



Whitehorse 2040

OFFICIAL COMMUNITY PLAN

DRAFT | May 2022



Land Acknowledgment

Whitehorse is located on the traditional territories of the Tagish Kwan and Southern Tutchone peoples of Kwanlin Dün First Nation and the Ta'an Kwäch'än Council. The Nations have had a spiritual, cultural, and economic connection to the land for millennia. Kwanlin Dün First Nation and the Ta'an Kwäch'än Council governments and citizens have made significant contributions to the City's heritage, social, cultural, spiritual, and economic wealth.

The City of Whitehorse has committed to strengthen its relationships with Kwanlin Dün First Nation and the Ta'an Kwäch'än Council. This is an ongoing and evolving commitment, and one that is foundational to the long-term success of the Official Community Plan.

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COVER PAGE PHOTO CREDITS

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Top right and bottom left: City of Whitehorse



Photo: City of Whitehorse

Plan Organization

This Official Community Plan (OCP) is organized into six parts, each part is described briefly below.

PART A: BACKGROUND

1. Introduction and Planning Framework, page 1

This part of the document describes the purpose of the OCP, its content and structure, relationship to other City plans, and OCP update process.

2. Community Context, page 7

This section provides an overview of the community including a brief history, population projections, description of primary economic sectors and activities, descriptions of how future growth will be accommodated, and the vision for the future of Whitehorse.

PART B: POLICY DIRECTION

3 Vision and Plan Principles, page 24

This section provides a vision for the future of Whitehorse and the underlying principles of this plan.



4 Community Well-Being, page 26: This theme is about equity and inclusion, and how all community members can be supported. It includes policies with the objectives of advancing truth and reconciliation, inclusion and diversity, and civic engagement.



5 Heritage, Arts, and Culture, page 29: This theme is about the history of Whitehorse and ties to the land. It includes policies about heritage management, arts and culture, and the connection residents have to the land and to the Yukon River.

PLAN ORGANIZATION



6 Climate Action, page 32: This theme is about actions the community can take to address climate change. It includes policies about mitigating impacts of climate change, adaption, and resiliency.



7 Protection of the Environment, page 35: This theme is about responsible protection of the land, water, air, soil, and ecosystems in the city of Whitehorse. It includes policies about environmentally sensitive areas, riparian areas, slopes, and protection of water and air quality.



8 Community Growth, page 40: This theme describes how the community will grow. It includes policies related to development patterns, urban centres, growth management, school locations, and fostering communities with a diversity of residential and commercial uses. It also includes policies for specific areas such as the Downtown and Marwell.



9 Transportation and Mobility, page 55: This theme describes how people and goods will move efficiently through the community. It includes policies related to overall transportation management, complete streets, active transportation, public transit service, and parking.



10 Housing, page 59: This theme is about supporting the supply of housing in the city. It includes policies related to inclusion and attainability, and rental housing.



11 Economy, page 61: This theme is intended to guide the City's goals and policies for economic growth. It includes policies related to growth and economic opportunities, including commercial and industrial lands.



12 Municipal Services and Assets, page 63: This theme is about the broad range of services the City provides. It includes policies about emergency and protective services, water and wastewater servicing, stormwater management, waste management, and management of the City's various assets.

PART C: LAND USE

13 Land Use Overview, page 68:

This part of the OCP includes a description of land use considerations for the community including an overview First Nations Settlement Lands.

14 Land Use Designations, page 73:

This part of the OCP includes policies for each land use designation, and associated land use maps. Together, the designations and maps provide direction about the types and locations of land uses that will be supported or encouraged.

PART D: ADMINISTRATION AND IMPLEMENTATION OF THE OCP

15 Administration and Implementation of the OCP, page 89

This part of the OCP sets out guidance and policies for how the document should be interpreted, the OCP review and amendment process, requirements for Master Planning, costs of development, coordination and partnerships, and remediation.

APPENDIX A IDEAS FOR ACTION

The Ideas for Action appendix specifies direction, projects, or other actions that could be used to help achieve the goals or policies of the OCP. These ideas were gathered throughout the creation of the OCP and have been included in an appendix for future guidance; however, they do not indicate commitments by the City. Additional ideas may be added to this appendix after new plans or studies are completed.

Part A Background

1 Introduction and Planning Framework



Photo: Amanda Haeusler

1.1 Introduction

1.1.1 PURPOSE

The Official Community Plan (OCP) is the highest-level policy and planning document for a municipality, it sets an overall vision and direction and is adopted by bylaw. As authorized by the *Municipal Act*, the municipal government known as the City of Whitehorse (the City) has the authority to prepare an OCP that will provide a framework of goals and policies to guide the City's decision-making.

In the OCP, the term “City” with a capital “C” refers to the City of Whitehorse, the municipal government. The term “city” with a lower case “c” refers more generally to Whitehorse as a community and geographic area of land within the City's jurisdictional boundary.

Where not specified, the term “Council” refers to the City of Whitehorse's elected Council.

1.1.2 CONTENT

Adopting an OCP is a requirement under the *Municipal Act*, and it must be adopted by bylaw. The *Municipal Act* sets out the type of content the OCP should include and the process to develop or amend an OCP. Adopting a new OCP, or amending the document, requires a public hearing. The required content of an OCP is outlined in Section 279(1) of the *Municipal Act* which states:

“(1) An official community plan must address

“(a) the future development and use of land in the municipality;

(b) the provision of municipal services and facilities;

(c) environmental matters in the municipality;

(d) the development of utility and transportation systems; and

(e) provisions for the regular review of the official community plan and zoning bylaw with each review to be held within a reasonable period of time.

(2) An official community plan may address any other matter the council considers necessary.”

1.1.3 TIMELINE AND SCOPE

OCPs in Whitehorse have been developed and updated roughly every 10 years since 1976. While the directions of the plans have varied throughout the years, the intent of guiding and enhancing the community has remained unchanged.

Part A Background

Section 1 Introduction and Planning Framework

For the Whitehorse 2040 OCP, the vision and guidance are intended to extend out for approximately 20 years; however, a comprehensive review is expected to occur after approximately 10 years or as otherwise directed by Council.

The OCP can also be amended on a case-by-case basis, to adapt to the changing needs of the community. All proposed OCP amendments are subject to the review and Council approval process for OCP amendments set out in the *Municipal Act*. More information regarding the administration of the OCP is found in Section 5 – Administration and Implementation of the OCP.

1.1.4 CONSISTENCY WITH BYLAWS

Under the *Municipal Act*, the OCP supersedes existing zoning bylaws that are at variance with the provisions of the OCP and requires that zoning bylaws be adopted or amended for land affected by the OCP within two years of being adopted or amended. Existing non-confirming uses (i.e., land, buildings, or other structures) that are legally non-confirming are recognized and can continue to be used with certain limits including, among other things, expansion or alteration of buildings or structures that are non-confirming or a change of use.

1.1.5 PLAN FRAMEWORK

While the OCP is not the only Plan the City approves and updates, it is considered to sit at the top of the plan hierarchy providing policy guidance to other City plans and guidance documents.

Over the years, the City has prepared a variety of planning documents to address different issues relevant to planning and land management in the city (for example neighborhood trail plans). Generally, these plans are separately adopted by Council and considered to be “guiding documents” with specific recommendations, actions, or programs subject to additional financial or other approvals.

It is the intent of the City that OCP goals will be advanced through additional plans and strategies with a more narrowed focus (e.g., transportation, recreation); comprehensive and integrated planning at a smaller scale (e.g., Downtown plans, neighbourhood plans, Regional Park management plans); and through the application of the City’s spending and legislative authority.

As existing and new plan implementation is advanced, these will be guided by, and should be consistent with, the policy direction in the OCP. Detailed plans should be read together with the policy direction of the OCP 2040.

In addition to the other levels of plans that interact with the OCP, the City also prepared various studies and reports in preparation of the OCP. These studies have examined housing needs, land suitability, commercial land demands, and other topics intended to inform the content of the OCP.

1.1.6 CHAPTER STRUCTURE

Each chapter of the OCP is written as a reflection of the vision generally structured as follows:

Overview

This section provides context to the topic being discussed and introduces key themes of the section.

Goals

The goal statements describe the desired future conditions and experiences and set the stage for Policies.

Policies

The Policies provide the guidance or requirement to achieve the Goals. Each statement includes a description of the City's level of commitment or influence using directive or permissive verbs.

- **Directive Policies:** These are policies where the City has a high or moderate level of influence or authority; as such, the City can achieve a particular result, or will work to actively influence a result. These policies are intended to be stronger commitments and will typically include terms such as: shall, must, required, prohibited, complete, pursue, advance, establish, and explore.
- **Permissive Policies:** These are policies where the City has a low level of influence or authority; as such, the City will need to use enabling tactics to result in their success. These policies will typically include terms such as: may, encourage, promote, recognize, support, consider, explore, and examine.

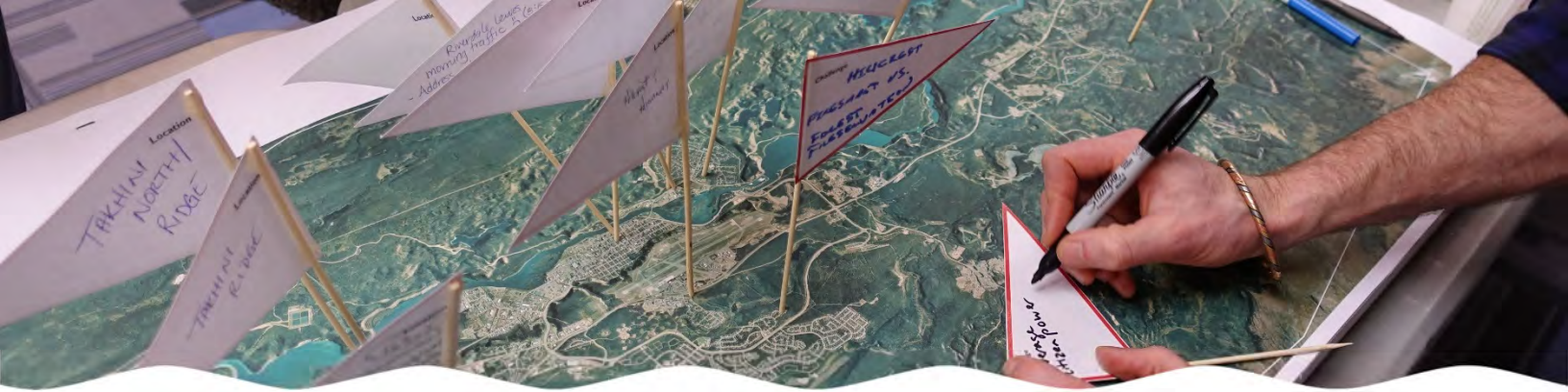


Photo: City of Whitehorse

1.2 OCP Process

The development of the OCP spanned from late 2018 to 2022 and involved several rounds of engagement with the community and stakeholders. The section below provides an overview of each stage of the process.



PHASE 1 AWARENESS BUILDING

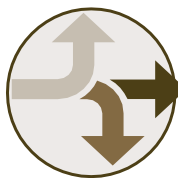
Phase 1, known as “Awareness Building”, concentrated on informing, and gathering ideas from the public. This phase occurred from November 2018 to March 2019 and featured extensive public engagement. During this phase, the City worked with First Nations governments, stakeholder organizations, and the general public to gain insight into people’s ideas, concerns, and aspirations for the city. In total over 755 people were engaged during Phase 1.

During Phase 1, key themes identified were: protection of the environment, climate change, sustainability, equity and inclusion, the need for more housing, densification, strengthening the Downtown, and transportation improvements.



PHASE 2 EXPLORE NEW CONCEPTS

Phase 2, “Explore New Concepts”, was about testing and exploring new ideas based on what was heard during Phase 1. Topics examined during Phase 2 included housing, transportation, and climate-change resilience. This phase spanned the summer months from April to September 2019 and included extensive engagement with First Nations governments, internal City departments, stakeholder organizations, and the general public to understand their ideas, concerns, and visions of Whitehorse 2040. In total, 850 people were engaged during Phase 2.



PHASE 3A EMERGING DIRECTIONS

To guide the creation of the Plan, the City prepared an Emerging Directions report that built upon the outcomes of Phases 1 and 2 of the OCP, as well as city-wide objectives from the *Sustainability Plan*, *Transportation Demand Management Plan*, the *Downtown Plan*, the *Marwell Plan*, and other plans and strategies by identifying seven key themes:

- Toward Reconciliation;
- Climate Action;

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Section 1 Introduction and Planning Framework

- Conservation of Natural Areas;
- Strong Downtown and Liveable Neighbourhoods;
- Toward a Sustainable Mode Share;
- Targeting the Right Supply of Housing; and
- Intensifying Employment Areas.

In the report, each theme was examined for its current content and approach, with policy directions or ideas provided. The City then engaged the community on these themes through the Emerging Directions Survey which gained 454 responses. Using that feedback, the City worked with a consulting firm to review each of the recommendations of the report and to create a draft OCP for public review.



PHASE 3B CREATE THE PLAN

During the creation of the Plan, input heard during the previous phases, including the outcomes of studies regarding housing and commercial and industrial lands, were incorporated into the formation of the OCP. This process was extensive as each emerging direction was reviewed and transformed into well-rounded Policy Areas that would guide the community and the City's future decision-making. The City worked with representatives from Ta'an Kwäch'än Council and Kwanlin Dün First Nation to confirm land uses for all Settlement Lands within the City Boundary, and with Council through all the policies being proposed.

Upon completing the Draft OCP, public and stakeholder engagement activities were held to present the concepts and gather feedback. **Addition information regarding this process will be added prior to plan adoption.**



PHASE 4 ADOPT THE PLAN

Text be prepared prior to plan adoption.

2 Community Context



Photo: City of Whitehorse.

2.1 History

Whitehorse, the capital of the Yukon, is located along the Yukon River corridor and the Alaska Highway. The community is located on the traditional territories of the Tagish Kwan and Southern Tutchone peoples of Kwanlin Dün First Nation and the Ta'an Kwäch'än Council. The Yukon River and valley surrounding it have been a travel corridor and source of fish, food, and camps for millennia. Although the Southern Tutchone-speaking people of the area call it Chu Ninkwän, or "shining water", the river's most commonly-used name, Yukon River, was adapted from the Gwich'in word for "Great River". With a unique combination of geography, innovation, resources and culture, Whitehorse is a truly special place.

Whitehorse is a large municipality, some 41,900 hectares, extending approximately 30 kilometres north to south and 14 kilometres from east to west. Located within the boreal forest, the landscape around the city is dominated by mountains, with Grey Mountain to the east, Haeckel Hill to the northwest, and Golden Horn Mountain to the south. Most of the undeveloped land within the City Boundary is owned by the Yukon, with Kwanlin Dün First Nation and the Ta'an Kwäch'än Council also having large land holdings.

A traditional gathering place for local First Nations, the settler development of Whitehorse began along the west bank of the Yukon River with the historic Downtown. Over time the community grew up and away from the Yukon River, with new neighbourhoods developed along the Alaska Highway. More recently, residential growth in the city has been in larger neighbourhoods located on flat benches above the Yukon River and in pockets of rural residential developments both north and south of Downtown, each one surrounded by natural open space.

Whitehorse is by far the largest community in the territory and acts as a gateway to the Yukon, with most visitors arriving by road via the Alaska Highway, or by plane at the Erik Neilson Whitehorse International Airport. The Downtown remains the heart of the community and the commercial centre of the Yukon, with many businesses, hotels, shops, restaurants, services, and cultural facilities. Downtown Whitehorse has an estimated 6,500 employees, and over 3,000 residents and is a popular destination year-round for locals and visitors.

Today, Whitehorse enjoys the economic stability of a strong public sector with many people working for either the Federal or Territorial governments, the City of Whitehorse, or one of the Yukon First Nations governments, many of which have offices in Whitehorse. Other employment sectors such as tourism and mining also contribute to the local economy. Whitehorse enjoys a moderate climate for the North; during the warm and dry summers, residents and visitors extend their days to enjoy the beauty of

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Section 2 Community Context

nature under the midnight sun which helps offset the cold winters when activities must be done with much less daylight.

2.1.1 FIRST NATION HISTORY

Historically, First Nations people have had a strong presence in the Whitehorse area. First Nations existed in the Yukon River valley and surrounding areas for millennia and throughout all seasons. Before the establishment of Whitehorse as a central settlement, the headwaters of the Yukon River were home for the Tagish Kwan, and a regular meeting place for other nations of First People who came to trade with them, such as the Tlingit, Kaska, Han, Gwich'in and Tutchone.

Recent archaeological digs at Annie Lake and Fish Lake confirm the existence, and continual use, of seasonal hunting and fishing camps for more than 5,000 years. Because they had a culture based on mobility, the First Nations of the Whitehorse area did not establish large villages with permanent structures. Instead, they used trails, and favourite fishing and camping spots on a seasonal basis. This activity went on for millennia and these traditional places used by the First Nation remain in the minds of the elders today.

The Kwanlin Dün First Nation has cultural affiliations with the Northern and Southern Tutchone as well as with the Tagish from Marsh Lake, but is also an amalgamation of many Yukon First Nation culture groups. The Ta'an Kwäch'än Council, who separated from the Kwanlin Dün First Nation in 1998, are affiliated with the Southern Tutchone Tribal Council and have members who are Southern Tutchone and Tagish. The Ta'an Kwäch'än people were concentrated more along southern Lake Laberge, as far north as Hootalinqua and the Takhini area.

2.1.2 POST-CONTACT HISTORY

After the first Klondike gold reached Seattle in 1897, the rush to Dawson City was relentless. In the next two years 30,000 - 40,000 men and women arrived by ship in Skagway and Dyea Alaska, then climbed the Chilkoot Pass multiple times to bring in the required thousand pounds of food and supplies into the Yukon. Gold seekers trekked on to Lake Bennett, built boats and rafts, and crossed the windy Southern Lakes to the headwaters of the Yukon River. They then braved the rapids at Whitehorse and embarked on a 740 kilometre journey north to Dawson City, where the real work began.

In 1900 the White Pass and Yukon Railway built a narrow-gauge railway from Skagway to Whitehorse to haul passengers and freight. The company also built several large paddle-wheelers to carry people and supplies down the Yukon River to Dawson and to transport ore and passengers back to Whitehorse. This established Whitehorse as a communication and transportation centre. The train and paddle-wheelers operated until the early 1950s when new highways connecting Whitehorse and Dawson with the rest of Canada were built.

With the gold rush over, Whitehorse was quiet from 1905 until 1942 when WWII brought 30,000 American troops in to build the Alaska Highway. The endeavor took only eight months to build 1,500 miles of winding highway through swamp, mountains, and muskeg to from Dawson Creek, British Columbia to Fairbanks, Alaska. The completion of the Alaska Highway, and arrival of new residents had a huge and mostly negative impact on Yukon First Nations people living in the area.

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Section 2 Community Context

In 1950, Whitehorse was incorporated as a City and three years later was made the capital of the Yukon. Through the 1960s, 1970s, and 1980s, the population went up and down in following the boom-and-bust economy fed by mining and infrastructure projects. Although the 1980s and 1990s saw mining in the area slow, the population continued to climb and many of the key public buildings in Whitehorse were constructed such as Yukon College (which is now a university), the Yukon Arts Centre, the Beringia Centre, and the Mount McIntyre Recreation Centre.

In 1973, Elijah Smith and a delegation of Yukon Chiefs, including Dan Johnson of the Carcross/Tagish First Nation, went to Ottawa to meet with the Prime Minister of Canada. Armed only with their determination, courage, and the historic document, *Together Today For Our Children Tomorrow*, they were able to convince the federal government to begin a negotiation process for a modern-day treaty, the first in Canada.

Negotiations took most of the next 20 years; in 1990, the Umbrella Final Agreement was signed, and by November 1991, a model agreement for self-government was reached, and negotiations began with four of the Yukon First Nations to settle Final Agreements which would allocate lands and settlements dollars, and other matters. Work also began on a model self-government agreement. By 1992, self-government negotiations with the first four Yukon First Nations concluded and two bills were passed in the Yukon legislature to enact the agreements. Negotiations continued with the territory's other First Nations and the Ta'an Kwäch'än Council signed its agreements in 2002 and the Kwanlin Dün First Nation signed in 2005.

Since 2000, a steady population growth has led to the addition of many new neighbourhoods throughout Whitehorse and an increased density in the Downtown. The completion of the Canada Games Centre, the expansion of Whitehorse's excellent trail network, and enhanced access to a range of recreational and cultural opportunities have all increased the local quality of life for residents. The more recent redevelopment of the Downtown's Riverfront has also made a big impact on the community. The addition of Shipyards Park, Rotary Park, the Riverfront trail, Kwanlin Dün Cultural Centre, upgrades to McBride Museum, and the additional of many other new buildings has encouraged locals and visitors to gather along the Yukon River once again.



Photo: City of Whitehorse

2.2 Population Overview

In the annual population report for 2021 published by the Yukon Bureau of Statistics, the population of Whitehorse was recorded at 30,081 residents¹; this number represents approximately 70% of Yukon's population. It is likely that so many Yukoners choose to reside within the municipal boundary of the City of Whitehorse to be near the concentration of jobs, educational opportunities, health care and personal services, retail options, and recreation and leisure activities. As shown in Figure 1 Whitehorse and Other Yukon Population, Census Years 1961 - 2021, Whitehorse has grown consistently over the past several decades and has added approximately 500 residents and 215 homes per year between 2011 - 2020².

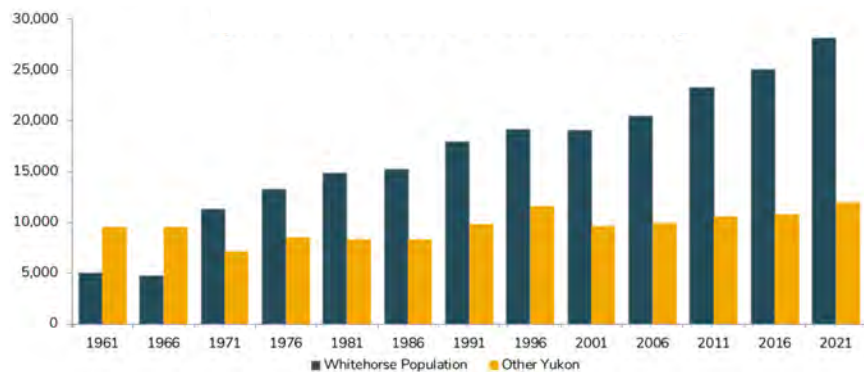


Figure 2 Whitehorse and Other Yukon Population, Census Years 1961 - 2021

2.2.1 DEMOGRAPHICS

While Whitehorse's population is growing, analysis of the population pyramid, shown in Figure 2 Population Pyramid, Whitehorse and Area, Q3 2021, indicates an aging population; which is also seen across Yukon's population. It

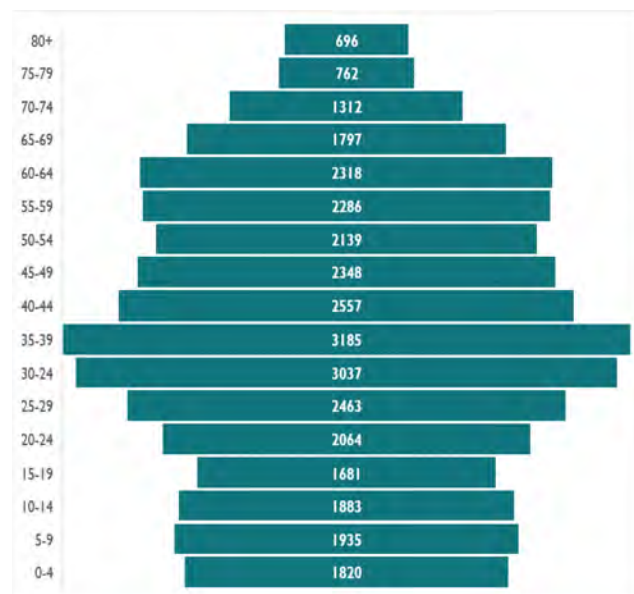


Figure 1 Population Pyramid, Whitehorse and Area, Q3 2021

¹ Yukon Bureau of Statistics, *Population Report: Q2 2021*.

