



# DOWNTOWN SOUTH

*Neighbourhood Charrette*



May 17 - 19, 2011  
High Country Inn

## ***Background Document***

City of Whitehorse  
Planning & Development Services  
[www.whitehorse.ca/growthstrategy](http://www.whitehorse.ca/growthstrategy)  
May 11, 2011





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# Project Overview...



## Introduction

*Downtown revitalization* is a process supported by the City of Whitehorse's sustainability directives and can be used to increase residential density in core areas. As part of the revitalization of the southern portion of Downtown, the City is partnering with the Canadian Mortgage and Housing Corporation (CMHC) in a design charrette process. The goal is to create a coordinated vision that will guide development and infrastructure renewal in the area over the next 20 years.

## What is a "Charrette"?

A *charrette* is a collaborative design and planning workshop that occurs over multiple days. Charrettes bring people together from different disciplines and backgrounds to explore design options for an area. This includes architects, planners, engineers, artists and professionals from other areas of expertise.

## Planning Area

The charrette process is focussed on the "Downtown South" neighbourhood, which is a planning area identified in the 2007 *Downtown Plan*. The area is bordered to the north by Lambert St, to the east by 2nd Ave, to the south by Robert Service Way, and to the west by the escarpment.

# Project Overview...

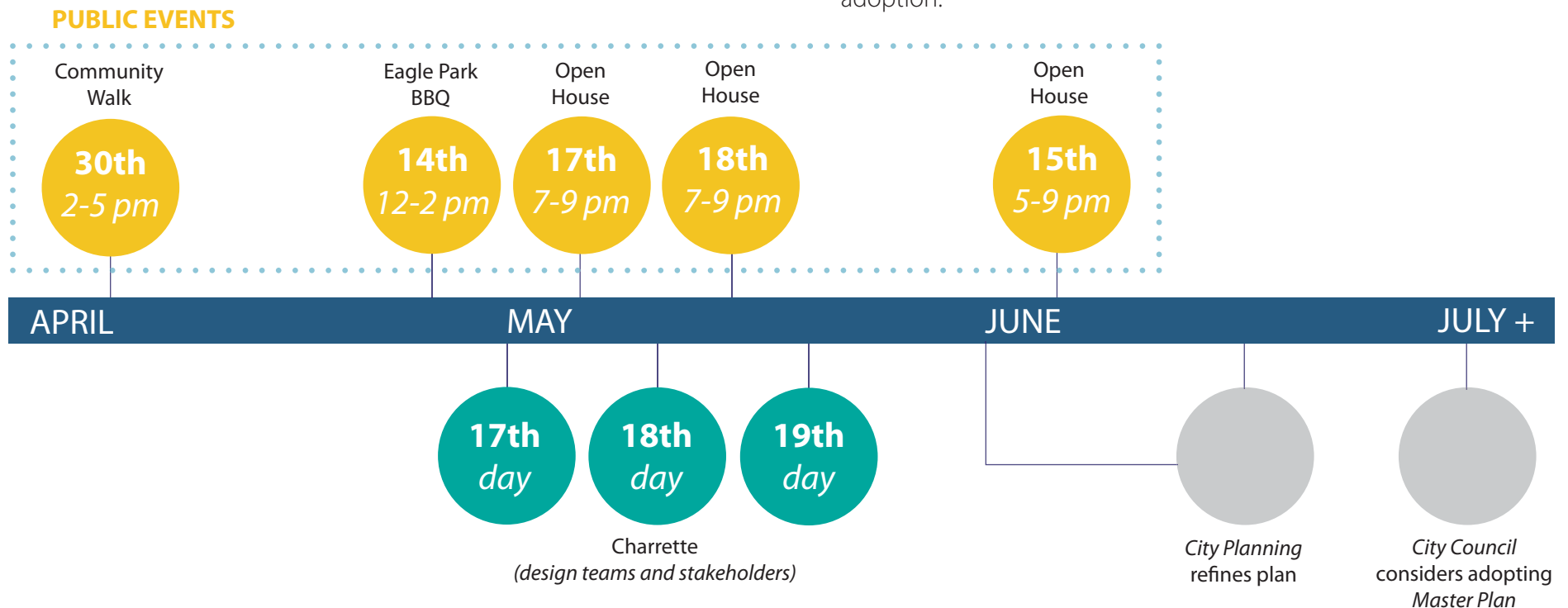
## Objectives

Planning objectives for the neighbourhood include:

- Increasing residential density
- Renewing road and utility infrastructure
- Creating new and improved active transportation connections
- Integrating improved zoning and architectural styles

## Events

The *Neighbourhood Charrette* process is designed around a three-day **charrette** event that is intended for design teams and stakeholder representatives. The charrette is structured following the NCI Charrette System™\*. Several **public engagement** events are included in the process to ensure that opportunities for resident input exist throughout. These events include: a Community Walk and Barbeque, scheduled prior to the charrette for information gathering purposes; two Open Houses scheduled in the evenings of the charrette for public comment on concepts as they develop; and a final Open House scheduled after the charrette to present the refined Master Plan, before it enters the **Council process** for adoption.



\*For information on the NCI Charrette System™, visit the National Charrette Institute website at [www.charretteinstitute.org](http://www.charretteinstitute.org)



# Charrette...

## Agenda

The following schedule is subject to change. Design team members are expected to attend all events, excluding the public open houses.

### *Tuesday May 17th, 2011 – Alternative Concepts Development*

8:00 am	Team meeting (Organizational Team only)
8:30 am	Breakfast – continental Design team introductions Background presentation from City/CMHC
9:00 am	Participants split into Design Teams 1 and 2 Alternative concept development
10:00 am	Snack break
10:15 am	Alternative concept development
12:00 pm	Lunch Present alternative concepts to both design teams
1:00 pm	Resplit Alternative concept development
3:00 pm	Snack break
3:15 pm	Alternative concept development
5:00 pm	Preparation for open house (Organizational Team only)
7:00-9:00 pm	Open House – presenting 2 alternative design concepts

### *Wednesday May 18th, 2011 – Preferred Concept Development*

8:00 am	Team meeting (Organizational Team only)
8:30 am	Breakfast – continental Morning debrief – concept pin-ups, open house comments
9:00 am	Amalgamate concepts into draft preferred concept
10:30 am	Snack break
10:45 am	Group breakouts (work on individual projects i.e. art, zoning, building heights, escarpment trail, cleaning up draft preferred concept, etc.)
12:00 pm	Lunch Stakeholder meeting – presentation of draft merged concept
1:00 pm	Continue group breakouts
3:00 pm	Snack break
3:15 pm	Extra time for work
5:00 pm	Preparation for open house (Organizational Team only)
7:00-9:00 pm	Open house – Presenting the draft merged concept and other deliverables

# Charrette...

*Thursday May 19th, 2011 – Preferred Concept Production*

- 8:00 am **Team meeting (Organizational Team only)**
- 8:30 am **Breakfast – continental**  
**Morning debrief – concept pin up, open house comments**
- 9:00 am **Preferred concept production**  
**Renderings, sketches**
- 10:00 am **Snack break**
- 10:15 am **Preferred concept production**  
**Renderings, sketches**
- 12:00 pm **Lunch**
- 1:00 pm **Extra time for production or working on other deliverables**
- 3:00 pm **Snack break**
- 3:15 pm **Extra time for production or working on other deliverables**
- 5:00 pm **End of charrette, celebration**

## **Participants**

*Organizational Team (City of Whitehorse):*

Mike Gau, *Manager of Planning and Development Services*  
Mike Ellis, *Senior Planner*  
Ben Campbell, *Planner*  
Erica Beasley, *Planner*  
Adam Humphrey, *Planner*  
Emily Wall, *Planning Intern*

**Facilitator:** Mike Gau

*Tuesday Sub-teams and Expertise:*

*Design Team 1:*

Mike Ellis, *Planning*  
Deborah Pitt, *Landscape Architecture*  
Tony Zedda, *Architecture*  
Tom Kerwin, *Housing*  
Erica Beasley, *Planning/Design*  
Mike Skene, *Transportation Engineering*  
Emily Wall, *Team Assistant*

*Design Team 2:*

Ben Campbell, *Planning*  
Ryan Hennessey, *Landscape Architecture*  
Jack Kobayashi, *Architecture/Planning*  
Doug Hnatiuk, *Parks and Recreation*  
KZA representative, *Design*  
Jim McLeod, *Engineering*  
Adam Humphrey, *Team Assistant*





# Charrette...

## Primary Deliverables

The primary deliverables of the charrette are:

1. Key development map that includes:
  - Redevelopment site recommendations*
  - Escarpment trail preliminary design*
  - Location for artwork*
  - Road and transportation corridor plans*
  - Amenities improvements*
2. Proposed zoning changes that include:
  - General zoning changes*
  - Building height recommendations*
  - Design guidelines for development sites*
3. Zoning and design guidelines for site at 5th Ave and Rogers St
4. Renderings

## Secondary Deliverables

Time permitting, it is also hoped that the following items can be created:

1. Parks and Recreation improvements/implementation
2. Priority list of infrastructure improvements (phasing plan)



*High Country Inn on 4th Ave is a neighbourhood anchor and landmark.*

# Directives...

## Official Community Plan (2010)

In October 2010, Council adopted the new *Official Community Plan* for Whitehorse, following a two year public consultation period. The Plan sets land use policies for the entire City. Those which relate specifically to Downtown neighbourhoods include:

6.5.1 Land designated as Mixed Use – Residential/Commercial is to be used for multi-family residential, retail, restaurants, tourist accommodations, office, public parks and open space.

6.5.3 Continuity and interaction between buildings and the street, particularly on major pedestrian corridors along 3rd Avenue, 4th Avenue, Lewes Boulevard, Range Road and within Whistle Bend shall be encouraged.

6.5.4 Vehicular access for residential properties within a Mixed Use – Residential/Commercial designated area may be encouraged to be from the rear of the property via a laneway.

7.1.1 Maintain a strong sense of community by locating essential services and commercial opportunities in the Downtown.

7.1.4 The City shall encourage the development of vacant sites or the redevelopment of under-utilized sites for residential purposes in the Downtown area.

