

CITY OF WHITEHORSE



RIVERFRONT DESIGN CONCEPT

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1

INTRODUCTION

This report provides a summary of the final design concept resulting from planning and design work completed for the downtown riverfront area of the city. It summarizes the design elements that characterize the concept, and discusses these as they pertain to the major downtown riverfront focal points. The report reflects basic programming elements reviewed earlier in the *Programming of Design Elements Report, D. Oriente and UMA, July, 1999*, as well as proposals included in the *Riverfront Design Options* report completed in October 1999 (UMA and Damon Oriente).

The intent of this report is to offer a summary of the key elements incorporated in the overall concept, to discuss the intended treatment, to review servicing implications and to offer some information on implementation.

This report reflects information from workshops with Council and the Riverfront Advisory Committee, as well as suggestions by staff. Public comments on the design options may be found in the Riverfront Design Options report.

The project area extends from First Avenue to the river bank, and extends from a northern anchor, a park proposed to be named Shipyards Park, south to Rotary Peace Park (commonly referred to as Rotary Park).



Project area, looking south from proposed Shipyards Park, with Second Avenue to right.

The overall design is developed around factors such as: nearby land use, access, site configuration, the previously approved Riverfront Plan (a land use plan adopted by Council in early 1999), and approved programming elements. The riverfront is characterized by many historic features. This includes the White Pass and Yukon Route (WP & YR) Depot and other railway buildings, and the historic fire hall south of the depot. The city has also preserved several dwellings and an old hotel building which remain in the area now known as Shipyards Park.

Land claims by First Nations are currently in place and under discussion for portions of the lands covered by this project. The design concept was developed with an awareness of these land claims, and every effort was made to avoid recommendations that could create an impediment to land claims negotiations. Discussions with First Nations indicate that recognition of the First Nation's historic involvement and ties to the waterfront will be welcomed. This may include direct participation in riverfront development initiatives, for example a Kwanlin Dun cultural centre.

Adjacent and existing land use, current planning, and the desire to maximize the values inherent in the downtown portion of the Yukon riverfront were principal determinants guiding the development of the design concept.

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THE DESIGN CHARACTER

The design concept is built around a series of 'nodes' or event areas connected by a redeveloped riverfront walk. These nodes are reflective of the land use themes developed in the Riverfront Plan. Rotary Park and a new park area, 'Shipyards Park', are the terminus points within the study area. The riverfront walkway connects to the Robert Service Trail and along Robert Service Way. In the future, the riverfront walk can be readily extended to include a link to bicycle routes to Two-Mile Hill, or north to the Marwell area. At several locations the idea of "gateways" to the waterfront are provided for. These are sites designed to attract users, and to signify major entry points to the waterfront walkway complex.

Intermediate nodes include an extension at the pedestrian area of the Visitor Reception Centre; a historically influenced plaza area at the WP&YR Depot near the proposed expansion of the MacBride museum; and a park area near the proposed hotel site.

An area comprised of city owned land and known as the Motorways site is intended to be contemporary in character, and should serve tourists, conference activity, as well as provide facilities and services for residents of Whitehorse. This proposed hotel/community precinct also serves to create a new, direct link between Second Avenue and the riverfront.

Along Second Avenue, commercial development is proposed, extending north to the intersection of Ogilvie Street and Second Avenue. Building form and character are examined in a *Design Guidelines* (Charles McLaren Architect, and UMA) report. Some residential development, likely in duplex, townhouse, or similar attached units, is proposed between the commercial area and the river.

Adjacent to Kishwoot Island, 'Shipyards Park' occupies the majority of the land traditionally referred to as the Taga Ku site. This park is intended as a complement to Rotary Park, and thus is planned to accommodate functions and activities which differ from those offered by Rotary Park, including retention of several historical buildings.

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CONCEPT DESIGN ELEMENTS

There are a series of fundamental design/programming elements incorporated in the overall design. These elements are included on the basis that their incorporation in the eventual development of the riverfront is desirable in order to achieve the city's goal of being an active public four seasons place.

