

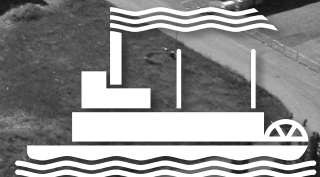
Marwell Plan

JUNE 2018



OUR
MARWELL

*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 Marwell 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 Marwell priorities over the short to long term.

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



Jane of all Trades
CONSULTING



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1. Introduction

(How We Got Here)

1.1 PURPOSE & OBJECTIVES

Given the Marwell area's importance to Whitehorse as a vital industrial and commercial-service employment area, as well as its strategic location immediately north of Downtown, the planning processes for both Marwell and Downtown were undertaken in tandem, beginning in March 2017. This joint planning effort, which involved a wide range of partner, stakeholder, and public outreach, was initiated to support the area's emerging role as a vital part of a "Greater Downtown", which encompasses both the Marwell and Downtown study areas.

This approach allowed for the sharing of ideas and experiences across both the Marwell and Downtown Plan processes, which in turn revealed an overarching theme of improving and enhancing physical, functional, and social connections.



Marwell Area, Alistair Maitland Photography, 2013



Marwell and Downtown Study Areas

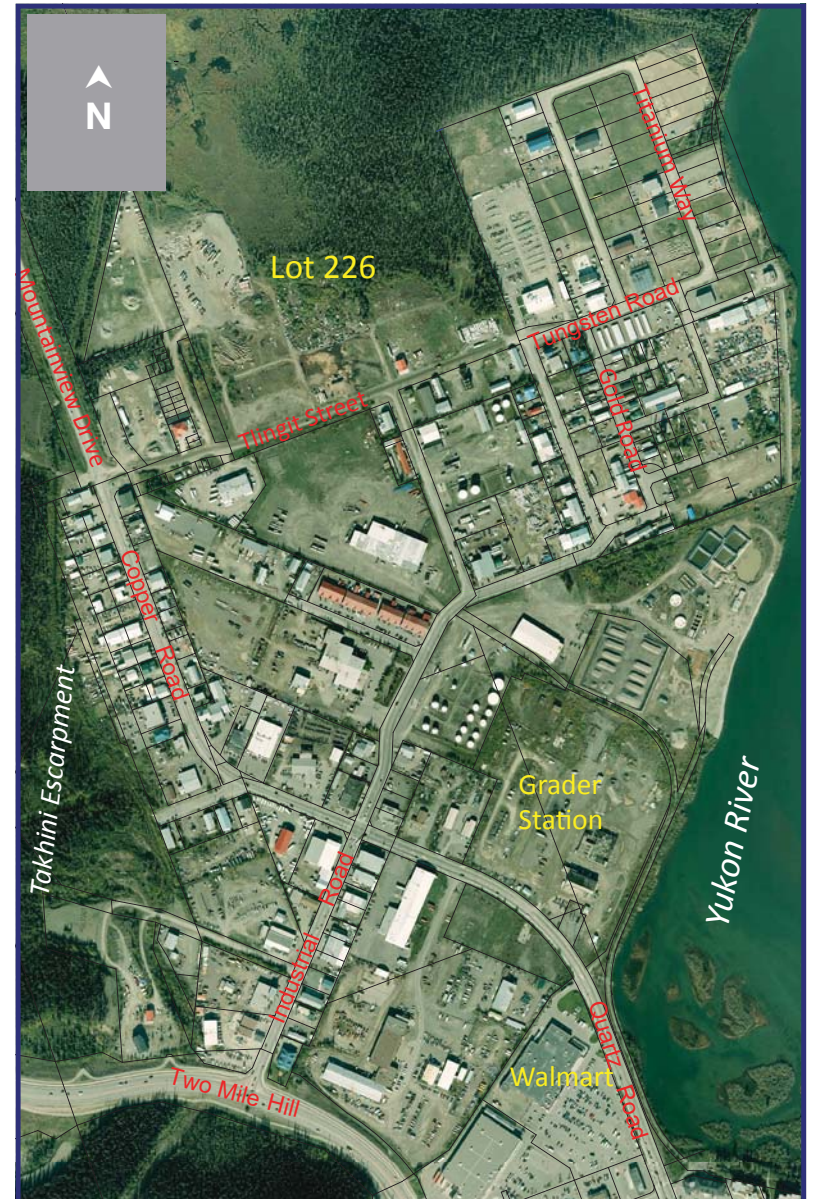
The Marwell Plan itself is focused on the study area shown at right, which encompasses a number of critical properties that have a significant role to play in Marwell's future. Marwell's setting – nestled between the Takhini escarpment and the Yukon River – brings added weight and importance to the potential for these properties, including Kwanlin Dün First Nation's Lot 226 and the heavy industrial properties located north of Quartz Road and east of Industrial Road (e.g. the area comprising the Grader Station and North 60 Petro operation).

The Marwell Plan is oriented around a **10-year planning horizon** and should be updated at that point to support the area's ongoing evolution. Like the Downtown Plan, the Marwell Plan will also help inform the City of Whitehorse's next update to its Official Community Plan. While many of the Marwell Plan's recommendations are shorter-term initiatives which emerged as key priorities through the engagement process, others – including the potential relocation of heavy industry and associated environmental remediation and redevelopment – are more medium to longer-term in nature.

The primary planning and reference documents frequently referred to throughout the Marwell Plan are the following:

- City of Whitehorse Zoning Bylaw 2012-20
- City of Whitehorse 2010 Official Community Plan
- Marwell Area Planning Report (2001)
- Marwell Industrial Area Historical Research Project (1999)
- City of Whitehorse Bicycle Network Plan (2018)

A comprehensive listing of other documents used in the development of the Marwell Plan is provided in Appendix A.



Marwell Study Area

1.2 MARWELL IN CONTEXT

1.2.1 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 Marwell 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 Nínkwän, 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 Marwell 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.
 - o 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
 - o 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.
 - o 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.

1.2.2 Planning Context

Marwell Land Use Context

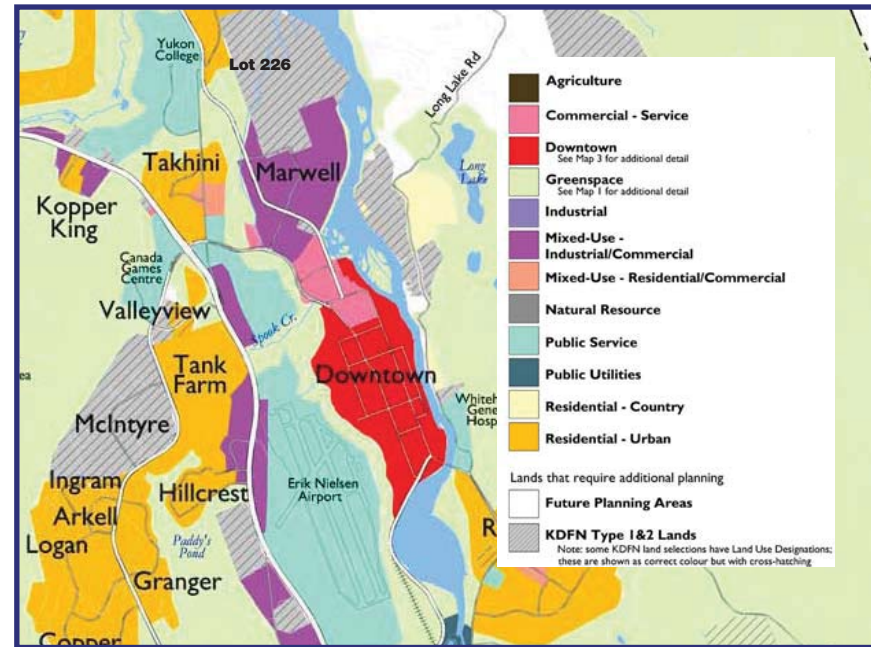
As noted on Map 2 of the 2010 Official Community Plan, the Marwell area is currently designated for Mixed-Use Industrial/Commercial land use. Immediately south of Marwell is an area designated for Commercial-Service uses which generally means large-scale commercial buildings and lots (e.g. Walmart and Canadian Tire). This area falls under the Downtown Plan study area.

