

From: [Marie Gallagher](#)
To: [Public Input](#)
Cc: [Sylvie Binette](#)
Subject: Written Submission for Public Input - Valleyview South Master Plan
Date: Wednesday, April 3, 2024 4:59:09 PM

I feel very lucky to be living within the community of Valleyview and whenever possible, it would be wonderful to have future developments modelled on our design, i.e., fewer number of houses together, a community greenhouse, a playground, ice rink/court and quiet walking trails around our community. Having these trails and the play areas in particular reduces the need to travel outside of our community to recreate (thereby reducing greenhouse gases) and also contributes to the health and well-being of the members of our community (in particular the children and our elders). Unfortunately, the proposed development of Valleyview South will eliminate our community trails, possibly our playground and ice rink/court and also walking access to public transit, more trails and the CGC.

I strongly advise the planners to restrict all future development to south of Sumanik Drive, thereby meeting the objective of increasing the amount of housing available while also maintaining and supporting existing communities, reducing greenhouse gases and supporting the health and well-being of the people within our city.

Many thanks for your time and consideration,
Marie Gallagher

From: [Whitbread, Karmen](#)
To: [Public Input](#)
Subject: FW: Valleyview South Master Plan
Date: Tuesday, April 16, 2024 10:39:26 AM

FYI

From: Active Trails [REDACTED] >
Sent: Tuesday, April 16, 2024 9:44 AM
To: Whitbread, Karmen [REDACTED]
Subject: Valleyview South Master Plan

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good Morning!

The Master Plan uses the phrase *active transportation network*. It gives one the impression that there is an existing network, and that this existing network will be increased if the master plan is improved. However, the only area of the City that has, what one could call an *existing network*, is mainly located in the downtown core. This network is connected to the Millennium Trail that is located outside of the downtown core.

All paved trails outside the downtown core cannot be considered as active transportation trails, as they are open to snowmobile use in winter. (This despite the fact that the public was given the impression that such trails were built *to be* active transportation trails.) The Hamilton Blvd paved trail is an MMU trail open to both snowmobile and ATV use and found on the City's MMU trail map. By definition it is not an active transportation trail.

The *Executive Summary* says "the [Valleyview South Master] Plan . . . envisions a robust network of multi-use pathways throughout the new neighbourhood to connect residents with the City's existing active transportation network."

The 2020 Trail Plan defines **active transportation** as "Any form of **human-powered** travel, such as walking, cycling, skateboarding, cross-country skiing and more." (2020 Trail Plan/Glossary) Active transportation **does not involve** motorized activities*. (See E-bike bylaw as there are exceptions for certain classes of e-bikes.)

However, we have an existing Snowmobile Bylaw which ignores the 2020 Trail Plan's definitions of both active transportation and a non-motorized multiple use trail. In other words, unless a trail is included in the bylaw's *Excluded trails* section, it can be used by snowmobilers in winter. (See Schedule "E" of the bylaw.)

This means that **outside of the downtown core** there are only three trails that could be considered as being both truly non-motorized and active transportation trails.

1. Birch Loop Trail (Crestview)
2. Millennium Trail
3. Whistle Bend Paved Perimeter Trail (Whistle Bend)

However, this is not quite correct because as we all know, the *Airport to Puckett's Gulch* paved Multi-Use Trail is a non-motorized multiple use trail. Indeed, the entire Airport Trail is considered to be off limits to **all** motorized vehicles and is signed as such, and has been for as long as I can remember. Any attempt to change this situation would meet with much opposition.

Yet, as this trail is not included in the Excluded trail section of the Snowmobile Bylaw, it still cannot be considered as an active transportation trail.

The plan gives one the impression that there will be a variety of multi-use trails in the area

that will be non-motorized, but that is impossible unless the City amends the Snowmobile Bylaw to include those trails in the Excluded trails section of the Snowmobile Bylaw. And, the chances of that happening with the current council is nil!

So, are we going to be truthful about these so-called multi-use/active transportation trails and make sure citizens of Valleyview are made aware of the fact that any of their trails whether paved or not will be open to snowmobile use in the winter? Are they going to be told what has to be done to ensure that they are **not** open to snowmobile use in winter, namely amend the Snowmobile Bylaw in the manner mentioned?

The citizens of Whitehorse North have rejected the recently City Council approved Trail Plan for that area, in part due to the failure of the City to adequately inform citizens of the true story behind so-called non-motorized multiple use trails. Let us not give the citizens of Valleyview cause to do the same thing.

I would appreciate your response to the above before the Public Input session on the 22nd.

Cheers . . . Keith Lay (Active Trails Whitehorse Association)

<https://www.activetwa.org>



Topic: Valleyview South Master Plan Submission
Name: Keith Lay (Active Trails Whitehorse Association)
Date: April 19, 2024

Valleyview South Master Plan

The Master Plan gives people the impression that it will not result in (and I quote) “direct further expansion of the City’s motorized trail network.” How can such a statement be made, when any new paved or unpaved multiple use trail that is developed in the area will be open to snowmobile use in the winter?

This is due to the fact that the City of Whitehorse continues its refusal to amend the Snowmobile Bylaw, despite administration’s confirmation to Councillor Boyd on December 7 2020, that “a top priority [would be] to identify the policies and *bylaws* that need to be updated” [in order to reflect] the intentions of the 2020 Trail Plan. (City Council meeting of Dec. 7, 2020)

As a result, despite the Trail Plan’s definition of a non-motorized multiple use trail as being one that is “to be used by a variety of non-motorized users,” we still have an existing Snowmobile Bylaw which ignores that definition and, as a result, all newly created so-called non-motorized multiple use trails in Valleyview South will be open to motorized use for half the year.

In other words, unless a trail is included in the bylaw’s *Excluded trails* section, it can be used by snowmobilers in winter. (See Schedule “E” of the bylaw.)

The plan’s *Executive Summary* says “the [Valleyview South Master] Plan . . . envisions a robust network of multi-use pathways throughout the new neighbourhood to connect residents with the City’s existing active transportation network.”

The 2020 Trail Plan defines **active transportation** as “Any form of **human-powered** travel, such as walking, cycling, skateboarding, cross-country skiing and more.” (2020 Trail Plan/Glossary) Active transportation **does not involve** motorized activities. (All three classes of E-Bikes can use non-motorized trails as per the E-Bike Bylaw.)

However, we have an existing Snowmobile Bylaw which also ignores the 2020 Trail Plan’s definition of an active transportation trail. In other words, unless a trail is included in the bylaw’s *Excluded trails* section, it cannot be considered as an active transportation trail, as it can be used by snowmobilers in winter. (See Schedule “E” of the bylaw.)

Presently, outside of the downtown core there are only three trails that could be considered as being both truly non-motorized *and* active transportation trails.

1. Birch Loop Trail (Crestview)
2. Millennium Trail

3. Whistle Bend Paved Perimeter Trail (Whistle Bend)

However, this is not quite correct because as we all know, the *Airport to Puckett's Gulch* paved Multi-Use Trail is considered to be a non-motorized multiple use trail. Indeed, the entire Airport Trail is off limits to *all* motorized vehicles and has been signed as such for many years. Yet, this trail is not included in the *Excluded trail* section of the Snowmobile Bylaw.*

One can only conclude that outside of the downtown core the *existing active transportation network* of the City of Whitehorse consists of three or perhaps four trails.

The plan proposes an “an East-West path to connect Hamilton Boulevard multi-use path to the Airport trail (Action 13).” I am not clear on this proposal, or exactly where this East-West path is illustrated in the plan, although part of the proposed Multi-Use paved pathway seems to be an East-West route that would connect the two, but if this is to be a *truly* non-motorized paved active transportation trail, then it would not accommodate snowmachines. (See Appendix B2. Transportation Map)

Hamilton Blvd is a motorized multiple use trail, but as mentioned previously, the Airport trail is signed as a non-motorized multiple use trail, and those signs indicate that it is closed to all types of motor vehicles including snowmachines. So, in any case, what would be the purpose of connecting the two?

The new multiple use paved pathway mentioned in the plan looks to be a great alternative to the MMU Hamilton Blvd paved trail for non-motorized users. However, if not listed in the *Excluded trail* section of the Snowmobile Bylaw, then it would be open to motorized use in the winter.

As well, if any of the proposed paved routes are to be considered as *accessible* trails as per the 2010 Trail Plan definition, then they would have to be closed to motorized use all year. Hence, they would have to be listed in the *Excluded trail* section of the Snowmobile Bylaw.

Under *Recreational Motor Vehicles* the plan says that All-Terrain Vehicles (ATVs) can use City streets for the purposes of connecting to the nearest motorized multi-use trail and/or permitted open space.” However, the ATV Bylaw distinctly says that such vehicles are not permitted in open spaces, or for that matter, in Greenbelts, or on non-motorized trails, so correction is needed.

