

## Background

*An inventory of the issues, ideas, and opportunities raised by the various individuals, businesses and organizations with an interest in the area, RSW study.*

whitehorsewalks.com is my project to make walking more popular by increasing awareness of our great local trails, and working to make trails better for walkers and on bringing nature into our screen-based lives.

Almost everyone walks, so there is no special-interest association to represent walkers. This means the City has a special responsibility to consider the public benefits of walking when it develops plans for a neighbourhood or for the city as a whole.

1. Walking brings a unique point of view that should be included during initial research, so a walking vision is part of early drafts. Likewise walking ideas can be part of broader more informed survey questions.

As an individual, significant work goes into presenting feedback. Sometimes an idea that does get inserted into a later draft is reduced to a few words and is lost in the public process.

**Action:** Like YESAB does, public input to draft processes should be presented as submitted.

**Fairness says:** consult with individuals for non-sport, non-organized activities such as hiking and walking.

2. Responding to the draft plan—inventory of such a complex area of trails and green spaces takes time. With the public review at the end of summer, it's hard to meet with knowledgeable people, never mind hike and assess unfamiliar areas, and pick loops integrating the RSW study area trails.

**Action:** Allow more time for meaningful participation, especially in the summer.

3. A big reason many live here is access to nature. City surveys show we prize our trails. They showcase "The Wilderness City" to residents and visitors. Walking is good for the community. It promotes good health. For some it is an environmentally friendly form of transportation.

The study area is easily downtown accessible, an area challenged for recreational nature walking, yet high on the city's agenda of increasing residential density.

[whitehorsewalks.com](http://whitehorsewalks.com)'s *collection of loop walking trails* encourages trail use by creating walking destinations.

**Action:** Think of trail use as to promote more physical activity for everyone and especially to reduce driving.

Focus strongly on downtown, above-the-airport and Riverdale active-living residents and visitors.

Market to travellers who happen here by: *Walkers are welcome, Stay another day, Free walking maps,...*

4. A city overstretched in resources could explore other options to enable better walking.

**Action:** Ensure walking is funded as much as sport. Walking trails are our rinks, fields and the like. Just

because there's no lobby group to look after walking needs, doesn't mean there are no needs.

5. CMBC does trail maintenance for trail issues, including small repairs, reroutes, clearing trail blockage,... For walkers, there are slippery well used sections of trail, or bad spots that hinder general walking use. Think seniors who love to hike but are conscious of not falling — or visitors who are not used to hiking. Sometimes a small switchback can help, or a bit of brushing or rerouting to get a trail away from an edge.

**Action:** Look for creative ways of having a larger trail work crew, a floating trail crew for smaller projects. Find ways to fund walking-focussed trail projects.

Create a city-wide trail stewardship program that can address walking needs. Stewards could also be trail hosts who lead public walks.

Neighbourhood stewardship will allow the city to have more varied trail partners.

6. Signage is a big walking need. Watching 8 or 9 adults standing at a map on a trail post, trying to understand what direction to go, shows our signage is inadequate.

**Action:** Install waymarking discs as frequent as seems necessary. At a minimum, install at every intersection.

7. My mapping is compiled in Google Earth from many sources. Much is from GPSing our walks. Overlaying other maps is not perfect, however, it's accurate enough to tell stories and to hike.

**Action:** Continue to provide trails and contour lines in KML format on City's GIS Open Data page is good for building more accurate maps.

Maps for hiking need to show all trails, not just those the city wants to adopt and maintain.

8. Making Whitehorse a walking-friendly community should be a priority. The RSW planning area calls for a broad walking vision.

Some of my submission is relevant to the OCP, the Zoning Bylaw, the Trail Plan, the Parks and Recreation Master Plan, the Airport Plan, the Highways Plan, and to city trail committees. These are all interconnected and affect our walking experiences.

## Maps

Map 1: 2012 Zoning, and some main trails ideas

Map 2: Circles centred on Ear Lake, .5 km increments

Map 3: 2 Tramways: Hepburn and Macaulay

Map 4: Draft Yukon River Trail, south end of city.

