

From: [Gau, Mike](#)
To: [Public Input](#)
Subject: FW: Hold on bylaw 2022-31 (Puckett's Gulch / Airport)
Date: Tuesday, August 9, 2022 4:41:46 PM

From: Nathan Millar [REDACTED]
Sent: Sunday, August 7, 2022 10:25 PM
To: Mayor&Council
Subject: Hold on bylaw 2022-31 (Puckett's Gulch / Airport)

Good evening,

I would like to request that council hold off on considering the bylaw to rezone PE to Airport. This project will impact commuter routes, trails, and greenspace. It may also impact the geohazard risk of the escarpment.

This is the first time that the community has learned about this process and there are many questions (and few answers).

We need to discuss and learn about the proposed project, its impacts, its mitigations before we start the process to transfer land, not afterwards.

Thanks for your consideration,

Nathan Millar
[REDACTED]

Monday August 8, 2022

Mayor and Council,

In my whitehorsewalks.com project to encourage people to walk and generally, to make walking better, I routinely read Council's agendas. Last week, to my surprise, I saw that 'Zoning Amendment – Puckett's Gulch/Airport' was up before council so I went to speak to the importance of the Airport Perimeter Trail, a valuable old walking trail.

Again, this week, the project is being addressed by Council. I would again speak further to this issue except I am now in the UK on a family medical matter. Therefore, I am submitting this letter instead. From this week's Council package...

They [representatives for the airport expansion] confirmed that Yukon Government is committed to doing the detailed geo-technical work in the escarpment area to support extending the runway and bringing the airport up to standard.

*and... if there would be an opportunity for additional trail improvements as part of the project.
as well...The Committee was particularly concerned about public awareness to date.*

A quick reiteration

The Zoning Amendment for Puckett's Gulch/Airport will remove an area used by the Airport Perimeter Trail. It says:

The subject parcels are designated as Greenspace – Recreation Areas in the OCP which protects areas of high recreational value including primary trail routes. The impacted trail will be rerouted and public access to it will be maintained.

- However, the enclosed map in the zoning amendment doesn't show trails, either existing or proposed.
- It says a DRC step will verify certain conditions are followed — it should say that the Airport Perimeter Trail must be maintained, and that the old route shouldn't be blocked until the new route is fully functional to City standards.
- It's misleading to only talk of the gulch, as the scope of land affected will cause trails to be pushed out onto the escarpment edge via some new-to-the-area method.

The zoning amendment also says that:

YG will be required to communicate with the public about the project and minimize any disruptions to the Black Street stairs and active transportation corridor.

- In reality, we should hear what is happening with any changes to the Airport Perimeter Trail as the trail south of Puckett's Gulch is an important City recreation asset. The public should be engaged in this very worthy project and we should see proposed mapping. There are many knowledgeable citizens who may have valuable input.

After I spoke to council last week, 2 people representing the airport project spoke and, in the course of which, mentioned that the department had mailed out a package about this project to all homes within 4 km of the airport. Their summary report is online at <https://yukon.ca/sites/yukon.ca/files/hpw-cars-307-consultation-summary-report-enwia.pdf>. I read that out of 6680 notices sent out, they received only 10 replies.

I never received the mailed package and am wondering if because we say 'no junk mail' that the post office didn't deliver it. My understanding is government-addressed mail is not supposed to be considered junk mail. A couple of other folks I talked to also hadn't see this handout.

- Had the handout mentioned that the runway renovations could radically affect this great feature downtown trail, I believe the government would have had many more than 10 responses, some likely from the city itself.
- Had I seen it, I would have submitted that they should move their fence and formalize the Airport Perimeter Trail.

A bit of back story here...

One of my older whitehorsewalks goals has been formalizing the southern Airport Perimeter Trail. Descending the escarpment along the Airport Toe, near the motorcross area by the City snowdump, it passes under the powerline to a drainage ditch, goes through the woods to the ball diamonds, and then crosses to Robert Service Campground.

- The upper escarpment and the trail should be a formal park. The 2040 OCP says, "To encourage an increase of residents living in the Downtown, the City will support the introduction of new and the expansion of existing parks and other community amenities in this area."

- The Airport Perimeter Trail could celebrate the integration of our international airport into the daily life of the city.
- Making it a winter bike and kicksled attraction would make it even better for winter walking, especially fighting the wind drifts that build up along the fence. It's also part of the City's Bicycle Network Plan.
- The trail would well support both the City and YG's climate change and responsible development commitments.

Last year, the City closed the Airport Perimeter Trail south of Baxter's Gulch because a section of trail above Drury Street, eroding for many years, was finally deemed too unsafe. I was in the UK at that time because of a family medical situation, but on my return I enquired of the City re fixing the problem.

The City responded with...

In regard to your airport perimeter trail concerns, the Highways and Public Works Transportation Division is solely responsible for the Erik Nielsen Whitehorse International Airport infrastructure and fenced boundary. To engage in discussions about relocating this fence, the Transportation Aviation Branch must be approached directly as the city does not have influence over this jurisdiction. Potential options to reroute this trail will be explored by city administration once results from the geo-hazard analysis of the escarpment area are obtained. Safety is the priority and currently no opportunities have been identified as suitable locations for a bypass passage considering the unpredictable condition of this steep escarpment. Administration intends to take the lead on this matter once greater understanding of the area is acquired.

On December 2, 2021, I sent YG a letter about this trail situation, and on Dec 24, 2021 received this from Highways...

