

Downtown Plan

JUNE 2018



OUR
DOWNTOWN
Shaping the Future
Together


Whitehorse
THE WILDERNESS CITY

Acknowledgments

The City of Whitehorse would like to acknowledge the participation, efforts, and ideas of a number of key partners, without which this Downtown Plan would not have been possible. Representatives from the following groups and organizations provided critical insights throughout the planning process and will continue to play a vital role in achieving key Downtown priorities over the short to long term.

- Kwanlin Dün First Nation (KDFN)
- Ta'an Kwäch'än Council (TKC)
- Government of Yukon (various departments)
- Downtown Businesses and Organizations
- Whitehorse Residents



Jane of all Trades
CONSULTING



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1. Introduction (How We Got Here)

1.1 PURPOSE & OBJECTIVES

In early 2017, the City of Whitehorse initiated an update of the Downtown Plan in tandem with planning efforts for Marwell. Both areas are recognized as the “Greater Downtown” (as shown at right) – an expanded area that complements the diverse residential, commercial, and institutional mix of uses of Downtown proper with a wider mix of employment opportunities and amenities. This joint planning effort shed light on how both areas already contribute to the health and vitality of the City of Whitehorse and how the concept of a “Greater Downtown” can be developed through concerted planning efforts to:

- improve the quality, safety, and extent of physical (e.g. trail and roadway) connections between Marwell and Downtown;
- enhance the interplay between land uses and activities in south Marwell and north Downtown; and
- expand the range and extent of future employment opportunities available to residents of Downtown and the City of Whitehorse as a whole.



Marwell and Downtown study areas

The Downtown study area is presented in the map at right, with key street names, features, and landmarks highlighted for ease of reference. The area extends from Robert Service Way in the south to the large-format retail properties to the north (e.g. Canadian Tire, Wal-Mart). Though the north-south arterials— 4th Avenue and 2nd Avenue—along with the riverfront trail system, are critical connectors for Downtown, the major east-west streets are also vital to the health and vitality of Downtown, as they link its two defining natural features, the escarpment and the Yukon River.

This Downtown Plan will help to inform the City of Whitehorse's update to its Official Community Plan and is intended to provide an action-oriented strategy and vision for a vibrant and healthy Downtown. The plan is oriented around a **10-year planning horizon** and replaces the earlier Downtown Plan that was published in 2007. It should be updated around the year 2028 in order to best respond to ongoing socio-economic and market changes and to build on the momentum established through current Downtown Plan initiatives.



Downtown study area

1.2 BRIEF SUMMARY OF RELEVANT WORK CONSULTED AND LEVERAGED

Though a comprehensive listing of reference documents supporting development of the Downtown Plan is provided in an appendix, the primary planning and reference documents referred to regularly throughout the drafting of this plan were the following:

- Downtown Plan, by UMA Engineering Ltd. and AECOM. Adopted by Whitehorse City Council, May 2006. Amended in 2007
- Official Community Plan, City of Whitehorse, 2010
- Downtown South Master Plan, City of Whitehorse and Canada Mortgage and Housing Corporation, 2011
- City of Whitehorse Zoning Bylaw 2012-20, 2012
- Sustainability Plan, City of Whitehorse, 2015
- Downtown Retail and Entertainment Strategy 2016-2025, by Jane of All Trades and Colliers, 2016
- City of Whitehorse Bicycle Network Plan, by Urban Systems, 2018

1.3 HISTORICAL CONTEXT

The Yukon River and the valley surrounding it have been a travel corridor and source of fish, food, and camps for millennia. The primary appeal of the Downtown area has always been because it is a flat piece of land adjacent to this river. 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 Gwichin word for “Great River”.

“Oral traditions suggest that no one stayed year-round on the flood plain at the base of the Whitehorse Rapids. The area was windy and much less attractive than the campsites on the big lakes to the north and south, which had plentiful fish... small animals, plus caribou, moose and sheep in the surrounding hills” (p. 12; “Whitehorse: An Illustrated History”; Dobrowolsky and Johnson, 2013). Elders have stated in interviews

that “the west side of the river... was a place to catch and dry fish” (p. 6, “Kwanlin, Water Running Through A Narrow Place”, Ellis, 2010).

Newcomers arrived in the 19th Century, and later constructed a railway and roads to access what is now called Downtown and Marwell. The immediate areas became a major place of employment and commercial and residential settlement. On more than one occasion, First Nations people who had constructed seasonal camps and permanent homes along the riverfront were forced to move further down or away from the river, often with no compensation.

Today, Whitehorse is located within the traditional territories of two self-governing First Nations, the Ta’an Kwäch’än Council (TKC) and Kwanlin Dün First Nation (KDFN). The City of Whitehorse recognizes that it has a significant role to play in working together with both KDFN and TKC in a process of reconciliation. A Declaration of Commitment was signed between the three governments in June 2018.

The City, TKC, and KDFN are currently partnering to produce work that will allow for historically-authentic interpretation of the Downtown area. It is important that this work be done in order to strengthen partnerships and foster a commitment to value-based City planning and implementation. As the work between the City, TKC and KDFN is in process, only a brief history is included within this plan; however, First Nation’s led historical interpretations will be represented in future planning documents. Ongoing work includes:

- A City-led, shared review of its Heritage Program.
- The Kwanlin Dün Waterfront Heritage Project.
- Publication of a rich illustrated history of KDFN on the waterfront, drawing on oratory and Indigenous ways of knowing to provide a new perspective of the relationship of First Nations people to the land and water; and

- Conceptualization and production of interpretive materials which may include permanent signage (concentrated within the City of Whitehorse), smart phone apps, interactive website functions, additional resource material, and films.
- A GIS-Based Archaeological Potential Model for Whitehorse City Limits; a shared project between KDFN, TKC, the City, and Yukon Government.
- A map and supporting document that takes into account Indigenous Oratory on land use, land features, and cultural environmental relationship to generate a scientific and cultural predictive guide for archaeological potential. This product will assist in land use planning and future development within the City, and provides each KDFN, TKC, Government of Yukon and City the same resource tool-kit in which to work from.



The Yukon River

1.4 PLANNING CONTEXT

The Downtown and Marwell area joint planning process that was initiated in early 2017 was informed by several important plans and strategies that preceded it. In this way, the current Downtown Plan represents an important milestone, building on other completed work and a comprehensive engagement process to inform the subsequent OCP update process.

Critical plans and strategies that have informed the current Downtown Plan process – from background research to multi-faceted engagement and plan development, include the following:

1.4.1 Downtown Plan 2006/2007

The City of Whitehorse last laid out a clear vision for its Downtown in 2006/07, with a series of recommendations intended to support the evolution of Downtown as the heart of the city – a safe, vibrant, and attractive centre serving as the region’s primary area for shopping, arts and culture, entertainment, business, and services. Several key goals of this earlier Downtown Plan, which laid the groundwork for measurable progress over the past decade, include the following:

- Focus on Downtown residential and population growth (greater diversity of housing types, increased proportion of multi-family, and mixed-use multi-family over commercial development).
- Retention of Old Town as a residential neighbourhood.
- Exploring enhanced transportation strategies (increased focus on public transit, cycling, and pedestrian infrastructure).
- Focusing larger commercial retail businesses in the North End Commercial Service Area (directing larger retail and service businesses to the north end of Downtown, which is more auto-oriented).

- Promoting more active public uses along the riverfront and complete the riverfront revitalization project (more active public spaces, new parks, trails, commercial opportunities, cultural amenities, and more interactive uses within riverfront buildings).
- Focusing office employment uses Downtown (officially recognizing and supporting Downtown's role as the primary employment centre of the city and region).
- Acknowledging Downtown's size and evolving character areas (the geographic scale of Downtown supports smaller character areas, each having different but complementary roles and functions in the larger downtown; this includes the Commercial Core, Downtown South, the Riverfront, Old Town, Downtown North, and the North End Service Commercial areas).

As of 2018, more than 75% of the original 2007 Downtown Plan recommendations have either been implemented or are underway. The 2018 Downtown Plan replaces the former with a range of major initiatives (i.e. "Big Actions") and other supporting policy recommendations designed to build on the momentum created over the last decade.

1.4.2 Downtown South Master Plan 2011

As part of the 2007 Downtown Plan implementation, the City of Whitehorse partnered with Canada Mortgage and Housing Corporation (CMHC) and designed a charrette process to develop a Master Plan for the Downtown South sub-area of Downtown, located south of Lambert Street, between Second Avenue and the escarpment.

In July 2011, City Council adopted the Downtown South Master Plan, which sets out a 20-year vision for the future development as well as redevelopment of Downtown South. The plan includes recommendations to guide the City and developers to create a revitalized area including:

- **Bare Land Development Areas:** Increase density and accommodate 600 potential new housing units on vacant parcels, with a focus on promoting a mix of social and market housing.
- **Lower Escarpment Trail and Parks:** 1 kilometre of new paved trail along the toe of the escarpment that allows for recreation and commuting opportunities.
- **Gateway Promenade Area:** Enhance the southern riverfront as an urban, City-wide destination.
- **Street Enhancements:** Encourage active transportation, and improve traffic and parking issues.
- **Policy and Regulation Changes:** Allow for new uses, increased density and building heights, with a shift to higher intensity mixed-use zoning.

All recommendations related to policy or regulation changes outlined within the Downtown South Plan have been completed. Other capital related actions in the plan are in varying states of progress. As of 2018, the lower escarpment trail system, park improvements, and new development areas remain as outstanding items.

1.4.3 Downtown Retail & Entertainment Strategy 2016

Prior to the start of the Downtown Plan process, the City of Whitehorse initiated a corresponding update to the original 2006 Downtown Retail Strategy that accompanied the 2007 Downtown Plan a decade ago. The 2016 Downtown Retail and Entertainment Strategy expanded on the original 2006 document by exploring a number of key factors for Downtown, including:

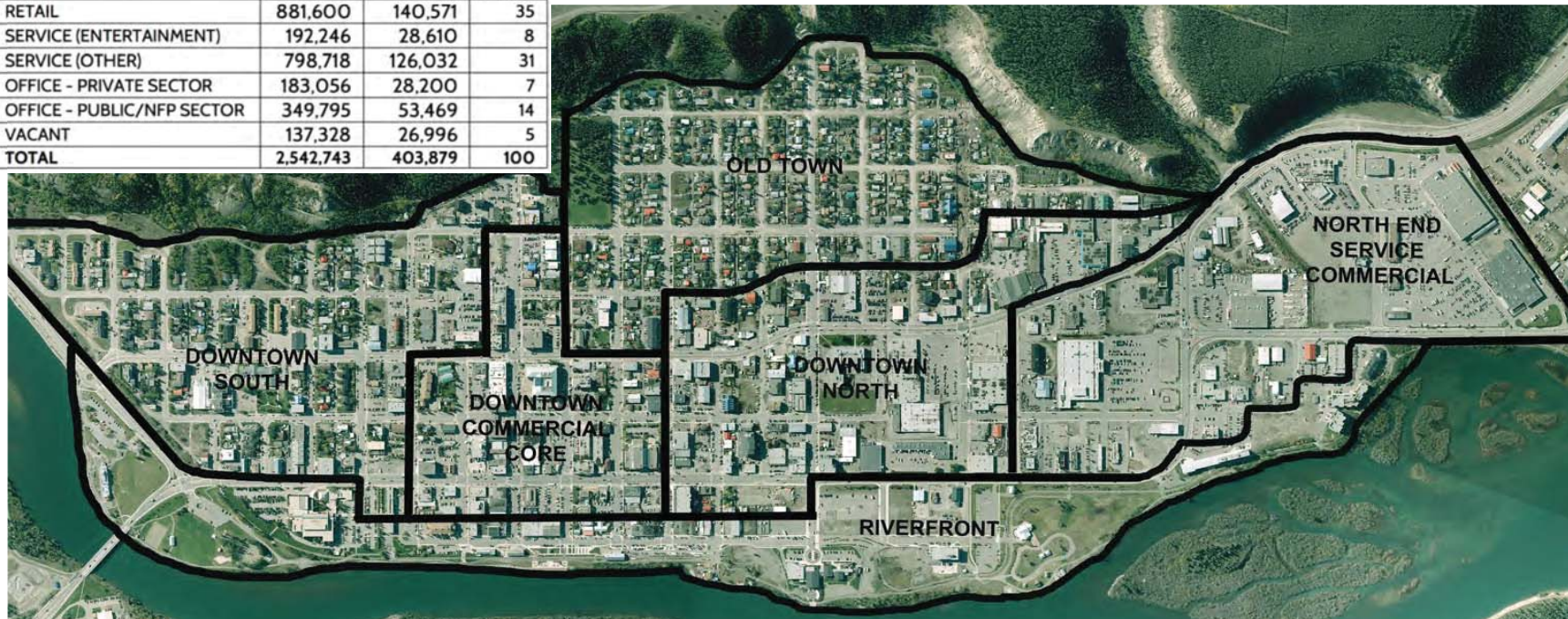
- Updated retail-commercial inventory, broken down by Downtown sub-area;
- Arts and entertainment-focused inventory;
- Business and community perspectives on key trends and issues influencing business and entertainment operator health and vitality;

- Market demand analysis assessing opportunities for core retail-commercial categories, including restaurant/tavern, general merchandise, clothing, and retail food (supermarket) floor area over the coming decade; and
- The study team concluded that Downtown is showing healthy levels of vitality overall, bolstered by increasing residential density, waterfront revitalization, preservation of Main Street character, and proximity of “big box” retailers. Key weaknesses to address include housing affordability, inconsistent application of sound retail-commercial design principles, underutilization of built heritage assets, compromised walkability in the North End area, and limited parking in the Commercial Core.

Key recommendations included:

- Continued Downtown densification and partnering on affordable housing and homelessness initiatives;
- Increased place-making efforts along the waterfront, including wayfinding and interpretive signage;
- Development of design guidelines for Main Street and consideration of streetscape improvements north along 3rd Avenue in the Downtown Plan;
- A focus on strategies to improve walkability, active transportation, and connectivity in the Downtown North and North End sub-areas;
- Low-cost measures to improve Main Street parking and investigation of private sector interest in a Downtown parkade;
- Opportunities to provide more City of Whitehorse family-oriented recreation and events in the Downtown; and
- Increased use of Front Street for smaller public events.

DOWNTOWN WHITEHORSE - OVERALL			
COMMERCIAL USE	FT ²	M ²	% TOTAL
RETAIL	881,600	140,571	35
SERVICE (ENTERTAINMENT)	192,246	28,610	8
SERVICE (OTHER)	798,718	126,032	31
OFFICE - PRIVATE SECTOR	183,056	28,200	7
OFFICE - PUBLIC/NFP SECTOR	349,795	53,469	14
VACANT	137,328	26,996	5
TOTAL	2,542,743	403,879	100

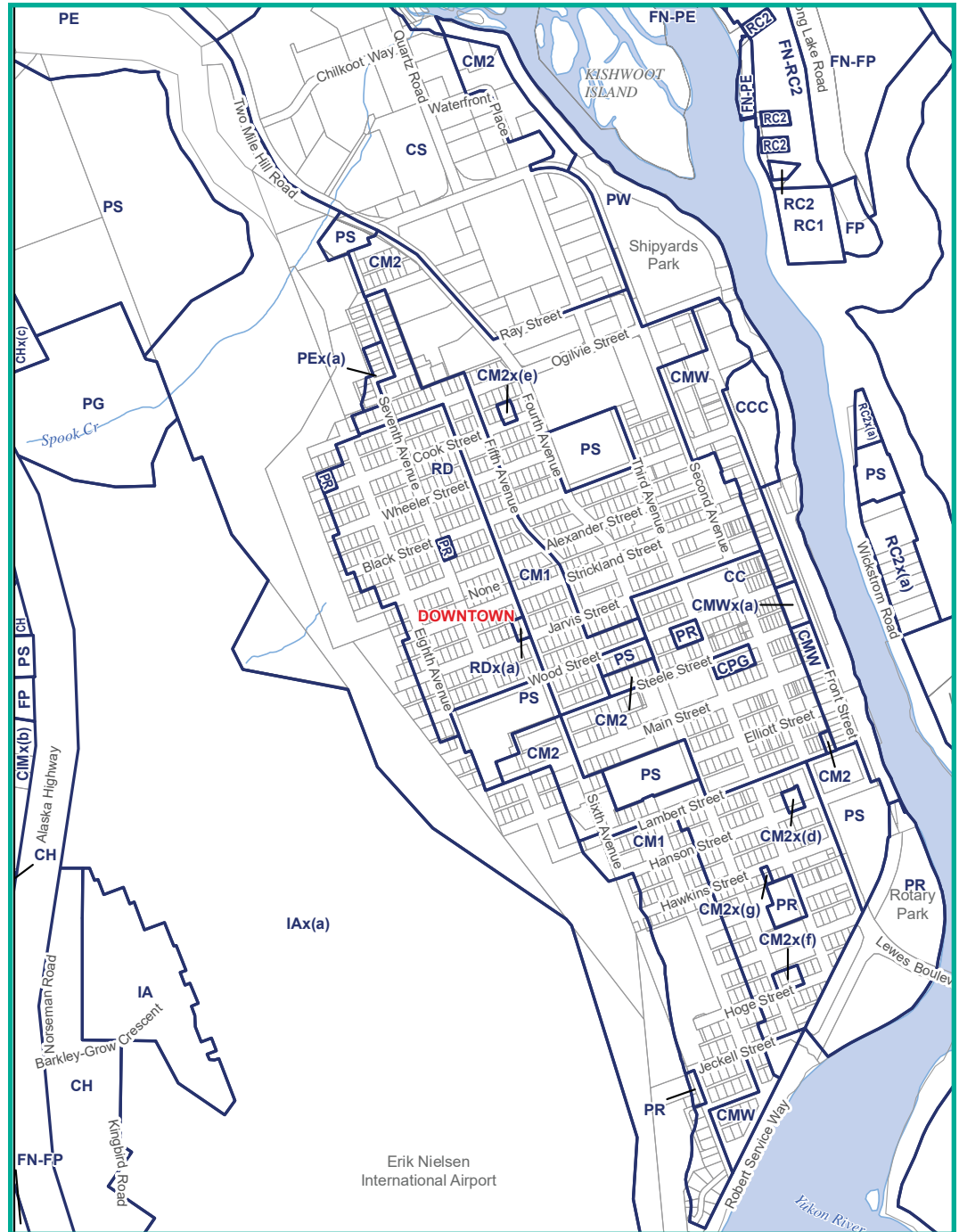


Map of Downtown sub-areas and commercial floor areas by sector, Downtown Retail & Entertainment Strategy, 2016

1.4.4 Downtown Zoning Classifications

The Downtown sub-areas evaluated and tracked over time as part of the Downtown Retail and Entertainment Strategy update are also closely tied to a number of Zoning Bylaw classifications, namely:

- **Downtown Commercial Core** – primarily CC (Core Commercial)
- **Downtown Riverfront** – CMW (Mixed Use Waterfront), with CCC (Cultural/Commercial / Community) and public use areas PW (Public Waterfront) and PR (Parks and Recreation)
- **Old Town** – primarily RD (Residential Downtown)
- **Downtown South** – mainly CM1, CM2 (Mixed Use Commercial) and CMW (Mixed Use Waterfront)
- **Downtown North** – mainly CM1, CM2 (Mixed Use Commercial) and PS (Public Services)
- **North End Service Commercial** – CS (Service Commercial)
- **Whitehorse Escarpment** - zoned PE (Environmental Protection)
- **Yukon River and Island System** - zoned PE (Environmental Protection)

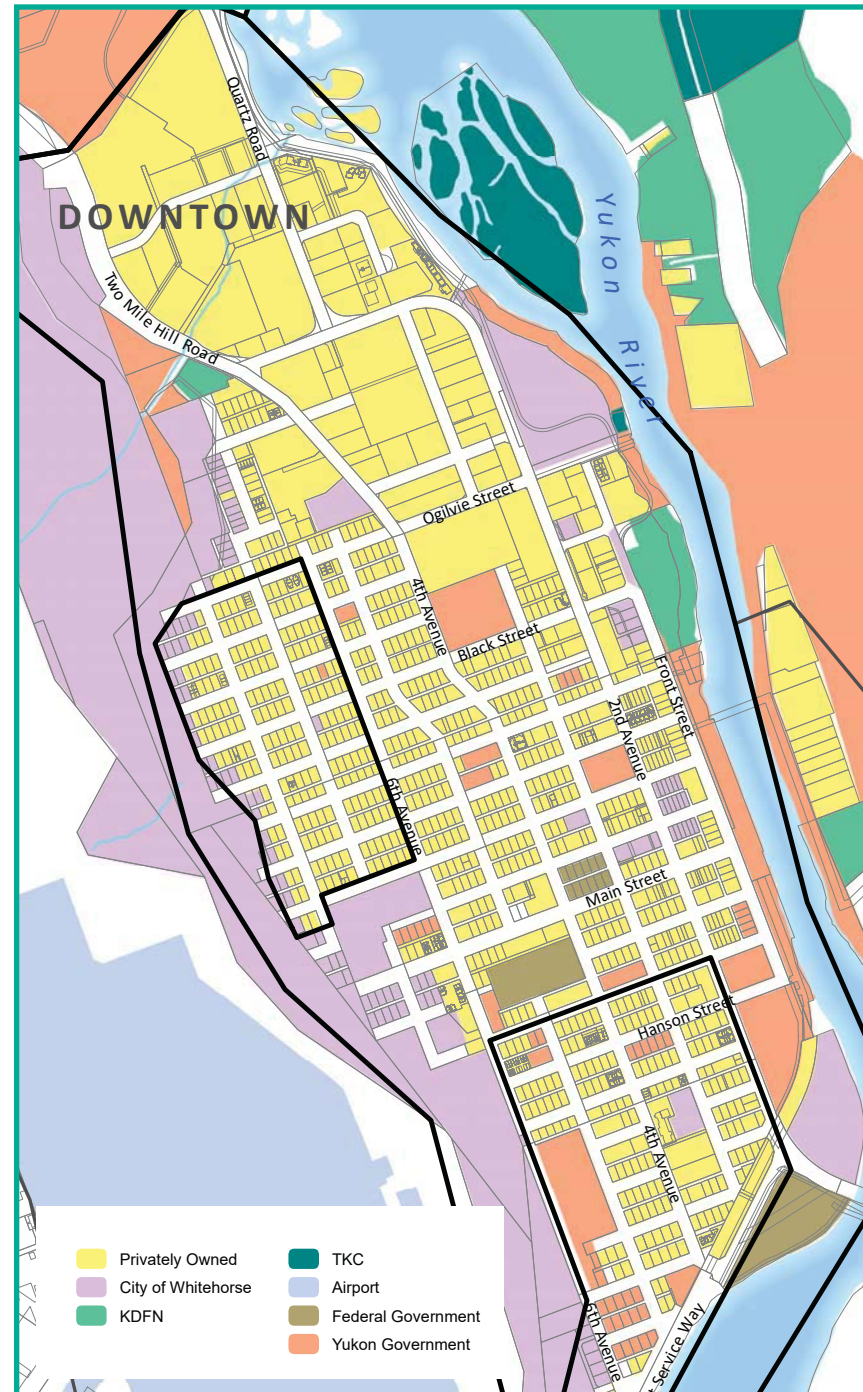


Downtown zoning map

1.4.5 Downtown Land Ownership Patterns

While the majority of downtown properties are privately held, there are a number of significant parcels owned by various governments as follows:

- **City of Whitehorse** – City properties make up a significant proportion of non-privately held properties in Downtown Whitehorse. These include the current site of the Municipal Services Building near the intersection of 4th Avenue and Ogilvie Street, City Hall, Rotary Park, Shipyards Park, Pioneer Cemetery, Lepage Park, numerous lots at the west end of Main Street, and most of the greenspace along the foot of the escarpment.
- **Government of Yukon (YG)** – Key YG properties in Downtown include the 5th & Rogers development site (which figures prominently in the 2011 Downtown South Plan), most of the waterfront, several blocks of income-assisted housing properties in Downtown South, various properties housing government services such as the Main Administration Building and Visitor Information Centre on 2nd Avenue, and the Downtown schools.
- **Government of Canada** – The federal government owns several properties in the Downtown, including the S.S. Klondike National Historic Site, Elijah Smith Building on Main Street, and the Royal Canadian Mounted Police compound.
- **Kwanlin Dün First Nation (KDFN)** – KDFN owns significant parcels in Downtown including the site of the Kwanlin Dün Cultural Centre on the Yukon Riverfront as well as the cemetery on Two Mile Hill.
- **Ta'an Kwäch'än Council (TKC)** – TKC owns a smaller property along the Yukon Riverfront near the east end of Ogilvie Street, bordering Shipyards Park, as well as Kishwoot Island, just north of Shipyards Park in the Yukon River.