² Accommodating Future Residential Demand in Whitehorse. Planning and Sustainability Services, City of Whitehorse. August 2021.

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is estimated by the Yukon Bureau of Statistics that by 2040, the 65 year and older demographic will represent 21% of Yukon's total population, compared to 13% in 2018³. To adequately accommodate the needs of residents into the future, it is important for the City to plan for all ages, especially seniors, as well as identify opportunities to attract or retain younger residents.

Whitehorse has an increasingly diverse population. In addition to members of the two local First Nations, Whitehorse is also home to citizens of other First Nations, Métis, and Inuit people. The Yukon Bureau of Statistics estimated the Indigenous population in the Yukon was 9,546 in 2021; of this total, 5,582 (58%) resided in the Whitehorse area which accounted for over 16% of the Whitehorse area's population⁴. Whitehorse is also home to growing numbers of francophone, south-east Asian, and other peoples. This diversity brings with it new ideas, traditions and perspectives and is a source of pride for the community.

2.2.2 POPULATION PROJECTIONS

The Yukon Bureau of Statistics maintains population projections for both the Yukon and Whitehorse. The projections consist of four scenarios: Low, Medium and High Growth, as well as a "Preferred Projection", which combines the Medium Growth scenario with an additional set of information including economic considerations. Although reliability of the projections decrease with time and population projections cannot be known with certainty, Yukon Bureau of Statistic's "Preferred Projection" is the best available information to use when planning for the lifespan of this OCP.

As described in the *Yukon Bureau of Statistic's 2018 Population Projections* report, the preferred projection for the City of Whitehorse would see the population reach 40,600 in 2040 which would represent 73.1% of the estimated Yukon population⁵. This projection is shown graphically on Figure 3 Recorded and Preferred Population Projection, Whitehorse, 2011-2040 and has been used to determine projected needs for residential, commercial, and industrial lands; as described in Section 2.4 Accommodating Growth.

³ Yukon Bureau of Statistics, *Population Projections 2018*, 2018.

⁴ Yukon Bureau of Statistics, *Population Report: Q2 2021*.

⁵ Yukon Bureau of Statistics, *Population Projections 2018-2040*, 2019.

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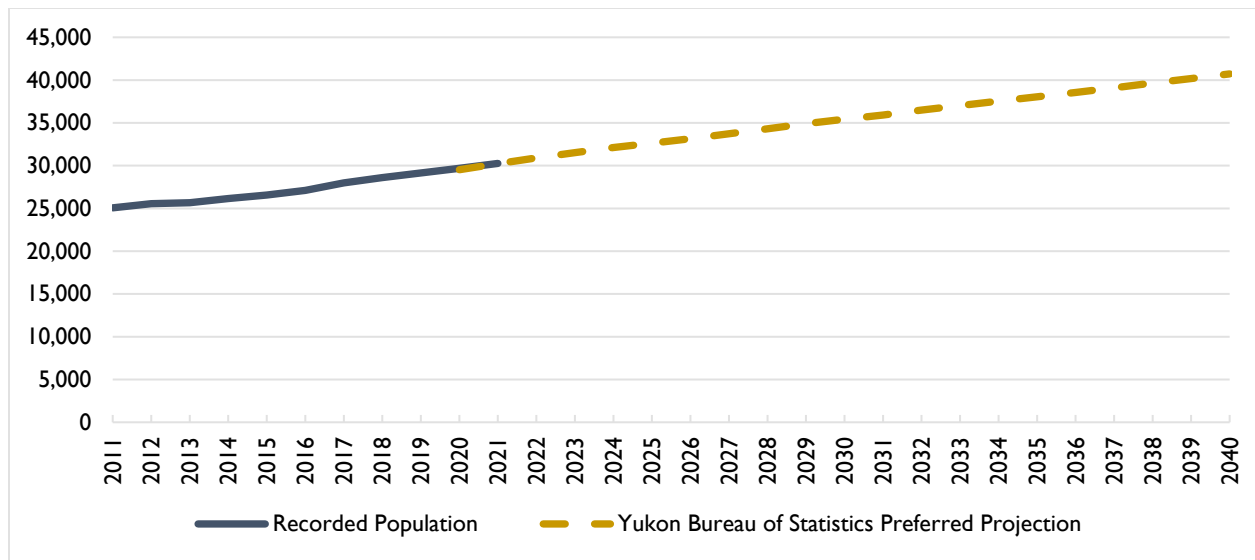


Figure 3 Recorded and Preferred Population Projection, Whitehorse, 2011-2040



Photo: Stantec Architecture Ltd.

2.3 Economy and Activities

Whitehorse is the service centre for the Yukon, the south-east Alaskan communities of Haines and Skagway, and Atlin British Columbia; it is also a hub for many visitors of the Yukon, most of whom arrive during the summer months.

2.3.1 EMPLOYMENT

With four types of government operating within Whitehorse (federal, territorial, municipal and First Nations), the largest economic sector for Whitehorse employment is public administration. Tourism is also a significant driver of Yukon's economy, with the retail and accommodation sectors both strong and growing. The health care and construction sectors are also major employers. The top three contributors to Yukon GDP by industry in 2020 were: public administration; real estate and rental leasing; and mining and quarrying⁶.

Yukon's unemployment rate has been very low for the past decade ranging from 3.6% in 2011 to 3.3% in 2022, half of the national average.^{7,8} The low rate of unemployment in the Yukon is reflective of the strong economy, but also indicates a growing labour shortage. In 2021, Whitehorse experienced a high participation rate with 73.9% of its working-age population in the labour force.

2.3.2 EMERGING SECTORS

Emerging economic sectors and opportunities for Whitehorse include innovation, technology, professional and business services. In addition, the health and education sectors are also projecting new growth as the local population ages and international students, life-long learning and continuing education programs progressively expand at Yukon University.

Resource-based enterprises, mainly Yukon's mining industry, continue to dominate the light and heavy industry sector with Whitehorse shop-based industrial mechanical businesses providing primary service support. This sector may continue to grow as new projects are expected to come on stream in the future.

⁶ Yukon Bureau of Statistics, *GDP by Industry (at basic prices) 2020, 2021*.

⁷ Yukon Bureau of Statistics, *Yukon Employment Historical Data, 2011-2020, 2021*.

⁸ Yukon Bureau of Statistics, *Yukon Employment, January 2022, 2022*.

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Future economic success in Whitehorse will be built on a diverse economy, positioning the city as a welcoming and attractive location for investment, leveraging natural and cultural resources as strategic assets, and attracting visitors and residents by promoting Whitehorse as the best place to live, work and play.

2.3.3 SPORTS AND RECREATION

A cornerstone of the Whitehorse lifestyle is sports and outdoor recreation; there are more than 850 kilometers of mapped trails within the municipality. While the community has a variety of sport fields, golf courses, parks, and other amenities; the year-round hub of sports and recreation activities is the Canada Games Centre which houses two ice rinks, a state-of-the art fitness centre, aquatic centre, gymnasium, indoor running track, and soccer field. Complementing the indoor recreation of the Canada Games Centre is the Mount McIntyre Recreation Centre, located right next door, which is a world-class facility with over 75 kilometers of groomed cross-country ski trails. Nearby Mount Sima has evolved from a small community ski hill to a four-season attraction with mountain biking in the summer and downhill skiing, snowboarding and ice climbing facility in the winter.

Whitehorse has become an eco-adventure destination renowned for its access to wilderness. Local eco-tourism companies cater to adventurous clients from around the world with a wide range of excursions into the vast Yukon wilderness. Dog sledding, canoeing, kayaking, whitewater rafting, fishing, mountain biking, and backcountry hiking and skiing are all world class attractions.

2.3.4 ARTS, CULTURE, AND TOURISM

Whitehorse is an active and colourful city with an arts and culture scene that is above all expectations of a small northern city. Highlighting a rich northern character, Whitehorse boasts many festivals and events throughout the year.

Whitehorse has numerous galleries, public buildings, and even coffee shops that house installations and local artisan creations. Whitehorse's local music scene can also be enjoyed year-round with live performances hosted in restaurants, bars, coffee shops, the Arts Centre, Old Fire Hall, or outdoor venues.

As a hub for Yukon activity and tourism, Whitehorse welcomes hundreds of thousands of visitors each year. In 2018, the Canadian Tourism Research Institute estimated that approximately 323,000 persons visited the Yukon for an overnight stay; many of whom would have visited Whitehorse⁹.

2.3.5 IMPACTS OF COVID-19

Preparing a long-term plan during a time when the City and its residents are experiencing the impacts of COVID-19 presents many challenges. While initially the Yukon was hit with economic losses in the commercial, industrial, and cultural sectors, there were also other impacts that have continued to linger such as significant delays in the supply network. These delays have increased the price of goods,

⁹ Government of Yukon, *Tourism Yukon 2018 Year-End Report*, 2019.

Part A Background

Section 2 Community Context

particularly inflating construction costs which has resulted in rising land and building values. These impacts are also influenced by the consistent inter-annual growth in population and retail-commercial development which has outpaced the supply of land, residential, and commercial buildings. While the full effects of the COVID-19 pandemic will not be understood for years to come, the City will continue to work to understand and adapt to this new planning context.



Photo: City of Whitehorse

2.4 Accommodating Growth

2.4.1 RESIDENTIAL LAND

PAST GROWTH

The population and developed footprint of Whitehorse has grown substantially since 2010 when the last OCP was completed. At that time, it was thought that most growth would occur in Whistle Bend with minimal additional growth throughout the other urban areas; however, a review of development permits for the 2012-2020 period shows that while Whistle Bend had the largest number of new residential units over that timeframe, it represented less than 40% of the new units in Whitehorse¹⁰. As shown in Figure 4 Dwelling Units by Neighbourhood and Type, Whitehorse, 2012-2020, there were also many new dwelling units developed in the Downtown, in the form of multiple housing units.

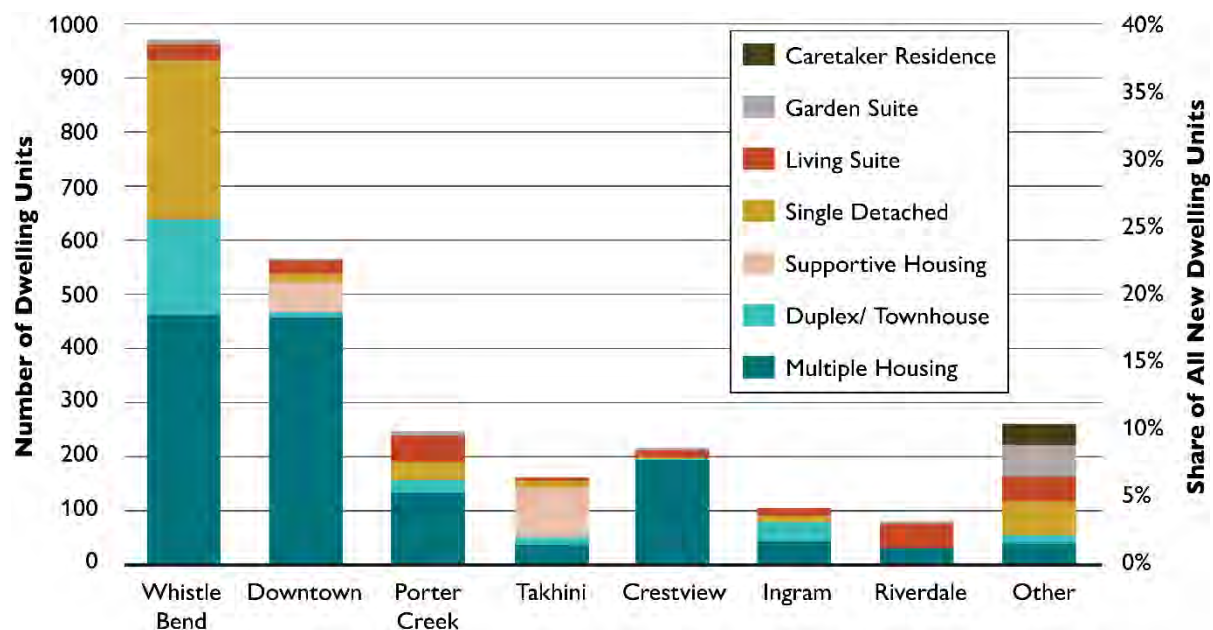


Figure 4 Dwelling Units by Neighbourhood and Type, Whitehorse, 2012-2020

¹⁰ City of Whitehorse Planning and Sustainability Services, *Accommodating Future Residential Demand in Whitehorse*, August 2021.

EXISTING AND PROJECTED DEMAND

Even though the housing stock is growing steadily, Whitehorse is facing significant challenges when it comes to providing adequate, affordable housing. There remains a lack of available housing options to provide suitable homes for all households which vary in size, income level, mobility, and preference. To that end, the City must continue to support the development of dwelling units across the housing continuum to ensure that current and future housing demands are met.

The City has some influence on housing demand through planning and bylaws, however, other factors such as mortgage rates and inflation are out of the City's control. As described in Table 1 Factors Affecting Housing Demand in Whitehorse, 2018, several factors influence housing demand in Whitehorse, each in a different way.

Table 1 Factors Affecting Housing Demand in Whitehorse, 2018 ¹¹

Factor	Influence
Age Distribution	As the size of the home age buying population cohort increases, housing demand will also increase.
Average Household Income	As average household incomes increase, housing demand will also increase.
Average Household Size	As the number of persons per dwelling decreases, housing demand will increase.
Home Ownership Rate	As the rate of homeownership increases (more homeowners and fewer renters), housing demand will also increase.
Housing Affordability	As housing becomes less affordable (the possible result of changes in a variety of factors), housing demand will decrease.
Housing Prices	As housing prices increase, housing demand will decrease.
Mobility	As mobility rates decline (the population is more stable), housing demand is more likely to increase.
Mortgage Rates	As mortgage (interest) rates increase, housing demand will decrease.
Population Growth	If the size of the home age buying population cohort increases, housing demand will also increase.

¹¹ Vector Research, *Demographic and Economic Analysis of Housing Demand - 2018 Update*, "Table 3 Factors Affecting Housing Demand in Whitehorse", September 2018.

Part A Background

Section 2 Community Context

Using Whitehorse's estimated average household size, preferred population projection, and adding contingencies and additional units to account for other factors; a residential demand study was prepared to determine how many new dwelling units would be required to accommodate Whitehorse's population growth. The estimate was based on the best information currently available and considers:

- a 25% **contingency** for population fluctuations between 2020-2030;
- an **unoccupied unit rate** that considers 5% of dwellings, as indicated in the 2016 Census findings for Whitehorse, are not occupied; and
- the existing **supply lag**, which is the shortfall between units needed based on population growth versus actual units built based on housing completion data from Canadian Mortgage and Housing Corporation.

As concluded in the residential demand study, it was predicted that there would be a need for 6,150 additional dwelling units by 2040¹².

IMPLICATIONS

To accommodate the new dwellings units needed to house Whitehorse's anticipated population growth by 2040, the City has developed a growth strategy that includes both encouraging development within existing neighbourhoods and planning new greenfield new neighbourhoods. This strategy is illustrated in Figure 6 Capacity to Accommodate Residential Growth. As shown in Figure 6 Capacity to Accommodate Residential Growth, it is estimated that the Urban Containment Boundary, excluding the South Growth Area, (as further described in Section 8 Community Growth) has the capacity to accommodate the city's projected high growth requirement to 2040.

Average Household Size

Across Canada, the average number of people living together in a home (i.e., average household size) has been steadily decreasing for a variety of factors, including families having fewer children, and more single-parent families and the rise of single-person households. The average household size in Canada and in Whitehorse is currently 2.4 people per household, down from 2.9 in 1981. Based on the Yukon Bureau of Statistics estimates, the average household size in Whitehorse will further reduce to 2.35 people per household by 2040.



Figure 5 Average Household Size Comparison

While this decrease may not seem large, from a housing perspective it means that even if the population does not grow, more dwelling units will be required.

¹² City of Whitehorse Planning and Sustainability Services, *Accommodating Future Residential Demand in Whitehorse*, August 2021.

Part A Background

Section 2 Community Context

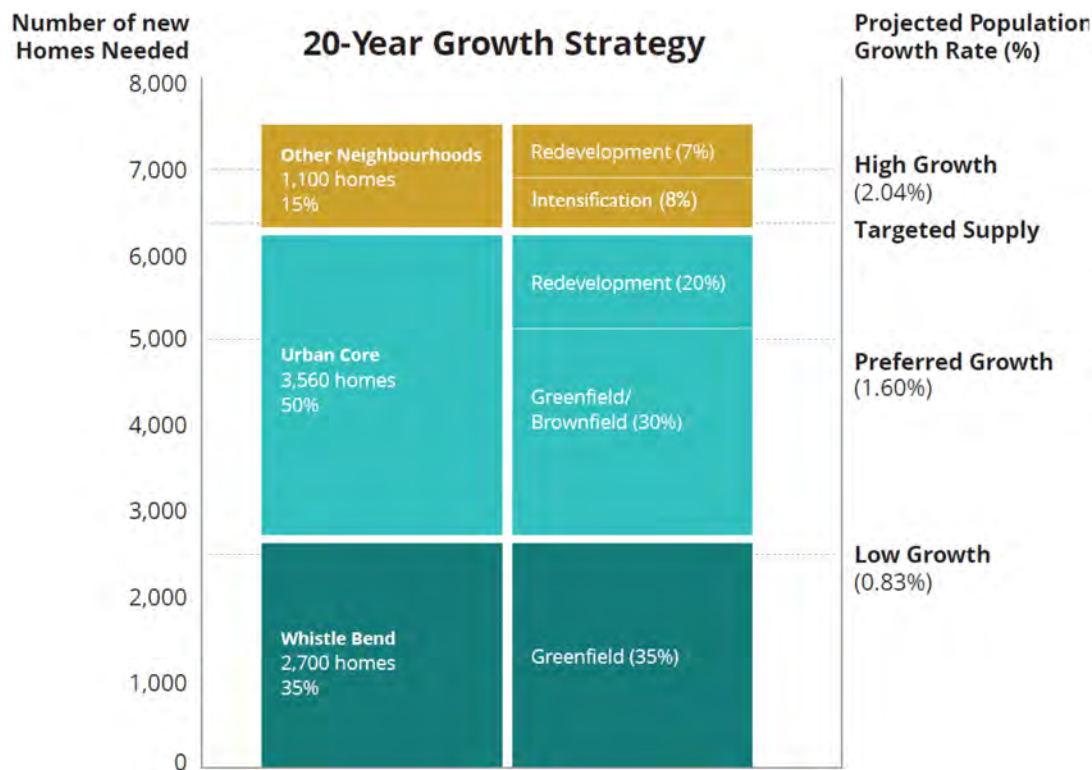


Figure 6 Capacity to Accommodate Residential Growth

As the largest source of new residential development, Whistle Bend was originally envisioned to house approximately 8,000 residents through 3,500 units; however, its area was expanded in 2020 to allow for an additional 1,400 units, which is approximately 3,200 residents. As of 2020, the undeveloped portions of Whistle Bend represented approximately 2,700 of its total 4,900 units making Whistle Bend roughly 55% developed from a residential stance.

To mitigate the risks associated with development within existing neighbourhoods not moving forward, and in preparation for this OCP, the City and the Government of Yukon commissioned pre-feasibility studies to explore greenfield areas. Studies were completed for two potential greenfield development options: one located south of Copper Ridge (South Growth Area), the other in the Long Lake area (North Growth Area) as shown on Map 2 Urban Growth Areas. The studies found that both areas are suitable for compact urban-style residential development and could provide between 7,000 and 8,500 units depending on the density and style of development. Although both growth areas are suitable for residential development, the North Growth Area and South Growth Area each have unique development considerations that would need to be addressed. For example, investment in a second bridge across the Yukon River is a necessary precursor to development of the North Growth Area, while the presence of near surface bedrock in the South Growth Area increases development costs and servicing complexity.

Part A Background

Section 2 Community Context

Policy direction regarding the future of residential development in Whitehorse is further described in Section 8 Community Growth.

2.4.2 COMMERCIAL AND INDUSTRIAL LANDS

A healthy local economy relies on the availability of a suitable mix of employment lands to support growth in key business sectors and related employment levels and local spending. Commercial and industrial lands that support economic activities and land uses not traditionally sited within downtown areas are a vital part of this mix. To provide guidance regarding the demand for new commercial and industrial lands within the city, a *Commercial Industrial Land Study* was prepared in 2020.

EXISTING AND PROJECTED DEMAND

As outlined in the Study, commercial and industrial lands in Whitehorse are distributed through the community, primarily along the Alaska Highway, with future demand for additional lands dictated by economic conditions. At the time of the study, approximately 973 ha and 462 ha of land within the municipal boundary were designated for industrial and mixed-use industrial/ commercial use respectively; with few exceptions, these lands were unserviced. Although difficult to pinpoint, it was understood through property owners and business operators that land availability and affordability, and high costs of retrofitting existing properties for the needs of new businesses were all critical challenges facing the sector. Using the overarching assumptions that future economic growth (or decline) in sectors requiring commercial and industrial lands will be consistent with the 2008-2018 timeframe, an estimated 87 hectares of additional Industrial land, and 32 hectares of additional Industrial/ Commercial land will be required by 2040¹³.

IMPLICATIONS

Based on the findings of the *Commercial Industrial Land Study*, there are multiple options to meet the anticipated demand for more industrial and commercial lands including Intensification Development, Brownfield Redevelopment, planned lot enlargements, and Greenfield Development of new areas. In alignment with the recommendations of the Study, policies have been included in the OCP to encourage the development of all types of commercial and industrial uses such as those on serviced lands within the Urban Containment Boundary as well as those on unserviced lands or those that may cause nuisance to surrounding areas. Existing quarry areas have also been considered for their future redevelopment potential. In addition to steps taken in the OCP to address demand for commercial and industrial lands, additional efforts will be required outside of this OCP process through modifications to the City's land development process and other incentives. More information about commercial and industrial uses is provided in Section 14 Land Use Designations.

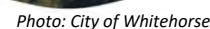
¹³ Groundswell Planning, *City of Whitehorse Commercial and Industrial Land Study*, 2020.

2.4.3 LAND DEVELOPMENT CONTEXT

The Government of Yukon owns most of the undeveloped land within the Whitehorse municipal boundaries and historically has been the main land developer. The City and the Government of Yukon work as partners when developing new areas. In recent years, the City has taken responsibility for planning new neighbourhoods and approving applications, and the Government of Yukon has led the detailed design and construction of new infrastructure. The Government of Yukon also leads the land release process, which in the case of residential development has been through lottery sales to the public. After construction, new infrastructure becomes a municipal asset and ongoing maintenance is the responsibility of the City. The planning and development of the Whistle Bend neighbourhood was completed using this model.

Although land development in Whitehorse has typically followed a very similar pattern to that described above, the land development landscape is gradually changing. For example, both Ta'an Kwäch'än Council and Kwanlin Dün First Nation have significant land holdings within the City boundary and have expressed interest in developing some of this land for residential use by both their citizens and the public. In addition, interest in private sector land development is also growing (i.e., development on lands not held by any level of government) which could have many benefits to the community including helping to meet increased housing demand, providing a range of different housing options, and supporting a competitive development environment. As a long-standing player in the development sector, the City would like to continue supporting growth in the industry.

Part B Policy Direction



This vision describes the community's aspirations for the preferred future of Whitehorse. The ideas for the vision and principles, as listed below, were created as an outcome of information gathered during the community engagement in Phase 1 and 2 of the OCP process, and through engagement with Council. Values expressed by the community are illustrated in Figure 7 Values Expressed by the Community.