The Yukon government encourages walking as a healthy activity and environmentally friendly mode of transportation. We are committed to ensuring the safety of all trail users. Upon further review, the airport trail referenced in your letter is not an official trail. As you may know, areas of the trail were closed by the City of Whitehorse due to safety concerns. I understand from your letter that the City of Whitehorse will have engineers review the area next year. I can confirm that the Yukon government is not currently considering adjusting the Erik Nielsen International Airport fence perimeter to facilitate the unofficial trail[sic]

It is interesting that while the government was following Canadian Airport Regulations (CAR) around public consultation for the runway and infrastructure expansion, my request for moving the fence to allow trail safety — to the same department, during the official period asking for public feedback — was not referred to the people doing the survey, making my submission a possible 11th public response!

Then, in the spring we had the escarpment slides. In June, I again contacted the City about this, with this response...

Thank you for sharing your thoughts on the airport perimeter trail, I know this is an important piece of the network for you and many others. With the current issue with the clay cliffs, which are impacting the airport trail The City and its geotechnical engineers are actively monitoring the entire escarpment and responding to events of sliding. Due to the movement in the area, we are not able to access the site or consider trail options at this point.

Unfortunately, the solution is not as simple as moving the airport fence as this is an international airport boundary over which we have no jurisdiction.

I hope you are enjoying many other trails, and we will consider options for this area in the future once the ground is more stable.

What next?

I've learned that they will reroute the trail by building a ledge some number of metres down the escarpment, and that they are going to be ultra aware geotechnical aspects and of cornices with the wind at the top edge. I also learned that the land requested was a worst case scenario; perhaps they can leave the trail on the top surface and not make a challenging situation worse. I hope the goal is to invest in the perimeter trail so it has a second life of another 50 to 60 years, just as the first fence provided. One day the community might decide that an accessible crushed gravel trail is the best surface all along the top!

While the section of the trail above Drury Street is not part of what is before Council at this time, it does fall under the greater story that the government is bringing the airport up to new standards, that their project (affecting much of the escarpment), is well funded, and the Drury Street section and a couple of other possible trail spots should be fixed up to become a proper city asset, commensurate with the standards the government is applying to the airport perimeter road and security fence. The department reps mentioned that they saw fixing the section of trail/fence above Drury Street as outside the scope of their project

Interestingly, above Drury, the perimeter road inside the fence is being moved over. Will this be enough for a long-term fix if they do move the fence? The department reps also spoke of a guardrail on the outside.



From: [REDACTED]
To: [Public Input](#)
Cc: [Sally Wright](#)
Subject: Re: Bylaw 2022-31
Date: Thursday, August 18, 2022 10:37:25 AM

Good morning,

I would like to see the details of where the airport fence and the walkway will be relocated to within Puckett's Gulch. Can those details be added to the [Location Sketch](#)?

Thank you and have a great day.

jp



Dr JP Pinard, PhD, PEng

Wind Heat North

Partner & Lead Investigator

Whitehorse, Yukon

[REDACTED]

