

ADMINISTRATIVE REPORT

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| TO: Planning Committee |
| FROM: Administration |
| DATE: May 21, 2024 |
| RE: Public Input Report – Valleyview South Master Plan |

ISSUE

Public Input Report on advancing the Valleyview South Master Plan (the Plan) for Council approval on the direction and design concept for a new neighbourhood.

REFERENCES

- [2022-2024 Strategic Priorities](#)
- [Whitehorse 2040 Official Community Plan](#)
- [Zoning Bylaw 2012-20](#)
- [Valleyview South Master Plan](#)
- [Motion 2024-06-09 – Valleyview South Master Plan, March 25, 2024](#)
- [Motion 2023-10-05 – Naming New Subdivision Streets, May 23, 2023](#)
- Recommended Mapping Amendment (Attachment 1)
- Buffer Analysis (Attachment 2)

HISTORY

The City, with the assistance of a consultant, developed a plan for a new neighbourhood between the neighbourhoods of Valleyview, McIntyre, and Hillcrest, an area referred to as Valleyview South. The Plan area includes private, First Nation, Government of Yukon (YG), and City-owned lands.

The master planning process included extensive engagement with the public, stakeholders, community associations, landowners, and planning and urban design experts since the project started in fall 2022.

The Plan was introduced at the Regular Council meeting of March 25, 2024. At this meeting, Council passed Motion 2024-06-09 to limit the uses of the public/institutional area on Lot 66 and the adjacent unsurveyed Government of Yukon lots to require a recreational facility. At this meeting, Council also directed Administration to schedule a Public Input Session on the proposed Plan. Notices were published in the Whitehorse Star and Yukon News on April 5 and 12, 2024. Four notice signs were placed around the Plan area and property owners and renters within 500 m of the Plan area were notified by mail. The YG Land Management Branch and Highways and Public Works Transportation Aviation Branch, Kwanlin Dün First Nation (KDFN), Ta'an Kwäch'än Council (TKC), Valleyview Community Association, Takhini Neighbourhood Association, Granger Community Association, and Hillcrest Community Association were notified by email.

A Public Input Session was held on April 22, 2024. Nineteen written submissions and eight verbal submissions were received from 24 members of the public¹ as well as a letter from KDFN.

¹ Four members of the public submitted both written and verbal submissions.

ALTERNATIVES

1. Amend the proposed Valleyview South Master Plan as recommended and approve; or
2. Refer the matter back to Administration.

ANALYSIS

The following topics were raised in the submissions:

1. Council Motion;
2. Housing and density;
3. Greenspace West of Valleyview;
4. Greenspace South of Valleyview;
5. Transportation;
6. Grading and Contamination; and
7. Southern Tutchone names.

Issue 1: Council Motion 2024-06-09 – Modified Recommended Master Plan

KDFN and nine submissions raised concerns directly, or related to, the Council motion 2024-06-09 to amend the Plan. One submission supported a recreational facility. The Council motion made on March 25 revised the Public/Institutional Use on Lot 66 and the unsurveyed YG lot to replace the broad reference to a public facility with recreational infrastructure or facilities.

This motion removed the potential for non-recreational uses, such as a school or transit hub. It also removed the potential to use the area as the Urban Centre. It was to serve as an alternate location should KDFN be unwilling or unable to create the Urban Center on their Settlement Lands (C-117B and C-141B).

Planning Process

The letter from KDFN opposes the changes made by Motion 2024-06-09 on March 25, 2024, in part, because it was a unilateral decision to change a plan that was developed through consensus building with landowners and public input. The public/institutional area, with its broad range of uses, has been discussed throughout the process since January, 2023 at the initial design charrette and was presented to the public for input in June, 2023 regarding the two land use concept options.

Schools

The KDFN letter raised concerns about the potential need for a new school in this area. Since the Yukon Government decided not to pursue the development of a school site in Copper Ridge, the Plan area is the only potential option for a new school location for the above-the-airport neighbourhoods². Elijah Smith Elementary School is the only English-language school. Elijah Smith has been near capacity since at least 2016. The closest secondary schools for residents living above the airport are approximately 6.5 km away in Riverdale or Porter Creek. Council's motion removed the option for a school to be located the Plan area if the need arose.

