



Final Report

Prepared for

Government of Yukon Land
Development Branch

and

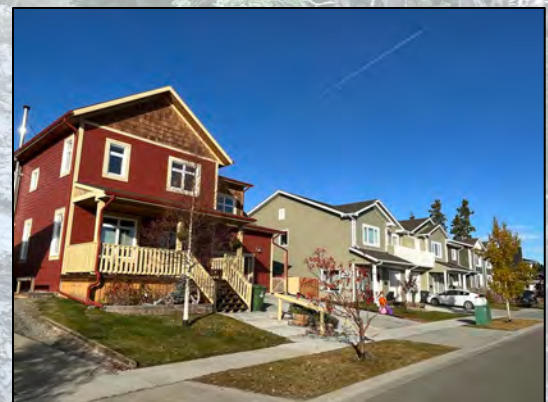
Kwanlin Dün First Nation Department
of Heritage, Lands and Resources
by



GROUNDSWELL
PLANNING

in association with

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Associated Engineering
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1.0 Introduction

In 2020, the Government of Yukon (YG) Land Development Branch and Kwanlin Dün First Nation (KDFN) Department of Heritage, Lands and Resources initiated work on a joint master plan for YG's Lot 262-6 and KDFN's Settlement Land parcel C-15B in the Range Point neighbourhood of Whitehorse. Groundswell Planning was retained to lead the planning process in early February 2021. Since that time, the planning team and partner governments have worked with the City of Whitehorse ("the City") through multiple iterations of information gathering, conceptualization and engagement to arrive at the final Range Point Joint Master Plan (RPJMP) concept.

This Master Plan Final Report establishes the framework for this future neighbourhood by articulating:

- The location, configuration and area for residential, parks and open space, and public utility land uses and proposed zoning;
- The types, density and resulting population for residential development;
- Direction for parks and open space programming and efforts;
- The pattern and alignment of a multi-modal transportation network;
- Desired neighbourhood character;
- A conceptual scheme for servicing the development with water, sanitary and power;
- Implementation considerations; and
- Other items pertinent to development.

The Master Plan will be the framework for proceeding with YESAA review, detailed engineering design, and other regulatory obligations such as subdivision and rezoning. The Master Plan will be approved by the plan partners and endorsed by the City.

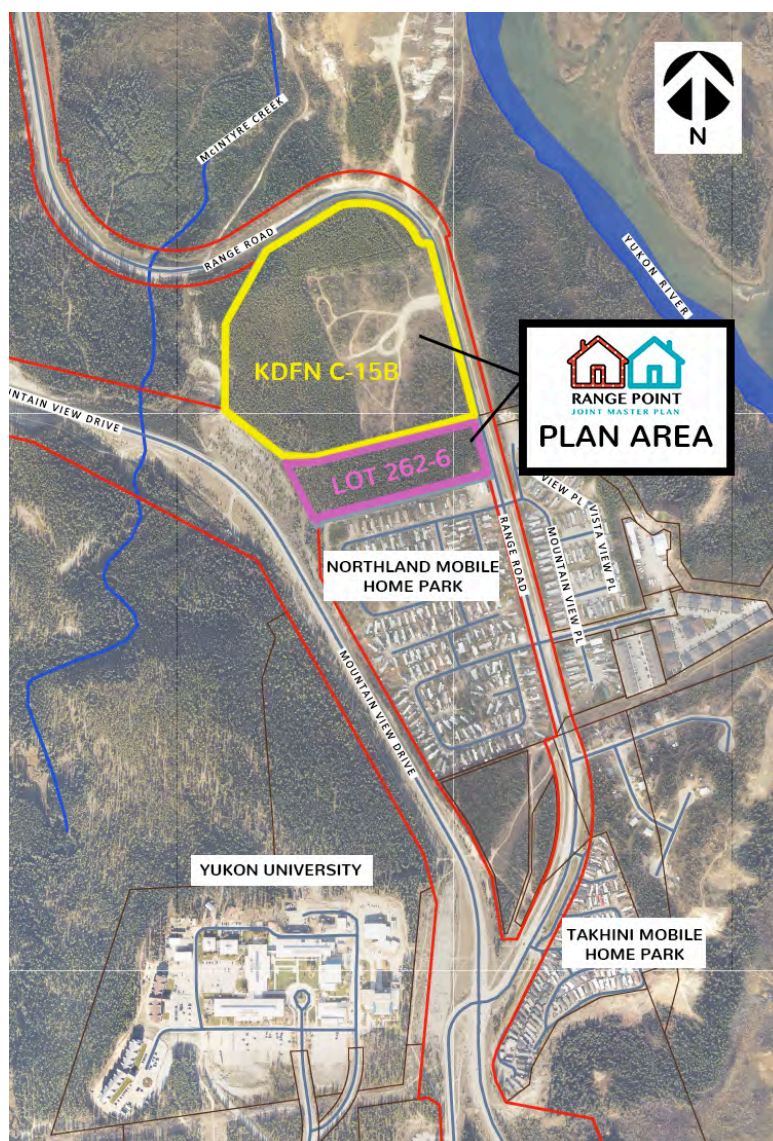


Figure 1. Overview of planning area and Range Point neighbourhood

2.0 Neighbourhood Context

2.1 Legal Description and Size

The Master Plan site consists of two surveyed land parcels and an unsurveyed triangle-shaped area of public land situated between them. Refer to Table 1 and Figure 2.

Table 1. Master Plan site land tenure/parcel sizes

Parcel	Legal Description	Size (ha)
C-15B	LOT 1469 QUAD 105D/14 93163 CLSR YT LTO Plan 2007-0088 YT	14.85
Lot 262-6	LOT 262-6 GROUP 804 71449 CLSR YT LTO Plan 88-109 YT	3.30
Unsurveyed Commissioner's land	n/a	0.30
TOTAL AREA		18.45

For planning purposes (and ease of communication), Lot 262-6 and the adjoining portion of unsurveyed Commissioner's land are considered one parcel and are jointly referred to as Lot 262-6 (unless otherwise noted).

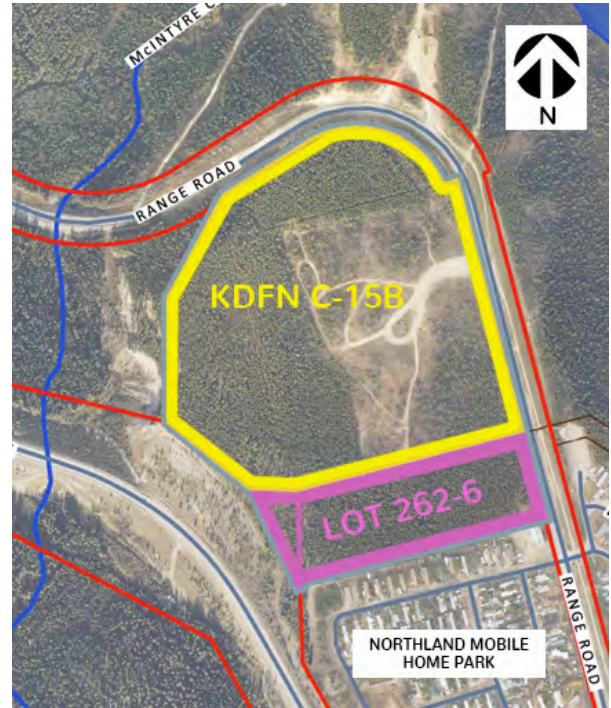


Figure 2. Overview of Master Plan site

2.2 Site Description and Uses

The planning area is situated on the west side of Range Road North and bordered by Chasàn Chuà/McIntyre Creek to the north, Mountain View Drive to the west, and Northland Park to the south. The surrounding neighbourhood of Range Point houses approximately 1240 people (YBS, 2020) in about 560 dwelling units (City of Whitehorse, 2014). Most of the neighbourhood is occupied by private residential or condominium developments, and mobile homes are the dominant housing form. Range Road North, the only road connection to the planning area, is designated a Minor Collector Road with a posted speed of 50 km/h.

The area is mostly vegetated, with lodgepole pine predominant but spruce, poplar, and trembling aspen also present. Most of the eastern portion of C-15B is traversed by several dirt roads branching out from a wide gravel/dirt road loop that connects to Range Road. In addition to this informal network of old roads, there are various trails throughout the site, most notably along the boundary line between the two parcels, directly behind Northland Park, and around the western perimeter/escarpment.

The planning area's proximity to Northland Park and other Range Point development has resulted in heavy use of trails in the planning area by existing residents. The gravel road/loop on C-15B is utilized as a turn-around by the City's Transit Services.

Figure 3. Existing neighbourhood conditions - photo log



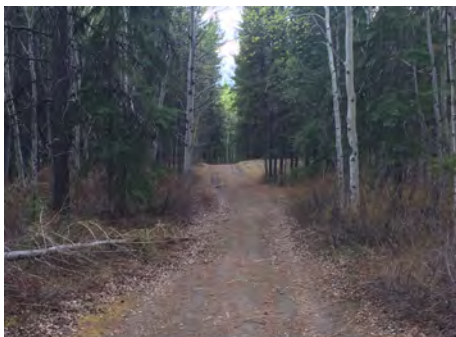
Range Road at C-15B (looking south)



Western escarpment trail



C-15 turn-around/loop



Boundary line between Lot 262-6/C-15B



Well-used trail behind Northland Park



Northland Park



Slope failure by McIntyre Creek



Tilted trees indicating slope creep



The Point entrance



Yukon River view from the Point



Yukon River below the Point



C-15B dirt roads

2.3 Site Conditions and Values

2.3.1 Geotechnical

The planning area is generally flat to gently sloping; however, the western and northern portions of the site consist of a glaciolacustrine escarpment situated about 35 metres above Chasàn Chuà/McIntyre Creek with grades of up to 30%.

KDFN and YG commissioned geotechnical evaluations of their land parcels in 2007 and 2021, respectively. The assessments concluded that, based on the terrain and geotechnical conditions, the potential for conventional subdivision development on this site is very good. Soil conditions are characterized by a thin veneer of organic soil overlying 0.2-1.0 metres of silty sand underlain by glaciolacustrine silt (to undetermined depth). No bedrock, permafrost or groundwater was noted during test pitting. Seepage zones were noted along the bank overlooking Chasàn Chuà/McIntyre Creek, and there was evidence of mass movement processes (e.g., erosion), likely caused by the under-cutting of the toe-of-slope by the creek. The report notes potential for frost susceptible soils on the site and recommended that a development setback of 30 metres be applied to the northern boundary of C-15B and that natural vegetation remain intact throughout the adjacent greenbelt. The Master Plan reflects this guidance.



Lower McIntyre Creek/Yukon River confluence, with planning area in the right/middle ground
(Credit: Alistair Maitland Photography)

2.3.2 Ecological

The development site is adjacent to residential development and situated between two collector roads; as such, its environmental value is assumed to be low. However, KDFN's C-Lands Plan identifies the general Chasàn Chuà/McIntyre Creek area as a significant wildlife area and this watershed is of considerable ecological value.



Range Road dumpsite circa 1960s
(Source: Yukon Archives 85-25-595)

The Chasàn Chuà/McIntyre Creek - Yukon River confluence is dominated by shallow open water, marsh and shrub-dominated wetland ecosystems, alongside white spruce (*Picea glauca*) lowland forest. Previous studies have identified the location as a significant wildlife area due to its aquatic habitat characteristics and connectivity to areas outside the Yukon River corridor. A 350-metre riparian buffer (i.e., 175 metres from each bank) is considered a best practice to mitigate impacts on wildlife. A small portion of the northwestern corner of development falls within this 175-metre setback; however, the very steep slopes separating McIntyre Creek from the development site in this area realistically compromise habitat connectivity here.

The Yukon River island complex, Chasàn Chuà/McIntyre Creek and its riparian forests, and steep slopes have also been identified as highly sensitive areas. Resident wildlife includes avian predators, forest birds, water birds, microtine mammals, ungulates, and fish. The confluence is a spring staging area for a variety of swans and other waterfowl. Most large animal species found in the Whitehorse area can occasionally be found in the Chasàn Chuà/McIntyre Creek area but mostly use the corridor for travel. Six fish species have been documented in the lower portion of the creek, including adult and juvenile Chinook salmon.

2.3.3 Heritage

The lower Chasàn Chuà/McIntyre Creek area is known to have significant tangible and intangible heritage values. The lower reaches of the creek and nearby “Point”, or Dàmäwtän (High Bank), played a key role as a First Nations gathering place, with many people camping there both pre and post-contact. Chasàn Chuà/McIntyre Creek functioned as a major travel route between the Lake Laberge area and Fish Lake, which was an important fishing, hunting, and camping area. The area around the Point was the site of numerous fish camps near the mouth of Chasàn Chuà/McIntyre Creek and across to Croucher Creek. Archaeological remains found on high banks at the mouth of Chasàn Chuà/McIntyre Creek suggest that this was an important prehistoric lookout and hunting site.

During World War II, the Point was utilized by the United States military as a dumpsite. The dump was subsequently re-opened by the City of Whitehorse and operated until 1975, when the Yukon Water Board ordered it closed due to impacts on Chasàn Chuà/McIntyre Creek. C-15B was used as a radio range transmitter site, part of the Northwest Staging Route wartime project; the tower was decommissioned several decades later.

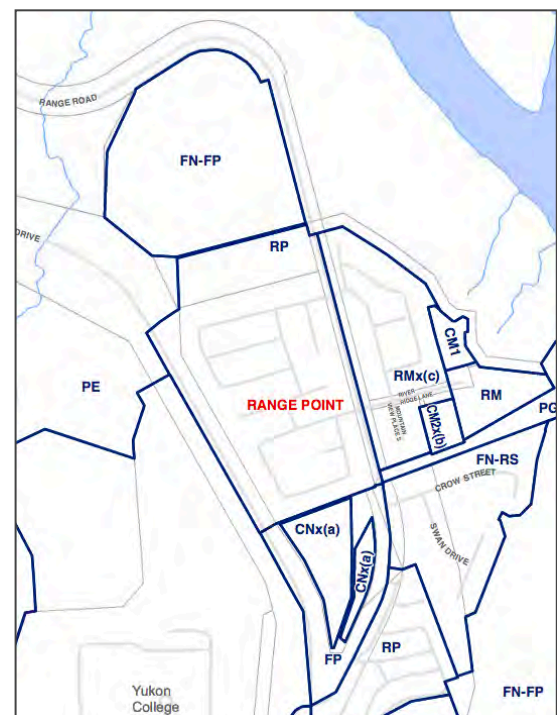
A Heritage Resource Impact Assessment was carried out for C-15B in 2007 and for Lot 262-6 in 2021. No heritage resources were encountered during either investigation, and neither deemed further assessment work necessary. The 2007 report recommended that personnel and contractors be briefed on proper protocols if heritage resources are encountered during site work.

2.4 Designation and Zoning

The recently adopted 2040 City of Whitehorse Official Community Plan (OCP) designates the planning area as Residential – Urban (Lot 262-6) and First Nations Development Land (C-15B).

Section 15 of the OCP establishes the purpose of Residential – Urban lands to “Accommodate a wide range of residential housing forms and compatible uses, located primarily within the Urban Containment Boundary” and allows for all types of municipally serviced residential development, as well as neighbourhood service commercial uses, parks, natural areas, schools, etc.

Figure 4. Range Point zoning (Source: City of Whitehorse Zoning Bylaw)



Section 15 of the OCP establishes First Nations Development Land as “Lands where the First Nations may develop consistent with the Self Government Agreements and land planning policies and documents completed by the First Nation to guide development.” This Master Plan fulfills this obligation for C-15B and the OCP designation Residential – Urban will be applied to this parcel.

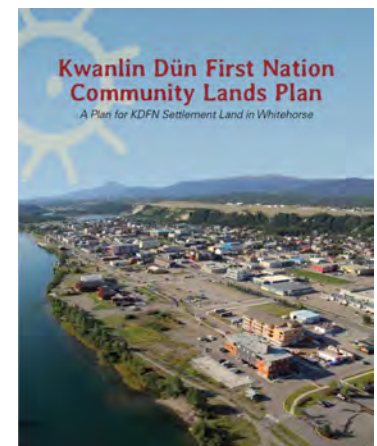
Under the City’s *Zoning Bylaw*, C-15B is zoned FP - First Nation Future Planning, Lot 262-6 is zoned RP – Residential Mobile Home Park, and the unsurveyed area is zoned PE – Environmental Protection. Refer to Figure 3. A zoning amendment for both parcels, will be required to implement the Master Plan.

C-15B is a Type 2 Settlement Land parcel designated for Residential use under the KDFN *Self Government Agreement* (SGA). On Type 2 parcels, KDFN can enact a law in relation to planning, zoning and land development that is consistent with Yukon and City of Whitehorse laws as they pertain to public health or safety.

2.5 Relevant Plans and Studies

2.5.1 Kwanlin Dün First Nation

Overarching guidance for development on C-15B is provided by KDFN’s Traditional Territory Land Vision (2017) and Community Lands Plan (2020). C-15B is associated with all four Land Vision goals (Community Development, Heritage, Wildlife, and Revenue Generation) and their corresponding objectives. The master planning process itself fulfilled much of the relevant policy direction from the Community Lands Plan; however, others are reflected in Master Plan policies in the following sections. C-15B-specific feedback received during the planning process is summarized in Section 2.6.



2.5.2 City of Whitehorse

- *Range Road North Neighbourhood Plan (2014)*

The City undertook the above referenced plan with the broad objectives of making Range Point a complete and successful neighbourhood. Notably, the plan provides guidance to develop Lot 262-6 for residential purposes. Relevant policies and direction from the plan are incorporated into the overarching Master Plan policies.

Figure 5.
Rendering of
Range Road
linear park
(Source: Range
Road North
Neighbourhood
Plan)



- **Range Point/Whistle Bend/Takhini/Porter Creek Trail Plan (2016)**

A Memorandum of Understanding was signed between the City and KDFN in spring 2015 to allow the City to adopt and manage significant trails located on KDFN lands until future development occurs. Trail planning was undertaken for the Range Point/Whistle Bend/Takhini/Porter Creek neighbourhoods in 2016 to identify candidate City trails, their proposed designations (i.e., non-motorized or motorized multi-use), and potential connections and additions to the proposed City network in the area. The Range Point-specific improvements have yet to occur.

Recommendations from that plan are incorporated into the overarching Master Plan policies for Parks, Open Space and Trails in Section 4.3.6.



Boardwalk near McIntyre Creek
(Credit: City of Whitehorse)

- **Point Park Feasibility Study (2016)**

This study came out of a City commitment in the 2014 Range Road Neighbourhood Plan. It concluded that development of a park at the Point would allow the City and its partners to implement management measures, proactively shift behavior away from unwanted uses, and limit the potential effects of a growing residential population. Furthermore, the traditional significance of the site and its high value to First Nations, residents, and stakeholder groups was felt to present a unique opportunity to co-create, interpret, and care for a special place in a manner that reflects both its significant ecological and human-ascribed values. The conceptual plan includes a picnic area with shelters and power, cantilevered lookout, grass field for play and events, interpretive/natural play areas, loop trails, prospective McIntyre Creek bridge crossing, and parking for 20+ vehicles.

No further work has taken place to advance this project. Recommendations from that plan are incorporated into the overarching Master Plan policies for Parks, Open Space and Trails Section 4.3.6.



Figure 6. Point Park concept (Source: Jane of all Trades Consulting)

2.6 Citizen and Resident Perspectives

Engagement with KDFN citizens and Range Point residents was carried out in May and November 2021 to inform the master planning process and supplement previous input gathered for the Range Road North Neighbourhood Plan in 2013-14. The overlap of RPJMP timing with the COVID-19 pandemic and accompanying restrictions on in-person gathering resulted in an exclusive focus on online and mail-out surveys and social media. These engagements, and highlights of the most relevant input received during them, are outlined in Table 2. Refer to the two RPJMP “What We Heard” reports (available from YG and KDFN) for full 2021 results.

Table 2. Summary of engagement feedback for Range Point Master Plan area

Year	Project	Target Audiences	Key themes from citizen and resident input
2013-14	Range Road North Neighbourhood Plan (City of Whitehorse)	Range Point residents, stakeholders, landowners	<p><i>For Lot 262-6</i></p> <ul style="list-style-type: none"> • Small, higher quality and affordable housing units in a variety of one, two, and three unit configurations • High quality and street friendly housing design through “comprehensive” zoning • Preservation of key trails, 10m wide greenspace behind Northland, and greenspace on the western perimeter • Preference for RCM3 (for condominium style development) or RCS2 (for individual lot development)
2018	Community Lands Plan (KDFN)	KDFN citizens	<ul style="list-style-type: none"> • The McIntyre Creek area, including C-15B, has wildlife and heritage values • C-15B is appropriate for community development and revenue generation
May 2021	Range Point Joint Master Plan – Values and Preferences	<p>Range Point residents, KDFN citizens, stakeholders, landowners</p> <p>(Note: some non-citizens participated in survey via KDFN social media promotion)</p>	<p><i>KDFN citizens</i></p> <ul style="list-style-type: none"> • 40% of respondents interested in a lease, with single detached units most desired by a wide margin (duplexes and town homes the next popular) • Housing for different income levels, provision of parks/trails/greenspace and using lease revenues to benefit citizens part of social license • Trails, trail improvements, protection of waterways and education are pre-requisites to respecting and protecting site’s heritage and wildlife values <p><i>Range Point residents</i></p> <ul style="list-style-type: none"> • Strong support for buffer behind Northland Park, perimeter trail, using street-friendly design and diverse, appealing housing types • Concerns about traffic, poor condition of Range Road, greenspace loss
Nov. 2021	Range Point Joint Master Plan – Draft Neighbourhood Concepts		<ul style="list-style-type: none"> • Concepts A and B were generally better received by citizens and residents • The higher density of Concept C was opposed by citizens and residents • Concept B’s road layout was preferred by citizens and residents • Concept A’s housing concept was preferred by KDFN citizens • There was mixed support for commercial development • General approach to parks, trails, greenspace in all concepts supported but a strong preference for natural surface trails • Stronger support from citizens for a larger, more diverse park space that functions for both gathering and activity (i.e. Concept B). Range Point residents generally opposed all park concepts (preferring open space)



Figure 7. Survey promotion



Figure 8. Zoom session with KDFN Youth Council

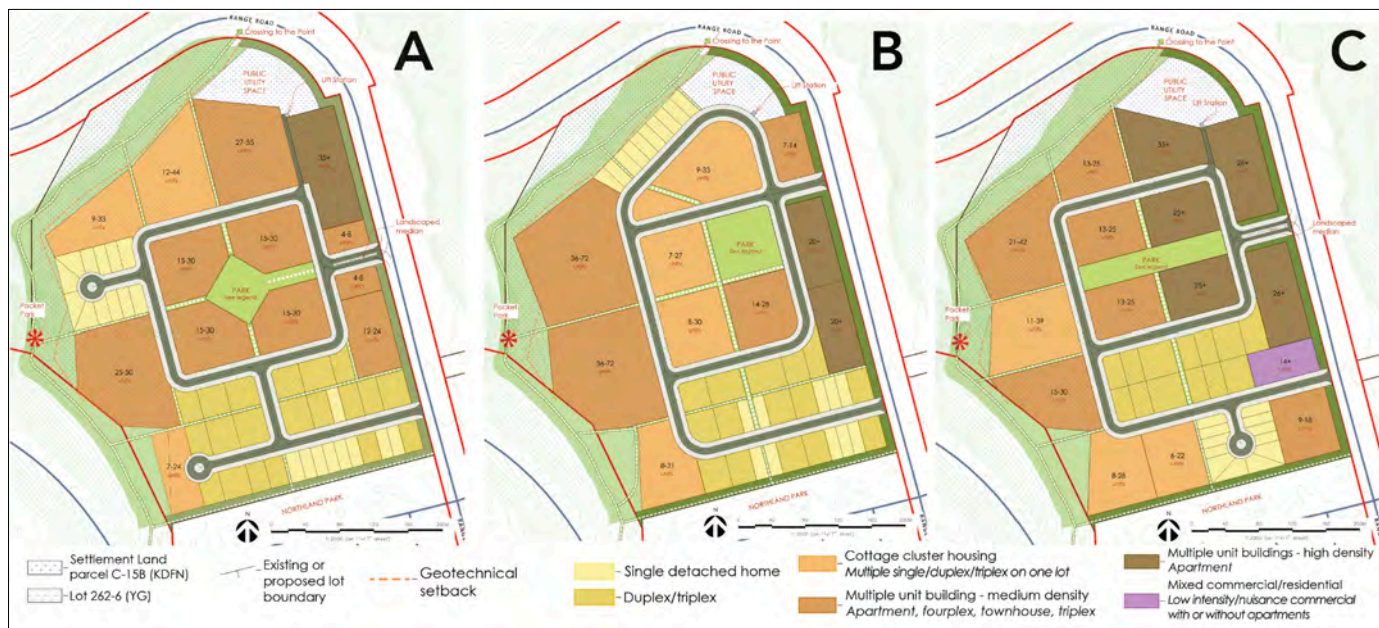
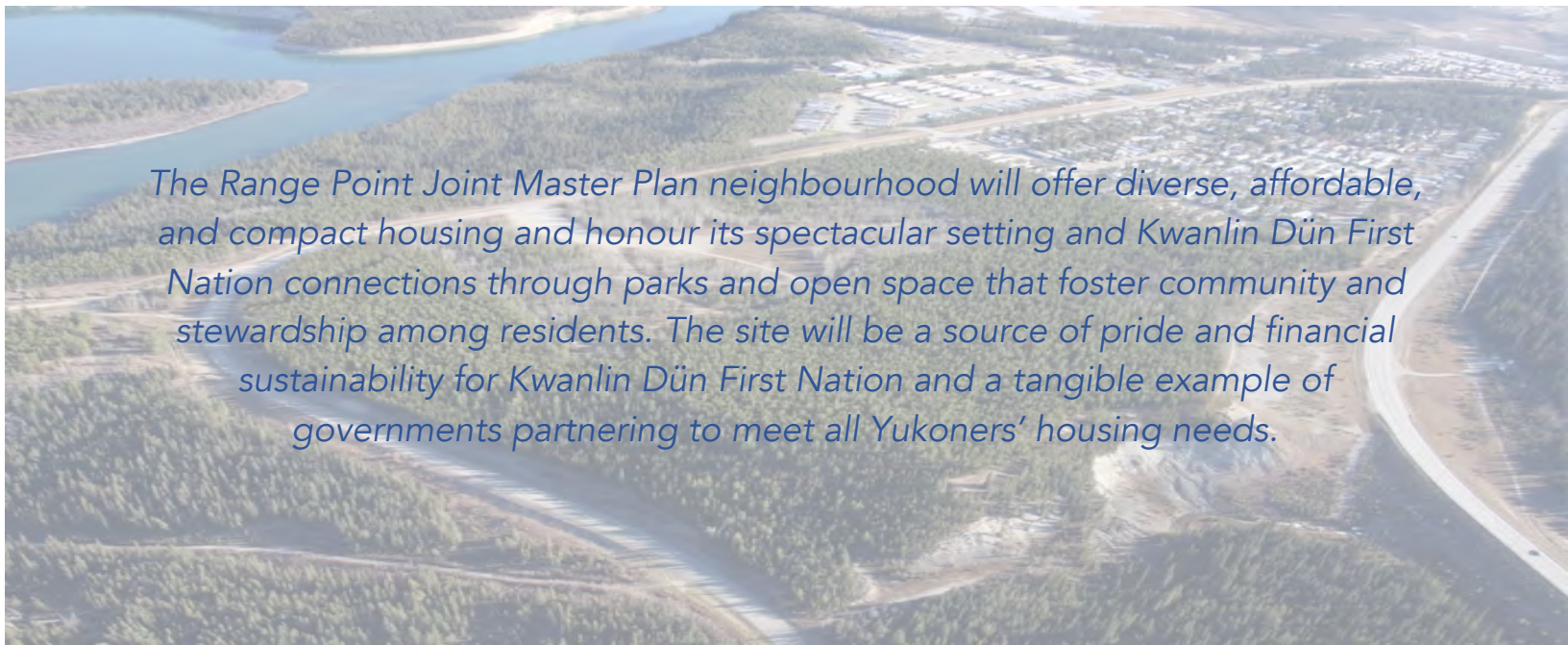


Figure 9. Preliminary concepts A, B and C

3.0 Neighbourhood Vision



The Range Point Joint Master Plan neighbourhood will offer diverse, affordable, and compact housing and honour its spectacular setting and Kwanlin Dün First Nation connections through parks and open space that foster community and stewardship among residents. The site will be a source of pride and financial sustainability for Kwanlin Dün First Nation and a tangible example of governments partnering to meet all Yukoners' housing needs.

3.1 Goals

The objectives for the new development area flow from the overarching vision and include the following:

1. Enhance resident quality of life with convenient access to nature, quality park spaces, and trails.
2. Offer a diversity of housing choices that cater to residents with different life stages, incomes, and lifestyles.
3. Create a compact, walkable neighbourhood and strong connections for all modes of transportation.
4. Protect, honour, and celebrate the site's unique context and values.
5. Foster a sense of community and shared stewardship.
6. Create a positive "brand" for KDFN residential leaseholds and generate revenues for KDFN.
7. Complement and enhance the Range Point neighbourhood and offer amenities for both new and existing residents.

3.2 Neighbourhood Concept

As illustrated in the Neighbourhood Plan contained in Appendix B, the Master Plan articulates its vision and achieves its goals through a variety of design, planning and policy elements, including:

Goal #1. Enhance resident quality of life with convenient access to nature, quality park spaces, and trails.

- A central park space with a variety of active and passive leisure programming serves as the key neighbourhood gateway and connects to natural surface trails via green corridors
- Retention of mature forest around the periphery of the neighbourhood buffers from adjacent development and enhances residents' connectedness to nature
- Protection and enjoyment of Chasàn Chuà/McIntyre Creek viewsapes for all residents and maintenance of Range Road aesthetics
- Place and context-sensitive landscaping that replicates the local ecology to the extent possible

Goal #2. Offer a diversity of housing choices that attract residents with different life stages, incomes, and lifestyles.

- Capacity for approximately 387 housing units and an estimated 889 residents
- A mix of housing choices ranging from traditional single and semi-detached homes to townhomes and apartments within a cohesive and unified residential character
- Facilitation of a variety of housing tenures, including fee simple, leasehold title, strata ownership, and market and non-market rental

Goal #3. Create a compact, walkable neighbourhood and strong connections for all modes of transportation.

- A central block that sets an easily navigable quasi-grid road pattern and creates short, walkable distances between key neighbourhood destinations
- Tree-lined streets, on-street parking and street-oriented development creates a higher quality, safer public realm
- Convenient access to transit, public bicycle storage and active transportation networks

Goal #4. Protect, honour, and celebrate the site's unique context and values.

- Neighbourhood character and placemaking that draw inspiration from nature and Yukon First Nation visual traditions
- Development setbacks from the Chasàn Chuà/McIntyre Creek escarpment and corridor and establishment of trail networks that offer views to but maintain distance from this important wildlife corridor
- Use of language, culture and place names to celebrate the millennia-long occupation of the area by First Nation people and share this legacy with newcomers
- Retention of mature trees to the extent possible and replication of natural site ecology using native plantings

Goal #5. Create a sense of community and shared stewardship.

- Distribution of housing types around the site to encourage social cohesion and mixing
- Small neighbourhood size and strategically located gathering spaces that invite different groups to meet and interact
- Education of residents and visitors about the cultural and ecological values of the Chasàn Chuà/McIntyre Creek area through site interpretation
- Intentional use of participatory placemaking to empower and involve residents in shaping how their neighbourhood evolves
- Gateway landscaping and placemaking features welcome people into the neighbourhood

Goal #6. Create a positive “brand” for KDFN residential leaseholds and generate revenues for KDFN.

- A smaller-scale development that allows KDFN to successfully establish its residential development “brand” and position leaseholds as an appealing housing option for Whitehorse residents
- A variety of multi-family parcels sized and zoned to provide flexibility and choice for private sector builders and partners
- An estimated 322 dwelling units housing an estimated population of 742 residents on C-15B, with associated income tax revenues contributing to financial sustainability for KDFN and its citizens and beneficiaries

Goal #7. Complement and enhance the Range Point neighbourhood and offer new amenities for both new and existing residents.

- Single detached and duplex lots to broaden the spectrum of housing in Range Point
- New active transportation infrastructure to connect the neighbourhood from north to south
- New parks and trails offering a neighbourhood gathering place and focal point
- Potential for neighbourhood commercial services on C-15B (subject to private sector interest)

4.0 Land Use Designations

4.1 Land Use Summary

The Master Plan for the site consists of 10 different land uses. The predominant land use is medium density multiple unit buildings at 28%. Parks, trails, open space, and green buffers/landscaping account for a combined 25% of the site. Roads and road rights-of-way and cottage cluster housing account for 13% each. Single detached and duplex housing account for a combined 14%, whereas medium to high density multiple unit buildings account for 5%. A summary is presented below and illustrated in the Land Use Plan in Appendix B.

Table 3. Land use summary

Land Use	Area (ha)	% of total area
Single detached housing	1.56	8
Duplex housing	1.17	6
Cottage cluster housing	2.36	13
Multiple unit building – medium density	5.15	27
Multiple unit building – medium - high density	0.91	5
Treed buffer or gateway landscaping	0.90	5
Perimeter greenspace	2.62	14
Neighbourhood parks and trails	1.06	6
Roads and road right-of-ways	2.48	13
Utilities	0.57	3
TOTAL	18.77	100

Note that land use areas and percentages are approximate for planning purposes and are based on the usable portions of the site (i.e., at and/or near development grade). Designated areas are subject to some refinement through final site design and engineering at the time of zoning and subdivision.

While the development area is located outside of the City's Urban Core area and the accompanying OCP density minimum requirement of 20 units/hectare, it is still helpful to track density. To aid with that, gross developable area is calculated at 15.88 hectares, factoring in setbacks and land set aside for public utilities. Refer to Table 4.

Table 4. Gross developable area

Original development area	18.45 ha
Development setback area	(2.00) ha
Public utilities	_.57) ha
TOTAL	15.88 ha

4.2 Residential Land Use

4.2.1 Housing and population density

The RPJMP development site is projected to result in approximately 387 new housing units including single detached, duplex, triplex, cottage cluster, and medium and higher density multiple unit dwellings. This intended variety of housing choices is facilitated by the range of zoning and accompanying lot sizes within the development site. The intent of the proposed mix and orientation of housing types is to foster a diverse

community that can accommodate a variety of income groups, household configurations, and age groups, while generally promoting more compact and affordable housing forms.

The RPJMP partners set out to utilize existing City zoning in this new development and specific zoning is assigned to each housing parcel to achieve the desired mix of residential density and forms. The different housing types, intended zoning and associated density requirements, and resulting unit ranges are summarized in Table 5 and illustrated in the Housing Plan and Zoning Plan presented in Appendix B.

Table 5. Housing units summary

Housing Type	Intended Zoning	Density (units per ha)	Area (ha)	Total Units
Single detached home	RCS2	n/a	n/a	29
Duplex	RCS2	n/a	n/a	30
Cottage cluster housing	RCM3	15-55	2.36	35-129
Multiple unit building – medium density	RCM	25-50	5.36	134-267
Multiple unit building – medium - high density	RM	25+	0.91	22-68 ¹
TOTAL HOUSING UNIT COUNTS				250 - 523
HOUSING UNIT AVERAGE				386.5

KDFN's C-15B is anticipated to provide 322.5 of the anticipated 386.5 units on the site, amounting to about 83% of housing. YG's Lot 262-6 is anticipated to contribute 64 units, or 17%. Based on the average housing counts for each parcel and the Yukon's average dwelling size of 2.3 people per household (YBS, 2021), the new neighbourhood is expected to house about 889 people in total (742 on C-15B and 147 on Lot 262-6). Refer to Table 6.

Table 6. Breakdown of housing units and population by land parcel

Housing Type	C-15B					LOT 262-2				
	Area (ha)	Min. # units	Max. # units	Min. pop.	Max. pop.	Area (ha)	Min. # units	Max. # units	Min. pop.	Max. pop.
Single detached home	n/a	15	15	35	35	n/a	14	14	32	32
Duplex	n/a	10	10	23	23	n/a	20	20	46	46
Cottage cluster housing	1.61	24	88	55	202	0.75	11	41	25	94
Multiple unit building – medium density	5.23	131	262	301	603	0.11	3	5	7	12
Multiple unit building – medium - high density	0.91	22	68 ²	51	156 ³	-	-	-	-	-
SUB-TOTALS	7.75	202	443	465	1019	0.86	48	80	110	184
AVERAGES	-	322.5		742		-	64		147	

¹ There is no maximum density for RM zoning; it was assumed to be 3 times minimum.

² See above

³ See above

These estimates represent averages only. If built out to minimum density, the site could accommodate as few as 250 units and 575 people. If built out to maximum density, the site could accommodate as many as 627 units and 1442 people. Neither scenario is considered likely given the challenges of meeting setbacks and other zoning requirements (e.g., parking) and the likely desire of future lessees/builders on multi-unit parcels to balance density and liveability.

Based on the projected average housing count and gross developable area, the anticipated overall density of the development is calculated at 24.3 units/hectare ($386.5 \text{ units} \div 15.9 \text{ gross hectares of developable land}$). This comfortably meets the 2040 OCP Urban Core residential minimum density standard of 20 units/hectare (even though this does not apply to the Range Point neighbourhood).

4.2.2 Housing types

- *Single detached*

The Master Plan provides for 29 single detached housing lots within the southern third of the development site and a portion of the northwest. The lots are oriented almost exclusively north-south along the southern access road, southern segment of the interior road, and the cul-de-sac. Most of the southern lots are roughly on par or slightly larger than the minimum 490 m² requirement in the Comprehensive Residential Single Family (RCS2) zone, while the cul-de-sac lots are slightly larger. The north-south orientation facilitates housing design that maximizes passive solar heating in the winter months. None of the lots are large enough to accommodate duplex development under the zoning; garden and/or living suites could potentially be allowed (subject to other Zoning Bylaw requirements).

- *Duplex/semi-detached*

The Master Plan provides for 30 semi-detached or duplex lots within the southern third of the development site. The lots are oriented north-south along the southern access road, southern segment of the interior road, and a short cul-de-sac. This north-south orientation will help to maximize passive solar gains during the winter months. Most of the duplex lots are slightly larger than the minimum 780 m² combined area requirement in the Comprehensive Residential Single Family (RCS2) zone. None of the lots are large enough to accommodate triplex development under the zoning; however, garden and/or living suites could potentially be allowed (subject to other Zoning Bylaw requirements such as setbacks).

- *Cottage cluster*

The Master Plan provides for 2.46 hectares of cottage cluster housing on two parcels, one located on Lot 262-6 (1.61 ha) and the other on C-15B (0.75 ha). The Cottage Cluster Homes (RCM3) zone allow for the development of multiple ground-oriented single detached, duplex, and triplex housing units on one lot. The siting of the two cottage cluster housing parcels on the western escarpment is intended to facilitate innovative and aesthetically appealing development along this important viewshed.

RCM3 is a relatively uncommon zoning in Whitehorse. To date it has not been applied in a manner that completely fulfils the original spirit and intent of the cottage cluster housing movement. The traditional hallmarks of cottage cluster development include shared amenity space, smaller and more affordable homes (compared to conventional single detached), common buildings and parking areas. This flexibility allows for more efficient use

of land compared to single detached housing, while providing for a sensitive transition from single detached housing (with thoughtful attention to building siting and massing). The RPJMP site creates a new opportunity to nudge Whitehorse residential options further in this direction.

- ***Multiple unit – medium density***

The Master Plan provides for a combined total area of 5.34 hectares of medium density multiple unit residential housing distributed across five lots ranging from 0.11 to 1.92 hectares in size. Four of the lots are located on C-15B; except for a small parcel on the western end of the shared block, lots are in the 1-2 hectare range that Whitehorse-based home builders expressed an interest in during market research undertaken for the Master Plan. Only a small 0.11-hectare medium density multiple unit parcel is located on Lot 262-6.

A variety of medium density housing types – apartment, fourplex, townhouse, and triplex - are permitted by the Comprehensive Residential Multiple Family (RCM) zoning intended for these parcels. Care should be taken to ensure private residential buildings complement and successfully transition to adjacent public spaces, such as the escarpment and central park.

- ***Multiple unit – medium - high density***

The Master Plan provides for a combined total area of 0.91 hectares of medium-to-high density multiple unit residential housing contained on one Range Road-adjacent parcel on C-15B. The Residential Multiple Housing (RM) zoning intended for this parcel allows for any physical arrangement of three or more dwelling units with a minimum 25 unit/ha density but no maximum. A 10-metre treed buffer will provide separation and noise attenuation from Range Road and maintain semi-natural viewsapes along this well-used transportation corridor.

4.2.3 Residential policies

The specific configuration and densities of dwelling units across the neighbourhood will largely be dictated by market conditions, builder preferences, and zoning requirements. The Zoning Bylaw will provide specific guidance for how lots and housing are developed. While respecting the authority of the bylaw and discretion of individual owners and builders, the Master Plan makes suggestions to future lot owners, lessees and builders in fulfilling its vision and intent. These are contained in Appendix C.

4.3 Parks, Open Space and Trails

The new development's proximity to Chasàn Chuà/McIntyre Creek and Yukon River lend it a spectacular natural setting. KDFN citizens indicated high quality parks, open space, and trails as the key criteria for a successful development, while Range Point residents spoke to a strong desire to retain as much of the area's existing natural character as possible. This direction is reflected in an approach that seeks to maintain the area's natural assets and provide a complementary built environment that offers more structured leisure opportunities. Refer to the Parks, Open Space and Trails Plan in Appendix D.

4.3.1 Park spaces

- ***Central park***

The neighbourhood will be oriented around a central 5108 m² park space containing a mix of active and passive programming elements that attract a diversity of users and encourage frequent visitation. The park concept (refer to Appendix C) allows for a phased, people-centered approach to making this vital space reflective of resident values and preferences.

A natural playground, picnic and gathering areas, pathways, and entry features will act as park focal points and are considered priority park elements. The park will provide an appealing gateway from the main neighbourhood access point on C-15B. Banners, seating, and welcome features will invite visitors in and crushed granular pathway "spokes" will provide connections to the street and facilitate internal circulation.

Park spaces not occupied with built features or open lawn areas will be seeded with a native low grass and wildflower mix which will require less frequent maintenance and will provide a more diverse park landscape and improved habitat. A water connection will be provided to the park, including a quick coupling irrigation valve for water access, and standpipe/water tap for a potential future community garden.

Priority programming elements and park landscaping will be developed as part of the initial phase of park development. Phase 2 elements could include a variety of features, including a small bicycle pump track or skills area for children that could integrate with landscaping. There is also sufficient space for another major park element, such as a community garden, outdoor rink, or volleyball court. These latter amenities could be selected through a participatory neighbourhood planning exercise. Native low grass and wildflower would serve as a "placeholder" ground cover serving to create a more aesthetic interim space.

The park will adjoin the central medium density multi-unit residential parcel to the west and south. Care will need to be taken to optimize the Crime Prevention Through Environmental Design benefits of this co-location while still allowing for some degree of privacy for both residents and park users. Thoughtful transitions between public and adjoining private space will help to ensure that both realms are clearly delineated and visually complementary. The planting of trees around these edges is one example; low shrubs and trees with higher canopies are recommended to ensure "eyes on the park." Sight lines into the park from the road should similarly create a sense of increased safety and resident surveillance from unwanted activity.

- **Pocket park**

The western escarpment of the development site offers views of Haeckel Hill and westerly and southerly exposure. A parkette, or “pocket” park, will provide a quiet, contemplative space to enjoy both and will be accessed via a new natural surface trail spoke from the central block, as well as the escarpment trail. The parkette will defer to its natural setting and built features will be limited to benches and interpretive signage. Seating will help to augment the experience of the escarpment trail for Elders and young children. Refer to the detailed parks concept in Appendix D.

4.3.2 Natural surface trails

The plan reflects the strong preference of KDFN citizens and Range Point residents to retain natural surface trails to the extent possible. The well-used escarpment trail that borders the development to the west and north will be retained, along with the trail that straddles the boundary between Northland Park and Lot 262-2. A network of new natural surface trails will allow for circulation between the neighbourhood and these important trails. Refer to Section 5.1.2 for an overview of paved trails.

6-metre wide trail corridor spokes radiate from the center of the neighbourhood in three directions and there is a 3-metre wide corridor at the west end of the cul-de-sac. A new 90-metre segment of trail will be constructed in the vicinity of the stormwater pond. The plan envisions 1.5-metre wide natural surface trails being developed within these corridors to replicate the look, feel, and functioning of the escarpment trail and facilitate use by pedestrians, cyclists and even wheelchairs. To achieve a natural trail experience in these corridors, careful and complementary landscaping treatment may be required where grading activities necessitate the removal of native trees. Refer to Figure 10.

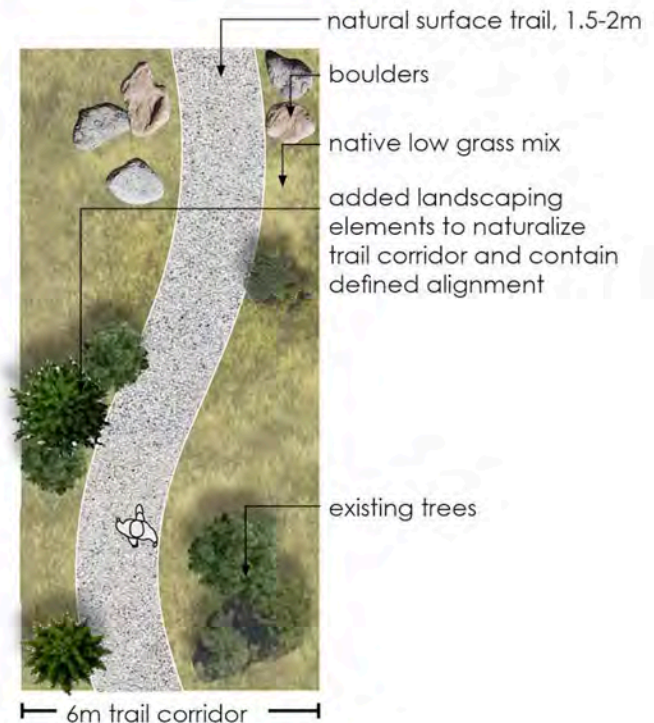


Figure 10. Plan view of conceptual trail corridor treatment

4.3.3 Buffers and landscaping

As committed to in the Range Road North Neighbourhood Plan in 2014, a 10-metre treed buffer will be retained between Northland Park and the new subdivision. The plan extends this green buffer to the eastern edge of the development site as well, allowing for more privacy for residents of the Range Road parcels and a more pleasing, natural Range Road viewscape.

Landscaping treatments will be applied in five key areas: north road access on C-15B; central park space; adjacent to sidewalks (i.e., street trees); trail corridors; and stormwater retention pond.

