

Valleyview South Master Plan



What We Heard Report #1:
Summary of Fall 2022 Engagement



JANUARY 2023

CONTENTS

| | |
|--|----|
| 1.0 Introduction | 1 |
| 2.0 Overview of Engagement Program | 1 |
| 3.0 Survey Results | 2 |
| 3.1 <i>Participant Demographics and Place of Residence</i> | 2 |
| 3.2 <i>Neighbourhood Characteristics</i> | 3 |
| 3.3 <i>Park Spaces</i> | 10 |
| 3.4 <i>Current Access Patterns</i> | 11 |
| 3.5 <i>Elements of a Successful Neighbourhood</i> | 12 |
| 3.6 <i>Fears and Concerns</i> | 15 |
| 3.7 <i>Neighbourhood Names</i> | 16 |
| 4.0 Neighbourhood Association Input | 18 |
| | |
| APPENDIX A. COMPLETE SURVEY | 21 |
| APPENDIX B. "OTHER" RESPONSES | 32 |

1.0 INTRODUCTION

The City of Whitehorse (CoW) Planning and Sustainability Services Department is leading the development of a master plan for the area located between the Valleyview and Hillcrest neighbourhoods, referred to as “Valleyview South”. The Valleyview South area contains a mix of private, government, and First Nation land parcels. It has long been envisioned by the City for residential development.

The City and its planning partners are striving to create a master plan that reflects both individual landowner interests as well as those of key external stakeholders – including residents of adjacent neighbourhoods and the Whitehorse public-at-large. Two of those planning partners - Ta’an Kwäch’än Council (TKC) and Kwanlin Dün First Nation (KDFN) – must also ensure the interests and preferences of citizens and beneficiaries are factored into any decisions made for the two KDFN parcels and one TKC parcel in the Valleyview South area.

With this in mind, the City, KDFN and TKC undertook a three-week engagement campaign in November and December 2022 with the following objectives:

- Ensure that the draft master plan concepts reflect and/or incorporate the input and perspectives of KDFN and TKC citizens, residents of adjoining neighbourhoods, and the general public;
- Ensure the above-noted audiences are informed about the project, opportunities to participate, and why their involvement matters; and
- Obtain information/input to inform the initial master plan concepts.

The following report provides a summary of results from that initial engagement effort.

2.0 OVERVIEW OF ENGAGEMENT PROGRAM

The engagement program consisted of an online survey and in-person/virtual meetings with community associations for the adjacent neighbourhoods. A core survey was developed for all audiences and additional questions were posed to TKC and KDFN citizens/beneficiaries and/or residents of the adjacent neighbourhoods: Granger, Hillcrest, McIntyre, and Valleyview.

The survey was programmed into the Survey Monkey online survey platform and promoted by the City via its “Engage Whitehorse” platform, e-news, and newspaper and radio ads. KDFN mailed out hard copy surveys to its citizens/beneficiaries and promoted on its social media channels. TKC also promoted the survey via its social media channels.

A total of 659 responses were received to the online survey, while an additional 25 hard copy surveys were completed by KDFN citizens/beneficiaries. In addition to the survey, Groundswell Planning Principal Jane Koepke met with community association representatives. Refer to the table below.

| Engagement Activity | Dates | Promotion | Participation |
|--|---------------------------|--|---------------|
| Online survey | November 21 – December 12 | Social media, E-news, newspaper, radio | 659 responses |
| Hard copy surveys (KDFN) | November 21 – December 12 | Posters, mailers | 25 responses |
| Hillcrest Community Association meeting | November 27 | N/A | N/A |
| Granger Community Association meeting | November 30 | N/A | N/A |
| Valleyview Community Association meeting | December 14 | N/A | N/A |

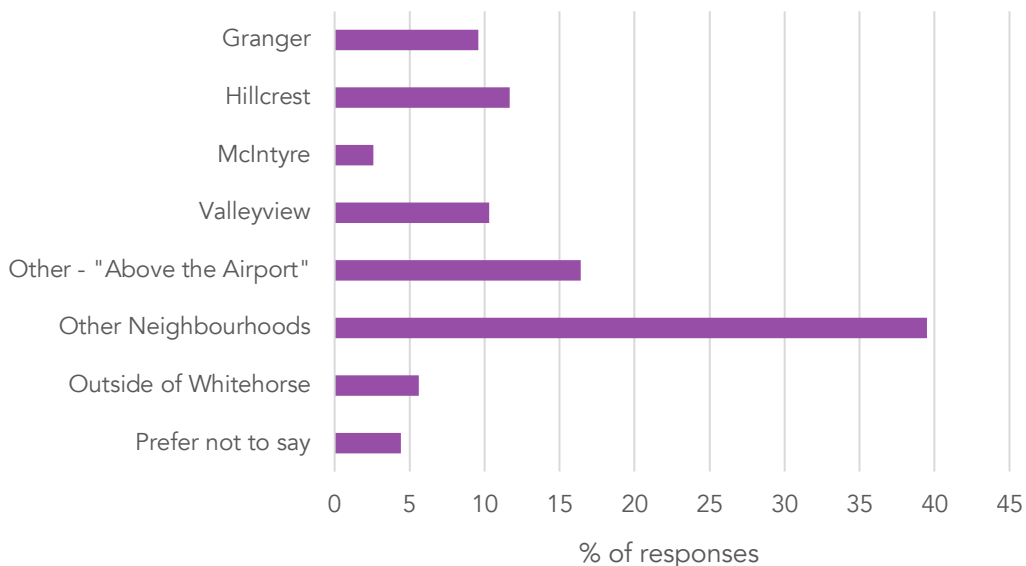
3.0 SURVEY RESULTS

The following section provides an overview of key results from the survey administered via Survey Monkey. The complete survey can be found in Appendix A. Note that the survey responses were not analyzed for statistical validity; the results shared are intended to provide a “snapshot” with regard to the participant groups.

3.1 Participant Demographics and Place of Residence

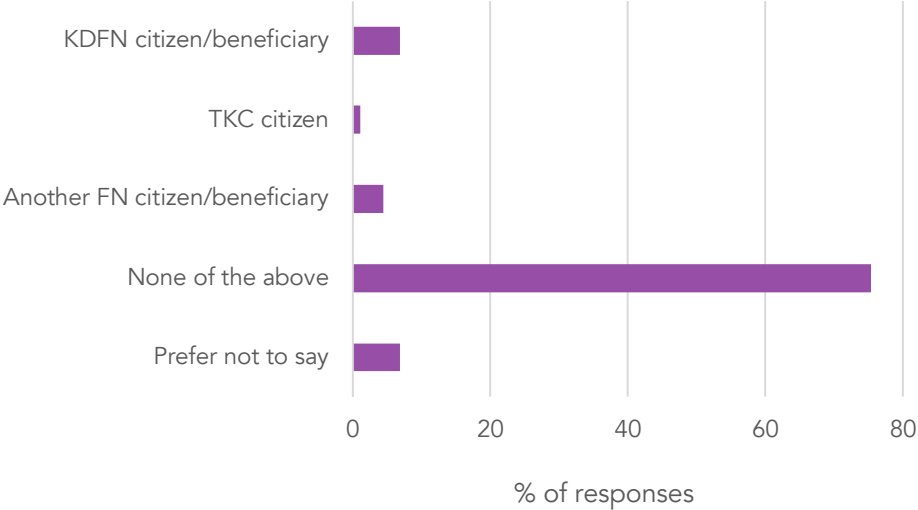
All survey participants were asked to indicate their place of residence in and/or around Whitehorse. 35% of respondents indicated living in neighbourhoods located adjacent to the planning area (Granger, Hillcrest, McIntyre or Valleyview), with Hillcrest having the highest representation (11%). 16% of respondents lived in other neighbourhoods situated “above the airport” (i.e., Ingram, Arkell, Logan, or Copper Ridge). 39% lived in other Whitehorse neighbourhoods, while 6% lived outside of the city. Refer to Figure 1.

Figure 1. What neighbourhood do you live in?
(All responses)



All survey participants were asked to indicate whether they identify as citizens or beneficiaries of TKC, KDFN, or another First Nation (note that this question helped to direct respondents towards TKC and KDFN-specific lines of enquiry). 10% of survey respondents identified as being a KDFN citizen/beneficiary, 1% identified as a TKC citizen, and 4% identified as a citizen or beneficiary of another First Nation. 73% of respondents did not identify as a citizen/beneficiary of a First Nation. Refer to Figure 2.

Figure 2. How do you identify?
(All responses)



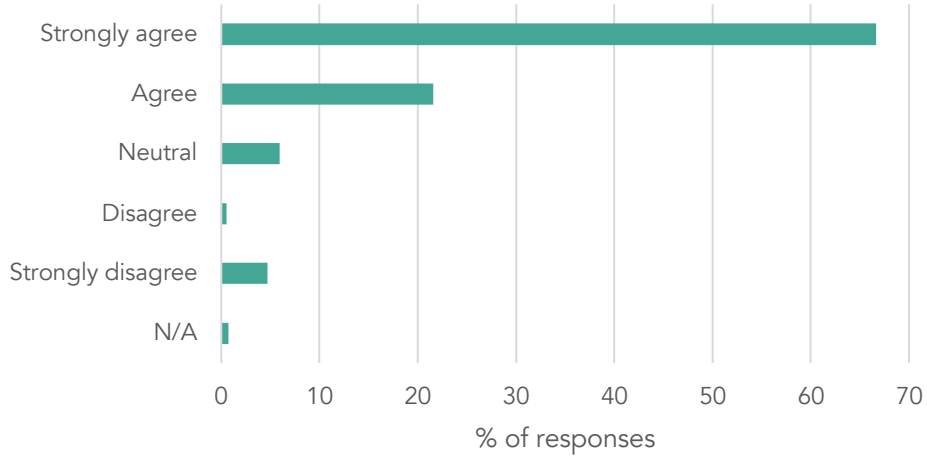
3.2 Neighbourhood Characteristics

The last in-depth engagement undertaken for the Valleyview South area was a 2012 community workshop convened for the former Whitehorse Upper Tank Farm property. Some of the key findings from this engagement were used as a “jumping off” point for input in 2022. All survey respondents were asked to indicate their level of agreement with a series of statements reflecting some of the takeaways from 2012. (Note: KDFN results shown are based on the online responses only.)

