



Ice Lake Road South Master Plan

What We Heard Report: Summer 2023 Engagement

September 2023

Planning and Sustainability Services
City of Whitehorse



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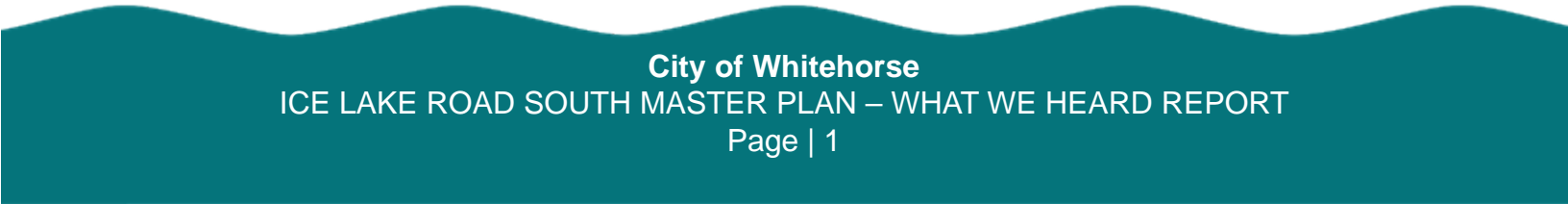


1.0 Introduction

The City of Whitehorse is creating a master plan for the Ice Lake Road South (ILRS) area to accommodate commercial and industrial growth within the city. The study area includes vacant government land, First Nation settlement land, and surveyed land. It's located alongside a section of the Alaska Highway.

Incorporating the insights gained through a design charrette held in June, along with comprehensive background reports and expert technical advice, the city's consultant collaborated with key stakeholders including Kwanlin Dün First Nation (KDFN) and the Government of Yukon to create a land use concept for the area. To refine this concept into the final master plan, the public had the opportunity to give feedback. This input will help inform the final land use concept that the City staff will present together with the associated report to Council for their approval.

This report provides a summary of the feedback received through the online survey. The survey was developed for all audiences and additional questions were posed to those interested in buying a commercial or industrial lot. The survey was hosted on Engage Whitehorse from August 14 to 28, 2023 and promoted on social media and in newspapers, leading to 93 responses. Additionally, 4 comments were collected from social media posts.



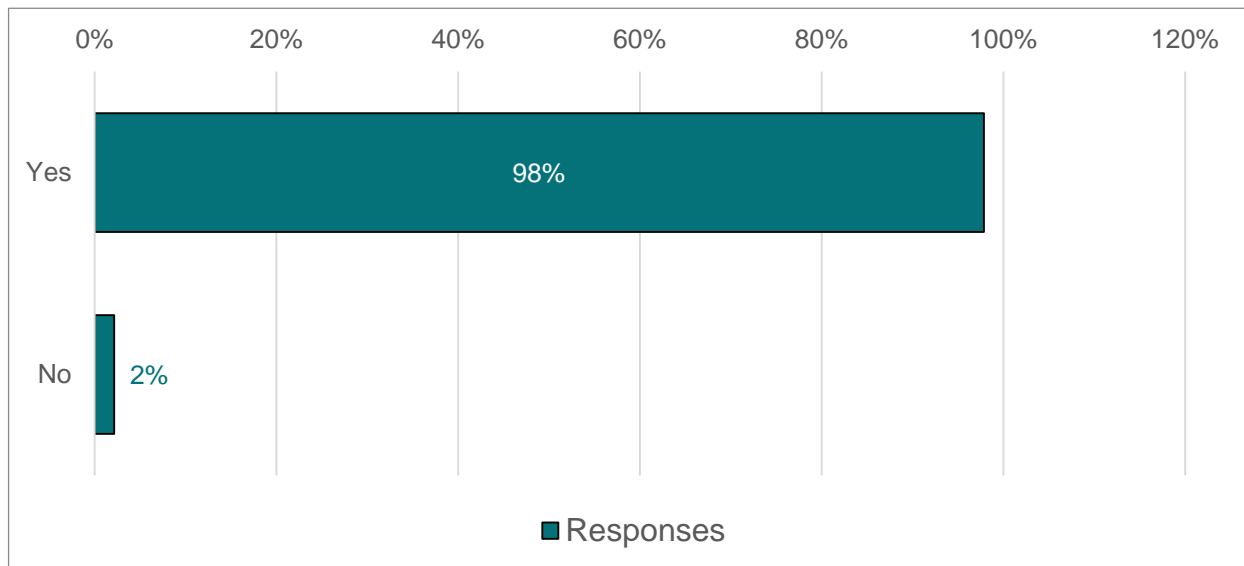
2.0 Survey Results

The following section provides an overview of results from the survey. The complete survey can be found in Appendix B. The survey had 93 responses. Most questions allowed respondents to choose from multiple choice answers. Some questions allowed respondents to choose an ‘other’ response and to specify their answer to the question. A full list of responses to the open-ended questions and comments to “other” responses is included in Appendix C.

2.1 PARTICIPANT PLACE OF RESIDENCE

All survey participants were asked to indicate whether or not they reside in Whitehorse. The majority of respondents (98 per cent) indicated living in Whitehorse. Two per cent indicated they don’t live in the City of Whitehorse. Refer to Figure 1.

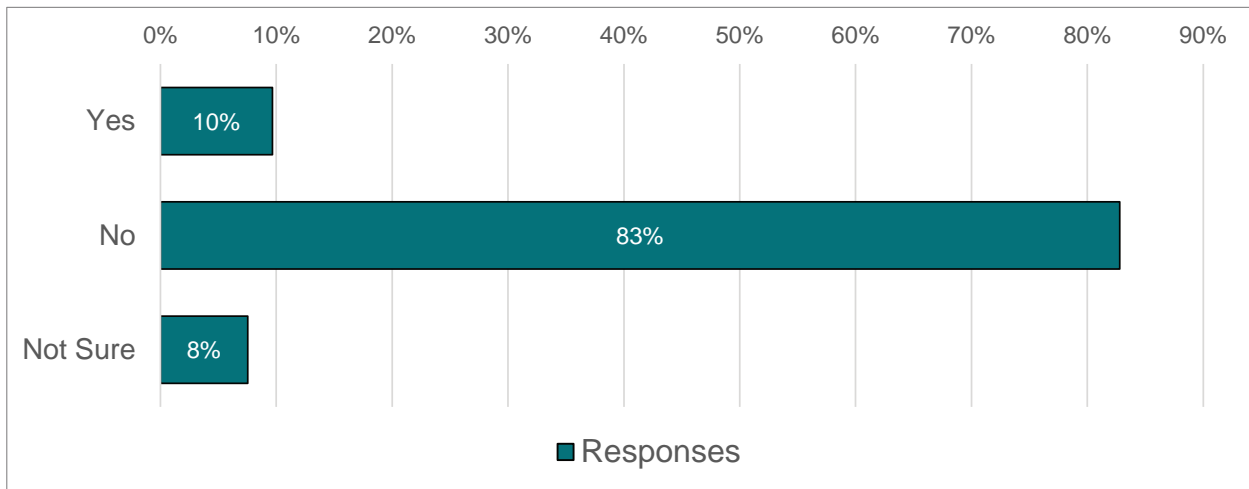
Figure 1. Do you live in the City of Whitehorse? (Question 1)



2.2 PURCHASING OR LEASING A COMMERCIAL / INDUSTRIAL LOT

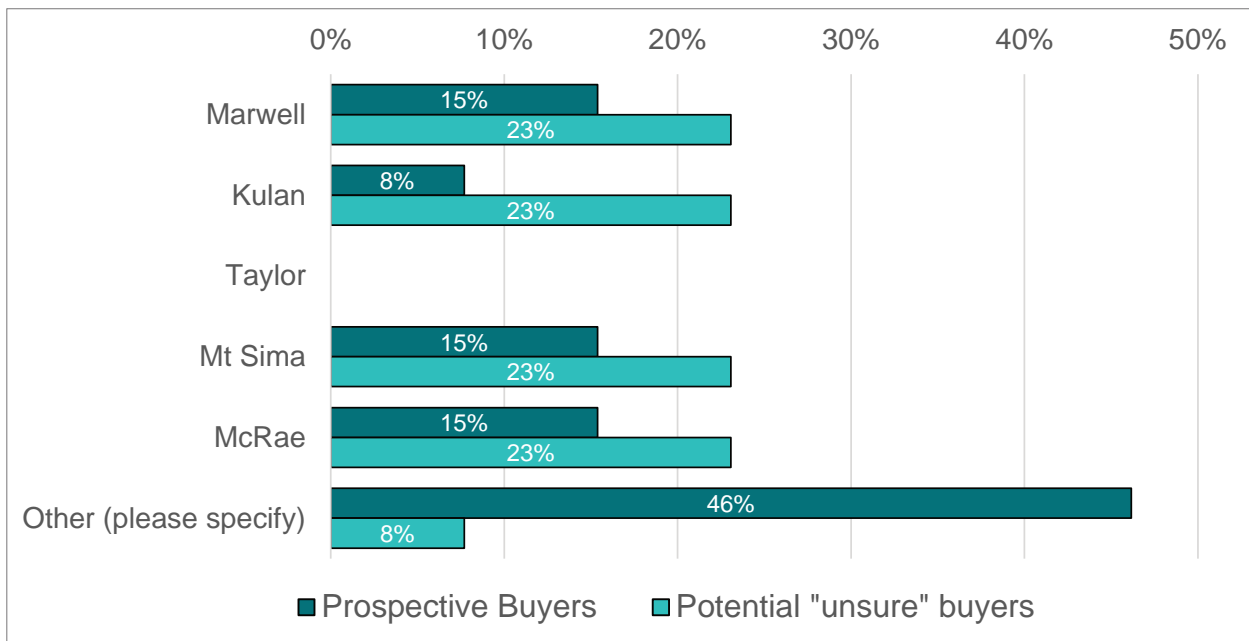
All survey participants were asked to indicate whether they were looking to purchase or lease a commercial or industrial lot. Ten per cent of the respondents were interested to acquire a commercial or industrial lot, while 7 per cent were unsure. The majority was not looking to purchase or lease a commercial or industrial lot. Refer to Figure 2.

Figure 2. Are you currently looking to purchase or lease a commercial or industrial lot? (Question 2)



The respondents who indicated interest or unsureness of leasing or purchasing a commercial or industrial lot were asked specific questions such as which area of Whitehorse would be the most attractive location. Marwell, Mt Sima and McRae were perceived the most attractive locations for commercial and industrial lots with the Kulan neighbourhood close behind. Taylor was not perceived as an attractive location to the survey participants and received no votes. The other responses suggested the Ice Lake Road South area as it is not heavy commercial, Downtown, Near Yukon Gardens, or Copper Ridge. Refer to Figure 3.

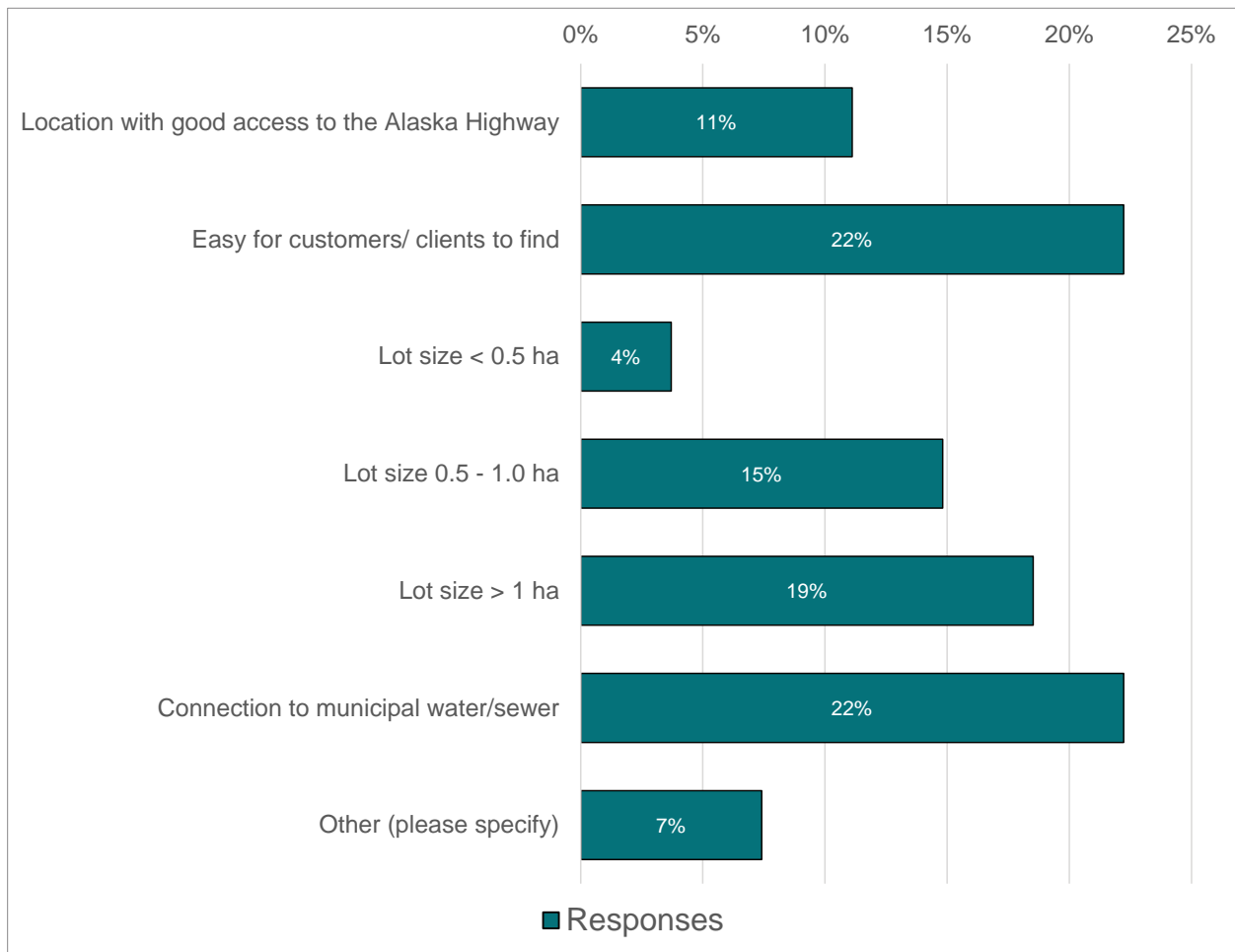
Figure 3. For the lot you want to purchase or lease, what areas of Whitehorse are the most attractive? (Choose all that apply) (Question 3)