The extent of landscaping applied in each will depend on the degree of existing site disturbance and the amount of clearing and/or disturbance required for grading and construction. The overlap of the central park space and north road entrance with the cleared portion of the site requires full landscaping treatment. Trail corridors overlap with existing forest cover and will be left as natural as possible, with landscaping applied where clearing is required for site grading. Refer to Sections 4.3.2 and 4.4.2 for examples of trail and pond landscaping.

4.3.4 Placemaking

The parks, trails and open space components offer an opportunity to create a distinct sense of place that will differentiate this new development from others. A unique neighbourhood identity serves to foster belonging and stewardship among residents and competitively position lots in the marketplace. Placemaking efforts will be prioritized in the central and pocket park spaces but could apply to other neighbourhood elements such as trail and street signage and utility boxes. Placemaking should reflect the site's First Nation origins and KDFN citizen and Range Point resident values by emphasizing natural materials and nature and culture-inspired themes. This is an excellent opportunity to engage KDFN artisans and citizens. Refer to Appendix D for initial placemaking concepts.

4.3.5 Prior City parks and open space amenity commitments

The 2014 Range Road North Neighbourhood Plan committed to three major parks and open space actions:

- Establishment of a formal trail network and accompanying signage;
- Exploration of a municipal-level park at the Point; and
- A linear park along Range Road.

A feasibility study for Point Park was completed in 2016 but there has been no further implementation of its recommendations, nor the other committed actions.

These public amenity features were intended to enhance resident quality of life in this relatively dense and underserved neighbourhood. Further, they could add considerable value and appeal to new lots and housing that will be developed on the RPJMP site. There are implementation synergies between the RPJMP development, pending reconstruction of Range Road, and these Range Road North Plan action items. The RPJMP partners should revisit these items as part of development agreement discussions with the City at both administrative and political levels.

4.3.6 Parks, trails, and open space policies

Notwithstanding the landscaping and amenity space requirements set out in the Zoning Bylaw, the following policies are intended to provide reinforcing and/or supplementary guidance to the RPJMP partners and future lot owners/lessees and/or builders in fulfilling the vision and intent of the Plan:

1. Prioritize the retention of existing trees on the site and resulting lots throughout all stages of design and construction, with particular care given to trail corridors.
2. Prioritize high quality, durable, natural materials (such as wood, metal, and stone), and nature-inspired elements in the design of park amenities.

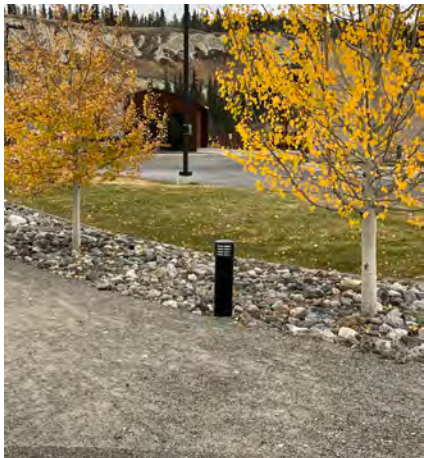
3. Prioritize accessibility for all ages and abilities in the design of central park space elements such as seating and granular pathways.
4. Provide a water connection to the central park space for irrigation.
5. Incorporate First Nation history, heritage, language, legend, stories, and place names into interpretive signage, park names and placemaking features (this is consistent with KDFN Community Lands Plan Heritage Policy #3).
6. Incorporate environmental and stewardship themes into interpretive signage, park names and placemaking features.
7. Utilize native and near native salt tolerant species for street trees adjacent to roads and sidewalks that may be subject to winter clearing and salting.
8. Utilize native low grass and wildflower mix (unmowed) for areas that require low maintenance such as undeveloped areas of the central park space, landscaped boulevards, and the bottom of the stormwater pond.
9. Consider park lighting where it can increase winter use of active park spaces or increase perceptions of safety along important connector trails.
10. Establish an accessible, naturalized network of trails and corridors by:
 - Proactively developing new natural surface trails and accompanying trail corridor landscaping elements as an integrated unit during construction (to anticipate desired routes)
 - Aligning and constructing new natural surface trails to mimic the existing escarpment trail (i.e., slight meanders) and to add interest and a natural feel
 - Constructing trail treads to provide a smooth travel surface with positive drainage
11. Create a participatory neighbourhood planning opportunity to select the Phase 2 elements for the central park, using the RPJMP engagement results as a starting point.
12. Consider opportunities to involve neighbourhood residents in the planning and future stewardship of the Chasàn Chuà/McIntyre Creek Regional Park (this is consistent with KDFN Community Lands Plan Wildlife Policy #2).
13. Work with the City of Whitehorse to develop an implementation plan for Point Park, linear park, and trail network commitments made in the 2014 Range Road North Neighbourhood Plan.
14. Work with the City of Whitehorse to explore options for fulfilling some of the amenity space requirements for multi-family residential developments through contributions to the central park space.

Refer to Figure 11 for neighbourhood character examples for inspiration and guidance in implementing the parks, open space and trails policies. A recommended native plant list is included in Appendix E.

Figure 11. Neighbourhood character examples – parks, open space and trails



Above: samples of native plants
Below: crushed granular pathway and lighting



1.5-2.0m wide natural surface trail on the McIntyre Creek escarpment



Sensitive, semi-transparent transition between public and private spaces



Nature-themed wayfinding



Seating with natural elements



Fire circle and natural seating



Viewing deck and interpretive panel



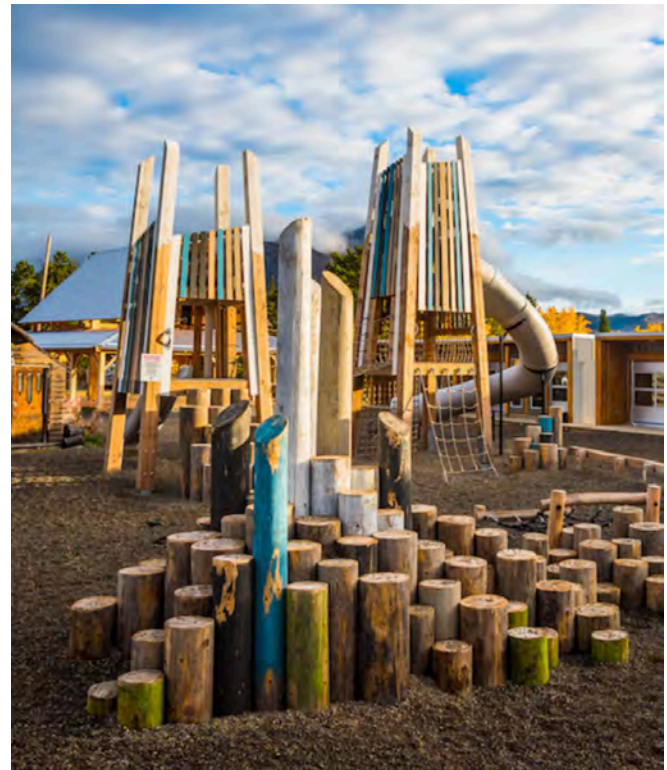
Community garden



Bicycle playground nature-themed features



Bike skills park features



Natural playground inspired by a First Nation creation story

4.4 Public Utilities

0.57 hectares of the new development will be allocated to public utility functions. These are described in the following sections, as well as Section 5.0 and Appendix F.

4.4.1 Lift station

A sanitary lift station, sized approximately 8x10 metres, will be located in the southwestern corner of the development site on Lot 262-6. A generator, pumps and control systems will be located inside the building, while the wet well will be located outside. A 6-metre wide gravel access road (with a 9-metre right-of-way) will connect from the paved road network. A separate, public utility zoned parcel will be created to house the access road and lift station. The property will be fenced and gated. This lift station will be highly visible to escarpment trail users and Mountain View Drive traffic, and negative aesthetic impacts should be avoided to the extent possible.

4.4.2 Stormwater pond

The new RPJMP development will alter the surface drainage regime via introduction of impervious surfaces, grading, and direct drainage routes. Best practice dictates that stormwater should match pre-development discharge conditions (i.e., flow rates, water quality, and discharge locations) to receiving waterbodies. This will be achieved with a dry stormwater management pond (SWMP) in the northeastern corner of the site on C-6B.

The proposed SWMP will limit discharge to the 1-in-5 year pre-development discharge rate and will be sized to temporarily store the difference between the pre-development and post-development flow rates. The pond will be designed to have a maximum depth of 3 metres during the 1:5 year storm event and will include an emergency overflow structure to safeguard the surrounding land parcels. Refer to Section 5.4 for more details on the pond outflow.

The stormwater pond presents a specific landscaping need. The pond will be dry for most of the time, but the bottom will need to be erosion resistant during high water events. The pond's 4:1 sideslopes on its north and eastern edges will lend it the appearance of a gradual slope and crowning plateau ranging from 1-3 feet high from the adjacent trail; residents in the multi-unit residential parcel to the south will see a depression. In both cases, landscaping will be installed to create sensitive transitions between both residential and natural spaces and this engineered earthen feature, as well as avoid the establishment of undesirable invasive species. Refer to Figures 12 and 13 for a conceptual landscaping approach.

Access to the pond for maintenance purposes would ideally be provided from the interior of the development site to avoid the construction of a 6-metre access road (within 9-metre right-of-way) across the perimeter trail corridor connecting the escarpment to the crossing to the Point (and negatively impacting trail user experience in the process). A 9-metre access easement should be registered across the parcel adjoining the pond; this would overlap with the corridor required for access to and maintenance of the northernmost section of storm main (refer to Section 5.4).

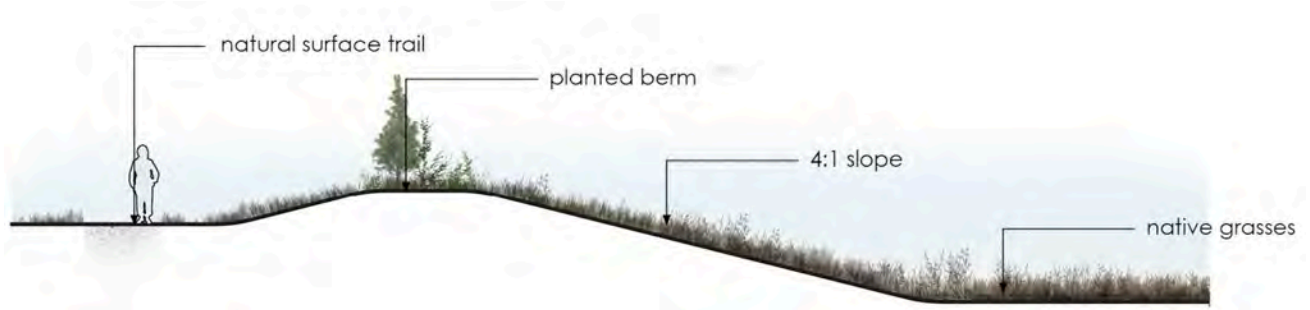


Figure 12. Profile view of stormwater pond landscaping adjacent to trail corridor

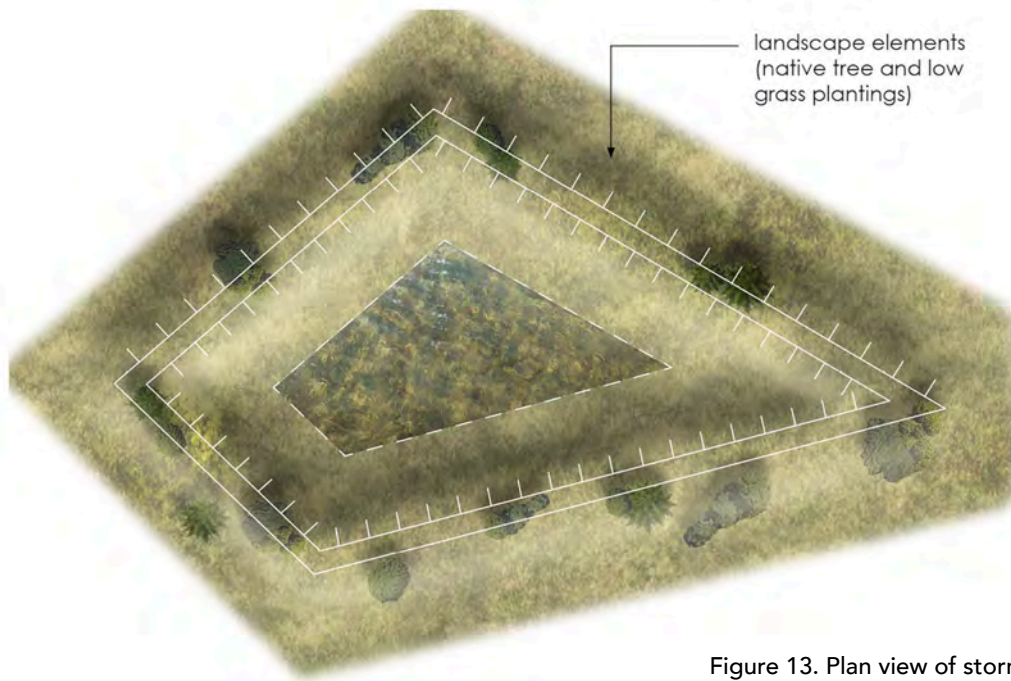


Figure 13. Plan view of stormwater pond landscaping

Refer to Figure 14 for neighbourhood character examples for inspiration and guidance in implementing the public utilities policies.

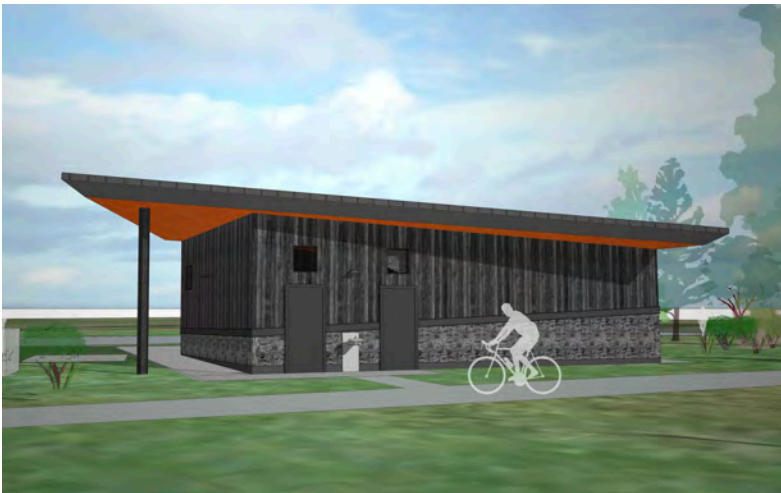
4.4.3 Public utilities policies

1. Ensure access to the SWMP and connecting mains via an easement through the adjacent parcel.
2. Consider lift station and associated fencing design and material choices that integrate well with the adjacent escarpment landscape.
3. Landscape the stormwater pond using native species to integrate with the adjacent trail corridor and utilize native low grass and wildflower mix (unmowed) for the bottom of the stormwater pond.

Figure 14. Neighbourhood character examples – public utilities



Proposed City of Calgary lift station design using wood and natural design elements



Proposed City of Calgary lift station design for a park space



Vegetated dry stormwater pond

5.0 Neighbourhood Infrastructure and Services

The provision of infrastructure at the level of urban servicing is essential to meet the needs of the new RPJMP development. Infrastructure will aim to be cost effective, respect the environment, and conserve water and energy resources. While identified conceptually in the Master Plan and specific infrastructure requirements will be determined as part of the development agreement with the City and detailed engineering design.

The following section and the Transportation Plan and Utilities Plan in Appendix B offer a general description of infrastructure. More detail is provided in the preliminary engineering designs and accompanying technical memorandum included in Appendix F.

5.1 Transportation Network

5.1.1 Automobile travel

- ***Existing road network***

The new development is situated west of Range Road, a northbound-southbound two-lane undivided Minor Collector Road with a posted speed of 50 km/hr. Mountain View Drive is a northbound-southbound two-lane undivided arterial road that provides major connection between downtown and the neighbourhoods on the north end of the city, primarily Whistle Bend and Porter Creek. Mountain View Drive and Range Road intersect about one kilometre south of the new development. This signalized intersection will serve as the main access point to and from the new development. The alternate access will be the intersection of Whistle Bend Way and Range Road, about 1.5 kilometres to the north.

The southern portion of Range Road North was reconstructed in 2012 and there is a marked cycling lane and separated paved pathway on the west side of the road. The reconstruction ends at Crow Street. The reconstruction of the northern portion of Range Road has been committed to by the City but timing is unconfirmed at this point.

- ***New road network***

The Master Plan sets out a simple road network oriented around the central block and two accesses, a southern entrance on Lot 262-6 and northern entrance on C-15B. The location of new accesses from the development to Range Road follows the Transportation Association of Canada's Geometric Design Guide for Canadian Roads standards for minimum intersection spacing and sight distances. A cul-de-sac spurs off the central block to provide access to the small cluster of single family homes on the western escarpment.

The road right-of-way is 20 metres wide, with two 4.5-metre shared driving lanes designed to accommodate on-street parking. This conforms with the City of Whitehorse's Servicing Standards Manual (SSM) for local roads and is the standard being applied to similar road networks throughout new neighbourhoods such as Whistle Bend. The road network reflects Complete Streets principles by including traffic calming features such as on-street parking and street trees. Additional measures could be taken to maximize safety.

- **Traffic-oriented improvements**

A Traffic Impact Analysis (TIA) conducted for the RPJMP project predicted that 27% of vehicle trips generated by the new development will be northbound, with the remaining 73% southbound. The TIA modeled traffic impacts at the 2032 and 2042 horizon years and made several recommendations for improvements. Refer to Table 7.

Table 7. Summary of traffic improvement recommendations

Year	Traffic Issue	Recommended Improvement
2032	<ul style="list-style-type: none"> • Eastbound left turn and through movement at Mountain View Drive and Range Road is expected to approach or exceed capacity during the PM peak hour at minimum housing count • Westbound left and right turn movement at the Whistle Bend Way and Range Road is expected to perform with long average delay during PM peak hour at minimum housing count 	<ul style="list-style-type: none"> • New intersection configuration is recommended for Mountain View Drive • Monitoring
2042	<ul style="list-style-type: none"> • Eastbound left turn and through movement at Mountain View Drive and Range Road is expected to approach or exceed capacity during the PM peak hour at minimum housing count 	<ul style="list-style-type: none"> • Minor adjustments to signal timing

Background traffic conditions – specifically the impacts of continued Whistle Bend build-out on Range Road and Mountain View Drive - are the more significant issue. The TIA noted that, even without the new development, the Mountain View Drive/Range Road intersection is expected to operate at the lowest Level of Service with high delays and volume to capacity ratios by 2032 and cites the improvements recommended in the 2012 TIA for Whistle Bend, which include widening Mountain View Drive to four lanes and signal timing/phasing at Range Road/Mountain View. (Note that the same TIA recommends additional improvements to manage traffic by 2042).

5.1.2 Active travel modes

- **Walking**

The proposed road network meets key requirements for Complete Streets that accommodate all modes of travel safely. Pedestrian traffic will be accommodated with 1.5-metre wide sidewalks buffered from the vehicle lanes by street trees. Multiple internal crosswalks facilitate internal pedestrian circulation. Three marked pedestrian crosswalks are envisioned for Range Road, one at each road access, and another at a proposed new crossing to the north of the development.

The northern crossing is intended as a “compromise” intervention to a potentially problematic situation. Currently, pedestrians cross Range Road in the middle of the curve when traveling between the escarpment trail and the trails and Point Park site east of Range Road. Sight lines are poor in the curve, making this crossing dangerous, although the current volume of pedestrian traffic and vehicle traffic is relatively low. The addition of 890 new residents to this corner of Range Point, combined with a future Point Park and increased traffic along Range Road will likely increase the potential for collisions. Pedestrians are unlikely to detour 220 metres south along Range Road to make the crossing at the road entrance. This northern pedestrian crossing reduces that distance to about 100 metres and is uses an advance warning light for eastbound vehicles. YG and KDFN will work with the City to determine whether the crossing is possible and desirable at that location during detailed design.

One section of 2-metre wide paved pathway is planned for the interior of the neighbourhood, along with a 2-metre paved pathway on the west side of Range Road (see below section). The Plan contemplates an additional east-west trail paved pathway connection to Range Road through the medium-high density (RM zoned) parcel. A trail connection here should be confirmed in the detailed design phase, pending consideration of how a trail could be formalized (i.e., easement, public access trail, or private amenity requirement) and implications to construction costs and development/market implications of creating two parcels (instead of one).

- **Cycling**

A dedicated cycling lane was not deemed necessary and cycling within the development will be accommodated either on the sidewalks or within the shared driving lane. Class 2 bicycle parking (i.e., bike rack) is provided at the central park space. The Zoning Bylaw will provide guidance on bicycle parking for multi-family residential buildings.

A 2-metre paved pathway on the west side of the Range Road right-of-way, planned as part of pending road upgrades, will extend from the southern limit of the subdivision to the planned crossing to future Point Park. The City has indicated some potential for the trail between Northland Park and Lot 262-2 to be incorporated into the preferred routing of a future Whistle Bend connector paved pathway.

5.1.3 Transit

There is currently transit service to the Range Point neighbourhood. While specific future transit routing is unknown, the plan anticipates that the new development will be serviced via two stops situated just south of the two road access points along Range Road. This represents a 375-metre maximum walking distance between residences and transit, which meets the 400-metre standard the City is working to achieve. Depending on routing at the time of build-out, an additional stop could be included along the central road loop and buses could use the neighbourhood as a turn-around point.

5.1.4 Parking

Parking will largely be dictated by the requirements set out in the Zoning Bylaw. For single family and duplex, a minimum of one off-street parking space is required. For multi-family buildings, which may or may not be ground-oriented, the minimum requirement is one off-street space per dwelling unit and one additional space for visitor parking per seven dwelling units. A brief comparative analysis for the TIA determined that this requirement may be insufficient and recommended increases, but this may hinder developer flexibility and increase building costs without an equivalent benefit.

The Zoning Bylaw sets out a minimum of 7.3 metres for an on-street parallel parking space. There are theoretically about 104 linear metres of street available next to the single family and duplex housing in the development⁴. Efforts should be made to maximize the amount of that available on-street space to facilitate parking. The City has encountered challenges with on-street parking with more recent developments in Whistle Bend and the details around on-street parking will need to be confirmed as part of development agreement discussions.

⁴ This assumes that triplexes are built on the two multi-family unit lots and each duplex, single, and triplex unit has a six-metre wide driveway (the maximum under the Zoning Bylaw). It also assumes that both sides of the street are available for on-street parking.

5.1.5 Recreational motor vehicles

The City's Snowmobile Bylaw and All-Terrain Vehicle (ATV) Bylaw establish the rules for recreational motor vehicles within the municipal boundary. ATVs are confined to motorized multiple use (MMU) trails, whereas snowmobile movement is generally less restricted. Both are allowed to use City streets for the purposes of connecting to the nearest MMU trail and/or permitted open space.

Currently the City's MMU trail network includes the portion of the west escarpment trail. The extension of this MMU trail further north does not align with the Master Plan and intended quality of experience along the escarpment trail; in fact, this activity may be better suited for the expansive Range Road corridor. The relocation of this routing away from the escarpment trail should be considered as part of trail network discussions with the City.

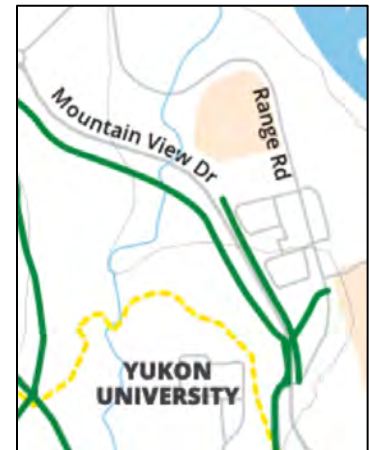


Figure 15. Motorized multi-use trail routing (shown in green) in Range Point (Source: City of Whitehorse)

5.1.6 Transportation policies

Notwithstanding the landscaping and amenity space requirements set out in the Zoning Bylaw, the following policies are intended to provide reinforcing and/or supplementary guidance to the RPJMP partners and builders in fulfilling the vision and intent of the Plan:

1. Ensure the pending reconstruction of the north section of Range Road complements the new development by:
 - Considering traffic calming measures in the detailed design, including the incorporation of the new crosswalks and proposed advance warning signal
 - Coordinating reconstruction with the connection of water mains to minimize disturbances to a newly reconstructed roadway
 - Revisiting the speed limit along Range Road to ensure safety for the pedestrian crossings
 - Creating a well-lit transportation corridor
2. Consider additional traffic calming approaches in final design of the RPJMP site road network by:
 - Considering traffic calming measures such as curb extensions and raised crosswalks in the detailed design
 - Considering reducing the internal road speed limit to 30 km/hr to encourage safety and comfort for pedestrians and cyclists
3. Revisit the potential for and merit of an east-west paved pathway connection through the medium to high density parcel adjoining Range Road during detailed design.
4. Incorporate First Nation language, legend, stories, and place names into road and street signage.
5. Provide winter maintenance to active transportation networks.

6. Increase transit service frequency to Range Road and consider supporting transit enhancement measures such as better transit information and improved transit stops.
7. Examine opportunities to integrate the new development with a paved Whistle Bend to Marwell pathway.
8. Revisit the Range Point snowmobile and ATV routing and confirm access points for the new development.

5.2 Water Servicing

The new subdivision will be serviced from the 450mm ductile iron watermain located within the Range Road right-of-way. Two watermain tie-in connections, each located at the road accesses, will provide more pressure, improved circulation and water quality, and frost protection redundancy in the event of repairs. A water model will be needed during detailed design to determine the required pipe diameters for fire flow and pressure requirements. All lots will be provided with recirculating water service stubbed 3 metres into the property, as per the City's SSM.

5.3 Sanitary Servicing

The Master Plan proposes servicing the development via a new forcemain located within the Mountain View Drive right-of-way along the perimeter of Northland Park and connecting to the Marwell Collection System via the sanitary sewer main just north of the intersection of Mountain View Drive and Range Road. The forcemain will extend from a lift station situated on newly created public utility parcel at the western end of Lot 262-6, accessed via a 6-metre gravel road and fenced for security. The sanitary sewer pipe network will be located within the road right-of-way and all lots will be provided with sanitary services stubbed three metres into the property, as per the SSM.

Refer to Section 4.4.3 for policy guidance on the lift station.

5.4 Stormwater

The new development will alter the surface drainage regime via introduction of impervious surfaces, grading, and direct drainage routes. Best practice dictates that stormwater should match pre-development discharge conditions (i.e., flow rates, water quality, and discharge locations) to receiving waterbodies. This will be achieved through the construction of a dry stormwater management pond (SWMP).

The proposed dry pond will limit discharge to the 1-in-5 year pre-development discharge rate and will be sized to temporarily store the difference between the pre-development and post-development flow rates. The pond will be designed to have a maximum depth of 3 metres during the 1:5 year storm event and will include an emergency overflow structure to safeguard the surrounding land parcels. During significant (i.e., 1:100 year) events, stormwater will be conveyed overland on the roadway to outlets at both the north and south road entrances, where they will discharge into the western Range Road ditch and on to the existing City stormwater conveyance system. Further investigation will be needed for these discharge points during detailed design to confirm whether erosion protection is required.

The routing of the stormwater pond outfall warrants further consideration. The toe-of-slope on the escarpment on the south side of the Chasàn Chuà/McIntyre Creek culvert on Range Road is more vulnerable to mass movement and erosional processes than the north side. While discharge is designed to meet pre-development rates, there may be merit in conveying pond outflow underneath Range Road to run along the north ditch, where it would discharge downstream of the culvert.

Refer to Section 4.4.2 for policies specific to the pond.

5.4.1 Stormwater policies

1. Ensure access to the northernmost section of storm main via a 9-metre easement along the eastern edge of the northeast multi-unit parcel on C-15B.
2. Further investigate the potential geotechnical implications of the two stormwater outfall routing options and determine whether the additional cost of crossing Range Range is warranted.
3. Review the major storm outlets during detailed design to determine if any erosion protection is required.

5.5 Power and Communications

There is currently an overhead three-phase power line and cable Internet (copper coaxial cables) located along the Range Road North corridor. New development will trigger the need to extend fibre optic line from Whistle Bend, which will ultimately benefit the broader neighbourhood. At the time of writing, ATCO Electric staff are reviewing the Master Plan concepts; the expectation (based on previous discussions) is that no offsite upgrades will be required to service the new development.

Street lighting, power and telephone/cable services will run underground following road alignments. Utility easements or right-of-ways must be acquired where services are located outside road limits, and shallow utilities will need to be coordinated to avoid conflicts with water and sanitary servicing to lots.

5.6 Granular Material

Granular material will be required for many aspects of development, including roadway construction, underground utilities installation (i.e., water, sewer, storm, and power and communications lines). Quantity estimates are as follows:

- Pit run – 21,000 m³
- Granular A – 16,000 m³
- Granular B – 16,000 m³

Note that these estimates are very preliminary (50% level of accuracy).

5.7 Other Municipal Services

As per other established neighbourhoods such as Whistle Bend, the Master Plan anticipates that miscellaneous services, such as snow removal and garbage/compost removal, will be arranged for by strata councils on multi-unit developments and snow removal on streets will be provided by the City.

The City has been working towards the consolidation of its snow storage locations throughout Whitehorse. There is currently no municipal snow storage in the Range Point neighbourhood. The plan assumes that the City will transport snow to the nearest storage location.

5.8 Neighbourhood Services

The Master Plan does not explicitly provide for any neighbourhood-serving commercial and/or public/institutional uses. However, a preliminary commercial potential analysis conducted during the background research phase identified some potential, particularly given the current lack of services in the Range Point neighbourhood. Future residents will presumably access services outside of the neighbourhood, the nearest service centre being the future commercial area of Whistle Bend (along Keno Way) or downtown. Two elementary schools (Takhini and the one currently under construction in Whistle Bend) are located within two kilometres of the development site. Porter Creek Senior Secondary School is located about 3.5 kilometres away.

There is also a 3.3-hectare Neighbourhood Commercial zoned parcel at the northeast side of the Range Road and Mountain View Drive intersection that may be developed in the future and would presumably accommodate some of the service demand generated by the new development.

5.8.1 Neighbourhood services policies

1. Consider rezoning, as needed, to allow for mixed use development on the C-15B parcels closer to Range Road.

6.0 Implementation

The Master Plan marks a key milestone in the two years of collaborative partnership between KDFN and YG. Its precedent-setting nature posed new questions along the way. As the plan transitions to implementation, flexibility and innovation will be required from the RPJMP partners and City of Whitehorse. The following section touches on the key tasks and strategic considerations that must be navigated to successfully implement the Master Plan.

6.1 Regulatory and Other Processes

6.1.1 Existing survey plan

The plan for Lot 262-6 was registered in 1988. The current practice in Yukon is to raise title for all parcels created in a survey plan at the time of registration with LTO. Title was not raised for Lot 262-6 in 1988 and City Land and Building Services staff recommended that LTO be consulted to ensure that the pre-existing survey plan and the parcel's untitled status do not pose issues when the new plan of subdivision is prepared and submitted for registration.

6.1.2 *Yukon Environmental and Socioeconomic Assessment Act*

Section 47(2)(b) of the *Yukon Environmental and Socioeconomic Assessment Act* (YESAA) requires an assessment for land development by either YG or KDFN. In addition, the development will trigger numerous activities listed under Schedule 1 of the Act, including:

- Construction, modification, or decommissioning of a public road, including a public road used only in winter (Part 6.10);
- Moving earth or clearing land using a self-propelled power driven machine (Part 13.12); and
- Leveling, grading, clearing, cutting or snow ploughing of the right-of-way of a power line, pipeline, railways line or road (Part 13.13b).

The YESAA assessment is anticipated to be a Designated Office level screening.

6.1.3 City of Whitehorse

Once the master plan is approved by Council, the RPJMP partners can rezone the entire development area (C-15B, Lot 262-6 and the unsurveyed triangle of Commissioner's land) as per the Zoning Plan in Appendix B. Rezoning will in turn facilitate the next step, the negotiation of a development agreement and subdivision approval.

A development agreement will be negotiated and signed between the RPJMP partners and City as a condition of subdivision and eventual transfer of roads, utilities, and public space to the City. The draft plan of subdivision will be reviewed for compliance with the *Subdivision Control Bylaw* in terms of the 10% public lands allocation and the approved draft plan will allow detailed engineering to proceed.

Detailed engineering design will be reviewed by the City for assurance that it meets the SSM. A construction completion certificate will be issued once the infrastructure is developed, followed by a warranty period and final acceptance certificate, which triggers the transfer of the new land and infrastructure by the City.

In addition to the development agreement, the City and KDFN will negotiate a service agreement setting out roles and responsibilities with respect to infrastructure and municipal service provision on C-15B. This agreement will need to respect the principles set out within the SGA. There is already precedent for this with the McIntyre subdivision, and the City's current negotiations with Chu Nii Kwän Development Corporation around the pending Copper Ridge subdivision should provide guidance. Due to KDFN's inability to transfer ownership of Settlement Lands, an alternate arrangement will also need to be captured in the agreement between the two governments.

6.2 Development Financing and Sequencing

The RPJMP partners have engaged in ongoing discussions around how to finance infrastructure development on both parcels in a manner that recognizes the high capital costs involved, KDFN's current financial capacity, and long-term income tax revenues that will transfer from future residents of C-15B to KDFN. The final arrangement may be precedent setting and accordingly require that new policy be developed by YG to ensure a coherent and consistent approach to other First Nations interested in undertaking land development in the future.

Infrastructure costs, whether assumed by YG and/or KDFN, could potentially be eligible for federal and/or other funding, with KDFN potentially eligible for First Nation-specific funding. Financing agreements will need to address cost sharing for the considerable project administration and consulting work that is yet to come, including detailed engineering design. One of the most challenging issues to navigate in this respect is the fair attribution of development costs to each partner. Each partner's respective contributions to parks and utility space that benefit the entire development, as well as housing unit contributions, could be factored in. The Range Road forccmain commitment made by YG as part of the Whistle Bend Yukon Asset and Construction Agreement with KDFN will also factor in.

The RPJMP partners plan to develop the site in one construction phase, pending the outcome of detailed design. The expectation is that YG will tender the work as it would for Whistle Bend or other new land development in Yukon. Construction will start with site grading, road construction, installation of deep utilities (i.e., water, storm and sanitary) and lift station and stormwater pond construction. Road surfacing, curbs and sidewalks, and installation of parks and landscaping will be completed in the final steps.

6.2.1 Development financing and sequencing policies

1. Negotiate a principles-based allocation of development costs based on benefits, provision of public services and amenities, housing densities, density contributions to OCP compliance, and previous funding commitments.
2. Work with the City to time reconstruction of Range Road North to align with the Range Road watermain connection for the new development.
3. Work with the City to cooperatively to integrate Range Point neighbourhood trail planning with trail design and installation of new trail alignments and accompanying signage.

6.3 Land Dispositions

KDFN's *Lands Act* is the enabling legislation for residential leases on C-15B. Residential leases are intended to provide long term tenure. Recent leases have provided a term of 125 years, and include mechanisms to maintain the value of the property, such as clauses on lease renewal. Most residential leases will require that "rent" be paid in full at the beginning of the lease term. With a lease registered in the Land Titles Office, leasehold purchasers may seek a mortgage with a financial institution, just as with a freehold title purchase. KDFN continues to work through policy and operational details associated with residential leasing.

Section 27 of the Act requires that KDFN give Citizens and Beneficiaries the opportunity to apply for an interest in respect of a planned development parcel prior to the general public. This provision will require additional policy and operational work in order to apply it to the Range Point multiple unit parcels. While KDFN has not yet determined the development model for C-15B, it will likely sell multiple unit leases to developers, who will build on them for resale as individual strata leasehold lots.

On most land development projects, YG will retain a third party appraiser to determine market pricing for lots to be made available by land lottery. Services are installed, final survey plans registered at Land Titles, and prepared lots are released to market at the appraised prices.

Given the importance of this neighbourhood in establishing a positive "brand" in the Whitehorse real estate market, the RPJMP partners should consider the issue of competition between the fee simple and leasehold tenures on Lot 262-6 and C-15B. Much of this will depend on KDFN's decision on leasehold pricing; if it adopts differential pricing (which occurs in markets such as Metro Vancouver and the Okanagan), this may be a lesser concern.

6.3.1 Land disposition policies

1. Ensure conformance with the provisions of the KDFN *Lands Act* in disposing of leasehold interests on C-15B.
2. Utilize the Master Plan report as a cornerstone for partner solicitation for the multi-unit parcels on C-15B.
3. Consider mechanisms to avoid inequity between lot offerings on Lot 262-2 and C-15B.

6.4 Next steps

The implementation of this Master Plan is anticipated to occur over the next few years, starting with the document's formal endorsement in 2023 and ending with the release of lots to the marketplace. Refer to Table 8 for an outline of key tasks and responsibilities moving forward. Note that many of these tasks will be undertaken concurrently, with some overlap.

Table 8. Preliminary implementation workplan

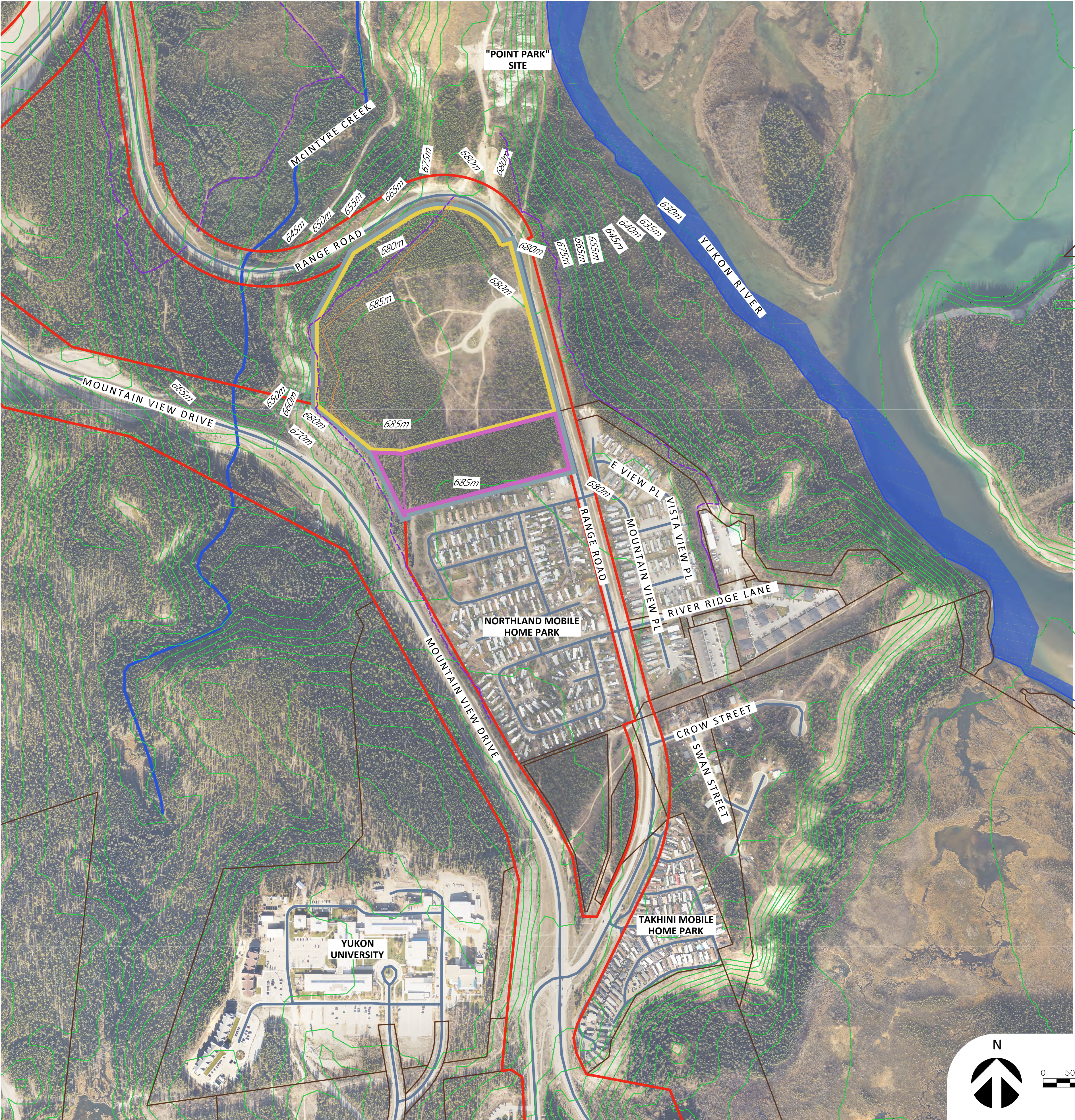
Task	Parties Involved	Anticipated Timeframe
Obtain Council endorsement	City	1-2 months
Initiate/complete YESAA application and review	YG, KDFN, YESAB	3-6 months
Apply for rezoning	YG, KDFN	3 months
Conduct further geotechnical testing	YG, KDFN	1-2 months
Prepare subdivision application	YG, KDFN, City	2-3 months
Prepare detailed engineering design	YG, KDFN	3-6 months
Establish development and service agreements (for subdivision approval)	YG, KDFN, City	3-6 months
Establish development financing agreement	YG, KDFN	2-3 months
Prepare construction tender	YG	3 months
Install infrastructure	YG, KDFN, City	2 years
Install parks and landscaping	YG, KDFN, City	3 months
Transfer assets to City	YG, KDFN, City	Unknown
Prepare land lottery and release of single/duplex/multi-family lots	YG, KDFN	3-6 months

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- Vector Research. July 2018. Yukon Government Scoping Analysis for First Nation Settlement Land Development. Prepared for Yukon Land Development and Land Management Branches.
- WSP. 2020. Whistle Bend Future Areas & Town Square: Environmental & Socio-Economic Assessment Report (YESAB Application). Prepared for City of Whitehorse.
- Yukon Bureau of Statistics. 2021. Age, sex at birth and gender, and type of dwelling: Census 2021. Retrieved from: <https://yukon.ca/sites/yukon.ca/files/ybs/fin-age-sex-at-birth-and-gender-and-type-dwelling-census-2021.pdf>

APPENDIX A

Site and Context Maps



LEGEND

- SITE AREA
- KDFN C-15B PARCEL
- LOT 262-6 GROUP 804 PARCEL
- LOT 262-6 / UNSURVEYED CROWN LAND
- CADASTRAL BOUNDARIES
- ARTERIAL ROAD ROWs
- ROADS
- CONTOUR (5m) INTERVALS
- WATER BODIES
- TRAILS
- 30m SET-BACK FROM TOP OF SLOPE

Prime Consultant



GROUNDSWELL
PLANNING

Subconsultants

Across the River Consulting



INUUKSHUK PLANNING & DEVELOPMENT INC.

kobayashi+zedda

LEFS
ASSOCIATES
Landscape Architects

Revisions

No.	Date	Status	By
1	FEB. 09, 2021	DRAFT ISSUE	SD
2	FEB. 18, 2021	DRAFT ISSUE	SD
3	MAY 21, 2021	DRAFT ISSUE	SD

DRAWING PROJECTION
nad83(CSRs) / UTM zone 8N or EPSG: 3155 in metres

Client



Project



Drawing Title

CONTEXT PLAN

Date FEBRUARY, 2021	ELAC Project No. 20-539
Scale (On 22 x 34 Inch Sheet) As Noted	Drawing No. 1.0
Drawn By SD	
Checked HR/JK	



LEGEND

- SITE AREA
- KDFN C-15B PARCEL
- LOT 262-6 GROUP 804 PARCEL
- LOT 262-6 / UNSURVEYED CROWN LAND
- CADASTRAL BOUNDARIES
- ARTERIAL ROAD ROWs
- ROADS
- CONTOUR (1m) INTERVALS
- WATER BODIES
- TRAILS
- 30m SET-BACK FROM TOP OF SLOPE



Revisions

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1	FEB. 09, 2021	DRAFT ISSUE	SD
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3	MAY 21, 2021	DRAFT ISSUE	SD

DRAWING PROJECTION

nad83(CSRs) / UTM zone 8N or EPSG: 3155 in metres

Client



Project



Drawing Title

SITE PLAN

Date
FEBRUARY, 2021

ELAC Project No.
20-539

Scale (On 22 x 34 Inch Sheet)
1:1500

Drawing No.