Downtown ownership map

2. The Process (How We Approached the Project)

A joint Marwell and Downtown planning process was begun in early 2017 and organized around four stages of exploration and plan development.

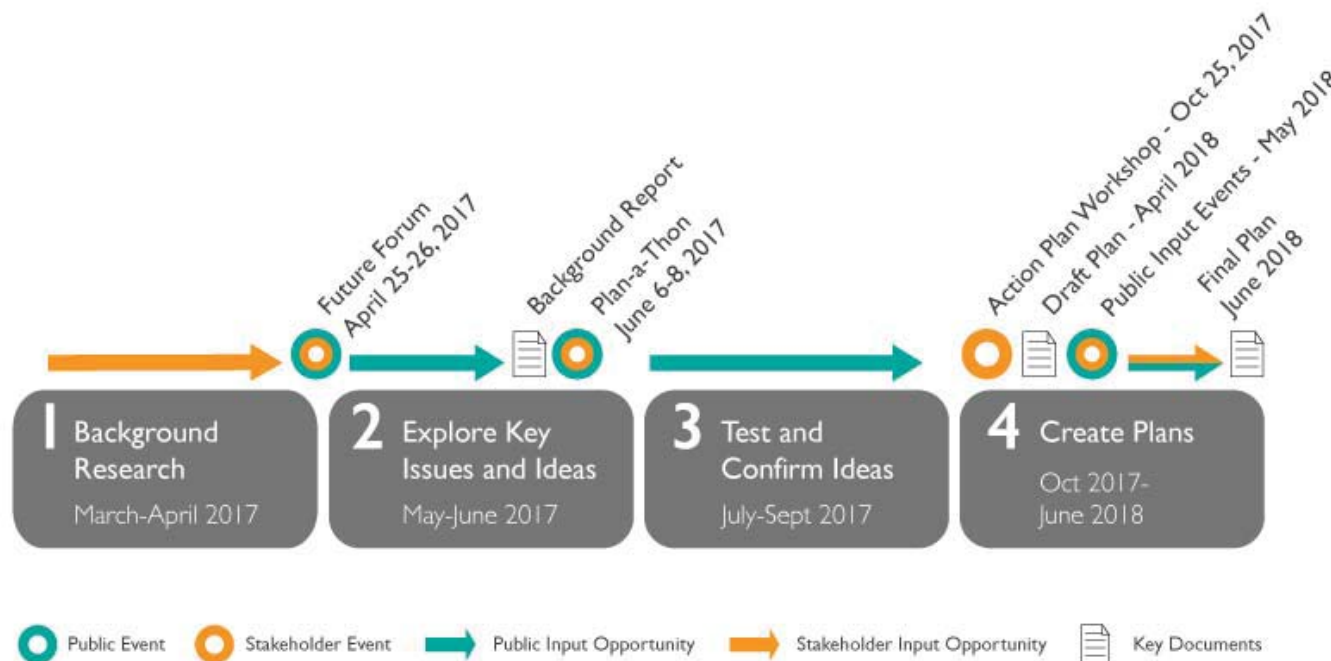
The decision to plan both areas at the same time inherently recognizes both areas' role as part of a "Greater Downtown" – a geographic area that together forms the primary employment, retail, and service centre for Whitehorse and, by extension, the Yukon.

Stage 1 - Background Research, culminating in a series of Future Forum events held April 25-26, 2017.

Stage 2 - Explore Key Issues and Ideas, culminating in a Background Report and series of Plan-a-Thon events held June 6-8, 2017.

Stage 3 - Test and Confirm Ideas, including a variety of summer 2017 outreach and pop-up events to assist in determining and ranking key priorities.

Stage 4 - Create Plans, including a Partnership Workshop event held October 25, 2017, followed by development and refinement of plan documents in spring 2018.



3. Exploring Priorities for Action

(How We Engaged with Stakeholders/the Public and What We Learned)

3.1 PHILOSOPHICAL APPROACH (ACTION-ORIENTED PLANNING)

Plan Development with Partnerships in Mind (First Nations Governments, Government of Yukon)

Given the complexity of the issues at play and the public's desire to see ideas and initiatives materialize, the Downtown Plan outreach process was approached with potential partnerships (among First Nations Governments, the City of Whitehorse, the Government of Yukon, and other private and public-sector organizations) and implementation in mind from the outset.

Building on Past Work & Idea Generation

From the beginning of the Downtown Plan process, the extent and quality of past work and generated ideas has been acknowledged and leveraged to provide momentum and guidance for the Downtown Plan. The intention was to generate a master list of potential actions that could then be evaluated and ranked in a collaborative manner by participants in the planning process.

3.2 PUBLIC & STAKEHOLDER OUTREACH

Public and stakeholder consultation and discussion for the joint Downtown and Marwell planning process was extensive and was initiated with a series of Future Forum events held in Whitehorse on April 25-26, 2017. The purpose, participation levels, and outcomes of the wide variety of Downtown Plan outreach are described here. All told, thousands of interactions with people were held during the engagement process.

ENGAGEMENT BY THE NUMBERS

- **12** interviews with representatives from government, private sector, and non-profit groups.
- **15** representatives from Kwanlin Dün First Nation, Ta'an Kwäch'än Council, City of Whitehorse, and Government of Yukon attended an intergovernmental session during the Future Forum.
- **50** people from across all sectors attended the Downtown Future Forum Workshop.
- An estimated **150** people attended the Downtown/Marwell Future Forum public session.

STAGE 1: Interviews and Future Forum

What's working, what's not, and what are your ideas for change? These questions were the focus of our Stage 1 background research. The project team hosted the April 25-26, 2017 Future Forum and interviewed key organizations to collect answers to these questions and launch the project.

STAGE 2: Plan-A-Thon and Community Events

What is our vision for the Downtown? What ideas would make how we move, shop, work, live, play, and express our identity as a city better? Stage 2 of the engagement process focused on generating, exploring and prioritizing key ideas and honing in further on a vision of how we would like the Downtown to evolve. The project team launched a variety of engagement initiatives throughout May, June, and July to collect ideas and feedback on the work completed so far. A social media campaign gathered feedback on a variety of topics, additional interviews were held, and a PLAN-A-THON workshop and pop-ups took place June 6-8, 2017. The PLAN-A-THON allowed the project team to “bring to life” the ideas of stakeholders and the public through sketches and better pinpoint priorities for the plan to address.

STAGES 3/4: Online Surveys, Partner Workshop, and Draft Plan Input

What are the priority policy, capital, and programming initiatives that will help the City and its partners realize the community's vision for how we move, shop, work, live, play, and express our identity in the Downtown of the future? What are the “big actions” that could really propel that vision into action? Stage 3 and 4 engagement activities saw the planning team distill all of the input received to date into draft actions. Those actions were then vetted by the general public and given final consideration during the October 25, 2017 Partner Workshop. In spring 2018, the draft plans were developed. The Planning Team released an online survey and held pop-up events on Front Street and at the Trade Show in May 2018. The plans were subsequently revised based on public input prior to being introduced to Council for adoption.

ENGAGEMENT BY THE NUMBERS CONTINUED

- An estimated **150-200** people shared ideas, questions, and concerns on the CONVERSATION CUBE that toured the community. The Cube lived for a week at the Waterfront Wharf, F.H. Collins/ Second Heaven Skate Park and the Black St. Stairs in May.
- An estimated **175** people shared their ideas with the Project Team and/or on the CONVERSATION CUBE during Canada Day celebrations at Shipyards Park.
- **20** people shared their ideas at the Whitehorse Connects event for marginalized community members.
- People engaged with social media posts more than **3,000** times (photo clicks, reactions, shares, and comments), and shared about **300** comments on our Facebook page.
- **40** participants and **15** intergovernmental representatives attended the Downtown PLAN-A-THON workshop.
- **125** people talked to us about Downtown and Marwell at the Open House and pop-up booths (Farmer's Market and Tony's Pizza) during the June PLAN-A-THON.
- **40** people responded to an online survey directed at the Downtown/Marwell business community.
- **50-75** people talked to us about Downtown and Marwell at two pop-up booths at the Farmer's Market in September.
- **334** people filled out an online survey in September 2017.
- About **35** people representing governments, non-profit groups, and local businesses attended the Partner Workshop on October 25.
- More than **110** people gave input on the Draft Plan in May 2018 via an online survey, Front Street pop-up park, and Trade Show booth.

3.3 WHAT WE HEARD - A SUMMARY OF PUBLIC ENGAGEMENT RESULTS

During the course of multiple engagement events, a number of key issues and opportunities emerged from governments, organizations, and the public. This list is not meant to be exhaustive, but rather provides a snapshot of the major themes, including:



HOW WE THRIVE

- Some people are worried about safety, public intoxication, loitering, panhandling, and homelessness in the Downtown. Specific locations such as the waterfront, Main Street, and the liquor store/Whitehorse Elementary/Salvation Army area were mentioned repeatedly.
- Others recognize that these stem from broader issues of housing affordability, poverty and unemployment, accessibility of public spaces, and reconciliation.
- There were concerns about the number of unused lots and buildings throughout the Downtown.
- Some people expressed a desire to be an environmentally friendly city, offering suggestions such as public recycling and compost bins and incentives for more energy-efficient building design.



HOW WE LIVE

- Housing options for all household types and incomes are needed in the Downtown.
- There is debate over continued density in the Downtown, but general agreement that more density must be accompanied by more amenities.
- Income-assisted housing should be evenly distributed throughout the Downtown area, versus concentrated in particular areas.
- Some feel that the character and appeal of Old Town as a residential neighbourhood is being compromised by the construction of too many multi-unit residential buildings.



HOW WE MOVE

- Active transportation options have improved but there is still work to do, particularly better maintenance and marking of existing bike paths, safer and enhanced connections into Downtown from Two Mile Hill and east-west connections through Downtown.
- Transit has also improved but people would like increased bus service (e.g. more weekend and late night service).
- People want safer connections between the Downtown and other neighbourhoods and safer ways for cars, bikes, and walkers to share roads and trails in the Downtown.
- Traffic speeds on 2nd Ave are a major safety concern (and 4th Ave to a lesser extent).
- Downtown businesses (especially in the Main Street area) and some residents are concerned about parking issues, including a shortage of parking spaces due to all-day parking, the inconvenience of payment methods, and the possible need for a parkade.
- There is some interest in alternative modes of transit in the Downtown (smaller buses, shuttles, etc).
- Some roads in the Old Town area (6th and 7th Ave especially) need upgrading.



June 2017 Plan-a-Thon session

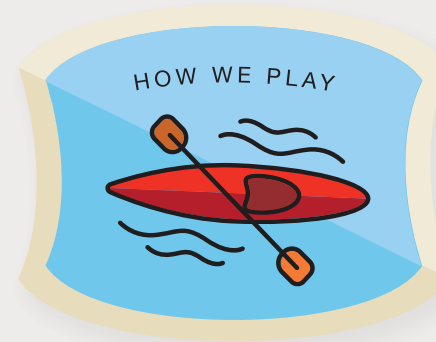


The Conversation Cube during the April 2017 Future Forum



HOW WE WORK/SHOP

- “Pop-up” shops, food trucks, growth of “Made in Yukon” products, and micro-retail options are seen as positive developments that people would like to see more of.
- Some people want more variety and expanded hours for shops.
- Downtown Whitehorse should facilitate entrepreneurship and local business development.
- People value the unique mix of specialty and locally owned businesses along Main Street, Front Street, and the commercial core.
- Some people feel that parking in the Main Street area is too limited. Businesses in the area are also concerned that parking is a disincentive to business growth.
- The closure of free stores and the Salvation Army thrift store was seen as a major loss for lower income residents in need of clothing and household items.



HOW WE PLAY

- Downtown parks (Rotary and Shipyards) are highly valued, as is the network of paved and natural surface trails.
- People would like to see the lower escarpment trail connected to the Millennium Trail and the airport escarpment.
- Some people want a pedestrian bridge across the river to connect to the hospital and recreational areas.
- Youth do not seem to have many safe, inviting spaces to hang out.
- People like the waterfront wharf but find it windy and lacking in activity/animation.
- People would like more family-friendly spaces in the Downtown core.
- Downtown beautification efforts – such as holiday lights, flower boxes, murals, etc. – are very appreciated.



HOW WE EXPRESS OUR IDENTITY

- First Nations heritage and place names should be integrated into the Downtown.
- The local festival, music, and arts scene is generally thriving.
- People want more evening activity options and venues that are family-friendly/alcohol-free.
- Flexible public spaces and more opportunities for winter and summer outdoor gatherings and events are desired.
- Increased use of rooftop space and establishment of community gardens would enrich the Downtown.
- Some people expressed concerns about newer building forms in the Downtown (particularly Old Town) and would like design guidelines to maintain a certain aesthetic.
- Some people would like to see the City embrace its “Wilderness City” branding by infusing the built environment with design choices that reflect Whitehorse’s northern setting and surrounding natural environment.
- There is strong interest in having more events located in the Downtown core versus Shipyards Park.



The “My Ideas” map during the April 2017 Future Forum

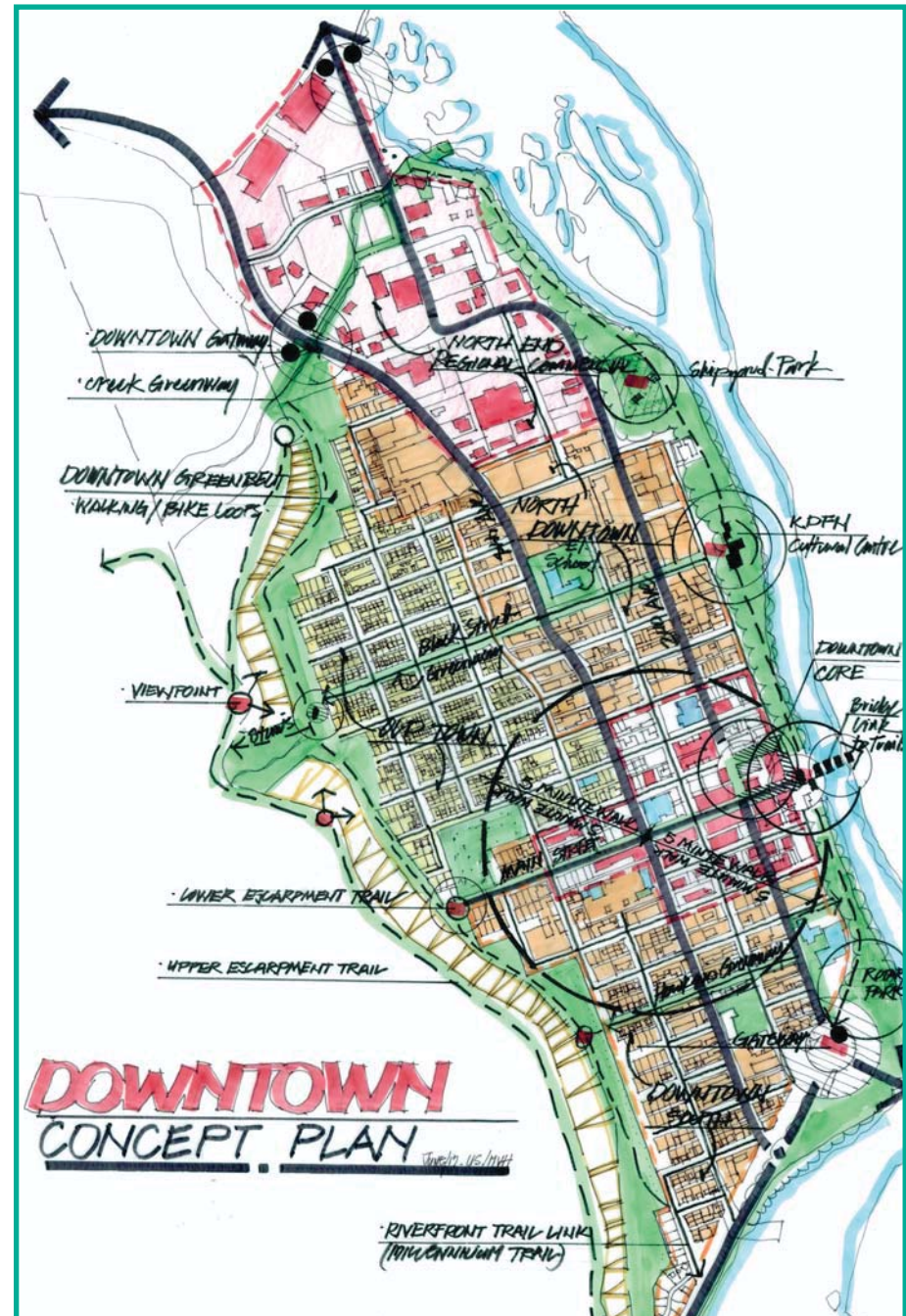


The Conversation Cube during Canada Day 2017

Downtown Concept Plan (Plan-A-Thon)

One of the more important outcomes from the June 2017 Plan-a-Thon event series was a draft conceptual plan highlighting key features and distinct areas of Downtown along with critical connections and priority east-west greenways. This initial conceptual plan also highlights a 5-minute walking radius centred on the intersection of Main Street and 4th Avenue – an area which includes the City of Whitehorse’s Core Commercial area. Though many active local residents regularly walk significantly longer distances (10-30 minutes or more), this 5-minute “walk shed” is a useful planning tool for creating and improving walkable areas that are compact enough to attract and support regular exploration from local residents, workers, and visitors.

The importance of creating walkable routes or loops is all the more critical for the City of Whitehorse given the large geographic scale of its Downtown. Most cities with populations under 30,000 residents have downtown areas closer in size to Downtown’s Core Commercial Area. Downtown is four to five times that scale, which speaks to its role as the goods and service centre for an unusually large region (i.e. Yukon) but also creates a need to maintain a strong degree of variation—in mix and character—among the various sub-areas of Downtown.



Conceptual Plan for Downtown developed during Plan-a-Thon event series (See Appendix B for full-page concept sketch.)



Plan-A-Thon Photos, June 2017

4. Vision and Guiding Principles

“Downtown is the social, commercial, and cultural centre of Whitehorse—the walkable heart of this unique, northern “Wilderness City” situated in the traditional territories of the Ta’an Kwäch’än Council and Kwanlin Dün First Nation. It is socially and economically inclusive and diverse, safe and accessible for all modes of travel, and grounded in rich cultural heritage. Downtown offers a wide range of housing options within easy reach of a variety of employment, shopping, entertainment, and service amenities. An impressive array of parks and trails provides opportunities for recreation and gathering, as well as easy access to the Yukon River, escarpment, and green spaces.”

Implementation of recommended Downtown Plan initiatives and policies will be guided by the following core principles:

- Work with local First Nations (KDFN, TKC) as collaborative partners in creating a mutually beneficial and inclusive Downtown.
- Make Downtown socially inclusive and accessible to all.
- Provide a broad range of housing types and tenures to meet the varying needs of a growing and diverse Downtown population.
- Provide density with amenity – encourage new development opportunities while ensuring they contribute to a safe and attractive public realm for the benefit of residents.
- Adopt a “pedestrian first” planning approach that prioritizes pedestrians but actively supports all transportation modes. Focus these efforts on the highest priority pedestrian-oriented areas of Downtown, including the riverfront and the commercial core centred on Main Street.
- Showcase and facilitate resident, worker, and visitor connection to the Yukon riverfront, the escarpment, and surrounding green spaces and recreational areas.
- Provide safe, easy, and enjoyable connections between all Downtown areas and surrounding neighbourhoods and employment areas.
- Preserve and enhance Downtown’s role as the regional retail, business, and service centre for Whitehorse and the Yukon.
- Work with partners to enhance stewardship of the natural environment.
- Actively engage and leverage local arts, culture, business, and not-for-profit groups in exploring and implementing Downtown pilot-projects.