The other additional question to the respondents who indicated interest in purchasing or leasing a commercial or industrial lot was to indicate essential features they were looking for in said lot. The most valued features were accessibility for customers or clients to locate the business and the connection to municipal water and sewer. Refer to Figure 4.

“Other” Responses recommended preserving existing forest in the green space to make the industrial subdivision more attractive and another outlined the need to be around other industrial users to create an industrial hub with room for expansion instead of having industrial uses dispersed in town.

Figure 4. What are the essential features or ‘must haves’ you are looking for in a commercial or industrial lot? (Choose all that apply) (Question 4)



2.3 PLANNING AREA CHARACTERISTICS

All respondents were asked to describe important aspects about the area. This was an open response question and the following section provides a summary of the responses received. For individual comments refer to Question 5 in Appendix C.

The existing use of the area for recreation, along with its valuable trails and rock climbing spots, was strongly emphasized. Suggestions emerged about creating alternative trails and maintaining highway tree buffers to harmonize urban growth with the retention of green spaces. The importance of safeguarding the wetlands, wildlife habitats, and preventing pollution was consistently highlighted. Recommendations encompassed the assessment of impacts on wildlife, noise, and traffic. Additionally, the area's proximity to Paddy's Pond/Ice Lake Park was acknowledged as significant for infrastructure and waste management considerations related to the proposed development. Concerns arose about water runoff, giving an example about impacts on Paddy's Pond due to runoff from the Copper Ridge Neighbourhood in the past.

Commenters also highlighted the challenging rugged landscape and cliffs, questioning its suitability for extensive development, and noting the absence of municipal services such as water, sewer, and power.

There were concerns about converting green spaces into industrial zones, prompting the suggestion of exploring alternative options. Worries encompassed potential noise issues, the risk of losing trails, and the potential negative effects on existing adjacent businesses. To mitigate noise, the proposal of a larger treed green belt was introduced to separate properties from the proposed development. It was also suggested to ensure the protection of designated park land from commercial/industrial activity to prevent encroachment.

It was pointed out that families of business owners reside in neighboring properties, asking to consider the potential impact of the commercial/industrial development on them. It was brought to attention that all adjacent businesses rely on well water and concerns about contaminant risks to the water table were raised, with specific focus on Yukon Gardens as a large commercial garden center that provides fresh local produce. The proposed development was seen as a potential risk to local food security.

Infrastructure enhancements at the Hamilton Boulevard and Alaska Highway intersection were suggested, with an emphasis on cyclist safety. Concerns were voiced about the impact of wider roads on vehicle speeds in areas shared with cyclists and recreational users.

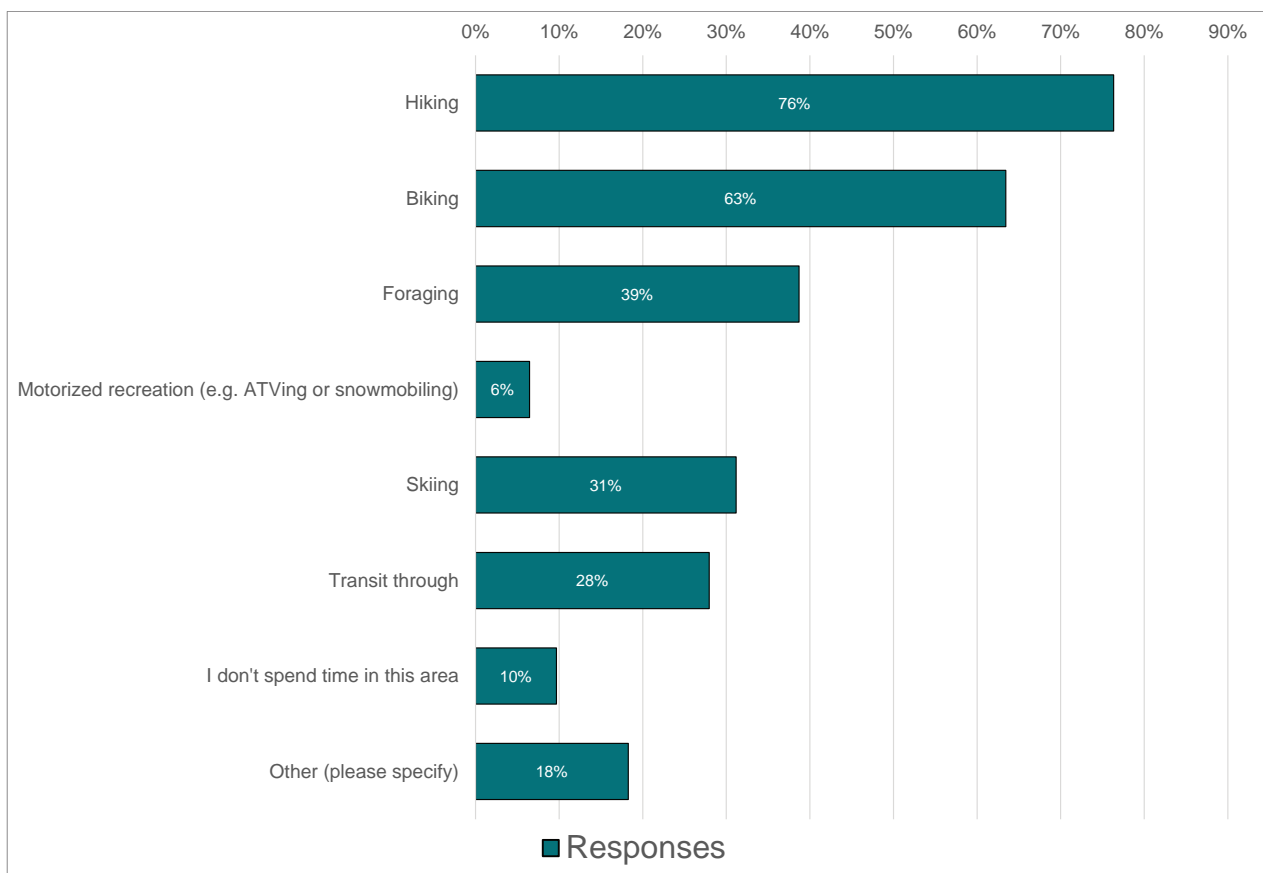
Survey participants underscored the necessity of carefully balancing development with the preservation of the areas recreational, ecological, and community values. The comments introduced suggestions such as considering residential units and mentioned historical aspects like old Alaska Highway building artifacts and a potential First Nations burial site in the area. Refer to Question 5 in Appendix B.

2.4 PLANNING AREA ACTIVITIES

Survey participants were asked about their engagement with the designated area and their activities within it. The majority of respondents indicated using the area for hiking and biking, followed by foraging activities. Refer to Figure 4.

Other responses encompassed various recreational pursuits, including walking, running, nature observation, orienteering, dog walking, and swimming. Please refer to Question 6 in Appendix C for a full list of other responses.

Figure 4. Have you spent time in this area? If so, what did/do you do there? (Choose all that apply) (Question 6)

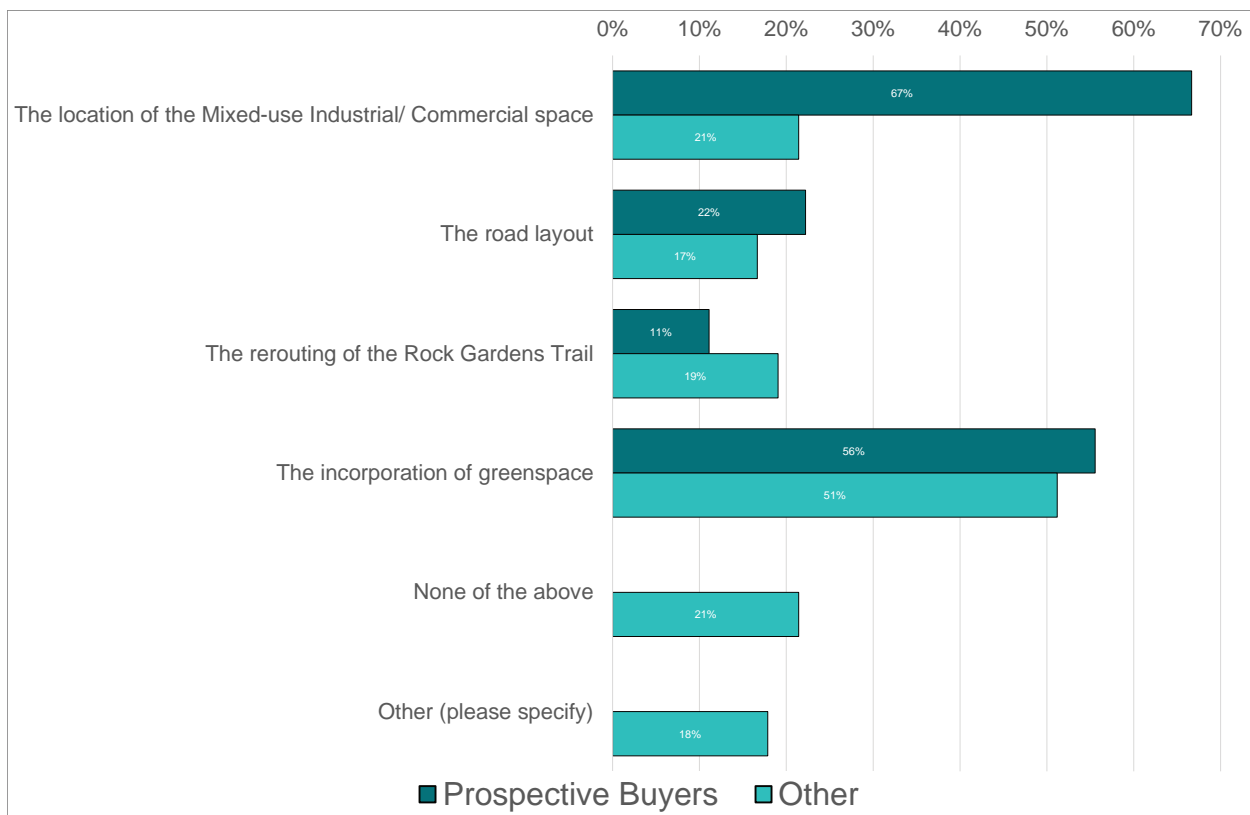


2.5 CONCEPT EVALUATION

PREFERRED DESIGN ASPECTS

The survey participants were asked about aspects they liked in the conceptual design. The most favored element across respondent groups was the incorporation of the greenspace within the plan. While prospective buyers for commercial/ industrial lots were pleased with the location of the Mixed-use Industrial/ Commercial space, respondents not interested in purchasing one did not share their enthusiasm. Eighteen participants expressed dislike of all design aspects, with 9 “other” comments echoing this sentiment. While there were differences between the respondent groups, only a fifth of both respondent groups indicated liking the road layout. Refer to figure 5.

Figure 5. What do you like about the conceptual design? (Choose all that apply)
(Question 7)



Other comments included positive response to the KDFN block adjacent to the highway, coupled with reservations about the proposed blocks near Ice Lake. This aligns with another comment preferring a single lot width along a single parallel road to the Alaska Highway, while another recommended relocating access roads away from the highway.