Map 5: 2015 Official Motorized Trail Network

Map 6: 2010 OCP designated parks + Draft loop trail

Map 7: Granger – Airport , 10.3 km

Map 8: Airport – Yukon River Loop Trail. 11.4 km

Map 9: End of airport walk. 4.25 km

Map 10: Loop walk through RSW study area. 7 km

Map 11: Loop walk Miles Canyon, Ear Lake. 9.61 km

## Overview of RSW study

1. This RSW study presents an industrial area containing quarries, ex quarries, snow dumps, major arterial roads and an international airport. Add to this complex geography and the study area seems unwalkable. Area studies were last done in 1991, 97.

This area features many opportunities to create walking paths and trails accessible to people of all ages and levels of ability. In this document I set out specific actions that the City should take to make the study area part of a walking-friendly community.

**Action:** Looking ahead another 20-25 years, we want connected green scenic spaces — corridors of relatively pristine natural areas and parkland — that will be sustainable and protected from development.

2. Key things of interest in land-based studies are seen just outside of the boundaries of study areas. In this case, Downtown and Riverdale are pretty close to the RSW study area, yet their neighbourhood associations didn't appear to be initial stakeholders.

See *Map 2: Circles centred on Ear Lake, .5 km increments.*

(Nor were city centre neighbourhoods considered in the Whitehorse South Neighbourhood Trail Task Force which covered from RSW to the southern city limits.)

- **Downtown** has the poorest natural recreational trail network, yet it's the neighbourhood the City would like most to grow in population! (It has not been invited to any Trail Task Force yet!).

**Action:** Downtown planning should address recreational walking and access to nature shortfalls.

- **Above-the-airport neighbourhoods** have long used the airport perimeter trail, not only as a destination walk, but as a route downtown and to the Millennium Trail/Rotary Centennial Bridge. Training trail runners go out through this area to Miles Canyon.

*Map 7: Granger – Airport, 10.3 km*

- **Riverdale** is a neighbourhood that wants better connectivity to downtown, a neighbourhood with traffic jams on its sole vehicle bridge. RSW is a new area to walk. Miles Canyon/Ear Lake become destinations; a new loop walk through downtown via the airport escarpment and stairs will be popular.

*Map 8: Airport – Yukon River Loop Trail. 11.4 km.*

- **Whitehorse South neighbourhoods** have vested interest in a Yukon River trail through Miles Canyon and into downtown. During the South Neighbourhood Trail Task Force meetings, many people were not familiar with the area from Ear Lake thru to Macrae.

**Action:** Designate the strip of land (airport thru to American Laundry) as part of a city centre/downtown trail task force.

Include walking information, then consult with community associations for this RSW study.

3. Five new large parks were created in the 2010 OCP. While a true green connection between many of the parks is difficult, the study area is a key connector between Chadburn Lake, Maclean Lake and Paddy's Pond–Ice Lake parks.

Area is also key natural connection to Wolf Creek Park.

Hikers, as well as other trail user groups, like variety and are always interested in longer routes and interesting new routes. See *Map 6: 2010 OCP designated parks + Draft loop trail.*

## Major roads – health, active recreation

There's only two controlled intersections — RSW and Two-Mile Hill—between the southern city limits and Porter Creek. For the thousands living above the airport, the highway and the airport creates a wall between their homes, and downtown and the riverside trail network.

Providing no safe crossings except at controlled intersections under the mistaken belief that people will walk to a corner and cross at lights reinforces a vehicle culture. I don't think this is the City's vision, nor would I think this is the vision of YG's health promotion people.

(As a Hillcrest resident who walks a lot, crossing the highway is essential and official uncontrolled intersections are often the most dangerous crossings.)

The highway intersection at RSW is very unsafe with poor sight-lines for turning. A roundabout would be much safer. Pedestrians are taking their chances by crossing here.

1. A culvert at the top of Robert Service Way to cross to Hamilton Boulevard likely works for cyclists with the bike lane going down RSW.

But what about walkers? People could be walking on Hamilton Boulevard from Lobird or Copper Ridge. They could be walking from the visitor pullout, or the RV Park, or Squatter's Row.