7.1.5 Building development is generally not recommended within 60 metres of the escarpment, but may be permissible subject to modifications and/or mitigation techniques detailed by an adequately trained, qualified geotechnical engineer or geoscientist in a detailed site specific study, acceptable to the City, prepared on behalf of the property owner. The risk may be acceptable under existing conditions at certain locations with mitigative measures such as, but not limited to, construction of deflection berms, reinforced concrete basement walls, and/or slope restoration on the escarpment

face. Restricted land use such as parks, community gardens, parking lots or other recreational or casual use may be permissible.

## Downtown Plans and Studies

In 2005, the City embarked on a two year process for developing its *Downtown Plan* and *Downtown Retail Strategy*. The intent of these documents is to supplement the OCP by providing a conceptual planning framework, priorities and implementation guidelines for the Downtown area.

### *Downtown Plan (2007)*

The *Downtown Plan* was adopted by City Council in May 2006, and amended in April 2007. The Plan recognizes that the area is made up of six sub-areas, each of which make a unique contribution towards the health and vitality of Downtown. These sub-areas are:

- Downtown Commercial Core
- Old Town Neighbourhood
- North End Service Commercial Area
- Downtown North
- Downtown South
- Riverfront

# Directives...

A vision for Downtown South was developed based on assessment of conditions, assets, and challenges, as well as input from an Advisory Committee and stakeholders:

Downtown South will evolve into a richer, more colourful area as a southern Downtown gateway when the following can be observed:

- Expanded, more diverse tourism infrastructure including, for example, high quality bed and breakfast options
- Higher quality forms of multiple family residential including apartments and townhouses
- A diverse range of architectural styles
- Maintained local-serving neighbourhood convenience retail (ie. Riverside Grocery)
- Enhanced escarpment area as an important public park with adequate maintenance and a continuous trail system
- Continued integration of supportive housing and seniors' oriented housing forms
- Southern "gateway" features/focal points highlighting public art and special landscaping treatments



*Neighbourhood boundaries identified in the Downtown Plan.*



# Directives...

## *Downtown Retail Strategy (2006)*

Coinciding with the *Downtown Plan*, the City embarked on the *Downtown Retail Strategy*. This involved a detailed analysis of Downtown Whitehorse's retail market, both in terms of supply and demand. It entailed surveying retailers and service providers, and providing recommendations to enhance the retail mix, marketing, and management of Downtown programs.

For Downtown South, the following recommendation was made:

"If Downtown South is to be further fostered as a viable residential neighbourhood with an interesting variety of multi-family housing options, then the maintaining and enhancement of neighbourhood-oriented commercial uses is vital. The local Riverside Grocery, while small in scale, serves a vital role both as a local convenience store for Downtown residents, and a conveniently located stop for convenience and even specialty items for residents of outlying areas. More neighbourhood-serving retail and services in this area will also help to foster development of quality tourist accommodations (i.e. bed and breakfast houses). More community-serving restaurants should also be encouraged".

*View of Downtown South from top of escarpment, April 2011*



# Heritage...

## Historical Notes

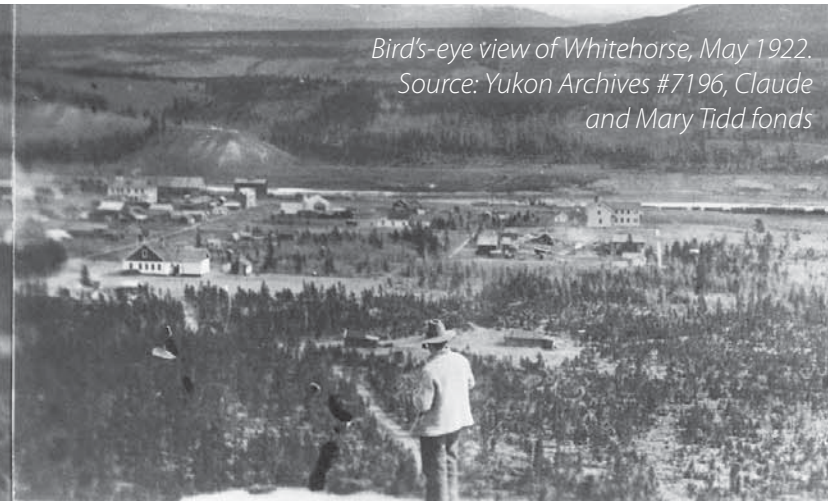
*(Compiled by Helene Dobrowolsky & Rob Ingram, Midnight Arts)*

The quiet neighbourhood now referred to as Downtown South has hosted various interesting activities, structures, and themes. The following gives a flavour of some of the area's historical highlights and interesting features.

### *White Pass and Yukon Railway*

- The White Pass and Yukon Railway, linking Skagway to Whitehorse reached the outskirts of town in the spring of 1900.
- In 1899-1900, White Pass laid out a new townsite on the flat below the escarpment, just across from the original settlement of White Horse Landing.

- Within a small portion of this larger survey, the company laid out the blocks and lots that comprised the original settlement. This area extended between Hawkins St and Jarvis St and up to Fifth Ave. Most of the remaining area was undeveloped forest.
- White Pass obtained another concession of 97.12 acres of land to house the rail yards, occupying the entire southern end of the townsite flat. This area included the Wye area with a spur for turning trains, a shed-style roundhouse, coal bunkers, hostler's cabin, water tower and other railway related structures.
- All along the tracks were humble dwellings belonging to trainmen as well as some places occupied by First Nations people in town to visit and resupply.

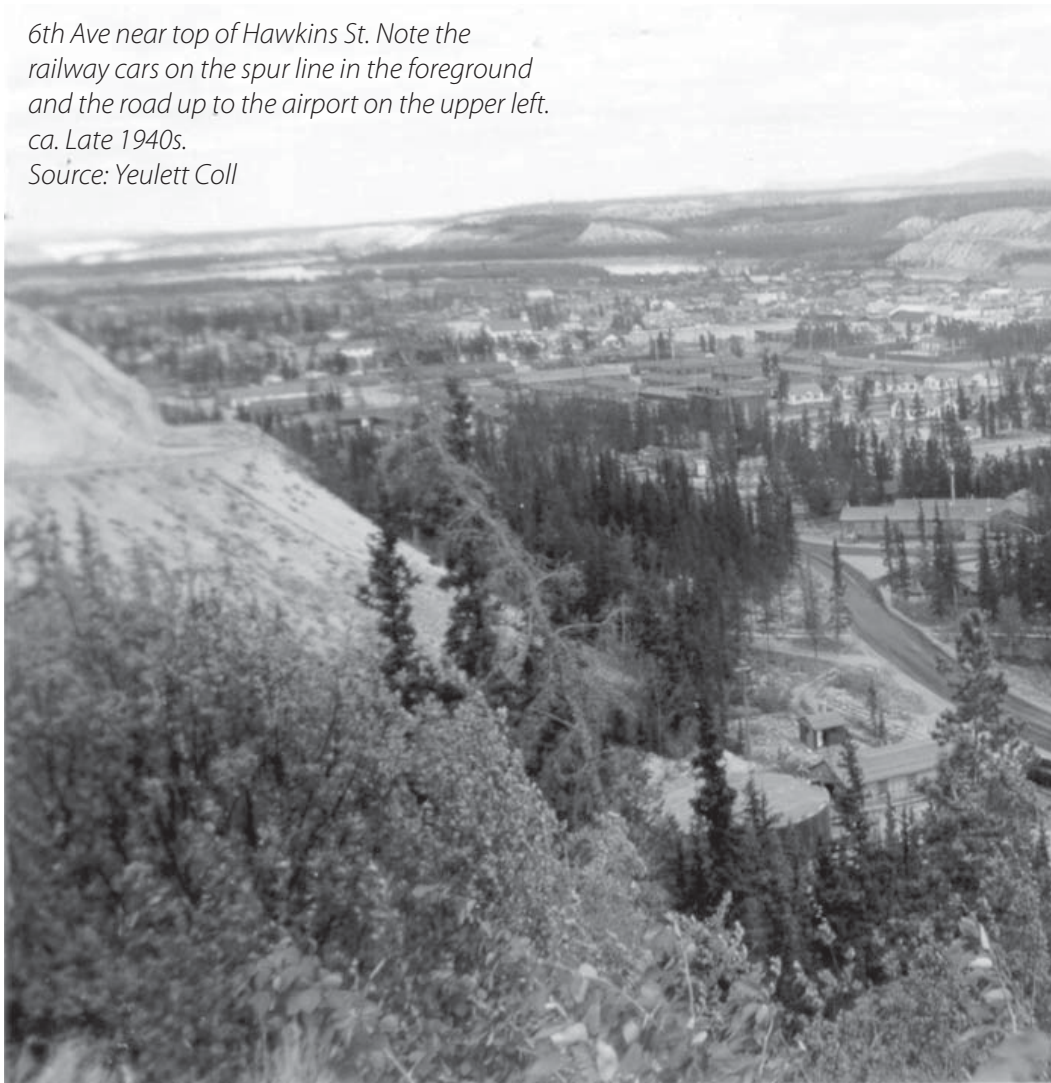


*Bird's-eye view of Whitehorse, May 1922.  
Source: Yukon Archives #7196, Claude  
and Mary Tidd fonds*

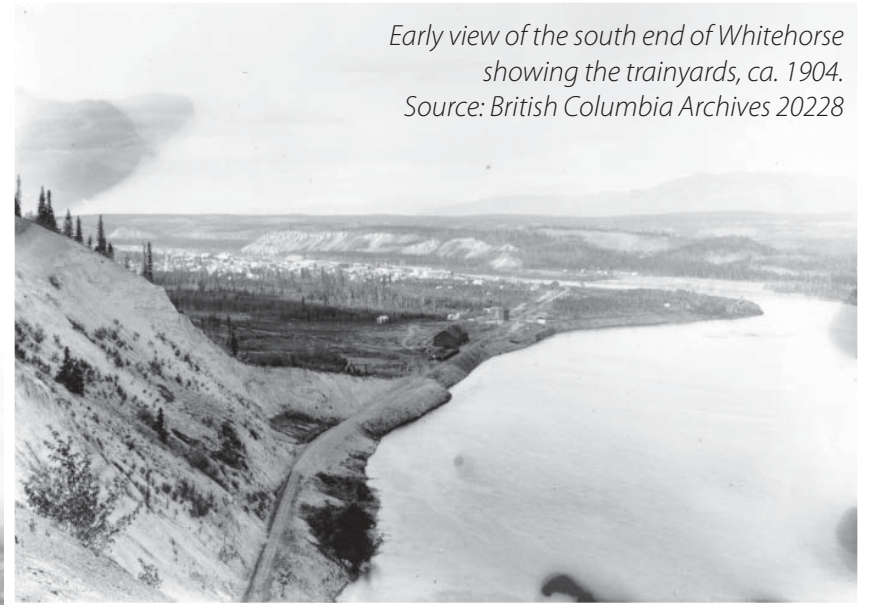


# Heritage...

6th Ave near top of Hawkins St. Note the railway cars on the spur line in the foreground and the road up to the airport on the upper left. ca. Late 1940s.  
Source: Yeulett Coll



Early view of the south end of Whitehorse showing the trainyards, ca. 1904.  
Source: British Columbia Archives 20228



# Heritage...

## *World War II*

- In early 1942, Whitehorse experienced what became known as the "Friendly Invasion."
- Tens of thousands of US Army troops and the civilian contractors of the Public Roads Administration moved north to build the Alaska Highway. Whitehorse as the hub of the railway, head of navigation and with its airport location, became headquarters for the project.
- The newcomers set up camps all around the perimeter of Downtown including in this area. Immediately south of the RCMP compound, the US Army set up a large compound of barrack buildings.
- The civilian population also boomed with hundreds squatting all along the riverfront. The informal community of Whiskey Flats covered what is now Rotary Peace Park and the SS Klondike National Historic Site. Some of these dwellings spilled over into the study area.