Additional feedback suggested the need for transparency regarding development plans for Ice Lake Road North. Concerns were raised about the impacts and complications the development might pose for wildlife and their crossings in the future. Please refer to Question 7 in Appendix C for a full list of other responses.

IDEAS FOR IMPROVEMENT

The survey participants had opportunity to share their ideas for improving or changing the proposed conceptual design. The feedback provided a range of perspectives and suggestions for enhancing the design, while taking into account numerous considerations. Refer to Question 8 in Appendix C for a full list of responses. Some of the prominent suggestions and improvements included:

Increased Buffer:

A consistent theme was the request for a larger buffer between Ice Lake and the commercial/industrial area. Some respondents suggested exploring the possibility of regrading to shift the commercial/industrial zone closer to the Alaska Highway, while maintaining more distance from Ice Lake to safeguard wildlife corridors and considering the needs of the existing ecosystem. A common suggestion was to incorporate a larger green belt into the project to mitigate environmental impacts, preserve local ecosystems, and enhance the area's aesthetic and well-being.

While recognizing the addition of greenspace in the concept, concerns were also raised about ensuring the protection of Paddy's Pond Regional Park. Suggestions included incorporating a physical barrier between the commercial area and the park to prevent unwanted access.

Environmental Impact:

Concerns were raised about the compatibility of industrial/commercial development with existing adjacent properties, such as Yukon Gardens. A significant concern was the potential environmental impact, particularly on food security and local ecosystems. Respondents urged thorough reassessment of the location, potentially relocating the development to a more suitable area. Some participants suggested alternative locations for industrial development, such as utilizing disused quarries, to minimize impact on undisturbed land and prioritize responsible development.

Preservation of Trails:

It was recommended to maintain the integrity of existing trails like the rock gardens climbing area and to consider motorized multi-use trails alongside the road network. Those provisions for pedestrian and cyclist to access through the development would ensure connectivity.

Mixed-Use Development:

Several participants voiced preferences for residential use over industrial, suggesting housing solutions such as garden homes, apartments, and high-density living to address the housing crisis and encourage sustainable development. Some respondents proposed transforming the area into a progressive living community highlighting the potential for housing and emphasizing senior living as a lucrative opportunity.

Transportation Infrastructure:

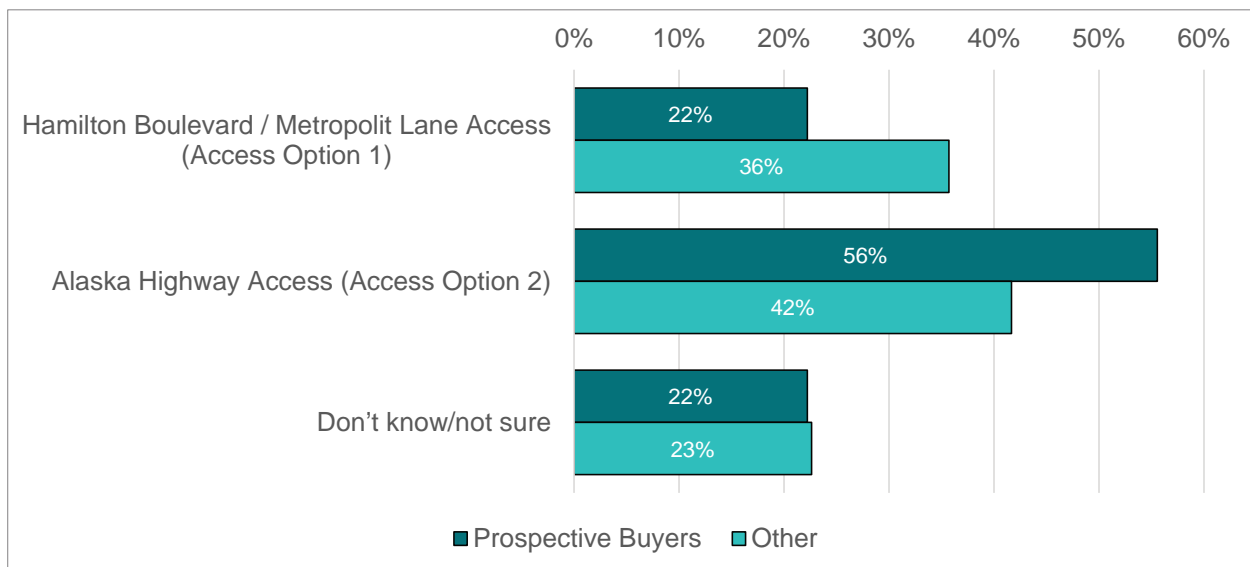
The issue of highway access was frequently addressed, with suggestions to either utilize existing options or introduce traffic lights to regulate the flow. Suggestions included considering both accesses to have two ways to exit and to connect the roads within the development into a loop instead of the proposed cul-de-sacs. Concerns were raised about potential traffic impacts on existing roads and the need to avoid uncontrolled highway access. The importance of well-designed road access, pedestrian connections, and active transportation options was highlighted to ensure safety, convenience, and minimize negative impacts on existing infrastructure.

ACCESS OPTIONS

The concept included two access options that are being considered: One at Hamilton Boulevard / Metropolit Lane, and another at the Alaska Highway. The survey participants were asked which access option they preferred.

In general, the Alaska Highway Access option received the highest number of votes. While individuals inclined towards acquiring a commercial/industrial lot distinctly favored the Highway choice, the other respondents exhibited a divided stance between the two alternatives. Refer to Figure 6.

Figure 6. Which access option do you prefer? (Question 9)



Respondents were then asked to explain their preference for the access option they picked. The following section is a summary of these comments. A complete list of comments can be viewed for Question 10 in Appendix C.

Access option 1 preference: Hamilton Boulevard / Metropolit Lane Access

Respondents expressed preference for access option 1 off Hamilton Boulevard mostly due to safety concerns. They noted that the slower traffic on Hamilton Boulevard compared to the fast-moving Alaska Highway made Option 1 a safer choice. This sentiment was emphasized in light of speeding on the Alaska Highway and the lack of consistent speed limit enforcement. Access via Hamilton Boulevard was perceived safer for turning vehicles. This was contrasted however with the challenges of merging onto the high-speed Alaska Highway.

Comments highlighted Option 1's alignment with the existing road network, potentially minimizing the necessity for additional roads and preserving green spaces. Furthermore, Option 1 was seen as providing improved connectivity to the planned South Growth Area while avoiding direct highway access. They suggested reducing access points to enhance traffic flow and road management, aiming to lower accident risks and improve safety.

Concerns were expressed about potential disruptions from additional lights and existing issues like congestion and unfavorable highway layout changes were noted. Respondents believed that Option 1 could potentially divert slow-moving trucks off the Alaska Highway for turns, which would enhance overall traffic flow of the highway. Respondents emphasized the Alaska Highway's significance as a major travel route, favoring its use for through-travel rather than direct business access. It was also believed that Option 1 was a more cost-effective solution than introducing another traffic light to the highway.

Access option 2 preference: Alaska Highway Access

The Access Option 2 from the Alaska Highway was favored by the majority of respondents as the preferred main access point for the development due to its direct route and capacity to handle heavy vehicles. This option was anticipated to effectively manage larger vehicles, minimize disruptions to existing businesses and services, and maintain a safer environment.

Both present and potential traffic issues on Hamilton Boulevard were emphasized. Concerns centered around Option 1's use of Hamilton Boulevard/Metropolit Lane due to its residential nature and potential congestion, especially with the expansion of the southern growth area. The absence of parking at Yukon Gardens and the possibility of concealing the proposed subdivision development under Option 1 were highlighted.

While Hamilton Boulevard was perceived as already confusing for traffic flow, an increased traffic impact, particularly at the intersection of Hamilton Boulevard and the

Alaska Highway, raised concerns. To minimize heavy truck traffic on residential roads, the idea of utilizing the now four-lane Alaska Highway was suggested. Respondents believed this approach would not only reduce disruptions to green spaces compared to Option 1, but also confine noise to the highway.

Option 2, using the Alaska Highway, was seen as a solution to avoid congestion, potential accidents, and negative impacts on local businesses and Metropolit Lane residents, including the daycare. If executed effectively, this access point was believed to have the potential to reduce speeds on the Alaska Highway, indicating to travelers that they had entered city limits and reducing hazards near Hillcrest and the airport.

Responders stressed the importance of segregating industrial and residential traffic to maintain a harmonious living environment. Opting for Alaska Highway access was viewed as an effective strategy, providing efficient customer access while ensuring separation of industrial traffic from residential zones. This approach also eliminated the need to navigate around for accessing different lots within the proposed development.

Some respondents suggested considering alternatives, such as connecting Ice Lake Road to the Alaska Highway near the Air North hangar turnoff. The idea of having two access points was proposed to accommodate varying traffic types.

In summary, the Alaska Highway emerged as the favored choice by respondents due to its directness and capacity, whereas apprehensions were expressed about Hamilton Boulevard's residential nature and traffic-related concerns. Utilizing the Alaska Highway was perceived as a solution to segregate traffic, ensure safety, and minimize disruptions.

Don't know / Not sure

Various respondents exhibited uncertainty regarding their preferred access option. While an individual emphasized the importance of an access choice that would facilitate safe entry and exit from the commercial site, as well as the seamless flow of through traffic, they encountered difficulty in evaluating the current options due to a lack of comprehensive information available.

The Hamilton/Metropolit option faced criticism for its potential impact on heavy truck traffic. The feasibility of left turns in the face of morning traffic and the proximity to existing lights were cited as challenges. Potential backups of heavy truck traffic was also a raised concern for the Alaska Highway Access. Criticism centered on the proposal to introduce new traffic lights in general.

Some participants firmly expressed their desire to preserve green spaces and opposed any development. Another comment leaned towards the Alaska Highway option as their preference, simultaneously suggesting that having both options available, including the Hamilton Boulevard alternative, would be the most favorable arrangement.

VALUES AND ADDITIONAL INSIGHTS

The survey closed with another open ended question asking the participants whether the preliminary land use scenario captured their values for a Commercial / Industrial Subdivision and to outline anything that the planning team had missed. A full list of comments can be viewed for Question 11 in Appendix C.

It was noted that there was an advocacy for larger lots, exceeding one hectare in size. Concerns were expressed regarding the careful assessment of compatibility in regards to the impact on neighboring businesses and residences. Concerns were consistently expressed regarding the anticipated increase in traffic, and the noise levels generated by industrial activities.

One comment emphasized the preference for not having first nation land leases, highlighting the perception that owning the land is considered crucial for business growth. Moreover, concerns were raised about the limited size of the subject area, with some stakeholders worried about the limited opportunities for expansion. It was noted that the provision of city services would be valuable.

There was an appreciation for the presence of green space, although it was suggested that further consideration might be needed for additional physical barriers as it was commented that garbage often ends up in the greenspace behind industrial areas.

Questions were raised about how the project would impact existing trails and recreational areas, particularly in relation to the Rock Garden trail. Comments included a request for the inclusion of motorized multi-use trails within the study area. Additionally, there was expressed interest in establishing a paved trail to facilitate commuter access through Metropolit Lane.

While the incorporation of green space was viewed positively, concerns persisted regarding potential green space loss. Some stakeholders proposed retaining tree buffers to shield the subdivision from the highway, while others suggested a larger buffer around Ice Lake, emphasizing the desire for more green space preservation, particularly the marsh area. Additional concerns were raised regarding air quality and the limited information available about wildlife activity in the study area. Environmental concerns also included worries about garbage, attractants from industrial use, and potential harm to Ice Lake and its wildlife.

Concerns were raised about the compatibility of the proposed zoning with the existing neighborhood. Respondents pointed out a missed need for housing in the area under consideration, questioning why residential development was not being considered and the idea of mixed-use zoning to incorporate residential areas was put forward. There was a consensus among some stakeholders to keep commercial and industrial zones close to the highway while promoting residential development around Ice Lake.

Several respondents expressed a strong disapproval of the development altogether, calling for a complete re-evaluation of the project and questioning the necessity of commercial and industrial development, especially in an ecologically valuable area. They felt that the proposed development did not align with the city's values or the ethos of its residents. Concerns were raised about the development's impact on the visual appeal of the city's entrance and potential risks to the community's well-being, including environmental, social, and economic factors. Some believed that an alternate location should be considered, and the comments suggested a preference for commercial and industrial zones to be located further away from the city core. Some recommended encouraging to subdivide lots in the Marwell area rather than clearing more trees or to develop in already impacted areas. Some respondents thought the project would be better suited for the McRae area, and they wished to see industrial land use hidden from view or placed further away from residential properties and greenspace.