What is not mentioned is that snowmobiles can also use City streets outside of the Downtown Core to connect to the “nearest permitted area.”

The plan itself eventually admits that “Snowmobiles are generally allowed on trails, subject to the Snowmobile Bylaw.” (p. 38 of plan).

*Is the City using Section 29 of the Snowmobile Bylaw in order to allow it to close both the paved section and the unpaved section of the *Airport Trail* from snowmobile use, and do so without including it/them in the *Excluded trails* section of the Snowmobile Bylaw? Or, is there some other City authority/regulation/bylaw that allows it/them to be closed to snowmobiles and the resulting circumvention of the Snowmobile Bylaw?

So, why does the plan try and give the impression that the area will have non-motorized trails, active transportation trails, and even accessible trails, and that there will be no “further expansion of the City’s motorized trail network?”

The public should be informed as to whether or not it is the intent of the City to ensure that all proposed new paved and unpaved trails in Valleyview South will be added to the *Excluded trail* section of the Snowmobile Bylaw, in order to ensure that they will be truly non-motorized multiple use active transportation trails.

Of course, a better solution would be to amend the Snowmobile Bylaw to restrict snowmobiles to designed and designated motorized multiple use trails.

Taking either of these steps would help prevent a repeat of the controversy that surrounded the designation of the Perimeter Trail in Whistle Bend, or the recent rejection by citizens of Whitehorse North of a City Council approved trail plan for that area.

Thank you for allowing us to make a submission with regard to the Valleyview South Master Plan.

Keith Lay (Active Trails Whitehorse Association)



<https://www.activetwa.org>

Note: Under the E-Bike Regulation Bylaw all three classes of e-bikes are not considered as being a motor vehicle. This includes Adaptive Mountain Bikes. (aMTBs)

Note: The 2020 Trail Plan says an *accessible* trail is one that provides “safe . . . options for all to walk, cycle or wheel on the trails” [and that such trails] “will be increasingly important to support older adults, families with young children and those with mobility constraints.” (See page 2 of 2020 Trail Plan.) Obviously, for safety reasons such trails would be *closed to motorized use*, otherwise they could not be considered as *accessible* trails.

Note: Once again, we have a plan that does not define the term passive recreation, or Greenspace.

Note: In 2018, according to the Bicycle Network Plan, a kilometre of 3-metre-wide paved trail would cost some \$600,000 to build. It would see obvious that costs would have increased since then. However, using the 2018 figure 4.9 kilometres of paved trail would cost \$2,940,000. This does not include the cost of maintenance, or the cost of clearing snow and ice in the winter. From where is the money to come for such a project?

From: [Ann Chapman](#)
To: [Public Input](#); [Mayor&Council](#)
Cc: [ante tokić](#)
Subject: Valleyview Development
Date: Sunday, April 21, 2024 9:07:59 PM

ANN CHAPMAN

[REDACTED]

April 21, 2024

Mayor and Council -- City of Whitehorse

Dear Mayor and Council:

Thank you for taking the time to consult with the Valleyview neighbourhood with respect to the Valleyview South development. Here are a few of my thoughts when looking at the map and proposed development, specifically the area to the west of Valleyview neighbourhood, towards CGC:

- With respect to Lot 66 & 12: Please leave as much green space as possible. Please note, we are a very noisy residential neighbourhood. I have lived here since 1997, I live on the 'island' part of the neighbourhood and have a road both in front and behind my home, but I really appreciate the green space behind my neighbours. I walk there most days and can't believe how much noisier it is as I approach either Hamilton Blvd or the Alaska Hwy. From my island house, I hear the beeping of the snow removal for 7 months of the year as they clear snow at CGC and the airport all night long. I have an airport less than 2 km away and a helicopter station directly across the Alaska Hwy. It is noisy. The buffer of the green space and trees between the CGC/Hamilton Blvd is very important for noise management, fresh air and for mental health. We are squished between the two busiest roads, which will only get busier with this development. **Please, please leave considerable green space** to help absorb the noise and leave an access friendly walking space for residents. Without that green space residents must cross either Alaska Hwy to access trails or Hamilton Blvd. That set up is not pedestrian or mental health friendly. It would be like parking our neighbourhood along a massive freeway, squished between noisy and busy

roads.

- I am requesting that during development and infrastructure planning that the Valleyview DRIVE portion of this neighbourhood be revamped to decrease speed. Left as it is, wide enough for 2 city buses to pass with cars parked on both sides, is a recipe for collision and speed racing. It needs to be narrowed much like Takhini North did and the massive amount of pavement in the center should be bisected and an island of greenspace with gardens could be added to make the area less of a massive parking lot.
- I welcome residential development or recreation space on the triangle lot of 431 and the KDFN lot on the corner of Sumanik Drive and Hamilton behind our neighbourhood as it is so close to the CGC and would be really perfect for seniors & families with children. I like the plans I have seen so far. However, new residents and current Valleyview folks still need a greenspace and playground that is accessible without crossing a major road. That space is the corridor of Lot 66. Please don't make a parking lot for CGC out of that space.
- Please consider not naming the roads in Valleyview South VALLEYVIEW. It is hard enough with Valleyview DRIVE and CRESCENT so to extend that name is nutty. Please use some beautiful First Nation and Southern Tutchone names/words in that part of this new neighbourhood.

Sincerely,

ann chapman

ann chapman

mobitel: 

From: [Danusia Kanachowski](#)
To: [Public Input](#)
Subject: Valleyview Greenspace
Date: Sunday, April 21, 2024 9:29:50 PM

To Mayor and Council,

I want to preface this letter that this is not a case of NIMBY (not in my backyard). We, as Valleyview residents, realize that significantly more housing is needed and therefore that development in the city of Whitehorse is inevitable. Many of the residents of Valleyview have not only participated in the processes made available to us about the planning of Valleyview South but have also put in long hours reading documents, discussing different options together and putting pen to paper to write and even draw various conceptions of liveable community.

I am writing as a resident of Valleyview for the last 25 years. I know from the plans that you are approving (and the planners are proposing) about lot 66 in particular (the green area west of Valleyview and east of Hamilton Boulevard) that you and they do not live here in Valleyview. As Whitehorse has grown in size both the highway and Hamilton Boulevard have become busier and busier and less and less tolerable over the years for those who live in this small island of a neighbourhood.

Neither you, nor the planners, seem to understand what being very closely flanked by the two major 4 lane roads in the territory means in daily life, including nighttime. These roads are very busy during the day and also busy at night. During the day, when one is distracted, it is easier to tolerate. Many of us who live in Valleyview are woken often by traffic traveling both roads in the night.

We are often told that we are so lucky that we live in such close proximity to the Canada Games Centre (CGC) and the Mt Mac trails (skiing and biking) and **we are** but there are also inconveniences that one only realizes when one lives here. Many of us are woken up or kept awake by the frequent clearing of the CGC parking lot through the winter with the beeping of the graders as well as the noise of grading.

We also are woken up by the cars that go to the CGC parking lot to drive around in the night in the spring, summer and fall months. The events that are held in the winter at the "stadium" and in winter and summer up at Mt Mac facilities or in the parking lots of CGC or Mt Mac are also heard easily here in Valleyview. Some of these, but not all, are at reasonable hours and reasonable volumes and just remind us that we live in a city.

When I walk with friends, who live elsewhere in the city, through these little trails in lot 66 they initially say "aren't these trails lovely" but as we carry on walking they notice the noise

from the traffic and note it is not like the greenspace near their homes in Riverdale, Porter Creek, Crestview, downtown etc.

Recently I was talking with a friend who lives on a small acreage lot on country residential land within city limits. She noted how she keeps her windows open all year for the benefits of the fresh air. It is getting to the time of year that I love here in the north, with the long light and warm weather but here in Valleyview it is a time of year about which I also now have some dread. It has become almost unbearable to have one's windows open at night in the summer in Valleyview because of the traffic noise at all hours. I have to try and manage the need for fresh air and a cooler house while also managing the noise.

I am aware that we cannot all buy our greenspace in the form of country residential lots. Greenspace that cannot be taken from those of us that "own" it. For those of us that choose or perhaps do not have the choice but to live in an urban area such as Valleyview we realize that we have to share our greenspace. Not all greenspace though is about the size of your city lot.

Lot 66 has been a buffer for us and is much needed from a noise point of view as described above. It is also a highly used area from a greenspace point of view, by both Valleyview residents, their family and friends and also day camps from the CGC programs.

I understand, from reading the planning document and from city council discussions, that you are going to go ahead and develop this area and take away this buffer and highly used space.

I beg that you consider us, the residents of Valleyview, as you decide what is going to be done with this area. We do not need an arena with a large parking lot and increased traffic from 5AM to past midnight and parking lot clearing even closer to our bedrooms. We also, do not need other recreation facilities that would increase traffic in much closer proximity to our houses to add to the noise we already have to live with.