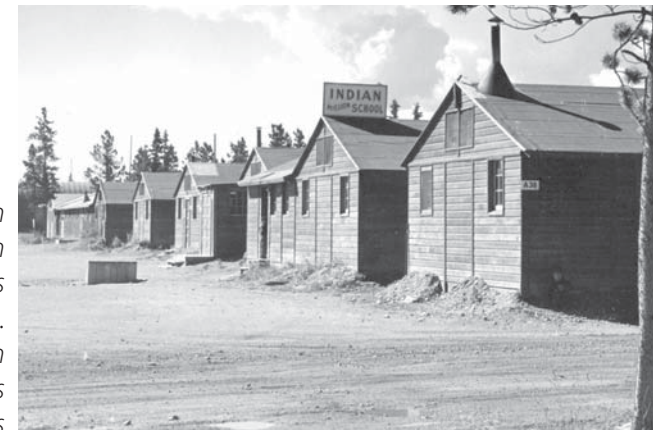
*Taken soon after Robert Campbell bridge opened in 1957. Jim Light Arena in centre ground.  
Source: Hougen Coll*

## *Recreation*

- Ca. 1950s, White Pass deeded a large plot of land to the City of Whitehorse with the stipulation that it be used for recreation purposes.
- This area was occupied by the Lion's Pool (originally open air then later closed in), Jim Light Arena, a YWCA residence and a park. These facilities have been replaced by the City sports and recreation building, the High Country Inn and convention centre, and Jim Light Park.

## *Schools*

- Until the war, most Whitehorse students attended the former Lambert St school at 3rd Ave.
- In the 1950s, a few US Army barrack buildings were later used by the Baptist sponsored Whitehorse Indian School immediately across from what is now the High Country Inn.



*The "Indian Mission School" housed in former barracks buildings on 4th Ave. ca. 1948. Source: Yukon Archives 4-1-5, James Quong fonds*



# Heritage...

## *Changing Housing Patterns*

- This area contains a number of buildings on the City heritage registry including the Scott House and the Cora Grant House.
- The log skyscraper, built by Martin Berrigan, was a quirky and unique approach to the wartime housing shortage.
- The Quonset building housing Sanchez Deli is another converted wartime relic.
- Pan American Airways became an important presence in Whitehorse ca. the late 1930s or early 1940s. PAA built their staff housing in this area: the apartment/business building now known as the Selwyn Block as well as several small prefab Steelox houses. Several local businesses imported these kits as staff housing in the postwar period.

*Lambert from 3rd Ave looking to CPAir building on 4th Ave. No date.  
Source: YukonArchives 89/73 #113, Jim Wake fonds*



*Log skyscrapers under construction in 1948.  
Yukon Archives 1-11-302,  
James Source: Quong fonds*





# Preliminary Input...

Preliminary input was gathered by Planning staff through interviews with City Departments, utilities groups and stakeholders. A Community Walk engagement event was also held to gather resident input. The results of these activities are organized by group and topic.

## City Department Interviews

### Engineering

**Infrastructure Improvements.** Engineering has not prioritized the Downtown South area in short-term redevelopment plans since the infrastructure is in relatively good shape. However, Engineering is interested in the outcome of the charrette to see if particular recommendations for improvements emerge. Examples include sidewalk improvements, pararamps and bike improvements. A possible infrastructure phasing plan has been identified as a secondary deliverable.

**Escarpment Trail.** The *Downtown Plan* calls for a loop trail. The preferred option is to locate the trail at the toe of the slope, not at the top. The trail should be designed to Crime Prevention through Environmental Design (CPTED) standards and be strategically lit. The trail should also be accessible. The lookout trail located near Hawkins St should not be the same as the proposed escarpment trail.

**Geotechnical Work.** Engineering requires a 15 m setback from the toe of the escarpment slope to be free of buildings and parking. The proposed trail can be located within this setback. It

is recommended in the future that a detailed geotechnical study be completed to survey the toe of the slope and determine the building setback line from Drury St to Lambert St.

### Transit

**New Transit System.** Presently, the area is only serviced by a bus on 4th Ave that connects to Ogilvie St and a Riverdale connector on 2nd Ave and 4th Ave. The new loop-based system will be implemented in July, 2011. Buses will run primarily on 2nd Ave and connect to all parts of the city without transfer. One bus (the Porter Creek and Crestview route) will run along 4th Ave every hour, which will loop in with the other routes along 2nd Ave. In addition to stops along 4th Ave, two stops on either side of Robert Service Way near the roundabout will be served by additional routes that connect to Copper Ridge. Having common stops for all routes in the Downtown area will increase the frequency of service.

### Public Works

**Snow Clearing.** Currently, snow clearing from sidewalks is the responsibility of property owners. Public Works does not feel that it is appropriate that the City take over all snow clearing due to time and expenses.

### Parks and Recreation

**Escarpment Trail.** The preferred southern terminus for the trail is Lowe St. One possibility is to link the trail behind the YH rowhousing located at 4th Ave and Jeckell St. The existing lookout trail near Hawkins St should be abandoned.

# Preliminary Input...

**Parks.** There are three neighbourhood parks in the area: Jim Light Park (aka. Helicopter Park) along 3rd Ave; Eagle Park along the escarpment near Taylor St; and the pocket park by Hanson St and the escarpment. Jim Light Park is over 20 years old, but does not need any major updating. The park could use a new centerpiece to replace the existing helicopter play equipment. Eagle Park presents an opportunity for future improvements. It is approximately 12 years old and includes a playground, basketball court, and informal ice rink. It is recommended that the location of Eagle Park be kept where it is for cost reasons and to serve residents of the row housing units. Parks and Recreation expressed the idea of edible landscaping in the Hanson St pocket park.

**Streetscape Improvements.** Parks notes that while streetscape improvements bring many benefits, there are Operations and Maintenance implications, including high costs. As such, this should always be a major consideration when proposing improvements. Improvements to the Robert Service gateway area are particularly desired.

**Artwork.** The proposed Ken Anderson art piece should be located at the entrance to Downtown near the roundabout. The art piece should not be located in the roundabout due to pedestrian traffic concerns and the fact that the piece will contain an interpretive plaque.

## **Tourism**

**Tourism.** A potential idea is to locate RV parking along Robert Service Way for access to the Millennium Trail and viewing areas of the River. Gateway improvements are also necessary to enhance the experience for tourists. Many visitors to Whitehorse are over the

age of 50 years and often walk from accommodations in the area to other parts of Downtown. Pedestrian improvements are needed including a better linkage from the High Country Inn to 3rd Ave so that people can connect to Riverside Grocery and other amenities.

**Signage.** The current street signage in the area needs to be cleaned up for consistency and aesthetics. The preferred option is for simple and clear signage that can be easily replaced.

**Retail.** More retail opportunities are needed in the area, particularly along 4th Ave. In particular, local servicing retail and services are needed. Mixed use buildings are ideal.

**Payphones.** More public payphones are needed for visitors.

## **Yukon Electrical Company Ltd and NorthwesTel Interview**

**5th Ave and Rogers St Development Site.** Yukon Electrical Company Ltd (YECL) and NorthwesTel do not have any issues with future development for the site. A large 3-phase overhead powerline runs along the east side of 6th Ave right-of-way behind the development area. This line feeds all streets Downtown. A clearance of 7.5 m from the centre of the electrical easement is required. The powerline is reaching the end of its useful life and YECL wants to shift the line to the west side of the right-of-way in the next 5-10 years. The line could be put underground. Another line runs down the back alley of Hawkins St. NorthwesTel has several lines that come off of 4th Ave and feed throughout the development area. The lines are aerial but shouldn't be a problem to change.



# Preliminary Input...

**Zoning.** Changes to zoning can impact YECL and NorthweTel, especially reductions in setbacks.

**Increased Development.** Both YECL and NorthweTel state that the current electrical and telecommunications systems can support any form of housing.

**Escarpment Trail.** The proposed escarpment trail is compatible with the main overhead powerline running along the 6th Ave right of way.

**Roads.** New electrical lines typically run under roads now. The City needs to pay attention when narrowing road widths to ensure that utilities are not crowded. There is typically a 3 m buffer between electrical lines and city services.

## Stakeholder Interviews

Planning staff held interviews with representatives from 16 stakeholder groups, all of which either provide services to clients that reside in Downtown South or have a strong interest in the future of the area. Results are organized by interview question and theme.

The stakeholder groups include:

- Blood Ties Four Directions Centre
- Bringing Youth Towards Equality (BYTE)
- Downtown Residents Association (DRA)
- Downtown Urban Garners Society (DUGS)
- Habitat for Humanity

- Kaushee's Place
- Northern Vision Development LP (NVD)
- Persons with Disabilities Advisory Committee (PDAC)
- Recreation and Parks Association of the Yukon (RPAY)
- Royal Canadian Mountain Police (RCMP)
- Yukon Anti Poverty Coalition (YAPC)
- Yukon Conservation Society (YCS)
- Yukon Council on Disability (YCOD)
- Yukon Government Health and Social Services
- Yukon Housing Corporation
- Whitehorse Chamber of Commerce

Several other groups were also contacted for interviews, but were unavailable at the time.