Immediately north of Marwell's Mixed-Use Industrial/Commercial land designation is KDFN's Lot 226. Lot 226 forms a critical part of the overall Marwell Plan study area and—like the Commercial-Service zone to the south—will serve as an important means of integrating new development and redevelopment.

Marwell Zoning Context

As outlined in the City of Whitehorse Zoning Bylaw 2012-20, the majority of Marwell is zoned CIM—Mixed Use Commercial/Industrial—which accommodates a wide range of employment-oriented land uses. A particular area of Marwell that is delineated by newer development in the Titanium Way area is zoned CIMx—a derivative of the base CIM zone that allows for the inclusion of additional stand-alone office and retail service uses.

Marwell Area Land Use Context - 2010 OCP Land Use Designations



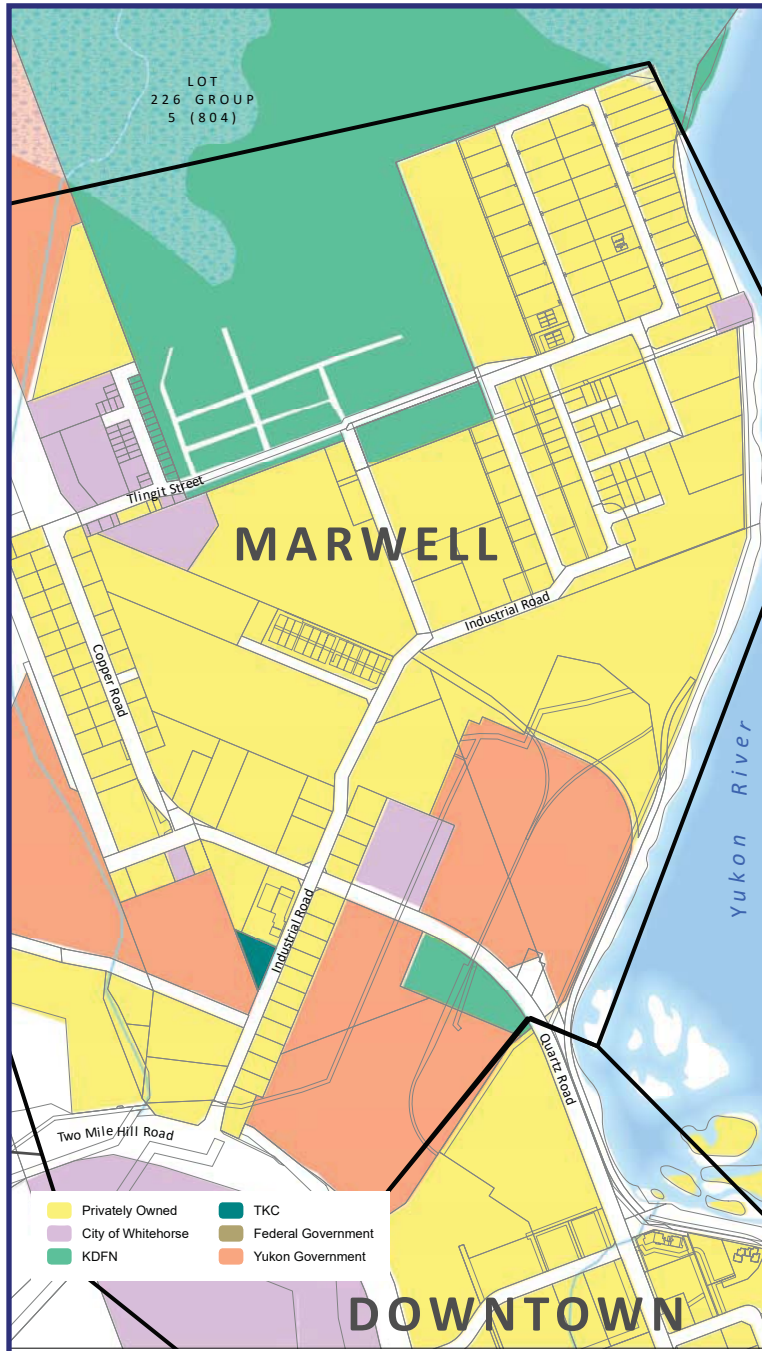
Source: City of Whitehorse 2010 Official Community Plan

ORIGIN OF THE MARWELL NAME

During the 1950s a number of businesses began moving into this area, one of which was the Marwell Construction Company, a firm based out of British Columbia which was responsible for a number of significant public works projects in the Whitehorse area. The company's offices, barracks, and cookhouse were all located in what became known as the Marwell Industrial Area.



Marwell Area looking south to Downtown, Alistair Maitland Photography, 2013



Marwell Land Ownership Context

While the majority of Marwell properties are privately held by a wide range of property owners and business types (see the following pages), there are sizable properties, or clusters of properties, held by KDFN, TKC, the Government of Yukon, and City of Whitehorse. Each has a considerable role to play in supporting Marwell's evolution into a key part of a Greater Downtown.

- Kwanlin Dün First Nation (KDFN)** – KDFN's Lot 226, which fronts Tlingit Street between Caribou Road and Platinum Road offers considerable potential for new commercial/industrial development. Lot 226 includes an environmentally sensitive wetland area that connects to the Yukon River north of the Titanium Way development which offers potential for interpretive trail connections and eco-learning opportunities. KDFN also owns a property south of Quartz Road, which has recently been zoned Commercial-Service.
- Ta'an Kwäch'än Council (TKC)** – TKC owns a triangular parcel of land on Industrial Road which includes their main administrative and government building. The lot is located near a large cluster of YG-owned properties. They have expressed interest in redevelopment.
- Government of Yukon (YG)** – YG owns a considerable cluster of properties to the north and south of Quartz Road, east of Industrial Road. Most of these properties are utilized for land-intensive public sector functions like warehousing and fleet vehicle storage. These properties offer considerable potential for redevelopment to higher intensity uses. Given its location immediately north of Downtown, redevelopment of this area will enhance Marwell's functional and physical connections to the northern portion of Downtown.
- City of Whitehorse** – Some City-owned properties in the Marwell area occupy strategic "gateway" positions; these include a significant cluster at the key intersection of Copper Road and Tlingit Street and southeast of Industrial Road along Quartz Road. With proposed transportation improvements these properties also offer redevelopment potential to higher intensities over time, considering that some City facilities in Marwell are being consolidated or relocated to the new operations building off Range Road.

1.3 MARWELL'S ECLECTIC BUSINESS AND OPERATIONS MIX

Over time, Marwell has evolved into a complex mix of specialty retail-commercial, service-commercial, light to heavier industry, office, and organizational (e.g. Raven Recycling) uses. With this mix Marwell serves as a clear alternative to the more retail-commercial and mixed-use orientation of Downtown, located immediately to the south. Marwell's clusters of newer and older development sites offer opportunities for the business mix to continue to evolve as a location for both traditional lighter industrial and service-commercial uses and as an incubator for new business types.