A welcome plan would be something such as an activity park, as I have seen in other cities, that keeps the majority of the present small shared greenspace but adds in small activity centres with both young and old in mind. This is something that could be accessed not just by Valleyview residents but by the other residents of Valleyview South and also accessed from the CGC too.

Danusia Kanachowski



From: [Lorrie Lech](#)
To: [Public Input](#)
Subject: Lot 66, Valleyview green space
Date: Sunday, April 21, 2024 9:35:55 PM

Hi there

As a resident of Valleyview I have concerns actually oppose the proposal for our green space (Lot 66) to be rezoned and/or developed. If Council is really looking for input please continue reading but if decisions have already been made or if this letter is going to fall on deaf ears, as many residents believe, please just move this to your trash and I won't bother you again.

So to continue, I feel as though Valleyview is an island as we have the Alaska Hwy on one side and Hamilton Blvd (both growing busier and noisier) on the other side. If our green space is developed and the green space removed (Recreational Campus, whatever that is, or other) residents will have no choice but to cross a major road/hwy to access walking trails- kind of a shame for a city that promotes itself as the "Wilderness City". The OCP talks about having Complete Communities and that parks/ green space is to be within comfortable walking distance. The reality is that if our green space is developed our community will all be driving to areas that do have green space, as I believe most of not all other neighborhoods have.

Why would you put a Recreational Campus in a location that would force people to cross a major intersection. If you want to centralize recreation (and I actually think it is better to have it spread throughout the city) having it on the same side of Hamilton perhaps where the tennis courts currently are would make way more sense from a safety point of view.

It doesn't seem right that those of us that have chosen to live in a area where we share our green space vs owning green space as is the case in Country Residential areas, are at risk of having to loose this small but very valuable space. Would there ever be a time that Country Residential areas would have their green space removed for development? Unlikely. It feels like this is a double standard.

I could go on but I believe I have made my point that this space is very well used and needed as it is.

There is also the issue of wildlife (foxes and coyotes) being displaced with development around the airport, the tank farm when that happens. Not sure if council has given them any consideration.

I will see you next week at the Council meeting to further this discussion.

Thank you.

Lorrie Lech



From: [Marc Champagne](#)
To: [Public Input](#)
Cc: [Annie-Claude Letendre](#)
Subject: Serious problems with proposed green space for Valleyview community
Date: Sunday, April 21, 2024 7:38:42 PM
Attachments: [Capture d'écran 2024-04-21 à 11.31.03.png](#)

Dear council members,

Here is my input on the draft Valleyview South Master Plan.

As a small neighborhood surrounded on three sides by 4 lane roadways with constant traffic (night and day), commercial trucks that use engine retarder brakes with impunity, bright lighting from businesses along Range Road and incredibly loud noises at night from city snow clearing machinery in and around the City of Whitehorse's new facilities, the thought that the city now proposes to strip away virtually all remaining green space and forested area for our small community seems outrageous.

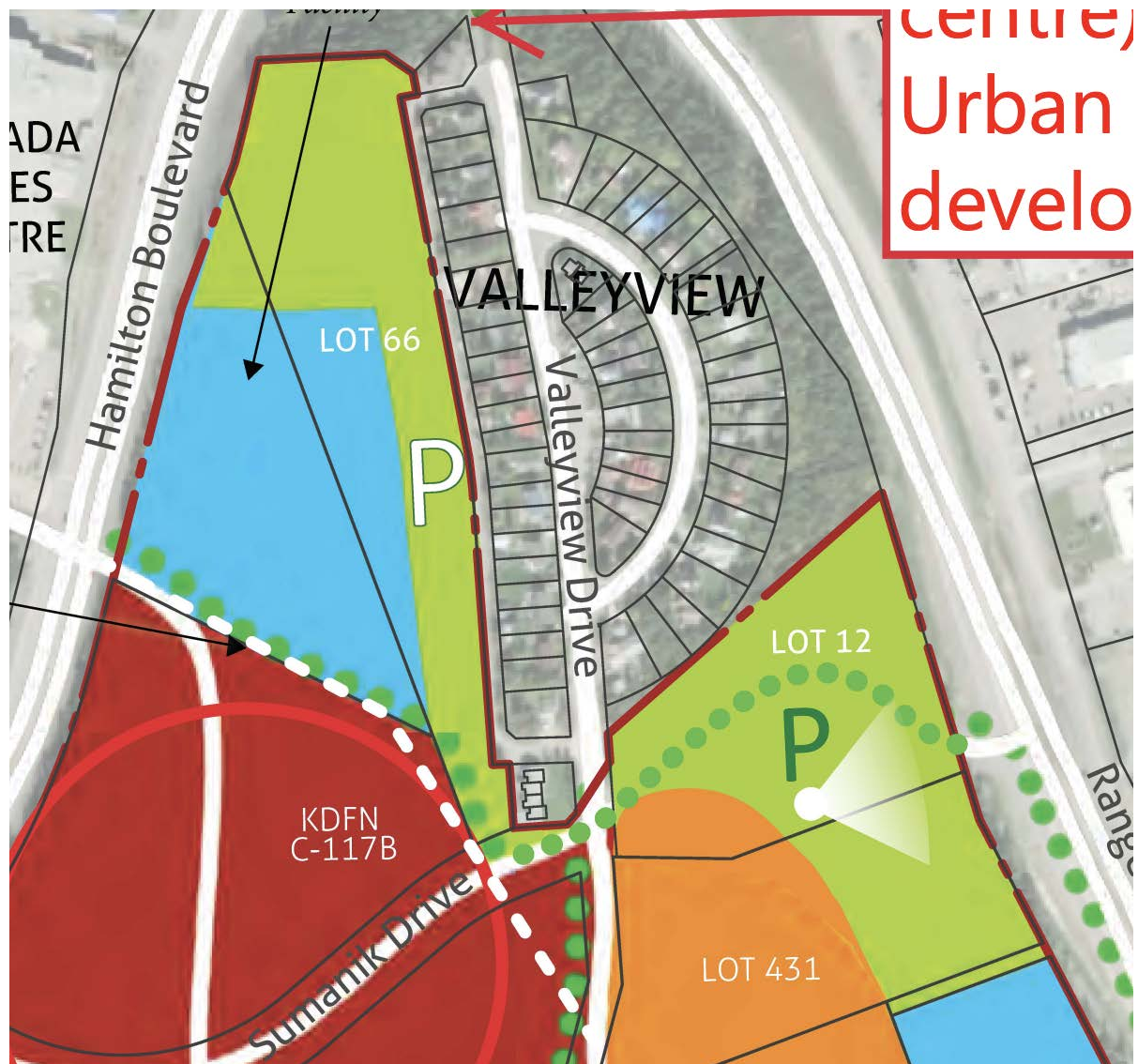
The green space being proposed for the west border of Valleyview is, by any measure, outrageously small and involves the loss of the sliding hill behind the rink as well as the existing park and the old ball diamond as well as almost all of the existing walking trails. These features would fall into the new space being proposed for a recreational facility. Also, it needs to be noted that the thin ribbon of green space between the back alley and the edge of the blue space is further diminished by the 7.5 meter zone currently being cleared by Atco for the existing power line. The thin ribbon of green space being proposed in the master plan is not consistent with Policy 21 under subsection "5.6.2 Parks, Open space and trails" (p. 36 of the Master Plan) that specifies that a minimum 60 meter vegetated buffer should be maintained between rear lot lines in Valleyview to any future development. If you look on Page 41, you also realize that the North end of lot 66 will be seriously impacted by a new stormwater management facility and a new sanitary main. **At a minimum, the entirety of Lot 66 should be maintained as green space and the 60 meter buffer should be the minimum width of the green space at any point along the alley. I am categorically opposed to developing another large recreational facility (with bright lighting, parking, traffic, snow clearing at all hours) only a few meters away from Valleyview residences.**

As mentioned by residents over and over, this small green space is invaluable to our community. The importance of forested areas extend far beyond trails and wildlife habitat – numerous studies have shown the benefits of forests for human health, including mental health, physical health, and wellbeing. There are more appropriate spaces for new development of recreational facilities on the other side of Hamilton boulevard, elsewhere on the Tank Farm or elsewhere in the city.

Also, the green space being proposed on Lot 12 is mostly unusable because of the steep slope towards the highway and also includes a transmission line right-of-way (which is not shown on the map). This small area will also be bordered by a utility corridor and lift station (see page 41). **Restoring the size of the green space (as initially proposed in Concept 2 - p. 27 of Master Plan) would at least provide some useable green space.**

Whether it is intentional or not, your current documents deceive readers by misrepresenting total green space by not clearly marking all of the disturbances (existing and future) on these green spaces that severely diminish their value or that render the space unusable (Ex: steep slopes, transmission lines and power lines, sewer mains, utility corridors, etc) . It is also interesting how the existing park space that exists in the OCP near lot 66 is conveniently never mentioned in any of the proposed plans and you don't explicitly state that most of the existing features (sliding hill, playground, etc) will fall on the site of the proposed recreational facility.