- *Active Transportation & Transit*

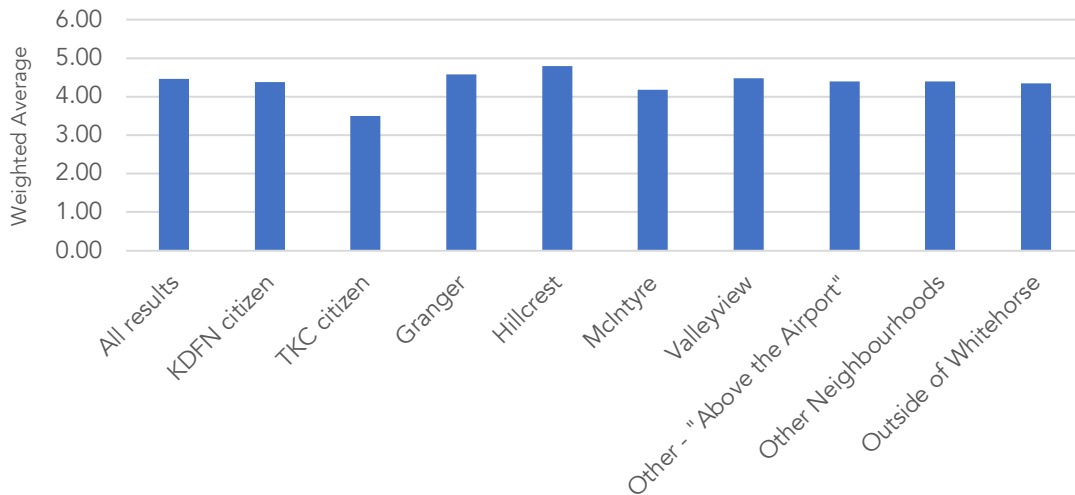
88% of all survey respondents agreed that the new neighbourhood should support active transportation and transit, with 67% indicating strong agreement. 6% indicated disagreement or strong disagreement. Refer to Figure 3.

Figure 3. The area should support walking, biking and transit. (All responses)



Results for specific groups and/or neighbourhoods of particular interest were generally consistent with overall results. Residents of three of the adjacent neighbourhoods (Hillcrest, Granger, and Valleyview) showed slightly stronger agreement, while other neighbourhoods and groups indicated slightly less agreement. Refer to Figure 4.

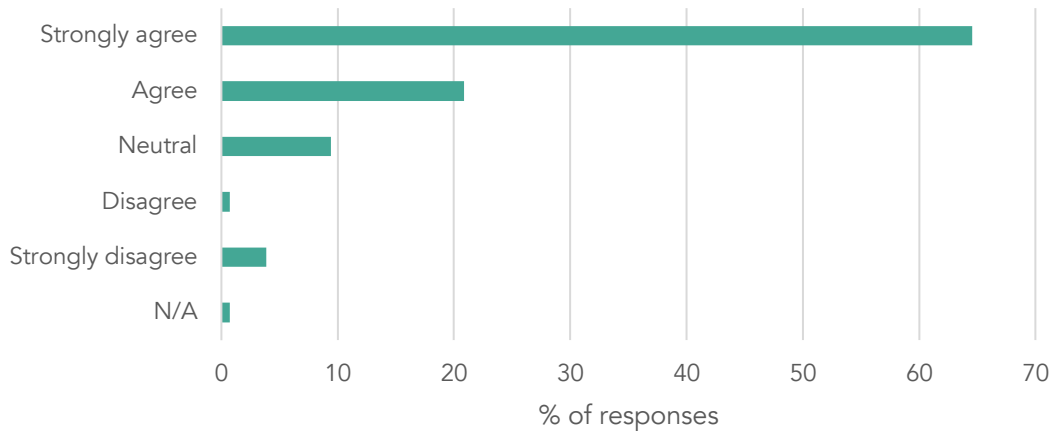
Figure 4. The area should support walking, biking and transit. (Filtered responses)



- Trails

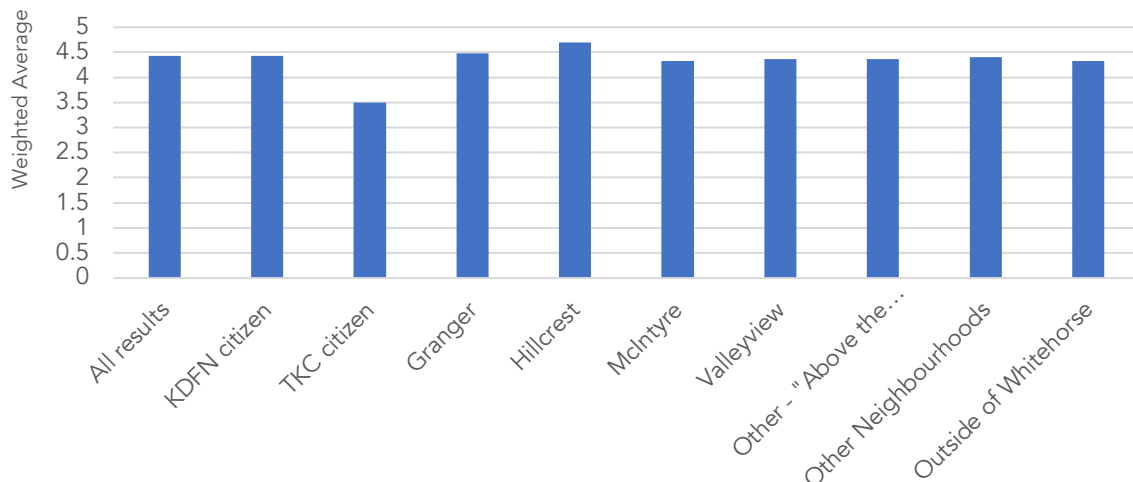
85% of all respondents agreed that the neighbourhood should include an interconnected, accessible trail network, with 64% strongly agreeing. 5% indicated disagreement or strong disagreement. Refer to Figure 5.

Figure 5. An interconnected, accessible trail network should be maintained and enhanced. (All responses)



Again, results for specific groups and/or neighbourhoods were generally consistent with overall results. Residents of two of the adjacent neighbourhoods (Hillcrest and Granger) and "other" Whitehorse neighbourhoods indicated slightly stronger agreement. KDFN citizen results were on par with overall results, while other neighbourhoods and groups indicated slightly less agreement. TKC citizen respondents indicated the lowest levels of agreement. Refer to Figure 6.

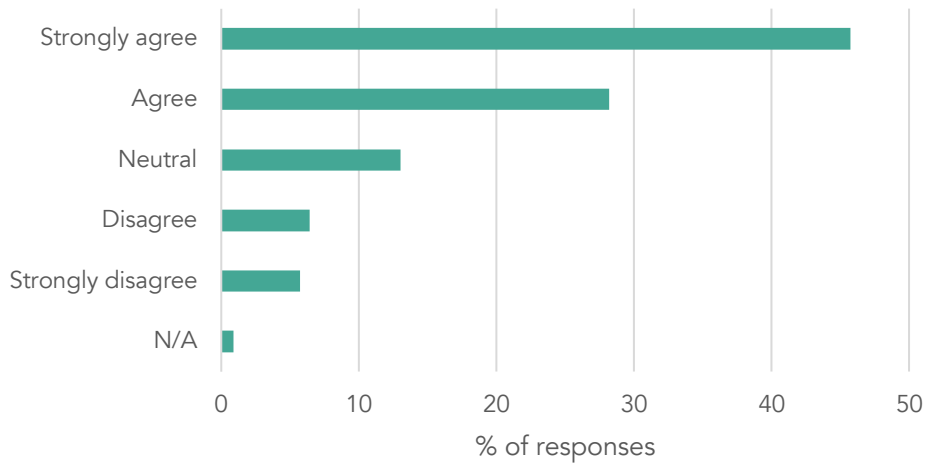
Figure 6. An interconnected, accessible trail network should be maintained and enhanced. (Filtered responses)



- *Housing*

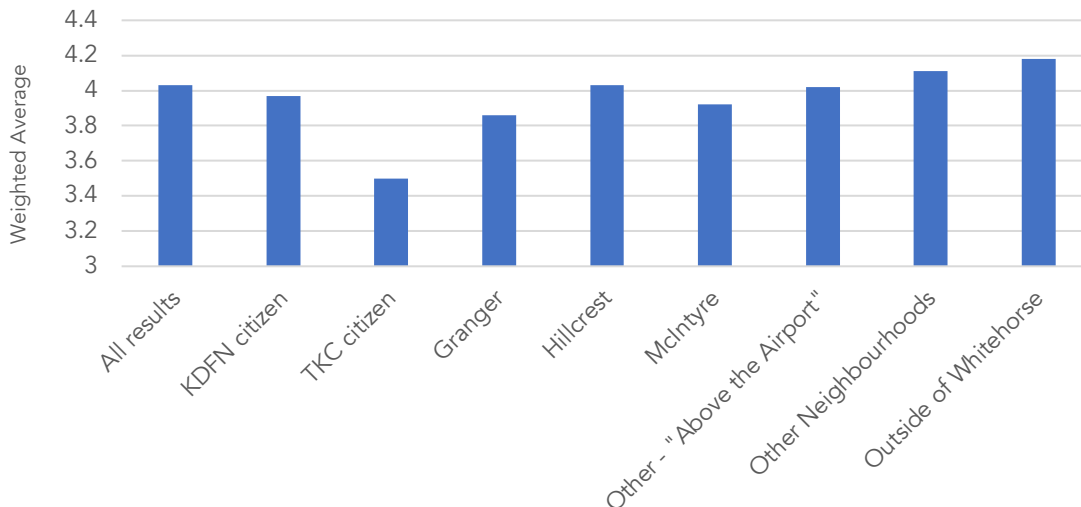
Three statements explored housing mix and density in the Valleyview South area. 74% of all respondents indicated agreement with the first statement – that the area should provide a range and mix of housing options - with 46% indicating strong agreement. 12% of respondents disagreed or strongly disagreed with the statement. Refer to Figure 7.