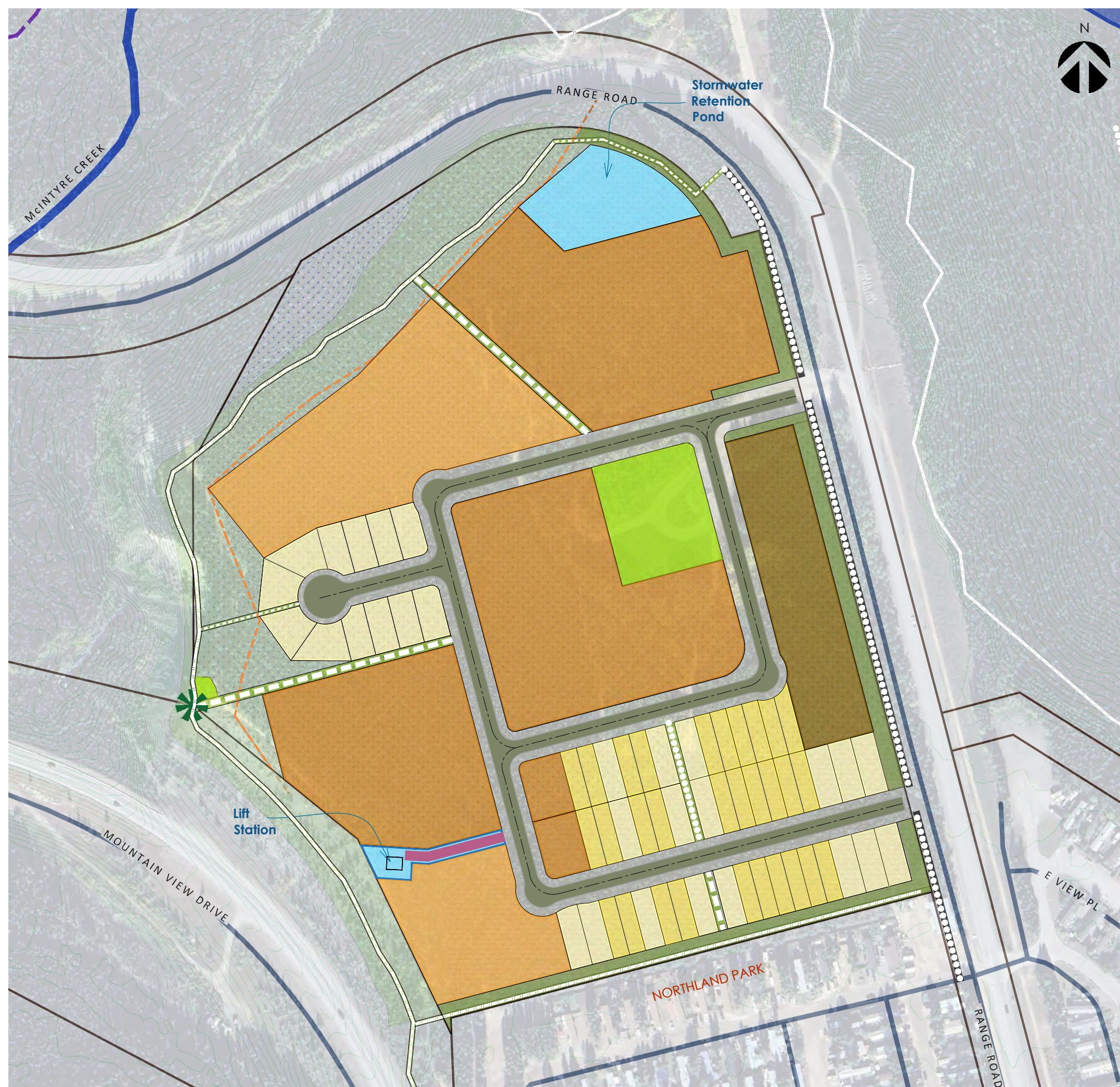
Drawn By
SD

1.1

Checked
HR/JK

APPENDIX B

Neighbourhood Concept Drawings



NEIGHBOURHOOD PLAN

Spring 2023



LEGEND

Housing/Development Type

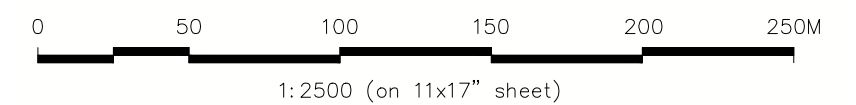
- Single detached home
- Duplex
- Cottage cluster housing
- Multiple unit building - medium density
- Multiple unit buildings - medium to high density

Parks and Trails Features

- Treed buffer/gateway landscaping
- Perimeter greenspace
- Neighbourhood park and trail corridor
- Natural surface trail
- Paved pathway
- Pocket park

Other

- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Road ROW
- Road w/centreline
- Geotechnical setback
- Utility



Clients:



Yukon

Lead Consultant:



GROUNDWELL
OF ANNA BAY

Drafting:

LEES
ASSOCIATES



LAND USE PLAN

Spring 2023



LEGEND

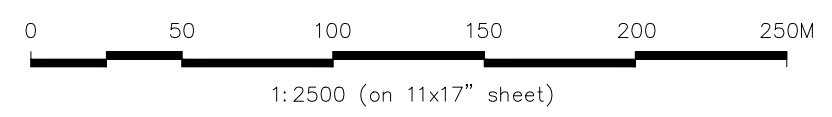
Land Uses

- %8 - Single detached home
- %6 - Duplex
- %13 - Cottage cluster housing
- %27 - Multiple unit building - medium density
- %5 - Multiple unit buildings - medium to high density
- %5 - Treed buffer/gateway landscaping
- %14 - Perimeter greenspace
- %6 - Neighbourhood parks and trails
- %13 - Road and road ROW
- %3 - Utility

Other

- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Geotechnical setback

Note: Percentages are based on the total development area with colour/shading applied.



Clients:	Lead Consultant:	Drafting:
 Yukon	 GROUNDSWELL	 LEES ASSOCIATES



HOUSING PLAN

Spring 2023



LEGEND

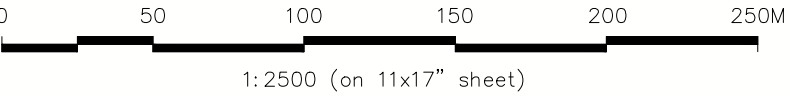
Housing/Development Type	Density (units/10,000m ²)	Total Units
- Single detached home	n/a	29
- Duplex	n/a	30
- Cottage cluster housing (multiple single, duplex, triplex)	15-55	35-129
- Multiple unit building - medium density (apartment, fourplex, townhouse, triplex)	25-50	134-267
- Multiple unit buildings - medium to high density (apartment, fourplex, townhouse, triplex)	25+	22-68*

*A RM zone maximum density of three times minimum was assumed for the purposes of projecting housing unit totals and averages.

TOTALS	250 - 523*
Median Estimate	386.5 units

Other

- Parks, trails and greenspace
- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Road and road ROW
- Geotechnical setback
- Utility



Clients:



Yukon

Lead Consultant:



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OF ANNA BAY

Drafting:

LEES
ASSOCIATES



ZONING PLAN

Spring 2023



LEGEND

Development Area Zones

- RCS2** – Comprehensive Residential Single Family
- RCM3** – Cottage Cluster Homes
- RCM** – Comprehensive Residential Multiple Family
- PE** – Environmental Protection
- PR** – Parks and Recreation
- RM** – Residential Multiple Housing
- PG** – Greenbelt

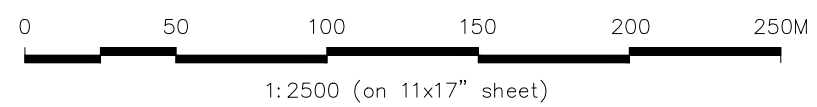
Adjacent Area Zones

- RP** – Residential Mobile Home Park
- RMx(c)** – Residential Multiple Housing - special modifications

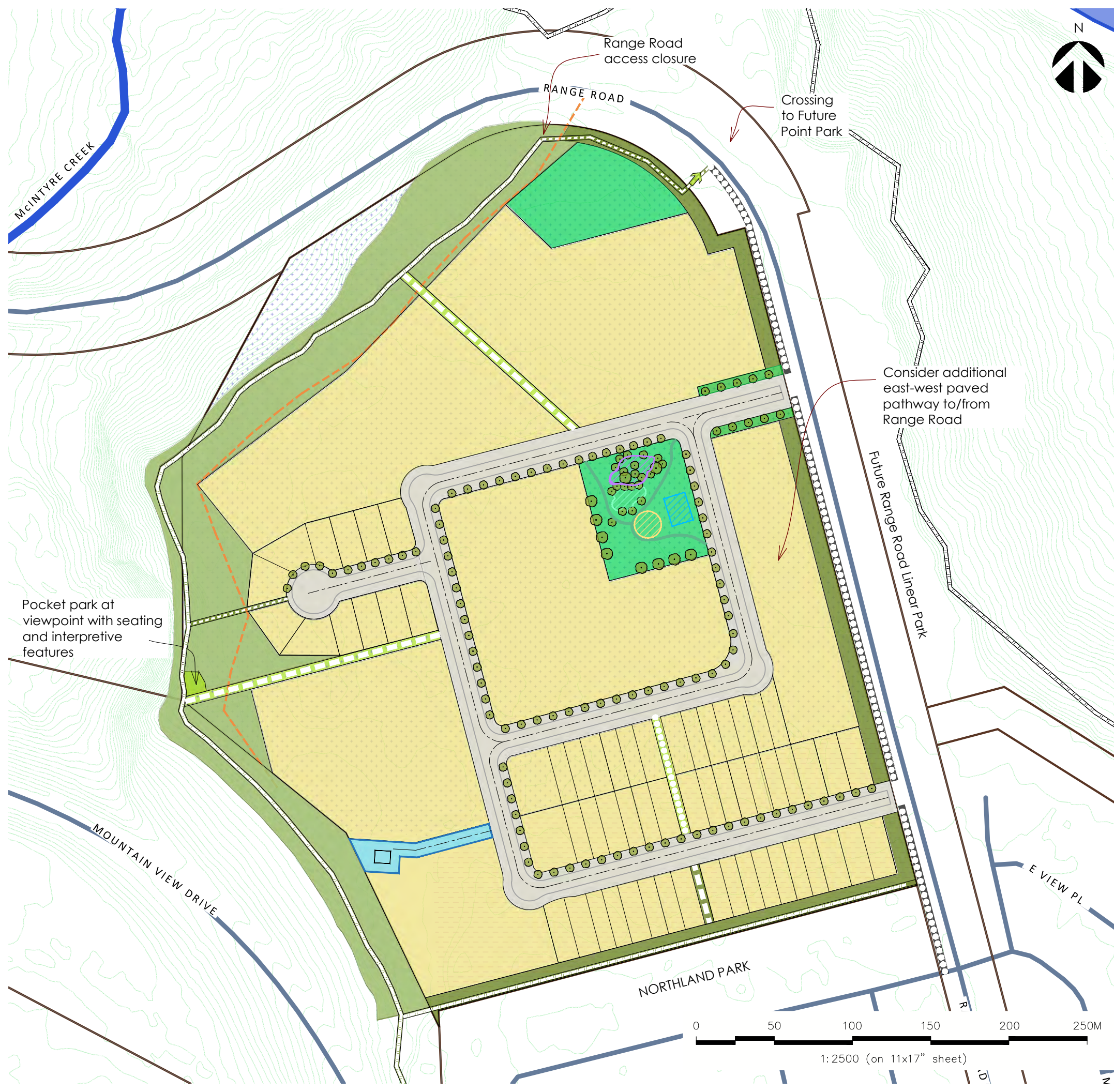
Other

- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Geotechnical setback

All zones as per City of Whitehorse Zoning Bylaw.



Clients:	Lead Consultant:	Drafting:



PARKS, TRAILS & GREENSPACE PLAN

Spring 2023



LEGEND

Vegetation/Ground Cover

- Existing trees and forest cover
- Full landscaping
- Partial landscaping and existing trees/forest cover
- Tree plantings

Neighbourhood Trails

- Existing natural surface trail (1.5 m with 3m ROW)
- New natural surface trail (1.5 m with 3m ROW)
- New natural surface trail (1.5 - 2m with 6m ROW)
- Paved pathway (2m)

Park Amenities (see park concepts for further detail)

Priority

- Crushed/granular pathway
- Playground
- Gathering space

Potential Future

- Bike skills park
- Community garden or active recreation amenity (i.e. volleyball court, rink, etc.)

Other

- Housing
- Road and road ROW
- Utility
- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Geotechnical setback

Clients:



Yukon

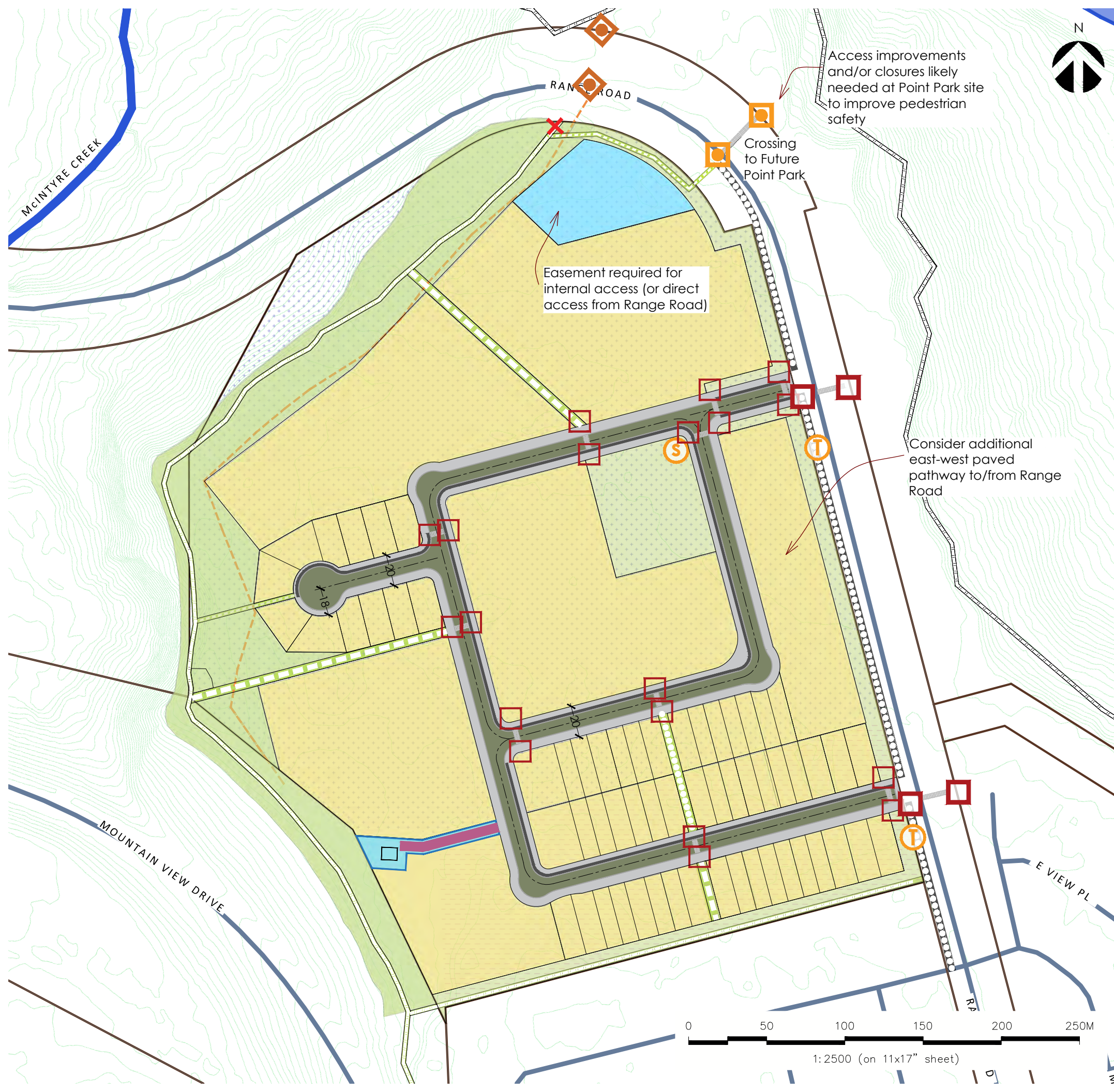
Lead Consultant:



GROUNDSWELL

Drafting:

LEES ASSOCIATES



TRANSPORTATION PLAN

Spring 2023



LEGEND

Road Network

- Road ROW
- Road w/centreline (9m)
- Gravel road (6m)

Active Transportation Network

- Sidewalk with rolled curb (1.5m)
- Paved pathway (2m)
- Existing natural surface trail
- Natural surface trail (1.5m with 3m ROW)
- Natural surface trail (1.5-2m with 6m ROW)

- Public bike rack

Safety Features

- Signalized crosswalk
- Marked crosswalk
- Marked crosswalk and/or pedestrian enhancements (curb extensions, no landscaping zones, etc.)
- Advanced warning signal or sign
- Range Road access closure

Transit

- Potential transit stop

Other

- Housing
- Utility
- Parks, trails and greenspace
- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Geotechnical setback

Clients:



Yukon

Lead Consultant:



GROUNDWELL

Drafting:

LEES ASSOCIATES

1:2500 (on 11x17" sheet)



UTILITIES PLAN

Spring 2023

LEGEND

Water System

- 150mm diameter main
- 200mm diameter main
- 300mm diameter main

Sanitary System

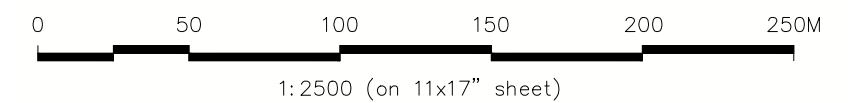
- 200mm diameter main
- Force main (diameter TBD)
- Existing Sewer line

Stormwater System

- 450mm diameter main
- 525mm diameter main
- 600mm diameter main
- 750mm diameter main

Other

- Housing
- Road and road ROW
- Parks, trails and greenspace
- Settlement Land parcel C-15B (KDFN)
- Lot 262-6 (YG)
- Existing or proposed lot boundary
- Geotechnical setback



Clients:



Yukon

Lead Consultant:



GROUNDWELL
OF ANNA-BAY

Drafting:

LEES
ASSOCIATES

APPENDIX C

Residential Development Recommendations



RESIDENTIAL DEVELOPMENT RECOMMENDATIONS

The specific configuration and densities of dwelling units across the neighbourhood will largely be dictated by market conditions, builder preferences, and zoning requirements. The Zoning Bylaw will provide specific guidance for how lots and housing are developed. While respecting the authority of the bylaw and discretion of individual owners and builders, the Master Plan offers the following suggestions to future lot owners, lessees and builders in fulfilling its vision and intent.

Residential Design

1. Help create an aesthetic, friendly, and walkable neighbourhood by:
 - Orienting the fronts of buildings to address (face) the street
 - Ensuring dwelling fronts have entrances and windows and minimizing the presence of blank walls, garage doors, and parking
 - Locating dwellings closer to the street
 - For multi-unit dwellings, having a strongly defined front/street-facing entry
 - For multi-unit dwellings, providing parking behind buildings where possible, or screening this use through attractive fencing or landscape design
2. Use high quality, durable building materials and finishes to the extent possible.
3. Maximize the use of highly energy efficient/green building and heating/cooling technologies.
4. Optimize solar exposures and passive heating by:
 - Thoughtful siting of building clusters on multi-unit parcels to maximize solar exposure for all
 - Using south and west-facing porches, patios, balconies, and (for multi-unit dwellings) shared amenity spaces
 - Minimizing shading impacts on neighbouring properties and public corridors and spaces
5. Create an interesting, diverse but unified neighbourhood character that reflects the area's heritage and ownership by:
 - Using colours suggestive of nature and/or natural elements (e.g., blue, red, green)
 - Using designs that evoke Yukon First Nation visual arts and heritage
 - Using natural and/or natural looking building materials (i.e., wood and stone)
 - Varying building form, massing, design, and/or finishes to reduce uniformity and/or repetition

Outdoor Spaces and Landscaping

6. Minimize potential conflicts between adjacent developments by using vegetated buffers and adjusting building height or massing that is similar to nearby buildings.
7. Create a visually pleasing and complementary transition between the central block multi-unit residential development and the adjoining central park space, as well as built-in surveillance of the park, by:
 - Using natural cladding materials and/or colours that blend in with the natural/park environment
 - Providing some transparency or visual harmony between the private development and park with fencing materials (e.g., natural materials, lower heights, lattice-style) and/or layering of landscaping elements
 - Providing semi-private landscaped areas like patios and courtyards at grade adjacent to the park
 - Considering elevating units above grade so as to maximize privacy to occupants and passive surveillance of the open space
8. Create a visually pleasing and complementary transition from private developments bordering on the escarpment and the escarpment trail and greenspace by:
 - Using natural cladding materials and/or colours that blend in with natural surroundings
 - Retaining trees along parcel edges to the extent possible
 - Considering elevating units above grade so as to maximize privacy to occupants and passive surveillance of the public open space
9. Where applicable, consider siting the amenity spaces for multi-unit residential developments to maximize contiguous, usable space that integrates with and/or extends public greenspaces.

Refer to pages 3 and 4 for neighbourhood character examples.

Transportation

1. Provide electric vehicle charging capability to multi-unit developments.
2. Exceed current Zoning Bylaw requirements by including Class 1 (e.g., secured indoor) bicycle parking spaces and on-site bicycle maintenance facilities in a designated, secured area.

Neighbourhood character examples – residential land use



Single detached and duplex housing



Street and solar oriented townhouses



Asymmetrical duplex blending in with single detached homes



Asymmetrical duplex with different sized dwellings



Triplex on cottage cluster parcel with shared parking



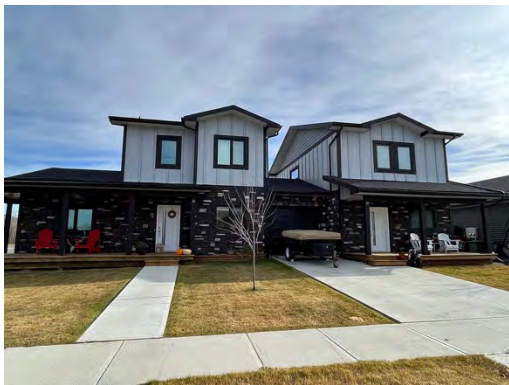
Triplex on cottage cluster zoned parcel



Turquoise and wood cladding on small single detached home



Ground-level units with distinct entry features



Corner lot duplex with second driveway on other street



Conventional cottage cluster homes oriented around a common space



Smaller-scale apartment dwelling with colourful and wooden cladding

APPENDIX D

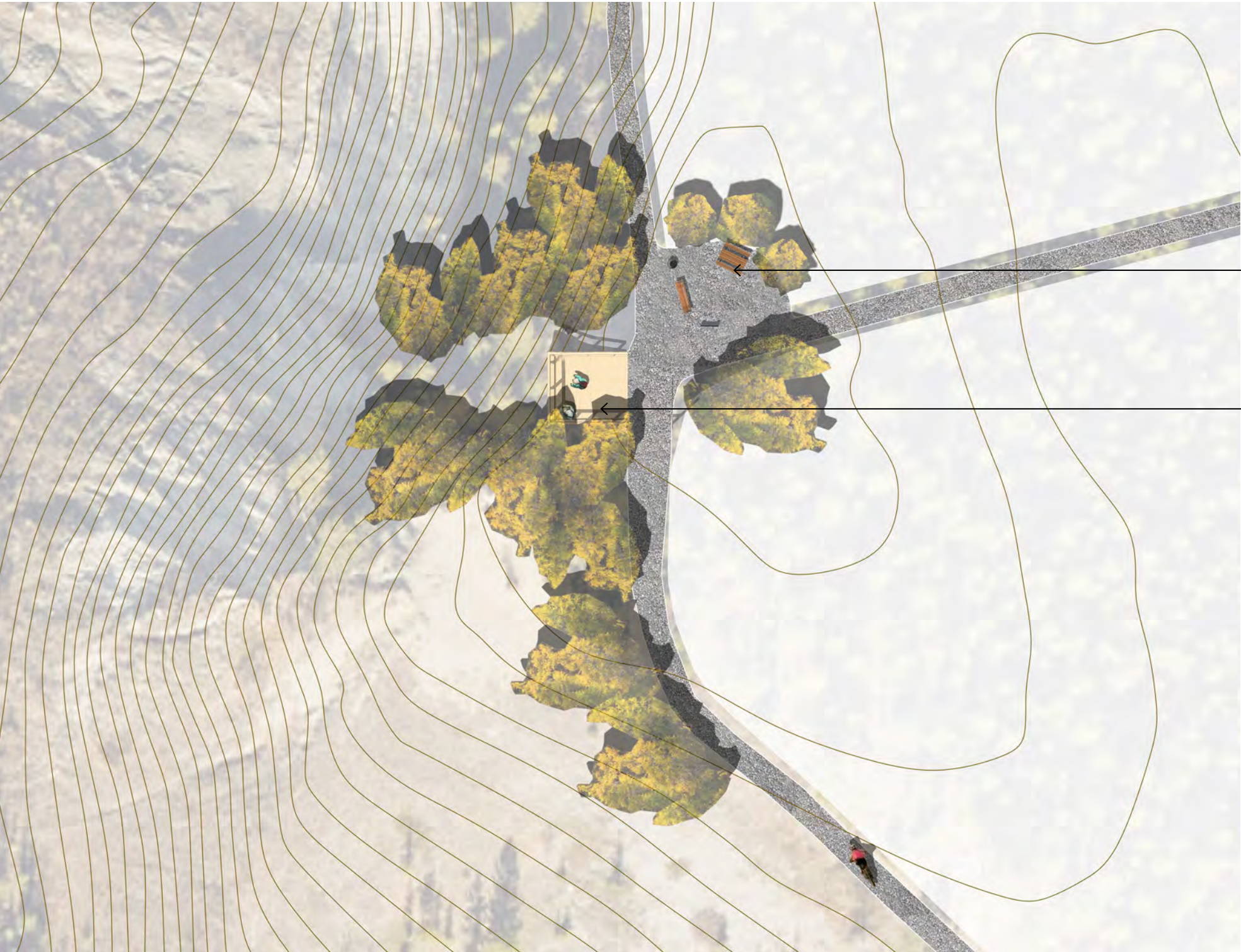
Parks and Placemaking Concepts

CENTRAL PARK SPACE - RANGE POINT



POCKET PARK - RANGE POINT

Z:\ACTIVE CLIENTS\GROUNDWELL PLANNING\20-539 KDFN-YG RANGE POINT MASTER PLAN\5_GRAPHICS\1_BASE\3_INDESIGN\2023 04 18 RANGE POINT PARK CONCEPT PLANS



P1 Seating, interpretive signage, picnic area

P2 Viewing deck

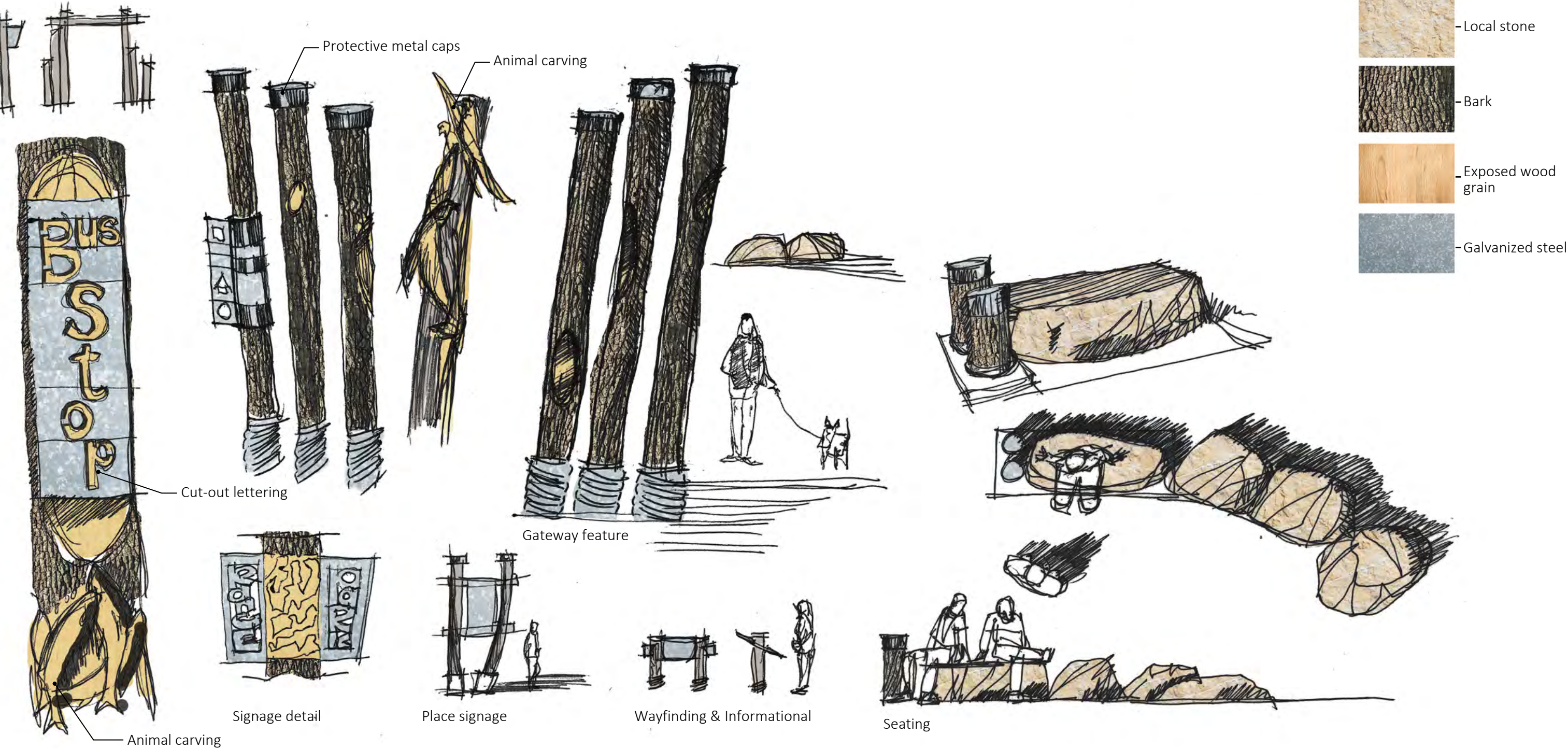
P1 PHASE 1 - PRIORITY ELEMENTS

P2 PHASE 2 - POTENTIAL FUTURE ELEMENTS



PLACE MAKING - RANGE POINT

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PRECEDENT IMAGES



Natural surface trail



Viewing deck

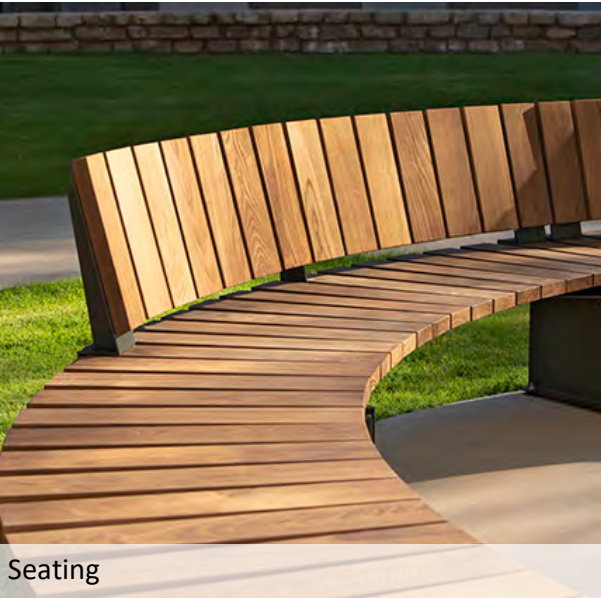


Community garden

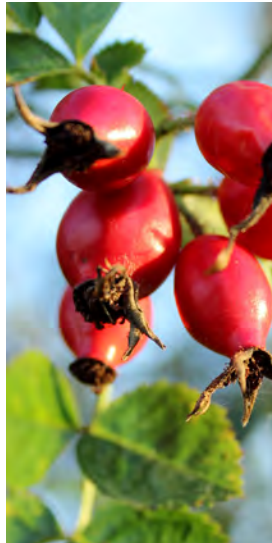


Gathering space- fire circle

PRECEDENT IMAGES



Seating



Native plants



Natural play area



Interpretive signage in Southern Tutchone

APPENDIX E

Recommended Plant List

RECOMMENDED PLANT LIST FOR RANGE POINT DEVELOPMENT SITE

Key	Common Name	Botanical Name
STREET TREES		
NWP	Northwest Poplar	<i>Populus x jackii 'Northwest'</i>
ASP	Assiniboine Poplar	<i>Populus 'Assiniboine'</i>
AMC	Amur Cherry	<i>Prunus maackii</i>
WEB	Weeping Birch	<i>Betula pendula 'Youngii'</i>
WPB	White Paper Birch	<i>Betula papyrifera</i>
DECIDUOUS TREES		
TRA	Trembling Aspen	<i>Populus tremuloides</i>
BAP	Balsam Poplar	<i>Populus balsamifera</i>
WPB	White Paper Birch	<i>Betula papyrifera</i>
CONIFEROUS TREES		
WHS	White Spruce	<i>Picea glauca</i>
LOP	Lodgepole Pine	<i>Pinus contorta latifolia</i>
SHRUBS		
REC	Red Currant	<i>Ribes triste</i>
LAT	Labrador Tea	<i>Ledum groenlandicum</i>
HBC	High Bush Cranberry	<i>Viburnum trilobum</i>
SOA	Soapberry	<i>Shepherdia canadensis</i>
SHC	Shrubby Cinquefoil	<i>Potentilla fruticosa</i>
PWR	Prickly Wild Rose	<i>Rosa acicularis</i>
ROD	Red Osier Dogwood	<i>Cornus stolonifera</i>
WOW	Wolf Willow	<i>Elaeagnus commutata</i>
GROUNDCOVERS/PERENNIALS		
LIN	Lingonberry	<i>Vaccinium vitis-idaea</i>
COY	Common Yarrow	<i>Achillea millefolium</i>
KIN	Kinnikinnick	<i>Arctostaphylos uva-ursi</i>
CRJ	Creeping Juniper	<i>Juniperus horizontalis</i>
COJ	Common Juniper	<i>Juniperus communis</i>

APPENDIX F

Engineering Technical Memorandum

Issue Date:	May 31, 2023	File No.:	AERIS
To:	Jane Koepke	Previous Issue Date:	N/A
From:	Kirsten Hogan, P. Eng.	Project No.:	2021-2117-00
Client:	Groundswell Planning		
Project Name:	Range Point Joint Master Plan (KDFN and YG)		
Subject:	Conceptual Site Servicing - Design Brief		

1 INTRODUCTION

Associated Engineering (Associated) was retained by Groundswell Planning (GP) to develop a conceptual site servicing plan for the proposed subdivision on Kwanlin Dün First Nation (KDFN) Settlement Parcel C-15B and Government of Yukon (YG) Lot 262-6, located in the Range Point neighbourhood in Whitehorse, Yukon. The conceptual servicing plan was developed based on the proposed lot layout and zoning, design criteria outlined in the City of Whitehorse Servicing Standards Manual (SSM 2020) and best management practices. The purpose of this memo is to summarize the proposed servicing plan. It is important to note that the servicing presented is conceptual and subject to change once the design criteria are confirmed during the detailed design stage. Construction cost estimates have been provided under separate cover.

2 LOT CLEARING AND GRADING

Lot clearing and grading is completed in new developments to ensure that surface water drains from each lot without causing a buildup of water on adjacent lots. The lot clearing and grading plan is designed to work with the existing land contours and to retain as much of the natural vegetation and forest cover as possible.

The existing topography of the development area is generally sloped from the southeast to the northwest towards McIntyre Creek. The area is mostly forested, with a series of trails present. The site is constrained by Northland Park to the south, an escarpment to the west, and Range Road to the north and east. To facilitate drainage, pre-grading of the development area will be required. A conceptual grading plan was developed and is shown in Figure 1-2, attached to this memo. The grading plan was designed to minimize earthworks, tie into the existing elevations surrounding the development area, and minimize tree clearing where possible. Based on the conceptual model created, it is anticipated that the site could potentially be a cut/fill balance. It is expected some imported material will still be required if unsuitable ground conditions are discovered. The cut/fill volumes and ground conditions will be confirmed during the detailed design.

Clearing will be required across most of the development area to facilitate pre-grading work to ensure proper drainage. All road rights-of-way will require clearing a minimum of 5 m into adjacent lots to provide space for lot service pipes and room for equipment to work. Based on experience in the Whistle Bend development, most lots smaller than approximately 800 m² will likely be completely cleared either during development or building construction. The key drivers of lot clearing include:

- Pre-grading for drainage requirements: the City of Whitehorse will likely require that pre-grading efforts bring lots to within 0.3 m of final grade.

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May 31, 2023
Page 2

- Construction requirements: once pre-grading is complete at property boundaries, some lots will have a small stand of trees remaining near the centre of the lot. These trees are often removed for building construction. Some developers choose to remove all trees on small lots during pre-grading to increase efficiency.

Opportunities will likely exist to leave trees in place on the larger high-density multi-family lots, in green spaces, and parks. The actual clearing limits will be determined during detailed design based on the approved grading plan.

If phased development is planned over several years, it is recommended that each phase is cleared within 1 year prior to deep utilities and surface works construction to allow time for an existing ground survey and avoid excessive erosion and material migration. Additional clearing is generally included during construction to facilitate pre-grading and overall stormwater management.

3 WATER DISTRIBUTION SYSTEM

A water distribution system is typical within urban municipalities and is proposed for this development. The system consists of an underground network of pipes and valves providing water to the public that is safe for human consumption. The system water pressures are designed to be adequate for domestic uses and fire protection.

The subdivision water distribution system will be serviced from the existing 450 mm watermain within the Range Road right-of-way. This watermain is anticipated to have sufficient capacity for the subdivision's needs. Two watermain tie-in connection points are proposed to provide more pressure, improved water quality through water re-circulation, and redundancy if a section of the water distribution system requires servicing. The proposed water distribution system for the development will be located in the road right of way and is shown in Figure 1-1 attached to this memo. A water model will be needed during detailed design to determine the required pipe diameters for fire flow and pressure requirements.

4 SANITARY SEWER SYSTEM

The proposed sanitary sewer system consists of a network of underground pipes that collect and carry sewage from bathrooms, sinks, kitchens, and other plumbing components within the development to an offsite location where the wastewater can be properly treated. The pipes are sloped and rely on gravity to convey the flow to a centralized location, before being pumped through an existing piping system to the offsite wastewater treatment facility.

The existing sanitary sewer main near the proposed development is located approximately 550 m to the south of the development area near the intersection of Range Road and Crow Street. Due to topography and the depth of the existing sewer, it is not feasible to tie into this existing main by gravity flow. A sanitary lift station and force main will be required to service the development.

Lift station design can vary depending on the requirements of the operator, and the lift station can be housed in a building, a small enclosure, or primarily underground. The lift station for Range Point will become part of the sanitary system operated by the City of Whitehorse. Based on experience in the Whistle Bend development, the City of Whitehorse generally prefers lift station buildings for cleaning and maintenance purposes.

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Page 3

The proposed location of the lift station and alignment of the force main is shown in Figure 1-4, attached to this memo. The proposed alignment of the force main is within the Mountain View Drive right-of-way, following the perimeter of the Northland Park Development. It is anticipated that the force main will be a minimum of 150 mm in diameter. Utilizing the design criteria within the SSM, the estimated peak flow rate into the lift station is 20 L/s; this value will need to be reviewed and confirmed during detailed design. The alignment of the force main should also be reviewed during detailed design to determine if it will affect the tree buffer between Northland Park and Mountain View Drive. An easement approximately 6 m wide will be required for the forcemain.

The development will be serviced by a gravity sewer system to collect and convey wastewater to the proposed lift station, as shown in Figure 1-1 appended to the memo. The sanitary sewer pipe network will be located within the roadway right-of-way, buried a minimum of 2.8 m deep or insulated as required, have a maximum manhole spacing of 110 m, and a minimum pipe diameter of 200 mm. Utilizing the design criteria within the SSM to estimate peak sanitary flow rates and Manning's equation, it is anticipated that pipe diameters greater than 200 mm will not be required.

5 STORMWATER MANAGEMENT

Stormwater management is required to ensure runoff is collected, conveyed, and discharged appropriately to prevent any harmful effects to the development or the surrounding areas. Best practices for managing stormwater focus on matching the pre-development discharge conditions in terms of flow rates, water quality, and discharge locations to ensure downstream properties and watercourses are unaffected by the development. To reduce the risk of erosion and sediment loading downstream of the development, stormwater is proposed to be collected and conveyed through an underground gravity sewer system into a dry pond prior to discharging at the pre-development flow rate. The City of Whitehorse requires that the storm sewer system, including the pond, is designed for a 1:5 year design storm event.

The residential development will introduce impervious surfaces, create more direct drainage routes, and eliminate small depressions that could store water. As a result of these changes, the stormwater discharge rates will be greater post-development. The proposed dry pond will limit discharge to the 1:5 year pre-development discharge rate and will be sized to temporarily store the difference between the pre-development and post-development flow rates. This will ensure that there is no increase in flow rate in the downstream drainage paths as a result of the development. The pond will typically remain dry, however, it will temporarily hold water during storm events due to a control structure restricting outflow. The temporary ponding will provide retention time to allow any sediment that accumulates in stormwater to deposit within the pond instead of being discharged downstream. The pond will be designed to have a maximum depth of 3.0 m during the 1:5 year storm event using the Rational Method and will include an emergency overflow structure to safeguard the parcels of land surrounding the pond. The pond will discharge via a pipe to Range Road, into either the south or north ditch, before continuing overland towards McIntyre Creek. Discharging into the north ditch of Range Road will require additional piping to cross under the road structure. Figure 1-3, appended to this memo, outlines the conceptual pond and discharge location options to service the development.

Stormwater is proposed to be collected and conveyed through an underground gravity sewer system to the stormwater pond, as shown in Figure 1-1 appended to this memo. A geotechnical investigation will be required to confirm ground conditions in the area of the stormwater pond prior to detailed design.

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May 31, 2023
Page 4

The pipe network will be located within the road right-of-way and green space where required. The Rational Method was used to determine conceptual pipe sizes to accommodate minor storms (1:5 year return period) based on the proposed zoning. Major storms (1:100 year return period) will be conveyed overland on the roadway before discharging at the outlets shown on Figure 1-2. The downstream drainage paths of the major storm outlets should be reviewed during detailed design to determine if any erosion protection is required for conveyance of 1:100 year storms. It is important to note that the proposed major storm outlets discharge into the existing City of Whitehorse stormwater conveyance system, including existing ditches and swales.

6 SNOW MANAGEMENT

Snow clearing and removal will be required to provide vehicular and pedestrian accessibility throughout the development in winter months. The City and individual lot owners will share snow clearing and removal responsibilities as per the City's Snow and Ice Control Policy and the Maintenance Bylaw. The City will be responsible for clearing public roadways, pathways and sidewalks, whereas individual lot owners and strata corporations will be responsible for the sidewalk along their lot frontage and snow within their lot including but not limited to private roadways, driveways, paths, and parking lots.

Snow cleared from the public roads and sidewalks will be temporarily stored on City boulevards before conditions warrant removal. No on-site snow storage site will be provided for this development. Snow is anticipated to be hauled to either the City's Kulan Industrial or Two-Mile Hill storage sites when removal is warranted. Lot owners will be responsible for storing snow within their lot and hauling excess snow to the City's Robert Service Snow Site at their own expense. Clearing or stockpiling snow from private lots onto the City streets or boulevards will be strictly prohibited.

7 WATER, SANITARY, & STORMWATER SERVICES

To provide lot owners connection to the water, sewer, and stormwater systems within the development, service pipes will be extended from the mains into the lots. All lots will be provided with recirculating water and sanitary services stubbed up to 1 m into the property, as per the SSM (2020). Stormwater services are proposed to only be supplied to high-density multi-family or commercial, industrial facilities to accommodate discharge from private stormwater systems. The minimum water, sanitary, and stormwater service sizes for the classified lots are provided in Table 7-1 below. The exact service sizes will need to be determined during detailed design based on the expected demand.

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May 31, 2023
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Table 7-1 Minimum Service Sizes

Lot Type	Water Supply	Water Recirculation	Sanitary	Stormwater
Single/Duplex	25 mm	20 mm	100 mm	-
Medium Density Multi-Family	50 mm	20 mm	150 mm	-
High Density Multi-Family	150 mm	150 mm	150 mm	300 mm
Commercial/Institutional	150 mm	150 mm	150 mm	300 mm

8 ROADWAYS

Roadways will conform to the standard cross sections and right of way widths within the City's SSM based on road classification in order to provide uniformity within the municipality. The roads within the development area are classified as urban local residential. The following right-of-way (ROW) widths have been proposed throughout the Range Point Subdivision:

- Local Roads – 20.0 m
- Paved pathway – 3.0 m

Examples of the proposed road cross-sections and a conceptual signage plan for the development are shown in Figure 1-5 and Figure 1-6, respectively, attached to this memo. The road cross section provides boulevard space for snow storage along one side of the driving surface, and a sidewalk for pedestrian traffic along the opposite. On-street parking is not shown on the conceptual drawings.

The table below summarizes typical road, sidewalk, and trail structures utilized in similar developments within Whitehorse. Based on the available geotechnical information, it is anticipated that similar road structures will be required for this development. Road structures will be confirmed during detailed design based on the site-specific geotechnical information.

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May 31, 2023
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Table 8-1 Potential Roadway Structures

Item	Structure Details
Local - 20.0 m	1300 mm – pit run gravel sub base 200 mm – 50 mm crushed gravel sub base 150 mm – 20 mm crushed gravel base course 75 mm asphalt
Sidewalk	1400 mm – pit run gravel sub base 200 mm – 20 mm crushed gravel base course 125 mm concrete (175 mm concrete at commercial, lane and private crossings)
Paved trail – 3.0 m	300 mm – pit-run gravel subbase. 200 mm – 50 mm crushed gravel sub base 150 mm – 20 mm crushed gravel base course 50 mm asphalt

9 POWER & TELECOMMUNICATIONS

Shallow utilities, such as power and fibre optic lines, are required to service the development. Street lighting and power services will run underground and be provided by ATCO Electric Yukon, while telephone and cable or fibre optic will be provided by NorthwesTel. The power and telecommunications utilities both follow road alignments. Utility easements or rights-of-way must be acquired when the services are located outside the road limits. The power distribution requires a looped system to ensure no loss of service. Shallow utilities will need to be coordinated to have no conflicts with water and sanitary services to lots.