# Preliminary Input...

## 1. From your organization's standpoint, what are the particular concerns/issues with the Downtown South area? (economic, social, environmental)

### *Housing and Development*

Quality of existing housing poor, needs to be replaced (3)  
Avoid ghettoization (2)  
Concerned about more high-end condos (2)  
Not enough affordable/social housing  
Surplus of vacant lots in area  
Need larger lots for group homes  
Area is low density  
Existing housing efficiency poor

### *Crime and Safety*

Crime and safety concerns in general area (4)  
Illegal escarpment activities (3)  
Poor lighting along streets  
Vandalism/breakins near High Country Inn

### *Aesthetics*

Lack of landscaping in public spaces and around gateway area  
Garbage issues near conference centre

### *Roads, Utilities and Maintenance*

Some roads not paved (hard to bike)  
Overhead utilities limit development potential  
Sidewalk clearing should be better  
Maintenance issues on streets  
Hanson St is a particularly rough road, needs improvement  
Maintenance/upkeep issues along escarpment

### *Transportation and Mobility*

Access to transportation poor, mobility concerns (4)  
Lack of sidewalks in area; deteriorating sidewalks (2)  
No crosswalks on 3rd Ave  
Poor crossing on 4th Ave  
High vehicle speeds in area  
Traffic concerns with Lowe St near Riverside Grocery  
Inconsistent signage for crossings

### *Commercial*

Lack of commercial services (3)

### *5th Ave and Rogers St Development Area*

Want infill site left undeveloped

### *Environmental and Recreation*

Not many amenities, attractions nearby (2)  
Runoff issues with escarpment (2)  
Not enough parks in area  
Drainage considerations for pollutant run-off into River

### *Parking*

Parking spillover issues with High Country Inn (2)  
Clogged parking lot near Kaushee's Place

### *Social*

Homeless people in area will be displaced  
High Country Inn/Sport Yukon not friendly spaces



# Preliminary Input...

## 2. What works/is good in the Downtown South area?

- Greenspace, trails along escarpment (6)
- Access to amenities and services (ie river, trails, RCMP, doctors) (5)
- Jim Light Park (4)
- Close to Downtown core (3)
- No traffic issues (2)
- Access to Robert Service Way and transportation corridors
- 6th Ave good for commuting
- Good visibility in area for safety
- Views of river, mountains
- Mixed land uses

## 3. Are there any important areas or features that we should be aware of?

- Eagle Park
- Bike jump by Eagle Park
- Informal trails up escarpment
- Escarpment lookout
- Escarpment used as a drug use area
- Wildlife corridor along escarpment
- Ground squirrels in area
- May be existing edible landscaping in area (i.e. choke cherry trees)
- 4 group homes (3 male, 1 female)
- Entrance into City - need to showcase it

# Preliminary Input...

## 4. What types of improvements could be made in this part of the City?

### *Commercial Improvements*

- Enable more commercial use (2)
- Grocery store needed
- Develop more of a commercial feel for 4th Ave
- Follow retail strategy (look at other areas)
- Need for commercial centre

### *General Housing Improvements*

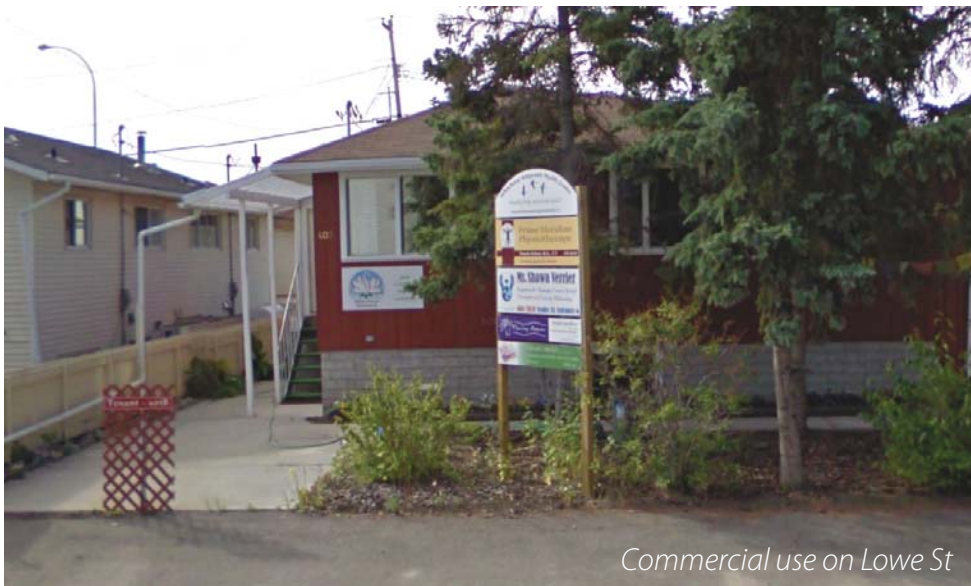
- Increased density (7)
- Affordable housing needed (5)
- Integration of social and market housing (4)
- Mixed-use zoning is good (3)
- Mixed housing styles (3)
- Avoid ghettoization (2)
- Encourage pocket housing
- Rejuvenate older housing stock
- More housing along 3rd Ave (pedestrian corridor)
- Expand housing near escarpment
- Increase rental opportunities (not owned)
- More single row housing
- Extend 6th Ave by Jeckell St for housing
- Improvements to YH rowhouses (beautify, collaborate with women in trades)
- Consider consolidating group homes
- Attainable housing close to care
- More multiple family developments

### *Redevelopment Incentives/Disincentives*

- Incentives to develop undeveloped lots (2)
- Tax underdeveloped and derelict buildings

### *5th Ave and Rogers St Development Area Improvements*

- Work with private developer on 5th Ave and Rogers St site (3)
- Ensure 5th Ave and Rogers St site fits in with neighbourhood
- Ensure sufficient utilities for site



Commercial use on Lowe St

# Preliminary Input...

## *Built Form Improvements*

- Support increasing height (4)
- Concerned about height increase (3)
- Design guidelines (3)
- Quality of build must increase
- Change convention centre to 4 storey development
- Incentives needed for increasing density (bonusing)

## *Utilities and Infrastructure Improvements*

- Connect 6th Ave from Jeckell St to Hoge St
- Redevelop 4th Ave
- Parking lots must be lit
- Downward-facing lighting
- Lighting past roundabout needed
- Energy efficient utilities
- Bury utility lines
- Need more garbage/recycling bins

## *Social and Cultural Improvements*

- Neighbourhood watch needed
- Beautify gateway to Downtown

## *Escarpment Improvements*

- Pave escarpment trail (6)
- General escarpment trail improvements (5)
- Design trail with safety in mind (2)
- Second staircase needed (2)
- Accessible escarpment trail
- Respect trail behind 5th Ave and Rogers St site
- Connect trail to urban garden at north end of Downtown

## *Environmental/Recreation Improvements*

- General playground/park improvements in area (5)
- New playground in another location
- Need a skating rink by Eagle Park
- Make Eagle Park an accessible playground
- Need for a biking area
- Consider edible landscaping in neighbourhood
- Opportunity for urban garden managed by residents
- Compost pickup for multiple family/businesses
- Recycling drop-off station
- Balance between housing and environment needed
- Need for a dog park near 5th Ave and Rogers St site

# Preliminary Input...

## *Active Transportation Improvements*

- Continue and expand buses on 4th Ave (8)
- General transit improvements (4)
- Sidewalks on both sides of street (3)
- General sidewalk improvements needed (2)
- Improve pedestrian experience on 4th Ave (2)
- Improved pedestrian safety measures (2)
- Make area as pedestrian friendly as possible
- Alternative transportation along 2nd Ave
- Increased access for active transportation
- Pedestrian only 3rd Ave
- Make 5th Ave/6th Ave more pedestrian friendly
- Bike lane along 6th Ave
- Crossings along 4th Ave (near roundabout, Hoge St and Rogers St)
- Better crosswalk near roundabout
- Need for controlled crossings in neighbourhood
- Controlled crosswalk by Sport Yukon building
- More public bike racks
- Better bike infrastructure at roundabouts
- Long-term bike storage

## *Road Improvements*

- Traffic calming along 5th Ave (2)
- Change 4th Ave/2nd Ave to one way streets
- 4th Ave - make 2 lanes heading Downtown in morning; opposite in evening
- Get rid of center lane on 4th Ave
- Traffic calming near Yukon Housing development
- Remove turning light on 2nd Ave and Lowe St

## *Utilities and Maintenance Improvements*

- Sidewalk clearing should be better (2)
- Better road clearing

## *Parking Improvements*

- Less parking
- Don't turn escarpment area into parking lot
- Prefer angle over parallel parking
- Revisit parking requirements (unbundle)
- Ensure developments include own parking
- Ensure residents can still park on street



# Preliminary Input...

5. The overall goal of this process is the revitalization of the Downtown South neighbourhood. What would it take for your organization to consider this a “winning plan”?