These guiding principles reflect not only the sentiments of the vast majority of participants in the planning process, but also the City of Whitehorse’s commitment to pursuing a collaborative, sustainable, and grassroots approach to the continued evolution of Downtown as the civic, social, cultural, and commercial heart of the city.



5. Nine Big Actions for Downtown

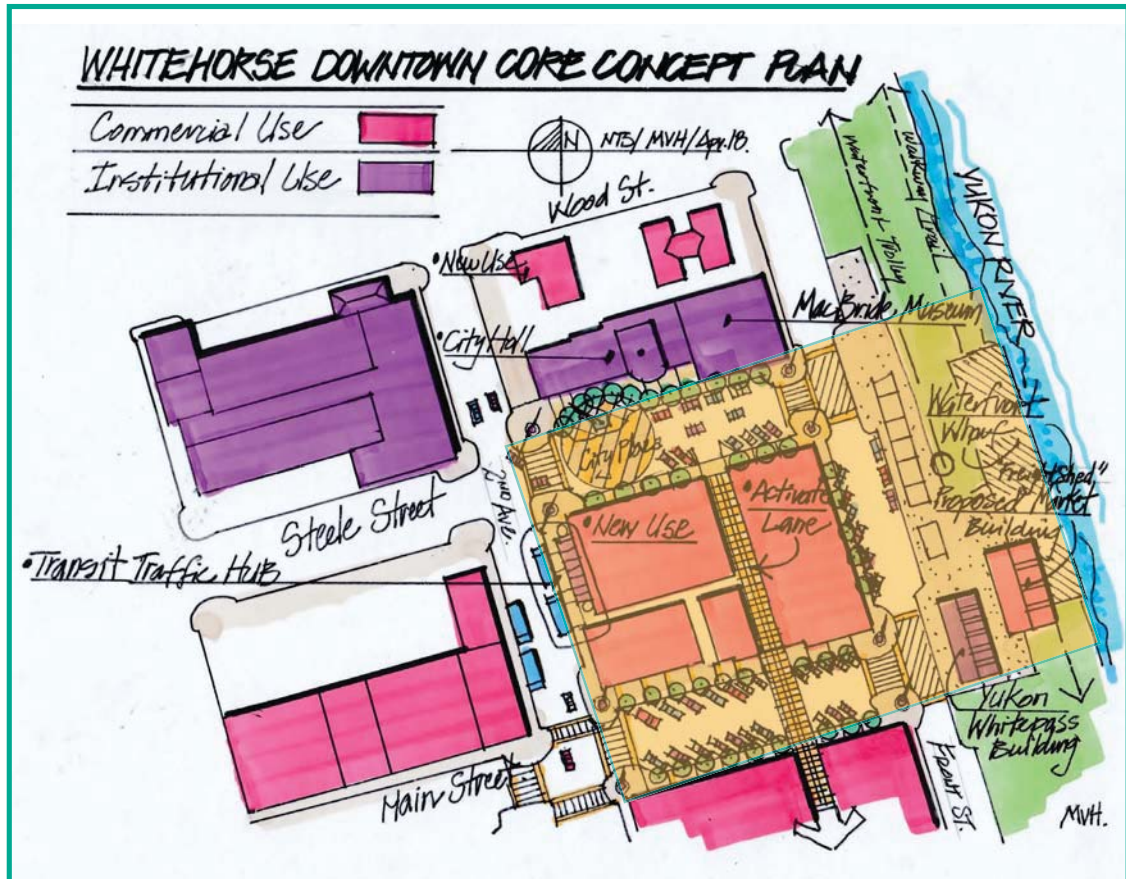
Though a large number of priorities form part of this updated Downtown Plan, the following key initiatives have been determined through extensive public engagement to be the most vital priorities to further the ongoing evolution of Downtown. While other actions and priorities are components of the Downtown Plan, the following nine initiatives have clear physical planning, partnership, and budget implications and therefore form the core “Big Actions” that will propel the Downtown towards its stated Vision.

**Larger concept sketches appear in Appendix B*

CIVIC CULTURAL CORE BLOCK PLAN

The physical planning and development of a new Civic Cultural Core represents a natural next step for the heart of Downtown. This Big Action includes physical improvements to streets to support and enhance a wide variety of activities. Other Big Actions are linked, including Big Action #2 which calls for the activation of these areas, and Big Actions #3, #5, and #6, which call for new active buildings and uses in this core area. Key aspects of the Civic Cultural Core Block Plan include:

- Civic plaza treatments (expanded sidewalks, distinct street paving, and landscaping/lighting) to Steele Street between 2nd Avenue and Front Street to support pedestrian and other non-vehicular movement, as well as temporary, event-oriented street closures. These improvements would better support outdoor event programming for the expanded MacBride Museum.
- Main Street streetscape treatments in the block between 2nd Avenue and Front Street to support event-related street closures to vehicular traffic and expanded public realm, including pop-up patios for local restaurants and cafés during the prime summer and shoulder seasons.
- Activation of the alley between Steele Street and Main Street, immediately west of Horwoods Mall to improve the connection between the civic-cultural node and the heart of Main Street. This could include locally produced murals, art, and lighting features.



BIG ACTION #1 AT A GLANCE

Why: To reinforce the Downtown Core area as the heart of Whitehorse

What: Flex-design of Main and Steele Streets between 2nd Avenue and Front Street to allow pop-up patios and street closures for special events with a programmed street design

Partners Include: Business owners, community organizations, Chamber of Commerce, and City of Whitehorse

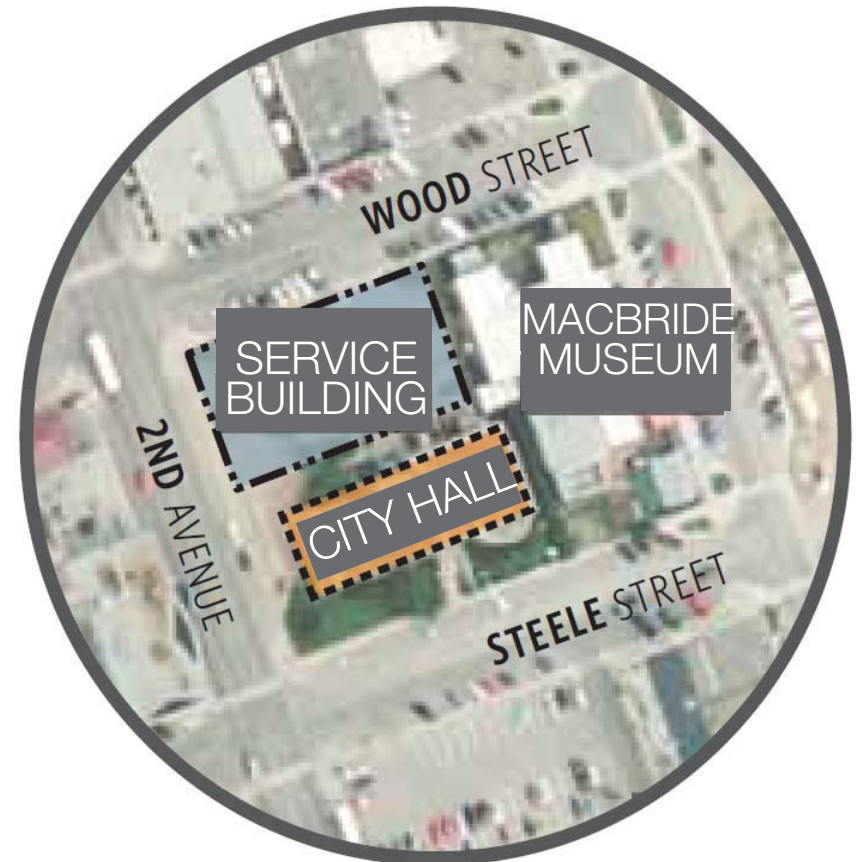
In addition to streetscape improvements, full implementation of this action will require a number of related improvements listed separately in this plan:

- Big Action #3: A future central transit station on 2nd Avenue, with supporting bicycle storage and comfort station (e.g. washrooms, water stations, etc.) amenities.
- An idea explored at the Plan-A-Thon, and included in Big Action #5: The “Freight Shed” venue, a potential comfort station/market building, providing shelter for local vendors and space for community events. Even without construction of a new building, there exists a great opportunity for greater usage and programming of the Waterfront Wharf.
- A key component of Big Action #6: Adaptive re-use of the White Pass Train Station. This iconic Whitehorse building could instead be used for lively, interactive uses blending indoor and outdoor activities, such as restaurants, arts studios, retail uses, and cultural programming.

The location of the existing City Hall building, on 2nd Avenue between Steele and Wood Streets, provides the City an opportunity to create an anchor at the north of the Civic Cultural Core. The City is in the midst of building consolidation work that may result in a new Service Building expansion to City Hall. This project should result in a new, more accessible City Hall building that supports Steele Street temporary event closures.

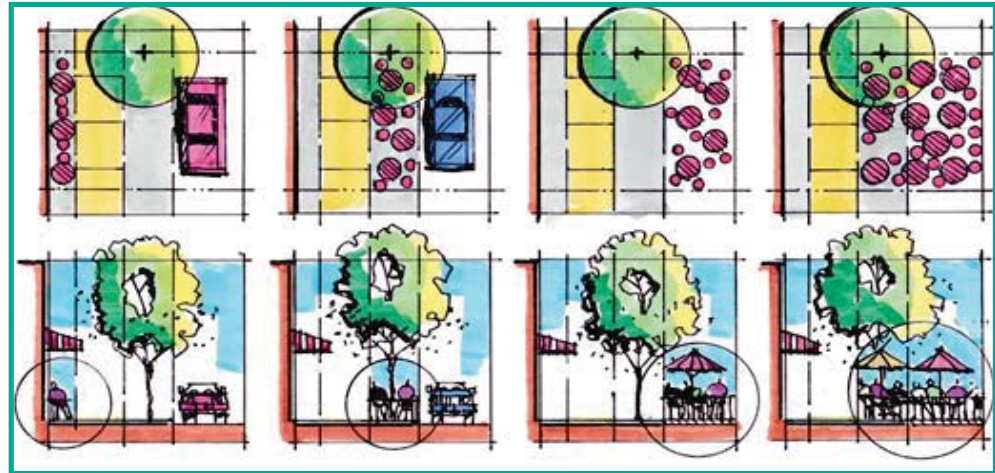
Full redevelopment of the City Hall block – including the new MacBride Museum on Front Street – will bring added interest and energy not only to the commercial core, but also to Front Street and, by extension, the riverfront. Civic Cultural Core development will also support other related

opportunities for intensification and infill, including potential development of the City of Whitehorse owned surface parking lot at the intersection of 2nd Avenue and Steele Street. The City should explore the feasibility of a mixed-use commercial/parkade/transit structure on this lot.



New Service Building concept, City of Whitehorse Building Consolidation project, June 2014

There is also an opportunity to build off existing patio successes on Main Street. During summer months, “parking patios” can take over parking spaces in front of their businesses with appropriate approvals. Alternatively, the patio may be extended onto the sidewalk but may require a boardwalk (see photo below) that meanders around the patio, again using the parking spaces for a clear pedestrian pathway. On Main Street, the sidewalks between Front Street and 2nd Avenue are up to 6.0 metres in width, so this could be a viable approach, still leaving up 1.8 to 2.0 metres for a pedestrian clear way even with a patio extension. The patios will invite more visitors to linger and stay longer in the Downtown, creating vibrancy, related activities, and more thriving businesses.



Alternative patio configurations



Toronto parking patio



Cumberland, BC extended sidewalk



Quebec City extended patio

CORE AREA ARTS AND CULTURAL PROGRAMMING

Whitehorse residents and Downtown business owners have a strong desire to see increased levels of event programming (music, arts, culinary, and recreational) within the heart of the Civic Cultural Core. In order to leverage recent and planned investments in expanded cultural (e.g. MacBride Museum) and civic (e.g. a revamped City Hall; streetscape improvements as described in Big Action #1) facilities, creative and locally-driven programming is essential. As a winter city, the core area of Whitehorse should also be programmed throughout the year, with temporary infrastructure such as light installations, wind-breaks, and shelters to support planned activities during cold weather.

The importance of arts, music, and culture Downtown has been very clearly demonstrated with the ongoing success of Arts in the Park, held in LePage Park on Wood Street between 3rd and 4th Avenues, approximately 300 metres from City Hall. From its origins in 1996, Arts in the Park has become a mainstay in the cultural life of Downtown Whitehorse, with noon-hour shows Monday to Friday (and a Wednesday evening event) entertaining residents, workers, and visitors alike.

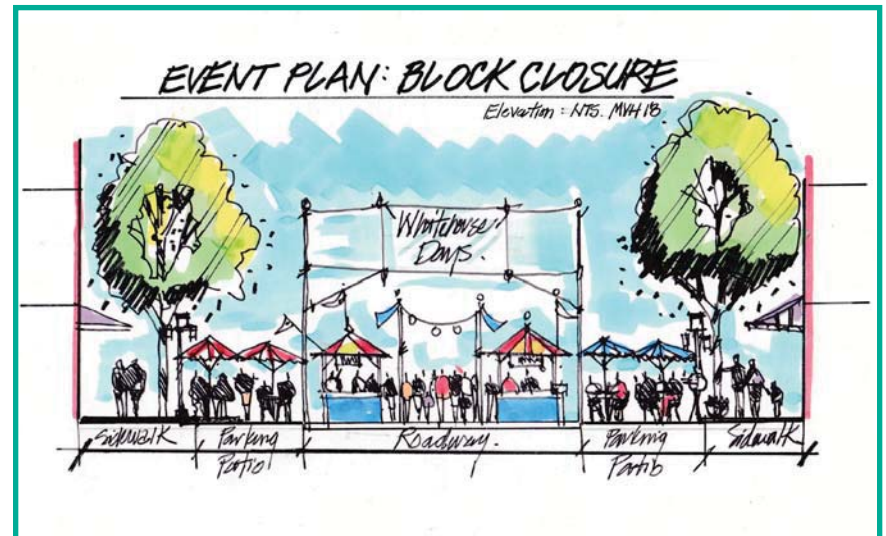


Arts in the Park (photo courtesy of Alistair Maitland Photography)

Programming within this core commercial heart can be activated very simply and economically, by focusing on interventions with relatively low investment requirements and a proven activity-generating track record in cities of all sizes. Recommended programming interventions for this core area include the following four pilot project opportunities:

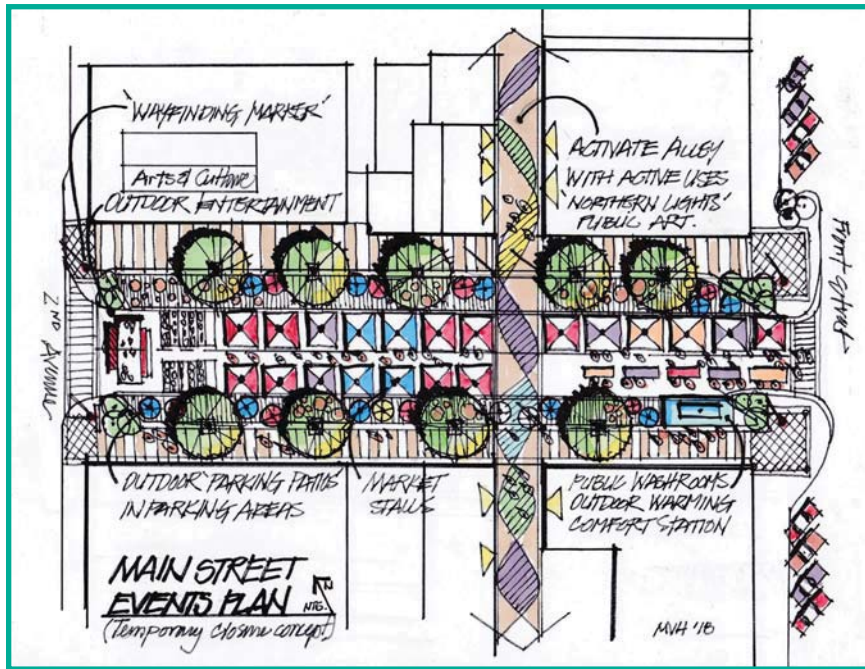
PILOT PROJECT OPPORTUNITY

Temporary Street Closures



Temporary, event-driven street closures focused on creating highly animated pedestrian-oriented environments tend to be excellent ways of transforming an area from more traditional commercial street districts and driving customers to local businesses and cultural venues in a focused period of time. These temporary street closures can be undertaken with the introduction of flexible design elements within the core area. They can

also allow the City and its partner businesses and organizations to explore other complementary programming elements, including pop-up patios and mobile food/retail vendors. Both of these elements can be implemented on a pilot project basis, which allows for real-world testing and improvements over time.



The Main Street Events Plan shows a typical setup for the block of Main Street between 2nd Avenue and Front Street, if closed for a special event. In just this one block, there is room for parking spaces to be used as patios, a dedicated outdoor entertainment area, market stalls along both sides of the street (water and electricity outlets could be part of the street redesign), community tables for people to meet, eat, mingle or play games, and a comfort station including washrooms.

PILOT PROJECT OPPORTUNITY

Pop-up Patio Program

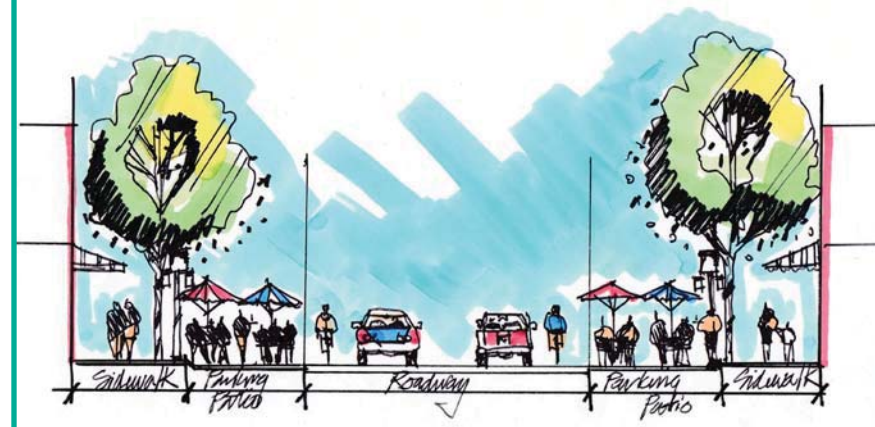
Temporary or seasonal patio programs have proven to be successful generators of urban vitality in cities of all sizes and climates. Whitehorse's civic cultural core centered on Main and Front Streets offers a particularly strong opportunity for such a program given the widths of the right-of-ways and sidewalks as well as the extent of sun exposure due to relatively low surrounding building heights.

One of the key factors to explore as part of a pop-up patio pilot project for Downtown is the form of patio that works best given the local context. Over time, these temporary patios can evolve into more permanent patio designs, which orient seating, landscaping, and street parking in a variety of configurations. Ideally, the selected patio concept will align with the pop-up concepts that worked best during the pilot project phase.

MAIN STREET PARKING PATIO OPTION.

Elevation: NTS MVH18.

- SEASONAL OPTION
- CREATES PEDESTRIAN PRIORITY
- ACTIVATES STREET & PROGRAMMING



PILOT PROJECT OPPORTUNITY

Pop-up Businesses (e.g. food trucks, pop-up retail)



2017 Street Eats Festival, Whitehorse

Temporary and mobile retail and food-service businesses are excellent tools for activating future development sites, public spaces, and roads temporarily closed for events. The Civic Cultural Core is a recognized focal point for locals and visitors alike and a natural location in which to encourage temporary/mobile businesses in support of a wide range of arts, cultural, culinary, and recreational events.

The City releases its annual Request for Applications for Mobile Food Vendors every spring, giving local food-service businesses an opportunity to explore a business concept without requiring the capital investment to open a permanent “brick and mortar” restaurant.

As a means of building on the momentum of this program and existing events such as the Street Eats Festival held in the summer, the City should expand the mobile vending program to allow for mobile retail boutiques (e.g. clothing & accessories, jewellery) and service (e.g. knife sharpening, footwear care) vendors as well. The City should also explore ways of integrating mobile vendors into a wider range of events throughout the year.

Consultation with existing business owners in permanent locations can help to identify opportunities to leverage the energy of mobile vendors and to perhaps explore complementary business concepts in mobile/pop-up forms themselves.



East Village Junction – Calgary, AB. (Calgary Municipal Land Corporation)

BIG ACTION #2 AT A GLANCE

Why: To improve and attract more visitors Downtown for longer periods of time and reinforce the core area as the arts and cultural centre for Whitehorse

What: These daily, weekly, and annual programming events include music, arts, food, and recreation

Partners: Businesses, pop-up vendors and food trucks, musicians, artists, performers, not-for-profit organizations, and City of Whitehorse

PILOT PROJECT OPPORTUNITY

Alley Activation

To further activate the planned Civic Cultural Core area, the City should initiate an Alley Activation project, with an inaugural pilot project focused on the alley immediately west of Horwoods Mall, linking Main Street north to Steele Street. As part of a second phase, the alley improvements and programming could be extended south from Main Street towards the Visitor Reception Centre.



Alleys are typically overlooked urban spaces— asphalt service roads serving utilitarian purposes such as waste removal, deliveries, and vehicle access. The alley between the Horwoods Mall and the City-owned parking lot should be animated as a fun, liveable space in its own right— as an extension to the surrounding public realm, rather than serve solely as a functional and back-of-house connector.

