

WHITEHORSE 2040 PHASE I REPORT - APRIL 2019



This report provides a summary of information that has been collected to date that will be used to inform the creation of a new Official Community Plan (OCP). Within this report there are two main sections: Background Information and Phase 1 What We Heard. The Background Information contains a summary of the review process, Whitehorse statistics, and planning work that has been conducted since the 2010 OCP was completed. The What We Heard section summarizes the main topics that we heard through Phase 1 engagement. This report will be used in Phase 2 of the OCP to help inform the public as they participate in engagement opportunities.

If you have any questions about this report or would like to provide feedback, please email us at ocp@whitehorse.ca. To stay up to date on the project, sign up for our e-newsletter at whitehorse.ca/ocp.



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Background Information

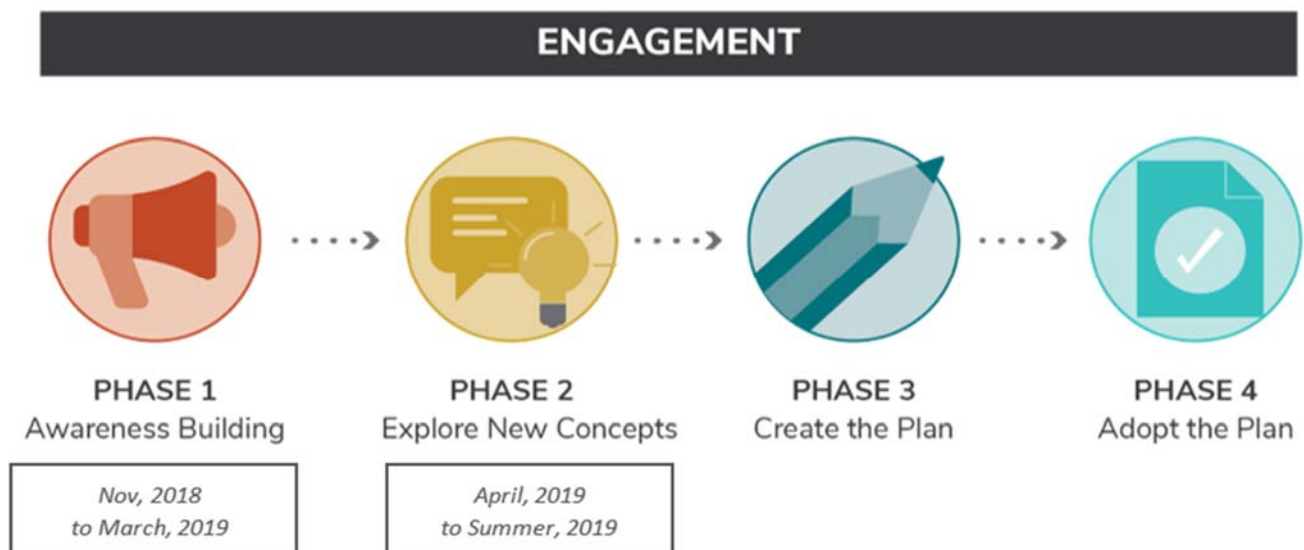


Review Process

What is an Official Community Plan?

Our Official Community Plan (OCP) is the City's highest-level planning document. The plan focuses on land use, development, and conservation; however, it covers many other topics as well, including housing, recreation, transportation, and relationships with other governments. In order to achieve the objectives and goals outlined within the OCP, policies are established to guide the City. The OCP also provides direction to other City tools and documents, such as the Zoning Bylaw. After the OCP is adopted by City Council, work produced by City departments must align with the guidance provided by the plan. The document is also used by City Council to make decisions on important topics. While our OCP will plan for a 20-year timeframe, reviews of the document occur every 8-10 years to account for changing circumstances and trends. The current OCP was adopted by City Council in 2010. Recognizing that cities change between each OCP review, amendments can be made to the current OCP through a bylaw process, making it somewhat of a "living document".

Where are we in the OCP Process?



We have completed Phase 1 of the OCP process. Phase 1, known as Awareness Building, was about informing, educating, and gathering information. This phase focused on identifying the opportunities and the challenges, whereas later phases focus on solutions. During this phase extensive public engagement took place, which will now be used in to inform Phase 2.

Phase 2, “Explore New Concepts”, will seek answers for topics not covered in recent planning processes. Over the past few years, the City has put a large focus on completing detailed plans for many different topics such as cycling, parks and recreation, and waste management. Although the public told us about these issues in Phase 1, they are being addressed through alternate processes, and therefore do not need to be discussed in detail within Phase 2. The topics that will be discussed are ones that require additional planning work (e.g. housing). Although we may not talk specifically about every topic in Phase 2, we will bring all your input together on each topic when creating the plan in Phase 3.

Phase 3 “Create the Plan” will bring all the information together in one document. Using a combination of public input and past planning work, we will create a draft plan that will be open to review by the public. During this phase the public will have the opportunity to review the draft plan to help ensure it reflects their vision for the city.

Phase 4 “Adopt the Plan” will hopefully result in the adoption of a new OCP in 2020. During this phase, the main focus will be the Council adoption process. The public will be invited to participate via a public hearing, and potentially other opportunities if needed.

Whitehorse Snapshot



Population and Growth

- Whitehorse’s population in June 2018 was 28,596.
- Over the past three years, Whitehorse has added on average 750 new residents per year.
- Using the Yukon Bureau of Statistics (YBS) “Preferred” (most likely) growth scenario, by 2040 Whitehorse will add 12,000 more people for a total population over 40,000.
- On average, 2.4 people live in each Whitehorse household. If household sizes stay the same, 12,000 new people will need 5,000 new dwellings.
- Using YBS “Low Growth” scenario, the population increases to 35,000 by 2040, with 2,500 new housing units needed. Using the YBS “High Growth” scenario, the population increases to 45,500 by 2040, with 7,000 new housing units needed.

- In 2018, the City issued development permits to allow the construction of 395 new housing units, a new record for one year. In the 1st quarter of 2019, another record was set, with permits issued for 141 units. On average over the previous 5 years, 1st quarter permits.
- Whistle Bend development comprised 39% of residential units permitted by the City in 2018; in 2017 this number was 54%.
- Downtown development comprised 30% of all residential units permitted by the City in 2018; in 2017 this number was 15%.



Housing

- The average price for homes in the fourth quarter of 2018 were:
 - Single detached house \$506,200
 - Duplex \$381,400, and
 - Condominium \$350,300
- The annual household incomes required:
 - to purchase a single detached house is \$135,700,
 - to purchase a condo is \$96,900,
 - to purchase a mobile home (on a rental pad) is \$34,260, and
 - to rent a two-bedroom apartment is \$41,000.
- In 2015, the median total income of households was \$93,652.
- The number of homeowners in Whitehorse has more than doubled from 1991 to 2016, increasing from 3,590 to 7,780 in that period. 7,780 homeowners represents 31% of the total Whitehorse population as derived from the 2016 Census.
- The average cost in 2018 for rent in Whitehorse was \$1,209 with a vacancy rate of 2.9%. Average rent cost is less expensive than typical advertised rents, due to a large number of long-time renters paying below-market rates.
- A point-in-time count homelessness survey conducted on April 17th, 2018 counted at least 195 people in Whitehorse experiencing homelessness. This process was also done in 2016, during that count 219 people in Whitehorse were experiencing homelessness.



Transportation

- The average commute duration in Whitehorse is 13 minutes.
- The estimated annual cost of personal travel by car is \$8,500, bus \$750, bike \$300, and walking \$100.

- 75% of trips into Whitehorse are by a private vehicle by the driver, 8% by passenger, 7% by walking, 5% by public transit, and 3% by cycling.
- Each new downtown parking space costs approximately \$14,000.