The vision is intended to provide direction for the plan including its goals, policies, and subsequent decision-making.

Whitehorse in 2040 is a vibrant capital city. The city is an inclusive, innovative, entrepreneurial, authentic, and resourceful northern community. The growing community is diverse, liveable, and affordable. Whitehorse residents and visitors enjoy access to the land, some of the cleanest air in the country, and opportunities to gather for local, national, and international events.

The City of Whitehorse is committed to being home to a healthy community with equitable access to a range of economic opportunities, housing types, mobility options; and a vibrant social and cultural scene which continues to strengthen the community's social fabric. The City's leadership is recognized across the country for its meaningful and continued efforts towards reconciliation with First Nations, its actions to adapt and mitigate to climate change, and its sustainable growth. The City remains committed to sustainable development and planning for future generations.



Figure 7 Values Expressed by the Community

3.2 PRINCIPLES

The following principles reflect shared values expressed by the community and are intended to be considered when making decisions.

INCLUSIVE CITY	Community wellbeing is valued with consideration given to how decision-making can improve the lives of all residents, especially marginalized and vulnerable populations. The City is responsive to the needs of all residents, respecting the diversity of Whitehorse's population.
EQUITABLE CITY	The City acknowledges and removes systemic barriers and biases to enable all residents' equal opportunities to enjoy the community. City services, programs, policies, and advocacy help ensure that every resident's basic needs are met.
COMPLETE CITY	Whitehorse provides access to a range of residential, economic, social, cultural, and recreational opportunities.
GROUNDED CITY	The City is grateful for the ongoing contribution that First Nations people make to the wellbeing of the community and the decision-making is supported by various ways of knowing, including by traditional and modern indigenous knowledge.
SUSTAINABLE CITY	Whitehorse is a modern wilderness city with continued world-class access to natural, open spaces. The City's services, policies, and programs support sustainable community development and make it a leader in climate mitigation and adaptation.
ENGAGED CITY	Whitehorse residents are meaningfully engaged in City decision-making and their contributions are valued.



4 Community Well-Being

OVERVIEW

Over 30,000 residents are proud to call Whitehorse home. To prioritize and enhance community well-being, the City will need to advance community equity and inclusion by understanding the diversity of its residents; showcasing and celebrating this diversity; and providing a range of opportunities that support health, safety, and prosperity.

The diversity of Whitehorse's population is increasing. Whitehorse is now home to residents from many cultural backgrounds. Immigrant populations continue to make valuable contributions to the community. The Tagish Kwan and Southern Tutchone people have lived along the Yukon River and in present-day Whitehorse for millennia. First Nations people have made significant contributions to the heritage and social, cultural, spiritual, and economic wealth of the community and represent approximately 16% of the population. Both residents and visitors value the community's increasingly diverse population and cultural landscape.

In acknowledgement of Indigenous Peoples across Canada, the Yukon, and in Whitehorse, the City is committed to advancing the goals of Truth and Reconciliation. In 2016, the City released an action plan titled *Moving Forward Together*, that addresses several of the Truth and Reconciliation Committee's 94 Calls to Action. To advance these commitments further and continue to strengthen relationships with local First Nation governments, the City signed a *Declaration of Commitment* with Kwanlin Dün First Nation and Ta'an Kwäch'än Council in 2018. The City has also formally committed to act alongside other Yukoners in implementing the policies outlined in *Changing the Story to Upholding Dignity and Justice: Yukon's MMIWG2S+ Strategy*. This is a report intended to end violence against all Indigenous people in the Yukon and increase economic independence of Indigenous women, girls, and Two-spirit+ people, while coordinating efforts between governments and increasing public awareness. By making these

Equity

The removal of systemic barriers and biases enabling all individuals to have equal opportunity to access and benefit from programs or services.

Diversity

Differences in race, skin colour, place of origin, religious viewpoint, immigrant or newcomer status, ethnic origin, language, ability, mobility, sex, sexual orientation, gender identity, gender expression, age, or income level.

Inclusion

The practice of ensuring that all individuals are valued and respected for their contributions and are equally supported.

Part B Policy Direction

Section 4 Community Well-Being

commitments, the City intends to help all residents foster new relationships, heal from the past, and move forward with shared understanding and respect.

As an inclusive community, all residents have an important role to play in local decision-making by providing their ideas and feedback to Council. It is important to the City that municipal decision-making processes are open, transparent, and fair. All community members should have the information they need to understand and provide input on the decisions that will impact them.

GOALS

- | | | | |
|-------|--|-------|---|
| 4.(a) | All residents feel safe, welcome, and valued. | 4.(e) | Truth and Reconciliation is used to advance community health and healing. |
| 4.(b) | Vulnerable and marginalized members of the community are respected and supported. | 4.(f) | Community members are informed and meaningfully participate in civic affairs. |
| 4.(c) | Yukon First Nations' contributions to Whitehorse's heritage, social, spiritual, and economic wealth are recognized and celebrated. | 4.(g) | Residents participate in healthy, active lifestyles. |
| 4.(d) | Relationships between the City of Whitehorse, Kwanlin Dün First Nation, and the Ta'an Kwäch'än Council are strengthened. | | |

POLICIES

TRUTH AND RECONCILIATION

- 4.1 The City is committed to collaborating with Ta'an Kwäch'än Council, Kwanlin Dün First Nation and other governments to advance reconciliation.
- 4.2 The City will act in accordance with its role and responsibility as outlined in *The Kwanlin Dün First Nation Self-Government Agreement*, and *The Ta'an Kwäch'än Council Self-Government Agreement*.
- 4.3 The City will continue to address the Truth and Reconciliation's 94 Calls to Action.

EQUITY AND INCLUSION

- 4.4 The City will incorporate the diversity of residents during short and long-term planning for the delivery of programs and services.

Part B Policy Direction

Section 4 Community Well-Being

4.5 In areas within its mandate, the City will promote diversity and quality of life in the City workforce.

4.6 The City will advance initiatives that improve accessibility throughout the community.

4.7 Community-based approaches to ending and preventing homelessness will be encouraged.

4.8 Economic activities, as described in Section 11 Economy, will be recognized as important means of enhancing the wellbeing of residents and achieving the goals of this section.

Accessibility

Giving equitable access to everyone along the continuum of human ability and experience. Accessibility holds a broad meaning and refers to how each person's characteristics, abilities, and preferences are considered.

CIVIC ENGAGEMENT

4.9 Community needs, preferences, and feedback will be considered during decision-making and when planning for municipal services, programs, facilities.

4.10 The City will use plain language in communication materials.

4.11 The City will continue using a variety of communication tools and/ or platforms to reach as many residents as possible.



Photo: Amanda Haeusler



5 Heritage, Arts, and Culture

OVERVIEW

Whitehorse is a vibrant northern community; the First Nations history and culture of this place and connections to the environment are integral to who we are today and will guide the community's future. Prominent mountains within the City Boundary include Mount McIntyre, Canyon 'Grey' Mountain, and Golden Horn Mountain. In addition, Whitehorse's trail inventory is estimated to include 850 km of mapped trails and will include five regional parks: Chadburn Lake Park, McIntyre Creek Park, Wolf Creek Park, McLean Lake Park, and Paddy's Pond/ Ice Lake Park. Together, these Regional Parks represent over 30% of the total area of the City.

Collectively, the wide range of outdoor amenities in Whitehorse contribute to the City's reputation as a livable, attractive, and healthy place. Residents value the preservation of natural areas and parks for future generations. To reflect local values, policies have been created in this section, and in Section 6 Climate Action and Section 7 Protection of the Environment that are intended to protect the land, water, and air and provide opportunities for residents to enjoy the outdoors for spiritual, traditional, and recreational activities.

Whitehorse has also been strongly influenced by its post-contact history including the Klondike Gold Rush, local discovery of copper, construction of the Alaska Highway, and the community's role as a territorial hub. Rooted in the community's historical ties to adventure and entrepreneurial spirit, Whitehorse is home to many creative people. The arts, culture, and sport communities of Whitehorse contribute to showcasing identity through displays of public art, local galleries and artisanal shops, community activities and festivals, and programming of all types. These efforts enhance the community well-being, quality of life, and local economy.

While there are many heritage buildings, trails, and natural areas throughout the city that showcase and preserve Whitehorse's history; there are also opportunities to further tell a range of stories that bring the community's history alive and recognize Whitehorse's multi-faceted heritage. Collaborating with First Nations and other cultural groups to celebrate the diversity of Whitehorse residents will strengthen the community and promote inclusion.

Part B Policy Direction

Section 5 Heritage, Arts, and Culture

GOALS

- | | | | |
|-------|---|-------|---|
| 5.(a) | The built environment and public realm (i.e., publicly owned and enjoyed areas such as streets and parks) contribute to Whitehorse's unique sense of place. | 5.(e) | The community's ongoing connection to the Yukon River and the land is acknowledged and supported. |
| 5.(b) | The diverse cultural backgrounds of citizens are celebrated. | 5.(f) | The collective understanding of the community's history is enhanced. |
| 5.(c) | First Nations culture, history, traditional activities, language, and connection to the land are integrated into aspects of community life. | 5.(g) | Parks and open spaces are enjoyed for generations to come. |
| 5.(d) | Heritage is promoted and celebrated throughout Whitehorse. | 5.(h) | Public spaces provide an opportunity to showcase art and culture. |

POLICIES

HERITAGE MANAGEMENT

- 5.1 The City will recognize the significance of Heritage Resources as included on the Whitehorse Heritage Registry.
- 5.2 Preservation and enhancement of buildings designated as Heritage Resources will be encouraged through the protection of the significance architectural character elements, as guided by the *Heritage Resources Act* and the Heritage Bylaw.
- 5.3 The City will encourage active use of heritage buildings.
- 5.4 The City will consider First Nations' traditional areas and activities in its planning processes.

ARTS AND CULTURE

- 5.5 The City will encourage a variety of arts and cultural activities throughout the community.
- 5.6 Public art will be encouraged to showcase local history, and residents' diverse cultures, in locations that are accessible by all residents and visitors.
- 5.7 The City will support opportunities for residents to participate in, and learn more about, the community's diverse culture and heritage.
- 5.8 The City will consider opportunities for arts and culture programming when designing and improving public spaces.

CONNECTION TO THE ENVIRONMENT

- 5.9 Planning efforts along the Riverfront will be coordinated to recognize the Yukon River's special importance for Whitehorse residents and the Ta'an Kwäch'än Council and Kwanlin Dün First Nation.
- 5.10 Regional Parks, as shown conceptually on Map 1 Natural Features and Conceptual Parks, will be managed, and enhanced to maintain the integrity of the natural and heritage features within them and promote healthy lifestyles through physical activity and connectivity to the land.
- 5.11 The City will formally establish the Regional Parks as shown in Map 1 Natural Features and Conceptual Parks through the creation of comprehensive management plans and cooperation with stewards, user groups, interested residents, and other governments. During the completion of each management plan, the boundaries of the parks will be determined, along with the vision for the park which will set a desired level of protection and outline suitable activities to be undertaken within them.
- 5.12 The City will complete a comprehensive management plan for McIntyre Creek Park next, with other parks to follow.
- 5.1.12.1 An area previously referred to as Porter Creek D, surrounding McIntyre Creek is included in the conceptual McIntyre Creek Regional Park.
- 5.1.12.2 The City will engage with the Government of Yukon, affected First Nations, and Yukon University to establish McIntyre Creek Park, building on the conceptual park referenced in the 2010 OCP. This Park may include a transportation corridor connecting Mountainview Drive to the Kopper King area. The development of a transportation corridor will be based on, among other things the results of relevant studies
- 5.13 Prior to their reclamation, the City will consider the possible inclusion of existing linear disturbance corridors (such as old railroads, access roads and utility alignments) as additions into the trail network for the protection of valuable mobility corridors, or the recognition of heritage areas.
- 5.14 Development that enhances opportunities to enjoy Whitehorse's natural areas, including trails or other infrastructure, will be encouraged.
- 5.15 The City will continue to maintain and enhance a diverse trail network that accommodates a range of users.
- 5.16 The City will explore opportunities to enhance winter experiences and showcase Whitehorse's winter story through design, community events, and economic activities.



Photo: City of Whitehorse



6 Climate Action

OVERVIEW

It is clear from weather data going back to the 1940s that the climate has been changing in Whitehorse. Temperatures have been warming, especially in winters, spring break-up has been arriving earlier, freeze-up has been occurring later, and the number of frost-free days has been increasing. Yukon has been experiencing the most significant warming in Canada and some of the highest rates of warming in the world, and this change is projected to continue with warming temperatures and shifting precipitation. As a recognition of the urgency of this issue and that even modest changes will have complex side effects, the City declared a Climate Emergency in 2019.

As described in the *Whitehorse Climate Adaptation Plan*, it is evident that climate change will affect Whitehorse and while some opportunities will emerge from climate change, most of the consequences will be negative; as such, the community must prepare to address – and therefore plan for – future challenges. To be prepared to respond to natural and human-made disasters, protect human life, absorb economic, environmental, and social impacts, the City must act around mitigation, adaptation, and resiliency. Recognizing risks, adequate planning, and emergency preparedness will increase the ability to continue living safely as changes occur. Community and land use planning are important mitigation tools for the City as these decisions influence where people live, work, travel, and gather. Buildings, infrastructure, and transportation are among the largest producers of greenhouse gases. By carefully designing how the community grows, operates, and moves we can reduce greenhouse gas emissions and help meet municipal, territorial, federal, and global emission reduction targets.

GOALS

- 6.(a) Demonstrate leadership and support the community in preparing for, and adapting to, climate change
- 6.(b) Achieve the City's greenhouse gas emission reduction targets.
- 6.(c) Reduce the negative impacts of climate change on the community.

POLICIES

OVERALL

- 6.1 Climate change impacts will be examined during relevant decision-making processes including land planning, community design projects, building permitting, asset management, and policy and bylaw reviews.
- 6.2 The City will continue to develop a monitoring program and reporting process that evaluates and reports on greenhouse gas emissions and sustainability performance in the community on an on-going basis through partnerships and collaboration with the Government of Yukon.

MITIGATION

- 6.3 Means of increasing the energy efficiency and reduction of greenhouse gas emissions of municipal assets will be pursued, where feasible (e.g., during building renovations, during fleet replacement).
- 6.4 Year-round active transportation, transit, and other sustainable forms of transportation will be advanced.
- 6.5 The City will prioritize feasible low-carbon energy sources when upgrading infrastructure.
- 6.6 Opportunities to enable local food production will be encouraged.
- 6.7 The City will advance the transition of the community to sustainable, low-carbon means of transportation through the design of the built environment. More information about these topics is provided in Section 8 Community Growth and Section 9 Transportation and Mobility. The City will also encourage the transition to a low carbon economy.

ADAPTATION AND RESILIENCY

- 6.8 Initiatives that reduce anticipated harms to the community caused by the impacts of climate change, will be pursued.
- 6.9 Initiatives that enhance the community's capacity to endure or respond during, and recover after, climatic events will be pursued.
- 6.10 When planning infrastructure, the City will consider anticipated climate change impacts, as guided by professional best practices and any reasonably available modeling or forecasting.

COMMUNITY EMPOWERMENT

- 6.11 Initiatives that enhance the community's understanding of sustainability and planning for the impacts of climate change will be encouraged.
- 6.12 The City will encourage residents and businesses to participate in greenhouse gas emission reduction efforts.
- 6.13 The City will provide opportunities for residents and businesses to minimize waste generation and divert waste from the City's landfill through means of reducing, reusing, repairing, recycling, and composting.
- 6.14 The City may develop new, and strengthen existing, education programs that promote sustainability. This may be accomplished through Parks and Recreation programming, grant giving processes, partnerships with other organizations, etc.

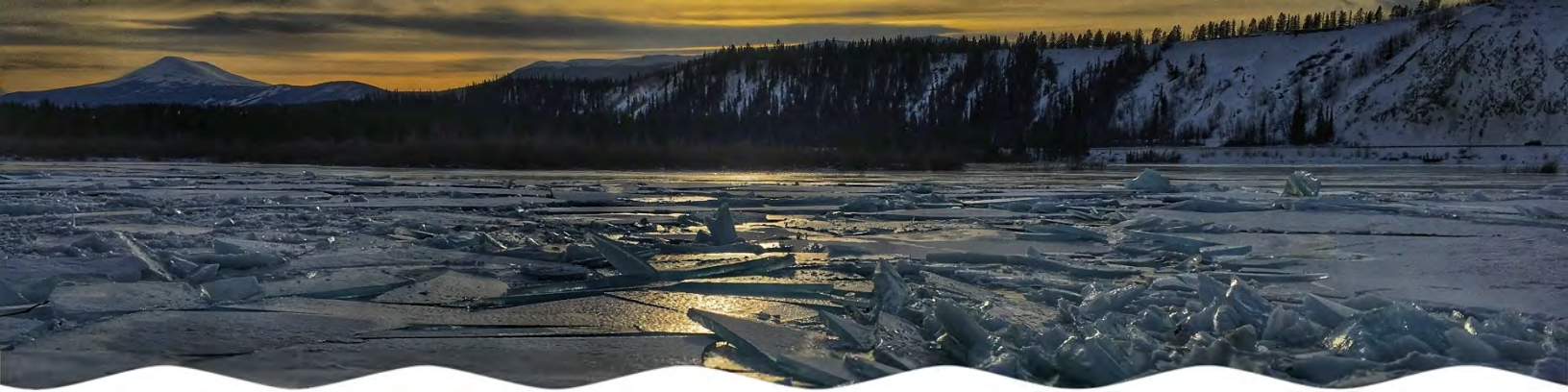


Photo: Jason Everitt



7 Protection of the Environment

OVERVIEW

Human health, and the health of local ecosystems rely on keeping the soil, air, and water clean. Protecting and enhancing the natural environment for its intrinsic value is important to supporting community well-being, respecting local culture, and addressing climate change. Intact natural spaces will preserve habitat areas and wildlife corridors while allowing people to feel the benefits of connecting with the land and being active outdoors, supporting ecological health (e.g., clean water, air, soil, climate stability, habitat protection), and providing economic benefits (e.g., recreational activities, tourism).

The protection of the ground and surface water is important to maintain water quality and quantity within City limits. Waterbodies, wetlands, and riparian areas help maintain the overall health of natural areas and habitat and support local biodiversity. Also, the most significant wildlife areas within City limits are found alongside wetlands, streams, lakes, and rivers.

Groundwater must also be protected to ensure safe drinking water. Since 2010, the City has obtained its municipal water only from the Riverdale Aquifer via a system of wells. Residents not connected to municipal water system also rely on groundwater wells.

GOALS

- | | | | |
|-------|---|-------|--|
| 7.(a) | Natural systems and environmentally sensitive areas are protected and enhanced. | 7.(c) | Wetlands are maintained and negative impacts are minimized. |
| 7.(b) | The quality of air, land, and water is protected and enhanced for current and future generations. | 7.(d) | Negative impacts of flooding are reduced. |
| | | 7.(e) | Natural assets are valued for the many benefits they provide to the community. |

POLICIES

ENVIRONMENTALLY SENSITIVE AREAS

- 7.1 Environmentally sensitive areas (e.g., water bodies, water courses, wetlands, high value habitat areas, wildlife corridors) will be preserved and protected from disturbance, unless there is a functional need for a use to cross or be in a particular area because it can only occur in that specific area. Environmentally sensitive areas are generally shown in Map 1 Natural Features and Conceptual Parks.
- 7.1.1.1 Natural area fragmentation will be limited to support wildlife and ecosystem health. When development is proposed, mitigative measures will be taken to ensure impact to ecosystems is kept to a minimum.
- 7.1.1.2 Any proposed development or activity that may negatively impact an environmentally sensitive area will be examined through comprehensive planning processes.
- 7.1.1.3 The City will encourage the restoration, and enhancement of environmentally sensitive areas.
- 7.2 Where a proposed development may have a negative impact on an environmentally sensitive area the City will work with the appropriate authority to ensure that protective measures and mitigations are implemented.

WETLANDS AND RIPARIAN AREAS

- 7.3 A 30-metre riparian setback (“Riparian Setback”) is established to protect riparian areas. Areas along both sides of all rivers, streams, lakes, and wetlands must be protected from development and remain in a natural condition along both sides of all rivers, streams, lakes, and wetlands, year-round or seasonal. The Riparian Setback will be measured from the ordinary high-water mark of the river, stream, lake, or wetland as illustrated on Figure 8 Illustration of Riparian Setback. Federal and territorial environmental guidelines, and applicable City bylaws, must be followed in all cases.

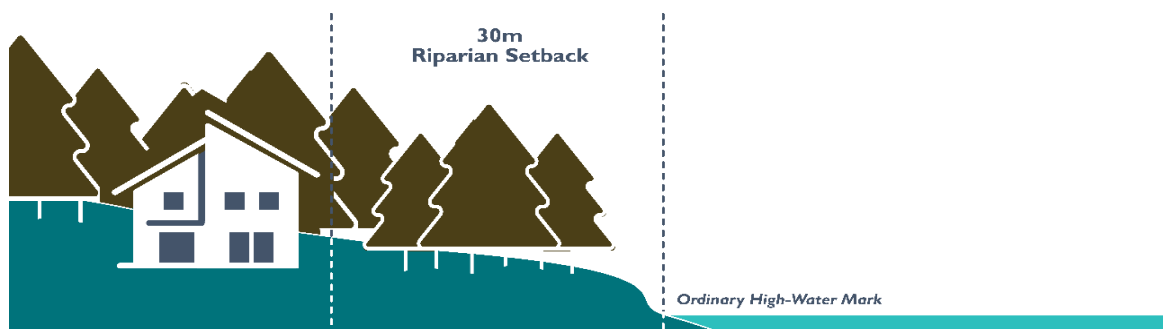


Figure 8 Illustration of Riparian Setback

Part B Policy Direction

Section 7 Protection of the Environment

- 7.4 The Riparian Setback may be increased for areas identified in environmental studies as having high capability for wildlife habitat or due to potential flood risks.
- 7.5 Exception to the City's Riparian Setback requirement will be reviewed and considered on a site-by-site basis:
- i. where steep banks contain the riparian area, the setback shall be applied from the top of bank;
 - ii. for businesses that utilize waterbody access as part of their business;
 - iii. for non-motorized trails; and
 - iv. where trail, utility, or road access for development is proposed to cross Riparian Setbacks.
- 7.6 Where encroachment within the Riparian Setback is required and permitted, it must be minimal, with impacts mitigated.
- 7.7 Within the Downtown Riverfront Area and the western shore of Schwatka Lake, the Riparian Setback may be reduced to accommodate heritage and tourism uses.
- 7.8 An environmental study prepared by a qualified professional may be required when considering any potential reduction of the Riparian Setback.
- 7.9 Any new development within 100 metres of the Yukon River, or any other area deemed at risk of flooding as determined by the City, will be subject to site-specific examination by a qualified professional to determine suitable setbacks beyond the required Riparian Setback.

SLOPES

- 7.10 A professional geotechnical assessment will be required for all construction on slopes in excess of 20%.
- 7.11 All development, including building, grading, and tree harvesting will be prohibited on slopes exceeding 30% for more than 10 horizontal meters unless otherwise authorized by the City Engineer.
- 7.12 All new development will be setback a minimum of 15 metres from the top/ bottom bank of any escarpment with a slope over 30%. The only exception is for trails and viewpoints, as illustrated on Figure 9 Illustration of Escarpment Setbacks.