The City of Whitehorse should initiate a pilot project focused on this alley at the heart of the civic cultural core, with the aim of:

- Creating an urban pocket park to support longer Downtown visits and increased restaurant and shopping activity;
- Reducing urban dead-space; and
- Encouraging micro-business opportunities (extending the reach of Horwoods Mall and the planned expansion to the City's mobile vendor program).

Ideas can be leveraged from alleyactivation.org. Key elements of this inaugural alley activation pilot project should include:

- Locally-driven arts and cultural programming, featuring local artist installations, murals, lighting, and sound treatments;
- Street furniture, tree and flower planters, and gateway features designed by local artists and craftspeople;
- Partnerships between the City, local businesses, property owners, and arts organizations to create and fund a rotating platform for local artists to program the space on a competitive application/pitch basis;
- Exploring solutions for business back-of-house operational needs to ensure essential services are not impacted; and
- Alley naming—initiate a process to explore naming the alley west of Horwoods Mall, with the intent of honouring a historical figure or event fundamental to the historical narrative of the area.



Alley Oop, Vancouver, BC

TRANSIT STATION/BIKE STORAGE FACILITY

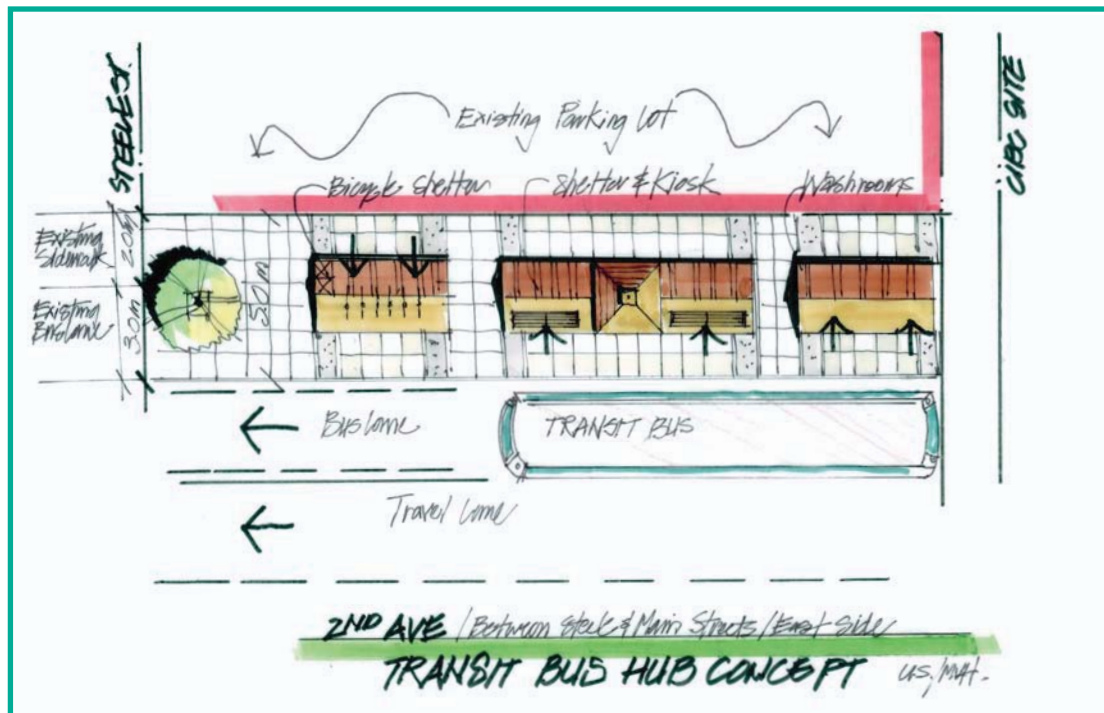
One of the clearest priorities that emerged during engagement was a desire to see the City introduce enhanced public transit facilities to help support increased ridership and interest in non-automotive forms of transportation into and out of Downtown. An exploratory concept for a Transit Bus Station Concept was developed during the Plan-A-Thon event in June 2017.

As shown below, this preliminary concept features a number of complementary components, including public washrooms (see also Big Action #5: Comfort Station Network Strategy), a bus shelter and kiosk (for coffee/tea/retail), and bicycle storage – all of which will create a more enjoyable and comfortable public transit experience. The concept shows one of the potential locations of the transit station on 2nd Avenue, between Main and Steele Streets.

This transit station would complement the recommended Civic/Cultural Block Plan and improve access and enjoyment of Downtown's commercial core area throughout the year and during special events.

Other key factors to ensure a successful transit station include the following:

- The adjoining parking lot could be developed into a new building complex which could consider building the transit station facilities into the building structure.
- The transit station could be designed so buses will have their own lane to stop and pick up passengers.
- The sidewalk area could be designed so that there is at least a 2.0m pedestrian clearway adjacent to the shelters for ample circulation.



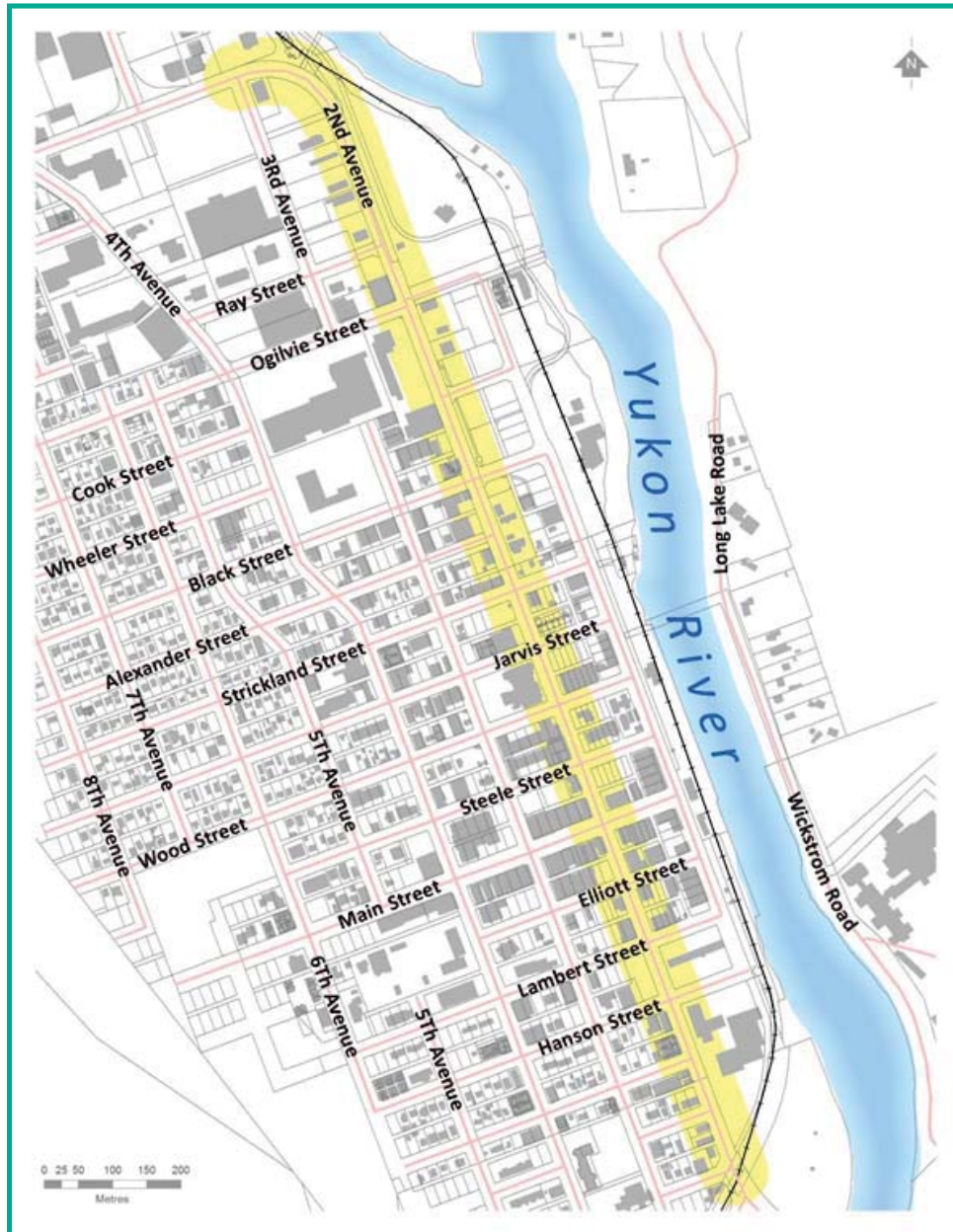
BIG ACTION #3 AT A GLANCE

Why: To provide a central bus drop-off and pick-up that has support facilities

What: Support facilities could include washrooms, warming areas, café, and bicycle storage

Partners: City of Whitehorse, Chamber of Commerce, local service clubs (e.g. Rotary) and local businesses (monitoring and café)

2ND AVENUE CORRIDOR STUDY



2nd Avenue Corridor Study Area

A key priority for Downtown became crystal clear throughout the public and stakeholder outreach – to retain 2nd Avenue’s vital role as a north-south vehicular arterial while exploring enhancements that will make it safer, more efficient, and more enjoyable to navigate for a broader array of travel modes (i.e. a more “complete street”).

Specific issues and potential opportunities that will need to be explored and assessed as part of a 2nd Avenue Corridor Study include the following:

- Better accommodation of public transit movement while continuing to effectively support other vehicular traffic flows;
- Re-examination of 2nd Avenue parking capacity and needs (in conjunction with the ongoing 2018 Downtown Parking Plan Update);
- Safer east-west crossings for non-vehicular travel modes, particularly walking, cycling, and movement for the mobility-impaired (with the aim of reducing the incidence of accidents and encouraging more non-vehicular travel);
- Improved left-turn functionality/potential for central left-turn lane; and
- Improved safety and user experience for pedestrians traveling north-south along the 2nd Avenue Corridor.

A key aspect of the 2nd Avenue Corridor Study will be to establish clear objectives and measures of success which can be actively tracked and measured over time.



Bus shelter (Yukon College)

Though the 2nd Avenue Corridor offers opportunities to explore ideas via pilot projects, a traffic impact study will first have to be initiated, which should include discussions with Whitehorse Transit, who have just completed a Transit Master Plan (see page 51).

Key improvements to explore, having regard to current street design (including streets south of Black Street having bulb-outs to protect vehicle parking areas on both sides of 2nd Avenue) and traffic management, include the following:

- Increased proportion of space dedicated to pedestrians and the mobility-challenged, particularly at key east-west crossings.
- Potential for alternative uses in select 2nd Avenue parking areas (e.g. during festivals/events).

- Improved lighting, safety, and design features at key intersections, including 2nd Avenue at:
 - Ogilvie Street
 - Black Street
 - Strickland Street
 - Jarvis Street
 - Wood Street
 - Steele Street
 - Elliott Street
 - Hanson Street
 - Strickland Street
 - Robert Service Way
- Priority character area sections of 2nd Avenue.

The potential extent of the 2nd Avenue Corridor Study area will ultimately need to be determined with land use planning and transportation objectives in mind.

A key aspect of the 2nd Avenue Corridor Study will be to revisit current reconfigurations for the existing 2nd Avenue right-of-way, including the potential for modestly narrowing vehicle lanes to provide wider sidewalks.

The scale of the existing 2nd Avenue right-of-way allows for significant potential improvements to the public realm, which can in turn provide improved safety for pedestrians and cyclists at critical crossings. Of particular interest in the recommended 2nd Avenue Corridor study will be

BIG ACTION #4 AT A GLANCE

Why: To make 2nd Avenue safer for pedestrians and cyclists and more efficient for vehicles, including public transit buses

What: Examine alternative “Complete Street” road layouts, lane widths, as well as sidewalk designs, parking design options, lighting, and crosswalk options

Partners: Government of Yukon, businesses, Chamber of Commerce, and City of Whitehorse

DOWNTOWN PARKING AND TRANSIT

Details relating to downtown parking and transit are being explored as part of the Downtown Parking Management Plan and the Transit Master Plan, respectively. Outcomes of these initiatives will inform the exploration of potential parking and transit elements and road configuration options as part of the recommended 2nd Avenue Corridor Study.

the interface with the enhanced civic-cultural block, located between Wood Street and Steele Street, and the proposed transit station recommended for the block between Steele Street and Main Street.

Additional considerations to explore in evaluating 2nd Avenue's potential as a more complete, functional and attractive street, include:

- Parking – 2nd Avenue configurations with and without current parking areas should be explored, and parking replacement strategies considered for configurations that reduce the number of 2nd Avenue parking spaces.
- Corner bulges should be explored at key intersections to improve and expand dedicated space beyond current 1.5 metre sidewalk widths. Sidewalk widths of over 2 metres can be provided with a modest narrowing of traffic lanes.
- Design of a proposed transit station (outlined in Big Action #3) can serve as a catalyst for additional transit-related improvements along 2nd Avenue; this should be explored in cooperation with Whitehorse Transit.



Spirit Trail crosswalk treatment (North Vancouver, BC)

COMFORT STATION NETWORK STRATEGY

A clear priority emerged early in the planning process: a supportive network of publicly accessible facilities for locals and visitors, particularly within and near the commercial core. Critical but essential—and currently under-supplied—elements that should be expanded in a coordinated way within and near the Downtown commercial core include the following:

- Public washrooms
- Public water fountains/fill-up stations
- Weather protective shelters/warming huts
- Bike storage units/facilities
- Electronic device charging stations
- Animal waste baggy stations

A Comfort Station Network Strategy could explore the potential to provide improved access to these “base need” elements. The recommended strategy could be explored in part through pilot projects which could introduce and evaluate a variety of potential approaches to meeting this need including:

- New, modestly scaled structures that contain one or more of these elements;
- Mobile washroom units;
- Allowed public access to otherwise private washroom facilities through incentives or partnerships; and
- Partnerships (local businesses and organizations, First Nations Governments, Government of Yukon, and City of Whitehorse) to explore the sharing of facilities in existing buildings as well as the development of economical, attractive, and functional facilities in stand-alone or new-build locations.

Comfort station design should be iconic, with unique signature designs for various types of locations to support wayfinding and longer shopping and visitor times Downtown.



Winnipeg skating shelters (<https://patkau.ca>)



Port Phillip toilets (www.portphillip.vic.gov.au)



Mobile public washrooms – Montreal (Jardins Gemlin, Quartier des Spectacles)

BIG ACTION #5 AT A GLANCE

Why: To provide a network of publicly accessible facilities, especially within the Downtown core to support residents and visitors, convenience, and programmed activities

What: These public facilities could include public washrooms, water fountains, weather protected shelters, bike storage units, and electronic device charging stations

Partners: First Nations, Yukon Government, community organizations, business sponsors, and City of Whitehorse

A more elaborate comfort station concept was also explored during the Plan-a-Thon event series for a location immediately south of the existing riverfront wharf and east of the White Pass & Yukon Route building. This “Freight Shed” concept, which could be scaled to meet functional and budget requirements, is based on historical freight shed structures that supported the movement of goods north and south along the Yukon River.

A structure such as this could potentially serve as a primary comfort station and include core elements, while also serving to support active enjoyment of the public wharf and plaza, including arts and music programming. Such a structure would also support more active uses within the commercial core and along the riverfront.

This “Freight Shed” comfort station could also be used as a market building for special events, providing shelter for local vendors, as well as community benches and heating to support year-round use.



Exploratory “Freight Shed” concept developed during Plan-A-Thon event series

ADAPTIVE RE-USE OF RIVERFRONT HERITAGE BUILDINGS FOR ACTIVE USES

The Downtown riverfront is only partway through its transformation from an industrial area into an area full of a variety of active uses throughout the day. The riverfront's main asset, its natural scenic beauty, is complemented by a number of historic structures that are reminders of the area's former transportation and trans-shipment functions. Some of these structures have been restored, and are full of activity, serving as a model for others to follow. This includes the SS Klondike National Historic Site, the Old Fire Hall, and the Pioneer Hotel (aka Hatch House) in Shipyards Park, currently leased by the Yukon Literacy Coalition. Newer developments also provide active uses, notably including Lumel Studios (glass blowing and gallery) and the Kwanlin Dūn Cultural Centre and Whitehorse Public Library.

However, several historic structures are either unused, or used for relatively in-active functions such as offices. Historic structures that could be better utilized include the White Pass and Yukon Route railway station, the Train Crew's Houses (located on Front Street near Lambert Street), and smaller structures including the Casey Car House and the U.S. Army Latrine. This action will need to include collaboration with the owner of these structures, the Yukon Government, to explore opportunities to incorporate more active uses for these riverfront heritage building spaces. While upper floor uses

could be retained for institutional or arts/cultural uses, ground floor spaces should ideally be more publicly-accessible and feature more interactive uses that blend indoor and outdoor activities.

The current roster of tenants are largely non-profit organizations, who should also be involved in this process. If they could be accommodated elsewhere in the commercial core, it would allow for the introduction of uses which could further activate and enrich the Downtown riverfront experience for local residents, workers, and visitors. Uses that should be considered for prime ground floor spaces in these important and iconic riverfront buildings include:

- Restaurants with outdoor patios;
- Arts studios with interactive indoor/outdoor presentation/display space;
- Recreational uses with outdoor activity space;
- Cultural and event programming; and
- Retail opportunities.

In addition to the better utilization of historic structures, there remain several undeveloped or underdeveloped parcels of land along the waterfront. A mix of new active uses should equally be encouraged for these parcels as well.



An example of active uses near the Downtown riverfront: Lumel Studios



Train Crew's House

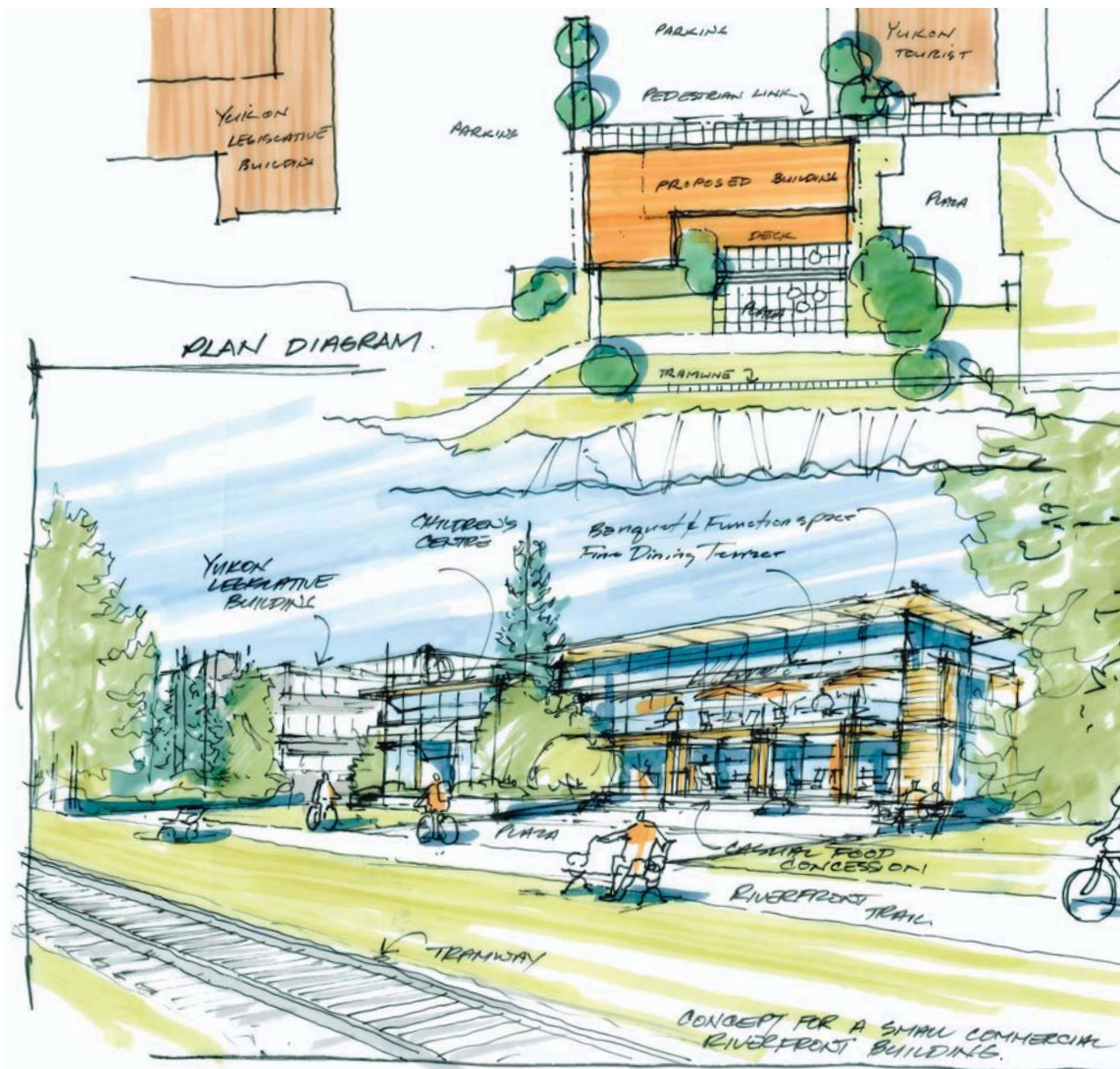
BIG ACTION #6 AT A GLANCE

Why: To further activate the waterfront area with uses that support more regular public use wherever possible

What: Examine adaptive reuse of existing underutilized buildings for more active uses, and integrate more active uses (e.g. restaurants with decks and patios, art studios, outdoor activity spaces) into new mixed-use developments along the riverfront.

Partners: City of Whitehorse, community organizations, businesses, and Yukon Government

One unique opportunity exists in the area between the Visitor Reception Centre and the Yukon Government Main Administration Building, where a portion of City-owned road right-of-way, currently used as staff parking, could instead be repurposed as a private development parcel. This idea was explored at the Plan-A-Thon, where the following drawing was created, showing the potential for a daycare, restaurant, public plaza, and more in this space.