**Action:** On the *South* side of RSW, create an attractive simple pedestrian trail through the woods down to the traffic lights at Ear Lake, and then continue down to the LNG plant area.

On the *North* side of RSW, ensure a similar trail connects into trails above the snow dump, thence over to the Airport Perimeter Trail.

2. The weigh scales is actually the most logical place for a highway crossing, which is why people use it. This is the first place at the South end of the airport where we can cross to the airport flats.

**Action:** During highway reconstruction, a culvert or an overpass could work here, as would using a highway median as a safe crossing island. In the short term, signing this crossing would help.

## Airport Perimeter Trail

The airport flats are mostly open and have terrific views south down the valley, over the river and downtown. Bear awareness is easier and snow melts earlier.

Above-the-airport people like walking here and also cross the area going to the river. Hillcrest residents have adopted this trail, even installing benches. People drive here to walk. It's very popular with dog walkers and downtown residents and the Air North Fun Run/walk.

1. This is one of Downtown's favourite trails. The Downtown South Plan proposes an airport staircase near Hawkins Street, similar to the Black Street staircase. The draft Downtown Planning Process speaks of a southern east-west green corridor, possibly at Hawkins Street.

**Action:** Connect the south end of Downtown to the Airport Perimeter Trail to gain many community health, recreational and economic benefits.

Display panels of housing at airport, bridal path roads up the escarpment, historical views from the escarpment, would all enhance this destination.

*Map 8: Airport – Yukon River Loop Trail. 11.4 km*

2. The trail is falling off the edge in spots, because of vegetation control practices or the fence is too close to the edge or vehicle use of trail.

**Action:** Work with airport planning group to move the fence inland away from spots with eroding edges. If necessary, lobby governments, our MLA...

3. The draft study seems to imply a possibility of losing the south end of the Airport Perimeter Trail.

The study only refers to the 'airport escarpment trail', not mentioning that it's more commonly called the Airport Perimeter Trail and encircles the airport. (One photo does show the entrance by the highway.)

**Action:** Ensure airport planning has neighbourhood community associations as stakeholders in working group and work with them to formalize this trail.

Adopt the entire Airport Perimeter Trail into the City's trail network, ensuring it's zoned appropriately.

Ensure that a formal public right-of-way is maintained between the airport fence and any development in vacant land at the highway trail entrance.

Formalize parking opposite weigh scales. This is a very popular entrance to the Airport Perimeter Trail.

## Between highway and snow dump bowl

There are many roads and trails here — some useful, some misused.

1. Trails on top of the escarpment (some are old roads) connect the Airport Perimeter Trail with the Ear Lake traffic lights. This route will allow viable connections between RSW, Ear Lake, downtown and Riverdale.

*Map 10: Loop walk through RSW study area. 7 km is a walk that requires some trail creation (dashed lines).*

**Action:** Rezone a corridor from PS to PG to allow trails. See *Map 1: 2012 Zoning designations for the RSW study area.*

List trails as a secondary use in PS Zoning.

**Aside:** One day we were driving on RSW past the snow dump and saw a SUV-style vehicle shoot across the snow dump. Then, as we were merging north onto the highway, this vehicle shot out if the woods ahead of us, went around the highway median and turned south onto the highway.

Block off this dangerous shortcut before it become a common game.

2. Dirt bike connectivity between Ear Lake and the motorcross track at the snow dump is poor due to the need to cross RSW. During South Trail Task Force, one suggested route followed the south-side ditch below RSW.

**Action:** Route the city's motorized trail network through the PS-zoned area, crossing at the RSW lights. Keep the actual escarpment edge trail non-motorized.

3. Part of the commissioner's land along the highway backs into a big forested bowl. Presently zoned PS, it's an interesting area that could easily be zoned PE.

**Action:** Ensure adequate public process to ensure appropriate uses of this area.

4. Garbage and old electrical equipment are some of the junk one comes across walking this area.

**Action:** Clean up the area so it doesn't feel so bleak.

5. The KDFN C-34B land at the corner is portrayed as challenging.

Strong trail connections that logically lead downtown and to the river will enhance opportunities for this property.