Part B Policy Direction

Section 7 Protection of the Environment

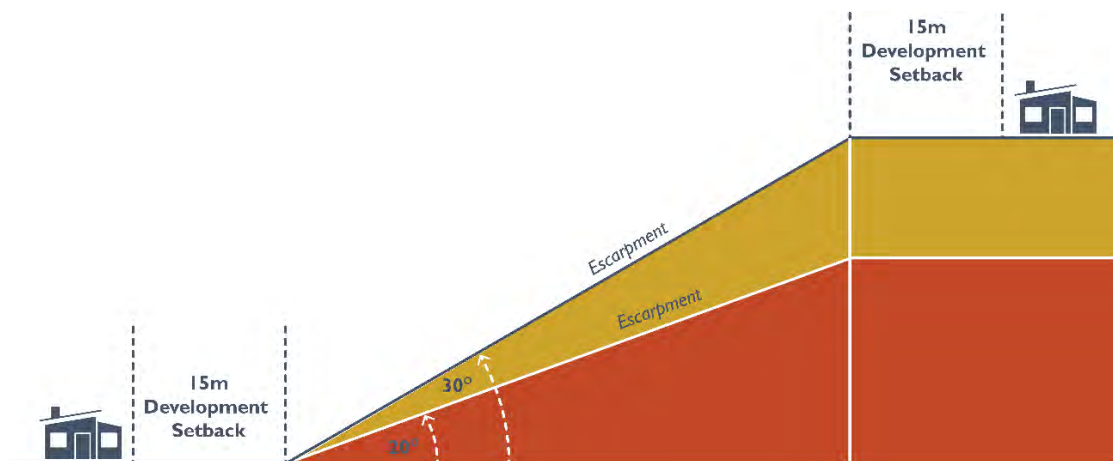


Figure 9 Illustration of Escarpment Setbacks

- 7.13 Professional geotechnical studies will be required for proposed developments within 15 metres of unstable slopes, as determined by the City, and steep slopes (i.e., slopes over 20%).

WATER PROTECTION

- 7.14 The City will ensure the efficient use and protection of the supply, quality, and quantity of municipal drinking water sources by using best practice methodologies and through the review of development applications near water sources.
- 7.15 The City will not support uses or activities that will have a significant negative impact on surface or groundwater water quality.
- 7.16 The City will continue to take steps to protect against groundwater pollution.
- 7.17 The City will require the use of stormwater management initiatives that prevent or reduce pollution of waterways and stormwater runoff duration, intensity, and volume to pre-development conditions.
- 7.18 To reduce the risk of groundwater contamination, the use of underground fuel storage tanks is strongly discouraged.
- 7.19 The use of storm drainage pits and installation of underground fuel storage tanks is prohibited in areas that may impact the Riverdale Aquifer.

AIR QUALITY, NOISE, AND LIGHT POLLUTION

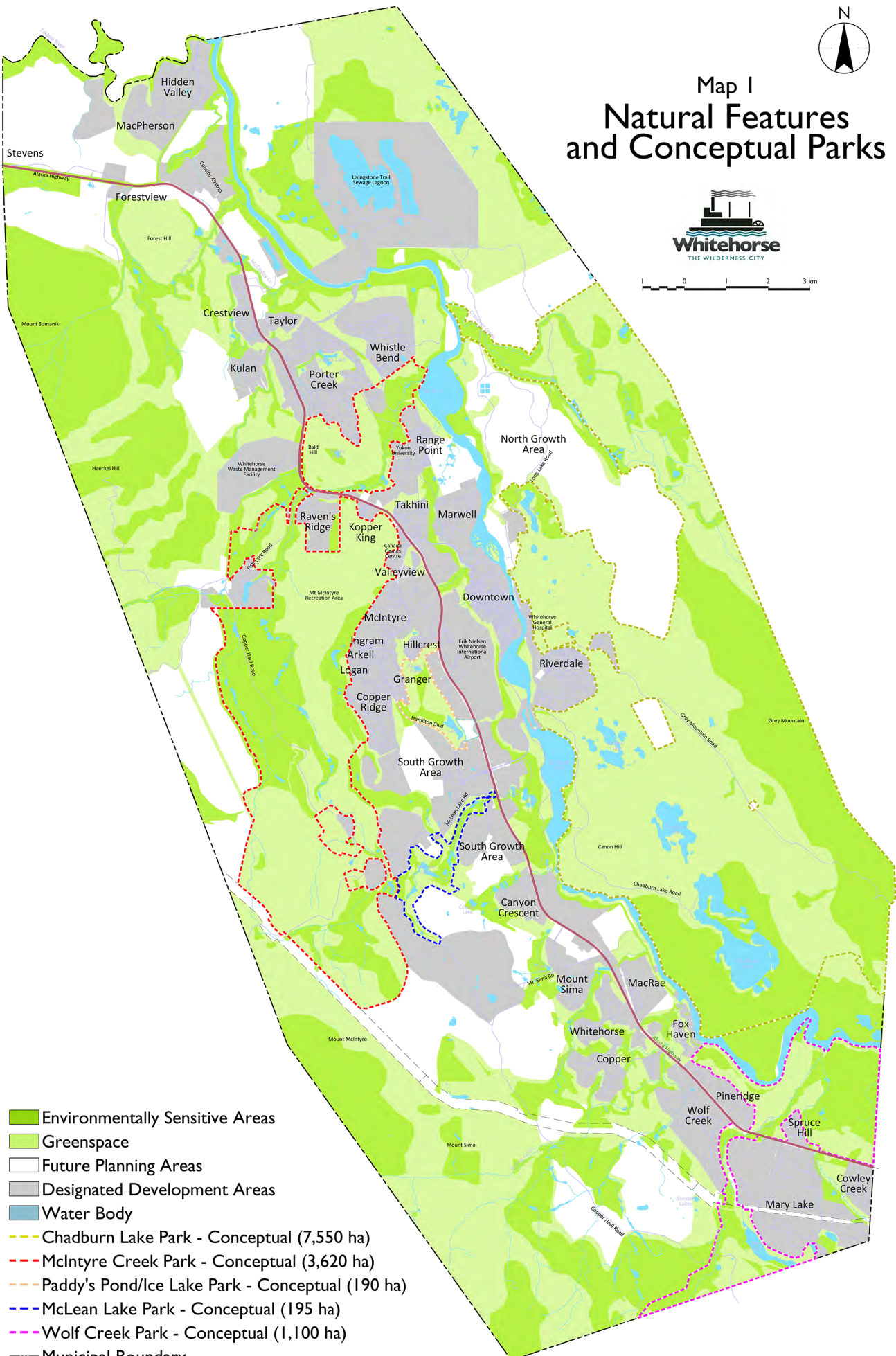
- 7.20 The City will consider initiatives that reduce air, noise, and light pollution throughout the community.



Map I Natural Features and Conceptual Parks



1 0 1 2 3 km



May 10, 2022



8 Community Growth

OVERVIEW

Whitehorse is an attractive place to live, learn, play, and work; it is also the commercial and tourism hub of the Yukon. The city contains a diverse range of urban elements and land uses, with residents living in different neighbourhoods distributed throughout the community.

The municipal government plays an important role in influencing Whitehorse's development pattern and growth through the provision of urban planning, while also ensuring there are a range of options for both residents and businesses. One of the most important roles of the OCP is to illustrate the vision of the community, and thoughtfully consider how new growth can contribute positively to the community with minimal impacts to established neighbourhoods, the Downtown, and the environment. Accordingly, the OCP aims to direct new growth and redevelopment efforts to the most suitable locations within the Urban Containment Boundary. As described in this section, that includes encouraging the creation of mixed-use development in areas well-served by transit and close proximity to the downtown and protecting undeveloped areas for as long as possible.

TYPES OF DEVELOPMENT

Intensification Development and Brownfield Redevelopment are located within existing development areas or neighbourhoods and involves adding new residences or businesses on undeveloped or underutilized sites. This form of development preserves natural areas and relies on existing infrastructure which increases its overall efficiency; as such, it is relatively sustainable from an environmental and financial viewpoint. Although there are benefits, these types of development can also be challenging as Intensification Development can change the character of established neighbourhoods and increase demand on local facilities which may require upgrades or expansions to accommodate new residents.

Development means any new use, change of use, or change of intensity of use on any land within the City boundary.

Intensification Development is located on vacant or underutilized sites within existing development areas or neighbourhoods.

Brownfield Redevelopment typically refers to sites that have been previously developed and require remediation or major modifications prior to redevelopment.

Greenfield Development is located on undeveloped land, in areas not within existing development areas.

Part B Policy Direction
Section 8 Community Growth

Greenfield Development transforms previously undeveloped areas into new neighbourhoods or subdivisions for residential or other uses. Although there are benefits to Greenfield Development, it is land and cost intensive. Other challenges include the potential fragmentation of habitat and ecosystems, long-term infrastructure ownership and maintenance costs for the City associated with large amounts of new linear infrastructure (e.g., roadways, water, sewer servicing). There is also increased traffic congestion if the development is located far enough away from primary services that residents must rely on personal vehicles.

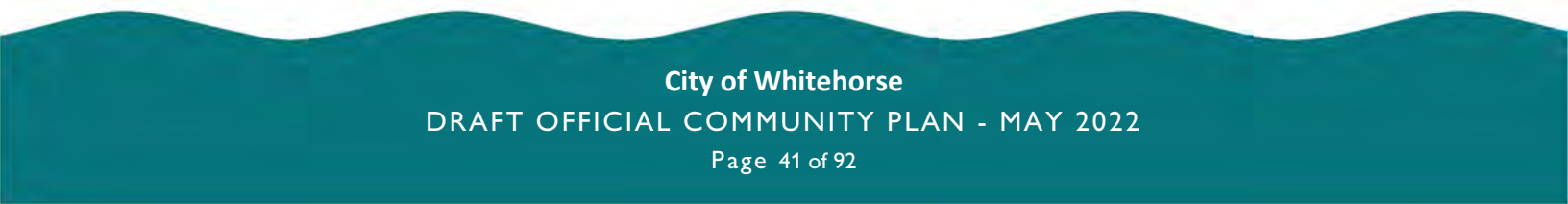
GOALS

- | | | | |
|-------|---|-------|--|
| 8.(a) | Reduce urban sprawl to preserve the natural environment, minimize new infrastructure, reduce greenhouse gas emissions, and use existing infrastructure efficiently. | 8.(c) | Neighbourhoods are designed to support the use of active transportation and transit, and provide basic needs for residents, minimizing the need for personal vehicles. |
| 8.(b) | Higher density residential and commercial development is focused within the Urban Core and Urban Centres. | 8.(d) | The Downtown is a thriving area, recognized as the heart of the community. |
| | | 8.(e) | Gateways to the city create positive impressions of Whitehorse. |

POLICIES

DEVELOPMENT PATTERNS

- 8.1 New development will be compact to ensure existing infrastructure is used efficiently, transportation impacts are minimized, wilderness spaces are preserved for as long as possible, and neighbourhoods are more walkable.
- 8.2 As shown in Figure 6 Capacity to Accommodate Residential Growth, the City will accommodate the demand for residential growth through a mixture of development types including Intensification Development and Greenfield Development; with priority on development of areas in the Urban Core and Whistle Bend.
- 8.3 Brownfield Redevelopment is encouraged.



COMPLETE COMMUNITIES

- 8.4 The City will encourage the transition of existing residential neighbourhoods to more Complete Communities by introducing opportunities for new land uses or mixed use nodes, described below as Urban Centres.
- 8.5 New residential neighbourhoods will be designed as Complete Communities by incorporating a range of residential and commercial uses, community amenities, and transportation options.
- 8.6 To create more Complete Communities, the development of Urban Centres will be supported in areas shown in Map 3 Urban Centres.
- 8.7 Urban Centres will include a mix of uses that are urban in character (e.g., pedestrian and transit-oriented, mixed-use buildings, taller buildings).
- 8.8 Where mixed-use buildings are proposed in Urban Centres, commercial uses will be on the ground floor with residential uses above.
- 8.9 Urban Centres will be developed on or near transit routes to facilitate convenient access to transit services.
- 8.10 Areas within or immediately surrounding Urban Centres as shown in Map 3 Urban Centres will be considered the most suitable locations for higher density residential uses, outside of the Downtown and Urban Core.
- 8.11 Density transitions will be provided between Urban Centres and their surrounding residential neighbourhoods to reduce any negative impacts on low density uses.
- Complete Communities** meet the basic needs of all residents by encompassing a mix of residential, commercial, and community uses.
- To support the viability of the services and amenities, they must be designed to be convenient for people to accessed; this is done by locating amenities within a comfortable walking distance to residents, incorporating active mobility networks, or transit linkages where longer travel distances are anticipated.
- By creating an environment where residents can comfortably live, work, play, and learn all within the same area, Complete Communities are considered more “liveable” than those not designed in this way.
- Urban Centres**
- Urban Centres consist of higher-density residential and commercial uses co-located in a central area. This grouping of uses supports convenient access and use of services by residents, and the transportation network.
- While not all Whitehorse neighbourhoods have the potential for an Urban Centre, the introduction of Urban Centres is expected to benefit adjacent neighbourhoods and reduce the need to use a vehicle to access basic needs.

STRATEGIC GROWTH AREAS

- 8.12 To guide future growth in Whitehorse and identify a hierarchy of intensifying development, strategic growth areas have been used. Each of these areas are shown in Figure 10 Strategic Growth Areas and are described below.



- URBAN CONTAINMENT BOUNDARY -
Represents the extent of the City's piped water and sewer system.

Downtown

The heart of the community for commerce, employment, arts, and culture.

Urban Core

Represents an area that is within 3km, or approximately a 10-minute cycling distance to the Downtown.

Outer Urban Area

Lands located between the Urban Containment Boundary and Urban Core.

- CITY BOUNDARY -

Represents the municipal boundary and the extent of lands collectively referred to as Whitehorse.

Rural Area

Lands located between the City Boundary and Urban Containment Boundary.

Figure 10 Strategic Growth Areas

Part B Policy Direction

Section 8 Community Growth

Urban Containment Boundary

- 8.13 To provide a consistent level of service to future residents, and maintain or increase efficiencies of existing infrastructure, New Development should be primarily located within the Urban Containment Boundary and be connected to municipal services.
- 8.14 The City will continue to collaborate with the Government of Yukon to ensure the availability of adequate serviced land supply within the Urban Containment Boundary.

Downtown

Whitehorse's Downtown is located on a natural floodplain nestled between the escarpment in the west, and the Yukon River to the east. In this OCP, the Downtown contains the Mixed-Use - Downtown Core, Mixed-Use - Riverfront, and the Residential – Old Town designations that are further described in Section 14 Land Use Designations. This area is shown in Map 2 Urban Growth Areas. As described throughout the OCP, the Downtown and Riverfront hold a special place in the community as the historic hub and current-day activities.

- 8.15 To maintain the Downtown's prominence in the community, the Downtown will continue to be the primary employment, cultural, and community service area of the community.
- 8.16 Development in the Downtown should seek to improve users' experience, while retaining the unique character of the Downtown.
- 8.17 The Downtown will be designed as a welcoming and comfortable area for people of all backgrounds, ages, and abilities with public space improvements reflecting its role as the heart of the community.
- 8.18 The Downtown will allow for a broad range of experiences to residents and visitors.
- 8.19 Uses and initiatives that increase the number of people in the Downtown year-round will be supported to increase vibrancy and support the viability of local businesses.
- 8.20 To facilitate intensification of uses in the Downtown, the City will:
- i. Consider the reduction of parking requirements for developments located near active transportation and transit routes;
 - ii. Consider increased building heights or lot coverage in selected areas;
 - iii. Examine the redevelopment potential of the former Municipal Services Building; and
 - iv. Support other Intensification Development and Brownfield Redevelopment opportunities, as appropriate.

Part B Policy Direction

Section 8 Community Growth

Urban Core

- 8.21 The Urban Core will be the focus of Whitehorse's higher density residential and new commercial growth as these areas can reasonably accommodate residents accessing essential services using active modes of transportation.
- 8.22 Residential areas within the Urban Core that require a Master Plan (as described in Section 15 Administration and Implementation of the OCP) will achieve a minimum overall density of 20 dwelling units per gross hectare, as illustrated in Figure 11 Illustration Achieving a Housing Density.

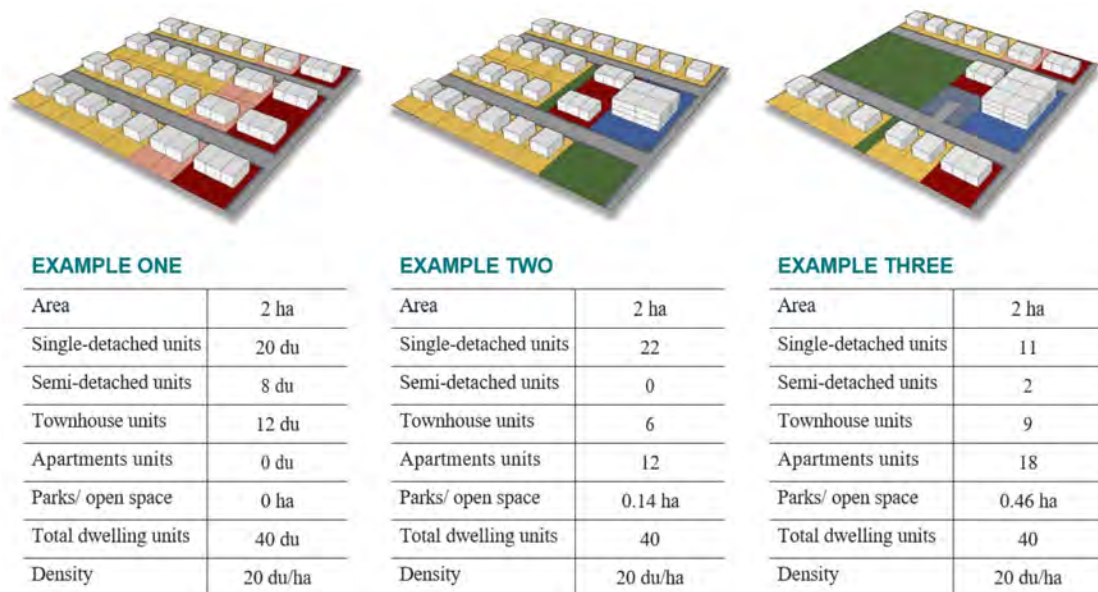


Figure 11 Illustration Achieving a Housing Density Using Different Housing Types

Outer Urban Area

- 8.23 Development in the Outer Urban Area will be a mixture of low to medium densities, with higher density uses located near Urban Centres and along transit routes.

Rural Areas

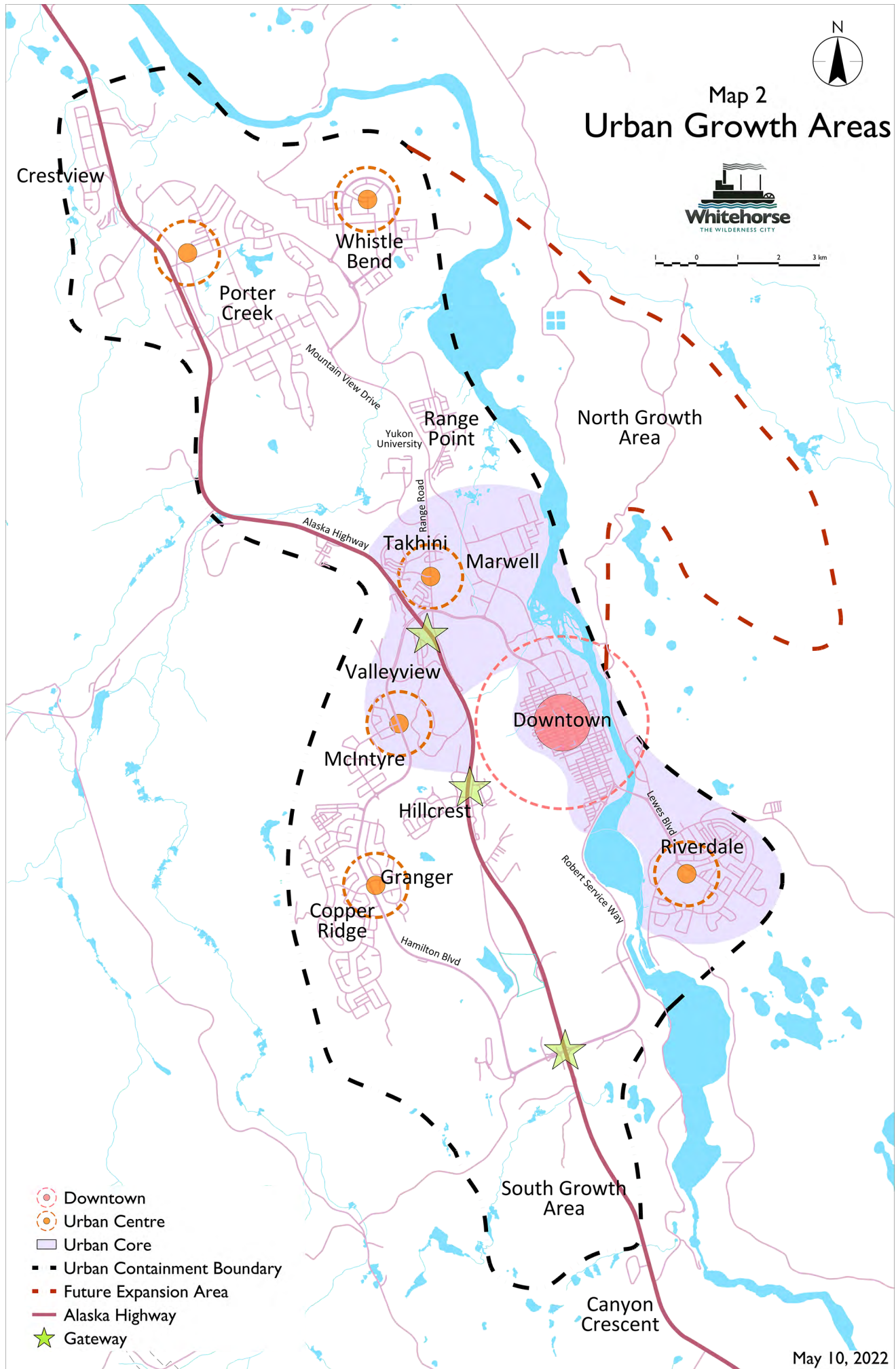
- 8.24 Development in Rural Areas will generally not be connected to municipal services.



Map 2 Urban Growth Areas



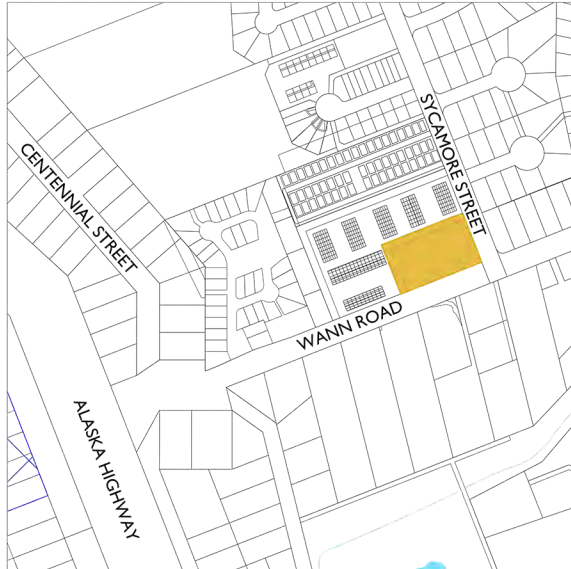
0 1 2 3 km



- Downtown
- Urban Centre
- Urban Core
- Urban Containment Boundary
- Future Expansion Area
- Alaska Highway
- Gateway

May 10, 2022

Wann Road (Porter Creek)



Map 3 Urban Centres



 Urban Centre

Riverdale



Granger



Takhini



Keno Way (Whistlebend)



NEW RESIDENTIAL DEVELOPMENT AREAS

Within the City Boundary there are several notable growth opportunities; each opportunity is described below. It should be recognized that the development of each area will be further detailed through subsequent planning which, among other things, may refine the development area's boundary and identify environmentally sensitive areas to be protected.

First Nations Settlement Lands

Based on high-level projections; it is anticipated that development on First Nations lands could also accommodate up to 1,900 new homes by 2040. These projects would be the first private sector or First Nations-led, large scale land development projects in Whitehorse; as such, the City would not have control over project timelines.