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May 31, 2023
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10 CLOSURE

The services provided by Associated Engineering in the preparation of this memo were conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,
Associated Engineering

Prepared by:



Evan Latos, P. Eng.
Project Engineer

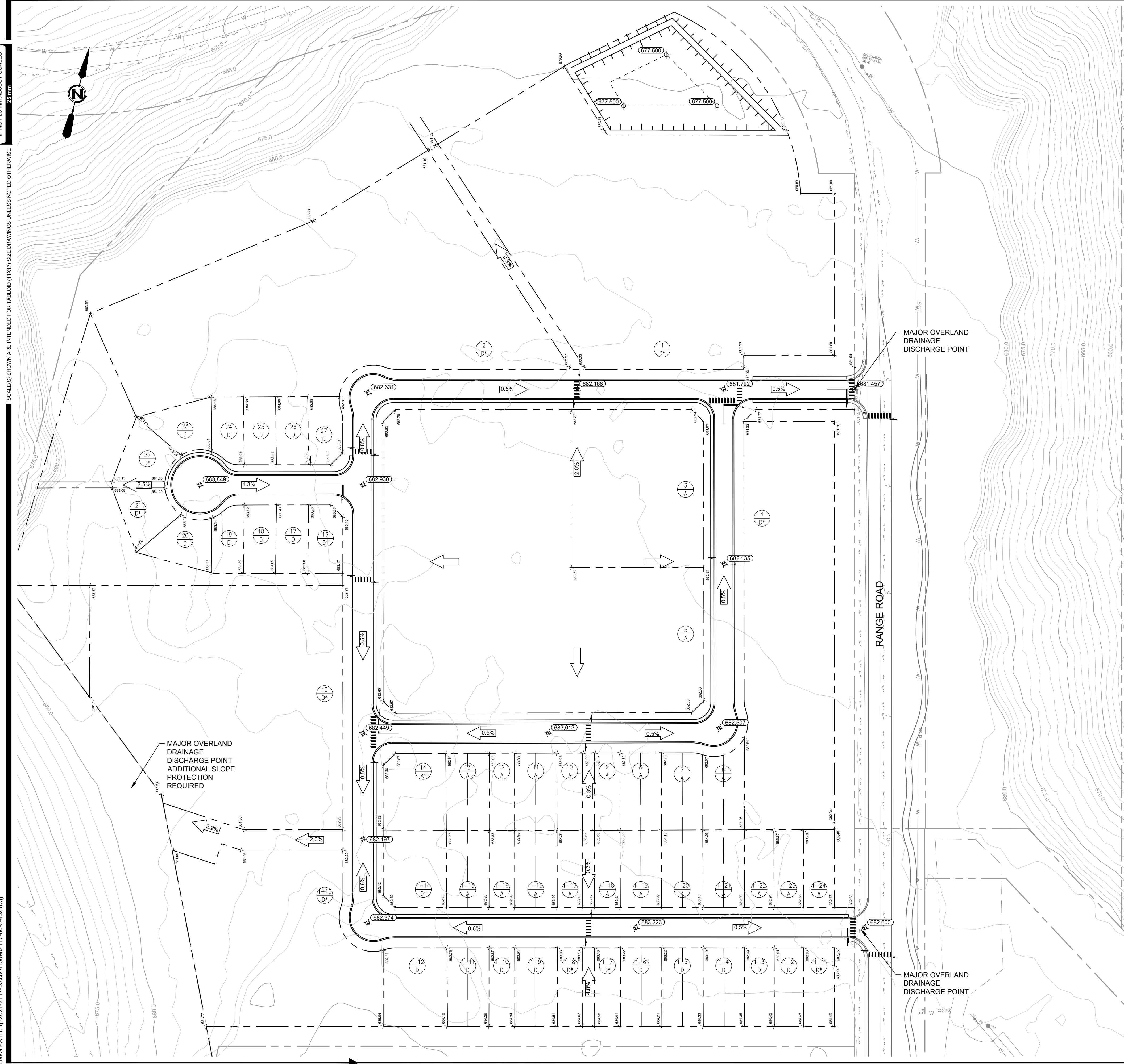
EL/KH

Reviewed by:

Kirsten Hogan, P.Eng.
Project Manager

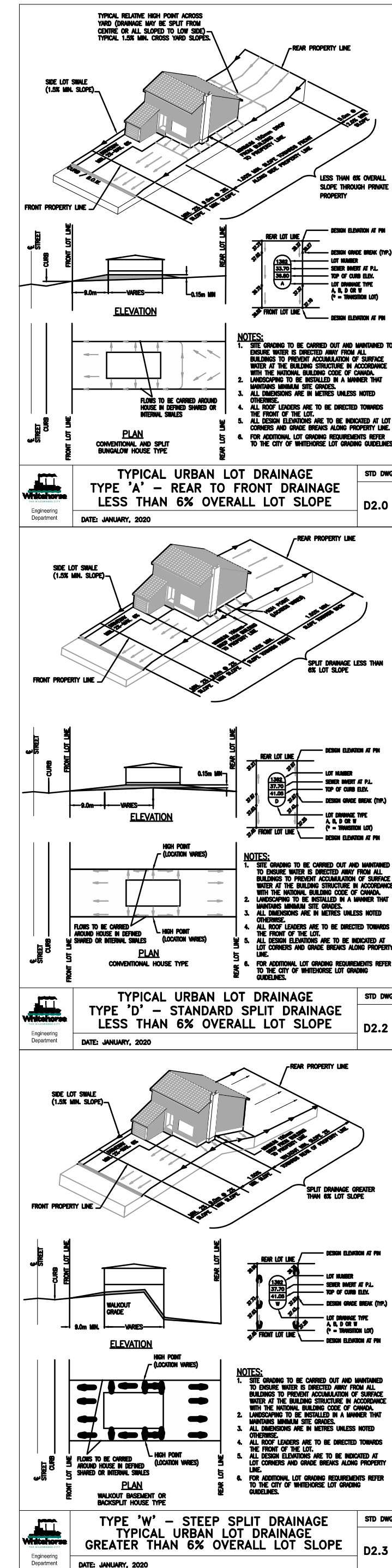
CIVIL
SITE SERVICING

AE PROJECT No.	2021-2117
SCALE	1:1000
APPROVED	K. HOGAN
DATE	2023APR13
REV	0
DESCRIPTION	ISSUED FOR DISCUSSION



LEGEND

- LOT NUMBER
- LOT DRAINAGE TYPE A, B, D OR W
* INDICATES A TRANSITION LOT
- SPOT ELEVATION - MAJOR
- SPOT ELEVATION - MINOR
- OVERLAND FLOW DIRECTION



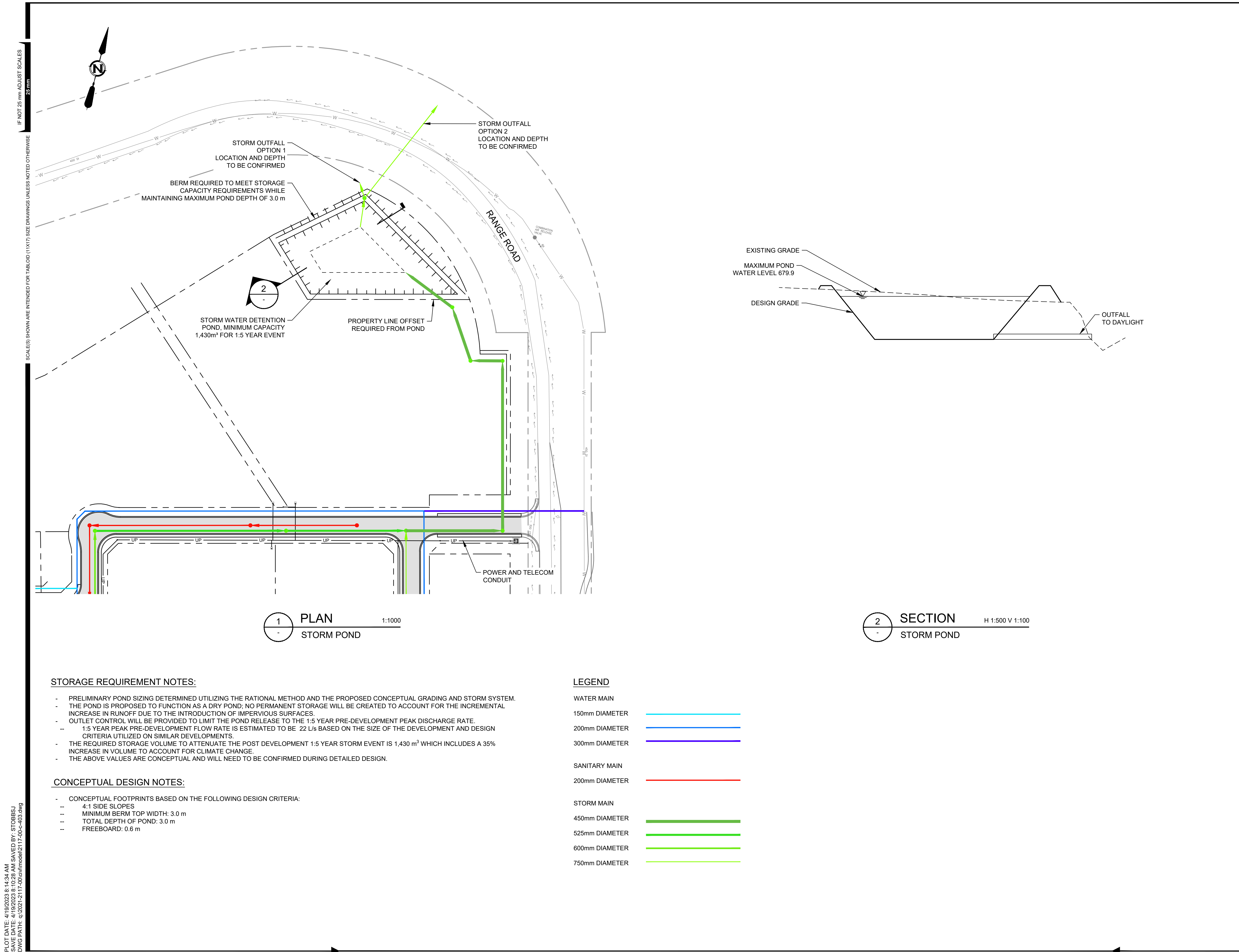
PRELIMINARY/
FOR DISCUSSION
NOT FOR CONSTRUCTION

FIGURE 1-2

Kwanlin Dūn First Nation &
YUKON GOVERNMENT

CIVIL
LOT GRADES

AE PROJECT No. 2021-2117
SCALE 1:1000
APPROVED K. HOGAN
DATE 2023APR13
REV 0
DESCRIPTION ISSUED FOR DISCUSSION





Platinum member

**PRELIMINARY/
FOR DISCUSSION
NOT FOR CONSTRUCTION**

FIGURE 1-3

Kwanlin Dūn First Nation &
YUKON GOVERNMENT

CIVIL
STORM POND DETAILS

AE PROJECT No.	2021-2117
SCALE	1:1000
APPROVED	K. HOGAN
DATE	2023APR13
REV	0
DESCRIPTION	ISSUED FOR DISCUSSION

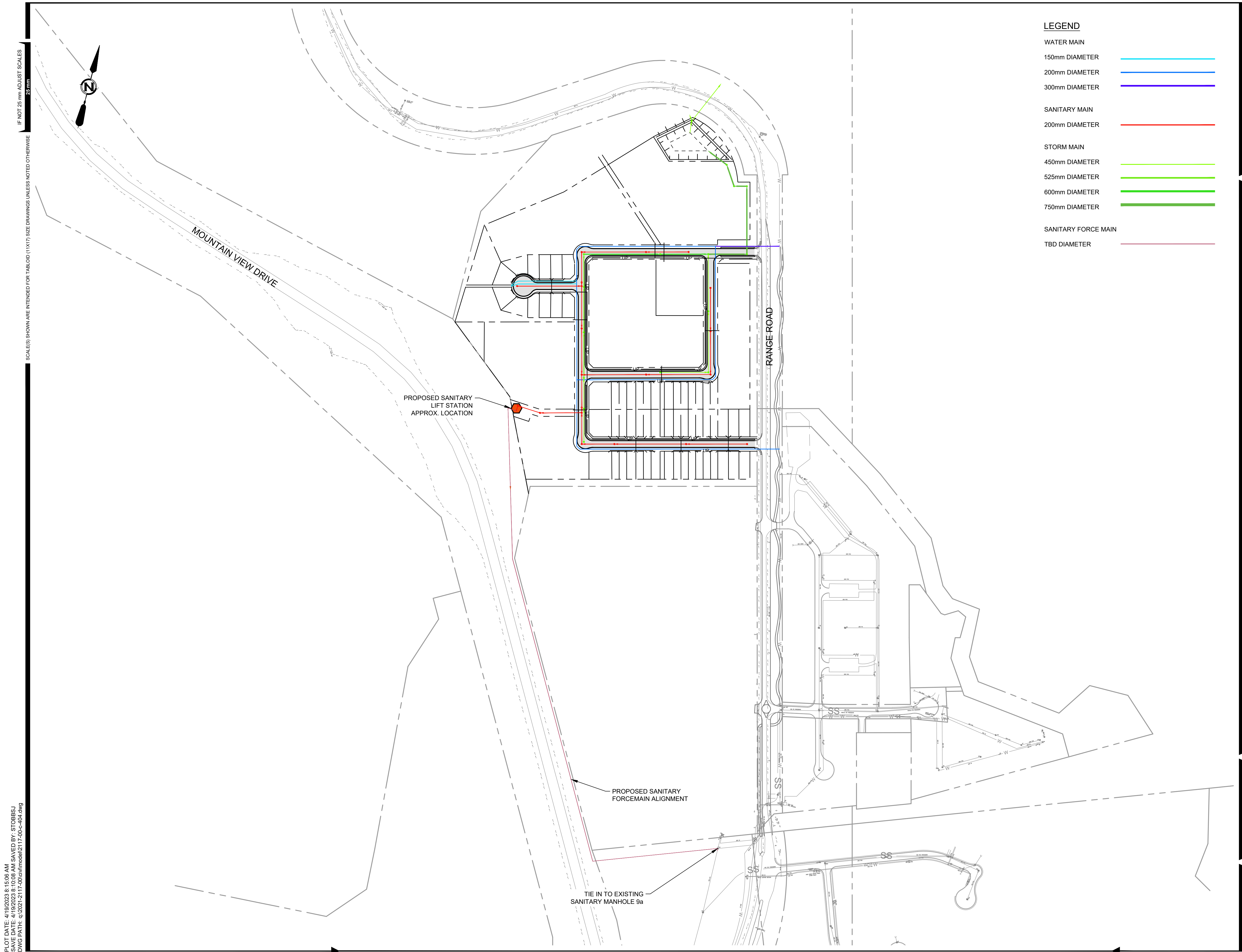
- STORAGE REQUIREMENT NOTES:**

 - PRELIMINARY POND SIZING DETERMINED UTILIZING THE RATIONAL METHOD AND THE PROPOSED CONCEPTUAL GRADING AND STORM SYSTEM.
 - THE POND IS PROPOSED TO FUNCTION AS A DRY POND; NO PERMANENT STORAGE WILL BE CREATED TO ACCOUNT FOR THE INCREMENTAL INCREASE IN RUNOFF DUE TO THE INTRODUCTION OF IMPERVIOUS SURFACES.
 - OUTLET CONTROL WILL BE PROVIDED TO LIMIT THE POND RELEASE TO THE 1:5 YEAR PRE-DEVELOPMENT PEAK DISCHARGE RATE.
 - 1:5 YEAR PEAK PRE-DEVELOPMENT FLOW RATE IS ESTIMATED TO BE 22 L/s BASED ON THE SIZE OF THE DEVELOPMENT AND DESIGN CRITERIA UTILIZED ON SIMILAR DEVELOPMENTS.
 - THE REQUIRED STORAGE VOLUME TO ATTENUATE THE POST DEVELOPMENT 1:5 YEAR STORM EVENT IS 1,430 m³ WHICH INCLUDES A 35% INCREASE IN VOLUME TO ACCOUNT FOR CLIMATE CHANGE.
 - THE ABOVE VALUES ARE CONCEPTUAL AND WILL NEED TO BE CONFIRMED DURING DETAILED DESIGN.
- CONCEPTUAL DESIGN NOTES:**

 - CONCEPTUAL FOOTPRINTS BASED ON THE FOLLOWING DESIGN CRITERIA:
 - 4:1 SIDE SLOPES
 - MINIMUM BERM TOP WIDTH: 3.0 m
 - TOTAL DEPTH OF POND: 3.0 m
 - FREEBOARD: 0.6 m
- LEGEND**

WATER MAIN	
150mm DIAMETER	
200mm DIAMETER	
300mm DIAMETER	
SANITARY MAIN	
200mm DIAMETER	
STORM MAIN	
450mm DIAMETER	
525mm DIAMETER	
600mm DIAMETER	
750mm DIAMETER	

PLOT DATE: 4/19/2023 8:14:34 AM
SAVE DATE: 4/19/2023 8:10:28 AM
DWG PATH: c:\2021-2117-00\civil\model\2117-00-c-403.dwg



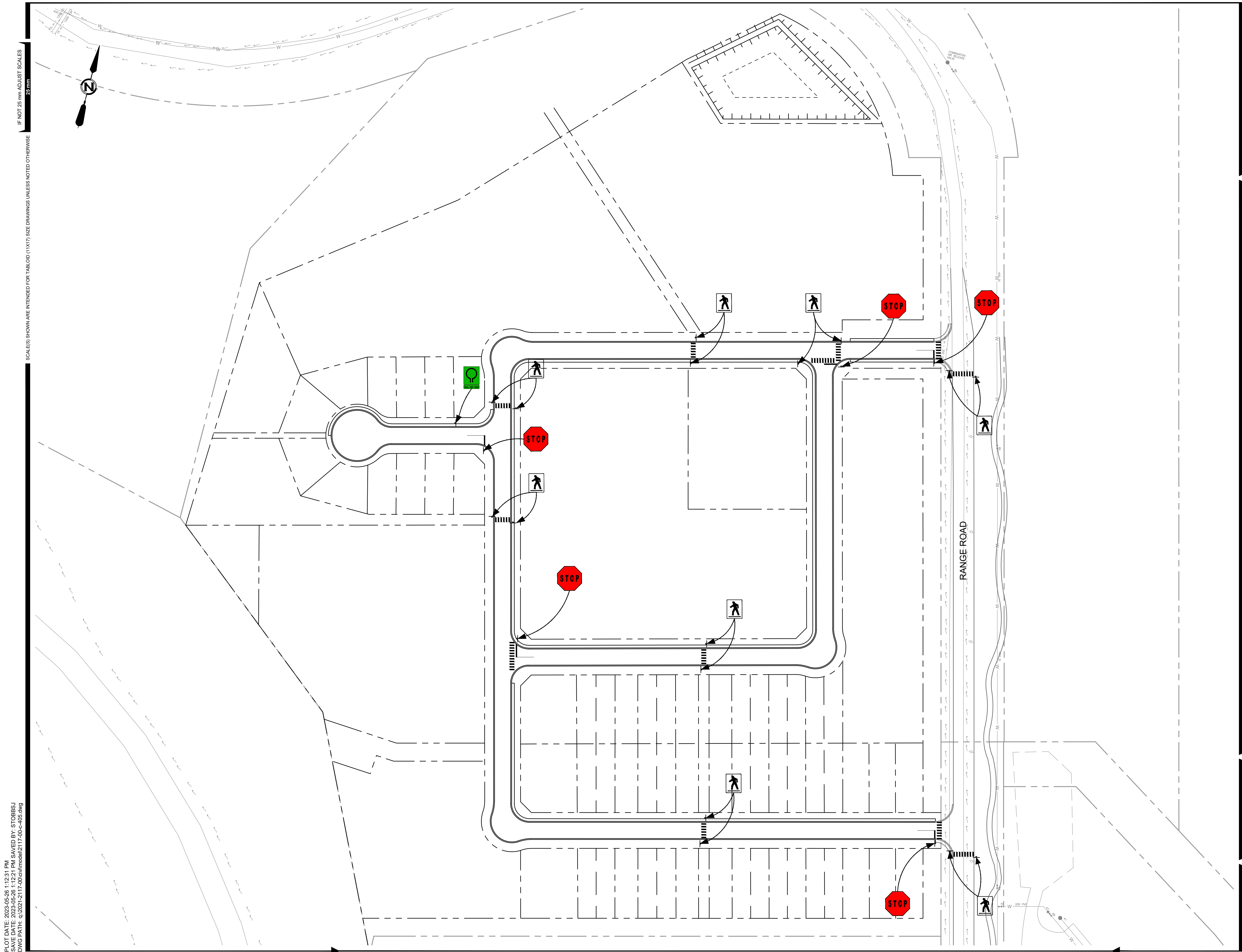
PLOT DATE: 4/19/2023 8:15:06 AM
SAVE DATE: 4/19/2023 8:10:08 AM SAVED BY: STOBBSJ
DWG PATH: c:\2021-2117-00\civil\model\2117-00-sc-404.dwg

IF NOT 25 mm ADJUST SCALES
25 mm
SCALE(S) SHOWN ARE INTENDED FOR TABLOID (11X17) SIZE DRAWINGS UNLESS NOTED OTHERWISE



PRELIMINARY/
FOR DISCUSSION
NOT FOR CONSTRUCTION

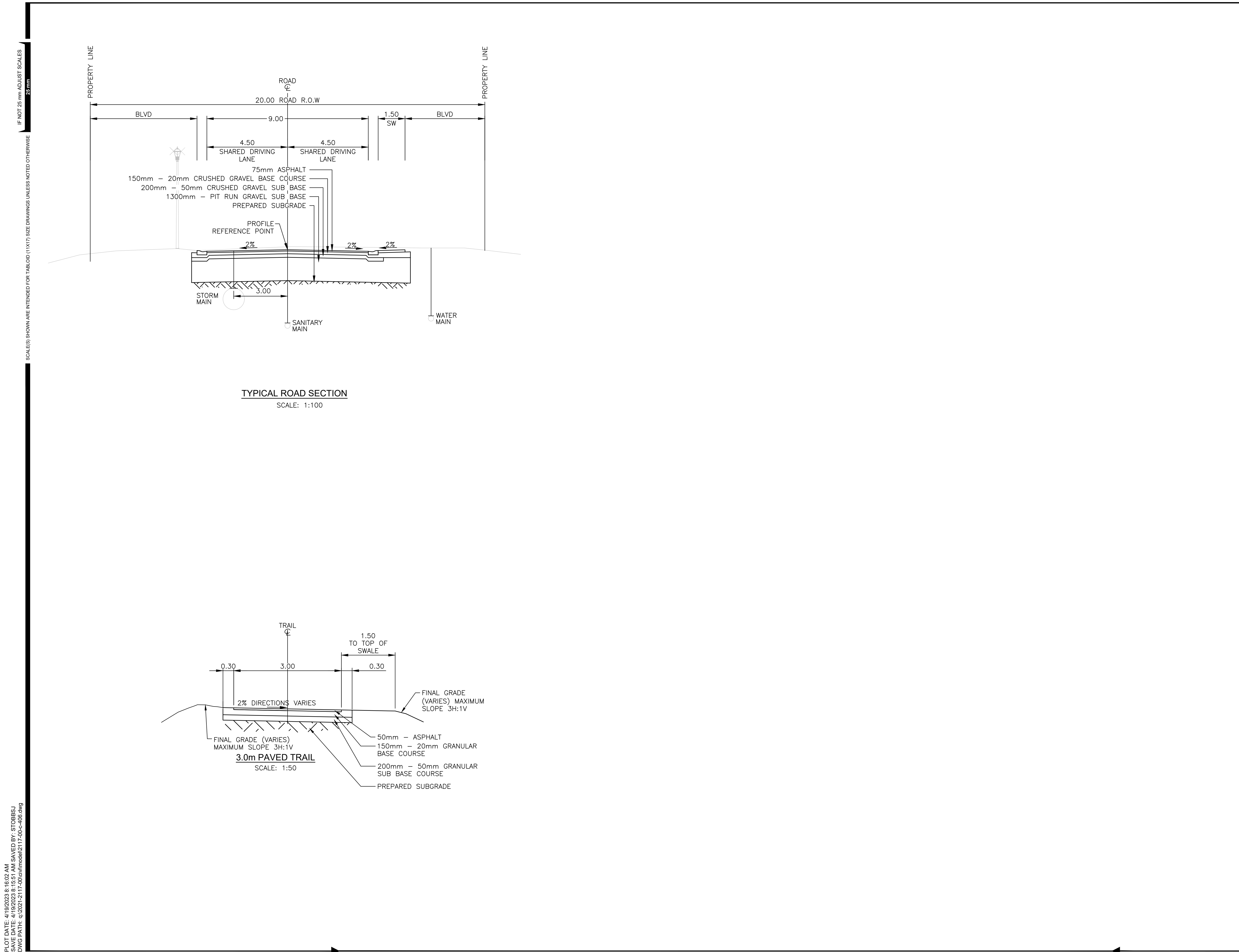
FIGURE 1-4	
Kwanlin Dūn First Nation & YUKON GOVERNMENT	
CIVIL SANITARY FORCEMAIN ALIGNMENT	
AE PROJECT No.	2021-2117
SCALE	1:2500
APPROVED	K. HOGAN
DATE	2023APR13
REV	0
DESCRIPTION	ISSUED FOR DISCUSSION




PRELIMINARY/
FOR DISCUSSION
NOT FOR CONSTRUCTION

FIGURE 1-5
Kwanlin Dūn First Nation &
YUKON GOVERNMENT
CIVIL
TRAFFIC SIGNAGE

AE PROJECT No.	2021-2117
SCALE	1:1000
APPROVED	K. HOGAN
DATE	2022APR13
REV	0
DESCRIPTION	ISSUED FOR DISCUSSION





Platinum member

**PRELIMINARY/
FOR DISCUSSION**
NOT FOR CONSTRUCTION

FIGURE 1-6

Kwanlin Dūn First Nation &
YUKON GOVERNMENT

CIVIL
TYPICAL CROSS SECTIONS

AE PROJECT No.	2021-2117
SCALE	AS NOTED
APPROVED	K. HOGAN
DATE	2023APR13
REV	0
DESCRIPTION	ISSUED FOR DISCUSSION



WHAT WE HEARD REPORT #1

Summary of May 2021 Engagement



Submitted to

Kwanlin Dün First Nation
Department of Heritage, Lands and Resources

and

Government of Yukon
Land Development Branch



GROUNDSWELL
PLANNING

JUNE 2021

CONTENTS

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1.0 INTRODUCTION

Kwanlin Dün First Nation (KDFN) and Government of Yukon (YG) are working jointly to plan for a residential subdivision on KDFN's Settlement Land parcel C-15B and YG's Lot 262-6 in the Range Point neighbourhood of Whitehorse. The new development will help address Whitehorse's growing housing needs and offer First Nation residential lease opportunities to its residents.

Both governments are striving to create a master plan that reflects the values and preferences of KDFN citizens and enhances the Range Point area. With this in mind, Groundswell undertook a two-week engagement campaign in May 2021 with the following objectives:

- Ensure that the draft master plan concepts reflect and/or incorporate the input and perspectives of KDFN citizens, Range Point residents and stakeholders¹.
- Ensure KDFN citizens and Range Point residents are informed about the project, opportunities to participate, and why their involvement matters.
- Obtain information/input from KDFN citizens and Range Point residents to inform the initial master plan concepts.
- Reinforce the role of both governments as leaders and listeners.

The following report provides a summary of results from engagement. Detailed survey and social media discussion results are included in the appendices.

2.0 OVERVIEW OF ENGAGEMENT PROGRAM

Continuing public gathering restrictions due to COVID-19, KDFN policy, and the desire to achieve engagement parity between the two engagement audiences resulted in a predominantly online approach to the first round of Range Point Joint Master Plan engagement. Both governments set up project pages on their respective websites, and two separate surveys were developed for KDFN citizens and Range Point residents – the former in Survey Monkey and the latter in Bang the Table (the online engagement platform utilized by YG).

A total of 112 and 45 responses were received to the KDFN and Range Point resident surveys, respectively. This represented a fairly high level of interest from both groups (as compared to previous efforts and engagements). A handful of other KDFN citizens, Range Point residents, and stakeholders shared their perspectives with the engagement team through other means provided. Refer to the table below.

Engagement Activity	Dates	Promotion	Participation
Online survey (KDFN)	May 15-30	Facebook, newsletter	112 responses
Online survey (Range Point)	May 15-30	Posters, mailers	45 responses
Social media conversations	May 15-30	Facebook	3 comments
Stakeholder comment solicitation/survey	May 22/May 31	E-mail	2 responses
Youth advisory council discussion	May 25	n/a	4 participants
Range Point residential phone calls	May 15-30	Mailer	3 calls

¹ It is important to note that the general public was not identified as an engagement audience for this exercise.

3.0 KDFN SURVEY RESULTS

The following section provides an overview of key results from the KDFN citizen/beneficiary survey administered via Survey Monkey. Complete results can be found in Appendix A.

Participant Age

The majority of survey respondents were working age adults. The 35-44 age group had the largest share of participation (33%), followed by 25-34 (23%) and 45-54 (21%). Only a handful of respondents were aged 18-24 or 65 and over.

Interest in Residential Leases

Over 40% of survey respondents indicated an interest in a residential lease on C-15B, compared to 33% who answered “maybe” and 26% who were not interested. Just over 50% of respondents who were not interested in a lease indicated that they weren’t interested in this type of ownership at all; just under 20% were interested in a lease but not on C-15B.

Housing Preference

Single-family dwellings were the most popular housing type of respondents interested in a C-15B lease by a significant margin (72%). Preference roughly correlated with density of housing type, with the next most desired dwelling types being duplexes (23%), town homes (20%), mobile homes (19%) and apartment/style condos (15%).

Social Responsibility

Survey participants shared a range of ideas for how C-15B could achieve the Community Lands Plan’s directive of socially responsible development. Housing for different income levels was the most common theme, followed by parks/trails/greenspace and using lease revenues for citizen benefit (including housing supports).

Protection of Heritage and Wildlife Values

Survey participants shared suggestions for how wildlife and heritage values previously identified for C-15B could be protected. Trails/trail improvements, protection of nearby waterways, and education were the most prominent themes. Multiple respondents also suggested education, wildlife protection and the retention of greenspace.

IN THEIR OWN WORDS

On socially responsible development:

“Creating housing that KDFN citizens can afford and can build equity and eventually regain that equity.”

“Use lease revenue to fund programming for citizens, including housing improvement.”

“The development should be responsible to a wide spectrum of KDFN housing needs and interests. While KDFN citizens should be able to grow their wealth there needs to be a) social housing b) affordable housing which includes rentals, leases for students and young adults just starting their careers.”

“Making sure the applicant has shown previously that they care for and can take care of their rentals and/or owned homes, having a steady income...we have to be very selective on who we allow to occupy these lots so as to not have non-citizens owning most of the lands.”

“Retain as much of the natural attributes of the lands as possible (i.e., do not clear cut a great big open space for the streets and lots as they do in Whistle Bend). Retain amenity trails. Encourage/support fully green construction...Make some lots available for affordable housing, likely in the multiple unit type buildings.”

“I feel citizens should not have to pay development costs for us to use our OWN land!”

On wildlife/heritage protection:

“Trails and interpretation could be meaningful; how language/names of roads/development areas are chosen could be meaningful; maybe continuing/initiating clean up along the Yukon River could be meaningful and connect more people to the river?”

“It is important for any community development to have green spaces and promote community gardens and common recreational spaces – to support neighbour relations.”

IN THEIR OWN WORDS

On neighbourhood uniqueness:

“It shouldn’t look like Whistle Bend or Copper Ridge. Create different looking houses and even different sizes of lots; lots of green space; designated parks with cultural elements (featuring Yukon wildlife and YFN design); have street names be reflective of KDFN principles, values and language.”

“It would be nice for it to stand out but also blend in with a modern touch of what is being done in the neighbouring neighbourhoods.”

“Anything that mitigates developers’ ability to buy lots on bulk and put up the same poorly built house on each lot.”

“I think it would be great to have a neighbourhood where all the houses don’t look exactly the same...where homes/buildings are colourful/beautiful colours (i.e. not beige). There could be intentional designs to have welcoming front yards, porches where families can spend time....”

“Houses spread apart. Lots of green space. Cabin style energy efficient homes.”

On neighbourhood names:

“Eagle Street (Chünáy) or Camp Robber Street (Ts’uki)...keep it to the bird names since it’s close to Crow and Swan streets.”

“So many places in Whitehorse and the Yukon are named after white dudes who never came here; it would be better to honour names of places, people and historical events of KDFN/Yukon.”

“..I think it’s beneficial to find names that are easy to retain for EMS and anyone who may need to access anyone in the neighbourhood. It’s amazing to incorporate traditional languages and balance that with day to day use.”

Naming Ideas and Themes

Many survey participants shared ideas for the naming of a future C-15B neighbourhood and its various elements.

The most common suggestions were the use of Southern Tutchone language (44%), plants and/or wildlife (19%), natural features and/or landmarks (18%), notable citizens or families (12%), and Elders (7%). A few people suggested that more easily pronounced Southern Tutchone names would help from an acceptance and emergency response.

Neighbourhood Uniqueness

Almost 46% of respondents to this question felt that C-15B development should look/feel different from other Whitehorse neighbourhoods, compared to 36% who responded “maybe” and 18% who responded “no”. The most common suggestions for creating a unique identity were larger lot sizes (16%), variety of lots/housing forms (13%), emphasis on nature/greenspace (11%), integration of First Nation design/artwork and modern design (both 9%), and use of colour, street naming, “not like Whistle Bend”, and signage (all 5%).

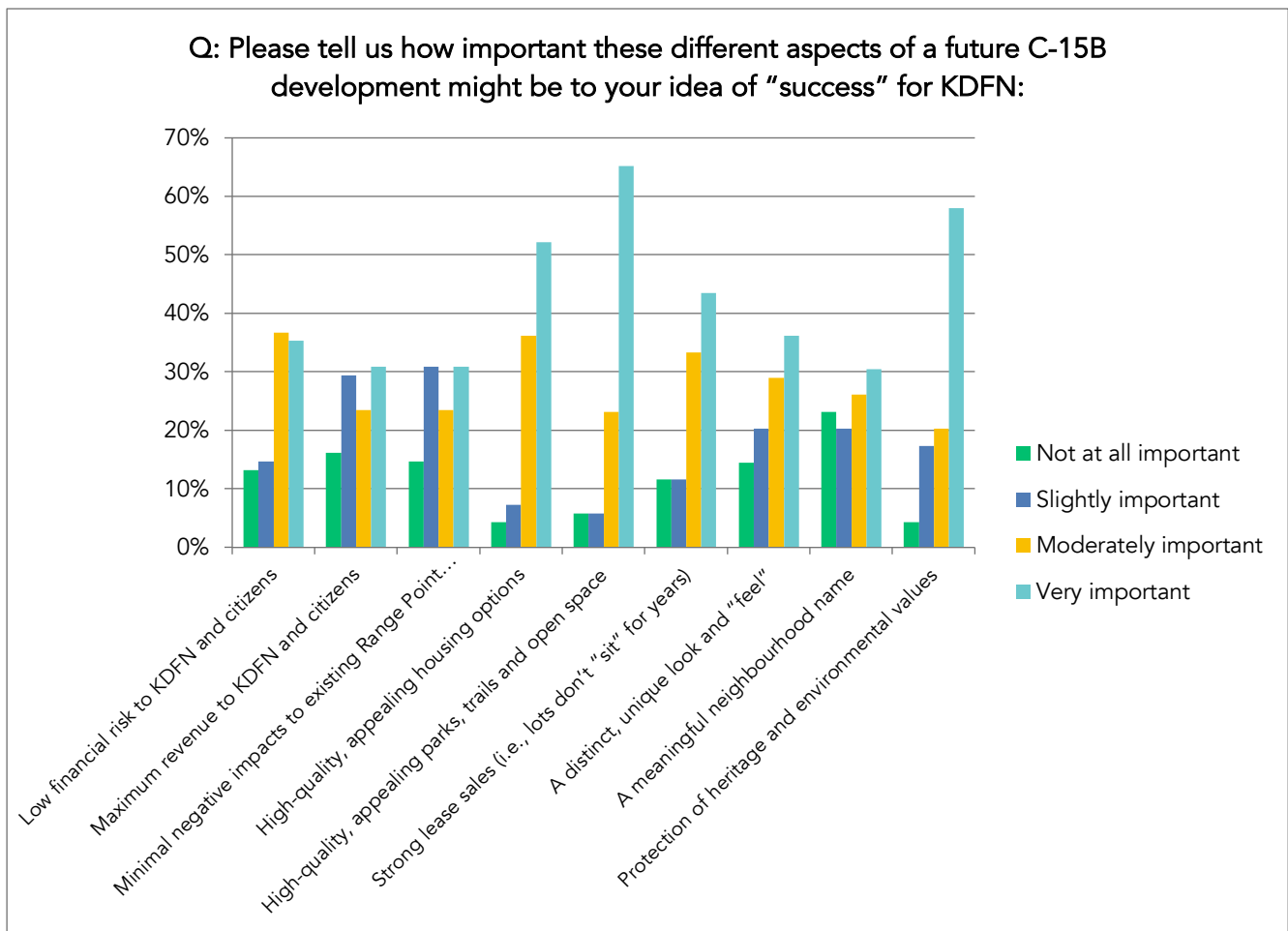
Project Success

Survey respondents were asked to assess the relative importance of various criteria to the overall success of the master plan and development for KDFN. The “Top 5” most important² success criteria indicated by participants were (listed in order of importance):

1. High-quality, appealing parks, trails and open spaces;
2. High-quality, appealing housing options;
3. Protection of heritage and environmental values;
4. Strong lease sales (i.e. lots don't “sit” unsold); and,
5. Low financial risk to KDFN and citizens.

The lowest ranked criteria were maximum revenue to KDFN and a meaningful neighbourhood name. Refer to the chart below.

² “Most important” represents combined “moderately important” and “very important” responses.



4.0 RANGE POINT RESIDENT SURVEY RESULTS

The following section provides an overview of key results from the Range Point resident survey administered via Survey Monkey. Complete results can be found in Appendix B.

Length and Location of Residency

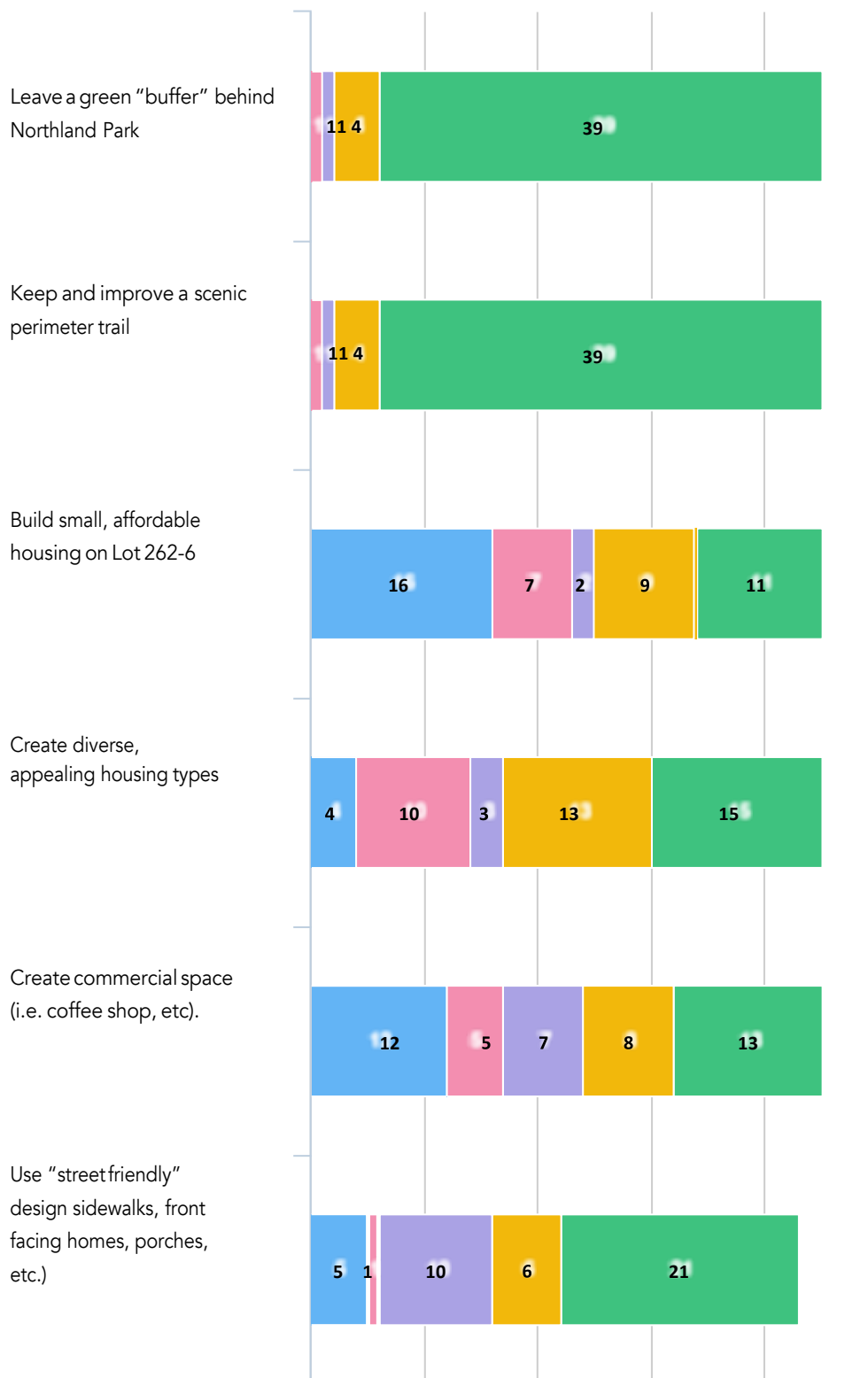
67% of survey respondents live in Northland mobile home park. Takhini mobile home park and Mountain View Place were the next most represented (at 11% and 9% each). There was no notable trend for length of residency; long-time residents, newcomers, and in-between residencies (more or less) evenly represented.

Familiarity with Range Road North Neighbourhood Plan

The most common level of familiarity with the 2014 plan was "slightly" (29%), followed by "somewhat", "moderately" and "not at all" (each representing 20% of responses). 11% were "very familiar".

Minimizing Impacts/Enhancing Range Point

The survey asked about Range Road North Neighbourhood Plan's guidance for Lot 262-6. Respondents strongly agreed with leaving a buffer behind Northland Park, a perimeter trail, and using street-friendly design. Support was also fairly strong for diverse, appealing housing types. Reaction was fairly mixed to a commercial space. Opposition was strongest to building small, affordable housing. Refer to the chart on the facing page.



Q: Please indicate your support for the suggestions residents shared in 2014 to minimize impacts and/or even Range Point with development:

- Definitely disagree
- Somewhat disagree
- Neither agree nor disagree
- Somewhat agree
- Definitely agree

Numerous survey respondents cited traffic, the poor condition of Range Road, and impacts to transit routing as major concerns. A handful requested that the development not proceed at all.

Making Development a Welcome Addition

When asked for suggestions on how future development could be a welcome addition to the neighbourhood, the most common response was leaving greenspace and/or minimizing the development footprint. The addition of a commercial node was the next most offered suggestion, followed by trail improvements and not developing at all.

Interest in Residential Leases

64% of respondents indicated having no interest in a residential lease on C-15B. 20% indicated “yes”, while another 16% indicated “maybe”. Most of the respondents who responded “no” shared that they were not interested in this type of ownership.

Housing Preference

Respondents who indicated “yes” to a opportunity to lease on C-15B were interested in a variety of housing types. There was slightly more interest in single-family dwellings, followed by mobile homes and duplexes. Condos and town houses were the least popular by a small margin. Duplexes and town homes were sought after by those who responded “maybe.”

5.0 SOCIAL MEDIA RESULTS

A series of promotional and “conversational” posts were submitted to KDFN for sharing on its Facebook page. These posts were intended to promote the survey and provide residents with an immediate opportunity to directly weigh in on the topics also covered in the survey.

Social media proved to be an effective platform for getting the word out about the survey, with the initial survey link being well shared. Only a few comments were left under the posts themselves, two of which shared similarities to the input received from the KDFN Youth Advisory Council (see Section 6) about the importance of C-15B providing safer, healthier living options than are felt to be currently available in McIntyre subdivision.

IN THEIR OWN WORDS

On potential impacts:

“The area is currently a lovely greenbelt and a small haven from the big roads beside it. It is used by a lot of people to walk their dogs...It would be a huge shame to slam a bunch of houses in there. I would strongly encourage planners to leave a sizeable strip of forest around the perimeter!”

“My greatest concern is that once the property is developed, that the yards and land areas will not be kept at the same standards as the surrounding neighbourhood is.”

“There is no sufficient civic planning by way of roads and traffic management. This is a poor suggestion to aid the housing crisis. Many Whistle Bend residents already use Range Road as their access road and adding more properties will make it worse.”

“I would like to see it completely left as is. The city hasn’t finished Whistle Bend yet and is looking for another forested area to flatten.”

“Both parcels are currently used by many residents in the entire area. It’s also important to complete a linear park at the same time along Range Road and paved walking and biking trails. Paving the rest of Range Road should be a priority before anything is built.”

On what would make a welcome addition:

“High quality build that will maintain a positive image for many years to come.”

“Please leave some green space for everyone to enjoy.”

“Sidewalks, actual road repairs and upgrades, a public park for the kids, maybe an off-leash dog park or work-out park like Rotary, a convenience store or 24 hour mart.”



Kwanlin Dün First Nation

May 14 at 1:26 PM · 🌐

KDFN is working with the Government of Yukon to create a neighbourhood plan for C-15B and Lot 262-6 in Range Point.

Take 5 minutes to share your ideas and priorities for this area with us!

<https://www.surveymonkey.com/r/HMCTQR2>



19

21 Shares

Like

Comment

Share



Kwanlin Dün First Nation

May 20 at 1:23 PM · 🌐

The Residences at Spirit Ridge look very similar to any other Okanagan resort community, even though the Osoyoos Indian Band owns it.

KDFN is working with the Government of Yukon to create a neighbourhood plan for C-15B and Lot 262-6 in Range Point.

Should a future neighbourhood on C-15B look or "feel" different? If so, how? Share your thoughts here or take 5 minutes and complete the survey:

<https://www.surveymonkey.com/r/HMCTQR2>



Name redacted and 8 others

1 Comment 6 Shares

Like

Comment

Share

Oldest ▾



Name redacted

that looks like a beautiful spot. I adore the entrance

Like · Reply · 1w

2



Kwanlin Dün First Nation

May 28 at 9:47 AM · 🌐

Survey on C-15B residential development closes Sunday night! Take 5 minutes and share your thoughts:

<https://www.surveymonkey.com/r/HMCTQR2>



2 Comments

Like

Comment

Share

Oldest ▾



Name redacted

Why can't kdfn build housing else where for their citizens to rent other then in the village. Trying to break the cycle of abuse of alcoholism and showing your kids what healthy living should look like is hard when they constantly see it everywhere in the village. Ta'an has housing for its citizens all over even has new development in Whistle Bend 🙏

Like · Reply · 3d · Edited

1



Name redacted

I really think it should focus on families and elders it's really hard on me I came back to same situation I left 34 years ago just got worse. It's hard to see this and kids those kids need a peaceful environment and without the alcohol new development for disability. Move fish lake drug n alcohol out further drug dealers are going out there to drop off yet its to close to town. I like Name redacted idea

Like · Reply · 3d

2



Write a comment...

📷 📹 📺 📻

6.0 KDFN YOUTH ADVISORY COUNCIL INPUT

A semi-structured group interview with four members of the KDFN Youth Advisory Council was convened on May 25. KDFN Urban Planning and Policy Advisor Duncan Martin provided background on the project, and Groundswell's Principal Jane Koepke led the discussion.

Participants were generous with their ideas and experiences, which made for a lively and insightful conversation. Some of the key "takeaways" included:

- 3 of 4 members are potentially interested in a residential lease on C-15B. The close proximity of nature and the river were mentioned as major draws. The fourth expressed a preference for a country residential lot/home.
- All participants spoke to a desire to reside on Settlement Land but outside of the McIntyre subdivision, citing safety issues, unhealthy resident behaviours, and variable conditions of housing and yards (i.e., "junkyards" next door) as reasons for wanting to live elsewhere. Several noted that Crow and Swan streets are in high demand by citizens because there is more open space and the neighbourhood is in better condition overall than McIntyre.
- C-15B was viewed as a "fresh start" for citizens who are healthy, stable and capable of owning and maintaining a home. These citizens could vacate housing in McIntyre subdivision, opening up opportunities for citizens who are currently under-housed or need more supports.
- One participant shared that C-15B is currently a focus for community safety patrols; development will help deter this negative activity.
- Affordability was mentioned as a key barrier to home ownership in Whitehorse. Several participants were interested in finding out about what types of supports would be available to citizens, both to build homes and manage costs for things like expensive emergency repairs. One hoped that there would be a mechanism for citizens who are financially stable now but may have poor credit ratings to access home ownership.
- Several participants expressed frustration around a perceived lack of citizen accountability for the housing they occupy. They felt that citizens should have to care for housing/land they are given to use by the First Nation.



- All participants shared a preference for larger lots and ample greenspace in a future C-15B neighbourhood. They acknowledged the challenge of reconciling project cost recovery with low density, however, and offered ideas for how density could be made more appealing.
- Safety and community surveillance were mentioned as a key consideration for housing types in the C-15B neighbourhood. Dwelling types with one street-facing door for multiple units (such as apartments) were seen as problematic. Six-plexes would be preferable (more “SIP” houses were also suggested). Ideally, every dwelling unit should have a front door.
- More privacy between units in multi-residential dwelling types could be offered by having front doors facing in different directions and thoughtful landscaping.
- Council members felt that C-15B should look distinct from other neighbourhoods in Whitehorse. They suggested heavy use of natural elements (e.g., wood, stone) and a variety of housing (instead of uniformity). Incorporation of First Nation art into urban elements such as transit stops was suggested. Some kind of welcoming element. Murals could be painted in public spaces, similar to the rink at McIntyre. “Classy” was one Council member’s description of how she envisioned C-15B development.