1 Site of Tony's Pizzeria (new use TBD)



2 Yukon Brewing



3 Griffiths Heating & Sheet Metal



4 City of Whitehorse Parks Maintenance



5 Carstar Collision & Glass Service



6 Duncan's Ltd.



Duncan's Ltd. photo courtesy of www.duncansltd.ca
 Canol Refinery photo courtesy of the City of Whitehorse
 Raven Recycling & Grader Station photos courtesy of Google Earth



7 KDFN Lot 226



9 Ben's Electric



11 Historic Area of the Canol Refinery



13 Ketza Group



15 North 60 Petro



8 Fred's Plumbing & Heating



10 Titanium Way (New Development)



12 Titanium Storage



14 Raven Recycling



16 YG Grader Station



2. The Process

(How We Approached the Project)

In early 2017, the City of Whitehorse initiated development of the Marwell Plan in conjunction with a new Downtown Plan, due to reasons of geographic proximity, connectivity, and the complementary nature of the two areas' respective land use mixes.

2.1 MARWELL AND DOWNTOWN JOINT PLANNING APPROACH

Concept of The Greater Downtown

The joint Marwell and Downtown planning process inherently recognizes the Marwell area's role as part of a "Greater Downtown"—a geographic area that forms the primary employment, retail, and service centre for Whitehorse and, by extension, the Yukon Territory.

Enhancing Connectivity

Connectivity issues, particularly with respect to the Yukon River and escarpment, figured prominently throughout both the Marwell and Downtown planning process, which is fitting given the city's spectacular natural context.

The Shifting Nature of Employment (Live/Work/Play)

Over time, demand for cleaner, lighter industrial, commercial, and supportive residential uses has increased — reflecting a trend toward live/work/play environments which is occurring in communities across North America. As an employment area, Marwell has a vital role to play in Whitehorse's evolution as a working riverfront city of the north—and especially as a natural extension of a Greater Downtown that offers opportunities to work, live, and play within a relatively short distance.

Increasing Awareness of Marwell's Fuller Potential

As a joint planning process with the Downtown Plan, Marwell's challenges and opportunities were able to be viewed and considered as a critical component of the city's future.

2.2 MARWELL AND DOWNTOWN PLANNING PROCESS AND SCHEDULE

The planning process was initiated by the City of Whitehorse in early 2017 and organized around four stages of exploration and plan development:

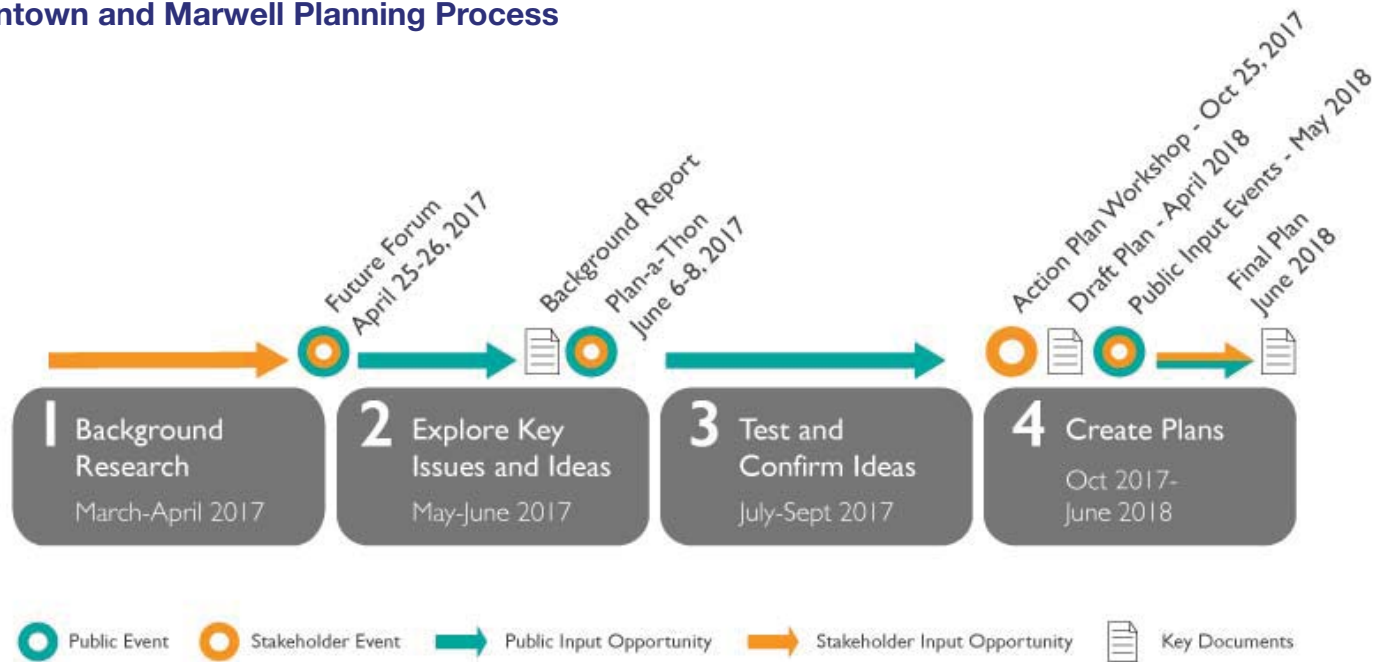
Stage 1 - Background Research, culminating in a series of Future Forum events held April 24-26, 2017.

Stage 2 - Explore Key Issues and Ideas, culminating in a Background Report and 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.

Downtown and Marwell Planning Process



2.3 PHILOSOPHICAL APPROACH

Planning with Partnerships in Mind

Given the complexity of the issues at play, the Marwell Plan’s outreach process was undertaken with the aim of creating as positive and constructive a conversation as possible among a variety of participants and partners. By encouraging open communication between all levels of government, local businesses, property owners, and stakeholders from the outset, tabled ideas were immediately tested and shaped with the recognition that partnerships would most likely be required to create the best outcomes.

Building on Marwell’s Existing Character

Respect for Marwell’s eclectic character and the area’s importance in Whitehorse’s “Greater Downtown” were core drivers of idea exploration and development. Rather than impose an artificial design for Marwell, there is a strong desire to retain the area’s authentic and varied character—to bring in the new while retaining much of the old.

Integrating with Other Planning Initiatives

2018 Bicycle Network Plan

Support the implementation of the City of Whitehorse’s Bicycle Network Plan in pursuit of a more optimal network of bicycle facility types. This will make cycling a more viable means of transportation to and throughout Marwell and Downtown for local residents, workers, and visitors. In the Bicycle Network Plan, a system of AAA (All Ages and Abilities) routes has been developed to provide a roadmap of network improvements designed to improve recreational and commuting cyclists’ safety and quality of experience.

Official Community Plan Update

The Marwell Plan and associated initiatives and actions are intended to inform the City’s next update of its Official Community Plan (OCP). The OCP is the City’s primary tool for providing a long-term community vision that addresses development and growth, conservation, housing, transportation, infrastructure, parks, economic development, and the social environment.

2.4 PUBLIC & STAKEHOLDER OUTREACH BY STAGE

During the planning process over 700 people shared their ideas and thoughts for Marwell via interviews, workshops, events, online surveys, interactive installations, and social media.

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 the Stage 1 Background Research. The project team hosted the April 24-26, 2017 Future Forum and interviewed key organizations to collect answers to these questions and launch the project. The Future Forum included various map-based exercises and a bus/walking tour of the planning area with local businesses and organizations.

STAGE 2: PLAN-A-THON AND COMMUNITY EVENTS

What is the vision for Marwell? What ideas would make how we move, shop, work, live, play, and express our identity as a city better? Stage 2 engagement activities focused on generating, exploring, and prioritizing key ideas and honing in further on a vision of how the community would like Marwell to evolve.