² Above-the-airport neighbourhoods include Hillcrest, Valleyview, McIntyre, Ingram, Arkell, Logan, Granger, and Copper Ridge.

In June 2023 there were approximately 1,370 residents between 5 and 19-years old living in neighbourhoods above the airport.³ This represents 19% of the neighbourhoods' population. Valleyview South is estimated to have at least 4,200 people, including an estimated 800 school-aged residents.⁴ Adding Valleyview South students would bring the number of school-aged residents above the airport to over 2,170 with convenient access to only two schools: Elijah Smith and École Émilie Tremblay elementary schools.

In contrast, once Whistle Bend is built-out, it is anticipated to have approximately the same number of school-aged residents (2,100 students) but is planned to have two elementary schools and a secondary school, in addition to Porter Creek Secondary School which is only 3 km away from the centre of Whistle Bend.

The growth of school-aged residents living in neighbourhoods above the airport may put additional pressure on the existing elementary schools and require the majority of above-the-airport students to commute beyond their neighbourhoods to attend school.

The initial Public/Institutional area provided flexibility of broader option of public and institutional uses that could be considered in the future. The area has numerous benefits to developing as a recreational facility, but also as a school, transit hub, or other uses. Applying a broader lens to the Public/Institutional area could allow the area to accommodate a school if the need arose.

Recreational Facility

Nine public submissions opposed the recreational facility, while one submission welcomed the facility. Their concerns include increased noise at night and early morning, larger parking lots, increased traffic, and balance of cost verses benefit. Submissions recommend looking beyond the Valleyview South area for alternative locations, including west of Hamilton Boulevard, to avoid needing to cross the road, or elsewhere across the city for more equitable access to City recreational facilities.

A few submissions suggested the Public/Institutional area is too small to be considered for development at all. The net area of the site is approximately 1.7 ha, which is about the size of the École Whitehorse Elementary School lot. The Takhini Broomball Arena and Whistle Bend gymnasium/climbing gym are around 1.2 ha.

Dispersing recreational facilities would provide more equitable access to recreational opportunities and reduce the need to drive to the Hamilton Boulevard/Alaska Highway area to access major recreational facilities. The benefits of co-locating major facilities, such as overflow parking and shorter distances between venues, are observed only during specific events, usually very short, periods of time and by visiting participants. Conversely, the benefits of dispersing facilities are year-round by Whitehorse residents. A broader application of public/institutional uses could allow for more flexibility to address these concerns.

Urban Centre

³ Government of Yukon (Yukon Bureau of Statistics), Community Statistics, Population estimates by age and sex: <https://arcg.is/0CGOCf1>

⁴ This is a conservative estimate based on minimum unit density targets.

The KDFN letter expressed concern over removing the Urban Centre potential from the Public/Institutional area.

Since the motion removed the alternative Urban Centre location, KDFN would be the only site identified for the future Urban Centre to fulfill the OCP requirement. The original Plan, which had flexibility, was developed through close discussion with KDFN staff throughout the planning process.

Two submissions raised concern over the location of the Urban Centre, one which referenced the OCP which includes the conceptual location of the Urban Centre around the McIntyre Drive intersection.

The OCP's Urban Centre location is conceptual and subject to additional planning work, which has been completed through this master planning process. The OCP recognized the benefit of Urban Centres in developing "complete communities", "supports convenient access and use of services by residents", and "reduces the need to use a vehicle to access basic needs."

A location near the CGC has benefits due to this proximity to the CGC and Mount McIntyre facilities. It also benefits by being located on land owned by a willing party. Commercial development is typically the last to occur in a new neighbourhood because it needs the new residents for businesses to be viable. Alternatively, relocating the Urban Centre within the study area across, from the McIntyre Drive, could delay the development of housing since the owner of that land intends to develop this portion of their site in the short- to medium term. KDFN has indicated that developing their land in the area is a long-term project.⁵ Input from previous engagement activities included feedback that commercial uses near Valleyview would benefit the existing residents. There have been very few comments that McIntyre Drive area should be considered instead of the Sumanik Drive area for the Urban Centre.

