

Welcome!

What is a Zoning Bylaw?

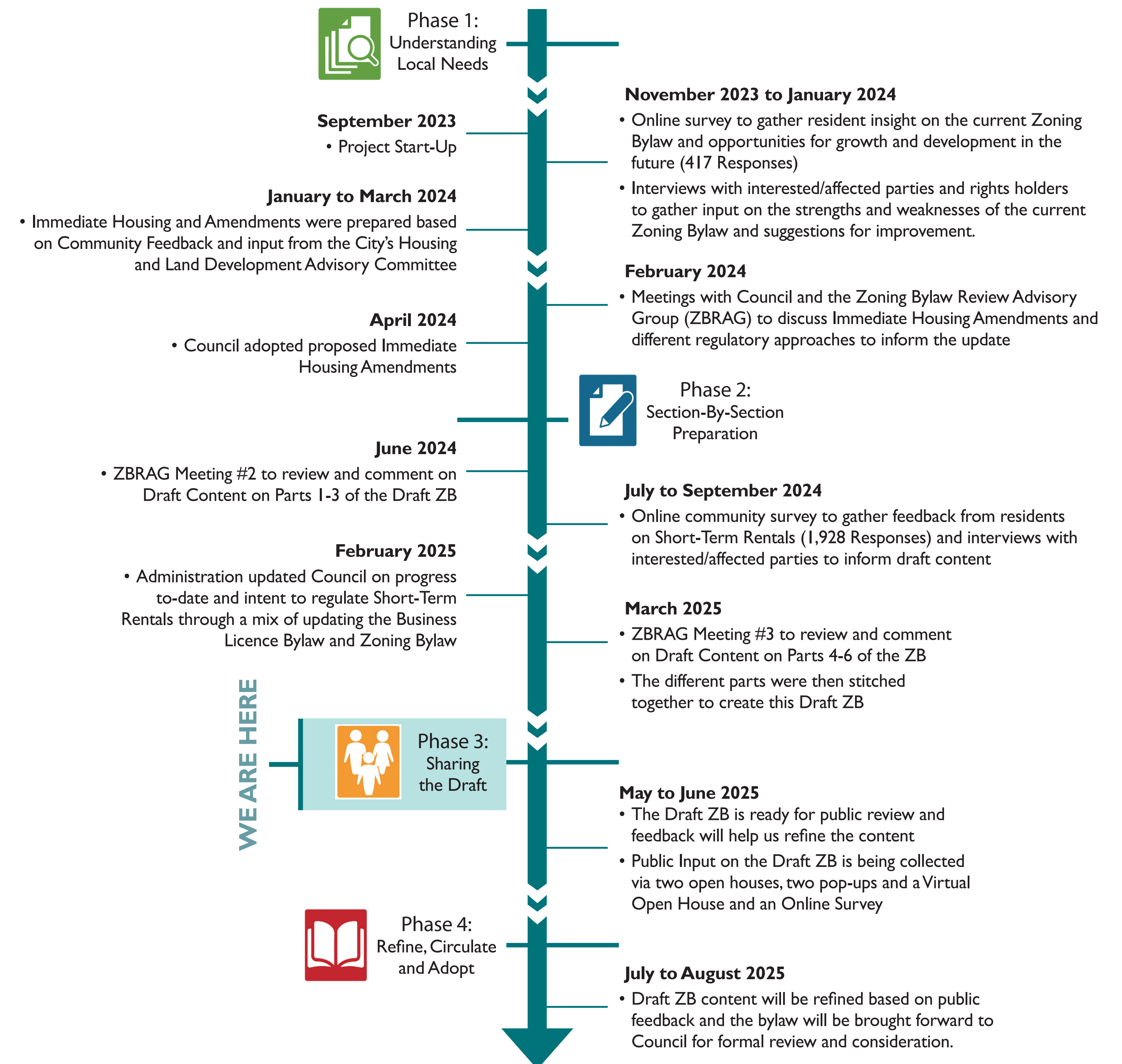
- A Zoning Bylaw, is a local bylaw, adopted by Council, that guides day-to-day development activities
- The Zoning Bylaw regulates and controls the use and development of land and buildings within the City
- Zones ensure that incompatible land uses are separated, and the City develops in an organized manner that meets the needs of the community

Why is the City updating the Zoning Bylaw?