Some comments provided generally expressed positive sentiments toward the proposed concept and considered it a "reasonable compromise" between planned growth and preserving suburban wilderness. Some respondents found the location favorable. However, they suggested that the survey could have benefited from a longer lead time.

In summary, the feedback received from various stakeholders reflects a diverse range of perspectives and concerns regarding the proposed development project. Key themes include a preference for larger lots, concerns about compatibility and environmental impact, and a desire to retain green space while carefully considering potential barriers. The feedback also highlighted the importance of addressing noise, traffic, and wildlife-related issues.

3.0 Social Media Comments

Through our social media survey promotion, we've received 4 comments, each offering unique perspectives on the proposed development:

One respondent expressed support for the Access Option 1, considering it the only viable choice and suggesting that adding another set of traffic lights would be unnecessary, while another participant raised concerns about the proposed intersection's proximity to the scale. Another comment strongly opposed the development, citing environmental concerns. This individual argued against cutting down more trees and placing polluting elements into an environmentally sensitive area. In response to that, there was a question posed about where this kind of development should be located instead.

Despite the limited number of comments, these perspectives collectively underscores the importance of environmental conservation and infrastructure considerations.

4.0 Key Takeaways

The recent survey conducted on the Preliminary land use scenario for the Ice Lake Road South industrial and commercial master plan yielded several crucial insights that will shape the future development of the area.

The survey revealed that the majority of respondents reside in Whitehorse, suggesting that local residents are invested in the development of this area. It was apparent that the survey reached only a few respondents interested in purchasing commercial or industrial lots. This finding might necessitate further efforts to engage potential buyers.

It is worth noting that the majority of potential buyers expressed a preference for lot sizes exceeding one hectare, emphasizing the need for accommodating larger properties in the development plan and indicating a need for spacious and versatile commercial or industrial spaces. Accessibility, both in terms of physical access and connection to essential city services like water and sewer systems, has been highlighted as a critical factor for consideration.

Marwell, Mount Sima, and McRae were perceived as attractive locations for commercial/industrial businesses. These areas may have unique advantages or infrastructure that make them appealing.

The area and its adjacent surroundings are greatly used for recreational purposes, underscoring the need to balance development with the preserving of recreational amenities. There was a notable concern about the potential loss of greenspace, with multiple suggestions to widen buffers and retain natural areas wherever possible.

Many comments suggested incorporating residential elements. While participants generally favored mixed-use development, key stakeholders recommended a hub of industrial and commercial activity within the area.

Respondents expressed dissatisfaction with the proposed road layout in the concept plan and questioned its feasibility. While the Alaska Highway option was favored, concerns arose regarding the installation of additional traffic lights on the highway, generating significant dissatisfaction among the community. It is noteworthy that there were ambiguous responses to the different access options, often citing road safety as a shared concern.

In conclusion, the feedback portrayed the complexity and diversity of perspectives among the participants. These key takeaways will be instrumental in shaping the master plan to create a thriving and harmonious urban landscape that addresses the diverse needs of the community.

5.0 Next Steps

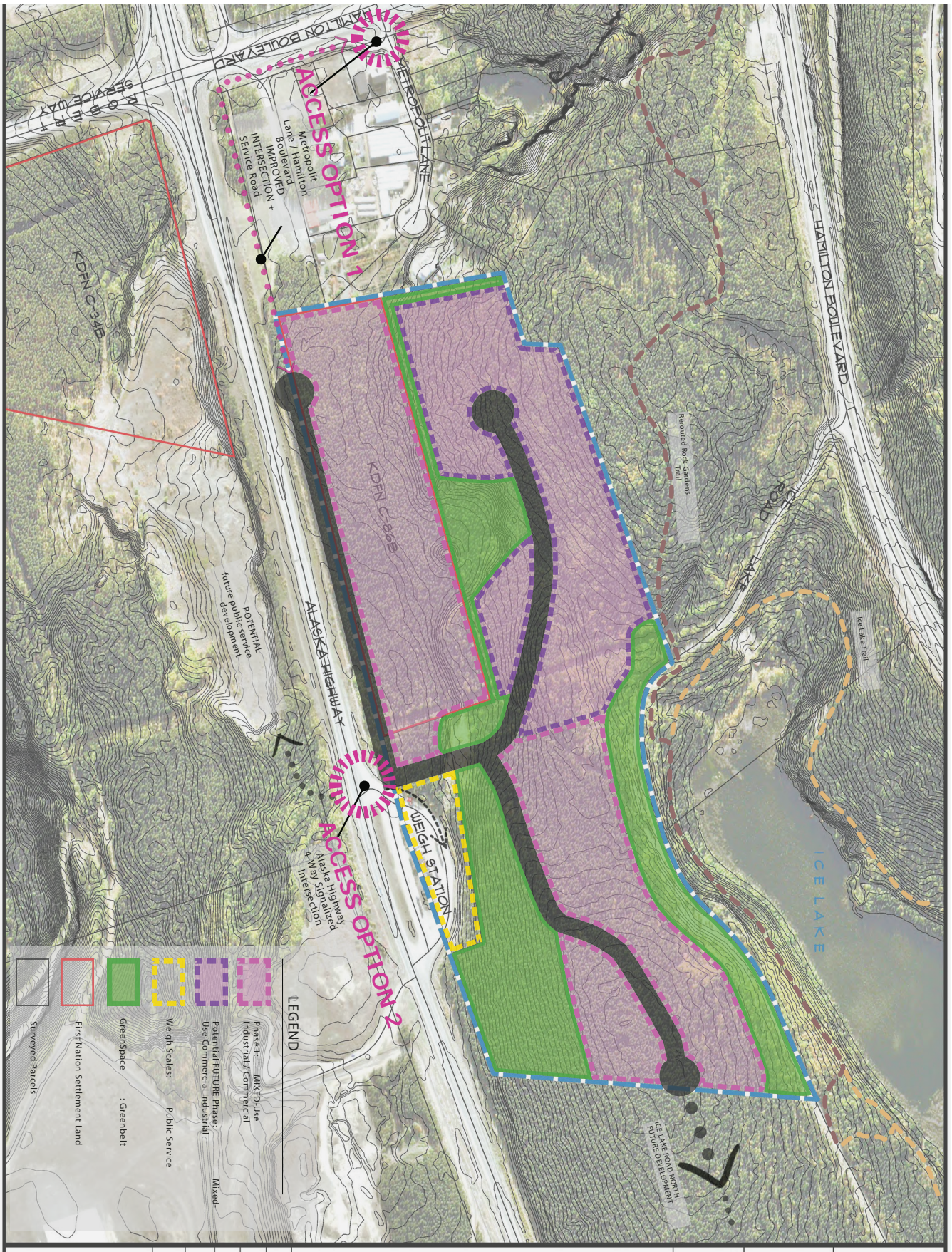
The final preferred land use concept will be informed by the public input provided through the input sessions and surveys, as well as by policy direction, Council strategic priorities, technical information, and the landowner interests. In addition to the final preferred concept plan, the consultant will prepare a Master Plan report that provides recommendations on how the area should develop.

The final step in the process is to present the Master Plan, which includes the preferred land use concept and the report, to City Council for their approval.

6.0 Appendix

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Appendix A - Concept Plan



Appendix B - Survey

Ice Lake Road South Master Plan

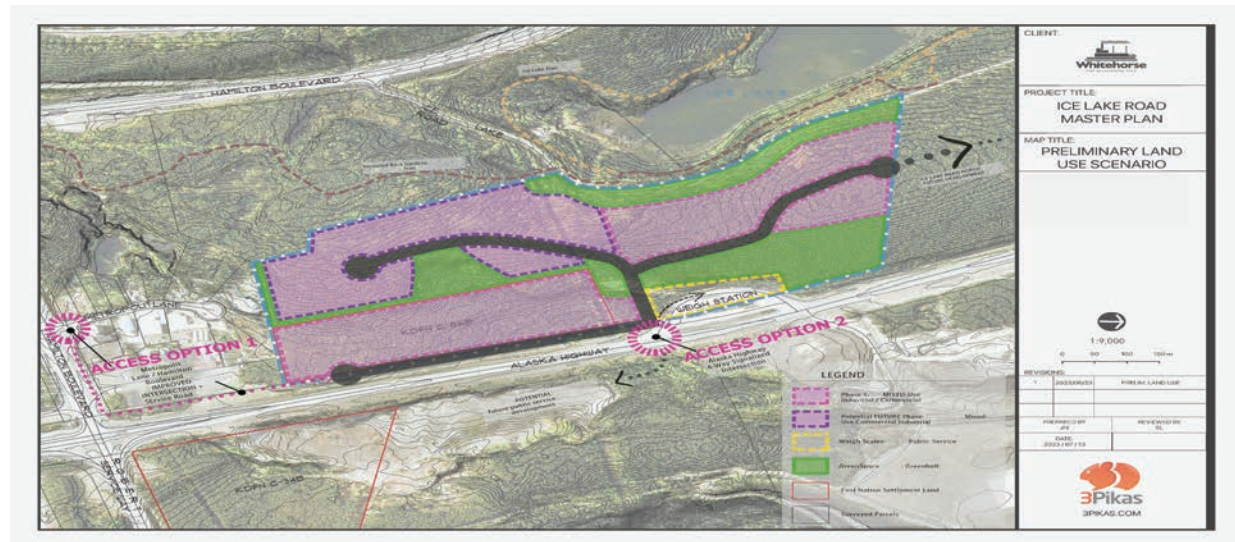
Engage Whitehorse

Survey

Ice Lake Road South Master Plan

The Ice Lake Road South Master Plan project is being carried out by the City of Whitehorse, in partnership with Kwanlin Dün First Nation and Government of Yukon. When completed, the Master Plan will provide direction for the development of a mixed-use commercial and industrial subdivision to meet growing demand and create economic opportunities. The plan will establish a vision and framework for the area including different land uses, access, roads, trails, and other features, as well as guidance on lot density, on and off-site infrastructure, and costing / financial feasibility.

The City of Whitehorse is looking for feedback on the preliminary land use scenario (an early draft concept) to hear your feedback and ideas. Your input will inform the refinement of the design as it moves through to more detailed planning and design phases, before going forward for council approval and environmental assessment (YESAB).



Thank you for your participation in this brief survey. The results of the survey will be posted after the survey closes on August 28.

Land Acknowledgement:

The City of Whitehorse and the Consultant Team recognizes and acknowledges that this project is taking place in the Traditional Territories of the Ta'an Kwäch'än Council and Kwanlin Dün First Nation, whose land, cultures, histories, and languages will continue to guide and influence how we move around our beautiful city for many years to come.

Ice Lake Road South Master Plan

Engage Whitehorse

Do you live in the City of Whitehorse?

(Choose any one option) (Required)

- Yes
- No
- Prefer not to answer

Are you currently looking to purchase or lease a commercial or industrial lot?

(Choose any one option) (Required)

- Yes
- No
- Not Sure

Ice Lake Road South Master Plan

Engage Whitehorse

For the lot you want to purchase or lease, what areas of Whitehorse are the most attractive? (Choose all that apply)

(Choose all that apply) (Required)

- Marwell
- Kulan
- Taylor
- Mt Sima
- McRae
- Other (please specify)

What are the essential features or 'must haves' you are looking for in a commercial or industrial lot? (Choose all that apply)

(Choose all that apply) (Required)

- Location with good access to the Alaska Highway
- Easy for customers/ clients to find
- Lot size < 0.5 ha
- Lot size 0.5 - 1.0 ha
- Lot size > 1 ha
- Connection to municipal water/sewer
- Other (please specify)

Ice Lake Road South Master Plan

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Planning Area

The planning area ([see map](#)) is located within the city of Whitehorse approximately 3.5km from Downtown Whitehorse and 1.2 km southwest of the Erik Nielsen International Airport terminal. The Hamilton Boulevard / Alaska Highway intersection is about 250 meters south of the planning area.



What is important for the planning team to know about this area?