Principal Activity Nodes

The downtown riverfront area is to be comprised of five major activity nodes, each of which focuses on a major land use, building, or function which has an impact on the theme or design of the area.

The major activity nodes are as follows:

- Shipyards Park
- Hotel/Community Precinct
- Heritage/Cultural Precinct
- Visitor Reception Centre Area
- Rotary Park

3.1 COMMON CHARACTERISTICS

Within the overall design there are also some elements that are continuous and important, and are reflected throughout. This includes a continuous hard surfaced walkway about 3 metres in width to be used for all season activity with opportunities for walking and cycling in summer, and some skiing as well as related activities during the winter season. For parts of the riverfront more than one trail may be constructed to accommodate cycling and pedestrian traffic. Near the depot area, the trail will generally dissolve into a public plaza area, with the trail continuing in a more formal fashion at or beyond the proposed MacBride museum expansion. While the trail is to be generally paved, it may use a board surface particularly near the depot, to add to its character. Similar board treatment may be employed in the vicinity of the Visitor Reception Centre, and perhaps in small sections of the Shipyards Park area.

A fundamental characteristic of the trail is that the entire length of the trail from Rotary Park north to Shipyards Park is to be illuminated to foster evening and winter usage, and to add a measure of safety.

Additionally, where a toboggan run is proposed in conjunction with construction of an amphitheatre, lighting is recommended to encourage winter use.

Another feature which links the entire waterfront area is a public trolley, using part of the former White Pass right of way, but ultimately carrying north to extend into Marwell. The tracks for the trolley are narrow gauge, recalling the rich history of the White Pass route. It may in fact be feasible, in the long run, to reactivate the railway from Skagway. The seasonal trolley or tramway will be developed, with small, but pleasant station stops along the way catering to both visitors and residents. The tramway utilizes existing trackage to the depot area, and towards the new hotel site. North of the existing alignment, the trackage is intended to be routed through the Shipyards Park area to accommodate future facilities. The trolley line will also connect the main retail area of the downtown core at Main Street to activity nodes at both the north and south ends of the downtown waterfront. Trolley operation commenced in the Summer 2000.



Constructed trail along river near fire hall and depot

Gateway entry points to the walkway are identified as opportunities to be incorporated at the time detailed design is undertaken.

Within the five nodes identified along the riverfront, the following elements are included, although location and treatment may vary from this Design Concept depending on final design and construction:

Rotary Park

Overall Design Character: family area with active family recreation uses

- relocation of band shell structure
- park to be family oriented, with activities designed to a smaller scale
- improved boat launch, intended mainly for car top boats, canoes, kayaks, etc. and an allowance for boat trailers
- development of a service building including washrooms, and warm up facilities during winter season
- southern gateway to the downtown riverfront walkway
- provision for sculpture provided near riverfront trail
- design concept is illustrated by *Figure 2*, later in this report



Rotary Peace Park

Visitor Reception Area

Overall Design Character: expansion of visitor information and exhibition with leisure/viewing activities for visitors, include some river access

- reduction of vehicular traffic movement by closure of First Avenue, and by adding a landscape link to the water including a location for public arts
- addition of exhibition and display space either including a building or limited to outdoor landscape and interpretive treatment
- creation of seating areas
- boardwalk treatment at the river edge with perhaps some direct access to the river
- a visitor entry gateway to the riverfront

Heritage/Cultural Precinct

Overall Design Character: historic preservation, retention of historic elements, interpretive/display of First Nation history, and retain a heritage ambiance to all buildings and structures

- expansion of MacBride museum
- creation of a First Nation cultural centre and exhibition space, ideally sited to be in proximity to museum expansion
- inclusion of both permanent and seasonal commercial activity
- adaptation of depot building and old fire hall to accommodate food and retail services with only limited office space
- inclusion of a wharf structure, to include accommodation of both pleasure and commercial vessels
- provision for relocation of historical buildings where appropriate
- incorporation of a tower viewing structure
- narrowing of 1st Avenue to enhance pedestrian activity, but road to remain open to vehicular traffic
- to be the downtown gateway to the walkway
- provision for a sculpture feature at plaza to be developed at foot of Elliott Street