"Too Windy? ~~~

~~~~ Heat with it!"

From: [peter.long](#)
To: [Mayor&Council](#)
Cc: [Simard, Melodie](#); [Thompson, Sara](#); [Ross, Patrick](#); [Fleming, Chelsea](#); [Mayor&Council](#); [Wilson, Meagan](#)
Subject: Downtown Walking — Airport Runway Expansion and Puckett's Gulch
Date: Monday, August 29, 2022 2:03:53 AM
Attachments: [Restore the Airport Perimeter Trail.pdf](#)

The Airport Perimeter Trail is Downtown's crown jewel in nature trails. I've felt for years that if I ever ended up in a wheelchair that I'd still like to be able to do this trail.

It should be considered a valid and important trail. Hopefully those of us who love this trail speak out at these two upcoming meetings.

We have a family medical situation in the UK and I can't attend either of these meetings, thus I felt the need to pursue promoting the importance of the Airport Perimeter Trail to active living and to developing a walkable Downtown.

> On Aug 12, 2022, at 7:29 PM, Gau, Mike [REDACTED] wrote:

>
> Hi Peter,
> Yes it is acknowledged that this will be a busy and likely longer than usual meeting. However, Council will likely have very busy agendas this fall so bumping either public hearing collides with another busy meeting.
>
> Please note that due to council's summer meeting recess until September 6, the public hearing process for both of these files is extended considerably (to September 12) which will allow for more time for submissions to be developed than usual.
>
> I hope you will attend the meeting held by Yukon Government on the Puckett's Gulch project and that it provides at least some of the assurances you are seeking on that file.
>
> Thanks
> Mike
>
>
> Mike Gau, MBA, MCIP, RPP
> Acting City Manager
> City of Whitehorse • [REDACTED] • https://linkprotect.cudasvc.com/url?u=https%3a%2f%2fwhitehorse.ca&c=E.1.1S0bFR17H2Ksq0XifugR-oneXlsjNTDsFAgDlJzc-jhJnpzjHC2FSRdXlc1RPn4Frg4QgHY_umDagOruECVSfzRwW_Tc7gZ9yzUve9qdExWqLUU.&typo=l
> Working and living within the traditional territories of the
> Kwanlin Dün First Nation and the Ta'an Kwäch'än Council.

> On Jun 9, 2022, at 10:28 PM, Wilson, Meagan [REDACTED] wrote:

>
> Hi Peter,
>
> That you for sharing your thoughts on the airport perimeter trail, I know this is an important piece of the network for you and many others.
> With the current issue with the clay cliffs, which are impacting the airport trail The City and its geotechnical engineers are actively monitoring the entire escarpment and responding to events of sliding. Due to the movement in the area, we are not able to access the site or consider trail options at this point.
>
> Unfortunately, the solution is not as simple as moving the airport fence as this is an international airport boundary over which we have no jurisdiction.
>
> I hope you are enjoying many other trails, and we will consider options for this area in the future once the ground is more stable.
>
> Thanks,
> Meagan Wilson
> Projects and Trails Coordinator | Parks
> [REDACTED]
> City of Whitehorse | https://linkprotect.cudasvc.com/url?u=https%3a%2f%2fwww.whitehorse.ca&c=E.1.c6Wmn0do9v3w6TVQNErX2v7QPO-gF-UW1qHz_MkkN0fEqUmjvyK9KSHCGg2pSKjNRWQlubKKakYZ5uYm_7XqbyyEE6dTEEB-1zIP7W2uDISS0W445Vgx7UQnw.&typo=l
> Working and living within the traditional territories of the
> Kwanlin Dün First Nation and the Ta'an Kwäch'än Council.

> On Oct 27, 2021, at 11:57 PM, Webster, Arbor [REDACTED] wrote:

>
> Good afternoon Peter,
>
> We share your enthusiasm about the reopening of Bert Law Park and recognize the value this walking area provides the community. Implementing an accessible paved loop in Bert Law Park was not identified during our Trial Plan 2020 consultation phase and as a result not included in upcoming work plans, but it is an interesting idea worth considering.
>
> The Millennium Trail is maintained as per the City of Whitehorse Trail Maintenance Policy, which addresses winter snow ploughing/sanding maintenance and states: "(1) The City will provide snow ploughing and sanding operations on a once per weekday basis and upon a snow accumulation of 5 cm, and in consideration of field conditions and the weather forecast" and "(2) The trails will be ploughed to remove snow as close to the paved surface as possible, followed by a sanding treatment". Please refer to page 9 of the attached policy for more information about winter ploughing and sanding operations during the period of September 15 to April 30.