The project team launched a variety of engagement initiatives throughout May and June 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 several “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

ENGAGEMENT BY THE NUMBERS

- **12 interviews** with key representatives from government, private sector, and non-profit groups.
- **15** representatives from KDFN, TKC, City of Whitehorse and Government of Yukon **attended** the Future Forum intergovernmental session.
- **20** people (primarily local business owners) **attended** the Marwell Future Forum workshop and an estimated **150** people **attended** the Downtown/ Marwell Future Forum public event.
- About **30** people **shared** ideas, questions, and concerns on the CONVERSATION CUBE that toured the community, including a week at the Weenie Wagon and the Waterfront Wharf in May.
- **30** business/NGO/government representatives **attended** the Marwell PLAN-A-THON workshop. **125** people **talked** to us about Downtown and Marwell at the PLAN-A-THON Open House and pop-up booths (Farmer's Market and Tony's Pizza).
- **50-75** people **talked** to us about Downtown and Marwell at two pop-up booths at the Farmer's Market in September.
- **77** people **filled out** the Marwell online survey between September 5 and 30.
- About **20** people representing governments, non-profit groups, and local businesses **attended** the Partner Workshop on October 25.
- About **50** people **commented** on the Draft Plan through the online survey and pop-up events in May 2018.

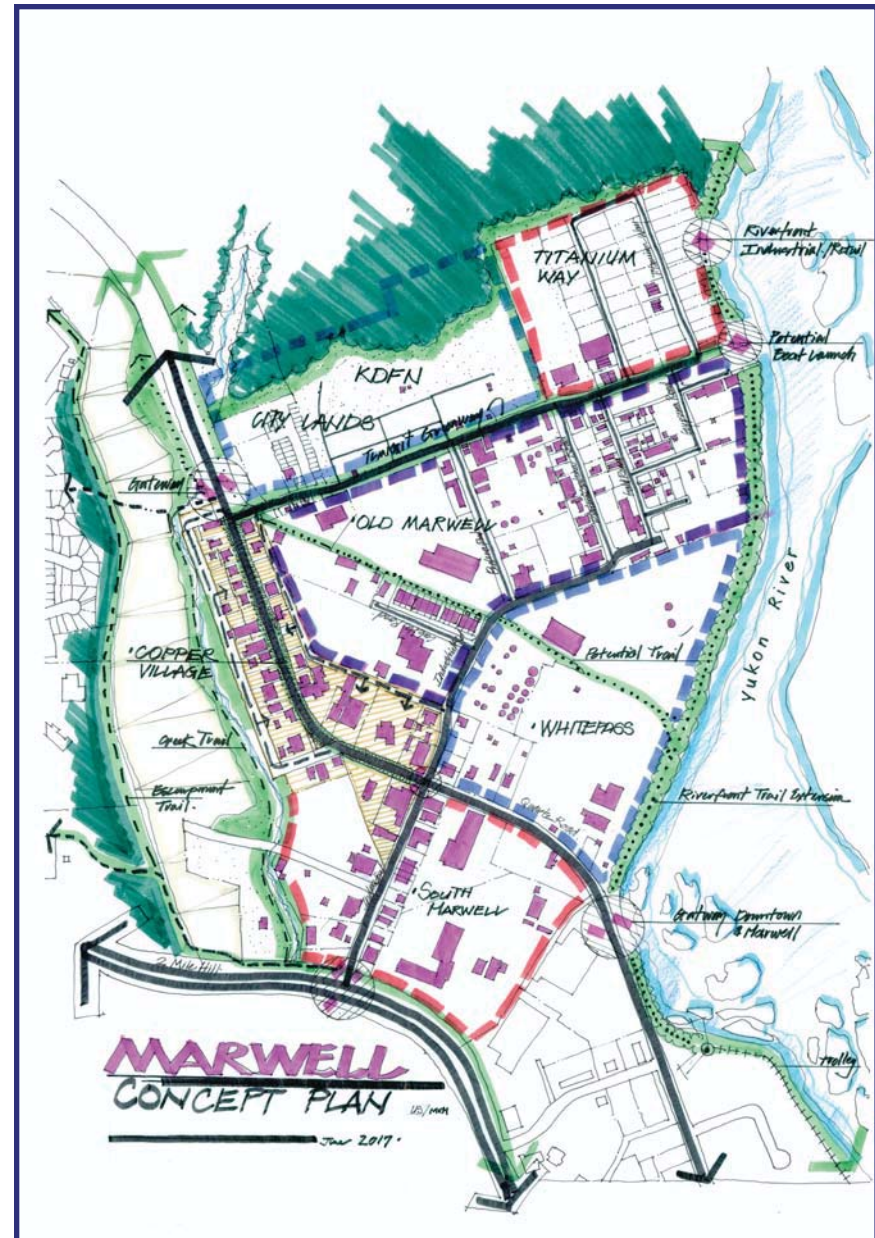
and better pinpoint priorities for the plan to address. A Bicycle Network Plan workshop was held at the same time to coincide with the June workshops and encourage greater integration.

STAGES 3/4: ONLINE SURVEYS, PARTNER WORKSHOP, & DRAFT PLAN INPUT

What are the priority policy, capital, and programming initiatives that will help the City realize the community's vision for how we move, shop, work, live, play, and express our identity in the Marwell 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. These actions were then vetted by the general public and given final consideration in an implementation context by Marwell stakeholders during the Partner Workshop on October 25, 2017. In spring 2018 the Draft Marwell & Downtown 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.

2.5 WHAT WE HEARD

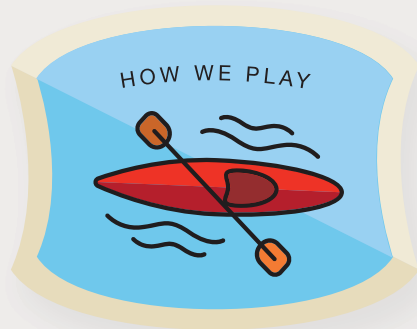
Government representatives in particular viewed Marwell as a key strategic piece in the broader puzzle of Whitehorse's future development. Citing high land costs in Downtown and the potential availability of highway-accessible First Nation settlement land parcels, there was general agreement that a gradual relocation of industrial uses and transition of Marwell towards residential and commercial activity is desirable. The significant challenges in Marwell, including contamination and large private land holdings, warrant a highly collaborative intergovernmental and private owner approach.



Draft Concept Plan developed during Plan-A-Thon event.

WHAT WE HEARD – KEY ISSUES BY THEME

During the course of multiple engagement events, a number of key priorities emerged from governments, organizations, and the public. This list is not meant to be exhaustive but provides a snapshot of the common priorities heard by the Planning Team.



HOW WE PLAY

- There is a lack of easily accessible public and recreation spaces for residents and workers to congregate in Marwell.
- People want to re-establish a boat launch and create more public riverfront amenities.
- There is very strong interest in extending the paved riverfront trail from Downtown through to Marwell (and potentially beyond).
- People want to see environmental stewardship initiatives and enhanced recreation/interpretation of wetland areas.
- There were concerns about contamination in the area.



HOW WE WORK/SHOP MARWELL

- People want more food and beverage options and public spaces.
- Some City bylaws and regulations limit the day-to-day operations of some businesses.
- Some long-time businesses do not want to see the area become too gentrified; from their perspective, Marwell should remain a home for industry.
- The area offers a great location for alternative spaces (craft brewing, arts spaces).



HOW WE MOVE

- People do not feel that Marwell is pedestrian or cyclist friendly.
- Lack of crossings, insufficient traffic control, unpaved roads, and an auto-centric design make the area unappealing and unsafe for alternative modes of transportation.
- Multi-use trails could help offer a safe way for non-vehicle transportation.
- Increase public transit to support business growth in the area.
- While recent road upgrades are appreciated, there is a need for more.
- Copper Road is seen as quite congested and it's difficult to make left turns onto it from businesses.
- Vehicle speeds on Copper Road and Quartz Road create safety issues.
- There are concerns about traffic congestion along Quartz and Copper Road worsening as Whistle Bend's population grows.