Hotel/Community Precinct

Overall Design Character: Contemporary, up to date, but sensitive to river views and river quality

- incorporates space for hotel and associated convention facilities near the waterfront
- provision for a physical linkage between hotel and associated convention facilities
- provision for an area of residential units
- retention of retail uses along 2nd Avenue
- community/conference space and facilities near hotel site to include public meeting, club room space, to be programmable for community groups
- thematic or special event exhibition space, including indoor and outdoor facilities
- relocation of electric substation to site west of First Avenue
- to include a secondary gateway to the riverfront walkway, with provision of public art feature near hotel site

Shipyards Park

Overall Design Character: generally natural but with provision to create special event festival space, with strong links to river through boat access, and nature interpretation, including Kishwoot Island

- provision for an amphitheatre
- unstructured large open space for festival use
- inclusion of a Trans Canada Trail pavilion as northern gateway to walkway
- new boat launch for water access, including parking space for boat trailers and RV's
- possible retention of historic buildings from Sleepy Hollows and Shipyards area, as Shipyards historical area
- new service building with maintenance and warm up facilities
- toboggan hill
- significant parking to include plaza with sculpture feature

3.2 INCORPORATION OF PUBLIC ART

An integral component of the design concept is inclusion of areas for public art. Public art is the art of making places public. It responds to the character and context of a site, and engages people as viewers or participants. Public art enriches the public environment and promotes the appreciation of art as part of everyday life. It also ensures that community members are involved in the development of the public artworks.

There are many and diverse opportunities to integrate public art into the planning and design of the Whitehorse riverfront. Art may also be used to reinforce a design theme or elements, to link people to the riverfront and the city. Whitehorse has a mix of natural and cultural heritage, a unique geographical location, and a strong community identity which offers a rich palette to be drawn upon by the public artist. Public art, including locally commissioned sculpture works, will bring life and activity to the riverfront. Several parts of the riverfront are identified as being particularly appropriate for inclusion of public art. However, art may be incorporated in many public and private spaces and will add vitality and ambiance to the riverfront. An overall strategy for the inclusion of public art is highly desirable. Preliminary locations for this artwork are indicated on the Design Concept.

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THE DESIGN CONCEPT

This section provides a synopsis of the design concept, which is illustrated in the drawing which concludes this report. Each of the activity nodes are dealt with, commencing from the north with the Shipyards Park area.

4.1 SHIPYARDS PARK

Proposed Shipyards Park contains a series of walks, larger open spaces and informal recreation facilities. These are designed to provide for festival and similar special event space. A strongly developed diagonal path separates the park into two open areas, with extensive parking and the trolley line buffering the park from Second Avenue. Adjacent to the parking area is provision for a new service and concession building which could accommodate all season use. A proposed tram stop is illustrated adjacent to Second Avenue about mid way in the park. The diagonal walkway is intended to establish a dominant visual link from Second Avenue to the Kishwoot Island Bridge. The field areas can be programmed as festival space. An amphitheatre and new boat launch are situated near the river, and several of the remnant historic buildings (including the former Pioneer Hotel) could provide the centre for a historic interpretive area. The amphitheatre can be designed to allow toboggan use in the winter through use of the back slope of the seating area. Provision for the Trans Canada trail pavilion is made near the Kishwoot Island bridge. Ogilvie would be continued as a service road from the residential area access point to the boat launch to enable further legal access to the Ta'an property. A pump station site would be retained in the service area for the boat launch.

Near the boat launch, limited parking is available for boat trailers. As part of the parking area provision is also made for some RV parking spaces.