Have you spent time in this area? If so, what did/do you do there? (Choose all that apply)

(Choose all that apply) (Required)

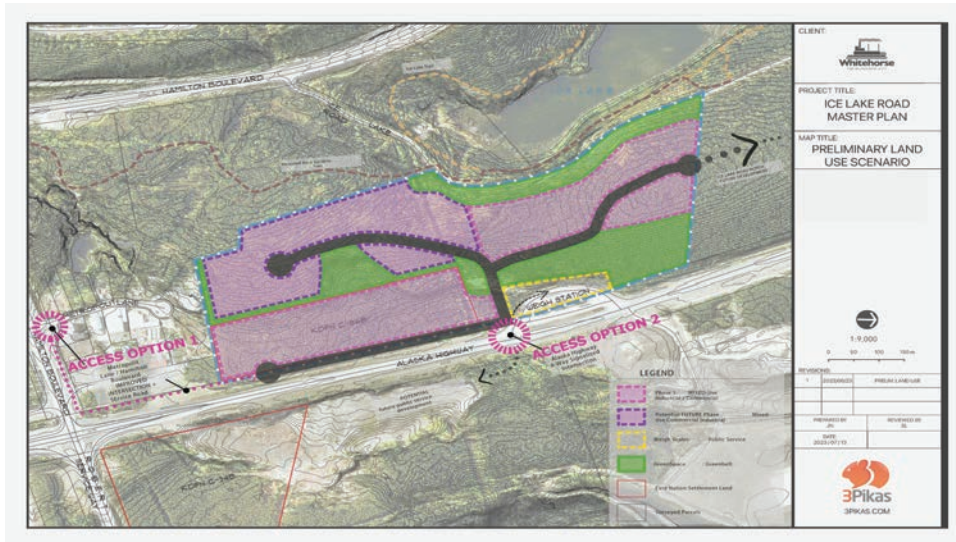
- Hiking
- Biking
- Foraging
- Motorized recreation (e.g. ATVing or snowmobiling)
- Skiing
- Transit through
- I don't spend time in this area
- Other (please specify)

Ice Lake Road South Master Plan

Engage Whitehorse

Design and Land Use Concept

The preliminary land use scenario is a 'first draft' that describes the emerging design and land uses. This includes industrial/commercial areas, greenspace/buffer areas, and road courses. There are two access options that are being considered: one at Hamilton Boulevard / Metropolit Lane, and another at the Alaska Highway. The preliminary land use scenario can be seen below or downloaded [here](#).



What do you like about the conceptual design? (Choose all that apply)

(Choose all that apply) (Required)

- The location of the Mixed-use Industrial/ Commercial space
- The road layout
- The rerouting of the Rock Gardens Trail
- The incorporation of greenspace
- Other (please specify)

What are your ideas for improving or changing the design?

Ice Lake Road South Master Plan

Engage Whitehorse

Which access option do you prefer?

(Choose any one option) (Required)

- Hamilton Boulevard / Metropolit Lane Access (Access Option 1)
- Alaska Highway Access (Access Option 2)
- Don't know/not sure

Please explain your preference for the access option.

Does the preliminary land use scenario capture your values for a Commercial / Industrial Subdivision? What did we miss?

Appendix C - “Other” Comments and Open Ended Questions and Responses

QUESTION 3

For the lot you want to purchase or lease, what areas of Whitehorse are the most attractive? (Choose all that apply)

	<i>“Other” Responses to Question 3</i>
1	This area, because it’s not heavy commercial. Other subdivisions have quite a bit of industrial activity. Yukon gardens is nice as it’s less heavy industrial.
2	Downtown
3	Downtown
4	not sure - future plan
5	Downtown
6	Near Yukon Gardens, Copperridge
7	AK HIGHWAY NEAR airport, McLean lake, or Hamilton

QUESTION 4

What are the essential features or ‘must haves’ you are looking for in a commercial or industrial lot? (Choose all that apply)

	<i>“Other” Responses to Question 4</i>
1	Lots of Greenspace. Other industrial subdivisions have no trees left, and become a bit of a wasteland. Preserving existing forest in Greenspan would make an industrial subdivision much nicer.
2	Lots of green belt/greenspace. The commercial subdivisions are typically very devoid of any trees in Whitehorse! Why is this not being developed as residential?
3	Needs to be around other industrial users, industrial users are too dispersed in town...ie mechanics, machinists, shipping, etc...key is to have one large industrial hub with lots of expansion room

QUESTION 5

What is important for the planning team to know about this area?

	<i>Question 5 Responses</i>
1	Infrastructure upgrades to Hamilton Blvd and Alaska Highway intersection are needed to make the area more friendly to cyclists. As I understand, they are already planned but the MP should consider this if not. Upgrades to Hamilton Blvd at proposed access 1 would also be needed.
2	That the planning area bumps up against the City recognized Paddy's Pond/ Ice Lake Park. This is not indicated on the map. This needs to be recognized in regards to some precautions that need to be considered with a park as a neighbour. Garbage, Parking, Traffic calming measures. Perhaps some fencing in some cases.
3	it is an existing area for trails and recreation use, wildlife habitat and carbon sink. It should never be considered for development.
4	Ensuring that that new users of this land do not contaminate it and that wetlands are preserved.
5	This area is a beautiful active use zone, with excellent trails, beautiful forest, green space close by.
6	This area backs onto a much appreciated and used recreation and park area (Ice Lake and Paddy's Pond area)
7	Your map doesn't make clear that this backs on to a city park. I'm sure the city knows this, but they are not educating survey participants well.
8	Maintain wilderness trails and preserve forested areas - think of climate change, and to consider noise and wildlife corridor; traffic!
9	The area provides greenspace for recreational activities such as walking and biking.
10	This is an ecologically important area: it provides necessary habitat between the airport, Lobird, Hillcrest and Copper Ridge/Grainger for all sorts of wildlife including bears, moose, caribou, etc. Its location near the pond/marsh by the Rock Gardens, Ice Lake, and the moist areas into which Ice Lake drains to the east/north east, further connecting to Paddy's pond near Hillcrest, mean that development here should carefully consider if the destruction of this wildlife corridor is necessary.
11	Area has trails and is used for recreation, also there is an Orienteering map of part of the area, for recreation.
12	Retain Greenspace wherever possible.
13	Bike trail access from Hamilton to highway
14	it is one of the important green areas that are constantly diminishing due to development.

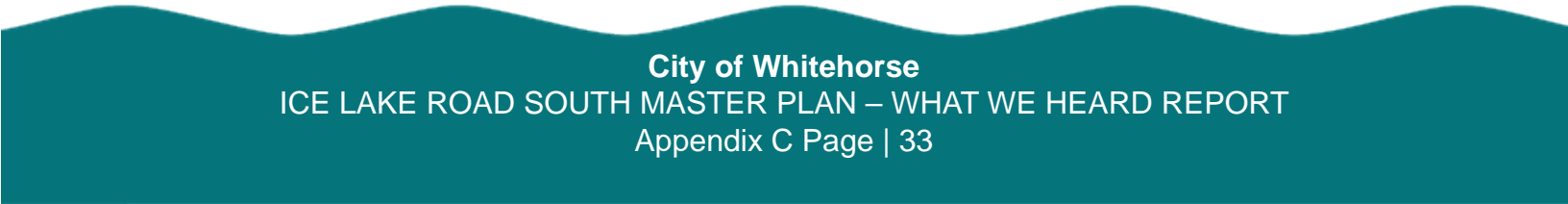
	<i>Question 5 Responses</i>
15	The trails around Ice Lake are well used. Additionally there is a rock climbing area (rock gardens) which is important to many. Access to these recreational areas should be maintained.
16	An active wildlife corridor which there is very little of left in the city. This should be preserved as is.
17	Avoid direct access from the Alaska Highway, and avoid more traffic lights on the highway.
18	Choose access option 1; Option 2 is a bad idea. We don't need/want another set of traffic lights
19	Maybe before we plan on more commercial/industrial, we use up the other land we already have developed...how many empty commercial/industrial properties are out there? Just drive through Marwell. Just another money grab for already wealthy people in the Yukon.
20	The area is used by many people for recreation. There will be a great deal of push back on developing this area especially if the new Lobird development goes ahead. It would be useful to offer alternate trails for users in that area!
21	very imp't that there be preserved a buffer of trees along the alaska highway wherever possible, to preserve what little is left of a nice visual of our "wilderness city" for people driving/cycling/etc along the highway, especially visitors. roads in and out of the future lots/commercial/industrial area should be from the rear not from the highway. We have an opportunity to keep whse from becoming just like any other city along a highway so let's do that.
22	Trail use by residents.
23	Multi user trail nearby used by dog walkers, runners, cyclists, and recreational motorized vehicles.
24	More services available on the highway to reduce having to go into the downtown core
25	Important recreational values at Rock Gardens, and trails around Ice Lake
26	It will be unfortunate to turn trails and greenspace so close to houses into industrial properties.
27	We have seen deer, moose and bears passing through that area. Reducing the green space for wildlife is not good for them as humans will kill them if they access their property or garbage. I feel having wildlife corridors in the "wilderness" city is paramount to those of us who enjoy nature. Why not grow vertical? What are the obstacles?
28	This area has a long traditions of people hiking, walking, cycling, berry picking and mushroom foraging.

	<i>Question 5 Responses</i>
29	This area is currently a green belt area with many trails that are used daily by area and non-area residents. Also, it is an area for birds, wildlife and plant life to thrive. It will be important for any future development to recognize and incorporate the current trail usage and birds, wildlife and plants.
30	This is an important recreation and harvesting area for area residents from both Granger and Hillcrest.
31	I would avoid access from the Alaska Highway. The access from the Metropolitan area would be preferable due to the highway already being congested, and the lack of a proper merge lane from the south access to the highway going towards the airport. The new lanes did not accommodate a merge in this area, it is a bit dangerous at this point already.
32	This area is adjacent to Yukon Gardens which is a green quiet subdivision with businesses, a daycare, vet clinic, retail and Yukon Gardens and a Hotel and houses and the noise of commercial business could adversely affect the business. There needs to be a larger green belt with trees separating these properties to act as a noise barrier.
33	<p>I have many questions and concerns relating to the planned Commercial/Industrial use of the Ice Lake Proposal.</p> <p>I just learned about this proposal yesterday and although I don't live in the area, I do use the trails behind the proposed development that will be impacted by this proposal. I also know several people who live and operate businesses on Metropolitan Lane who will be directly impacted by this plan. Two residents in the area just learned about the Ice Lake Project yesterday.</p> <p>1. The Phase 1 document for Ice Lake development was to include meetings with the City's project manager, City staff, staff from KDFN, TKC, the Government of Yukon, and private landowners. If private land owners did not know about the project until recently, how were they invited to attend the consultation meeting? Could the city please report out on how many private land owners were invited and how many attended this important stakeholders meeting? How did the city communicate with the land owners and when?</p> <p>2. The Ice Lake Proposed Plan abuts Yukon Gardens and impacts seven other businesses and six residences on Metropolitan Lane including: A Daycare Veterinary Clinic Yukon Garden Centre Yukon Garden Greenhouses Heating Retailer And two other independent businesses where the owners live on the property. In total there are six families are living within the Metropolitan Lane area and will be impacted by this commercial/industrial development.</p>

	<i>Question 5 Responses</i>
	<p>3 Did the planning committee consider the incompatibility of having a commercial/industrial development bordering a large garden centre that provides fresh produce for residents? Yukon Gardens is a long-established business that has been in operation at their present location for 38 years. In the past few years the business has built a number of state-of-the-art green houses to expand local availability of fresh produce for Yukoners. At a time when food security is an issue globally, we can ill-afford risking any measure of food security, especially in Yukon. We do not have to tap our long-term memory to remember the number of recent spring/summer highway closures we experienced due to fires, and road and bridge washouts.</p> <p>4 Did the planning committee conduct a detailed water, environmental and wildlife assessment for this proposal? Was the planning committee aware that all above business and residences on are well water? Was this considered when they did their water assessment? Should contaminants make their way into the area's water table the impact to a large commercial garden centre would be catastrophic, as it would for all businesses and residents in the area</p> <p>I hope the committee will also consider the loss of yet another non-motorized green space used by many residents for walking and skiing. Can we not protect some green space in our city?</p>
34	This area has been used extensively for recreation for generations. It's a fantastic green space that should remain as preserved an undisturbed as possible. One of our most attractive features as the Wildlife City is the Wild part.
35	This area is heavily used for recreation and is a wildlife corridor.
36	There's beautiful walking trails and a steep slope in there. It is a substantial wildlife corridor as there is relatively little human activity. It would make a great residential space. Could it be considered for residential development instead?
37	I live in Hillcrest and use the Ice Lake loop often. Obviously the development will encroach on this well-used recreation area, but I would guess that the vast majority of the area essentially gets no use and could potentially be better used.
38	Build houses.
39	Should be used for businesses that support the airport and aviation....make it a hub...minimize mixed use areas
40	Lovely hiking area close to residential area
41	This area is heavily and enthusiastically used for recreation year round - hiking around Ice Lake and rock climbing at the Rock Garden.
42	This area has many artifacts from the building of the Alaska Highway. On this site a camp housed workers. Many old bottles and a root cellar are still on property. In addition there may be an old burial site of First Nations. This area is used extensively by bikers, hikers and walkers.