The current Zoning Bylaw was adopted in 2012 (Bylaw No. 2012-20) and while there have been amendments over the past 13 years there is:

- A requirement to update the Zoning Bylaw now that the City has adopted the Whitehorse 2040 Official Community Plan (OCP)
- A need to update procedures to align with current best practices and changes in legislation
- An opportunity to make the regulations more flexible to respond to evolving development trends

Where in the Update Process Are We?



Zone Conversions & Other Big Moves

Reconciliation

The Draft Bylaw proposes several changes that reflect the City’s commitment to advancing reconciliation. Collaborating with Kwanlin Dün First Nation (KDFN), regulations have been adjusted to increase flexibility for KDFN to develop its settlement land in ways it desires:

- A new zone (KDM) for McIntyre that enables significant autonomy for KDFN to determine its own development patterns
- The Southern Tutchone name ‘Chu Níkwän’ added to the name of Yukon River, where referenced
- Recognition of ‘compatible use’ lands and the duty to consult for proposed development on or adjacent to those lands through the development permit application, zoning amendment, and conditional use processes
- Updating the zoning of KDFN settlement land for better alignment with the Self-Government Agreement
- Updates to the FN-First Nation zone designator:
 - Rename to KDG zone to recognize it only applies to KDFN settlement land
 - Recognize that traditional activities, as defined in the KDFN Lands Act, are allowed without a development permit
 - The City has worked with Ta’an Kwäch’än Council (TKC) to ensure that the zoning of its settlement lands aligns with its development goals

Urban Agriculture

Regulations regarding local food and agriculture have been refined to support the ability to sustainably grow local food:

- Urban agriculture is enabled through allowing market gardening as a “home-based business” and indoor agriculture is permitted under the “industrial (level 1)” use
- There is a clearer distinction between “major agriculture” and “minor agriculture” uses (currently called hobby agriculture), with new regulations to set limits on intensity and off-site impacts
- Moving content on backyard hens from the Zoning Bylaw to the Animal Control Bylaw

Zone Conversion Table

ZONING BYLAW 2012-20		DRAFT ZONING BYLAW	
RC1	Country Residential 1	RC1	Residential – Country 1
RC2	Country Residential 2	RC2	Residential – Country 2
RCM	Comprehensive Residential Multiple Family	RMM	Residential – Multi-Unit Medium Density
RM	Residential Multiple Housing		
RCM2	Comprehensive Residential Multiple Family 2	RMH	Residential – Multi-Unit High Density
RCM3	Cottage Cluster Homes	RMC	Residential – Multi-Unit Cluster
RCS	Comprehensive Residential Single Family	RCD	Residential – Comprehensive Development
RCS2	Comprehensive Residential Single Family 2		
RCS3	Comprehensive Residential Single Family 3		
RR	Restricted Residential Detached	RSD	Residential – Standard Development
RS	Residential Single Detached		
RS2	Residential Single Detached 2		
RP	Residential Mobile Home Park	RMB	Residential – Mobile Home
RD	Residential Downtown	ROL	Residential – Old Town
RCT	Comprehensive Residential Townhouses	RTH	Residential – Townhouse
RCT2	Courtyard Townhouses		Deleted
CC	Core Commercial	CMD	Commercial – Mixed-Use Downtown
CM1	Mixed Use Commercial		
CM2	Mixed Use Commercial 2		
CCC	Cultural/Commercial/Community	CMR	Commercial – Mixed-Use Riverfront
CMW	Mixed Use Waterfront	CHY	Commercial – Highway
CH	Highway Commercial	CIM	Commercial – Industrial Mixed
CIM	Mixed Use Commercial/Industrial	CNN	Commercial – Neighbourhood Node
CN	Neighbourhood Commercial		
CNC	Comprehensive Neighbourhood Commercial	CNH	Commercial – Neighbourhood High Street
CNC2	Comprehensive Neighbourhood Commercial 2	CSV	Commercial - Service
CS	Service Commercial		Deleted
CPG	Commercial Parking Garage	PRN	Parks – Recreation Node
CR	Commercial Recreation	PEP	Parks – Environmental Protection
PE	Environmental Protection	PAR	Parks – Active Recreation
PR	Parks and Recreation		
PW	Public Waterfront	PGR	Parks – Greenbelt Recreation
PG	Greenbelt	ILT	Industrial - Light
IS	Service Industrial	IHV	Industrial - Heavy
IH	Heavy Industrial		Deleted
IA	Airport	OQR	Other - Quarry
IQ	Quarries	OPS	Other – Public Services
PS	Public Services	OPU	Other – Public Utilities
PU	Public Utilities	OAG	Other – Agriculture
AG	Agriculture	OFF	Other – Future Planning
FP	Future Planning	KDG	Other – KDFN General
FN	First Nation	KDM	Other – KDFN McIntyre Special Development Area



