

Monday, April 13, 2015

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Dave,



I'm getting around to looking at public input opportunities and see 4! processes affecting walking that as a good citizen I should address. YIKES! I see your online survey but find these to be usually too simplistic, too narrow a focus and frustrating to answer so I'd like to just ask a few questions, make a few observations.

- The definition of "Sexual activity" seems problematic and too restrictive.
- Is there a reason Ice Lake and Paddy's Pond aren't listed in Appendix A of Parks Open Space Bylaw? We love our waters as much as others love the Pump House Pond! Also, perhaps #3 should say Hidden Lakes (Riverdale)
- There's no reference to a 100 m buffer zone in the Bylaw, just on the Parks and Open Spaces Bylaw V4 map. As this new Bylaw is an amalgamation of old Bylaws including the Protected Areas Bylaw, am I to assume this is to become some sort of protection from motorized vehicles? Or is it also to refer to the dog on leash Bylaw/rules?
- Why are we not offered options for different buffer distances? The 2007 Trail Plan inventory uses a protective buffer of 500 m as the neighbourhood setback, a much more realistic distance.
- The map shows that subdivisions inside the 2010 OCP's Urban Containment Boundary mostly get this 100 m buffer, even Range Point's trailer courts. Yet KK, Lobird, Pioneer trailer court residents don't, nor do Marwell residents. The new Raven's Ridge subdivision doesn't either, surprising considering that it backs onto the Mount MacIntyre Ski Trails. Wouldn't it be simpler to use the UCB as a defining area showing intent to distinguish between protecting urban and rural subdivisions?
- The old Bylaw protected some land areas: WCCSC trails, airport escarpment, Mountainview Drive sidehills, Pineridge greenspace and downtown. Are these areas being proposed as being ok for motorized vehicle use? If not, what process/policy/bylaw protects them? But col 5 on the chart below seems to address ski trails so I'm doubly confused! Schedule C shows downtown but with no reference?
- In the chart below I found myself confused each time I read it. Tonight I see that one problem is that I fail to understand the difference between the 4th and 5th columns. Specifically col 4 says I can ride my ATV on any MMU trail in the MMU trail system, and col 5 says I can't ride my ATV on some MMU trails.
- This chart refers to subdivisions (all?) but still doesn't refer to the buffer referred to in my second Q above.
- As you'll recall, I've asked why our Paddy's Pond/Ice Lake area has a different map of environmentally sensitive areas for ATVs and snowmobiles? I think our area was the only place this happened. So in the 7th column of the chart, shouldn't this summer/winter concept be addressed? Or is the intent to fix the Paddy's Pond/Ice Lake map to follow the rest of the city's mapping where environmentally sensitive areas are just that?
- This chart's references to Motor Vehicles gets confusing with page 3's definition for Motorized Vehicle.
- This chart seems to be the core of looking at this new bylaw for protecting us and our greenspaces from motorized vehicles (Motorized vehicles: 32. "this part of the Bylaw to be determined pending public input as per trail use options". It would seem this confusion on a key component should warrant revisiting timelines.

Peter

Trail Use Options Bylaw Review: Parks and Public Open Space City of Whitehorse
March 2015

Can I go here? With this mode?	Green spaces within subdivisions	City parks and playgrounds (off-roadway)	Motorized Multiple Use (MMU) trail system	MMU trails and non-MMU trails outside of subdivisions (excluding ski trails and trails in Environmentally Sensitive Areas)	Green spaces off-trail, outside of subdivisions (excluding Environmentally Sensitive Areas)	Environmentally Sensitive Areas
OPTION 1 Keep Status Quo: Current Bylaw Regulations						
ATV	✗	✗	✓	✗	✗	✗
Automobile	✗ only those noted in Protected Areas Bylaw	✗	✗	✓ as long as it does not damage vegetation	✓ as long as it does not damage vegetation	✓ as long as it does not damage vegetation
Snowmobile	✓	✗	✓	✓ as long as it does not damage vegetation	✓ as long as it does not damage vegetation	✗
OPTION 2 Change Bylaw to...						
ATV	✗	✗	✓	✗	✗	✗
Automobile	✗	✗	✗	✗	✗	✗
Snowmobile	✓	✗	✓	✓ as long as it does not damage vegetation	✓ as long as it does not damage vegetation	✗
OPTION 3 Change Bylaw to...						
ATV	✗	✗	✓	✗	✗	✗
Automobile	✗	✗	✗	✗	✗	✗
Snowmobile	✗ and not within 100 m of subdivision	✗	✓	✓ as long as it does not damage vegetation	✓ as long as it does not damage vegetation	✗
OPTION 4 Change Bylaw to...						
ATV	✗	✗	✓	✗	✗	✗
Automobile	✗	✗	✗	✗	✗	✗
Snowmobile	✗	✗	✓	✗	✗	✗

Note: Automobiles can travel on roadways. "ROADWAY" means the portion of any road, street, lane, or alley designed, improved, or ordinarily used for Motor Vehicle travel by the general public and includes the roadway right-of-way and parking areas.

Change from existing regulation = ✓ = YES ✗ = NO