Additional Discussion

Master Plans are high-level plans, not intended to establish specific uses. All other land uses within the master plan have a range of uses that could be applied. Limiting development options too early in the planning process can have unintended consequences, such as needing to bus or drive a large volume of students to other neighbourhoods and increasing traffic impacts. The specific impacts of a recreational facility have not been assessed. Additional work should be completed to determine the specific recommended use.

Administration recommends reverting to the original Plan that was presented to Council on March 25, 2024, to broaden the potential uses on the public/institutional area. It is premature to limit potential future option of the land adjacent to the CGC to only recreational uses. As the city grows there may become a need for another school, transit hub, or many other potential public/institutional facilities to support our growing community. Concentrating major recreational facilities in a single small area can increase traffic issues in a local area, rather than distributing it across the city.

⁵ Based on currently information, but the actual timing of any development will be at the discretion of each landowner.

Dispersing recreational facility into other neighbourhoods also provides more equitable access to recreational opportunities.

Administrative Recommendation

- Replace the wording under section 5.5.1 subheading Northern Area – North of Sumanik Drive with the following:
“The northern end of the planning area, bordering on Hamilton Boulevard and in proximity to the Canada Games Centre, is considered highly strategic for a future public facility, such as a recreational facility. Due to its strategic location the area is set aside for future community needs.”
- Add new bullet in Section 5.5.2 with the following:
“6. Should KDFN decide to not develop an Urban Centre on its Settlement Lands, consider the potential to develop one in this area.”
- Revise Appendix B maps B1 Land Use Plan as illustrated in Attachment 1 of this report.

Issue 2: Housing and Density

Six submissions acknowledge the need for housing. One submission raised concerns around higher density near Sumanik Drive and Hamilton Boulevard. To ease subsequent development steps, the Plan strived to ensure each landowner met the OCP requirement of 20 units/ha in the Urban Core (policy 8.38). The Plan establishes a minimum density target of 20 units/ha for mixed-use area at the Sumanik/Hamilton intersection, not 55 units/ha as the submission suggested. Other lots, with various land use types and densities, also align with an overall lot density of 20 units/ha but allow some areas within the lots to be higher to offset areas of lower density and provide a range and mix of housing options.

Issue 3: Greenspace West of Valleyview

Twenty submissions expressed concern over the reduction of greenspace west of Valleyview (Image 1). Concerns include loss of existing trails and playground, the buffer being too narrow to mitigate noise and pollution impacts from Hamilton Boulevard and the proposed recreational facility, the proposed stormwater management facility, and increasing the distance to greenspace. The primary request is to retain Lot 66 as greenspace or to retain the area zoned as a park.

City-owned Lot 66 is 3.6 ha and the adjacent unsurveyed YG lot to the west is 2.7 ha.

Administration has received these concerns throughout the planning process and have attempted to address them. The Plan seeks to find the appropriate balance between the needs and desires of current Valleyview residents, future residents in the Plan area, and residents across Whitehorse. As such, the Plan recognizes and protects the existing playground and ice rink near Valleyview and retains Lot 66 as greenspace, but in a reconfigured manner that remains approximately 3.6 ha in size.



Image 1: Land use map excerpt west of Valleyview

Loss of Recreational Opportunities - Playground

Eleven submissions were concerned about the loss of the playground. There is an existing park that extend approximately 85 m west of the residential lots. The park includes a playground, ice rink, and small dirt mound used for tobogganing. There are also remnants of a former baseball diamond, which has overgrown with trees up to approximately 10 m in height.

The Plan does not propose to remove or reduce the existing playground area. This is illustrated on Map B1 Land Use Plan with the symbol “P” for a park. The 60 m buffer is an approximate distance and will be refined through later steps once a use has been determined for the public/institutional area. Depending on the public/institutional use, the buffer could be wider in this area to accommodate the existing playground area or the playground could be reconfigured to be fully within the 60 m.

Loss of Recreational Opportunities - Trails

Fourteen submissions were concerns about the loss of trails.