Figure 7. The area should provide a range and mix of housing options. (All responses)



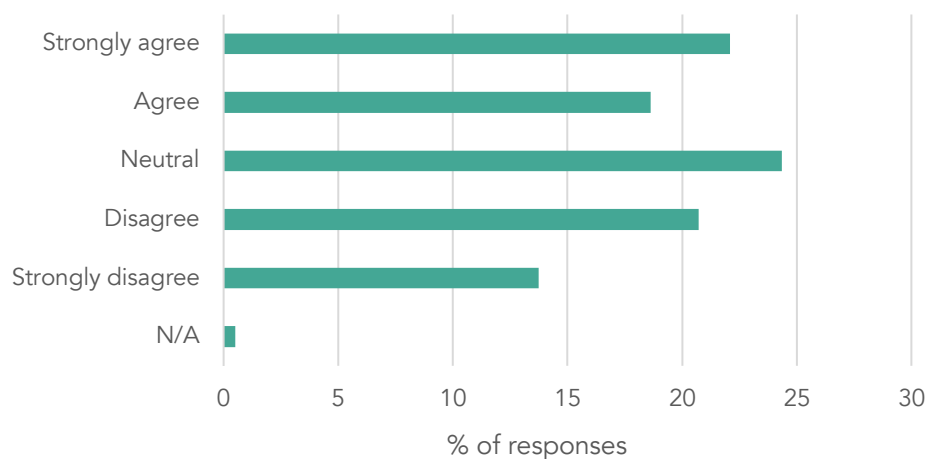
Specific groups and/or neighbourhoods had differing responses to the statement. Residents of “other” neighbourhoods and areas outside of Whitehorse showed stronger levels of agreement, while residents of Hillcrest and “above the airport” neighbourhoods were on par (or nearly) with overall results. TKC citizen respondents showed the strongest disagreement with the statement. Refer to Figure 8.

Figure 8. The area should provide a range and mix of housing options. (Filtered responses)



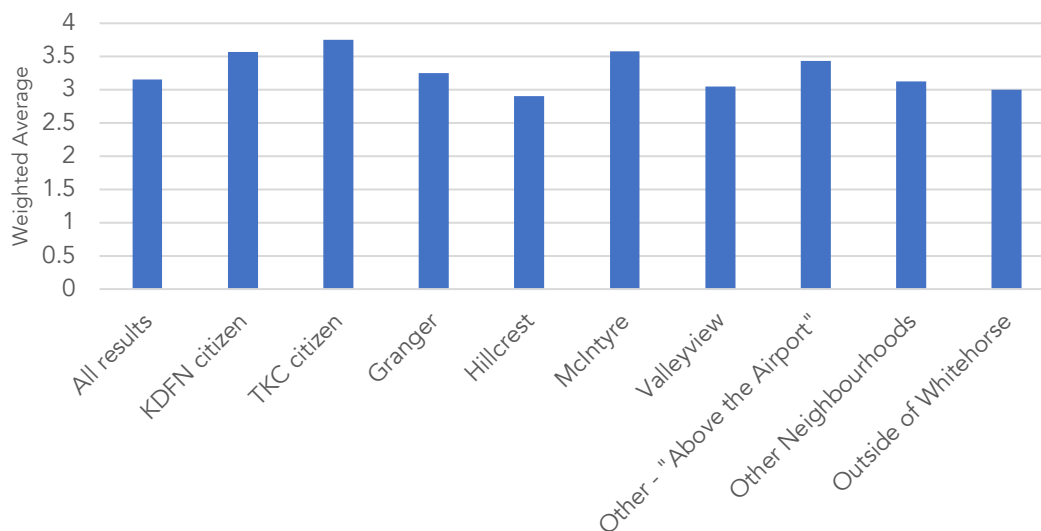
The second statement – that there should be predominantly single detached homes in Valleyview South – yielded a mixed response. 40% of all survey respondents agreed with the statement, while 35% disagreed or strongly disagreed. 24% of responses were neutral. Refer to Figure 9.

Figure 9. There should be predominantly single detached homes. (All responses)



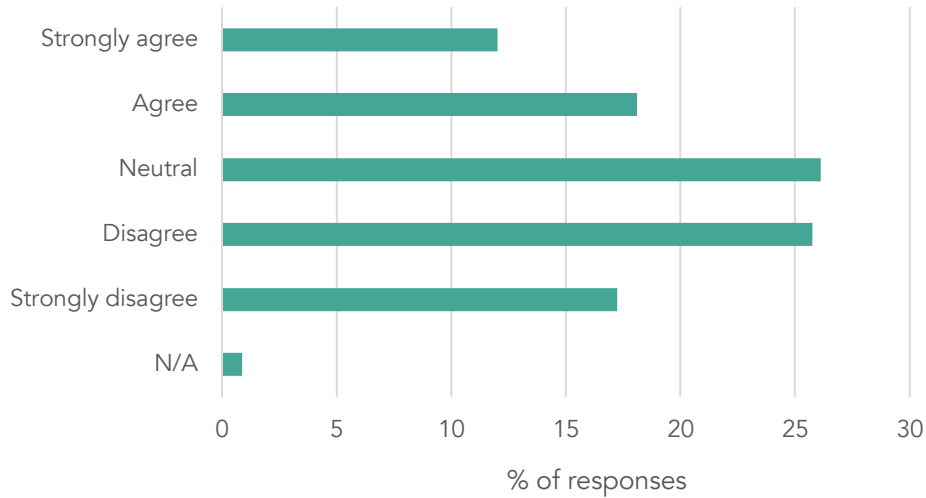
Consistent with responses to the first housing-related statement, specific groups and/or neighbourhoods had differing responses to the second. Residents of Hillcrest, Valleyview, "other" Whitehorse neighbourhoods and areas outside of Whitehorse indicated less agreement than the overall average, while other groups and neighbourhoods indicated more agreement. The highest levels of agreement were from TKC citizen, KDFN citizen and McIntyre resident respondents. Refer to Figure 10.

Figure 10. There should be predominantly single detached homes. (Filtered responses)



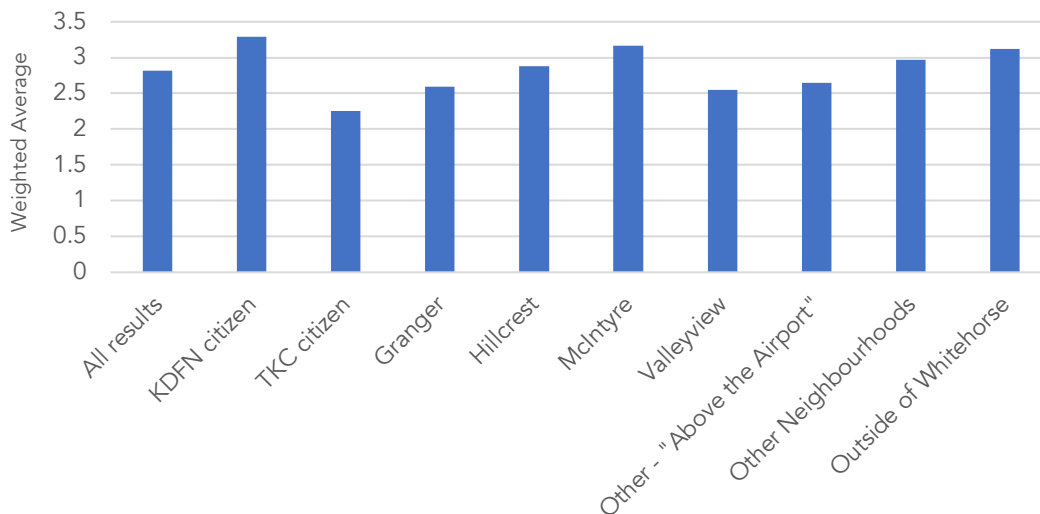
The third statement – that there should be predominantly multi-unit homes in Valleyview South – yielded another mixed response. 43% indicated disagreement compared to the 30% who indicated agreement. Refer to Figure 11.

Figure 11. There should be predominantly multi-unit homes. (Filtered responses)



Again, responses from specific neighbourhoods and groups deviated from the overall results. KDFN citizens and McIntyre residents indicated notably higher levels of agreement. Residents of "other" Whitehorse neighbourhoods and areas outside of Whitehorse, along with Hillcrest, also indicated higher levels of agreement. TKC citizen respondents and residents of Valleyview and other "above the airport" neighbourhoods expressed the strongest disagreement with the statement. Refer to Figure 12.