	<i>Question 5 Responses</i>
43	It is a good area for development. Well connected.
44	Is industrial demand forecasted to require this much land in the long term in Whitehorse? Consider whether some industrial zoning in this area should be re-considered to encourage room for more residential in a very convenient location to downtown. If industrial / commercial, should be restricted to light industrial and commercial only...it's time to get the gravel pits out of downtown and residential.
45	It is a sensitive natural space that is enjoyed recreationally by many residents of Copper Ridge, Granger and Hillcrest
46	Ice lake road is a popular walking, biking, running area. It would be disappointing if the development would negatively impact this area with noise pollution or being able to see the development from the trails
47	Please keep a BIG buffer between the lake and allowed development. Not sure why Metropolit Lane is getting special treatment.
48	Portions in the area marked and adjacent to it are valuable recreation and wildlife areas
49	I'm in favour of increasing city density rather than increasing Whitehorse's "country residential" footprint on the Yukon wilderness, so I'm generally supportive of new development in the target area. That said, I also value the time I've spent on the trail system around Ice Lake, so I'm hopeful that any future development will strike a reasonable balance between urban growth and maintenance of vital green space.
50	There are trails in the area. And a lake
51	This is a greenbelt for many activities (walking, biking etc).
52	this is a wildlife area with an extensive trail system that is well utilized by citizens of Whitehorse.

	<i>Question 5 Responses</i>
53	<p>I am writing to express my deep concern regarding the proposed development of the land located in the Ice Lake Road area. Having an intimate knowledge of this region, I believe it is imperative to scrutinize the feasibility of such development more closely.</p> <p>The area in question is characterized by its rocky terrain and imposing cliffs, making it unsuitable for extensive development. Moreover, the absence of essential city services such as water, sewer, and power infrastructure further underscores the inappropriateness of this location for such ventures.</p> <p>One critical consideration that must not be overlooked is the proximity of this area to Yukon’s only year-round vegetable production facility. The region boasts a notably low water table, and any development endeavors have the potential to compromise the vital food security of our community. The potential pollutants associated with this proposed development also raise alarms, given the potential negative impact on the facility’s operations.</p> <p>The area serves an important recreational function, with recently developed trails that have become popular among residents and visitors alike. These trails contribute significantly to our city’s overall well-being and quality of life. As we look towards the future, it is vital to safeguard these recreational opportunities for the community.</p> <p>Taking into account the existing neighbors, including a hotel, nearby homes, and a substantial RV park, it is clear that the envisaged large commercial and industrial development is ill-suited for this locale. I urge that, if development in this area is deemed necessary, it should be accompanied by the establishment of surrounding green belts. This approach would not only respect the needs of the existing community but also protect the delicate balance of our local ecosystem.</p> <p>While I understand the importance of urban expansion, there are undoubtedly other areas within our city that are better suited for such endeavors. I kindly implore you to thoroughly reassess the implications of this proposed development and consider alternative locations that align more harmoniously with the existing surroundings.</p> <p>Thank you for your time and attention to this matter. Your thoughtful consideration of these concerns is of utmost importance to preserving the integrity and prosperity of our community.</p>



<i>Question 5 Responses</i>	
54	<p>I am writing to draw your attention to a matter of critical concern regarding the proposed development of a specific parcel of land in our city, namely the Ice Lake Road area. My intimate familiarity with this region leads me to believe that a thorough reevaluation of this project is necessary.</p> <p>The geographical characteristics of the area cannot be ignored. The presence of rocky outcrops and towering cliffs renders this location fundamentally unsuitable for extensive development. What’s more, the absence of basic municipal services such as water, sewer, and power infrastructure further underscores the impracticality of this endeavor.</p> <p>One pivotal consideration pertains to the adjacent presence of Yukon’s sole year-round vegetable production facility. The region’s inherently low water table poses a significant risk to the food security that this facility provides to our community. The potential introduction of pollutants due to this development could inflict irreparable damage to this vital resource.</p> <p>Beyond these concerns, the region has developed into a cherished recreational space with recently established trails that have gained popularity amongst residents and visitors alike. These trails play a vital role in enhancing our city’s overall well-being and lifestyle. It is imperative that we safeguard these recreational assets for the well-being of our community.</p> <p>Given the existing fabric of the neighborhood, including a hotel, nearby residences, and a substantial RV park, the prospect of a substantial commercial and industrial development raises valid apprehensions. If the decision to proceed with development is made, I urge you to include provisions for protective green belts that can help mitigate the potential disruption this project may cause.</p> <p>While urban expansion is an essential aspect of progress, it is essential that we make informed decisions that do not compromise the existing harmony of our community. As we deliberate the best path forward, let us consider alternative areas within our city that are better equipped to accommodate the proposed development without jeopardizing the delicate equilibrium that exists in Ice Lake Road.</p> <p>I earnestly implore your team to conduct a comprehensive review of this proposed development, taking into account the concerns raised in this letter. Your thoughtful consideration and diligent assessment of the potential repercussions are pivotal in maintaining the prosperity and sustainability of our community. Thank you for your time and dedication to ensuring the well-being of our city.</p>
55	It is a well used recreation area used by all kinds of users!

	<i>Question 5 Responses</i>
56	The Ice Lake Road is not listed as a trail or under trail use, but it is used moderately to heavily by mountain and fat bikes, walkers and other recreation users year round. If traffic will be allowed on that road or the road is paved, then a trail should be developed to allows uninterrupted access of recreation users linking Rock garden trail to Ice Lake Trail and Ice Lake trail to Hamilton Blvd. Please no super wide roads that will increase vehicle speeds in areas that might mix with bikers and recreation users. Otherwise, I support the land use.
57	Developing this area, will add more traffic to an already congested area with tractor trailers and large loads slowing for weigh scales.
58	Many people use the trails for hiking, biking and wild harvesting.
59	Please consider mixed use zoning, to include residential units, with requirements that there be at least one multi-unit rental property.
60	Ice Lake is a great habitat for wildlife, birds, waterfowl, moose bears etc. It will be very important to mitigate impacts. Runoff should be managed carefully so that we don't lose another natural pond/lake near Hillcrest. Paddy's Pond was severely impacted by the runoff caused by the buildout of Copper Ridge. It is now permanently flooded with many dead trees which have fallen over into the pond. The same can be said for the former clay pits/bike pump track.
61	Would be a good location for businesses related to the airport, maybe even a park and ride. Height restrictions related to airport requirements.
62	These trails are heavily used by residents, walking, hiking and biking. There is a great deal of wildlife in this area, bears, coyotes, foxes many species of birds.
63	This land represents a very significant natural land for all residential areas bordering the area..and one of the few accessible by foot to all residents. Many residents from other areas of the city are known to use this area. It is used by wildlife serves as avian nesting area both non migratory and migratory. The Ice Lake/ Paddys Pond Regional Park proposed designation was created in the 2014 Whitehorse OCP and to my knowledge remains in the 2040 OCP. This commercial /industrial master plan removes significant land used by wildlife and their presence in the Proposed Regional Park and bordering neighbourhoods. The planning of this commercial /industrial plan must not encroach on the designated park land and ensure protection from commerce/industrial activity.

QUESTION 6

Have you spent time in this area? If so, what did/do you do there?
(Choose all that apply)

	<i>Other Responses to Question 6</i>
1	Running, observing nature, taking kids out to enjoy the forest and learn.
2	Orienteering, also skating on Ice Lake
3	Reside in Yukon gardens
4	Rock climbing, outside of area but close
5	Dog walks
6	Rock climbing
7	Running
8	Walking
9	running, walking with family, looking for frogs, cranberries etc.
10	Live beside development
11	Swimming in Ice lake and rock climbing
12	Swimming
13	snow shoeing
14	walking and running
15	Kick sledding Snow shoeing
16	Walking
17	Where I can walk from my home to non paved/asphalt walking all seasons .where with increasing temperatures it is cooler and can see and enjoy the more natural space good for my emotional and physical health.

QUESTION 7

What do you like about the conceptual design? (Choose all that apply)

	<i>Other Responses to Question 7</i>
1	Absolutely nothing
2	I don't like any of it, sorry.

	<i>Other Responses to Question 7</i>
3	This is very biased wording. These are some of the specific items I dislike.
4	KDFN block is fine - along the highway - two blocks close to ice lake are all wrong
5	It would be helpful to see what is planned north of the Ice Lake Road planning area
6	Nothing. It does not maintain a wildlife corridor.
7	None. We don't need it
8	2 access roads are away from the highway. so should be the third.
9	Nine
10	Not a big fan of how far back it goes. I would like the idea of a single lot width off a single parallel road to the Alaska highway.
11	Although it incorporates greenspace, that space is currently inhabited by living beings and you will destroy their home and will make it complicated for wildlife to cross.
12	None.
13	I don't care for yet cutting more urban forest. The City will never meet its Climate Change goals if it continues to do so. I do not care for the development of commercial lots in the south east part of Ice Lake in Phase 1 and future development.
14	absolutely nothing. leave the whole are alone. full stop.
15	Again, why not residential?

QUESTION 8

What are your ideas for improving or changing the design?

	<i>Responses to Question 8</i>
1	A larger buffer between Ice Lake and the commercial/industrial area. It looks like slopes are an issue but if re-grading is possible, move the commercial/industrial area closer to the Alaskan Highway and leave more space between the new uses and Ice Lake.
2	Although there is greenspace added, I wonder what else can be added to make sure the PPIL Regional Park is protected. Should the Commercial area have some kind of physical barrier between it and the park to prevent garbage, vehicles etc. from accessing that area. This may be an item for the next stage.
3	scrap it and develop elsewhere. Or not at all.

	<i>Responses to Question 8</i>
4	Instead of more industrial space, why don't you consider turning this entire area into a progressive living community, with garden homes, apartments, semi-independent and assisted living? We already have an abundance of industrial space. There is a lot of money in senior living!
5	A larger buffer between green space and industrial
6	No uncontrolled highway access. Use option 1 or plan to build a traffic light.
7	Stay close to highway and away from trails, wildlife and lake
8	Scrapping it. This isn't a suitable place for an industrial subdivision. There are ample locations along the Alaska Highway south of Whitehorse and in Marwell. Making better use of these areas should be the first priority. Eventually (as the need arises), disused quarries such as those found along McLean Lake road be more appropriate as this would make use of already-disturbed land.
9	It's hard to judge without knowing the plans for the 'Future planning' parcel
10	Higher density of Greenspace. The industrial subdivisions in Whitehorse are devoid of greenspace!
11	Don't develop it. We need wildlife corridors. Often deer in this area as well as bears, wolves, coyotes, foxes.... I have even seen caribou here.
12	Not clear what there are for services, if any.
13	We don't need more commercial/industrial and if we do, there are areas that are not part of our intact forest landscapes. Is Wilderness city just a marketing ploy at this point?
14	Is it possible to include a park for people in the industrial area to use?
15	keep a buffer of trees all along the Alaska Highway. Don't have the lots be visible from the highway .keep access discreet as well as safe. don't bung up this stretch of highway.
16	There's too many new roads adjacent to the highway proposed. I'm concerned this will reduce green space available, and encroach development within a large wildlife corridor. Keep access by extending existing ones near Yukon Gardens.

<i>Responses to Question 8</i>	
17	<p>The area immediately adjacent to the weigh scales should be accessed from access option #2. Do not make the access off of Hamilton Boulevard. This is way more difficult and burdensome for heavy truck traffic.</p> <p>Also, why was access for this whole area other then the FN portion not considered down the existing Ice Lake Road. Either the Ice Lake Road should be considered as the best option or the access by the weigh scales should connect up to access along the Ice Lake Road that connects to the Alaska Highway by the Air North hanger turn off.</p> <p>Parcels larger than 1 hectare should be made available and lots do not need to be serviced.</p>
18	Would like to see greater setbacks from the rock gardens climbing area and Ice Lake
19	Not a big fan of how far back it goes. I would like the idea of a single lot width off a single parallel road to the Alaska highway.
20	Do not go ahead with this plan. The green space right across the Alaska Highway is also being developed. How can wildlife survive?
21	<p>Please specify that there will be MMU trails alongside the road network. The area is directly adjacent to the South Growth Area, and if/when that is developed, active transportation should be able to move through both the South and North Ice Lake Road areas on trails seperate/protected from roads. If Access 1 is developed, active transportation should be able to travel through the area all the way to the Hillcrest Dr/Alaska Highway intersection.</p> <p>Widen the buffer between Paddy's Pond Regional Park and the commercial use. A large Greenspace buffer between the Alaska Highway and commercial uses is unnecessary. I recognize this may be costly given the slopes.</p>
22	Keep the green space/buffer wider below the Ice Lake road (south east part of lake) and move the commercial closer to highway (even it it means removing grade). Leave those forests for the diversity in plant community they offer and the numerous services (health, environmental and social) urban forest serve.
23	The current Hamilton Blvd/Metropolitan Lane access is currently a lane exit just west of the Alaska Hwy interchange and would require reworking to ensure smooth and safe traffic flow. Also, how will vehicles turning off from South Alaska access lane safely (as, at present, they have to turn into far right lane to enter)? I'm not in favour of Alaska Hwy Option #2 right at the weigh scales as certain times of the year there is a lot of big rig traffic entering and exiting this area.
24	I'm not sure of the benefit of including a sliver of greenspace between two industrial areas. What's the point? It'll just fill up with garbage anyway like the other green spaces near industrial lots.

