

Valleyview South Master Plan

What We Heard Report 2: Land Use Scenarios
Summer 2023 Engagement

August 31, 2023

Planning and Sustainability Services
City of Whitehorse



TABLE OF CONTENTS

- 1.0 INTRODUCTION 1
- 2.0 SURVEY RESULTS..... 2
 - 2.1 Participant Demographics and Place of Residence.....2
 - 2.2 Commercial and Institutional Use4
 - 2.3 Housing.....5
 - 2.4 Greenspace and Parks8
 - 2.5 Transportation.....10
 - 2.6 Site Preparation13
 - 2.7 Land Use Concepts Evaluation15
- 3.0 PUBLIC INPUT LETTER SUMMARIES 18
- 4.0 KEY TAKEAWAYS 21
- 5.0 NEXT STEPS 22

- 6.0 APPENDIX 23
 - Appendix A – Concept Plans24
 - Appendix B – Survey29
 - Appendix C – ‘Other’ Responses.....55
 - Appendix D – Open Ended Questions and Answers66

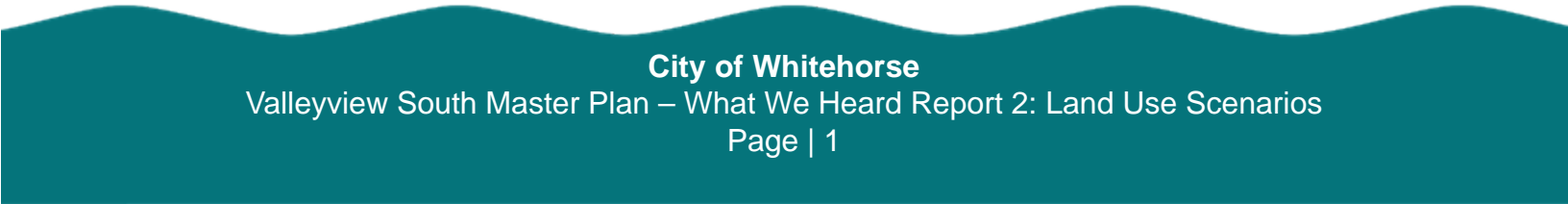
1.0 Introduction

The City of Whitehorse is developing a master plan for the area between the Valleyview and Hillcrest neighbourhoods, referred to as “Valleyview South”. This area contains a mix of private, Government of Yukon, City, and First Nations land parcels. It has long been envisioned by the City for residential development.

Incorporating the insights gained from the initial engagement in November/ December 2022, a design charrette held in January, along with comprehensive technical background reports and expert technical advice, the City and its planning partners developed two land use concepts. To refine these concepts into one preferred land use concept, the public had the opportunity to comment on them. This input will help create a single preferred 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 results from the two land use scenarios survey. Appendix A contains the 2 concepts.

The engagement program consisted of an online survey and two days in-person open houses which included a session dedicated to the adjacent neighbourhoods. The survey was developed for all audiences and additional questions were posed to residents of the adjacent neighbourhoods: Valleyview, Hillcrest, Granger, Copper Ridge, and Ingram. The survey was hosted on Engage Whitehorse and promoted on social media, e-news, and newspaper, as well as radio advertising. A total of 63 responses were received to the online survey. In addition to the survey, letters were received from one member of the public and from the Valleyview community association.



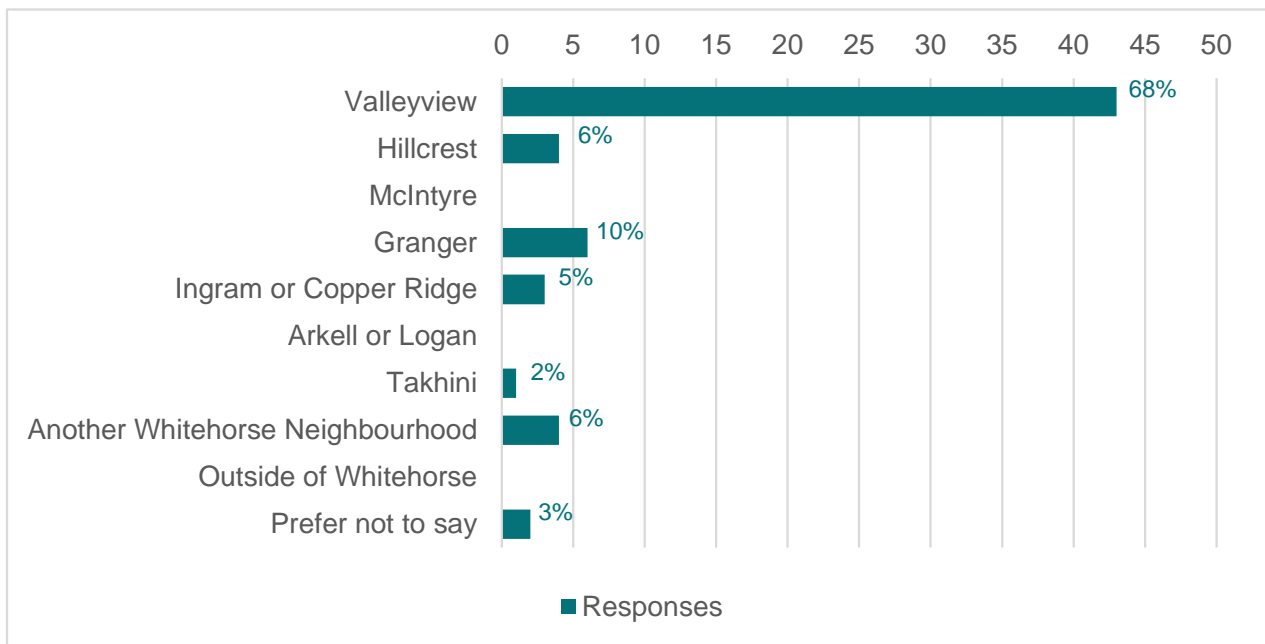
2.0 Survey Results

The following section provides an overview of results from the survey. The complete survey can be found in Appendix B. The survey had 63 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. 'Other' responses to questions are listed in Appendix C of this report. A full list of responses to the open-ended questions is included in Appendix D.

2.1 PARTICIPANT DEMOGRAPHICS AND PLACE OF RESIDENCE

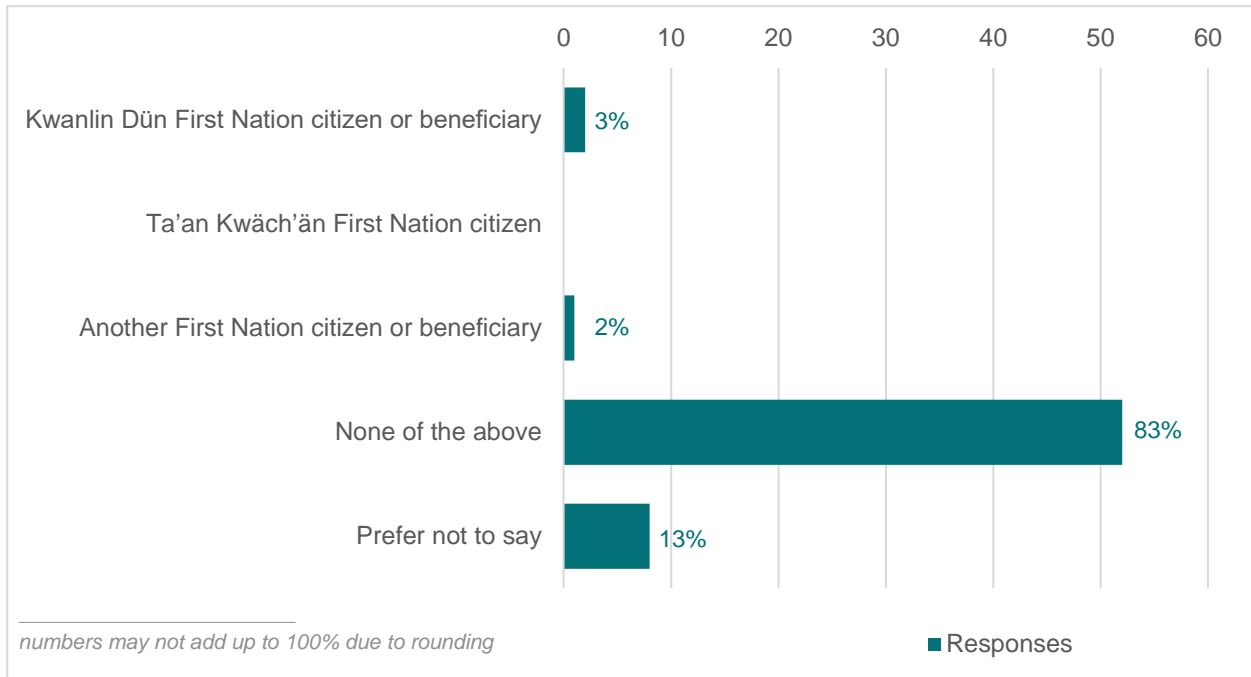
All survey participants were asked to indicate their place of residence in or around Whitehorse. The majority of respondents (68 per cent) indicated living in the Valleyview neighbourhood. The next largest respondent groups were those who reside in Granger (10 per cent), Hillcrest (six per cent), and Ingram or Copper Ridge (five per cent). Two per cent of respondents noted they lived in Takhini, and six per cent indicated they reside in another Whitehorse neighbourhood. Three per cent preferred not to answer. Refer to Figure 1.

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



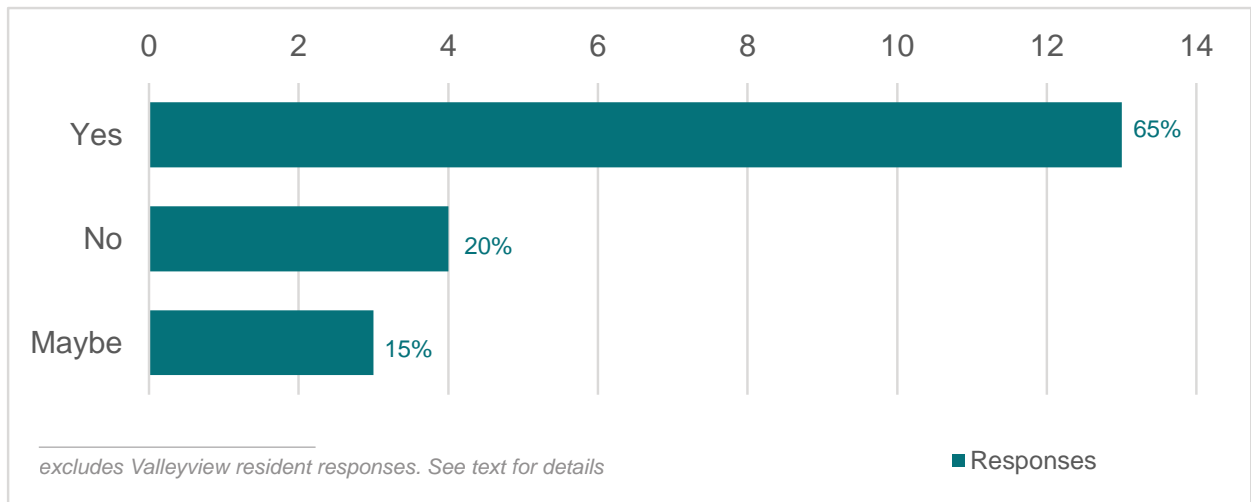
All survey participants were asked to indicate whether they self-identify as First Nation citizens or beneficiaries. The majority of respondents identified as none of the above. Two respondents identified as Kwanlin Dün First Nation citizen or beneficiaries. One respondent identified as another First Nation citizen or beneficiary. Eight respondents preferred not to say. No responses were received from Ta'an Kwäch'än Council Citizens. Refer to Figure 2.

Figure 2. Do you identify mainly as (pick one)? (Question 2)



Respondents were also asked to rate their interest in potentially living in the area. Overall, three-quarters of the respondents stated that they would potentially live in the area. However, 43 responses from Valleyview indicated they would potentially live in the Valleyview South area. It is assumed this question was misunderstood, and that they do not intend to move out of the existing Valleyview neighbourhood into the new Valleyview South area, so the responses from participants indicating that they lived in the Valleyview neighbourhood have been excluded from this graph. Of the 20 non-Valleyview residents 65 percent would consider relocating to this new neighbourhood. Refer to Figure 3.

Figure 3. Are you interested in potentially living in the area? (Question 3)

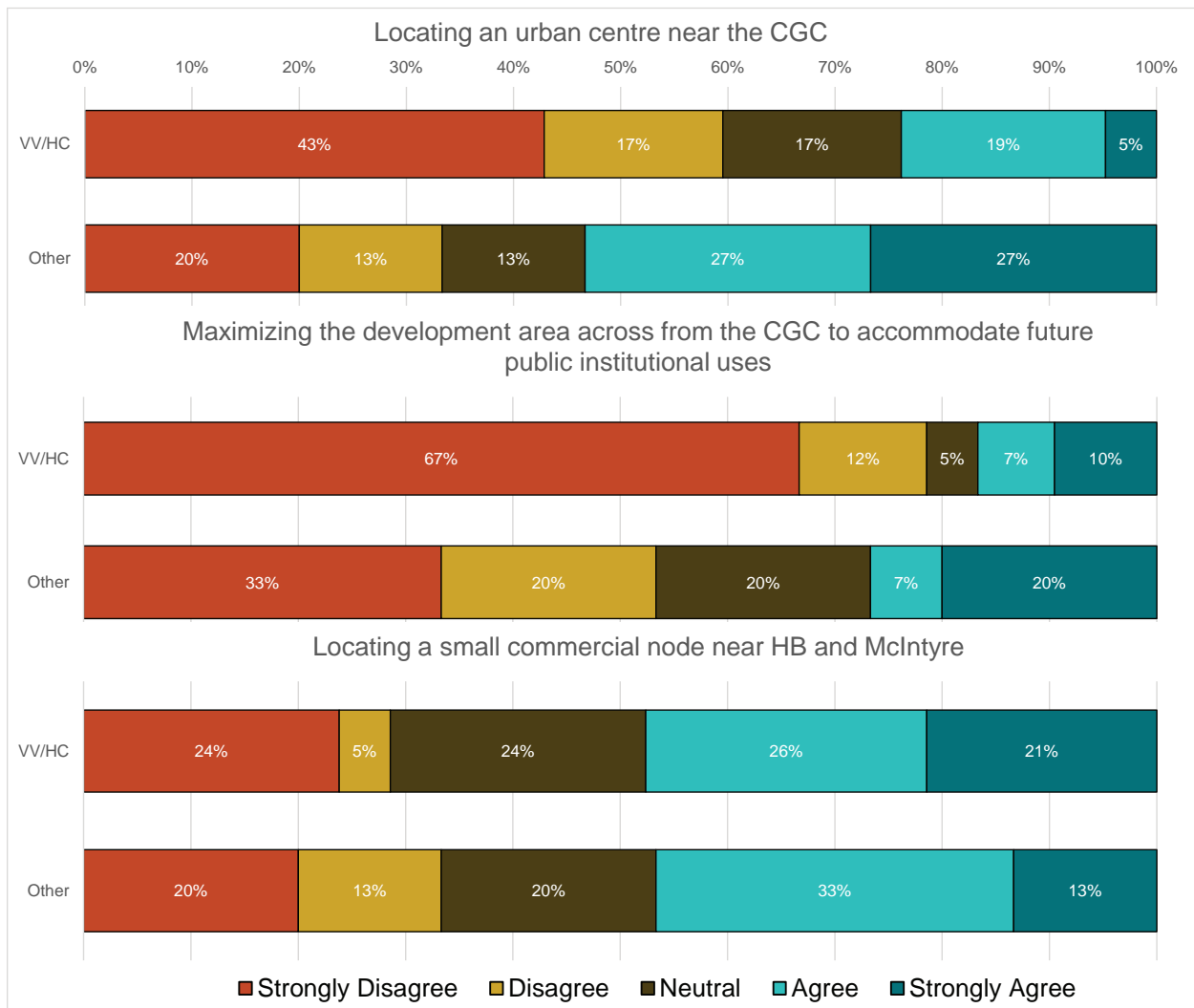


2.2 COMMERCIAL AND INSTITUTIONAL USE

Valleyview and Hillcrest generally didn't agree with using the proposed areas for commercial and institutional uses while the other neighbourhoods were more supportive. Levels of agreement are relatively even for the proposal of locating a small commercial node near Hamilton Boulevard and McIntyre Drive. Refer to Figure 4.

"Other" comments from Valleyview reflect a concern over the necessity of public or institutional uses of land, the loss of greenspace, and about a third of comments mentioned keeping public and institutional use centralized. Comments from all other neighbourhoods had mentions of both dispersing public and institutional use throughout the area and preferring a centralized public/institutional use.

Figure 4. Level of agreement with public and institutional uses. (Question 5)



numbers may not add up to 100% due to rounding

Respondents who indicated living in Valleyview were also given the opportunity to respond to a longer form question asking for suggestions regarding future public/institutional development by the Government of Yukon and the City, and how it could best integrate with Valleyview. Responses included community oriented development (daycare, soccer field, farmer’s market, museum), a park space/outdoor education center to offset Canada Games Center indoor space, schools or recreational facilities, or to keep it as greenspace. Refer to Question 18 in Appendix D.