In the plan, greenspace is heavily weighted towards Hillcrest, roughly 1.5km away from the centre of the Valleyview neighbourhood. The preservation of the greenspace identified around Sunset Drive and Elijah Smith school does not make up for the lack of greenspace (and reduction of) for Valleyview residences as it's a 45min walk or a 5 min drive away. This Valleyview south plan takes green space away from the community for an unspecified recreation facility or urban centre, depending on how the plan is interpreted without any justification.



Here is a summary of proposed mitigation measures :

- Retain current Valleyview Park by retaining the PR designated land parcel where the current park exists which includes skating rink, playground and small open field.
- Plan design should be consistent with policies stated within the Plan. Policy #21 under

policies pertaining to Parks, Open Spaces and Trails (5.6.2) states that vegetated buffer of at least 60m should be retained. As such, retain a minimum 60m vegetated buffer from rear property lines in Valleyview. This minimum vegetated buffer should take into consideration the width of the alley, directly adjacent powerline and powerline easement clearing requirement (7.5m from powerline center) which are not vegetated. Furthermore, the existing skating rink area isn't vegetated so the 60m vegetated buffer would need to be further adjusted in that area. Retaining the area currently zoned 'PR' may be an acceptable mitigation measure for that specific area.

- Explore alternative options for a recreation facility development such as Takhini Arena area, lot 430, dog parking lot area with relocation of tennis courts to another area of the City to make up for the loss of dog parking lot parking spaces.

- At a bare minimum, designate the entirety of 'City of Whitehorse portion' of lot 66 (Appendix A, map A1) as greenspace to allow Valleyview residents to retain some quality (albeit minimal) walking trails adjacent to their neighborhood.

- Reinststate lot 431 as greenspace (consistent with the second option of the draft concept Plan) to increase usable greenspace south of Sumanik Drive.

- Increase perception of transparency and good faith in communication by amending maps in the Plan to show boundaries of existing Valleyview Park. Clearly indicate width of 'vegetated buffer strip' on lot 66. Clearly indicate the impact of development features (including full widths of rights-of-ways) on proposed 'green' spaces. Also, clearly identify unusable green spaces area due to steep slope.

Thank you for taking this into consideration.

Marc Champagne
Valleyview resident

Whitehorse, April 21st, 2024

From: Sylvie Binette

Whitehorse, YT

Dear Planners and Mayor and Council,

Find included my comments in response to the proposed Valleyview South Master Plan Draft.

I'm a resident of Valleyview since 1996. My son, of Yukon Indigenous ancestry, and I moved here from the Shipyards then. Like many residents in this neighborhood, we retrofitted our house and invested ourselves toward building a community that was initially a transient community of houses designated for Federal employees. We are looking forward to having new neighbours and understand the need for more housing and density. We look forward to better connectivity and active transportation for our neighborhood.

The comments that I want to bring about are about living in a community that responds to issues that are imminent to everyone; where the preservation of urban existing forests for reducing climate change and its impacts becomes a priority, where planning for increasing the quality of life (mental and physical health and community living) while increasing the density and affordability of housing and where process like OCP are implemented and respected, are considered and implemented beyond the needs of developers and pecuniary benefits.

1) Land Use: Lot 66.

Actions:

- Keep the designation of the Unsurveyed YG Land between Hamilton Boulevard and City Parcel # 66 as **Greenspace as is currently in OCP until a definite public use is determined. Not Public Use not Recreational.** Citizens, taxpayers went into a very intensive and engaging process of designing the approved OCP. Our voices were heard.
- Keep the City Parcel # 66 between Hamilton Boulevard and Valleyview as greenspace for current landowners and users (City camps) and future KDFN residents to meet the following 2040 OCP goals: Climate Change Goals 6.6 Mitigation, 6.10 Adaptation and Resilience and 6.11 Community Development, Environment Stewardship Goals 7b and 7e, Complete Community goals 8.6 and 8.7 goals. We walk, run, play, forage, watch birds and wildlife, find healing and solace in that very small greenspace. Surely the new residents on KDFN lots will also enjoy the same.
- Locate the Public Use space at the Canada Games Centre over the Parking Lot and build the parking lot underground, or toward the Dog ski Parking Lot or where the Tennis court is. It is more environmentally and economically sustainable to gather facilities of the same purpose together.

2) Land Uses - Park Spaces

Actions:

- Keep and make the Unsurveyed YG Land and City Parcel # 66 between Hamilton Boulevard and Valleyview as permanent greenspace for the same reasons given in point 1 and for the

environmental, health and wellness roles that urban forests play and to meet the City Sustainability Plan 2015-2050 Healthy Environment and Wilderness (Maintain current wilderness areas as identified in the • Manage greenspace to rehabilitate, limit access, and limit fragmentation). Surely 4,200 new residents will want and need a green area that is accessible, flat and truly green.

- Retain current Valleyview Park by retaining the PR designated land parcel where current park exist which includes skating rink, playground and small open field.
- Plan design should be consistent with policies stated within Plan. Policy #21 under policies pertaining to Parks, Open Spaces and Trails (5.6.2) states that vegetated buffer of at least 60m should be retained. As such, retain a minimum 60m vegetated buffer from rear property lines. This minimum vegetated buffer should take into consideration the width of alley, directly adjacent powerline and powerline easement clearing requirement (7.5m from powerline center) which are not vegetated. Furthermore, the existing skating rink area isn't vegetated so the 60m vegetated buffer would need to be further adjusted in that area. Retaining the area currently zoned 'PR' may be an acceptable mitigation measure for that specific area.
- Explore alternative options for recreation facility development such as the Canada Games Centre, Takhini Arena area, lot 430, dog parking lot area with relocation of tennis courts to another area of the City to make up for lost of dog parking lot parking spaces. At a bare minimum, designate the entirety of 'City of Whitehorse portion' of lot 66 as greenspace to allow Valleyview residents to retain some quality walking trails adjacent to their neighborhood.
- Increase perception of transparency and good faith in communication by amending maps in the Plan to show boundaries of existing Valleyview Park. Clearly indicate width of 'vegetated buffer strip' on lot 66. Clearly indicate the impact of development features (including full widths of rights-of-ways) on proposed 'green' space. Clearly identify unusable green space area due to steep slope.
- The closure of Sumanik and Lot 12 do not make it a park, neither an active park. The requirements of clearing forest 7.5 metres under both side of an electrical line, the denivelation, the state of the canopy and the type of forest do not allow for the functions of a park accessible or not nor does it provide the same environmental, social and cultural functions the urban forest like lot #66 does.

3) Land Use- Density

The OCP calls for higher density and medium density. It is hard to understand why an area difficult to access and limited in space and currently forested like parcel C-117B and C-141B are of high density (55 Units/ha) while lots 430 and 429 which are way more accessible road wise, flatter, completely deforested and have a major greenspace beside are allowed to be developed at medium and low density (8 units/ha)? Reducing the density in C-117 B and retaining a greenspace would prevent having to have a stormwater facility in Lot 66, which would again reduce the amount of greenspace which is currently serving this City's area in terms of water retention. It is hard to understand why the City does not implement the OCP as it should and goes to all sorts of calculations to justify such private interests, in particular in times of housing crisis.

How is the planned density amount in lot C-117B and the new bylaw on density will affect the environment, traffic, quality of life of residents in Valleyview and C-117B? Can it be changed to medium density? Can you increase density of lots 429 and 430?

4) Land Uses Scenarios- Trail Network and Road Closure

Actions/comments:

- A bike/pedestrian access at the end of Valleyview toward AH and Hamilton intersection is needed.
- A Trail now is needed, even a small gravel one and plowed in wintertime, to provide access to public transportation on Hamilton.
- I like the roundabouts on Sumanik
- Not sure about the closing of Sumanik at the bottom in particular with respect to safety.

5) Land Uses Scenarios- Site Grading and Development**Actions:**

- Stick to your plan and make sure you have mechanisms to enforce the regulations regarding quarrying. I do not want to have to go through another 10-15-20 years of hearing crushing gravel.

6) Land Uses Scenarios- Servicing-Storm Water Facility**Actions:**

- Keep Lot #66 as greenspace then you won't need stormwater facility in Lot #66.

Our community Association had sent you a plan of what the density and community needs were during the last consultation on the two scenarios. I echoed these needs and suggestions in my current submissions as they are very similar.