Community Well-Being

- There were 6,335 criminal incidents of all violation types in Whitehorse during 2017. In comparison, there were 6,584 in 2016
- Wildfire represents the largest natural threat to the city, followed by hazardous material accidents, major earthquakes, and extreme cold.
- According to Statistics Canada, 21% of Whitehorse households spent more than 30% of their household income on shelter costs in 2011.
- The most common reasons people were found homeless in Whitehorse were addiction or substance use, unable to pay rent or mortgage, job loss, and family conflict.



Conservation and Heritage

- Whitehorse is located within the Yukon River corridor. 18 notable creeks feed into the Yukon River within City limits, and the Takhini River forms the City's northern boundary.
- Whitehorse is 41,900 hectares in size, of which more than half is undeveloped. Prominent mountains within Whitehorse include Mount McIntyre, Canyon "Grey" Mountain, and Golden Horn.
- Whitehorse has 5 regional parks: Chadburn Lake Park, McIntyre Creek Park, Wolf Creek Park, McLean Lake Park, and Paddy's Pond/Ice Lake Park.
- Whitehorse's Regional Parks system comprises just over 30% of the total City area, or 12,655 hectares.



Employment

- Based on perceived revenue shares in 2016, mining accounted for 12.9%, construction 7.5%, and tourism accounted for 4.4% of Yukon's Gross Domestic Product
- In 2018, the unemployment rate in the Yukon was 4%, which is the lowest in the country.
- In 2016, the employment rate for Whitehorse was 71.3%
- 98% of food consumed in the Yukon is imported.
- There are several gravel, rock, and sand quarries within city limits.
- In Downtown, 51% of commercial buildings are services, 41% are retail, and 9% are offices



Recreation

- There is an estimated 150 km of trails of city-wide significance and at least 700 km of local and neighbourhood trails used by Whitehorse residents.
- According to the 2018 City of Whitehorse Parks and Recreation Master Plan, the most popular recreation activities in Whitehorse are hiking, camping, walking/jogging, wildlife watching, and community events.
- The most desired new indoor facility is a climbing gym and the most desired new outdoor space is campgrounds.



Municipal Services

- The city provides numerous public services such as fire protection, water and waste, parks and community development, Canada Games Centre, land development, transit, bylaw enforcement, road maintenance, and more.
- In 2015, 34% of waste was diverted from the landfill to either compost or recycling.
- In 2015, people in Whitehorse used 170 cubic meters of water per person per year. The 2013 national average was 104 cubic meters per person per year.



Partnerships (areas where they City is involved, but are led by non-City organizations)

- Whitehorse uses mostly clean electricity, produced by Yukon Energy using water flowing through turbines. During the winter, when less water is available, diesel and natural gas-generated electricity supplements the hydro power during periods of peak demand.
- Climate change is a growing concern. Environment Yukon reported that over the past 50 years, Yukon's average temperature has increased by 2°C and winter temperatures have increased by 4°C. This increase is two times the rate of southern Canada.
- In June, 2018 the City signed a Declaration of Commitment with Kwanlin Dün First Nation and Ta'an Kwäch'än Council. The intent is to find shared projects and generally strengthen the relationship between all three governments.
- The Yukon College intends to begin transitioning into Yukon University in the spring of 2020. This will bring in students from the Yukon, Canada, and internationally.

Sources include: Yukon Bureau of Statistics, 2016 Canadian Census, Stats Can, 2018 Whitehorse Point in Count, Transportation Demand Management Plan, Regional Parks Plan, Trails Plan, Parks and Recreation Master Plan, Sustainability Plan Update, Water Canada, Environment Yukon, City of Whitehorse Hazard Identification and Risk Assessment, City of Whitehorse Demographic and Economic Analysis of Housing Demand – 2018 update, CMHC Northern Housing Report 2018, National Household Survey 2011

Past Planning Work

Since the 2010 Official Community Plan, a significant amount of work has occurred, which will be integrated in the new OCP. Each of these processes involved significant engagement with partners, stakeholders, and the public. Note also that, in general, only plans and studies with a City-wide focus are listed here.

Whitehorse Climate Change Adaptation Plan aka WhiteCAP (2011)

What is it?

- This plan assesses how climate change may positively or negatively affect the community over the next forty years, to 2050
- The first half of the planning process focuses on exploring multiple scenarios of how the community may change by 2050. Details on the scenarios are presented in a companion document for this plan titled: Future Histories of Whitehorse: Scenarios of Change. The purpose of this companion report is to summarize the discussion with the community of Whitehorse on how the city may change over time and how residents might respond to that change based on the four vulnerability scenarios
- The second half of the planning process assesses the risks of climate change impacts and then the priorities of climate change adaptations

How was it created?

- WhiteCAP is a planning process whereby the broader community was engaged through a series of open houses, focus groups and a central workshop to consider how climate change may exacerbate vulnerability in the Whitehorse region
- Community members were invited to contribute to all phases of WhiteCAP, including planning, editing, and implementation. In all, four open houses and three workshops were held in the community over the two years of the adaptation project, from June 2009 to June 2011

Stevens Quarry Development Plan Update (2012)

What is it?

- This plan provides direction on the proposed Stevens Quarry area at the northern end of the city
- It outlines how aggregate extraction can be carried out through the creation of a number of individual pits and quarry leases
- It includes both pit operation and reclamation guidelines applicable to all pit leases
- The plan provides guidance and best practices to leaseholders on what their individual operating and reclamation responsibilities are to minimize impacts on adjacent land users

How was it created?

- This plan was created by Inukshuk Planning and Development LTD
- Several public meetings and engagement events were held during the development of the plan including meetings with nearby property owners

Energy Management Plan (2012)

What is it?

- This plan serves as a roadmap for achieving energy and cost reductions and improving the overall energy performance of City facilities
- The plan will support decision making for the implementation of energy management initiatives in alignment with City objectives and regulations
- The overall goal is to implement a comprehensive Energy Management Program and continuously improve the energy performance of City facilities towards achieving three-year energy reduction targets

How was it created?

- This plan was prepared by ICF Marbek
- There were four phases to the plan development:
 1. Preliminary energy assessments
 - Conducted assessments on each building and held a stakeholder workshop to review initial findings
 2. Business case and action plan
 - Assessed energy management opportunities
 3. Preparation of the plan report
 - Present draft plan in a stakeholder workshop
 4. Final draft approved by the City

Source Water Assessment and Protection Plan for the Riverdale Aquifer (2013)

What is it?

- The City currently obtains 100% of its water from the Riverdale aquifer. The purpose of the plan is to identify measures to minimize the hazards that can potentially affect the drinking water
- This report is intended to fulfill conditions of the City's approvals to operate the South Riverdale drinking Water Source well fields

How was it created?

- The plan was prepared by Summit Environmental Consultants Inc
- There were five phases to the plan development:
 1. Collection and review of available data including previous groundwater reports, geological and groundwater mapping, flow records, and water quality data
 2. Conduction of site reconnaissance and review of the existing water system
 3. Project meetings with the City, Yukon Environmental Health, Riverdale Community Association, and the community
 4. Public consultation
 5. Completion of the study

Solid Waste Action Plan (2013)

What is it?

- The Solid Waste Action Plan (SWAP) is a broad visionary document designed to determine key waste management strategies for increased waste prevention, reduction, and diversion
- With a goal of Zero Waste by 2040, the SWAP sets an initial target of 50% waste diversion by 2015

How was it created?

- There were six phases to the plan development:
 1. Plan Development
 - Individual & sector based consultations and public survey
 2. Design Workshop
 - Waste industry and multi sector working group
 3. Options Development and Review
 - Waste industry and multi sector working group
 4. “Partner” Option Review
 - Sector based consultations and public engagement
 5. SWAP Development and Review
 - General public and stakeholder engagement
 6. Approval and Implementation

What are the guiding principles?