## *Housing and Development*

- Increased density (6)
- Encourage mixed use (3)
- Affordable housing Downtown (2)
- Encourage diverse housing types (2)
- Do not ghettoize whole area
- Focus on multiple family units
- Approach Yukon Housing for development ideas
- Inclusive housing
- Socially-integrated housing
- Energy efficient building design
- Incentives for garden suites
- Get input from private developers
- Consider alternatives to group homes on infill site

## *Community and Commercial Improvements*

- Beautify area (2)
- Maintain focus on 4th Ave
- Encourage community nodes in area
- More services and amenities
- Focus on reducing crime in area
- Gateway improvements needed

## *Active Transportation and Access*

- Design community with pedestrian in mind (3)
- Universal accessibility (2)
- Implement traffic calming measures
- Better access to parks and trails
- Shared walking/biking path along escarpment
- Transit on 4th Ave
- Need for a transit stop by roundabout
- General transportation improvements

## *Utilities and Infrastructure*

- Improvements to lighting in area
- Clearer, more consistent signage

## *Planning Process*

- Consider other parts of Downtown as well (2)
- Complete zoning bylaw rewrite first

## *Environment*

- Recognition of environmental issues

# Preliminary Input...

## Community Walk

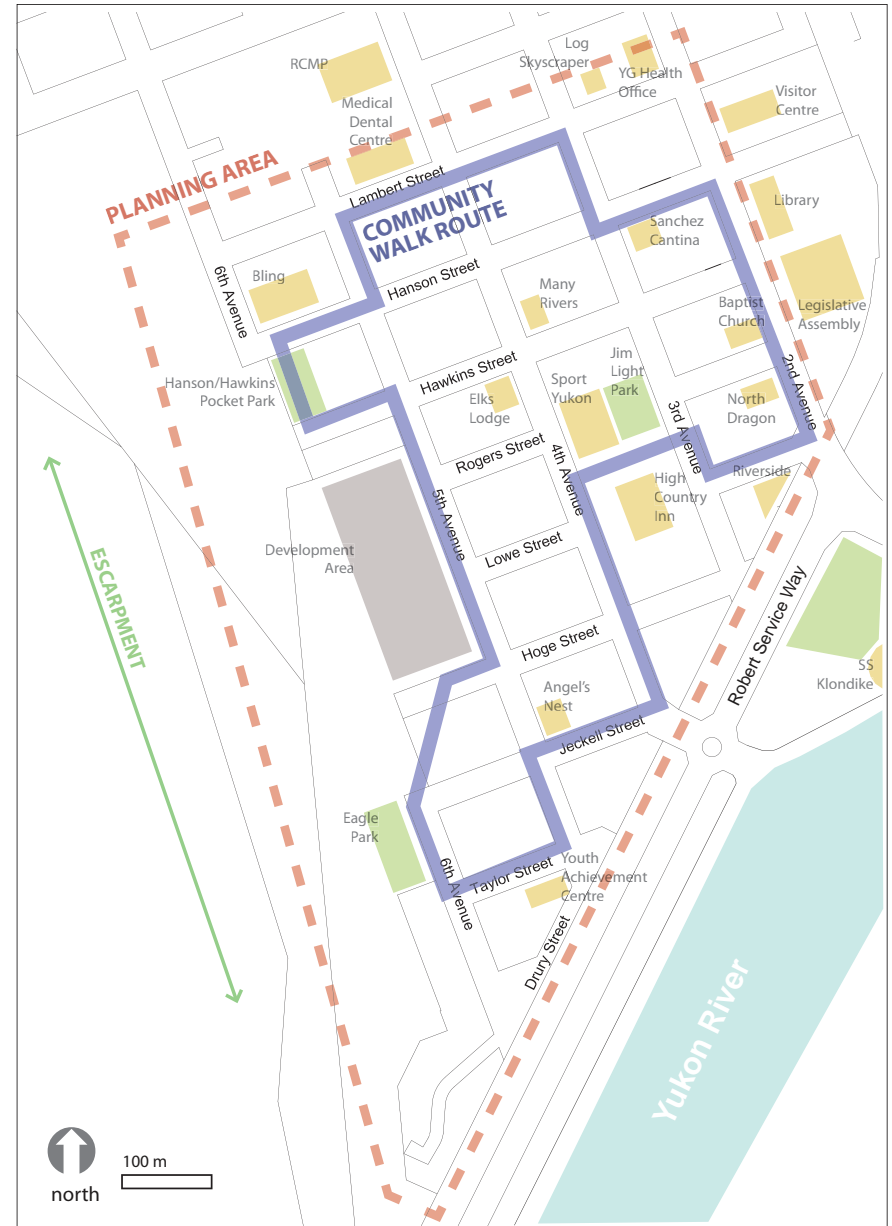
The charrette process kicked off with a Community Walk on April 30th. The intent was to gather local insight from residents, business owners and people who work in the area. The event was well attended by 17 participants.

A mapping exercise allowed participants to draw their origin and destination points in the neighbourhood, as well their route and transportation choices. Participants then discussed problems and opportunities as a group while indicating areas on table-sized maps.

Groups then took to the streets, following the route indicated in purple on the adjacent map. Comments were recorded by note-takers and are listed next.



One of three  
Community Walk  
groups crossing 4th Ave



# Preliminary Input...

## *Redevelopment*

Parking requirements are expensive from a developer's viewpoint  
Less parking requirements often limits options for future owners  
Incentives to private developers for providing rental accommodation  
Incentives to build mixed use buildings  
Waiving tipping fees is a good incentive to redevelopment

## *Design Guidelines and Built Form*

Concerns over dwarfing and shadow impacts to adjacent properties (2)  
Pink Palace a good example of how to build with height (model for design guidelines)  
Ensure new housing blends in with neighbourhood  
Enforce solar orientation for buildings  
Metal siding on buildings reflect light - not desirable  
Retain historical architecture in area (i.e. Jim Robb ramshackle)  
Density and mixed use of Bling is good  
Don't like design of Bling  
If building heights are going to be relaxed, let developers know now  
KZA buildings are a good example of reducing shadow impacts  
Restrict commercial storage containers (e.g. seacans)  
Many buildings in area have ugly siding and street frontages  
Ensure buildings interact with street

## *Landscaping*

Landscaping incentives to developers to encourage grass, xeriscaping, etc.  
Encourage developers to landscape boulevards

## *Housing*

Existing imbalance of social housing, already have enough in neighbourhood (2)  
Allow garden suites Downtown (2)  
Integrate market and social housing  
Encourage private, market housing  
More seniors housing would be good  
Assisted living would be good  
Government should allow or provide portable rent subsidies  
New and renovated houses make a positive difference to neighbourhood  
Diversity of housing in area is a great quality  
Lack of temporary housing for tourists and short-term tenants

## *Commercial*

Discourage ground-floor office space  
More restaurants, cafes in Downtown South  
Consider a gas station  
Encourage vehicle charge stations Downtown for electrical cars

## *Street Treatment*

Need more bike racks and garbage cans in neighbourhood  
Encourage artistic bike racks (e.g. in front of Municipal Service Building)

## *Arts, Culture, Heritage*

Need a centralized graffiti wall

## *Roads and Infrastructure*

Pave lanes, would cut down dust  
Keep garbage cans out of streetscape  
Seniors have problems moving garbage cans; consider revising bylaws

# Preliminary Input...

## *Transportation*

Gravel on streets is bad for bicycling  
Shared streets is a good idea  
Concerns over shared streets idea  
One way streets for 2nd and 4th Ave is a bad idea

## *Riverside Grocery Store*

No traffic/parking issues outside grocery store (2)  
Store is very important for neighbourhood (2)  
Grocery store is great for convenience; often walk to store  
Ensure store remains in area  
Angle parking desirable outside store  
Install message board outside grocery store once adjacent building torn down

## *Development Area beside Riverside Grocery*

View of the river is a great feature; do not restrict views  
Need storefront design rules here  
Gateway design is being looked at for development (*developer*)  
4 storey development is appropriate here  
Develop site to full potential  
Work with Whitepass over beautification of gateway landscaping

## *2nd Ave*

Need more crosswalks on 2nd Ave (not necessarily controlled)  
Crosswalk at library needed

## *3rd Ave*

More density on 3rd Ave (e.g. 3 storeys)  
Height limits could increase in some areas  
3rd Ave not a good spot for higher buildings  
Judy building is a good example of density

A mix of single and multiple family buildings is a good idea  
No street improvements needed on 3rd Ave  
Continue street treatments along 3rd Ave  
Continue angled parking along 3rd Ave  
Consider back in angled parking to improve safety for bicyclists  
Ensure boulevard is cut back to widen road for angled parking  
Convert to angle parking in front of NorthwesTel Building  
Hole in White Pass fence should be made a formal pedestrian connection  
Greater building setbacks needed for sidewalks  
Greater setbacks limits profits to developers

## *Jim Light Park (aka. Helicopter Park)*

Park is well used (2)  
Remove or fix chain link fence between Sport Yukon and High Country Inn (2)  
Finish and widen sidewalk that runs through park (2)  
Sidewalk needs to be lit, downward facing and pedestrian scale  
Sidewalk needs to be ploughed in winter  
Do not put infill at park  
Keep greenspaces such as these  
Could use further beautification  
Build paths where people naturally walk  
There needs to be more pocket parks like this in city  
Pocket parks don't need to be manicured; should feature natural vegetation

## *4th Ave*

Pedestrian signal in front of Sport Yukon/High Country Inn (2)  
Improve pedestrian connections on 4th Ave  
Traffic calming needed by Sport Yukon building  
Pedestrian activated signal at Hanson St  
Concerns over Elk Lodge parking



# Preliminary Input...

Upgrade sidewalk in front of convention centre  
Parking concerns from convention centre  
Encourage increased office usage on 4th Ave  
Offices don't add anything to street  
4th Ave is easier to cross than 2nd Ave  
More street level activity on 4th Ave such as retail and restaurants (2)  
People have to walk too far for groceries  
Graffiti on 4th Ave looks bad  
Difficult to park along 4th Ave  
Concerns over higher buildings on 4th Ave; will block views of river  
Height increases should happen but only in certain areas; respect light and views  
Bad visibility for bicyclists

## *Roundabout Area*

Better landscaping needed at corner of 4th Ave and Jeckell St (2)  
Art piece should go at corner of 4th Ave and Jeckell St or in middle of roundabout (2)  
Ensure good pedestrian access to proposed art piece (access to all sides)  
Improved pedestrian access to roundabout from 4th Ave  
Crosswalk at Jeckell St and 4th Ave is very dangerous; use paint/enamel that doesn't wear off  
Traffic circle is a pedestrian hazard; cars don't slow down  
Proposed abbeyfield development needs to be a mix  
Glad abbeyfield development is 2 storeys  
On-street parking works well here

## *Robert Service Way*

Create a viewing area and parkland along Robert Service Way

## *Yukon Housing Rowhouse Area*

Safety issues in area such as drug houses  
No consistent character to buildings in area; enjoy diversity  
Parking issues in area

## *Eagle Park Area*

Park is well used  
Kids often play in the street  
Don't recognize "Eagle Park" as the name  
Add more amenities  
Better ice rink needed  
Put in a barbeque  
The park is not accessible; needs a ramp to playground  
Existing ice rink works well  
Consider another escarpment staircase at this location  
Area is prime development land, high rises would work here  
Consider relocating park to allow development  
Give kids in area more stuff to do