>
> In regard to your airport perimeter trail concerns, the Highways and Public Works Transportation Division is solely responsible for the Erik Nielsen Whitehorse International Airport infrastructure and fenced boundary. To engage in discussions about relocating this fence, the Transportation Aviation Branch must be approached directly as the city does not have influence over this jurisdiction. Potential options to reroute this trail will be explored by city administration once results from the geo-hazard analysis of the escarpment area are obtained. Safety is the priority and currently no opportunities have been identified as suitable locations for a bypass passage considering the unpredictable condition of this steep escarpment. Administration intends to take the lead on this matter once greater understanding of the area is acquired.
>
> The seasonal nature of the Parks Trail Crew means the city can only proceed with so many projects each season. This past year a number of trail action items outlined in the Trail Plan 2020 were accomplished and the Hospital Road/Lewes Boulevard access point was prioritized to advance next summer in 2022. The city will honour this timeline now that winter is approaching.
>
> The city appreciates your commitment to local trails and shares your opinion that downtown residents deserve opportunities for engaging in daily walking activity. Administration will continue to maintain public trails this winter in compliance with the Trail Maintenance Policy to meet these expectations.
>
> Thank you,
>
> Arbor Webster
> Acting Manager • Parks
> City of Whitehorse • [REDACTED] • https://linkprotect.cudasvc.com/url?u=https%3a%2f%2fwww.whitehorse.ca&c=E.1.SMsMb_F2Sf2Q55H5XgH6Gw8LORkksjdT4VTPjdR1.2agQcoAtdlhmb84UL7pmrXXfX76L-4p2qs5TTN.pfqgmE0N922pO_4k3tHX5c1SqE6UqIpDQI5_3ec8Dfh&typo=l
> Working and living within the traditional territories of the
> Kwanlin Dün First Nation and the Ta'an Kwäch'än Council.

Peter Long
[REDACTED]

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Linda Ronstadt
https://linkprotect.cudasvc.com/url?u=https%3a%2f%2fwhitehorsewalks.com%2fLindaRonstadt.html&c=E.1.piPG36Y9T0HYeIUZ2vmHjGuR9e8YP0XVW8DeBqsdwgc0QzgOfhginTIZIYFlieBIIHkqW0cNrkfC6lxFzWnqKcXEX_n2MOmPRH5ciutUSHT67FSK9as5Rd8.&typo=l

[REDACTED]

Canadian Airport Regulations (CARS)

307.03 Airport Runway 14L-32R Extension & request to transfer City land at Puckett's Gulch to the Airport so it can move its fence for safety reasons

A walker's viewpoint to help make walking better, more popular

A look at the Airport's runway extension, the Airport Perimeter Trail and the perimeter trail's special role in area recreation and active transportation

Background: YG's information session, Aug 31, 2022, 4–7 pm at the Yukon Transportation Museum, and City Council's Public Meeting, Sept 12, 2022, 5:30 pm at City Hall

The Airport is asking the City for a chunk of land around Puckett's Gulch to allow adherence to CARS runway safety rules. This will involve significant changes to the Airport Perimeter Trail and to a popular access route up Puckett's Gulch. Stairs are not easy on everyone's knees!

In addition to last year's Airport Perimeter Trail closure, recreation on the cliffs over Downtown was further restricted because of caution over this spring's landslides. Now we're being asked to rethink our recreation needs again, without looking at the whole trail (well documented as an existing public use along the airport perimeter) and how the Airport controls it.

Some Background: Dec 2, 2021, as a walking advocate, I asked Highways to move the airport fence where the City had closed the Airport Perimeter Trail for safety[map #4].

Dec 3, 2021, the Airport mailed out 6680 consultation letters seeking public input on a runway extension by Jan 17, 2022 [see map, red arrows and bars]; there were only ten responses. I live downtown, but didn't receive one of the letters, nor have I talked to anyone who did.

Dec 24, 2021, Highways replied, denying my request. There was no mention that my letter touched on an active public consultation, clearly relevant to this trail.

"...the Yukon government is not currently considering adjusting the Erik Nielsen International Airport fence perimeter to facilitate the unofficial trail"