7.0 OTHER INPUT

Stakeholder Responses

Groundswell sent an email to a list of stakeholders with a potential location-based interest in the project (see inset). The email included background information and an invitation to submit comments via email or a stakeholder-specific survey. Two responses were received – one from an unidentified source and the other from Mountainview Church (which owns the property situated at the corner of Range Road and Mountainview Drive).

The unidentified stakeholder expressed concern about the impact of the development on an already strained road network and asked both governments to consider how to move new residents without vehicles. The church had no concerns.

Range Point Resident Phone Calls

Groundswell also received three phone calls from Range Point residents during the engagement period. One expressed anger at having received a mailer on his doorstep and another shared concerns about the poor condition of his trailer and that of many others in Whitehorse. The third caller expressed opposition to building in the planning area and suggested that the government should restrict new arrivals into the territory instead of developing more greenspace for housing and placing pressure on local wildlife populations.

Stakeholder List

Friends of McIntyre Creek
Northland Mobile Home Park
Porter Creek Community Association
Takhini Mobile Home Park
Whistle Bend Community Association
Yukon College

**Note: contact information could not be located for the Range Road condo corporations.*

IN THEIR OWN WORDS

“Mountain View Drive is already becoming congested due to traffic from Whistle Bend. Twinning Mountain View Drive is pointless. It will just encourage more people to use their vehicles to get to and from downtown and this will lead to more congestion. This development will eventually add to the problem. I would like to know how transportation concerns will be addressed without the reliance on vehicles (cars) to get people downtown”.

RPJMP Stakeholder (Anonymous)

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APPENDIX A

Kwanlin Dün First Nation Complete Survey Results

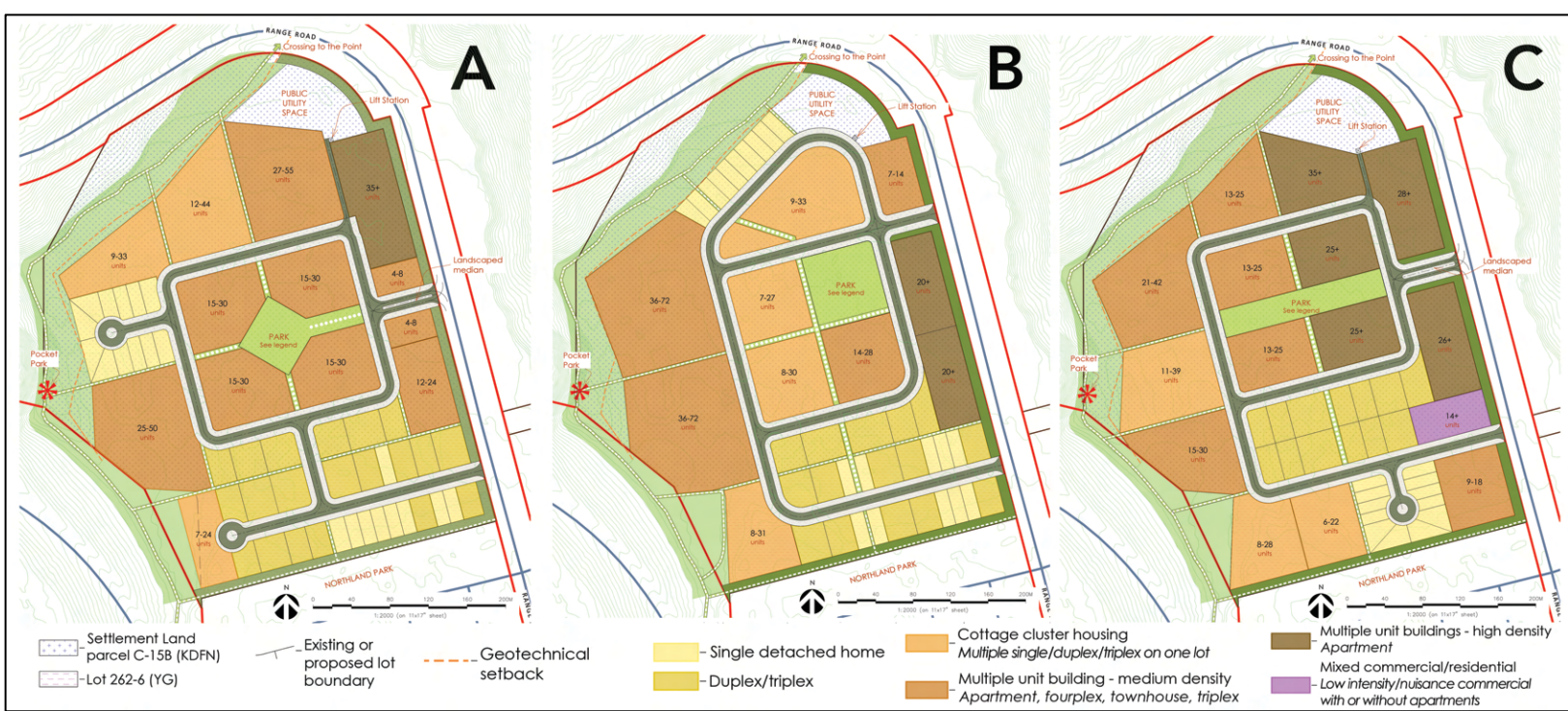
APPENDIX B

Range Point Resident Complete Survey Results



WHAT WE HEARD REPORT #2

Summary of November 2021 Engagement



Submitted to
Kwanlin Dün First Nation
Department of Heritage, Lands and Resources
and
Government of Yukon
Land Development Branch



JANUARY 2022

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1.0 INTRODUCTION

Kwanlin Dün First Nation (KDFN) and Government of Yukon (YG) are working jointly to plan for a residential subdivision on KDFN's Settlement Land parcel C-15B and YG's Lot 262-6 in the Range Point neighbourhood of Whitehorse. The new development will help address Whitehorse's growing housing needs and offer First Nation residential lease opportunities to its residents.

Both governments are striving to create a master plan that reflects the values and preferences of KDFN citizens, is acceptable to current Range Point residents and appeals to prospective lot and home buyers. To that end, Groundswell undertook an initial two-week engagement campaign in May 2021 to solicit general input from KDFN citizens and Range Point residents about values and preferences. Using this feedback as a starting point, three draft neighbourhood concepts were then developed in Fall 2021.

A second round of engagement was launched in late October 2021 with the following objectives:

- Present three neighbourhood concepts for input;
- Share key results and learnings from Round #1, and how they were reflected in the options; and
- Explain to citizens/residents how the concepts deviate from Round #1 results and why.

The following report provides a summary of results from engagement. Detailed survey and social media discussion results are included in the appendices.

2.0 OVERVIEW OF ENGAGEMENT PROGRAM

The initial round of engagement was limited by the COVID gathering restrictions in place at the time. Heading into the second round, there was a desire to take a more hands-on approach, and tentative plans were made for an information/survey booth at the KDFN General Assembly (GA) on October 30/31 and a gathering on the site for KDFN Citizens and Range Point residents on November 6. (Note that engagement was delayed until after the municipal election on October 22, preventing an earlier outdoor event).

In the week leading up to the GA, rising case numbers led to KDFN reinstating citizen gathering restrictions. In the interest of maintaining engagement parity between KDFN citizens and Range Point residents, as well as minimizing unnecessary risk, in-person tactics were cancelled and Round #2 of Range Point Joint Master Plan (RPJMP) engagement went entirely online. Both governments updated the information on their respective websites, and two separate online surveys were developed for KDFN citizens and Range Point residents – the former in Survey Monkey and the latter in Bang the Table (the online engagement platform utilized by YG).

A total of 51 and 14 responses were received to the KDFN and Range Point resident surveys, respectively. This represented a roughly 75% decrease in participation as compared to the first round. However, this drop is consistent with what Groundswell has observed in numerous other engagements: people are usually more willing/able to answer broad/non-specific questions than carefully review and critique draft deliverables. Refer to the table below.

Engagement Activity	Dates	Promotion	Participation
Online survey – Citizens (Survey Monkey)	Oct. 31 – Nov. 21	Facebook, mailout, handout, posters	26 responses
Online survey – Non-Citizens (Survey Monkey)	Oct. 31 – Nov. 21	Facebook	25 responses
Online survey (Bang the Table)	Oct. 31 – Nov. 21	Mailout, posters	3 comments

The KDFN survey was promoted via several Facebook posts and a mail-out to citizens. All promotions were handled by KDFN contractors and staff (instead of the project team). One of the lessons from the first KDFN survey was that respondents ignored the instructions for citizens and beneficiaries only to complete it; this time, a question was added to identify citizens/beneficiaries versus non-citizens. Roughly even numbers of citizens and non-citizens completed the KDFN version of the survey.

The Range Point survey was promoted via a Canada Post targeted mail-out to the entire neighbourhood, e-mail notification to Northland Park residents, and posters placed along well-used trails in the planning area and close to Mountainview Place and Mountain Air Estates.

The following sections provide a summary of survey results. Refer to Appendices A-C for the complete detailed results.

3.0 WHO PARTICIPATED

Participant Age

Only the KDFN survey asked about participant age (the Range Point survey asked about length of residency instead).

The majority of citizen respondents were working age adults. The 35-44 age group had the largest share of participation (31%), followed by 25-34 (27%) and 18-24 (19%). There were no respondents aged 65 and over.

Non-citizens were similarly working age. The 25-34 age group had the largest share of participation (32%), followed by 35-44 (24%) and 45-54 (20%). There were two respondents aged 65 and over but none under 25. The demographics of non-citizen respondents suggests that they may be potentially interested in buying a lot and/or home in this new neighbourhood; as such, this group could be considered a very small test market for KDFN.

Range Point Residency

Fully half of the Range Point resident respondents indicated living in Mountain View Place (located across Range Road from the planning area). 3 out of the 14 indicated living in Mountain Air Estates and another 3 lived in Northland Mobile Home Park (adjacent to the planning area). This marked a different geographic representation than the first survey.

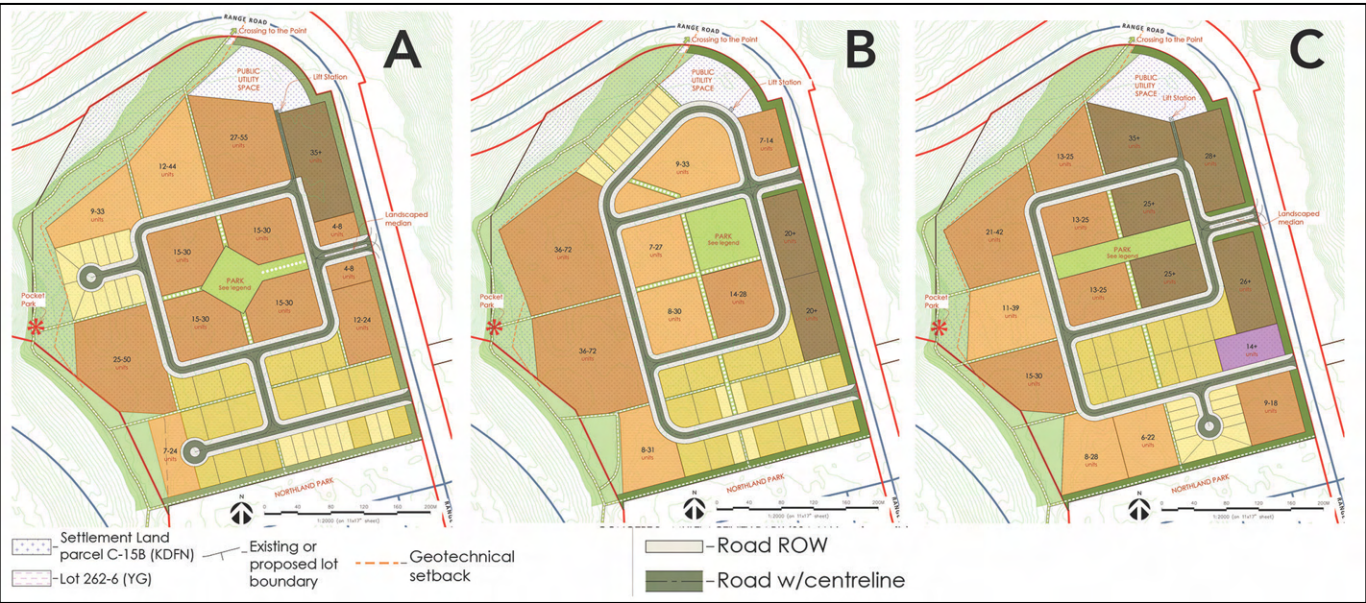
Similar to the first round, participants were more likely to be either long-time residents (11-20 years) or relative newcomers (2 years or less residency).

Previous Participation

23% of citizen respondents and 24% of non-citizen respondents indicated completing the May survey. 50% of the Range Point respondents completed the first survey.

4.0 ROAD LAYOUT

The surveys asked for feedback on the road layout options reflected in all three concepts. The results for each concept are discussed below.



Concept A

Concept A’s road layout generated mixed responses from the three different groups. 75% of non-citizens were supportive of it, slightly higher than KDFN citizens (69%). In contrast, 65% of Range Point residents indicated opposition and only 21% expressed support. The reason for the strong opposition isn’t entirely clear; however, a few respondents voiced support for using the existing access and expressed concerns about navigation and snow removal being more complicated with Concept A. Numerous Range Point resident comments in this section expressed opposition to development, period. Several non-citizen respondents commented on the appeal of the cul-de-sacs for families.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don’t Know
KDFN Citizens	16	13%	13%	38%	31%	6%
Non-Citizens	16	6%	13%	25%	50%	6%
RP Residents	14	29%	36%	14%	7%	14%

Concept B

Results were more consistent for Concept B. 80% of citizens, 69% of non-citizens, and 57% of Range Point residents were supportive. Opposition was highest from Range Point residents (28%) and non-citizens (19%); these groups were also the most likely to indicate “I don’t know”. Some commented on the better “flow” and simplicity of this road layout and supported using the existing access.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	16	13%	0%	20%	60%	7%
Non-Citizens	16	19%	0%	50%	19%	13%
RP Residents	14	21%	7%	36%	21%	14%

Concept C

Concept C received a more lukewarm response from all groups, with 63% of non-citizens, 47% of citizens, and 36% of Range Point residents supporting it. Opposition was highest from Range Point residents (50%), followed closely by KDFN citizens (47%). Again, the reason for the opposition isn't very clear; it may simply be relative to the more favoured Concept B and its favoured attributes (i.e., grid layout, simplicity, existing access). Numerous Range Point resident comments in this section expressed opposition to development, period.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	16	20%	27%	27%	20%	7%
Non-Citizens	16	6%	25%	50%	13%	6%
RP Residents	14	14%	36%	29%	7%	14%

IN THEIR OWN WORDS: ROAD LAYOUT

KDFN Citizens

"Like (the) 2 access roads...Don't like A b/c snow removal will result in pile of snow at cul-da-sac."

"I like it just being one way in one out. I like the park in the middle. I think you should do all really nice townhouses that (entirely) or (mostly) look to the park."

"Plan B seemed more simple...There are way too many roundabouts in Whitehorse as it is and can be a little confusing when entering a new area. Grid layouts (are) (easier) to navigate..."

"The road layout should not be too close to the bend in the road for safety concerns that I can see, especially on the B design, but I do like the B design/layout."

"Cul de sacs are more desirable (and) so are lots with 360 views. Should ensure we can incorporate this. As well, room to have solar panels, larger lots, and privacy."

Non-Citizens

"Don't like the 2 entrances. Or how the parking is laid out. Why separate the parking from units?"

"I liked how in A there were 2 cul-de-sacs. I think the park in the middle is nice."

Range Point Residents:

"Feel that option B makes more sense in case of fire or emergency. I also feel for public transit, it would be easier (for) access as well as (service)."

"I like using the existing access, and I like the single detached homes in northern B, but the cul de sac of single detached homes in the south of C are also very nice. I like the larger park idea in B as well."

"The whole street closest to the pocket park paves over a forested natural surface path that is very popular. I would remove that whole side of the development and leave it forest and natural pathway. I would move the road to the center of the central square."

5.0 PARKS, TRAILS & GREENSPACES

The surveys asked for feedback on the parks, trails and greenspace approaches reflected in all three concepts. The results for each element are discussed below.

Trails connecting all parts of the neighbourhood

This design element received generally strong support from all three groups, with some opposition coming from KDFN citizens (21%) and Range Point residents (14%). Judging by the comments received, security and privacy concerns were the basis for the opposition from citizens.

<i>Respondent Group</i>	<i># of Respondents</i>	<i>Strongly Oppose</i>	<i>Somewhat Oppose</i>	<i>Somewhat Support</i>	<i>Strongly Support</i>	<i>I Don't Know</i>
KDFN Citizens	14	14%	7%	43%	36%	0%
Non-Citizens	11	0%	0%	55%	46%	0%
RP Residents	14	7%	7%	36%	50%	0%

Paved trails connecting streets to the central park

This design element also generally received support from all three groups. Some opposition was registered by Range Point residents (28%) and KDFN citizens (14%), with comments indicating a preference for natural surface trails and/or general opposition to the loss of greenspace and existing trails inherent to all concepts.

<i>Respondent Group</i>	<i># of Respondents</i>	<i>Strongly Oppose</i>	<i>Somewhat Oppose</i>	<i>Somewhat Support</i>	<i>Strongly Support</i>	<i>I Don't Know</i>
KDFN Citizens	14	7%	7%	29%	57%	0%
Non-Citizens	11	0%	0%	82%	18%	0%
RP Residents	12	21%	7%	50%	21%	0%

Natural surface trails in greenspaces

This design element received very strong support from all three groups. There was very minor opposition from KDFN citizens (7%) and Range Point residents (7%); the reasons why are unclear.

<i>Respondent Group</i>	<i># of Respondents</i>	<i>Strongly Oppose</i>	<i>Somewhat Oppose</i>	<i>Somewhat Support</i>	<i>Strongly Support</i>	<i>I Don't Know</i>
KDFN Citizens	14	7%	0%	21%	71%	0%
Non-Citizens	11	0%	0%	27%	73%	0%
RP Residents	12	7%	0%	14%	71%	0%

10m forested buffer along Range Road/Northland Park

This design element received almost unanimous support from the three groups. 14% of KDFN citizens expressed opposition; again, the reasons why are not clear from the comments.

<i>Respondent Group</i>	<i># of Respondents</i>	<i>Strongly Oppose</i>	<i>Somewhat Oppose</i>	<i>Somewhat Support</i>	<i>Strongly Support</i>	<i>I Don't Know</i>
KDFN Citizens	14	7%	7%	29%	57%	0%
Non-Citizens	11	0%	0%	46%	55%	0%
RP Residents	14	0%	0%	14%	86%	0%

Pocket park at viewpoint

This design element also received very strong support from all three groups. There was minor opposition from KDFN citizens (7%) and Range Point residents (14%); the comments suggest that there are concerns about park maintenance, privacy of nearby residences, and potential loss of a valued old tree.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	14	7%	0%	21%	71%	6%
Non-Citizens	11	0%	0%	27%	64%	0%
RP Residents	14	7%	7%	43%	36%	9%

IN THEIR OWN WORDS: PARKS, TRAILS & GREENSPACE

KDFN Citizens

"Benches would be nice and guard rails along the steep hills"

"Having a nice park at a scenic viewpoint would be a bonus to any neighborhood but I do not like the idea of having trails connecting throughout the neighborhood because of the property crimes that could happen having easy access to people's property... Having nice paved trails are more safe, however having natural trails are an added bonus to be out on the land yet not having to travel too far to access that."

"Not enough parks. Park is only in one location. Can you make 2 parks at least".

Non-Citizens

"Instead of landscaping for appearance, landscape for the most environmentally friendly option, such as more wildflowers or crawling thyme."

"There's so much wildlife around there. You need the buffers and space to limit human interaction."

"Multi-use with off-lease designation please, prefer 'natural' trails to 'groomed & paved' trails"

Range Point Residents:

"There is a trail that my daughter and I absolutely love, and use a lot. We call it "The trail that never ends". It is very long, running North and South, and it looks like it doesn't end, though it does. These plans seem to have that trail paved over for the most part. That makes me sad."

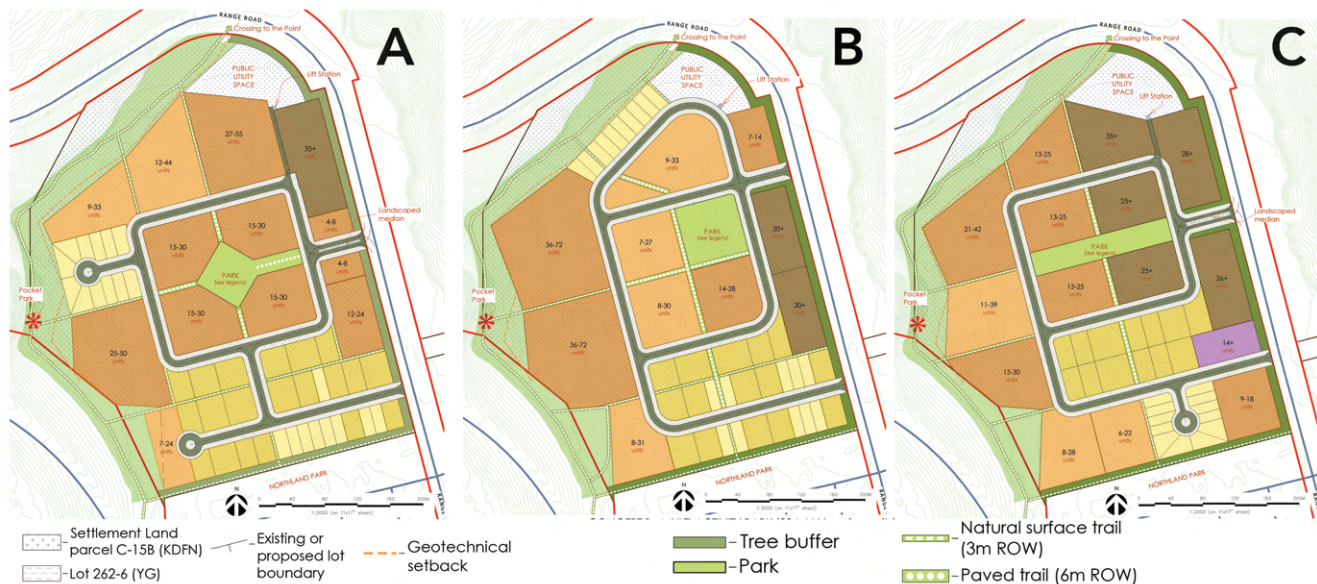
"I like the idea of trails connecting the neighborhood, which would encourage more walking, exploring and neighbor-to-neighbor contact. I do have concern that the pocket park would not be regularly maintained. It is along a clay cliff area."

"Not enough greenspace, and it's hard to understand what the surface trails between multiplexes would even look like."

"I do like the buffer against Mountain View Road. That road can get very loud, especially when commercial vehicles are driving past, so it's good to have a buffer to block the noise. It will also make a good trail for people to walk their dogs."

6.0 MAIN PARK AMENITY

The surveys asked for feedback on the main/central park amenity shown in the three concepts. The results for each concept are discussed below.



Concept A

Concept A's park space received a mixed response. Non-citizens were most supportive (91%), followed by KDFN citizens (72%); however, 58% of Range Point residents expressed opposition to it. Some respondents commented that they liked the central gathering aspect, while others commented that the close proximity to residences on all sides would undermine privacy and create an uneven sense of ownership/belonging for the space.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	14	14%	14%	29%	43%	0%
Non-Citizens	11	0%	9%	55%	36%	0%
RP Residents	14	29%	29%	36%	7%	0%

Concept B

Concept B was the most strongly supported park concept by non-citizens (100%) and citizens (86%). Only 39% of Range Point residents supported it. However, this concept too received significant opposition from Range Point residents (61%). Numerous comments from non-citizens and citizens expressed support for a larger gathering and recreational space in the neighbourhood, while a few comments from Range Point residents suggested these amenities were unnecessary.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	14	14%	0%	29%	57%	0%
Non-Citizens	11	0%	0%	45%	55%	0%
RP Residents	13	15%	46%	8%	31%	0%

Concept C

Concept C received a less enthusiastic response from all groups, with 73% of non-citizens, 46% of citizens, and 35% of Range Point residents supporting it. Opposition was highest from Range Point residents (65%), followed by KDFN citizens (54%) and non-citizens (27%). There was only one comment specific to Concept C, noting that the Range Road North plan has committed to a linear park. The opposition is likely based around a comparison of amenities and features and more central nature of the more favoured Concepts A and B.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	14	31%	23%	38%	8%	0%
Non-Citizens	11	18%	9%	64%	9%	0%
RP Residents	14	36%	29%	14%	21%	0%

IN THEIR OWN WORDS: MAIN PARK SPACE

KDFN Citizens

"They need to be bigger and more. Add elements for kids and elders to enjoy. Make it all accessible to people with disabilities".

Non-Citizens

"The neighborhood should have a good park space with a space large enough for an outdoor rink in the winter considering there's not much within walking distance for kids."

"I'd rather see the park in the SW corner of the area, not the NE.."

"I like a more central location for a park instead of scattered play features. It would be nice for a trail to become a skating rink like it does down at shipyards. I don't know if that's possible. It would be nice to have a basketball and squash area."

Range Point Residents:

"Already a linear park planned for Range Road..."

"The park doesn't need to be highly manicured. Leaving nature as it is as much as possible and just adding to it is preferred."

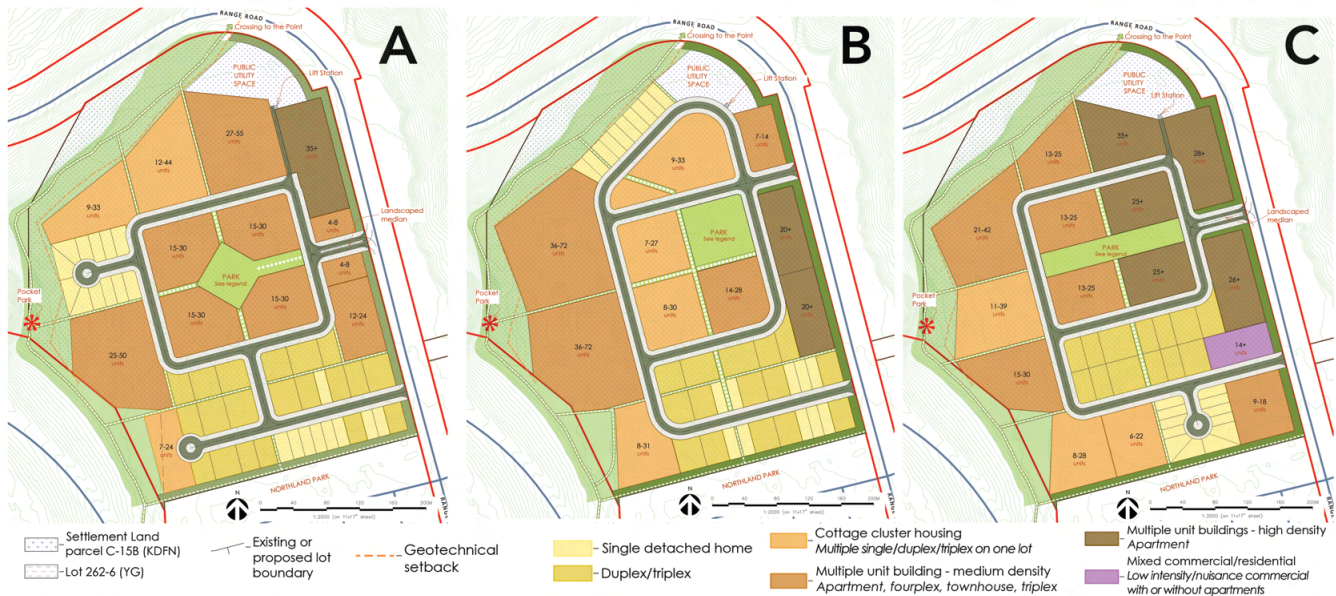
"(The concepts) are all terrible. (The) placing of this park will lead to the immediate houses surrounding the park to believe that that is 'their' park. They are all far too small, and you're depriving walking trails for all residents in the area for the benefit of the immediate new residents. No regard for the people that enjoy walking this area in peace and close to nature."

"We don't need another skating rink or large lawn. The park should be a First Nations natural park with maybe benches in a circle, a firepit, an area with a roof, and some toys for kids to play on, and the naturally occurring plant life. This should be something new and a reflection of the First Nation making it."

"Like idea of Concept B... Multi-use, neighborhood gathering space. Makes more sense for multi-cultural events with some road parking., a rink, play-toys for younger kids, soccer or baseball, etc.....somewhere for kids and families to grow as community..."

8.0 HOUSING CONCEPTS

The surveys asked for feedback on the arrangement of housing types and densities shown in the three concepts. The results for each concept are discussed below.



Concept A (267-508 units, mostly medium density)

Concept A received the most support from all groups. Non-citizens and citizens showed the strongest support at 92% and 91%, respectively. 36% of Range Point residents expressed support, compared to 64% who opposed it. Several comments noted that Concept A and single family lots were more desirable. The reason for specific opposition to this option from residents was not clear; most comments indicated opposition to any development. A few comments indicated concerns about affordability and the development benefiting the most people possible.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	13	8%	0%	54%	38%	0%
Non-Citizens	14	0%	9%	55%	36%	0%
RP Residents	14	43%	21%	29%	7%	0%

Concept B (224-446 units, mostly medium density)

Concept B received a very positive response from non-citizens (100% support) but was less favoured by citizens (69%). This was the favoured option of Range Point residents, with 50% expressing support. It was difficult to discern a specific reason for the stronger support of this option based on the comments received.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	13	23%	8%	46%	23%	0%
Non-Citizens	14	0%	0%	45%	55%	0%
RP Residents	13	21%	29%	21%	29%	0%

Concept C (304-602 units, higher density plus commercial)

Concept C, the highest density option, was the least preferred option by all groups. Non-citizens were the most supportive (73%), followed by KDFN citizens (65%). Only 28% of Range Point residents supported it, and many comments indicated a strong opposition to development, period, let alone higher density development. A few comments did indicate support for a commercial node in Range Point.

Respondent Group	# of Respondents	Strongly Oppose	Somewhat Oppose	Somewhat Support	Strongly Support	I Don't Know
KDFN Citizens	14	21%	7%	36%	29%	7%
Non-Citizens	14	18%	9%	64%	9%	0%
RP Residents	14	50%	21%	14%	14%	0%

IN THEIR OWN WORDS: HOUSING CONCEPTS

KDFN Citizens

"Just do all nice townhouses like parts of Whistle Bend has. Do less apartment buildings because they have more crime..."

"Need affordable energy efficient housing. Homes for all income levels and based on family needs."

"Just build elder housing. That is super important."

"A - I like the park and community feel. I just wish everything was more townhouses and less single family. Let's use the land we have to benefit the most citizens."

Non-Citizens

"Single detached housing on cul-de-sac is most family friendly for those that can afford to live there. Most families would rather have own home versus live in an apartment. Commercial space would benefit locals as there's no commercial space on this end of the road for dining/groceries etc."

"Need more mobile home lots."

"...what about a space for mini-houses and are modulars (trailers) going to be permitted?"

"It doesn't matter what public opinion is, you have already confirmed that it is better to build 'em and stuff 'em. Aesthetically, single family is the (best) of all..."

"Single detached housing in cul-de-sac sounds like a great place to raise a family, especially with a park nearby and lots of trails."

"As much as I don't want more population up there. (Concept C) will limit the footprint by having more multi unit complexes rather than individual dwellings."

Non-Citizens

"I like that there is a mixed commercial residential spot in C, but for some reason it is not in A or B....We could really use a grocery or convenience store around here."

"I don't support medium and high-density housing for Whitehorse. It's not what locals want; it only caters to what people from outside of Yukon are used to."

"I hope you can put your money into good use and generate the largest benefits for the most number of people."

9.0 NEIGHBOURHOOD APPEAL

The survey asked whether any of the concepts reflected a neighbourhood respondents may wish to live in. KDFN citizens were over twice as likely to respond “yes” as non-citizens. 29% of Range Point respondents indicated “yes”. About 15-20% of all groups responded “I don’t know”. When asked to explain their “yes”, some respondents mentioned the park, trails, and perception that the neighbourhood would be spacious (enough) and family friendly. When asked to explain their “no”, crowding, density and traffic issues were cited.

Respondent Group	# of Respondents	YES	NO	I DON'T KNOW
KDFN Citizens	13	69%	15%	15%
Non-Citizens	9	33%	44%	22%
RP Residents	12	29%	36%	14%

IN THEIR OWN WORDS: NEIGHBOURHOOD APPEAL

KDFN Citizens

“Doesn't seem too crowded and have trails, park, not too many roads..”

“Depends on condo location & (whether) Mountainview is turned into four lane to handle the increased traffic.”

“Seems to be just a plan of Whistle bend 2.O.. I can see some multi residential along Range Road but all 3 plans seem too over crowded with multi units. On the other hand I do understand about the taxation theory of these plans.”

Non-Citizens

“Move the single lots in B to the SW corner from the NW”.

“Option A looks like a really family centric community and I like the 2 cul-de-sacs”.

“Too crowded”

“Not expecting the any affordable options no matter what gets built”

“I like less density”

“More single detached housing with bigger land size”

Range Point Residents:

“We don't need trailers or condos, this neighborhood already has tonnes of those. I think that apartment buildings would get the most densification in the smallest area, so I would go with two of those like in plan B. The rest of the half of the development area should be all Hobbit Homes! They would be highly popular and more environmentally friendly.”

10.0 OTHER COMMENTS

Respondents offered a variety of comments on the project and development in general. The most common of these (by far) were expressions of opposition to the development by Range Point residents, with impacts on wilderness, wildlife, quiet, neighbourhood safety and. A few citizens expressed concerns about government priorities and sharing Settlement Lands with non-citizens.

IN THEIR OWN WORDS: OTHER COMMENTS

KDFN Citizens

"I would like that we finish up our citizenship act before we move onto our lands act..."

"Need affordable housing for all incomes levels and single detached homes. Need to think of the needs rather than generating income. Citizens should all be able to own a home on their settlement land!"

"At this point I feel the road is the least of our worries. It's more about what are these lots going to be used for. Are these lots going to be accessible to anyone in KDFN and such. Will these places be rented to people who will not take care of them and if so will they be evicted before they are destroyed."

Non-Citizens

"TRAFFIC! noise, volume (people, pets & vehicles), safe crossings on Range Rd. for pedestrians. Sad to see another green space within the city being developed, although I understand the need to. It is going to significantly change the feel of the entire area, and not in a good way..."

Range Point Residents:

"(The) area isn't big enough to support the requested development. Neighbourhoods up here are already cramped and full of folks. The green space we have we constantly use and taking that away makes the area less desirable and will increase crime in an already vulnerable area. Please consider more than just the money on this one."

"There will be major issues with this much housing in this location that is not being considered and this planning is massively short-sighted."

"I live in the area currently and enjoy the space as is now. Please don't change it for money, the greed will just ruin our wilderness space and cause more crime/displacement or killing of animals. Consider more than just what someone from Ontario wants."

"Adding any sort of housing to this area would be horrible for the people that have lived here for years that enjoy this corner of Whitehorse being quiet, trails and river views. Don't need more housing/commercial space in this area it will ruin the out of town living - in town feeling. The quietness of this area is why I chose to purchase a home here. Neither low income housing, or basic homes would benefit this area. I think it would make it worse, and could potentially increase crimes in this area..."

9.0 KEY TAKE-AWAYS

Based on the survey results, Groundswell has compiled some key “takeaways” that could be applied to decision-making around a preferred draft neighbourhood concept. These are:

- Concepts A and B were generally better received by all three groups.
- Concept B’s road layout was the clear favourite with all three groups. Its park amenity was the favourite of both KDFN citizens and non-citizens, while its housing concept was most preferred by non-citizens and second favourite of citizens. Range Point residents expressed more opposition than support to virtually all concepts’ road, housing and park treatments – the exception being the housing concept and road layout of Concept B (which received 50% and 57% support, respectively).
- Concept A’s housing concept was the clear preference of KDFN citizens, and only narrowly beat out Concept B for non-citizens.
- Support for commercial development appears to be mixed.
- General approaches to parks, trails and greenspace reflected in the concepts are supported by all three groups. Opportunities to cut development costs by reducing the amount of paved trails should be explored since there appears to be a preference for natural surface trails. Similarly, a pocket park – if pursued – should emphasize natural surroundings and materials.
- There is strong support from citizens and non-citizens for a larger, diverse park space that functions for both gathering and activity as per Concept B. The design emphasis should be on multi-functional amenities that require minimal maintenance. Range Point residents expressed opposition to all of the park amenity concepts; however, they are likely to be a user group due to the lack of other facilities in the neighbourhood.

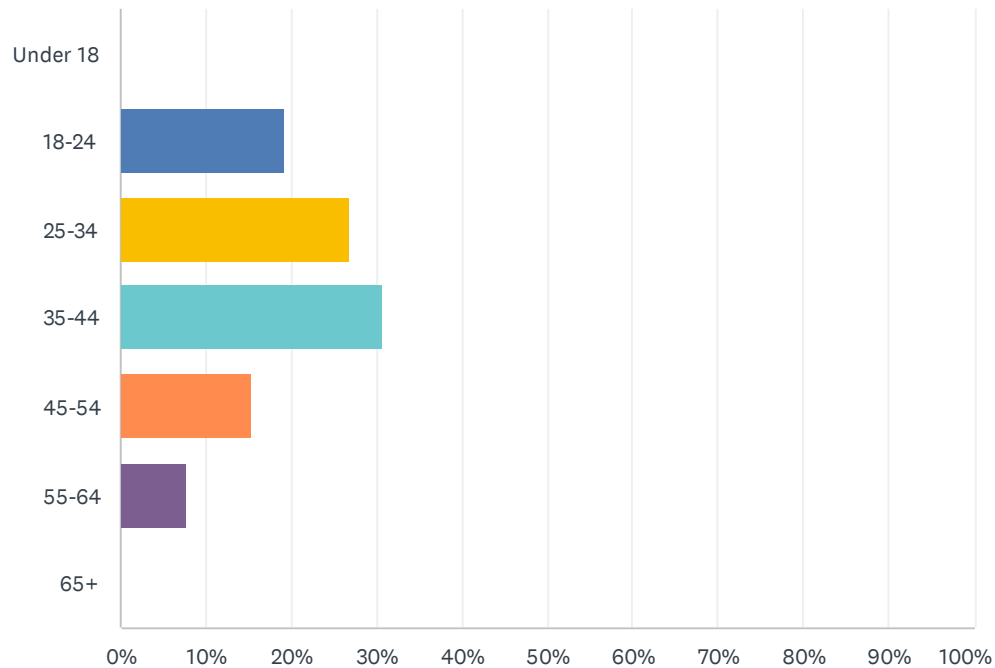
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APPENDIX A

Kwanlin Dün First Nation Citizen Complete Survey Results

Q1 What age group do you belong to?

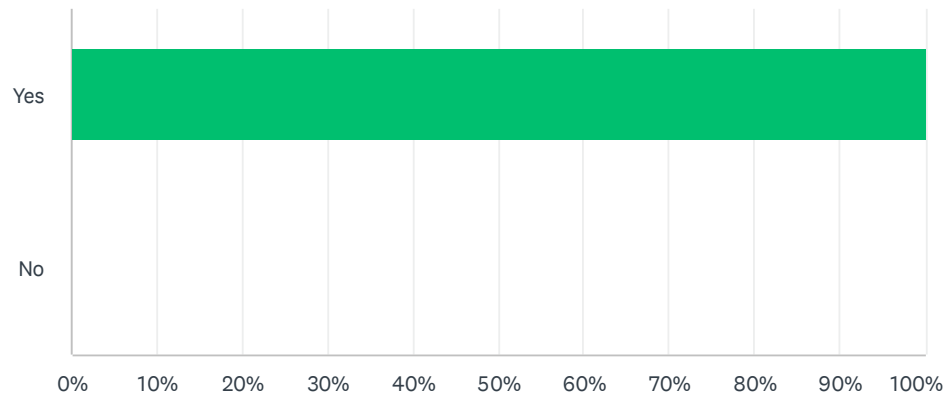
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	19.23%	5
25-34	26.92%	7
35-44	30.77%	8
45-54	15.38%	4
55-64	7.69%	2
65+	0.00%	0
TOTAL		26

Q2 Are you a Citizen or Beneficiary of Kwanlin Dün First Nation?

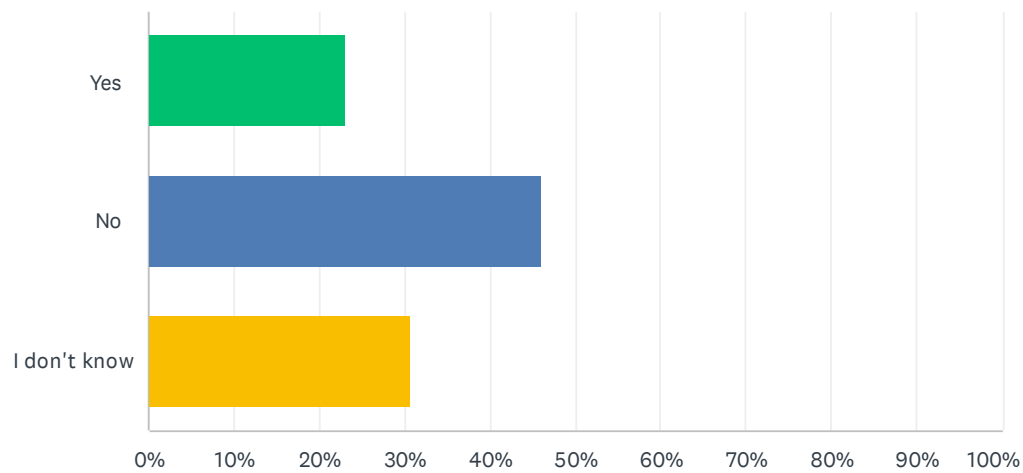
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	26
No	0.00%	0
TOTAL		26

Q3 Did you participate in the May 2021 survey about the project?

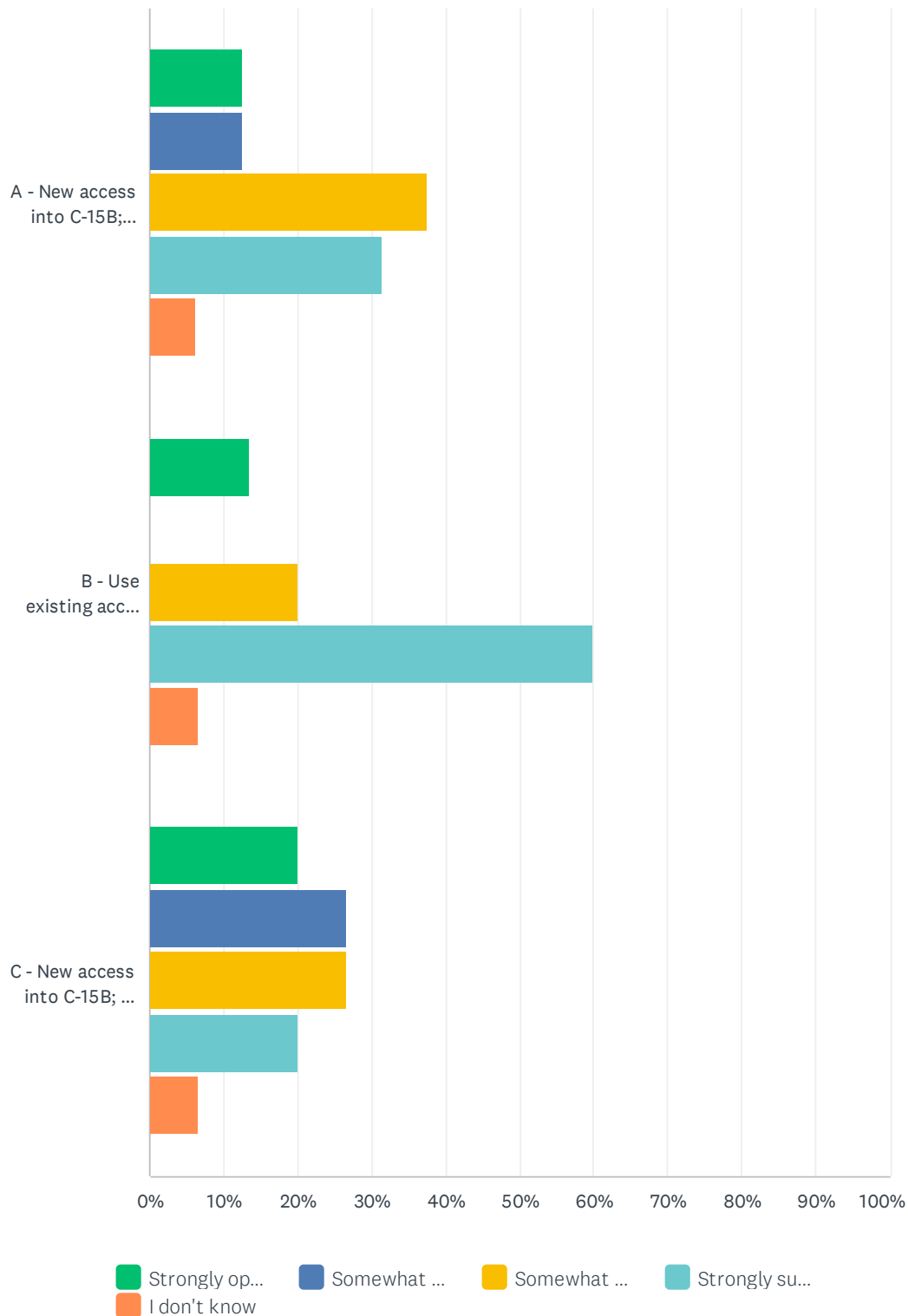
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	23.08%	6
No	46.15%	12
I don't know	30.77%	8
TOTAL		26

Q4 Road layout provides the basic structure for this future neighbourhood.
Tell us what your level of support is for each concept's proposed road
layout:

Answered: 16 Skipped: 10



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
A - New access into C-15B; central road on Lot 262-6	12.50% 2	12.50% 2	37.50% 6	31.25% 5	6.25% 1	16	2.93
B - Use existing access into C- 15B; central road on Lot 262-6	13.33% 2	0.00% 0	20.00% 3	60.00% 9	6.67% 1	15	3.36
C - New access into C-15B; Lot 262-6 access road at northern edge of parcel	20.00% 3	26.67% 4	26.67% 4	20.00% 3	6.67% 1	15	2.50

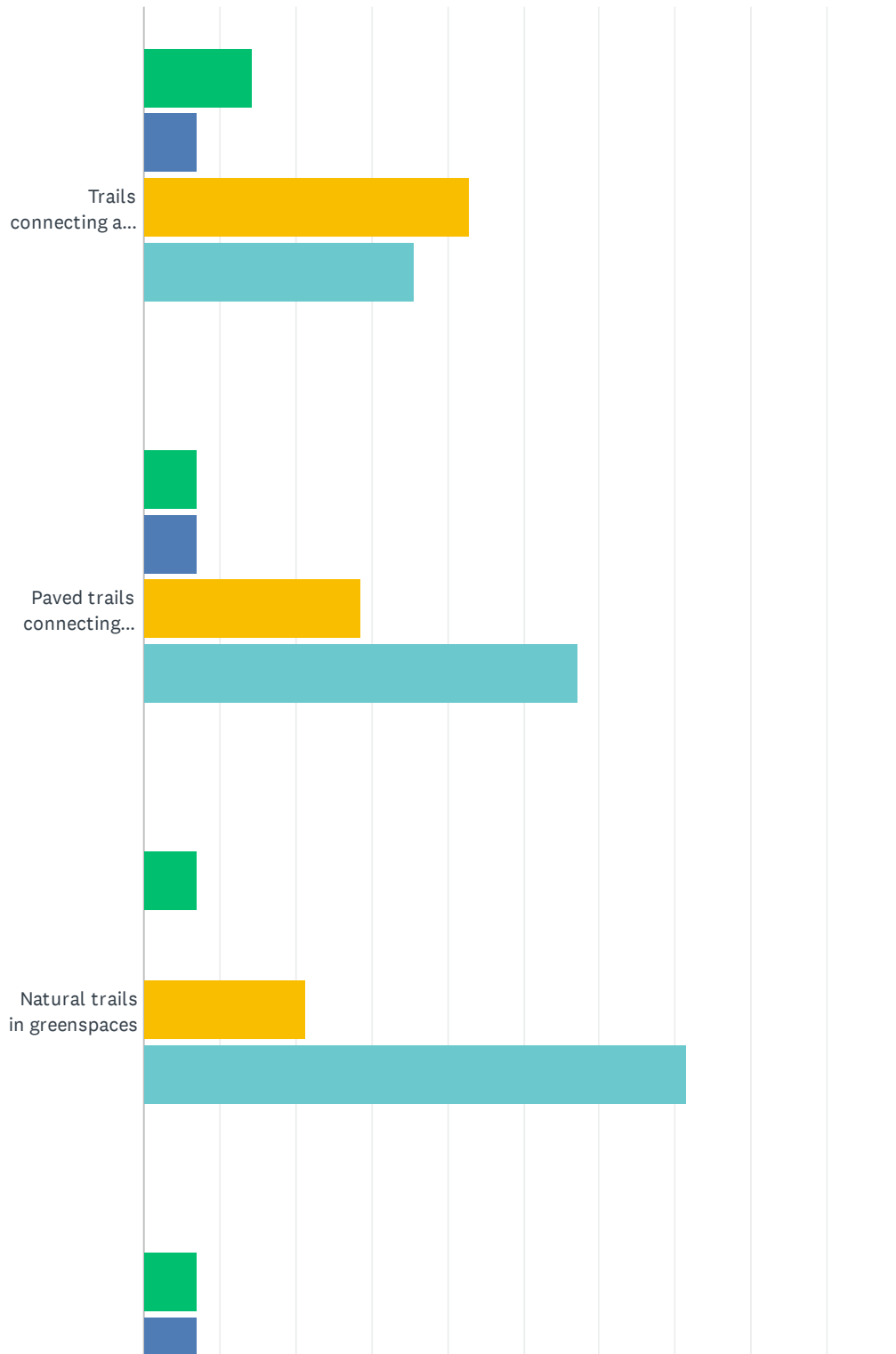
Q5 Please tell us more about what you liked or didn't like about the road layout options, and/or how we could improve them.