<i>Responses to Question 8</i>	
25	Putting commercial/industrial in this area is a horrible idea. It is going to amplify car dependence along the highway meaning large parking lots and non-public transit development on these lots . Especially for such a central area of the city that should be the focus of high density development. If the city is determined to develop this area then it should be primarily high density residential that can enhance public and active transportation, and compliment the greenspace and Ice Lake area around it which people can enjoy.
26	as stated, the access should not be off the highway
27	More greenspace between Yukon Gardens and the new commercial development Have the commercial cul de sac moved so that heavy traffic and truck noise isn't immediately beside Yukon Gardens property
28	I believe the design does not meet the City of Whitehorse's Master Plan guidelines. It is certainly not compatible with the long established Commercial/Residential area of Metropolit Lane and Yukon Gardens. The City should not approve the Commercial/Industrial development in this area.
29	don't develop there.
30	I'm all for development and recognize that we need more land availability. I however don't understand the need for industrial land inside the habitation radius of the city core. If you look at the radius created by Hamilton Blv, it would make more sense to have mixed use development with an enfosys on housing as this area is well connected to the core via road and trails. Industrial spaces should be pushed out to locations such as the quarries or expanding the industrial area down in Marwell. Housing is our biggest issue and not all people want to live in Whistle Bend. At least you wouldn't have traffic issues and the bus already goes past this area.
31	I'm concerned about heavy industrial use in an area that is currently without any known contamination or see a lot of human use, especially as it would likely be unserviced, with a significant number of septic systems. I'm curious as to why it has not been explored as a residential subdivision. Seems like it could be a much better use of the land, especially since not everyone wants to live in Whistlebend.
32	The cul de sac or dead end roads don't make much sense. Why not have them all connect in a loop.
33	Would probably like to see as much of a green space buffer between the development and ice lake as possible, so if that could be increased by decreasing the space on the highway side, I think that would be preferable.
34	Limit mixed use, focus on an aviation services hub

<i>Responses to Question 8</i>	
35	It's hard to disagree with plans to develop accessible land within the city. However, this is long-established recreational space and I would hope this would continue. Much as I understand that the highway corridor in this area is primarily industrial/commercial and this fits in, there is a serious need for affordable housing - and at a higher density, not just large lots.
36	The design and industrial use is not compatible with neighbouring properties. Yukon Gardens subdivision is green and contains greenhouses, retail businesses, a hotel and daycare and vet clinic. To zone this area industrial commercial creates the potential for heavy industry with pollutants and located next to commercial greenhouses that grow vegetables for sale does not make sense.
37	It looks good to me, as proposed.
38	Keep mixed used right along the highway only. Given the amount of undeveloped land available across the highway seems unnecessary to go so deep into the undeveloped area...residential around ice lake would be a much better use of the land.
39	More green space between Icelake and the development...
40	Incorporating some residential development
41	More green space; commercial designation only--NO industrial.
42	Maintain the integrity of the current rock gardens trail. This is important considering that the area on the other side of Hamilton blvd may be developed in the future potential eliminating trails such as Quickie.
43	More commercial space would be better
44	Trail access for pedestrians and cyclist through the back of the lot would improve the active transportation options to the property. As designed, a worker commuting by bike from Copper Ridge would have to go all the way around the property for access. A link in the middle and/or at either end would provide better access by active transportation and "future proof" the design (in case say, the trails in the back become paved in the future). If access option 1 is chosen, I'd like to see an active transportation link at access option 2.
45	I can't tell if the design includes modest access to Ice Lake for recreational non-motorized boating (canoe/kayak/SUP). Currently, boats have to be carried in. A small launch area that could be driven to, or close to, might be worth considering. I realize there might be strong resistance to the idea of opening up the lake to increased traffic, though.
46	I'd rather the space be mixed use residential than commercial/industrial as we are currently in a housing crisis
47	Create a larger buffer between the lake and the development
48	Don't do it.

<i>Responses to Question 8</i>	
49	<p>While I understand the importance of urban progress, I firmly believe that significant changes are needed to ensure the safety, sustainability, and well-being of our community.</p> <p>Firstly, I cannot emphasize enough the potential risks to food security in the Yukon associated with this development. The low water table and the possibility of pollutants pose a direct threat to the only year-round vegetable production facility in our region. In light of these risks, I urge the thorough reassessment of this project's location. It is clear that the current site is not suitable for development of this scale and nature.</p> <p>Should it be absolutely necessary to move forward with this project, I insist that a considerably larger green belt be integrated into all aspects of the proposed development. This green belt would serve to mitigate environmental impact, preserve local ecosystems, and enhance the overall aesthetic and well-being of the area. Our community deserves a development that is considerate of its surroundings and respectful of the existing environment.</p>
50	<p>I am writing to convey my unwavering opposition to the proposed development in the Ice Lake Road area. The risks associated with this project, particularly concerning food security and environmental sustainability, are too substantial to be overlooked.</p> <p>After careful analysis of the current site, I firmly believe that this development should not proceed in its present location. The concerns regarding the preservation of food security in the Yukon cannot be overstated. The low water table and potential pollution risks pose a grave threat to an essential year-round vegetable production facility, which plays an indispensable role in ensuring our community's nutritional well-being.</p> <p>Should the decision to proceed with development be deemed unavoidable, I strongly advocate for the reconsideration of the location. It is imperative that an alternative site be identified, one that does not compromise our critical resources and environment. While development is essential, it must be conducted responsibly, with a clear focus on sustainability and the long-term benefit of our community.</p> <p>Moreover, if the necessity of development in the Ice Lake Road area cannot be averted, it is paramount that a significantly larger green belt space be incorporated into all sections of the proposed project. This green belt would serve as a buffer zone, mitigating potential environmental and ecological disruptions while respecting the needs of the surrounding community.</p>
51	address Ice Lake Road access and trail use

<i>Responses to Question 8</i>	
52	Access should be onto Hamilton with a timed traffic light (located well before your 'soothing circle' roundabout), then get lights at Alaska Hwy/Robert Service Way on a timer.
53	Please consider mixed use zoning, to include residential units, with requirements that there be at least one multi-unit rental property.
54	Connect on both the Hamilton boulevard side and Al highway so as to have two ways to exit
55	If you are going to make an access off the highway, put in a signalized intersection. It might slow traffic down. The new highway has increased speeds in that area to 100 km/h, despite the 60-80 km/h zones.
56	Why would you want to put an industrial area adjacent to several residential areas that use that space, including Hillcrest, Granger and Copper Ridge residents and others who travel to use the space. It doesn't appear to fit with the Agricultural/commercial or veterinary businesses that currently exist next to Hamilton Boulevard either.
57	don't understand road design Looks like the plan is to remove all natural trees from the highway

QUESTION 10

Please explain your preference for the access option.

Option 1 Hamilton/ Metropolit Access Preference

<i>Responses referring to Option 1 preference</i>	
1	You've already screwed up the highway enough. Highways by their very definition should be for travelling through an area, not business access.
2	Safer. Cars move too quickly on Alaska highway and there is no enforcement of speed limit.
3	YG is working to reduce uncontrolled highway accesses. If you want highway access, it must be signalled.
4	To avoid more turning vehicles on the highway and increased risk of accidents
5	Don't want yet another traffic light on the Alaska Highway
6	Keeps the highway clear of accesses
7	Avoid the busy highway, avoid the need for more/new lights on the highway.
8	Option 2 is a bad idea, another set of lights is not needed or wanted
9	don't have access off the highway, we'll need yet another light and it will be a gong show

	<i>Responses referring to Option 1 preference</i>
10	Having option 2 so close to Hamilton Blvd will slow down traffic passing by on Alaska Highway. There's too many roads being proposed. Try to reduce them and keep more green space.
11	Minimize number of access points on the highway
12	More cost effective
13	I think both access points would be alright but I wouldn't want to see another traffic light on the highway.
14	better connection to South Growth Area.
15	The Alaska Highway is a racetrack without any policing, so any turns directly off the highway will increase a risk of accidents.
16	busy highway already - and not well planned out with the newest changes.
17	Safer than onto a highway where too many people speed. There will also be conflict with heavy transport traffic due to the scales.
18	Potentially less impact on trails and natural areas.
19	Entrance and egress via Hamilton seems like a safer option versus allowing more cars to turn into high-speed traffic on the Alaska Highway.
20	I think it would get slow moving trucks off the Alaska Highway to do their turns and keep this throughway more open.
21	Access from Hamilton Blvd will be safer due to less traffic, slower speed, etc at access point.
22	Signalized intersection.
23	It minimizes damages to the natural area because the road access would be adjacent to Hamilton Blvd which has already interrupted the natural area
24	Still good access to the Alcan, but no traffic lights on the highway.

Option 2 Alaska Highway Access Preference

	<i>Responses referring to Option 2 preference</i>
1	If the South Growth Area develops, I think it would be better to have less traffic pressure on hamilton blvd, as opposed to the Alaskan Highway.
2	Better to have trucks and other large vehicles turning directly off the highway, rather than causing congestion and accident potential on a largely residential road.
3	Highway is a major transit way - keep the noise there
4	If this access is properly implemented, it could slow down traffic along the Alaska highway and further signal to travellers that they are within city limits. It's easy right now to just treat the Alaska Highway as a high-speed highway until one gets to 2 mile Hill, which is a hazard to people near Hillcrest and the airport.
5	Less frontage road

	<i>Responses referring to Option 2 preference</i>
6	keep robert service moving, now that there are 4 lanes on highway, use that
7	It leads directly off the Alaska Highway and through a minimum amount of green space. The other option would be more disruptive and destructive.
8	Traffic on Hamilton is already a problem and sure to get worse if the Lobird development goes through. Maybe move the intersection with the Alaska Highway further from the weigh station and use an on demand light setup.
9	Alaska highway. Easier and more direct for larger vehicles.
10	<p>The area immediately adjacent to the weigh scales should be accessed from access option #2. Do not make the access off of Hamilton Boulevard. This is way more difficult and burdensome for heavy truck traffic.</p> <p>Also, why was access for this whole area other then the FN portion not considered down the existing Ice Lake Road. Either the Ice Lake Road should be considered as the best option or the access by the weigh scales should connect up to access along the Ice Lake Road that connects to the Alaska Highway by the Air North hanger turn off.</p> <p>Parcels larger than 1 hectare should be made available and lots do not need to be serviced.</p>
11	It make sense visually.
12	Reducing creating roads
13	It is more simple and easier to access the parcel and uses the existing Alaska Highway corridor.
14	I'm not a fan of parallel service roads.
15	Option number 2 will make less congestion at the Alaska Highway South intersection.
16	<p>There are several businesses and a daycare on the corner of Metropolit Lane. The additional traffic would cause extensive issues. In addition the land in front of Yukon Gardens is currently used as a parking lot and has for many years. There would no area to park to shop at the Gardens. In the spring in particular this parking lot is in an overflow situation and this access would prevent customers from shopping and dramatically reduce our revenue to the point we might be out of business.</p> <p>A larger investment would be required to make the road accessible for trucks.</p>
17	Proposing Hamilton Boulevard an access road to this development should not even be offered as an option. As one who travels to town daily, this high traffic and high collision area does not need additional vehicles added to mix. The additional commercial traffic would also impede the businesses and residences in the area, including a Day Care. Combine the access for the Ice Lake development with the weight station access on the Alaska Highway.

	<i>Responses referring to Option 2 preference</i>
18	More efficient access with less driving around to get to the lots
19	Going through Yukon Gardens doesn't provide the easiest access and somewhat hides the entire subdivision.
20	turning left out of metropolit to go into downtown can be tricky so more lots may make that trickier, but maybe it would be fine with a round about or light at metropolit and hamilton??
21	Industrial uses should be kept off of more residential roads
22	How about 2 access points? If this is commercial/industrial use, then there's some logic in access from the highway where it looks more direct than through properties off Hamilton Blvd.
23	Metropolit Lane is a quiet street with businesses and residents. On the corner is a daycare and potential for harm as the children are often out playing exists.
24	residential seems likely to develop on Hamilton extension in time, better to keep industrial / light commercial traffic away from residential accesses
25	Alaska Highway is already set up for access. It makes no sense to add to the confusing parts of Hamilton Blvd.
26	Easier access for residents not located in copper ridge
27	It will create an intersection which will slow down the highway traffic
28	Less traffic on the Alaska highway, Hamilton is already pretty busy.
29	<p>A crucial aspect often overlooked is the choice of access road. I strongly advocate for the use of the Alaska Highway road as the primary access point to the development. The other proposed access road, passes by a daycare and a hotel, is ill-equipped for the industrial traffic that could be generated by this project. Prioritizing safety and convenience for all parties involved is a responsibility we should not take lightly.</p> <p>In closing, I implore you to consider the profound implications of this proposed development on our community. The need for development should be balanced with the preservation of our environment, community safety, and the well-being of our residents. A change in location, combined with enhanced safety measures and a larger green belt, will ultimately result in a more harmonious and sustainable project.</p>

<i>Responses referring to Option 2 preference</i>	
30	<p>The choice of access road is of paramount importance. Given the potential scale of industrial traffic, I strongly recommend that the Alaska Highway road be utilized as the primary access point. The current access road, which passes by a daycare and a hotel, is ill-suited to accommodate heavy industrial traffic. Prioritizing the Alaska Highway road would not only ensure safety but also minimize disruptions to established services and businesses in the area.</p> <p>In conclusion, I implore you to reconsider the feasibility of this development in its current location. The risks to food security, the environment, and the overall well-being of our community are simply too high to justify proceeding without a comprehensive reassessment. Let us work together to identify an alternative site or, if necessary, implement substantial modifications to ensure responsible and sustainable development.</p> <p>Thank you for your time and consideration of these crucial matters. The future of our community's prosperity and harmony hangs in the balance.</p>
31	Easier customer access. Keeps industrial and residential traffic separate.