Aug 1, 2022, I first learned about this consultation at the City Council meeting on the Airport's request to obtain land at Puckett's Gulch as part of the runway expansion.

A walker's look the airport escarpment area

In light of this Airport land request, I've looked at pitfalls and walking opportunities in the airport area. I coded my observations as ✈ for the runway process, ❤ for improvements the community needs, and 🍷 for relevant planning opportunities. So, what did I find?

Downtown never had a City trail task force process. (One result was the well-used Airport Perimeter Trail was called an 'unofficial' trail in Highway's response to me.)

Looking beyond obvious active transportation needs like the Bike Network Trail's use of the area, the escarpment area will become even more important as the 2040 OCP's new South Growth Area fills with its 16,000 new residents. As well, the City Transportation Plan tries to reduce vehicle

trips to downtown; and YG and the City both have climate policies and health goals. Toss in YEC's new battery storage facility and YG's widening the Alaska Highway by the airport, and clearly the Airport Perimeter Trail will play a key City role.

Density requires walkable neighbourhoods, so to promote Downtown as a great place to live, the 2040 OCP proposes new parks and other amenities for Downtown. ❤ The scenic upper escarpment edge could be a linear park, with interpretive geology, plants, First Nations and historical stories, art events and walks. It's a healthy walk in nature, with hills from Downtown.

Accessible trails in nature are way too scarce in the city. Many seniors, elders, parents with strollers, would be just as interested in the delightful viewpoints along the escarpment as people in wheelchairs. We should make more of the perimeter trail accessible, ➡ but using foot-friendly crushed gravel instead of asphalt. Especially with signage in the airport terminal, this scenic 8-km walking trail around our international airport would be popular with tourists as well as residents.

Airport Perimeter Trail, a community project

This is a great opportunity for the City and YG to work together. As part of compensation for land transfer, it's reasonable there be a public commitment to maintain and enhance the airport environs trail infrastructure, and that work needed on the trail along the escarpment, shown as ➡, be included as part of the deal. We need to see clear maps before work starts.

It's also reasonable to get confirmation that the City will take a lead to ensure trails, connections like the Airport Toe Trail and necessary improvements are coordinated.

All of the perimeter trail should be usable now. It's a year-round trail — winter biking, kicksledding, running, walking all help pack the trail. Trail use is healthy and free — closure during construction must be minimal. Especially in a pandemic, trail use should be paramount.

This valuable City asset should be maintained at a similar quality as the Airport's fence and perimeter road; ie, where the trail is at risk in the foreseeable future, move the fence. Yukon Energy graciously gave an easement to the City for the Rotary Centennial Bridge, a good model for the Airport. According to Airport consultants at the Aug 1 Council meeting, the runway extension is sufficiently funded to do a proper job.

Moving fences for safety and public good can go both ways! Let's look at a map of some other walkability issues.

Peter Long

Peter Long,
August 28,
2022





"Modern, safe and exciting recreational facilities are a key way that our government can support active living"

*Community Services Minister
Richard Mostyn*

"Yukon Government encourages walking as a healthy activity and environmentally friendly mode of transportation"

*Minister of Highways and Public Works
Nils Clarke*

1. ✈️ **Puckett's Gulch**

The newly routed perimeter trail must deal with winter winds and snow cornices. The route up the gulch to join the rebuilt perimeter trail will be significantly impacted. Rebuild as an All Ages and Abilities trail that works for walking, biking, running, even for kicksledding.

2. ✈️ **Trail drop**

Fix the broken asphalted surface at spot where the trail goes over a culvert; moving the fence is one solution.

3. 🚗 **Path or staircase**

The Downtown South Plan calls for a descent near Hawkins Hanson. This will be well-used. If not possible in the short term, then #6, the Airport Toe Trail, is an easy solution.

