

Schwatka Lake Area Plan (SLAP) – Implementation Progress

Short Term, 1 to 4 Years (2015 – 2019)

Item	SLAP #	Recommendation	Status	Cost	Implementation Notes
1.	34	Update the <i>Zoning Bylaw</i>	Completed March 2015	Staff time	A map change in the <i>Zoning Bylaw</i> occurred in 2016 to expand <i>PR-Parks and Recreation</i> zoning to encompass the full extent of west shore dock sites, as well as include onshore areas from the lake to Miles Canyon Road. This replaced the <i>PG-Greenbelt</i> and <i>PE-Environmental Protection</i> zoning that was in place, providing for better consistency in land management and use allowances. The change was adopted on March 29, 2015 as part of Bylaw 2016-07 in a round of administrative edits.
2.	10	Create a page on the City website dedicated to aerodrome information	Completed April 2015	Staff time	Several webpages have been added to the City’s website that contain information specific to Schwatka Lake and the services available to itinerant pilots. The webpages include a map showing the location of public services. The information can be accessed through various links on the main webpage for the lake at www.whitehorse.ca/schwatkalake .
3.	6	Develop a permit information package that includes details about dock standards, erosion controls, and safety	Completed April 2015	Staff time	An application form and webpage were created that are specific to dock permitting and insurance information. The webpage features links to the annual permit application form, policy and regulatory documents, and external webpages, such as the federal Department of Fisheries & Oceans and Transport Canada. The webpage also includes an FAQ section intended for applicants and insurance providers. The webpage can be accessed at www.whitehorse.ca/docks . Implementation included research and engagement with regulatory agencies and insurance providers.
4.	20	Integrate environmental protection measures into the City’s permitting and infrastructure design processes	Completed April 2015 / Ongoing	—	A requirement for dock permit holders to have a spill kit on site during the handling of fuel and other hazardous liquids was added to the dock permit application form.
5.	9	Allow for up two operators to share each dock site	Completed April 2015 / Ongoing	—	An option for dock permit holders to have a “dock guest” was added to the application form. The intent is to allow pilots who are absent from their sites for extended periods of time to have guests use their sites. Dock guests need to meet the same insurance requirements as permit holders.

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6.	8	Add a sign post indicating the dock number at each permit site	Modified / Completed April 2015	\$100	An alternative approach was decided for this item. Docks are now required to have metal address numbers affixed to them. This was viewed as being more practical for identification purposes in situations where a dock detaches from shore and is retrieved elsewhere on the lake (e.g. Yukon Energy boom). Metal numbers were purchased and distributed to permit holders during permitting for the 2015 season.
7.	32	Establish a working group to implement the Schwatka Lake Area Plan	Completed April 2015 / Ongoing	Staff time	The Schwatka Lake Working Group (SLWG) was established in 2015 with representation from float plane pilots, motorized and non-motorized boaters, trail users, property owners, and lease holders. The group is intended to provide an input channel to help guide implementation of the SLAP, as well as to collect input on emerging topics and applications that affect the lake area. Three meetings have occurred (April 30, 2015, February 10, 2016, and March 3, 2016).
8.	5 / 36	Increase the dock permit fee to \$300/yr and initiate a \$1,500 deposit requirement Amend the <i>Fees and Charges Bylaw</i>	Completed July 2015	Staff time	The \$75 dock permit fee was increased to \$300 and a deposit of \$1,500 was collected from permit holders. The refundable deposit reflects the estimated cost for Yukon Energy to retrieve a detached dock, transport it, and tip it at the landfill. The deposit can also be used by the City to pay for dock site remediation. The fee increase standardized the permit with other City development permits (\$275) and offsets a portion of administrative costs for annual reminder letters, dock inspections, enforcement, hazard notifications, etc. Implementation involved an Administrative Report and Bylaw presented to City Council on June 22, 2015 to amend the <i>Fees & Charges Bylaw</i> . The decision on Bylaw 2015-26 was confirmed on July 13, 2015 through Council Resolution 2015-14-08.
9.	33	Update section 15.3 the <i>Official Community Plan</i>	Completed August 2015	Staff time	Amendments to section 15.3 of the <i>Official Community Plan</i> were adopted in August 2015 to reflect the direction established by the SLAP. Wording was removed that referenced the area's potential use as a boat marina and new wording was added to reference the potential addition of new dock spaces (where shore erosion can be controlled and where parking can be provided), service needs for itinerant pilots, and support for recreational uses that are compatible with float plane operations. Implementation involved an Administrative Report to City Council introduced on April 7, 2015 and an adoption process for Bylaw 2015-14. The decision was confirmed on August 13, 2015 through Council Resolution 2015-08-10.