## Going below into the snow dump bowl

1. The road down the escarpment is a very useful connector.  
**Action:** Ensure that the sandy silty nature of the sloping road can handle being a motorized trail. Vehicles should not interfere with the airport use of the road, nor to people's ability to walk the road.
2. The value of TKC's C-28B land can be enhanced with connections to a walking network.
3. The area between the YCCMA lease and the clay cliffs is environmentally sensitive and full of sketchy jumps, trails, old roads and airport equipment, drilling equipment, garbage and fencing. Apparently, these were made by motorcycles and mountain bikes.  
**Action:** This could be designated a community cleanup area for the City's spring clean-up day.  
Enlist aid of clubs. See *Urban Dirt Biking in Additional Resources*.
4. There should be a walking network around major land parcels. Currently one must walk below the escarpment past lots of human-caused obstacles: construction debris, illegal dumping, water pools from snow melt.  
**Action:** Clean up the area so it doesn't feel so bleak!

## Airport descent ridge (Airport Toe)

The Hawkins staircase mentioned earlier meets downtown need for access to the upper escarpment. It doesn't help with the need to connect the escarpment-level Airport Perimeter Trail down to the river, to the Millennium Trail by the Rotary Centennial Bridge at RS Campground.

The 'airport toe,' is the ridge bordering the railway track between the airport escarpment and the snow dump area. Currently, it's the easiest way down from the escarpment. It's a simple solution to a connection to the river. It will be popular as people, especially from downtown, discover the route.

1. Accessing the Airport Toe is easy from the Downtown part of Perimeter Trail. Connections from above-the-airport neighbourhoods use a small connector trail from The Airport Perimeter Trail. Vehicles using the area have eroded key routes at top of escarpment. Also, people have been digging up the trail to put jumps in it!  
**Action:** Where possible, move the connector trail away from eroding edges. Some of the trail, such as along the toe, has no room to move.  
By designating as motorized the road up the escarpment, then over to cross RSW at the lights, the toe trail can be preserved.  
Protect the upper end of the airport here against trail-destroying activities.
2. The final descent along the Airport Toe is a short sandy scramble, tricky due to erosion from vehicle use.  
Accommodating a wide variety of users is important for this main central trail.

**Action:** Build a short switchback on the eastern side of the final descent. The ridge is well drained and a carefully constructed descent trail would address both walking and mountain biking needs.

*Map 9: End of Airport walk. 4.25 km* was designed for the Elderactive walking group to avoid the final sandy slope (see yellow arrow).

3. Going along the power line is a simple way to get to RS Campground.  
But then one must cross a drainage ditch and then go beside a stretch of RSW. *Map 8: Airport – Yukon River Loop Trail. 11.4 km* shows a walk that uses the Airport Toe. It uses this less attractive route alongside RSW.  
**Action:** Do some light trail clearing along the power line to make this route both obvious and inviting.  
Build an attractive wide path through the woods, from just before the drainage ditch, through the woods and coming out by the ball diamonds. This avoids going alongside the road and it also brings people out through the ball diamonds and towards a single marked road crossing. See *Map 10: Loop walk through RSW study area. 7 km*  
Keep public use of route between the ball diamonds.
4. The last section of this Airport Toe connector route is a safe crossing of RSW from the ball diamonds to the RS Campground.

It would encourage people to walk to ball games, maybe get fewer people driving to games. Likewise participants might use RS Campground facilities such as the playground and store.

**Action:** Install a pedestrian crossing sign at the turning median. This would discourage the various small trails and crossings currently used.

5. This connector route is significant enough for a cooperative community-building project.  
**Action:** Involve neighbourhoods, CMBC and the motocross club in this trail.  
Ensure this becomes an official city trail.

## Robert Service Campground

This is a gem of a campground. Keep it! In any upgrading, if it becomes unaffordable to stay there, some users may just move into the bush around town.

1. Replacing the sounds of the river by the sounds of RSW seems a strange choice. It's sad to think of losing a nicely kept-up picnic, recreation site.

