply, we must build up. We must stop using valuable land for parking vehicles, and most importantly, we must stop letting residential units sit vacant for much of the year as short term rentals. Residential zoning is for housing, not rental businesses.

Downtown is the one place where people can live and not be dependent on a car in this town. Reducing parking minimums in the densest part of the City makes sense. Doing it in other places and neighbourhoods, when you have not provided people a viable alternative (bike lanes, adequate city transit) does not. Please adhere to the original proposal for reduced parking minimums for downtown.

Building up. Downtown Whitehorse is incredibly finite. Bound by the river and the clay cliffs, there simply isn't a lot of land. It is the most sensible place to densify and ensure we maintain a vibrant downtown core for decades to come. Buildings must go up. I am curious to hear who opposed this and why.

The proposed changes to short term rental regulations in the initial draft are the most powerful tool the city has to create more housing, now. This year. Anything else is years away. If the City is serious about tackling housing, it is imperative that the Mayor and Council hold strong and don't capitulate to the few (single?) short term rental lobbyist(s). Some people will inevitably be hurt by this change. They may choose to sell their STR property but THAT IS THE GOAL. Those units would enter the long term housing pool and help keep rents and market housing more affordable for everyone else.

There is an entitlement among some landlords in this community that owning a rental property, particularly short term, should be a license to print money. A right. But housing ownership, in the most ruthless capitalist terms, is an investment. Investments do not always go up (checked yours lately?) and even the best ETFs or stocks certainly do not always pay a healthy profit month after month. And so through tighter STR regulation, some of the wealthiest and most financially secure people in our

community may suffer a small loss, but that loss will pale in comparison to those who are left to continue paying absurd rents or mortgage payments for years to come because a few city officials wanted to protect the investments of our small cities elite.

Lastly, please enable the expansion of modular (they're not actually very mobile!) homes. While they aren't dense, they ARE cheap and FAST. The city should be doing everything it can to encourage their adoption to help combat the rising cost of housing.

Dan Bader  
Kluane Crescent, Hillcrest

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## Proposed Zoning Bylaw\_2nd Public Hearing Comment

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From Nicolas Pare [REDACTED]  
Date Tue 2026-03-31 4:41 PM  
To publicinput@whitehorse.ca <publicinput@whitehorse.ca>

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Dear City of Whitehorse,

Here is my Proposed Zoning Bylaw 2nd Public Hearing comment:

My name is Nicolas and I am a resident of the Residential Downtown zoning under the current 2012-20 Zoning Bylaw, and Residential Old Town zoning under the proposed 2025-37 Zoning Bylaw.

I have attended virtually every City Council meeting addressing the proposed zoning bylaw since the first public hearing in December 2025. I have followed the City Council's handling of the Short-Term Rental regulations with growing concern. What began as a meaningful framework has, through successive revisions, been weakened to the point where its effectiveness is now highly questionable. The City needs to clarify the purpose of this regulation. If the goal is to address the housing crisis by returning units to the long-term rental/condo market, the latest short term rental regulation, allowing 3+1 units, fails to achieve that! Strong short-term rental regulation would free up housing for new families, benefiting the community, rather than catering to a few short-term rental owners.

**1. City officials should be mindful that, beyond regulating short-term rentals, this regulatory framework will effectively legalize & normalize short-term rentals within the community.**

It is easy to envision the Short-Term Rental policy, if overly permissive, as the latest version is, backfiring and exacerbating the housing crisis, making the situation worse than it currently is.

**2. The Post 1<sup>st</sup> Public Hearing Short Term rental regulation, as presented by the City Staff in January 2026, is, to date, the most effective version!**

+ Short Term rentals must only be allowed in the primary residence of the short-term renter!

+ Operating a second home, aka not your primary residence, as a short-term rental, a commercial activity intended to generate income, requires proper legal authorization, either as a licensed bed & breakfast or through a certificate/registration in a permitted zone. Allowing such use without certification undermines fundamental regulatory principles.

**3. Residential zoning areas, made of single housing residences, apartments & condo/strata properties, must remain for single family usage.**

+ The proposed zoning bylaw must define single-family use explicitly, making clear that short-term rentals are not included in the definition.

+ If short-term rentals are allowed in residential zones (god forbid), the bylaw must require any owner wishing to convert their unit into a short-term rental to obtain unanimous consent from all other owners on the property. Failing to clarify this exposes condo corporations to risk and may force costly amendments to their bylaws to maintain proper safeguards against short-term rentals.


Thanks!

Nicolas

**(No subject)**

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**From** Brook Land-Murphy [REDACTED]  
**Date** Wed 2026-04-01 9:09 PM  
**To** publicinput@whitehorse.ca <publicinput@whitehorse.ca>

 1 attachment (26 KB)  
2026-04-01 proposed by-law STR .docx;

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hello:

Please see attached letter regarding the proposed bylaw.

thank-you,  
Brook

April 1st, 2026

Dear Mayor and Council

**RE: PROPOSED BYLAW - SHORT TERM RENTALS**

Thank you for the opportunity to provide input on the changes to the current zoning bylaw, as set out in the version dated March 23, 2026 (the “Proposed Bylaw”).

For context, I am a resident of Whitehorse. Last summer we rented our family home on Air B and B while we were on vacation, and I would like to do so again in the future.

I have been closely following, and have previously provided input on, changes that Mayor and Council have been considering making in respect of Short-Term Rentals (“STRs”).

I am heartened to see the changes in the Proposed Bylaw, as compared to the draft put forward in October 2025. However, there are two outstanding concerns regarding the regulation of STRs under the Proposed Bylaw, which I urge Mayor and Council to consider.

I. Excessive permitting requirements – business licence is sufficient

**Requested change: add STRs to the list of exemptions set out in 2.2 of the Proposed Bylaw, when the STR is operated in a residence which has already received a development permit**

One of the issues highlighted in the previous public engagement on this matter was that the bylaw would require persons seeking to rent out their home as an STR to obtain both a business licence *and* a development permit from the City. The utility of the latter was questioned, insofar as the use and the residence remain the same: people are living in the home. It is just different people. Requiring homeowners to get another development permit, for a building they already received a development permit for from the City, and which the homeowners are making no changes to, serves no purpose – particularly in the context where the City can, and will, attach requirements to a business licence for the STR.

Unfortunately, the requirement to obtain a development permit for an STR is retained in the Proposed Bylaw. The rationale for this, as set out in the January 6 report, is that “STRs are not a permitted use under the current Zoning Bylaw and therefore they will not be considered a legal non-conforming use (sometimes informally referred to as a “grandfathered” use).”

Leaving aside the question as to whether STRs are or are not allowed under the current bylaw, the above does not accurately reflect the scope of the development permit

exemption provision set out in the Proposed Bylaw. Nothing in s.2.2 limits the scope of developments which can be exempted from the requirement to obtain a development permit to developments which would be “allowed” under the current bylaw. Respectfully, Mayor and Council could add STRs to the list of uses exempted under 2.2.

Furthermore, to do so would represent a judicious use of public and private resources, and alleviate some of the concerns the Administration has already flagged in terms of their operational capacity to enforce the STR bylaws and permitting requirements.<sup>1</sup>

Whatever it is that the City wants to achieve in regulating STRs can be achieved through enforcement of the current permitting process (i.e. making sure that houses do not get built without the proper development permit in the first place), provisions limiting STRs in residential and commercial areas, and requirements attached to the business licence application process. It is thus requested that STRs be added to the list of developments exempted from the requirement to obtain a development permit, under s.2.2 of the Proposed Bylaw.

## II. Implementation

### **Requested change: delay implementation of the STR provisions to enable homeowners time to obtain the necessary permits and/or licences from the City**

It is not clear, to me, whether the revised bylaw will come into effect immediately upon being approved by Mayor and Council.

If that is the case, current STR operators could be placed in a difficult position of being immediately in breach of the bylaw, upon it being passed by Mayor and Council. Furthermore, if the development permit requirements are retained in the finalized bylaw, STR operators could be unable to honour existing reservations until such time as their development permit applications and business licences are processed by the City. This is concerning, as there is no mechanism for homeowners to seek and obtain the required development permits and/or business licence before the finalized bylaw comes into effect.

It is recommended that provisions be developed with respect to the implementation and entering into effect of the new STR regulations. Furthermore, if the development permit requirement is retained in the finalized bylaw, this be accompanied by externally-communicated service standards for processing development permit applications for existing STR operators.

I appreciate the measured approach Mayor and Council is taking on this issue, and the changes to the STR provisions as set out in the Proposed Bylaw. It is suggested that the above two changes would help ensure that the bylaw’s new provisions regarding STRs can be implemented in a predictable, fair, and reasonable manner.

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<sup>1</sup> February 2024 HLADC Report. P.3

Thank-you for your consideration of the above.

Sincerely,

Brook Land-Murphy

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**Bees --- Keeping of hives within the City of Whitehorse urban area**

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From [REDACTED]  
Date Wed 2026-04-01 2:53 PM  
To publicinput@whitehorse.ca <publicinput@whitehorse.ca>

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**Re:** keeping of bees in the City of Whitehorse:

The current bylaw / zoning permits beehives in Country Residential areas **only**, with a stark exception being made for keeping bees within the downtown Community Garden. At the community garden site, the hives are located 5m to 10m of a public road:



**(NOTE:** In the picture above --- clipped from the City's own website -- I am left pondering the rationale behind the chain-link-and-barbed-wire fencing; I would suggest it has **more to do with theft prevention** (I estimate that the setup pictured is worth nearly \$1800 to replace), than it has to do with either of the excuses of **a)** deterring bears or **b)** preventing human interaction.

The latter being closely accessible to the public, one is left to wonder: *On what evidence and thoughtful consideration was a solitary exception made for the Community Garden?*

It is possible that there **is** a concern that beehives may attract bears. I would suggest that this is a misplaced concern: Yukon bears have probably never been habituated to honey, because native Yukon bees are largely of the "solitary" type and do not put up significant stores of honey for future use.

Moreover, were bears a genuine concern viz: beehives, then: Why has not significantly MORE concern and effort made to control odours and the resultant bear-luring due to municipal compost-collection bins

— of which there are thousands — ?

- Compost bins blessed by the City are **generously ventilated** by perforations of the sides and four ventilation caps on the lid, and so release a steady, reliable scent-trail for bears to follow. Contrast that construction with the **non-ventilated** refuse containers.
- City bylaws **do not** prohibit the disposal of meat and other animal byproducts in municipal compost bins and, undoubtedly, decomposing meat (+ offal, skin, fat, dairy products...etc) is the **ONLY** scent of interest to bears and other scavengers. *Bears do not seek out twigs, decomposing leaf litter or grass clippings.*
- Regulations **do not** require that municipal compost bins be enclosed by strong bear-resistant fencing, nor by electrical fencing.

Another possible reluctance to relaxing beehive placement within the City may come from a misunderstanding of "**swarming**" behaviour:

It is **absolutely critical** to clarify that bees *naturally* swarm — it is key to their colonial reproduction strategy:

- **Bees in a "swarm" are not aggressive---they are looking for a new site to establish a hive.**
- Bees in a swarm do **not** spontaneously look for humans or animals to land and cluster on.
- "Swarming" should **not** be confused with the organized effort by a relatively large number of bees to defend their hive when they feel threatened ----those defensive actions are not "swarms" in the sense that beekeepers use the term.
- When someone states "*I was once attacked by a swarm of bees!*", they are making a critical error — **that** was *not* a "swarm" *nor* is it "swarming behaviour".

The true nature of swarming is a **critical** matter of education, both for those making and enforcing City bylaws, and (critically) for the public.

To quote the City's website ( <https://www.whitehorse.ca/our-government/community-service/animal/honey-bees/> )

...potential changes to the City's apiculture regulations were identified in the 2020 [Local Food & Urban Agriculture Study](https://www.whitehorse.ca/whitehorse_project/local-food-urban-agriculture-study/)

[https://www.whitehorse.ca/whitehorse\\_project/local-food-urban-agriculture-study/](https://www.whitehorse.ca/whitehorse_project/local-food-urban-agriculture-study/)

But, it appears that **no** changes have been proposed **nor** have any been quietly implemented in the intervening 6 years.

The city of Whitehorse advertises itself as "The Wilderness City", but it does **not** allow the keeping of beehives within the urban area of the city, despite the fact that many residences NOT zoned "country residential" have conditions (lot size, possibility for set-back...etc) that are not much different from those in Country Residential areas wherein beehives are **not** restricted in any way.