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10.	3	Work with the tenant and Northwestel to install a pay phone at Lot 400	Explored / Cancelled November 2015		This item was explored in November 2015 with Northwestel and the lease tenant at the time (Black Sheep Aviation), but was cancelled due to the associated costs for implementation. A quote was received that indicating a \$400 - \$800 installation cost and ongoing monthly service cost to the City of \$85. It was decided that this was a high expense for the anticipated seasonal/low use of the public phone. The likelihood for vandalism was also considered. It was viewed that itinerant pilots likely have cell phones and can arrange for their own communication needs. Implementation involved a site visit by the City and Northwestel, and discussions with the tenant.
11.	13 / 37	Reduce the speed limit to 30 km/hr from the hydro-electric dam spillway in the north to where Miles Canyon Road meets the rail corridor in the south <i>Amend the Traffic Bylaw</i>	Modified / Completed January 2016	Staff time	An alternative approach was decided for this item. The speed limit on Miles Canyon Road was reduced from 50 km/hr to 40 km, instead of the proposed 30 km. This was viewed to be a more appropriate limit for the area. The speed limit was extended for the entirety of Miles Canyon Road. Implementation involved review of the proposal by the City's Street Sign & Traffic Committee and an Administrative Report and Bylaw introduced to City Council on December 7, 2015. A decision on Bylaw 2015-33 was made on January 11, 2016 through Council Resolution 2016-01-10. New signs were installed by the City's Operations crew. Implementation involved a test drive at various speed limits and discussion with the SLWG. 30 km could be reviewed again if needed, as more access points to parking and docks are developed.
12.	35	Update the <i>Schwatka Lake Waterfront Policy</i>	Completed March 2016	Staff time	A new policy was adopted in 2016 called the <i>Schwatka Lake Dock Policy</i> , replacing the 1999 <i>Schwatka Lake Waterfront Policy</i> . The new policy is a tool geared at ensuring fair and equitable access to permit sites, as well as consistency in enforcement by administration. Schedule A describes Dock Standards for new dock development and expectations for maintenance of all docks. Implementation included engagement with pilots through the SLWG and an Administrative Report to City Council. The former policy was repealed and replaced with the new one on March 29, 2016 through Council Resolution 2016-06-09.
13.	11	Reconstruct the plane/boat launch south of its current location (Also see item 24)	Completed June 2017	Staff time +\$85,000 +\$50,000	In December 2015, the City secured \$80,000 of Gas Tax funding to reconstruct the deteriorated public plane/boat launch that had become unsafe for public use. An extra \$5,000 was later received. Implementation began with hiring Associated Engineering to develop a launch design. Consultation with pilots occurred through the SLWG

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					for feedback on the design. Application to the Yukon Water Board was made for a water license and a review by YESAB occurred. This was followed by contractor procurement. Sidhu Trucking and Advanced Construction were hired for the construction work, which occurred in June 2017. Another \$50,000 (\$37,500 through Canada 150 funding, matched with \$12,500 from the City's capital reserve) was secured in 2017 to purchase two new public docks for the lake. One was installed next to the launch to keep boaters away from aviation docks (an issue identified by lease and permit holders). Installation required relocation of the private dock at Site 2 (moved to Site 4) to make room. Site 3 also required modification. Castle Rock was hired for the site prep work. The other new public dock was installed on the east shore at the Schwatka Lake Day Use Area. The docks were purchased and delivered by Yukon Yamaha. The City's Parks & Trails crew performs annual installation, removal, and storage of the docks.
14.	17 / 23 / 30	Reorganize and improve existing parking in Parking Areas 2 and 5 Develop wayfinding signs and maps* to place at trail heads and in Parking Area 1 Develop and implement a signage plan (working with Yukon Energy, Government of Yukon Historic Sites Unit, Yukon Conservation Society, pilots, and other groups)	Mostly completed April 2020 *Outstanding map item to occur at lot 402, when land transfer from YG occurs	Staff time +\$7,500	A draft of the <i>West Shore Signage & Parking Improvement Plan</i> was released online in March 2019 for public review. Comments closed April 1, 2019. Developing the plan involved investigating the tri-jurisdictional installation/ownership/responsibility of the existing signs on the west shore. The strategy was reviewed by the City's Street Sign & Traffic Committee on July 18, 2018. Several changes were requested. A traffic observation study occurred over two days in August 2018 to gather information on the type and frequency of vehicles using this road. The strategy was reviewed again by the Committee in spring 2019. Funds were allocated through the City's capital reserve. Budget covered purchase and installation. Installation occurred in fall 2019 and spring 2020.
15.	1	Request that the land within the planning area, between the White Pass & Yukon Route railway corridor and Schwatka Lake, be transferred from the Government of Yukon to the City	In progress (consulting report complete)	Staff time +\$4,800	In October 2018, the City hired Challenger Geomatics to prepare a phasing plan of potential survey work and land transfer requests that may be required before proceeding with future SLAP implementation items. This work is part of a larger budget item that was submitted to the City in January 2020. Funds were allocated through the City's capital reserve.
16.	16	Develop public parking at Parking Area 1	In progress	Staff time	A land transfer request was sent to the Government of Yukon (YG) in December 2018 for the City to acquire Lot 402 (adjacent to the parcel owned by Yukon Yamaha, on the north side). The intent is for the City to use this lot to provide public parking during summer months and dock storage during winter months. YG is reviewing the request. Land