Exploratory mixed-use riverfront concept developed during Plan-A-Thon event series

COLLABORATIVE WORKING GROUP TO FOSTER SOCIAL WELLNESS/ INCLUSIVENESS

Some of the strongest themes to emerge from the Downtown Plan public and stakeholder outreach were community safety and wellness, social inclusiveness, and equitable access to public spaces. Some members of the public and business community expressed concerns about a perceived increase in public intoxication, panhandling, and homelessness in the Downtown. At the same time, many recognized the broader issues of housing affordability, poverty and unemployment, accessibility of public spaces/amenities, and reconciliation.

Given the importance of these issues and finding collaborative and innovative ways of addressing local challenges, the City of Whitehorse should establish a collaborative working group made up of a number of key local stakeholders to explore potential mitigating measures and solutions. Unlike other groups working at the city and/or territorial level to make progress on the overarching issues, this initiative is intended to bring together businesses and organizations to develop and test place-based strategies at the neighbourhood level to improve community safety, support marginalized people, and enhance social cohesion by making public spaces more accessible for all.

The specific areas that were mentioned repeatedly as facing issues around perceived poverty, homelessness, substance abuse, and mental illness included:

- Main Street;
- Some areas along the riverfront; and
- The area between the Qwanlin Mall, the Liquor Store, Ecole Whitehorse Elementary School, Salvation Army, and the Whitehorse Food Bank.

In addition to each area's local businesses and other tenants, representation should be sought from non-governmental organizations and First Nation Governments who specialize in working with vulnerable populations and educating the general public about issues that lead to intolerance and marginalization.

The focus for this group should be action and performance based pilot projects, with incremental testing and implementation of small interventions in public spaces that will make these spaces more accessible and comfortable for all.



Downtown Riverfront, looking north

2017 SAFE AT HOME PLAN

Safe at Home: A Community-Based Action Plan to End and Prevent Homelessness is a collaborative effort involving governments, service providers, the business community, and residents to solve homelessness within Whitehorse. The plan identifies actions and solutions that meet the needs of people struggling with homelessness including housing options, access to programs and services, community support, and improved data collection. This plan is a vital component and consideration when implementing this Big Action and every effort should be made to ensure both initiatives are coordinated.

Modest interventions to be explored could include amenities such as a firepit along the river, wind shelters, and seating created from natural materials (e.g. large sitting rocks). The ‘Riverwalker: Healing Through Glass’ initiative founded by Lumel Studios, a local art studio on the waterfront—whereby vulnerable people were invited for a one day workshop in 2017 to visit and create art free-of-charge—was also mentioned repeatedly as positive example of accessible programming.

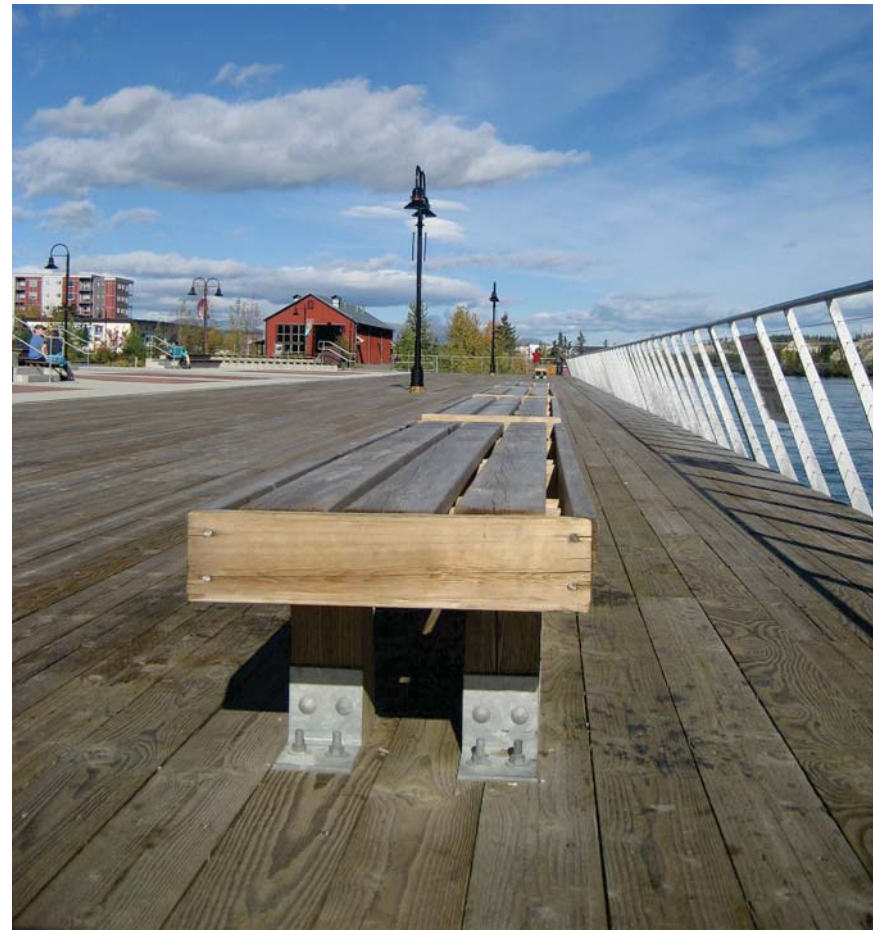
This collaborative working group can leverage the success of existing local facilities (and related programs), including the solar-powered art/maker studios adjacent the Kwanlin Dün Cultural Centre, Lumel Studios with its accessible programming, Salvation Army, and Skookum Jim Friendship Centre (notably including the Splintered Craft initiative), with their innovative and on-going programming, among others.

BIG ACTION #7 AT A GLANCE

Why: To improve community safety, wellness, and social inclusiveness in the Downtown

What: Place-based strategies to improve community safety, support marginalized people, and enhance the sense of belonging and social cohesion particularly on Main Street, the Riverfront, and the area around the École Whitehorse Elementary School

Partners: Not-for-Profit Service Organizations, First Nations, and the City of Whitehorse



Riverfront Wharf (opportunity for activation)



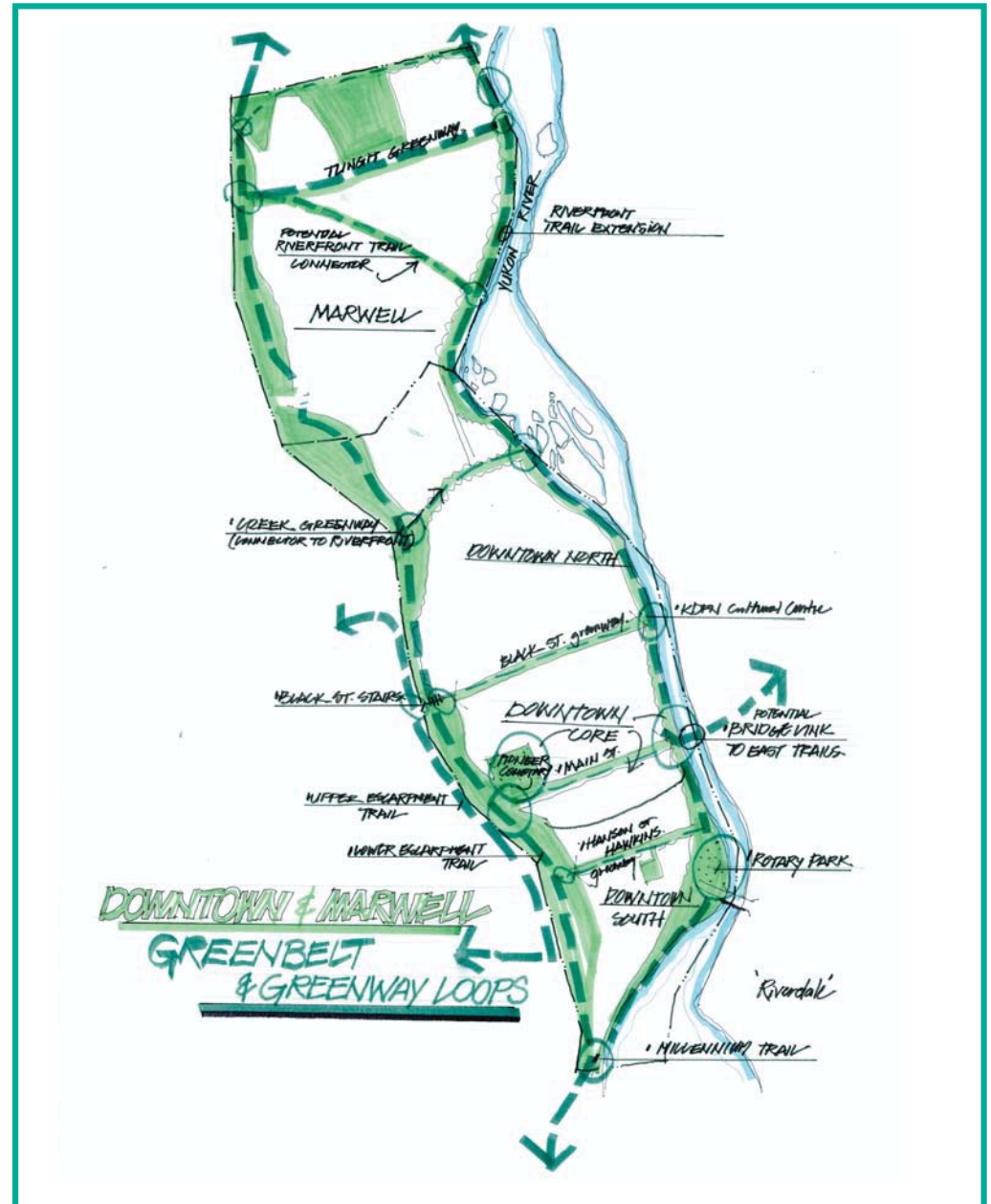
Kwanlin Dün workshop spaces for First Nations artists along the riverfront

FORMAL NETWORK OF PAVED AND UNPAVED TRAILS AND COMPLETE LOOPS

The need to improve physical connections throughout Downtown was one of the most common threads expressed by Whitehorse residents throughout all stages of consultation. As the heart of the Wilderness City, Downtown has a vital role to play in better connecting people not only to an array of amenities and businesses, but also to a wealth of natural and recreational amenities. With Big Action #9 focused on improving Downtown from a cycling network perspective, Big Action #8 is about improving Downtown from a walking and wayfinding perspective.



Escarpment staircase at the west end of Black Street



Greater Downtown greenbelt and greenway loops concept drafted during Plan-A-Thon event series

It is now an ideal time to establish a more formalized network of trails and key connections. Critical components of this network—identified through the various stages of consultation, include the following:

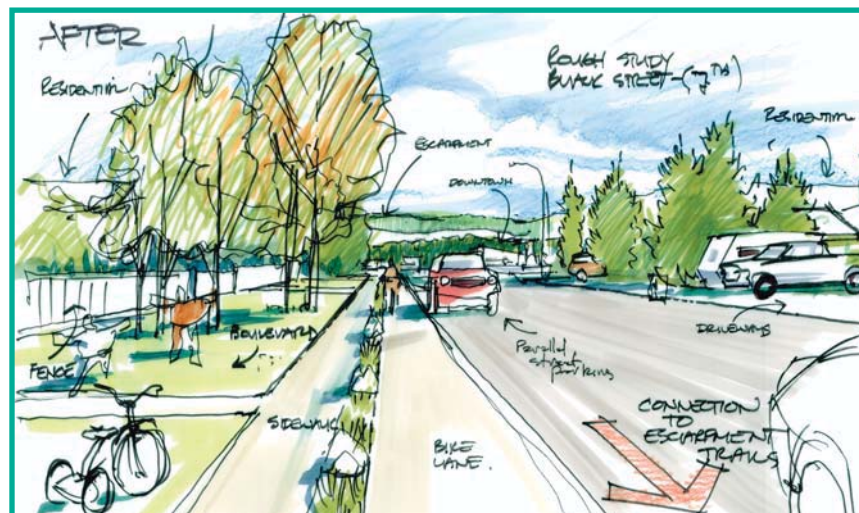
- Extend the paved lower escarpment trail south of Hanson Street and connect it to the Millennium Trail at 6th Avenue/Robert Service Way.
- Extend the paved lower escarpment trail north from Black Street to Ogilvie Street (and potentially further north if feasible).
- Designate paved and unpaved City trails throughout the Downtown and provide information kiosks/maps and interpretation nodes at key points along the escarpment and riverfront area, highlighting nearby trail routes, historical features, and natural features.
- Explore the integration of potential wayfinding mechanisms in partnership with local First Nation Governments, including active partnership and collaboration with the Kwanlin Dün Waterfront Heritage Project.
- Leverage the expertise and experience of walking champions such as WhitehorseWalks to provide input into the establishment of this formalized network of paved and unpaved trails and pursue cooperative development (and periodic updating) of a trail guide/passport document that can be enjoyed by local residents, tourists, and visitors at all levels of fitness and ability. Working with WhitehorseWalks as a data resource, develop a walking guide that outlines and describes a range of local walks—all of which can be originated from starting points in Downtown. The Yukon Visitor Information Centre serves as a natural meeting hub for urban and trail walks at a range of distances.

Additional elements recommended to improve the Downtown Whitehorse walking experience include:

- Introduce more climate-appropriate street trees, landscaping, and street planters, with an initial focus on planned east-west neighbourhood greenways and 3rd Avenue, which have also been

prioritized as part of the city-wide bicycle network strategy. As part of this beautification initiative, consider developing an “adopt-a-tree” program to promote involvement from residents and businesses in maintaining healthy trees.

- Develop another escarpment staircase in the vicinity of Rogers St to create additional loops in order to provide easier access to the upper escarpment/airport perimeter trail network. To fully support recreational walking, consider other potential locations for escarpment staircases (e.g. near Robert Service Way) to provide a wider array of walking loops.
- To develop awareness of both existing and planned walking (and cycling) infrastructure and amenities in Downtown, develop a Downtown wayfinding program, ideally in collaboration with local First Nations, the Government of Yukon, and local walking (WhitehorseWalks) and cycling (Whitehorse Urban Cycling Coalition) groups. Wayfinding signage design should be developed in partnership with local arts groups (e.g. Arts Underground, Yukon Arts Advisory Council).



Potential Black Street connection concept between riverfront and escarpment trails



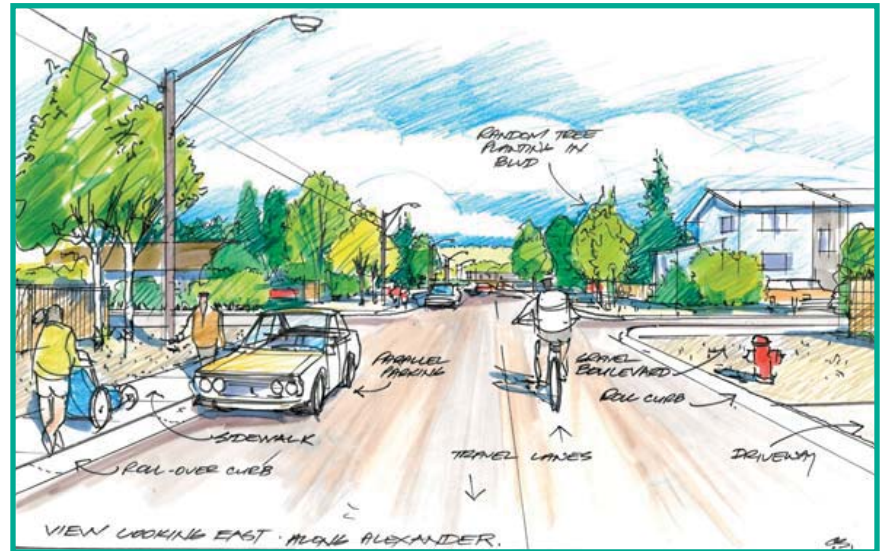
4th Avenue looking east on Alexander Street



5th Avenue looking east on Alexander Street



Perspective sketch of street improvements from 4th Avenue looking east on Alexander Street



Perspective sketch of street improvements from 5th Avenue looking east on Alexander Street

BIG ACTION #8 AT A GLANCE

Why: To provide a more convenient, safe, and enjoyable trail network to enhance the recreational and functional (i.e. active transportation) walking experience in Downtown Whitehorse

What: A more complete and comfortable network of looped trails, supported by the introduction of landscaping and greenery, wayfinding elements, and a second escarpment staircase near Rogers Street

Partners: Yukon Government, Downtown residents, First Nations, WhitehorseWalks and other community organizations

DOWNTOWN CYCLING NETWORK IMPROVEMENTS

The City of Whitehorse recently completed a Bicycle Network Plan, which was initiated in tandem with the Downtown and Marwell Plan processes in 2017. Information and insights derived from consultation on both the Downtown and Marwell plans served as inputs into initial bicycle network concept development. Key recommendations specific to improving Downtown (and Marwell) cycling infrastructure can now be drawn from the completed Bicycle Network Plan.

The intent of the Bicycle Network Plan is to establish a long-term vision for cycling in Whitehorse, to broaden viable transportation options, and ultimately to increase the proportion of city residents using bicycles as a mode of transportation year-round. As shown in Figure A-7 from the plan, which focuses on the Downtown and Marwell areas, the Bicycle Network Plan identifies future cycling routes with a focus on providing residents and visitors with cycling facilities that are comfortable for people of all ages and abilities (AAA facilities).

BIG ACTION #9 AT A GLANCE

Why: To make cycling Downtown safer, more efficient, and more enjoyable for both recreational and commuting cyclists in support of the City's vision for increased non-vehicular mode share.

What: Pursuing new all ages and abilities (AAA) cycling infrastructure, as outlined in the 2018 Bicycle Network Plan.

Partners: Yukon Government, First Nations, Whitehorse Urban Cycling Coalition, Downtown residents, and other community organizations



Cyclists using the existing 4th Avenue bike lane

Beyond the social equity, economic, health, environmental, quality of life, and safety benefits of cycling, all of which are well documented, these recommended improvements are intended to support the proposed east-west greenway initiative explored during the Plan-A-Thon event series, which will facilitate the safe and comfortable movement of cyclists and pedestrians travelling between the escarpment and the riverfront.

Key features of the Bicycle Network Plan specific to Downtown include the following range of AAA bicycle facilities (more detailed descriptions are provided in the Bicycle Network Plan) and related shorter and longer-term transportation connections:

- Multi-Use Pathways (e.g. existing path along riverfront, recommended connection along the escarpment between Ogilvie and Black Streets);
- Separated Bicycle Paths (e.g. recommended separated bicycle path along 4th Avenue);
- Neighbourhood Greenways (e.g. recommended for the length of 3rd Avenue, as well as key east-west connections along Ogilvie, Black, Wood, Hanson, and Hoge streets);
- 2nd Escarpment Staircase (shorter term) with bicycle ramp (in the vicinity of Rogers St.); and
- Pedestrian/Cycling Bridge Crossing (longer term potential) in the vicinity of Hanson Street, with a connection to Wickstrom Road on the east side of the Yukon River – facilitating access to an extensive recreational trail network and commuting opportunity for hospital employees.



Existing and proposed bicycle network by facility type (Downtown/ Marwell) (Figure A-7 Bicycle Network Plan, 2018)

6. Other Initiatives and Actions

In order to guide future policy direction, including the next OCP update, the following have been identified to support the evolution of the broader vision for Downtown as the primary social, cultural, retail, and employment centre for the City of Whitehorse.

6.1 CULTURE & HERITAGE

- 6.1.1** Continue to support the Kwanlin Dün Waterfront Heritage Project, including potential collaborative and partnership opportunities supporting implementation.
- 6.1.2** Explore ways of integrating more First Nation (Kwanlin Dün First Nation and Ta'an Kwäch'än Council) themes, language, and names into Downtown places, amenities, wayfinding, year-round and/or seasonal infrastructure, and transportation infrastructure (e.g. potential future Yukon River pedestrian bridge).
- 6.1.3** Increase arts, culture, and recreation programming and installations for the civic cultural core area centered on Main/Steele and Front Streets, supported by temporary road closures to create safe, pedestrian-only environments.



Kwanlin Dün Cultural Centre

- 6.1.4** Utilize the City's Public Art Policy to consider reallocating some public art expenditures related to new City buildings (e.g. the new Municipal Operations Building) to highly accessible and visible Downtown locations instead.
- 6.1.5** Work with local businesses and community arts groups to develop a “pop-up” patio program for Main Street, Front Street, and the riverfront wharf, to be coordinated in conjunction with the civic cultural core area programming and events.
- 6.1.6** Promote the City's Historic Restoration Incentive Policy to owners of heritage properties to encourage the formal historic designation and maintenance of heritage buildings.
- 6.1.7** Conduct a review of the Zoning Bylaw regulations on winter-city design principles to ensure new developments and public spaces are designed for safety, comfort, and enjoyment year-round. This should include a review of building design, amenity spaces, transportation and circulation networks, and landscaping/beautification.

6.2 ENVIRONMENT

- 6.2.1** Help address Whitehorse's light pollution by conducting a review of the Zoning Bylaw regulations on lighting. A reduction in light pollution has economic, tourism, health, and environmental benefits.



MacBride Museum expansion (part of the Civic Cultural Core)

for the community. Resources such as the International Dark-Sky Association and the Yukon Astronomical Society should be used when developing the zoning regulations.

- 6.2.2** Initiate a pilot program for three-stream (e.g. waste, organics, and recycling) services in high traffic/activity areas of Downtown, including Main Street, Front Street/riverfront, the lower escarpment trail, Rotary Peace Park, and Shipyards Park.
- 6.2.3** Designate, improve, and provide interpretive environmental wayfinding signage for a small network of trails in the escarpment area, including the unpaved portion of the airport escarpment.
- 6.2.4** As part of a City-wide review, assess high-risk flooding areas and potential mitigation measures for Downtown.