- There are six guiding principles:
 1. Optimize community resources

2. Waste management best practices
3. Partners for success
4. Leadership in action
5. Continuous education
6. Financial sustainability

Transportation Demand Management Plan (2014)

What is it?

- Transportation Demand Management (TDM) provides a set of initiatives which are geared at improving the efficiency of the transportation network, encouraging alternatives to single-occupant vehicle travel, and facilitating behavioural change
- Policies, programs, services, and products are used to influence why, when, how, and where people travel
- The City's goal is to reduce the "get to work as driver" from the current 75% of trips to 50% of trips by 2036

How was it created?

- The TDM Plan was an initiative by the City of Whitehorse and prepared by Boulevard Transportation Group
- The process was led by the City's Environmental Sustainability department with contributions from Engineering Services, Transit Services, Parks and Trails, and Operations staff
- A Task Force was created consisting of representatives from many of the City's largest employers, which included the City of Whitehorse, Whitehorse General Hospital, Yukon Electric, Chamber of Commerce, Yukon Government's Public Service Commission, and Highways and Public Works
- Resident input was sought on two occasions at the Fireweed Market

What is the vision for this plan?

"Whitehorse is a highly mobile community where people are accommodated on a well-connected and maintained street network; increasingly residents choose to walk, bicycle, use transit, and carpool because of the range of safe, comfortable, and convenient alternatives to vehicle travel"

Regional Parks Plan (2014)

What is it?

- This plan sets the future planning and management direction for the system of regional parks identified in the 2010 OCP

- The plan sets the tone and direction to ensure Whitehorse’s Regional Parks remain healthy, beautiful, and accessible for generations to come
- The Regional Parks Plan is based on best practices and public engagement

How was it created?

There were five phases to the plan development:

1. Public Engagement
 - World Café
2. Create Draft 1: Ideas and options
 - Workshop: What do you think?
3. Create Draft 2: Ideas and options
 - Open House: Did we get it right?
4. Create Draft 3: Recommended Plan
5. Council Introduction and Council Adoption

What are the vision and guiding principles?

“The vision for Whitehorse Regional Parks are places and spaces that inspire and motivate current and future residents and visitors to discover, enjoy, and value the natural world through outdoor recreation; that protect the integrity of its ecosystems and biodiversity; and that provide the foundation of Whitehorse’s unique wilderness character and quality of life”

There are three guiding principles:

1. Thriving Environment
2. Vibrant Citizen and Community Development
3. Excellence in Planning and Management

McLean Lake Quarry Assessment (2015)

What is it?

- This study’s focus is to determine the remaining quarry life of the existing McLean Lake sand and gravel pits based on proven, probable and inferred sand and gravel volumes within the boundaries of the existing quarry leases. This study has several objectives including:
 1. Obtaining an accurate picture of the remaining McLean Lake aggregate reserves to estimate remaining pit life
 2. Understanding how extraction rates may affect pit life and possible reclamation options
 3. Determining the pros and cons of closure and land use planning options
 4. Providing recommendations for quarry management for the transition to the preferred end use

How was it created?

- Created by Inukshuk Planning and Development Limited
- In Phase 1, leaseholders were contacted for permission to access their leases, examine pit faces, photograph current site conditions and conduct additional geotechnical testing with a backhoe
- Phase 2 focused on estimating and projecting future annual demand based on 20 years of quarry extraction records for quarries within the City of Whitehorse

Sustainability Plan (2015)

What is it?

- The purpose of the Sustainability Plan is to set sustainability goals based on what our community wants to achieve in the long term
- The plan provides a basis for decision making, operational improvements, and partnership-building

How was this plan created?

There were four phases to the plan development:

1. Plan Review
 - Analyzed past City plans and publications
2. Set Preliminary Goals and Targets
 - Conversations with staff, stakeholders, and the public
3. Plan Development
 - Preliminary goals were refined and assigned community targets
4. Action Planning
 - Verifying the preliminary goals and targets, then identifying actions, partnerships, and methods to meet the goals

What are the vision and guiding principles?

“Whitehorse will be a well-planned, self-sustaining, innovative community that leads in management and conservation of wilderness, energy, and resources for the future. Whitehorse will strive for a good quality of life for all, a stable economy, and a socially diverse community”

There are 12 goals and strategies:

1. Strong Downtown and Livable Neighbourhoods
2. Efficient, Low-Impact Transportation
3. Healthy Environment and Wilderness

4. Green Buildings and Infrastructure
5. Energy and Greenhouse Gas Reduction
6. Dynamic and Diverse Culture, Heritage, and Arts
7. Social Equity Affordable Housing and Poverty Reduction
8. Connected, Engaged, and Participatory Community
9. Safe and Healthy Community
10. Diverse Local Economy
11. Zero Waste
12. Resilient and Accessible Food Systems

Community Economic Development Strategy (2015)

What is it?

- A strategy to enable the growth and diversification of the region’s economy by creating a supportive environment for the entrepreneurs, businesses, and residents of Whitehorse to develop and thrive

How was it created?

- Key strategic goals were developed
- Each goal was dissected and a work plan for each goal was created

What is the vision?

“The City of Whitehorse endeavors to support a high quality of life for its residents, businesses, and visitors through sustainable development which intentionally integrates economic, environmental, social, and cultural values. From a community economic development perspective, this includes:

- Building a diverse economy that provides a wide range of quality opportunities to local residents
- Positioning the city as a welcoming and attractive location for investment
- Preserving our natural and cultural resources and utilizing them as a source of economic strength
- Enhancing the identity of Whitehorse as a preferred location to live, work, and play”

Safe at Home (2017)

What is it?

- The Safe at Home Plan highlights the steps that need to be taken to end and prevent homelessness, as well as to support better community coordination to provide improved care to vulnerable people

How was it created?

- The plan was developed by a working group including four governments, community organizations, and people with lived experience
- Extensive reviews were completed on studies and reports produced over the past two decades by organizations and governments on homelessness

What are the vision and guiding principles?

The vision for what the plans hopes to achieve is “a compassionate community working together to end prevent homelessness, where everyone has a safe and affordable place to call home and can readily access the supports they need, when needed. Ending and preventing homelessness is possible”

There are five key priorities:

1. Access to housing and programs and services within a system of care
2. Improving data collection and evaluating success of systems
3. Strengthening community support and engagement
4. Increasing the supply of safe, stable, and affordable housing options
5. Preventing homelessness

Hazard Identification and Risk Analysis (2018)

What is it?

- The Hazard Identification and Risk Analysis (HIRA) is a qualitative examination of the likelihood, consequence, and risk of specific hazard types as they relate to the City of Whitehorse
- The analysis has identified 28 hazard types with the potential to impact the city. The top four are Urban Interface Fire, Extreme Cold, Major Earthquake, and Hazardous Spills
- For each hazard type some possible mitigation efforts or "Risk Treatments" were identified and described briefly

How was it created?

- The plan was created by Calian Emergency Management Solutions in collaboration with the City of Whitehorse
- An online workshop was used to prepare the City of Whitehorse staff and start initial data collection
- Stakeholder engagement sessions and site visits were completed in order to collect local knowledge and additional context regarding hazards and risk
- Two on-site workshops were facilitated to explore potential hazards and assign qualitative consequence and likelihood scores

- The data and stakeholder inputs collected were analyzed and reviewed to determine the hazards and recommended treatments

Downtown Plan (2018)

What is it?

- The Downtown Plan is intended to provide an action-oriented strategy and vision for a vibrant and healthy Downtown
- It was developed in conjunction with the 2018 Marwell Plan
- The plan was adopted by City Council in 2018 as a guiding document for Downtown over the next 10 years

How was it created?