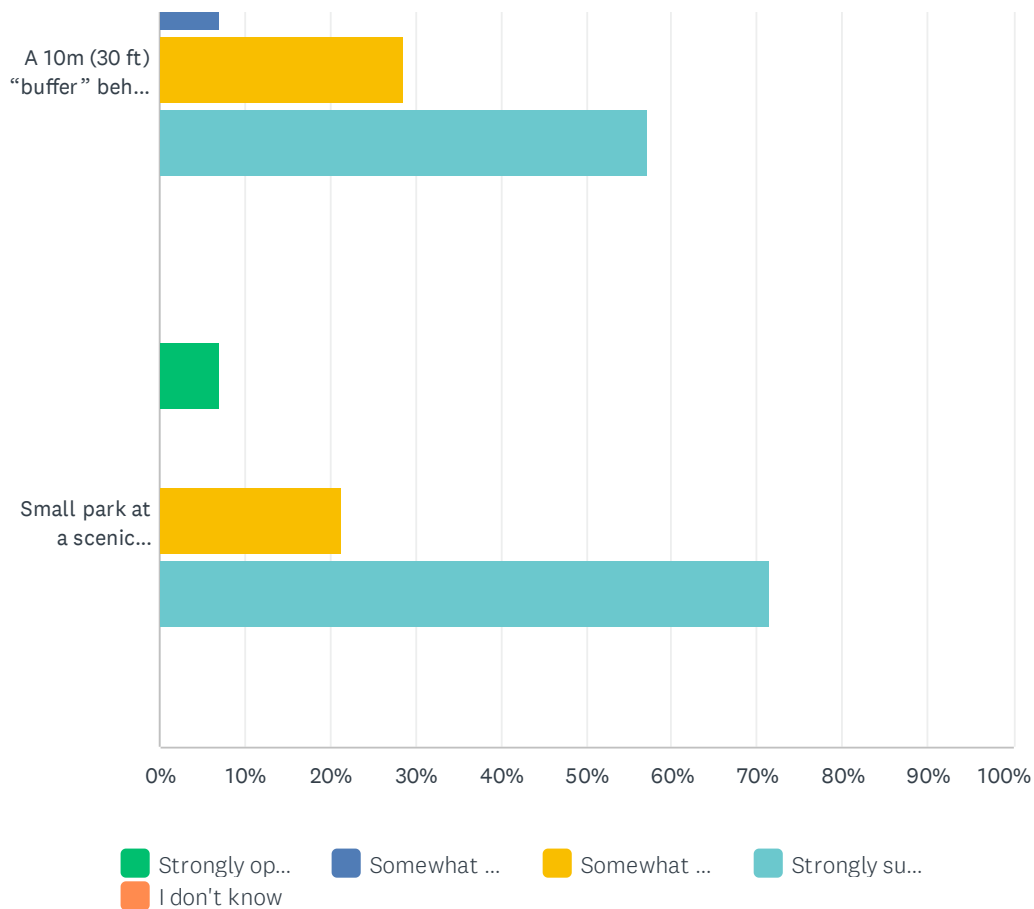
Answered: 12 Skipped: 14

#	RESPONSES	DATE
1	I think the road layout for B is perfect	11/19/2021 8:12 AM
2	Like there is 2 access roads to subd. Don't like the A b/c snow removal will result in pile of snow at cul-da-sac	11/17/2021 6:54 PM
3	I would like that we finish up our citizenship act before we move onto our lands act	11/17/2021 12:41 PM
4	I want to live there	11/15/2021 12:31 PM
5	the consistent flow of option B	11/14/2021 7:28 PM
6	At this point I feel the road is the least of our worries. It's more about what are these lots going to be used for. Are these lots going to be accessible to anyone in kdfn and such. Will these places be rented to people who will not take care of them and if so will they be evicted before they are destroyed.	11/11/2021 10:56 PM
7	Nice view on hills for everybody to enjoy	11/10/2021 7:59 PM
8	I like it just being one way in one out. I like the park in the middle. I think you should do all really nice townhouses that all or most look to the park.	11/10/2021 3:15 PM
9	Cul de sacs are more desirable so are lots with 360 views. Should ensure we can incorporate this. As well, room to have solar panels, larger lots, and privacy.	11/10/2021 3:06 PM
10	Based on the layouts of the 3 diagrams listed Plan B seemed more simple of a road design. There are way too many roundabouts in Whitehorse as it is and can be a little confusing when entering a new area. Grid layouts more easy to navigate and know where you are going or just came from and easier to read on Google maps. Going into a subdivision like Whistle Bend and all the roundabouts it is very easy to get lost.	11/8/2021 9:53 AM
11	The road layout should not be too close to the bend in the road for safety concerns that i can see, especially on the B design, but I do like the B design/layout.	11/5/2021 9:10 AM
12	Unsure about where the park should be placed but other than that the roads looks good	11/4/2021 3:49 PM

Q6 KDFN Citizens and Range Point residents told us that trails and greenspace were very important to the success of this neighbourhood. Please tell us what you think of the ways we tried to reflect those priorities in the three concepts:

Answered: 14 Skipped: 12





	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Trails connecting all parts of the neighbourhood	14.29% 2	7.14% 1	42.86% 6	35.71% 5	0.00% 0	14	3.00
Paved trails connecting streets to park	7.14% 1	7.14% 1	28.57% 4	57.14% 8	0.00% 0	14	3.36
Natural trails in greenspaces	7.14% 1	0.00% 0	21.43% 3	71.43% 10	0.00% 0	14	3.57
A 10m (30 ft) "buffer" behind Northland Park and along Range Road	7.14% 1	7.14% 1	28.57% 4	57.14% 8	0.00% 0	14	3.36
Small park at a scenic viewpoint	7.14% 1	0.00% 0	21.43% 3	71.43% 10	0.00% 0	14	3.57

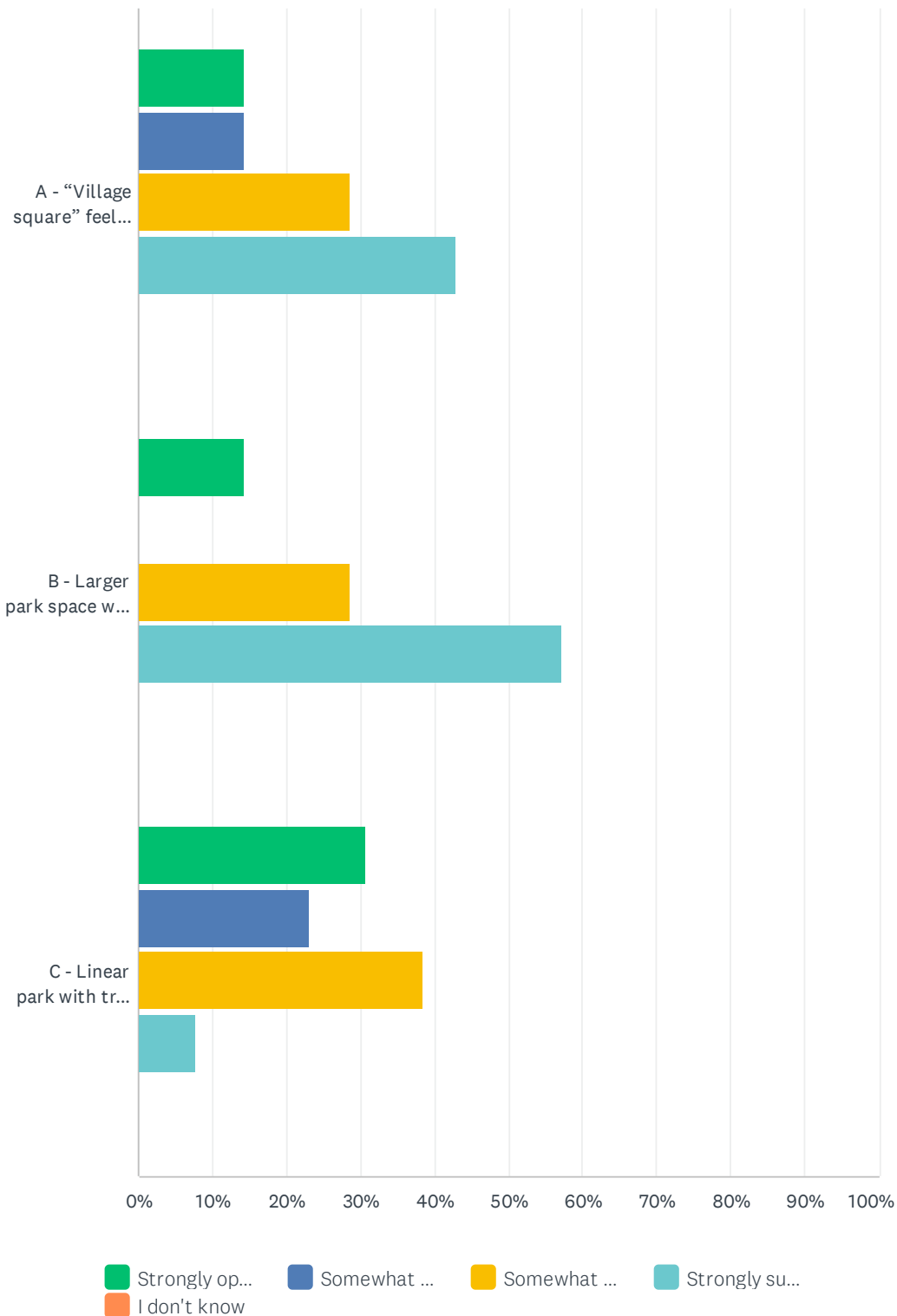
Q7 Please tell us more about what you liked or didn't like about how the concepts deal with trails and greenspaces and/or how we could improve the concepts.

Answered: 8 Skipped: 18

#	RESPONSES	DATE
1	Not sure if I like where the park is placed. Not sure where I would place it though. It's mostly because it looks like its in someones backyard	11/18/2021 10:48 AM
2	Like park space in A & C	11/17/2021 7:02 PM
3	Finishing up our citizenship act will have a stronger impact as people don't have the exact say in anything	11/17/2021 12:44 PM
4	Bench's Would be nice and guard rails along the steep hills	11/10/2021 8:07 PM
5	Not enough parks. Park is only in one location. Can It you make 2 parks st least.	11/10/2021 3:19 PM
6	Not sure about scenic viewpoint.	11/10/2021 3:08 PM
7	Having a nice park at a scenic viewpoint would be a bonus to any neighborhood but I do not like the idea off having trails connecting throughout the neighborhood because of the property crimes that could happen having easy access to people's property and easy getaways to just duck into a trail and be gone. Having nice paved trails are more safe, however having natural trails are an added bonus to be out on the land yet not having to travel too far to access that.	11/8/2021 10:00 AM
8	The major issue I see is the paved trail in A B and C lead to a crossing point that is on a blind corner of the road. I can see this a major safety concern for pedestrians.	11/5/2021 9:14 AM

Q8 The three concepts take a different approach to the larger, central park space. Tell us what your level of support is for each concept's proposed park space: :

Answered: 14 Skipped: 12



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
A - "Village square" feel with central gathering space and play features	14.29% 2	14.29% 2	28.57% 4	42.86% 6	0.00% 0	14	3.00
B - Larger park space with room for a playing field or skating rink, playground, etc.	14.29% 2	0.00% 0	28.57% 4	57.14% 8	0.00% 0	14	3.29
C - Linear park with trail and small clusters of play features and seating on the sides	30.77% 4	23.08% 3	38.46% 5	7.69% 1	0.00% 0	13	2.23

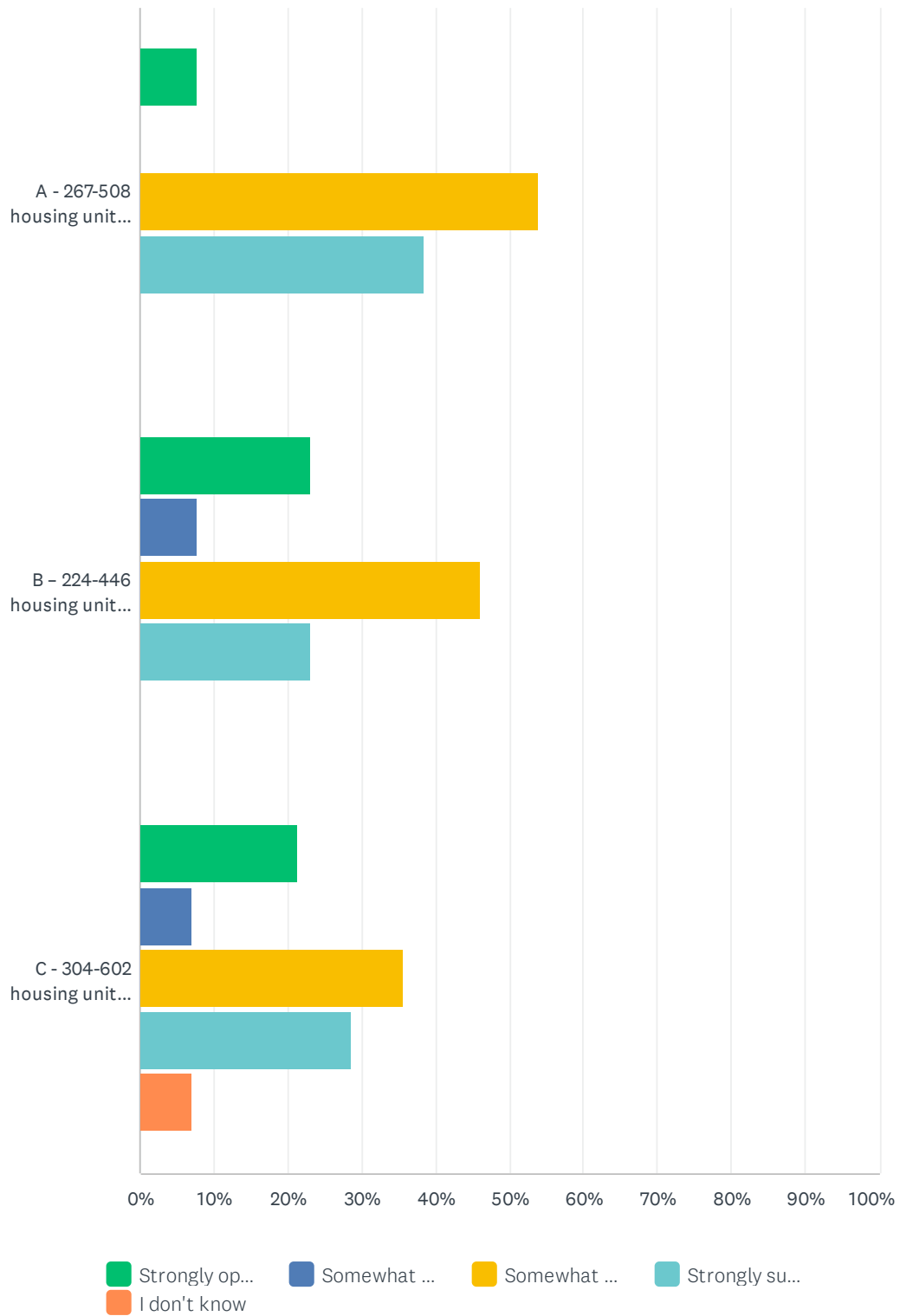
Q9 Please tell us more about what you liked or didn't like about the park options and/or how we could improve them.

Answered: 6 Skipped: 20

#	RESPONSES	DATE
1	dont make a small park	11/19/2021 8:18 AM
2	A. I like that there isn't a lot of roads and the placement of the park	11/18/2021 10:48 AM
3	If we finish our Citizenship act we will be a community ready to build for the future	11/17/2021 12:44 PM
4	A nice view where you can see everything would be nice	11/10/2021 8:07 PM
5	They need to be bigger and more. Add elements for kids and elders to enjoy. Make it all accessible to people with disabilities.	11/10/2021 3:19 PM
6	Designated areas for different sports and access to them. Variety of options but keeping green spaces	11/10/2021 3:08 PM

Q10 Each concept takes a different approach to the mix of housing types, overall density (# of units per unit area) and where density is located around the neighbourhood. Tell us what your level of support is for each concept's proposed housing approach:

Answered: 14 Skipped: 12



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
A - 267-508 housing units, mostly medium density. Small amount of high density along Road Road, single detached lots on C-15B and Lot 262-6.	7.69% 1	0.00% 0	53.85% 7	38.46% 5	0.00% 0	13	3.23
B – 224-446 housing units, mostly medium density. More high density along Range Road, single detached lots on C-15B and Lot 262-6.	23.08% 3	7.69% 1	46.15% 6	23.08% 3	0.00% 0	13	2.69
C - 304-602 housing units, more higher density and some commercial. High density in the centre and on Range Road, single detached lots on Lot 262-6 only.	21.43% 3	7.14% 1	35.71% 5	28.57% 4	7.14% 1	14	2.77

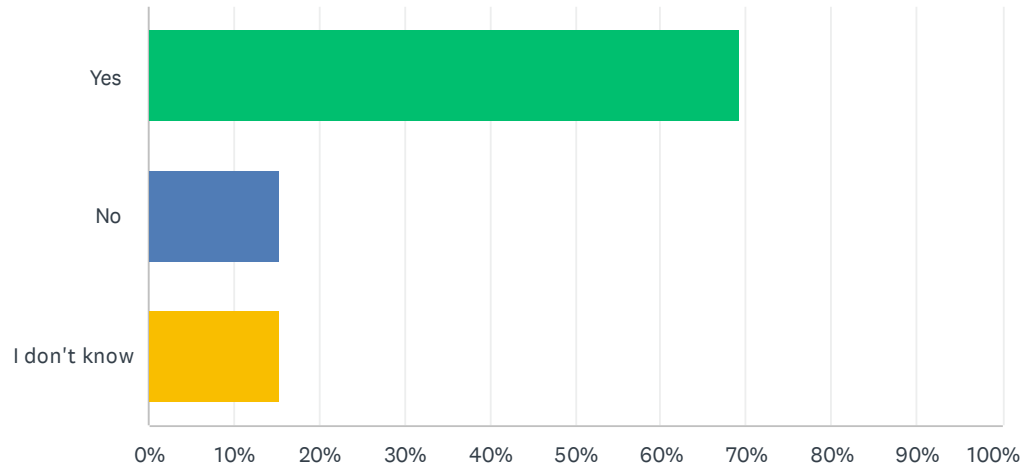
Q11 Please tell us more about what you liked or didn't like about the housing "mix" options, and/or how we could improve them.

Answered: 4 Skipped: 22

#	RESPONSES	DATE
1	Would like spacing between units	11/18/2021 10:52 AM
2	Have one community that is bene and citizenship will we all have a say	11/17/2021 12:45 PM
3	The people with the single family homes are going to look like other overlords of the neighborhood. Just do all nice townhouses like parts of whistlebenf has. Do less apartment buildings because they have more crime	11/10/2021 3:22 PM
4	Need affordable energy efficient housing. Homes for all income levels and based on family needs.	11/10/2021 3:10 PM

Q12 Do any of the concepts reflect a neighbourhood that you might want to move to?

Answered: 13 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	69.23%	9
No	15.38%	2
I don't know	15.38%	2
TOTAL		13

Q13 If yes, why?

Answered: 7 Skipped: 19

#	RESPONSES	DATE
1	I really like the layout of option B	11/19/2021 8:22 AM
2	Doesn't seem to crowded and have trails, park, not to many roads	11/18/2021 10:52 AM
3	Depends on condo location & mountainview road is turned into four lane to handle the increase traffic	11/17/2021 7:13 PM
4	Need a house	11/10/2021 8:12 PM
5	A I like the park and community feel. I just wish everything was more townhouses and less single family. Let's use the land we have to benefit the most citizens.	11/10/2021 3:24 PM
6	Cul de sac, own my own home, have something to pass on to children	11/10/2021 3:12 PM
7	Nice area	11/4/2021 2:29 PM

Q14 If no, why not?

Answered: 3 Skipped: 23

#	RESPONSES	DATE
1	As citizenship only benefits beneficiaries they have a better day then others	11/17/2021 12:47 PM
2	seems to be just a plan of whistle bend 2.0, I can see some multi residential along range road but all 3 plans seem to over crowded with multi units. On the other hand I do understand about the taxation theory of these plans	11/14/2021 7:42 PM
3	Just build elder housing. That is super important. And maybe also a daycare gor only yukon FN kids.	11/10/2021 3:24 PM

Q15 Please share any other ideas, comments or concerns you may have about this project.

Answered: 6 Skipped: 20

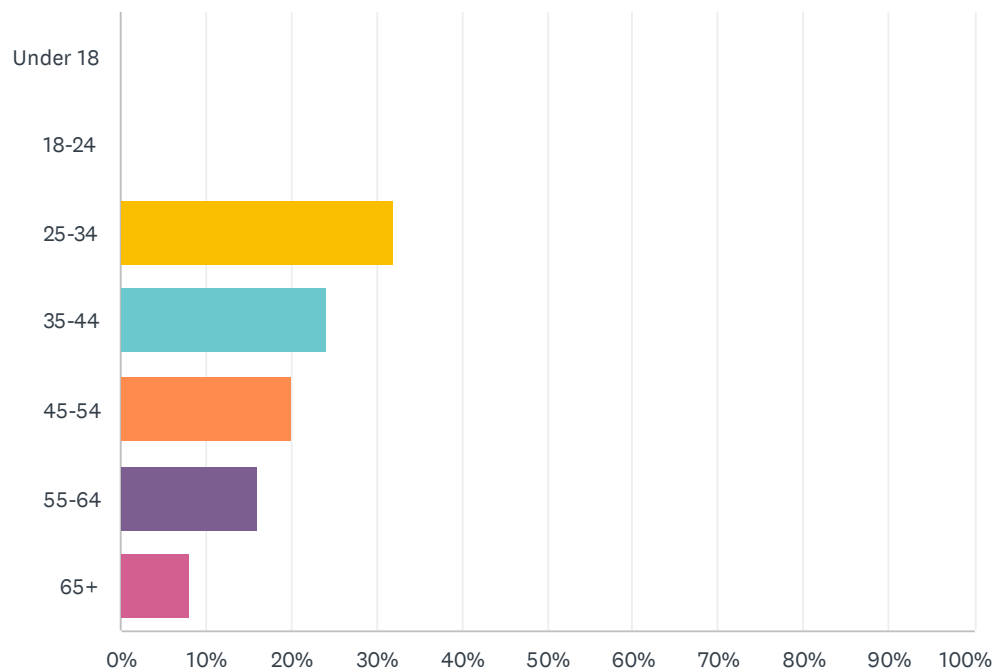
#	RESPONSES	DATE
1	Finish our citizenship act	11/17/2021 12:47 PM
2	there was a concept plan on this lot created before why are those not considered now with these new plans	11/14/2021 7:42 PM
3	Fences around yards	11/10/2021 8:12 PM
4	G	11/10/2021 3:24 PM
5	Need affordable housing for all incomes levels and single detached homes. Need to think of the needs rather than generating income. Citizens should all be able to own a home on their settlement land!	11/10/2021 3:12 PM
6	Access points are my main concern regarding safety matters that could arise and the closer the access to the blind corner, the more concern I have.	11/5/2021 9:18 AM

APPENDIX B

Non-Citizens Complete Survey Results

Q1 What age group do you belong to?

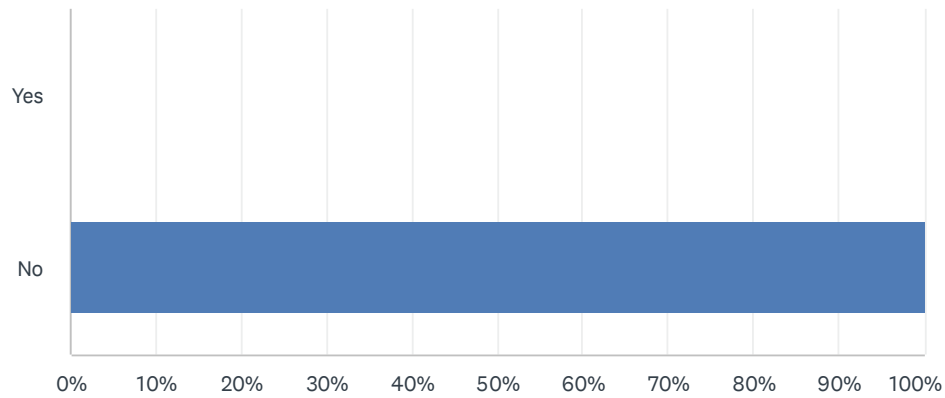
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	32.00%	8
35-44	24.00%	6
45-54	20.00%	5
55-64	16.00%	4
65+	8.00%	2
TOTAL		25

Q2 Are you a Citizen or Beneficiary of Kwanlin Dün First Nation?

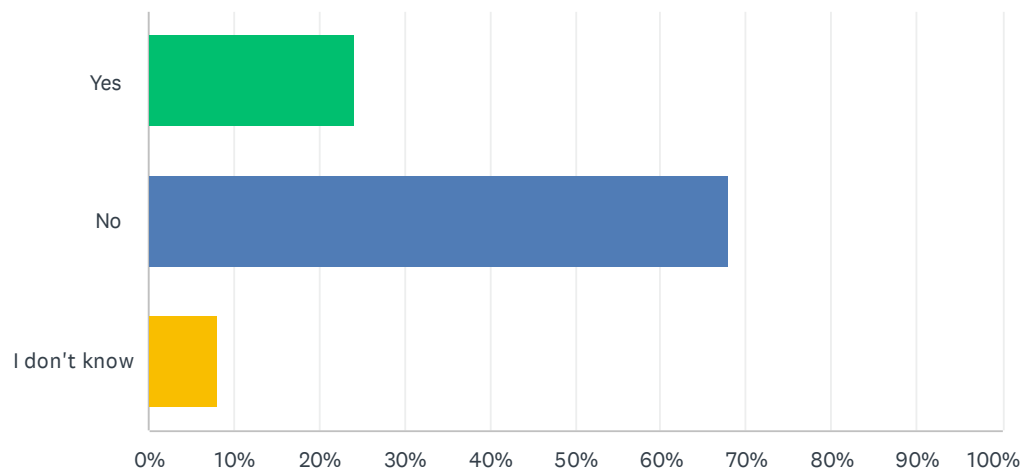
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	25
TOTAL		25

Q3 Did you participate in the May 2021 survey about the project?

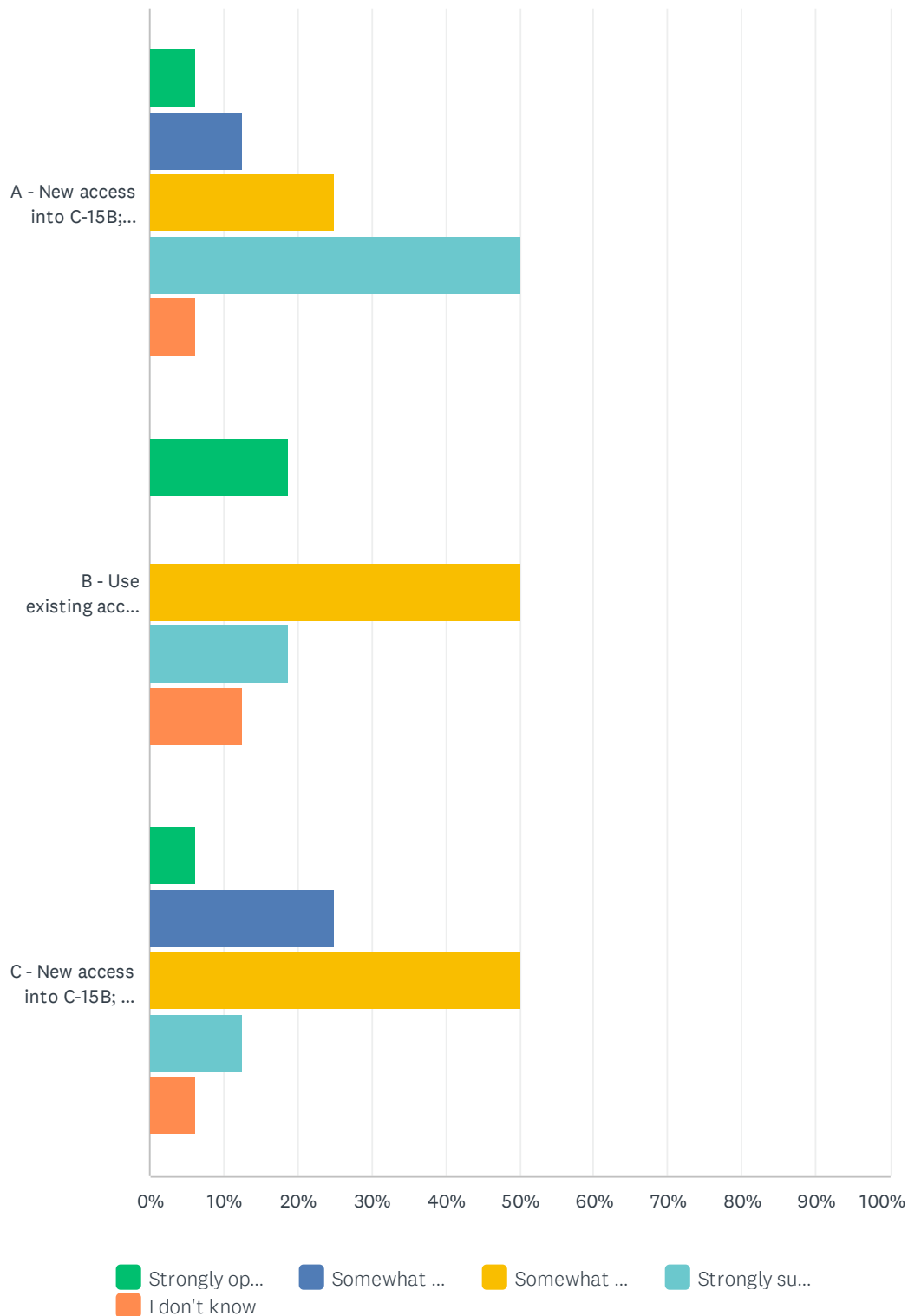
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	24.00%	6
No	68.00%	17
I don't know	8.00%	2
TOTAL		25

Q4 Road layout provides the basic structure for this future neighbourhood. Tell us what your level of support is for each concept's proposed road layout:

Answered: 16 Skipped: 9



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
A - New access into C-15B; central road on Lot 262-6	6.25% 1	12.50% 2	25.00% 4	50.00% 8	6.25% 1	16	3.27
B - Use existing access into C- 15B; central road on Lot 262-6	18.75% 3	0.00% 0	50.00% 8	18.75% 3	12.50% 2	16	2.79
C - New access into C-15B; Lot 262-6 access road at northern edge of parcel	6.25% 1	25.00% 4	50.00% 8	12.50% 2	6.25% 1	16	2.73

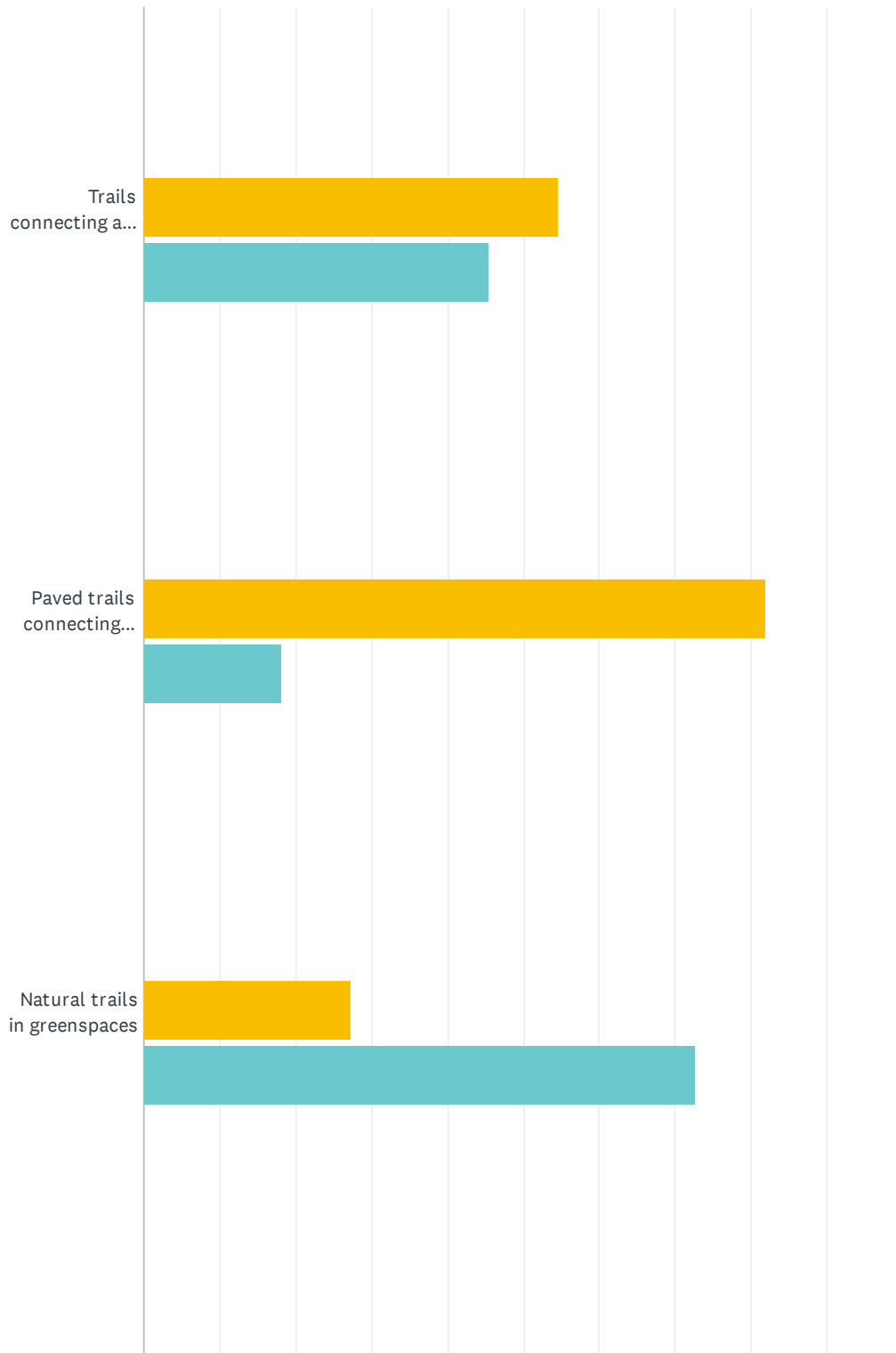
Q5 Please tell us more about what you liked or didn't like about the road layout options, and/or how we could improve them.

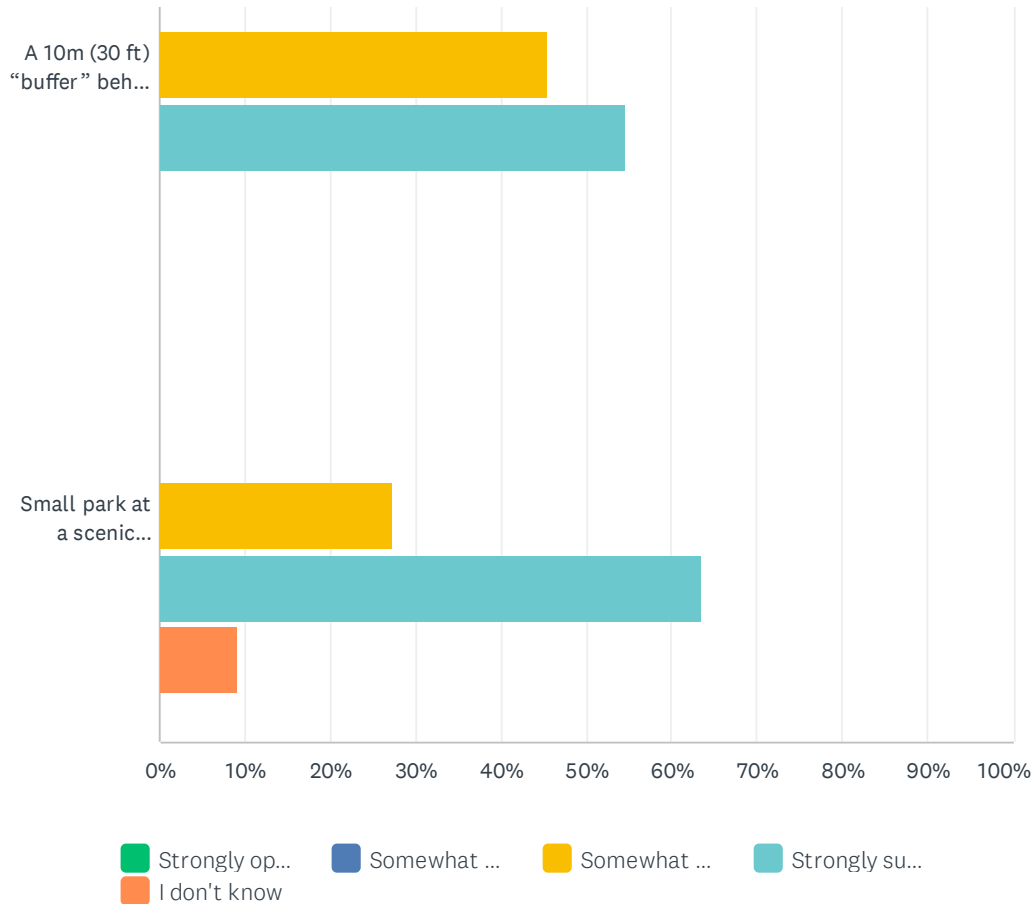
Answered: 7 Skipped: 18

#	RESPONSES	DATE
1	Less likely for going above speed limit...laughing at that thought. C is just an outright ugly and ridiculous layout, WAY to high a density...but who cares.	11/20/2021 9:55 PM
2	just be smart about it	11/20/2021 11:56 AM
3	Dont like the 2 entrances. Or hoe the parking is laid out. Why separate the parking from units?	11/18/2021 9:24 AM
4	Roads are fine. It's the amount of individual dwellings that concern me. The less amount of dwellings the better. So if you build more multi-unit complex's, it's less of a footprint than that many of individual units.	11/12/2021 10:59 AM
5	Be sure to have somewhere to park for people coming into the area to access the trail(s). Many people from the neighbouring areas use these trails DAILY.	11/11/2021 10:53 AM
6	Unclear what the plan is proposing. Which is the existing access. This is technical for people not involved with the project.	11/10/2021 7:03 PM
7	I liked how in A there were 2 cul-de-sacs. I think the park in the middle is nice. I like how KDFN is including all voices, even people not from KDFN. I support KFDN a lot and it's great to see public input into community planning. Great to see a mix of housing options and lots and encouraging to see the land development.	11/10/2021 3:05 PM

Q6 KDFN Citizens and Range Point residents told us that trails and greenspace were very important to the success of this neighbourhood. Please tell us what you think of the ways we tried to reflect those priorities in the three concepts:

Answered: 11 Skipped: 14





	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Trails connecting all parts of the neighbourhood	0.00% 0	0.00% 0	54.55% 6	45.45% 5	0.00% 0	11	3.45
Paved trails connecting streets to park	0.00% 0	0.00% 0	81.82% 9	18.18% 2	0.00% 0	11	3.18
Natural trails in greenspaces	0.00% 0	0.00% 0	27.27% 3	72.73% 8	0.00% 0	11	3.73
A 10m (30 ft) "buffer" behind Northland Park and along Range Road	0.00% 0	0.00% 0	45.45% 5	54.55% 6	0.00% 0	11	3.55
Small park at a scenic viewpoint	0.00% 0	0.00% 0	27.27% 3	63.64% 7	9.09% 1	11	3.70

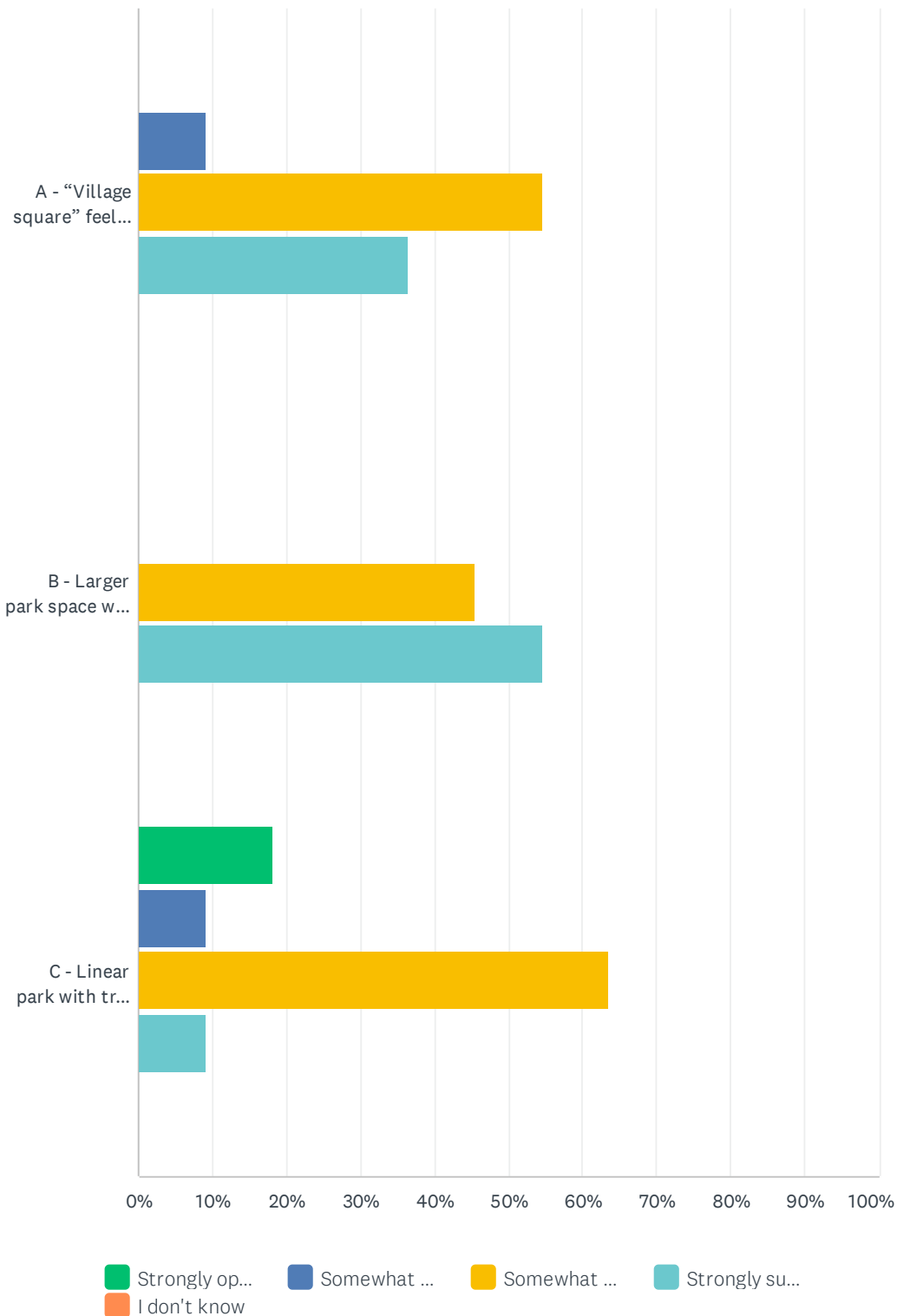
Q7 Please tell us more about what you liked or didn't like about how the concepts deal with trails and greenspaces and/or how we could improve the concepts.