In stark contrast, I would point out that **in Toronto** — surely one of Canada's most urban environments — beekeeping is so popular that a organization representing beekeepers has been established for several years: <https://www.urbantorontobeekeepers.org>

May I suggest **that this is the perfect opportunity to make changes to the City's apiculture regulations**, as beekeepers may then establish new hives within the City in the next 3 months and get them well-developed to survive the next winter.

Kind regards,

M. Gerasimoff / Takhini West



## Short Term Rentals

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**From** Freija Melissa [REDACTED]  
**Date** Sat 2026-04-04 11:36 AM  
**To** publicinput@whitehorse.ca <publicinput@whitehorse.ca>

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Hello,

It has recently come to my attention that the City is contemplating rolling back some of the proposed limitations to short term rentals. I wanted to object to this, if anything we need stronger limitations to reduce the insane inflation in the cost of housing in our town. Please consider supporting changes that would encourage more landlords to either put their properties in the long term rental pool, or sell them to folks who would live there themselves. Prioritizing the increased income of those already fortunate enough to own a rental property makes no sense in a town where plenty of people are struggling to afford safe housing at all.

Thanks,  
Freija Walther

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## Zoning amendment public input April 13

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**From** Bree [REDACTED]  
**Date** Tue 2026-04-07 8:34 PM  
**To** publicinput@whitehorse.ca <publicinput@whitehorse.ca>

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Dear Council,

I'll make this short and sweet: I vehemently oppose the expansion of short-term rentals in our neighborhoods.

Allowing up to four units per operator is a mistake when housing is in crisis and our basic infrastructure: traffic, energy, and sewer systems, are starting to struggle to keep up. Short-term rentals often serve as a vehicle for under-the-table earnings for the advantaged, rather than a solution for the community.

Instead of reactive zoning, we need:

1. **Direct engagement** with First Nations and the territorial and federal governments for sustainable land and housing solutions.
2. **Intentional design.** Looking to communities like Prince George, BC, that put neighborhood-centered growth at the heart of their master plans.

As a homeowner of nine years, I am tired of the constant zoning "surprises." I've seen the impact firsthand: my elderly neighbor lost the view from his retirement home to a two-story outbuilding enabled by a last-minute zoning change. He lost his say because the city relies on social media notices rather than accessible communication and these constant changes are a bit much.

Please stop throwing new zoning plans our way and start focusing on the long-term stability of Whitehorse.

Best regards,

Breanna Jane Pepper

Whistlebend Resident

Sent from [REDACTED] for Android.

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**Fw: Planning bylaw changes zoning**

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**From** Schneider, Lindsay [REDACTED]

**Date** Wed 2026-04-08 8:27 AM

**To** Public Input <publicinput@whitehorse.ca>

Thanks Lindsay



**Lindsay Schneider**

Director, Development Services

City of Whitehorse • [REDACTED] • 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:** Brian Stevens [REDACTED]

**Sent:** April 7, 2026 9:20 PM

**To:** Mayor and Council [REDACTED]

**Subject:** Planning bylaw changes zoning

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Dear mayor and council

I am very disappointed with the zoning changes proposed with parking requirements.

Specifically the parking requirements for future development at .75 parking spaces per residence. That is insane forcing on street parking and expecting only 1 vehicle per residence! I understand the desires of the planners but do a reality check on affordability of residences and number of persons that will need transportation ie cars!

The planners are living in another world.

Issues like the new Hilton have very few spaces for parking then requiring on street parking clogging the roads and limiting snow clearing.

Also in the plan for the change in the zoning by Emily Trembley school on the maps it is not clear what the changes are! Provide simplified language rather than referral to legends and codes . Make it easier to see what the changes are.

Then the proposal is removal of mobile homes for housing. Why? Provide zoning for communities on serviced land for mobile homes (manufactured homes) as affordable housing vs the all stuvk built houses . Lower cost and quick build.

The planning department providing these plans are too idealistic in approach and need some realistic direction which I hope this council can provide

Brian Stevens

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## Proposed Zoning bylaw (STR's)

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**From** Josh Gellman [REDACTED]  
**Date** Fri 2026-04-10 11:31 AM  
**To** publicinput@whitehorse.ca <publicinput@whitehorse.ca>

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To the Mayor and Council of Whitehorse,

I am a co-owner of a local STR (for over 8 years) and am quite concerned about the proposed changes. This perspective is based on direct operational experience rather than theoretical or speculative concerns. In our 8 years in operation, we have achieved a balanced model. We provide STRs during the busy summer tourist season, and shift to a mid-term rental (MTR) during the winter (offering 5–6 month rentals). Both of these rental types are in great need in the Yukon. During the summer, we offer an affordable option (compared to hotels in the Yukon) for international travelers, Yukoners from the communities, and other tourists. In November, we provide a home where visiting ski teams can live comfortably under one roof at an affordable price, with access to a kitchen, laundry, and full home amenities that hotels usually cannot provide. From January to June, we rent on 5-month terms and have consistently found strong demand for this. Many long-term landlords are hesitant to offer mid-term leases and prefer longer commitments. Overall, we have achieved a balance that benefits international travelers, Yukoners from the communities, ski groups, and others during the tourist season, while also providing mid-term housing for new arrivals, co-op students, health care professionals, and others.

In practice, this model adds flexibility to the local housing system by shifting between short-term and mid-term use depending on seasonal demand, rather than removing housing from the market entirely. I am concerned about what the Yukon may lose if the proposed bylaw moves forward. It seems to me that the negatives may outweigh the positives. I understand it will not be possible to create a bylaw that pleases everyone, but I urge Council to consider the differences between the Yukon and other jurisdictions the bylaw appears to be modeled after.

If a primary residence requirement is introduced, and limits are placed on the number of listings per owner, we would likely move into the property for part of the year to comply. However, this would remove the mid-term rental availability. In our case, a policy intended to increase long-term housing supply could actually reduce mid-term rental supply. Additionally, if we are required to limit the number of listings, the full capacity of the home would not be utilized. We would no longer be able to offer the entire house, as the listing would be split into individual room rentals.

I am not sure exactly who or what the proposed changes are targeting, but I would like to suggest the following:

- Ensure all STRs are registered, inspected and have a business licence

- Do not implement a primary residence requirement
- Allow STR operators to list all rooms within 1 home/property (or cap at a reasonable higher number)
- Consider "grandfathering" current STR operators to allow continued operation

Why restrict operators from being successful while providing a service that appears to be in demand? What does Whitehorse have to gain? I see potential losses: reduced affordable accommodation options, reduced employment for cleaning staff, and reduced mid-term housing availability. Hotels are already beyond capacity during the summer months. Each year I receive inquiries from people unable to find accommodation in town. This reflects the current reality in Whitehorse: there is limited availability across long-term, mid-term, and short-term housing.

I also hear concerns in council discussions about the lack of data on STRs. I agree that a registry would be helpful. It is also relatively straightforward to estimate STR numbers using platforms such as Airbnb and Booking.com, and it appears they represent a relatively small share of total housing.

From what I understand, one intended outcome is that STR owners would be encouraged to sell, increasing long-term rental supply. I am concerned this assumption is overly simplistic. It risks reducing tourism capacity, removing income sources from local families, and decreasing mid-term housing options, without clear evidence that it will meaningfully increase long-term rental supply. With respect, I encourage Council to carefully consider how similar policies have affected other communities in BC that are now reassessing overly restrictive STR regulations due to unintended economic and housing impacts. I would also encourage a focus on balanced regulation that ensures STRs are properly registered and licensed, while still allowing them to contribute positively to both tourism and housing flexibility in Whitehorse.

Thank you for your time and consideration,

~Josh Gellman

**From:** [Phil Chan](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Cc:** [Diana Chan](#)  
**Subject:** April 13th - Zoning Rewrite Written Submission - 138 Keno Way  
**Date:** Friday, April 10, 2026 9:20:52 PM  
**Attachments:** [138 Keno Way - Subway Draft Layout.png](#)  
[138 Keno Way - 8 Iron Draft Layout.png](#)

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Hi there,

Please see our written submission suggesting an amendment to the CNC2/CNH zoning to allow for indoor participant recreation services to be allowed at ground level, as well as draft layouts of our plans for our project at 138 Keno way.

**Subject:** Zoning Bylaw Rewrite – Public Input (April 13 Hearing)

Dear Mayor and Council,

I am writing to provide input on the proposed Zoning Bylaw Rewrite, specifically regarding the restriction that limits indoor recreation uses to upper storeys within the CNH (formerly CNC2) zone, specifically in Whistle Bend at 138 Keno Way.

We support the City's vision of creating a pedestrian-oriented, active commercial corridor along Keno Way that serves the surrounding neighbourhood. However, the current restriction on indoor recreation uses at grade appears to have been carried forward from the existing bylaw without reconsideration during the rewrite process.

Through discussions with City staff, it is understood that the intent of this restriction is to ensure engaging, active uses at the street level. In our view, there is an opportunity to achieve this objective while allowing greater flexibility in how uses are arranged within a building.

Our proposed development at 138 Keno Way includes:

- A quick-service restaurant fronting the street, and
- An indoor golf simulator facility located behind/beside the frontage, with its primary access at the rear of the building, away from the main pedestrian interface

This layout (see attachments of proposed layouts) maintains an engaging and interactive streetscape while introducing a complementary recreational use that:

- Supports year-round activity, particularly during winter months
- Extends activity into evenings, increasing overall vibrancy
- Provides a needed recreational amenity within a rapidly growing residential area
- Contributes to local economic development and job creation
- Provides opportunity to work with schools to engage youth in learning and expanding their access to golf

There is also strong evidence of community demand for this type of use. Since sharing our concept publicly, we have received significant engagement and positive feedback from local

residents, including several hundred followers across social platforms, high engagement levels on posts, and local media coverage through a CBC radio interview. This suggests a clear appetite for accessible, indoor recreational amenities within the neighbourhood. Currently, there are not any above ground floor lease spaces for this type of business on Keno Way.

Additionally, with a daycare facility recently approved nearby, the area is evolving into a mixed-use, family-oriented community. Providing diverse, year-round services, including recreation, is consistent with this broader neighbourhood development pattern.

In many Canadian cities, small-scale indoor recreation uses such as golf simulator businesses are commonly integrated into ground-floor commercial environments, often in conjunction with food and beverage uses. These businesses contribute to active streetscapes by generating consistent foot traffic, extending activity into evening hours, and supporting complementary commercial uses. This demonstrates that such uses can align with, rather than detract from, pedestrian-oriented urban design objectives

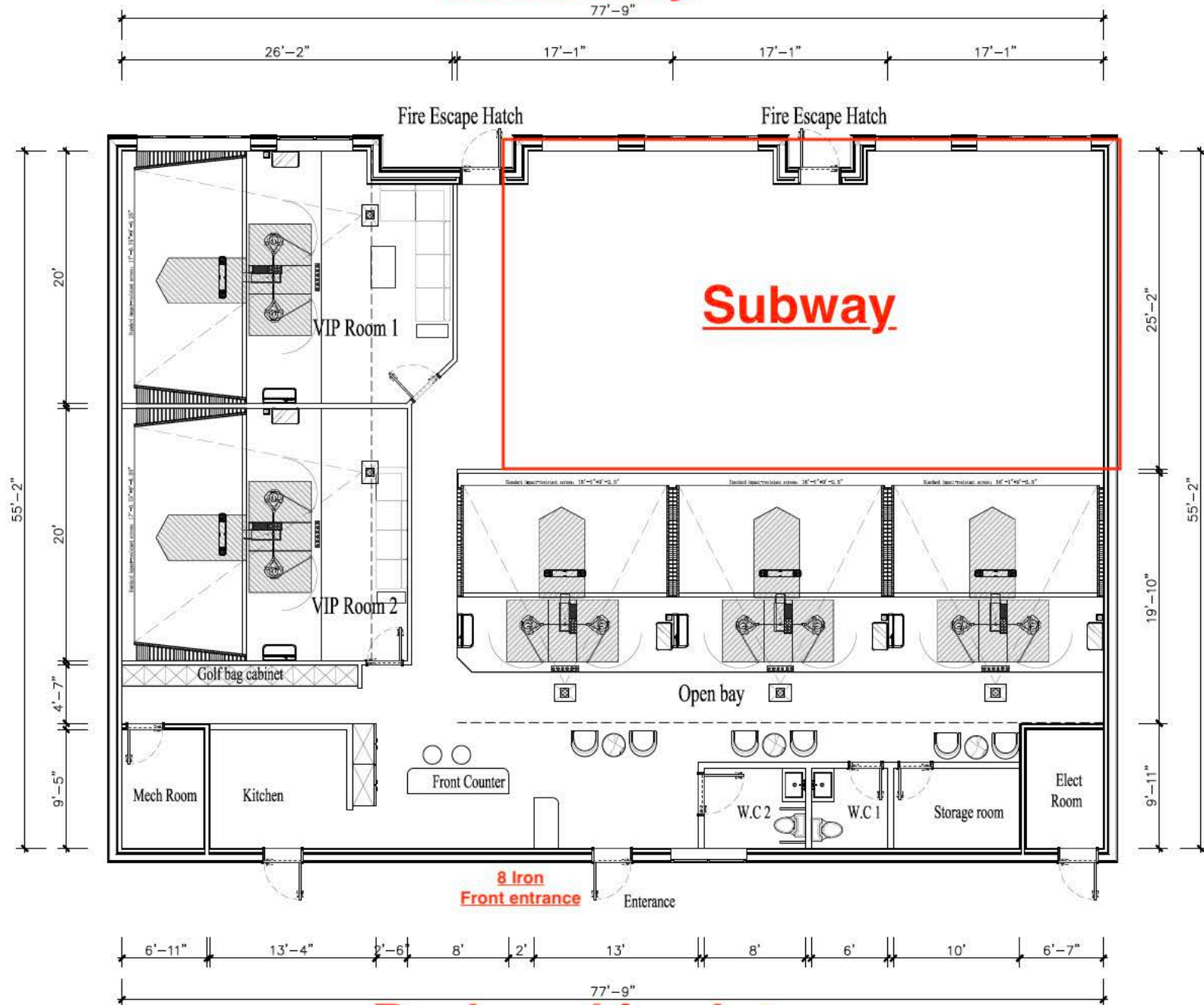
Given these considerations, we respectfully recommend that the bylaw be amended to allow indoor participant recreation uses on the ground floor within existing single story buildings in a controlled and context-sensitive manner.