Housing

Standard (RSD) and Comprehensive (RCD) Residential Zones allow, up to 4 units per lot, for low density developments such as single-detached houses and duplexes and proposed changes increase density and the diversity of housing options:

- Reduce the front setback to 3 m (from 6 m) where two or more units are provided in the proposed RSD zone
- Allow mobile homes as principal dwellings or garden suites to increase affordable housing options

Old Town proposed changes aim to retain the neighbourhood's character while also allowing for more density when sites are redeveloped due to its convenient proximity to services, amenities and transit Downtown.

- Increase the maximum density to 150 units/ha (up to 7 units on a typical 464 m² lot) as set out in the OCP
- Increase the maximum Floor Area Ratio to 1.5 (from 0.9)
- Increase the site coverage where two or more units are provided

Supportive Housing: Allow supportive housing (for individuals requiring assistance to sustain the activities of daily living) as a principle use in all residential zones in alignment with the OCP.

Affordable Housing: Allowances on building height, setbacks, site coverage, and parking are proposed to encourage developers to provide affordable housing in multiple housing and commercial/mixed-use zones.

Worker Housing: A new use is proposed to enable workers to live in industrial zones, allowing temporary (seasonal or for a defined term) accommodation to workers employed on a specific project, while enabling Council to set conditions on matters such as the duration and intensity of the development.

Resident feedback that informed the bylaw rewrite

- Demand for diverse, affordable, and accessible housing in Whitehorse
- Support for apartments, living/garden suites, supportive, and accessible housing
- Support for increased housing development through more units, smaller lots, taller buildings
- Support for business owners providing staff housing in industrial/commercial areas
- Ideas shared for creating complete communities with mixed uses, amenities, and transportation options

Residential Building Heights have been updated with a focus on increased residential density and for more design creativity in medium- to high-density housing types.

Proposed Zone	Proposed Max Height	Current Max. Height
RMH	20 m	15 m
RMM	16 m	15 m
RCD	11 m	10 m
RSD	11 m	10 m
RSD	11 m	9 m
RMC	11 m	10 m
RTH	11 m	10 m
ROL	10 m (limit in OCP)	8 m with roof projecting additional 2 m

Short-Term Rentals

The Draft Bylaw proposes new Short-Term Rental (STR) regulations:

- Primary residence requirement – an STR operator must live on the same property as the STR in all residential zones
- The STR could be in the operator's own residence while they are away (subject to a limit of 6 months per year), or full-time in a living or garden suite
- Limit of one STR per person in residential zones, since a person can only have one primary residence
- Limit of one STR per lot to maintain the primarily residential use of the lot
- No property in a residential zone can be used solely as full-time STR



**Primary-Residence
STR** (Operator's
Primary Residence)



Living Suite

STRs would be allowed more freely in commercial zones:

- Principal residence not required – an STR operator would not be required to live on the same property as the STR in commercial zones
- The STR could be in the operator's own residence while they are away, or could be operated full-time in a dwelling that does not have a regular resident
- No limit on the number of STRs per operator, or per lot
- Full-time STRs in commercial zones could be subject to commercial mill rate for property taxes



**Commercial
STR**



Parking Improvements

The Draft Bylaw proposes several parking-related changes including:

- Allowing ‘complementary parking’ reductions in mixed use developments outside of downtown, where commercial and residential uses can share the same parking spaces
- Streamlining parking requirement calculations for non-residential uses with fewer methods of calculation and reduced parking requirements overall
- Requiring EV charging in developments that provide 30 or more parking spaces
- Not requiring loading and visitor spaces in any zone, which developers can still provide based on operational need
- Having no minimum parking requirement for living and garden suites in any zone
- Reducing parking requirement for affordable housing developments
- Revised bicycle parking requirements including clearer calculations for the required number of bicycle spaces and new standards for the quality of parking