- 8.25 The City will continue to support the advancement of privately-led and First Nation-led land development through collaborative planning.

Whistle Bend

Whistle Bend is a large Greenfield Development located in the north portion of the Urban Containment Boundary. First identified for residential use in the 1987 OCP, Whistle Bend is a residential neighbourhood designed to support the concept of a Complete Community by incorporating a variety of land uses integrated with parks and trails and has been designed so that all residents are within a 5 minute walk of a transit stop. At the time of adoption of this OCP, Whistle Bend is only partially developed. This area is shown in Map 2 Urban Growth Areas.

- 8.26 Whistle Bend will continue to be one of the major areas for residential growth for the next 10 to 15 years
- 8.27 The City will continue to support the development of Whistle Bend as an area that provides compact residential development and encourages transit use and active transportation methods.

Valleyview South

The Valleyview South Development Area, which includes the area known as the Tank Farm, is a Brownfield Redevelopment site located in the Urban Core, south of the Valleyview neighbourhood. This area is shown in Map 2 Urban Growth Areas. Based on a very conservative estimate, the area south of Valleyview is anticipated to be able to accommodate between 1,200 to 1,400 new dwelling units by 2040, if the land is developed for residential use.

- 8.28 The City will support the development of the Valleyview South Development Area as a new residential neighbourhood, with an Urban Centre.
- i. The Urban Centre location shown in the Valleyview South Development Area is intended to be approximate with detailed boundaries of the Urban Centre defined through a future Master Plan for the area.

Part B Policy Direction

Section 8 Community Growth

- 8.29 Consideration should be given to determining a formal name for this area, as completed through the Master Plan process.

Additional Development Areas

Whitehorse residents have expressed a desire to protect the area surrounding McIntyre Creek for its ecological and community recreation values. This area had been previously identified as Porter Creek D in the 2010 OCP as a Potential Future Growth Area; as such, alternative areas have been identified.

- 8.30 As a replacement growth opportunity for Porter Creek D, two smaller development areas along the Whistle Bend Way and near Holly Street will be examined for future residential development.

South Growth Area

The South Growth Area was identified in the 2010 OCP as a Potential Future Growth Area. This area is shown in Map 2 Urban Growth Areas and Map 5 Land Use Designations.

- 8.31 Based on the outcomes of the pre-feasibility studies completed for this area, the City is committed to moving forward with the further planning and feasibility studies of the South Growth Area's development as a new residential neighbourhood. This process is anticipated to take many years before lots will be ready to sell. The Urban Containment Boundary has been expanded to support this decision.
- 8.32 The planning and subsequent development of the South Growth Area will require significant collaboration, investment in infrastructure, and partnership commitments between the City, the Government of Yukon, and Kwanlin Dün First Nation.
- 8.33 The City will annually review population projections and the status of other developments with the Government of Yukon to inform demand and timing of the development of the South Growth Area.
- 8.34 As part of the planning for the South Growth Area, the City will encourage the Brownfield Redevelopment of McLean Lake Quarries to allow for a broad range of land uses in that area.

North Growth Area

The North Growth Area, located near Long Lake, was identified in the 2010 OCP as a Future Expansion Area. This area is shown in Map 2 Urban Growth Areas and Map 5 Land Use Designations.

- 8.35 Based on the outcomes of the pre-feasibility studies completed for this area, the North Growth Area will continue to be shown in the OCP as a Future Planning Area to preserve it as a long-term option for the development of a new residential neighbourhood.
- 8.36 The North Growth Area will be developed after the South Growth Area unless the South Growth Area is found to be unsuitable for residential development.

Part B Policy Direction

Section 8 Community Growth

- 8.37 To maintain on-going consideration of the North Growth Area, the City will:
- i. Evaluate opportunities for a second bridge crossing of the Yukon River which will be needed to facilitate the development of the North Growth Area;
 - ii. Annually review population projections and the status of other developments to inform demand and timing; and
 - iii. Acknowledge that the Urban Containment Boundary will need to be expanded when appropriate to accommodate the North Growth Area's development as a serviced neighbourhood.

CONSIDERATIONS FOR SPECIFIC AREAS

Alaska Highway

The Alaska Highway is the major transportation corridor through the Yukon; as such, it needs to accommodate many different modes of travel safely and effectively. It also provides first impressions of Whitehorse to residents and visitors as they travel to and through the city along the corridor.

Many commercial and industrial uses are located along the Alaska Highway on lands within the jurisdiction of the City and First Nation governments, which rely on the highway as part of their business operations. The Alaska Highway itself and its right-of-way (i.e., land it is constructed on, including areas along the shoulder where signage is placed) is owned by the Government of Yukon.

- 8.38 Areas along the Alaska Highway are intended to provide a range of services for both travellers and residents.
- 8.39 To acknowledge the impression conveyed by the overall appearance of the Alaska Highway corridor:
- 8.1.39.1 The City will encourage clean-up along the highway on both private and public lands.
- 8.1.39.2 Development visible from the Alaska Highway may be required to incorporate aesthetic enhancements such as:
- i. Site design, landscaping, or fencing requirements that visually screen parking and storage from the Alaska Highway;
 - ii. Signage requirements subject to approvals from either the City or the Government of Yukon.
- 8.1.39.3 Three key Alaska Highway intersections will be developed as gateways to Whitehorse: Robert Service Way, Two Mile Hill, and adjacent to the Erik Nielsen Whitehorse International Airport as shown in Map 2 Urban Growth Areas. These intersections should include enhanced landscaping requirements that showcase local pride and the beauty Whitehorse creating a positive first impression for visitors and residents returning home.

Part B Policy Direction

Section 8 Community Growth

Airstrips and Airports

The aviation industry is critical for the Yukon. In addition to supporting the tourism and mining sectors, many people and goods are transported via aircraft to communities across the territory; it also provides emergency response for medical transport, RCMP support, and during emergencies such as wildfire suppression.

- 8.40 The Erik Nielsen Whitehorse International Airport is a valued critical asset. The City will coordinate with other Governments to ensure land uses adjacent to the Airport are compatible with ongoing operations.

Ear Lake Quarries

Gravel quarrying and industrial activities in the Ear Lake area began in the 1950s. There is limited gravel resource remaining near Ear Lake and Hobo Lake. One quarry lease area remains viable and will need careful management.

- 8.41 Limited extraction may be permitted within the quarry lease area, subject to conditions to ensure the land is prepared for post-quarry uses and adjacent lands are not negatively affected. This shall be required prior to any new lease or land disposition.
- 8.42 To support the future redevelopment of this area, following the site's reclamation, the development of a Master Plan may be required. This may include the creation of a Recreation Plan for the area around Ear Lake.

Marwell

Marwell is nestled between the Takhini escarpment, the Yukon River, and the Downtown; it is one of the oldest developed areas in the city. First occupied by a small Kwanlin Dün First Nation village, the area was later incorporated into an Indian Reserve in 1916 and after the Second World War became the city's primary industrial area and fuel storage depot. Throughout the post war years and up to the mid-1980s, Marwell continued to be the city's primary general industrial area. Over the years, more and more non-industrial uses and activities started to prevail. Today, the Marwell area is transitioning and has taken on a more mixed-use identity blending some heavier industrial activities with light industrial, service commercial and office uses. Within the context of this OCP, Marwell contains the Mixed-Use Live/ Work, Commercial/ Industrial, Commercial - Service designations that are further described in Section 14 Land Use Designations. This area is shown in Map 2 Urban Growth Areas.

- 8.43 The City will encourage Marwell's evolution into a unique mixed-use, commercial, and industrial employment area.
- 8.44 The redevelopment of Marwell will strive to integrate long-standing local businesses with New Development and improve safe mobility for all modes of travel.
- 8.45 To honor Marwell's roots, redevelopment should maintain Marwell's eclectic character where possible and highlight the area's First Nations heritage.

Part B Policy Direction

Section 8 Community Growth

- 8.46 To support the creation of mixed-use redevelopment opportunities throughout Marwell, the City will support:
- i. Relocation of heavier industrial uses to outside of Marwell;
 - ii. Consolidation of land intensive activities;
 - iii. Remediation of contaminated sites;
 - iv. Intensification of mixed uses along the Riverfront; and
 - v. Increased residential use as combined with or alongside commercial or industrial uses.
- 8.47 The Riverfront area in Marwell should integrate trail connections, high quality natural areas, mixed employment/ residential uses, and potentially a boat launch.
- 8.48 To foster continued growth and interest in Marwell, the City will support initiatives that introduce new people into the area and better meet the day-to-day needs of local employees, businesses, and residents such as events, social gatherings, or food trucks.
- 8.1.48.1 While Marwell is envisioned to accommodate residential uses, its development as a live/ work area means that recreation amenities designed for children which are typically located in neighbourhoods (e.g., playgrounds, recreation facilities) are not anticipated.

Schwatka Lake

Schwatka Lake is a multi-use water body that plays a key role in power generation, wildlife habitat, air transportation, tourism, community recreation, and is a back-up to the community's water supply. Schwatka Lake is a shared resource with high potential for enhanced recreational and tourism development which must be managed accordingly.

- 8.49 New and existing uses surrounding Schwatka Lake must be planned and managed in a manner that does not hinder operations of the Whitehorse Rapids Generating Facility or float plane base.
- 8.50 The City will support the continued and future use of the Schwatka Lake Aerodrome. Changes to the aerodrome's management and/ or roles of the Government of Yukon and the City will be considered with safe aviation operations a priority.
- 8.51 Initiatives that improve the safe movement of float planes, boats, vehicles, and trail users throughout the Schwatka Lake area will be encouraged.
- 8.52 To support Schwatka Lake as the primary base for floatplane activity in Whitehorse, uses that support the efficient and safe use of the floatplane base will be considered along the west side of Schwatka Lake.
- 8.53 Recreational activities that do not interfere with the safe operations of the hydro-electric facility or float plane base will be supported (e.g., day use areas, boat launches, wildlife viewing areas, cycling/ walking/ hiking trails).

Part B Policy Direction

Section 8 Community Growth

Yukon University

Yukon University is an important community asset that incorporates a mixture of live, work, learn, and play uses. The presence of Yukon University in Whitehorse encourages continuous education and lifelong learning to all residents and is a key contributor to Yukon's future labour force.

- 8.54 Opportunities to showcase Yukon University and Whitehorse's role as a university town should be considered.
- 8.55 The City will encourage the expansion of Yukon University throughout the community.
- 8.56 Connectivity between the Yukon University campus and rest of Whitehorse is encouraged.
- 8.57 Roadway and active mobility connections through Yukon University, with connections to the surrounding network, should be provided.

LOCATION OF COMMUNITY AMENITIES

Schools

Schools are an important service and community asset that support the vitality of neighbourhoods. The Government of Yukon is responsible for designing and constructing schools; it also owns the lands that schools are built on.

- 8.58 Identifying lands that are suitable for the development of future schools is a priority for the City.
- 8.59 The City will collaborate with the Government of Yukon to identify suitable locations for future schools.
- 8.60 Future school locations should be distributed throughout the community in a manner that reflects demand, allows convenient access for students, and does not negatively impact the surrounding areas or overall transportation network.
- 8.61 When reviewing potential locations for future schools, the following will be considered:
 - i. Age of students and means of transportation anticipated for the students attending the school;
 - ii. Walking distance from surrounding residences and existing and potential public transit routes;
 - iii. Connectivity to active transportation routes and the open space network;
 - iv. Traffic routes and potential to accommodate pick-up/ drop-off parking; and
 - v. Opportunity to function as a neighbourhood hub.
- 8.62 Elementary schools are encouraged along local streets and secondary schools are encouraged along major streets.

Part B Policy Direction

Section 8 Community Growth

- 8.63 If higher traffic volumes are anticipated, such as for high schools or schools that may draw students from across the city, a centralized location is preferred to not generate negative traffic patterns.

Supportive Service Facilities

Supportive services are important to the well-being of Whitehorse residents. Facilities such as emergency shelters, harm reduction centres, or social/ supportive/ transitional housing all provide critical services to members of the community during their most vulnerable moments.

- 8.64 Service providers must identify suitable locations for supportive social service facilities. The location of these facilities should ensure a safe and harmonious environment for clients accessing supportive social services, and surrounding community members.



Photo: City of Whitehorse



9 Transportation and Mobility

OVERVIEW

All elements of community design must be considered to improve movement throughout the community and support residents' well-being. Land use patterns and the layout of Whitehorse's transportation network will impact the way people choose to move through the community and the community's greenhouse gas emissions. As a northern community, Whitehorse experiences long, dark winters with extreme weather conditions that makes movements through the community challenging, however, winter biking is becoming more and more popular. Whitehorse also has warm summers with long days that makes active transportation a very enjoyable option for many.

The necessity of residents to go to work, school or run errands can present barriers based on income inequality or mobility limitations. To facilitate the safe, efficient, and equitable movement of all residents a range of mobility modes must be considered. Walking and cycling are examples of active transportation modes that are equitable based on income and suitable for short to moderate length trips. For some people, having a personal automobile is less affordable. Both personal automobiles, public transit, or commercial services such as taxis are more suited for longer trips, extreme weather conditions, those with reduced mobility, or while transporting many items like groceries. Considering the different modes of transportation in Whitehorse, a functional multi-modal transportation network is important.

In addition to everyday movements, there are many semi-trailers driving through Whitehorse that bring essential goods in and out of the region. Whitehorse experiences an influx of larger recreation vehicles on the highway and through the Downtown during the summer months; these larger vehicles require specific access and parking considerations. Beyond active transportation and vehicle movements, Whitehorse is also accessed by air and water, transportation modes that are used for recreation, economic endeavors, and emergency response.

The number of electric vehicles in Whitehorse is growing quickly and Government of Yukon is providing support in the form of new charging stations in Whitehorse and other communities, and rebates for the purchase of new vehicles. As the number of electric vehicles grows, more charging stations will be needed in multiple unit dwellings, commercial buildings, and workplaces.

Part B Policy Direction

Section 9 Transportation and Mobility

GOALS

- | | | | |
|-------|--|-------|---|
| 9.(a) | The City's transportation network is safe, equitable, sustainable, and efficient. | 9.(d) | The City's transportation network supports the built environment and surrounding land uses. |
| 9.(b) | The City's active transportation network is complete and connected for all ages and abilities, minimizing the need for daily personal vehicle use. | 9.(e) | Traffic fatalities and serious injuries are eliminated. |
| 9.(c) | The City's transportation network supports multi-modal movement and choice year-round. | 9.(f) | Congestion at peak times is reduced using transportation demand management strategies. |
| | | 9.(g) | The City's transit system is safe, reliable, and convenient for users. |

POLICIES

- | | | |
|-----|---|--|
| 9.1 | The City will ensure alignment between the OCP and other transportation planning documents. | |
| 9.2 | Safety will be a priority when it comes to the design, construction, and maintenance of transportation infrastructure. | |
| 9.3 | The City will evaluate safety risks in the transportation network and proposed improvements using a Vision Zero lens. | |
| 9.4 | The City will continue to apply the Transportation Association of Canada guidelines as a minimum standard when designing transportation infrastructure. | |
| 9.5 | Winter maintenance requirements will be considered when designing and upgrading the transportation network. | |
| 9.6 | The City will use transportation demand management strategies and partnerships to reduce congestion at peak times. | |
| 9.7 | The City will encourage carpooling through partnerships, incentives, and education campaigns. | |
| 9.8 | The City will develop a monitoring program and reporting process to evaluate and report on transportation mode use in the community on an on-going basis. | |

What is Vision Zero?

Vision Zero is the long-term goal of experiencing zero traffic-related fatalities and serious injuries. The principles of Vision Zero are:

- No loss of life is acceptable;
- Traffic fatalities and serious injuries are preventable;
- We all make mistakes;
- We are all physically vulnerable when involved in motor vehicle collisions; and
- Eliminating fatalities and serious injuries requires citizens and the City to prioritize safety.

Part B Policy Direction

Section 9 Transportation and Mobility

- 9.9 The City will encourage the transition to electric vehicles through collaboration with Government of Yukon and a review of City policies and bylaws.

COMPLETE STREETS

- 9.10 A “complete streets” approach will be applied to roadway re-construction, upgrades, and new construction in Urban Centres and the Downtown.
- 9.11 Subject to safety and operational considerations, the following hierarchy of transportation modes should be used to set priorities when designing upgrades, infrastructure renewal, and building new transportation infrastructure:
- i. Walking;
 - ii. Cycling;
 - iii. Transit;
 - iv. Carpooling; and
 - v. Driving.
- 9.12 The design of the transportation network will support surrounding land use, incorporate multi-modal movements, and include opportunities for decorative street furniture or public art, where appropriate.
- 9.13 Transportation network infrastructure may be considered as an area to accommodate activities or provide amenities that enhance urban life, at a scale and intensity that is appropriate. This may include hosting community events and permitting outdoor seating/dining areas.

Complete Streets

Complete streets are safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel. Complete street design creates spaces where all users can thrive — not only motorists.

Complete Streets often include human-scale design such as street furniture, greenery, and wide pedestrian rights-of-way.

ACTIVE TRANSPORTATION

- 9.14 The City will ensure, that New Developments are designed and connected to the active transportation network.
- 9.15 Initiatives that remove physical barriers, address safety concerns, close route gaps, and improve lighting on active transportation routes will be supported, where feasible.
- 9.16 Active transportation improvements that address year-round convenience, safety, comfort, and attractiveness will be promoted through infrastructure development and redevelopment,

Part B Policy Direction

Section 9 Transportation and Mobility

- 9.17 The City will ensure that the active transportation network is designed with connections to support year-round multi-modal movements.
- 9.18 The City will pursue strengthening the active transportation and transit networks' connections between live, work, learn, and play destinations.

Multi-Modal Movement

Refers to using multiple types of mobility within a single trip. An example of this would be cycling to a transit stop, loading your bike onto the bus, travelling by bus to your destination, and then unloading your bike and continuing your ride.

PUBLIC TRANSIT SERVICE

- 9.19 The City will support the ongoing provision of public transit as an essential municipal service that enhances equitable movement throughout the city.
- 9.20 The City will continue to invest in public transit improvements or expansions that increase accessibility, convenience, reliability, comfort, and/ or safety for users.
- 9.21 The City will continue to update and enhance the usability of the public transit network through technological innovations (e.g., digital payment methods, live tracking of transit, online publishing of routes).

PUBLIC PARKING

- 9.22 Parking options in the Downtown and in the Urban Centres will support a range of different mobility choices and vehicle types (e.g., bicycles, motorcycles, personal automobiles, electric vehicles).
- 9.23 Bicycle parking facilities will be included in the design of new high-density development and parkades.
- 9.24 The location of public parking will seek to reduce traffic congestion and support surrounding uses.



Photo: City of Whitehorse



10 Housing

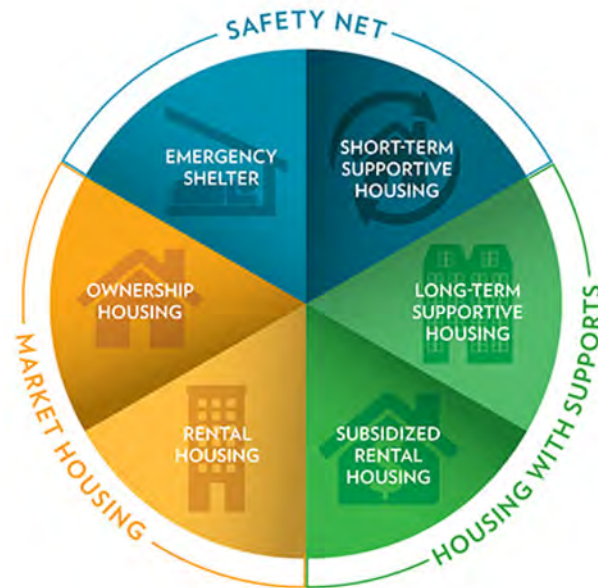
OVERVIEW

Adequate housing is an international human right. To provide residents with access to the appropriate housing options as their needs change, the City will work with community partners to ensure the full range of housing continuum options are present in the community.

Although the City does not directly provide housing, the City's role includes preparing policy and undertaking land use planning through the OCP and Zoning Bylaw to plan and regulate housing. The City also collaborates with the Government of Yukon and other developers on residential land and advocates on behalf of residents for supportive housing.

Recognizing the role that various governments and other organizations play in providing housing in Whitehorse, the City is committed to using the tools at its disposal to help meet current and anticipated housing supply, diversity, and attainability goals.

Ensuring that new buildings are energy efficient and built to last is important to reducing greenhouse gas emissions and sustainability values. The City works with industry experts such as Yukon Housing Corporation, Energy Solutions Centre, and local contractors to help reduce energy usage in renovations and new construction.



Housing Continuum

The housing continuum considers that a full spectrum of housing options is required in a community, from emergency shelter to private ownership. This continuum is not meant as a linear progression, it acknowledges that housing needs vary from person to person and will change throughout a person's life for various reasons including age, income, household size, or mobility level.

By providing the full continuum of housing options, as residents' needs change, they can find suitable housing along the continuum and avoid any undue stressors associated with being limited to only unsuitable or unattainable housing options.

Part B Policy Direction

Section 10 Housing

GOALS

- | | | | |
|--------|---|--------|--|
| 10.(a) | Whitehorse's residential unit supply meets existing and anticipated demand. | | Neighbourhoods include a range of services, programs and housing options that allow residents to age in place. |
| 10.(b) | Whitehorse has residential options across the housing continuum that meet the diverse needs of residents. | 10.(d) | Homes are energy efficient and built to last. |
| 10.(c) | Housing options in Whitehorse are financially attainable. | | |

POLICIES

HOUSING TYPES

- 10.1 The City will encourage the development of a variety of housing types across Whitehorse that reflect the housing continuum.

INCLUSION AND AGING IN PLACE

- 10.2 The City will collaborate with other orders of government, housing providers, agencies, and the development industry to address housing needs in the community.
- 10.3 To prepare for an aging population, the City will encourage the construction of housing forms that are universally accessible, including single-level homes, for those with limited mobility.
- 10.4 The inclusion of supportive housing and publicly-operated housing will be supported in all residential neighbourhoods.
- 10.5 Housing developments for seniors should be adequately designed to address their specific needs and include a range of unit types that allow residents to move from one unit type to another as their needs change.

RENTAL HOUSING

- 10.6 The City is committed to supporting the development of various rental housing options as a means of increasing affordability and expanding the range of housing options in Whitehorse.
- 10.7 The development of secondary suites (e.g., living suites, garden suites) will be supported.

SUSTAINABILITY AND ENERGY EFFICIENCY

- 10.8 The redevelopment and reuse of aging housing stock will be supported.
- The City will work with partners to promote energy efficient construction and sustainable building practices.



Photo: City of Whitehorse



11 Economy

OVERVIEW

As described in Section 2.3 Economy and Activities, Whitehorse is a hub for local, regional, and territorial economic interests and the hub for many visitors to the Yukon. As a key centre for the territory, all the various economic activities which take place throughout the Yukon impact Whitehorse and contribute to the wellbeing of the community.

As the local economy grows through expansions or creation of new businesses, it will be important to support and promote local businesses, strengthen the local workforce, and train Yukoners to enter the market as skilled workers. New businesses will lead to a diversification of economic opportunities and increase the economic resiliency for the community. This will add new experiences for residents and grow the tax base which in turn allows the City to reinvest in municipal services and assets ultimately enhancing quality of life for residents.

The City's goals for fostering economic growth focuses on providing a supportive environment for entrepreneurs, businesses, and visitors, as well as a high quality of life for residents through the adoption of sustainable economic, environmental, social, and cultural values and practices. This approach aims to not only support existing businesses but also focus on the people behind those businesses and being a place where they want to come, invest, and stay.