Don't know / not sure

<i>Responses referring to Don't know/ not sure</i>	
1	No access. Don't develop it.
2	I wonder if the Hamilton Blvd one would be safer with it being 80 km/h in there but I'm not sure.
3	We don't need more roads and commercial development
4	Prefer an access option that ensures safe entry and exit from commercial site while ensuring safe and smooth travel of through traffic. I don't have enough information to see how the current options will address this.
5	I don't like any of this.
6	<p>This is heavy truck traffic you are adding - Hamilton/Metropolit option - left turn would be a joke for long loads due to morning traffic and close proximity to existing lights. By the way, fix the lights at existing intersection - those lights are very confusing!!</p> <p>Alaska Hwy option - a second light so close to the one at top of Robert Service Way is asinine, let alone heavy truck traffic backups waiting to turn left.</p>
7	I would prefer to keep the space protected from commercial development
8	I would prefer the AK highway option (#2) if only one of the two options is possible but ideally two exits (both options 1 and 2) would be best.

QUESTION 11

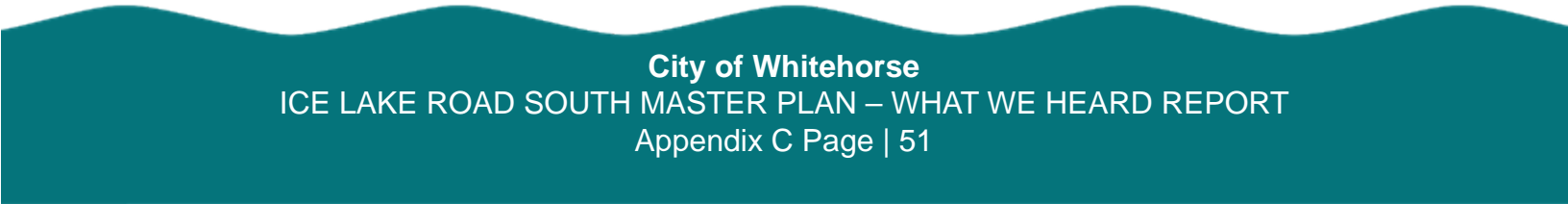
Does the preliminary land use scenario capture your values for a Commercial/ Industrial Subdivision? What did we miss?

<i>Responses to Question 11</i>	
1	no comment
2	I am not keen on a Commercial/Industrial Subdivision next to a Regional Park. But I can see some thought has gone into the greenspace barrier between the subdivision and the park. I just think further physical barriers might need to be considered. Living in Hillcrest, we get a lot of garbage into the greenspace behind Burns Road industrial area. It is difficult to get the businesses to take some responsibility for the garbage. We have had some limited success.
3	You missed the desperate need for more housing.
4	No, commercial industrial should be located further out of town
5	Please please god come up with a zoning designation for car dealers and force Ford out of downtown It's bad enough they use up all the public parking, nevermind the massive waste of space that is their lot. Are there opportunities to provide upgrades and amenities for the ice lake municipal park? It is a little known and probably underused space that could benefit from a proper trailhead, parking lot and a new trail or two.
6	Hate commercial in the is area.
7	Don't really have any. Just concerned about increased traffic, noise etc and removal of valuable green space that I use frequently
8	Absolutely not. I haven't seen anything to justify the need for this development. If such a need exists, it should not take place in an ecologically valuable area anyways.
9	It's hard to tell from the map how it impacts the existing trails
10	I like the incorporation of Greenspace. That's important. Provision of city services would also be valuable. The density of septic systems in Yukon Gardens is very high.
11	Ha ha! When will it ever end? The constant chewing away at our green spaces, this time up close to a lovely small lake and destroying part of a green recreational area.
12	You completely missed considering NOT developing it!
13	I don't have these values

	<i>Responses to Question 11</i>
14	We don't need more commercial/industrial...maybe the lots at Sima didn't need to be so big because most out there aren't even using the whole thing. There are still empty lots undeveloped in Marwell. Maybe encourage people to subdivide instead of clearing more trees.
15	I think it is very good especially the incorporation of green space in the plan.
16	keep the subdivision basically invisible from the highway, much like Sima, by retaining a buffer of trees. replace the mature coniferous forest with a mix of conifers and deciduous; ensure a good screen
17	No. Please ensure there is more green space. Once you expand this area, it'll look like the area beside Hillcrest.
18	The development should incorporate lots larger than 1 hectare. It should also look to fully build out the Ice Lake Road area including the portion that has been identified for a future phase.
19	Yes
20	More buffer to allow for recreational uses around Ice Lake and the rock gardens area
21	I think this development would be better suited out towards Macrae
22	Commercial/Industrial subdivisions are ugly, usually dirty because there is no enforcement around cleaning their own garbage so knowing that a nice green space that we enjoy on a regular basis will be gone, along with the being that live in it, is heartbreaking, sad and the City should explore other options. Why not go vertical?
23	MMU trails within the study area.
24	I cannot comment on this.
25	Not sure. It's not clear to me how the Rock Garden trail will be rerouted or how the development will impact enjoyment of the greenbelt areas.
26	Since it is in my neighbourhood I am apprehensive about the potential impacts on an area that I use daily.
27	I'd rather see industrial land use tucked away from public view. This risks making that stretch of the highway particularly unattractive.
28	No commercial/industrial development. This area needs a total rethink if it is to be developed.
29	Heavy use commercial industrial should not be side
30	We have areas for commercial/industrial development in the city but when proposing a new development the City of Whitehorse must consider the compatibility of new projects and their impact on long established, non-industrial businesses and residences.
31	I'd like to see this sort of development considerably more distant from residential property and not in conflict with the fantastic and rare green space that makes that residential property so attractive.

	<i>Responses to Question 11</i>
32	As mentioned in previous comments. No. Industrial/commercial should not take up valuable and close to the city core lands. Mixed use is a much better format in that area and should be focused on housing.
33	I'm unclear as to why it would not be a candidate for residential lots. Why, good lord, why must we all be forced to buy crappy houses in Whistlebend? It would be nicer to see more greenspace. There's also a marsh in there that should be preserved. More greenspace would be good for the animals using it as a corridor.
34	As long as it isn't a first nation land lease. No business owners want then. Part of growing a small, medium or large business is owning the land. Without that, peoples hard work over 10, 15, 20, 30 years doesn't get the benefit it should.
35	If the access stays on the highway, it might be nice to see a paved trail/commuter access through to metropolit
36	Generally it is small and not a lot of expansion opportunities
37	I would have like some mixed use with affordable housing. Regardless I hope you're planning to incorporate transit somewhere along this length of highway.
38	Again the industrial commercial zoning is not compatible with the existing businesses and residents. Change the zoning
39	Looks good to me as proposed
40	See previous comments about keeping it close to the AK Hwy corridor and allowing residential development around Ice Lake
41	Why is this happening right next to the only lake in the area? Is there really nowhere better to develop?
42	Do we need more industrial land? Would like to see some residential lots incorporated
43	No attention to air quality or where air from industrial activities will go. Not enough green space and especially buffer between Ice Lake and development. No information provided on wildlife activity and use in the area. Horrific timing to get any reasonable feedback-short timeframe at the height of summer/back to school.
44	No. Recreation areas currently in use could be adversely affected.
45	It's fine, but personally I'd like to see more mixed commercial/light industrial/residential within city limits.
46	From what I can tell, it looks like a reasonable compromise between planned growth and maintenance of suburban wilderness areas.
47	I don't feel as if this is an ideal location for a mixed use commercial/industrial subdivision and would hope for mixed used commercial/residential
48	Meh. It seems like there could be more development in already impacted areas like across the highway from the with scales

<i>Responses to Question 11</i>	
49	I would prefer this subdivision not exist. Have you thought about garbage? Wildlife attractants caused by industrial use? Damage, pollution to Ice Lake and wildlife?
50	<p>I am writing to express my deep concern and disappointment regarding the proposed commercial-industrial development in the Ice Worm Lake area. As a long-standing member of the Whitehorse community, I feel compelled to voice my strong opposition to a project that does not reflect the values of our city nor the ethos of its residents.</p> <p>The location, being one of the first sights anyone coming up the Alaska Highway from the south encounters, holds a special significance. It serves as an introduction to our community, a gateway that should embody the spirit and identity of Whitehorse. This proposed development starkly contrasts with our city's cherished reputation as "the wilderness city," a title that symbolizes our commitment to harmonizing urban life with the surrounding natural environment.</p> <p>I must assert that the prospect of a large commercial-industrial lot in this prominent location is deeply concerning. It not only disrupts the visual appeal of our city's entrance but also poses substantial risks to the well-being of our community. The potential environmental, social, and economic impacts of such a development could be significant and far-reaching.</p> <p>I firmly believe that this development should be reconsidered for an alternative location that is more in line with the values and identity of Whitehorse. A location that does not detract from the beauty of our city and that aligns with our commitment to environmental sustainability and responsible urban planning.</p> <p>In conclusion, I urge you to take into account the collective voice of the Whitehorse community, one that values its unique natural surroundings and seeks to maintain a harmonious coexistence between urban and wilderness elements. It is my sincere hope that the city's planning decisions will reflect the aspirations and identity of its residents, and that we can work together to find an alternative solution that better aligns with our shared values.</p> <p>Thank you for your attention to this matter. Your thoughtful consideration will undoubtedly shape the future of our city's landscape and character.</p>



<i>Responses to Question 11</i>	
51	<p>I am writing to express my deep concern and profound disappointment regarding the proposed commercial-industrial development in the Ice Lake Road area. This project, as it stands, is wholly incongruent with the values and character of the Whitehorse community.</p> <p>As a concerned resident who takes pride in our city’s identity, I find it disheartening to see a project of this nature being considered. The location of the development, positioned along the Alaska Highway as one of the first glimpses visitors have of our city, holds immense significance. It should serve as a testament to our commitment to preserving the natural beauty that surrounds us, rather than a stark industrial contrast.</p> <p>The very essence of Whitehorse, often referred to as “the wilderness city,” embodies a delicate balance between urban and natural elements. This proposed large-scale commercial-industrial lot contradicts this balance and threatens to compromise the integrity of our identity. Furthermore, the potential risks and implications for our community cannot be ignored, both in terms of environmental impact and the overall well-being of our residents.</p> <p>I strongly urge the reconsideration of this development’s location, in favor of an alternative site that better aligns with the values that make Whitehorse unique. The entrance to our city should reflect our dedication to maintaining the harmony between human progress and the environment.</p> <p>In closing, I appeal to you to uphold the spirit and reputation of our community by making decisions that resonate with our shared values. Let us strive for a solution that respects our identity as “the wilderness city” and promotes a sustainable, responsible approach to development.</p> <p>Thank you for your time and consideration. The future landscape of Whitehorse depends on choices that reflect the true essence of our community.</p>
52	<p>Feels like a good location.</p> <p>Longer lead time for the survey given summer/back to school timing.</p>
53	<p>All of this depends on what type of industrial would be allowed there. We can’t even get a 2-lane highway built straight through on Alaska Hwy and now you are adding to it? How about the mess we are currently in with Mountainview traffic into industrial area? Ever try to enter that morning/afternoon funnel driving a heavy truck?</p>
54	<p>It will impact the hillcrest community by taking away some of our cherished green space</p>

<i>Responses to Question 11</i>	
55	Please consider mixed use zoning, to include residential units, with requirements that there be at least one multi-unit rental property.
56	Yes
57	I hope there will be no heavy industrial uses here. The impact of noise on wildlife at Ice Lake and on nearby residents will be an issue.
58	I am not in favour of expanding a commercial/industrial subdivision in this area.
59	More or less. My expectations from the City of Whitehorse are pretty low given past results... and I'm sure you'll fail to meet them regardless going forward.