Thank you very much,

Philip and Diana Chan



**Keno Way**



**Back parking lot**



**From:** [Amber Hall](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca); [Executive Assistant](#); [mayor-council@whitehorse.ca](mailto:mayor-council@whitehorse.ca)  
**Subject:** Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way  
**Date:** Monday, April 13, 2026 4:44:07 PM  
**Attachments:** [Concerns Regarding Zoning Bylaw 2025-37 .pdf](#)

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Mayor & Council,

Please see attached my concerns with the bylaw changes McIntyre Creek Wildlife Corridor.

Thank you,

Amber Hall

**April 13, 2026**

**Subject:** Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way

Dear Mayor and Members of Whitehorse City Council,

My name is Amber Hall, and I am a concerned resident of Whistle Bend.

I was born and raised in the Yukon, and after spending some time away, I returned to Whitehorse 14 years ago to build my career and raise my family. One of the primary reasons I chose to come back — and to stay — is Whitehorse’s identity as the Wilderness City.

I am writing to express my strong opposition to the proposed rezoning of the area south of Whistle Bend Way from Greenbelt Recreation (PGR) to Other – Future Planning (OFP) as part of Zoning Bylaw 2025-37.

Whitehorse’s appeal is not just housing availability or infrastructure — it is the ability to live alongside intact wilderness, wildlife, clean air, and natural quiet. That balance is what makes this city unique and is a major reason families like mine choose to live here.

I fully understand that Whitehorse must grow and evolve. However, growth should not come at the expense of the very natural assets that define this city. Development should occur in a way that respects environmental limits, protects key green corridors, and maintains access to natural spaces for residents and wildlife.

Rezoning this area away from Greenbelt Recreation undermines those goals.

The land south of Whistle Bend Way is a visually and ecologically significant landscape. It provides a natural transition between residential neighbourhoods and surrounding wilderness and contributes to the sense of openness and connection to nature that Whistle Bend was designed to have.

Once this greenbelt designation is removed, that natural character is at risk of being permanently lost.

This area is not unused or “empty” land. It functions as an important wildlife corridor, supporting movement and habitat for multiple species.

Reducing or fragmenting this space would:

- Disrupt wildlife movement
- Increase wildlife-human conflict

- Reduce ecological connectivity between natural areas
- Weaken the integrity of nearby protected lands

As a resident and a parent, I value the opportunity for my family to coexist respectfully with wildlife — not push it farther out through incremental development.

Maintaining green spaces close to residential areas contributes directly to:

- Cleaner air
- Dust mitigation
- Climate resilience

Rezoning this area introduces the real risk of decreased air quality, particularly if industrial or gravel-related uses are introduced nearby. Greenbelt lands provide an important buffer that protects neighbourhood health and livability.

Of particular concern is the potential for increased noise pollution, especially related to gravel pit or heavy industrial activity.

Noise carries far beyond site boundaries and would affect:

- Nearby homes
- Outdoor recreation
- Wildlife behaviour
- Overall neighbourhood well-being

Once noise impacts are introduced, they cannot easily be reversed, even if land use changes again in the future.

While the OFP designation is often described as “only for future consideration,” in practice it:

- Removes the strongest existing protection for this land
- Signals long-term development intent
- Makes future rezonings easier and more likely

This is not a neutral planning decision. It is a first step away from conservation and toward development, even if development is not immediate.

Whitehorse can meet housing and growth needs without sacrificing critical greenbelts. I urge Council to:

- Retain the Greenbelt Recreation zoning for this area
- Protect this land as a permanent buffer and wildlife corridor
- Direct growth toward areas that are less environmentally sensitive
- Honour Whitehorse's commitment to being a city that truly values wilderness

I returned to Whitehorse to build a life here because of its connection to nature. I want my children — and future generations — to experience that same connection.

Please do not weaken environmental protections for the area south of Whistle Bend Way. Once this land is lost to development, it cannot be restored.

Thank you for your time and for considering my perspective as a long-term Yukon resident and Whistle Bend neighbour.

Sincerely,

*Amber Hall*

Amber Hall

Whistle Bend, Whitehorse, Yukon

**From:** [anson zhen](mailto:anson.zhen)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Feedback on the proposed zoning bylaw  
**Date:** Monday, April 13, 2026 3:01:56 PM

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Hi Mayor and Council,

Thank you for taking your time for this letter!

I would first like to express my appreciation that the City has listened to public feedback from the first hearing and made meaningful adjustments to the proposal. That responsiveness is important, and it shows a commitment to thoughtful and balanced decision-making.

I also want to clearly state my support for the rezoning of the west side of 6th Avenue to CMD. This is a practical and forward-looking step that will allow for increased housing density and more efficient land use. In a growing city like Whitehorse, we need to be proactive in creating more housing opportunities, and this direction supports that goal.

Building on this, I strongly encourage the City to consider expanding CMD zoning further within the downtown core. Downtown Whitehorse already functions as the city's primary business and activity center. Allowing more of the remaining RD-zoned areas downtown to transition to CMD would better align zoning with reality, while enabling more housing and commercial space to be developed where it makes the most sense.

I would also like to speak to the proposed limitations on short-term rentals in the downtown area.

Downtown is uniquely suited for short-term accommodations. Many visitors rely heavily on walkability due to limited public transportation options and the high cost or limited availability of taxis. Staying downtown

allows them to access essential services, businesses, and amenities without needing a vehicle.

More importantly, short-term rentals serve critical needs beyond tourism. Many people travel to Whitehorse from surrounding communities for medical care, and having flexible, centrally located accommodations can make a meaningful difference during an already difficult time. In addition, business travelers depend on short-term stays that are close to offices, services, and meeting locations. Downtown accommodations directly support these needs.

Given these realities, applying the same level of restriction to downtown properties as other residential areas may not reflect how the downtown core actually functions. I respectfully urge the City to consider waiving or further easing short-term rental limitations specifically within the downtown area.

Doing so would support housing flexibility, strengthen local businesses, and ensure that Whitehorse continues to serve not only tourists, but also residents from surrounding communities and business visitors who rely on accessible, centrally located accommodations.

Overall, this amendment is a clear improvement over the initial proposal, and I appreciate the City's continued effort to refine it in response to public input.

Thank you for your time and consideration.

Kind regards,

Anson Zhen

**From:** [Chris Bedford](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca); [Executive Assistant](#); [Mayor and Council](#)  
**Subject:** Letter  
**Date:** Monday, April 13, 2026 6:26:08 PM  
**Attachments:** [Concerns Regarding Zoning Bylaw 2025-37 CB.pdf](#)

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April 13, 2026

**Subject line:** Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way

Hello Mayor and City Council,

My name is Chris Bedford, and I am a Whitehorse resident of 45 years. I am writing today as a concerned Whistle Bend resident to express my opposition to the proposed rezoning of the area south of Whistle Bend Way from Greenbelt Recreation (PGR) to Other – Future Planning (OFP) being considered as part of Zoning Bylaw 2025-37.

I have spent 29 years working in Health and Social Services, and I am now retired. I have chosen to retire here in the Yukon, a place of natural beauty that I deeply love and value. One of the main reasons I have remained in Whitehorse for most of my life is its identity as the Wilderness City — a community that prioritizes living in harmony with nature while growing thoughtfully and responsibly.

This area is a critically sensitive habitat. It exists as an ecological corridor that facilitates movement of wildlife and provides protections to that wildlife and to McIntyre Creek. Rezoning here would impact my community, wildlife, and the integrity of the new Territorial Park by degrading the park's environmental functionality. The area is also a place where the people of Whitehorse can coexist with nature and it would be a shame to lose such a precious, easy to access natural space. I am concerned for wildlife, Chasan Chua Territorial Park, my access to nature, and the potential noise, dust, and traffic congestion issues that may arise from development of this area. While I understand the need for infill development, I do not believe that this area represents the best alternative due to its environmental sensitivity and the potential socio-economic impacts I have briefly described here.

I would also like to note that we understand that this is a process meant to align zoning bylaw with the OCP and this area has been noted for zoning change in that document, but that document also outlines specific goals for environmental stewardship which would be more readily attained through maintaining and protecting this area. Please reconsider rezoning this area so that we citizens of Whitehorse and the wildlife we share the land with have access to this important area.

Thank you,

Chris Bedford

**From:** [Danelle Ouellette](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Zoning Bylaw Changes  
**Date:** Monday, April 13, 2026 1:58:18 PM

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Good afternoon,

My name is Danelle Ouellette and I am writing to you to express my disappointment with the zoning bylaw amendments.

I was born and raised in the Yukon, and have recently returned with an education to a job in the private sector that I love. I live in the Benchmark trailer park with my partner in a rental that we are lucky enough to be able to rent from my brother for 25% of our combined income. Because of this and other factors, such as being privileged enough to have financial literacy, we have saved up [REDACTED] for a downpayment on a home so we can start a family. We needed to save this much, despite the fact that our combined income is slightly above the median and average household incomes in the Yukon, because of the high cost of housing in Whitehorse.

The average cost of a detached home in the Yukon is ~\$690,000 and rising by ~10-20% every year. A couple or single parent would need a household income of ~\$160,000 a year to be able to afford this house with 10% down (almost \$70k). Even so, this mortgage would not be comfortable, particularly as the other essential costs of living have been ballooning and all of these expenses (food, electricity, fuel, and interest rates) are going to rise even faster due to a variety of local and geopolitical reasons out of the control of the average Yukoner. This income level and downpayment is simply not realistic for the majority of people here.

Although the impact of the original proposed zoning bylaw probably wouldn't be realized before my partner and I buy our home, my heart breaks for all the people who don't have the privileges that I do. For the families that will have to cram into run down trailers and for the immigrants who don't have the rights to advocate for themselves. I feel very let down that "balance" means weighting the conveniences and aesthetic preferences of immensely privileged individuals in Whitehorse above the needs of people who are most impacted by the rapidly worsening affordability crisis.

**Please consider not only removing the amendments, but taking more direct and immediate action to improve affordability. The status quo of municipal and territorial legislation is what materialized this crisis in the first place, but it's not too late to make positive changes. This city could be a place where every person, regardless of social class and sector of employment, can live a dignified life and can grow up with access to a home, food, sports, clothes, and have hope of passing those privileges on to their children.**

Thank you for taking the time to read this,  
Danelle Ouellette

**From:** [Darcie Matthiessen](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Opposition to the Proposed Zoning Amendment re: Whistlebend South Forest  
**Date:** Monday, April 13, 2026 10:57:07 AM  
**Attachments:** [Letter to CoW Zoning Amendment Whistlebend South Forest April 13, 2026.pdf](#)

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Good morning,

Please see attached for a letter opposing the proposed zoning amendment to support the Whistlebend South Forest residential subdivision/gravel pit.

