

Marwell Plan - Summary of Proposed Edits to Draft Plan

June 15, 2018

#	Comment Raised from Public/Organization	Proposed Edit to Plan
1	The history section of the Marwell Plan should ensure it is authentic to First Nation values and history.	Do not include a detailed Marwell history section, but instead revise the Downtown and Marwell history sections to reference that Ta'an Kwäch'än Council, Kwanlin Dün First Nation, and the City are working together to produce a historically-authentic interpretation of the Whitehorse area. No further historical context will be included in the plan, but when the historical work is done, it will inform plan implementation. New section was developed with TKC and KDFN representatives.
2	The plan needs to mention the potential of flooding in Marwell and the importance of mitigations such as the berm along the river.	Add a new policy in section 6.2 "Environment" to state "As part of a city-wide review, assess high risk flooding areas and potential mitigation measures for Marwell". Do the same for the Downtown Plan with same policy.
3	Plan should address and support long-term stand-alone residential uses that exist in certain areas of Marwell.	Plan includes a policy 6.3.2 which supports stand-alone residential but with the provision that property enhancements are intended to support live/work uses as a means of also encouraging commercial. Big Move 3 also emphasizes live/work arrangements. Leave the plan as is.
4	Caretaker suites and stand-alone offices should be encouraged throughout Marwell.	Add to Policy 6.3.10 - "consider zoning that allows for a greater range of commercial uses (e.g. CIMx zone)." Focusses this on KDFN Lot 226 as a means of encouraging a greater mix of uses that is more reflective of the new Marwell development pattern.
5	Keep the riverfront trail natural and not paved.	The standard for the riverfront trail should be paved, while more minor non-commuting trails can be natural. This trail is an extension of the Downtown riverfront trail which is paved. The riverfront trail has potential to be a major amenity and commuting corridor. Leave plan as is.
6	Include more references to cycling in Marwell (e.g. connections up Takhini escarpment).	Reference the Bicycle Network Plan as a supporting strategy in the Marwell Plan. The Bicycle Network Plan recommends several cycling improvements for Marwell including a proposed connection up the Takhini escarpment.
7	Emphasize or celebrate the unique Marwell industrial character of businesses	Amend Policy 6.1.7 to support the authentic character of Marwell and to encourage businesses to be creative. Ensure that City design regulations are not overly prescriptive.

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8	Marwell should have a policy on increased line-painting for crosswalks and active transportation routes. Downtown has policy on line-painting so Marwell should have it. Industrial Road in particular needs line painting.	Transfer Downtown policy on increased line-painting to Section 6.4.4 of Marwell Plan.
9	Heavy industry is important. Don't relocate it elsewhere.	The plan is not about a forced relocation of heavy industry. It is more about working with heavy industry to look at alternative sites which would fulfill the natural evolution of Marwell towards a lighter industrial, commercial, and live/work area. Add in word "potential" to vision statement as follows "potential relocation of heavier industry." This makes it clear that this is the desired evolution of Marwell.
10	In the Marwell Priorities Table remove the project lead column.	Revise Marwell and Downtown Priorities Table to remove the project lead column and move those into the partners column. New title will be City and Partners. This ensures that there will be many potential partners, with the City providing some coordination during plan implementation. Additional partners may also be identified later.
11	Why does the Riverfront Park and Boat Launch Big Action include a reference to a pilot project? What can be done for it to be a pilot project?	The park can include pilot project type components such as temporary picnic tables, seating, or mobile food vendors. Prior to the establishment of permanent features, things should be tested out first to make sure the park is successful. Leave as is.
12	Do Tlingit Street, the riverfront park, and riverfront trail at the same time.	The proposal is to do Tlingit Street first as a means of establishing the corridor to the riverfront park and trail system. This should happen first before the other actions are done. Leave as is.