4.2 HOTEL/COMMUNITY PRECINCT

The design provides for a continuation of Ogilvie Street, east of Second Avenue, terminating as a public road at the entrance of a residential site and continues as an access road to the Ta'an property. The residential site incorporates provision for approximately 19 or 20 townhouse units clustered around a private internal road. The intersection of Second Avenue and Ogilvie would be modified to accommodate established land uses. Secondary access to the commercial area would extend mid block along Second Avenue, between Black and Ogilvie, at the approximate alignment of Cook Street. This entrance would serve as a private road into the commercial complex, however, an easement or right-of-way for utilities would be retained.

A hotel of approximately 140 or 150 rooms is situated at the alignment of First Avenue where it is proposed to curve into Black Street to meet Second Avenue. A combined community and conference centre, sized at about 1500 square metres (16,000 square feet) will terminate the vista of First Avenue. Parking for the hotel is proposed to be developed primarily as under building or fully underground parking. Across the new Black Street alignment (to the south) it is proposed to include a small commercial parcel, perhaps a restaurant, with an adjacent parking area to mainly serve the conference centre, but with leased spaces for the commercial use. A small park at the curve of Black Street will provide visual interest. Landscaping is intended to wrap along the edge of the First Avenue/Black Street extension to screen a potential relocation of the Yukon Electric sub station. It would be adjacent to the small pocket park and parking lot area. Public outdoor space at the north side of the hotel, including a tram stop, public art space, and landscape design features are intended to remain as public space, and offer a link to the waterfront walkway. Internal circulation throughout this area is intended to link retail space, parking areas, and the waterfront walkway. The concept for this area is illustrated by *Figure 1*.

4.3 HERITAGE/CULTURAL PRECINCT

This area is intended to encourage an extension of the shopping/pedestrian activity found on Main Street to the riverfront. The MacBride museum expansion proposal is situated along the tracks south of the existing museum building, in proximity to the White Pass Depot. A viewing tower is located across First Avenue, between the train tracks and the river. This tower, in addition to functioning as a design element, would serve for observation along the river, and could include some interpretive panels. A First Nations cultural centre and exhibit structure is provided for south of the museum expansion. Actual building and site configuration will be dependent on final design. The plaza area between the museum expansion and the WP & YR Depot is paved, with a timber surfaced wharf along the river. A timber boardwalk extends from the Depot to the wharf. Paving extends past the historic fire hall to a parking lot located between the fire hall and the railway crew quarters buildings.



New trolley track at White Pass Depot

Figure 1 – Hotel / Community Precinct

Parking would be reduced and relocated subject to more detailed design. This allows for an extension of the Main Street pedestrian environment to the riverfront.

The heritage/cultural precinct area is intended to maintain a historic design theme, to reflect rail and river transportation history, as well as the extensive First Nation heritage of the area.

4.4 VISITOR RECEPTION CENTRE AREA

A major objective of this area is to provide a better connection for visitors between the Visitor Reception Centre (VRC) and the water. This is accomplished by closing First Avenue to offer a direct link between the VRC and the river. Special pedestrian paving areas are developed to achieve a safer and friendlier link to the riverfront walkway. Opposite the Visitor Reception Centre a new plaza area is achieved as a result of the closure of First Avenue. This may include exhibit space, interpretive elements and some seating. Parking at the VRC is adjusted to accommodate both visitor and Yukon Government needs.

4.5 ROTARY PEACE PARK

Rotary Park development is focused around a generally circular lawn, with a proposed concession, washroom and warm-up building near the entrance to the park, close to the existing train tracks. Parking is relocated to the area adjacent to the bridge access road. A new children's play area occupies the northern edge of Rotary Park, bordering the existing picnic area, and away from the parking lot. Vertical elements, including ornamental lights or posts following a common design theme will reinforce the circular form of the park. The boat launch will be improved. The bandshell pavilion will be redeveloped and situated near the picnic area. The redevelopment concept is illustrated by *Figure 2*.