Yukon First Nations development corporations, especially Kwanlin Dün's Chu Níkwän Limited Partnership and Ta'an Kwäch'än Council's Da Daghay Development Corporation, are important and growing players in the local economy. The ability to lease land, ongoing residential developments and a range of business investments will mean that development corporations will have an increasing impact on the local economy.

GOALS

- | | |
|---|--|
| <p>11.(a) Increase economic resiliency and diversity.</p> | <p>Kwanlin Dün First Nation, the Ta'an Kwäch'än Council, Government of Canada, and other partners through collaboration.</p> |
| <p>11.(b) Attract people to live, work, play, and visit Whitehorse year-round.</p> | |
| <p>11.(c) Maintain positive relationships with local businesses, the Government of Yukon,</p> | <p>11.(d) Maintain an adequate supply of residential, commercial, and industrial</p> |

Part B Policy Direction

Section 11 Economy

	land to support local growth and diverse economic opportunities.	11.(f)	The Downtown is a vibrant area and economic hub.
11.(e)	Local businesses and entrepreneurial culture are supported.	11.(g)	Northern innovations and knowledge-based activities stimulate the local economy.

POLICIES

ECONOMIC ACTIVITIES

- 11.1 The City will encourage the growth of Whitehorse as the Yukon's major economic centre.
- 11.2 Land needed to accommodate future commercial and industrial uses will be identified and planned for future development.
- 11.3 The City will continue to work with partners to support the resource development and mining industry, and Whitehorse's role as its commercial, service, and supply centre hub.
- 11.4 The City will continue to enhance the city's reputation as a year-round destination for residents and visitors and will work with partners to support the tourism sector.
- 11.5 The City will work to attract and retain new residents, employees, and visitors by continuing to provide high quality services, programming, and amenities.
- 11.6 The City will continue to work in partnership with the business community, the Government of Yukon, the Government of Canada, Yukon First Nation governments and development corporations, Yukon University, non-for-profit organizations, and other local institutions to grow the local economy.
- 11.7 The City will seek opportunities to support local businesses by creating procurement practices that encourage the development of local services and build capacity.
- 11.8 The City will encourage research, development, and innovation endeavors, specifically in the realm of those that focus on northern environments and communities.
- 11.9 The City will support the development of community assets that attract investment and generate economic activity.



Photo: City of Whitehorse



12 Municipal Services and Assets

OVERVIEW

The City provides a range of services that contribute to the community's collective well-being. This includes core services, such as clean drinking water, sewage collection and treatment, safe roadways, solid waste management, protective services and fire suppression, and recreation amenities. To provide these services, the City relies on approximately \$454 million worth of assets (at net book value, December 2020) ¹⁴.

Municipal assets range from small to large and together form all the systems needed to keep the City running, such as: all municipal departments and City Council, the roadway and trail network, transit system, water treatment and distribution network, wastewater collection and treatment system, parks and recreation facilities, fire and protective services, and waste management.

As residents' needs change, so too must the services the City provides. Remaining flexible and adapting to new processes or technologies is critical to maintaining the City's ability to provide high-quality services that enhance equity inclusion and quality of life for all residents. This will require being goal-oriented and remaining open-minded, constantly evaluating how best to meet the needs of the community in a sustainable manner.

Municipal Assets

Assets owned by the City include, but are not limited to:

- Roadways, bridges, sidewalks;
- Parks, playgrounds, trails;
- Recreation facilities and associated equipment;
- Water treatment plant and distribution network;
- Wastewater treatment plant;
- Waste management facility,
- Culverts and storm drains;
- City Hall and other municipal offices, fire halls, operations shops and storage areas;
- Communications and IT networks; and
- Equipment, tools, and vehicles.

¹⁴ City of Whitehorse, *City of Whitehorse Asset Management Policy*, November 2020.

Part B Policy Direction

Section 12 Municipal Services and Assets

GOALS

- | | | | |
|--------|--|--------|---|
| 12.(a) | Community emergency management services include prevention and mitigation, preparedness, protection, response, and recovery efforts. | 12.(e) | Waste is minimized through reducing, reusing, recycling, and composting. |
| 12.(b) | Municipal assets and services meet the needs of the community. | 12.(f) | Innovation is embraced to increase the delivery of services in more efficient and cost-effective manner. |
| 12.(c) | Municipal assets and services are safe, efficient, and reliable. | 12.(g) | Snow and ice hazards are addressed so the community can enjoy reasonable mobility under normal winter weather conditions. |
| 12.(d) | Municipal assets are constructed, procured, maintained, and operated in an efficient manner that increases sustainability and reduces greenhouse gas emissions of City operations. | | |

POLICIES

PROTECTIVE SERVICES AND EMERGENCY MANAGEMENT PLANNING

- 12.1 The City will deliver a “Four Pillars of Safety” approach to disaster and crisis management which comprise of:
- i. Mitigation: minimizing the effects of disaster (e.g., building codes and zoning, vulnerability analyses, public education);
 - ii. Preparedness: planning how to respond. (e.g., preparedness plans, emergency exercises/ training, warning systems);
 - iii. Response: efforts to minimize the hazards created by a disaster (e.g., search and rescue, emergency relief); and
 - iv. Recovery: returning the community to normal (e.g., temporary housing, grants, medical care).
- 12.2 The City will approach its delivery of fire and life safety services through:
- i. Community design;
 - ii. Public education and prevention;
 - iii. Inspections and enforcement; and
 - iv. Emergency response.
- 12.3 Opportunities to collaborate with territorial and federal partners will be maintained to promote and strengthen coordinated disaster and crisis management.
- 12.4 Wildfire risk reduction initiatives will be pursued throughout the community.

Part B Policy Direction

Section 12 Municipal Services and Assets

WATER AND WASTEWATER SERVICING

- 12.5 All new lots within the Urban Containment Boundary will be connected to municipal services where available.
- 12.6 It is recognized that there are existing properties within the Urban Containment Boundary that do not have direct access to municipal water and sewer infrastructure. Development of these properties, including subdivision, may be accommodated through zoning, if alternate onsite servicing is proven to be feasible.

STORMWATER MANAGEMENT

- 12.7 The City's approach to stormwater management will consider increased drainage demands as a result of climate change impacts.
- 12.8 Stormwater management systems will be designed to enhance sediment control and minimize contamination of surface and ground water sources.
- 12.9 Stormwater retention ponds in residential areas should be designed as community amenities.

WASTE MANAGEMENT

- 12.10 The City will demonstrate leadership in cost-effective waste reduction by using diversion processes (e.g., encourage reusable and biodegradable products, expanding recycling, composting) in all municipal facilities.
- 12.11 Waste reduction and diversion will be encouraged following the hierarchy of:
- i. Rethink;
 - ii. Reduce;
 - iii. Reuse;
 - iv. Repair; and
 - v. Recycle.
- 12.12 The collection of materials that can be economically reused or recycled will be encouraged.
- 12.13 The City will work with the Government of Yukon to encourage waste diversion within both the commercial and residential consumer markets by implementing extended producer responsibly programming.
- 12.14 The City will encourage businesses and institutions to set-up and maintain a waste diversion program.

ASSET MANAGEMENT

- 12.15 The needs of all community members will be considered when maintaining existing infrastructure, upgrading facilities, and planning for growth.

Part B Policy Direction

Section 12 Municipal Services and Assets

- 12.16 The City will develop and maintain an effective and efficient asset management strategy that addresses future challenges, including climate change adaptation, funding constraints, innovations, a need to reduce greenhouse gas emissions, and changing community needs.
- 12.17 The design and approval of new or expanded neighbourhoods must consider the City's long-term responsibility for the proposed municipal assets including operational maintenance, repair, and replacement costs.
- 12.18 The City will design new municipal assets using the principles of Crime Prevention Through Environmental Design (CPTED) and ensure those that will become municipal assets are also designed in such a manner.

SNOW AND ICE CONTROL

- 12.19 The City is committed to effective winter maintenance operations of the roadway network including snow and ice control.
- 12.20 Snow and ice control activities will be undertaken in accordance with established priorities and service levels and subject to the availability of municipal resources.

Part C Land Use



Photo: City of Whitehorse

13 Land Use Overview

The OCP is implemented largely through a series of Land Use Designations that dictate the type of land uses that are permitted in specific areas. Land Use Designations include broad policies regarding the development of land within the city, which is further implemented through the Zoning Bylaw, policies, and processes.

GOALS

- | | | | |
|--------|--|--------|---|
| 13.(a) | Land uses are laid out in a logical and comprehensive manner that support the efficient use of land. | 13.(d) | Land use patterns minimize conflict between uses, protecting human health and safety. |
| 13.(b) | People are efficiently connected through the coordination of land use and transportation planning. | 13.(e) | Environmentally Sensitive Areas and lands with high cultural significance are protected from development. |
| 13.(c) | Built forms throughout the community enhance the overall experience for residents and visitors. | | |

Part C Land Use

Section 13 Land Use Overview

QUICK REFERENCE

Table 2 Land Use Designations Overview below lists the Land Use Designations found in this document, in alphabetical order, and gives a brief explanation on the intent of each one. More detailed descriptions are found in Section 14 Land Use Designations.

Table 2 Land Use Designations Overview

Name	Intent
Agriculture	Support local food production by accommodating both soil and non-soil-based agriculture and associated uses.
Commercial - Service	Accommodate commercial or public uses that are not combined with residential or industrial uses and are largely vehicle-oriented.
Future Planning Area	Identify areas within the city that may be suitable for future development but need further planning to determine the most suitable use.
Greenspace	Protect and maintain the integrity of sensitive ecosystems, encourage ecosystem connectivity, promote connection to the land, and provide outdoor recreation opportunities across the community.
Industrial	Accommodate industrial development at varying scales and intensities.
Industrial/ Commercial	Accommodate a mix of light industrial and car-oriented commercial uses that are primarily within enclosed buildings. This designation is found in Marwell and in several nodes along the Alaska Highway.
Mixed-Use - Downtown Core	Accommodate a range of live, work, learn, and play uses that create vibrant and pedestrian-oriented spaces for residents and visitors to enjoy.
Mixed-Use - Live/ Work	Mixed-Use Live/ Work areas are intended to accommodate uses that combine employment and residences.
Mixed-Use - Neighbourhoods	Accommodate a mixture of multi-unit housing and commercial developments that contribute to the vitality of neighbourhoods by creating Complete Communities while not competing with the Downtown.
Mixed-Use - Riverfront	Accommodate a vibrant mix of uses and activities with a strong connection to the Yukon River.
Natural Resource Extraction	Support local and regional economic activity and construction through accommodating the extraction and management of raw materials.
Public Service	Accommodate publicly operated facilities and institutions.
Public Utility	Accommodate utility services that benefit the public at large.
Residential - Country	Accommodate rural-based residential uses on larger lots that generally have onsite water and sewer services.
Residential - Old Town	Respect the historic character of one of the first neighbourhoods of Whitehorse, locally known as Old Town, which has an eclectic mix of housing types.
Residential - Urban	Accommodate a wide range of residential housing forms and compatible uses, located primarily within the Urban Containment Boundary, and connected to municipal services.



Photo: Amanda Haeusler

13.1 FIRST NATIONS SETTLEMENT LANDS

KWANLIN DÜN FIRST NATION COMMUNITY LANDS

The *Kwanlin Dün First Nation Self-Government Agreement* (SGA) identifies Settlement Land that is divided into three groups: Site Specific Lands, Rural Lands, and Community Lands. Community Lands are located either within Whitehorse or outside of the City Boundary. The Community Lands were selected primarily to generate revenue for the First Nation and provide opportunities for beneficiaries and citizens. Within Whitehorse, the Community Lands total approximately 24 square kilometres, and they are classified as being either Type 1, 2 or 3. As established through the SGA, different self-government powers can be exercised on each type of parcel as outlined below.

Land use designations identified for Kwanlin Dün First Nation parcels were selected by the First Nation and reflect the SGA and the *Kwanlin Dün Community Lands Plan*. These lands are shown in Map 4 First Nation Settlement Lands and Map 5 Land Use Designations.

Type 1 Lands

The Kwanlin Dün First Nation is able to exercise all its self-government powers including those powers related to planning, zoning, and land development. This includes “The Old Village” (Lot 226), located in Marwell.

Type 2 Lands

The majority of settlement lands within the city of Whitehorse are Type 2 lands. On these lands, the Kwanlin Dün First Nation is able to exercise planning, zoning, and land development powers that are in accordance with the designations for each parcel set out in the SGA and that are consistent with City of Whitehorse bylaws, including the OCP.

The SGA designation determines the kind of use allowed for each Type 2 land parcel within Whitehorse; each Type 2 parcel is classified as either residential, commercial, light industrial, industrial, or First Nation institutional. Type 2 parcels may have more than one SGA designation (e.g., residential, commercial). The SGA also outlines the process for how the SGA designations for Type 2 parcels can be changed.

Type 3 Lands

The Kwanlin Dün First Nation is not able to exercise its planning, zoning, and land development powers nor may it exercise powers related to public health and safety, without express approval from the City. These parcels are generally located within existing residential areas including Porter Creek, Downtown, Mary Lake, and Copper Ridge.

Part C Land Use

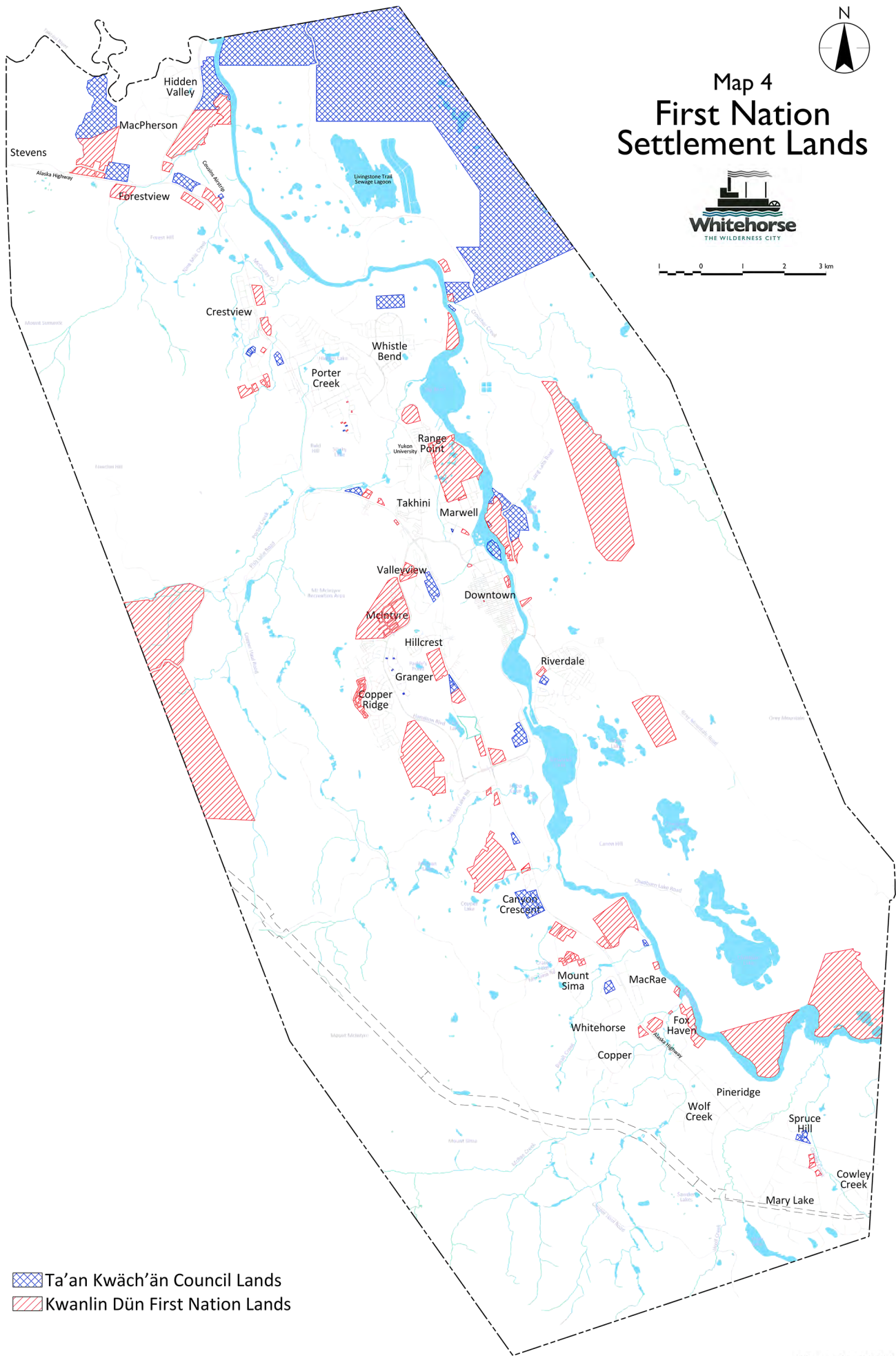
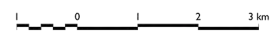
Section 13 Land Use Overview

TA'AN KWÄCH'ÄN COUNCIL SETTLEMENT LANDS

The *Ta'an Kwäch'än Council Self-Government Agreement* identifies that the First Nation will not exercise its powers to enact laws on Settlement Lands in Whitehorse unless otherwise agreed to by Ta'an Kwäch'än Council and the City of Whitehorse. Land use designations identified for the Settlement Land parcels have been done at the request of the Ta'an Kwäch'än Council; all modifications to the land use designations as shown are subject to the OCP amendment process. These lands are shown in Map 4 First Nation Settlement Lands and Map 5 Land Use Designations.



Map 4 First Nation Settlement Lands



- Ta'an Kwäch'än Council Lands
- Kwanlin Dün First Nation Lands



Photo: City of Whitehorse

14 Land Use Designations

14.1 GENERAL LAND USE POLICIES

The following policies apply to all land use designations.

POLICIES

- 14.1.1 In any designation, the removal and off-site transport of granular resources may be considered as an interim land use on land designated for development. This activity would require a Development Permit Agreement. Restrictions that mitigate impacts on surrounding development and communities such as buffers, screening, volumes, and time limits may be required.
- 14.1.2 Snow storage may be considered in any designation, subject to restrictions that ensure compatibility with the surrounding context through measures such as buffers, separation distances, or transition zones.
- 14.1.3 Public utility corridors (e.g., roadways, trails, electrical lines, water lines, sewer lines) are permitted in any land use designation, subject to any applicable bylaws and environmental guidelines.
- 14.1.4 Any mineral development, including to maintain existing mineral claims in good standing, or for remediation or reclamation activities, is subject to all applicable legislation, regulatory requirements, and City bylaws.

14.2 AGRICULTURE

Agriculture areas are intended to support local food production by accommodating both soil-based and non-soil-based agriculture and associated uses. While Whitehorse does not have climatic conditions to be completely reliant on locally produced food, urban agriculture can bring many benefits to the community including strengthening the local economy; advancing education about food systems; encouraging entrepreneurship; enhancing connectivity, to the land, nature, and culture; and increasing sustainability.

The Government of Yukon is responsible for administering agriculture in the Yukon.

Part C Land Use

Section 14 Land Use Designations

POLICIES

- 14.2.1 Agriculture areas will be used to foster the development of local food production within the city. This may be accomplished by leasing land to the public for agricultural pursuits and other related uses.
- 14.2.2 A maximum of two residential dwelling units per lot may be permitted within the Agriculture designation.

14.3 COMMERCIAL - SERVICE

Commercial - Service areas are intended to accommodate commercial or public uses that are not combined with residential or industrial uses and are largely vehicle-oriented. This type of commercial development typically requires significant onsite parking and/ or loading facilities creating large expanses of undeveloped space; as such, they are often in contrast with lively, pedestrian-focused locations.

POLICIES

- 14.3.1 Uses that may be suitable for inclusion in the Commercial - Service areas include but are not limited to retail and office use, restaurants with or without drive-throughs, tourist accommodations, service stations, automobile dealerships, and entertainment facilities.
- 14.3.2 Public uses including education facilities, health care facilities, social services, and semi-public uses such as religious facilities, recreational facilities, and community halls may also be considered in a Commercial - Service designation.
- 14.3.3 Accessory activities that support the operation of uses in Commercial - Service areas, such as caretaker facilities, may be permitted.
- 14.3.4 While Commercial - Service areas are intended to primarily accommodate automobiles, incorporating active transportation connections will be considered to ensure the safety of pedestrians and cyclists.

14.4 FUTURE PLANNING AREAS

Future Planning Areas are intended to identify areas in the city that may be suitable for future development but need additional planning work to determine their most suitable mix of uses.

POLICIES

- 14.4.1 Existing development and activities within Future Planning Areas will continue to be recognized, subject to applicable zoning requirements.
- 14.4.2 Existing uses primarily associated with Greenspaces, such as outdoor recreation trails or domestic fuel woodcutting, should be permitted subject to approval by the appropriate authority.

Part C Land Use

Section 14 Land Use Designations

- 14.4.3 To preserve Future Planning Areas' capacity for future development, limited new uses should be considered (e.g., new trail accesses, public utilities).
- 14.4.4 Small scale agricultural uses, including gardening, may be considered as temporary uses in Future Planning Areas.
- 14.4.5 The North Area as described in Section 8 Community Growth will be reserved for the future development of greenfield residential neighbourhoods.

14.5 GREENSPACE

Greenspaces are intended to protect and maintain the integrity of the environment as described in Section 7 Protection of the Environment, acknowledge and promote connectivity between people and the environment as described in Section 5 Heritage, Arts, and Culture, and support community well-being as described in Section 4 Community Well-Being. Within the Greenspace designation, there will be a mix of parks, trails, Regional Parks, and other natural areas

As shown in Map 1 Natural Features and Conceptual Parks, the Greenspace designation includes many areas that are identified as Environmentally Sensitive Areas. These areas have been identified through past environmental studies and may include wildlife habitat or corridors, water courses, lakes, forested and exposed slopes, and escarpments. While all environmentally sensitive areas have been incorporated into the Greenspace designation, their boundaries should not be interpreted as precise; as more information is available, the extent of environmentally sensitive areas may expand or contract.

POLICIES

- 14.5.1 Uses that may be suitable for inclusion in areas designated as Greenspace include, but are not limited to, trails, parks, recreation facilities, and limited supportive services such as public washrooms.
- 14.5.2 To encourage the community's enjoyment of Greenspace areas, infrastructure that supports outdoor recreation (e.g., trails, interpretive signage, gathering areas) will be supported.
- 14.5.3 All development in Greenspaces may be subject to environmental or other reports that identify measures required to protect environmentally sensitive areas and avoid or mitigate impacts to Whitehorse's ecosystems.
- 14.5.4 The City is committed to pursuing efforts that preserve the integrity and connectivity of environmentally sensitive areas to keep habitat intact and prevent fragmentation.
- 14.5.5 Environmentally sensitive areas as described will be primarily kept in their natural state, with minimal disturbance or development.
- 14.5.6 Activities or development proposed in Greenspaces that may impact environmentally sensitive areas will be subject to the policies found under Section 7 Protection of the Environment.

Part C Land Use

Section 14 Land Use Designations

- 14.5.7 Where development corridors (e.g., trails, roadways) cross environmentally sensitive areas, mitigative measures will be taken to ensure impacts to wildlife and habitat are minimal.

14.6 INDUSTRIAL

Industrial areas are intended to accommodate industrial development of varying scales and intensities. It is common practice that industrial uses are considered in two intensities: light and heavy. In this OCP, light industrial uses do not generally produce nuisance beyond the boundary of their site (e.g., sound, smell, airborne particulate matter, light, vibrations); whereas heavy industrial uses are anticipated to produce one or more of these off-site nuisances. The City recognizes that both heavy and light industrial uses are valued in Whitehorse; as such, both are accommodated.