There are no formal trails in the area, rather they are informal and unmaintained by the City. The Plan recommends creating formal trails, including a paved, multi-use path immediately adjacent to Valleyview which connects to approximately 4 km of trails within the planning area as well as to the CGC and Conceptual McIntyre Creek Regional Park to the west, the airport trail to the east, and to the Conceptual Paddy’s Pond/Ice Lake Regional Park to the south. The Plan also recommends a new bike lane along Sumanik Drive, from Valleyview Drive to Hamilton Boulevard and a multi-use path from the north end of Valleyview Drive to the Alaska Highway and Hamilton Boulevard intersection.

With these trails, the centre of Valleyview is within 200-800 m of the Conceptual McIntyre Creek Regional Park either walking north down the improved multi-use path, across Hamilton (at the highway), and west behind the CGC, or south along the new multi-use path or bike path and pedestrian-oriented Sumanik Drive. This distance to a regional park is well within the normal distance for other Whitehorse neighbourhoods.

Comments were also received about the Plan retaining greenspace north of Hillcrest while removing it near Valleyview (Image 2).

The greenspace north of Hillcrest was reviewed to determine its potential for development. However, only a small portion of the area is recommended to be developed due to topographic, servicing, and access constraints making the majority of the area unfeasible for development.

It is important to note the exceptional access

Valleyview has to a wide range of recreational options that other neighbourhoods do not. They are within walking distance or a very short bike or drive to the CGC, Mount McIntyre Recreational Facility, tennis courts, Mount McIntyre ski and mountain bike trails, and the Takhini Arena, which are much further from other neighbourhoods that generally only have easy access to open greenspace as their recreational option.



Image 2: Land use map excerpt north of Hillcrest

Vegetated Buffer

Ten submissions raised concerns that the buffer from Valleyview to Hamilton Boulevard and the future recreational facility in the proposed Public/Institutional area is not sufficient. Concerns included additional impacts from a new recreational facility, the presence of the rear lane, powerline, an ice rink within the vegetated buffer, the displacement of wildlife, and that Map B1 Land Use Plan inaccurately reflect the 60 m buffer. Submissions recommended retaining Lot 66 as greenspace. Concerns about the new recreational facility itself are discussed under Issue 1 (eg. location and site size); this section discusses the buffer to mitigate impacts from a future facility. Other buffer concerns are also discussed here.

A vegetated buffer does not prohibit other uses, therefore the entire 60 m buffer may not be fully vegetated. There is approximately 17.5 m of combined laneway and powerline setback that would not be vegetated. The intent of the buffer is to retain a noise-mitigating feature (vegetated space), while also maintaining space for active park features, such as the ice rink. The Plan also recommends that when a specific use for the adjacent Public/Institutional Use area is planned, it should consider noise mitigation measures to minimize the impact on Valleyview residents (policy 5.5.2.4). Noise mitigation strategies are also recommended during the rezoning process (policy 7.2.2.3). In addition, through the development process, noise assessments could be required and recommend noise mitigation measures for a specific proposed use.

The Plan seeks to retain Lot 66 as greenspace, but in an altered configuration that provides more equitable mitigation. The proposed reconfiguration of Lot 66 ensures all lots in Valleyview that border this area have the same 60 m buffer width. Without this reconfiguration, residents to the south would have about a 25 m buffer, while residents to the north would have up to about 115 m buffer.

While the Plan's 60 m buffer is generous when compared to other neighbourhoods along Hamilton Boulevard and near recreational facilities (see Table 1, and Attachment 2), there are unique impacts in this area. Existing buffers between major roads and residential lots range between zero to 30 m and there are no buffers to most major recreational facilities. If the laneway and ATCO maintenance area are removed from the buffer width, the buffer would be 42.5 m, which is 12.5 m wider than other buffers along Hamilton Boulevard. However, due to the unique context of the Valleyview neighbourhood, there are compounding impacts from the Canada Games Centre, Hamilton Boulevard, and the proposed Public/Institutional area.

Wildlife displacement will occur as a result of development across the Plan area. Retaining an additional 1.7 ha that is surrounded by major roads or residential lots would likely have limited wildlife benefit but could increase wildlife-vehicle conflicts and human-wildlife conflicts.

