Chronological No OIC-2025-39

File Reference: GOV – 01

Date: 05 06 2025
Day Month Year

KWANLIN DÜN FIRST NATION

ORDER IN COUNCIL

ORDER IN COUNCIL TITLE:

MCINTYRE DRIVE CALMING PROJECT ENDORSEMENT

THE COUNCIL ORDERS THAT

1. The McIntyre Drive Traffic Calming Project (the "Project"), a copy of which is attached to this Order and marked as Schedule 'A', is endorsed by Chief and Council.

2. The Director of the Department of Community Services (the "Director") is authorized to take any other step that may be required to give effect to Kwanlin Dün First Nation's endorsement of and involvement in the Project, including:

   a. Authorization to approve the cultural symbols of the Wolf and the Crow as the Project's concrete stamp design.

3. Despite anything else in this Order, the Director must not do the following without Council's approval:

   a. Take any step in relation to the successful completion of the Project that might reasonably be expected to give rise to a debt owed by KDFN except in accordance with KDFN's financial rules and procedures.

The Seal
of the Kwanlin Dün
First Nation

Chief Sean Smith

CERTIFIED AND DEPOSITED
IN THE KWANLIN DÜN FIRST NATION
REGISTRY OF LAWS AND POLICIES

2025 08 08
YYYY MM DD

Executive Council Office

KWANLIN DUN FIRST NATION
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Whitehorse, Yukon Y1A 5A5
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SCHEDULE 'A'

(Order in Council OIC-2025-39)

Whitehorse
THE WILDERNESS CITY

KWANLIN DÜN FIRST NATION

Stantec

McIntyre Drive Traffic Calming

THE WILDERNESS CITY
www.whitehorse.ca

Agenda

1. Introductions
2. Project Status Updates
3. Current Design Concerns
4. Design Solutions
5. Custom Stamped Verge
6. Open Discussion / Questions

Introductions

The City of Whitehorse	
Shelley Cyre	Project Manager
Gareth Earl	Associate Manager, Infrastructure
Pierre Bedard	Transportation Engineer
Kwanlin Dun First Nation	
Roy Neilson	Planning Manager
Mathew Dickson	Director of Community Services
Corey St.Laurent	Operations & Maintenance Manager
Dylan MacNeil	Communications Manager
Karee Vallevand	Community Engagement Planner

Project Status Update

March 2024

- Advance to 100% Design

May 30, 2024

- Project was tendered

July 2024

- Construction Contract was awarded to Terus Construction Ltd
- Award delayed due to one bidder and over budget

July / August, 2024

- Negotiated contract with reduced scope to meet budget requirements

August 01, 2024

- met with KDFN to discuss reduced scope and construction timing

September 2024

- Issues were identified with the tendered design

February 2025

- Meet with KDFN to discuss solutions to design concerns

February – April 2025

- Traffic Calming redesign
- Coordination with utilities and internal stakeholders

May 2025

- Change Order to Terus Construction Ltd.