I sincerely recommend to the City to rethink the way they do engagement and to genuinely involve communities that live in the areas throughout the developing phases. Residents, young and older, have a great knowledge on how the spaces are used, the issues and the long-term knowledge of the space. This current plan would have been a great opportunity to start working with our neighbours at building relationships. Instead, from my opinion, this process divided us as landowners/developers and landowners/residents providing very limited opportunities to build these relationships. People need to have faith in the process they work on like OCP. This document needs to be honored.

As well, it is hard for many residents to receive a 200-page plan and have to comment within three weeks of receiving this.

I want to see a vibrant neighbourhood with higher density, accessible housing and liveable healthy spaces. There are many examples of such places over in Scandinavia. I know for a fact; my son and I lived there in 1999. I as a citizens and homeowners/taxpayers need to know my voice is heard.

I hope the people who will make decisions, will be considering all options.

Thank you for the opportunity to comment.

Sincerely,



From: [Annie-Claude Letendre](#)
To: [Public Input](#)
Subject: Valleyview South Master Plan Public Input
Date: Monday, April 22, 2024 10:21:45 AM

Hi,

Please accept my comments below regarding the Valleyview South Master Plan.

1. The proposed park area on lot 66 is in direct violation of Plan's policy #21 (subsection 5.6.2) which states that a vegetated buffer of at least 60m should be maintained. The current proposed greenspace buffer strip on lot 66 is less than 60m wide. The width of the greenspace should also take into consideration the 7.5m width that is cleared of trees to maintain the existing powerline on the alley's western border.

2. Designated greenspace area is too small to be usable and of overall poor quality.

- Large portion of proposed green space on lot 12 is of very poor quality given it is located on very steep terrain rendering it unusable. This is demonstrated by the lack of informal trails in that area, as can be seen in Map A2. Environmental & Special Places of Appendix 1.
- Loss of approximately half of the existing Valleyview Park.
- Several development features further encroach on an already very small area for proposed green space. Notably, the construction of a potential storm water drainage area in the North end of the proposed park area on lot 66 would further reduce vegetated cover and usable park area. Similarly, the park area on lot 12 will also be crossed in its middle by an electrical transmission line which will reduce the vegetation for the width of the right of way.

3. Significant loss of trails within walking distance from Valleyview.

The removal of more than 90% of the small trail network that Valleyview residents use on a daily basis as seen in Appendix A - Map A2. Environmental & Special Places. The current trail network within the proposed greenspaces on lot 66 and lot 12 amount to a mere 200 meters. This will result in an extremely limited trail accessible within walking distance which will force Valleyview residents to drive to trailhead to access trails which is contrary to overarching goals of this Plan. With the removal of greenspace directly adjacent to Valleyview, the closest walking trail in winter will now be at a minimum 800m away, given that MtMac ski trails are inaccessible for walking purposes in winter. This 800m commute includes crossing Hamilton Blvd and the CGC parking lot, then using the unmaintained exterior staircase to go up to MtMac rec. center and finally crossing the MtMac parking lot to access a designated walking trail. By car the distance is closer to 1km.

4. Misrepresentation of proposed greenspace adjacent to Valleyview.

- The reduction in size by more than half of the current Valleyview Park isn't explicitly shown on maps and/or mentioned in the Plan, this suggests a lack of transparency.
- Proposed greenspace total area is misrepresented as it doesn't take into consideration / clearly shows steep slopes and development features rendering the space unusable and/or of poor quality. The impact and footprint of features (e.g. storm water drainage, overhead transmission line rights-of-ways, electrical or sanitary stations and mains) on greenspaces are not clearly accounted for nor are they clearly indicated on maps showing greenspace.

5. Potential increase in noise level

Some of these development features have the potential for creating noise or noise travel corridors which will increase traffic noise level in Valleyview. Potential for increased traffic noise through removal of vegetated buffers between Hamilton and Valleyview as well as through the creation of a new travel corridor and electrical rights-of-way.

6. The Rationale of designation of lot 66 for a future recreational facility is not clearly articulated nor is it based on the existing planning process.

The costs / benefits of the removal of a small greenspace to provide reserve land for a recreational facility have not been analyzed.

7. Proposed Mitigation Measures

- Retain current Valleyview Park by retaining the PR designated land parcel where the current park exists which includes a skating rink, a playground and a small open field.

- Plan design should be consistent with policies stated within Plan. Policy #21 under policies pertaining to Parks, Open Spaces and Trails (5.6.2) states that a vegetated buffer of at least 60m should be retained. As such, retain a minimum 60m vegetated buffer from rear property lines. This minimum vegetated buffer should take into consideration the width of alley, directly adjacent powerline and powerline easement clearing requirement(7.5m from powerline center) which are not vegetated. Furthermore, the existing skating rink area isn't vegetated so the 60m vegetated buffer would need to be further adjusted in that area. Retaining the area currently zoned 'PR' may be an acceptable mitigation measure for that specific area.

- Explore alternative options for recreation facility development such as 'Tank Farm' area, Whistle Bend, Takhini Arena area, lot 430, dog parking lot area with relocation of tennis courts to another area of the City to make up for lost of dog parking lot parking spaces. At a bare minimum, designate the entirety of 'City of Whitehorse portion' of lot 66 (Appendix A, map A1) as greenspace to allow Valleyview residents to retain some quality walking trails adjacent to their neighborhood.

- Reinstating lot 431 as greenspace (consistently with the second option of the draft concept Plan) to increase usable greenspace south of Sumanik Drive.

- Increase perception of transparency and good faith in communication by amending maps in the Plan to show boundaries of existing Valleyview Park. Clearly indicate width of 'vegetated buffer strip' on lot 66. Clearly indicate the impact of development features (including full widths of rights-of-ways) on proposed 'green' space. Clearly identify unusable green space areas due to steep slopes.

Thank you for your consideration,

Annie-Claude Letendre

From: [Cathie Archbould](#)
To: [Public Input](#)
Subject: Written Submission for Public Input - Valleyview South Master Plan
Date: Monday, April 22, 2024 10:26:00 AM

To Mayor and Council,
I'm a 25 year resident of Valleyview.

I moved from country residential to live closer to Whitehorse, and reduce driving. The green spaces around Valleyview made it desirable.

Over this time, as others have mentioned, traffic noise has severely increased on the 4 roads surrounding the neighbourhood. Two of those roads being 4 lane arteries. Despite being noisy, we all value and use the trails in the SMALL greenbelt behind the ally and across from the CGC which is in question. Valleyview has fought for this green space with the city over the past 20-30 years, 3x's! We value it!

We, Valleyview, are well aware that change is necessary to increase housing for our quickly growing city, but really, is this tiny development area, really going to make enough change for the disruption it is going to cause, to people that decided on this neighbourhood, because of the green spaces? I don't think so as it is such a small area of land.

As residents of this neighbourhood, we all realize we are quickly going to become an island of houses surrounded by development given the Tank Farm is next on the development list.

I'm sure this is already a done deal, and you are just going through process by asking for input, but if there is any chance to change your direction, to leave this space alone, for the kids to play in 'semi wild' area outside their back yard, for people to walk dogs without having to drive them somewhere else, for people to just enjoy the slight and I mean slight buffer, of the Hamilton 4 lane noise, I ask you to please to leave this space alone.

Cathie Archbould

[REDACTED]

ARCHBOULD PHOTOGRAPHY

Yukon's Visual Storyteller

CORPORATE, COMMERCIAL AND INDUSTRIAL

[REDACTED]

From: [Debbie Van de Wetering](#)
To: [Public Input](#)
Subject: Public Input RE: Valleyview South Master Plan
Date: Monday, April 22, 2024 11:04:37 AM

To Mayor and Council,

Development of the greenbelt between the Valleyview subdivision and the Canada Games Centre (Lot 66), as proposed in the Valleyview South Master Plan, will have long-term negative impacts for Valleyview residents.

The Valleyview subdivision has already been impacted by the expansion of Hamilton Blvd and the Alaska Hwy, and development of the CGC. Further development as proposed in the Valleyview South plan would completely surround Valleyview with commercial and public infrastructures. Noise would become an even bigger issue, and the meager strip of trees proposed along the alley would not prevent light pollution from adjacent facilities or the glare of car headlights sweeping across our homes.

There is much distress in the neighborhood over this Plan.

Why is city planning not being guided by the Official Community Plan that was designed to lead us into 2040? The OCP, which had extensive public consultation, proposed an Urban Centre across from McIntyre subdivision and Lot 66 remained designated as Greenbelt.

I urge you to preserve the Greenbelt that makes Valleyview a neighborhood worth living in.