Administration reviewed the conceptual buffer width illustrated on Map B1 Land Use Plan and determined it is approximately 45 m wide. Administration recommends revising the land use map to more accurately illustrate the 60 m buffer. In addition, Administration recommends that the new public/instructional facility should incorporate a 10 m vegetative setback to help mitigate adverse impacts to existing Valleyview residents. This increased setback would restrict development on approximately 0.3 ha, reducing the net area for a potential facility to approximately 1.4 ha.

Table 1: Existing Vegetated Buffers Between Major Roads and Residential Lots

| Buffer Location | Width (approximate) | Non-Vegetation Features |
|--|---------------------|-------------------------|
| Buffers to Hamilton Boulevard | | |
| Valleyview (existing buffer) | 90- 270 m | Rear lane, powerline |
| Valleyview (proposed buffer) | 60 m | Rear lane, powerline |
| McIntyre | 5.5-15 m | Motorized trail |
| Arkell | 30 m | Motorized trail |
| Granger | 7.5-15 m | Vegetation only |
| Copper Ridge | 15 m | Motorized trail |
| Alaska Highway | | |
| Valleyview | 7 m | Vegetation only |
| Takhini | 0 m | N/A |
| Porter Creek | 0 m | N/A |
| Crestview | 0 m | N/A |
| Other Major Recreational Facilities | | |
| Takhini Broomball Count | 0 m | N/A |
| Takhini Arena | 0 m | N/A |
| Takhini Ball Diamonds | 0 m | N/A |
| Future Whistle Bend Gymnastics/Climbing Gym | 0 m | N/A |

Stormwater Management Facility

Three submissions are concerned the stormwater management facility will detract from the greenspace. However, when designed well they can enhance greenspaces by adding water features, such as a pond/wetland which could include a fountain in the summer to help mitigate noise and enhance the gateway feature of the Hamilton/Highway intersection (OCP policy 13.10iii).

Administrative Recommendation

- Replace policy 5.5.2.4 with the following:
 “A 10m setback should be provided to mitigate adverse impacts to Valleyview. The setback should be vegetated”.
- Revise Appendix B, Map B1 Land Use Plan to more accurately illustrate the 60 m buffer, as illustrated in Attachment 1 of this report.

Issue 4: Greenspace South of Valleyview

Eight submissions had concerns regarding the greenspace on Lot 12 and that this area is not a valid exchange for the loss of greenspace west of Valleyview (Image 3). This is the area where the Plan recommends closing Sumanik Drive between Valleyview Drive and the Alaska Highway, once the Range Road access is provided.

The Plan recognizes this area will be a mix of active and passive park space due to its topography, as well as including the lift station in the southeast corner of Lot 431 immediately to the south. This greenspace is not intended



Image 3: Land use Map excerpt south of Valleyview

as a direct trade-off for the proposed public/institutional development of the unsurveyed YG lot west of Valleyview, as it Lot 12 and 431 are already designated and zoned as greenspace.

However, the Plans recommends enhancing the area by converting the road, once closed, into a multi-use path. It also recognizes there is good viewpoints that could be capitalized, such as an airport view platform and a lookout towards Grey Mountain. The area could also be designed as a toboggan hill or for other uses.

Issue 5: Transportation

KDFN and two public submissions raised concern about the recommended road and active transportation network, including the impacts to Hamilton Boulevard, the road through KDFN Settlement Land, access to transit, and multi-use paths.

During the development of the Plan a Transportation Impact Assessment (TIA) was completed for the proposed road network and recommendations were incorporated into the transportation plan for the new neighbourhood.

Traffic Impact on Hamilton Boulevard

KDFN's letter raised concerns about traffic impacts of the new neighbourhood, particularly on McIntyre residents.

Based on the TIA results, the Plan recommends intersection upgrades along Hamilton Boulevard at McIntyre Drive, Sumanik Drive, and at the CGC to address the impact of additional vehicles along Hamilton Boulevard from the new neighbourhood. The Plan also recommends providing an improved east connection to the Alaska Highway that will relieve pressure from Hamilton Boulevard. These infrastructure improvements will be funded by the new development.