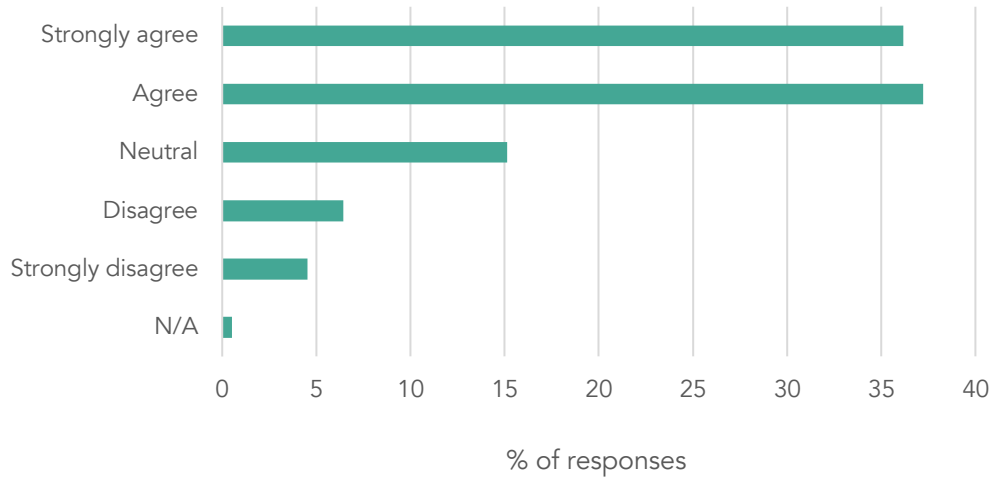
Figure 12. There should be predominantly multi-unit homes. (Filtered responses)



- *Commercial/Mixed Use Area*

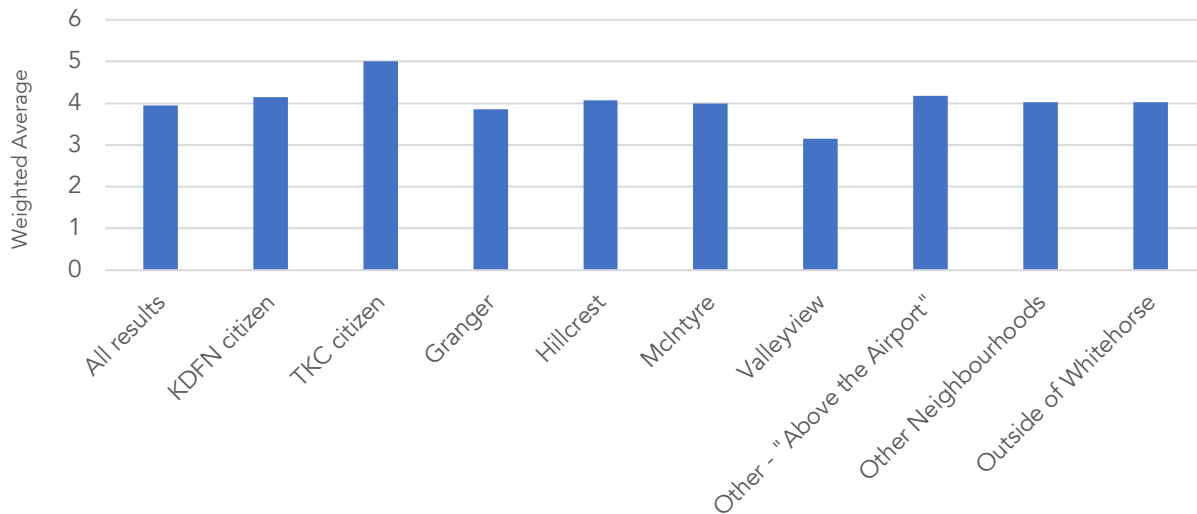
The inclusion of a mixed use commercial area in Valleyview South received strong support from the entire survey sample. 73% of all respondents indicated agreement with the below statement, compared to 11% disagreement. Refer to Figure 13.

Figure 13. A mixed use commercial area should accommodate daily needs. (Filtered responses)



The idea of a mixed use commercial area yielded a range of results from individual neighbourhoods and/or groups. TKC citizen respondents indicated considerably stronger agreement than the aggregate. Residents of other “above the airport”, Hillcrest and McIntyre, and Whitehorse and outside Whitehorse neighbourhoods, along with KDFN citizens, also indicated higher levels of agreement. Residents of Valleyview showed the highest levels of disagreement, followed by Granger residents. Refer to Figure 14.

Figure 14. A mixed use commercial area should accommodate daily needs. (Filtered responses)



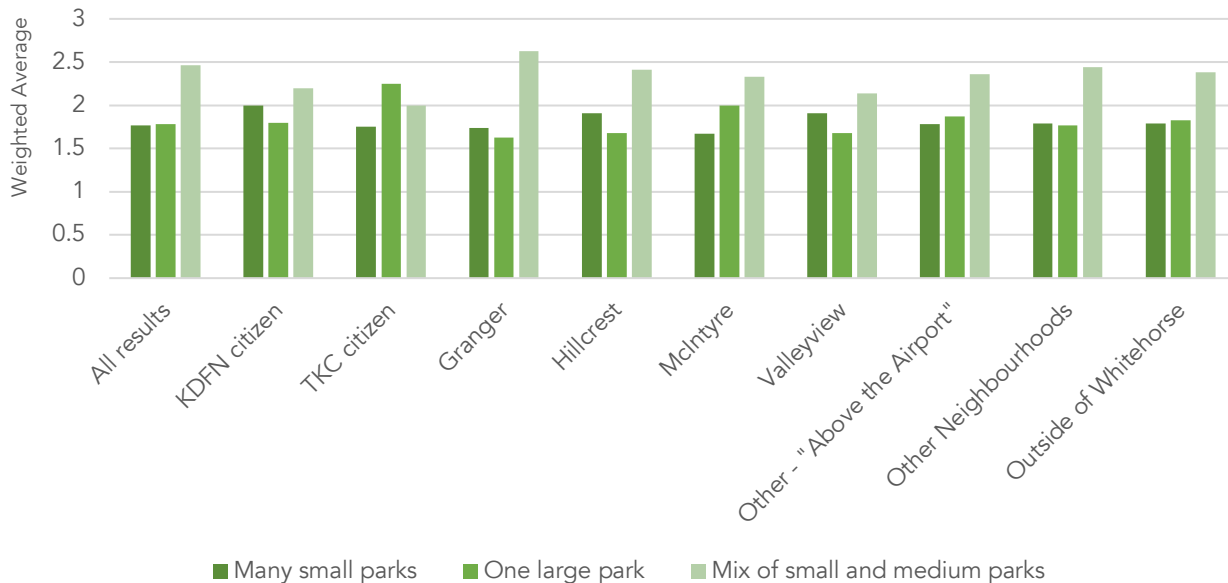
3.3 Park Spaces

All survey respondents were asked to rank their preferred approaches to park space: many small parks, one large park, or a mix of small and medium parks.

Overall results showed a strong preference for the mix option, with the other two options achieving near identical results. The mix option was also preferred by almost all individual neighbourhoods and/or groups of interest, although to varying degrees – the gap being greatest for Granger, Hillcrest, other “above the airport”, other Whitehorse, and outside Whitehorse neighbourhoods. The sole exception was TKC citizen participants, who showed a greater preference for one large park.

The ranking between many small parks and one large park varied between neighbourhoods and respondent groups. One large park was ranked 2nd by residents of McIntyre, other “above the airport”, and outside Whitehorse neighbourhoods. KDFN citizens and residents of other Whitehorse and adjacent neighbourhoods (Granger, Hillcrest and Valleyview) ranked many small parks 2nd. (Note: KDFN results shown are based on the online responses only.) Refer to Figure 15.

Figure 15. Rank the park options in order of your preference. (Filtered responses)

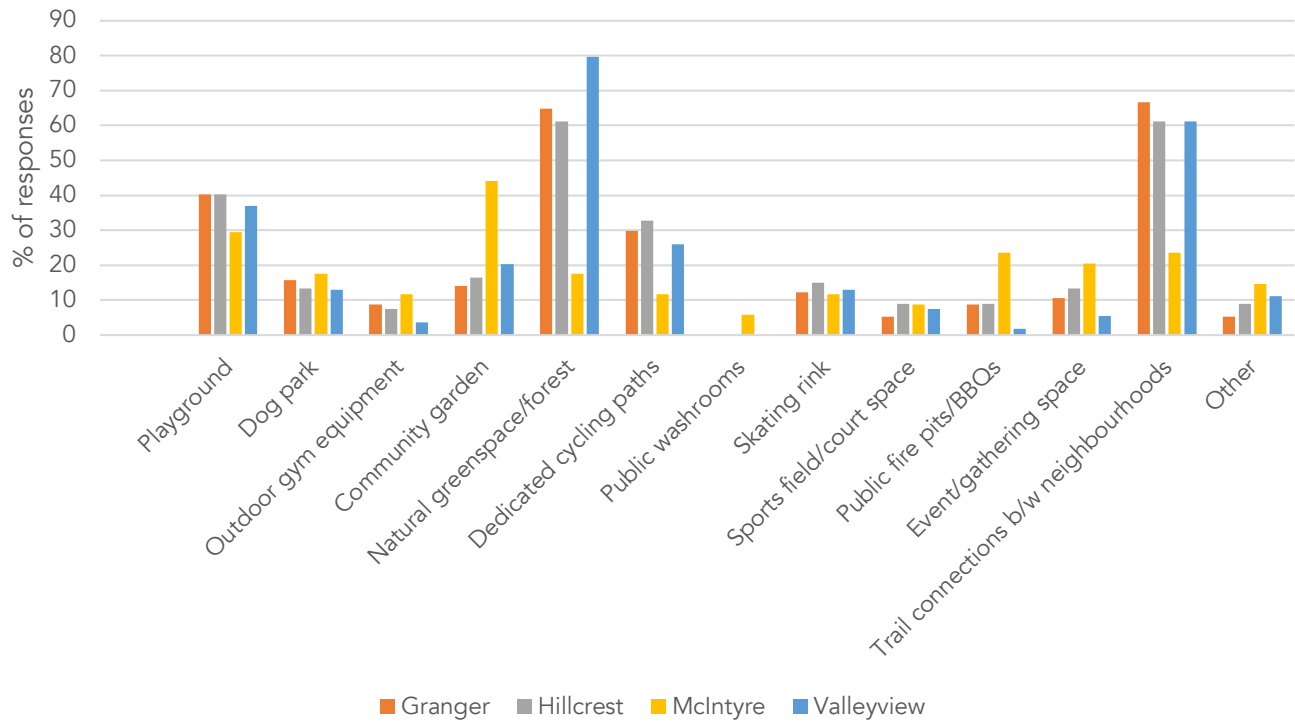


An additional parks-related question was asked of six specific target groups: KDFN and TKC citizen respondents and residents of the four neighbourhoods located adjacent to the planning area. Respondents were asked to select their “Top 3” parks and open space features for the new neighbourhood.