Figure 2 – Heritage/Cultural Precinct

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CONCEPT AND SERVICING

From servicing and access perspectives, the bulk of the impacts due to the Riverfront Design Concept are:

- along the east side of First Avenue
- in the north (Shipyards park) and south (Rotary) park areas
- in the Motorways lands

A summary table of servicing impacts and infrastructure changes are included in the following sections. In general, servicing and roadway retrofit and upgrade work is required in the Riverfront Walkway, Heritage/Cultural Precinct and Visitor Reception areas. New services and roads are required for the Hotel/Community Precinct and Shipyards park areas.

There is an overall reduction of existing parking along First Avenue. Currently there are approximately 200 parking spaces. It is estimated that the design concept reduces this parking to about 120 to 140 spaces, subject to detailed design.

5.1 SUMMARY OF SERVICING IMPACTS AND CONCEPT FACILITIES

The servicing implications of the overall design concept, as well as details regarding the City owned Motorways site are reviewed here. The information following provides a summary of transportation and utility impacts, and brief descriptions of infrastructure issues identified in relation to the design concept.

Table 1
Summary of Infrastructure Impacts and Issues

General Location	Impact and/or Issue
Rotary Peace Park Area	<ul style="list-style-type: none"> • Reconstruct boat launch area to improve boat trailer movements and storage • New and reconfigured parking area • New water and sewer services to facilities building • Improve boat launch access road
Visitor Reception Centre (VRC)	<ul style="list-style-type: none"> • First Avenue is closed to improve pedestrian linkage between the VRC and the Riverfront Trail • Accommodate RV traffic turns • Pedestrian activities now extended to riverfront – extend pedestrian sidewalk linkages from Hanson St. and Lambert St. to the new Riverfront Trail • The VRC is more closely connected to waterfront – reconfigure or refit service mains to accommodate new facilities • Replace some First Avenue street parking with new parking elsewhere in the Riverfront Concept area, and provide YTG with approximately 30 private parking spaces • Protect Hanson Street stormwater river outfall during design and construction • Modify or protect water, sanitary and storm services to accommodate improvements and provide irrigation and fire protection service where needed
Heritage/Cultural Precinct	<ul style="list-style-type: none"> • Create pedestrian plaza and public activity area between MacBride museum and White Pass depot. New riverfront trail could require special finishing standards and details to accommodate the heritage/historic theme of the White Pass Plaza development. • Create new parking nodes bounding museum and fire hall building • Construct riverfront public wharf at the end of Main Street • Construct viewing tower overlooking the Yukon River as part of the White Pass Plaza development
Hotel/Community Precinct Area	<ul style="list-style-type: none"> • Servicing and infrastructure to serve hotel/convention, commercial and residential development • Extend new water, sanitary and storm mains northward from First Avenue/Strickland and west to Ogilvie/Second • Protect existing river crossing of watermain between Wood and Jarvis Streets within development area • Retain and protect existing stormwater pump station at Strickland alongside the river • Upgrade existing stormwater pump station at Ogilvie alongside the river • Relocate Yukon Electric substation to west side of First Avenue (consider underground cables to river)
Proposed Shipyards Park Area	<ul style="list-style-type: none"> • New parking lot(s) with access provided from Second Avenue and Ogilvie. Reconfigure intersection • Construct new boat launch with boat trailer parking and maneuvering room at foot of Ogilvie • Encapsulate or dispose contaminated soils located on Shipyards Park lands • Sanitary pump station: above ground removals, site reconfiguration for maintenance purposes, blend site into park finishing • Evaluate and upgrade bridge for safe pedestrian access to Kishwoot Island • Irrigation servicing of Shipyards Park and possibly servicing of a park/rail facility building

5.2 CONCEPTUAL COSTING AND SERVICING CHANGES NEEDED

The following is a summary of the specific changes needed to accommodate the design concept. An indication is also provided as to whether the changes require new or upgraded facilities.