Road Connection through KDFN Settlement Land

KDFN's letter raised concerns about a potential road bisecting C-117B and C-141B and that KDFN prefers the alternative road alignment to the east.

The Plan provides a conceptual road network within the planning area, including a road that could bisect KDFN's land. The Plan also indicates an alternative road connection that would avoid bisecting C-117B or C-141B. This alternative alignment is preferred by KDFN, and would provide them with greater flexibility when designing their development.

Administration also supports the alternative alignment because it provides a more direct route into the heart of the new neighbourhood for transit, emergency vehicles, and personal vehicles. It also removes a collector-type intersection within the Urban Centre which would help foster a pedestrian-oriented area. Since the Plan does not illustrate every local road, this change would not prohibit a future road bisecting the KDFN Settlement Lands, but would recommend it be a smaller local road, rather than a collector road.

Distance to Transit

Two submissions were concerned the Plan would increase the distance to transit for existing Valleyview residents. The Plan will not increase the distance to transit. Rather the Plan recommends a road and multi-use path network for the new neighbourhood

that could bring transit closer and be more accessible to Valleyview residents, potentially within 5 to 250 m depending on which road alignment is built to bisect Sumanik Drive.

Snowmobile Use on Multi-Use Paths

One submission expressed concern over allowing snowmobiles on the City's non-motorized multi-use paths. The Plan recommends approximately 4 km of multi-use trails throughout the neighbourhood. Snowmobiles are allowed on most non-motorized trails across the city. However, the Plan seeks to create a pedestrian-friendly neighbourhood by recommending that multi-use paths within the area be maintained in the winter, where feasible. Winter maintenance would limit snowmobile activity. Further, the main north-south multi-use path is envisioned as an alternative to the motorized trail along Hamilton Boulevard to provide a quieter, neighbourhood-level experience.

Administrative Recommendation

- Replace policy 6.1.2.5 with the following:
“If the recommended road alignment that extends from the CGC into the Valleyview South area is determined to be unfeasible, an alternative road alignment that bisect C-117B and C-141B could be considered.”
- Revise Appendix B maps B1 Land Use Plan, B2 Transportation, and B4 Phasing Concept as illustrated in Attachment 1 of this report.

Issue 6: Grading and Contamination

One submission raised concerns about potential contamination and grading of the former Tank Farm area.

Development can only be permitted once the Ministry of Environment (MoE) has issued a Certificate of Compliance stating the area has been remediated to acceptable standards. Certificates of Compliance have been issued for the majority of the former Tank Farm area. If grading activity exposes contamination, landowners are legally obligated to inform the MoE.

The Plan outlines high level mitigations to reduce adverse impacts on the grading process, but additional information and specific mitigation measures will be determined through the landowners' application to extract the excess material to develop the area.

In addition, the plan recommends that an Environmental Site Assessment be required prior to zoning to rule out the presence of contamination (policy 7.2.2.4).

Issue 7: Southern Tutchone Names

One submission expressed a desire to use Southern Tutchone names and words in the new neighbourhood. The use of “Valleyview South” to refer to this area has been a temporary name and the Plan recommends the City continue to work with KDFN and TKC to explore the potential for and/or identify a suitable First Nation inspired neighbourhood name (policy 7.5.2.2a). That work is on-going.

In addition, on May 23, 2023 Council passed Motion 2023-10-05 to direct Administration to propose that streets in the next major subdivision be named after women who have

historically had a positive impact on and continue to influence Whitehorse and the Yukon. This area is anticipated to be the next major subdivision.⁶

Beside the neighbourhood and street names, the City could consider Southern Tutchone names when naming parks, trails, facilities, and other features at the appropriate next steps.