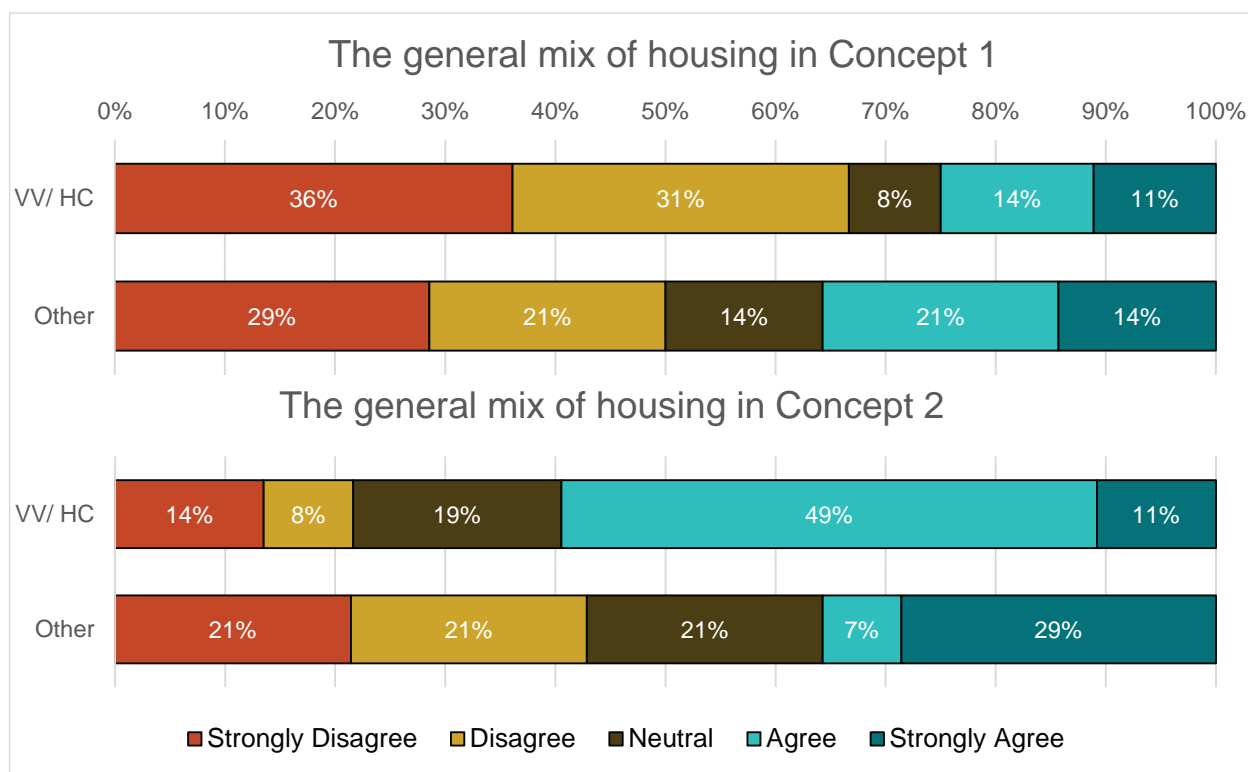
2.3 HOUSING

HOUSING MIX

The respondents were asked for their level of agreement with the proposed general mix of housing in both concepts. Valleyview and Hillcrest residents preferred concept 2 with 59 per cent agreement. While not strongly opposed to Concept 1, the other neighborhoods also slightly leaned towards preferring Concept 2. Refer to Figure 5.

“Other” comments from both Valleyview and other neighbourhoods suggest increasing the density of housing in the concepts. Refer to Question 6 in Appendix C.

Figure 5. Level of agreement with general mix of housing (Question 6)



numbers may not add up to 100% due to rounding

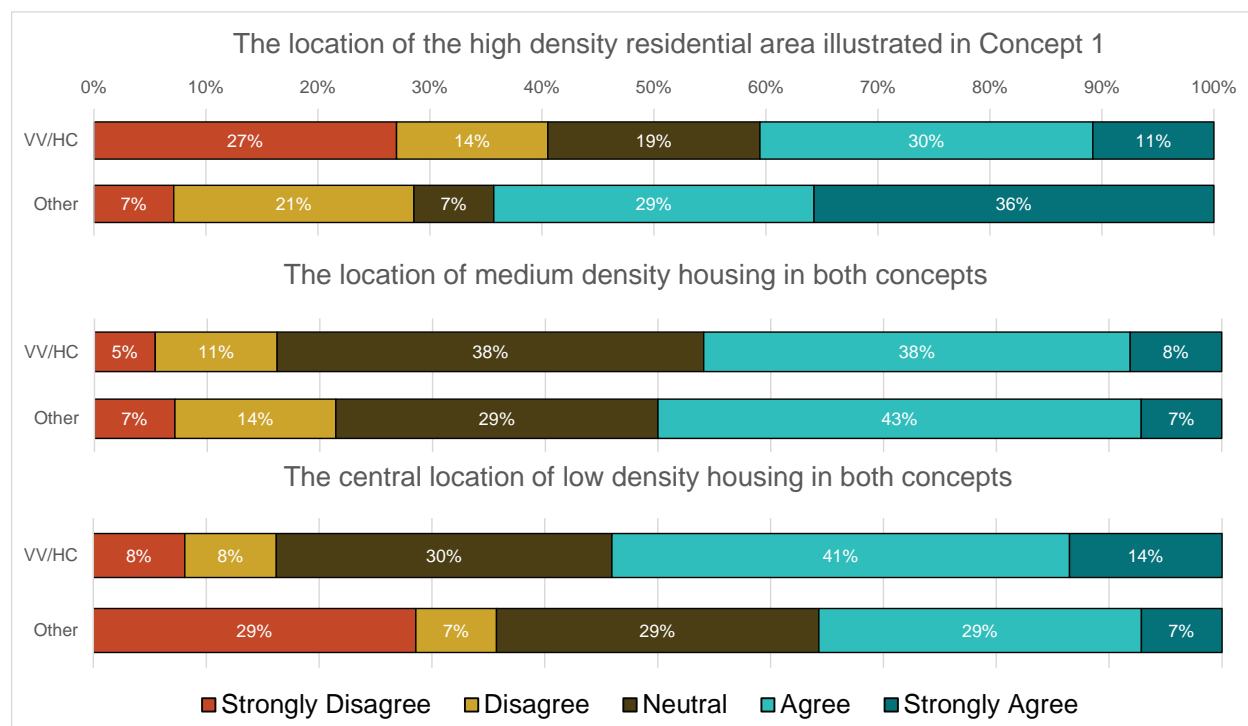
LOCATION OF HOUSING

The response to the different density levels present in both concepts was ambiguous. Half of Valleyview/Hillcrest residents agreed with the location of low density housing in both concepts. This is different than the response received by all other neighbourhoods, in which one third agreed with the location of low density housing and one third disagreed. Refer to Figure 6.

The location of medium density housing presented in both concepts is distributed similarly for both respondent groups, with about half of both Valleyview/Hillcrest residents and all other neighbourhoods agreeing. The level of disagreement is also similar between respondent groups, with about one sixth disagreeing. Refer to Figure 6.

The location of high density housing (only present in Concept 1) received a mixed response. Valleyview/Hillcrest residents evenly agreed and disagreed with the location, with both receiving 41 per cent of responses. Written comments from those in Valleyview support the addition of high density to Concept 2. Residents from all other neighbourhoods responded with two-thirds of the group agreeing with the high density location. Responses from other neighbourhoods aligned with written comments preferring high density housing and stating that it is more 'sustainable' and 'badly needed'. Refer to Question 6 in Appendix C. The responses appear to contradict previous responses that preferred Concept 2 housing mix without any high density.

Figure 6. Level of agreement with the location of varied housing density in both concepts (Question 6 continued)



numbers may not add up to 100% due to rounding

INCREASING DENSITY

The Official Community Plan (OCP) requires an average of 20 units per hectare for the study area, since it is within the urban core. Both concepts provided were slightly below that requirement. Respondents were asked to provide input into how additional housing could be created in order to fulfill the OCP requirement. Respondents were asked to choose all options they supported. Refer to Figure 7.

While Valleyview/Hillcrest residents preferred the suggestion of replacing some low density with medium density, the other neighbourhoods strongly preferred taller medium and high density housing forms and replacing some medium density with high density. All respondents liked the approach of replacing some of the commercial area with residential development. Refer to Figure 7.

Figure 7. Level of agreement with ways to increase housing density (Question 7)



Valleyview/Hillcrest written responses for this question were evenly split between favoring the addition of high density by removing low density and disagreeing with the addition of high density, favoring space between housing forms instead. Written responses from all other neighbourhoods largely supported the addition of high density housing. Refer to Question seven in Appendix C.

Respondents were also given the option to write a longer-form response with any suggestions on where additional housing could be located to meet the OCP requirements. Responses from Valleyview/Hillcrest included suggestions along Hamilton Boulevard towards Hillcrest, on commercial land, in Lot 267-2, and in the same place that Concept 1 shows high density housing. This preference toward high density, especially in the same location as Concept 1 contradicts responses to question 6 for the general mix of housings in the concepts. Responses from all other neighbourhoods suggested locating additional housing across the road from lot 430 or from lot 431, and creating higher density housing forms. Refer to Question 8 in Appendix D.

2.4 GREENSPACE AND PARKS

The respondents were asked to evaluate the two different concepts regarding greenspace, buffers, and parks/amenities. In Valleyview/Hillcrest responses, a significant majority disagreed with Concept 1's greenspace, while a smaller percentage agreed. Similar disagreement was observed in other neighborhoods.

Concept 2's greenspace received more agreement in Valleyview/Hillcrest, despite concerns about usability due to the terrain. The buffer west and southwest of Valleyview had mixed responses, with more agreement from those outside Valleyview/Hillcrest.

Regarding parks and amenities, opinions varied across respondent groups. In Valleyview/Hillcrest responses, Concept 1's parks and amenities had a higher disagreement rate, while Concept 2 received more agreement. Other groups showed lower agreement with Concept 1 and more neutrality towards parks and amenities. Overall, the preference leaned towards Concept 2, but challenges around greenspace sufficiency and usability were noted. Refer to Figure 8.

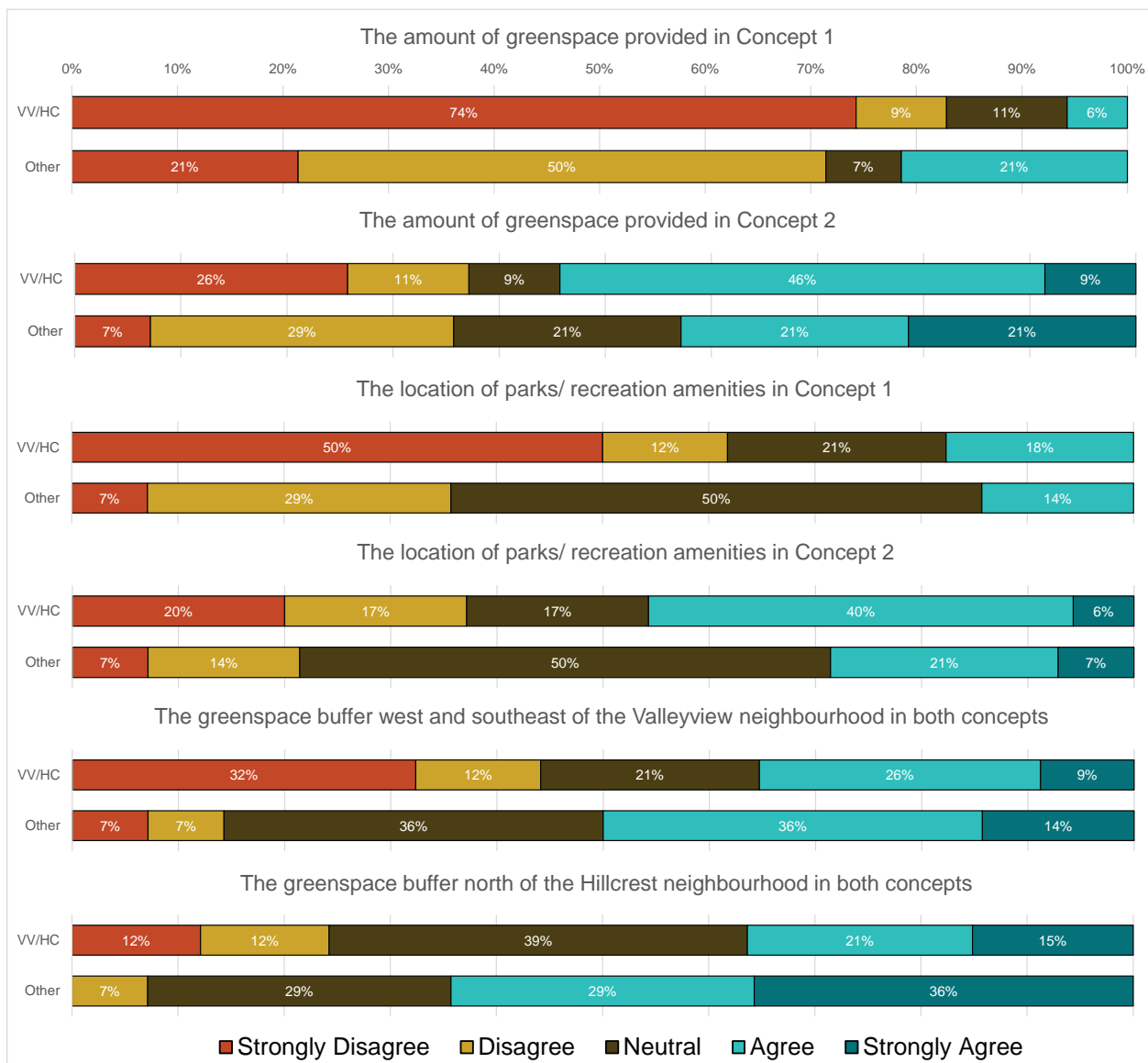
Respondents that indicated living in Valleyview had the opportunity to suggest mitigation strategies for the loss of their adjacent greenspace as both development scenarios propose converting a portion of the greenspace immediately west of Valleyview for development over the long-term. Many comments emphasized the importance of leaving the current greenspace intact. This is seen as crucial by residents for maintaining the quality of life for residents who use it for various activities, such as exercise, walking dogs, and playing with children.

Residents suggested respecting the Official Community Plan (OCP) and to wait until other developments are finished before making changes, or repurposing other lots for institutional use. The potential impact of increased population on the available greenspace

and storm water management is raised, suggesting a need to consider the long-term effects. Some residents suggested combining the positive aspects of different concepts, like the extra greenspace from Concept 2 with the site grading of Concept 1.

Overall, residents were concerned about the perceived loss of greenspace and the potential impact on their quality of life, and they proposed various strategies to mitigate this loss while considering accessibility, convenience, and environmental factors. The list of responses is provided for this question 15 in Appendix D.

Figure 8. Level of agreement with greenspaces and parks in both concepts (Question 9)



numbers may not add up to 100% due to rounding

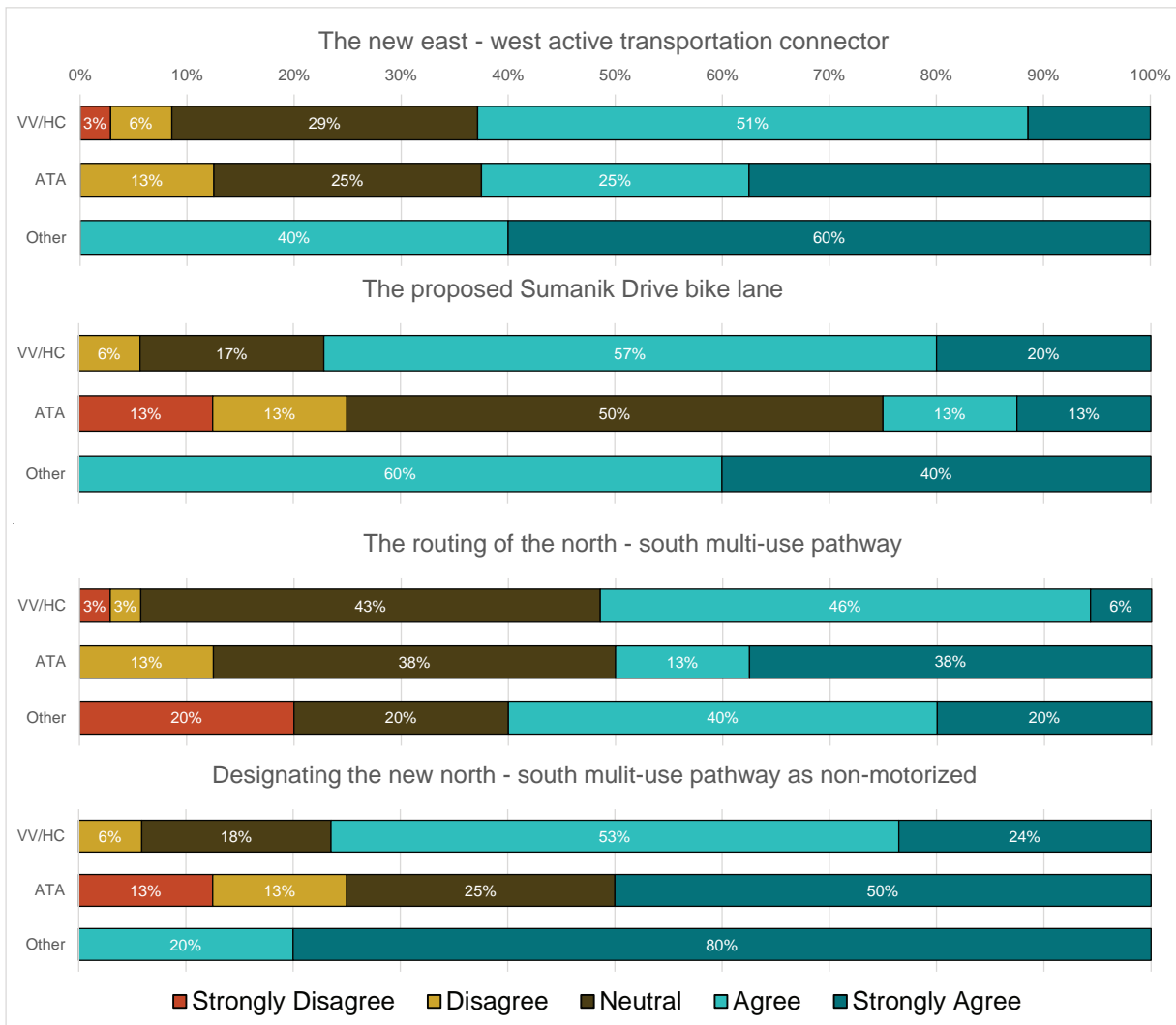
2.5 TRANSPORTATION

ACTIVE TRANSPORTATION

Respondents were asked to rate their level of agreement on the proposed active transportation routes. The aim was to understand the impact of transportation changes on residents living in “above the airport” (ATA) neighborhoods including Granger, Ingram, Logan, Arkell, McIntyre and Copper Ridge. The ATA group contains responses from eight people, which reduces the responses from the other neighbourhoods to five individuals.

The new east-west transportation connector received equal approval among the respondent groups. Approximately half of Valleyview/Hillcrest and ATA residents were in agreement. The Sumanik Drive bike lane was supported by three-quarters of Valleyview/Hillcrest residents, but concerns were raised, possibly due to safety from vehicles and winter clearance issues.