HOW WE LIVE

- The business community would like to see an increase in the number of caretaker suites allowed.
- People value the ability to live and work on the same property.
- Long-time residential properties in the area are challenged to make improvements because of their commercial zoning.
- There is considerable interest in future residential development, particularly along the waterfront.
- Mixed use is desirable and important as Marwell continues to grow.
- There is some conflict occurring between residential uses and industrial/business operations (e.g. traffic, noise, and dust).
- Marwell is not an ideal location for children due to lack of outdoor spaces, parks, and pedestrian-friendly areas.

3. Vision and Guiding Principles

“ Marwell will evolve as a unique mixed commercial and industrial employment area, integrating long-standing local businesses with new development forms. Mixed-use redevelopment opportunities will be created through the potential relocation of heavier industry, the consolidation of land intensive activities and the remediation of contaminated sites. A redeveloped Marwell riverfront will integrate trail connections, high quality greenspace, and mixed employment/residential uses. ”

Overarching principles to help guide the transformation of Marwell are:

Plan implementation with partnerships in mind.

The City of Whitehorse will work with local First Nations governments and Government of Yukon to foster a mutually beneficial Marwell vision and will actively engage and leverage local arts, culture, business, and not-for-profit groups in exploring and implementing Marwell pilot projects.

Retain Marwell's eclectic character. Honour Marwell's roots

The City of Whitehorse will honour Marwell's historical roots as a working community by supporting complementary live-work options and the retention of long-standing residences. The importance of this area to First Nations heritage should be highlighted with initiatives, actions, and partnerships.

Strengthen Marwell's core employment function

Marwell will maintain its core function as a mixed employment and service centre and an incubator for emerging forms of work and sharing of resources.

Support Marwell's evolution

The natural evolution of Marwell as a more connected and complementary extension of Greater Downtown, will be supported through a continued shift toward lighter industrial and service-commercial uses and exploration of additional live-work options.

Promote all travel modes in Marwell.

Promote safe, efficient, and enjoyable movement for all modes of travel within and through the Marwell area. This also includes the provision of new recreational opportunities in Marwell.

Support a healthy environment.

Provide local workers and residents with a healthy working and living environment through the ongoing environmental remediation of contaminated sites. This includes the relocation, cleanup, and redevelopment of heavy industrial sites and integration of green building features in new development.



4. Five Big Actions for Marwell

The following key actions have been determined to enhance the Marwell area as a safe, attractive, functional, and connected mixed-employment, commercial, and service area. These actions will inform the City's future capital and strategic planning exercises.

**Larger concept sketches appear in Appendix B*



COPPER AND QUARTZ ROADS CORRIDOR STUDY

Improvements to both Copper Road and Quartz Road need to be investigated and implemented in order to properly manage:

Growth in the Movement of People

With continued development in the Whistle Bend neighbourhood, current traffic volumes are expected to increase dramatically over the next decade. Given the concentration of employment in Marwell and Downtown, Copper/Quartz Roads will need to be configured and scaled to meet the associated needs of a rapidly increasing commuter population. Transportation Demand Management initiatives need to be prioritized to reduce single-occupancy vehicles and the resulting reduced demand on road infrastructure.

Continued Vitality of Local Businesses

Ease of access (ingress, egress, and parking) is, and will continue to be, critical to the ongoing health and vitality of local business operators in Marwell, particularly those located along the high traffic Copper/Quartz Roads Corridor. Any reconfiguration of Copper Road will need to accommodate both back-of-house (waste removal, shipping, and receiving) and front-of-house (customer and employee) access and operations. The

study should also explore potential zoning amendments.

Safety for All Modes of Travel

A reconfigured Copper/Quartz Roads Corridor will provide safer and easier travel for all modes of travel (pedestrians/cyclists/vehicles).

Enhanced Built Environment

Support the exploration of appropriate Marwell design elements for Copper/Quartz Roads streetscapes and buildings.

New Gateway Features

Develop unique and significant Marwell gateway features (e.g. signs) at the following two locations and leverage local arts, culture, and business groups for design and fabrication:

- Copper Road and Tlingit Street
- Quartz Road (at Marwell southern boundary)



Copper Road looking south from Tlingit Street (Existing)



Copper Road looking south from Tlingit Street (Copper Village Concept developed during Plan-a-Thon event series)

TLINGIT STREET IMPROVEMENTS WITH GREENWAY

Tlingit Street is a vital connector in Marwell and improvements to it are critical for future development opportunities. Current Tlingit Street conditions—namely lack of road paving, sidewalks, street lighting, and cycling trails —create potentially unsafe conditions for travel to businesses and destinations between Copper Road and the Yukon riverfront. Key improvements for Tlingit Street in support of the larger Marwell vision include:

Paving Between Tungsten Road to the East and Copper Road to the West

Throughout the engagement process, Marwell area businesses, workers, residents, and visitors noted significant user enjoyment and safety issues with respect to the movement of large vehicles through the area and associated dust generation. Proper surfacing of Tlingit Street will be critical in supporting safe multi-modal movement, increasing visibility and reducing unwanted activities (e.g. illegal dumping) in the area, as well as supporting development of Kwanlin Dün First Nation’s Lot 226.

Improved Connection to Copper Road

As an extension of the recommended Copper Road Corridor Study, explore the potential for left turn movements both onto and off of Copper Road.

Separated Pedestrian/Cycling Paths

Construction of a separated multi-modal path will encourage pedestrian and cyclist connections to Marwell businesses, the proposed riverfront trail, surrounding neighbourhoods, and wilderness spaces.

Integration With Larger KDFN Property (Lot 226)

Collaborate with Kwanlin Dün First Nation on its plans for mixed commercial/ industrial development on Lot 226 to ensure optimal wayfinding and integration with the proposed pedestrian/cycling paths.



Tlingit Street looking east from Copper Road (Existing)



Tlingit Street looking east from Copper Road (Tlingit Street Concept developed during Plan-a-Thon event series)