Please do not hesitate to ask if you have any questions.

Thank you,  
Darcie Matthiessen

Darcie Matthiessen

April 13, 2026

City of Whitehorse  
2121 Second Avenue  
Whitehorse, YT Y1A 1C2

By email: [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)

To Whom It May Concern,

**Re: Whistlebend South Forest – Proposed Zoning Amendment to support Further Residential Development in Whistlebend**

I am writing to express my significant concerns the proposed zoning amendment from “Environmentally Sensitive” to “Other Future Planning” associated with the Whistlebend South Forest residential development. The concerns I outline below are based on the limited amount of information I was able to find but that are likely to occur regardless of the scope and scale of the development.

There are a number of socio-economic matters that I would like to raise. Chief among them are how potential dust and noise, particularly during the gravel pit phase, and increased traffic in an already VERY congested area will be mitigated. As you are aware, Whistlebend is already an incredibly densely populated subdivision in Whitehorse, all the phases of which still have yet to be completed. With the development of the subdivision yet to be completed, we don't yet know the full extent to the impacts on existing infrastructure and services. It does not make sense to me to plan for additional development in the most densely populated subdivision in the territory.

Further, there is a great deal of disturbance associated with moving earth works and new construction. Adding the proposed Whistlebend South development, both during its construction and once complete, will only compound the gridlock I experience every day trying to get to and from work and in and out of Whistlebend.

Ecologically speaking, I understand that this area is at a bottleneck of the Chasan Chua nature corridor, with roads already serving as barriers to the movement of wildlife. I have seen or seen sign of moose, bear, wolves, coyotes, and deer and any further narrowing of the area would likely have adverse impacts on the movement of these species through the existing area of refuge that is being proposed as Whistlebend South Forest. The amount of deforestation that I have witnessed in my almost 10 years living in the Whistlebend community has been far greater than I could ever have imagined and, in many instances, these parcels continue to remain undeveloped. There is no doubt that this has an adverse impact to the number of trees available for nesting birds in the area.

Furthermore, with the establishment of Chasan Chua Territorial Park, there is a strong argument that clearing up to the boundary of that park in this area would have substantial impacts on the park's ecological functionality due to increased edge effects, habitat fragmentation, and depletion

of established refugia. Furthermore, as humans, we are a part of nature and that we have access to natural spaces is a basic need and the loss of this area would contribute to a loss of well-being for many who regularly make use of the area for recreation.

With all of the abovementioned in mind, I do not understand how the City of Whitehorse has decided that this is a suitable area for this development. I strongly encourage that this proposed development be located elsewhere given the existing and growing densification of development in the area as well as ecological concerns that can not be mitigated.

Thank you,

A handwritten signature in blue ink, appearing to read 'Darcie Matthiessen', with a long horizontal flourish extending to the right.

Darcie Matthiessen

**From:** [Diane Brent](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca); [Mayor and Council](#)  
**Subject:** Submission for 2nd Public Hearing on Zoning Bylaw rewrite  
**Date:** Monday, April 13, 2026 5:06:34 PM  
**Attachments:** [PUBLIC HEARING SUBMISSION - ZONING BYLAW REWRITE - April 13, 2026 - D. Brent.pdf](#)

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Please find attached my submission for the Public Hearing on the Zoning Bylaw rewrite.

Thank you,  
D. Brent

# Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

## Outdoor Lighting

*To introduce clearer, stronger standards for outdoor lighting and to require applicants to provide detailed lighting information as part of development applications. It also ensures lighting is fully shielded, reduces glare and light trespass, and applies consistently across all types of development.*

Motion to Amend – Councillor Midler	Response
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <ol style="list-style-type: none"> <li><i>1. Section 2.4 Plans and Information Required is amended by inserting a new subsection 2.4(1)(b)(xv) as follows and renumbering the remaining subsections: (xv) the location and specifications of all existing and proposed exterior lighting, including fixture types and mounting heights;</i></li> <li><i>2. Section 2.5 Additional Information is amended by deleting subsection 2.5(1)(l) and renumbering the remaining subsections.</i></li> <li><i>3. Section 4.27 Lighting is amended by modifying the existing subsection 4.27(1) to read as follows: (1) All outdoor lighting fixtures shall be directed downward and fully shielded such that no direct light is emitted above the horizontal plane. Lighting shall not be directed beyond the lot line and shall not cause glare or visual interference affecting the safe movement of road users. A single residential entryway light located at the primary entrance of a dwelling unit is exempt from this regulation, provided it uses a low-intensity bulb not exceeding 800 lumens and does not cause excessive glare or light trespass beyond the lot line. Light trespass, measured at the property line on the vertical or horizontal plane, shall not exceed 2.5 lux in commercial or industrial zones, or 0.5 lux in other zones.</i></li> <li><i>4. Section 4.27 Lighting is amended by modifying the existing subsection 4.27(2) to read as follows: (2) A Development Officer may, in keeping with the principles of crime prevention through environmental design, permit additional site lighting to enhance pedestrian. Any such lighting must comply with the shielding and direction requirements provided in subsection (1).</i></li> <li><i>5. Section 4.27 Lighting is amended by adding a new subsection 4.27(5) to read as follows: (5) This section applies to all developments, including but not limited to residential, commercial, industrial, and institutional buildings, parking areas, yards, amenity spaces, athletic fields and playgrounds, and construction sites.</i></li> </ol>	<p>Agree with all lighting control requirements. However, the City’s poor track record when it comes to enforcement is a concern. The City already struggles with enforcing very straightforward matters like shoveling sidewalks. How is it going to enforce something technical like lighting which will presumably require lighting instrumentation and measurements. Nonetheless, lighting control measures need to be regulated and therefore need to be part of this bylaw.</p>

## Building Heights

*To reduce the proposed maximum heights in select zones, while not reducing any heights below what is currently permitted in Zoning Bylaw 2012-20.*

## Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

Motion to Amend – Councillor Morris	Response
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <p>1. Section 6.9 Residential – Multi-Unit High-Density (RMH) is amended by modifying existing subsection 6.9(5)(c) to read as follows: (c) The maximum height is 16.0 m</p> <p>2. Section 6.13 Commercial – Neighbourhood Node (CNN) is amended by modifying existing subsection 6.13(5)(d) to read as follows: (d) The maximum height is 15.0 m</p> <p>3. Section 6.14 Commercial – Neighbourhood High Street (CNH) is amended by modifying existing subsection 6.14(5)(e) to read as follows: (e) The maximum height is 12.0 m</p>	<p>Support these proposed changes made by City Council.</p>

### Affordable Housing Allowances

To ensure that Affordable Housing projects are subject to the same criteria as other development projects when the Development Officer grants allowances.

Motion to Amend – Councillor Morris	Response																																		
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <p>1.1 ALLOWANCES</p> <p>(1) Section 2.14 Allowances is amended by modifying subsections 2.14(1) to read as follows:</p> <p>(2) The Development Officer may grant an allowance of:</p> <p style="padding-left: 40px;">(a) up to 10% of any measurable standard beyond the requirements of this Bylaw; or</p> <p style="padding-left: 40px;">(b) for Affordable Housing in accordance with Table 4: Allowances for Affordable Housing for an affordable housing development.</p> <p style="text-align: center;"><b>Table 1: Allowances for Affordable Housing</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #00728f; color: white;"> <th>ZONE</th> <th>ADDITIONAL BUILDING HEIGHT</th> <th>ADDITIONAL SITE COVERAGE</th> <th>PARKING CALCULATION<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td>RMC</td> <td></td> <td>10%</td> <td rowspan="3" style="text-align: center;">0.5 parking spaces per dwelling unit</td> </tr> <tr> <td>RMM</td> <td>4.0 m</td> <td>20%</td> </tr> <tr> <td>RMH</td> <td></td> <td>20%</td> </tr> <tr> <td>RCD/RSD</td> <td></td> <td></td> <td></td> </tr> <tr> <td>ROL</td> <td></td> <td>15%</td> <td style="text-align: center;">No minimum parking</td> </tr> <tr> <td>CNH</td> <td>4.0 m</td> <td></td> <td></td> </tr> <tr> <td>CNN</td> <td>4.0 m</td> <td>20%</td> <td></td> </tr> <tr> <td>CMD</td> <td>5.0 m<sup>2</sup></td> <td></td> <td></td> </tr> </tbody> </table> <p><sup>1</sup> Reduced parking calculation applies to all residential units <sup>2</sup> To a maximum height of 30.0 m.</p>	ZONE	ADDITIONAL BUILDING HEIGHT	ADDITIONAL SITE COVERAGE	PARKING CALCULATION <sup>1</sup>	RMC		10%	0.5 parking spaces per dwelling unit	RMM	4.0 m	20%	RMH		20%	RCD/RSD				ROL		15%	No minimum parking	CNH	4.0 m			CNN	4.0 m	20%		CMD	5.0 m <sup>2</sup>			<p>Support these changes</p>
ZONE	ADDITIONAL BUILDING HEIGHT	ADDITIONAL SITE COVERAGE	PARKING CALCULATION <sup>1</sup>																																
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CMD	5.0 m <sup>2</sup>																																		

## Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

<p><i>(3) Section 2.14 Allowances is amended by modifying subsections 2.14(3) to read as follows:</i>  <i>In considering whether to approve allowance under subsection 1, the Development Officer shall:</i></p> <ul style="list-style-type: none"> <li><i>(a) consider the general purpose and intent of the applicable Zone, along with the land use designation and other applicable policies in the Official Community Plan;</i></li> <li><i>(b) consider whether the need for the allowance results from, or is related to, an aspect or feature that is specific to the land or building in question, not shared by a significant number of other lands or buildings in the City;</i></li> <li><i>(c) consider whether the proposed allowance would facilitate improvements to energy efficiency or support other measures that enhance climate resilience, in alignment with the objectives of the Official Community Plan or other applicable City policies;</i></li> <li><i>(d) consider whether it unduly interferes with the amenities of the neighbourhood;</i></li> <li><i>(e) consider whether it materially interferes with or affects the use or enjoyment of neighbouring properties; and</i></li> <li><i>(f) not approve an allowance where it would cause a development or building or use to be out of compliance with the Building and Plumbing Bylaw, as amended, and any other applicable federal, territorial, or other City laws or regulations.</i></li> </ul> <p><i>(4) Section 2.14 Allowances is amended by removing subsections 2.14(4) from the bylaw.</i></p>	
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### Mobile Homes

*To remove housing (mobile home) as a permitted use in the RCD zone, and change housing (mobile home) from principal to conditional use in the RSD zone.*

<b>Motion to Amend – Councillor Melnychuck</b>	<b>Response</b>
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <p><i>1. Section 6.4 Residential – Comprehensive Development (RCD) is amended by removing “housing (mobile home)” as a principal use, removing reference to housing (mobile home) in subsections 6.4(5)(a), 6.4(5)(c), and 6.4(6)(a), and removing subsection 6.4(6)(c) and renumbering the remaining subsections accordingly.</i></p> <p><i>2. Section 6.5 Residential – Standard Development (RSD) is amended by removing “housing (mobile home)” as a principal use, adding “housing (mobile home)” as a conditional use, and amending section 6.5(6)(c) to read as follows:</i>  <i>“Housing (mobile home) shall:</i></p> <ul style="list-style-type: none"> <li><i>i) not be placed on the site if the unit is more than ten years old;</i></li> <li><i>ii) be placed on permanent foundations that are designed and installed in accordance with the City of Whitehorse Building and Plumbing Bylaw;</i></li> <li><i>and</i></li> <li><i>iii) have continuous skirting that is complementary to the siding of the mobile home.”</i></li> </ul>	<p>I understand that mobile homes have historically had a bad rap and have tended to be looked down upon. However, I don’t understand, if current/newer mobile homes are required to meet modern technical standards, why they would continue to be restricted to only certain zones. If the City is desperate for affordable housing, then it seems like we should not be eliminating a whole category of inexpensive</p>

## Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

	housing from certain residential areas.
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### Parking Requirements – Downtown and Urban

*To revise the modified parking requirement for developments downtown, in urban centres, and in the urban core.*