## *Escarpment*

Install bins for dogs (2)  
Encourage increased vegetation on cliffs  
Entire escarpment should be a trail or park  
Trail system should follow existing routes (ie use lookout trail)  
Escarpment trail should be paved  
Include a second staircase from the lookout  
Trail needs lighting for safety; preferably pedestrian level lighting  
Barricades needed to keep vehicles and atvs off of escarpment and greenbelt  
Encourage higher building heights along escarpment  
Encourage mixed use buildings along escarpment  
Would be nice to have a grocery store/pharmacy in area  
Concerns over escarpment hazard zones

# Preliminary Input...

## *5th Ave*

- Need for traffic calming (2)
- Commercial dumpsters, mattresses a problem (2)
- Need sidewalk on west side
- High traffic speeds on 5th Ave
- Concerns with roundabouts on 5th Ave
- Consider angle parking on one side; would lower width
- Narrowing road could create parking issues
- Lack of development increases vehicle speeds
- Don't install pinch points

## *Hawkins St*

- Hawkins St duplexes are a good example, should be encouraged
- Better signage needed to note that it is a dead-end road
- Can access escarpment lookout from street
- Consider a second staircase here

## *Hanson/Hawkins Pocket Park*

- Area is a party spot; people come here from Elks Lodge or receiving homes (2)
- Park works well
- Lawn in high maintenance
- Consider low maintenance landscaping (e.g. Lewes Blvd)
- Consider edible landscaping in park
- Park not used to full potential
- Decrease Operations and Maintenance costs of park
- Park is well used by office workers and residents
- Park needs more frequent maintenance and RCMP patrols
- Don't want more amenities here
- Should be more pocket parks like these along escarpment
- Traffic concerns in the lane between Hanson St and Hawkins St after road closure

## *5th Ave and Rogers St Development Site*

- Don't put tall buildings next to existing residents on Hawkins St (2)
- Retain some existing vegetation on site where possible (2)
- Don't allow another YHC development in area (2)
- Sell lane to Hawkins St residents (2)
- Development will increase safety in area
- Higher buildings and increased density appropriate here
- Move utilities underground
- Put parking in middle of site with buildings on either side
- Observations in area have included: people tenting, tree cutting, dumping waste, coyotes
- Need for mixed uses and mixed housing
- Do not ghettoize area
- Don't allow retail

## *Lambert St Area*

- Parking concerns, street too constrained, remove angled parking on one side (2)
- 5th Ave and Lambert St is very dangerous intersection; install a 4 way stop (2)
- Install angled parking on 5th Ave by the RCMP entrance





# Zoning...

## Zones and Purposes in Downtown South

**CM1 - Mixed Use Commercial 1:** To provide a zone for a compatible mix of low intensity commercial and residential uses that are appropriate for the transitional area around the periphery of the Downtown commercial core.

**CM2 - Mixed Use Commercial 2:** To provide a zone for a greater mix of low intensity commercial and residential uses that are appropriate for the transitional area around the periphery of the Downtown commercial core.

**PE - Environmental Protection:** To provide a zone for the protection and preservation of environmentally sensitive areas, wildlife habitat and other significant natural areas. (Note: PE boundary has changed to reflect 2002 Geohazard Risk Study by EBA Engineering Consultants)

**PR - Parks and Recreation:** To provide areas for indoor and outdoor active recreational uses requiring facilities and/or infrastructure.

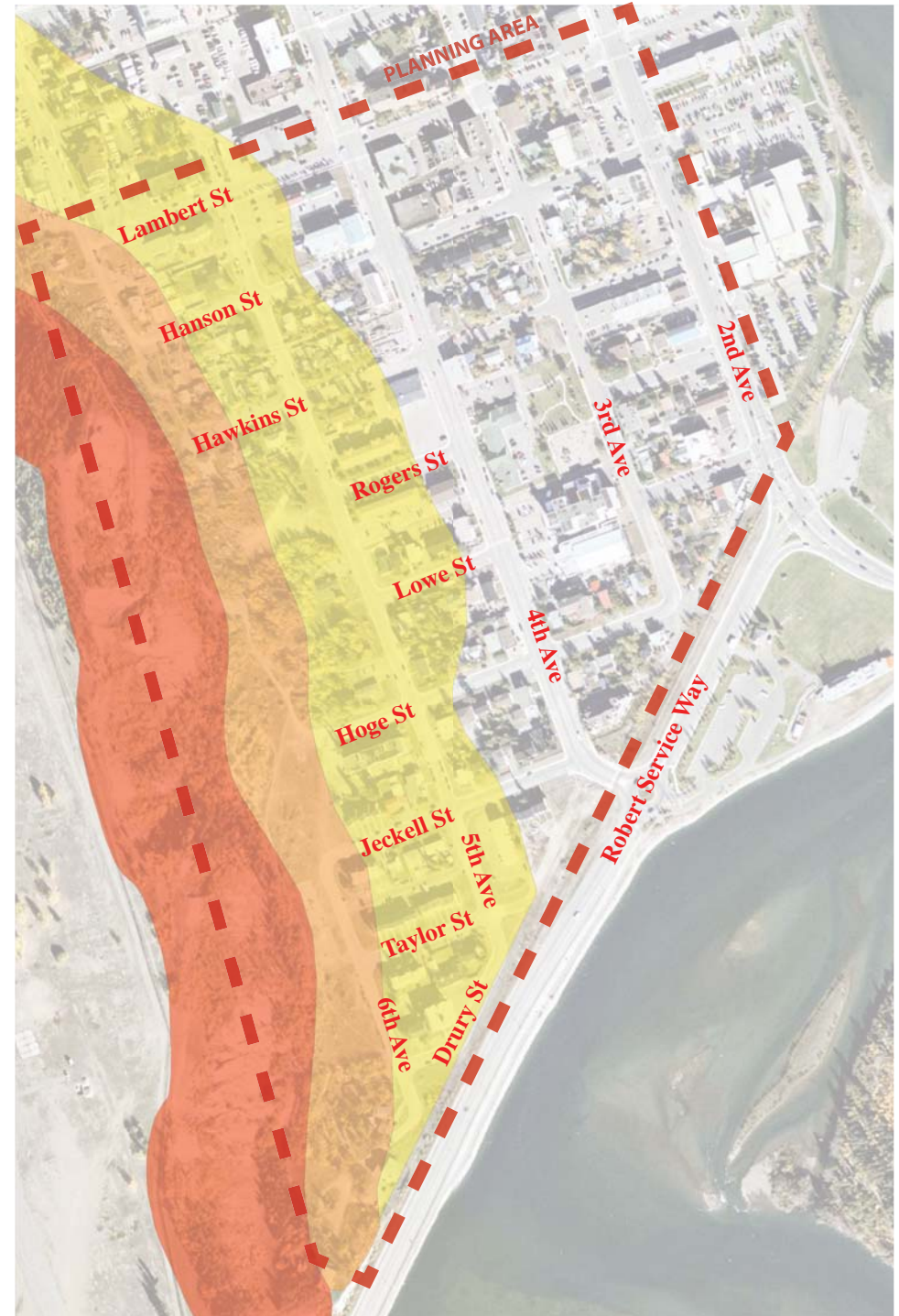
**RD2 - Downtown Residential 2:** To provide a mixed use residential zone near the Downtown that permits redevelopment to a higher density integrated with compatible commercial uses in mixed use developments.



# Hazards...

In 2002, EBA Engineering Consultants prepared a Geohazard Risk Study for the escarpment area. The report outlined low, medium, and high hazard zones and listed suitable activities and/or mitigations for each. While the study provided a broad overview of the area, recommendation was made that site specific studies should be completed prior to development to ensure land use suitability.