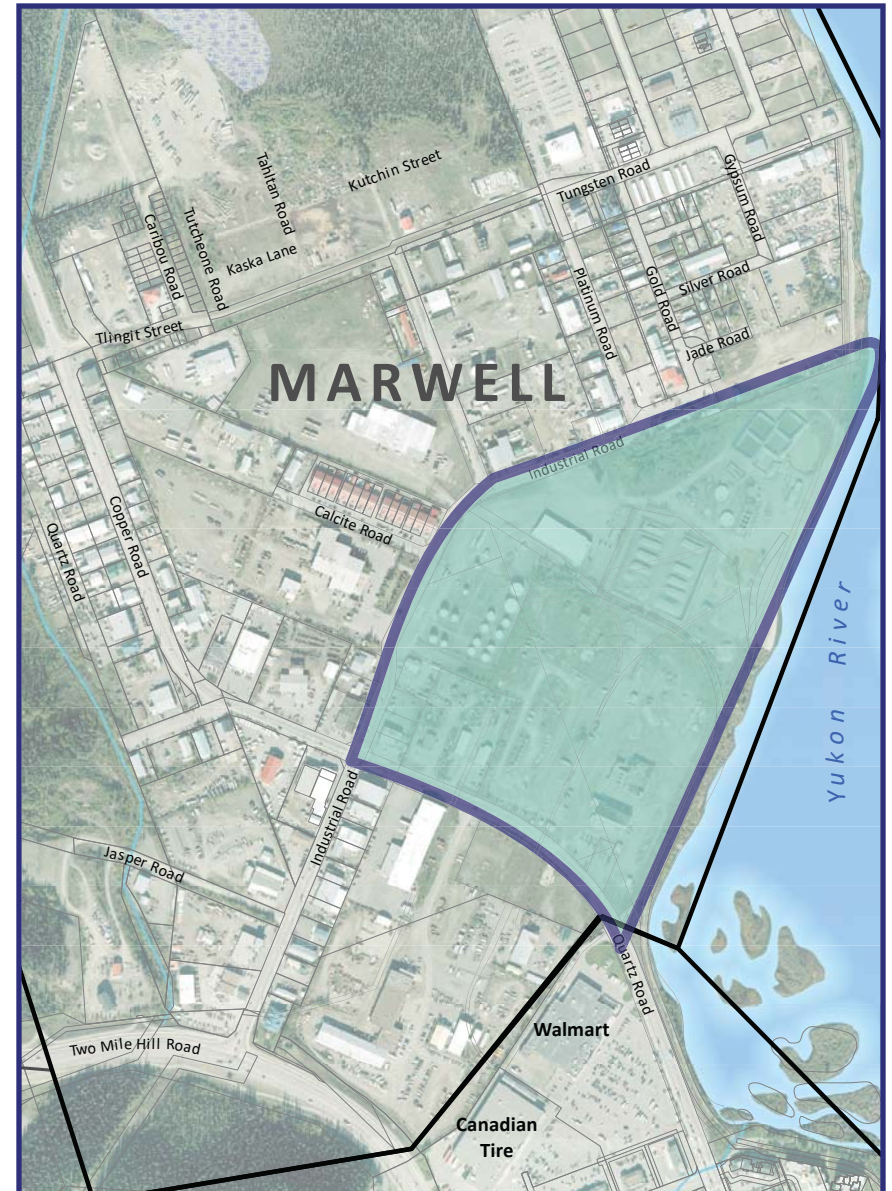
HEAVY INDUSTRY RELOCATION & REMEDIATION STRATEGY

Though the Marwell area has historically been home to medium and heavier industry, the shifting nature of work and the economy has generated increased need for lighter and cleaner commercial-industrial uses. Significant opportunities for more intensive land uses could be created by the potential strategic relocation of several long-standing heavy industrial uses, namely:

- Grader Station
- North 60 Petro

Given the scale of these operations, and the complex nature of determining appropriate alternative locations, relocation, and environmental remediation, the City of Whitehorse should initiate a Heavy Industry Relocation Strategy comprised of the following core elements:

- Begin initial partnership discussions between key heavy industrial property/business owners, First Nations, the City of Whitehorse, and the Government of Yukon to explore operational and land use needs.
- Develop inventory of possible relocation sites within the City of Whitehorse boundaries and assess potential relative to a set list of critical heavy industry end user criteria.
- Evaluate and determine the highest and best use of heavy industrial sites within the Marwell area for new and evolving businesses and uses.
- Assess the post relocation environmental remediation costs associated with heavy industrial properties.
- Determine the appropriate zoning and lot configuration that fits the area's ideal situation along Quartz and Industrial Roads and the Yukon riverfront. In addition, consider the potential for increased live/work uses.



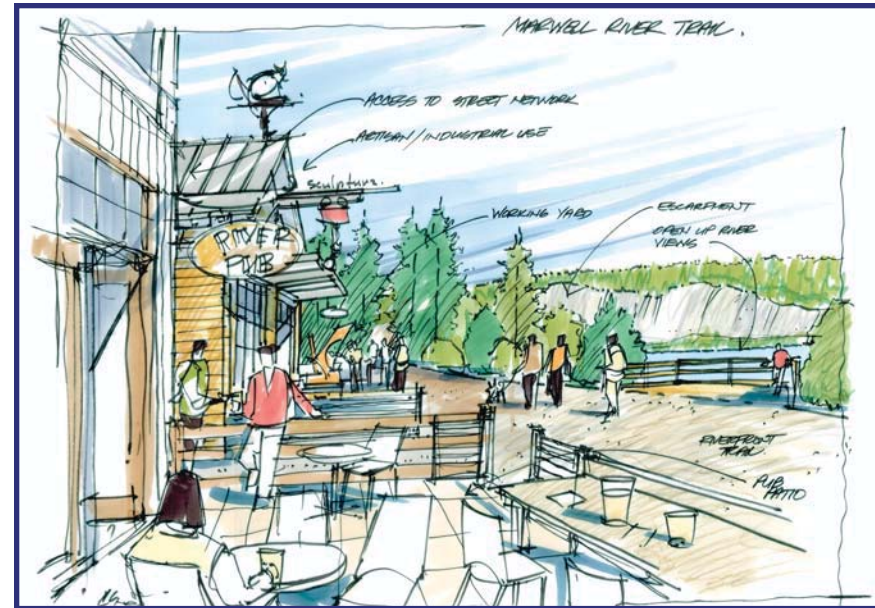
Current heaving industry/prime future redevelopment opportunities.

MARWELL RIVERFRONT PARK & BOAT LAUNCH

A modestly scaled riverfront park and working boat launch area will be developed along the Yukon riverfront adjacent to Titanium Way in order to create:

- A natural social gathering spot for Marwell area workers, residents, and visitors.
- An open space amenity for existing and future local businesses.
- Enhanced connection to the Yukon River.
- An opportunity to promote public understanding of First Nation historic and on-going connection to the Marwell area.
- A sanctioned location for culinary and arts programming, including food trucks and temporary art installations.
- A working boat launch for use by the public, businesses, and organizations.

Partnership opportunities should be explored with First Nations, local businesses, Government of Yukon, and specific organizations with a core interest in an accessible boat launch and riverfront park area. This includes funding, development, and operation opportunities with these organizations.



Marwell commercial river's edge concept (developed during Plan-a-Thon event series)

PILOT PROJECT OPPORTUNITY

The Marwell Riverfront Park and Boat Launch should first be explored as a pilot project, with the cooperation of key partners, including KDFN, TKC, the City of Whitehorse, the RCMP and local property owners, before being initiated as a permanent installation. This will allow for active testing in real time, which will inform the ultimate design, operation, and maintenance of the riverfront park/launch. This initiative is also intended to build leadership and action by local stakeholders. To facilitate this Big action, the City of Whitehorse would need to secure access across private land.

ENHANCE TRAIL CONNECTIONS

Marwell's evolution as a more connected and critical component of a "Greater Downtown" will be enhanced by a number of improved trail connections:

Two Mile Hill to Riverfront Trail

It was clear from the various plan outreach opportunities that a proper connection between Two Mile Hill and the Riverfront Trail should be made a short-term priority to support the safe and effective movement—recreational or commuting—of pedestrians and cyclists. The proposed trail would run immediately north of the Canadian Tire and Walmart buildings from Two Mile Hill Road to Quartz road and the riverfront trail.

Riverfront Trail Connection

Marwell and Whitehorse residents and workers envision a continuous riverfront trail connection that will allow unimpeded public access between Downtown and Marwell. This trail should be extended along the riverfront from the grader station to Tungsten Road (Phase 1) and beyond. Such a

connection will require collaborative discussion with North of 60 and other private property owners, Kwanlin Dün First Nation, Ta'an Kwäch'än Council, the City of Whitehorse, and the Government of Yukon. This connection will dramatically increase the potential of realizing the Yukon River edge as an active recreational resource. The Marwell riverfront trail should be developed to the same standard as the Millennium Trail and Waterfront Trail in Downtown with respect to width, paving, lighting, and opportunities for interpretation and First Nation representation.

Takhini Escarpment, Whistle Bend, and West of Copper Road

Other important improvements to be pursued in support of the larger Marwell area vision include trail connections over the escarpment to the Takhini neighbourhood, Yukon college, and via paved paths to Range Point, Whistle Bend, and the area west of Copper Road. The relative timing and implementation of these additional trail connections should be explored by the City in partnership with local tourism and recreation groups.



Trailhead facing north.



Marwell river edge facing south (towards the proposed boat launch).