Debbie van de Wetering

Erik Blake

Major and Council
City of Whitehorse
publicinput@whitehorse.ca

RE: Draft Valleyview South Master Plan (VSMP)

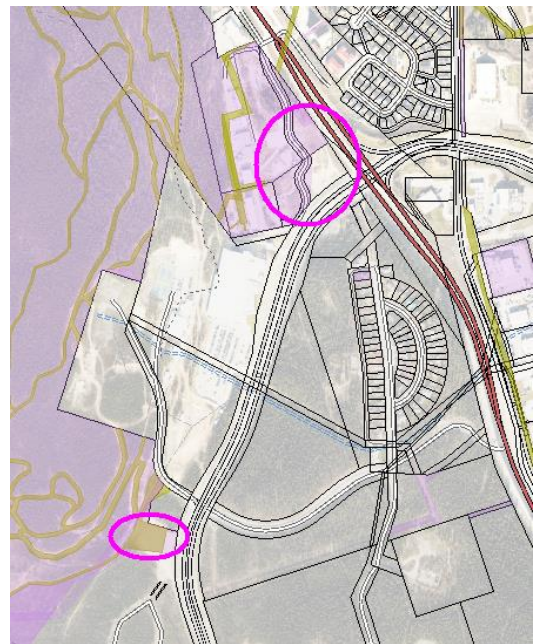
I was one of the people involved in the initial January 2023 design workshop as a representative of the Valleyview Community. The process was interesting, but I was frankly very disappointed in the consultants on the project. In my opinion, they were ill-prepared and had obviously not visited the areas that they were making grand plans for. They were unaware of the existing trail networks, recreational facilities (ice rink, playground, sliding hill, etc.), and the level of use to which the lands near the Valleyview community are used. Unfortunately, in the rushed process to come up with some initial design concepts, I was unable to convince the consultants of the value of this land to residents.

1 Expansion of recreational facilities:

A key aspect of this study seems to be development of additional recreational facilities associated with the CGC. I therefore find it surprising that the study is **not** considering brownfield areas adjacent to the CGC and is instead insisting on development in pristine green space areas. After all, the OCP recommends that brownfield areas be prioritized for future development.

Whitehorse is supposed to be the “Wilderness City”, not the “Dusty Wasteland City”. Why not use the existing underutilized disturbed areas around the CGC for future development? Options include:

- The “Dog” parking lot south of lot 1181 at the southwest corner of Sumanik and Hamilton Blvd
- The portions of lots 433 and 1297 northwest of the Alaska Highway/Hamilton Blvd intersection
- Building a full or partial roof over the CGC parking lot that can accommodate light-weight activities such as tennis courts, an expansion of the ski stadium, etc.



I really do not understand why green space is so undervalued by the “Wilderness City.”

2 Green space buffers

Valleyview residents have always known that the lands to the south of Sumanik drive would be developed – this is fine. KDFN has a parcel north of Sumanik, which they will develop at some point – this too is fine. But for the past 20+ years, residents have been advocating for the preservation of the

small forested area to the west of the subdivision. This is a heavily-utilized area with several recreational facilities (playground, sliding hill, skating rink, tree houses, etc.) and walking trails.

As others have pointed out, the existing greenspace buffer against the Alaska Highway is already below the minimum stated in the Valleyview South Master Plan (policy 21 under subsection "5.6.2 Parks, Open space and trails", p. 36). Homes on the west side of Valleyview will also end up with too-narrow buffers if the proposed developments on lot 66 proceed.

3 Noise pollution

The existing buffer protection provided by lot 66 is already marginal. We clearly hear the traffic from the two highways that bracket Valleyview (including drag-racing on Hamilton Blvd, night-time snow clearing at the CGC parking lot, etc).

It is true that Valleyview benefits from the close proximity to the CGC and the ski trails, but it is not without downside.

Development of Lot 66 will further erode the little protection we get from this little wooded area.

4 Mobility, aging-in-place, and green space alternatives

Valleyview, like all communities in Whitehorse, is seeing an aging population. Healthy living and aging-in-place includes regular outdoor exercise. Lot 66 with its existing trail network is perfect for this – it is flat and adjacent to the community. Alternative greenspace behind the CGC is too far away for mobility-challenged elders to reach on foot, and the slopes of lot 12 are likewise out of reach.

I do hope you take my comments to heart.

Erik Blake

From: [Graham Nishikawa](#)
To: [Public Input](#)
Subject: Resident input re: Valleyview Master Plan
Date: Monday, April 22, 2024 7:41:24 AM

To the members of Whitehorse City Council,

We are Valleyview residents and we are opposed to the proposed Valleyview Master Plan being adopted without significant revisions. Development can happen in an intelligent way that won't take away the quality of life current Valleyview and Hillcrest residents so cherish. Please consider the people who already live here when you make plans to accommodate potential future residents. We are also concerned that the new proposed neighbourhood will be built on soil that is still too contaminated to be safe.

We think the current plan needs further work to address:

1) The length of time that grading and gravel removal will continue is vague. Plans to limit the impact of this work on the surrounding residents are very vague. We are concerned about the impact years of contaminated dust in our immediate area could have on the many young children living in both Valleyview and Hillcrest. This would essentially be a gravel pit operating between two residential neighbourhoods for what sounds like a minimum of five years. Is there precedent for this elsewhere in Canada? Would it be possible to fully mitigate the impact of dust and noise on the surrounding neighbourhoods?

2) Who will ensure that soil is actually fully remediated before lots can be sold to individual buyers? Who will pay for that remediation?

3) There is no guarantee of a demand for a new neighbourhood of the size proposed by the time the land is made suitable for development. What is the strategy to ensure there will be demand before clearing and grading takes place?

4) The use of lot 66 for a recreation facility (rather than greenspace or a park) would significantly impact the quality of life for Valleyview residents. We will already bear a significant level of disruption for many years as this development takes place. All other options for more City recreational facilities should be pursued first. The land available for a recreational facility would be very small if the Master Plan policies are followed but the loss to the neighbourhood would be enormous. Specifically:

a) The proposed recreational facility on lot 66 is in direct violation of Plan's policy #21 (subsection 5.6.2) which states that a vegetated buffer of at least 60m should be maintained. The current proposed greenspace buffer strip on lot 66 is less than 60m wide. The width of the greenspace should also take into consideration the 7.5m width that is cleared of trees to maintain the existing powerline on the alley's western border.

b) About half of the existing Valleyview Park and playground would be lost.

c) There would be very few remaining walking trails for Valleyview residents to use, particularly without crossing Hamilton Boulevard. For families with small children and dog walkers alike, this is a significant consideration. The current trail network is already small but it is very well used.

It may be that some of these concerns can be addressed by adding detail to the Plan maps to show: the boundaries of existing Valleyview Park, clearly indicate width of 'vegetated buffer strip' on lot 66, clearly indicate the impact of development features (including full widths of

utility rights-of-way) on proposed 'green' space, and clearly identify green space with steep slopes that are unsuitable for trails or other recreational use. This will help conceptualize how much greenspace Valleyview residents will actually be left with.

Thank you for hearing our concerns. We hope that Council approaches this issue with understanding for the needs of current residents, the people who chose to make this area home because of the lifestyle it offers. Please re-consider how best to develop the Valleyview South area. Do not adopt the proposed Valleyview Master Plan as it is currently proposed.

Sincerely,

Graham Nishikawa and Madeleine Williams

Hello Mayor and City Council,

I have been a Valleyview resident for 28 years and it seems we have had to repeatedly lobby to be left with a small amount of greenspace. I understand the need for more housing in Whitehorse and support housing being built in VV South in most of the areas proposed.

Whitehorse bills itself as “the Wilderness City” and most of its neighbourhoods include easy access to bits of that wilderness. Valleyview has the challenge of being situated between two busy roads, both multi-lane. Part of what has made living here great has been having access to the tank farm, a power line, First Nations land and the little bit of greenspace between Valleyview and Hamilton Blvd. to walk on year round without crossing these busy roads.

However, if the Valleyview South area is developed as planned, we will basically have nowhere to walk without crossing a major road, making us the only neighbourhood in Whitehorse that has to cross a major highway to go for a walk in the boreal forest.

We are a neighbourhood of aging seniors, young families, and in between. For some of our seniors and young families, it may simply be too much to hop in the car to get to a safe place to walk or to cross a major road to get to a walking trail and so they will become less active.

The green space being proposed for the west border of Valleyview is outrageously small, cutting off access to most of the walkable trail network and leaving a very minimal buffer between our back alley and what could be a highly developed piece of land.

I think what I most want to ask is, “Why is this necessary?” In the Wilderness City, why are we having to lobby repeatedly to be left with a piece of boreal forest that has enough trails for a 20 minute walk after dinner or first thing in the morning, where aging residents or those with young children can enjoy the wilderness.

As neighbours have pointed out to you in their letters and emails, there are other options to develop what is being proposed for our little back forest... all along Hamilton Boulevard, including land near the CGC and Mt Mac, where the tennis courts, Dog Parking lot, or stadium currently are. It is noticeable that the greenspace between Hamilton and Hillcrest, which is much larger than ours, has been left as green space. Surely some of it could be used for what you are wanting to build on Lot 66.