4. ✈️ **Reopen perimeter trail**

Erosion above Drury St. over the years was making moving the airport fence a looming necessity. In 2021, the City closed the trail for safety reasons as it lacked authority to move the fence. **Please, make it safe, move the fence!**

5. ✈️ **Safety area**

At the south end of the runway extension, the runway strip and runway end safety areas may affect the trail.

6. ❤️ **Airport Toe Trail**

This is a **key connector route** that will encourage trail use, for people to get out and be physical. Loops such as with the Millennium Trail and the Upper and Lower Riverdale trails, will be very popular. Yukon Energy's corridor will

work well as part of this route. Let's stop vehicles from eroding escarpment edges in this area.

7. 🚗 **To Miles Canyon**

Connect to the Yukon River Trail or up to Ear Lake with this simple, safe bypass of the Miles Canyon Road.

8. 🚗 **RSW access point**

Highlight route near battery plant road near RSW traffic light. From there, access roundabout and west of highway, Ear Lake, Miles Canyon, Whitehorse South...

9. 🚗 **Crossings on all sides**

Roundabout should be well-planned for non vehicles. Ensure there's trail access to MacLean Lake and Paddy's Pond/Ice Lake parks, Whitehorse South and above-the-airport neighbourhoods

and to future South Growth Area residents. Ensure people at the RV park can walk or bike to the escarpment and to Downtown.

10. ✈️ **South end parking**

This pull-off spot, well-used parking for using the perimeter trail, is presently covered by construction. Fix the rough downhill trail section along the fence. Connect to new highway paved path when ready.

11. 🚗 **West side trails**

Ensure trail access to Rock Gardens, Paddy's Pond/Ice Lake Park and above-the-airport neighbourhoods.

12. 🚗 **Highway Underpass**

It's not too late for a kid-safe crossing under the highway for walking, biking, running and kicksledding. Destinations

abound: Downtown, the Canada Games Centre, airport and operations escarpments, above-the-airport neighbourhoods, especially McIntyre, Valleyview and future tank farm residents.

13. 🚗 **Baxter's Gulch**

There should be easy access to the Escarpment Trail behind the City Operations complex; provide staff here coming from Riverdale and Downtown with easy walking. Work is needed on the Baxter's Gulch trail.

14. ❤️ **Switchback Trail**

A great green trail. Inspirational! Putting strategic handrails would not only deal with icy corners, they might stop people cutting switchbacks and wrecking the trail. Vehicles shouldn't be using it.

From: [Sarah Overington](#)
To: [Public Input](#); [Christopher Alway](#)
Subject: Airport Zoning Change
Date: Friday, September 2, 2022 4:03:58 PM

Dear Mayor and Council,

I write first to thank your planner, Chelsea for sending me an annotated map so I could see where the proposed zoning change is in relation to my downtown house on Wheeler Street. Too close!

My main purpose for writing is to oppose the zoning change. My opposition stems from a number of factors;

1. the escarpment provides much needed green space for downtown residents.
2. the proposal would remove from public use a small, but meaningful portion of green space on top of the clay cliffs.
3. the stability of the clay cliffs has become an open question this spring. Additional disturbance along its edge, clearing trees and re-routing the airport trail concerns me that it will de-stabilize this portion of the slope.
4. concerns were raised in public and in the media that the snow clearing activities at the airport contributed to this spring's landslide that closed Robert Service Way. Those concerns seem valid to me and I have not heard them addressed by YG.

I oppose the re-zoning application for the reasons noted above.

Yours,
Sarah Overington

From: [Executive Assistant](#)
To: [Public Input](#)
Subject: FW: proposed by-law 2022-31 (Puckett's Gulch)
Date: Tuesday, September 6, 2022 7:58:15 AM
Attachments: [rezoning-Pucketts Gulch.pdf](#)

From: James Gilpin [mailto: [REDACTED]]
Sent: Saturday, September 3, 2022 10:38 AM
To: Mayor&Council [REDACTED]
Subject: proposed by-law 2022-31 (Puckett's Gulch)

Dear Mayor and Council,

Please find attached my submission regarding the proposed rezoning of part of Puckett's Gulch. I intend to attend the public hearing on September 12 in case you wish to discuss this with me.