June – September 2025

- Construction

September 2025

- Completion of the McIntyre Drive Traffic Calming project

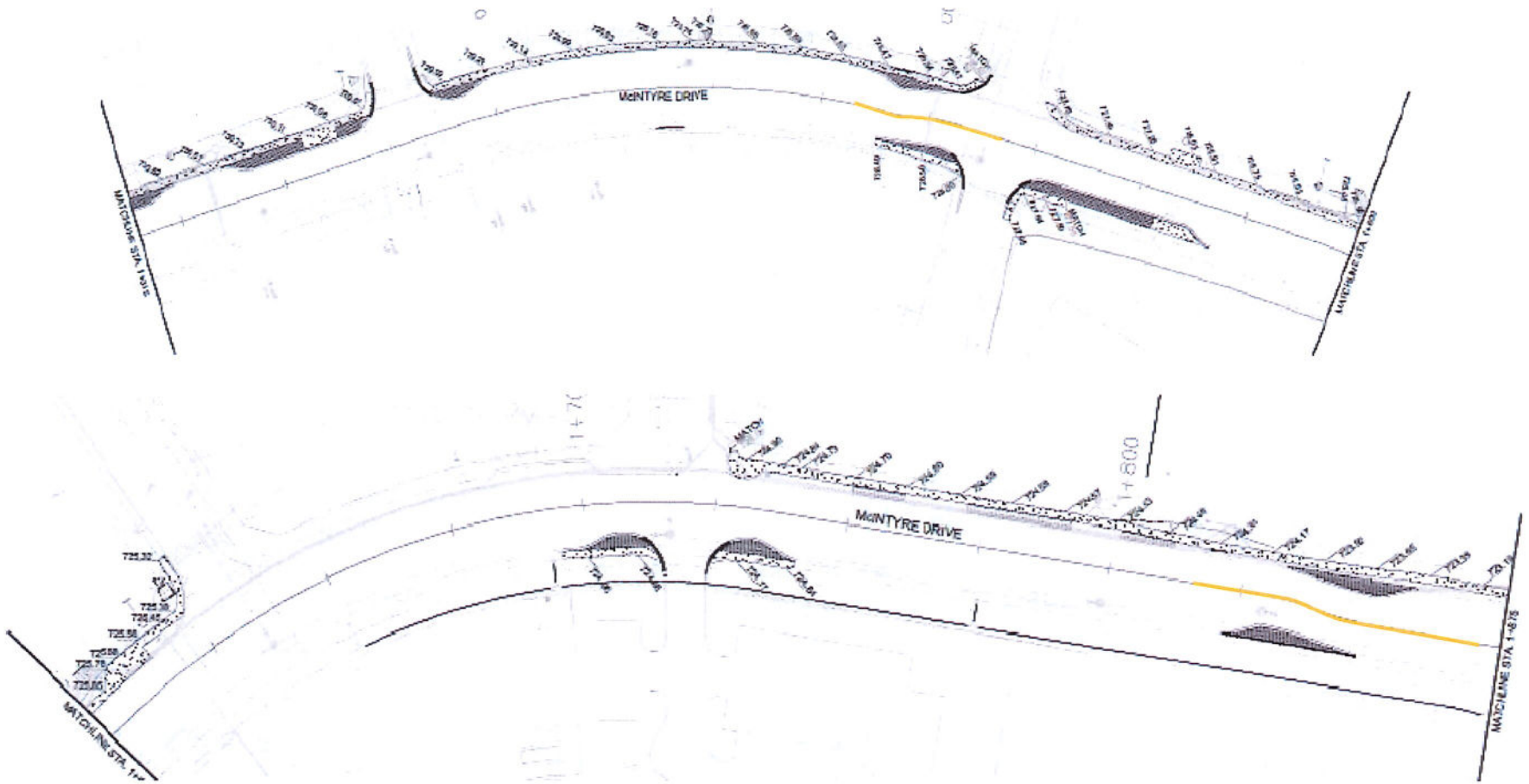
Current Design Concerns

- Design proposed full asphalt reconstruction.
  - Full road reconstruction was needed to shift the centerline to accommodate traffic calming chicanes that were on both sides of the road.
  - The City's Pavement Management System dictates the order of rehabilitation for Whitehorse roads.
    - The first rehab step for McIntyre is overlay.
    - There are not enough defects to warrant a higher level of work
  - Varying degrees of reconstruction were required adding to the complexity of construction.
    - Scope therefore had to be reduced at the roundabout.