**Action:** It's a community asset and should be kept up to a standard.

Keep recreational parking no matter what.

Moving across RSW would need a safe crossing.

2. Disturbance will eventually topple trees, wrecking the ambience.

**Action:** Stop customization of campsites by building structures out of tarps and pseudo-fencing as this could hasten environmental damage.

If repurposing the area happens, focus on protecting the trees, and roots.

3. Burning away the Winter Blues and its community campfire require connection to Millennium Trail.
4. Keep Millennium Trail, Rotary Centennial Bridge non-motorized.
5. Site needs interpretive signage befitting its role as a long-time riverside attraction, and a primary entrance to trails along the Yukon River, and the Hepburn Tramway.

## Yukon River trail

Often cities with a river running through them celebrate the waterfront with trails and promenades.

1. The Hepburn Tramway offers a great rationale to people being by the river. Until recently, it was thought to be all but non-existent.

In actuality, it started at today's American Laundry site and terminated in today's RS Campground. Significant portions remain in very good condition still.

See *Map 3: 2 Tramways: Hepburn and Macaulay*

How the tramway fits into the Whitehorse Waterfront Heritage Project remains to be seen.

**Action:** Feature the Hepburn Tramway with signage in RS Campground enticing people to walk the route.

Designate the tramway as a Historical Walk. There's been a few attempts at this by a few people over the years: Madeline Boyd, Joni MacKinnon, Peter Long.

At a minimum, the tramway route should be looked at for its physical opportunities and as part of a series of historical stories.

2. The connection between RS Campground and Schwatka Lake is not safe with the variety of traffic this road gets such as tour buses and mobile homes. It's also the route used by the Yukon River Trail Marathon.

**Action:** Create a short bypass trail from the LNG plant through the woods and connect with the River Marathon Trail.

Connect alongside the road past the LNG plant and YE, making it welcoming, especially to visitors.

3. As the Miles Canyon Road gets improved for vehicles, it gets narrower and busier and more dangerous for non-motorized users, such as runners, mountain bikers and walkers.

The Yukon River Marathon route doesn't work well as an alternative as it gets away from the scenic river and it also has steep sections.

**Action:** Celebrate the Hepburn Tramway — build a promenade along Schwatka Lake beside the Miles Canyon Road.

## Ear Lake area

This part of the study area is complex. Keeping in mind the need for green corridors, and understanding trail user groups and their destinations makes it easier to visualize.

1. More than the airport, the Ear Lake area edges are important to understand. I've been developing walks along the river with a goal of a series of loop walks, like beads on a string, along the Yukon River. They will be part of my *collection of loop walking trails*.

**Action:** Ensure connections to Airport Perimeter Trail, Miles Canyon, RS Campground and Schwatka Lake.

2. Maclean Lake Creek continues under the highway and feeds Hobo Lake, passing through an area zoned PE, yet Maclean Lake Park ends on the west side of the highway. See *Map 6: 2010 OCP designated parks + Draft OCP Park connection loop*

**Action:** One of few places in town that get warm enough to swim, Ear Lake would be an excellent park itself, or be a logical extension to Maclean Lake Park; currently has trash, hazards.

Formalize a MacLean Lake Creek trail between the highway visitor pullout and Ear Lake trails. It will allow a delightful trail access to downtown.

3. The high viewpoint hill (Sucker Hill) over Annie Lake Trucking often has the first blooms and is a great site to observe bird migration. Needs a way down to the road.

**Action:** Create a trail on north side of hill thru old quarries over, allowing loop trails using this great hill.

Ensure the long ridge trail between Hobo and Ear lakes that accesses this hill is kept in good shape.

4. "Proposed building a separate access road through the esker immediately east of the lease to allow recreational users to access the lake in a safer manner."

Between Annie Lake Trucking and the railway tracks, the esker leading over towards RS Campground is a key piece of connectivity. Walkers like views and hills and hiking is generally a sustainable activity.