Finally, I am afraid you get no points for designating Lot 12 as greenspace. It is steep, and quite useless as a place to walk. For some of us, recreation is a walk in the woods. If your plan goes ahead, we will be able to ski, swim, play soccer and hockey but have no where to simply walk. Please think seriously about what it means to be a Wilderness City.

Sincerely,
Joie Quarton, [REDACTED]

To Mayor and Council,

I want to thank you for taking the time to read and consider this important request today, on Earth Day.

I have lived in Valleyview for a year now, having moved from Riverdale. The Valleyview neighbourhood is filled with wonderful people and is a fantastic central location to many of the amenities that Whitehorse has to offer. It is also surrounded by some very busy roads with increasingly constant road noise.

One of the downsides considered when moving from Riverdale to Valleyview was the significant reduction in trail access available in Valleyview. Having said this, "Lot 66" has been critical to my psychological wellbeing, as I walk in this area daily (sometimes twice in a day). I work hard in health care and part of being well for me is being able to access greenspace to clear my mind and to be able to do the hard work I do. This area, although loud as it is adjacent to Hamilton Blvd, is a sanctuary for the fauna and flora and the trails are well worn.

Please consider the challenges with noise and limited accessible greenspace that Valleyview already has when going forward with your plans to continue to make this Wilderness city great.

Please consider my children who love to play in the playground, the ball field, the small sledding hill and in the forest in Lot 66. As evidence by the numerous forts and structures in the forest in Lot 66, children over many years have enjoyed this greenspace and it has allowed them to thrive. Please don't deny my children of the same experience in their childhood.

I ask that you please leave Lot 66 a greenspace and extend the development of the CGC to "their" side of Hamilton Blvd and consider expanding towards the Dog Parking Lot for the Ski trails instead.

I also ask that you continue to consider the importance of usable greenspace when developing the rest of Valleyview south.

Thank you for your consideration on this very important matter to the residents of Valleyview current and future.

Lauren Ross

████████████████████

April 22, 2024

To Mayor Cabott and Council members,

I recognize the challenges in developing a plan for development – it is incredibly difficult to incorporate public opinion, city needs (especially housing and greenspace), and consider transit and other infrastructure implications as well.

Unfortunately, I think the Valleyview South master plan really misses the mark. While the plan apparently aims to guide development in a “logical, integrated manner”, there are a number of places within the plan where the guidance seems to be neither logical nor integrated. Greenspace and trees seem to be very undervalued in the plan, however access to forested areas is important to Valleyview residents. Figure 12 (which is also hard to interpret due to formatting errors) shows that 37% of survey responses are concerned with forest/tree retention, greenspace or parks. Unfortunately, there could be some split responses there with respondents uncertain with the difference is between the three categories, which is why I have combined them. As above, the term “parks” means different things to different people and should be defined specifically for the public to understand the information that the planning team is trying to glean.

The current Valleyview neighbourhood is surrounded by trees, however the amount of accessible trails and greenspace is relatively low in comparison to other neighbourhoods. The width of trees between the yards on Valleyview Crescent and the Alaska Highway is only about 35m to 80m. This area is also steep and limits accessibility as greenspace. While this area is not in the current plan, it is important context for understanding what the implications of reducing the existing greenspace surrounding the Valleyview neighbourhood.

The importance of forested areas extend far beyond trails and wildlife habitat – numerous studies have shown the benefits of forests for human health, including mental health, physical health, and wellbeing (Bell and Thompson 2014). Several studies recognize the link between time spent in parks and physical activity and the correlation between that activity and positive health outcomes, such as a reduced risk of cardiovascular disease, diabetes, cancer, and heart disease. It is necessary to understand what the risks of reducing greenspace are on the overall health and wellbeing of the community.

The forested areas surrounding Valleyview provide a multitude of other benefits to the community – they provide trail access, dampen soundscapes, pollution and dust mitigation, and reduction in traffic noise. Valleyview is very close to the two major 4 lane roads in the territory. This has significant impacts for both noise and dust. These roads are very busy during the day and also busy at night. During the day, when one is distracted, it is easier to tolerate. Many of us who live in Valleyview are woken often by traffic traveling both roads in the night. Keeping the trees in Lot 66 in particular will greatly aid in mitigating the noise and dust pollution as Whitehorse continues to grow and traffic increases with new development in Valleyview South.

In the plan, greenspace is heavily weighted towards Hillcrest, roughly 1.5km away from the centre of the Valleyview neighbourhood. There is already plenty of greenspace access in this area of Whitehorse. Hillcrest has a multitude of trails. The preservation of the greenspace identified around Sunset Drive and Elijah Smith school does not make up for the lack of greenspace (and reduction of) for Valleyview residences as it's a 45min walk or a 5 min drive away. This Valleyview south plan takes greenspace away

from the community (Lot 66) for a non-descript either recreation facility or urban centre, depending on how the plan is interpreted. This is a major flaw in the plan as it does not adequately describe what the city intends to do with this land based on conflicting information provided in the map on Page 27 and figure 14 on page 31. There is not enough information on why this urban centre is needed and what benefits it would bring to the community. Deforesting this area to provide 'day to day' goods and services is short-sighted and minimizes the health benefits of forested areas. My suggestion is either to add potential services to the curling club or Canada Games Centre, where people already visit on a regular basis, or move it towards the tank farm – this would also provide additional access to the people who work in the industrial area, and would minimize the traffic increase.

In addition, the proposed park area on lot 66 is in direct violation of Plan's policy #21 (subsection 5.6.2, page 36): 21. Maintain a minimum 60-metre vegetated buffer from the rear lot lines of the closest residential properties in the Valleyview neighbourhood.

The current proposed greenspace buffer strip on lot 66 is difficult to measure, but is less than 60m wide (likely 30-40m wide). The width of the greenspace should also take into consideration the 7.5m width that is cleared of trees to maintain the existing powerline on the alley's western border.

I appreciate the Plan's policies on using native plants and planting of trees to support the development of greenspace, however trees take a long time to grow in the north. Restoration of greenspace is expensive, so maintaining existing trees and greenspace is a much better use of tax payers' dollars and will minimize the cost of implementing the plan.

The City of Whitehorse Official Community Plan recommends that brownfields be used for increased density housing. The Valleyview South Plan conflicts with that plan as it identifies the tank farm (a brownfield) as low-density housing. The tank farm (no lot number specified) is already a gravel pit and is adjacent to an industrial area, making it a great candidate for high-density housing and an urban centre.

The greenspace proposed on lot 12 to park is of low quality and largely unusable for walking trails because of the steep slope towards the highway. This area also includes a transmission line that is 250m long and 15m wide and Sumanik Drive, which is 250m long and up to 40 m wide. The resulting park in this area would be largely ineffective at serving the needs of the current Valleyview residents and new Valleyview south residents.

Proposed Mitigation Measures

- Retain current Valleyview Park by retaining the PR designated land parcel where current park exist which includes skating rink, playground and small open field. The old baseball diamond could be converted to a more useable space if necessary.
- Plan design should be consistent with policies stated within Plan. Policy #21 under policies pertaining to Parks, Open Spaces and Trails (5.6.2) states that vegetated buffer of at least 60m should be retained. As such, retain a minimum 60m vegetated buffer from rear property lines. This minimum vegetated buffer should take into consideration the width of alley, directly adjacent powerline and powerline easement clearing requirement (7.5m from powerline center) which are not vegetated. Furthermore, the existing skating rink area isn't vegetated so the 60m vegetated buffer would need to be further adjusted in that area.

Retaining the area currently zoned 'PR' may be an acceptable mitigation measure for that specific area.

- Explore alternative options for recreation facility development such as Takhini Arena area, lot 430, tank farm, or relocation of tennis courts to another area of the City to create space for other recreation or urban centre needs. At a bare minimum, designate the entirety of 'City of Whitehorse portion' of lot 66 (Appendix A, map A1) as greenspace to allow Valleyview residents to retain some quality walking trails adjacent to their neighborhood.
- Reinstating lot 431 as greenspace (consistently with the second option of the draft concept Plan) to increase usable greenspace south of Sumanik Drive.
- Increase perception of transparency and good faith in communication by amending maps in the Plan to show boundaries of existing Valleyview Park. Clearly indicate width of 'vegetated buffer strip' on lot 66. Clearly indicate the impact of development features (including full widths of rights-of-ways) on proposed 'green' space. Clearly identify unusable green space area due to steep slope. Draft shapefiles available to view through the City's ESRI ArcGIS.com platform would greatly improve transparency and would allow for more accurate measurement of greenspaces, road and trail networks, etc.
- Clearly prioritizing maintaining existing trees and greenspace over clearing and replanting of greenspace will be cheaper and result in higher quality properties.
- Re-designating the tank farm for higher density housing (instead of low density housing) to align with the City of Whitehorse Official Community Plan. Other lots could be designated as low density housing to ensure that a mix of housing options are available.
- Clear designation on other P- Parks throughout the planning area including size, designated treed areas, and key aim of the Park (recreation, community gardens, playground, etc.) to improve implementation of the plan.