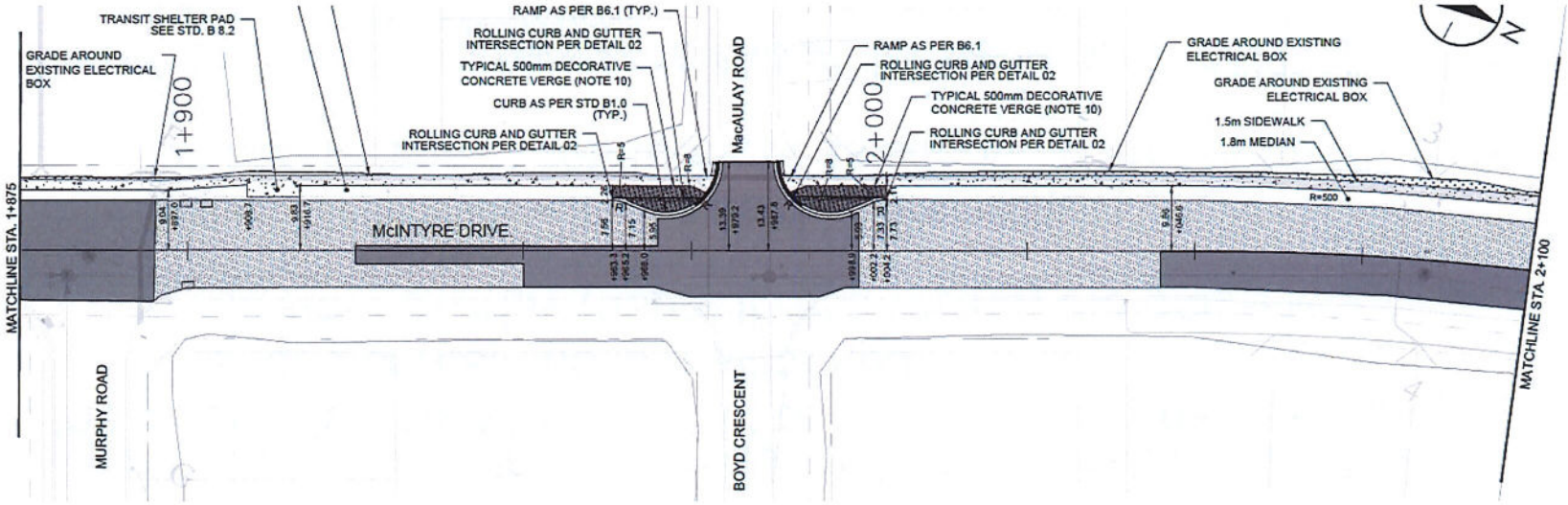
- Design didn't align with KDFN's future development plans both residential and institutional.

- Two uni-directional bike lanes on either side of the road didn't allow for separation / buffers between bike lanes and the roadway.