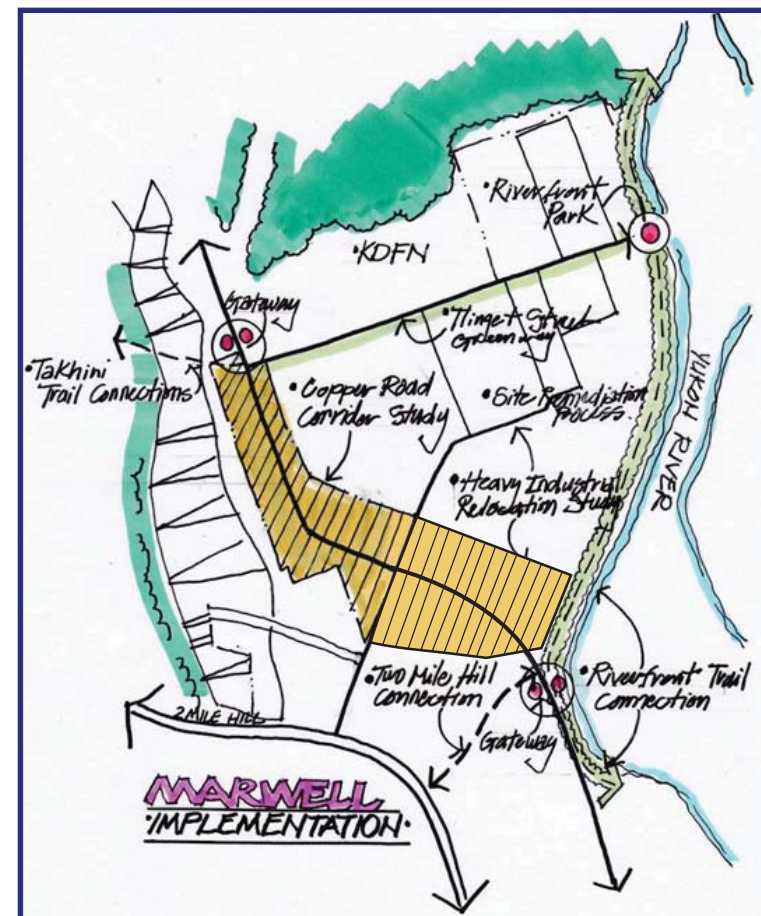
5. Summary of Priorities (What's Next?)

MAPPING MARWELL'S FUTURE

Key priorities for Marwell, including recommended timing, leadership, and partnership opportunities are summarized in the table on page 27. These key priorities are also highlighted in the following conceptual map, which provides a visual summary of the following shorter and longer-term initiatives:

- **#1 Copper & Quartz Road Corridor Study** – Investigation of possible road and public realm configurations to improve the function and feel of this corridor from a business and transportation perspective. This key corridor links Marwell and, by extension, Downtown, to the growing Whistle Bend neighbourhood to the north.
- **#2 Tlingit Street Greenway** – A safe, multi-modal connection from Copper Road to the Yukon River and critical corridor and entryway to KDFN's Lot 226 property.
- **#3 Heavy Industry Relocation Strategy** – Examination of the potential relocation of heavy industry to alternative sites outside Marwell. This would free up prime land for remediation and future development, notably along the riverfront.
- **#4 Riverfront Park & Boat Launch** – A modestly scaled riverfront park and re-established boat launch will play an important role in anchoring the new Tlingit Street Greenway and the riverfront trail connection. It will also create an open space to support the social and recreational activities of local residents, workers, and visitors.

- **#5 Completing Trail Connections** – Establishing a connection between Two Mile Hill and the Riverfront Trail is a short-term priority. Medium to longer term trail priorities, which will be dependent in part on other initiatives listed above, include trail connections along the Yukon riverfront and to the Takhini escarpment, Whistle Bend, and the green space west of Copper Road.



Marwell map of implementation priorities

Marwell Plan Priorities Table

5 Big Actions & Other Priorities	Timing/ Term*	Key Resources Needed	City of Whitehorse and Partners as Listed (additional partners may be identified)
#1 Copper & Quartz Roads Corridor Study	Short	<ul style="list-style-type: none"> Capital budget 	KDFN, TKC, Copper/Quartz Roads Businesses, Urban Cycling Coalition
#2 Tlingit Street Greenway	Short	<ul style="list-style-type: none"> Capital budget Potential easements 	KDFN, TKC, Tlingit and Titanium Way Businesses
#3 Heavy Industry Relocation Strategy	Short	<ul style="list-style-type: none"> Capital budget Administration time 	Government of Yukon, KDFN, TKC, Major Businesses
#4 Riverfront Park/Boat Launch (Pilot Project)	Short/ Medium	<ul style="list-style-type: none"> Capital budget Potential easement or land use agreement 	RCMP, Local Businesses and Property Owners, KDFN, TKC
#5 Enhance Trail Connections			
Connect Two Mile Hill to Riverfront Trail Project	Short	<ul style="list-style-type: none"> Capital budget Potential easements 	YG, KDFN, ATCO, Urban Cycling Coalition
Riverfront Trail Connection	Medium	<ul style="list-style-type: none"> Capital budget Potential easements 	North 60 Petro and other Private Sector Businesses, TKC, KDFN, YG
Explore potential trail connections within and to surrounding area	Medium	<ul style="list-style-type: none"> Capital budget 	YG, KDFN, ATCO, Urban Cycling Coalition
Zoning Changes (CS, Live-Work Caretaker Suites)	Short	<ul style="list-style-type: none"> Administration time 	Private Sector Businesses, Property Owners, YG, KDFN, TKC. Note: should be explored following completion of the Copper/Quartz Road Corridor study.
Support KDFN vision to enhance/preserve wetlands area	Long	<ul style="list-style-type: none"> Administration time 	KDFN, YG
Support Dept. of Environment and private owners in their remediation process	Long	<ul style="list-style-type: none"> Administration time 	YG, Property Owners and Businesses

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

6. Other Initiatives and Actions

(For a complete Marwell)

In addition to the Big Actions, the following key directions have been identified to support the broader Marwell vision.

6.1 CULTURE & HERITAGE

- 6.1.1** Maintain Marwell's name as a means of honouring its colourful history, its natural evolution of an eclectic mix of active businesses, and the preferences of local business owners, operators, and residents who have helped shape its current form and character.
- 6.1.2** Recognize and protect Marwell's World War II heritage resources.
- 6.1.3** Support the work of the Kwanlin Dün Waterfront Heritage Project with respect to conceptualizing and identifying interpretation nodes, supporting installation, and maintenance of permeant signage and displays.
- 6.1.4** Collaborate with Kwanlin Dün First Nation and Ta'an Kwäch'än Council to highlight First Nation heritage resources, Indigenous narratives and languages including interpretation of historical and on-going connection to the Yukon Riverfront and the wetlands at the northern end of Marwell.
- 6.1.5** Create opportunities to interpret and represent First Nation heritage resources, Indigenous narratives, and languages both on-site and on-line.
- 6.1.6** Support the natural evolution of the area's character through partnership-based discussions on major initiatives (e.g. Copper / Quartz Roads Corridor, Tlingit Street Greenway, Riverfront Park, etc.), future redevelopment of prime riverfront sites, and the operation of individual businesses.
- 6.1.7** Encourage local Marwell businesses to showcase their products and services through creative and personalised signage, art installations, or other means that help to identify the nature of the business in an authentic way.

6.2 ENVIRONMENT

- 6.2.1** Address encroachment issues along the riparian setbacks of both Marwell Creek and the Yukon River, including ongoing vehicle storage (car towing lots) and the encroachment of Copper Road businesses.
- 6.2.2** Support Kwanlin Dün First Nation's vision to enhance, preserve, and interpret the wetlands on Lot 226.
- 6.2.3** Support the Yukon Government's ongoing environmental remediation work in Marwell (e.g. the Marwell Tar Pit and the Whitehorse Grader Station).
- 6.2.4** Support ongoing clean-up efforts by First Nations and private owners.
- 6.2.5** As part of a city-wide review, assess high-risk flooding areas and potential mitigation measures for Marwell.