ADMINISTRATIVE RECOMMENDATION

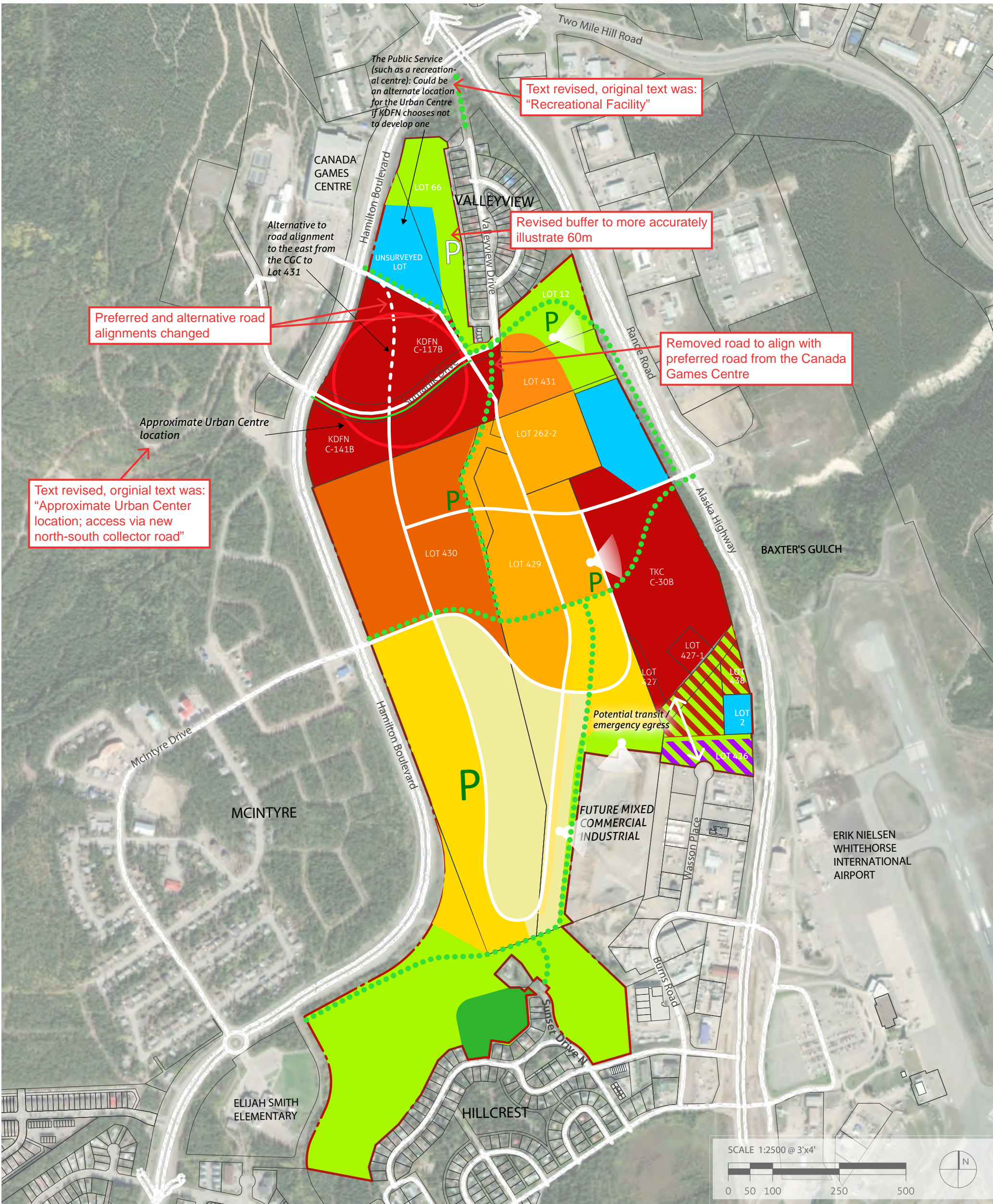
THAT Council directs that the proposed Valleyview South Master Plan be amended in accordance with the Administrative Recommendations detailed in this report; and

THAT Council approve the amended Valleyview South Master Plan, a document providing guidance and a framework for the future development of the area.

⁶ Actual timing of any development will be at the discretion of each landowner.