Current Design Concerns



Current Design Concerns

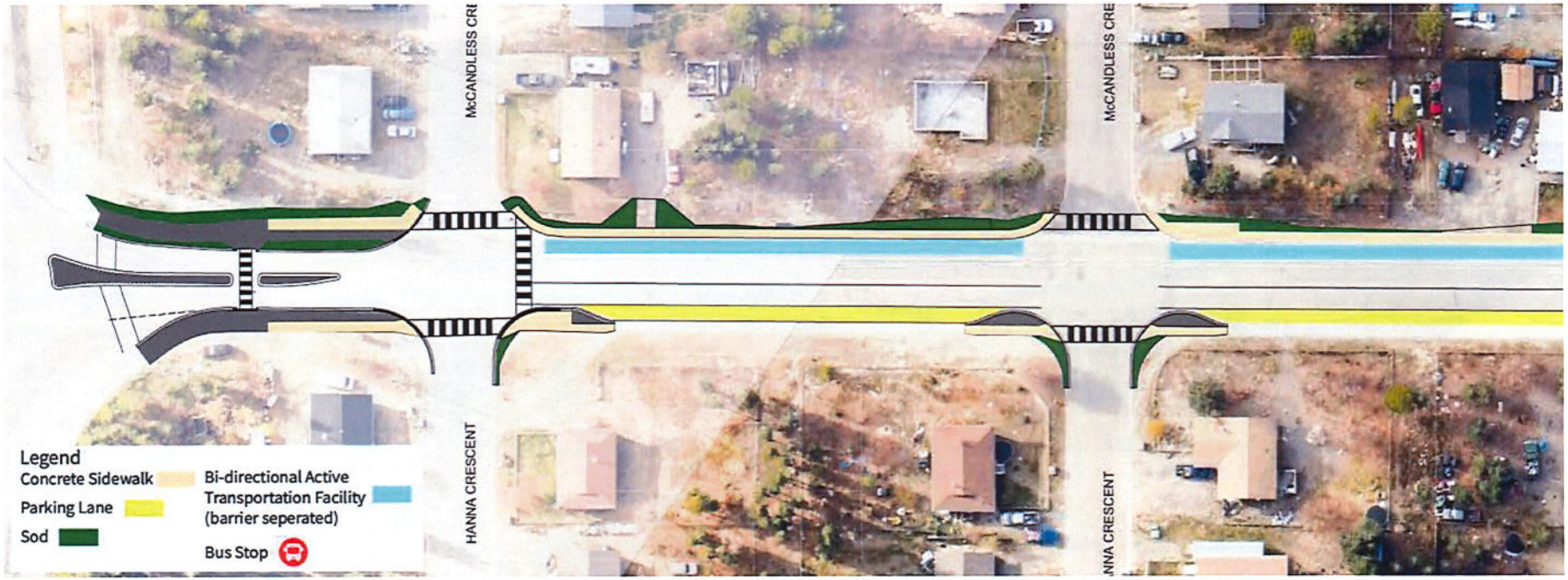


Design Solutions

- Simplify traffic calming design to one bi-directional bike lane.

- Advantages of a balanced cross section (bi-directional bike lane on the west side and parking and traffic calming on the east side):
  - The road center line is maintained
  - Consistent overlay (asphalt resurfacing) the entire length of McIntyre Road
  - Better alignment with future development
  - full connection to roundabout as scope no longer needs to be reduced.
  - A bi-directional bike lane allows for separation between the bike lane and the roadway.
  - A bi-directional bike lane is wider allowing for other modes of active transportation.