6.3 LAND USE

Housing Mix & Tenure

- 6.3.1** Consider revisions to the City's Development Incentives Policy including an increased focus on housing affordability and housing mix measures. The Development Incentives Policy is one of the City's best tools for helping to create affordable housing.

- 6.3.2** Continue discussions with the Government of Yukon on the potential for affordable market and social housing developments within and beyond Downtown South to achieve a more even distribution of various housing forms and tenures throughout the Downtown.
- 6.3.3** Continue to implement the Yukon Government's Housing Action Plan and the Safe at Home Plan recommendations with partner organizations.
- 6.3.4** Encourage the incorporation of housing security and affordability measures into any mixed commercial-residential development initiatives on government lands (City, Territorial, and First Nation).
- 6.3.5** Support continued growth of a range of residential unit types in Downtown to support growth of a more diverse population.

Commercial Land Use

- 6.3.6** Focus large format retail and commercial service businesses in the north end of Downtown, within the Service Commercial (CS) zone. These types of uses could also be directed to an expanded CS zone in the south of Marwell – as an extension of a Greater Downtown.
- 6.3.7** Retain Downtown's focus as the primary employment area for the city and region by directing traditional office development primarily into the Downtown Commercial Core (CC) and Mixed-Use Commercial (CM1 and CM2) zones.



Live-work in Downtown South

- 6.3.8** Retain Main Street as Downtown’s primary retail high street, with a vibrant mix of retail, office, entertainment, arts & cultural, and institutional uses supported by a variety of event programming efforts.
- 6.3.9** Focus boutique or destination hotel development in the Downtown area. Allow for highway-oriented express hotels to locate outside the Downtown area.
- 6.3.10** Support the integration of non-retail/restaurant uses (e.g. offices, health services) in vacant upper floor commercial spaces throughout Downtown, particularly if they contribute to Downtown employment numbers or serve as a recreation, culture, or service amenity for residents and workers.

Zoning

- 6.3.11** Maintain the current boundaries of the Residential Downtown (RD) zone for the Old Town area as a means of supporting existing and future residential-only building forms.
- 6.3.12** Review multi-unit residential design guidelines in the RD zone to ensure that new development complements the existing neighbourhood. Topics include landscaping, facades, and access.
- 6.3.13** Maintain the current coverage for CMW (Mixed Use Waterfront), CM1 (Mixed Use Commercial 1), and CM2 (Mixed Use Commercial 2) zones to continue to promote mixed-use development forms with active streetscapes.



Downtown North aerial



Horwoods Mall at Main & Front Streets

- 6.3.14** Review lot and building setback requirements for Downtown Core Commercial (CC) and Mixed Use Commercial (CM1 and CM2) zones to improve the quality of the public realm. Require building setbacks above 10 metres in height for the CC, CM1, and CM2 zones to improve the street-level pedestrian experience.
- 6.3.15** Consider additional lot setback requirements for building frontages along planned east-west greenway routes outlined in the City’s Bicycle Network Plan.
- 6.3.16** Consider enhanced public realm requirements for the Service Commercial (CS) zone in the large-format retail portion of north Downtown to improve pedestrian and cyclist safety, connectivity, and aesthetics in future development/redevelopment.

High Priority Site Redevelopment

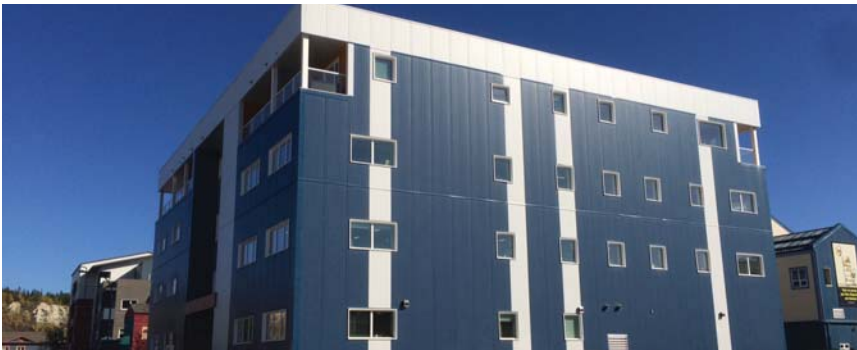
- 6.3.17** Prioritize the sale and redevelopment of the City’s Municipal Services Building site near 4th Avenue and Ogilvie Street, following the relocation of staff and services.
- 6.3.18** Work with government and community partners to prioritize development of the 5th and Rogers site in Downtown South, with a focus on a higher density mix of non-market and market housing.
- 6.3.19** Evaluate the mixed-commercial development potential of the City-owned property located between the Yukon Visitor Information Centre and the riverfront (see sketch in Big Action #6).

Form & Character

- 6.3.20** Review zoning regulations to encourage the integration of outdoor patio, deck spaces, and rooftops overlooking natural amenities (e.g. the Yukon River, the escarpment, and parks) in new development forms.
- 6.3.21** Conduct a review of zoning regulations for the Commercial Core (CC) area to guide building design for Main Street and surrounding streets.
- 6.3.22** Explore alternate names for Downtown North and Downtown South.

6.4 SERVICES & AMENITIES

- 6.4.1** Consider the feasibility of an incentives-based program to utilize vacant Downtown lots – on a temporary basis – for community benefit (e.g. community gardens, use by community groups).
- 6.4.2** Support efforts by local businesses, organizations, and partnerships to launch new Downtown thrift/reuse stores to support a broader array of resident income levels.
- 6.4.3** Explore the potential for a warehouse-type structure (e.g. “Freight Shed”) for the riverfront/public wharf area. Potential features include wind protection, storage for temporary seating and tables, modest performance space, and public washroom facilities (see sketch in Big Action #5).
- 6.4.4** Increase the frequency and effectiveness of snow clearing, particularly along key active transportation routes.



Newer building with no step-back, limited public realm



Multiple housing redevelopment in Old Town

- 6.4.5** Increase the frequency of line painting for crosswalks and active transportation routes to improve safety.
- 6.4.6** Enhance family-oriented facilities Downtown (e.g. a potential Shipyards Park playground and improved playground facilities at Clay Cliffs Park in Downtown South).
- 6.4.7** Improve cleanliness, maintenance, and waste collection within Downtown alleyways.

6.5 TRANSPORTATION

- 6.5.1** Pursue the implementation of All Ages and Abilities (AAA) cycling and pedestrian infrastructure along key east-west routes throughout the Downtown as outlined in the City’s Bicycle Network Plan (see Big Action #9).
- 6.5.2** Pursue the implementation of a separated cycling lane along 4th Avenue to complement the riverfront and lower escarpment trails as a key north-south route, as outlined in the City’s Bicycle Network Plan.



Street art on Main Street

- 6.5.3** Establish a second escarpment staircase in the Downtown South area, as outlined in the Downtown South Master Plan.
- 6.5.4** Work with the Government of Yukon and other large employers to encourage alternative forms of transportation (e.g. car-pooling programs, public transit passes) for Downtown-based employees.
- 6.5.5** Evaluate the feasibility of establishing an iconic pedestrian/cycling bridge across the Yukon River in the vicinity of Hanson Street and the Yukon Visitor Information Centre to diversify active transportation options to and from Hospital Road, Riverdale, and Downtown. Consider a cost-benefit analysis for short, medium, and longer-term options.
- 6.5.6** Explore upgrades (e.g. lighting, seating, wind/weather protection) for high priority public transit stops.
- 6.5.7** Optimize secure bicycle storage infrastructure and rider amenities at key locations throughout the Downtown (e.g. proposed transit station within the civic cultural core block).



Downtown aerial

- 6.5.8** Prioritize road improvements with proposed cycling infrastructure improvement routes.
- 6.5.9** Explore the feasibility of a mixed-use commercial and parkade structure for the City-owned surface parking lot at 2nd Avenue and Steele Street.
- 6.5.10** Investigate improvements to the gateway promenade along Robert Service Way as an attractive and pedestrian-oriented feature. As part of the promenade further investigate the feasibility of a 6th Avenue and Robert Service Way pedestrian, cycling, and vehicle connection.
- 6.5.11** Explore further upgrades to 3rd Avenue as a neighbourhood greenway connector as recommended in the Bicycle Network Plan.
- 6.5.12** As part of the Downtown Parking Management Plan update, evaluate potential changes to parking requirements for new developments.
- 6.5.13** As part of the Downtown Parking Management Plan update, explore how to best balance customer/employee/residential parking, reduce employee parking demand with alternative transportation options, and prioritize parking for carpool and micro vehicles.

7. Supporting Other Strategies

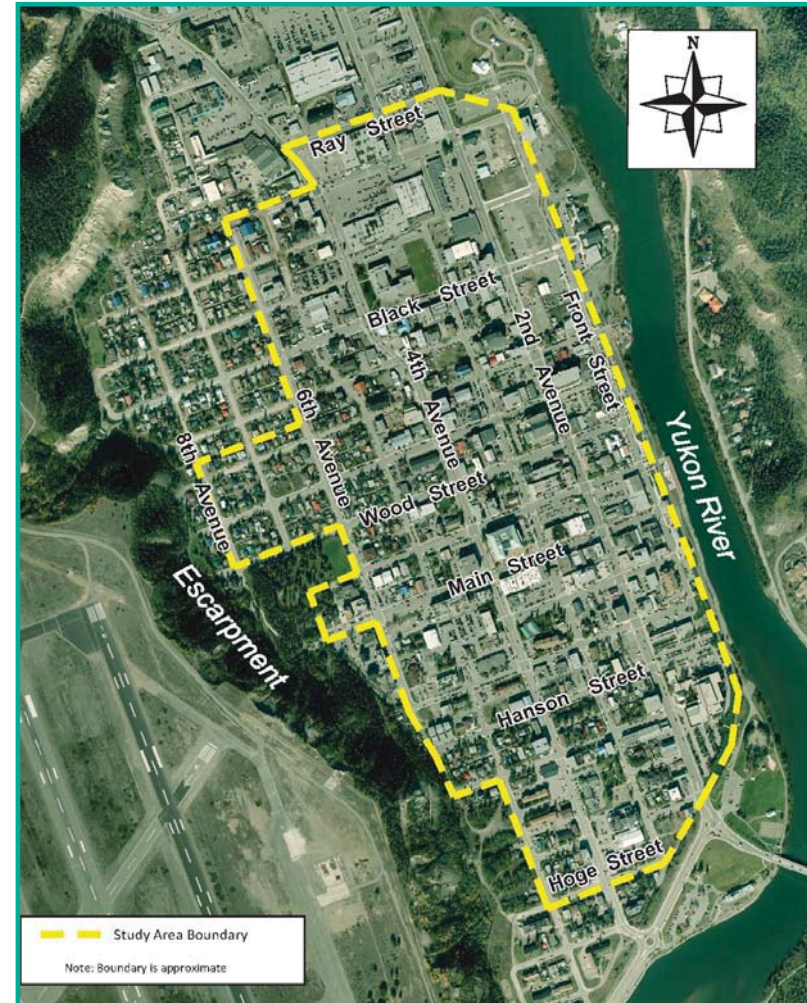
Another critical aspect of the Downtown Plan is to explore ways of supporting other active projects of interest being led by the City and partner organizations. The following three plans were all in development at the same time as the Downtown Plan was being created.

Downtown Parking Management Plan Update

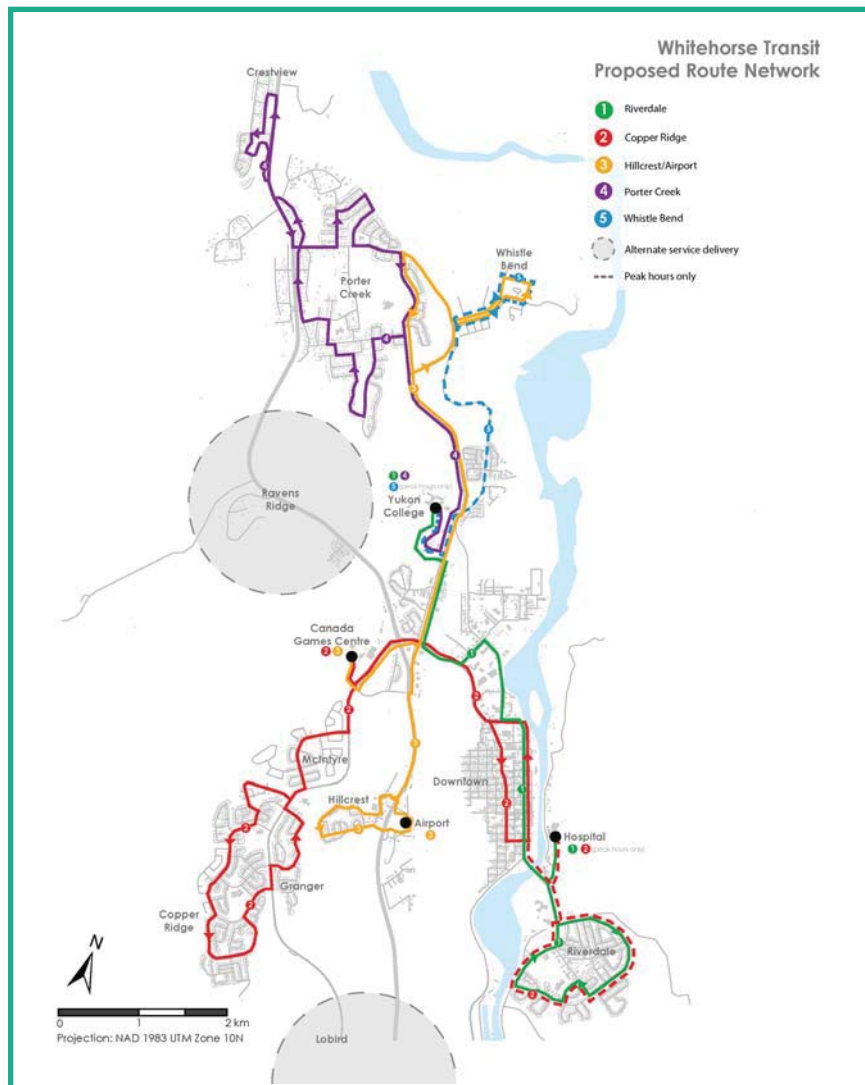
The City is updating the 2011 Downtown Parking Management Plan to track its progress and refresh it with new and emerging priorities. The update will examine a range of parking initiatives and explore alternative transportation strategies that can help to ease parking demand in the Downtown core. The update also includes an inventory of existing parking spaces to determine how parking is used Downtown. Key themes that have emerged from public engagement to date include:

- there are limited locations for all day parking for people who work Downtown;
- all day parking in residential areas is a problem for residents;
- implement smart meter and coinless technologies;
- consider developments or strategies that densify parking (e.g. multiple storey structures); and
- alternative modes of transportation are supported.

Findings and recommendations from the Downtown Plan will be considered and integrated into the Parking Plan Update. The update will provide new parking priorities for upcoming years (e.g. 2019-2029).



Downtown Parking Plan study area



Excerpt from Transit Master Plan route network map

Transit Master Plan

The City began work in 2017 on its first Transit Master Plan as a response to the city’s growing population and increasing density in the Downtown core. The plan reviewed all aspects of the current transit service, including infrastructure, routing, scheduling, and marketing. The recommended route network will create transfer points in Downtown, Yukon College, and the Canada Games Centre – enabling faster connections across the city, at a generally higher frequency.

Some of the specific initiatives that are explored in the plan include:

- implement a new route network that provides more on-time service and is more reliable;
- improve signage and wayfinding between bicycle trails and bus routes;
- upgrade stops and shelters at high priority locations (e.g. secure bike parking, shelter design). This includes a proposed Downtown transit station in the vicinity of 2nd Avenue and Main Street;
- explore technology upgrades including real-time scheduling, mobile fare payment, and a dedicated transit website; and
- initiate a marketing campaign to attract ridership.

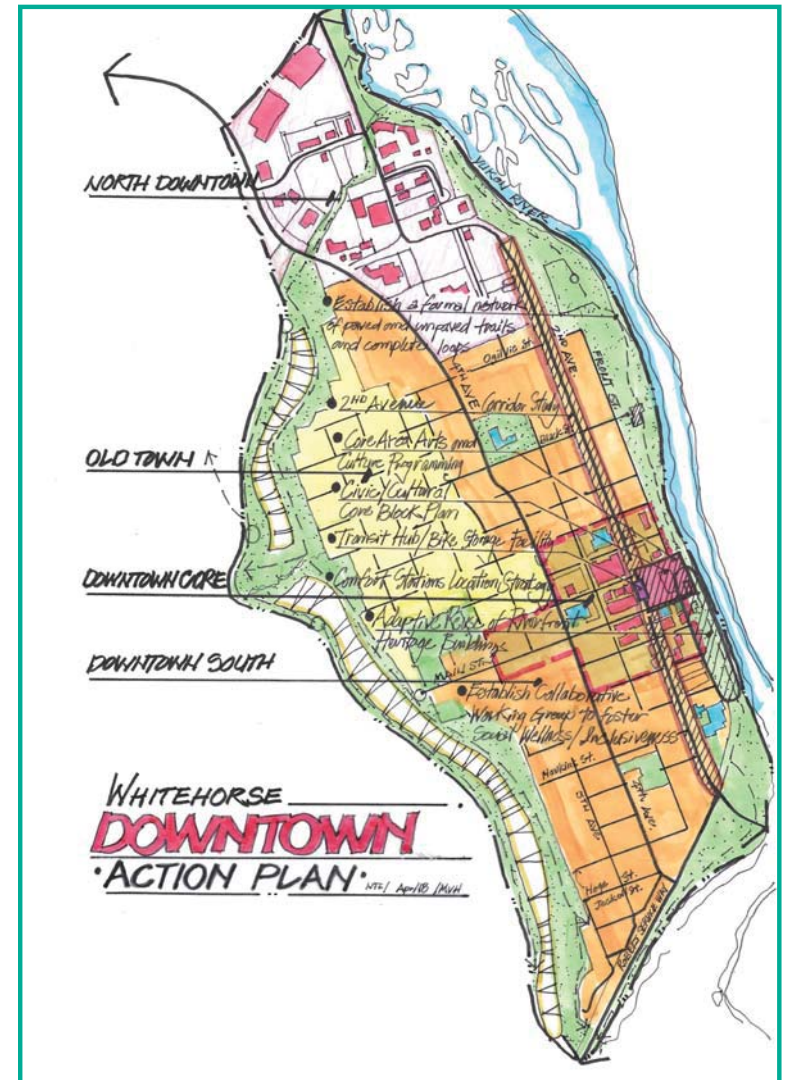
Local Food & Urban Agriculture Strategy

In 2016, the City began work to develop a Local Food & Urban Agriculture Strategy that would explore how the organization’s municipal tools (including zoning, grants, leasing, permitting, and servicing) could be enhanced to support a more robust local food system for Whitehorse. Food projects can make a significant contribution towards neighbourhood identity and place-making.

8. Summary of Priorities (What's Next)

The key priorities for Downtown, including recommended timing and partnership opportunities are summarized in the table on the following page. These Big Actions are also highlighted in the adjacent conceptual map,

- **#1 Civic Cultural Core Block Plan** – improved design of the Main Street commercial core area to reinforce it as the heart of Whitehorse.
- **#2 Core Area Arts & Cultural Programming** – daily, weekly, and annual programming events of the Main Street commercial core area.
- **#3 Transit Station/Bike Storage Facility** – a central bus station with support facilities including bike storage, washrooms, and seating areas.
- **#4 2nd Avenue Corridor Study** – a review of 2nd Avenue to improve safety and user experiences for all travel modes along this key north-south corridor.
- **#5 Comfort Station Network Strategy** – a network of public facilities including washrooms, water fountains, weather protected shelters, and bike storage units to support residents and visitors.
- **#6 Adaptive Re-use of Riverfront Heritage Buildings for Active Uses** – the re-use of underutilized buildings and spaces along the riverfront for more active uses.
- **#7 Collaborative Working Group to Foster Social Wellness/ Inclusiveness** – place-based strategies to improve community safety, support marginalized people, and enhance the sense of belonging in key areas of Downtown.
- **#8 Formal Network of Paved and Unpaved Trails and Complete Loops** – improvements to physical connections and trail networks throughout Downtown and to surrounding areas.
- **#9 Downtown Cycling Network Improvements** – improvements to cycling infrastructure to make Downtown safer, more efficient, and more enjoyable for all cyclists.



The Whitehorse Downtown Action Plan.

Key priorities for Downtown (i.e. the “Big Actions”) are listed here with details on recommended timing, leadership, and partnership opportunities for advancement of initiatives.