Figure 9. Level of agreement with proposed active transportation concepts (Question 10)

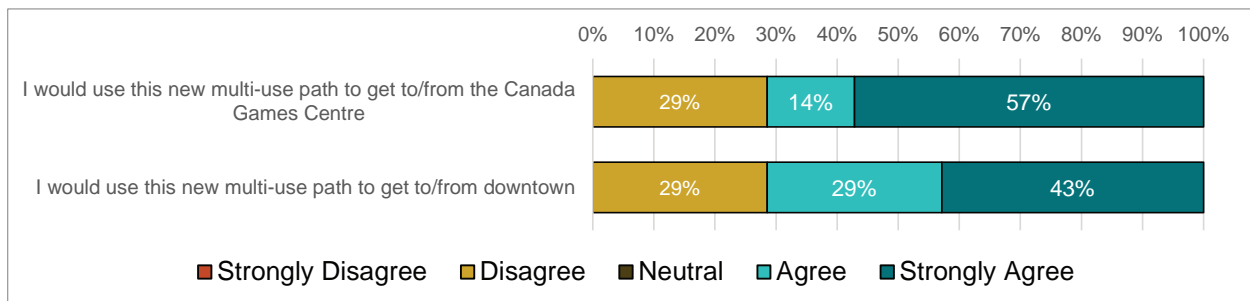


numbers may not add up to 100% due to rounding

Around half of residents from all respondent groups supported the concept of the North-South Pathway, three-quarters of Valleyview/Hillcrest residents and half of above the airport residents supported designating this pathway as non-motorized. Refer to Figure 9.

Regarding the usage of the new north-south pathway to/from downtown and the Canada Games Center, 70 per cent indicated they would use both routes. Refer to Figure 10.

Figure 10. Level of agreement with proposed north-south pathway (Question 21)



numbers may not add up to 100% due to rounding

Residents also provided longer-form suggestions for the proposed active transportation networks. Valleyview/Hillcrest suggestions included ideas like building an overpass across the highway, creating winterized pathways, connecting pathways to Hamilton Boulevard and the Alaska Highway/Two Mile Hill intersection, and separating pathways from roadways. Concerns were expressed about busy pathways, winter suitability, and vehicle traffic. Refer to Question 10 in Appendix C for a full list of responses.

TRAFFIC AND ROAD CONNECTIONS

The results indicate an even level of agreement with the proposed traffic and road connection concepts. The proposed road connection between the new neighborhood and the Alaska Highway/Range Road intersection received about 50 per cent agreement from both Valleyview/Hillcrest and above the airport residents.

However, there were notable exceptions. While half of above the airport residents agreed, only 22 per cent of Valleyview/Hillcrest residents supported a traffic light at the Canada Games Center for access. Over half of Valleyview/Hillcrest residents supported a roundabout at Hamilton and McIntyre, while 44 per cent of the ATA group agreed to that idea.

Proposed safety improvements at Hamilton and Sumanik were well-received, with over three-quarters of Valleyview/Hillcrest residents and over half of above the airport residents agreeing. Concerns about increased traffic on Sumanik Drive were expressed by both groups. In Valleyview responses, roundabouts were strongly preferred over four-way stops at both intersections of Sumanik Drive, with over two-thirds in agreement. They see roundabouts as a way to manage traffic speeds.

Figure 11. Level of agreement with road connection proposals (Question 11)

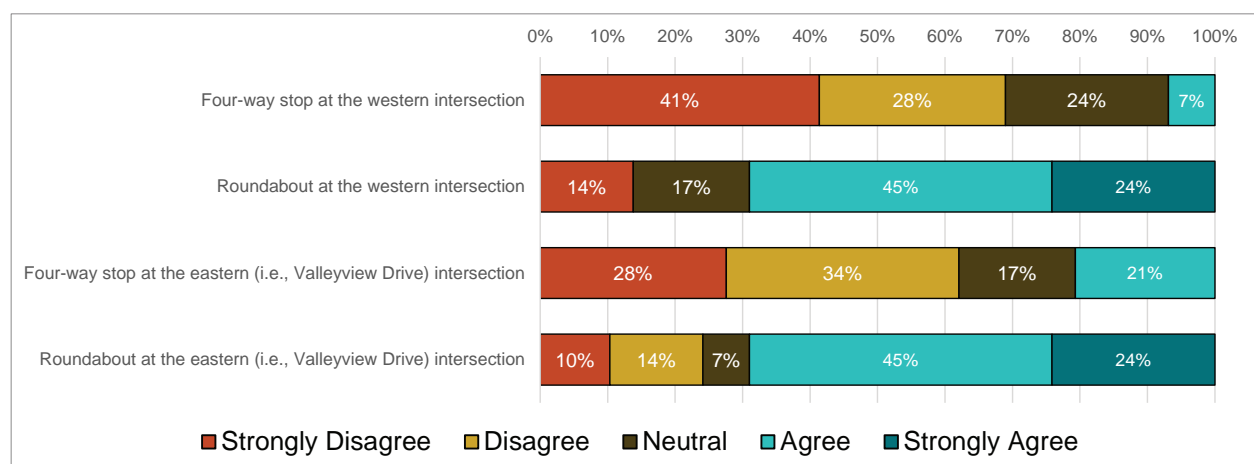


numbers may not add up to 100% due to rounding

High consensus was observed among all groups regarding the integration of transit stops within the new neighborhood. Recommendations were put forth to enhance accessibility and distribution of these stops and to center the concepts more prominently on public transportation, aiming to increase its appeal to newcomers. Refer to Appendix C Question 11.

In summary, there was general support for the proposed road network, with exceptions such as Valleyview/Hillcrest residents' dislike for the traffic light at the Canada Games Center intersection and the above the airport (ATA) group's aversion to the roundabout on Hamilton. Refer to Figures 11 and 12.

Figure 12. Level of agreement with proposed Sumanik Drive intersection treatments (Question 16 Valleyview only)



numbers may not add up to 100% due to rounding

2.6 SITE PREPARATION

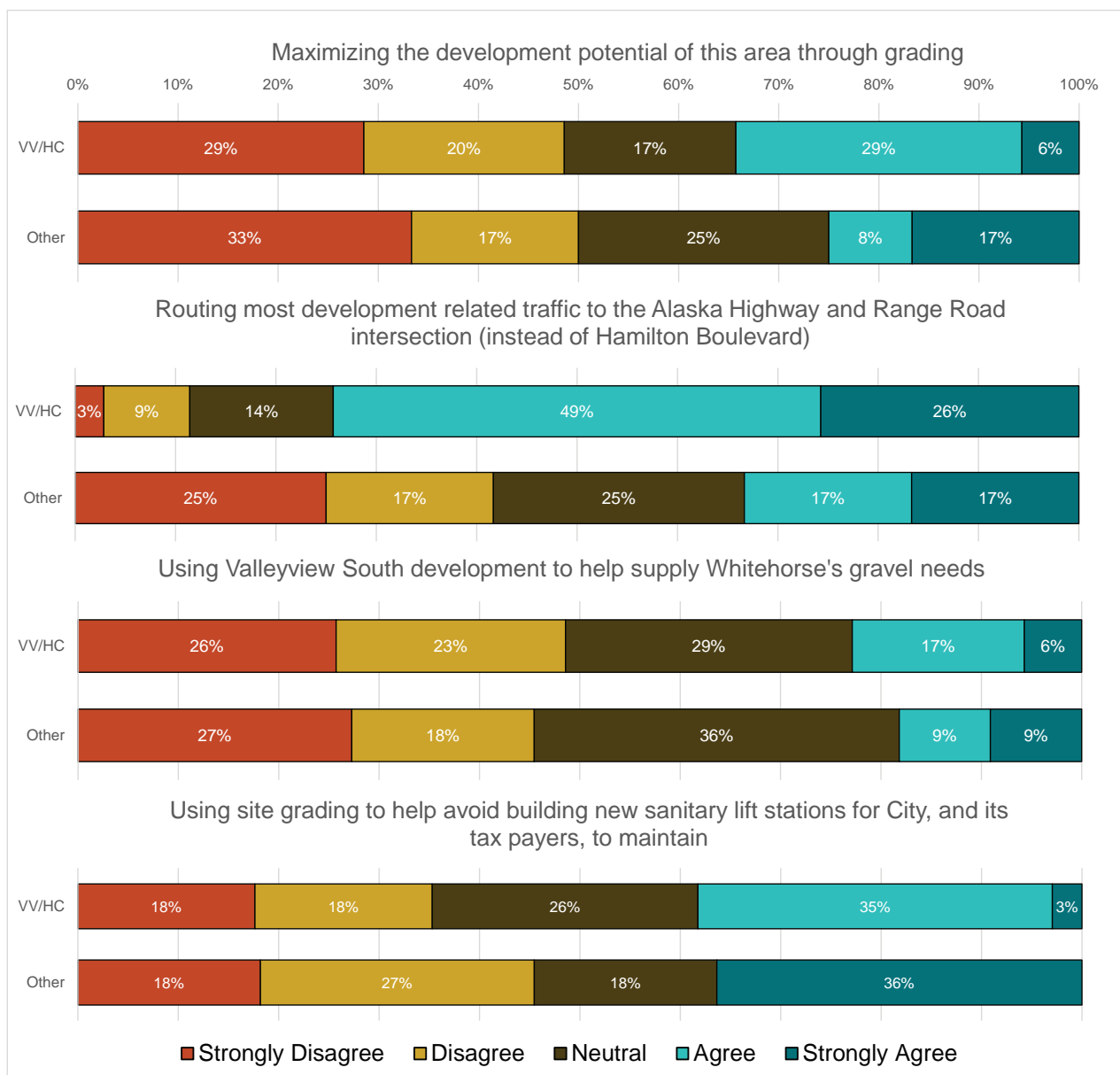
The results show a relatively even level of agreement across respondent groups regarding proposed grading concepts. Valleyview/Hillcrest and other groups shared similar sentiments towards maximizing development potential through grading, with about one third in agreement and half disagreeing. However, the idea of routing most development traffic to the Alaska Highway and Range Road intersection received over three quarters agreement from Valleyview/Hillcrest residents, differing from other neighborhood groups where around one third agreed and over 40 per cent disagreed. Written feedback from Valleyview/Hillcrest residents emphasized minimizing disruption.

The proposal to use Valleyview South to help meet Whitehorse's gravel needs received roughly 20 per cent of support while about 50 per cent disagreed. Using site grading to avoid building a new sanitary lift station received an ambiguous response, but was evenly distributed between the two respondent groups. When looking at submitted comments, concerns centered around potential disturbance and the loss of greenspace.

Notably, while there was a general sentiment against the grading benefits, a notable exception was the strong agreement (75 per cent) with the highway access proposal, which is contingent on grading. This interpretation is based on the responses and percentages provided in Figure 13.

Valleyview and Hillcrest residents were asked about suggestions or comments surrounding the concern of remediation and gravel hauling. Valleyview residents primarily focused on mitigating effects for nearby residents. Suggestions included strict operating rules, traffic minimization, starting work farther away to buffer with trees, controlling dust pollution, reducing material removal, utilizing alternative access roads like the Alaska Highway, and road cleaning.

Figure 13. Level of agreement with proposed grading concept (Question 12)

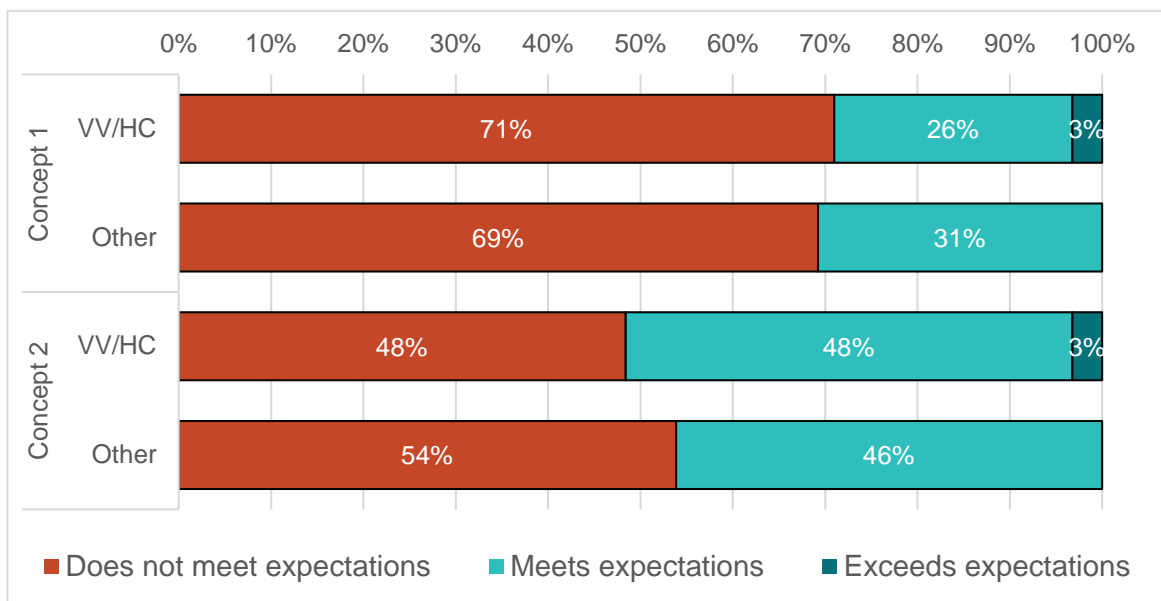


2.7 LAND USE CONCEPTS EVALUATION

Respondents were asked to rate how well each concept aligned with feedback from the initial engagement process. The responses received indicate a stronger alignment of Concept 2 with the initial input. While Concept 1 received little support, it became apparent that detailed examination revealed more agreement with its incorporation of specific aspects. Notably, Valleyview and Hillcrest neighborhoods showcased unique perspectives, often diverging from the opinion expressed by other neighborhoods.

Concept 1 received around 30 per cent alignment overall from both respondent groups, while Concept 2 received about 50 per cent from both groups. Refer to Figure 14.

Figure 14. Overall, do the concepts incorporate what we heard? (Question 13)



However, a closer look at the detailed submissions on how aspects were incorporated revealed more agreement with the concepts. Concept 1 met the expectations for about 45 per cent of Valleyview/ Hillcrest respondents, while 58 per cent approval was observed from respondents of the other neighborhoods. Notably, as this longer form question was optional, only 18 of the 47 Valleyview/Hillcrest participants and six of the 16 participants from the other neighborhoods answered this question and therefore reflecting a smaller pool of respondents. Refer to Figure 15 and 16.

Valleyview and Hillcrest expressed slightly stronger disagreement compared to other neighborhoods regarding most aspects of Concept 1. Elements such as quality active transportation, transit connections, and a range of housing forms had lower agreement from Valleyview/Hillcrest residents. The creation of well-connected small and medium parks in Concept 1 received 15 per cent agreement from Valleyview/Hillcrest and one-third from other neighborhood respondents. Respondents were divided on Concept 1's minimization of traffic impacts and the avoidance of excessive density.

The provision of commercial uses for nearby residents in Concept 1 was well received. While Concept 1’s commercial uses, density, and traffic impacts received similar feedback across respondent groups, differences arose in evaluating active transport, housing variety, and parks. Valleyview and Hillcrest residents rated Concept 1 more negatively, while other neighborhoods felt it met their expectations.

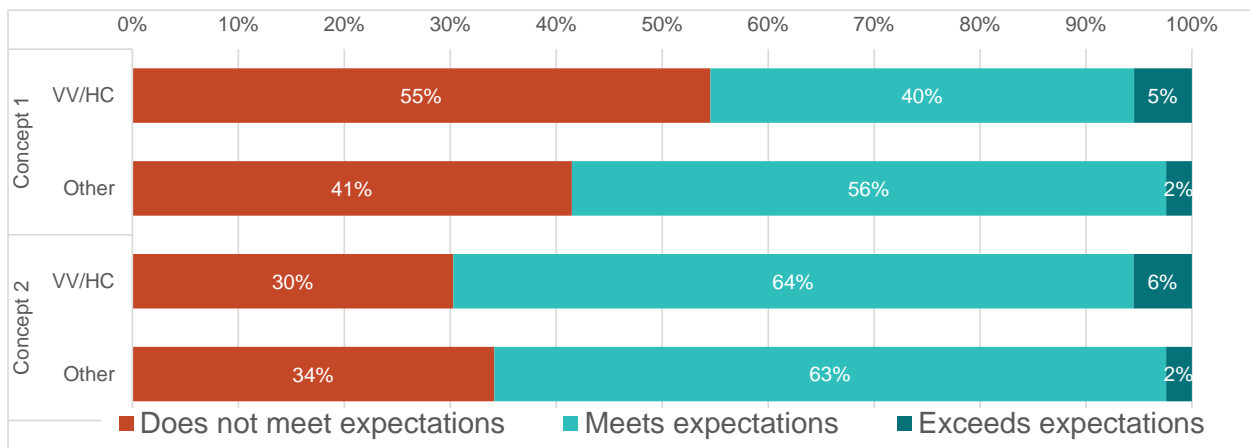
Responses to aspects of Concept 2 were balanced for both respondent groups. Notably, 83 per cent of Valleyview/Hillcrest residents found Concept 2’s provision of a range and mix of housing forms to meet expectations, contrasting with 57 per cent of other neighborhoods who commented on a preference for high-density housing.

For other aspects of Concept 2, responses were consistent between Valleyview/Hillcrest and the other group. Approximately half of both groups found the creation of well-connected small and medium parks and minimization of traffic impacts to meet expectations. Just under two-thirds of both groups agreed with the density levels, and there was a slight difference in opinion about the provision of commercial uses for nearby residents.

The survey finished with open ended questions on how each concept could be improved. The list of responses can be found in Appendix D, Questions 24 and 25. Suggestions for Concept 1 improvements from Valleyview/Hillcrest residents included ideas such as adding more high-density housing for increased greenspace, incorporating courtyard housing with outdoor spaces, centralizing high density, and creating roadway and trail connections. Other neighborhoods suggested increasing high-density housing options, enhancing greenspace, promoting active transportation, and expanding public transportation choices.