Answered: 6 Skipped: 19

#	RESPONSES	DATE
1	looks like you covered it	11/20/2021 12:00 PM
2	Instead of landscaping for appearance, landscape for the most environmentally friendly option, such as more wildflowers or crawling thyme.	11/19/2021 5:40 PM
3	There's so much wildlife around there. You need the buffers and space to limit human interaction.	11/12/2021 11:00 AM
4	multi-use with off-lease designation please, prefer 'natural' trails to 'groomed & paved' trails	11/11/2021 11:03 AM
5	Not very clear where existing vs proposed trails are	11/10/2021 7:06 PM
6	More natural trees left in place.	11/10/2021 3:09 PM

Q8 The three concepts take a different approach to the larger, central park space. Tell us what your level of support is for each concept's proposed park space: :

Answered: 11 Skipped: 14



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
A - "Village square" feel with central gathering space and play features	0.00% 0	9.09% 1	54.55% 6	36.36% 4	0.00% 0	11	3.27
B - Larger park space with room for a playing field or skating rink, playground, etc.	0.00% 0	0.00% 0	45.45% 5	54.55% 6	0.00% 0	11	3.55
C - Linear park with trail and small clusters of play features and seating on the sides	18.18% 2	9.09% 1	63.64% 7	9.09% 1	0.00% 0	11	2.64

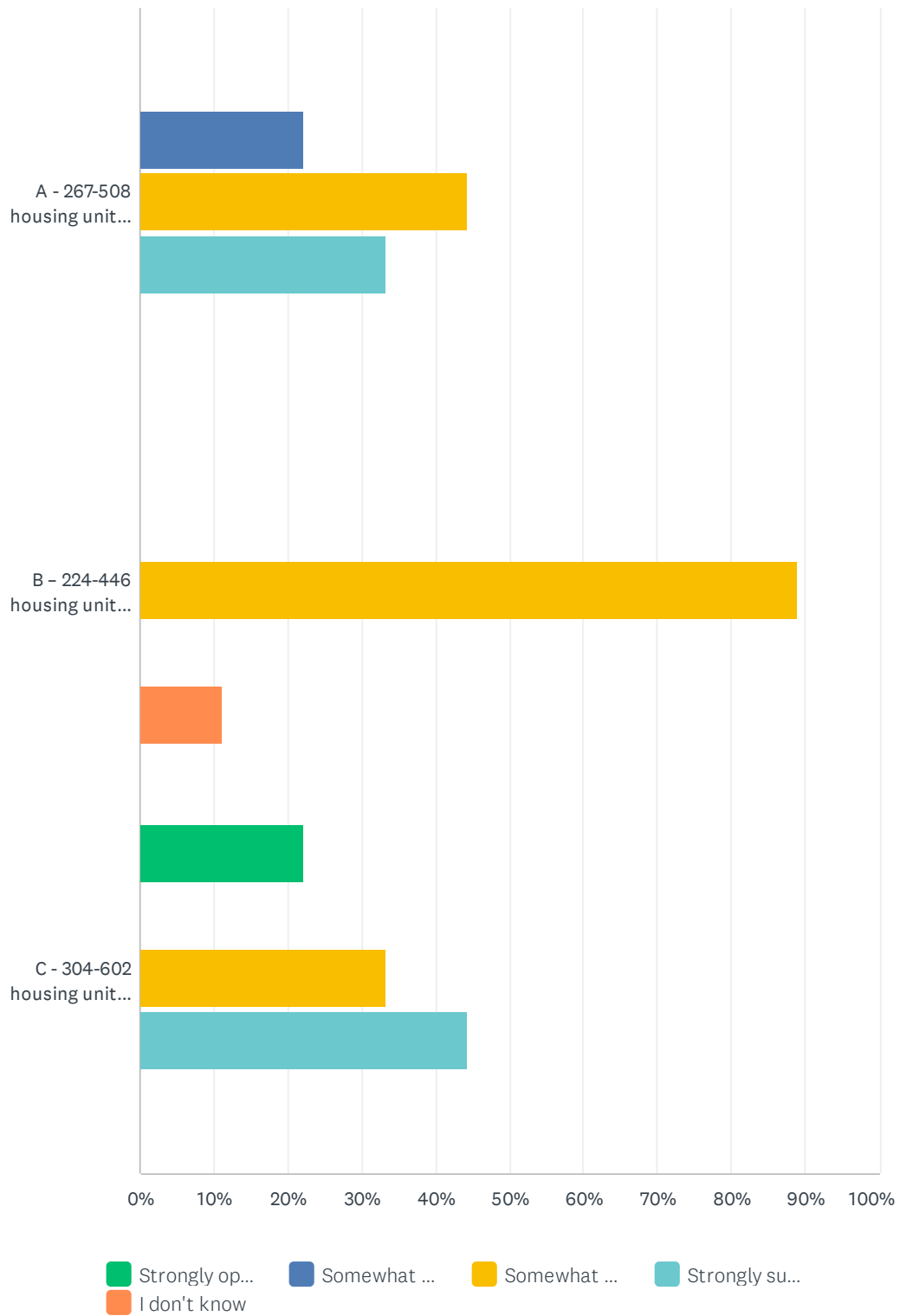
Q9 Please tell us more about what you liked or didn't like about the park options and/or how we could improve them.

Answered: 3 Skipped: 22

#	RESPONSES	DATE
1	The neighborhood should have a good park space with a space large enough for an outdoor rink in the winter considering there's not much within walking distance for kids.	11/19/2021 5:40 PM
2	I'd rather see the park in the SW corner of the area, not the NE	11/11/2021 11:03 AM
3	I like a more central location for a park instead of scattered play features. It would be nice for a trail to become a skating rink like it does down at shipyards. I don't know if that's possible. It would be nice to have a basketball and squash area.	11/10/2021 3:09 PM

Q10 Each concept takes a different approach to the mix of housing types, overall density (# of units per unit area) and where density is located around the neighbourhood. Tell us what your level of support is for each concept's proposed housing approach:

Answered: 9 Skipped: 16



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	SOMEWHAT SUPPORT	STRONGLY SUPPORT	I DON'T KNOW	TOTAL	WEIGHTED AVERAGE
A - 267-508 housing units, mostly medium density. Small amount of high density along Road Road, single detached lots on C-15B and Lot 262-6.	0.00% 0	22.22% 2	44.44% 4	33.33% 3	0.00% 0	9	3.11
B – 224-446 housing units, mostly medium density. More high density along Range Road, single detached lots on C-15B and Lot 262-6.	0.00% 0	0.00% 0	88.89% 8	0.00% 0	11.11% 1	9	3.00
C - 304-602 housing units, more higher density and some commercial. High density in the centre and on Range Road, single detached lots on Lot 262-6 only.	22.22% 2	0.00% 0	33.33% 3	44.44% 4	0.00% 0	9	3.00

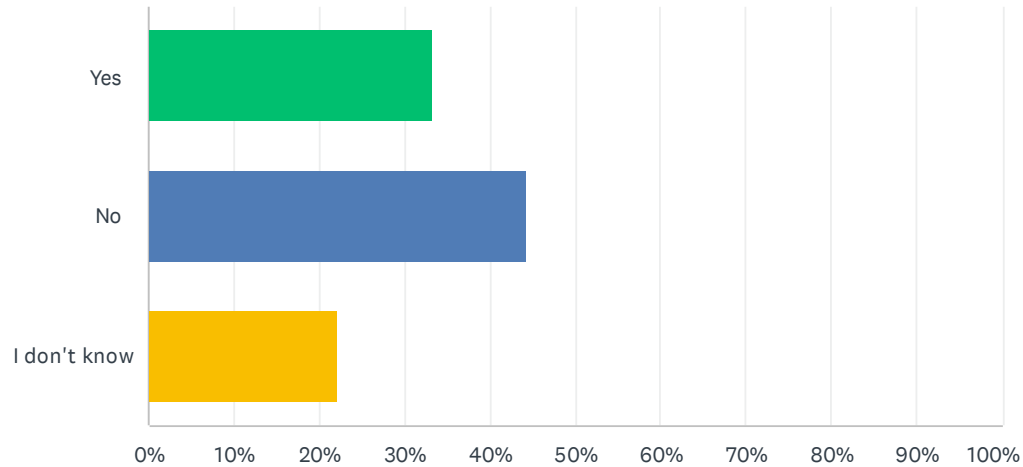
Q11 Please tell us more about what you liked or didn't like about the housing "mix" options, and/or how we could improve them.

Answered: 7 Skipped: 18

#	RESPONSES	DATE
1	It doesn't matter what public opinion is, you have already confirmed that it is better to build em and stuff em. Aesthetically, single family is the super of all, but quote " Single detached lots can be the most expensive and least profitable to develop." A fine capitalistic comment.	11/20/2021 10:04 PM
2	commercial sounds good however it also depends on what business it is. I only supported this idea more as it's more housing we desperately need if it's at all affordable.	11/20/2021 12:02 PM
3	Single detached housing on cul-de-sac is most family friendly for those that can afford to live there. Most families would rather have own home versus live in an apartment. Commercial space would benefit locals as there's no commercial space on this end of the road for dining/groceries etc.	11/19/2021 5:43 PM
4	As much as I don't want more population up there. This will limit the footprint by having more multi unit complexes rather than individual dwellings	11/12/2021 11:01 AM
5	I understand density is the name of the game these days, but what about a space for mini-houses and are modulars (trailers) going to be permitted?	11/11/2021 11:17 AM
6	Need more mobile home lots.	11/10/2021 3:46 PM
7	I would like to see the A, B, C, options again on this page of the survey so that I can understand where Lots C-15B and Lot 262-6 are. The idea for commercial property would be a good idea.	11/10/2021 3:14 PM

Q12 Do any of the concepts reflect a neighbourhood that you might want to move to?

Answered: 9 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	33.33%	3
No	44.44%	4
I don't know	22.22%	2
TOTAL		9

Q13 If yes, why?

Answered: 3 Skipped: 22

#	RESPONSES	DATE
1	Single detached housing in cul-de-sac sounds like a great place to raise a family, especially with a park nearby and lots of trails.	11/19/2021 5:46 PM
2	move the single lots in B to the SW corner from the NW. do like the low density/commercial mix area in C keep that in B (what does nuisance commercial mean?)	11/11/2021 11:31 AM
3	Option A looks like a really family centric community and I like the 2 cul-de-sacs.	11/10/2021 3:16 PM

Q14 If no, why not?

Answered: 6 Skipped: 19

#	RESPONSES	DATE
1	I actually don't know if I would move. The price of housing is truly not affordable without a partner and a gov job!	11/20/2021 12:06 PM
2	N/A	11/19/2021 5:46 PM
3	Too crowded	11/18/2021 7:57 AM
4	More people. Rather have the space/trees.	11/12/2021 11:02 AM
5	not expecting the any affordable options no matter what gets built	11/11/2021 11:31 AM
6	I like less density	11/10/2021 9:07 PM

Q15 Please share any other ideas, comments or concerns you may have about this project.

Answered: 7 Skipped: 18

#	RESPONSES	DATE
1	I'm looking forward to see what happens here.	11/20/2021 12:06 PM
2	Housing should be prioritized for current Yukon residents, not out of territory people or people looking to purchase to rent it out as an income property.	11/19/2021 5:46 PM
3	More single detached housing with bigger land size	11/18/2021 7:57 AM
4	Thanks for asking for feedback	11/12/2021 11:02 AM
5	TRAFFIC! noise, volume (people, pets & vehicles), safe crossings on Range Rd. for pedestrians. Sad to see another green space within the city being developed, although I understand the need too. It is going to significantly change the feel of the entire area, and not in a good way, imo.	11/11/2021 11:31 AM
6	Develop more mobile home lots	11/10/2021 3:53 PM
7	I think my second option is C if they could put another cul-de-sac there.	11/10/2021 3:16 PM

APPENDIX C

Range Point Resident Complete Survey Results

Range Point Resident Survey #2 - October 2021

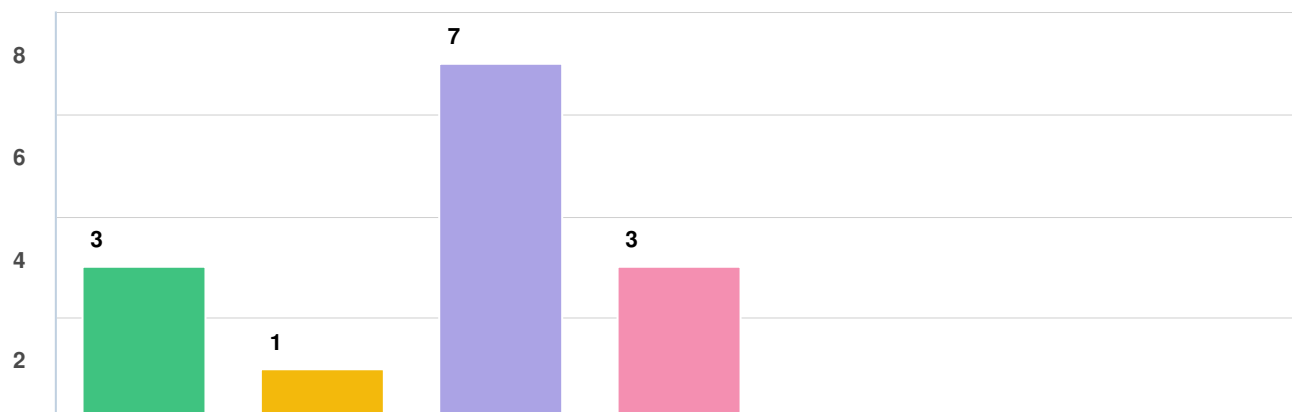
SURVEY RESPONSE REPORT

20 January 2021 - 01 May 2022

PROJECT NAME:

Range Point Project

Q1 Which part of Range Point do you live in?



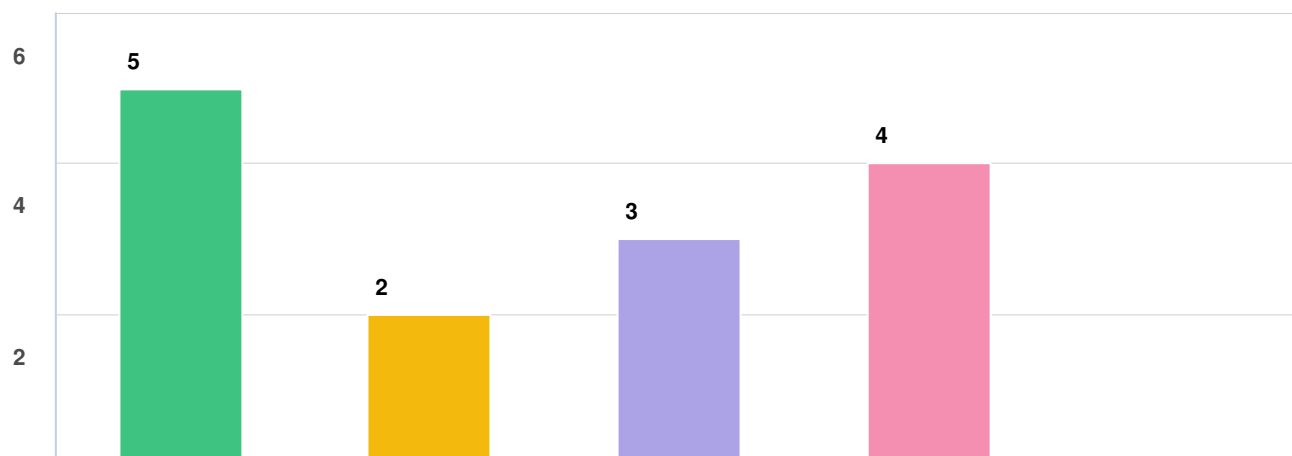
Question options

- Northland Mobile Home Park
- Takhini Mobile Home Park
- Mountain View Place
- Mountain Air Estates
- Crow Street or Swan Street
- Stone Ridge
- Other (please specify)

Mandatory Question (14 response(s))

Question type: Checkbox Question

Q2 How long have you lived in Range Point?



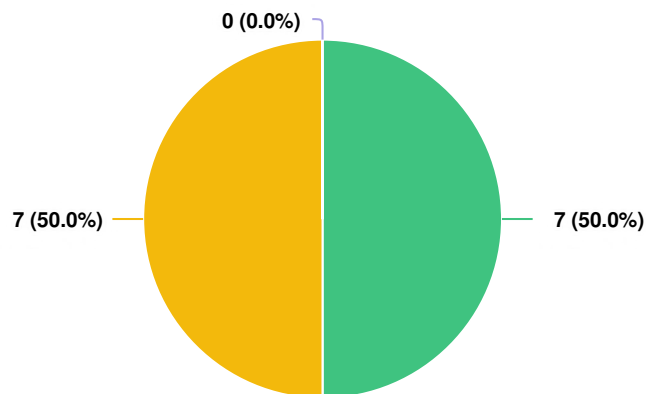
Question options

- 2 years or less
- 3-5 years
- 6-10 years
- 11-20 years
- 21+ years

Mandatory Question (14 response(s))

Question type: Checkbox Question

Q3 Did you participate in the May 2021 survey about this project?



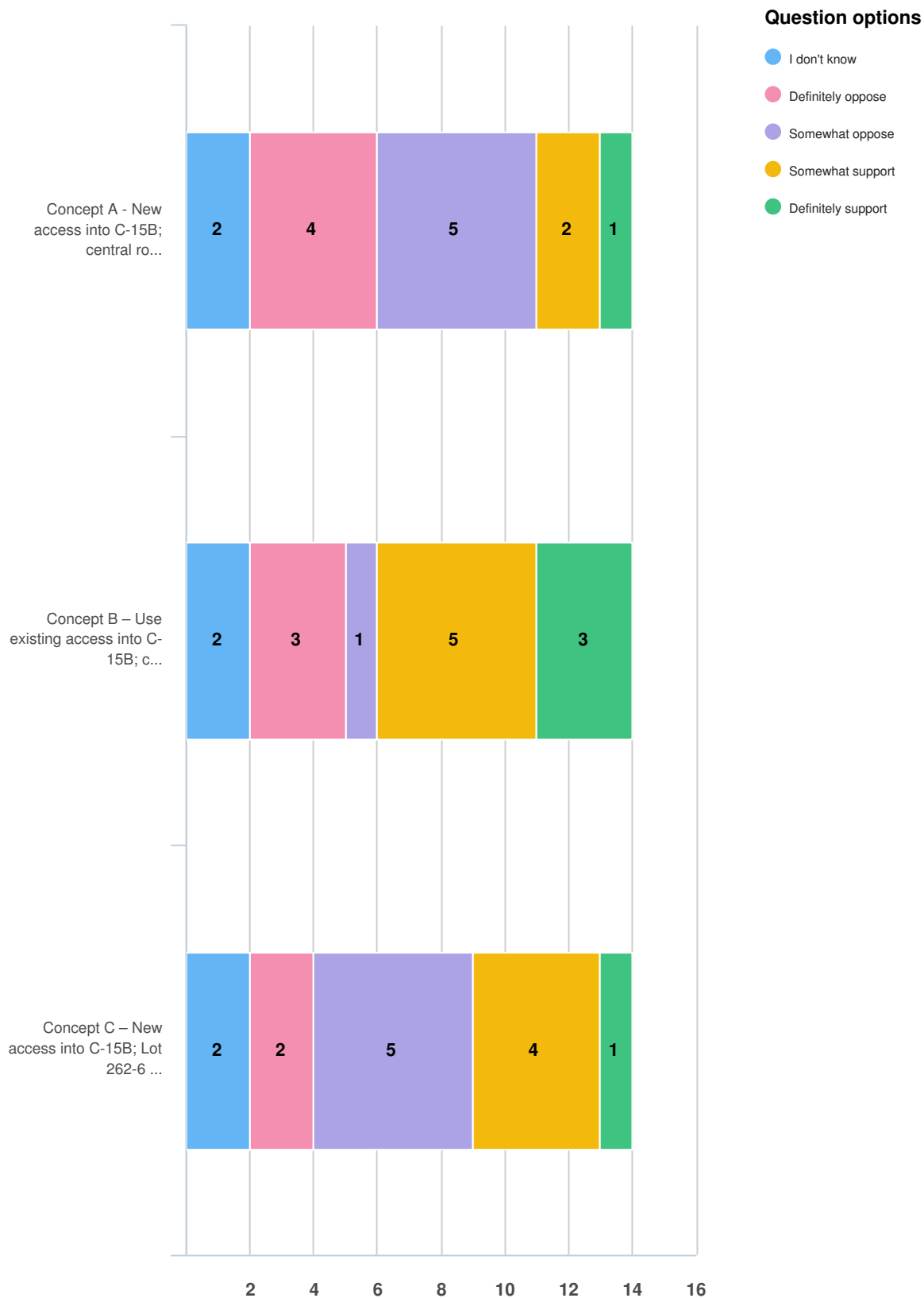
Question options

☒ Yes ☒ No ☐ I'm not sure

Optional question (14 response(s), 0 skipped)

Question type: Dropdown Question

Q4 Road layout provides the basic structure for this future neighbourhood. Tell us what your level of support is for each concept's proposed road layout:

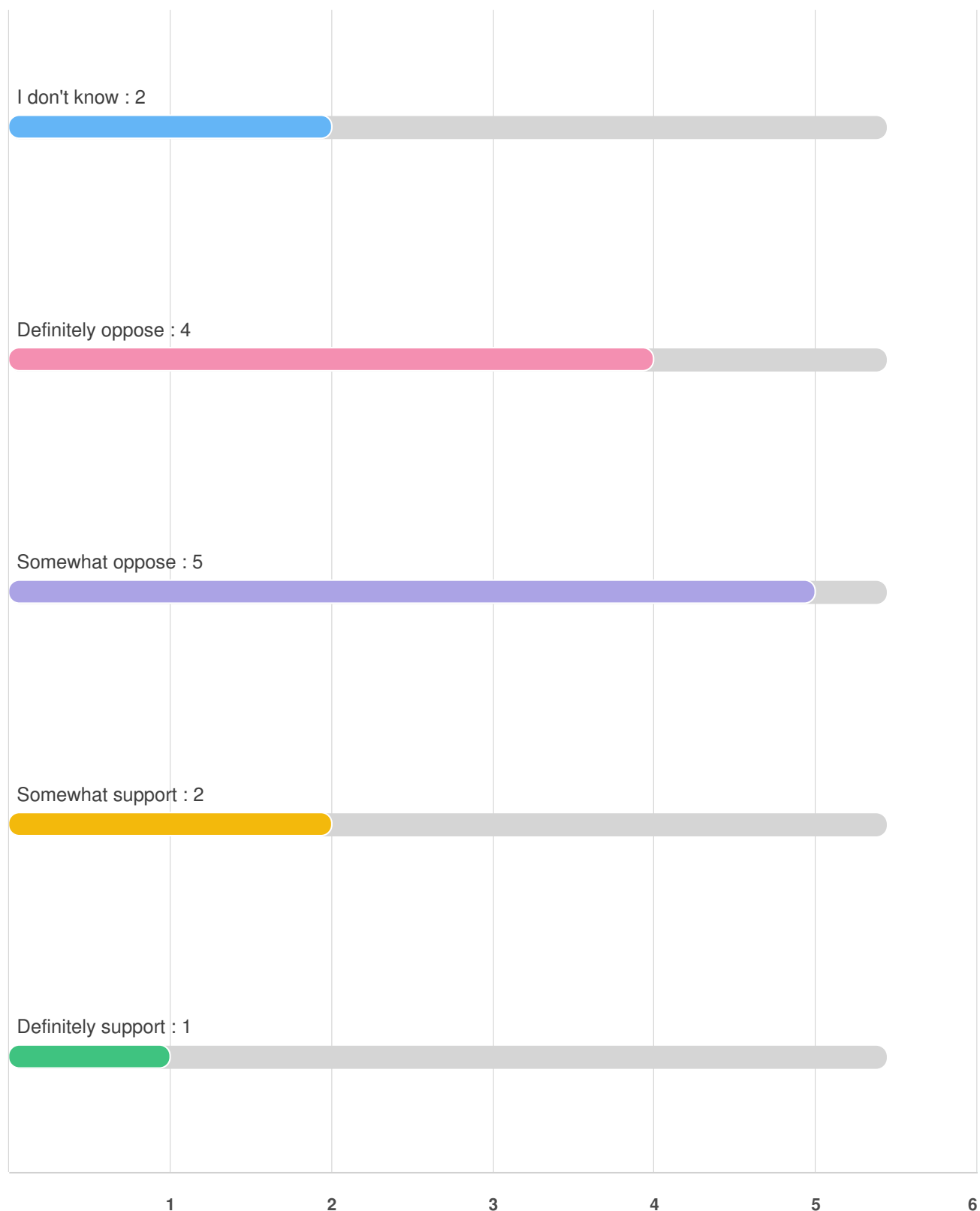


Optional question (14 response(s), 0 skipped)

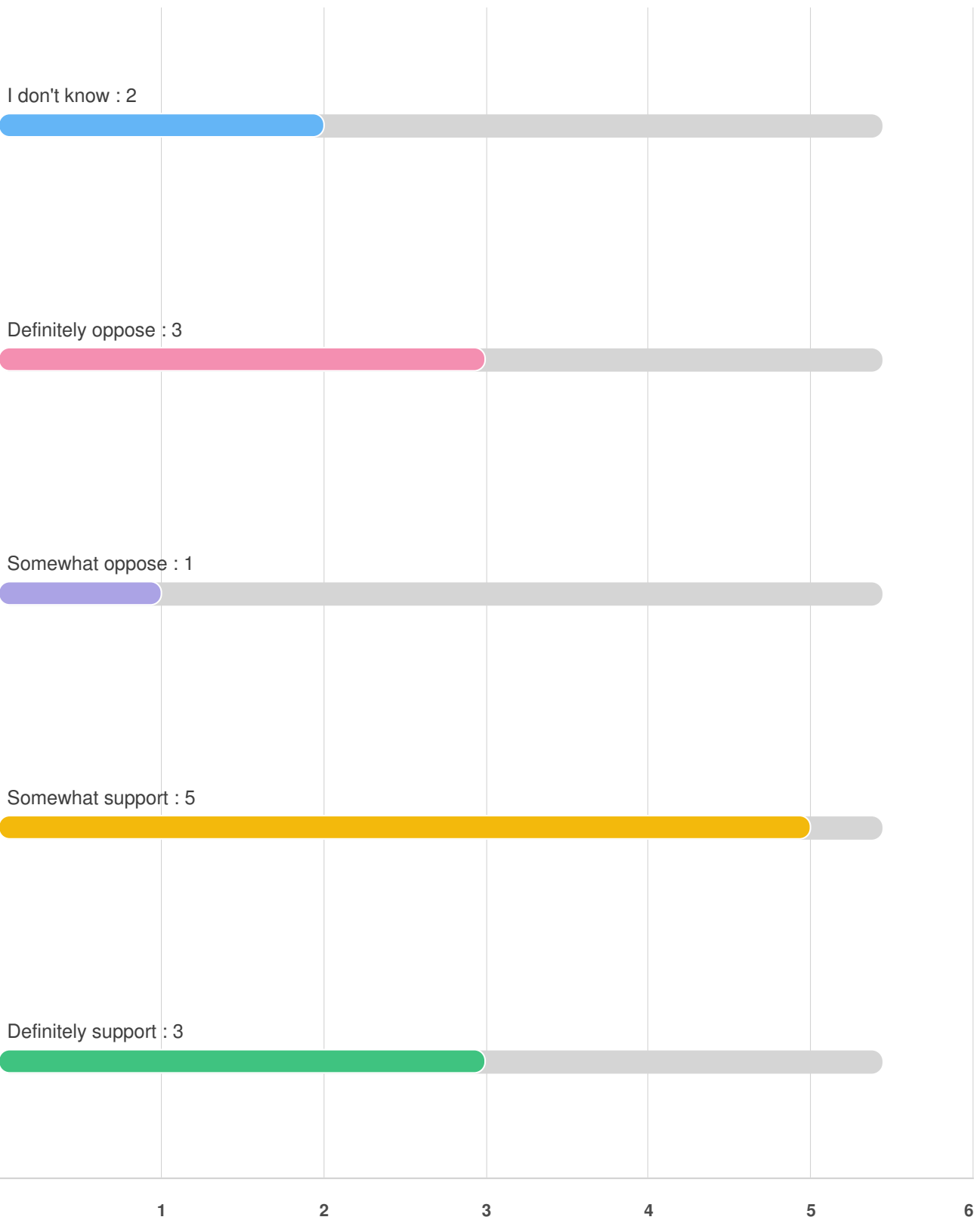
Question type: Likert Question

Q4 | Road layout provides the basic structure for this future neighbourhood. Tell us what your level of support is for each concept's proposed road layout:

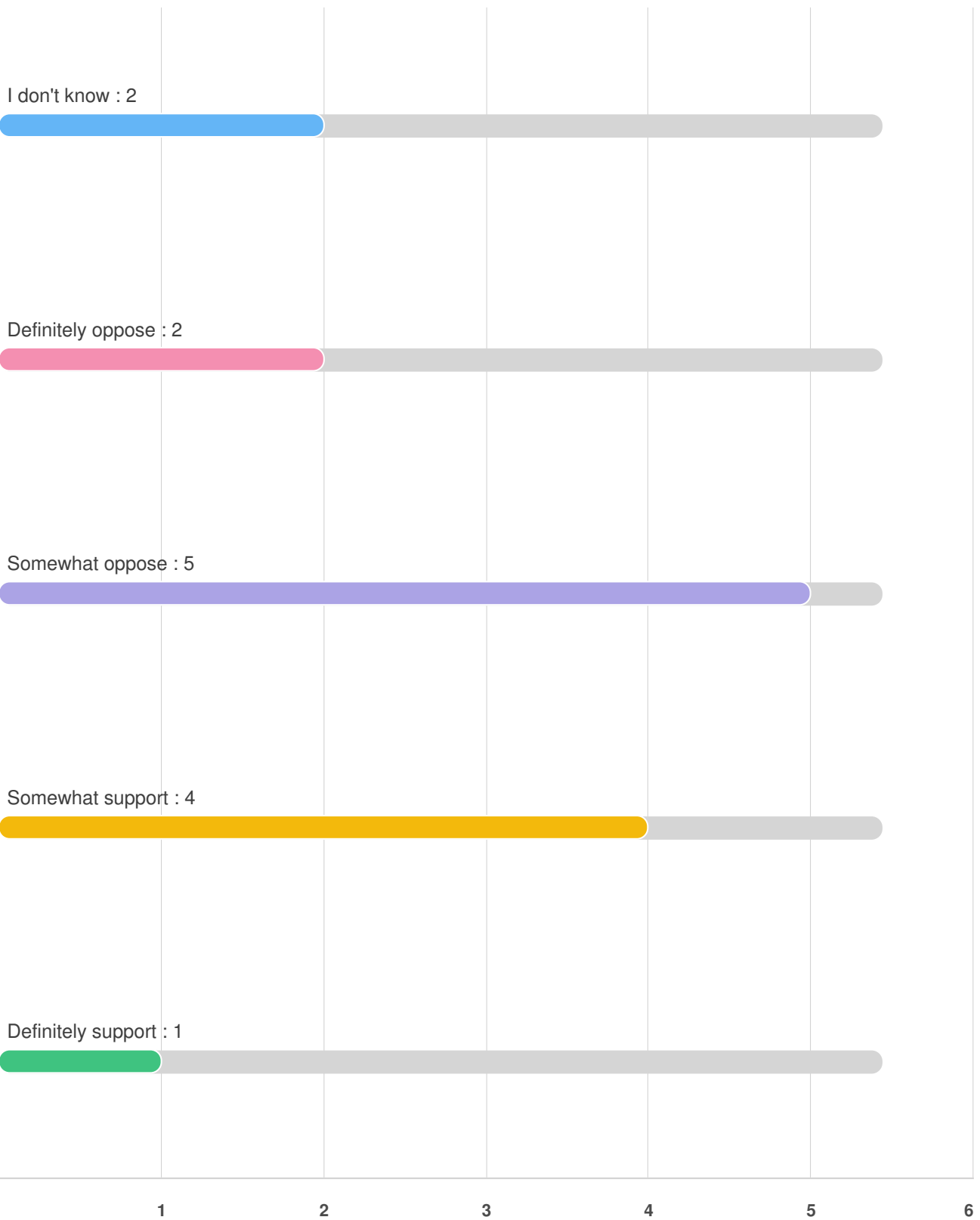
Concept A - New access into C-15B; central road on Lot 262-6



Concept B – Use existing access into C-15B; central road on Lot 262-6



Concept C – New access into C-15B; Lot 262-6 access road at northern edge of parcel



Q5 | Please tell us more about what you liked or didn't like about the road layout options, and/or how we could improve them.

Screen Name Redacted

11/03/2021 04:14 PM

its hard enough to get any where at most times of the day are we going to have a hard time getting onto range road to

Screen Name Redacted

11/03/2021 05:15 PM

I like using the exisiting access, and I like the single detached homes in northern B, but the cul de sac of single detached homes in the south of C are also very nice. I like the larger park idea in B as well.

Screen Name Redacted

11/04/2021 11:44 AM

There area isn't big enough to support the requested development. Neighbourhoods up here are already cramped and full of folks. The green space we have we constantly use and taking that away makes the area less desirable and will increase crime in an already vulnerable area. Please consider more then just the money on this one. Not to mention Whitehorse is loosing The battle with keeping the wilderness in the city and wildlife continues to be displaced for these developments. The area you are considering for development is a wildlife corridor and every year bears , wolves , coyotes , moose , deer ect use it to access the river below. There are already issues with wildlife encounters in the area due to this . Adding more homes and increasing the population of this. Area will only cause more if this. There is plenty of room else where with in the city and surrounding areas for this development to progress without displacing green space for the area or wildlife.

Screen Name Redacted

11/05/2021 09:54 PM

There will be major issues with this much housing in this location that is not being considered and this planning is massively short-sighted. Yes, housing is needed in this city, but the major issues that need to be considered with this particular location are: 1. Too much space being is used. Not enough trails! This is a disadvantage for not only the residents of this area, but also the wildlife. Many people that live here were drawn in to this area and benefit from the abundance of trails. All of these layouts are taking them away. We see foxes and coyotes, mice and birds benefitting from this area. Dogs benefit from all the amazing and beautiful walking trails in this area. For humans; it is so peaceful to so easily access so much forest. 2. The more housing here, the more the intersection will face a massive bottleneck every day but especially in the morning and evenings because the intersection here is terrible. You wait about 5-8 minutes for a green light every time, the intersection so heavily favors Mountain View Drive. There is only one road here, please plan accordingly or every one in this area suffers from your poor planning. We bought in this

area for a reason and it is so frustrating to see the largest reason being taken away without any regard or consideration. Reduce the amount of housing and leave some trails in this area.

Screen Name Redacted

11/06/2021 09:57 AM

The whole street closest to the pocket park paves over a forested natural surface path that is very popular. I would remove that whole side of the development and leave it forest and natural pathway. I would move the road to the center of the central square.

Screen Name Redacted

11/08/2021 12:44 PM

I strongly disagree with this area being for housing/roads as this has been an extreme asset to the people that live near by for walking, biking, dog walking for many, many years. These trails should be not tampered with as there is a wide range of people that depend on them. The park plan in options A B C are so small compared to what is currently there. Where is the section for a dog park if this is in fact going to become a new neighborhood? I strongly disagree with housing in this area. It is busy enough with traffic on Range Road due to the overflow of Whistlebend traffic using this road since mountain view road is so chaotic and backed up 2 times daily. If there is going to be housing put in this area, there should be major upgrades to the infrastructure to the roads well before adding more housing/people/traffic to this quiet corner of Whitehorse.

Screen Name Redacted

11/09/2021 09:31 AM

I feel that option B makes more sense in case of fire or emergency. I also feel for Public Transit, it would be easier access as well as servability.

Screen Name Redacted

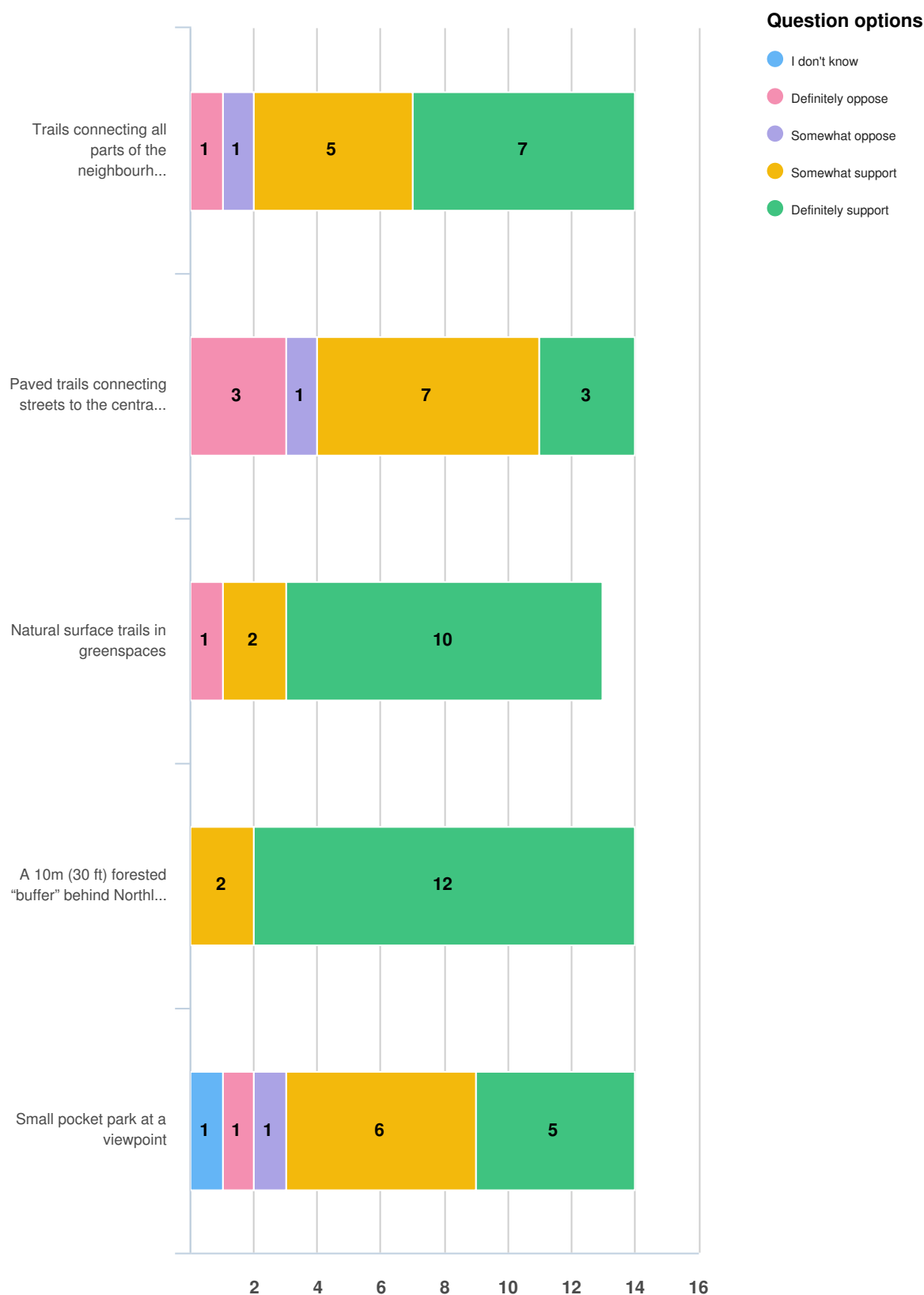
11/19/2021 01:15 PM

I like plan C. Need more apartments. That'll leave the least carbon footprint per square feet per person.

Optional question (8 response(s), 6 skipped)

Question type: Essay Question

Q9 KDFN Citizens and Range Point residents told us that trails and greenspace were very important to the success of this neighbourhood. Please tell us what you think of the ways we tried to reflect those priorities in the three concepts:

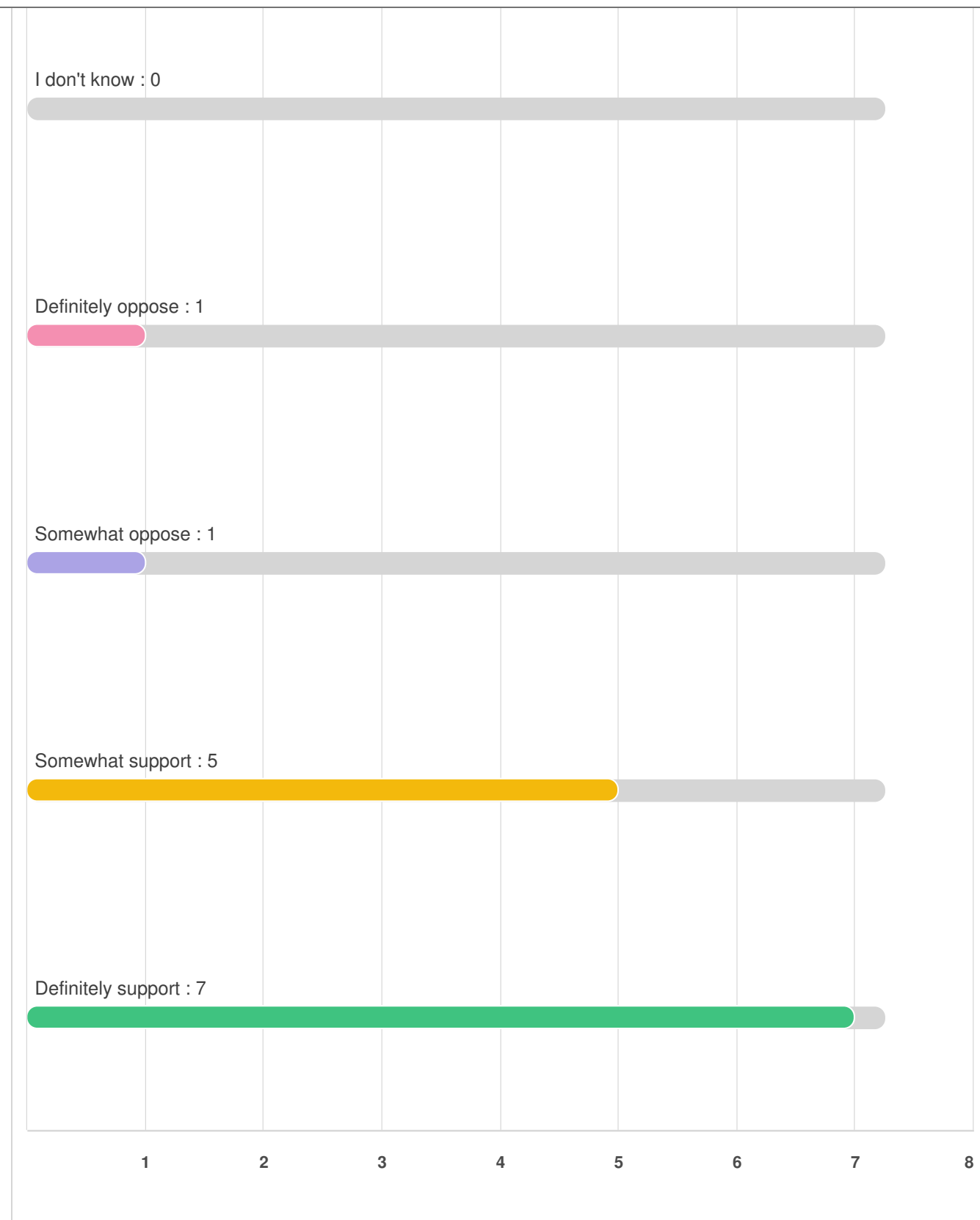


Optional question (14 response(s), 0 skipped)

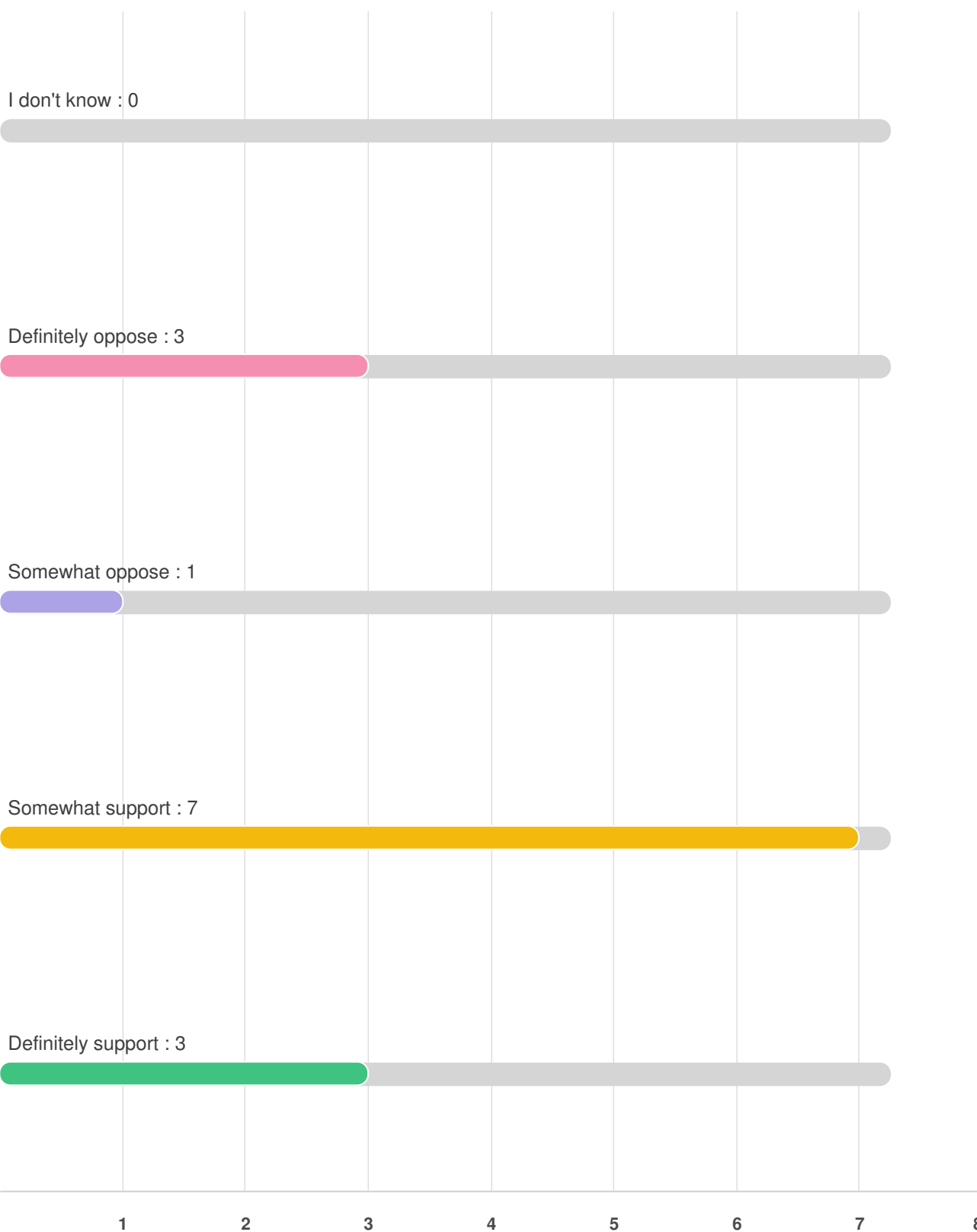
Question type: Likert Question

Q9 | **KDFN Citizens and Range Point residents told us that trails and greenspace were very important to the success of this neighbourhood. Please tell us what you think of the ways we tried to reflect those priorities in the three concepts:**