The neighbourhoods of Valleyview, Hillcrest and Granger showed a strong preference for natural greenspace/forest and trail connections, with a playground ranking third. McIntyre residents favoured (in order of preference) a community garden, playground, greenspace/forest and public BBQ/firepit.

The least frequently chosen parks and open space features were public washrooms, outdoor gym equipment, skating rink and sports field/court spaces. "Other" suggestions are included in Appendix B. Refer to Figure 16.

Figure 16. Select your Top 3 parks and open space features for this new neighbourhood. (Area resident responses)



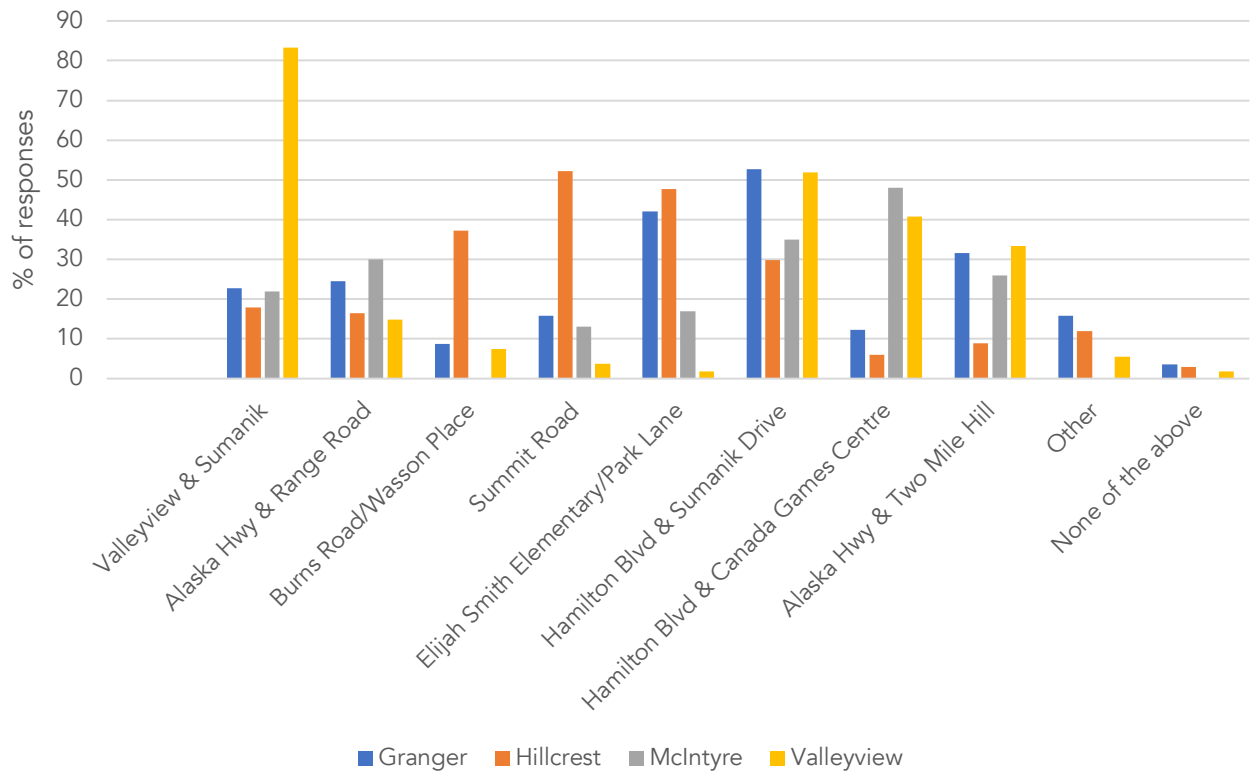
3.4 Current Access Patterns

Residents of the four neighbourhoods located adjacent to Valleyview South – were asked about how they currently access the planning area by indicating their "Top 3" entrance and exit points.

The intersection of Hamilton Boulevard and Sumanik Drive was the most frequently cited access point overall, followed by the intersection of Valleyview Drive/Sumanik Drive and the Elijah Smith Elementary/ Park Lane area.

Residents of Hillcrest and Valleyview selected entrance and access points in closest proximity to their neighbourhoods as their Top 3. Residents of Granger and McIntyre each selected a more distant access point as being most common: Hamilton Boulevard/Sumanik Drive (Granger) and Hamilton Boulevard/CGC (McIntyre). Granger residents selected the Alaska Highway/Two Mile Hill intersection as their third most common access point, whereas McIntyre residents selected Alaska Highway/Range Road. Residents of both neighbourhoods selected a #2 access point located in closer proximity (Elijah Smith Elementary for Granger and Hamilton Boulevard/Sumanik for McIntyre). "Other" access points are included in Appendix B. Refer to Figure 17.

Figure 17. What are your key entrance and exit points through the Vallevyview South area? (Area resident responses)



3.5 Elements of a Successful Neighbourhood

All survey participants were given the opportunity to articulate their vision for a successful future neighbourhood in Vallevyview South. The responses were reviewed and key themes recorded and tabulated to create a semi-quantitative picture of the sentiments expressed.

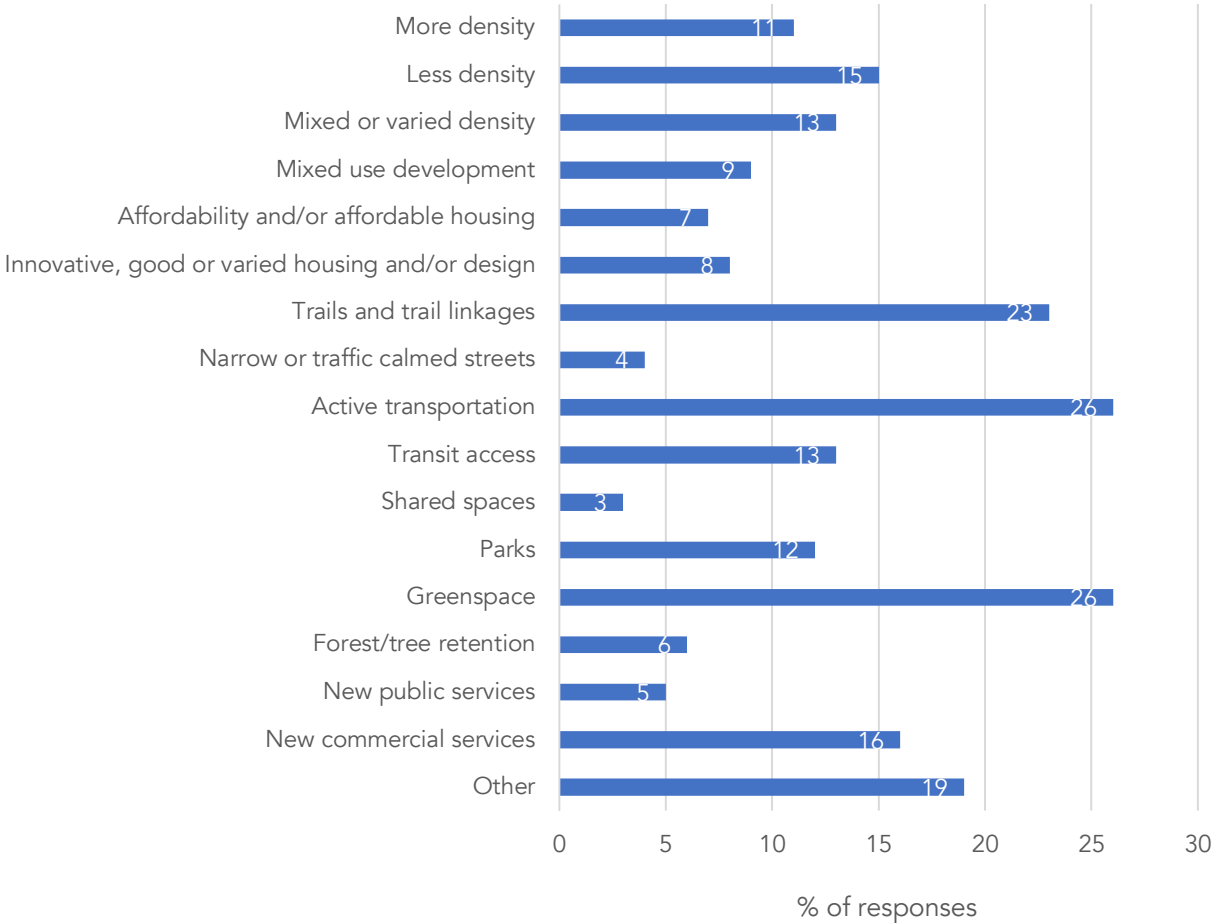
Density, trails, active transportation, and greenspace were the dominant topics that survey participants touched on in their responses. Greenspace and/or forest/open space was singled out as a key component of a successful neighbourhood by 26% of question respondents; 6% specified the retention of natural forest and trees. An equal proportion of respondents (26%) shared their hopes for a neighbourhood that supports active modes of transportation and doesn't exacerbate the city's car dependence, with some commenting that the relative proximity of Vallevyview South to downtown posed an ideal opportunity to succeed on this front. Trails were mentioned by 23% of question respondents, with suggestions including nearby walking trails for new residents as well as good linkages to established neighbourhoods.

The issue of density was more polarizing. 15% of respondents shared their hope that Vallevyview South would feature mostly single detached homes and/or larger lots, whereas 11% suggested that higher density development was a prerequisite to success and would ensure that this centrally located area could house

Whitehorse residents without adding to spawl and/or significantly exacerbating traffic. 13% expressed the hope that the neighbourhood would include a mix and variety of housing forms and densities.

The availability of nearby commercial services was mentioned by 16% of respondents, followed by good transit access (13%) and park spaces (12%). Respondents shared a wide range of "other" responses, including safety and security, minimal light pollution, resident diversity and inclusiveness, specific urban design and housing form suggestions, and accessibility for all ages. Refer to Figure 18.