<b>Motion to Amend – Councillor Melnychuck</b>	<b>Response</b>
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <p><i>1. Section 4.40 Parking Requirements is amended by modifying existing subsection 4.40(5)(a) to read as follows:</i></p> <p style="padding-left: 40px;"><i>“(a) In Downtown in the <b>ROL</b>, CMD, CMR, and OPS zones:</i></p> <p style="padding-left: 80px;"><i>i) Residential uses: 1 parking space per 2 dwelling units, except 1 parking space per 4 units for housing (supportive).</i></p> <p style="padding-left: 80px;"><i>ii) Non-residential uses: 1 parking space for every 150 m2 of gross floor area, unless the table specifies that the parking is determined by the Development Officer or there is no minimum requirement.</i></p> <p style="padding-left: 80px;"><i>iii) Except for accessible parking spaces, an applicant may choose to pay cash in lieu for each non-residential parking space at the rate specified in the Fees and Charges Bylaw.</i></p> <p style="padding-left: 80px;"><i>iv) The Development Officer may approve a 25% reduction in the minimum required parking requirements for mixed-use developments in the CMD and CMR zones where more than 50% of the gross floor area is dedicated to residential uses. The number of spaces reduced may not exceed the number of spaces required for the non-residential component of the development. Where a reduction is approved, parking spaces may</i></p>	<p>While I support these increases of parking requirements, especially for the Downtown, this was not done for the ROL zone which is the new zoning code for Old Town. Under the current Zoning Bylaw 2012-2020, the parking requirement for Old Town (old code RD) is 1 parking space per dwelling unit in contrast to the other residential zones of Downtown which are currently at 1 parking space per 2 dwellings. The Old Town parking requirements (in the current 2012-2020 zoning bylaw) is the same as for other residential areas outside the downtown that are part of what is now called “Urban Core” and “Urban Centres” (CNN, CNH, RMM).</p> <p>In all documents relating to parking changes that were available to the public since at least the spring of 2025, the Old Town zone (ROL) was always grouped with the Urban Core, not as part of Downtown category as far as parking requirements is concerned. This grouping of Old Town is also documented in various official City Council documents (e.g. Administrative Reports – October 6, 2025).</p> <p>Since the beginning, City Administration had recommended that parking requirement be significantly reduced – euphemistically characterized as “relaxed” – in all zones, and altogether eliminated in three Downtown zones (CMD, CMR and OPS). It proposed to cut the parking requirements by half from 1 space per dwelling unit to 0.5 space per dwelling. This is in contrast to the proposal to eliminate parking requirements altogether in other zones of the Downtown. Administration also proposed that</p>

## Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

<p style="text-align: center;"><i>not be assigned for the exclusive use of any unit or owner.</i></p> <p style="text-align: center;"><i>v) Applications to change the use of a building are exempt from providing new parking spaces; however, any existing parking spaces required for the current use must be maintained. New construction that results in increased gross floor area is required to provide parking in accordance with these requirements.</i></p> <p style="text-align: center;"><i>vi) The maximum parking supply for all developments except housing (single detached or duplex), suites (living or garden), and commercial parking is 1.4 spaces per dwelling unit for residential uses, and 1 space per 33 m<sup>2</sup> gross floor area for non-residential uses.”</i></p> <p>2. Section 4.40 Parking Requirements is amended by modifying existing subsections 4.40(5)(b), 4.40(5)(b)i) and 4.40(5)(b)ii) to read as follows:</p> <p style="padding-left: 40px;"><i>“(b) In the CNN, CNH, RMM and OPS zones located within an Urban Centre identified in Map 2 of the Official Community Plan:</i></p> <p style="padding-left: 80px;"><i>i) Residential uses: 0.75 parking spaces per principal dwelling unit, unless the table provides a lower requirement.</i></p> <p style="padding-left: 80px;"><i>ii) Non-residential uses: 1 parking space for every 75 m<sup>2</sup> of gross floor area, except 1 parking space per 150 m<sup>2</sup> in the CNH zone, unless the table provides a lower requirement or specifies that the parking is determined by the Development Officer or there is no minimum requirement.”</i></p> <p>3. Section 4.40 Parking Requirements is amended by deleting subsection 4.40(5)(c).</p>	<p>parking requirement be cut to half in other residential zones in the Urban Core and Urban Centres – CNN, CNH, RMM, OPS – from 1 space per dwelling unit to 0.5 space per dwelling (same as Old Town).</p> <p>In February 2026, City Council voted to not proceed with many of the parking reductions recommended by Administration and to instead restore most of the parking requirements in the new proposed zoning bylaw to those in the current 2012-2020 bylaw, and to modestly decrease other ones. They decided to reduce the parking requirements within Urban Centre zones CNN, CNH, RMM and OPS to 0.75 space per dwelling but zone ROL (Old Town) appears to have been overlooked/missed. Instead, ROL was lumped in with the other Downtown zones which had not been done before. The parking requirement for ROL should have been changed to the same as the other zones in Urban Centre, i.e. 0.75. Its parking requirement, as originally proposed by Administration, remained at 0.5. This appears to have been missed by Council in the confusion that ensued during the process of debating and deciding on the motions to amend. Also, the inconsistent use of the term “Downtown” may have added to the confusion and contributed to missing the need to change the parking requirements for Old Town which is geographically Downtown but is not part of the “Downtown” category used in the context of parking requirements for certain zones as framed in this bylaw rewrite.</p> <p>So, if my understanding is correct, the parking requirements for ROL should be changed from 0.5 to no less than 0.75 parking spaces per dwelling unit, so as to conform to that of other similar zones.</p>
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# Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

## Parking Requirements – Affordable Housing

To include parking reductions as they relate to Affordable Housing allowances for downtown and in the CNN/CNH zones, now that the typical parking minimums have increased for those areas.

Motion to Amend – Councillor Melnychuck	Response																																					
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <p><i>1. Section 2.14 Allowances is amended by modifying Table 4: Allowances for Affordable Housing under subsection 2.14(4) to read as follows:</i></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #0070c0; color: white;"> <th style="text-align: center;">ZONE</th> <th style="text-align: center;">ADDITIONAL BUILDING HEIGHT</th> <th style="text-align: center;">ADDITIONAL SITE COVERAGE</th> <th style="text-align: center;">PARKING CALCULATION<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">RMC</td> <td></td> <td style="text-align: center;">10%</td> <td></td> </tr> <tr> <td style="text-align: center;">RMM</td> <td style="text-align: center;">4.0 m</td> <td style="text-align: center;">20%</td> <td rowspan="2" style="text-align: center;">0.5 parking spaces per dwelling unit</td> </tr> <tr> <td style="text-align: center;">RMH</td> <td></td> <td style="text-align: center;">20%</td> </tr> <tr> <td style="text-align: center;">RCD/RSD</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">ROL</td> <td></td> <td style="text-align: center;">15%</td> <td style="text-align: center;">0.25 parking spaces per dwelling unit</td> </tr> <tr> <td style="text-align: center;">CNH</td> <td style="text-align: center;">4.0 m</td> <td></td> <td rowspan="2" style="text-align: center;">0.5 parking spaces per dwelling unit</td> </tr> <tr> <td style="text-align: center;">CNN</td> <td style="text-align: center;">4.0 m</td> <td style="text-align: center;">20%</td> </tr> <tr> <td style="text-align: center;">CMD</td> <td style="text-align: center;">5.0 m<sup>2</sup></td> <td></td> <td rowspan="2" style="text-align: center;">0.25 parking spaces per dwelling unit</td> </tr> <tr> <td style="text-align: center;">CMR</td> <td></td> <td></td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;"> <sup>1</sup> Reduced parking calculation applies to all residential units  <sup>2</sup> To a maximum height of 30.0 m.         </p>	ZONE	ADDITIONAL BUILDING HEIGHT	ADDITIONAL SITE COVERAGE	PARKING CALCULATION <sup>1</sup>	RMC		10%		RMM	4.0 m	20%	0.5 parking spaces per dwelling unit	RMH		20%	RCD/RSD				ROL		15%	0.25 parking spaces per dwelling unit	CNH	4.0 m		0.5 parking spaces per dwelling unit	CNN	4.0 m	20%	CMD	5.0 m <sup>2</sup>		0.25 parking spaces per dwelling unit	CMR			<p>I disagree with setting lower parking requirements for affordable housing. I totally agree with Councillor Boyd on this one. People who need affordable housing need a vehicle just as much as people who don't need affordable housing. I understand the financial rationale for being able to build more cheaply with fewer parking stalls but the needs of people who need affordable housing also has to be considered and the reality of how necessary it is to have a vehicle in this City. While wealthier residents may have the option to shop around for housing which already has onsite parking, lower income people may not, especially if developers of affordable housing decide to go minimalist on the parking. While reducing parking requirement might be well intentioned, it is potentially unjust towards a socio-economic segment of society and optically, seems like it's setting a lower standard for low-income citizens.</p> <p>It might be helpful for City Council members and Administration staff to try to imagine how they would manage life and how they would feel if they had nowhere onsite to park their only vehicle and had to fight every day for a spot to park on a busy downtown street, competing with everyone else who is trying to park on that street!</p>
ZONE	ADDITIONAL BUILDING HEIGHT	ADDITIONAL SITE COVERAGE	PARKING CALCULATION <sup>1</sup>																																			
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# Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

## Short Term Rentals

To allow owners to operate up to **4** short-term rentals in residential zones on up to two lots.

Motion to Amend – Councillor Hamilton	Response										
<p><i>THAT the proposed Zoning Bylaw 2025-37 be amended as follows:</i></p> <p>1. Section 3.1 Definitions is amended by modifying the definition of short-term rental in subsection 3.1(1) to read as follows:  <i>“SHORT-TERM RENTAL means the use of a dwelling unit to provide temporary accommodation to guests for short stays, typically less than 30 days, in exchange for remuneration. Short-term rental does not include visitor accommodation, bed and breakfast, or rooming house.”;</i></p> <p>2. Section 3.1 Definitions is amended by adding the definition of primary residence in subsection 3.1(1) to read as follows:  <i>“PRIMARY RESIDENCE means the dwelling unit where a person ordinarily resides, makes their home, and conducts their daily life, and is used for legal, tax, and identification purposes. A person may only have one primary residence at a time.”;</i></p> <p>3. Section 4.40 Parking Requirements is amended by modifying the Parking Spaces column of the existing row titled “short-term rental” in Table 6: Vehicle Parking Space Requirements under subsection 4.40(4) to read “same as the corresponding housing form”;</p> <table border="1" data-bbox="212 1402 737 1465"> <thead> <tr> <th rowspan="2">Development</th> <th colspan="2">Parking Spaces</th> <th rowspan="2">EV Parking Required</th> </tr> <tr> <th>Spaces</th> <th>Per</th> </tr> </thead> <tbody> <tr> <td>short-term rental</td> <td colspan="2">same as the corresponding housing form</td> <td></td> </tr> </tbody> </table> <p>4. Section 5.22 Short-Term Rental is amended by modifying subsections 5.22(1) and 5.22(2) to read as follows:</p> <p style="padding-left: 40px;">(1) Where short-term rental is listed as a permitted use, it may be developed in any housing form permitted in that zone.</p> <p style="padding-left: 40px;">(2) In zones where minimum or maximum site density regulations apply, the total number of dwellings units, whether used as housing or as short-term rental, shall comply with</p>	Development	Parking Spaces		EV Parking Required	Spaces	Per	short-term rental	same as the corresponding housing form			<p>I have a number of concerns with these increased allowances for short-term rentals (STRs).</p> <p>I can support Administration’s original recommendation issued after the December 8, 2025 public hearing: which was to limit STRs to the property where the owner lives. I understand that there’s been a lot of lobbying by the STR business sector as well as individual STR owners, influenced and egged on by major foreign-owned corporations like Airbnb.</p> <p>I disagree with extending this unregulated business activity beyond the property where the owner lives. As articulated by Administration in the March 16, 2025 administrative report:  <i>“Areas designated as Residential – Urban in the OCP are to be primarily residential in nature with limited non-residential uses that support the creation of Complete Communities per OCP policy 15.17.2. While Complete Communities policies contemplate commercial uses that serve the neighbourhoods residents and meet their basic needs, the use of residentially zoned lots solely for STR operations does not clearly align with this intent. Additionally, allowing full time STRs in residential zones may reduce the number of units available for housing in Whitehorse.”</i></p> <p>Based on the legitimate peer-reviewed evidence out there, STRs <b>do</b> reduce the number of dwellings available for long term rental, especially when they go beyond the properties where the owner lives. The argument provided by some STR owners who have SRTs on more than one property is that they would never rent those units to long term tenants, either because they don’t want to commit to a longer-term rental or because they derive financial benefit for what is essentially running a rental/accommodation business in a totally unregulated economic sector. Some say that they would rather sell the property than engage in providing long-term rental to the many Whitehorse</p>
Development		Parking Spaces			EV Parking Required						
	Spaces	Per									
short-term rental	same as the corresponding housing form										

## Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council

<p><i>the applicable minimum and maximum site density regulations of the zone.”;</i></p> <p>5. Section 5.22 Short-Term Rental is amended by adding a new subsection 5.22(3) [as modified on March 23, 2026] as follows:</p> <p style="padding-left: 40px;">(3) In residential zones:</p> <p style="padding-left: 80px;">(a) an operator may operate one short-term rental on a lot in a residential zone that does not contain the operator's primary residence;</p> <p style="padding-left: 80px;">(b) an operator may operate up to three short-term rentals on a lot in a residential zone that contains the operator's primary residence;</p> <p style="padding-left: 80px;">(c) the total number of short-term rentals allowed per operator in a residential zone is four.</p> <p>6. Sections 6.1 – 6.10 are amended by adding “short-term rental” as a principal use in the RC1, RC2, RMB, RCD, RSD, RTH, RMC, RMM, RMH, and ROL zones;</p> <p>7. Sections 6.1 – 6.14 are amended by removing “short-term rental *primary residence” as a secondary use in the RC1, RC2, RCD, RSD, RTH, RMC, RMM, RMH, ROL, CMD, CMR, CNN, and CNH zones;</p> <p>8. Sections 6.11 – 6.14 are amended by modifying “short-term rental *commercial” under principal uses to read as “short-term rental” in the CMD, CMR, CNN, and CNH zones;</p> <p>9. Section 6.23 is amended by modifying “short-term rental *primary residence” under principal uses to read as “short-term rental” in the OAG zone.</p>	<p>citizens who so need a place to live. If they were to sell their STR property or properties, this would allow the property/properties to be sold to someone who could actually live in it/them or be legitimately rented long-term.</p> <p>Also, a concerning number of STR owners (as disclosed during the last public hearing) seem to be using the unregulated STR system as a way to avoid renting out their premises under the official law under Yukon’s <i>Residential Tenancies Act</i>, and potentially renting their properties for longer than 30 days as an STR and thus exploiting a large regulatory gap in the Yukon.</p> <p>It is unfortunate that in Whitehorse’s current housing crisis, where people are desperate for housing and there is such a limited supply of housing, especially rentals and affordable housing, that the STR industry has been allowed to grow to this scale for so long, and in so doing, alienating so many properties which could have been sold or rented long term to people who actually live here.</p> <p>The City keeps talking about the housing crisis and referring to the 2026 Housing Needs Assessment which states that Whitehorse will need 9,720 dwellings by 2041. From March 16, 2026 Administrative Report:  <i>“It is estimated that the majority of housing units needed will be 1- or 2-bedroom units.”</i></p> <p>Some of those much-needed units could be locked up into an STR. With a limited supply of housing, every unit that is allowed to operate as an STR potentially means one less unit available to operate a longer-term rental (by an owner who is willing to do so).</p>
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Residents are being forced to accept many limitations and densification for the sake of generating more legitimate housing. We are told that this Zoning Bylaw rewrite represents the most significant zoning changes in the history of Whitehorse! Huge changes like the effective obliteration of traditional single family dwelling zones by allowing a quadrupling of density in those residential and

## **Submission for Second Public Hearing for proposed new Zoning Bylaw – Amendments made by City Council**

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other areas; imposing stricter zoning rules for single unit/family dwellings while significantly reducing standards for properties with multiple dwellings (i.e., for setbacks, building heights, building coverage, etc.). And more recently residents are concerned with infill proposals which could lead to the loss of important greenspace in neighbourhoods and in some cases the possible removal of neighbourhood parks, in order to opens up more space for housing. Many residents have concerns with these monumental zoning changes and the extent to which these permanently change the City, both visually and functionally.

There is a real risk that this massive deregulation of zoning requirements, primarily intended to address the city's housing crisis, could instead lead to the STR industry taking advantage of this situation, leading to an exploitation of the new weakened zoning rules to create a lot more STRs.

Citizens are asked to make significant sacrifices with this new bylaw (as well as the current OCP) – intense densification, quadrupling of densities, loss of parking spaces, elimination of zoning rules which sought to balance quality of life with (unbridled) development, increased building heights, etc. – for the sake of addressing the housing crisis and to help more people obtain legitimate long-term housing. They are not making these sacrifices to financially benefit STR operators seeking to take advantage of the opportunities this type of zoning deregulation could bring. This is another reason why it's so critical that STRs be adequately regulated.

Thank you for the opportunity to provide input to this important policy initiative.

D. Brent  
Old Town resident  
Member of Downtown Residents Association

**From:** [Gabriele Watts](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Parking recommendations for Suites  
**Date:** Monday, April 13, 2026 3:31:48 PM

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Please accept this submission for the proposed Zoning By-law. I am relieved to see that Council has decided to relax the parking requirements, including those in the Urban Core. My belief is that anyone who owns or rents a home and owns a vehicle should be provided with a parking spot, other than on the roadway.

Therefore, I am not in favor of the parking requirements or lack thereof for Living or Garden suites, and including Visitor parking, Short term rentals and Bed and Breakfasts. These are all self contained UNITS which make up one of the four units allowed on a lot. The definition states "Suites (Garden) or (Living) means a self-contained secondary dwelling UNIT located on the same lot or, in the case of a condominium, UNIT as a principal building."

In 2014 I applied for the City and YG incentives to turn my Addition which had been built and used for Family only, into a Legal suite. Since that time I have been renting my suite out as a long term rental. I would think that all of Council is familiar with the terms and conditions for Living and Garden Suites found on the City website to encourage homeowners to provide additional housing. At the time I applied for the incentive, a parking spot was a requirement. The suite had to meet all requirements in the Building Code at the time, etc. to be approved as a legal suite.

Fortunately at that time I had a spare parking spot for a tenant. My first tenants had two cars, my second tenant had one vehicle, both of who regrettably have left the Yukon. My third and present tenant has a vehicle as well. All of them sometimes walk/walked or biked to work. But, like most other residents in Whitehorse owned a vehicle. If I would not have had additional parking in my driveway, I know for a fact I would not have been happy to look out and see a vehicle parked on the road at all times, especially in the winter. I have a long driveway and would not have been happy to have electrical cords running down the driveway and across the sidewalk to plug in their cars during cold spells. And I know that my tenants have appreciated having a parking spot in the driveway. In fact, if I were a tenant looking to rent a suite, I would choose one which provided a parking space.

I fully understand the need for additional housing but I don't look forward to seeing streets cluttered with vehicles. Regardless of the goals of the OCP to encourage more residents to use alternate means of travel, vehicles are a necessity here in Whitehorse and not a luxury. The decisions the City will make now, will impact residents for many years to come and the issue of parking for future new developments including infills needs to be carefully considered and planned for.

Thank you for your time and consideration,

Gabriele Watts

**From:** [Gabriele Watts](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Cc:** [McCord, Darcy](#)  
**Subject:** submission  
**Date:** Monday, April 13, 2026 3:49:58 PM

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I would like to make a second submission.

On page 100 of the proposed zoning bylaw, 6.4 RESIDENTIAL - COMPREHENSIVE DEVELOPMENT (RCD) reads (1) Purpose "To provide for a broad range of low to medium density single detached, duplex and multiplex housing, with comprehensive design standards that support an attractive streetscape and encourage a sense of community."

Would it be possible to add "standards that support an attractive streetscape and encourage a sense of community" for 6.5 RESIDENTIAL - STANDARD DEVELOPMENT (RSD) on page 102 as well? It just would be nice to have the Purpose similar for both.

Thanks,

Gabriele Watts

**From:** [Gemma Richardson](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** April 13 public input: Opposition to rezoning of forest area at Mountainview and Whistle Bend Way  
**Date:** Monday, April 13, 2026 4:05:16 PM

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Dear City Council and Administration,

I am writing to once again voice my very serious concern about rezoning the area at the Mountainview and Whistle Bend Way roundabout for use as a gravel pit and future housing. I am not sure if this input is even useful at this point, as I can't tell if the decision has already been made to move forward or not (it would seem today's Council meeting is only about very specific amendments to the new Zoning Bylaws).

I will, therefore, keep this as succinct as I can. The area should have been included in the Chasàn Chùà park boundaries. But it wasn't and likely it would appear solely to meet the City's objectives of developing this area since there is no ecological rationale to the arbitrary cut out of this space from the boundaries.

I am mainly opposed to its use as a gravel pit. This is an incredibly destructive and noisy operation for humans and wildlife alike. I would love to know how many other large suburban developments like Whistle Bend are directly located next to gravel pits. There is clear indication of the human health harms to living within 1km of such an endeavour through a basic search of the research on this. This is not just about housing. It's about the years of destruction this important ecological area and the surrounding neighbourhoods would face in order to get to a point where housing could even be built in this area. There are folks in Whistle Bend South who would literally look out their window onto an active gravel pit. This area looks down over Chasàn Chùà and from there are direct sight lines to an active bald eagle nest at the creek mouth and a wildlife corridor that CPAWS has done extensive work documenting in recent years.

Yes, we need more housing and there needs to be gravel to build more houses. But that doesn't mean that all other considerations are thrown away as simply NIMBYism. I support taller buildings, I support some of the in-fill proposals in existing neighbourhoods, I have not challenged any of the City's other proposals to increase housing and density – except this one (and in full transparency I also did request the City include a green belt behind Whistle Bend Place for the sake of many residents with mobility issues who have no viable way to be in proximity to a natural area now but sadly we all know how that turned out).

Look around Whistle Bend South – you will find several homes with garden suites and rental options in the lots that are large enough to accommodate it. This community has done and is doing a lot to support housing growth. We have done our fair share in Whistle Bend – we have much higher density than other neighbourhoods, we pay significantly higher property taxes, we have lived in a construction zone for years and years, which has meant dealing with massive amounts of dust blowing off of clear-cut lots and all the accompany noise, vibrations and so on from that type of development. It's time for City Council and the Administrators who keep pushing this idea to listen to the hundreds of people who feel very strongly opposed to a gravel pit and development of this small piece of forest at the entryway of our neighbourhood. Informal polling from our neighbourhood association shows an overwhelming majority of people here oppose this specific rezoning.

Please take into consideration what CPAWS has presented, what several citizens have brought forth and what appears to be the majority of the neighbourhood who actively live and recreate here. We do not want this area rezoned to be turned into a gravel pit and for very good reasons.

Thank you,

Gemma Richardson

Whistle Bend resident

**From:** [Jen Laliberte](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Public Input Re: Zoning By-Law  
**Date:** Monday, April 13, 2026 4:03:35 PM

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- Lack of oversight and enforcement of by-laws related to STS has already created a devastating landscape for renters who actually live in our community
- Illegal/non-compliant STS are rampant and publicly advertise openly, and even though the fines for infraction are very low, they are never imposed anyhow so there are no deterrents to non-compliance
- Competing with holding companies/multi-property landlords is already a huge issue for first-time home buyers, and allowing landlords to continue to acquire and expand will only make this worse
- Constant complaints from landlords about how much more they make with STS drive up rents and harm everyone in our community
- If hotels were complaining, governments would be much more likely to intervene, but because STS is only detrimental to us as renters, governments side with business which is really disappointing
- Housing instability directly impacts wellness of our community and if a community is not healthy, no amount of tourism is going to solve those larger issues.
- Continuing to displace residents in favour of STS will have negative impact on retaining families/workers in Whitehorse, which will impact tourism and all businesses
- Having lived across the street from a 5-suite Short Term Rental with NO onsite residence/caretaker, I can speak directly to the very real community impact of having an unstaffed hotel in a quiet residential neighbourhood-- large, disruptive and sometimes dangerous situations with no oversight or intervention, lack of appropriate waste management (because the home is still single-family in terms of services) resulting in animal conflict, disruptions to parking and quiet enjoyment of neighbouring residences, and the uncertainty of less and less actual neighbours who are part of our community
- If the city has no plans to enhance enforcement, then they should not be enhancing the already unenforced regulations

**From:** [Prowse, Michael](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Fw: Tonight's public hearing re: Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way  
**Date:** Monday, April 13, 2026 9:52:28 PM  
**Attachments:** [Outlook-q2fnbjbt](#)  
[Concerns Zoning Bylaw KBH .pdf](#)

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**Michael Prowse**

Manager • Legislative Services • Corporate  
City of Whitehorse • [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:** Kim Borden [REDACTED]  
**Sent:** Monday, April 13, 2026 5:27 PM  
**To:** Executive Assistant <[Executive.Assistant@whitehorse.ca](mailto:Executive.Assistant@whitehorse.ca)>  
**Subject:** Tonight's public hearing re: Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way

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Please see attached my opposition letter to the rezoning bylaw before Council re: McIntyre Creek.