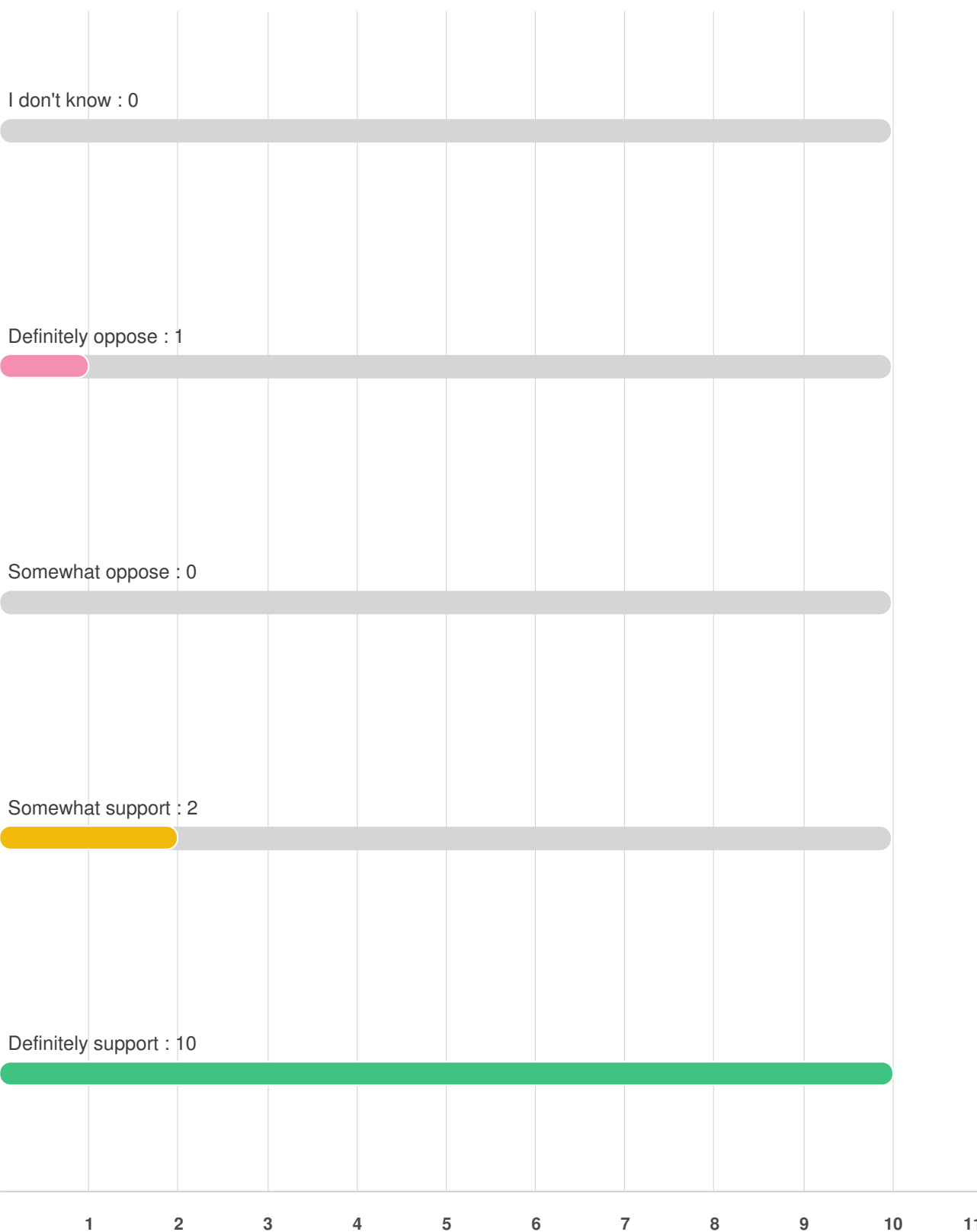
Trails connecting all parts of the neighbourhood



Paved trails connecting streets to the central park



Natural surface trails in greenspaces



A 10m (30 ft) forested “buffer” behind Northland Park and along Range Road

I don't know : 0



Definitely oppose : 0



Somewhat oppose : 0



Somewhat support : 2

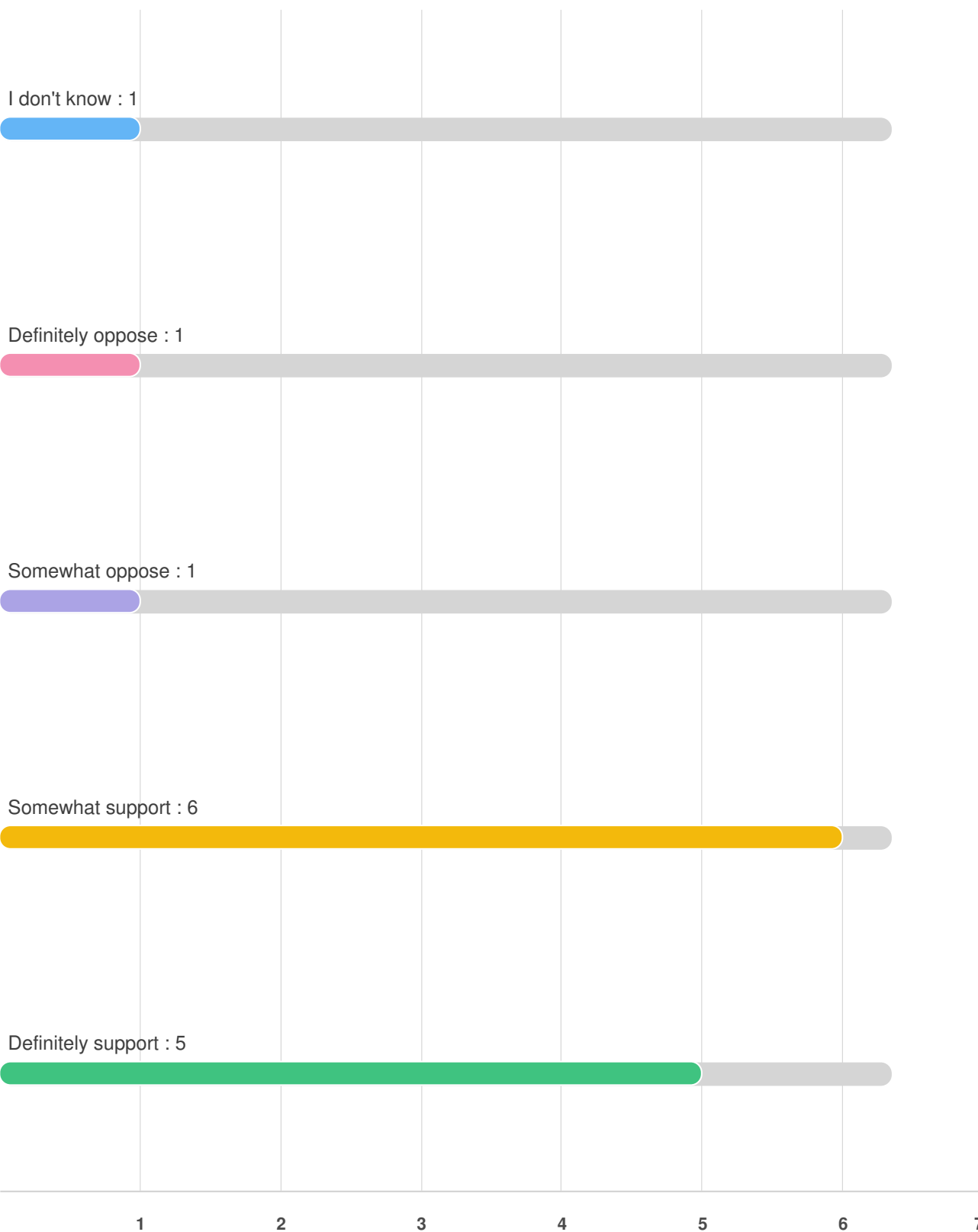


Definitely support : 12



1 2 3 4 5 6 7 8 9 10 11 12 13

Small pocket park at a viewpoint



Q10 Please tell us more about what you liked or didn't like about how the concepts treat trails and greenspaces, and/or how we could improve the concepts.

Screen Name Redacted

11/03/2021 05:15 PM

There is a trail that my daughter and I absolutely love, and use it a lot. We call it "The trail that never ends". It is very long, running North and South, and it looks like it doesn't end, though it does. These plans seem to have that trail paved over for the most part. That makes me sad. We really love that forested, natural surface trail a lot. I wish that it could be incorporated into being left as is in the design. People often walk their dogs there, or go running or skiing. It is a part of our neighbourhood that is really enjoyed. At the small pocket park area there is a huge old tree. Please don't remove that big old tree! Leave it there.

Screen Name Redacted

11/06/2021 09:57 AM

There should be more greenspace, like, a small forest. Don't cut down the whole forest, just half of it.

Screen Name Redacted

11/06/2021 09:10 PM

I do like the buffer against Mountain View Road. That road can get very loud, especially when commercial vehicles are driving past, so it's good to have a buffer to block the noise. It will also make a good trail for people to walk their dogs.

Screen Name Redacted

11/09/2021 09:31 AM

I like the idea of trails connecting the neighborhood, which would encourage more walking, exploring and neighbor to neighbor contact. I do have concern that the pocket park would not be regularly maintained. It is along a clay cliff area.

Screen Name Redacted

11/09/2021 06:52 PM

I don't think there are enough greenspace trails

Screen Name Redacted

11/11/2021 05:21 PM

Not enough greenspace, and it's hard to understand what the surface trails between multiplexes would even look like.

Screen Name Redacted

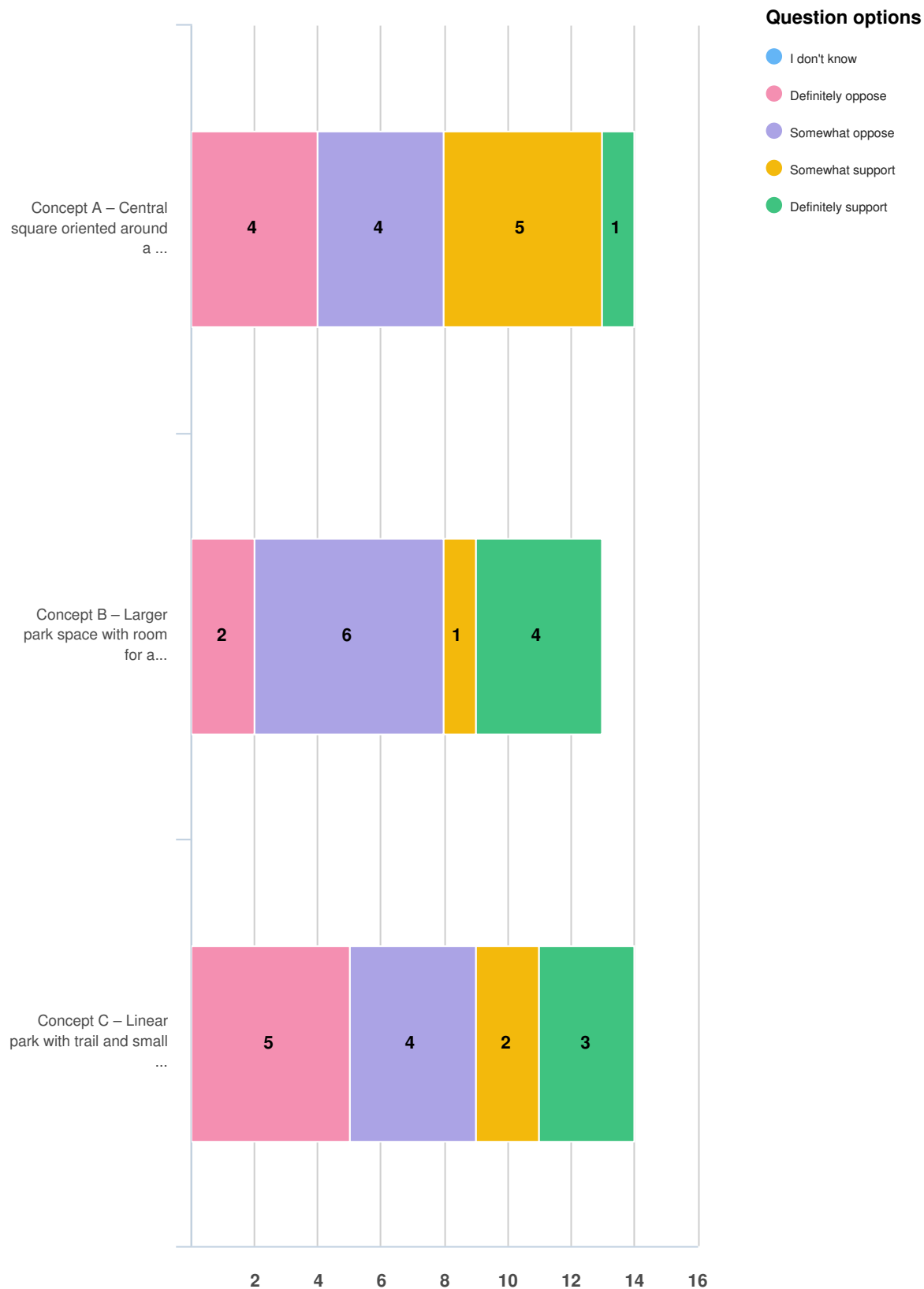
11/19/2021 01:15 PM

enough buffer to dampen the noise. the buffer has to be densely planted trees to be effective. otherwise, it's only for the show and won't be able to reduce the dB level of noise.

Optional question (7 response(s), 7 skipped)

Question type: Essay Question

Q11 | The three concepts take a different approach to the larger, central park space. Tell us what your level of support is for each concept's proposed park space:

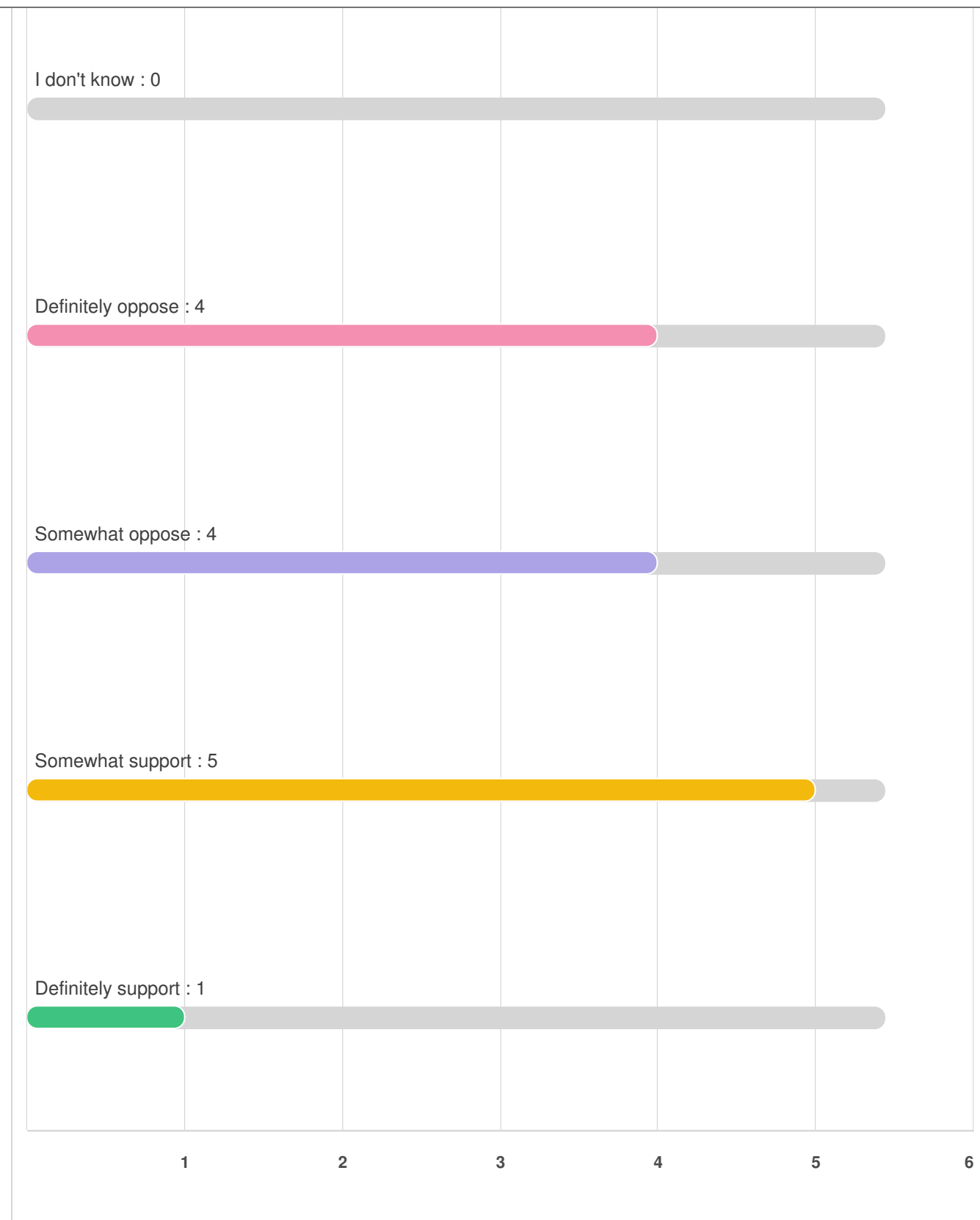


Optional question (14 response(s), 0 skipped)

Question type: Likert Question

Q11 | The three concepts take a different approach to the larger, central park space. Tell us what your level of support is for each concept's proposed park space:

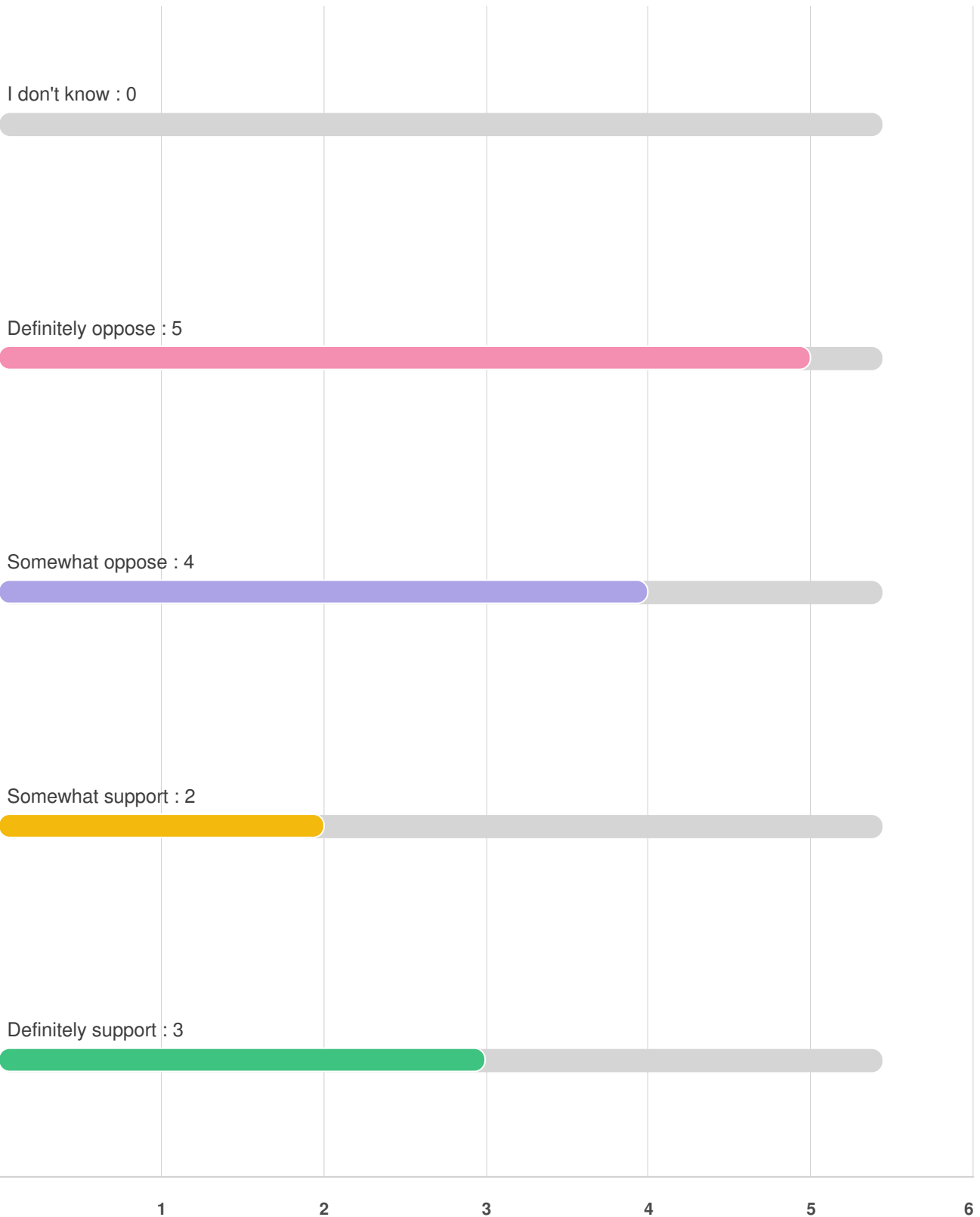
Concept A – Central square oriented around a gathering space and play features, with small linear park connecting to it



Concept B – Larger park space with room for a playing field or skating rink, playground, etc.



Concept C – Linear park with trail and small clusters of play features and seating on the sides



Q12 Please tell us more about what you liked or didn't like about the park options, and/or

how we could improve them.

Screen Name Redacted

11/03/2021 04:40 AM

Already a linear park planned for range road -

Screen Name Redacted

11/03/2021 05:15 PM

The park doesn't need to be highly manicured. Leaving nature as it is as much as possible and just adding to it is preferred.

Screen Name Redacted

11/04/2021 11:44 AM

We have wilderness there doesn't need to be paved trails or parks in this area , just walk up the hill and around the corner for that whistlebend has all of thang and more . Along with poorly built homes on shifting ground.

Screen Name Redacted

11/05/2021 09:54 PM

They're all terrible. All placing of this park will lead to the immediate houses surrounding the park to believe that that is 'their' park. They are all far too small, and you're depriving walking trails for all residents in the area for the benefit of the immediate new residents, No regard for the people that enjoy walking this area in peace and close to nature.

Screen Name Redacted

11/06/2021 09:57 AM

We don't need another skating rink or large lawn. The park should be a First Nations natural park with maybe benches in a circle, a firepit, an area with a roof, and some toys for kids to play on, and the naturally occurring plant life. This should be something new and a reflection of the First Nation making it.

Screen Name Redacted

11/06/2021 09:10 PM

I think the diamond or square shaped concept will make it feel like there is more space for people to spend time. It will also feel less like people are hanging out in someone's backyard.

Screen Name Redacted

11/09/2021 09:31 AM

I like idea of Concept B... Multi-use, neighborhood gathering space. Makes more sense for Multi-Cultural events with some road parking., a rink, play-toys for younger kids, soccer or baseball, ect. somewhere for kids and families to grow as community

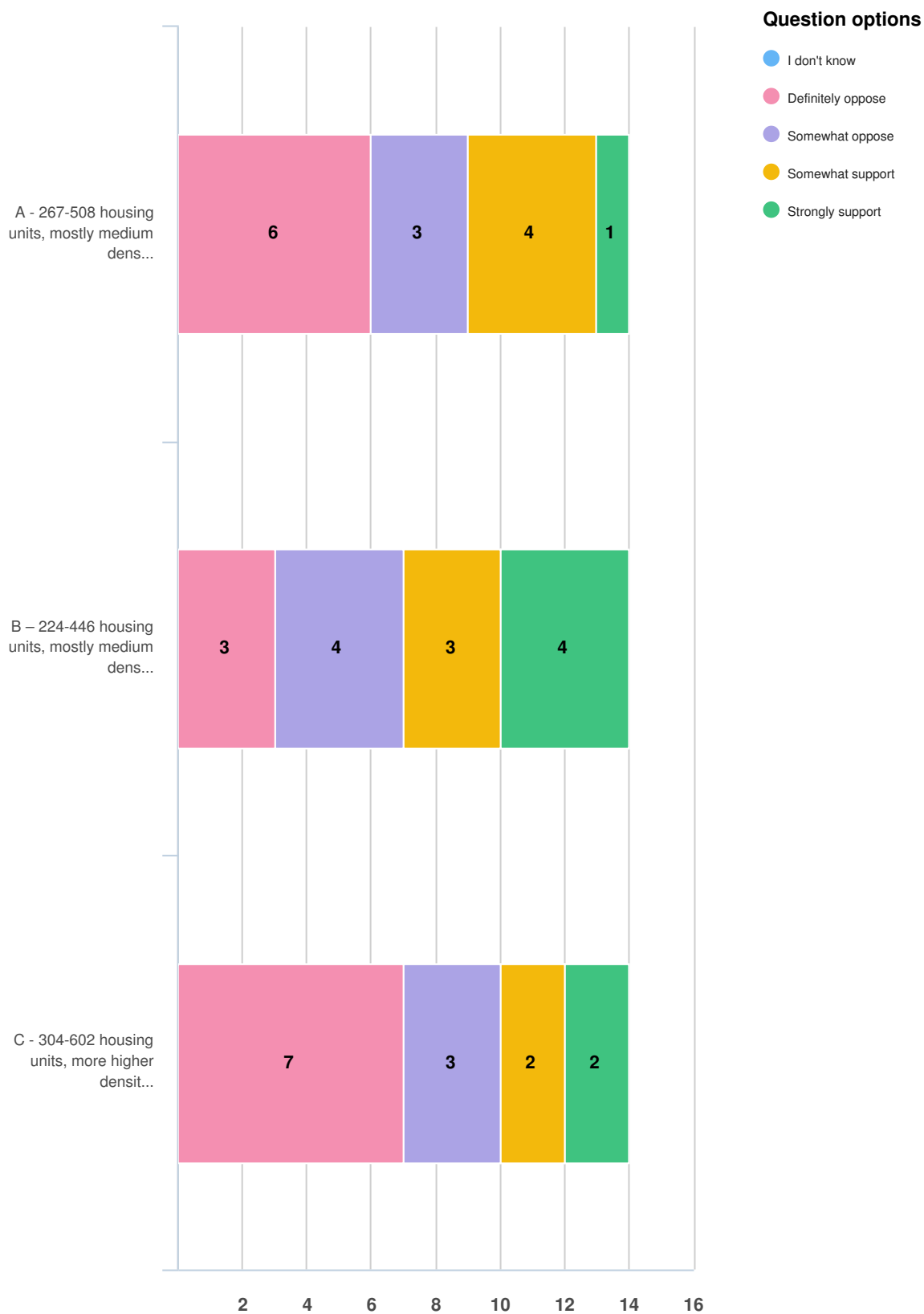
Screen Name Redacted

11/19/2021 01:15 PM

If playgrounds are designed only with children in mind, then what do you have for those childless adults? where are they going to gather and play?

Optional question (8 response(s), 6 skipped)

Q13 Each concept takes a different approach to the mix of housing types, overall density (# of units per unit area) and where density is located around the neighbourhood. Tell us what your level of support is for each concept's proposed housing approach:

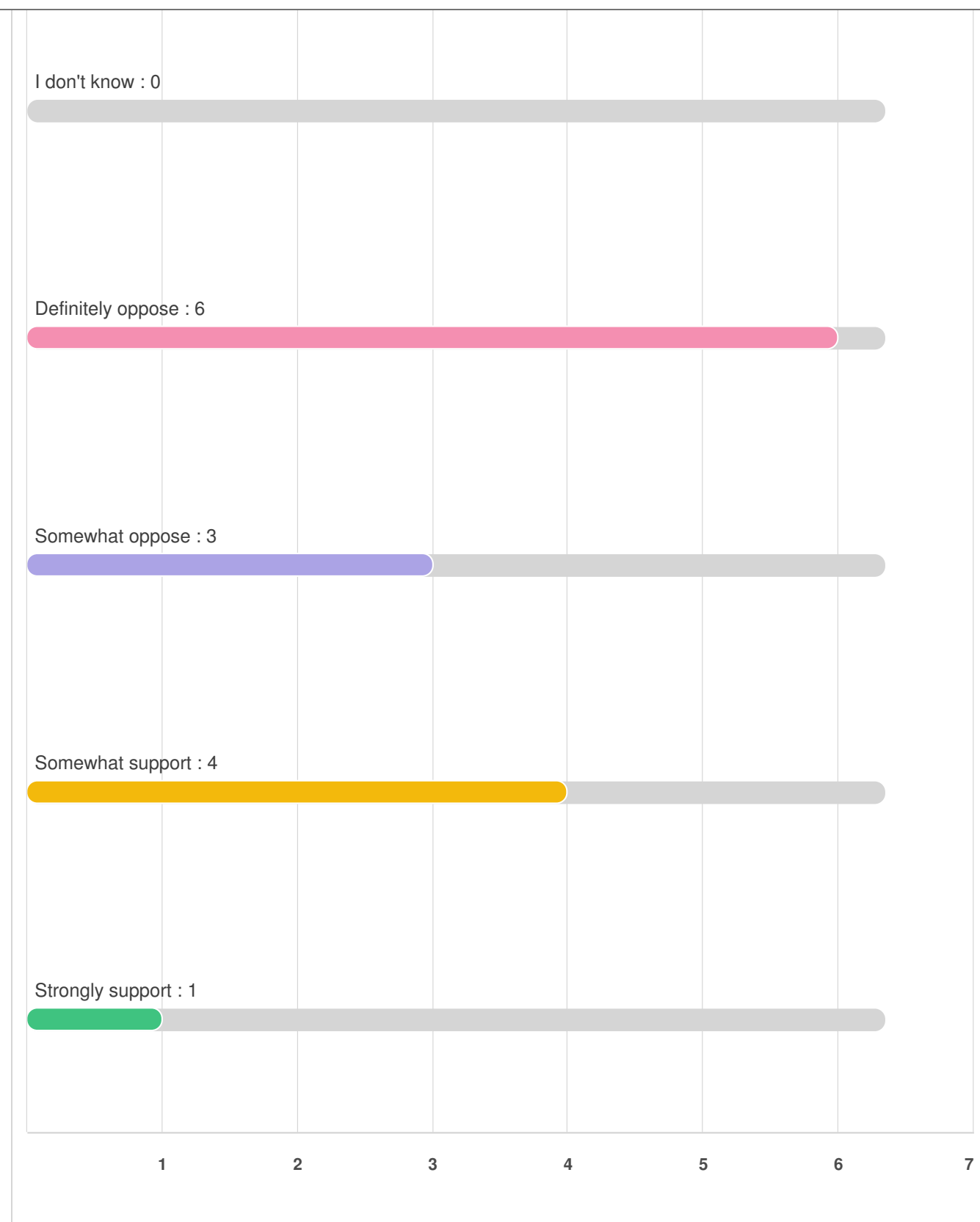


Optional question (14 response(s), 0 skipped)

Question type: Likert Question

Q13 Each concept takes a different approach to the mix of housing types, overall density (# of units per unit area) and where density is located around the neighbourhood. Tell us what your level of support is for each concept's proposed housing approach:

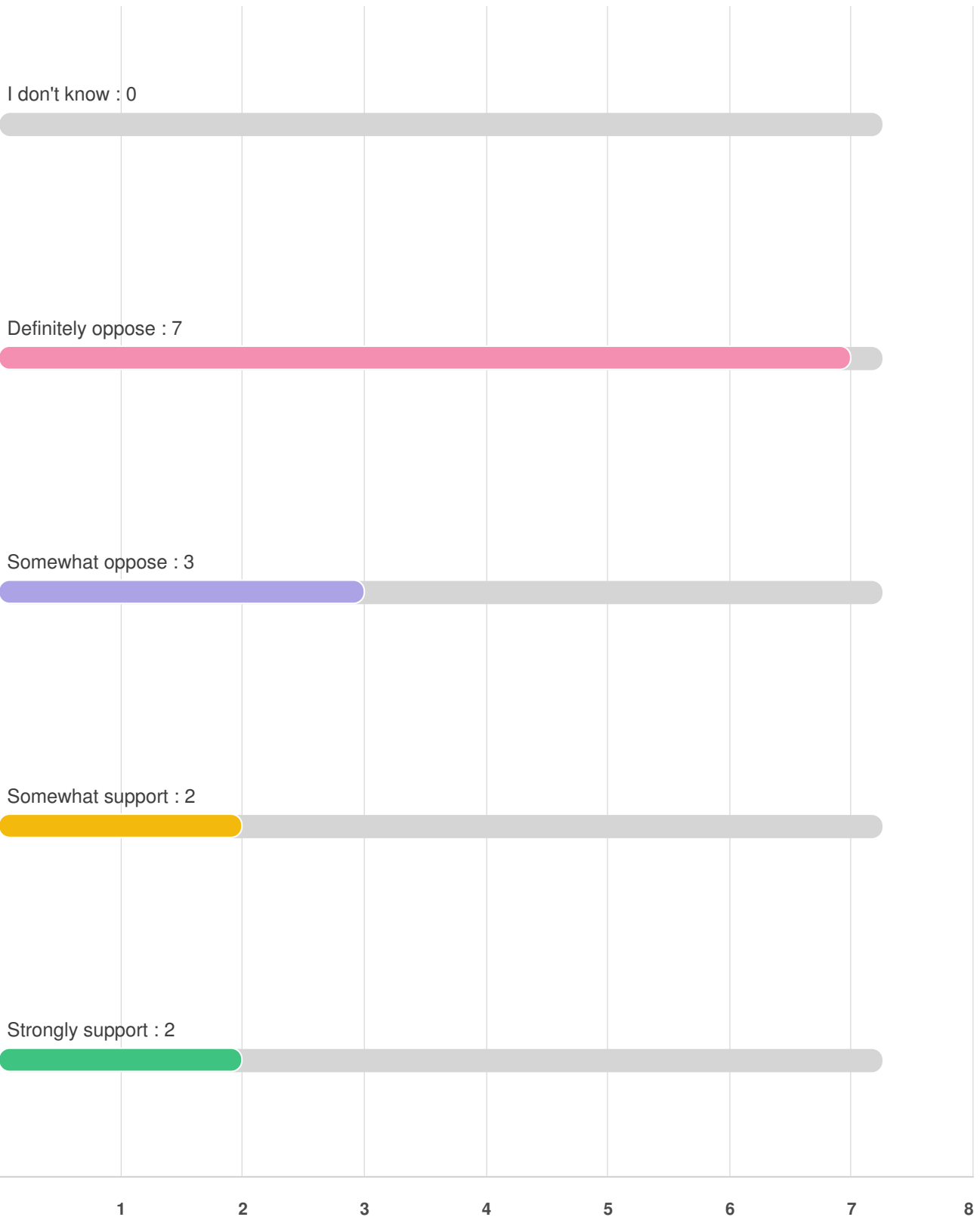
A - 267-508 housing units, mostly medium density. Small amount of high density along Range Road, single detached lots on C-15B and Lot 262-6.



B – 224-446 housing units, mostly medium density. More high density along Range Road, single detached lots on C-15B and Lot 262-6.



C - 304-602 housing units, more higher density and some commercial. High density in the centre and on Range Road, single detached lots on Lot 262-6 only.



Q14 Please tell us more about what you liked or didn't like about the housing "mix" options,

and/or how we could improve them.

Screen Name Redacted

11/03/2021 05:15 PM

as I wrote in earlier comments about the single detached homes. I like that there is a mixed commercial residential spot in C, but for some reason it is not in A or B....We could really use a grocery or convenience store around here.

Screen Name Redacted

11/04/2021 11:44 AM

As I mentioned before wildlife is being displaced for this project more so than in other areas . They use that area to move to where there feeding grounds are.

Screen Name Redacted

11/05/2021 09:54 PM

There will be major issues with this much housing in this location that is not being considered and this planning is massively short-sighted. Yes, housing is needed in this city, but the major issues that need to be considered with this particular location are: 1. Too much space being is used. Not enough trails! This is a disadvantage for not only the residents of this area, but also the wildlife. Many people that live here were drawn in to this area and benefit from the abundance of trails. All of these layouts are taking them away. We see foxes and coyotes, mice and birds benefitting from this area. Dogs benefit from all the amazing and beautiful walking trails in this area. For humans; it is so peaceful to so easily access so much forest. 2. The more housing here, the more the intersection will face a massive bottleneck every day but especially in the morning and evenings because the intersection here is terrible. You wait about 5-8 minutes for a green light every time, the intersection so heavily favors Mountain View Drive. There is only one road here, please plan accordingly or every one in this area suffers from your poor planning. We bought in this area for a reason and it is so frustrating to see the largest reason being taken away without any regard or consideration. Reduce the amount of housing and leave some trails in this area. The less people in this area, the better. Unless you plan on building a road to immediately attach to Mountain View Drive, re-think having such a dense population here.

Screen Name Redacted

11/06/2021 09:57 AM

We don't need trailers or condos, this neighborhood already has tonnes of those. I think that apartment buildings would get the most densification in the smallest area, so I would go with two of those like in plan B. The rest of the half of the development area should be all Hobbit Homes! They would be highly popular and more environmentally friendly. <https://www.google.com/search?q=hobit+homes&oq=hobit+homes&aqs=chrome..69i57j0i10j0i10i457j0i10i5.4333j0j7&client=ms-android-bell-ca-revc&sourceid=chrome-mobile&ie=UTF-8> They are used in New Zealand. They would put the

Yukon in the global News and I would totally want to live in a Hobbit Home!

Screen Name Redacted

11/06/2021 09:10 PM

I don't think it's appropriate to put any commercial Lots in this predominantly residential area. I don't think it'll bring any value to the area whatsoever. There are lots of opportunities elsewhere for commercial land, and not many opportunities for residential. Whitehorse is hurting badly for housing. This property should focus on meeting Whitehorse's needs. And what Whitehorse needs desperately, is affordable housing. The more units the better, as long as they are appropriately sized living spaces. Anything smaller than 800 square feet is not appropriate. I think that Yukon housing really needs to build more buildings, considering their years-long backlog of folks waiting for placement. Also there should be more rental units. Whitehorse is becoming overrun by condos so expensive that nobody can purchase them except the top 10%. Many folks can't save to purchase a house, so they need to be able to rent something affordable and clean. I hope to see something like that happen here.

Screen Name Redacted

11/09/2021 09:31 AM

(B) has a more evenly distributed housing types. I feel if it is too high density, we are putting too much of a strain on the electrical demand on an already over worked system. I do feel the heating systems in the area should be mixed, not just electric. when the power goes out, it doesn't make sense. I have wood stove back up to oil furnace and the wood heat helped keep me safe.

Screen Name Redacted

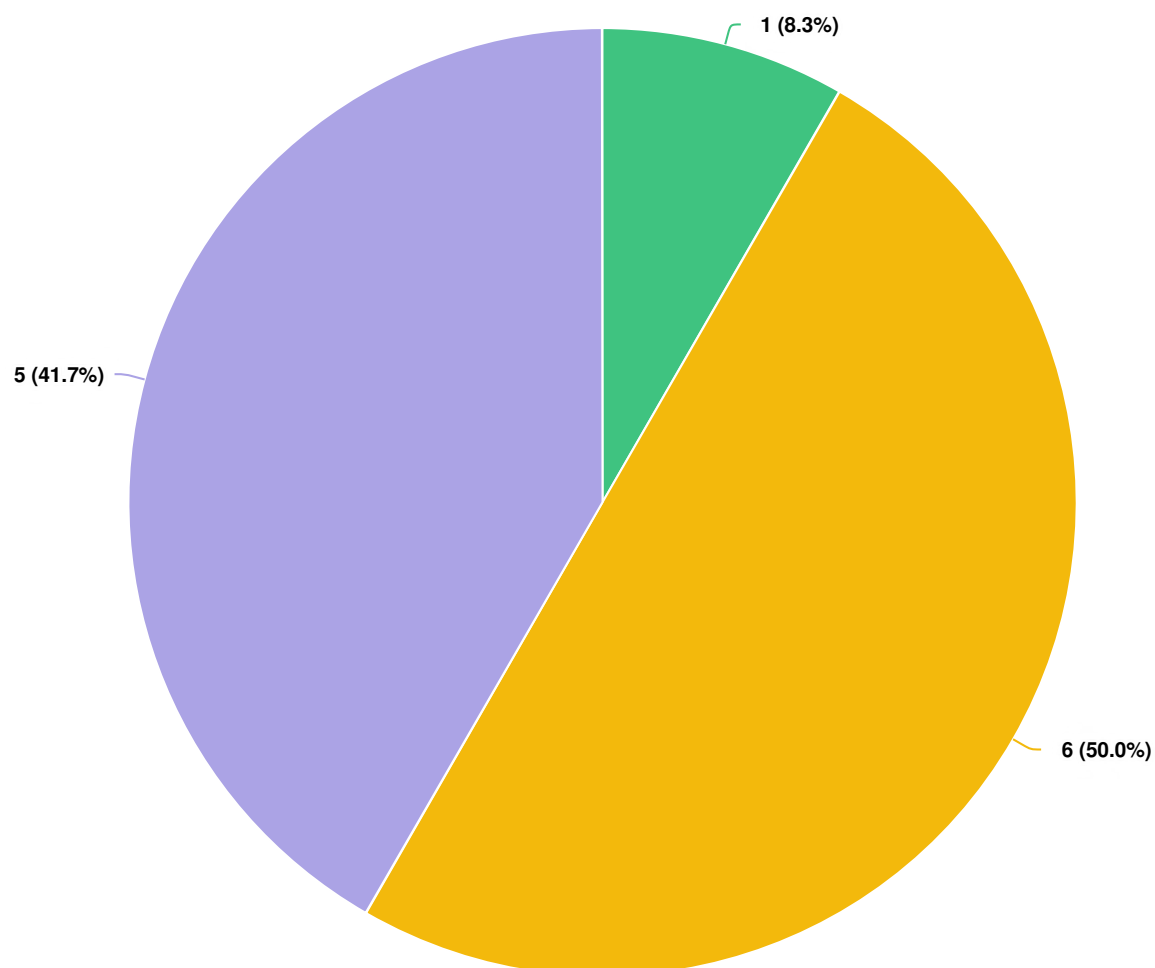
11/19/2021 01:15 PM

need enough people so the stores and affordable houses can come. lower density will only benefit those rich people while leaving the low to median class houseless.

Optional question (7 response(s), 7 skipped)

Question type: Essay Question

Q15 Do any of the concepts reflect a neighbourhood that you might want to move to?



Question options

☐ I don't know ☐ No ☐ Yes

Optional question (12 response(s), 2 skipped)
Question type: Dropdown Question

Q16 Which concept, and why?

Screen Name Redacted

I do like the mix of homes and higher density buildings.

11/06/2021 09:10 PM

Optional question (1 response(s), 13 skipped)

Question type: Essay Question

Q17 Why not?

Screen Name Redacted

11/04/2021 11:44 AM

I live in thr area currently and enjoy the space as is now . Please don't change it for money , the greed will just ruin our wilderness space and cause more crime/displacement or killing of animals . Consider more than just what someone from Ontario wants

Screen Name Redacted

11/05/2021 09:54 PM

I don't want anyone living in this beautiful area. Shrink the housing down to 15-20 units. I live in this area and am aware how awful it would be to have it so densely populated. This whole plan is so poorly thought out, clearly no one planning these layouts live in this neighborhood.

Screen Name Redacted

11/06/2021 09:57 AM

No Hobbit Homes, not enough forested path.

Screen Name Redacted

11/08/2021 12:44 PM

Adding any sort of housing to this area would be horrible for the people that have lived here for years that enjoy this corner of Whitehorse being quiet, trails and river views. Don't need more housing/commercial space in this area it will ruin the out of town living - in town feeling. The quietness of this area is why I chose to purchase a home here. Neither low income housing, or basic homes would benefit this area. I think it would make it worse, and could potentially increase crimes in this area. In which at this time there is minimal.

Screen Name Redacted

11/09/2021 06:52 PM

There are already too many high density neighbourhoods on range Road. Parking is already a nightmare. As well as a the amount of traffic.

Screen Name Redacted

11/11/2021 05:21 PM

I don't support medium and high-density housing for Whitehorse. It's not what locals want; it only caters to what people from outside of Yukon are used to. We don't need more neighbourhoods that have that big-city feel.

Optional question (6 response(s), 8 skipped)

Question type: Essay Question

Q18 Please share any other ideas, comments or concerns about this project.

Screen Name Redacted

11/03/2021 04:40 AM

The range point neighbourhood process will never get finished.

Screen Name Redacted

11/03/2021 01:27 PM

Very hard to visual c,oncepts

Screen Name Redacted

11/03/2021 05:15 PM

I would love it if the roadway plans for safe crosswalks, and the bike lanes, and paved pathways could be continued from where they stopped at Crow Street and continued down the road to where I live. They started in 2012 with consultations. My daughter wasn't even born then. Now she is 8 years old and it hasn't even made it down to our street yet. It would be excellent if that could be completed while she still lives with me.

Screen Name Redacted

11/04/2021 11:44 AM

Leave it alone

Screen Name Redacted

11/05/2021 09:54 PM

Re-evaluate heavily.

Screen Name Redacted

11/06/2021 09:57 AM

We can't keep paving paradise and putting up parking lots and putting all the trees into tree museums where we change our children s Dallar and a half just to see them. Things have to change, including how we plan to develop. Seriously consider leaving the trail that never ends, and having a world famous Hobbit Homes neighborhood!

Screen Name Redacted

11/08/2021 12:44 PM

Leave it a green belt with trails that should be grandfathered in to allow the people of this neighborhood to continue to enjoy the small section of nature that is left in this tiny corner of Whitehorse.

Screen Name Redacted

11/09/2021 09:31 AM

the Area really needs a commercial space for groceries and household goods, possible nursing station, daycare. Range point is a high density area, and a commercial spot could be profitable and well used. Let of a carbon foot print, taking vehicles to shop. a daycare would be awesome for young working families in the whole of Range Point.

Screen Name Redacted

11/19/2021 01:15 PM

how do you make sure respondents are not duplicating their opinions? how to have real quality responses and not biased results from self-interested persons? for such topic that requires expertise knowledge, i doubt if you really need the public opinion. we don't want

to elect another Donald Trump. i hope you can put your money into good use and generate the largest benefits for the most number of people. the society is already away from justice. don't further deepen the polarization and only serve those handful rich spoiled uneducated privileged class.

Optional question (9 response(s), 5 skipped)

Question type: Essay Question