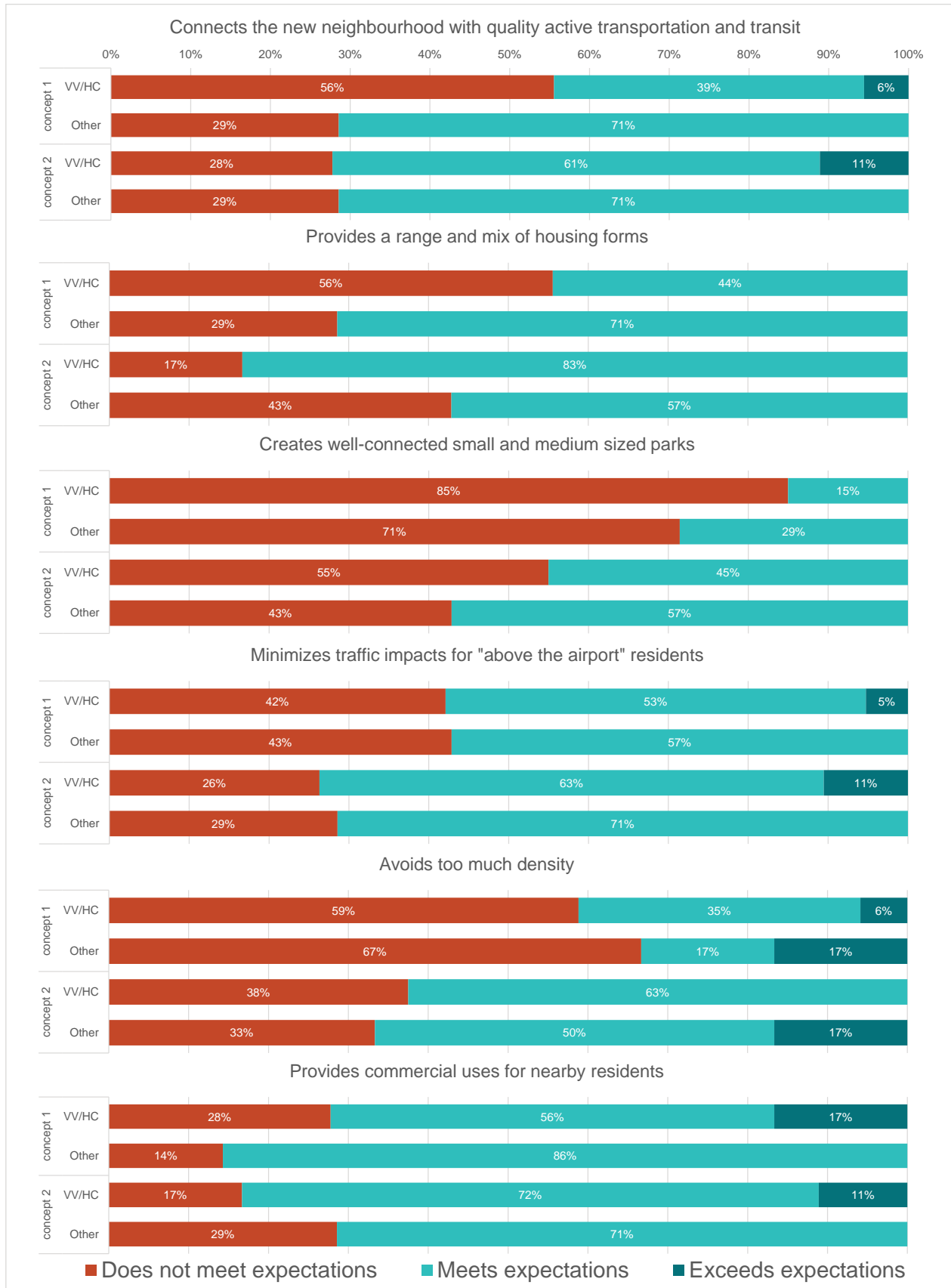
Suggestions for Concept 2 improvements from Valleyview/Hillcrest residents proposed adding more high-density housing, increasing park space, creating a proper trail from Valleyview to Hamilton, centralizing high-density housing, adding the urban center to Lot 430, and creating an additional road connector to the Alaska Highway as shown in Concept 1. Comments from other neighborhoods emphasized increasing greenspace, designating a school space, enhancing road connections, maintaining neighborhood elevation, raising housing density, and introducing social housing.

Figure 15. Overall of breakdowns



numbers may not add up to 100% due to rounding

Figure 16. How well does Concept 1 and Concept 2 incorporate what we heard? (Question 14)



numbers may not add up to 100% due to rounding

3.0 Public Input Letter Summaries

COMMUNITY ASSOCIATION LETTER

During the engagement period, a letter from the Valleyview Community Association was received outlining their comments and idea for a land use concept. The following section is a summary of this input.

The feedback provided various insights on land uses and development considerations, including the desire for greenspaces, well-connected trail networks, road improvements, and sustainable infrastructure practices. Different areas of focus emerged, with Valleyview expressing distinct preferences, such as roundabouts and community-driven surveys.

Commercial and Institutional Uses:

- Suggestion to retain parcel 66 between Hamilton and Valleyview as greenspace until a definite public use is determined;
- If public space is needed, consider disturbed/developed sites such as Mount McIntyre “dog” parking lot or an empty lot near the Canada Games Center (CGC);
- Proposals for new recreational infrastructure above the existing CGC parking lot or north-east of St. Elias School;
- Idea to establish a commercial node at lot 430, either near proposed greenspace northeast of Elijah Smith School or at the new entrance to Hamilton Blvd;
- Consider locating a new school on the corner of Hamilton Blvd. and Alaska Hwy. or beside Elijah Smith School.

Housing:

- Suggestion to increase density in the Tank Farm area to preserve greenspace and meet a 20 units/ha target;
- Allow the TKC to develop in Concept 1 as preferred;
- Proposal to add housing along the east side of Summit Rd.

Green Spaces:

- Desire to keep the Government of Yukon (YG) land and parcel 66 as permanent greenspace;
- Caution against labeling Lot 12 as greenspace due to its non-functional nature;
- Recommendation to enforce larger greenspaces on Tank Farm land, reducing big private lots in favor of common greenspaces.

Trail Network:

- Proposal for an all-season footpath to access public transit in Valleyview;
- Emphasis on connectivity, including connections from lots 429 and 426 to Burns Road;
- Call for a comprehensive trail network that links Burns Road, the south-east, Hillcrest, and the south-west, while also advocating for separate bicycle paths from roadways.

Road Network:

- Concerns about road impacts and a suggestion to consider the road network from Concept 1;
- Request for improved public transportation access in Valleyview;
- Identifying the intersection of Sumanik and Hamilton as dangerous due to poor sightlines, suggesting potential road alterations.

Site Grading:

- Recommendation to preserve existing forest areas during grading instead of uniform grading;
- Suggestion for setting firm time limits on completing gravel extraction;
- Proposal to extract gravel through the south-east of the study area, utilizing the existing industrial area and connecting to the Alaska Highway at Burns Road.

Servicing:

- Advocacy for implementing modern storm water management techniques, such as green infrastructure.

Valleyview Questions:

- Preference for roundabouts on Sumanik Drive, potentially with pedestrian refuges;
- Mention of Valleyview conducting its own community survey.

VALLEYVIEW RESIDENT LETTER

During the engagement period, a letter from a member of the public was received outlining their comments and concerns on the land use concepts. The following section is a summary of this input.

The letter addresses concerns regarding the proposed Valleyview South development scenarios that would reduce greenspace west of Valleyview, owned by the City and Government of Yukon. The author stated their concern and frustration that the scenarios contradict the OCP, Whitehorse 2040, adopted in March 2023. The Greenspace Network Plan and the Land Use Designations Map in the OCP designates the land parcel west of Valleyview for greenspace and parks, not development. The author believes the OCP should be followed, given its recent community engagement and ministerial approval.

They suggest removing the greenspace from the Valleyview South planning area, considering uncertainties related to Kwanlin Dun First Nation's adjacent land and the lengthy development timeline. The author questions the rationale for altering land designations with no current needs, potentially affecting the neighborhood, and emphasizes the need for the OCP to guide decisions shortly after adoption to maintain resident and stakeholder participation in planning.

Proposed Development and Greenspace:

- Concern about proposed development plans reducing greenspace west of Valleyview, owned by City and Government of Yukon;
- Author emphasizes inappropriateness of drastic land designation changes without current needs, impacting existing neighborhood;
- Suggestion that the greenspace west of Valleyview should be excluded from Valleyview South planning area as development is dependent on Kwanlin Dun First Nation's plan for adjacent land with an uncertain time line.

Land Designations and OCP:

- Concerns raised about scenarios conflicting with recently adopted OCP, Whitehorse 2040 (March 27, 2023);
- Maps clearly designate land parcels west of Valleyview for greenspace and parks, not development;
- Assumption that City's next OCP review will likely be before determining potential unmet needs, making current changes questionable;
- Need for flexible plans acknowledged, but OCP's ability to guide decisions shortly after adoption questioned, impacting resident and stakeholder participation.

4.0 Key Takeaways

The feedback collected predominantly showcased the viewpoints and concerns expressed by residents in the Valleyview area, as they represented 68 per cent of respondents. It appeared that a mix of aspects between both concepts is preferred, with comments that supported integrating Concepts 1 and 2, specifically the greenspace layout in Concept 2, and the road connection, high density, and grading aspects presented in Concept 1.

It was observed that the responses exhibited conflicting tendencies, particularly evident in:

- The mix of housing preferences where there was a stated preference for the housing mix in Concept 2, while responses to other questions sought to add high density, which was included in Concept 1;
- The active transportation layouts receiving divergent responses, despite their substantial similarity; and
- The desire for highway access while avoiding the grading required to make the access possible.

In the evaluation of the proposed land use concepts, Concept 2 emerged as the favored option, drawing approximately 50 per cent agreement from both respondent groups, underlining its appeal in terms of greenspace. Valleyview and Hillcrest neighbourhoods displayed distinct viewpoints, often diverging from other areas. Residents in these neighborhoods expressed particular reservations about certain elements of Concept 1, particularly the active transportation connections and housing variety. While Concept 2 was well-received by Valleyview/Hillcrest respondents for its provision of a diverse housing mix, this acceptance appeared in conflict with the feedback expressed by respondents advocating for a higher density – an aspect that essentially aligns with the land uses in Concept 1.

The input received also indicated a preference from the Valleyview/Hillcrest respondents for the quality active transportation and transit options in Concept 2; however, this sentiment appeared at odds with the perceived lack of enthusiasm for such provisions within Concept 1, despite its similarity with Concept 2. The underlying distinction between the two concepts was Concept 1's potential for easier active transportation due to the grading which would remove significant elevation changes to climb.

Concept 1's strength lay in commercial uses, density, and traffic impact, finding agreement across respondent groups. Recurrent themes were the preference for roundabouts over traffic lights, the careful balancing of greenspace and density, and the potential impacts on existing residents. "Other" comments and responses to open-ended questions echoed this desire for increased greenspace, well-connected transportation networks, and thoughtful high-density housing integration.

In summary, the aspects of supporting high density land uses, highway connection, and easier active transportation connections were most valued in Concept 1. Concept 2 received the main support with its retention and provision of larger greenspaces, and maintaining the existing elevations. The feedback portrayed the complexity and diversity of perspectives among the participants. It appeared that a concept is preferred that strategically incorporates elements from both Concepts, thereby ensuring the creation of a harmonious and functional 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

APPENDIX A – CONCEPT PLANS

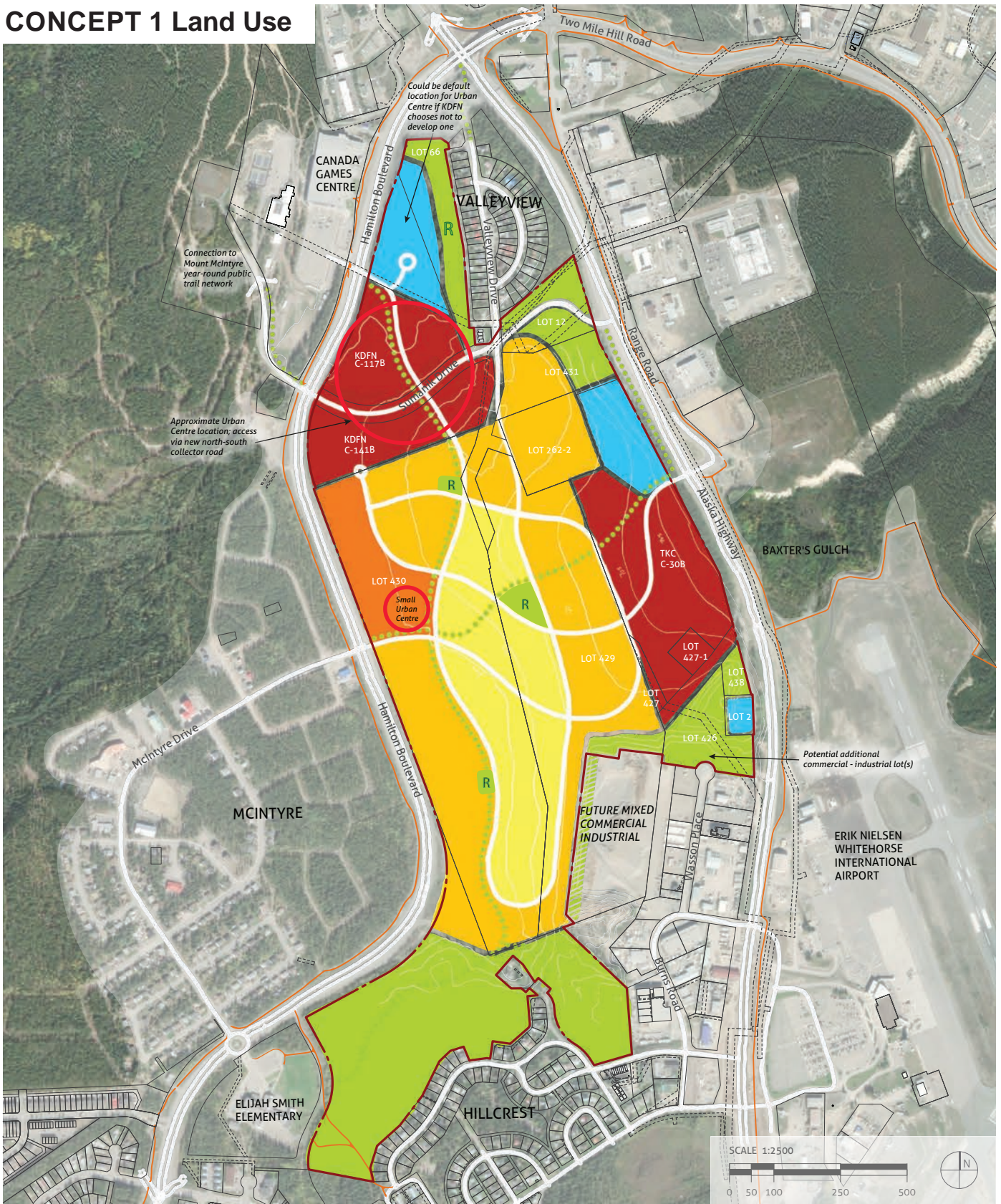
APPENDIX B – SURVEY

APPENDIX C – “OTHER” RESPONSES TO QUESTIONS

APPENDIX D – OPEN ENDED QUESTIONS AND ANSWERS

Appendix A – Concept Plans

CONCEPT 1 Land Use



Valleyview South Master Plan Concept 1

draft v2
June 6th, 2023

*GIS data was not available for some power and active transportation features; approximate locations are shown.

- | | | |
|------------------------------------|--------------------------------------|--|
| Study Area Boundary | Low Density Residential | Public / Institutional |
| Parcel | Medium Density Residential | Park / Green Space |
| Easement | High Density Residential | Playground / Recreation Amenity |
| Multi-Use Paved Pathway (Existing) | Mixed Use - Residential / Commercial | Existing Playground / Recreation Amenity |
| Multi-Use Path | Potential Urban Centre | |



CONCEPT 1 Transportation



Valleyview South Master Plan Concept 1 - Transportation

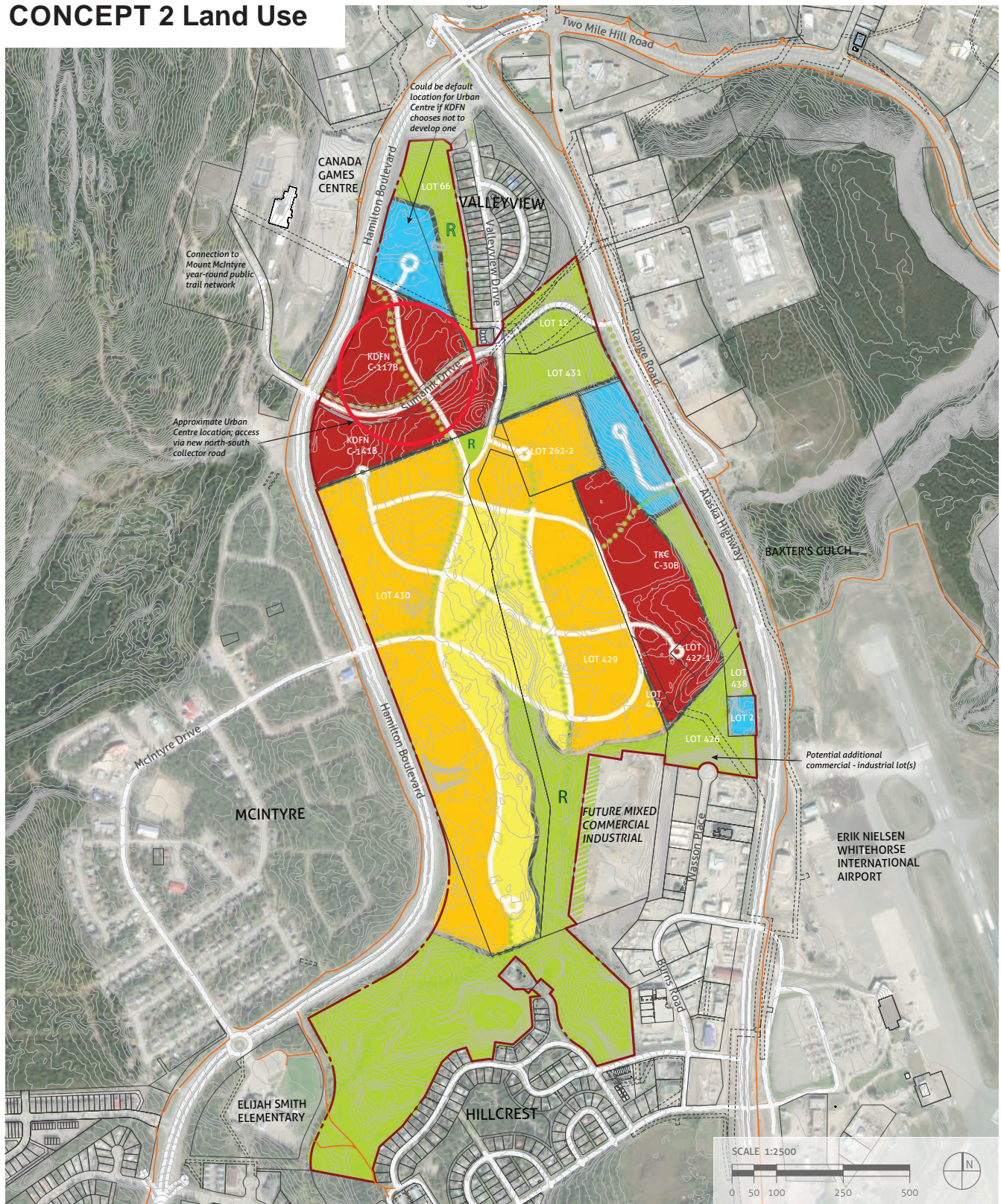
draft v2
June 6th, 2023

*GIS data was not available for some power and active transportation features; approximate locations are shown.