Figure 18. What would make this a successful neighbourhood? (All responses)



In Their Own Words: What a Successful Neighbourhood Would Look Like

“Narrow winding road and dead-ends to prioritize paths and to slow traffic, like Carpiquet. Denser, livable housing and shared spaces to create community.”

“Our green belts are amazing and should be strengthened. A neighbourhood in that area needs to feature this asset.”

“Mixed density, connectivity to trails and other neighbourhoods without having to cross major roads or highways. Trail network interconnected with small or medium parks with different amenities. Access to transportation networks to get around the city without a car..”

“Sense of community with parks and green space trails for families to enjoy. Use local plants and include Yukon First Nation language in the community.”

“If this area had higher density and shops included in the design, then that would be an awesome opportunity for those of us who can't drive..”

“Keep the trees! Don't raze all them all to the ground for ease of developers like in Whistlebend. Mix density types throughout the neighbourhood to avoid having "good" streets and "bad" streets.”

“higher density would allow this neighbourhood to support amenities like transportation, shops, and mixed uses. People in this area should be able to walk to nearby areas like the Canada Games Center and should be able to bike downtown via the airport trail. Open space would be beneficial, but the key to success of the area will be compact urban design, mixed uses and a range of dense housing options.”

“Family residences on sufficiently sized lots.”

“Incorporate planning of recreational hub on north end, linked to CGC-Mt. Mac campus.”

“.. lots being sold to individuals to develop their vision, rather than developers building many identical units”

“Traffic slowing, walkable/bikeable, safe access to downtown, conducive to neighbours getting to know each other. Diverse population. Garden plots, common space. Good, energy-efficient, interesting design. Views of the mountains, sky, river. Don't bulldoze nature as in Whistlebend. Cafe, grocery, and pub built at the start! As a young senior, I'd like mixed housing, not surrounded by only other seniors, and carless.”

“Would like to see a blend of homes with convenience related commerce (grocery/small businesses/coffee shops) with meaningful access to green space and community places. Given increased traffic, would like to see changes to traffic infrastructure around the area so that Sumanik doesn't become a gridlock.”

“Creating a neighborhood of 100% single detached family homes is what this city needs right now. A place where family's can have a garage with boat and camper etc. as they grow.”

“Let's learn from the Dutch and Scandanavians on making amazing row house neighbourhoods that feel dignifying and not just a starter home.”

“One that provides accommodation appropriate to all stages of life: singles, couples, couples with children, empty nesters, and seniors/elders.”

“Anything that provides community connection points - parks, trails, community hall, daycare, etc.”

“Connectivity, Diversity, Conservation, Heritage, Affordability, Sustainable design. Has the look and feel of a northern community. Supports a community that respects all points of view that would be welcoming to First Nations people that have cared for the land from time immemorial to the most recent immigrants.”

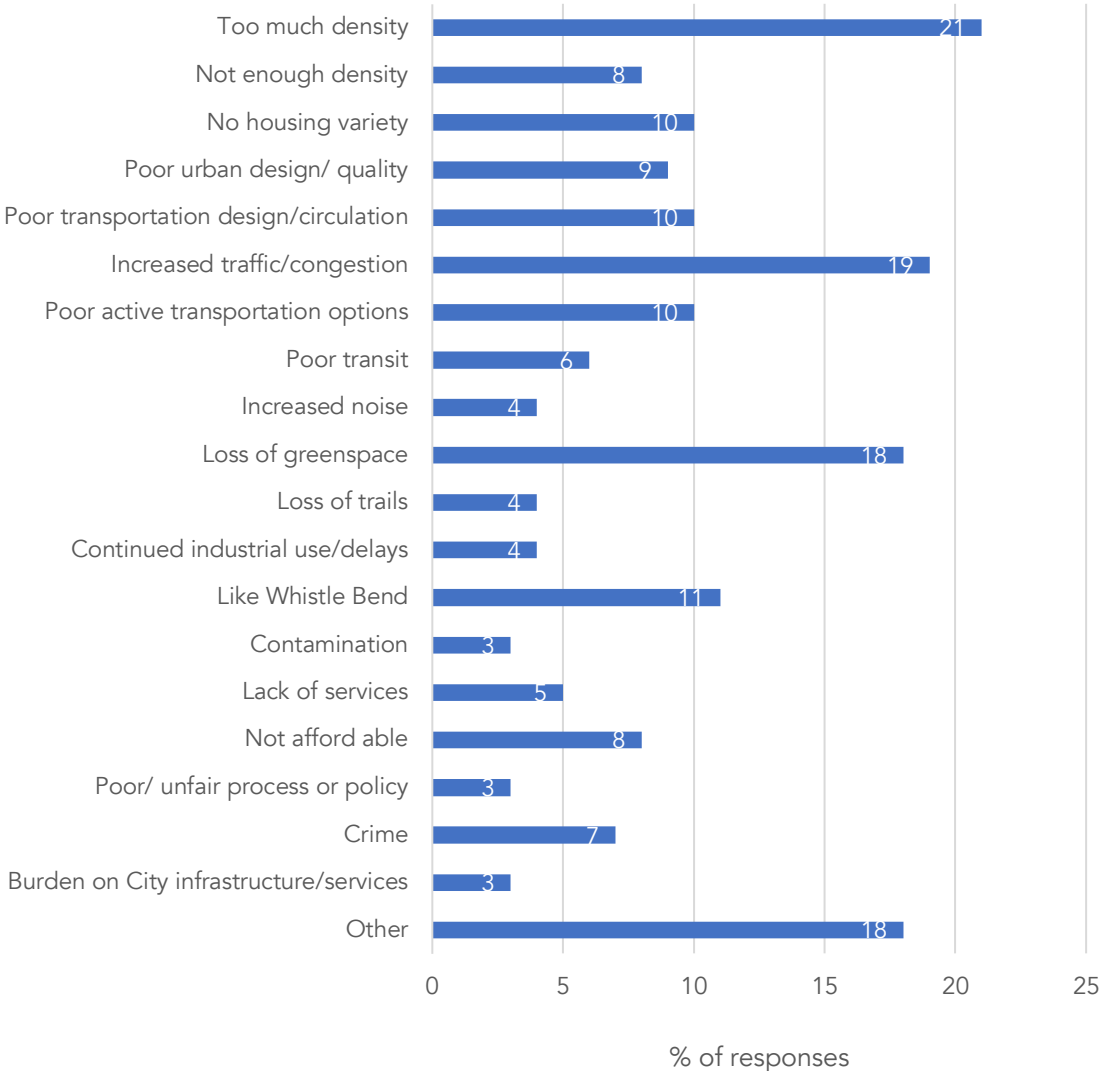
3.6 Fears and Concerns

All survey participants were given the opportunity to share their fears and concerns about the future neighbourhood in Valleyview South. The responses were reviewed and key themes recorded and tabulated to create a semi-quantitative picture of the sentiments expressed.

The most common fears or concerns shared by question respondents related to over-densification, increased traffic and/or congestion, and loss of greenspace. 21% of question respondents shared their fear that the neighbourhood would be developed too densely and/or result in overcrowding. Most of these concerns related to an overrepresentation of higher density housing forms, but many respondents also shared concerns that single family lots would be sized too small (with some citing Whistle Bend as a negative precedent). Increased traffic and/or road congestion was a concern shared by 19% of respondents. Many commented that Hamilton Boulevard and Two Mile Hill are already very congested and that a new access through to the Alaska Highway would be needed to manage the increased population. 18% spoke to fears of a lack and/or loss of greenspace; many of these comments mentioned the clearing of native trees in Whistle Bend as a specific example of what to avoid, and numerous residents of Valleyview and Hillcrest shared concerns about the greenspaces next to their neighbourhoods being lost to housing, with numerous Valleyview comments stressing that the forested area between the subdivision and CGC is the only greenspace easily accessible to them year-round.

A range of other fears and concerns were cited by 8-11% of respondents. 11% cited neighbourhood attributes of Whistle Bend as a concern (some further elaborating on overcrowding, tree clearing, small lots, poor design, insufficient parking, gridlock, housing uniformity, etc.) Concerns about housing uniformity, poor transportation design/circulation, and poor active transportation infrastructure were raised by 10% of respondents. Poor housing/urban design and inadequate densification were mentioned by 8% of respondents each. "Other" concerns included loss of adjacent neighbourhood character, indefinite gravel quarrying, geotechnical issues, developer profiteering, disjointed development, segregation/division, and adjacent neighbourhood opposition stopping or disproportionately influencing development. Refer to Figure 19.

Figure 19. What fears or concerns might you have about this future neighbourhood? (All responses)



3.7 Neighbourhood Name

At the suggestion of their governments, KDFN and TKC citizen respondents were provided the opportunity to suggest a name to replace the temporary “Valleyview South” label. 28 KDFN citizens/beneficiaries provided suggestions; none were received from TKC citizens. Southern Tutchone and/or other First Nation names were a common thread among the names suggested, along with natural or geographic features. The complete list of suggestions is included in Appendix B.

In Their Own Words: Fears and Concerns

“That it will be ugly cheap vinyl houses”

“I’m concerned that this area will be developed in a car-centric and low-density way. That would be a wasted opportunity for the city to grow from within.”

“Please do not build apartment/condo buildings higher than 2-3 stories.”

“I fear development on the City property between Valleyview and Hamilton Blvd... development there would make Valleyview the only subdivision without adjacent green space.”

“I am worried that it will be built to look like other areas of town and be detached homes that contribute little to the city and force us to sprawl.”

“Potential impact on Hillcrest of a road link is built to Hillcrest (other than Wassan Place). Inadequate green buffer maintained between Hillcrest and new development.”

“Adding to the horrible bottleneck of vehicle traffic between the downtown core and the neighbourhoods at the top of the hill. It’s a nightmare already.”

“Lot lottery open to new homebuyers only or some provision to prevent people from buying second, third, or nth rental properties.”