There were four phases to the plan development:

1. Background Research
 - Including workshops, inter-governmental meetings, stakeholder interviews, and background research
2. Explore Key issues and Ideas
 - Including a background report, workshops, and pop-up events to begin developing the priorities
3. Test and confirm ideas
 - An online survey, outreach, and pop-up events to assist in determining and ranking key priorities
4. Create Plans
 - Including a partnership workshop event, followed by development and refinement of plan documents

What are the 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”

There are ten guiding principles:

1. Work with local First Nations (KDFN, TKC) as collaborative partners in creating a mutually beneficial and inclusive Downtown
2. Make Downtown socially inclusive and accessible to all
3. Provide a broad range of housing types and tenures to meet the varying needs of a growing and diverse Downtown population
4. Provide density with amenity – encourage new development opportunities while ensuring they contribute to a safe and attractive public realm for the benefit of residents
5. 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 centered on Main Street
6. Showcase and facilitate resident, worker, and visitor connection to the Yukon riverfront, the escarpment, and surrounding green spaces and recreational areas
7. Provide safe, easy, and enjoyable connections between all Downtown areas and surrounding neighbourhoods and employment areas
8. Preserve and enhance Downtown’s role as the regional retail, business, and service centre for Whitehorse and the Yukon
9. Work with partners to enhance stewardship of the natural environment
10. Actively engage and leverage local arts, culture, business, and not-for-profit groups in exploring and implementing Downtown pilot-projects

Marwell Plan (2018)

What is it?

- Given the Marwell area’s importance to Whitehorse as a vital industrial and commercial-service employment area, a planning processes for Marwell began in March 2017
- The Marwell Plan was completed in tandem with the Downtown Plan
- 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
- The plan was adopted in 2018

How was it created?

There were four phases to the plan development:

1. Background Research
 - Including workshops, inter-governmental meetings, stakeholder interviews, and background research
2. Explore Key issues and Ideas

- Including a background report, workshops, and pop-up events to begin developing the priorities
- 3. Test and confirm ideas
 - An online survey, outreach, and pop-up events to assist in determining and ranking key priorities
- 4. Create Plans
 - Including a partnership workshop event, followed by development and refinement of plan documents

What are the 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”

There are four guiding principles:

1. Plan implementation with partnerships in mind
2. Retain Marwell’s eclectic character
 - Honour Marwell’s roots
 - Strengthen Marwell’s core employment function
 - Support Marwell’s evolution
3. Promote all travel models in Marwell
4. Support a healthy environment

Bicycle Network Plan (2018)

What is it?

- The purpose is to establish a long-term vision for cycling, increase transportation choices in the city, and ultimately increase the percentage of residents using a bicycle for transportation year round
- The plan identifies designated cycling routes and appropriate infrastructure to increase cycling safety and cyclists in the community
- The plan was adopted by City Council in 2018

How was it created?

- The plan was developed with the Urban Cycling Coalition and the public

There were six phases to the plan development:

1. Project Kick Off
2. Inventory Network and Review Background Documents
3. Stakeholder Workshops and Site Visit
4. Prepare Bicycle Network
5. Cost Estimates and Implementation Plan
6. Prepare Final Plan and Adoption

What are the guiding principles?

There are five network planning principles:

1. Comfortable and Safe
2. Connected Minimum Grid
3. Convenient
4. Winter City Design
5. Planning Cycle

Transit Master Plan (2018)

What is it?

- The Transportation Demand Management Plan for Whitehorse identifies the need for a long-term transit plan
- In response, Whitehorse Transit commissioned Stantec Consulting Ltd. (Stantec) to produce a long-term Transit Master Plan, fitting within the long-term visions for Whitehorse outlined in existing planning documents
- The Transit Master Plan's objective is to provide a roadmap for Whitehorse Transit to ensure that service delivery is of maximum effectiveness and efficiency
- The plan was adopted in 2018

How was it created?

- Stantec Consulting was commissioned to create this plan
- Stantec first assessed the current operating landscape in Whitehorse, including existing transit service, demographics, planning and development endeavors, and customer satisfaction
 - Extensive stakeholder engagement was used to determine this information
- To understand how existing service matches with demand and requests from current riders, Stantec evaluated several aspects of the current network, identifying the strengths and shortfalls of each

- From this information, Stantec created recommendations and an implementation plan with both short term (0-2 years) and long term (3-5 years) recommendations

What are the guiding principles?

There are three guiding principles:

1. Strengthen what is working and eliminate what is not working
2. Improve route directness where possible
3. Improve the reliability of transit service

Operational Review of Bylaw Enforcement Services (2018)

What is it?

- This plan evaluates Bylaw Enforcement service delivery model and recommends short-term and longer-term performance improvements
- The purpose of this plan is to increase efficiency, effectiveness, and the economy of Bylaw Services in order to increase the value for our money
- The plan was adopted in 2018

How was it created?

- Performance Concepts Consulting Inc. was retained by the City of Whitehorse in late 2017 to design and execute an evidence-based review of the Bylaw Enforcement service delivery model

There were five phases to the plan development:

1. Technical review
2. Comparison to similar jurisdictions (trends, comparisons, gaps)
3. Consultation with Government (First Nations and Yukon Government), stakeholders, and public
4. Review, analysis, recommendations, and implementation plan for Program Review for Whitehorse Bylaw Services Department
5. Preparation and feedback on draft Program Review and presentation of Program Review

Parks and Recreation Master Plan (2018)

What is it?

- Due to the importance of parks and recreation to the quality of life of its residents, the City of Whitehorse set out to update its Parks & Recreation Master Plan in 2018
- The previous plan was completed in 2007 and set out a 10-year implementation horizon

- Whitehorse has grown and changed considerably since that time, and the 2018 master planning process provided an opportunity to re-examine and confirm the City’s role and approach in regards to parks and recreation and ensure that both are grounded in public needs, best practices, key trends, and organizational sustainability

How was it created?

There were five phases to the plan development:

1. Background research
2. Community Engagement
3. Analysis and visioning
4. Plan Development
5. Plan Review

What are the vision and guiding principles?

“Citizens of Whitehorse enjoy accessible and quality year-round indoor and outdoor active living opportunities (programs, events and activities) that foster wellness, inclusiveness, and sustainability in a vibrant Wilderness City”

There are six guiding principles:

1. Diversity
2. Accessibility
3. Sustainability
4. Inclusiveness
5. Accountability
6. Collaboration

Ongoing Work (2019)

In addition to the above plans, there are other pieces of work currently in progress in 2019. The hope is that these will be completed in time to contribute to the new Official Community Plan. These plans and studies include:

- Local Food and Urban Agriculture Strategy
- Commercial and Industrial Land Study
- Heritage Program Review
- Housing Supply Options Discussion Paper

Phase 1: What We Heard



Phase 1, known as “Awareness Building”, concentrated on educating, informing, and gathering ideas from the public. This phase occurred from November 2018 to March 2019 and featured extensive public engagement. During this phase, we worked with First Nations governments, stakeholder organizations, and the general public to gain insight into people’s ideas, concerns, and aspirations for our city. **In total we had over 755 people engage with the OCP process during Phase 1.** This section summarizes the engagement process and what we heard from our community during Phase 1.

What We’ve Done

First Nations Governments

Working group meetings were held with staff from Kwanlin Dün First Nation and the Ta’an Kwäch’än Council. These meetings are used to discuss OCP issues and opportunities, as well as to discuss First Nation citizen engagement. In total, **2 working group meetings** took place during Phase 1.

General Public

An online survey was launched in November, 2018 and ran until the end of January, 2019. The survey was promoted through our website, social media, OCP related ads, and through pop-up engagement events. The survey asked for feedback on the vision statement, opportunities/challenges, housing locations, and special places in Whitehorse. In total, we received **480 survey responses**. Three of the questions on the surveys included the option to place a pin on a map of Whitehorse. **1,395 map pins** were placed in total.