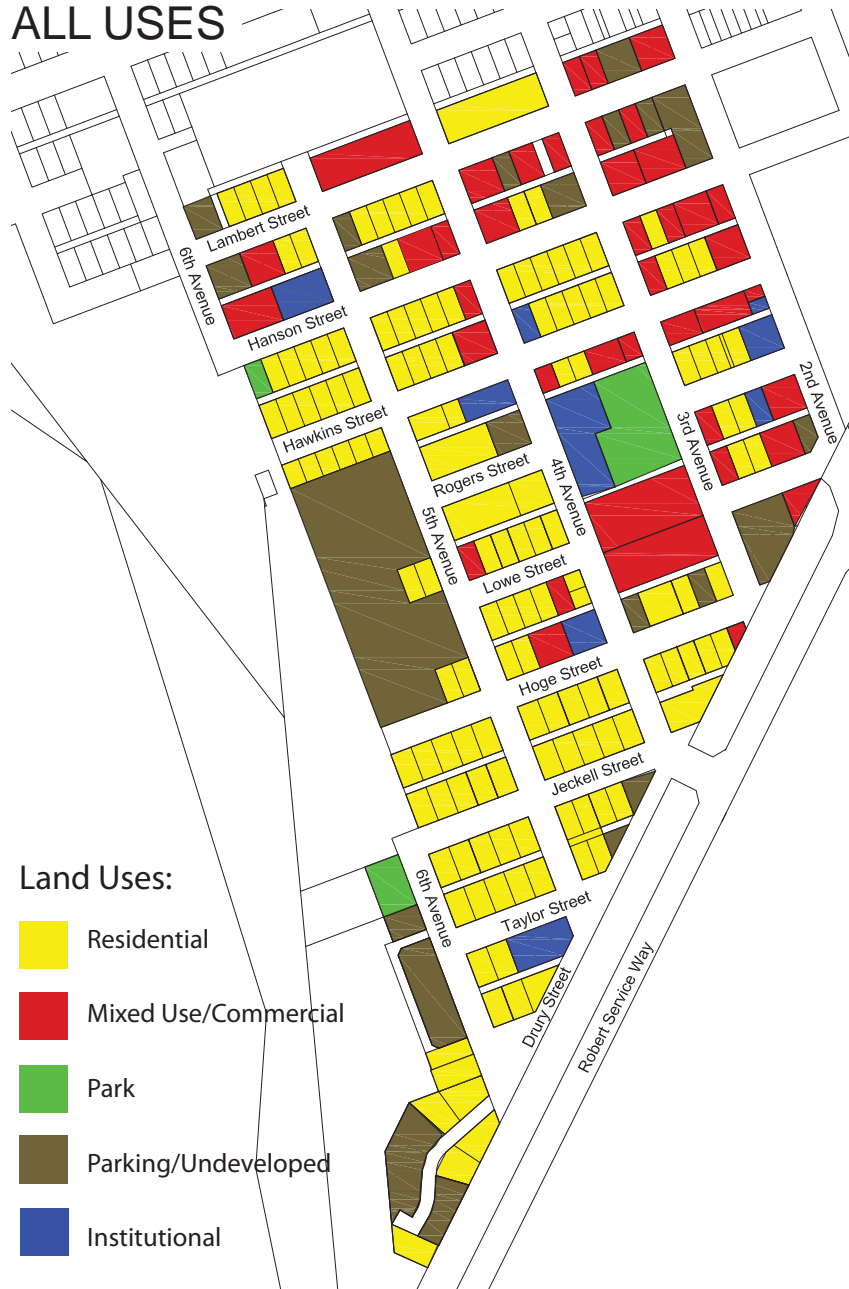
GEOHAZARD RATING ZONES	LAND USE GUIDELINES
<p>Zone 1</p> <p>LOW HAZARD</p>	<p>Under existing conditions the observable geohazards pose a low level of risk. Chance of occurrence is judged to be 10% or less in 50 years, or only minor nuisance arising from some overland run-out of silt laden flood water. Building development should be acceptable without further geohazard investigation. Mitigative structures in place up-gradient, such as ditches and berms draining to settling areas or ponds, should substantially reduce the risk of nuisance flooding. In this zone, maintenance (i.e., clean-up by Public Works crews) may be required following extreme precipitation events, excessive erosion and/or landslides.</p>
<p>Zone 2</p> <p>MODERATE HAZARD</p>	<p>Buildings and other property could be subject to direct or indirect impact from slide run-out, mudflow or silt fall with a chance of occurrence considerably greater than 10% in 50 years. Building development is generally not recommended in this area, but may be permissible subject to modifications and/or mitigation techniques detailed by an adequately trained, qualified engineer or geoscientist in a detailed site specific study, acceptable to the City, prepared on behalf of the property owner.</p> <p>The risk may be acceptable under existing conditions at certain locations with mitigative measures such as, but not limited to, construction of deflection berms, reinforced concrete basement walls, and/or slope restoration on the escarpment face.</p> <p>Restricted land use "as is", such as parks, community gardens or other recreational, casual use, may be permissible.</p>
<p>Zone 3</p> <p>HIGH HAZARD</p>	<p>Geohazards are judged to be too severe in potential magnitude and frequency to permit any building development or major use, with the exception of limited recreational access trails to viewing sites at the top of the bluffs. Such trails would be properly sited, engineered and constructed. Many of the present trails would not qualify. Disturbance to the slope would not be allowed, either to the soil or vegetation. No development to be allowed on airport land near the crest of the slope.</p> <p>The chance of occurrence of a damaging event could be as high as 10% in 1 year. Loss of life and injury is implicit.</p>





# Land Use...

## ALL USES



## INSTITUTIONAL



# Land Use...

## COMMERCIAL



## RESIDENTIAL



# Tenure...

Most of the land in Downtown South is privately owned.

Yukon Housing Corporation is the largest single landowner, with several rowhouse developments in the vicinity of 5th Ave and Jeckell St.

The Yukon Government owns the large development area by 5th Ave and Rogers St, which is under reserve for Yukon Housing. A multiple family development is being considered for the site.

The City of Whitehorse also owns several parks in the area.





# Housing...

Downtown South features a wide range of housing types, including single-detached houses, duplexes and multiple family apartments and condominiums. In the last decade the housing situation has been changing quite dramatically with an upward trend for multiple family buildings, particularly along 2nd Ave, 4th Ave, Hanson St, and Hawkins St.



The area hosts a disproportionate amount of social housing compared to other parts of Whitehorse. Yukon Housing manages 118 units (42 family units, 76 seniors units) in the neighbourhood – this amounts to almost one third of all social housing units in the city.

Yukon Health and Social Services operate 4 group homes in the area geared towards youth-at-risk. Several transition homes also operate locally, which are managed by non-profit organizations.



# Commerce...

The majority of commercial space in Downtown South is located on, or east of, 4th Ave. Lambert St, Hanson St and Hawkins St have commercial functions mixed with residential uses. Riverside Grocery on 2nd Ave is a neighbourhood-serving retailer that is an important anchor, in spite of its small size.

Riverside is the only grocer located in the neighbourhood. Several medical and dental clinics are dispersed throughout Downtown South, in addition to other professional services which make-up 37 % of the commercial activity of the area.

The follow statistics for Downtown South were reported in the 2006 *Downtown Retail Strategy*:

## Commercial Floor Area\*

Commercial Use	Floor Area		
	Sq.ft.	Sq.m.	% Total
Retail	8,000	700	5 %
Service	105,000	9,800	70 %
Office	37,000	3,400	25 %
<b>Total</b>	<b>150,000</b>	<b>13,900</b>	<b>100 %</b>

## Condition of Commercial Space\*

Condition	% Total
New/renovated/very good space:	40 %
Good/adequate space:	55 %
Space in need of renovation:	5 %



## Commercial Retail Unit Representation\*

Category	# Units	% Total
Services	18	35 %
Specialty Retail	1	2 %
Clothing & Accessories	0	0 %
Retail Food/Restaurants	10	20 %
Drug Store/Pharmacy	1	2 %
HH Furniture/Furnishings	1	2 %
Automotive/Parts Sales	0	0 %
Govt./Heritage/Inst./Community	0	0 %
Professional/Business Office	19	37 %
Vacant	1	2 %
<b>Total</b>	<b>51</b>	<b>100 %</b>

\* Information is 5 years old and corresponds to a slightly varied boundary.



# Parking...

## Parking Plan

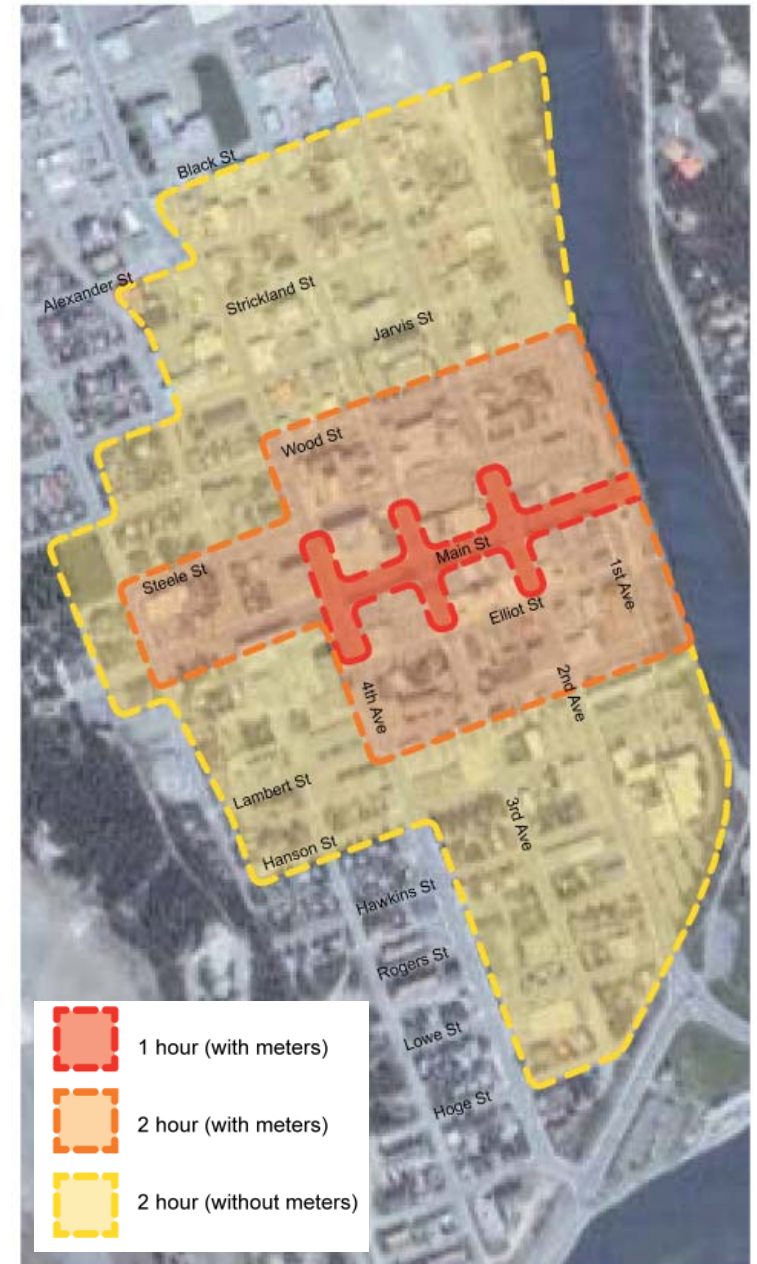
A process for developing the *Whitehorse Downtown Parking Management Plan* was initiated in 2010. The *Parking Plan* is to be adopted by Council in May 2011, and contains a number of recommendations that are relevant to the Downtown South area. Notable recommendations include:

- Expanding the 2 hour timed parking zones to certain areas of Downtown South (refer to map).
- Encouraging off-street parking lots around the periphery of the Downtown core to help address the lack of long-term parking. Lots located within a 2-3 block radius of the 2 hour metered zone are most desirable.
- Pursuing a residential parking permit program to address spillover into residential areas.
- Implementing a coordinated signage plan to improve clarity, consistency, and improve the aesthetic experience of the Downtown.

The *Parking Plan* also recommends a number of Zoning Bylaw edits which are currently being explored, and include:

- Requiring Class 1 bike parking for certain developments. Class 1 bike parking facilities provide restricted access and weather protection for long-term bicycle parking.
- Establishing a maximum parking requirement at 25 % greater than the minimum rate.

Any development in the CC, CM1, CM2 zone is granted a 25 % reduction in total parking supply for any development where commercial land uses comprise no more than 50 % of the total floor area and where spaces remain "undesigned" so that they may be shared between land uses contained on the site.