Improved Design



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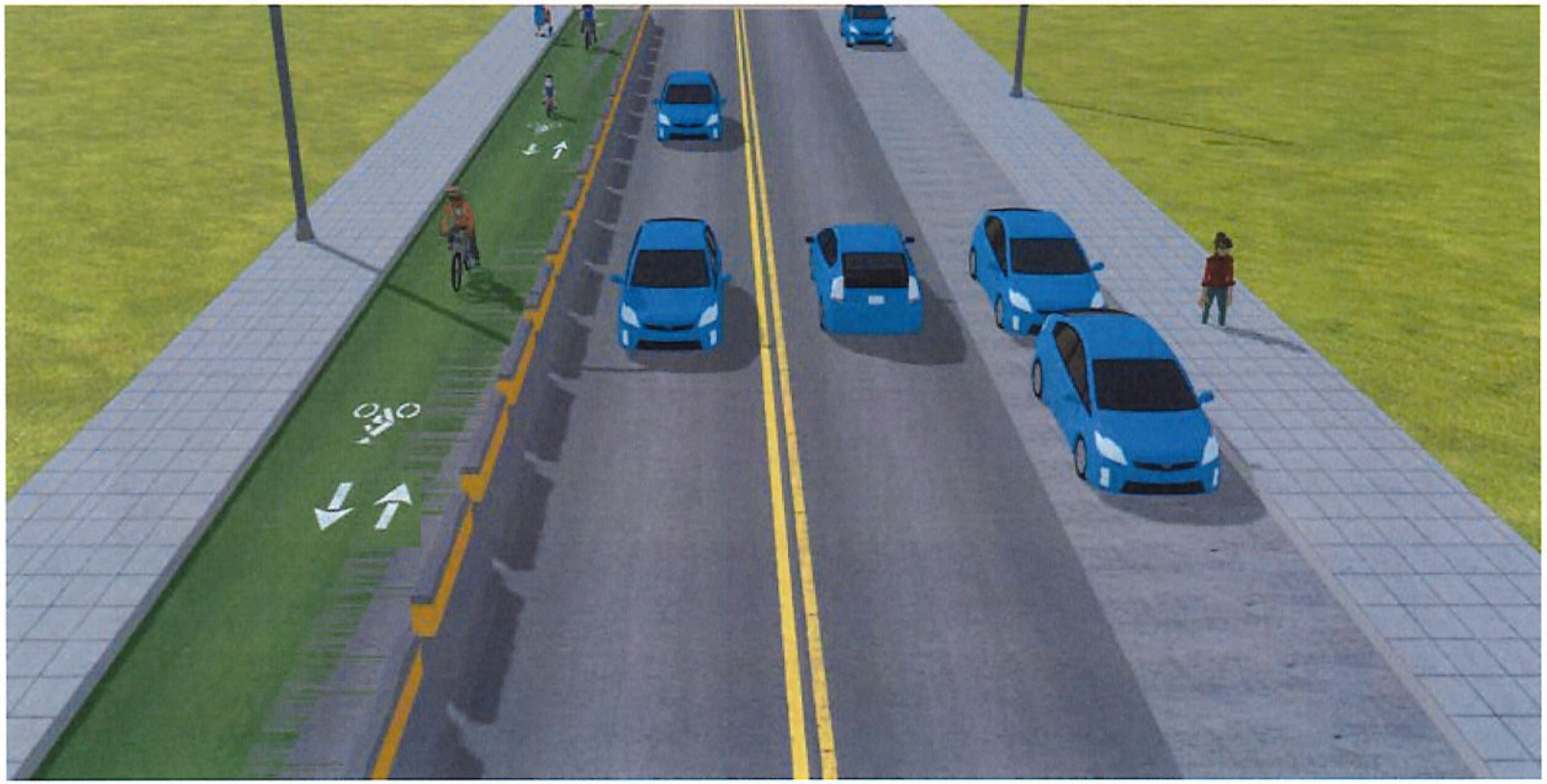
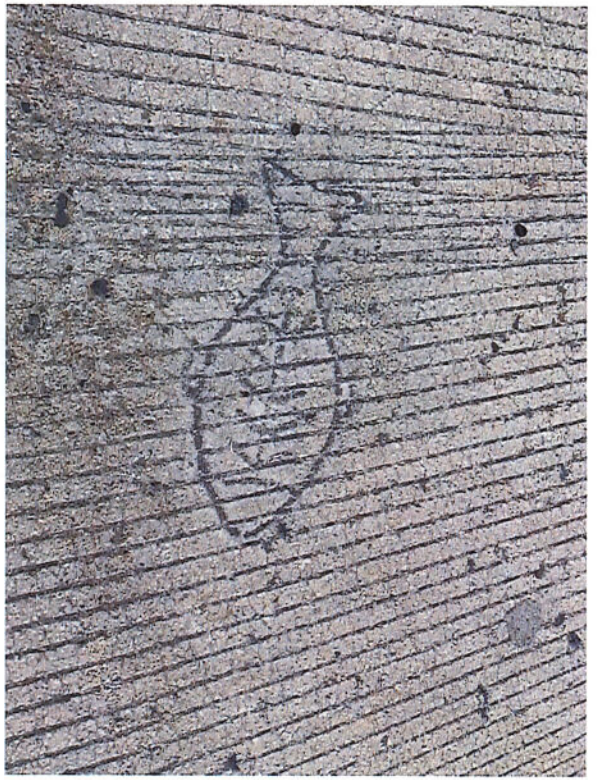


Improved Design

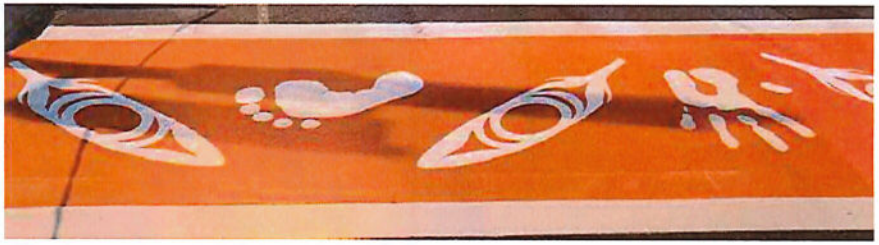
Custom Stamped Concrete



Custom Stamped Concrete

THE WILDERNESS CITY
www.whitehorse.ca

Custom Crosswalk



*The only bylaw requirement is the two parallel white lines delineating the cross walk

Open Discussion / Questions