A Drop-in Public Meeting was held on January 25 at the Mount McIntyre Recreation Centre. The drop-in meeting was set up to mirror the survey and provide an opportunity to give feedback in person.

Over 75 people came to the drop-in meeting.

Pop-up Engagement Booths were set up in public spaces around the city. The purpose of the booths was to raise awareness and promote the OCP survey. Staff members had informational hand outs and iPads to fill out the survey at the booth. A total of **5 pop-up engagement events with 20+ people at each** occurred during Phase 1. There were two at the Canada Games Centre, one at Independent Grocer, one at Yukon College, and one at the Millennial Town Hall.

Stakeholder Organizations

Invitations for 1-hour meetings were extended to all neighbourhood associations and organizations in Whitehorse. Staff members prepared a list of set questions to guide each meeting and gain a better perspective on the challenges and opportunities these organizations are facing. These meetings were

held from December, 2018 through January, 2019. There were approximately **35 stakeholder meetings with approximately 100 people attending in total.**

Additionally, public engagement was held in February 2018 when the City participated in the **Smart Cities Challenge**. The Smart Cities Challenge was a pan-Canadian competition that encouraged communities to increase their livability through innovation, data, and connected technology. For Whitehorse’s entry, we asked the public to tell us what they saw as the biggest challenge facing our City. A list of the top 16 challenges was created, and from that the top 8 challenges were provided to the public to help answer a question in the OCP survey. The input from this process will be considered along with other Phase 1 input.

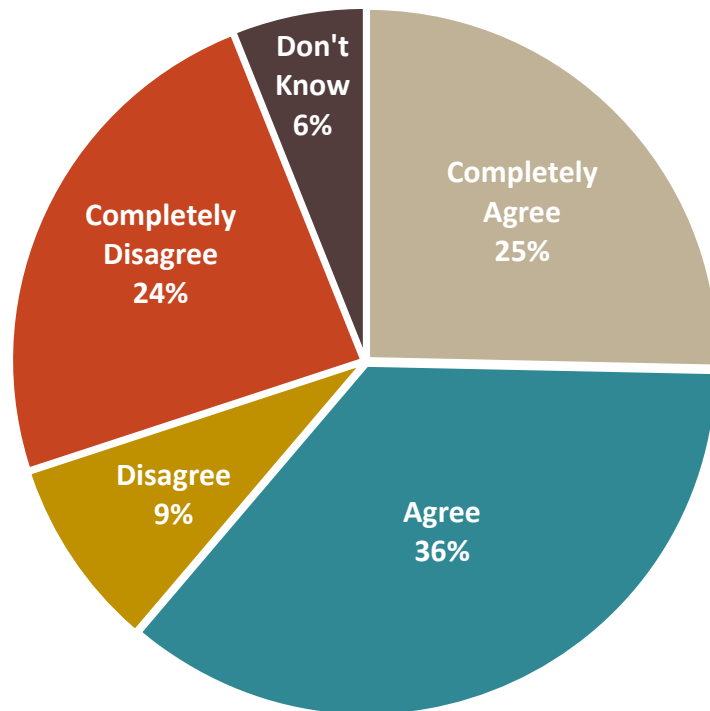
General Public

1. Vision

The first set of questions in the survey and at the drop-in meeting were focused on an overall vision for the City by the year 2040. Responses from both engagement opportunities have been combined.

Agreement with the current (2010 OCP) vision

The public was asked to what degree they agree or disagree with the current vision. For reference, the vision states “Whitehorse will be a well-planned self-sustaining community that is a leader in energy conservation and innovation that maintains and conserves wilderness spaces for future generations. Whitehorse will continue to strive for a better quality of life that is reflected in its vibrant economy and social life”.



- 61% of people either completely agree or agree with our current vision statement
- 33% of people either completely disagreed or disagreed with our current vision statement

How would you like to change the 2010 vision statement?

From the close to 500 responses received, the following represents an overall summarization of commonly heard ideas:

- There has been a lack of action on the current vision statement
 - We are not currently meeting the energy goals in our current vision statement
 - Add action items within the vision statement
 - Make the vision statement less vague
 - Self-sustaining is unrealistic based on our current situation
 - Avoid making the vision statement unachievable and too ambitious
- Include language around social equity, inclusiveness, diversity, and age-friendly
- Include alternate forms of transportation than cars
- Recognize we need better housing options
- Include “Affordability” within the vision statement
- Include renewable energy options within vision statement
- The vision statement should focus more on the economy
- Keep the current vision statement as is
- Include aspects of safety within the vision statement
 - Natural disaster, resiliency to climate change, and crime
- Recognize arts and culture within the vision statement
- The vision statement needs to focus on managing our land and not only focus on conservation, but balancing land development and conservation
- The vision statement needs to include conserving our green spaces for future generations
- Youth should be recognized within the vision statement
- The vision statement should recognize our uniqueness
- First Nations and reconciliation should be in the vision statement
- Add food security to the vision statement
- The importance of parks should be included within the vision statement
- Being prepared for growth should be included within the vision statement

2. Great Spaces

The word cloud below gives the most common responses we heard from the public when we asked them to identify great spaces within our city. All of the places listed were heard many times, so they are presented here without highlighting some above others:

Millennium Trail
Local Businesses Fish Lake
Chadburn Lake Mount Sima
Kwanlin Dun Cultural Centre
Shipyards Park McIntyre Creek
Long Lake Canada Games Centre
Waterfront Clay Cliffs Schwatka Lake
Coffee Shops Mount Mac Main Street
Hidden Lakes Rotary Park Library
Yukon Arts Centre Grey Mountain
Yukon River Black Street Stairs
Miles Canyon Regional Parks
Trail System

3. Housing

The City is doing planning until 2040 with an assumed population increase of 12,000 people. This translates to 5,000 new housing units needed. The next question gave the public the chance to share areas that they're aware of that should be considered for this new housing growth. We received more than 400 separate written ideas in addition to hundreds of specific points on the map. The following is summary of what we heard:

Summary:

- Strong overall support for densification, notably Downtown.
- Less strong, but still notable support for extending the current Urban Containment Boundary, with support shown both towards east side (north of Long Lake), and south of Copper Ridge towards the McLean Lake area.

- Lack of support for expansion in other areas, e.g. north or south along Highway.

Areas that the public listed for additional housing growth are listed below. These are ranked in order of times heard, and a summary of frequently heard specific comments about each area are included.

2. Greater Downtown

- Housing downtown makes sense so that people are close to services and stores
- High density housing in the downtown core to decrease our footprint. Some support for raising height limits.
- Place continued focus on getting development on empty lots; support for City tax-based incentives

3. Infill (in general)

- Support for general increased development in the ‘urban core’
- Housing close to Downtown can encourage walkability
- General lack of support for sprawl

4. Northeast side of River / Long Lake Road area

- Housing location close to downtown that is in a wilderness area
- Could be connected to Downtown via a trail along the River
- Needing a second bridge to this location; comments that this could help provide an alternative bridge for Riverdale/Hospital in case of emergency

5. South of Copper Ridge / Lobird / Squatters Row / McLean Lake Road area

- Good location close to the highway and the Hamilton Boulevard extension
- Tons of land – could hold housing for a long time, if water and sewer is brought here

6. Tank Farm

- Great location close to downtown and CGC
- Could have a dense new neighbourhood

7. Whistle Bend

- Get more multi-unit housing built in Whistle Bend
- Keep focus on Whistle Bend as new major growth area

8. Country Residential

- Requests for large lots in existing country residential areas
- Support for smaller country residential lots / ‘cottage’-type inexpensive development

9. Riverdale

- Support for some denser options in Riverdale
- Concerns about Riverdale traffic levels if new housing were to be built

10. Porter Creek

- Some support for general densification – area has large lots with potential for more subdivision
- Some Porter Creek “D” support – though notably a large opposition to Porter Creek “D” expressed in other questions