*Map 10: Loop walk through RSW study area. 7 km is a walk that requires pieces of trail creation, shown by yellow line (it's doable with bushwacking).*

**Action:** Formalize the trail/route rising to the top of the high hill with great views over Ear Lake and then descending to the road. Establish best route rising back up hill and again down alongside RSW. (At this point the trail will connect to the trail earlier proposed to be alongside RSW.)

Connect from RSW down to the new LNG trail, and from the LNG plant to the Trail Marathon Trail.

Clean up industrial garbage here.

5. Some slopes are getting destroyed: trucks? ATV? dirt bikes?

**Action:** Restrict road access to Ear Lake

Many trails can be walked for years without trail problems if no wheeled vehicles. How to resolve? Slower speeds on hills?

## Motorized vehicle network

The report refers to motocross access to trail destinations in the Ear Lake and Miles Canyon area. There are NO motorized routes here except for the Miles Canyon Road. See *Map 5: 2015 Official Motorized Trail Network*.

The last draft of the city's proposal to the temporarily suspended Whitehorse South Trail group showed many of the trails south of Ear Lake to behind Macrae, especially those in the Miles Canyon area, becoming motorized.

1. Since then, YCCMA signed a new lease at the end of the airport, a nicer solution to the club's need for space. The lease is ~17 acres at the end of the airport.

**Action:** Work with YCCMA to make trail sharing work. See *Urban Dirt Biking Gets a Home in Cleveland*.

2. Between Ear Lake and Miles Canyon is a delightful area. Trails are fun and provide the basis of loop walks with great views through open forest. Sharing is one thing, freedom to make trails anywhere is different.

**Action:** Work with YCCMA on making trails safe for walking as trails will deteriorate with increased use.

3. KDFN has C-31B land on the escarpment above Miles Canyon. The trail around this land was proposed to be motorized. This proved very controversial at Whistle Bend when residents moved in to the new subdivision.

**Action:** Subdivision perimeter trails should clearly be tricycle-friendly, i.e. non-motorized.

4. There is a relatively pristine, hilly forested area right below KDFN's C-31B which is very accessible using the Hepburn Tramway. It's hilly with an almost cathedral quality to the forested slopes. This is a beautiful space to interpret, to hike.

However, the options of future residents of C-31B on their neighbouring forest, the area between them and Miles Canyon, are being compromised as this area is also proposed as being motorized.

Currently, unsustainable trails are being built. Once the thick soft soil on a slope becomes too rutted and eroded, another route is chosen. New trails are branching off into the escarpment slope. It's easy to understand why many riverside neighbourhoods want to keep riverside trails non-motorized.

**Action:** Develop as sustainable neighbourhood walks, part of a Yukon River Trail — a new trail experience accessible from the footbridge at Miles Canyon.

Promote the Hepburn Tramway route above Miles Canyon. See *Hepburn Tramway Upstream, 6.3 km*

5. There's an OCP application in the works for building a gravel quarry above Miles Canyon. If WP&YR don't want their unused rail bed designated as formal city trails, then an alternate motorized route, connecting past Miles Canyon, would be to go alongside the unused rail bed right-of-way on the highway side.

**Action:** Monitor the gravel quarry plan closely.

Work with YCCMA about best route from Ear Lake to behind Macrae.

## Area promotional materials

Update YE's *Enjoying Yukon Trails* booklet or create new product(s). Collect stories about the river area and build a walking destination out of the river and Miles Canyon. Create themed walks as part of the process. This could include:

- Geology stories about the ice age, glacial lakes, escarpments, clay cliffs, gravel deposits, lava flows and the river can be told within the RSW study area.
- Walking, boating, portages — in summer, Tutchone people preferred to walk overland rather than brave the treacherous river rapids.
- Many neat old photos exist of gold rush days with myriad boats and rafts braving the canyon and the rapids. Building a locally accessible photo collection would be of broad community use.
- Tramways: There's tramways on both sides of the river. See *Map 3: 2 Tramways: Hepburn and Macaulay*
- WPYR is a story unto itself. The 1899, 8.7-m-long coloured railway map shows the last 21 miles of railway bed into the Townsite of Closeleigh on the banks of the Lewes or Fifty Mile River; it also shows both tramways. A life-size reproduction of this map could be a great point of interest feature in a place like RS Campground.
- Also of interest is the slope below the railway at Miles Canyon slumping enough after the higher water from the 1957 dam causing WPYR to abandon the track here and build a bypass closer to the Alaska Highway.
- This is reflected in the occasional piles of old ties dumped over the side of hills.
- The 1899 Yukon Telegraph which still runs through the woods near the river, and the telegraph (phone?) wires that ran on poles alongside the railway tracks and also is still in the woods.
- **Action:** Create a couple of in-situ displays out of existing wires. It's a great story and likely one day the wire might be removed.
- Both RSW and the Miles Canyon Road have varied through the years and vestiges still are found as curious pieces of roadway that seem to have no purpose.
- The very earliest Miles Canyon Road initially followed the abandoned Hepburn Tramway. It was eventually moved, likely because sections were quite unsuited to being used as a road.
- A big story here is the Alaska Highway.
- The 1957 power dam significantly changed the area. Its history is quite relevant when looking at this part of town.
- Wildlife such as eagles on the escarpment and gulls near the dam add more to the story.
- Botany is a very popular activity. Continue with my plant walks project. See *Yukon plant photographs*.

## Other relevant material

- Whitehorse Sustainability Plan <http://www.whitehorse.ca/departments/environmental-sustainability/whitehorse-sustainability-plan>
- Forgotten trails. Walking the Hepburn Tramway, Peter Long, July 2016. [http://whitehorsetwalks.com/\\_docs/TheHepburnTramway.pdf](http://whitehorsetwalks.com/_docs/TheHepburnTramway.pdf)
- Hepburn Tramway Upstream, 6.3 km [http://www.whitehorsetwalks.com/\\_loops/pdfs/HepburnTramwayUpstream.pdf](http://www.whitehorsetwalks.com/_loops/pdfs/HepburnTramwayUpstream.pdf)
- Yukon plant photographs <http://www.yukonviews.com/yukon/flowers/index.html>
- A collection of loop walking trails [http://www.whitehorsetwalks.com/\\_loops/LoopWalkingTrails.html](http://www.whitehorsetwalks.com/_loops/LoopWalkingTrails.html)
- Enjoying Whitehorse trails, A guide to the Yukon River trails to Schwatka Lake, Miles Canyon and Canyon City, 2000, Yukon Energy
- 1899 railway survey map, Yukon Archives Map R-90
- Law of the Yukon, 1995, Helene Dobrowolsky, Lost Moose Publishing
- Late Wisconsinan McConnell glaciation of the Whitehorse map area (105D), Yukon, Jeffrey D. Bond, Yukon Geological Survey: [http://emrlibrary.gov.yk.ca/ygs/yeg/2003/2003\\_p073-088.pdf](http://emrlibrary.gov.yk.ca/ygs/yeg/2003/2003_p073-088.pdf)
- Geoscape Whitehorse — geoscience for a Yukon community: <http://www.cgenarchive.org/whitehorse.html>
- Geological and Topographical Map of Whitehorse Copper Belt, 1907, to illustrate report by R.G. McConnell, B.A
- Google Earth Timelapse. A look at growth since 1985 <https://blog.google/products/earth/our-most-detailed-view-earth-across-space-and-time/>
- Urban Dirt Biking Gets a Home in Cleveland <https://www.citylab.com/life/2017/08/dirt-biking-gets-a-home-in-cleveland/537000>
- Whitehorse Moves - Urban Transportation Showcase Project, 2004-2007 <http://www.whitehorse.ca/home/showdocument?id=1524>
- Unhappy trails: Decision to scrap Whitehorse greenways committee surprises some councillors <http://www.yukon-news.com/news/unhappy-trails-decision-to-scrap-whitehorse-greenways-committee-surprises-some-councillors/>
- Yukon Bureau of Statistics, Population Report, First Quarter 2017 [http://www.eco.gov.yk.ca/stats/pdf/populationMar\\_2017.pdf](http://www.eco.gov.yk.ca/stats/pdf/populationMar_2017.pdf)