- Study Area Boundary
- Parcel
- Easement
- Minor Urban Collector (22.5m)
- Minor Urban Collector (24.5m)
- Signalized Intersection (Existing)
- Right In/Right Out Intersection (Existing)
- Multi-Use Paved Pathway (Existing)
- Signalized Intersection Upgrade
- Bike Lane
- Multi-Use Path (New)
- 4 Way Stop or Minor Roundabout (New)
- Major Roundabout (New)
- Transit Stop (Existing)
- New Transit Stop (New)



CONCEPT 2 Land Use



Valleyview South Master Plan Concept 2

draft v2
June 6th, 2023

*GIS data was not available for some power and active transportation features; approximate locations are shown.

- | | | |
|--------------------------------------|--|--|
| — 1m Contours | ■ Low Density Residential | ■ Public / Institutional |
| — Study Area Boundary | ■ Medium Density Residential | ■ Park / Green Space |
| — Parcel | ■ Mixed Use - Residential / Commercial | R Playground / Recreation Amenity |
| - - - - - Easement | ○ Potential Urban Centre | R Existing Playground / Recreation Amenity |
| — Multi-Use Paved Pathway (Existing) | | |
| ⋯ Multi-Use Path | | |



CONCEPT 2 Transportation



Valleyview South Master Plan Concept 2 - Transportation

draft v2
June 6th, 2023

*GIS data was not available for some power and active transportation features; approximate locations are shown.

- Study Area Boundary
- Parcel
- Easement
- Minor Urban Collector (22.5m)
- Signalized Intersection (Existing)
- Right In/Right Out Intersection (Existing)
- Multi-Use Paved Pathway (Existing)
- Signalized Intersection Upgrade
- Bike Lane
- Multi-Use Path (New)
- 4 Way Stop or Minor Roundabout (New)
- Major Roundabout (New)
- Transit Stop (Existing)
- New Transit Stop (New)



Appendix B – Survey



Valleyview South Master Plan - Land Use Scenarios

Details

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" ([Study Area Map](#)). The Valleyview South area is designated in the Official Community Plan for residential use and some greenspace. 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. Since September 2022, a consultant firm has been working with the City and the five other landowners to develop the master plan. The City, Kwanlin Dün First Nation, and Ta'an Kwäch'än Council reached out to the public and citizens for broad input in November/December 2022. That input helped the landowners create two development scenarios over the past five months.

The multi-landowner context adds significant complexity to this master plan exercise. Two potential development scenarios have been developed and are being presented to the public and First Nation citizens. One scenario, or elements of both, may be incorporated into the final Master Plan concept. Your input will help determine the final preferred land use concept. The final preferred concept will also be informed by policy direction, Council strategic priorities, technical information, and the landowner interests.

For more information about the Valleyview South Master Plan project, please visit engagewhitehorse.ca/valleyview-south project page.

The survey questions will include visuals of the concepts but if you prefer to view them in high resolution you are welcome to download them here:

[Concept 1 Land Use](#)

[Concept 1 Transportation](#)

[Concept 2 Land Use](#)

[Concept 2 Transportation](#)

Please note that questions with stars (*) are required, but questions without stars are optional.

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



Valleyview South Master Plan - Land Use Scenarios

Who are we hearing from?

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

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

* 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

* 3. Are you interested in potentially living in the area?

Yes

No

Maybe

* 4. Did you participate in the first survey on the Valleyview South Master Plan in November/December 2022?

Yes

No

Not sure



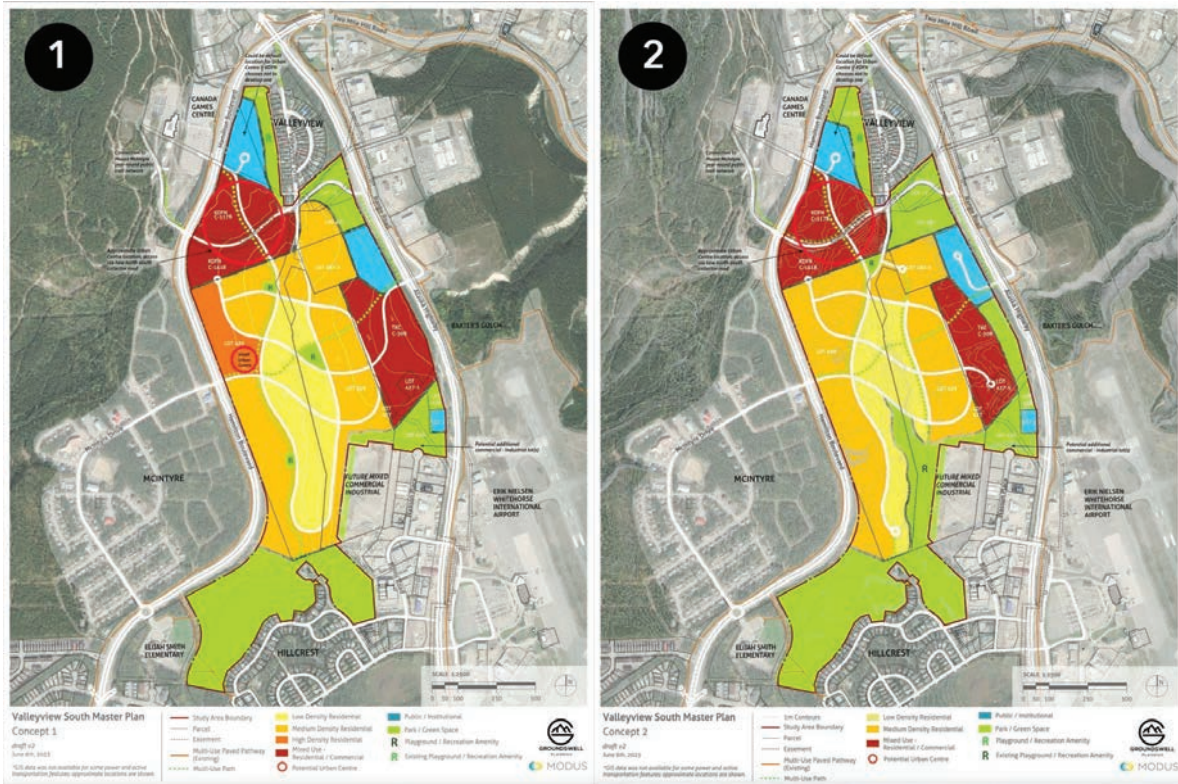
Valleyview South Master Plan - Land Use Scenarios

Land Uses: Commercial and Institutional Uses

The City's Official Community Plan, 2040 requires this new neighbourhood to provide an urban centre with a mix of residential and commercial uses to meet the day to day needs of nearby residents. Both concepts recognize the benefit of locating this centre close to Hamilton Boulevard, the Canada Games Centre, and Mount McIntyre recreational area.

Concept 1 also proposes a small commercial area in the new neighbourhood near Hamilton Boulevard and McIntyre Drive.

Both concepts propose dedicating City and Government of Yukon (YG) owned land near the Canada Games Centre for future institutional uses, so that land does not need to be purchased from private landowners for community needs like recreational facilities, schools, etc. [Concept 1](#) maximizes the development potential of City and YG owned land north of Sumanik Drive, while [Concept 2](#) leaves some of this potential untapped to retain more greenspace adjacent to Valleyview.



* 5. Please indicate your level of agreement with:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. Locating an urban centre near the Canada Games Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Maximizing the development area across from the Canada Games Centre to accommodate future public/institutional uses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Locating a small commercial node near Hamilton Boulevard and McIntyre Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)



Valleyview South Master Plan - Land Use Scenarios

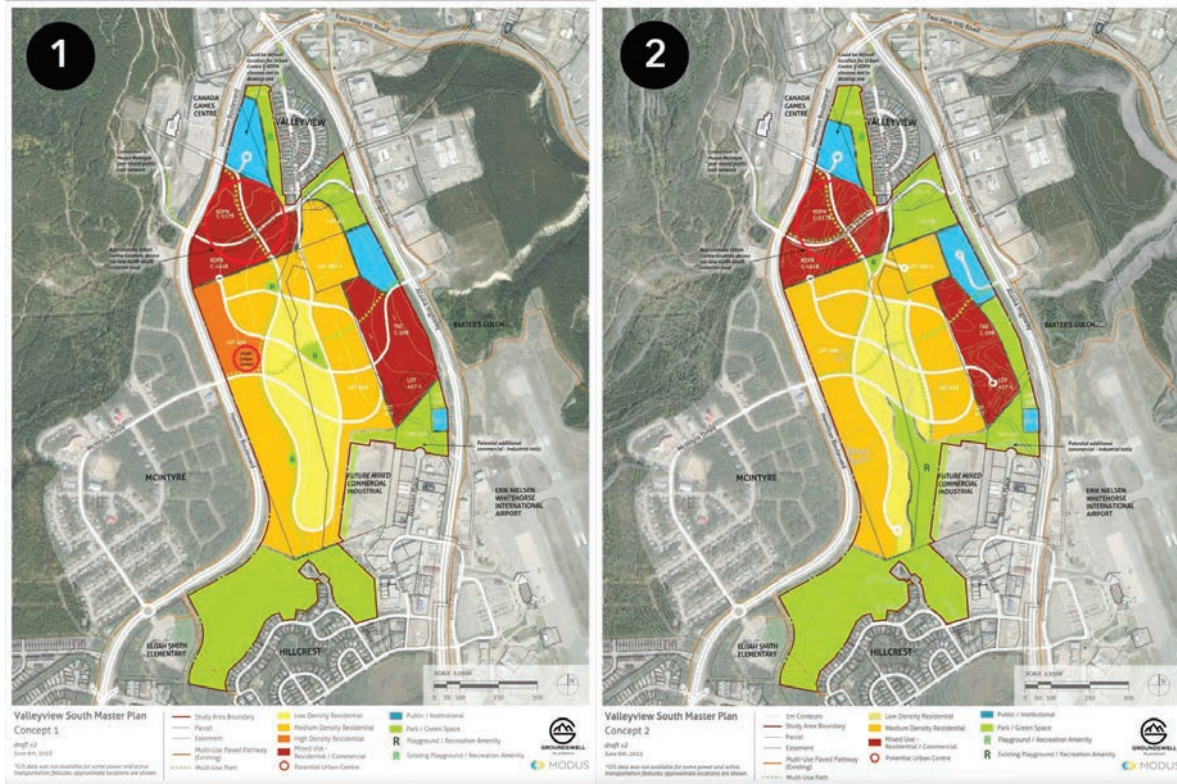
Land Uses: Housing

The City's Official Community Plan, 2040 requires this new neighbourhood to provide a minimum of 20 residential units per hectare. During the initial engagement in November - December 2022, we heard that people wanted a mix of housing options, with some preferring lower density (i.e., single and semi-detached homes) and others wanting medium (e.g., townhouses) to high density (i.e., apartments).

The general mix of housing in [Concept 1](#) is approx. 12% low density, 45% medium density, 14% high density, and 30% mixed use (residential/commercial).

The general mix of housing in [Concept 2](#) is approx. 12% low density, 59% medium density, 0% high density, and 29% mixed use (residential/commercial).

Both concepts recognize the benefit of locating higher density uses along the edge of the neighbourhood (i.e., less traffic driving into the centre and lower infrastructure and maintenance costs).



* 6. Please indicate your level of agreement with:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. The general mix of housing in Concept 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. The general mix of housing in Concept 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. The location of the high density residential area illustrated in Concept 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. The location of medium density housing in both concepts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. The central location of low density housing in both concepts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)

7. (Optional) While the OCP requires an average of 20 residential units per hectare, both concepts are slightly below that requirement. We'd like your input to help guide how additional housing could be created to fulfill the OCP requirement. Please select the strategies you would support to increase the number of housing units in the planning area.

- a. Replacing some low density with high density
- b. Replacing some low density with medium density
- c. Replacing greenspace with housing
- d. Taller medium and high density housing forms
- e. Replacing some medium density with high density
- f. Replacing some commercial area with residential
- Other (please specify, 100 character limit)

8. (Optional) Based on your responses above, where could additional housing be located in the planning area to meet the OCP density requirement to provide a minimum of 20 residential units per hectare? (400 character limit)



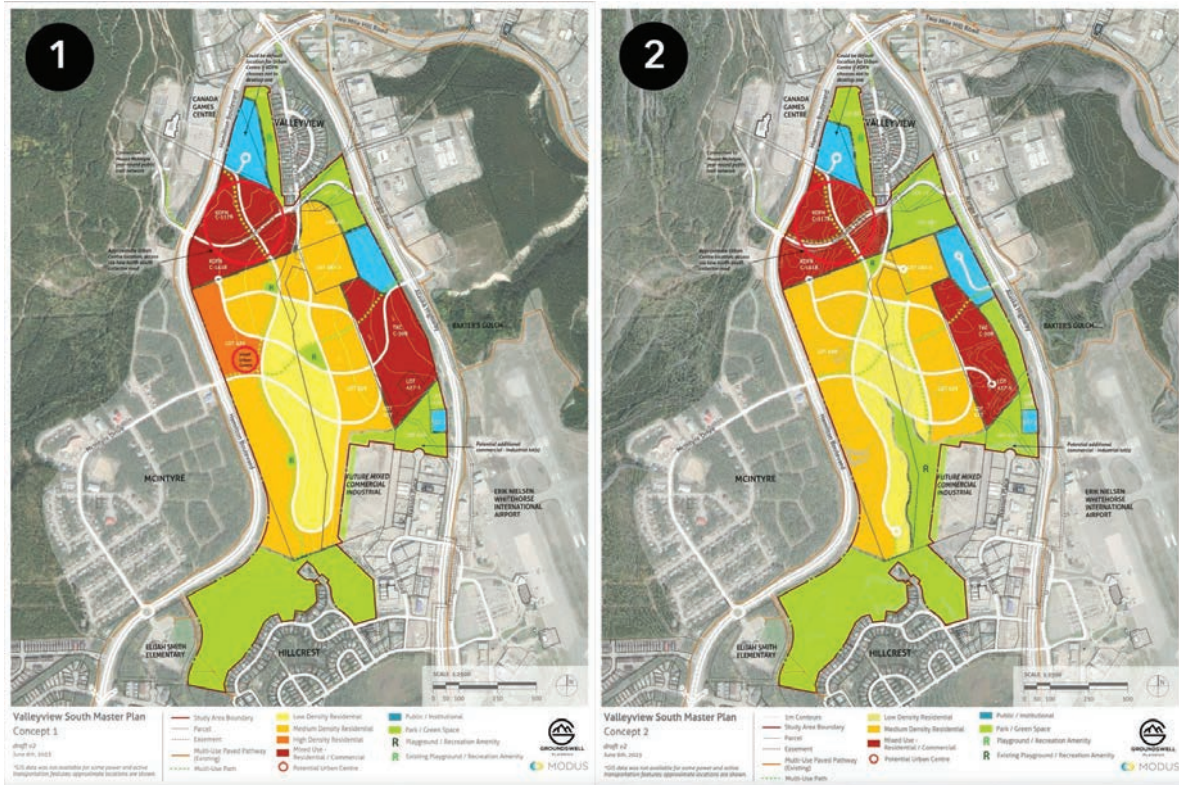
Valleyview South Master Plan - Land Use Scenarios

Land Uses: Park Spaces

The City requires 10% of a new development area to be given to the City for public use (e.g., parks or other City uses) in addition to any non-developable areas (such as steep slopes and riparian areas).

Both concepts locate small and medium parks throughout the neighbourhood. Both concepts also retain greenspace near Valleyview and Hillcrest, but to differing degrees. This is because the greenspace north of Hillcrest has numerous development constraints, such as steep slopes, access, and servicing, whereas the greenspace west of Valleyview has minimal development constraints. Concept 2 has more greenspace but most of the additional space is located on hillsides.

Both concepts recognize the need to provide a greenspace buffer between the new development and existing neighbourhoods.