Downtown Plan Priorities Table

Big Actions	Timing/ Term*	Key Resources Needed	City of Whitehorse and Partners as Listed (additional partners may be identified)
#1 Civic Cultural Core Block Plan	Short	<ul style="list-style-type: none"> Capital budget Administration time 	Businesses, Chamber of Commerce, arts and heritage groups, KDFN, TKC, YG
#2 Core Area Arts/Cultural Programming	Short	<ul style="list-style-type: none"> Capital budget (for pilot projects) Administration time 	Event organizations (e.g. Yukon Sourdough Rendezvous Society), arts groups, businesses, Chamber of Commerce, YG, KDFN, TKC
#3 Transit Station/Bike Storage/ Comfort Station	Short	<ul style="list-style-type: none"> Capital budget Administration time 	Urban Cycling Coalition, Chamber of Commerce, Downtown businesses
#4 2nd Avenue Corridor Study	Short	<ul style="list-style-type: none"> Capital budget Administration time 	Urban Cycling Coalition, Whitehorse Walks, Chamber of Commerce, businesses
#5 Comfort Station Network Strategy	Short	<ul style="list-style-type: none"> Capital budget Administration time 	Chamber of Commerce, property owners, community organizations
#6 Adaptive Re-Use of Riverfront Heritage Buildings for Active uses	Short	<ul style="list-style-type: none"> Administration time 	Yukon Arts Society, Yukon Arts Centre, Yukon Historical and Museum Association, businesses, YG
#7 Collaborative Working Group to Foster Social Wellness/Inclusiveness	Short to Medium	<ul style="list-style-type: none"> Capital budget (for pilot projects) Administration time 	YG, KDFN, TKC, community organizations and service providers, Whitehorse Elementary, DT Residents Association, Chamber of Commerce, RCMP
#8 Formal Network of Paved/Unpaved Trails/Complete Loops	Short to Medium	<ul style="list-style-type: none"> Capital budget Administration time 	Walking groups, DT Residents Association, YG
#9 Downtown Cycling Network Improvements	Short to Long	<ul style="list-style-type: none"> Capital budget (for pilot projects and infrastructure) Administration time 	Cycling groups, DT Residents Association, YG

* Short Term - within 3 years; Medium Term - within 5 years; Long Term - within 10 years

Appendix A: References

City of Whitehorse Documents:

- Bicycle Network Plan (2018)
- Downtown Retail and Entertainment Strategy (2016)
- Vulnerable People at Risk: Forum and Business Roundtable Summary (2016)
- Resource Development Preparedness Strategy (2016)
- Development Incentives Policy (2015)
- Whitehorse Sustainability Plan (2015)
- Community Economic Development Strategy (2015)
- Whitehorse Transportation Demand Management Plan (2014)
- Heritage Restoration Incentive Policy (2013)
- Zoning Bylaw (2012)
- Downtown South Master Plan (2011)
- Downtown Parking Management Plan (2011)
- Heritage Registry (2011)
- Official Community Plan (2010)
- Trail Plan (2007)
- Parks and Recreation Master Plan (2007)
- Downtown Plan (2007)

Other:



- Whitehorse: An Illustrated History. Dobrowolsky and Johnson, 2013.
- Kwanlin, Water Running Through a Narrow Place. Ellis, 2010.
- Housing Action Plan for Yukon (2015-2025), Yukon Housing Corporation
- Safe at Home: A Community-Based Action Plan to End and Prevent Homelessness in Whitehorse, Yukon (2017)

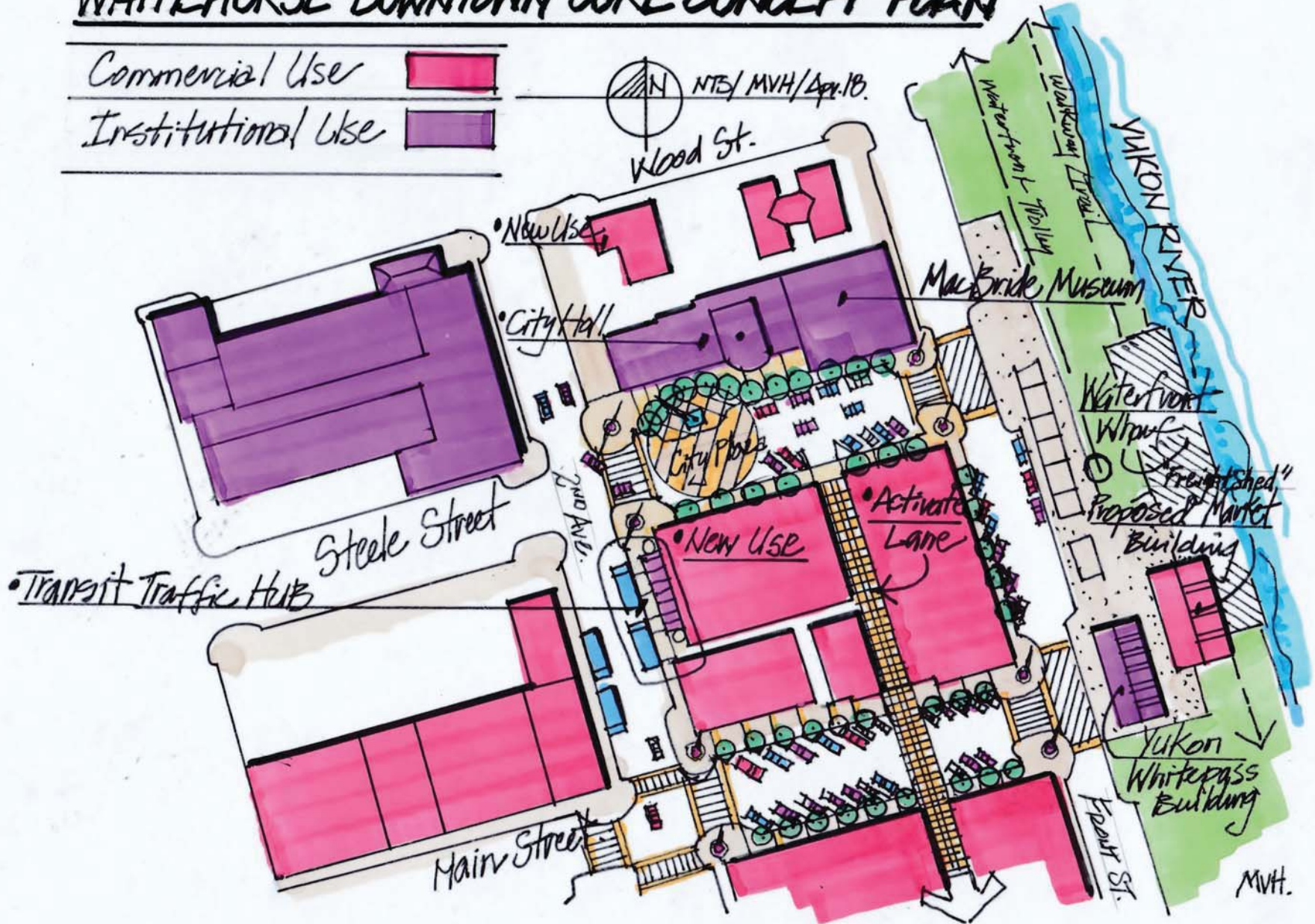
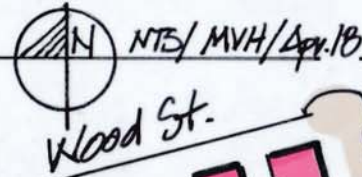
Appendix B: Concept Sketches

Conceptual Plan for Downtown developed during Plan-a-Thon event series



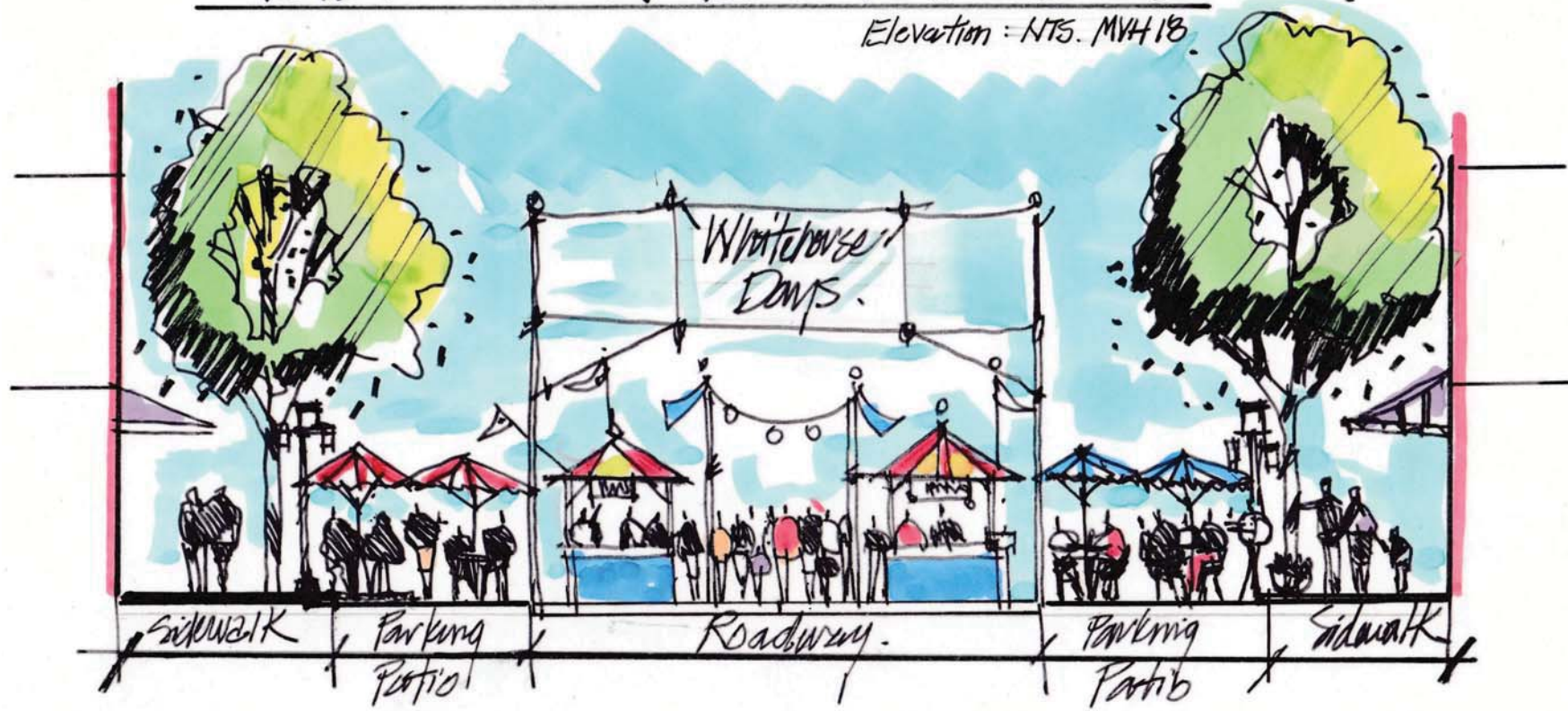
WHITEHORSE DOWNTOWN CORE CONCEPT PLAN

- Commercial Use 
- Institutional Use 



EVENT PLAN: BLOCK CLOSURE

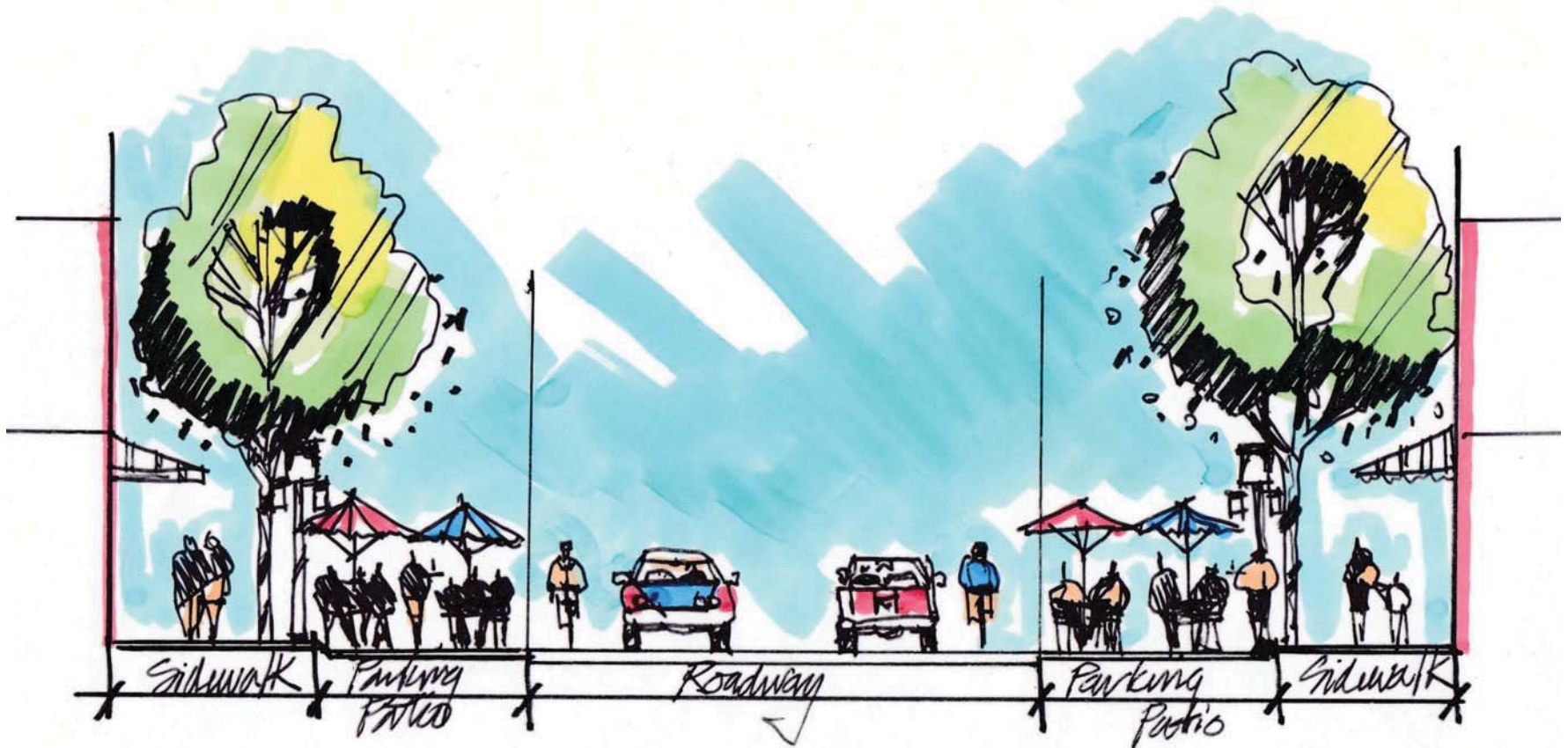
Elevation: NTS. MVH 18

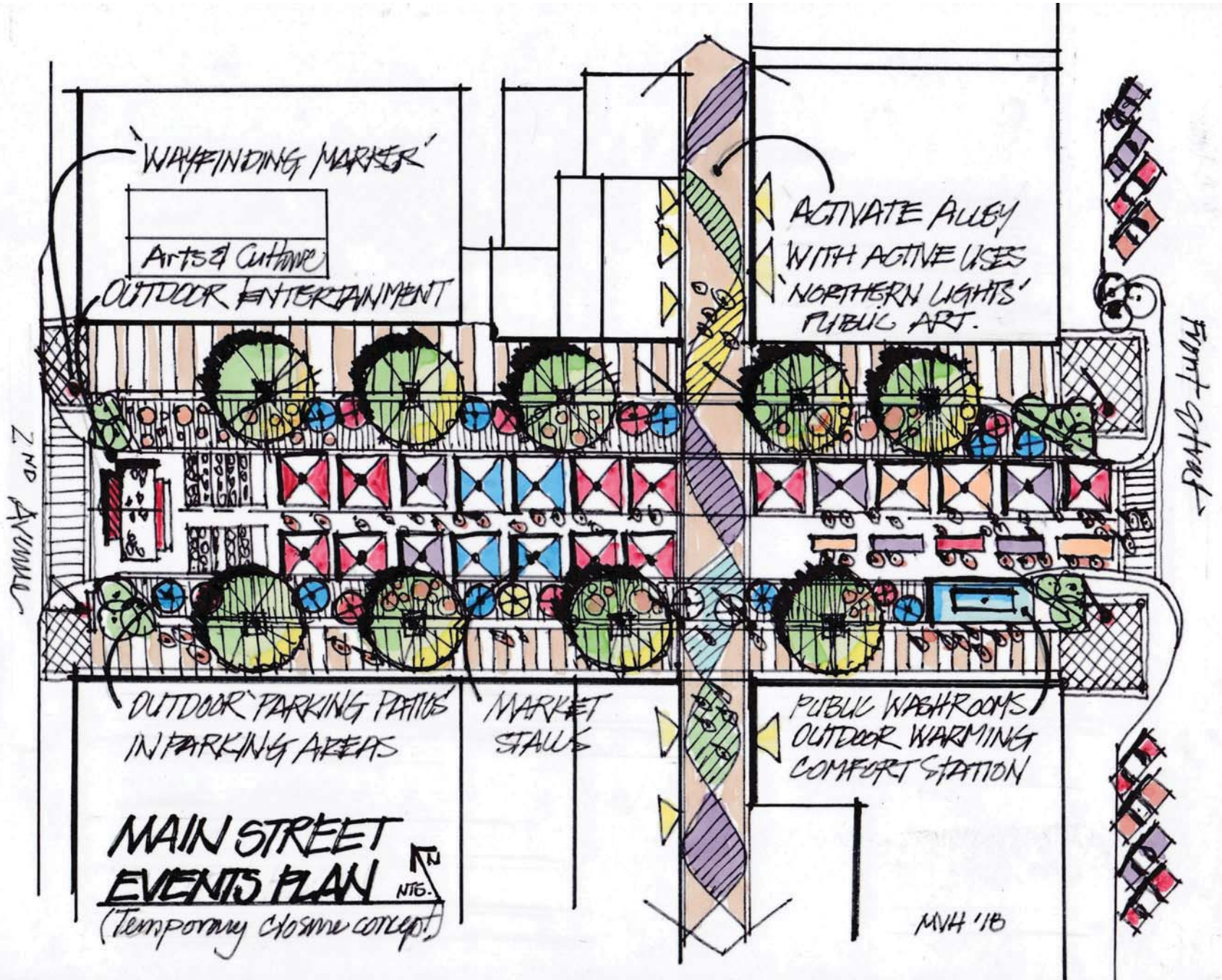


MAIN STREET PARKING PATIO OPTION.

Elevation: NTS MVH18.

- SEASONAL OPTION
- CREATES PEDESTRIAN PRIORITY
- ACTIVATES STREET & PROGRAMMING





WAYFINDING MARKER

Arts & Culture
OUTDOOR ENTERTAINMENT

ACTIVATE ALLEY
WITH ACTIVE USES
'NORTHERN LIGHTS'
PUBLIC ART.

2ND AVENUE

Front Street

OUTDOOR PARKING PATIOS
IN PARKING AREAS

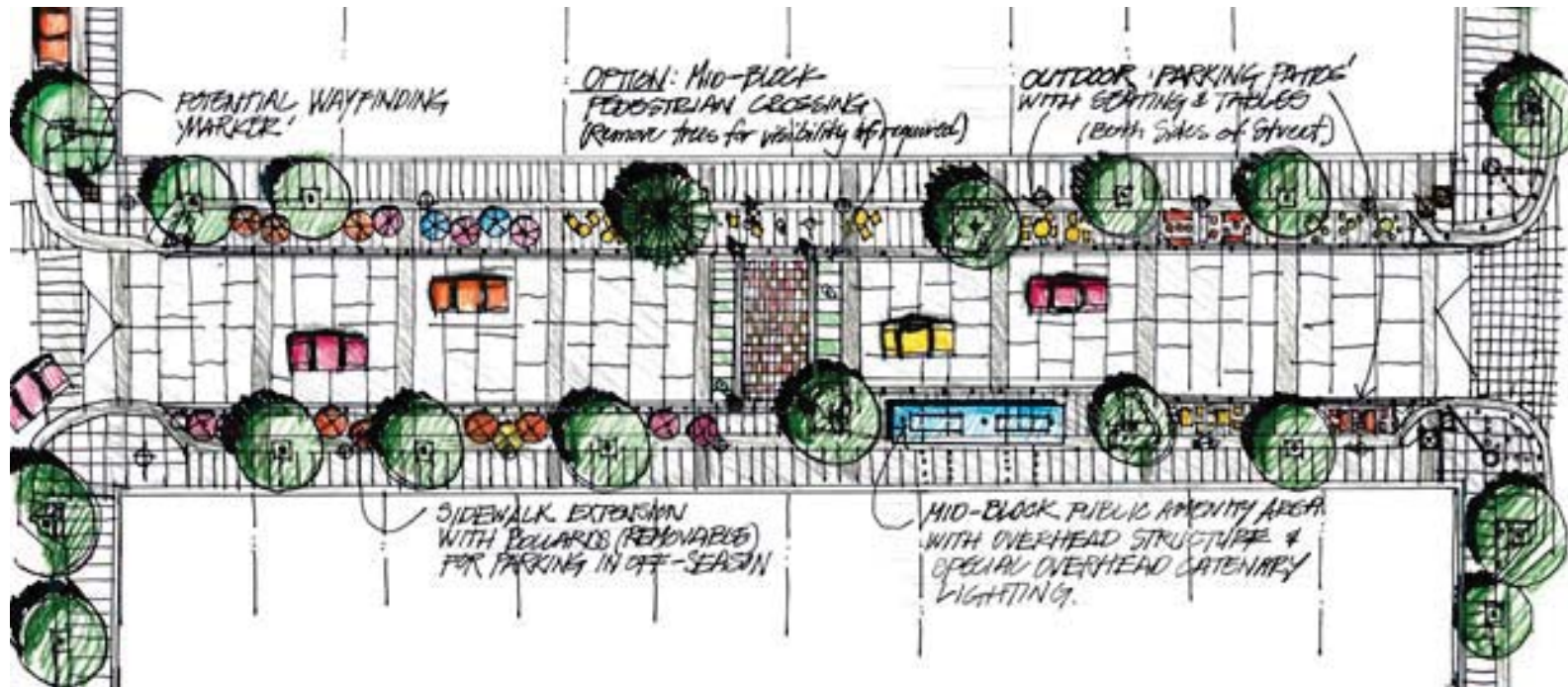
MARKET
STALLS

PUBLIC WASHROOMS
OUTDOOR WARMING
COMFORT STATION

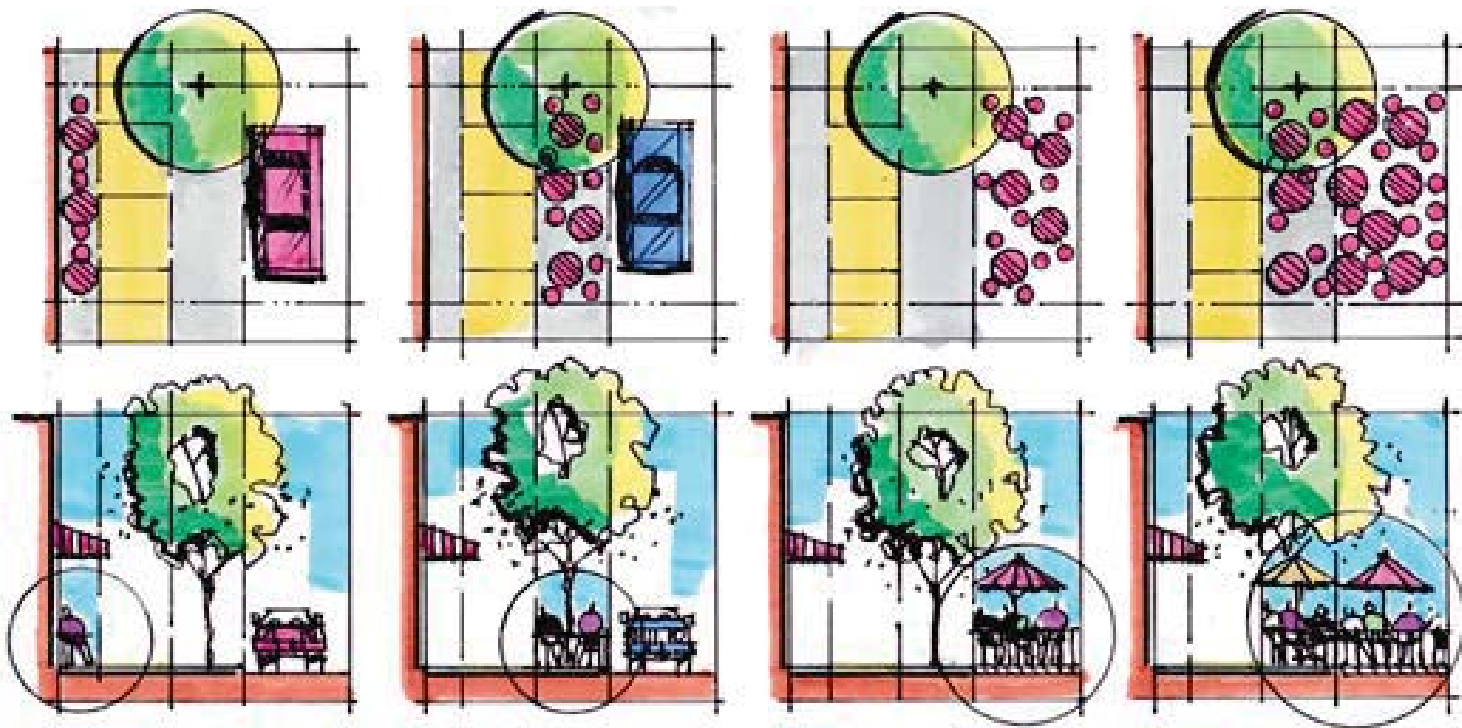
MAIN STREET
EVENTS PLAN
(Temporary closure concept)