Resident feedback that informed the bylaw rewrite

- Support for reducing/removing off-street parking requirements
- Target review of parking needs in downtown and near public transit hubs
- Support for relaxed requirements with added amenities like bicycle parking

Related Project Goals

- Support housing supply and affordability by requiring less parking
- Support alternative modes of transportation
- Encourage sustainable transportation
- Give developers more flexibility to determine how much parking they require



Parking Reductions

The Draft Bylaw proposes to reduce parking requirements for the following reasons:

- To support housing supply and affordability
- Encourage sustainable transportation
- Give developers more flexibility to determine how much parking they require

Within the Downtown in the Downtown (CMD), Riverfront (CMR), and Public Services (OPS) zones, there will be

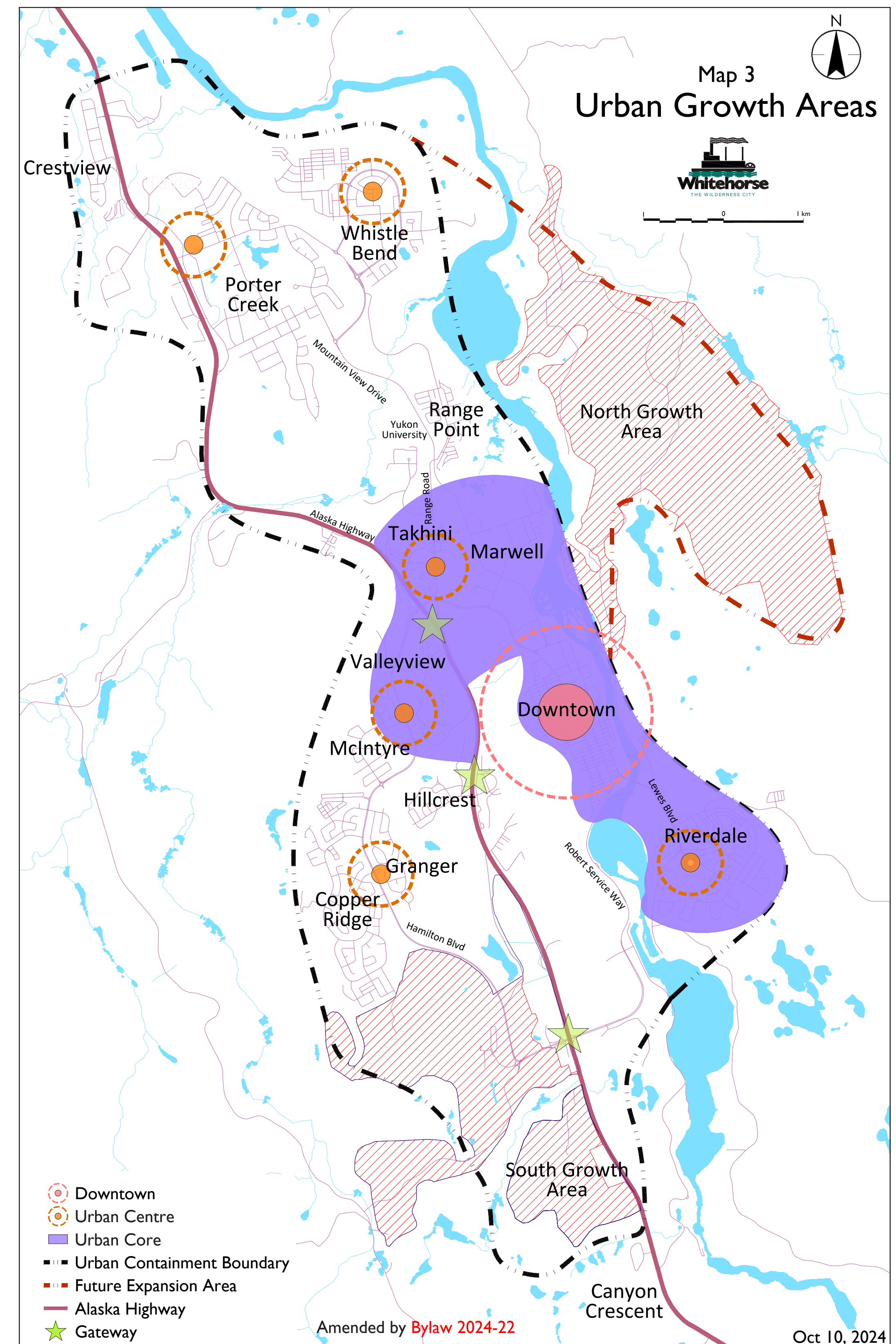
- No minimum parking requirement for residential uses (from 1 parking space per 2 dwelling units)
- No change to the commercial parking requirements
- A maximum parking supply of 1.2 spaces per unit for residential uses
- 1 space per 50 m² gross floor area for non-residential uses