* 9. Please indicate your level of agreement with:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. The amount of greenspace provided in Concept 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. The amount of greenspace provided in Concept 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. The location of parks/recreation amenities in Concept 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. The location of parks/recreation amenities in Concept 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. The greenspace buffer west and southeast of the Valleyview neighbourhood in both concepts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. The greenspace buffer north of the Hillcrest neighbourhood in both concepts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)

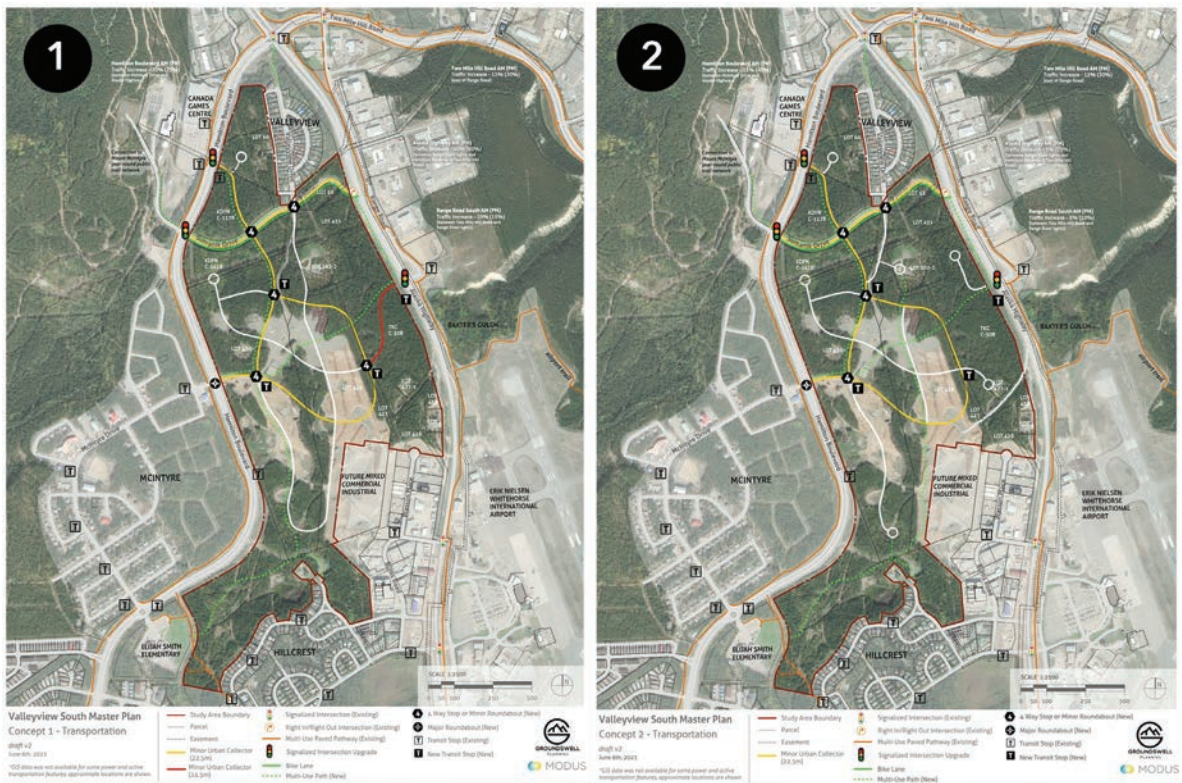


Valleyview South Master Plan - Land Use Scenarios Trail Network

The City’s 2018 Bicycle Network Plan recommended an east-west active transportation connection from Hamilton Boulevard to the Alaska Highway. Both concepts include this connection, as a paved, multi-use, non-motorized path.

To promote active transportation and complement the paved pathways to the downtown and the Canada Games Centre / Mount McIntyre recreational area, both concepts propose a bike lane along Sumanik Drive.

Both concepts include a north-south active transportation route that would provide an alternative to the Hamilton Boulevard multi-use pathway. This new route would be a paved, multi-use, non-motorized path.



* 10. Please indicate your level of agreement with:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. The new east-west active transportation connector	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. The proposed Sumanik Drive bike lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. The routing of the north-south multi-use pathway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Designating the new north-south multi-use pathway as non-motorized	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)

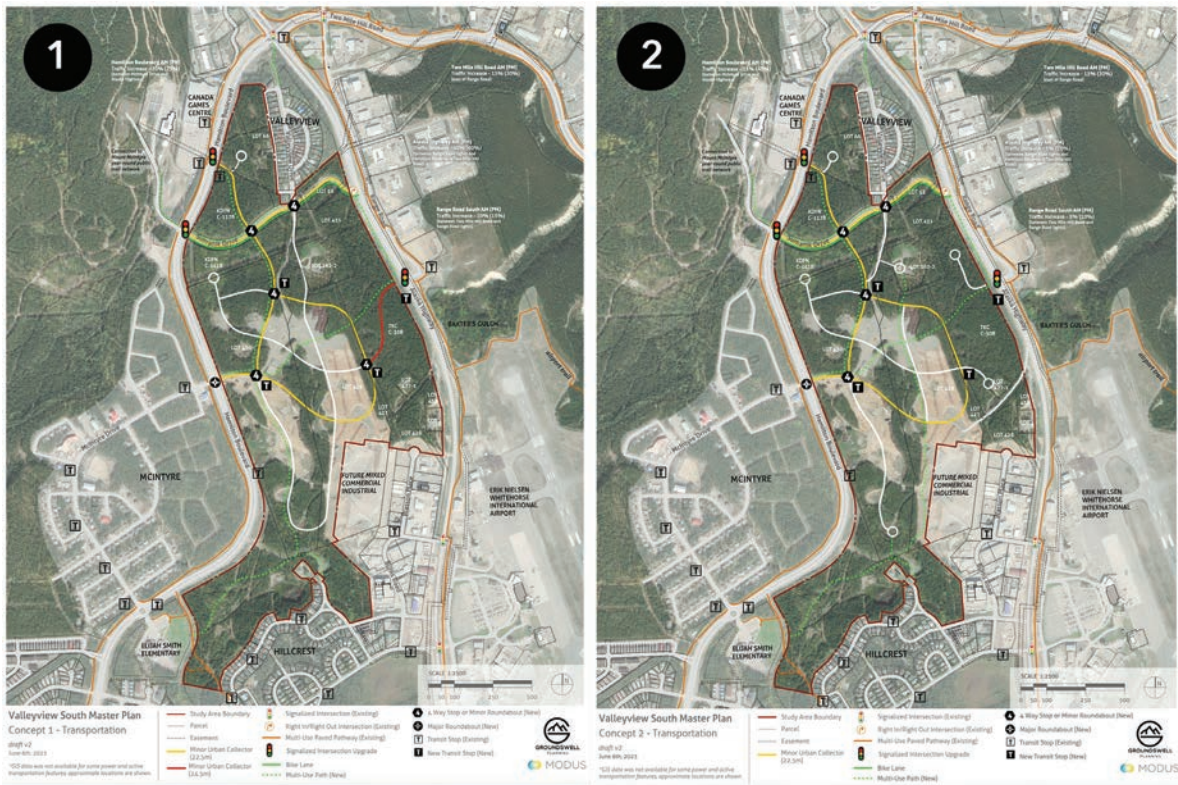


Valleyview South Master Plan - Land Use Scenarios Road Network

A high-level traffic assessment was completed for the two concepts. [Concept 1](#) directs much of the new neighbourhood’s vehicle traffic towards the Alaska Highway through an improved intersection at the highway and Range Road. [Concept 2](#) directs vehicle traffic towards Hamilton Boulevard.

Two new or improved four-way intersections would be created along Hamilton Boulevard at McIntyre Drive and by the Canada Games Centre to facilitate new road connections into the neighbourhood. The existing intersection of Sumanik Drive and Hamilton Boulevard would also receive some safety improvements.

Both concepts provide a transit option within the new neighbourhood.



* 11. Please indicate your level of agreement with:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. A road connection between the new neighbourhood and the Alaska Highway & Range Road intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. A new four-way traffic light at the Canada Games Centre to create access to the area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Proposed safety improvements at Hamilton Boulevard & Sumanik Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. A new roundabout at Hamilton Boulevard & McIntyre Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Transit stops located within the new neighbourhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)



Valleyview South Master Plan - Land Use Scenarios

Site Grading

The development area is generally flat to rolling but there are some moderate to steep slopes along the Alaska Highway.

Concept 1 proposes grading the development area from Hamilton Boulevard to the Alaska Highway to create a consistent 2-3% slope, which will maximize the development area, facilitate a highway connection, and the more efficient and cost-effective use of existing City sanitary infrastructure. A related benefit would be the supply of significant amounts of gravel, which would be transported offsite to help supply Whitehorse's gravel needs for housing, roads, and other infrastructure.

Concept 2 also involves site grading but there would be minimal gravel removed from the site and the steep slopes would remain. This approach reduces the development potential of the area and would require as many as three new lift stations (to pump sewage from low to high elevations) which the City would inherit and maintain. It also means that a road connection between the neighbourhood and the Alaska Highway would be more difficult to achieve.

It may take 10-15 years to prepare and develop the central part of the Valleyview South area (the portion north of Sumanik may be developed later). Concept 1 allows for trucks to enter and exit the site from the Alaska Highway/Range Road intersection to help mitigate the impact on adjacent neighbourhoods, whereas Concept 2 would place this traffic on Hamilton Boulevard and Sumanik Drive.

* 12. Please indicate your level of agreement with:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. Maximizing the development potential of this area through grading	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Routing most development-related traffic to the Alaska Highway and Range Road intersection (instead of Hamilton Boulevard)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Using Valleyview South development to help supply Whitehorse's gravel needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Using site grading to help avoid building new sanitary lift stations for City, and its tax payers, to maintain	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)



Valleyview South Master Plan - Land Use Scenarios Evaluation

The Public, KDFN, and TKC citizen provided input during the November/December 2022 engagement, which helped inform the consultant team and landowners when creating the two concepts presented here (along with other input such as technical analysis).

We want to confirm that the direction we received through the initial survey has been adequately reflected in the two concepts. You can read the full What we heard report #1 [here](#). We realize this is a long question, therefore Question 14 is optional to complete.

Concept 1: [Land Use, Transportation](#) Concept 2: [Land Use, Transportation](#)

* 13. Question 14 (below) includes key directions we received. Overall, how well does each concept incorporate what we heard?

	Concept 1	Concept 2
Overall, do the concepts incorporate what we heard?	<input type="text"/>	<input type="text"/>

Help us evaluate each concept by rating the follow criteria between 1 and 3, where 1 does not meet expectations, 2 meets expectations, 3 exceeds expectations

14. (Optional) Help us evaluate each concept by rating how well each concept incorporated what we heard:

	Concept 1	Concept 2
a. Connects the new neighbourhood with quality active transportation and transit	<input type="text"/>	<input type="text"/>
b. Provides a range and mix of housing forms	<input type="text"/>	<input type="text"/>
c. Creates well-connected small and medium sized parks	<input type="text"/>	<input type="text"/>
d. Minimizes traffic impacts for “above the airport” residents	<input type="text"/>	<input type="text"/>
e. Avoids too much density	<input type="text"/>	<input type="text"/>
f. Provides commercial uses for nearby residents	<input type="text"/>	<input type="text"/>

Help us evaluate each concept by rating the follow criteria between 1 and 3, where 1 does not meet expectations, 2 meets expectations, 3 exceeds expectations



Valleyview South Master Plan - Land Use Scenarios

Valleyview Resident Questions

You indicated you live in Valleyview. We'd like to hear more from you!
Thinking of the entire study area, please provide your input on the following questions.

15. (Optional) Both development scenarios propose converting most of the greenspace immediately west of Valleyview for development over the long-term. They also propose improving the year-round connections to the nearby Mount McIntyre trail network and improving the park space to help mitigate this loss. Do you have other suggestions for how this loss of adjacent greenspace could be mitigated for Valleyview residents? (400 character limit)

* 16. Two new intersections are proposed along Sumanik Drive. These could be four-way stops or roundabouts. Please indicate your level of agreement with the potential intersection treatments:

please see next page



— Study Area Boundary
 Signalized Intersection (Existing)
 4 Way Stop or Minor Roundabout (New)

— Parcel
 Right In/Right Out Intersection (Existing)
 Major Roundabout (New)

- - - Easement
 Multi-Use Paved Pathway (Existing)
 Transit Stop (Existing)

— Minor Urban Collector (22.5m)
 Signalized Intersection Upgrade
 New Transit Stop (New)

— Bike Lane
 Multi-Use Path (New)

GROUNDSWELL PLANNING
 MODUS

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. Four-way stop at the western intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Roundabout at the western intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Four-way stop at the eastern (i.e., Valleyview Drive) intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Roundabout at the eastern (i.e., Valleyview Drive) intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify, 100 character limit)	<input style="width: 100%; height: 20px;" type="text"/>					

17. (Optional) The concept plans assign the Kwanlin Dün First Nation parcels a flexible mixed use designation. What are some considerations or ideas for future residential or commercial development of this area? (400 character limit)

18. (Optional) The City and Government of Yukon have indicated a preference for reserving portions of their land adjacent to Valleyview for longer term public/institutional use or (depending on KDFN’s future plans) commercial development. What suggestions might you have for how this future development could integrate most successfully with Valleyview? (400 character limit)

19. (Optional) Please share any comments or suggestions you may have about the proposed active transportation connections that would serve Valleyview residents (these include paved pathways to the Alaska Highway/Two Mile Hill intersection, from bottom of Sumanik Drive to Range Road/Alaska Highway intersection, and connection between Hamilton Boulevard and City trail network at Mount McIntyre). (400 character limit)

20. (Optional) Remediation and gravel hauling activities at the former Whitehorse Upper Tank Farm (WUTF) are understood to be a major concern of Valleyview residents. Site grading, infrastructure development and housing construction in the former WUTF site and adjacent properties will create new disturbance, such as noise, dust and vibration.

Please share any comments or suggestions for how negative impacts to Valleyview residents could be reduced and/or managed. (400 characters limit)



Valleyview South Master Plan - Land Use Scenarios

Questions for Nearby Residents

You indicated you live in Hillcrest, Granger, Copper Ridge or Ingram. We'd like to hear more from you!

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

Concept 1: [Land Use, Transportation](#) Concept 2: [Land Use, Transportation](#)

* 21. Both concepts propose creating an alternative north-south paved pathway that connects through the greenspace north of Hillcrest to the Canada Games Centre, with an eastern spur to the Alaska Highway and downtown. The connection between the Elijah Smith Elementary School area and new neighbourhood would be a significant investment. Please indicate your level of agreement with the following statements:

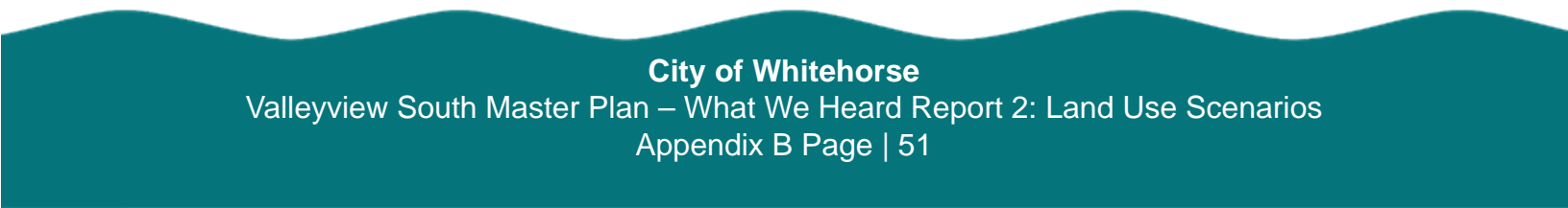
	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
a. I would use this new multi-use path to get to/from the Canada Games Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. I would use this new multi-use path to get to/from downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)

* 22. Do you support having a new paved pathway routed through the greenspace north of Hillcrest?

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify, 100 character limit)



23. (Optional) Remediation and gravel hauling activities at the former Whitehorse Upper Tank Farm (WUTF) are understood to be a major concern of Hillcrest residents. Site grading, infrastructure development and housing construction in the former WUTF site and adjacent properties will create new disturbance, such as noise, dust and vibration.

Please share any comments or suggestions for how negative impacts to Valleyview residents could be reduced and/or managed. (400 character limit)



Valleyview South Master Plan - Land Use Scenarios

Almost done!

24. (Optional) How could Concept 1 be improved? (800 character limit)

25. (Optional) How could Concept 2 be improved? (800 character limit)

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

- EngageWhitehorse.ca project update
- General newspaper
- Radio advertisement
- City social media (e.g. facebook, Instagram, etc.)
- City Newsletter
- KDFN social media (e.g. facebook, Instagram, etc.)
- KDFN website
- TKC social media (e.g. facebook, Instagram, etc.)
- TKC Newsletter
- Word of mouth
- Other (please specify, 100 character limit)

27. (Optional) How would you like to hear about future public engagement events (surveys, open houses, webinars, etc)?

- EngageWhitehorse.ca
- General newspaper
- Radio advertisement
- City social media (e.g. facebook, Instagram, etc.)
- City Newsletter
- KDFN social media (e.g. facebook, Instagram, etc.)
- KDFN website
- TKC social media (e.g. facebook, Instagram, etc.)
- TKC Newsletter
- Other (please specify, 100 character limit)

Appendix C – ‘Other’ Responses

APPENDIX C – ‘OTHER’ RESPONSES TO QUESTIONS

QUESTION 5

Commercial and Institutional Uses “Other” comments

#	Other (Please Specify, 100 Character Limit)
1	How well used are existing “commercial nodes” in other neighbourhoods outside of downtown? Valleyview is very close to downtown and Alaska Hwy which offer commercial opportunities.
2	There is a need to be really sure a commercial site is needed - Your earlier research is not clear that this is needed and the question you asked did not ask if a commercial node was needed but whether such a node, if built, would need to include certain things. Also, this would need to be balanced with VV’s need for green space. Surely this is also important.
3	Please keep more greenspace behind Valleyview since the one along Sumanik down the hill is mostly unusable.
4	Urban centers, public/institutional uses, commercial use should be dispersed throughout the neighbourhood instead of delegated to designated spaces. Strict residential-only zoning lowers the sense of community and discourages organic response to changing needs.
5	OCP has urban node near McIntyre where it will be central to new development and less traffic on Sumanik Dr. Greenbelt should be retained as per OCP.
6	Commercial/Institutional centre should be central to Hillcrest/Granger/McIntyre/Valleyview and new residential areas. For example, greenspace at south end of study area.
7	Any development across from Canada Games Centre should be led by Kwanlin Dun as they are the major land holder. No development should occur before they determine how they want to use their land. It should not be pre-determined by a City process.
8	<ul style="list-style-type: none"> Locate the Public Use arena or outdoor space as talked about for that space at the Canada Games Centre over the Parking Lot and build the parking lot underground. It is more environmentally and economically sustainable to gather facilities of the same purpose together. Locate a commercial node in lot 430 or in the proposed greenspace beside Elijah Smith School. It is central to many of the new and existing residences. Locate, if or when need be, a new school at the corner of Hamilton BLVD and Alaska Highway or beside Elijah Smith. .
9	There is already limited greenspace near Valleyview. Ensuring there is enough greenspace to support this neighbourhood is a priority.
10	Living in Valleyview, I like the maximization of green space in concept 2
11	This is the Yukon. Not sure why you are trying to make concrete everywhere instead of keeping some forest, i.e. trees. When you look at Whistlebend, all the trees are gone, and it is wall to wall concrete.