I have lived in the Yukon 47 years (in Porter Creek for 34 of those years ) and feel the few wild spaces left within our Whitehorse neighbourhoods are invaluable and should be left intact.

Thank you,  
Kim Borden Hall

Sent from Kim's iPhone

**April 13, 2026**

**Subject:** Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way

Dear Mayor and Members of Whitehorse City Council,

My name is Amber Hall, and I am a concerned resident of Whistle Bend.

I was born and raised in the Yukon, and after spending some time away, I returned to Whitehorse 14 years ago to build my career and raise my family. One of the primary reasons I chose to come back — and to stay — is Whitehorse’s identity as the Wilderness City.

I am writing to express my strong opposition to the proposed rezoning of the area south of Whistle Bend Way from Greenbelt Recreation (PGR) to Other – Future Planning (OFP) as part of Zoning Bylaw 2025-37.

Whitehorse’s appeal is not just housing availability or infrastructure — it is the ability to live alongside intact wilderness, wildlife, clean air, and natural quiet. That balance is what makes this city unique and is a major reason families like mine choose to live here.

I fully understand that Whitehorse must grow and evolve. However, growth should not come at the expense of the very natural assets that define this city. Development should occur in a way that respects environmental limits, protects key green corridors, and maintains access to natural spaces for residents and wildlife.

Rezoning this area away from Greenbelt Recreation undermines those goals.

The land south of Whistle Bend Way is a visually and ecologically significant landscape. It provides a natural transition between residential neighbourhoods and surrounding wilderness and contributes to the sense of openness and connection to nature that Whistle Bend was designed to have.

Once this greenbelt designation is removed, that natural character is at risk of being permanently lost.

This area is not unused or “empty” land. It functions as an important wildlife corridor, supporting movement and habitat for multiple species.

Reducing or fragmenting this space would:

- Disrupt wildlife movement
- Increase wildlife-human conflict

- Reduce ecological connectivity between natural areas
- Weaken the integrity of nearby protected lands

As a resident and a parent, I value the opportunity for my family to coexist respectfully with wildlife — not push it farther out through incremental development.

Maintaining green spaces close to residential areas contributes directly to:

- Cleaner air
- Dust mitigation
- Climate resilience

Rezoning this area introduces the real risk of decreased air quality, particularly if industrial or gravel-related uses are introduced nearby. Greenbelt lands provide an important buffer that protects neighbourhood health and livability.

Of particular concern is the potential for increased noise pollution, especially related to gravel pit or heavy industrial activity.

Noise carries far beyond site boundaries and would affect:

- Nearby homes
- Outdoor recreation
- Wildlife behaviour
- Overall neighbourhood well-being

Once noise impacts are introduced, they cannot easily be reversed, even if land use changes again in the future.

While the OFP designation is often described as “only for future consideration,” in practice it:

- Removes the strongest existing protection for this land
- Signals long-term development intent
- Makes future rezonings easier and more likely

This is not a neutral planning decision. It is a first step away from conservation and toward development, even if development is not immediate.

Whitehorse can meet housing and growth needs without sacrificing critical greenbelts. I urge Council to:

- Retain the Greenbelt Recreation zoning for this area
- Protect this land as a permanent buffer and wildlife corridor
- Direct growth toward areas that are less environmentally sensitive
- Honour Whitehorse's commitment to being a city that truly values wilderness

I returned to Whitehorse to build a life here because of its connection to nature. I want my children — and future generations — to experience that same connection.

Please do not weaken environmental protections for the area south of Whistle Bend Way. Once this land is lost to development, it cannot be restored.

Thank you for your time and for considering my perspective as a long-term Yukon resident and Whistle Bend neighbour.



**From:** [Laura Holmes](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca); [Executive Assistant](#); [Mayor and Council](#)  
**Subject:** Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way  
**Date:** Monday, April 13, 2026 7:50:44 AM

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Hello Mayor and City Council,

My name is Laura Holmes and I reside in Whistle Bend. I am writing to you today to express my concern with the rezoning of the area south of Whistle Bend Way from Greenbelt Recreation (PGR) to Other- Future Planning (OFP) being considered regarding Zoning Bylaw 2025-37.

This area is a critically sensitive habitat. It exists as an ecological corridor that facilitates movement of wildlife and provides protections to that wildlife and to McIntyre Creek. Rezoning here would impact my community, wildlife, and the integrity of the new Territorial Park by degrading the park's environmental functionality. The area is also a place where the people of Whitehorse can coexist with nature and it would be a shame to lose such a precious, easy to access natural space. I am concerned for wildlife, Chasan Chua Territorial Park, my access to nature, and the potential noise, dust, and traffic congestion issues that may arise from development of this area. While I understand the need for infill development I do not believe that this area represents the best alternative due to its environmental sensitivity and the potential socio-economic impacts I have briefly described here.

I would also like to note that we understand that this is a process meant to align zoning bylaw with the OCP and this area has been noted for zoning change in that document, but that document also outlines specific goals for environmental stewardship which would be more readily attained through maintaining and protecting this area. Please reconsider rezoning this area so that we citizens of Whitehorse and the wildlife we share the land with have access to this important area.

Thank you,

Laura

**From:** [REDACTED]  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Second Public Hearing: Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way  
**Date:** Monday, April 13, 2026 3:58:20 PM

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Dear Mayor and City Council,

I am a resident of Whistle Bend and I am corresponding today to express my concern with the rezoning of the area south of Whistle Bend Way from Greenbelt Recreation (PGR) to Other- Future Planning (OFP) being considered regarding Zoning Bylaw 2025-37.

It has always been a priority for me to be aware of how I live and how I share the environment with wildlife. I hike/walk on a daily basis and understand from the CPAWS data that the area mentioned in the first paragraph is a critically sensitive habitat. It exists as an ecological corridor that facilitates movement of wildlife and provides protections to that wildlife and to McIntyre Creek. Rezoning here would impact my community, wildlife, and the integrity of the new Territorial Park by degrading the park's environmental functionality. The area is also a place where the people of Whitehorse can coexist with nature and it would be a shame to lose such a precious, easy to access natural space. I am also concerned about the additional noise, dust, and traffic congestion issues that may arise from the development of this area in combination with all the other ongoing Whistle Bend developments. While I understand the need for infill development, I do not believe that this area represents the best alternative due to its environmental sensitivity and the potential socio-economic impacts I have briefly described here.

I would also like to note that I understand that this is a process meant to align zoning bylaw with the OCP and this area has been noted for zoning change in that document, but that document also outlines specific goals for environmental stewardship which would be more readily attained through maintaining and protecting this area. Please reconsider rezoning this area so that we citizens of Whitehorse and the wildlife we share the land with have access to this important area.

Thank you,

Laurie Brochu  
Whitehorse Citizen

**From:** [patricia.halladay](mailto:patricia.halladay)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** amendment to zoning bylaw  
**Date:** Monday, April 13, 2026 1:55:10 PM  
**Attachments:** [halladay letter to city.pdf](#)

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Hello.

Please see the attached letter.

Thanks. Please let me know if you have any questions.

Patricia

phone [REDACTED]

Mayor and Council  
City of Whitehorse  
publicinput@whitehorse.ca

April 13, 2026

Dear Mayor and Councillors,

I write regarding the proposal to amend the zoning bylaw to change the Whistle Bend forest from environmentally sensitive area to Other Future Planning.

Like many other people, both in Whistle Bend and other parts of the city, I am opposed to this proposed change, and I hope the City will reconsider.

Like others, I am concerned about the wildlife living in the area, and the area's ecological importance as a wildlife corridor.

I also worry about the effects of the change, and of the loss of trees, on the area's drainage, which as we know has caused problems in Whistle Bend in the past.

As a Whistle Bend resident, I am also concerned about the negative effects on the stability of property values if this area is developed.

I highly value the green spaces of Whistle Bend, and know that many other people do as well. I frequently walk and bike on the area's trails and understand how popular they are.

Having previously lived on a street that went through the misguided and poorly-planned Green Streets initiative — where laneways were upgraded, then paved, then unpaved, all at a huge cost — I am concerned that the City has not given enough thought to this new proposal, and has not yet clearly considered all of its ramifications.

Thank you for your consideration.



Patricia Halladay  
Owner/principal, Patricia Halladay Graphic Design



**From:** [Rachel Grantham](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Zoning 2nd reading -- Short-term rentals  
**Date:** Monday, April 13, 2026 2:50:36 PM

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Dear Mayor and Council,

I am providing here written feedback for consideration at tonight's council meeting, which I am unable to attend.

### Short-term rentals

As I mentioned in my presentation to council back in March, council is proposing "no limit" on the number of short-term rental properties in "commercial zones". Furthermore, the owner of such an STR does not have to live in the building that houses the STRs (see 5.22).

With areas of downtown being commercial-mixed use (i.e. commercial-residential), this means entire multi-level buildings could be erected catering only to short-term rentals in the downtown area. *From this I construe that the city has no particular vision for further densification of the downtown, nor does it intend to regulate such STRs in any way.*

If Council considers downtown densification to have reached its limit, that only buildings with short-term accommodations are needed, and no significant regulations are required in commercial zones regarding STRs, it would appear that a rolling out of the red carpet is indeed appropriate with "no limits".

If Council would like to keep the commercial-mixed use downtown areas open to the building of more residences (i.e. homes for people who live here), I propose the following:

**Strike the words "no limits" and replace with "limited". This way each downtown commercial-mixed use STR proposal can be reviewed and considered in relation to the need for more residential housing in that area at the time of the proposal.**

**The next step is to establish separate rules for STRs run not by sole proprietorships using a platform but by for-profit corporations who will potentially be able to fund multi-story buildings dedicated solely to this purpose.**

### **A final note:**

Please keep in mind that STRs, unlike hotels, do not provide restaurants, banquet halls and other meeting spaces that build community. Except for locally-owned agencies, most digitally-platformed STRs are outside the Yukon and indeed outside Canada. That is where the greatest wealth is made. That is where the employees live.

Thank you,

Rachel Grantham  
Whitehorse

**From:** - [Remy Rodden](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca); [Mayor and Council](#)  
**Cc:** [Randi Newton](#); [Parth Joshi](#)  
**Subject:** Concerns Regarding Zoning Bylaw 2025-37 and Potential Development South of Whistle Bend Way  
**Date:** Monday, April 13, 2026 4:10:08 PM

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To Mayor and Council,

My name is Remy Rodden and I am a long-time resident of Whistle Bend. I spoke at the first public hearing on the zoning bylaw changes in December, and want to reiterate my opposition to the rezoning of the area south of Whistle Bend Way from Greenbelt Recreation (PGR) to Other- Future Planning (OFP) being considered under Zoning Bylaw 2025-37.

It is baffling that this area, designated as "environmentally sensitive" on the City's own planning maps for decades, is suddenly being considered for major development.

In summary, here are the reasons that this area should remain zoned as Greenbelt Recreation (PGR):

- This area is a critically sensitive habitat, as the City's own maps have indicated.
- It serves as an ecological corridor that facilitates wildlife movement, providing protection to wildlife and McIntyre Creek. My partner and I walk through this area regularly and see tracks of deer, moose, fox, and other wildlife.
- Rezoning would impact the community, wildlife, and the integrity of the new Chasan Chua Territorial Park by degrading its environmental functionality. It would effectively create a bottleneck for wildlife movement and increase the risk of human-wildlife conflict in an area already facing encroachment from the Range Point subdivision development.
- The area allows Whitehorse residents to connect with nature and losing this easily accessible natural space would be detrimental to their well-being.
- My understanding is that this area will be a source of aggregates for many years, creating the potential for noise, dust, and traffic congestion from development. It is interesting that the Mayor expressed concern this week about the traffic implications of only 35 new lots in Whistle Bend, while this development calls for a potential or 85 new lots.
- While infill development is understood as necessary, this area is not definitely NOT the best alternative due to environmental sensitivity and potential socio-economic impacts.

Thank you for this opportunity to express my opinion on this matter,

Remy Rodden  
[REDACTED]

**From:** [Rob Florkiewicz](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** Public Input to OCP2026 regarding Short Term Rentals  
**Date:** Monday, April 13, 2026 3:30:01 PM

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Dear Mayor and Council:

Comments on OCP Short term rentals

I have reviewed your latest documents regarding Short Term Rentals (STR) and I strongly believe that your direction will have harmful implications for residential housing.