Within the Urban Core and Urban Centres in the Old Town (ROL), Neighbourhood Node (CNN), Neighbourhood High Street (CNH), Medium-Density (RMM), and Public Service (OPS) there will be

- 1 parking space per 2 principal dwelling units (from 1 parking space per dwelling unit)
- 1 parking space per 150 m² gross floor area for non-residential uses
- Supportive Housing will require 1 parking space per 4 dwelling units

In Medium (RMM) and High-Density (RMH) Zones

- The parking requirement for residential uses will be 0.8 parking spaces per dwelling unit (from 1 parking space per dwelling unit)



City Design

The Draft Bylaw proposes several improvements to urban design regulations, incorporating Winter Cities, CPTED/Safer Cities, and FireSmart principles into the regulations.

Best practices promote street-fronting buildings, pedestrian connections to the street, landscaped front yards, and reduced light pollution.

New design guidelines for downtown developments modeled on the existing CMW zone guidelines are proposed to encourage thoughtful and attractive development throughout downtown.

Several new regulations promote a denser and more sustainable built form:

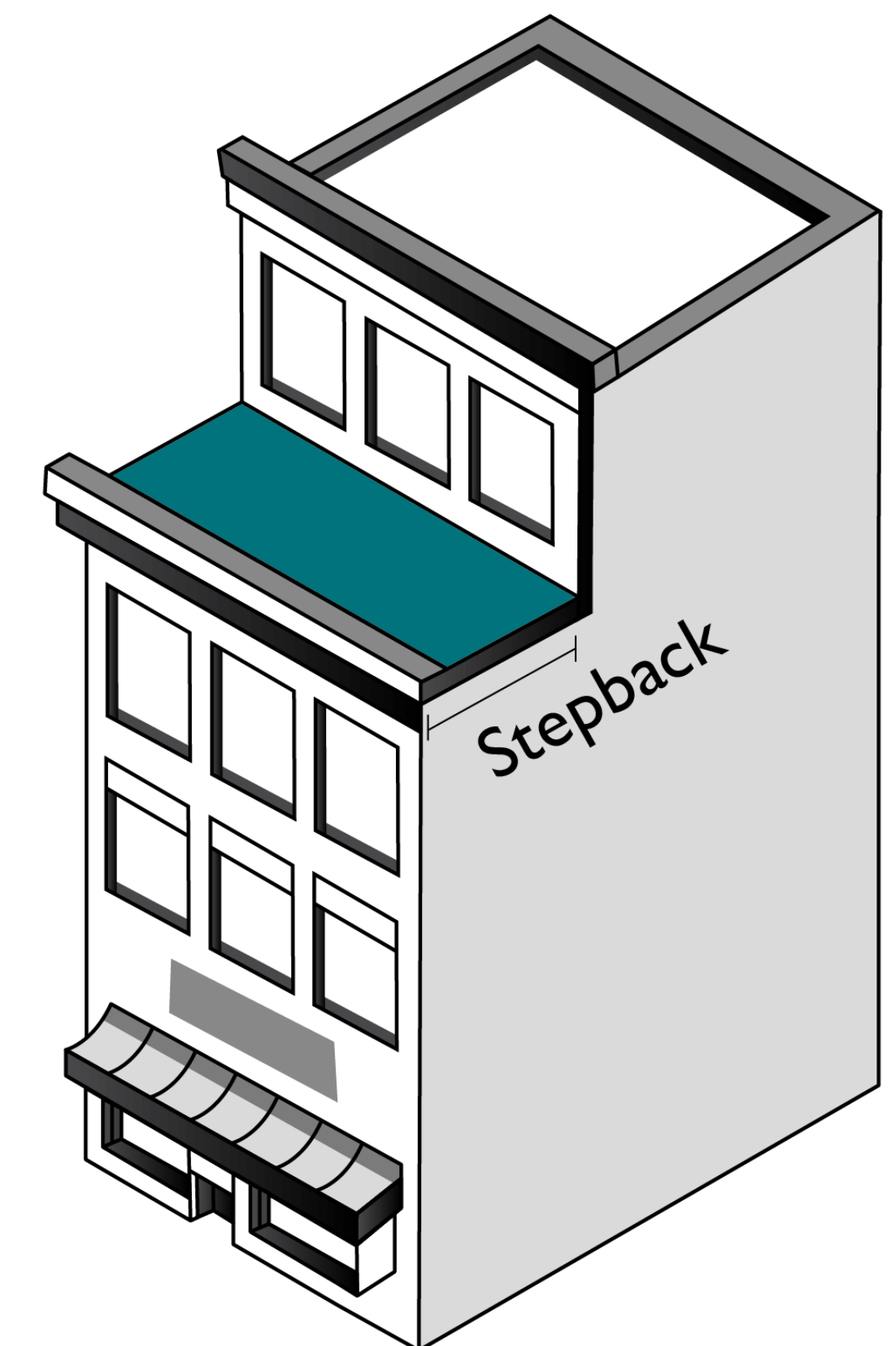
- More intensive development permitted in the Downtown and Urban Centres to promote transit use and neighbourhood walkability and advancing the 'Complete Communities' objectives of the OCP
- A minimum Floor Area Ratio in the Downtown (CMD) and Riverfront (CMR) zones promotes efficient use of land
- The changes in parking regulations, including reduced vehicle parking, improved bicycle parking requirements, and requirement for larger developments to provide electric vehicle charging facilities help achieve sustainability objectives