11. Marwell

- Could be a prime location for some new housing – close to River and downtown
- New zoning could allow a mix of housing with other uses
- Several underutilized parcels in this area could be cleaned up and converted to residential

12. Takhini/College/Range Point area

- Support for more housing near future Yukon University
- Housing in the green space north of Northland Trailer Park

13. First Nations

- Several parcels within City limits in prime locations

14. Airport

- Suggestions to relocate the airport since it's a prime location for housing
- Although this would be extremely expensive, sprawling the City outwards to a new area would also be expensive

Other areas (less frequently heard)

- Copper Ridge
- Industrial areas
- Robert Service Way area
- Cousins Airstrip
- Mt McIntyre Ski Trails

4. Challenges and Opportunities

The next questions asked the public to consider the results of Whitehorse's participation in the Smart Cities Challenge, a Canadian-wide competition to improve the lives of residents through innovation, data, and connected technology. As part of that process, we asked the public to tell us **the single biggest challenge** facing Whitehorse right now. The public then voted to determine the biggest challenge from a shortlist, and the result was housing availability and affordability. The shortlist of 16 options was:

- Climate change adaptation
- Disaster preparedness (wildfire hazard abatement)
- Efficient, low-impact transportation
- Pedestrian and cyclist safety
- Mental health
- Landfill diversion (through system redesign, better sorting, upcycling, reuse, etc)
- Managing growth (infrastructure)
- Reconciliation
- Protecting and assisting vulnerable population

- Housing availability and affordability
- Employment/income inequality
- Developing human capital
- Fossil fuel imports
- Energy (cost, availability, reliability)
- Economic diversification
- Resilient, accessible food systems

For the OCP Review Phase 1 survey/Open House, residents were given the list of the top Smart Cities process results, to add additional challenges as well as opportunities. For the purposes of response analysis, challenges and opportunities have been combined, as they are essentially just two different ways of phrasing the same issue. The following is a summary of what we heard, sorted into categories:



Housing

- Housing is currently unaffordable
- Don't have housing in wilderness areas
- Increasing density for development
 - Tiny houses
 - Mobile homes
- New housing is too generic
- Develop land
 - Long Lake Area
 - More Country Residential
 - Tank Farm
- Downtown Housing
 - Densify housing
 - Don't densify housing
 - Old Town restrictive zoning
- More housing options
 - Senior housing
 - Caretaker residences
 - Shelters
- Neighbourhood services
 - Commercial in Whistle Bend
 - Riverdale community space
 - More neighbourhood services for seniors
 - Commercial in Takhini



Employment

- Technology
- Hire local policies
- Tourism
 - Promoting tourism and our world class assets such as trails
- Schwatka Lake
 - Float Plane Base
- Gravel extraction
 - Lack of planning
- Reclaiming old mining areas
- Cannabis
- Marwell
 - Encourage new development
 - Remediation issues
 - Trail expansion into Marwell
 - Cleaning up the industrial area and moving them to Alaska highway
- Downtown
 - Vitality and Aesthetics
 - Develop Downtown river front
 - Walkable downtown
 - More amenities and life on the water front – creating a gathering place, making it a destination for tourists, waterfront programming



Conservation and Heritage

- Maintain and enhance our parks and wilderness spaces
- Concern over wildlife conflicts
- Need to control spread of invasive species
- Preserving green space within the City of Whitehorse



Parks and Recreation

- Signage and promoting our trails
- Creating trail connections throughout the City
 - Connections with stairs on clay cliffs
 - Connecting trails for better active transportation – if people could connect to downtown with trails
- Having high quality trails with a mix of uses
- Tourism options – education centres, lodges



Transportation

- Traffic increasing as we grow
- Lots of difficult intersections
- Planning for more electric vehicles
- Parking is limited
- Improving pedestrian and cyclist routes
- Our city is currently car dependent
- The Riverdale bridge traffic is congested
- Another way across the river such as another walking bridge
- Increasing public transit more the outer edges of the city to the core
- Creating safe options for active transportation
- High fossil fuel consumption
- Transportation is currently unaffordable



Community Well-Being

- Emergency Preparedness
 - Concern over wildfire risk
 - Fire Smarting and creating fire breaks
 - Having City buildings retrofitted for disaster
- Bylaw Enforcement
 - Public reporting via an app
 - Decreasing littering
 - Greenbelt encroachment
- Safety and Crime
 - Property damage, lack of maintenance
- Accessibility
 - Aging in place options
- Education
 - School capacity
- Integration
 - Less segregation of ethnic groups
- Climate Change
- Winter city issues
- Reconciliation
- Child Care availability



Energy

- Promote energy alternatives
- Incorporate energy efficiency in City buildings
- Renewable energy options such as solar parking lots
- Build oil and gas refinery



Municipal Services

- Infrastructure
 - Need fibre optic / 5G/NWTEL complaints
 - Reducing waste in landfill
- Water meters
- Vibrant downtown core – better bike paths, walkable,