Liberalizing options for Short Term Rentals (STR) will unquestionably result in fewer houses available for residents to purchase or rent as others, with means, will speculate on the purchase of houses to derive additional incomes. The demand in housing stock in Whitehorse will increase (in what we have already been identified as a housing crisis) as will house prices with the proposed changes in STR rules and provisions. This will be a significant challenge to affordable housing for younger families and new families and workers in the Yukon and Whitehorse. This demand has already pushed the city to start exploring in the existing greenbelts to satisfy the "housing crisis".

How can the city be in a housing crisis and not address the commercialization of Houses in Whitehorse, by promoting more STR units? This pressure on housing and the evident shortage will greatly increase the demand for properties and thereby increase housing prices. If I understand correctly, we are in a so-called Housing Crisis and the demand for housing will also increase competition for housing and therefore increase house prices. And if there are Housing building funds based on federal Tax dollars, it would be very counter productive to use these resources to develop housing that do not go those in the most need (not those developing STR units).

It will be extremely important to track STR units through business licensing and regular reporting on the number of STRs and which neighbourhoods are being most heavily impacted.

The engagement survey for the COW review of Whitehorse Short Term Rentals identified the top potential benefit to was to develop a source of income for hosts. This will naturally lead residents with means, to purchase a second or third houses to create rentals and gain income and of course have a revenue stream to increase personal wealth. I also note in the draft Bylaw has facilitated the ability for commercial operations to assist in managing STRs. All of this speaks to managing STR housing as a **commercial enterprise**, increased housing costs, and challenges to entry level residents.. whether they are our adult children or new workers and residents in the territory.

Given the desire to increase housing and provide affordable housing, the pressure placed on housing through speculative development of STR's will have an opposite effect on affordability and available residential properties for Yukoners. You have the ISLEngineering Final report engagement summary that was done and there are data within that document that should provide guidance into the future.

Also Importantly, the citizens that responded to that survey were provided with the definition of Primary STR – permitted in commercial zones as a principal use. Secondary STR which would be permitted in residential zones as a secondary use and the owner would need to reside on the same parcel. I believe that there is wisdom in cautiously approaching this and not to have Council pushed by interested parties that have commercial and financial motivation.

Finally, I ask you to identify your measure of success or challenge to meet some kind of balance? What is the balance that you are looking for?.

- Will you know when neighbourhoods have 5% or 10% of their housing units as STRs?
- Will you see or notice when the city sees more workers leave because housing is either unavailable or unaffordable?
- How will you put the Genie back into the bottle once you have set this upon us?
- How do you assess that need for residential vs STR and what is best for the city and not to the investor or speculator?
- How feasible would it be to zone for and against STRs in certain areas?

Robert Florkiewicz



**From:** [Thomas](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Subject:** zoning bylaw changes  
**Date:** Monday, April 13, 2026 5:26:34 PM

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The changes to the zoning bylaw are disappointing, as they will make it harder to build the housing Whitehorse actually needs. I am staunchly opposed to these changes. Some specific concerns below.

- **Banning Mobile Housing:** Banning mobile homes on new lots in Whistle Bend is hard to understand. What is the reasoning behind this? Mobile homes are affordable and can be built quickly, both things Whitehorse needs right now. There are already whole neighbourhoods of mobile homes in the city (Arkell) and mixed neighbourhoods like Crestview. Clearly they are a legitimate form of housing, so why are they being excluded from new developments? How is this not exclusionary zoning?
- **Height Reductions:** Reducing maximum building heights will limit how much housing can actually be built, which runs counter to the city's own housing needs report.
  - Could you provide an analysis of what this means in practice? It should be possible to compare how many homes could have been built under the old rules versus the new ones. How many homes has council taken off the table?
- **Increased Parking Requirements:** Increasing parking minimums, especially downtown and nearby, is the wrong direction.
  - Anyone who has been downtown on a weekend or after 5pm on a weekday knows the streets are largely empty. Parking demand there is largely driven by businesses and office workers, many of whom already rely on cheap or free public street parking rather than providing their own. Why should housing development bear the cost of that, especially in areas where people can walk to most things they need

**From:** [YAPC Info](#)  
**To:** [publicinput@whitehorse.ca](mailto:publicinput@whitehorse.ca)  
**Cc:** [Kristina Craig](#)  
**Subject:** Zoning Bylaw Feedback-YAPC  
**Date:** Monday, April 13, 2026 5:27:54 PM  
**Attachments:** [Zoning Bylaw Submission-YAPC -April 13.pdf](#)

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Hi There,

Please see the attached submission from the Yukon Anti-Poverty Coalition for the proposed updated Zoning Bylaws.

Thank you,

Keitha

Keitha Clark (She/Her)  
Project Coordinator  
Yukon Anti-Poverty Coalition



I respectfully acknowledge I work within the traditional territory of the Kwanlin Dün First Nation and Ta'an Kwäch'än Council

# **Yukon Anti-Poverty Coalition Submission**

## **Second Public Hearing**

### **Zoning Bylaw | April 13, 2026**

#### **Introduction**

YAPC submitted feedback on Zoning Bylaw 2025-37 in December 2025 and welcomes the opportunity to provide further input at this stage of the process. The amendments proposed for Second Reading have significant implications for housing affordability in Whitehorse, and this submission speaks to several areas where the original bylaws proposed better support the needs of Yukoners

#### **Short Term Rentals**

In our December 2025 submission, YAPC strongly supported the original proposed STR regulations. Specifically:

- Requiring STRs to be limited to a property owner's primary residence.
- Capping STRs at one per property.

We supported these measures because Whitehorse has a tight rental market with very low vacancy, rising rents, and growing core housing need. The primary residency requirement was an important protection against that outcome. The Council amending motion of February 12, 2026 substantially loosened the STR regulations compared to the original proposed bylaw. The key changes are:

- The primary residency requirement has been largely removed. On a single lot, an operator no longer needs to live on the property — they can run up to 3 STRs on a lot they don't reside in.
- An operator can now run STRs on up to two lots — with up to 3 units per lot — as long as they live on one of the two lots. That's a maximum of 6 STRs per operator in residential zones.
- Previously: maximum 1 STR per operator in residential zones, in their primary residence. Now: up to 6 STRs across two lots, with no residency requirement on the non-primary lot.

Under the amended regulations, a person could purchase a residential lot anywhere in Whitehorse, convert all units on that lot to short-term rentals, and operate it as a commercial STR business — without ever living there, and without any requirement to maintain residential tenancies. This is not a secondary income supplement for a homeowner renting out a suite.

The 2025 Housing Needs Assessment documents the rental market context that makes STR regulation an important issue. Long-term renting through STRs is described in the HNA as unaffordable.

- In 2024, approximately 359 active STR listings were operating in Whitehorse. 114 of those units were available for more than 180 days per year — meaning they are functioning as year-round commercial accommodation, but not at rates that are affordable to most Yukoners. For example, the average daily STR rate for a one-bedroom unit in Whitehorse is \$160 — that's approximately \$4,800/month.

We want to highlight that these are not only YAPC's concerns. Administration's March 16 supplemental report includes the following observation about the STR amending motion:

*"Allowing full time STRs in residential zones may reduce the number of units available for housing in Whitehorse."*

*Admin Supplemental Report, March 16, 2026*

The report also notes that the OCP's intent for residential zones is that they be primarily residential in nature, with limited non-residential uses. Using a residentially-zoned lot solely for STR operations, with no requirement for any residential use, does not clearly align with that intent.

*"Allowing full time STRs in residential zones may reduce the number of units available for housing in Whitehorse."*

*Admin Supplemental Report, March 16, 2026*

Administration also flags that this does not clearly align with OCP policy 15.17.2 on residential zone intent. When Administration raises this in writing, Council should take it seriously.

## **RECOMMENDATION**

- Reintroduce a meaningful primary residency requirement for single-lot STR operations, as in the original proposed bylaw.
- Establish mandatory annual STR licensing with data reporting, linked to renewal.
- Require business licences for commercial-zone STR operations. Operating an STR for income is a business activity. It should be licensed like one.

## **Affordable Housing Definition**

The amended definition now sets affordability at 30% of income for households earning 80% of median income. This is an improvement over tying it to the straight median, but it still doesn't reach the people most affected by the housing crisis. Here's the math:

- A full-time minimum wage worker in Whitehorse earns roughly \$35,000 per year before tax.
- 30% of that income means they can afford approximately \$875/month for rent.
- The April 2025 Yukon Rent Survey shows the median one-bedroom rent is \$1,310 — and likely higher for units currently on the market.
- Even at 80% of median household income, the threshold remains well above what minimum wage earners or people on fixed incomes can afford.

The definition has been streamlined, and we appreciate that. But affordability defined at 80% of median still produces units that are unaffordable to the lowest-income Yukoners

The 2026 Housing Needs Assessment also documents this issue:

- 19% of renter households are already spending more than 30% of income on shelter.
- 25% of the 3015 new homes needed by 2031 must serve households earning less than \$55,000 per year

## **RECOMENDATION**

- Reexamine the affordability definition to better reflect the needs Yukoners
- Commit to annual reporting on whether units built under this definition are being rented at rates accessible to low-income residents.

## **Affordable Housing Allowances**

Council's amending motion added a criteria checklist that Development Officers must now apply before granting an affordable housing allowance — the same checklist used for other discretionary decisions.

Previously, meeting the definition of an affordable housing development was sufficient. We are concerned this will deter the development of affordable housing. Administration's report states:

*"With the criteria added by the amending motion, there is less certainty that a developer will be granted an affordable housing allowance so there is more risk in investing in the feasibility studies and technical drawings which could in turn result in less affordable housing being developed."*

*Admin Supplemental Report, March 16, 2026*

## **RECOMMENDATION**

- Restore automatic allowances for developments that meet the affordable housing definition, as originally proposed.
- Pair zoning allowances with financial tools — fee waivers, land access, or grants — to make affordable projects viable in Whitehorse's market.

## **Mobile Homes & Tiny Homes**

Council's amending motion removed mobile homes as a permitted use in the RCD zone and changed them from a principal use to a conditional use in the RSD zone, essentially reverting to the more restrictive 2012 bylaw.

Administration's report flags that this move increases barriers to affordable housing and may jeopardize the City's Housing Accelerator Fund commitments. Mobile homes are one of the most accessible forms of non-market housing in the Yukon, and restricting them in residential zones removes a key affordability tool.

The bylaw as written does not address tiny homes. This matters because tiny homes come in different forms: In a jurisdiction like Whitehorse, where land costs and construction costs are high, this ambiguity matters. People are actively pursuing tiny homes as an affordability solution, and the bylaw offers no clear pathway.

## **RECOMMENDATION**

- Restore mobile homes as a principal use in the RCD zone, and add a clear regulatory pathway for tiny homes on wheels.

## **Building Height Reductions**

Council's amending motion reduced maximum building heights in the RMH, CNN, and CNH zones — the zones along major roads and transit routes that are specifically designed for higher-density housing in the OCP. Administration's report is direct on page 4:

*"By reducing the maximum building heights in these zones, it will be more challenging to fulfill the current and projected housing needs in the city."*

*Admin Supplemental Report, March 16, 2026,*

YAPC supports the City Planning Administration's position: the height reductions be reconsidered. Taller buildings in these specific, transit-adjacent zones are one of the most practical tools available for adding supply at the scale the HNA says is needed.

## **RECOMMENDATION**

- Restore the originally proposed height limits in the RMH, CNN, and CNH zones, supporting higher density near transit routes and Urban Centres.

## **Housing as a Human Right**

Our December submission asked the City to include a statement in the bylaw's purpose clause committing to uphold the right to adequate housing, as recognized under international human rights frameworks. When the City makes decisions about STR regulations, parking minimums, or affordable housing allowances, a human rights commitment in the purpose clause provides a lens for evaluating those decisions.

The Whitehorse 2040 OCP already names equity and inclusion as community values. Naming the right to adequate housing in the bylaw's purpose clause would operationalize that commitment in land use decisions.

### **RECOMMENDATION**

- Add a right to adequate housing commitment to the bylaw's purpose clause.
- Establish annual reporting on affordable housing and STR outcomes, with results presented to Council.

## **Conclusion**

The Whitehorse 2040 OCP and the 2026 Housing Needs Assessment both point in the same direction — more supply, more affordability, more flexibility for the housing types people actually need. We believe this Council shares those goals. We'd also gently encourage Council to give weight to the concerns Administration has raised in its own supplemental report — the people closest to this bylaw have flagged some real risks, and their analysis deserves careful consideration.