Thanks

Jim

Yukon Airports (HPW) makes a compelling case for the need to move the fence line, and the associated perimeter road to meet current Transport Canada requirements for an upgraded runway 14L-32R.

Having the perimeter road, fence, and exterior trail located a few metres below the top of the escarpment will protect vehicles and pedestrians from potential jet blasts at take-off. The proposed design retains the stairs and the trail north of the stairs. The project includes not only the relocation of the fence and interior perimeter road, but also the construction of a trail (paved?) exterior to the fence.

This would seem to indicate that YG Airports recognizes the recreational benefit of a perimeter trail circumnavigating the airport property. The importance of a quality trail circumnavigating the airport will become even more evident once the trail on the east side of the highway is completed southwards from Lodestar Lane to the south-west corner of the airport under the current upgrading of the highway. I believe that this circular route will become a popular "above the escarpment" recreational circuit somewhat like the Millennium Trail.

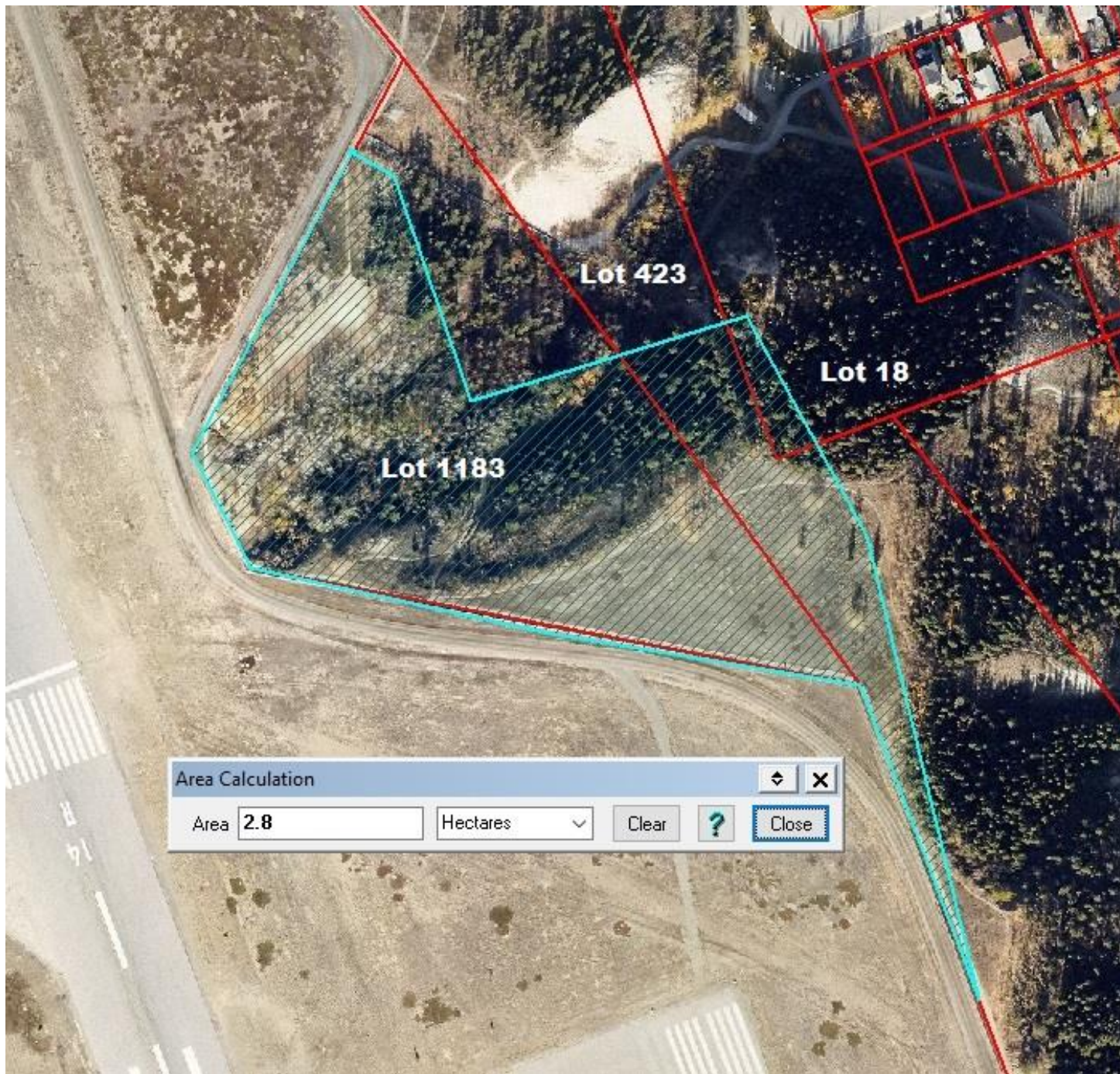
I say "**seem**" because the runway upgrade project does not include fixing sections of trail that have either been obliterated or are severely compromised due to erosion and lack of space exterior to the airport's fence line.

On one hand this is understandable since these sections of trail are outside the airport property and are outside the current project area.

On the other hand, since YG Airports is requesting a change of zoning and the acquisition of some City land to meet their needs, this would be an ideal opportunity for the City to request a **quid pro quo** and acquire some YG Airport property to ensure a viable trail can be maintained between the airport fence line and the edge of the escarpment.

So, what is the area under consideration in this current proposed by-law amendment? Typically, in a rezoning request, the area proposed for rezoning is provided with the sketch plan. I found no area. However, I estimate that the area is about 2.8 ha. (See map below).

Proposed area for rezoning and land transfer (Bylaw 2022-31)



There are three critical locations along the escarpment trail south of the current study area. In two locations there is insufficient space between the fence line and the edge of the cliff for a safe trail. In the third location the trail has been obliterated, as the top of the escarpment has eroded completely back to the fence line.

Overview map showing location of critical trail sections



What could be done to fix each of these compromised sections?

Pinch Point 1

This point is adjacent to a fence post at a deflection of the property line. This is close to runway 14 L. Thus, the proposed adjustment of the boundary is subtle—a shift of this deflection point 3.0 m westwards, with the new boundary tapering to meet existing fence and boundary 31 m to the north and 31 m to the south. The area within this polygon is about 85 m². The length of new fence: 62 m.

Detail of Pinch Point #1



Photo Pinch Point 1 as of September 2022



Pinch point #2

Here the fence line is further away from runway 14L. However, it is close to the end of runway 19-the small cross-wind runway at YXY. The fence line (and property line) at the end of runway 19 would remain unchanged. However, instead of deflecting at the “existing post” (see map), a new fence would continue in a straight line for 20 m to “new post 1” a deflection point 5 m “west” of the existing fence. A new fence parallel to the existing fence would extend 36 m north from “new post 1” to “new post 2”. A new fence section 17.5 m long would tie back to the existing fence at “new post 3”. Thus, a total of about 73.5 m of new fence would be required. The area of this trapezoid is about 245 m².

Detail of Pinch Point #2

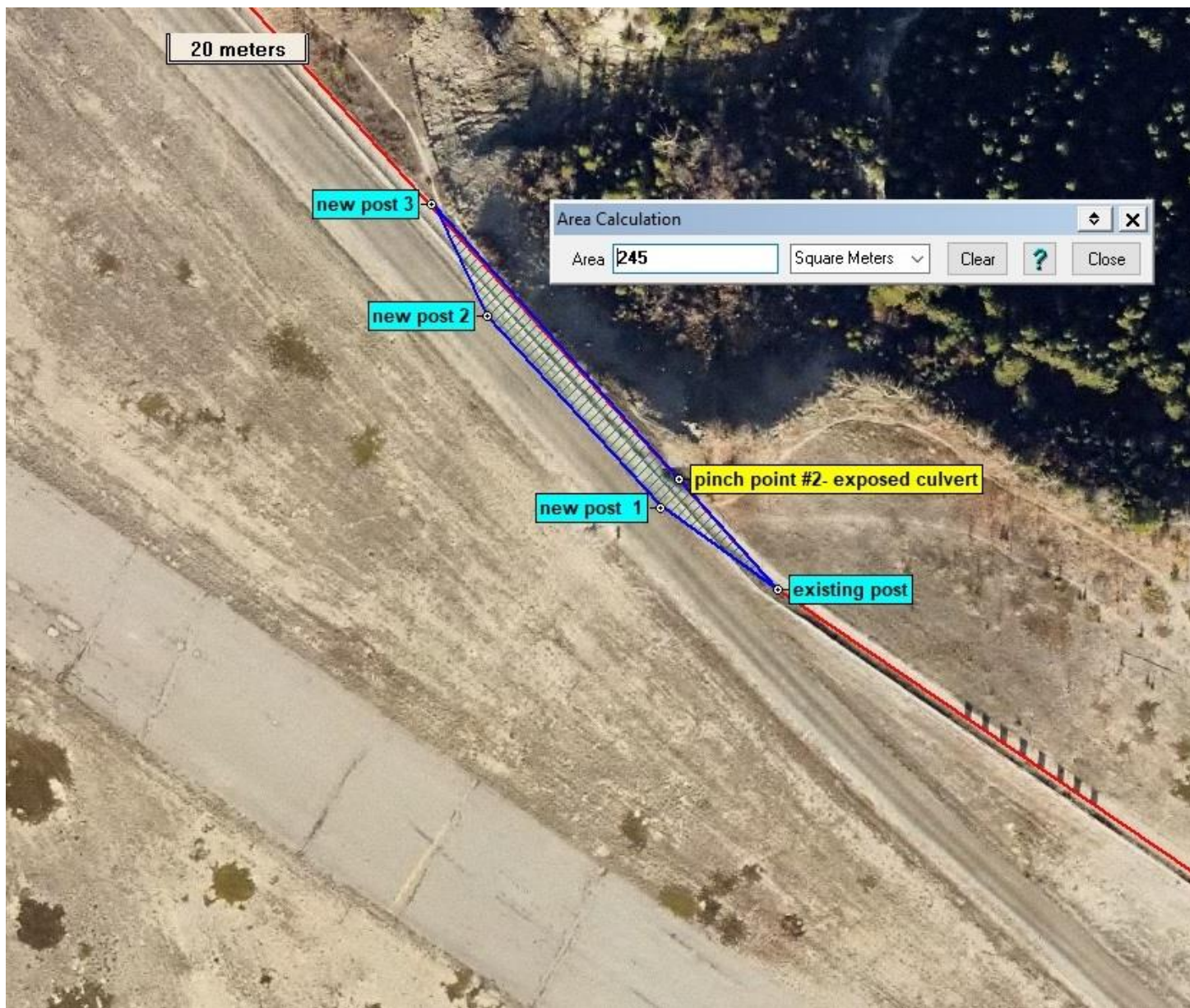


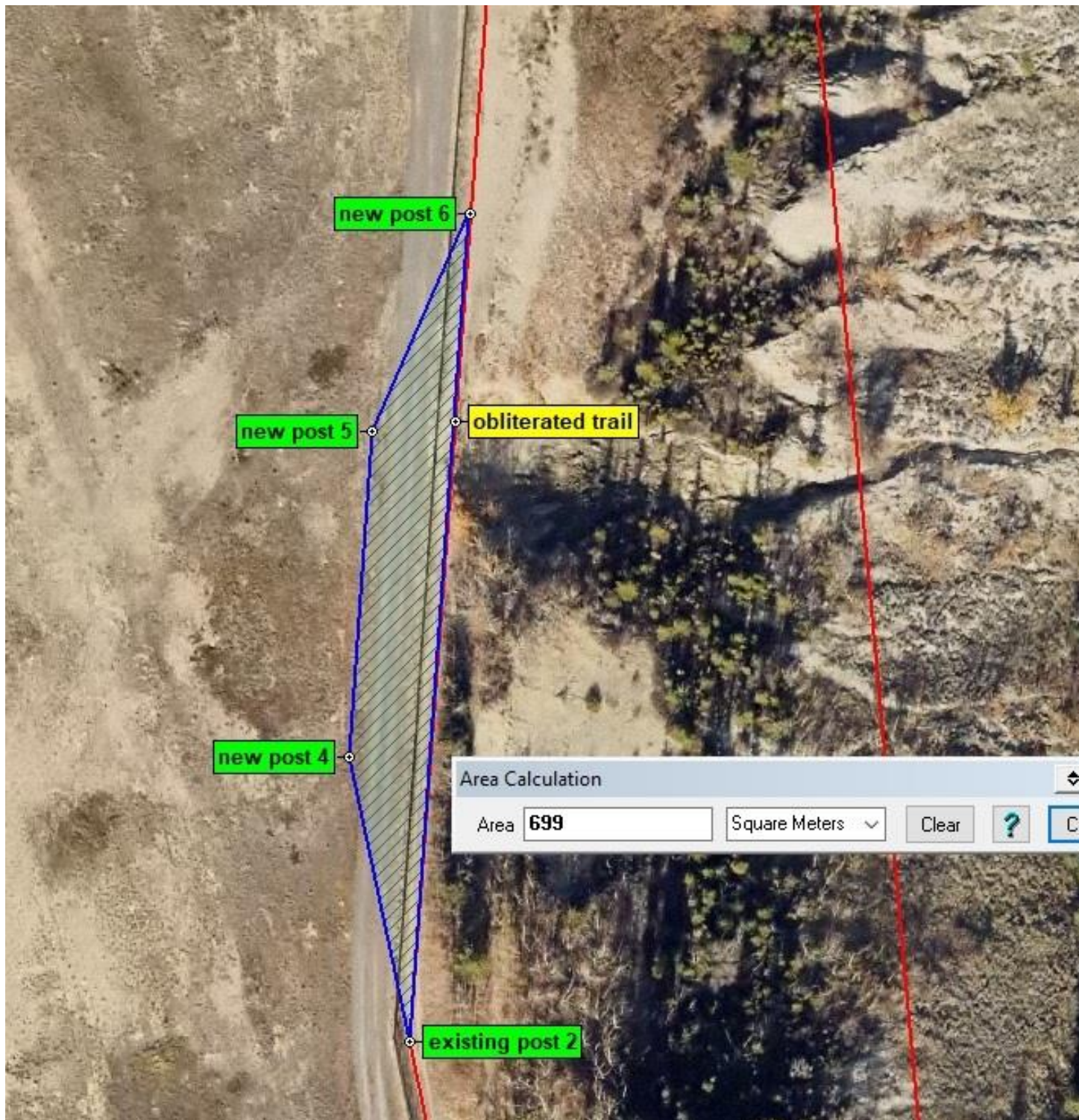
Photo of Pinch Point 2 as of September 2022



Obliterated trail section