**Table 2
Infrastructure and Servicing Requirements**

	New	Upgrades	Retrofits
RIVERFRONT DESIGN CONCEPT	<ul style="list-style-type: none"> • New roadway curbing and paving on Hanson to accommodate First Avenue laning and parking changes • New traffic signage on First Avenue • New parking lots along First Avenue to partially replace the lost on-street parking on First Ave. • New water and sewer mains through Hotel/Community Precinct Area to serve proposed residential and commercial developments • New parking lots at Shipyards Park with access to/from Second Ave. and Ogilvie • New boat launch with trailer parking at Shipyards Park • Water and sewer servicing to facilities building in Rotary Park; and Shipyards Park • Add fire hydrant(s) near VRC to protect park buildings if necessary • Construct new tee intersection on Second Ave. between Black and Ogilvie • Utility services for rail stop building • Water and sewer servicing to facilities building in Rotary Park (shortest) • Construct new signalized intersection at Ogilvie and Second Ave. • New facilities and features for Riverfront Concept 	<ul style="list-style-type: none"> • Reconstruct boat launch area improvements in Rotary Park • Improve boat launch access road in Rotary Park • Protect water and sewer mains in First Avenue alongside the Park developments • Proportional upgrade of Ogilvie Street stormwater pumping station to accommodate increased runoff from Hotel/ Community Precinct area 	<ul style="list-style-type: none"> • Improve and /or reconfigure parking area in Rotary Park • Relocate Yukon Electric substation within Hotel/Community Precinct Area • Sanitary pump station site improvements in Shipyards Park area • Encapsulate or dispose of contaminated soils in Shipyards Park area • Evaluate and upgrade pedestrian bridge to Kishwoot Island
CONCEPTUAL COSTS	** \$3,900,000	\$270,000	* \$520,000

Notes: * Does not include substation relocation
 ** See Section 5.3 for Hotel/Community specific infrastructure costs

5.3 SERVICING CITY OWNED LAND

One area with significant land use changes is the site referred to as the Motorways property, now referred to as the Hotel/Community Precinct. This site is to be redeveloped with combined commercial, institutional, residential and park uses. While onsite development is expected to be the responsibility of private developers, off-site services and services within future public rights-of way will have to be provided by the city, in order to make the property marketable. The servicing impacts and costs related to this initiative are summarized in Table 3.

Costs related to offsite services proposed for this area (Hotel/Community Precinct) are summarized in the accompanying table. The data is based on the following assumptions:

- Unit prices are based on David Nairne and Associates (DNA) report. DNA costs were based on the Phase III Re-development Project and are in 1996 dollars. These have been checked against 1999 costs and were found to be generally appropriate for current conceptual costing purposes.
- First Avenue and Ogilvie Street assumed to be 14.0m Urban Major Collector roads as per City of Whitehorse Servicing standard.
- Ogilvie Storm Lift Station upgrade cost is based on the percentage of the Hotel/Community Precinct development within the total drainage basin contributing to the Ogilvie Lift Station. The total area that drains to the lift station is 53 ha. DNA report indicates that the drainage basin boundary divides the Hotel/Community precinct property such that about 4.5 ha (in the north side) will drain to the Ogilvie lift station. The total cost of upgrade is \$427,300. This amount includes the storm sewer upgrade (along Ogilvie between 2nd and 1st Ave.) proposed by DNA. The cost relevant to the project area is \$45,500, or 8.5% of the total upgrade cost including engineering and contingencies.
- An Engineering and Contingency allowance of 25% has been included in each item and GST is not included.
- The estimated costs are for all roads and services up to the property line with the exception of Black Street. Cost estimate includes all services and road construction of the whole length of the proposed Black Street extension within the property.
- No major offsite system upgrades are needed for the water and sanitary sewer systems in order to service the Hotel/Community Precinct.