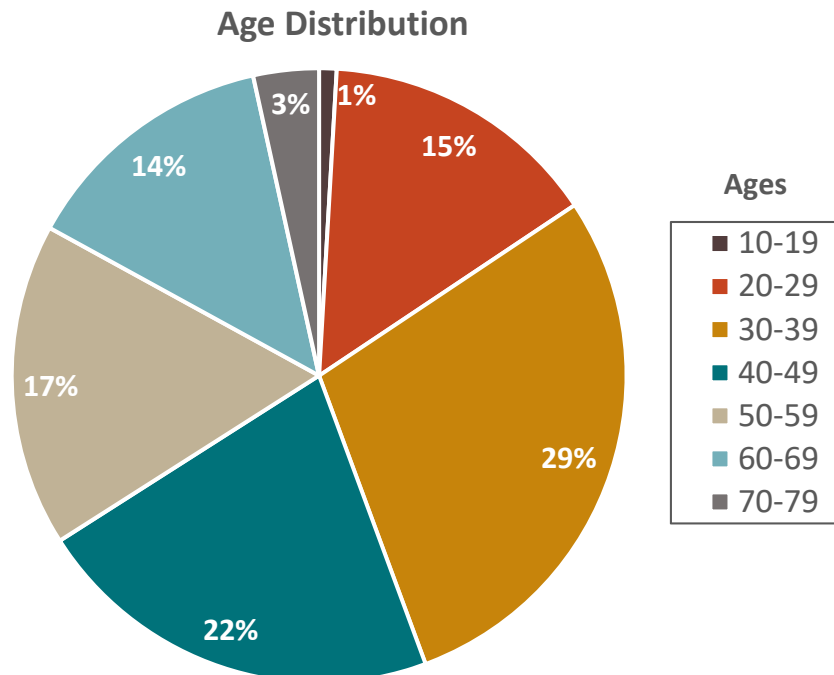


Process/Engagement

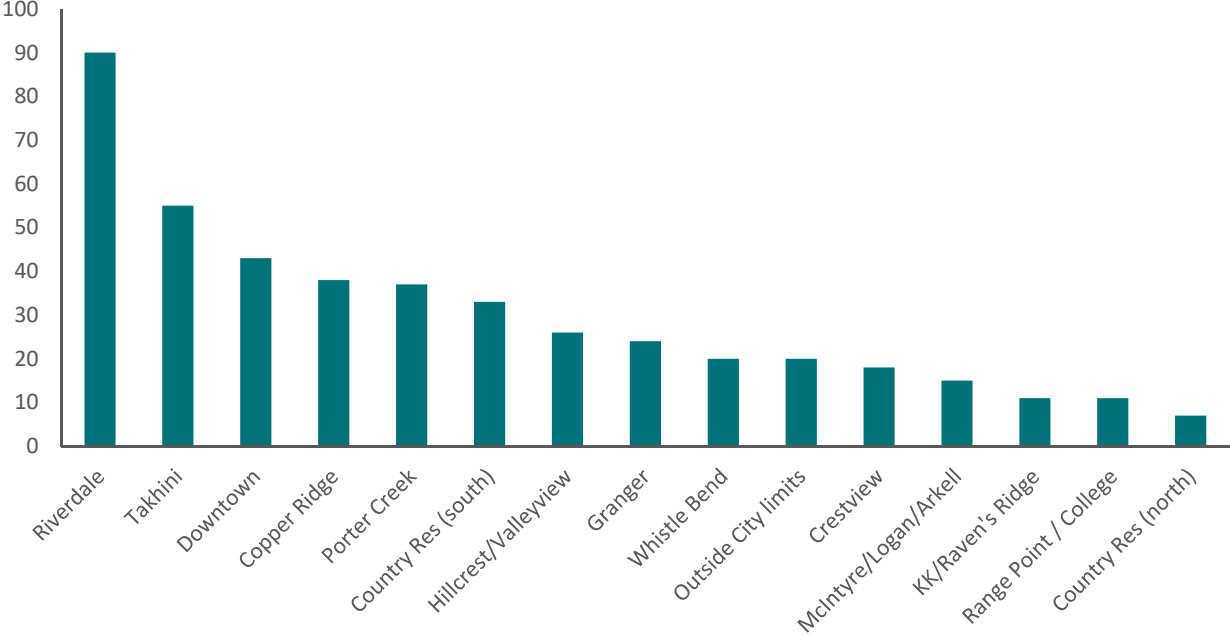
- Land development partnerships
- Nimbyism
- Problems with survey
- Expand City limits

5. Neighbourhood and Age

Survey respondents were asked their neighbourhood and age.



Neighbourhood Distribution



Stakeholder Organizations

The City held one-one-one meetings with 35 organizations and neighbourhood associations during Phase 1 of the OCP Review. They are:

- ATCO Electric;
- Active Trails Whitehorse Association;
- Association of Yukon Paragliding and Hang Gliding;
- Contagious Mountain Bike Club;
- Ducks Unlimited;
- FireSmart Whitehorse;
- Friends of McIntyre Creek;
- Friends of Sima;
- Habitat for Humanity;
- Nakai Theatre;
- Network for Healthy Early Human Development;
- Parks Canada;
- Porter Creek Community Association;
- Pine Ridge Community Association;
- Raven Recycling;
- Seniors Action Yukon;
- Urban Cycling Coalition;
- Valleyview Community Association;
- Whitehorse Cross-Country Ski Club;
- Wildlife Conservation Society;
- WildWise;
- Whistle Bend Community Association;
- Whitehorse Chamber of Commerce;
- Whitehorse Walks;
- Youth of Today Society;
- Yukon Anti-Poverty Coalition;
- Yukon Arts Society;
- Yukon Astronomical Society;
- Yukon College;
- Yukon Conservation Society;
- YG Department of Education;
- Yukon Historical and Museums Association;
- Yukon Invasive Species Council;
- Yukon Residential Landlords Association; and
- Zero Waste Yukon

The City asked a standard set of questions to these organizations. Their summarized responses are included below.

Note: For responses that were mentioned more than once, the number of times the response was heard is noted in brackets

What opportunities do you see or expect to see arising in the next 20 years?

- Strengthening partnerships and improving the relationship with the City (4)
- Designating McIntyre Creek area as a territorial park, which would include Porter Creek D (4)
- Partnerships with First Nations (2)
- Becoming a world renowned recreational destination (2)
- Planning for growth and ensuring utilities and services can be provided
- Protecting non-motorized trails from motorized use
- Better waste management bylaws for wildlife/human safety
- Reducing the spread of invasive species
- Creating a central hub for tourism around the SS Klondike
- Better transportation connections along the entirety of our waterfront
- Expanding trails for cross country skiing
- Enhancing recreational connections (e.g. connections across the Alaska Highway)
- Considering the college as a community within the broader community
- Tie McIntyre Creek into outdoor learning programs
- Recognizing the potential for major conferences and sporting events
- Exploring how to make land-use designations more robust for regional parks
- Linking municipal planning within the broader regional area
- Incentivize higher quality child care space through zoning or incentives
- Having pop-up artistic spaces
- Planning development to avoid wetlands
- Cycling infrastructure that is for All Ages and Abilities (AAA)
- Cultural planning and programming of City spaces
- Community interaction and activation in our neighbourhoods
- Coordinated approach to emergency evacuation in case of wildfire
- Rules and regulations that make it easier for developers to densify
- Aligning the development incentive policy with other City priorities
- Creating a new dirt jump park for mountain bikers
- Grow the tourism industry with aurora viewing
- Reducing our light pollution
- Designing safe and accessible crossings for wildlife

What are the challenges and opportunities you currently face and will face over the next 20 years?

- Securing regular funding (5)
- Increased pressure on green spaces, parks, and trails (3)
- Housing pressures and demand for new neighbourhoods (3)
- Concerns with development of Porter Creek D. Permanently protect Porter Creek D. (3)
- Lack of affordable rentals for businesses and non-profits (2)
- Energy efficiency and maintenance of older buildings (2)
- Housing affordability and availability (2)
- Proper fire smarting and fire mitigation (2)
- Increased demand for electricity resulting from increased population
- Protect trails and recreational areas by excluding snow machines
- Lack of policy for invasive species
- Growing population creating more wildlife conflicts
- Impacts of development around ski trails
- Demand for student and family housing at the college
- Current regional park designations are not robust enough (e.g. can be changed)
- Ecological connectivity due to large size of city
- Inappropriate locations and zoning standards of some daycares
- Challenging to access spaces for making art that are affordable
- Lack of safe spaces for cycling
- Separation of pedestrian and bike infrastructure
- Community beginning to outgrow some recreational facilities (e.g. Mount Sima) due to popularity
- Densification and development Downtown puts built heritage at risk
- Loss of Old Town character due to development and densification
- Current OCP is not being followed
- Ease of doing business needs to be better and more efficient
- Wildfire threats
- Zoning needs to be flexible for developers
- Minimum parking requirements for developments can be problematic
- Not enough resources to keep up with demand for trails
- More tourist accommodations
- Currently no controls on lighting for developers, there should be a bylaw for this
- Challenge is the push to have everything Downtown
- Climate change and effects on local food
- The ability for everyone to access city facilities such as the CGC

- Cumulative noise and other nuisances to neighbourhoods (e.g. quarries, highway)
- No legislation or bylaws to manage recycling
- Waste produced by people is increasing
- Life expectancy of landfill
- Creating a walkable neighbourhood that is safe for kids in Porter Creek
- Connecting Porter Creek to Whistle Bend via a trail
- Schools are at capacity

How do you see your neighbourhood changing or evolving over the next 20 years? (note: question was only asked to neighbourhood associations)

- More traffic congestion and increased development in neighbourhoods (2)
- Transportation issues
- Alternative transportation solutions
- Building design standards for neighbourhoods
- More traffic calming
- More diverse demographics in neighbourhoods
- Maintaining neighbourhood green spaces
- Losing commercial development due to other growing neighbourhoods such as Whistle Bend

Which of these topics is your organization most invested in or concerned with?



Housing

- Affordable and entry level housing (3)
 - Smaller housing units to promote affordability (2)
 - Lack of housing diversity (2)
 - Waste management in new housing
 - Ensuring the connectivity to greenspaces is not lost with new housing developments
 - Having more energy efficient buildings
 - Supporting densification while maintaining neighbourhood character
 - Encouraging more density in neighbourhoods (e.g. suites in duplexes)
 - Minimize urban sprawl
 - Demand for housing at Yukon College
 - Permit licensed child care centres in neighbourhoods
 - Increasing density to provide more cycling opportunities

- OCP needs to cover and initiate the next major residential subdivision
- More private developments
- Zoning should guide developers, not lock them in
- Demand for housing shelter
- Leverage First Nation lands to ease housing pressures
- Develop housing not at expense of environment
- Incentivize rental housing
- Have inclusionary zoning (build x number of social units for x number of market units)
- For historic neighbourhoods, create a sense of place and character. Provide example character features and incentives to maintain character
- No new lot development in neighborhoods. Instead densify with zoning and incentives.