#	Other (Please Specify, 100 Character Limit)
12	I believe the new neighbourhood will require some kind dense mixed-use commercial/residential area to create a livable area to live in. But I prefer option 1 to achieve this as it is more centrally located.

QUESTION 6

Land Uses: Housing Concepts “other” comments

#	Other (Please Specify, 100 Character Limit)
1	It is unfortunate the images of the designs shown with the question are so difficult to see (cannot zoom).
2	I would prefer more high density housing within concept 2.
3	Please keep more greenspace near Valleyview.
4	Neither concept offers enough of high-density housing. This undeveloped area has the advantage of not facing opposition from existing residents and could be developed with mostly high-density housing so badly needed to increase housing stock. High-density housing is also much more fiscally viable than the unsustainable low-density that is, bafflingly , propagated in Whitehorse.
5	Add high density to concept 2. Decrease low density in both.
6	How can you possibly expect a cogent answer in 100 characters? It takes more than this for you to ask the question!
7	I do not agree with OPTION 1 as it requires extensive grading and removal of surface materials. Therefore, I do not support this concept AT ALL.
8	The tank farm should be under the same conditions for higher density as other areas in OCP. Use OCP to guide the development equal for everyone..
9	I like the medium density location in concept 1 better than concept 2
10	It would make more sense to me to build inside higher and surrounding lower
11	Again, not keen on high density housing. This is Yukon, wide open spaces. My thought is Valleyview or Riverdale single family homes where there is space between the homes. You can't hear your neighbours, and we have lots of green areas. Trees are our friends. Why don't you provide land at cost recovery?
12	I prefer the high density area option 1, but i believe it could also take up a larger area in the new neighbourhood as well, as this possible mix-used commercial/dense residential area would also service the existing neighbourhoods along Hamilton Blvd.

QUESTION 7

While the OCP requires an average of 20 residential units per hectare, both concepts are slightly below that requirement. We'd like your input to help guide how additional housing could be created to fulfill the OCP requirement. Please select the strategies you would support to increase the number of housing units in the planning area.

Other Answer Choices:

#	"Other" Comment, limited to 100 Characters
1	If there is more high density housing, the greenspace is needed for public outside space that is not separated from the houses by major roads (like Hamilton Blvd)
2	Why are you putting forward concepts that do not meet the OCP requirements? I feel my time being wasted by being asked to provide feedback on concepts that do not meet OCP requirements.
3	Maximize greenspace by decreasing low density areas
4	More medium- and high-density housing? Don't be classist and stick the high-density housing next to highways and far from greenspace.
5	Make change to bylaws for Valleyview to increase density and keep our greenspace and allows legal suites for duplexes and in front of lots for Crescent. Increase tax on undeveloped land downtown and in area. Put pressure on owners of vacant buildings downtown (YG and City included). Support cooperatives and land trust projects and the development of single housing suites through funding.
6	no high density
7	Leave people some space we do not need another whistle bend. There is more than enough space for housing around Whitehorse for everyone to have a nice sized yard.
8	People want space not everything has to check all boxes let people have space to live like old Whitehorse. Last thing anybody wants is another ugly whistle bend.
9	Make most use of our land and build with higher density. Like most of Europe.
10	See above comment on space between housing. You have a policy of 20 residential units per hectare. Obviously a policy designed by [redacted for derogatory comment]. Why are you bent on destroying Yukon and making it like all the other major cities in Canada. Be different. Look at places like Columbia, South Carolina for community planning that also protects the forests. They kept the trees in place making it liveable.
11	I think for such a large centrally located area in the city to be under the average units per hectare is a problem. This area has the potential to be a sustainable neighbourhood with both a high use of active and public transportation options, but it has to have the population to support this.
12	Separate low density from high density

QUESTION 9

Park Spaces in Concepts “Other” comments

#	“Other” Comment, limited to 100 Characters
1	While appreciate there are some green buffers in north and south -- the northern buffer terrain is not suitable for a “park”.
2	Lost greenspace west of Valleyview = high noise increase from Hamilton Blvd + total loss of trails.
3	It would be nice if the multi-use paths throughout both designs have trees/a small buffer that can also be used as greenspace
4	There is very minimal greenspace remaining in both concepts and some of it is not really useable. If part of VV’ greenspace is removed, it will have a very detrimental impact on the health and well-being of the neighbourhood and its residents, as well as on our property values. It will also make us the only neighbourhood in Whitehorse (the “wilderness city”) with access to walking trails (that are only available in the summer) by crossing a four lane highway.
5	Increasing housing density throughout the area would allow for more greenspace or public use areas.
6	too small for existing density let alone proposed density; greenspace either side of Sumanik is unusable
7	Concept 2 is better than 1 but neither have been guided by the OCP which is not even 3 months old. Greenbelt west of Valleyview should remain until next OCP review at which time KDFN will have completed their parcel.
8	The public / institutional designation for the land between Valleyview and Hamilton Blvd is unreasonable. The small strip of land left behind Valleyview would not even be usable. Please use lot 431 south of Sumanik.
9	Green space near Valleyview is too small - please leave what is currently there.
10	Buffers are insufficient.
11	Given the amount of grading proposed, the Hillcrest greenspace “restrictions” are very hard to believe. Hillcrest is having their infrastructure rebuilt - it is the perfect time to add in support for institutional infrastructure in that much-larger area.
12	If Concept 1 includes the full-scale grading as proposed, then the greenspace along Hamilton behind Hillcrest could be modified to support additional housing.
13	Valleyview west buffer should be larger than what is in scenario 2 to minimize traffic noise impact on neighborhood, south buffer could be smaller (like in scenario 1)
14	The buffer west of Valleyview is completely unacceptable in Concept 1 and still too small in Concept 2.

#	“Other” Comment, limited to 100 Characters
15	<ul style="list-style-type: none"> Keep and make the Unsurveyed YG Land and City Parcel # 66 between Hamilton Boulevard and Valleyview as permanent greenspace .It serves many environmental, economical and social benefits to City. Do not call Lot 12 a greenspace. It is not. The denivelation, size and state of this land and electrical line do not make it suitable for a green space. Make a requirement for bigger greenspace on the Tank Farm land. Use some of the ‘green-space’ beside Elijah Smith School as public space. Keep urban forest beside Valleyview and increase density in Tank Farm.
16	Buffers around valleyview are small. They should be maximized, even if that trade off is higher density housing
17	need more green space in valleyview
18	More protected green space is required around the existing Valleyview neighborhood. Read the comments from the neighborhood residents.
19	Current Valleyview neighborhood needs more green space, it’s a beautiful neighborhood and deserves to be left alone. Listen to what the community is saying.
20	Make more green space towards each highway/high traffic street
21	There should be more greenspace. Again, people live here to be surrounded by nature, not housing.
22	I prefer the road layout in option 1 as it provides more connections and less dead ends, but I prefer option 2 overall for a neighbourhood layout. Especially the south area as it creates a connection to greenspace for people living more centrally in the neighbourhood, and I prefer the greenspace along the Alaska Highway as I think the highway area should be kept as natural as possible for aesthetic reasons.
23	for a city that wants to be a wilderness city - why the elimination/ reduction of green spaces?

QUESTION 10

Trail Network in Concepts “Other” comments

#	“Other” Comment, limited to 100 Characters
1	Recommend collaboration with Whse Urban Cycling Collective to so that the bike paths are well-designed. Current bike paths in Whse are problematic and often unsafe.
2	These paths should be maintained year round for biking and walking.
3	There needs to be a proper trail from VV to transit and from VV to the Black St Stairs - is this part off the plan?
4	Re my answer to b. : Bike lanes do not provide adequate protection from cars for cyclist. This needs to be a dedicated bike path.
5	Sumanik drive use will be overwhelming and is already dangerous
6	A pathway on the south end connecting to Alaska hwy near the airport would be useful

#	“Other” Comment, limited to 100 Characters
7	Instead of cutting a new trail through the KDFN land why not use the water access path that already exists.
8	Are the paths along roads separated? You don’t specify, and that make a HUGE difference. Non-motorized multi-use trails should be separated from roads.
9	Connect existing biking/walking path from Airport to Valleyview SAFELY. STOP people cutting through and CLOSE Sumanik from intersection at Valleyview to Alaska Highway and route through tank farm development to new intersection on Alaska Highway.
10	Valleyview needs a trail/access/footpath to bus stop on Hamilton.
11	The east end of Sumanik Drive is very steep. Is there a possibility for another routing that would provide a gentler slope.
12	Ensure that plans are put in place for making all active transportation ways Priority 1 for winter clearance. Otherwise they money put 8nto them is wasted 7 months of the year and more cars are going down town
13	Currently Sumanik Drive is to narrow for a bike lane! Non-motorized designation should NOT include e-bikes.
14	Why not include a new road to the highway. The traffic along Hamilton is going to be horrible - its already back-up to Copper Ridge when the South Access is blocked (which is frequent now) - traffic is going to be horrible.
15	Difficult to judge the current proposed trails as I am guessing the overall road and neighbourhood layout my change with time? But the trail concepts are good.

QUESTION 11

Road Network in Concepts “Other” Responses

#	“Other” Comment, limited to 100 Characters
1	It would be helpful if the proposed safety improvements were included in this page of the survey.
2	I would consider if more of the new intersections could be roundabouts as well.
3	VV also needs access to transit. The current route is not lit or plowed in winter.
4	There should be no motorized traffic route through the neighbourhood between Hamilton Blvd and Alaska Highway. Emergency access through access should be in place but closed to traffic except for service vehicles and emergencies, maybe transit.
5	Sumanik Drive is already dangerous. Need to provide direct routes to Alaska highway from new subdivision
6	Consider the road from CGC to KDFN parcel not connecting to Sumanik Dr. Just one way in and out to reduce traffic on sumanik

#	“Other” Comment, limited to 100 Characters
7	Please include an accessible transit stop for Valleyview as well and note that there is currently no need for a road through the KDFN land closest to Valleyview.
8	Noise mitigation is important and not considered.
9	What are the Sumanik/Hamilton improvements? Why are you still proposing 4-way traffic lights instead of roundabouts? Restore functionality at Sumanik/Alaska Hwy.
10	I support connecting the neighbourhood with Alaska Highway. I DO NOT SUPPORT CONCEPT 1 as it requires extensive grading.
11	There are still too many roads in these plans to meet the City’s Goal of reducing our carbon footprints. Those concepts could have been much more centered around active and public transportation, .
12	Improvement of the road grade/curve at hill on Sumanik west of the Alaska Highway. The base of the hill gets slippery in winter. This is a safety concern with increased traffic to the area.
13	Make it attractive for the planned 4000 new people moving into the neighborhood to take transit. That means, adequate bus shelters and convenient schedules for kids going to and from school and working adults.
14	Ugh, more round abouts, Kobayashi + Zedda Architects ltd are [text redacted for derogatory comment]. Why are you buying into their ideas that don’t work well?
15	Safety improvements at existing intersections are great. Maybe look at building a possible pedestrian bridge over Hamilton Blvd. at appropriate locations as well. Such as at the CGC location or further south where Hamilton Blvd. turns west.
16	just creating more traffic congestion

QUESTION 12

Site Grading Other Comments

#	“Other” Comment, limited to 100 Characters
1	The balance of grading should not come at the expense of green space
2	Build a high-density neighbourhood. High-density generates more wealth for the city than low- density making it more financially viable to maintain required infrastructure.
3	Est is 10-15 years to develop so ever effort should be made to minimize disruption to Valleyview along Sumanik and reduce the time the area is used as a quarry

#	“Other” Comment, limited to 100 Characters
4	This area has always been about gravel extraction and this plan seems to be directing all solutions toward sanctioning a 20 year gravel pit in the middle of Whitehorse. This is on top of the several years of “unsanctioned” crushing and removal in the name of “remediation” that is still not complete. With the City and Yukon afraid of residents pushing back on Steven’s quarry, this seems to be a very bizarre and poorly planned response to bring more gravel online. Housing concepts have been shared and for this area for many years with no results - only prolonged gravel extraction. Gravel crushing should not be permitted and quarry operations under the banner of 20 years of site development is unacceptable.
5	Loaded questions c&d indeed! You know the answers you want. You are willing to do all this grading, yet somehow the southern greenspace is too hard to include in the plan?
6	THIS SECTION IS RIDICULOUS. This area should NOT BE TREATED LIKE A GRAVEL PIT. And you can do your site prep and move materials through Alaska Highway. This has been done for years.
7	Somehow the Stevens Quarry get rejected because of residents complaints but a quarry downtown is approved despite noise in neighborhoods. If the City approves a quarry it needs to show accountability on enforcement and develop strict timeframe so that we do not have a quarry beside our families neighborhoods for the next 20 years like we have had in the past nearly 20 years.
8	Can the site be graded while keeping the green space in Concept 2? That would be my preference.
9	Ah, a gravel pit in downtown Whitehorse. Another idiot idea, you can’t put gravel pits in downtown areas for health reasons. This is well established throughout Canada.
10	No, the attractiveness of this possible new neighbourhood is its elevation and overlooking the airport and mountains. Option 2 is the best neighbourhood layout I believe, and part of what makes a great neighbourhood to live in is to conform it to the existing environment, not to conform the environment to the neighbourhood.

QUESTION 16

Intersection treatment along Sumanik Drive. Two new intersections are proposed along Sumanik Drive. These could be four-way stops or roundabouts. This question was limited to Valleyview Residents

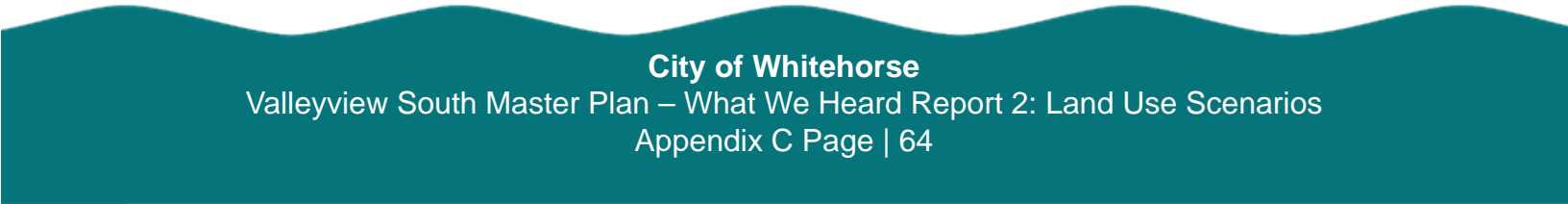
#	“Other” Comment, limited to 100 Characters
1	Give Valleyview left turn access to and from the Alaska Hwy again! The change to Sumanik/AK Hwy forces people to unnecessarily use busy/unsafe intersections to access Valleyview.

#	“Other” Comment, limited to 100 Characters
2	If one of these options is for the road that cuts through the KDFN land, it is very unclear what purpose this road would have as there is currently no development on this land. Roundabouts would help to slow people down - currently few people actually stop at the Valleyview Drive/Sumanik intersection.
3	Sumanik is already dangerous .. need another route to avoid further congestion and danger
4	Better if road from CGC not connected to Sumanik. Would need to hear more about why this has been proposed. Lots of disruption for Valleyview residents trying to get home.
5	can you put a roundabout on a blind hill, as would be the case at Valleyview Drive? A round about at the western intersection which would be 3 way not 4 as why would you put a road out to the CGC intersection?
6	Roundabouts on Hamilton Blvd too.
7	Close Sumanik from intersection with Valleyview Drive to Alaska Highway.
8	might as well have roundabouts, few stop at the current 3 way stop at Sumanik and Valleyview Drive. Plus, roundabouts slow the traffic while keeping it moving.

QUESTION 21

Other responses to the use of the new multi-use path connecting to the Canada Games Centre and Downtown.

#	“Other” Comment, limited to 100 Characters
1	Strongly agree, if path are well built, and well maintained. I balk at the coercing statement that this would be a significant investment. Active transportation infrastructure is cheaper to build and maintain than car infrastructure, yet Cow spares no expense for car infrastructure.
2	I would use this new east/west trail to go downtown provided it also includes a better and safer connection over the Alaska Highway to the airport trail compared to what currently exists. Currently I use the intersection at Hillcrest Drive.



Appendix D – Open ended Questions and answers

APPENDIX D - OPEN ENDED QUESTIONS AND ANSWERS

QUESTION 8

Based on your responses above, where could additional housing be located in the planning area to meet the OCP density requirement to provide a minimum of 20 residential units per hectare? (400 character limit)

#	“Other” Comment, limited to 400 Characters
1	ggggggggg
2	Maintain green corridors through area for health and well-being of residents.
3	High density could be in the same place in concept 2 as in concept 1, and high density in Lot 267-2 (May be wrong number as image is not best quality). The square lot just south east of Valleyview
4	Along Hamilton Blvd
5	If we are only slightly below density levels why sacrifice green space which is so vital to healthy neighbourhoods
6	The OCP target of minimum 20 residential units per hectare is too low to begin with and the concepts do not even meet it. We should strive for much higher density in each of the proposed density areas.
7	Other OCP guidance is not being followed so density guideline a requirement ? Put density anywhere but greenbelts.
8	On land zoned commercial
9	Along Hamilton Blvd, between McIntrye Dr, towards Hillcrest.
10	Why are professional planners asking this question? Why is the City being so timid with zoning? Put in far more high- and medium-density housing and require more green-space! The greenspace currently proposed is pitiful and largely unusable.
11	More housing along Hamilton Blvd between Hillcrest and McIntyre near Elijah Smith School.
12	Concept 2
13	across the road from lot 430 and or lot 431
14	Increase the density in the Tank Farm and develop vacant land downtown and empty buildings. Also what about beside Elijah Smith School where you have kept the zoning green?
15	In the hillcrest green space
16	Leave it alone sometimes less is better
17	On top of each other. Stock up. Build higher. Stack in a way that most of them get some sort of a view.
18	Strongly agree to replacing some commercial area with residential.