Thank you for considering my input to this important planning process.

Sincerely,



Megan Hornseth

Y1C 3C9

Reference

Bell, S., Thompson, C.W. (2014). Human Engagement with Forest Environments: Implications for Physical and Mental Health and Wellbeing. In: Fenning, T. (eds) Challenges and Opportunities for the World's Forests in the 21st Century. Forestry Sciences, vol 81. Springer, Dordrecht. https://doi.org/10.1007/978-94-007-7076-8_5

Dear Mayor and Council and City Staff

I request that Council designate the greenbelt lots between Valleyview and Hamilton Blvd as a permanent green buffer.

Our health rests in your hands.

It is well documented that traffic is a major source of air pollution. TRAP (traffic related air pollution) is a mixture of vehicle exhaust, tire and brake wear, road dust and evaporation of fuels from engine component. Travelling in vehicles, working or **living near busy roads** and **being outdoors near traffic** can increase your exposure to TRAP. Health Canada concludes that TRAP exposure:

- **Causes** lung cancer in adults and development, and worsening of asthma symptoms in children;
- **Likely** reduces lung function, and causes childhood leukemia; and
- **May** cause allergies to worsen, cause breast cancer in adults, and worsen asthma symptoms in adults.

The impact of busy roads on air quality is a function of distance from the road, wind patterns, and air flow. Both noise and traffic-generated air pollutants are elevated within approximately 100-500 meters of major roadways. The distance between the Alaska Highway and Hamilton Blvd (the two busiest roadways in Whitehorse) is at most 575 m (at Sumanik Drive) and 0 m at the Alaska Highway/Hamilton Blvd intersection. The distance of the vegetative buffer from the alley to Hamilton Blvd is between 220 m and 110 m. One could therefore expect the air pollution from the two major roads to adversely effect the health all of the neighbourhood.

US EPA tested mitigation measures to prevent migration of TRAP, and conclude that a combination of a vegetative buffer with a noise barrier is the most effective strategy. I therefore request Council to preserve the existing buffer and protect it from development.

Aside from the health impacts of removing the vegetative buffer in Valleyview, I have concerns with the planning process. While I can appreciate that study areas need to be defined/delineated in order to manage a project, city function and attributes do not respect those boundaries. I take issue with the identification of this greenspace as future commercial or recreational infrastructure, just because it is a flat piece of developable land within the study area. When the City identifies the need for a new arena or other recreational facility, a site-selection process should include:

- Preference of brownfield redevelopment (think weigh scale property, dog parking lot) versus greenfield development
- Maximizing efficiencies (e.g. arenas aggregated so that they can actually share heating/cooling with other buildings to help mitigate climate change and reduce financial burdens, share equipment and staff)

- Maximizing site development such as surface parking lots covered with green roof or building
- Distribution within neighbourhoods to reduce travel demands

I look forward to seeing how Valleyview South develops, in the hopes that a higher density close to downtown and the CGC will encourage the development of safe and accessible active transportation and reliable transit.

Thank you for your time

Sabine Schweiger



Whitehorse, Yukon

From: [O'Farrell, Jeff](#)
To: [Public Input](#)
Subject: FW: Valleyview plan - comments
Date: Monday, April 22, 2024 9:05:08 AM

From: stephanie hammond [REDACTED]
Sent: Monday, April 22, 2024 8:59 AM
To: Mayor&Council <[REDACTED]>
Subject: Valleyview plan - comments

To Mayor and Council,

I would like to echo the thoughtful sentiments of many of my neighbours and friends: please protect the green spaces around the neighbourhood of Valleyview.

Stephanie Hammond

[REDACTED]



FROM THE OFFICE OF THE CHIEF

KWANLIN DÜN FIRST NATION

Whitehorse,
Yukon Y1A 5A5

Phone: [REDACTED]

Fax: [REDACTED]

April 22, 2024

City of Whitehorse
2121 Second Avenue
Whitehorse, Yukon Y1A 1C2

Dear Mayor and Council:

Re: Proposed Valleyview South Master Plan

Kwanlin Dün First Nation submits this letter in response to the proposed Valleyview South Master Plan. We commend the City's staff and consultants for their efforts in drafting a land use plan that spans 16 parcels and 9 landowners.

As the owner and governing authority for Type 2 settlement parcels C-117B and C-141B, KDFN participated in the master planning process at the invitation of the City, recognizing the potential benefits of coordinated planning. Our objectives were to have input into the neighbourhood plan; explore opportunities for shared infrastructure and cost-efficiency; and support KDFN's future land development interests.

Throughout the planning process, KDFN has been clear that development in Valleyview South has not been a priority to date, and that we must retain flexibility to develop in a manner that benefits our Citizens and Beneficiaries, meets our timelines and priorities, and is consistent with the KDFN Self-government Agreement. Our priorities have largely been respected in the draft master plan.

Nonetheless, we do have some concerns, as follows:

1. City Council's March 25 proposal to amend the master plan seems to represent a unilateral decision to change a plan created through a cooperative multi-party process and multiple public consultation efforts. While we were aware from the onset that the master plan would be a City-owned document, we expected that a major element of the plan such as this would have been flagged to the partners earlier.
2. City Council has proposed excluding an urban centre on the Yukon-owned parcel, which may affect KDFN's settlement parcels. Reducing residential development on

the Yukon parcel may result in the expectation that residential density be increased on KDFN settlement land.

3. A large new population in this neighbourhood may strain schools in the area. We urge the governments to ensure that McIntyre-based students are not negatively affected. The draft plan had allowed for a school on the Yukon parcel: City Council has eliminated that option. With the Copper Ridge Development Area now also unavailable as a school site, Elijah Smith Elementary will likely remain the only English-language school on this side of the highway for many years.
4. More generally, KDFN is concerned on behalf of its McIntyre residents that the influx of new residents and traffic into the area will have a negative effect on safety and quality of life.
5. KDFN may wish to consider alternatives to the proposed road that would bisect the KDFN parcels. A second road through settlement land with a primary function of accessing the greater neighbourhood may limit KDFN's development options. City staff have assured us that there is flexibility in the routing of this road, pending the outcome of detailed site planning.

KDFN recognizes that the Valleyview South Master plan is a City of Whitehorse initiative and an exercise of the City's jurisdictional authority. KDFN does not propose to adopt the plan pursuant to our powers of self-government.

We do intend to participate in implementation actions, such as participating in conversations on shared infrastructure opportunities, varying the SGA land use designation for C-117B and C-141B, and undertaking more detailed site planning of those parcels when appropriate.

Sincerely,



KWANLIN DÜN FIRST NATION

Chief Sean Uyenets'echja Smith

From: [SUSAN CARR](#)
To: [Public Input](#)
Subject: Valleyview South Master Plan
Date: Monday, April 22, 2024 5:17:24 PM

Dear Whitehorse Council,

I am unable to attend the Public Hearing tonight. It is important to me to express my opinion before final decisions are made on the undeveloped green space adjoining the Valleyview residential area. This area is integral to the lifestyle of living in the Valleyview community. It is a refuge from busy traffic arteries surrounding our community, provides nearby easy walking trails for all ages & a natural, imaginative playground for our children and grandchildren. It is also a communal area for our community, where folks criss-cross on their daily strolls or enroute to Mt Mac.

The natural vegetation critically provides important sound & light barriers to the Valleyview Community.

I respectfully request that the City maintain existing natural areas around Valleyview & restricts needed housing to south of Sumanik Drive. I have no doubt that new residents in those communities may also benefit from the retention of our present well-loved green space.

Thanks for your attention,

Yours truly,
Susan Carr
(Owner of [REDACTED])

From: [Maddy Carr](#)
To: [Public Input](#)
Subject: Proposed development of land near Valleyview
Date: Monday, April 22, 2024 5:25:03 PM

Hi,

I am unable to attend tonight's meeting but please consider my voice opposed to this development.

I grew up playing within the woods behind the Valleyview community. This forest contains some of my happiest childhood memories. Retaining the natural environment is so important to the people living there. It provides a space for the neighborhood, young and old, to come together. Valleyview doesn't have much greenspace nearby, being surrounded by two of the busiest roads within city limits. This area provides respite from the traffic noise. Eliminating it would greatly impact the quality of life of those living there.

Thank you for taking the time to hear all voices.

Best,
Madeleine Cannings
(Previous resident of [REDACTED])