POLICIES

- 14.6.1 Uses that may be suitable for inclusion in the Industrial areas include both light and heavy industrial uses such as, but not limited to, machinery repair and storage, vehicle repair, equipment storage buildings, manufacturing, technology-based firms, warehousing/distribution, storage yards, and incidental office facilities.
- 14.6.2 Industrial uses must be compatible with other territorial and federal regulatory requirements in relation to approvals and licensing, including applicable impact assessment requirements.
- 14.6.3 Redevelopment in existing industrial areas, specifically, in Kulan, MacRae, and Mt Sima will be encouraged.
- 14.6.4 Rock, sand, and topsoil quarries may be permitted as interim land use activities in Industrial areas pending long-term redevelopment to other industrial uses.

Light Industrial Uses

- 14.6.5 Light Industrial uses must not produce smoke, vibration, odour, noise, or electrical impacts that interfere with the use of a neighbouring lot. This is of particular importance where there are existing residential uses nearby.
- 14.6.6 If new areas designated as Industrial are in proximity to a residential designation, a minimum 200 metre vegetated buffer will be provided to mitigate any negative impacts.

Heavy Industrial Uses

- 14.6.7 Subject to zoning and the provision of suitable separation distances, heavy industrial uses such as mineral processing, wood processing, and manufacturing are permitted.
- 14.6.8 Visual mitigation measures (e.g., fencing, landscaping, berms) will be required to be incorporated into the design for outdoor manufacturing activities that are visible from the Alaska Highway.

Part C Land Use

Section 14 Land Use Designations

- 14.6.9 For heavy industrial uses, a 500 metre buffer will be provided. The buffer areas will, where practical, be publicly owned.
- 14.6.10 The remediation and redevelopment of the Whitehorse Copper Mine site for heavy industrial use should be encouraged.

14.7 INDUSTRIAL/ COMMERCIAL

Industrial/ Commercial areas are intended to accommodate light industrial activities, and complementary commercial uses, that are primarily within enclosed buildings. This designation is found in Marwell as well as in several nodes along the Alaska Highway.

POLICIES

- 14.7.1 Uses that may be suitable for inclusion in this designation include but are not limited to storage, light manufacturing, commercial sales, warehousing, and light industrial uses.
- 14.7.2 To foster the creation of vibrant, pedestrian-friendly areas in Marwell, industrial uses with minimal interactions with patrons (e.g., storage, warehousing) and those with unscreened outdoor storage (e.g., salvage yards) will be discouraged or encouraged for potential relocation.
- 14.7.3 Where the Industrial/ Commercial designation abuts a residential neighbourhood, the proposed development may be required to include a vegetated buffer. This does not include where this designation is adjacent to a Live/Work area.
- 14.7.4 Appropriate infrastructure will be provided for safe public access to and from arterial or collector roads and access driveways into parking areas will be clearly defined and designed.

14.8 MIXED-USE - DOWNTOWN CORE

The Mixed-Use Downtown Core area is the heart of the community. This area is intended to accommodate a range of live, work, learn, and play opportunities in an aesthetically-pleasing environment that reflects the community's heritage and encourages interaction between private and public spaces.

POLICIES

- 14.8.1 Areas in the Mixed-Use - Downtown Core should be designed to enhance the overall streetscape, and experience for visitors and residents. This may be done through architectural guidelines, public plazas or seating areas, character street furniture, and public art.
- 14.8.2 Uses suitable for inclusion in the Mixed-Use - Downtown Core area include, but are not limited to offices: retail stores, personal services, financial institutions, government buildings, schools, parks, playgrounds, cultural, art or entertainment facilities, and residential uses.

Part C Land Use

Section 14 Land Use Designations

- 14.8.3 Patron-oriented uses (e.g., retail shops, personal services) will be encouraged to be located on the ground floor of multi-storey buildings with uses that do not include patrons (e.g., offices) encouraged to be located above.
- 14.8.4 Residential units within mixed-use and stand-alone buildings will be encouraged, subject to Zoning Bylaw provisions.
- 14.8.5 Site design, landscaping, and fencing requirements of stand-alone residential uses in this area should be carefully considered so as to not detract from the creation of pedestrian-oriented streets.
- 14.8.6 Parking and loading areas for uses in this area will be located in the rear of the buildings and accessed via a laneway if there is one.
- 14.8.7 To promote the concentration of commercial and higher-density residential uses within the Downtown, buildings up to 32.5m may be considered.
- i. Floor area and building height increases may be considered if they are shown to provide community benefit.
 - ii. Factors that should be reviewed during the consideration of approving taller buildings include:
 - Proposed approach to accommodating parking requirements;
 - Proximity to active transportation and transit routes;
 - Architectural design of the building and visual impact it will have on the streetscape, both on the street it is proposed and those surrounding, specifically on Main Street;
 - The transition between the proposed building and allowable development for those surrounding;
 - Creation of shadows to surrounding properties;
 - View corridors;
 - Capacity of the City's fire response system; and
 - Capacity of the City's municipal servicing network.
- 14.8.8 Major facilities supporting the tourism industry (e.g., culture and art facilities, hotels, eating and drinking establishments) will be encouraged to be located in the Downtown, and near Main Street or on the Riverfront.

Main Street

The policies below apply to the full extent of Main Street.

- 14.8.9 Main Street will be promoted as the Downtown's primary pedestrian-oriented retail corridor, with a continuous row of small, and engaging storefront.
- 14.8.10 New Development will complement the existing development pattern along Main Street and respect and support Main Street's strong pedestrian environment.

Part C Land Use

Section 14 Land Use Designations

- 14.8.11 Programming efforts and design elements will be supported along Main Street to encourage year-round, full-day use of the right-of-way by enhancing overall pedestrian comforts and interest. This may include temporary use of sidewalks for retail sales or patios.
- 14.8.12 The character of Main Street will be retained through building size, height, and setbacks limitations.
- 14.8.13 Buildings fronting on Main Street will be no more than 20 metres in height, with heights decreasing toward the Riverfront. More information about development along the Riverfront is provided in Section 14.11 MIXED-USE - RIVERFRONT.
- 14.8.14 Buildings along Main Street will have no front yard setback. Where front yard setbacks do exist, the setback area will follow specific design requirements to ensure it is maintained as high-quality pedestrian environment.
- 14.8.15 Inactive gaps along Main Street should be avoided through the encouragement of Intensification Development and/or introduction of temporary installations (e.g., pop-up parks, public art, seating nodes, murals, window installations).
- 14.8.16 Ground floor uses along Main Street will have interactivity with the street, with offices or residential use above the ground floor.

14.9 MIXED-USE - LIVE/ WORK

Mixed-Use Live/ Work areas are intended to support Marwell, by accommodating uses that combine employment and residences - “live/ work”. These uses may occur within the same building or on the same parcel. As one of the oldest developed areas in the city, Marwell is a transitional neighbourhood with ties to natural and First Nation heritage, its historic industrial uses, and connectivity to the Yukon River and Downtown.

POLICIES

- 14.9.1 Uses that may be suitable for inclusion in the Mixed-Use Live/ Work area include but are not limited to commercial or light industrial uses that include residential use in the same building or on the same parcel.
- 14.9.2 The inclusion of multiple dwelling units, as secondary uses to the primary commercial or industrial uses of a structure, may be permitted to support new and emerging businesses. As an example, this may include multiple dwelling units located above a commercial use.
- 14.9.3 Multiple dwelling units will be permitted at a density of two per lot or approximately 10 per hectare.
- 14.9.4 The redevelopment or repurposing of existing buildings will be supported to facilitate “live/ work” arrangements.

Part C Land Use

Section 14 Land Use Designations

- 14.9.5 Typical neighbourhood amenities such as playgrounds or parks are not anticipated in Mixed-Use - Live/ Work areas.

14.10 MIXED-USE - NEIGHBOURHOODS

Mixed-Use - Neighbourhood areas are intended to assist in the creation of more Complete Communities by accommodating a mixture of multi-unit housing and commercial development at a scale that contributes to the vitality of neighbourhoods while not competing with the Downtown.

POLICIES

- 14.10.1 Uses that may be suitable for inclusion in the Mixed-Use - Neighbourhood areas include but are not limited to multi-unit residential, small-scale retail stores, grocery or convenience stores, restaurants, professional and personal services, small-scale offices, and daycares. Residential uses can be standalone buildings or mixed residential/ commercial uses.
- 14.10.2 Development in the Mixed-Use - Neighbourhood area will consider pedestrian connections, bicycle parking, electric vehicle charging stations, and impacts of parking areas on surrounding properties.

14.11 MIXED-USE - RIVERFRONT

The Riverfront area has always held a special place and has the potential to become the heart and soul of Whitehorse. Mixed-Use - Riverfront area is intended to accommodate a vibrant mix of uses and activities with strong connections to the Yukon River. While no specific uses are intended to be unique to this area, the Mixed-Use - Riverfront designation recognizes the area as a significant cultural and natural amenity and guide its future development.

Please refer to Section 5 Heritage, Arts, and Culture for additional policies regarding Riverfront planning.

POLICIES

- 14.11.1 Uses that may be suitable for inclusion in the Mixed-Use Riverfront designation include arts, cultural, and heritage facilities (e.g., the Kwanlin Dün Cultural Centre, SS Klondike); parks, trails, wharfs, and gathering spaces; tourism facilities and public amenities (e.g., visitor centre, rental kiosks, public washrooms); retail and commercial uses (e.g., shops, hotels, restaurants); and residential buildings.
- 14.11.2 The Yukon River, its Riparian Setback Area, and shoreline park and/ or natural space will be protected and enhanced through the inclusion of interconnected parks, trails, and development setbacks.
- 14.11.3 All development in the Mixed-Use Riverfront Designation will be designed to support connectivity to the Yukon River.
- 14.11.4 Building heights in the Mixed-Use Riverfront Designation will be limited to 10 metres.

Part C Land Use

Section 14 Land Use Designations

- 14.11.5 Size and/ or design of buildings in the Mixed-Use Riverfront Designation should encourage small-scale buildings; however, larger buildings may be considered if they support the heritage character of the Riverfront.
- 14.11.6 The adaptive reuse of existing structures is encouraged.
- 14.11.7 Development of buildings will be prohibited between the Riverfront walkway and Yukon River. Exceptions may be considered for buildings related to water activities, public use, temporary or seasonal buildings, cultural facilities, and existing or relocated heritage buildings.
- 14.11.8 All New Developments must be designed to be aesthetically pleasing from both the street and the Riverfront trail and include pedestrian connections to Riverfront trails.

14.12 NATURAL RESOURCE EXTRACTION

The Natural Resource Extraction designation is intended to support local and regional economic activity and construction through accommodating the extraction and management of raw materials.

Gravel extraction is fundamental to Whitehorse's local economy as it supplies the foundation for new construction such as buildings and roadways. Notable areas of mineral and gravel potential include the Whitehorse Copper Belt, Sleeping Giant Hill, McLean Lake, and the northwest corner of the city limits known as Stevens. It is documented that the Stevens area has significant gravel resources that could serve the community for up to 70 years. Most of the gravel within this area can supply pit run, crushed basecourse, sub-base, asphalt and concrete aggregate, concrete, bedding sand, and drain rock. These materials are typically used for road and highway development, building foundations, and other forms of construction. It is an essential asset for any community to have significant gravel reserves rather than importing them from other communities or rural areas at great expense.

POLICIES

- 14.12.1 Uses that may be suitable for inclusion in the Natural Resource Extraction areas include gravel extraction which is recognized as fundamental to the local economy as it supplies raw materials for new construction.
- 14.12.2 The City will continue to support the extraction of gravel and acknowledge that gravel is an essential asset, and its local extraction is a more sustainable and economical option than importing gravel from outside the city.
- 14.12.3 To mitigate any impacts to residences near quarry areas, a Development Agreement may be required for new quarries in addition to the following conditions:
 - i. A natural treed buffer will be maintained between land uses and haul roads where possible;
 - ii. Hours of operation will be consistent with City bylaws or as further restricted through other approvals;

Part C Land Use

Section 14 Land Use Designations

- iii. A sign describing the quarry activity will be erected at a prominent location on the haul road outlining the development sequence and hours of operation;
 - iv. The site perimeter will be posted to warn of safety considerations from unauthorized entry into the pit area;
 - v. The access road will be gated to prevent off-season use by all-terrain vehicles; and
 - vi. Restrictions will be placed on certain activities such as crushing to reduce noise exposure.
- 14.12.4 Development requirements will be applied to mitigate risk and nuisance factors associated with Natural Resource Extraction activities, particularly in proximity to new and existing Residential areas.
- 14.12.5 Natural Resource Extraction areas will have an approximate 300 metre separation from Residential designations. The buffer areas should be, where practical, vegetated and publicly owned.
- 14.12.6 New quarries may require a separate, hard surface haul road, complete with turning lanes at intersections with public roadways with adherence to dust mitigation practices.
- 14.12.7 A Reclamation Plan will be required as part of Development Permit approval and/or lease.
- 14.12.8 Once resource extraction operations are complete, the reclamation of the site will begin immediately. Reclamation will be competed to as natural a state as possible through slope grading, landscaping, and revegetation.
- 14.12.9 Prior to reclamation, the Reclamation Plan may be revisited to determine if an alternate use is feasible.

14.13 PUBLIC SERVICE

Public Service designation is intended for the development of publicly operated facilities and institutions.

POLICIES

- 14.13.1 Uses that may be suitable for inclusion in the Public Service designation include but are not limited to hospitals, major recreation facilities; arts, culture, and heritage facilities; post-secondary institutions; cemeteries; corrections facilities; and aerodromes.
- 14.13.2 Public Service areas will be designed to incorporate and connect to the City's transit and active transportation networks.
- 14.13.3 Aviation and aviation-related uses will be encouraged to locate near the Erik Nielsen Whitehorse International Airport to create a convenient node for aviation-related activity.
- 14.13.4 The City will work with the Government of Yukon to ensure land uses surrounding aerodromes are supportive of safe operations and potential future expansions.

14.14 PUBLIC UTILITY

The Public Utility designation is intended for the development of utility services that benefit the public at large. Examples of uses that may be suitable for inclusion in the Public Utility areas include but are not limited to landfills, water treatment facilities, sewage lagoons, transfer stations, and energy transmission, storage, and generation infrastructure.

POLICIES

- 14.14.1 Whenever possible, public utilities will be designed and operated to reduce impacts to nearby residential uses.
- 14.14.2 Development setbacks will be applied (e.g., landfills, sewage lagoons) in accordance with all applicable legislation and City bylaws.
- 14.14.3 Reclamation and/or remediation will be required following the termination of public utility uses.

14.15 RESIDENTIAL - COUNTRY

The Residential - Country designation is intended to accommodate rural-based residential uses on larger lots that generally rely on onsite water and sewer services. This style of residential living is recognized as highly desirable for people who value having their own piece of natural open space and immediate access to outdoor recreation, while living close to the services and amenities of Whitehorse.

Although this style of residential development has advantages, due to the extended distance between Residential - Country areas and the Urban Core, residents tend to use personal automobiles to access services (e.g., shopping, employment, schools) which adds to traffic congestion, air pollution, and does not support transit or the City's sustainability goals.

POLICIES

- 14.15.1 Uses that may be suitable for inclusion in the Residential - Country areas include but are not limited to single detached housing on large lots or acreages, parks and recreation sites, community halls, schools, or places of worship.
- 14.15.2 Rural residential development will be confined mainly to lands designated as Residential – Country.
- 14.15.3 Non-residential development in Residential - Country areas will be considered to balance convenient access to services for residents with responsible asset management for the City.
- 14.15.4 Home-based businesses that provide opportunities for occupations and small-scale entrepreneurial business in Residential - Country areas will be supported.

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Section 14 Land Use Designations

- 14.15.5 Residential – Country developments will be designed to rely on on-site sewage treatment (e.g., septic fields, septic mounds, storage tanks) and non-communal water sources (e.g., individual wells, trucked water delivery to tanks).
- 14.15.6 New Residential- Country lots may be required to complete hydrological and geotechnical studies to determine the soils' capacity for sewage percolation, aquifer capacity, and potential for conflict with groundwater resources.
- 14.15.7 To ensure adequate lot area for onsite servicing, the minimum size for lots located in Residential – Country areas is 1.0 hectare for residential designations.
- i. Notwithstanding the above, new residential development may occur with lot sizes of a minimum of 0.5 hectares so long as the applicant is able to adequately demonstrate the site and area has the capacity to accommodate long-term on-site servicing; and

14.16 RESIDENTIAL - OLD TOWN

The Residential - Old Town designation is intended to protect and preserve the historic character of one of the first neighbourhoods of Whitehorse, locally known as Old Town, which contains an eclectic mix of housing types. This neighbourhood is located adjacent to the Downtown, up against the clay cliffs and close to many community amenities. Many of the older homes in Old Town are small and have an historic architectural character; however, there has been increasing redevelopment within Old Town, with new duplexes, triplexes, and fourplexes adding density.

POLICIES

- 14.16.1 Uses that may be suitable for inclusion in Residential - Old Town include but are not limited to single-family residential, multi-unit residential, secondary detached suites, home-based businesses, parks, and playgrounds.
- 14.16.2 The historic character of Old Town will be retained through building size, massing, height, architectural character, and setback requirements.
- 14.16.3 Building heights in Old Town will be limited to 10 metres.
- 14.16.4 The maximum density is 150 units per hectare which is roughly equivalent to six units on a typical Old Town lot.
- 14.16.5 Redevelopment in Old Town that is respectful to, and compatible with, existing development will be encouraged.

14.17 RESIDENTIAL - URBAN

The Residential - Urban designation is intended to accommodate a wide range of residential housing forms and compatible uses, located primarily within the Urban Containment Boundary.

POLICIES

- 14.17.1 Uses that may be suitable for inclusion in the Residential - Urban areas include but are not limited to residential uses of varying density and form, parks and natural areas, playgrounds, schools, places of worship, community halls, recreation facilities, retail shops, and personal service uses.
- 14.17.2 Residential - Urban areas will be primarily residential in nature with limited non-residential uses intended to support the creation of Complete Communities.
- 14.17.3 Non-residential uses must be designed to be compatible with the residential character of neighbourhoods. Specific consideration will be given to use, size, height, site design, architectural character, parking requirements.
- 14.17.4 Residential - Urban areas will be connected to municipal services (e.g., water servicing, sanitary servicing).
- 14.17.5 Development in the Residential-Urban area will consider pedestrian connections, bicycle parking, electric vehicle charging stations, and impacts of parking areas on surrounding properties.




















Map 5 Land Use Designations



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Land Use Designations

-  Agriculture
-  Commercial - Service
-  Future Planning Areas
-  Greenspace
-  Industrial
-  Industrial/Commercial
-  Mixed-use - Downtown Core
-  Mixed-use - Live/Work
-  Mixed-use - Neighbourhoods
-  Mixed-use - Riverfront
-  Natural Resource Extraction
-  North and South Growth Area Boundaries
-  Public Service
-  Public Utility
-  Residential - Country
-  Residential - Old Town
-  Residential - Urban

May 10, 2022

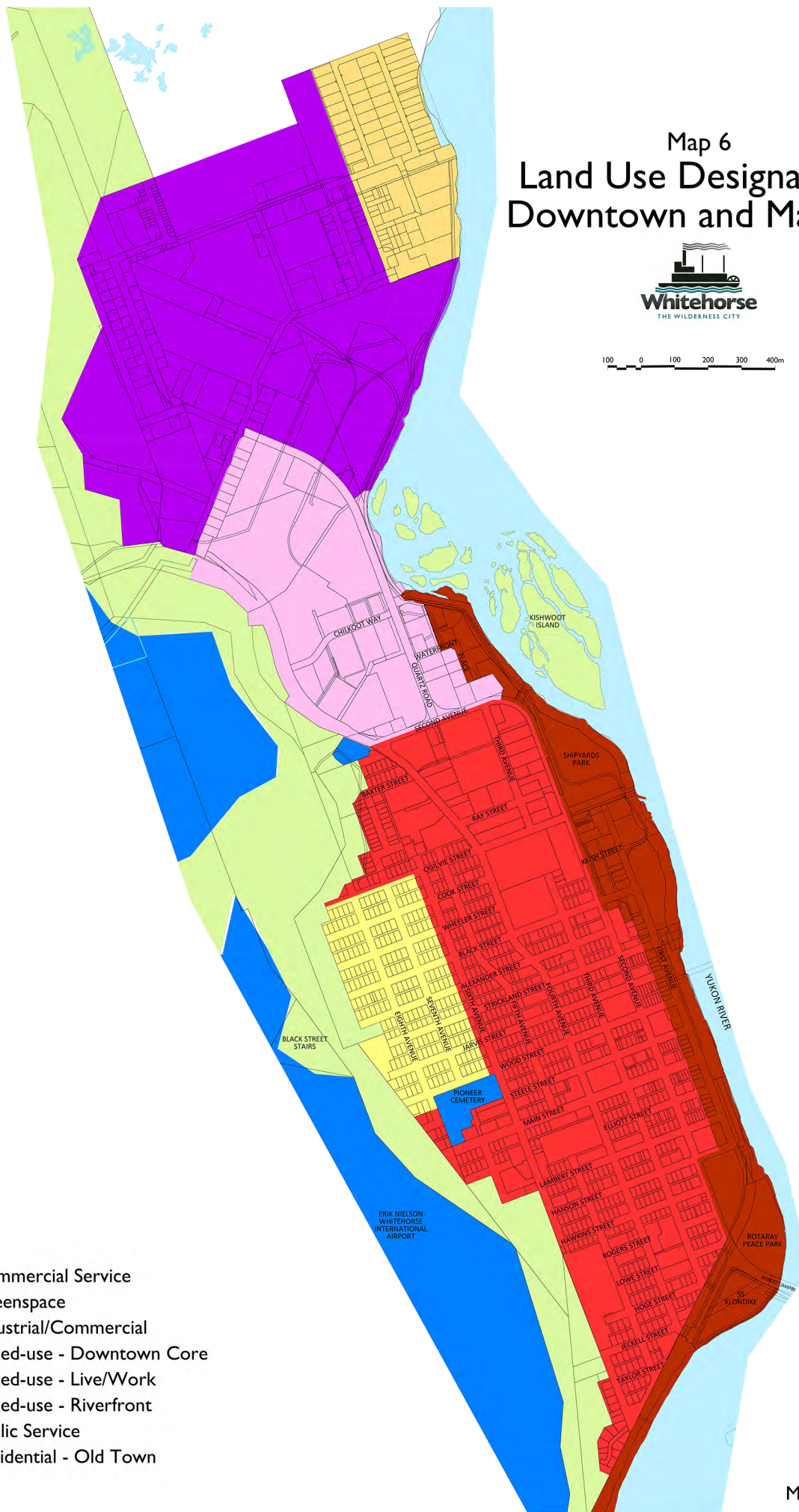


Map 6 Land Use Designations Downtown and Marwell



100 0 100 200 300 400m

- Commercial Service
- Greenspace
- Industrial/Commercial
- Mixed-use - Downtown Core
- Mixed-use - Live/Work
- Mixed-use - Riverfront
- Public Service
- Residential - Old Town



Part D Administration and Implementation

15 Administration and Implementation of the OCP

OVERVIEW

This plan provides direction on how Whitehorse should grow and develop to 2040. While all City policy, projects, and spending should be broadly consistent with the OCP’s objectives, the Plan is intended to be flexible and adaptable to emerging or changing conditions. Implementation of the OCP will be completed through City programs and decision making, as well as through partnerships, community assistance, the business community, and the development industry. This section provides policy guidance for the administration and implementation of the plan.

In accordance with subsection 283(4) of the *Municipal Act*, the adoption of this OCP does not commit Council or any other person, association, organization, department, agency, or other government to undertake any of the projects outlined in this document. Actions or projects proposed in Appendix A Ideas for Action of this OCP are not meant to be binding on Council, and are subject to, among other things, changing Council priorities, budget availability, and required approvals.