Resident feedback that informed the bylaw rewrite

- Desire for winter and sustainable design in Whitehorse including energy efficiency, renewable energy, green roofing, adaptive reuse
- Emphasis on accessibility and safety for pedestrians, cyclists, and people with disabilities
- Recognition of iconic Whitehorse features like historic buildings, Main Street, Kwanlin Dün Cultural Centre, and log skyscrapers

The approach to stepbacks, or the horizontal recess to a building façade from the vertical façade immediately below it has been simplified in the Bylaw.

In the CMR and CMD zones an additional 1.5 m stepback is required on all sides on the portion of a building higher than 4 storeys, or 16.0 m, whichever is less.



Simplifying the Bylaw

The Draft Bylaw has been reformatted and reorganized to improve a reader's ability to navigate the document and understand the regulations.

The number of defined uses, zones, and sections have been reduced as follows:

Proposed Zone	Current Zoning Bylaw	Draft Zoning Bylaw
# Pages (excluding maps)	215	150
# Zones	42	30
# Uses	125	95
# Sections	15	6

Several administrative changes are proposed to provide clarity and transparency in the review processes and allow increased flexibility in a Development Officer's (DO) discretion to permit minor variances from the regulations:

- New process to enable an applicant to appeal a DO's decision to Council
- Applications will be deemed abandoned if applicant has not proceeded in more than 12 months
- Allow snapping of zone boundaries when there is a small boundary realignment by subdivision to avoid unnecessary applications
- Updated regulations around collection and return of landscaping and hard-surfacing securities and increasing the security amounts
- Increased flexibility in the size and scope of allowances (minor variances):
 - DO can grant allowance of up to 10% in any zone (currently 5% outside downtown, and 10% downtown)
 - Allowances can be made to any measurable standard (currently limited to height, setbacks, and floor area)

Resident feedback that informed the bylaw rewrite

- Respondents unfamiliar with Zoning Bylaw
- Issues with regulations and permit process
- Call for flexible zoning, innovation, and reduced constraints on density and OCP alignment

Related project goals

- To Make the Bylaw easier to read & interpret
- Use simple language and remove jargon
- Organize contents in a logical manner
- Consolidate Uses and Zones that fit well together