The only way to restore the trail here is to shift the fence line westwards to provide space for a trail exterior to the new fence. There are no runways close to this area. Given the active erosion here it would be prudent to have a new fence offset 10 m to the west of the existing fence. Hence the proposed area to be transferred (another trapezoid) is about 700 m². A new fence line would project northwards 36 m from “existing post 2” to “new post 4” along the same alignment as the fence south of “existing post 2”. Then the fence (property line) would run parallel to the existing fence for 40 m to “new post 5”. Then 29 m of new fence would tie into the existing fence at “new post 6”. In summary: 95 m of new fencing, 700 m² of property transferred.

Detail of Obliterated trail area



Obliterated Section as of September 2022



Summary

By adjusting the airport property boundary in these three locations a total area of about 1030 m² would be transferred to the City and deleted from the airport property. This compares with YG's request for an area of 2.8 ha = 28,000 m² for expansion into Puckett's Gulch.

I propose that, as outlined in this report:

Council request YG Airports make the modest adjustments to the eastern airport boundary and transfer an amount of land necessary to maintain a viable trail from YG to the City as a quid pro quo for the City approving the request by YG Airports to rezone the land in proposed bylaw 2022-31 and their subsequent request to transfer this land from the City to YG.

By doing so, you will ensure that a viable corridor remains for a public trail between the airport and the top of the escarpment. This recreational and commuting trail will be a lasting benefit to our community.

From: [Forest Pearson](#)
To: [Public Input](#)
Subject: Input on Airport Expansion Zoning Amendment
Date: Sunday, September 11, 2022 9:25:21 PM
Attachments: [Input on Airport Expansion Zoning Amendment.pdf](#)

Please find attached my input for the Airport Expansion Zoning Amendment application.

Thank you,

-Forest Pearson

"Look up at the stars and not down at your feet. Try to make sense of what you see, and wonder about what makes the universe exist. Be curious." - Stephen Hawking

Input on Airport Expansion Zoning Amendment

Please accept this letter as my input for the Airport Expansion Zoning Amendment. I am looking at this primarily from the perspective of impact to travel routes through Black Street gully and around the airport. I attended the HPW open house and saw the proposed works.

Overall, I am not concerned with what is being proposed, it appears reasonable and that active travel routes should be maintained, if not improved after the project. I assume that the zoning appended will require:

- Ensure that all existing trail connectivity in Black Street gully is maintained or improved (this should be readily do-able).
- Ensure the rebuilt perimeter trail meets All Ages and Abilities (AAA) guidelines (see <https://vancouver.ca/files/cov/design-guidelines-for-all-ages-and-abilities-cycling-routes.pdf>), even if unpaved. This includes ensuring the grades on either end are 3% or less.
- Consideration of how drainage on the new slope is managed such that it does cause erosion or icing of the trail surface in spring.

I would also ask that the City consider requiring or requesting that YG:

1. Replant all disturbed with native deciduous trees. Those trees could be "topped" when then get too tall, similar to what the did at the north end--that seems to work well. The benefit of the trees would be: improve the quality of user experience; reduce wind-drifting of snow in winter; reduce erosion and surface runoff problems; and help offset the carbon-impact of the project.
2. Add to the airport project the development of a lower-grade trail through Black Street gully as a more accessible, all-season alternative to the stairs. The stairs are not usable for all active transportation users, and so a more accessible options is needed. With the lowering of the perimeter trail, such a trail becomes more viable. HPW has been directed by the Premier to develop active transportation infrastructure, and thus developing such a trail would meet this mandate (<https://yukon.ca/en/minister-nils-clarkes-mandate-letter-2021>). Developing such a trail would be tricky, so it would be important to work with the knowledge holders (i.e. the cycling community), to maximize the usability and viability of such a project.

Thank you for considering my input,

Sincerely,

Forest Pearson, [REDACTED]