# Underutilized Sites...



In March 2011, Planning staff inventoried underutilized sites in Downtown South.

Sites were identified based on the following observations:

- Absence of structures
- Vacated buildings
- Underused parking lots

Selected property owners were contacted to discuss reasons for why these sites are underutilized, future development plans and possible incentives. Responses are listed next.



*Underutilized lot at the corner of 5th Ave and Lambert St.*



# Underutilized Sites...

## 1. Is there a reason for the lack of development?

### *Financial Restraints*

Start-up capital restraints

Apartments are too expensive (expenses are rising, entrepreneurial income is not)

### *Utility Costs*

Water and sewer upgrade costs

-Have to cross 2nd Ave to mains; costly

Would cost \$170,000 to move overhead power in nearby alley

Waiting for underground conversion of electrical lines

Cost factor of servicing and electrical is an impediment.

### *Height Requirements*

Some will wait for the possible height requirement relaxation

Height isn't a major hindrance to development, but it would be good to raise the height generally.

4 storeys would be good enough for his development

Wants to build something of "Vancouver-like quality", not just a 2-3 storey building but 8 storeys

One developer mentioned when height restrictions relax, they would be interested in approaching lot owner for development

Would develop at the current height allowance but would be happy to see the level go up

### *Lack of Interest*

Feels no urgency for development but would like to eventually

Lack of inspiring examples of attractive design within the City.

Too busy to think about this particular site; wanted to take a break from development

No interest in development

Desire use to be parking lot

Use is determined and desired

### *Parking Requirements*

Believes parking to be an issue for a large development

Interested in feasibility studies for underground parking in the area

Parking requirements are onerous

-In past, others have had to purchase off-street parking at great cost

If height was raised, parking requirements would still be an issue

### *Issues*

Development board pose certain restrictions

Expertise restraints

Right actors/developers have not come along

### *Reclamation*

Waiting for certification of compliance

Have to meet local criteria for reclamation of site to commercial level

### *No Issues*

No zoning issues

Nothing onerous from a planning/zoning perspective

No policy problems

Happy with the transformation of the City Downtown

-More money is being invested in the Downtown

Site is going to be developed, lack of incentives isn't a reason for lack of development





# Underutilized Sites...

## 2. Are there plans to develop this site in the future?

### *Future Development Ideas*

Planning for mixed use commercial/residential (7)

- Judy development mentioned multiple times as good example
- Parkland mentioned as alternative once

Looking to construct ~8 storeys (2-3 storeys of parking below and above ground, 4 office floors, 4 condo floors)

Will be at least 3-4 units; 3 storey building

Centralized office building discussed, but only a long-term idea

Planning on selling property in the short-term

Lot is family owned and is under discussion this summer

Strictly residential use may be possible

### *Maintain Current Use*

Use it currently as a parking lot and wish to have this use remain (2)

Owner feels no urgency to develop; happy with current opportunities

No; lot is in use for employees

- Renters in the winter

Nothing formal planned (3)

### *No Firm Plans*

Just developed elsewhere. Want a break from development (2)

Haven't had time to consider options (2)

Owner is casually identifying opportunities

Long term plan is to develop site (6)

## 3. What incentives would help the re-development process?

### *Height Requirements*

Height is a great added incentive

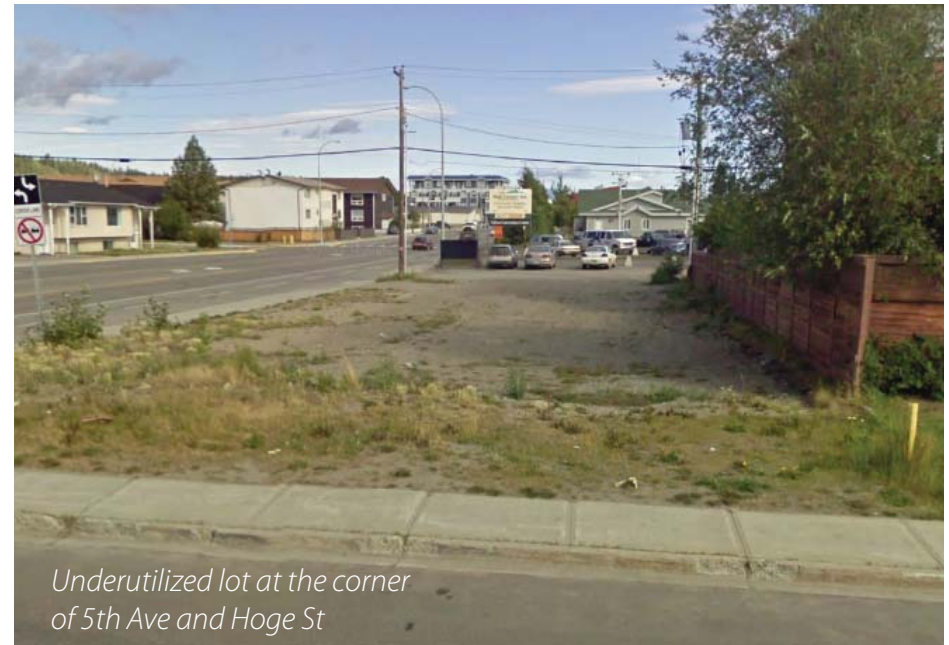
Scale/density would change and make for a better return on investment

### *Better Development Review Process*

A clarified and transparent development review process would be beneficial

-Would make the development process less frustrating and confusing

-In the past, legal requirements and City desires have become confused



# Underutilized Sites...

## Directives for Underutilized Sites

Directives for underutilized sites are found in the 2010 OCP and the 2006 *Downtown Retail Strategy*. These include:

### *OCP Objective 5: Ensure Sustainable Land Development*

5.1.9 Consideration may be given to redevelopment incentives to encourage development on underutilized properties. Incentives may include density bonuses, redevelopment districts with special zoning or development conditions, discounted tipping fees, tax reduction, and decreased parking requirements. Disincentives may also be used to encourage redevelopment.

### *OCP Objective 7: Support a Vibrant Downtown*

7.1.4 The City shall encourage the development of vacant sites or the redevelopment of underutilized sites for residential purposes in the Downtown area.

### *Downtown Retail Strategy Recommendation #5: Actively Pursue Redevelopment*

Rather than waiting for private sector developer and property owner interest in generating worthwhile project opportunities that will contribute to the goals identified in both the *Downtown Plan* and *Downtown Retail Strategy*, it is possible to stimulate such interest by tabling preliminary development concepts.

Such interest can be stirred through fairly straightforward and cost-effective marketing materials which would be forwarded to relevant property owners and which would include information on:

- Current market and development trends which would support redevelopment
- Current Planning initiatives and relevant policy changes (mixed use, height limits, etc.)
- Market/development opportunities identified in both the *Downtown Plan* and *Downtown Retail Strategy*
- Public opinion
- Examples of successful projects with desired/supportable land use mixes

This level of strategic marketing activity could very effectively be undertaken through the partnering of the Yukon Government's Economic Development, the City of Whitehorse, local realtors, and the existing Yukon Main Street Society.



*Underutilized lot at the corner of 5th Ave at Hanson St*



# Flows...

Downtown South features one of the primary gateway entrances to Downtown. This entrance point is located at the roundabout along Robert Service Way.

In terms of circulation in the area:

- 2nd Ave and 4th Ave serve as busy vehicular thoroughfares
- 3rd Ave is a significant pedestrian corridor
- 4th Ave features the area's only designated bicycle lane
- The new transit system will run primarily on 2nd Ave, with one bus routed along 2nd Ave

Notable destinations in the neighbourhood include Riverside Grocery and the High Country Inn/Sport Yukon/Jim Light Park node. Proximal destinations resting outside the boundaries include the library, Rotary Park and the Downtown commercial core around Main St.

Additional connections that are/have been contemplated in, or close to, the planning area include:

- Escarpment trail
- North-south connection of 6th Ave
- Trolley extension from Downtown connecting to Schwatka Lake



# Alternative Transportation...

## Cycle

Designated cycle lanes in, and connecting to, the study area are located on 4th Ave and along Robert Service Way.

..... Designated Bike Lane

## Bus

The City is preparing to move to its new loop-based system that brings riders of every route through the Downtown core. The new system was outlined in the recent Operations and Maintenance Budget and will commence July 1st, 2011.

### Proposed Routes and Stops:

-  #1 Riverdale North/Crestview Express
-  #2 Riverdale South/Copper Ridge/Granger
-  #3 KK/McIntyre/Hillcrest
-  #4 Ponderosa/Crestview/4th Ave
-  #5 Takhini/Copper Ridge Express





# Amenities...

In the summer of 2010, Planning staff recorded information on pedestrian amenities located on public property throughout the Downtown area. Details were recorded on each amenity's location and condition, amongst other variables. Amenities recorded in the Downtown South neighbourhood are indicated on the map.

## Study Area:



## Amenity:

- Tree
- Bench
- Bike Rack
- Garbage
- Mural
- Tourist Kiosk





# Parks...



*Above left and right: Eagle Park, located on 6th Ave near Taylor St*



*Left and above: Jim Light Park (aka. the Helicopter Park)*

# Public Art Piece...

In 2009, a competition for a new public art piece was held as part of the Creative Cities Arts Legacy Project. Five submissions were received from local artists. A review committee selected Ken Anderson as the winner for his piece titled *"Nature, Culture, Transportation and Community"*. The work represents the artist's vision of the main components that are the foundation of the city of Whitehorse.

In 2010, Council approved \$10,500 from the City's Art Trust Fund to purchase the piece. A location was not yet been decided, and the potential exists for the piece to be located in Downtown South.

Built entirely of steel, the piece stands 8 feet tall and 3.5 feet wide. It consists of four panels that are welded, cut-out and painted black. The intent is to create an interactive experience for viewers as they move around the panels and reflect on its components.



*"Nature, Culture, Transportation & Community"*  
(Culture and Transportation panels visible)  
Artist: Ken Anderson  
Winner of the Creative Cities Arts Legacy Project



# Cross Section...

## Lowe St, from escarpment to Yukon River



The 2010 OCP contemplates increasing the maximum allowance to 25 m for building heights in Downtown areas. Early feedback on the issue indicates that preference exists for taller buildings to be located closer to the escarpment. This cross section provides a reference of building height in contrast to the height of the escarpment.