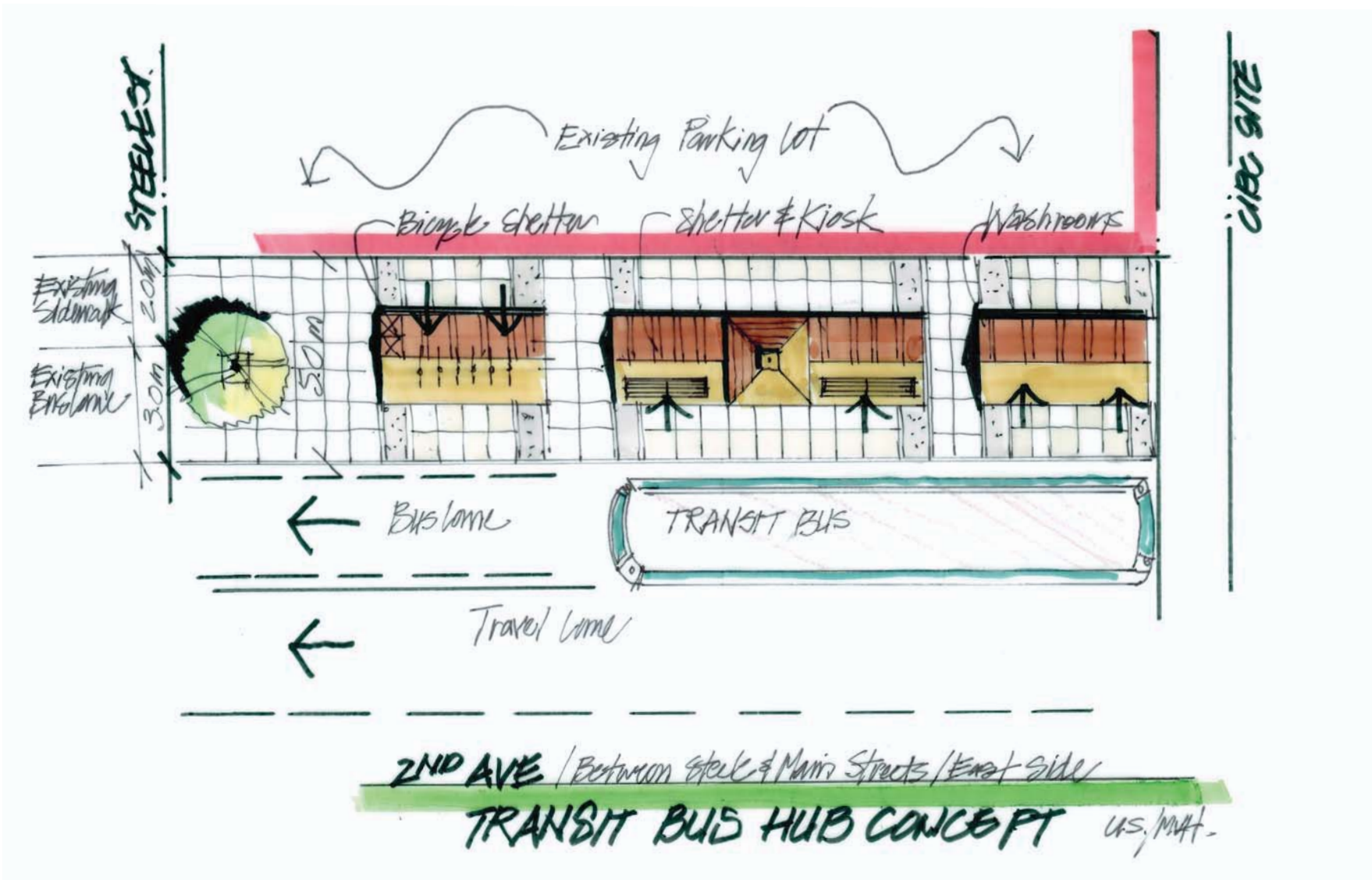
MVA '18

Potential elements supporting temporary street closure/patio programming

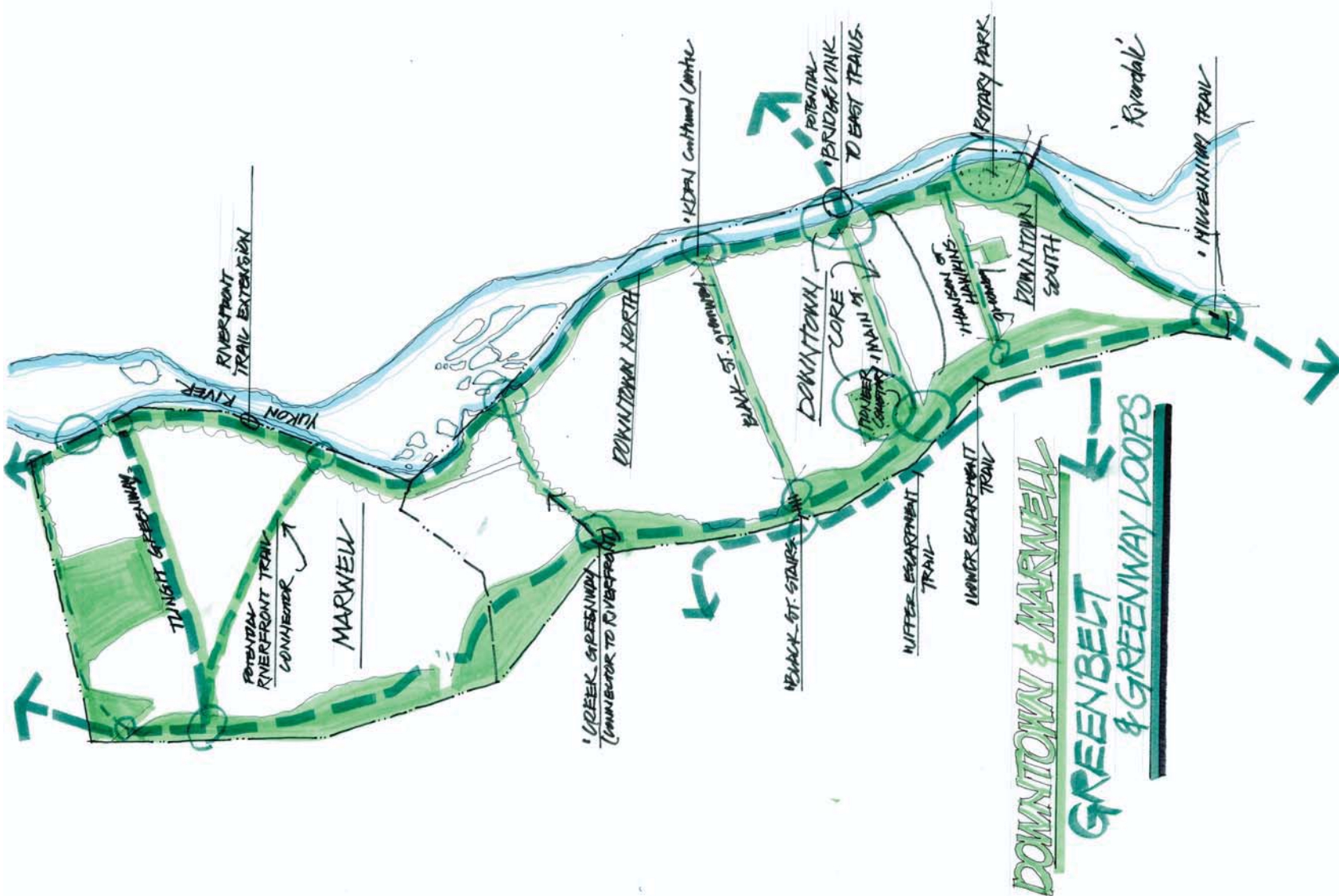


Alternative patio configurations

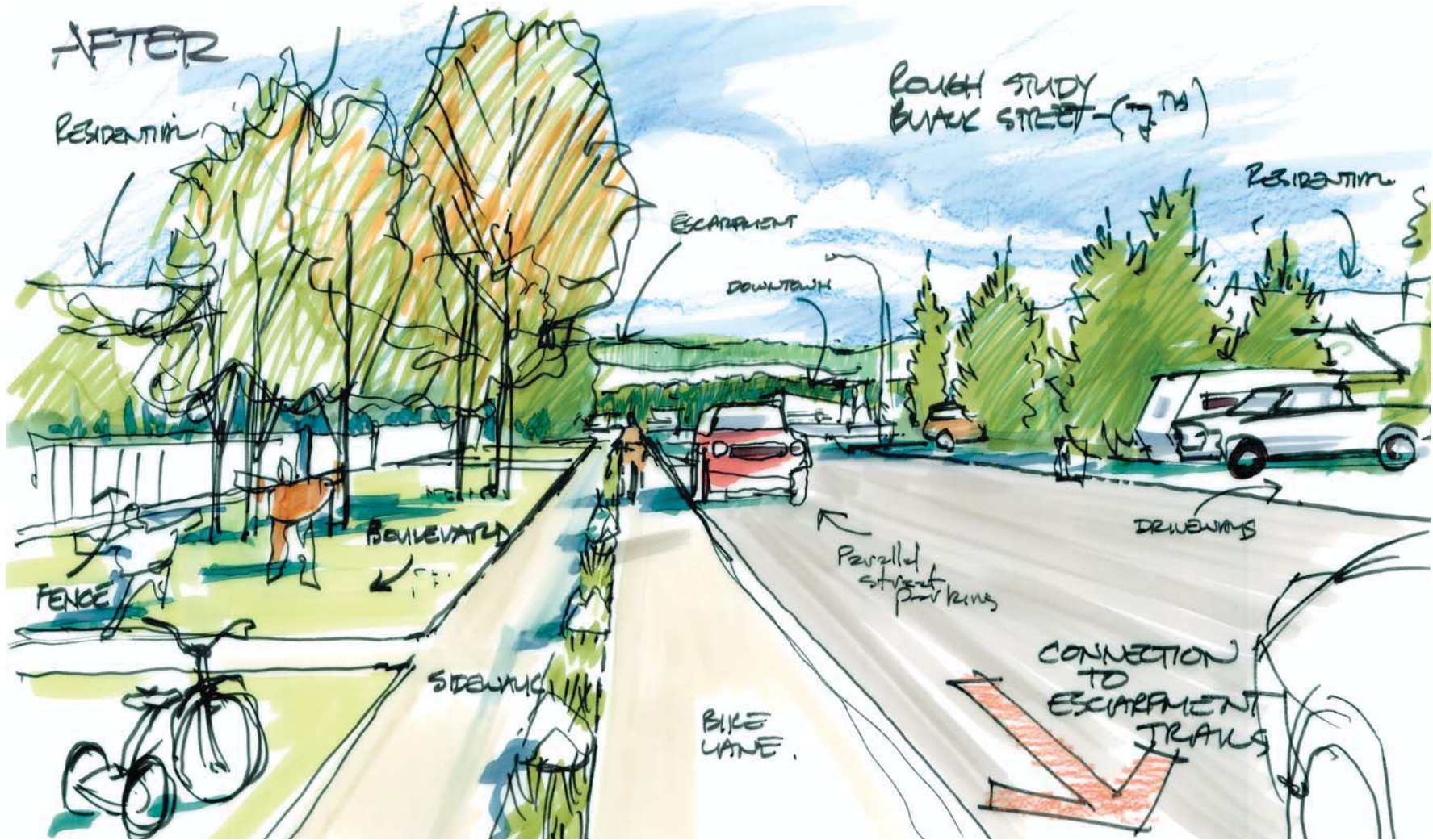








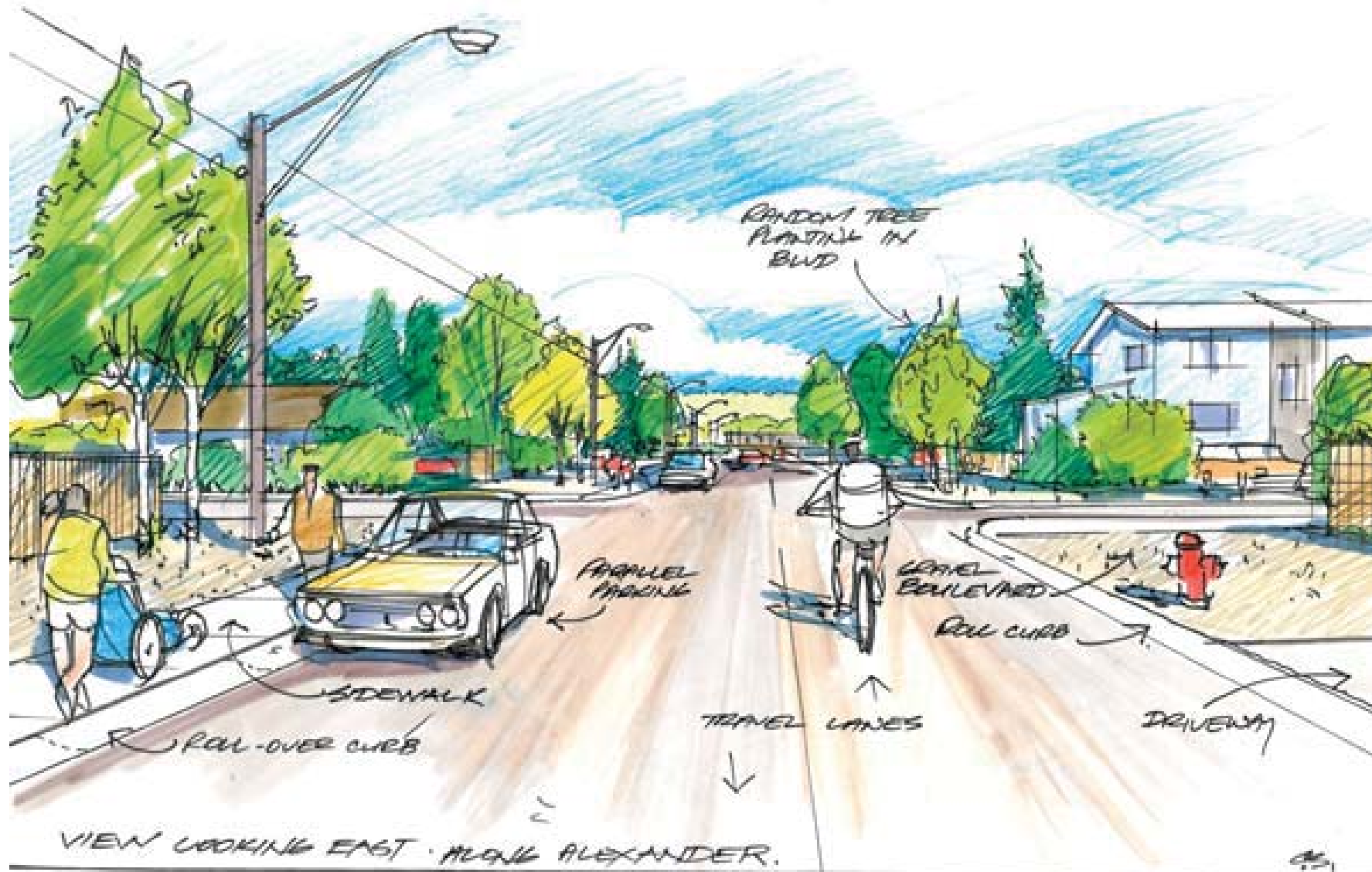
Potential Black Street trail connection concept between riverfront and escarpment trails

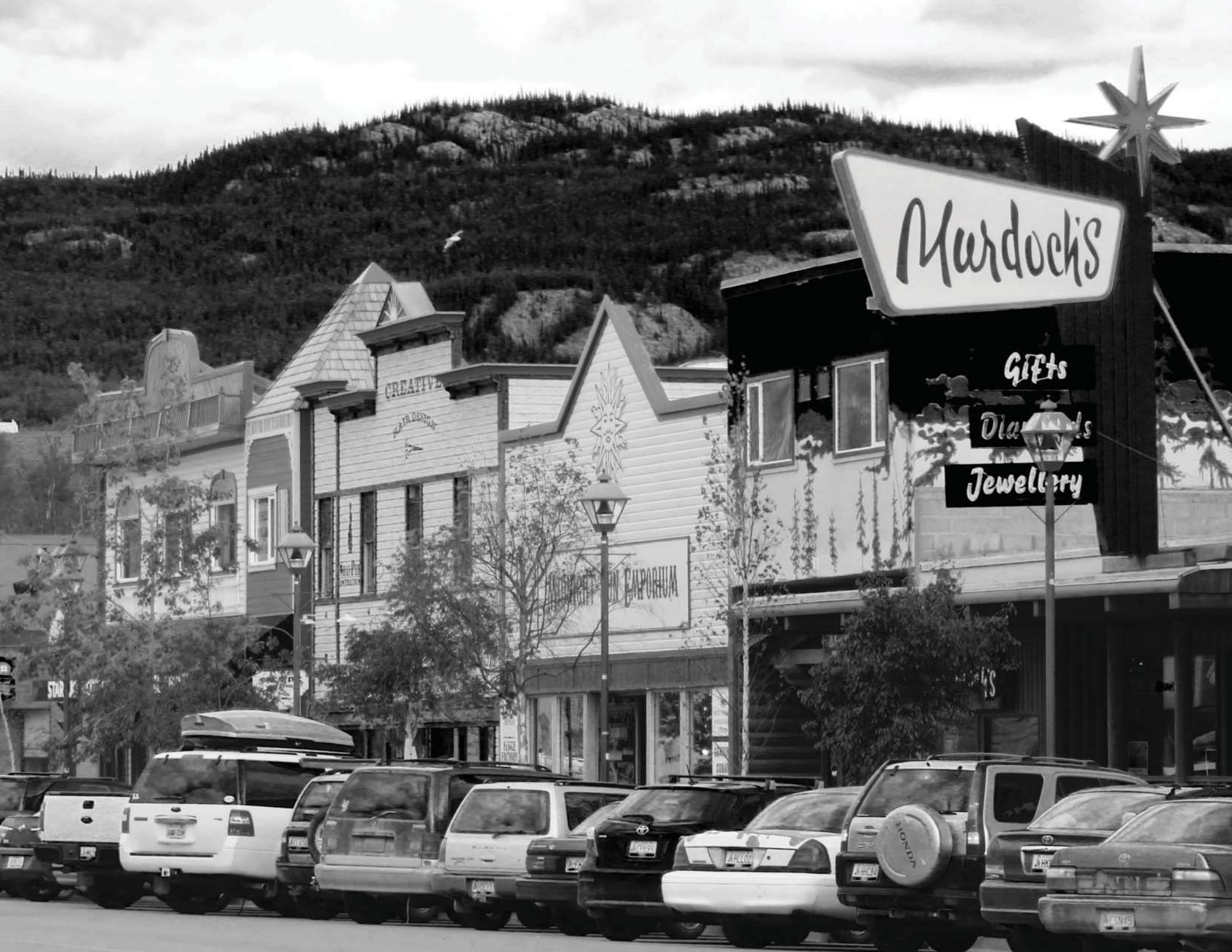


Perspective sketch of street improvements from 4th Avenue looking east on Alexander Street



Perspective sketch of street improvements from 5th Avenue looking east on Alexander Street





Murdoch's

Gifts

Diamonds

Jewellery

CREATIVE

CRAFT DESIGN

ANTIQUE AND CRAFT MARKET

STAR

4'S