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					transfer agreements between YG and the City are a lengthy administrative process and timeline is currently unknown.
17.	12	Implement a traffic calming program along Miles Canyon Road that includes zebra stripe crossings and pedestrian signage at all trail crossings			
18.	14	Develop a comprehensive design for Miles Canyon Road that includes improvements for cyclists and pedestrians, new parking areas, and access to new lease and day use areas	In progress (also see SLAP #18)	Staff time +\$27,750	The City's Engineering Services Department is currently project managing an infrastructure design process for upgrades to Miles Canyon Road that would facilitate new parking areas and dock sites. Associated Engineering was hired in March 2020 to develop design options, which are in progress. Funds were allocated through the City's Capital Reserve. Additional funds will be needed for construction.
19.	24	Strengthen trail connections to Ear Lake, north to the Millennium Trail, and south to Miles Canyon			
20.	25	Update relevant trail maps and booklets			
21.	21	Protect the small wetland on the west side of Miles Canyon Road by adding vegetation and preventing run-off from entering the wetland			
22.	22	Revegetate and stabilize the shoreline to reduce erosion, especially in high traffic areas			
23.	31	Assess the heritage values associated with the historic Hepburn tramway route	On hold		This item is on hold until the <i>Waterfront Heritage Project</i> , led by KDFN, is complete so the First Nation heritage values can also be included in this item. In 2016, WhiethorseWalks created a resource document that can help to inform this item (<i>Forgotten Trails: Walking the Hepburn Tramway</i>).

Medium Term, 5 to 7 Years (2020 – 2022)

Item	SLAP #	Recommendation	Status	Cost	Notes
24.	28	Develop a non-motorized boat launch south of the current gate, beside the gravel road (See also item 13)	Cancelled March 2016		After adoption of the SLAP, the sailing and paddling groups involved in developing the plan decided that club locations on the east shore were preferred. In May 2015, the Yukon Breeze Sailing Society applied for a Conditional Use approval to use a separate site on the east shore, and have developed their own launch site. In 2017, a public dock was purchased and installed at the Schwatka Lake Day Use Area on the east shore to support other non-motorized boating use.
25.	15	Carry out improvements to Miles Canyon Road, including repaving the road surface, developing parking areas, and adding road shoulders where possible	Partially completed in summer 2016	Staff time +\$180,000	Bituminous Surface Treatment (BST) improvements to several portions of Miles Canyon Road occurred in summer 2016 as part of the City's Rural Roads Surfacing program. Approximately \$180,000 in funds were used from the City's capital reserve. Several concerns were raised by the public about the rough surface texture of the BST, indicating that asphalt would have been preferred. The cost for asphalt was prohibitive (approximately 6-8 times more expensive than BST) and extra funds were not available. The City anticipates the surface texture will improve over time through compaction.
26.	4	Create Lease Areas 4 and 5 and develop a process so that each lease is allocated fairly			Lease Area 4 is intended for storage, and Lease Area 5 is intended for low impact recreation or tourism use. Item 15 will help to inform this.
27.	18	Develop Parking Areas 3, 4, and 7 in conjunction with improvements to Miles Canyon Road	In progress (also see SLAP #14)		SLAP #15 will help to inform this item. A safety assessment for potential new dock locations will be required. Parking Area 3 may not be needed, if Parking Area 1 proceeds and meets the need (SLAP #16).
28.	7	Authorize new dock sites, bringing the total number of City permit sites to 32	In progress		Since adoption of the SLAP, one dock site was retired (Site 2) and 4 new dock sites have been opened at the south end (Sites 20, 21, 22, and 23). As of September 2020 there are 21 City issued sites, including 1 public parking site (Site #11) managed by Alpine Aviation. This total does not include YG and City owned lease sites. Note that dock numbering for City permits begins at 3. The total number of sites will likely vary from the 32 total proposed in the SLAP.

29.	26	Develop Day Use Area 1 south of the current gate			
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Long Term, 8 to 10 Years (2023 – 2025)

Item	SLAP #	Recommendation	Status	Costs	Notes
30.	29	Develop a plan for improved recreation around Ear Lake, to be implemented when quarry use winds down	Complete April 2018		This item was addressed through the planning process for developing the <i>Robert Service Way Planning Study</i> (pages 14 to 17), available at www.whitehorse.ca/robertserviceway .
31.	2	Create Lease Area 1 and develop a process so that the lease is allocated fairly			
32.	19	Develop Parking Area 6, if needed			
33.	27	In the future, once there is development at Lease Area 5, develop a second day use area at the south end of the gravel road			

A lunch-time information meeting occurred on April 26, 2019 at the Gold Rush Inn to discuss progress made on implementation.