“Additional light pollution. The city of Whitehorse has put up way too many street lights. It ruins the night sky and increases costs without any benefit.”

“Millions of litres of oil still in the ground..”

“I fear it will be another Whistlebend, bulldozed forest with some good and some slapdash housing....”

“Car oriented development, low density monster homes.”

“..biggest concern is one road in and out...Needs to have access from Hillcrest or the Alaska Highway also as Hamilton Boulevard is already busy.”

“..(that) the (reward) for waiting and enduring extensive crushing and gravel operations is that the City is now planning to gobble up all the remaining public spaces with trees on it for development.”

“This area along with Takhini is near enough to make active transportation a realistic proposition year round. Failure to capitalize on this fact will haunt the city moving forward.”

“People gathering at small parks and leaving garbage and/or drug paraphernalia. Litter, and crime since so close to downtown and the bars.”

“Proper driveways with larger parking spots. Cars and trucks parked on tight whistle bend roads are terrible. Snow removal isn’t practical. In an emergency the roads would be chaos.”

“My biggest fear is that the real estate people will enrich themselves rather than making affordable housing..”

“If it is open to everyone that KDFN citizens might not feel welcomed living in the community..”

“That you force mixed income housing into a prime area housing development. There is plenty of space for apartment buildings that would be much more effective for low income housing..”

“That it will eliminate the character and small town feel of Hillcrest and other nearby neighbourhoods..”

4.0 NEIGHBOURHOOD ASSOCIATION INPUT

In late November and mid-December, Groundswell Planning Principal Jane Koepke met with the community associations that represent three of Valleyview South's adjoining neighbourhoods: Granger, Hillcrest, and Valleyview. The intention of these meetings was two-fold:

1. To provide information about the project to neighbourhoods that will be most affected by it; and
2. To have an initial discussion around specific neighbourhood interests.

Each meeting consisted of a background presentation that highlighted the project scope and workplan, planning context, key issues and opportunities, and opportunities for public and/or community association participation. A series of discussion questions were forwarded in advance of the meetings. The Hillcrest and Granger meetings were an agenda item for regular monthly meetings, whereas the Valleyview discussion was a stand-alone session and there was additional time for discussion. (Note that there is no community association for the McIntyre neighbourhood; Groundswell worked with KDFN staff instead).

The following section provides the highlights of what community association Executive members shared with Groundswell. They are presented "as heard".

1.1 Hillcrest

Active transportation and transit infrastructure is critical

- Hillcrest Drive connection to downtown for bikes is marginal
- Alaska Highway reconstruction was largely a missed opportunity to improve active transportation for Hillcrest and other neighbourhoods in the area
- Active commuter safety must be prioritized with future routing
- Good connections to the Canada Games Centre (CGC) are particularly important
- Access to modern and intelligent public transportation would be a win for Hillcrest

Hillcrest opposes any road connections from Valleyview South but welcomes better non-vehicular connections

- Hillcrest has historically opposed being a thru-route to connect "above the airport" neighbourhoods with the Alaska Highway (i.e., Granger development in early 1990s, current paved trail routing was originally intended as a road)
- Current use of planning area by residents is largely dog walking and transiting through to other areas; regaining legal access will greatly benefit Hillcrest residents

Consider impacts on and opportunities for commercial or public needs/services

- A nearby store would be welcome, as well as a cluster of work or small office spaces
- Elijah Smith Elementary School may not have sufficient capacity to accommodate a new neighbourhood
- Government of Yukon may wish to consider this area as an alternative to the planned construction of a new Ecole Whitehorse Elementary School in the Takhini area (in part to avoid displacing the ball diamonds)
- A group of Whitehorse residents is seeking land for an indoor racquet facility; this location would create some congruency to the CGC

Construction and quarrying-related disturbance are major concerns

- Noise and dust from the tank farm are longstanding issues for Hillcrest residents
- There is general opposition to any trucking of gravel through the neighbourhood
- Minimization of construction-related impacts on Hillcrest will be important

Infill of the greenspace poses numerous challenges

- Development potential of this hilly terrain is low
- There would likely be resident opposition to high density housing infill due to concerns about loss of neighbourhood character; concerns from Sunset North residents could be particularly strong

1.2 Granger

Active and low-carbon transportation infrastructure is critical

- Granger residents lack good active transportation connections to downtown and would welcome improvements to the status quo as part of this future development
- The highway is a major safety concern for residents, particularly those with children; kid-friendly routing that is separate from vehicle traffic would be strongly preferred
- Active transportation should be all ages and abilities, including wheelchair-friendly
- Any new commercial area should have EV charging stations included

Improved recreation is a key opportunity

- There are more young families in Granger and access to a greater variety of playgrounds on the east side of Hamilton Boulevard would be welcomed
- Playgrounds distributed throughout the new neighbourhood could create a network of nearby recreation destinations
- A dog park should be considered; currently there are none located outside of downtown

1.3 Valleyview

Retaining the western greenspace is critical to Valleyview residents

- Many Valleyview residents use the greenspace between the houses and CGC for short walks that don't require crossing Hamilton Boulevard or (in winter) involve navigating through the ski trails/parking lot to access the public trails
- Valleyview is the only Whitehorse neighbourhood without access to wild spaces
- This section of forest functions as habitat
- The greenbelt buffers the neighbourhood from Hamilton Boulevard traffic noise
- Other groups, such as the CGC summer day camps, use the greenspace and Valleyview park
- The trail along the boundary of C-30B and tank farm is also well used by residents

Use the existing development footprint to increase density instead of expanding into the greenspace

- Valleyview should be encouraged and/or allowed to build garden suites and densify that way

The alleviation or improvement of Valleyview transportation safety and connectivity is an opportunity

- Right turns off Sumanik onto Hamilton Boulevard are dangerous due to speeding cars and marginal sightlines with curve
- The right-in, right-out access on Sumanik Drive is not optimal and creates some dangerous situations with cars driving around the median on Alaska Highway
- A rerouted bottom section of Sumanik Drive that connects to the Range Road lights could be an improvement and restore southbound left turning movements into the neighbourhood
- The bus used to come down Valleyview Drive but now it is routed to CGC; better transit could be an opportunity

Improving active transportation and trail connectivity is a key opportunity

- There is no sidewalk on Sumanik (which places additional importance on the greenspace)
- There is currently no complete off-road route connecting Valleyview to downtown for walkers and bikers
- The paved airport trail ends at the new Range Road light and becomes a gravel trail with no winter ploughing; winter active transportation is particularly poor as a result
- The trail from Valleyview to bus stop poses winter mobility challenges due to lack of ploughing
- Connectivity to the Hillcrest greenspace and beyond to Paddy's Pond (and even further, the escarpment and Black Street stairs) is the potential big win and innovation for this development

Construction and quarrying-related disturbance are major concerns

- Gravel trucks come out of the access road across from Valleyview Drive; construction traffic and impacts will need to be carefully managed

Improved recreation is a key opportunity

- The community association has been seeking a rink refurbishment with new pavement, lights, and boards; the VCA may not be able to raise the necessary funds given its size and financial capacity
- The old ball diamond is underutilized at present; perhaps this could become a more useful space, such as a sport field

Neighbourhood character may be more important than a reduced footprint should any greenspace development occur

- Should some level of greenspace development occur against the wishes of Valleyview residents, multi-storey or higher density buildings may be the least supported building form
- Medium density housing forms with a similar character to those already present in Valleyview may be more appropriate
- The location across from the CGC could be family-friendly, although jaywalking across Hamilton Boulevard by kids currently occurs and would likely increase

Other

- A nearby grocery store could be a welcome addition
- The development of housing within the Sumanik Drive right-of-way could be a way to develop new housing in the Valleyview area without taking away the valued greenspace between Valleyview and CGC (note: this suggestion was made via a phone conversation on December 15)

APPENDIX A

Survey

Introduction

The City of Whitehorse is leading the development of a master plan for the area located between the Valleyview and Hillcrest neighbourhoods, referred to as "Valleyview South" (see map below). The Valleyview South area is designated in the current and proposed Official Community Plan for residential use. The master plan will provide direction for the development of this new neighbourhood.

The Valleyview South area contains a mix of private, government, and First Nation land parcels. The City has hired a consultant firm to work closely with the landowners, as well as engage with stakeholders and the public, to develop the master plan. Your input will help inform the landowners' collaborative planning efforts and ensure that the City can facilitate a final plan that meets the key interests of Whitehorse residents.

For more information about the Valleyview South Master Plan project, please visit www.engagewhitehorse.ca. Also, consider registering to the project page to stay informed throughout the process!

Thank you so much for your time and input into this process!



Valleyview South Master Plan
 Site Ownership Map
 draft v3
 November 4th, 2022

- | | |
|-----------------------|---------------------------|
| — 1 m Contours | City of Whitehorse |
| — Study Area Boundary | Government of Yukon |
| — Parcel | Private Ownership |
| --- Easement | Government of Canada |
| ■ Institutional | Kwantlin Dün First Nation |
| ■ Utility | Ta'an Kwäch'an Council |



Where do you live?



1. What neighbourhood do you live in? Pick one.

- Valleyview
- Hillcrest
- McIntyre
- Granger
- Ingram, Arkell, Logan, or Copper Ridge
- Takhini
- Another Whitehorse Neighbourhood
- Outside of Whitehorse
- Prefer not to say

Self Identification

2. Do you identify mainly as (pick one):

- Kwanlin Dün First Nation citizen or beneficiary
- Ta'an Kwäch'än First Nation citizen
- Another First Nation citizen or beneficiary
- None of the above
- Prefer not to say



Thinking of the entire study area, please provide your input on the following questions.