6.3 LAND USE

- 6.3.1** Consider increasing the caretaker suite limits within the CIMx zone (Titanium Way area) from 1 unit to 2 units as a means of supporting new and emerging businesses in Marwell.
- 6.3.2** Consider supporting retention of long-standing residential only uses, but with the provision that property enhancements are intended only to support live-work uses.

- 6.3.3** Consider and evaluate longer-term live-work potential of prime riverfront sites currently occupied by heavier industrial uses and requiring relocation and environmental remediation.
- 6.3.4** Encourage environmentally progressive green designs in new mixed-use development forms.
- 6.3.5** Maintain the CIM (Mixed Use Commercial/Industrial) zoning designation for the majority of the Marwell area to continue to support a wide variety of employment, commercial and service uses that cannot be as effectively accommodated in Downtown.
- 6.3.6** Examine future zoning changes to the CIM (Mixed Use Commercial/Industrial) zoning designation that accounts for gradual expansion of more commercial uses, transportation improvements for all modes of travel, heavy industry relocations, and cleanup of contaminated sites.
- 6.3.7** Continue to support development of creative co-working spaces for non-profit organizations where residents come to Marwell to use workshops for design and construction (e.g. Northern Cultural Expressions Society).
- 6.3.8** Change the zoning of the area immediately north of Downtown—south of Quartz Road and east of Industrial Road—from CIM (Mixed Use Commercial/Industrial) to CS (Commercial-Service) to allow for a wider array of commercial uses, better serve the needs of existing and future residents and businesses, and provide a natural northern extension of Downtown.
- 6.3.9** Consider associated land use impacts and opportunities as part of the Copper/Quartz Roads Corridor Study.
- 6.3.10** Support Kwanlin Dün First Nation's Conceptual Development Plan for a portion of Lot 226 as a means to encourage site remediation, commercial/industrial mixed-use development, and connections with Tlingit Street upgrades. Consider zoning that allows for a greater range of commercial uses (e.g. CIMx zone).

6.4 SERVICES & AMENITIES

- 6.4.1** Support the introduction of mobile food vendors in the Marwell area to better meet the day-to-day needs of local workers, residents, and visitors and focus these uses at public access areas (e.g. future riverfront park and boat launch area).
- 6.4.2** Encourage more social gathering activities within Marwell by supporting arts, cultural, and recreational programming for existing and future public open spaces.
- 6.4.3** Support integration of active commercial uses (e.g. restaurants and arts spaces) along the river's edge to foster a vibrant and engaging public realm.
- 6.4.4** Increase the frequency of line painting for crosswalks and active transportation routes to improve safety.

6.5 TRANSPORTATION

- 6.5.1** Ensure sufficient public transit service and accessibility for Marwell businesses and residents.
- 6.5.2** Explore opportunities for wayfinding signage for Marwell properties and businesses along major transportation routes.
- 6.5.3** Create an informal panel made up of local business operators, businesses, and City representatives to explore means of mitigating or resolving existing access and movement conflicts between various modes of travel in the Marwell area. Focus on current problem areas (e.g. areas where long-standing residential uses and industrial uses requiring truck access are in close proximity).
- 6.5.4** Work with private property owners to explore the feasibility of a multi-use path running through the Marwell area from the intersection of Mountainview Drive and Tlingit Street towards the Yukon River. As per the City's Bicycle Network Plan, this route would be oriented roughly parallel to Calcite Road.

Appendix A: References

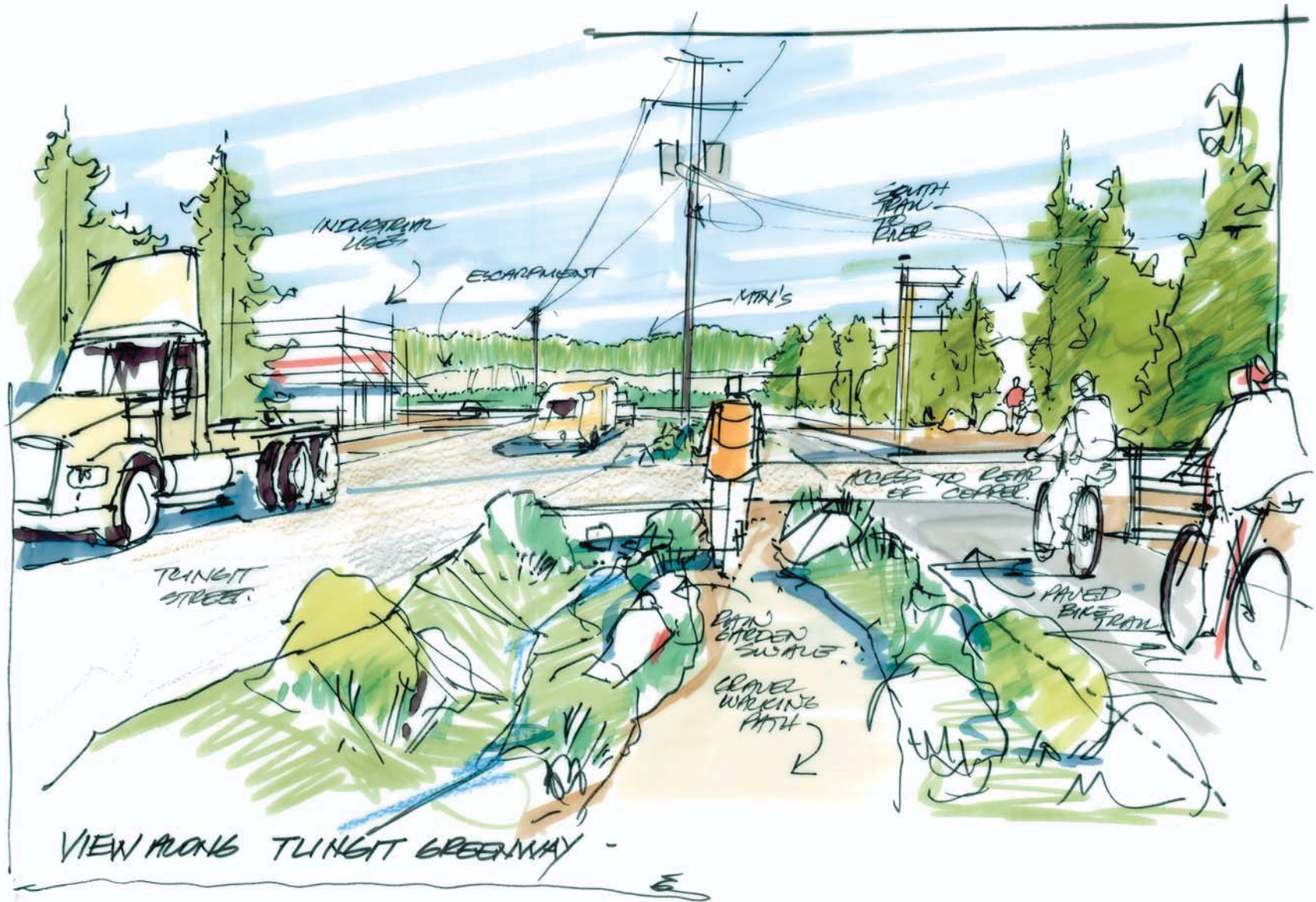
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Appendix B: Concept Sketches

Copper Road looking south from Tlingit Street (Copper Village Concept developed during Plan-a-Thon event series)



Tlingit Street looking east from Copper Road (Tlingit Street Concept developed during Plan-a-Thon event series)



Marwell commercial river's edge concept (developed during Plan-a-Thon event series)





MARWELL
CONCEPT PLAN US/1001
JUNE 2018

Marwell map of implementation priorities