Employment

- Economic opportunities of tourism and recreational related businesses (4)
 - Encourage tourists to stay in Whitehorse longer
 - Tourism cycling industry creates employment
 - City should hire a community development coordinator
 - Downtown waterfront needs to be better set up for tourism
 - Immigration is important for diversifying workforce
 - Economic development for winter tourism
 - Need functional and diverse community and commercial spaces in neighbourhoods
 - Support home-based businesses in neighbourhoods



Conservation and Heritage

- Reducing human/wildlife conflicts (3)
 - Showcasing the importance of heritage places in the city (2)
 - Wildlife connectivity and corridors (2)
 - Protecting green spaces and environmentally sensitive areas
 - Taking action on revisiting place names in Whitehorse. Southern Tutchone place names.
 - Mining moratorium within City limits
 - Finding a balance between conservation and trails
 - Protection of McIntyre Creek
 - Have heritage buildings used year round
 - Cultural and historic sites are a resource to the community
 - Relationship with First Nations needs to be celebrated

- Increased monitoring of fire hazards (e.g. fire pits)
- Prioritize access to wild spaces and dark skies
- Develop the presence of First Nations voices in our community towards greater understanding and reconciliation
- Importance of archaeological sites (e.g. in McIntyre Creek area)
- Make neighbourhoods more sustainable



Parks and Recreation

- Protect trails, green spaces, and regional parks (2)
 - McIntyre Creek Park - include Porter Creek D (2)
 - Strong interest in the trail system (2)
 - Safety for people recreating with wildlife
 - Promoting different types of recreation based on seasons
 - Paving trails is great as a transportation goal
 - Importance of parks to achieve wildlife conservation
 - Importance of quality outdoor play space for kids
 - Make it easier to have pop-up events in parks
 - Ensure facilities and community can support major events (e.g. winter games)
 - Encourage the expansion of different user groups at major recreational facilities
 - Use school sites for more recreation opportunities and programming
 - Little action on existing plans such as Chadburn Lake
 - More recreational signage, trails, and maps
 - Importance of green spaces and community spaces to neighbourhood



Transportation and Infrastructure

- Sunday bus service (5)
 - Ensure trails and roads are safe and accessible for a variety of transportation modes (2)
 - Pave trails for active forms of transportation
 - More evening transit service
 - Older buildings are unsafe and inefficient
 - Ensuring transit meets the needs of all demographics
 - Fragmented bike network makes people feel unsafe
 - Insufficient parking quantity to access arts and events
 - Zoning for green technology (e.g. solar farms)
 - Better communications technology (e.g. internet connectivity)

- Continuous paved bike and walking trails along the entire length of the highway corridor
- Reduce roadway lighting
- Transit and bike infrastructure to keep up with new housing areas
- Better access to public transportation
- Congestion and parking issues in neighbourhoods
- More connectivity between neighbourhoods
- Traffic calming to encourage walking and biking
- Need better internet access and reliability



Municipal Services

- Wildlife attractant management practices for waste (5)
 - Waste management and composting is difficult for businesses (2)
 - Creating best practices for the City workers for invasive species (2)
 - Lack of public washrooms (2)
 - Improving waste diversion
 - Allow licensed daycare in Canada Games Centre
 - Support for winter/festive lights initiative
 - Recognition of City staff and the good work they do
 - Privatization of City services could save tax dollars and improve services
 - Extend City waste collection to country residential areas
 - User pay program for water consumption (residential metering)
 - More services for less taxes
 - Don't have tipping fees for garbage
 - Provision of municipal services in areas (e.g. McIntyre Creek)
 - OCP should look at FireSmarting zones
 - Design streets with snow clearing in mind
 - Curbside blue box program
 - User pay system for waste



TOPIC AREA – COMMUNITY WELL-BEING

- Trails and regional parks provide a healthy environment for recreation (2)
 - Protecting drinking water
 - Proactive approach to bear-safe urban-farming
 - Promoting fitness and activity in Whitehorse
 - Promoting conferences and major events

- Promoting multi-generational spaces (e.g. college)
- Engage citizens using the environment (e.g. guided walks used in Chadburn Park Plan)
- Kids exposure to environment is important and builds greater respect
- Cycling improves health and connects people to their city
- Arts create activities for people year round and create community pride
- Importance of recreational facilities to community well-being
- Encourage more events in neighbourhoods, not everything needs to be Downtown
- Offering programs for targeted age groups such as seniors
- Mountain biking provides opportunities to recreate and be fit and healthy
- Building accessible and safe neighbourhoods
- Ensure neighbourhoods are designed with community values
- Neighbourhoods need to be designed for emergency preparedness (e.g. evacuations)
- Need to plan for an aging school network with several schools past their lifespan
- Need to reimagine how schools fit within neighbourhoods
- Increasing community awareness and pride in recycling



TOPIC AREA – PARTNERSHIPS

- Partnerships and ongoing relationships with organizations (5)
 - Improve connection and relationship with City (2)
 - City supports outdoor recreational facilities (2)
 - Better communication between governments and residents (2)
 - First Nation partnerships (2)
 - Wildlife viewing partnerships
 - Helping the City use theatre (and other innovative techniques) to engage with people
 - Alternate education options for youth
 - Using partnerships to educate the public on FireSmarting

WHAT WOULD IT TAKE FOR YOUR ORGANIZATION TO CONSIDER THE NEW OCP AS A SUCCESS?

- Working together on the plan and staying involved (7)
- Ensuring all future work, bylaws, and land use decisions are consistent with OCP (3)
- Continued consultation and communication with organizations and residents (2)
- Reflecting and recognizing work that has already been completed
- Planning for invasive species before development
- Thinking about how to make Whitehorse a place that tourists stay and enjoy
- Showcasing the importance of the arts in Whitehorse

- Move towards renewable energy sources in Whitehorse
- Reducing human wildlife conflicts shows up in OCP
- Recognizing the relationship between City, KDFN, and TKC
- Allowing the expansion of MMU trails around cross country skiing facility
- More robust rules and designations for protected spaces
- Success can be measured by keeping regional parks as they are (don't remove them)
- Quality childcare centres in all neighbourhoods
- OCP must take into account young children
- Having values that would be acted upon instead of set goals. This approach would allow for flexibility and change.
- No net loss of wetlands.
- Increased ridership for cyclists
- New development and subdivisions having appropriate bicycle infrastructure
- Having dedicated City staff focused on tourism, community development, and culture
- Recognizing culture and heritage as a community resource that provides value
- Creating a sense of place that makes Whitehorse unique
- Making Whitehorse a place where people want to live
- Ensure zoning is not fixed but more flexible for developers
- Ensuring OCP is not overly prescriptive
- More density
- Dealing with parking issues
- Adopting policies from Parks and Recreation Master Plan and Bicycle Network Plan
- OCP identifying the trail network as an incredibly valuable asset
- Working towards an age friendly city that's accessible for everyone
- City of Whitehorse becomes a leader in responsible lighting for Canada
- Permanent protection of McIntyre Creek, including Porter Creek D area
- Protection of Croucher Creek
- Including a FireSmart map in OCP
- OCP being detailed enough to indicate what's going somewhere and that it will be adhered to
- Protection of greenspaces around neighbourhoods
- Zero Waste by 2030
- Increase City education efforts around zero waste
- Mandatory curbside recycling