3. Through previous engagement initiatives we've heard numerous key interests for this future neighbourhood. Please indicate your level of agreement with the following statements.

a. The area should support walking, biking, and transit.

| Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree | N/A |
|-------------------|----------|---------|-------|----------------|-----|
| ★ | ★ | ★ | ★ | ★ | ○ |

b. An interconnected, accessible trail network should be maintained and enhanced.

| Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree | N/A |
|-------------------|----------|---------|-------|----------------|-----|
| ★ | ★ | ★ | ★ | ★ | ○ |

c. The area should provide a range and mix of housing options

| Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree | N/A |
|-------------------|----------|---------|-------|----------------|-----|
| ★ | ★ | ★ | ★ | ★ | ○ |

d. There should be predominately single detached homes.

| Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree | N/A |
|-------------------|----------|---------|-------|----------------|-----|
| ★ | ★ | ★ | ★ | ★ | ○ |

e. There should be predominately multi-unit homes (e.g., semi-detached, townhouses, apartments/condominiums).

| Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree | N/A |
|-------------------|----------|---------|-------|----------------|-----|
| ★ | ★ | ★ | ★ | ★ | ○ |

f. A mixed use commercial area should accommodate daily needs (e.g., grocery store, clinics, café, etc.)

| Strongly Disagree | Disagree | Neutral | Agree | Strongly Agree | N/A |
|-------------------|----------|---------|-------|----------------|-----|
| ★ | ★ | ★ | ★ | ★ | ○ |

4. The master plan will identify park spaces through the neighbourhood. Rank the options below in order of your preference (with 1 being your favourite):



Many small parks



One large park



A mix of small and medium parks

Questions for Nearby Residents

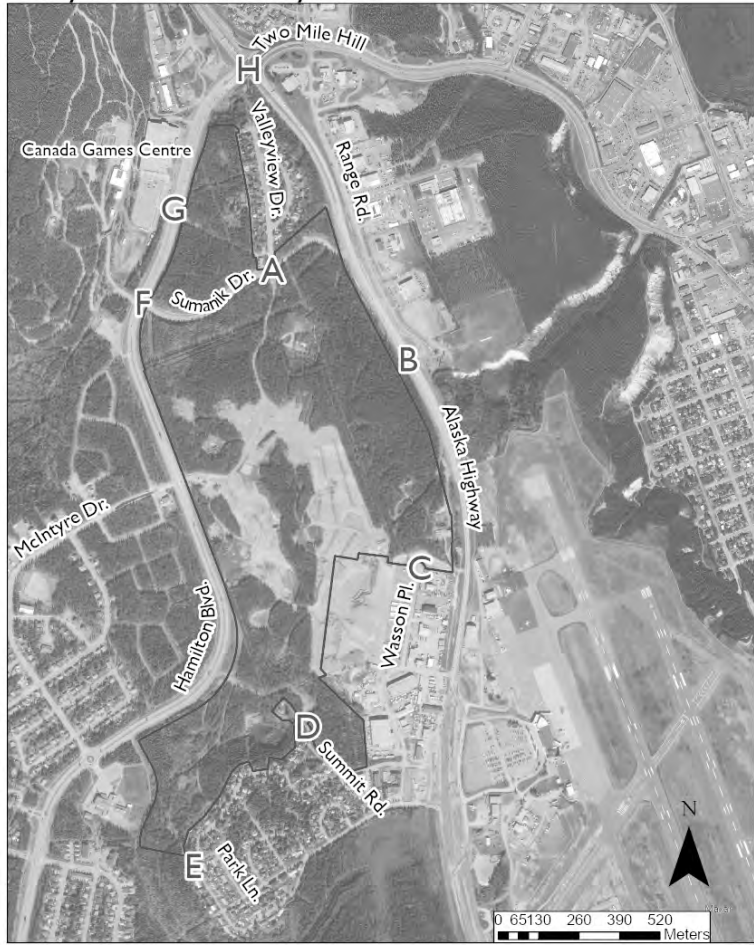


You indicated you live in Valleyview, Hillcrest, McIntyre, or Granger. We'd like to hear more from you on your current and potential future use of the area. Additional engagement will occur through your neighbourhood association and KDFN staff.

Thinking of the entire study area, please provide your input on the following questions.

I. Using the map locations below, what are your key entrance and exit points through this area? Select your top 3.

Valleyview South Study Area



- A. Valleyview Drive and Sumanik Drive
- B. Alaska Highway and Range Road traffic lights
- C. Burns and/or Wasson Roads
- D. Summit Road entrance (behind Hillcrest)
- E. Granger / Elijah Smith Elementary School and/or Hillcrest neighbourhood at Park Lane
- F. Hamilton Boulevard and Sumanik Drive
- G. Hamilton Boulevard at the entrance to the Canada Games Centre
- H. Alaska Highway and Two-Mile Hill
- Other (please specify, 100 character limit)

- None of the above. I do not access the area.

II. What would you like to see included in the parks and open spaces? Select your top 3 features.

- Playground
- Dog park
- Outdoor exercise/gym equipment
- Community agriculture/garden space
- Natural greenspace/forest
- Dedicated cycling paths
- Skating rink
- Sports field and/or court spaces (e.g., tennis, basketball, baseball, etc.)
- Public fire pits or barbeques
- Event/gathering space (band shelter, amphitheater, large covered area, etc)
- Trail connections between neighbourhoods
- Other (please specify, 100 character limit)

Almost done!



Thinking of the entire study area, please provide your input on the following questions.

5. What would make this a successful neighbourhood? Things to consider may include density, transportation, park/open space, urban design, etc.

(500 character limit, approximately 100 words)

6. What fears or concerns might you have about this future neighbourhood?

(500 character limit, approximately 100 words)

Finally, how did you hear about this survey? Select all that apply.

- EngageWhitehorse.ca project update
- Radio advertisement
- City social media
- City Newsletter
- KDFN social media
- KDFN letter
- KDFN website
- TKC website
- TKC social media
- Other (please specify, 100 character limit)

APPENDIX B

"Other" Responses

The name "Valleyview South" is temporary. We're looking to you to help brainstorm a list of potential neighbourhood names. The City and its planning partners will narrow the list down and select a winning name after additional public input.

In the Land

First Nation language

Pine Bluff. Village in the Pines. South Bluff. Sunset Riverside. Any of the above in First Nation language.

McIntyre West

South McIntyre (2)

Something strong and positive that gives hope and brings light. "Northern Lights Place". "Feather Crescent".
"Path of Our Ancestors".

Sky's Stretch might be another name for Aurora Borealis

Valleyview South

A KDFN elder, Southern Tutchone word for the area

Valley Rise, Clearview

Words for Running River

South McIntyre or south KDFN

Vallyview south East

Vallyview south/East

King Charles Ridgeway

Ridgeview; Ka Näy Ridge (moose); Nä Däy Trail (lynx); Tsal Meadows (gopher)

Ka-näy Ridge; Tsal Meadows; Ridgeview

Grizzly vally

Vallyview south

A traditional and/or local first nation name preferred
nature/geographic features or further identity to KDFN

Nature or Geographic but to be for all the people as a United perspective

Caribou Valley

Top of Two Mile Hill!

Haa Aani. Or start using Tlingit words.

Southern tutchone name please

What would you like to see included in the parks and open spaces? ("Other" responses)

- No firesmarming please. Leave existing forest intact
- Disc golf chains/mini-course
- Trail connections between neighbourhoods which are maintained, year round, for cycling. Using the multi-use trail alongside Hamilton is not ideal in winter, and maintaining a year-round bike path downwards to the airport would provide residents with an active commuting option from Copper Ridge to downtown!
- There is already a skating rink and playground on the City-owned property to the west of Valleyview. This should be maintained. There is also a full ball diamond with bleachers and backstop, but this has fallen into disrepair.
- indoor multi-racquet sport facility (tennis, squash, pickleball, badminton, table tennis)
- your mayor is conflicted and is (redacted) this up
- walking, cycling connector trails
- Homes with Greenspace behind them, Like Hillcrest. Aesthetic wide Greenways

- Commemorative garden or benches or interactive art installation
- Dog park, trail connections, natural space, skating rink/basketball court, community agriculture/garden. I disagree with the use of a forced "choose only three" in the survey design.
- Please keep lots of green space around all neighborhood
- SAFE Active Transportation Infrastructure. Prioritize- Traffic Calming and protected bike lanes
- Prioritize Pedestrian safety- Include traffic calming and protected bike lanes
- Skateboard park
- The green space, city and Yukon parcels, between Valleyview and Hamilton blvd provides an essential noise buffer and access to green space and should be protected, no uses other than the current walking trails.
- Year round active transportation to and through area
- Outdoor sitting area under a roof
- Pumptrack
- Laundromat
- Hand games centre
- Waterpark

Using the map locations below, what are your key entrance and exit points through this area? Select your top 3.

- Hamilton at McIntyre Drive
- Bike path connecting Granger to Hillcrest
- I use the trail to the intersection (which, incidentally, is not maintained by the City in winter)
- access road / right of way off Burns Rd immediately north of Northern
- None of your questions reflect current use. Your park options must include aesthetic Greenway corridors. This is a critical communities route the is essential to addressing the climate emergency. You saw how self propelled use of the millennium trail increased after construction. If you build separated Greenway surrounded by Greenspan that follow 20+ years of traditional use you will do this city a great service. McIntyre Granger lobird Valley view and copper ridge must be consulted. Please don't mess this up. Pedestrian/bike routes between neighborhoods downtown and facilities are critical. This is also an important wildlife corridor for moose deer and especially fox.
- I also enter valleyview via sumanik from the Alaska Highway.
- Highway @ Sumanik. Super dumb there's no left turn anymore to access/leave current Valleyview.
- Alaska highway and hillcrest drive
- I use A,B,C,D,E. your survey design is flawed by making me pick only 3.
- Hillcrest Trail
- Across from Macintyre Drive
- Hamilton + Thompson
- 4 way at bigway
- Elijah Smith School
- Alaska and Robert service
- Often walk in the woods in this area
- G path to CCG used frequently
- Hillcrest Drive at Alaska Highway. The Hillcrest Drive trail to Granger
- If on my bike, I use trails to Burns road then to Alaska hwy lights or bike over to Hamilton boulevard and bike down it or cross an use the paved trail.