GOALS

- | | | | |
|--------|---|--------|--|
| 15.(a) | The OCP reflects the community’s goals and aspirations for Whitehorse. | 15.(d) | The OCP’s planning framework provides clearly-defined and appropriate guidance to support decision-making. |
| 15.(b) | Existing and future City plans, policies, and bylaws are broadly consistent with the OCP. | 15.(e) | Partnerships are used to support the health, well-being, and prosperity of the region. |
| 15.(c) | The City’s decision-making processes are clear, equitable, and open to the public. | 15.(f) | Development is guided by comprehensive planning processes. |

Part D Administration and Implementation

Section 15 Administration and Implementation of the OCP

POLICIES

INTERPRETATION

- 15.1 All information shown in Map 1 Natural Features and Conceptual Parks, Map 2 Urban Growth Areas, and Map 3 Urban Centres are to be interpreted for general information; confirmation of exact boundaries may require additional studies or investigation.
- 15.2 All boundaries as shown in Map 5 Land Use Designations and Map 6 Land Use Designations Downtown and Marwell are to be interpreted as precise with consideration given to the policies described in the OCP for their development intent.

REVIEW AND AMENDMENTS

- 15.3 The City will review the OCP and prepare comprehensive updates approximately every 10 years, or as otherwise directed by Council.
- 15.4 All modifications to the OCP shall be undertaken in accordance with the Municipal Act.
- 15.5 All amendments to the OCP will be circulated to the Ta'an Kwäch'än Council and Kwanlin Dün First Nation governments for their review and comment.
- 15.6 When an OCP amendment is being reviewed by Council, the following should be considered in the decision:
 - i. How the amendment aligns to the vision, principles, goals, and policies of the OCP;
 - ii. The rationale for undertaking an amendment in advance of a comprehensive OCP review process;
 - iii. Public, stakeholder and government input; and
 - iv. The potential benefits and/ or impacts to the community anticipated as a result of the amendment.
- 15.7 The public will be provided an opportunity to participate in the OCP amendment process in accordance with the *Municipal Act*.

FUTURE DEVELOPMENT

Master Planning

- 15.8 A Master Plan will be required for all development of sites over 1.5 hectares in size, prior to zoning amendment and/or subdivision. These sites may include one or more properties and have one or more owners.
 - 15.8.1 The requirement for the preparation of a Master Plan may be waived through a development review process for developments that have minimal implications to municipal infrastructure, drainage concerns, surrounding properties, or other considerations.

Part D Administration and Implementation

Section 15 Administration and Implementation of the OCP

- 15.9 Master Plans will be required to conform with the OCP and consider community feedback. Where a proposed Master Plan does not conform with the OCP, the owner of the subject development site will be required to apply to amend the OCP.
- 15.10 Master Plans may be required to include, but not limited to:
- i. The history and background of the development site with a map showing property ownership and easements;
 - ii. The planning context of the site (i.e., what has been planned for the area in the OCP and any other relevant plans or studies);
 - iii. Existing planning area conditions (e.g., environmentally sensitive areas, topography, existing structures);
 - iv. An overview of surrounding context;
 - v. A summary of the opportunities and constraints for the site;
 - vi. An overall vision for what is being proposed for the area, with a focus on how the proposed development is in alignment with the OCP;
 - vii. A description of proposed land uses including parks, playgrounds, natural spaces, and community amenities, with associated maps;
 - viii. Proposed land use calculations with anticipated dwelling units, densities, and population projections;
 - ix. A transportation plan showing all internal roadways and trails, as well as connectivity to the City's surrounding transportation and mobility network; and
 - x. An engineering feasibility report addressing servicing capacity, costs, and connections.

These requirements may be waived, reduced, or modified through the development review process.

Costs of Development

- 15.11 The City will periodically review fees related to development to ensure their appropriateness.
- 15.12 The City may consider the use of cost-sharing agreements among landowners to cover the costs associated with major infrastructure, studies, assessments, or plans that may be required as a result of, or to prepare for, land development. These agreements may include environmental assessments, restoration plans, the provision of community facilities including parks and shared infrastructure. Such agreements will be initiated by landowners or the City and provide for the fair sharing of costs among benefiting parties.
- 15.13 The City may consider alternative tools to cover the costs associated with land development.

Remediation

- 15.14 Remediation efforts, ranging from examination to restoration, will be required at the end of any activity that may have caused land contamination. These efforts will be guided by the authority having jurisdiction for remediation.

Part D Administration and Implementation

Section 15 Administration and Implementation of the OCP

COORDINATION AND PARTNERSHIPS

- 15.15 The City will strive to increase and strengthen partnerships with other governments including the Government of Canada, the Government of Yukon, Kwanlin Dün First Nation, the Ta'an Kwäch'än Council, and other Yukon First Nations.
- 15.16 Opportunities for collaboration and partnership with user groups and local community organizations will continue to be considered to implement programs and achieve the goals of the OCP.
- 15.17 The City will continue to foster and promote positive communications with the Kwanlin Dün First Nation, the Ta'an Kwäch'än Council, and the Government of Yukon on local and regional land use issues in the Whitehorse area.
- 15.18 The City may participate in collaborative planning process for the greater Whitehorse area, which could include planning taking place in the Whitehorse periphery, outside the city boundary. This could include participation in regional planning done under Chapter 11 of the Umbrella Final Agreement.
- 15.19 The City will specifically work with the Government of Yukon to:
- i. Discourage spot land applications that would result private ownership;
 - ii. Ensure that certain spot land applications for quarrying of industrial areas and limited lot expansion are allowed outside of the Urban Containment Boundary;
 - iii. Continue an appropriate moratorium on mineral staking in the City; and
 - iv. Optimize existing quarry lease areas.
- 15.20 The City may consider opportunities for the expansion of Regional Parks beyond the City's boundary, through collaboration with the Government of Yukon and First Nations governments.

Glossary

Glossary

Term	Definition
Accessibility	Giving equitable access to everyone along the continuum of human ability and experience. Accessibility holds a broad meaning and refers to how each person's characteristics, abilities, and preferences are considered.
Active Transportation	Any form of human-powered transportation, such as walking, cycling, using a wheelchair, in-line skating, or skateboarding.
Affordable housing	As defined by the Canadian Mortgage and Housing Corporation (CMHC), in Canada, housing is considered "affordable" if it costs less than 30% of a household's before-tax income. Affordable housing is a very broad term that can include housing provided by the private, public, and non-profit sectors across the entire housing continuum.
Age in Place	Growing older and/ or transition through life without having to move outside one's current residential area. This concept acknowledges the value of community and social capital residents build within their neighbourhoods and strives to allow people to remain in place even as their housing needs change. This may include being able to upsize or downsize houses within the same neighbourhoods as children arrive or leave the house, mobility limitations or household financial conditions changes, or being able to move into assisted living facilities without leaving the neighbourhood.
Aerodrome and Airport	
Aerodrome	As defined by the Aeronautics Act, "aerodrome means any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith".
Airport	As defined by the Aeronautics Act, "airport means an aerodrome in respect of which a Canadian aviation document is in force"
Average Household Size	The average number of people living together in a home.
Complete Communities	Neighbourhoods or communities that are designed to meet the basic needs of all residents by encompassing a diverse mix of residential and commercial uses.
Complete Streets	Complete streets are safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel. Complete street design creates spaces where all users can thrive — not only motorists.
Crime Prevention Through Environmental Design (CPTED)	Designing buildings and structures, as well as the open spaces surrounding them, to reduce opportunities for crime and to increase public safety.

Glossary

Term	Definition
Development	
Development	Means any new use, change of use, or change of intensity of use on any land.
Development Permit	A Development Permit authorizes New Development on land within the City of Whitehorse and affirms that the proposed development conforms to the applicable requirements of the Zoning Bylaw.
Development Types:	
• Intensification Development	• Is located on undeveloped sites within existing development areas or neighbourhoods, that have not been developed in the past.
• Brownfield Redevelopment	• Typically refers to sites that have been previously developed and require remediation or major modifications prior to redevelopment.
• Greenfield Development	• Is located on undeveloped land, in areas not within existing development areas.
Land Development	The process of planning, designing, or constructing physical elements of the community, such as infrastructure, buildings, and parks.
Diversity	Differences in race, skin colour, place of origin, religious viewpoint, immigrant and newcomer status, ethnic origin, language, ability, mobility, sex, sexual orientation, gender identity, gender expression, age, and income level.
Downtown	Represents the heart of the community for commerce, employment, arts, and culture as shown on Map 2 Urban Growth Areas.
Dwelling	As defined by Statistics Canada, <p>“In general terms a dwelling is defined as a set of living quarters. Two types of dwelling are identified in the Census, collective dwellings, and private dwellings. The former pertains to dwellings which are institutional, communal, or commercial in nature. The latter, Private dwelling refers to a separate set of living quarters with a private entrance either from outside the building or from a common hall, lobby, vestibule, or stairway inside the building. The entrance to the dwelling must be one that can be used without passing through the living quarters of some other person or group of persons.”</p> <p>Within the context of this OCP, dwelling units generally refer to private dwellings.</p>
Environmental Assessment	An assessment conducted by a qualified professional, intended to: identify the environmentally sensitive characteristics of a site; specify measures to avoid, minimize, and/or mitigate environmental impacts; and specify measures to restore habitat damaged during development.
Environmentally sensitive area	Water bodies, water courses, wetlands, high value habitat areas, wildlife corridors, and adjacent buffer as shown on Map 1 Natural Features and Conceptual Parks.
Escarpment	A steep slope or cliff at the edge of a plateau or ridge which is usually formed by erosion. <p>In Whitehorse, the escarpment is the exposed slope directly west of the Downtown. Escarpments are also known as clay cliffs.</p>

Glossary

Term	Definition
Equity	The removal of systemic barriers and biases enabling all individuals to have equal opportunity to access and benefit from the program.
First Nations Settlement Lands	Lands owned and governed by First Nations as identified under Self-Government Settlement Agreements. Described in Section 13.1 FIRST NATIONS SETTLEMENT LANDS and shown on Map 4 First Nation Settlement Lands.
Heritage Resource	As described by the <i>City of Whitehorse Heritage Bylaw</i> , A historic site, object, work, or assembly of works that, in the opinion of Council, is an important illustration of the historic development of the community, or of the people of the community and their respective cultures, or the natural history of the community; and, as such, has been included on the City of Whitehorse's Heritage Registry.
Housing continuum	The housing continuum considers that a full spectrum of housing options is required in a community, from emergency shelter to private ownership. This continuum is not meant as a linear progression, it acknowledges that housing needs vary from person to person and will change throughout a person's life for various reasons including age, income, household size, mobility level, or personal preference.
Housing density	A calculation of the number of dwelling units within a particular area, used to illustrate the efficiency of land development patterns.
Inclusion	The practice of ensuring that all individuals are valued and respected for their contributions and are equally supported.
Industrial Uses	
Heavy Industrial	Industrial development that may produce smoke, smell, toxic fumes, air and water contaminants, fire or explosive hazards, vibration, electrical or electronic interference, or noise that may interfere with the use of a contiguous lot.
Light Industrial	Industrial uses that do not produce smoke, smell, toxic fumes, air and water contaminants, fire or explosive hazards, vibration, electrical or electronic interference, or noise that may interfere with the use of any contiguous lot.
Live/ Work	Buildings or uses that provide for both residential and commercial activity, where the primary resident(s) are also employees or owners of the commercial uses.
Master Plan	A detailed planning report prepared to support a proposed land development. Described in Section 15 Administration and Implementation of the OCP.
Multi-modal movement	Refers to using multiple types of mobility within a single trip. An example of this would be cycling to a transit stop, loading your bike onto the bus, travelling by bus to your destination, and then unloading your bike and continuing your ride.
Outer Urban Area	Lands located between the Urban Containment Boundary and Urban Core as shown on Map 2 Urban Growth Areas.
Reclamation Plan	A plan outlining how a site that has been disturbed, either by development or natural resource extraction or exploration activities, will be returned to its previous state or a condition where it is deemed suitable for redevelopment.

Glossary

Term	Definition
Reconciliation	As defined by the Truth and Reconciliation Committee, "...Reconciliation is about establishing and maintaining a mutually respectful relationship between Aboriginal and non-Aboriginal peoples in this country. In order for that to happen, there has to be awareness of the past, an acknowledgement of the harm that has been inflicted, atonement for the causes, and action to change behaviour."
Regional Park	Large-scale parks designed to preserve environmentally sensitive areas and provide recreation opportunities to residents of Whitehorse and the region, shown on Map 1 Natural Features and Conceptual Parks.
Riparian Area	The strip of moisture-loving vegetation growing along the edge of a natural water body.
Riparian Setback	A 30m distance required to be left undisturbed between a riparian area and adjacent development, as measured from the ordinary high-water mark of the river, stream, lake, or wetland.
Screening	A visual barrier that hides specific parts of a development, such as parking or storage, from view. Screening can take many forms, such as of slatted fencing, landscaping, or buildings.
Secondary Road	A non-limited access road running parallel to either the Alaska or Klondike Highways and feeding it at appropriate points of access. Secondary roads provide access to homes and businesses which would be cut off by a limited access road and connect these locations with roads which have direct access to the main roadway.
Setback	The distance which a building or other structure is set back from a street or road, a property line, a river or other stream, a shore or flood plain, or any other place which needs protection. Other items such as landscaping, septic tanks, fuel tanks, and various potential hazards or nuisances also require setbacks. Setbacks are set out in the OCP and Zoning Bylaw.
Slopes	
Slopes Exceeding 20%	Slopes exceeding 20% means that for every 100 metres covered in a horizontal direction, there will be a loss of 20 metres in elevation. To calculate a percent slope, divide the elevation change by the distance covered. Multiply the resulting number by 100 to get a percentage value equal to the percent slope of the hill.
Slopes Exceeding 30%	Slopes exceeding 30% means that for every 100 metres covered in a horizontal direction, there will be a loss of 30 metres in elevation. To calculate a percent slope, divide the elevation change by the distance covered. Multiply the resulting number by 100 to get a percentage value equal to the percent slope of the hill.
Supportive Services	Services that provide social supports to members of the public during vulnerable moments; such as: emergency shelters, harm reduction centres, social/ supportive/ transitional housing.

Glossary

Term	Definition
Sustainability	Meeting the needs of the present without compromising the ability of future generations to meet their own needs.
Urban Centre	Urban Centres consist of higher-density uses co-located in central neighbourhood areas, as shown on Map 2 Urban Growth Areas and Map 3 Urban Centres. This grouping of uses supports convenient access and use of services by residents, and the transportation network.
Urban Containment Boundary	A mapped boundary drawn to contain urban densities, growth and servicing (community, sewer, water, and storm), that outlines the serviced urban areas of the City, as shown on Map 2 Urban Growth Areas.
Vision Zero	Vision Zero is the long-term goal of experiencing zero traffic-related fatalities and serious injuries.
Rural Area	Lands located between the City Boundary and Urban Containment Boundary, as shown on Map 2 Urban Growth Areas.
Waste Diversion	The process of diverting waste from landfill through either recycling or composting of appropriate materials. Waste diversion is measured in the amount of waste received yearly at the landfill.
Wetland	As defined by the <i>Yukon Wetlands Stewardship Policy</i> .
Wildlife Corridors	An area of habitat connecting wildlife populations separated by human activities or development which allow an exchange of individuals between populations or allow populations to move between one habitat and another.
Whitehorse	
The City of Whitehorse, “the City” (capital C)	The local government structure established under the Municipal Act, commonly referred to as the City of Whitehorse.
Whitehorse, “the city” (lowercase C)	The part of the Yukon established within the jurisdictional boundary of the local government known as the City of Whitehorse.

APPENDIX A IDEAS FOR ACTION

Ideas for Action

Ideas for action identify specific direction, projects, or other actions that could be used to help achieve the goals or policies of the OCP. These ideas were gathered throughout the creation of the OCP during public engagement, stakeholder meetings, or Council workshops; as such, this is not an exhaustive list of all the types of actions that may support the vision of the OCP, it is an area to capture ideas gathered so they may be referenced in the future.

The ideas included in this list do not indicate commitments by the City; they will require additional supportive processes prior to implementation (e.g., studies, budget approval), and are subject to, among other things, the changing priorities of the City.

	Action	Action Type
Community Well-Being		
1	Work with Ta'an Kwäch'än Council, Kwanlin Dün First Nation, and residents to establish a reconciliation framework and implementation plan.	Plan development or update
2	Take action alongside other Yukon leaders to implement the Changing the Story to Upholding Dignity and Justice: Yukon's MMIWG2S+ Strategy.	Strategy or program
3	Encourage initiatives that advance the learning of the truth and impacts of colonization and residential schools on First Nation citizens, by: <ul style="list-style-type: none"> • Participating in strategies for the ongoing identification, documentation, maintenance, commemoration, and protection of residential school cemeteries, or other sites at which residential school children were buried; • Continuing to encourage long-term athlete development through the introduction of various drop-in activities and programs; • Supporting place-naming initiatives; and • Supporting other arising initiatives. 	Strategy or program
4	Work collaboratively with other agencies to collect data and identify indicators on the quality-of-life Whitehorse residents.	Strategy or program
5	Upgrade engagement and communication approaches as new digital platforms become available.	Strategy or program
Heritage, Arts and Culture		
6	Review and update the City's Heritage Management Plan.	Plan development or update
7	Continue to encourage preservation efforts for municipally-designated historic sites.	Strategy or program
8	Develop comprehensive management plans for McIntyre Creek, Paddy's Pond/ Ice Lake, McLean Lake, and Wolf Creek Parks.	Plan development or update

APPENDIX A IDEAS FOR ACTION

	Action	Action Type
9	Continue to advance trail and park planning and implementation initiatives.	Strategy or program
10	Establish a Winter City Strategy for Whitehorse that explores opportunities for winter life, winter design, winter economy, and our winter story.	Plan development or update
11	Use signage, interpretative programming, and art as tools to remember and recognize heritage resources.	Strategy or program
12	Work with Ta'an Kwäch'än Council and Kwanlin Dün First Nation on heritage-related initiatives.	Strategy or program
13	Review opportunities to increase programming and arts installations.	Strategy or program
Climate Action		
14	Continue to develop and enhance education and awareness programs that promote sustainability. This may be accomplished through programming, grant giving processes, partnerships with other organizations, or other mechanisms.	Strategy or program
15	Develop strategies and action plans to mitigate and adapt to climate change.	Plan development or update
16	Regularly update city hazards, risks, and vulnerability assessments.	Data collection
17	Work with other governments, agencies, and organizations to: <ul style="list-style-type: none"> determine roles, responsibilities, and partnerships that support climate action goals coordinate climate change resiliency plans, policies, and initiatives 	Strategy or program
18	Develop integrated transit and active transportation routes/ corridors.	Strategy or program
19	Continue to track and monitor greenhouse gas emissions for City fleet and facilities.	Data collection
20	When upgrading or planning for new facilities, review opportunities to reduce fossil fuel usage for heating.	Strategy or program
21	Continue to support initiatives aiming to increase production of local food.	Strategy or program
Protection of the Environment		
22	Create an adaptive management plan to monitor, assess, and identify activities for the management of the City's water supply.	Plan development or update
23	Continue to implement source water protection planning.	Strategy or program
24	Review City tools to address light standards in new developments and streets.	Process change
25	Support the use of high-efficient heating devices to decrease particulates.	Strategy or program
Community Growth		
26	Continue to implement the Downtown, Marwell, and Schwatka Lake area planning initiatives.	Strategy or program
27	Consider off-setting density in the Urban Core by improving public recreation space where less private recreation space (i.e., yards) is provided.	Strategy or program

APPENDIX A IDEAS FOR ACTION

	Action	Action Type
28	Continue to engage with the Yukon Energy Corporation to ensure the continued use of commercial and recreational uses of Schwatka Lake.	Strategy or program
29	Work with landowners and other levels of government to prepare a Heavy Industry and Remediation Strategy that would explore the strategic relocation of heavy industrial sites and the remediation of their associated contaminated site	Strategy or program
30	Complete master plans to facilitate redevelopment of commercial and industrial areas.	Strategy or program
31	Collaborate with Yukon University to implement their future planning initiatives and to support the development of Whitehorse as a University City.	Strategy or program
32	Work with the Government of Yukon to identify potential opportunities to expand existing or establish new agriculture areas in Whitehorse.	Strategy or program
33	In partnership with other governments, collaborate on a soil assessment for criteria selected areas that have potential for agriculture, and explore expanding the OCP's Agriculture designation to suitable areas.	Strategy or program
34	Establish and create safe routes for active transportation modes to/ from schools within neighbourhoods.	Strategy or program
35	Modify parking requirements (e.g., reducing parking requirements, introducing parking maximums) for developments near transit routes, in the Downtown and Urban Core, or in and around Urban Centres.	Bylaw update
36	Prepare an Alaska Highway Corridor Plan to comprehensively consider site planning along the Alaska Highway.	Strategy or program
Transportation and Mobility		
37	Develop a system to prioritize transportation investment; including safety, equitable access, sustainability, and efficiency.	Strategy or program
38	Strategically acquire land that increases the transportation network's connectivity, safety, and/ or convenience.	Strategy or program
39	Continue to review and update year-round and winter transportation network maintenance practices and priorities.	Strategy or program
40	Review the City's tools to identify ways to better achieve the City's transportation goals.	Process review
41	Establish a classification system for the transportation network within the city and define required multi-modal design standards to provide design consistency and support a range of mobility types.	Strategy or program
42	Investigate opportunities for new pedestrian and emergency access connections over the Yukon River.	Strategy or program
43	Evaluate opportunities and partnerships with landowners for conversion of the old White Pass Yukon Railway into trails.	Strategy or program
44	Consider developing a park and ride lot to incentivize a reduction of cars in the Downtown.	Strategy or program

APPENDIX A IDEAS FOR ACTION

	Action	Action Type
45	Create a pedestrian network plan.	Plan development or update
46	As part of the Zoning Bylaw review and other updates to City standards, review opportunities to improve requirements to ensure that development complements the transportation network (e.g., by requiring appropriate charging stations in new buildings and parking areas).	Bylaw update
Housing		
47	Collaborate with others to advance the implementation of the Housing Action Plan for Yukon (2015-2025), or as updated and agreed to by the City.	Strategy or program
48	The City will use available tools to encourage the development of attainable housing units, including developing zoning provisions and reviewing relevant City policies and bylaws to allow for a greater variety of housing types and forms.	Strategy or program
49	Review potential opportunities for a community land trust in Whitehorse.	Strategy or program
50	Continue to encourage initiatives aimed at eliminating or reducing homelessness.	Strategy or program
51	Work with housing partners to undertake a housing needs assessment for Whitehorse and update the assessment every five years, or as needed, to ensure the City has the best available information to base housing decisions on.	Study
52	Examine the impacts of short-term rentals and consider if further management through City policies, bylaws, and tools is needed.	Study and or bylaw update
Economy		
53	Explore opportunities for warehousing and distribution to expedite product imports and exports to support industry growth.	Strategy or program
54	Advance an economic development strategy that: <ul style="list-style-type: none"> • provides a roadmap for economic development in Whitehorse; and • reviews the City's role in tourism advocacy. 	Plan development or update
55	Encourage the creation of a local business improvement area for the Downtown Core.	Strategy or program
56	Seek opportunities to enhance our knowledge-based economy through collaboration with Yukon University and other institutions such as trades associations.	Strategy or program
57	Encourage the improvement of Yukon's digital communication network to enhance reliability.	Strategy or program
Municipal Services and Assets		
58	Continue to assess the Selkirk Aquifer characteristics, including for the effects of climate change on the City's primary drinking water supply.	Strategy or program

APPENDIX A IDEAS FOR ACTION

	Action	Action Type
59	Develop and maintain an asset management plan. This will include consideration related to the City's fleet vehicles, such as fuel efficiency, lifecycle costing and alternative fuel options, where feasible.	Strategy or program
60	Continue to implement wildfire prevention and preparedness strategies.	Strategy or program
61	Continue to work with other government and stakeholders to expand composting programs and stewardship programs, review tipping fees, and/or ban substances from the waste management facility.	Strategy or program