#	“Other” Comment, limited to 400 Characters
19	Best option - lower the minimum residential units per hectare.
20	Not in greenspace. People live here to be surrounded by nature, not high density housing.
21	Height and density should be the goal. But to create a neighbourhood that does not overwhelm the existing neighbourhoods or surrounding greenspace I believe the city should look at other places such as UBC’s Wesbrook Village for inspiration. High density housing, but lower in height.

QUESTION 15

Both development scenarios propose converting most of the greenspace immediately west of Valleyview for development over the long-term. They also propose improving the year-round connections to the nearby Mount McIntyre trail network and improving the park space to help mitigate this loss. Do you have other suggestions for how this loss of adjacent greenspace could be mitigated for Valleyview residents?

#	Responses
1	The green space as it currently stand cost nothing for the residents. Developing the area and try to mitigate by offering expensive trails and membership dues does not seem much of a mitigation strategy. Maybe life time free access to the games centre.
2	This area is essential as a buffer for traffic noise; is also a small green belt for kids to play; Mt Mc is too far & not suited for play & walk dogs. Please leave as is!
3	The issue is that Mt Mac is separated from houses by a busy road, and lots of parking lots, whereas the greenspace directly west has neither of these. The road and parking lot will still be there, and the road will be even busier. Preservation of as much of this space is possible would be great.
4	Mt Mac trails are limited to summer walking and require crossing a 4-lane highway. Valleyviews greenspace, a tiny piece of boreal forest, is accessible year-round to families and seniors without crossing a major highway. Leave the current green space alone and apply to re- zone it in future if/when needed.
5	.
6	Put this on hold. Respect OCP. Wait until KDFN development is finished. Deal with it during next OCP or stand alone issue. Greenspace is more important than ever, respect quality of life.
7	Use Lot 431 for institutional purposes.
8	With a 1.5km round triip just to reach them, the McIntyre trails are not an option for everyone. What does “improving the park space” mean? Both concepts leave non-functional strips of forest along the alley - ii might be green, but it’s not a space - not for people and not for willdlife.
9	Let it be. Leave that greenspace intact.

#	Responses
10	There is too much loss of green space. Noise from the highway, Hamilton and the airport are already excessive. Reducing our greenspace to a tiny ribbon will severely impact quality of life by taking away the trails we have & taking away space for children to play.
11	50 words, engagement or what? Keep greenspace designation as is. Do not change to public. Urban forest play important roles (environmentally, economically and socially). MT MacIntyre is not available in wintertime and not accessible to elderly citizens. Valleyview Park is not bigger than Hillcrest one. area you are planning is too small for increased population and stormwaterreservoir.
12	Do not develop the existing greenspace adjacent to Valleyview. Year-round greenspace in the area is already very limited.
13	First the conection to mt mac did not need improving, and taking away green space is not improving park space? there is no mitigating other than leaving it as green space.
14	Green space is important to every Yukoner, leaving the area natural allows for residents to spend time in nature without having to drive or leave the city. I personally use the green space twice daily for exercise, walking dogs, playing with my children. It would be a great failure of the city to loose this space. Sometimes less development is better.
15	I like the extra green space in concept 2. Could this be combined with the site grading of concept 1? The extra green space seems to mitigate the development affects on Valleyview residents.

QUESTION 17

The concept plans assign the Kwanlin Dün First Nation parcels a flexible mixed use designation. What are some considerations or ideas for future residential or commercial development of this area?

#	Responses (400 character limit)
1	Park
2	No roads. Leave it green. It is a magical forest.
3	Lower residential density north of Sumanik; keep higher density in southwest corner.
4	No industrial work, it would be great if it could be store on the street floor, and housing on floors above was an option!
5	Require that some of this land remain greenspace.
6	.
7	Hopefully no commercial use that's open 24 hrs...
8	that's up to KDFN, no?

#	Responses (400 character limit)
9	This is a KDFN decision, and it's clear that the City has little control over KDFN's land use. I would hope for low-rise construction with commercial space on ground floor, but I would hope for a pedestrian-friendly concept with minimal roads and surface parking rather than a typical old-school car-centric plan. Let's try to avoid the travesty downtown where 40% of the land is given to cars.
10	A small urban centre (coffee shop/convenience store) would be great. Seniors housing with access to recreation facilities.
11	Indigenous Early learning centre
12	Doctor's office opened to everyone, daycare, small coffee shop. No gas station or arena please.
13	Assisted living type units for elders, clinics (health center, dental, etc.) Restaurant
14	Green space
15	Kwanlin Dün First Nation should be using their lots to build quality housing for nurses and hospital staff. This would enable the first nation to acquire high income tax revenue from those residents per their land claim agreements.

QUESTION 18

The City and Government of Yukon have indicated a preference for reserving portions of their land adjacent to Valleyview for longer term public/institutional use or (depending on KDFN's future plans) commercial development. What suggestions might you have for how this future development could integrate most successfully with Valleyview?

#	Responses (400 character limit)
1	Park /green space
2	Leave it as greenspace.
3	Community-oriented development (eg daycare, soccer field, farmer's market, museum, experimental forest...)
4	Same idea as 17, if commercial. Park space/outdoor education centre to offset CGC indoor space?
5	Given the small amount of greenspace VV has in what is touted as a "Wilderness City", the preferred option would be no development on our very small bit of wilderness. My suggestion is that when this land is needed, come back to us with a zoning application but leave it as is for now.
6	I don't think it will integrate into the neighbourhoods. Best left as greenspace
7	keep it green for health and wellness
8	Again, save this discussion until KDFN has completed their parcel and rest of Valleyview south plan is finalized. Should be done in next OCP review or as stand alone. Huge potential impacts so not fair to enter into a discussion of What If, as if it is inevitable.

#	Responses (400 character limit)
9	Move it to Lot 431, Plan 26170 LTO YT
10	Schools and or recreational facilities would be welcomed. Commercial activities that increases cars and vehicle use would not.
11	Both concepts leave a thin unsustainable strip along the west alley. Instead, use the “dog” parking lot or the empty lot at Hamilton/Alaska Hwy for institutional/commercial development. Yes, it’s outside the study area, but that’s your self-imposed limitation.
12	New recreation facilities to compliment Canada Games Centre or school/educational
13	Early learning centre
14	This is a good location for a school.
15	Do Not change the designation of this parcel now until you know what will happen. Leave it as greenspace now. Arena and sport things are better off at the CGC, build where parking lot is and put parking lot underground. School better off at corner of Highway and Hamilton or near Elijah Smith.
16	The current kdfn parcel is used mostly for exploring nature, walking dogs, foraging for food (berries) and is a good area for kids to play without worry of being hit by cars or other dangers. It would be a shame to see it change.
17	keep the green space maximized and no road connections to Valleyview. Ensure noise levels, especially in evenings are low. One can currently hear the music played at ski races held at Mt. Mac
18	Is there really more demand for commercial space? We have lots of vacant commercial buildings downtown. Titanium Way still is not full, and was a wasteland for over a decade.
19	Light public/institutional use ok

QUESTION 19

Please share any comments or suggestions you may have about the proposed active transportation connections that would serve Valleyview residents (these include paved pathways to the Alaska Highway/Two Mile Hill intersection, from bottom of Sumanik Drive to Range Road/Alaska Highway intersection, and connection between Hamilton Boulevard and City trail network at Mount McIntyre)

#	Responses (400 character limit)
1	Some way to cross the highway- overpass
2	Enforcement of existing traffic laws for vehicles to make intersection safer. Not every trail needs to be paved.
3	There will be a lot more people. One solution to manage people moving is good, year round, multi-use paths.

#	Responses (400 character limit)
4	Great. Please ensure that we are connected to the Black Street stairs year round without having to walk in the highway or go to the intersection at teh top of Two Mile Hill and please give some thought to how to better connect us to transit - this appears to have been left out of any planning.
5	.
6	Active trail networks that encourage fitness and green commuting would be beneficial, but not at the expense of greenspace.
7	We definitely need a paved path from Valleyview north to the hwy and 2 Mile Hill intersection and potentially a paved path along the hwy to the lights at Range Road.
8	The McIntyre connection already exists, although not all-weather. But at 1.5km round trip just to get to McIntyre trails, it's not for everyone. Better to have greenspace adjacent to the community. Active transportation routes should be separated from roadways instead of being an afterthought add-on to the side of a road..
9	Pave trail from top of Valleyview drive down to intersection at 2 mile hill to address erosion. Connect biking/walking from intersection on Range Road to Valleyview. Needs to be separate from Sumanik Drive (don't just paint a line for bikes/walking) as people drive WAY too fast around the blind corner and jump blvd.
10	We are still missing a path/trail to bus stop on Hamilton.
11	a motorised trail to access hamilton blvrd

QUESTION 20 / 23

Remediation and gravel hauling activities at the former Whitehorse Upper Tank Farm (WUTF) are understood to be a major concern of Valleyview residents. Site grading, infrastructure development and housing construction in the former WUTF site and adjacent properties will create new disturbance, such as noise, dust and vibration. Please share any comments or suggestions for how negative impacts to Valleyview residents could be reduced and/or managed.

#	Responses (400 character limit)
1	No gravel pits in city limits!
2	Only do what is needed to build the road, no more. Do not open a quarry for the long term. Noise is ever increasing with traffic on Hamilton and Alaska Hwy; air quality is already saturated in summer with pollen.
3	Regardless, Valleyview will be impacted by noise/dust/increased traffic. Using other access, or not removing as much material (plan 2) would make this easier and last less time.
4	Routing removal down to the Alaska Highway without going via Sumanik will address this issue.

#	Responses (400 character limit)
5	Valleyview residents have faught long and hard to stop the tank farm area from becoming a gravel pit. I don't see how this outcome would create any housing in the near future. What might just create a "Gravel King
6	more respect for traffic and hours of work
7	Mitigation measures need to be enforced. This didn't happen during contaminated site remediation. Minimize traffic, complete work furthest away first so trees provide a buffer, keep down dust, etc
8	strict operating rules with respect to seasonal and daily periods and travel corridors that do not involve Sumanik Drive and cleaning of roads from all the debris / rocks that fall from trucks / equipment
9	This plan seems all about sanctioning the illegal gravel production that has been going on for years. Another 20 years of gravel production and extraction in this area is unacceptable and an embarrassment to planning in Whitehorse. Now with Steven's Quarry off the table it seems that you would rather formalize this massively botch remediation project as a gravel pit in the same of "site grading".
10	VV has been living with an illicit quarry for many years. We've put up with dangerous driving and safety violations from Sidhu's trucks, with no action from the City. It has broken our trust in Sidhu and the City. Enforce traffic laws. Enforce truck loading laws. Route truck traffic out to the SE through the Burns Rd industrial area.
11	Site grading is one thing. Gravel production is NOT appropriate. Your options both legitimize this activity for another 20 years and STILL no guarantee we'll see houses. WE WANT THIS AREA DEVELOPED. Not used as a gravel pit.
12	Reduce gravel extraction to the bare minimum. The tank farm is not a gravel pit! Stop the current owner from using it as such.
13	As mentioned earlier- develop some time limit (3 years, 5 etc) to do the activity, develop strict policies about usage, time of the and bylaws and ENFORCE THEM! REVIEW AND MONITOR. work at building the trust and relationship with Valleyview residents.
14	do not grade and haul gravel
15	Limit construction traffic on Sumanik. Dust and truck noise early in the morning were a big disturbance. Large vehicles speeding and throwing gravel on Sumanik were also a concern. Providing an alternate route for constitution vehicles(direct to Alaska Hwy) would mitigate this somewhat
16	Keep as much truck traffic off sumanik drive, noise and dust pollution during previous work on the tank farm makes air quality extremely poor.
17	Keep the green space maximized as in concept 2, provide direct access to the Alaska Hwy, limit working hours and monitor to ensure procedures are followed
18	This is a health issue. Most of Sidu's activities where illegal for many years. He violated permit after permit.
19	Build a temporary highway access directly below the gravel pit, until the pit is empty.

#	Responses (400 character limit)
20	The outlet to Alaska Highway and Range Road is a good idea. Also hours of hauling makes a difference.

QUESTION 24

How could Concept 1 be improved?

#	Responses (800 character limit)
1	Blend of Concept 1 and 2. Hwy access but...limit the destruction of greenspace.
2	Leave green space west of Valleyview as it currently is; add more green space in development area.
3	more green spaces to have a better quality of life,
4	More park space, more high density
5	Leave the current zoning for Valleyview's greenspace and revisit when land is needed. Increase park space in Tank Farm area. Remove road through KDFN land north of Sumanik. Add proper trail from VV to Hamilton for access to transit.
6	The area is approximately the size of half of downtown Whitehorse and within a short walk of downtown - about 20 minutes along the airport trail and down the stairs. This is a huge opportunity (that very few cities have) to expand or build a de facto second downtown. There is almost no existing development here and thus a very weak NIMBY opposition. Consider approaching development here as if it were a part of downtown and not a suburb. Let's build a high-density, mixed-use, vibrant, walkable neighbourhood that is more financially viable than the unsustainable development that is Whistlebend or Copper Ridge. Proximity to the Canada Games Center, the airport, and downtown make this an opportunity to generate wealth and stop propagating the car-dependent embarrassment that is Whitehorse.
7	more greenspace, better roads connecting hamilton bld and alaska highway
8	Leave greenspace west of Valleyview until after KDFN parcel is completed. Use OCP to guide all decisions not just those that favor your plans. Use next OCP review to change Greenspace designation if needed, and when an actual use has been identified. Otherwise discussions are meaningless. Increase density in WUTF to leave more greenspace. Minimize traffic on sumanik as much as possible. Direct traffic to Alaska hwy and Hamilton Blvd.
9	Keep green space between Valleyview and Hamilton blvd. If you need institutional space, use Lot 431 Plan 26170 LTO YT.

#	Responses (800 character limit)
10	Both concepts appear thrown together, without regard or recognition of existing facilities/ amenities. Instead of this tired re-tread of suburbia, why not go for a livable community with apartment buildings surrounded by REAL and SUBSTANTIAL green space areas. For example, pairs of L-shaped apartment blocks with a courtyard with community space/ gardens, surrounded by SIGNIFICANT and CONTIGUOUS greenspace and parkland. You could easily reach your 20units/hectare goal. Don't relegate high/medium housing to the fringes of the area - far from the wee parks you have plopped in and next to the artery roadways. Concept 1 is another Whistle Bend with all the trees removed.
11	No extensive grading.
12	More green space
13	increase west valleyview greenspace, increase high density housing lot 430 or 431
14	Greatly increase green space west of valleyview. Get rid of the commercial hub idea.
15	Higher density in Tank Farm, Leave greenspace in Valleyview, do not call lot 12 a greenspace give it to TAAN
16	Increase park space, reduce high-density housing
17	more greenspace
18	more green space in valleyview
19	increase green space to level of concept 2
20	More density. More active transportation roads. Green buffer all around
21	More density, more housing options, better greenspace (see option 2), create a public transportation corridor such as within the neighbourhood or maybe along Hamilton Blvd. to support this new neighbourhood, Maintain the neighbourhood elevation and do not bring it down to the Alaska Highway.
22	More high density housing and specific social housing

QUESTION 25

How could Concept 2 be improved?

#	Responses (800 character limit)
1	as above.
2	Leave green space west of Valleyview as it currently is; add small urban centre on Lot 430 & add 2nd connector to Alaska Hwy (as in Concept 1).
3	This is my favourite because more green spaces and look pleasant to live in
4	More high density

#	Responses (800 character limit)
5	Leave the current zoning for Valleyview's greenspace and revisit when land is needed. Increase park space in Tank Farm area. Remove road through KDFN land north of Sumanik. Add proper trail from VV to Hamilton for access to transit.
6	The area is approximately the size of half of downtown Whitehorse and within a short walk of downtown - about 20 minutes along the airport trail and down the stairs. This is a huge opportunity (that very few cities have) to expand or build a de facto second downtown. There is almost no existing development here and thus a very weak NIMBY opposition. Consider approaching development here as if it were a part of downtown and not a suburb. Let's build a high-density, mixed-use, vibrant, walkable neighbourhood that is more financially viable than the unsustainable development that is Whistle Bend or Copper Ridge. Proximity to the Canada Games Center, the airport, and downtown make this an opportunity to generate wealth and stop propagating the car-dependent embarrassment that is Whitehorse.
7	more greenspace, better roads connecting hamilton bld and alaska highway
8	Leave greenspace west of Valleyview until after KDFN parcel is completed. Use OCP to guide all decisions not just those that favor your plans. Respect previous input to OCP and leave greenspace discussion until next OCP review. Can't have meaningful discussion if intended use is not known. Increase density in WUTF to leave more greenspace. Minimize traffic on sumanik as much as possible. Direct traffic to Alaska hwy and Hamilton Blvd.
9	Keep green space between Valleyview and Hamilton blvd. If you need institutional space, use Lot 431 Plan 26170 LTO YT
10	Concept 2 is better, in that it leaves more of the natural area un-touched, but you've relegated the higher-density housing (ie lower income people) to the fringes. Leave the low-density housing options to Whistle Bend, and instead develop something like I've outlined under my answer to Concept 1: pockets of high-density housing surrounded by substantial green space.
11	Close Sumanik Drive to Alaska Highway and connect intersection at Range Road. Find a way to push traffic onto Alaska Highway.
12	increase greenspace west of valleyview, designate space for school
13	Greatly increase green space west of valleyview. Get rid of the commercial hub idea.
14	Same as above
15	Increase park space, make through-connection at alaska highway/range road to improve traffic flow
16	more green space in valleyview
17	consider grading the area as in concept 1
18	More density. More active transportation roads. Green buffer all around

#	Responses (800 character limit)
19	Protect as many trees as possible. Again, look at Columbia, South Carolina in the United States or old Irvine before Mr. Irvine died. That chap built roads along the creeks and rivers to protect nature. Those communities are highly livable and protect nature. Your current planning appears to make Whitehorse into Toronto, Vancouver, or Alberta, concrete, concrete, concrete. Go back to the drawing board.
20	I like concept 2.
21	More density, more housing options, better road connections within the neighbourhood (i.e., more connections and less cul de sac's), create a centrally located and vibrant mixed use commercial/residential space, create a public transportation corridor such as within the neighbourhood or maybe along Hamilton Blvd. to support this new neighbourhood, Maintain the neighbourhood elevation and do not bring it down to the Alaska Highway. Overall option 2 is my preferred option.
22	More high density housing and specific social housing