Table 3
Hotel / Community Precinct, Class C Servicing Cost Estimate (1999)

First Avenue Extension		
Water	250mm connection to existing water main on Strickland	\$11,500
Storm	300mm connection to existing storm sewer on Strickland at existing manhole	\$11,000
Road Upgrade	35m - 14m wide urban major collector road	\$72,000
	Subtotal	\$94,500
Black Street		
Water	250mm water main along Black St.	\$71,500
Storm	300mm storm sewer	\$23,500
Sanitary	200mm sanitary sewer	\$22,500
Road	204m - 14m wide road with sidewalk on both sides	\$407,000
	Subtotal	\$524,500
Black Street & 2nd Avenue Intersection		
Water	250mm connection to existing water main on 2 nd Ave.	\$4,500
Sanitary	200mm connection to existing sanitary sewer on 2 nd Ave.	\$5,000
Road	Intersection with 2 nd Avenue (including new traffic signals)	\$149,000
	Subtotal	\$158,500
Ogilvie Extension		
Water	200mm extension along Ogilvie connecting to existing water main on 2 nd Ave.	\$41,000
Storm	300mm connection to new 900mm storm sewer along Ogilvie	\$8,000
Sanitary	200mm extension along Ogilvie connecting to existing sanitary sewer on 2 nd Ave.	\$44,500
Road	115m - 14m wide Urban Collector including intersection upgrades	\$265,000
	Subtotal	\$358,500
Private Driveway at Cook Street		
Water	250mm connection to existing water main on 2 nd Ave.	\$5,000
Sanitary	200mm connection to existing sanitary trunk line on 2 nd Ave.	\$7,000
Driveway	Access from 2 nd Avenue	\$6,500
	Subtotal	\$18,500
Upgrade Ogilvie Storm Lift Station (8.5% of 900mm sewer and new lift station)*		\$45,500
TOTAL COST		<u>\$1,200,000</u>

* Based on a total storm lift station and sewer upgrade cost of \$427,300 (not including eng./cont. costs). Engineering and Contingencies have been included in total cost. GST excluded.

6

IMPLEMENTATION OF RIVERFRONT WALKWAY

The City and the Yukon Territorial Government commenced construction of part of the riverfront improvements during 1999. In order to achieve this it was necessary to undertake work in areas that were unlikely to be affected by future decisions and changes (which might negate immediate construction initiatives). Currently, negotiations are occurring with the Kwanlin Dun First Nation which has an interest in economic opportunities and riverfront usage. Details of these negotiations are not finalized but could affect a part of the riverfront area.

Construction in 1999 completed the first phase of the 3 metre walkway as well as lighting fixtures and some initial reconfiguration of parking areas. The initial extent of work was limited to connecting Rotary Park to the fire hall building and White Pass depot at Main Street. Beyond this point, detailed design and agreement on facilities is necessary before any intensive work can proceed. It is however intended to clear and grade the entire downtown riverfront walkway, with hard surface treatment of the walkway to be completed as detailed design continues. Both this final design concept, and future detailed design will confirm trail and building specifics.

Consideration is being given to disposition of city owned lands known as the Motorways site, the



Paving the walkway between Rotary Park and fire hall, October 1999

area mainly referred to as the Hotel/Community Precinct. This developable area consists of about 7 hectares, and includes provision for commercial, residential and park space. It is bounded by the realigned trolley track and walkway along the river. Development is to be compatible with the overall concept, with some areas retained for public use, with other portions to be developed for either commercial or residential purposes. While the design concept in this report offers a general indication of building and parking configuration, it is anticipated that some change will result from any private sector initiatives. However, the broad framework provided in this design concept should not be compromised.

During year 2000, work was completed on the trolley tracks, allowing initiation of the first phase of the trolley service. Closure of First Avenue at the VRC building was also completed with construction occurring on road and pedestrian facilities as well as associated landscaping.

The overall design concept for the riverfront area follows this page.



Construction of 3 metre walkway between Rotary Park and fire hall, October 1999

Riverfront Design Concept

Appendix A
Estimated Capital Expenditures
Riverfront Improvements

Riverfront Design Concept Capital Cost Estimate.xls