Valleyview South Master Plan

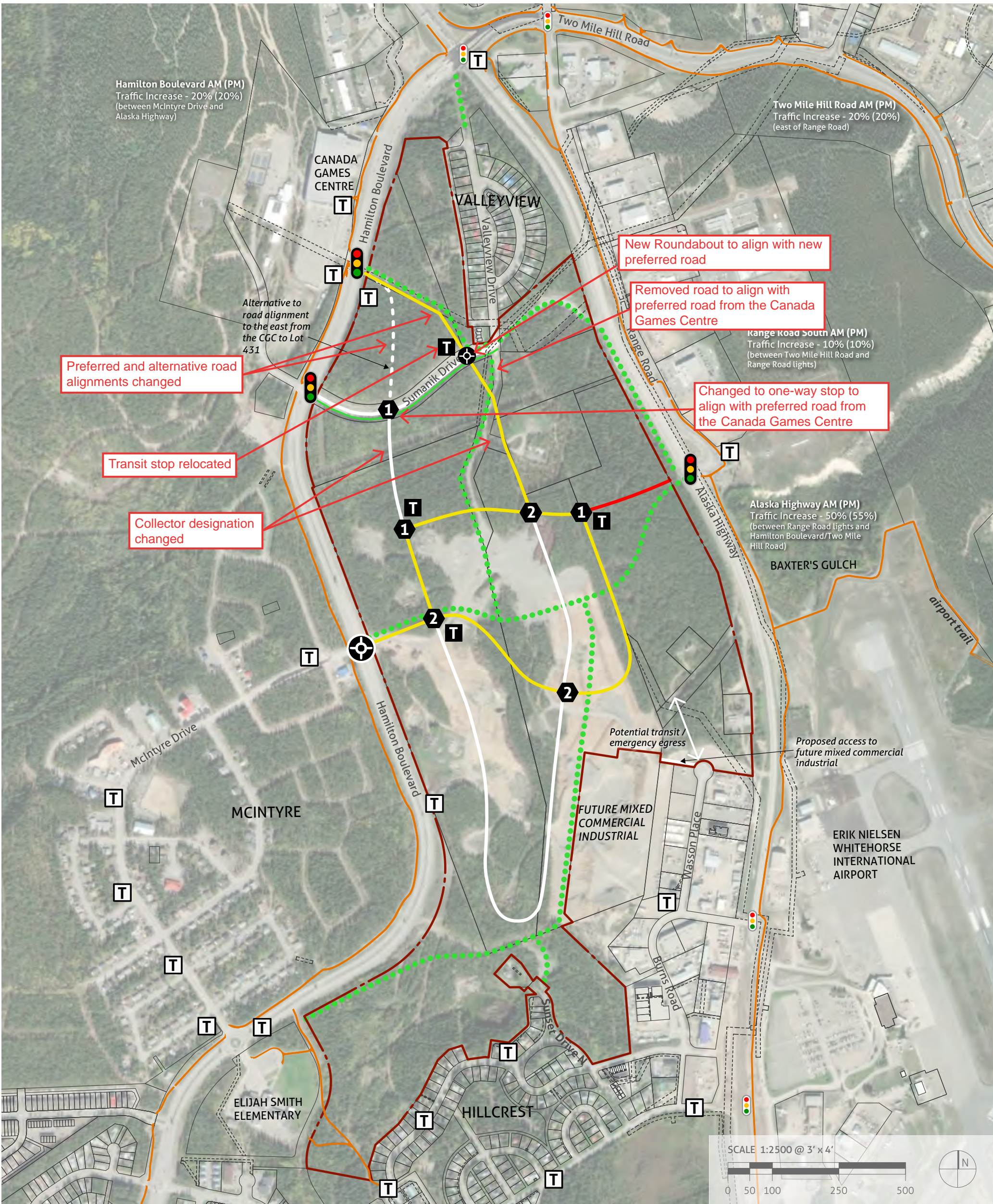
B1. Land Use Plan



- | | | |
|----------------------------------|------------------------------|---------------------------------------|
| Study Area Boundary | Public / Institutional | <u>Residential (gross)</u> |
| Land Parcels | Parks / Green Space | High Density (55 units/ha) |
| Road | Environmental Protection | Medium Density (20 units/ha) |
| Mixed-Use Industrial Commercial | Potential Park Location | Low Density - Small Lots (10 units) |
| Mixed-Use Residential Commercial | Existing Park Location | Low Density - Large Lots (8 units/ft) |
| | Multi-Use Pathway / Corridor | Potential Viewpoint |

Valleyview South Master Plan

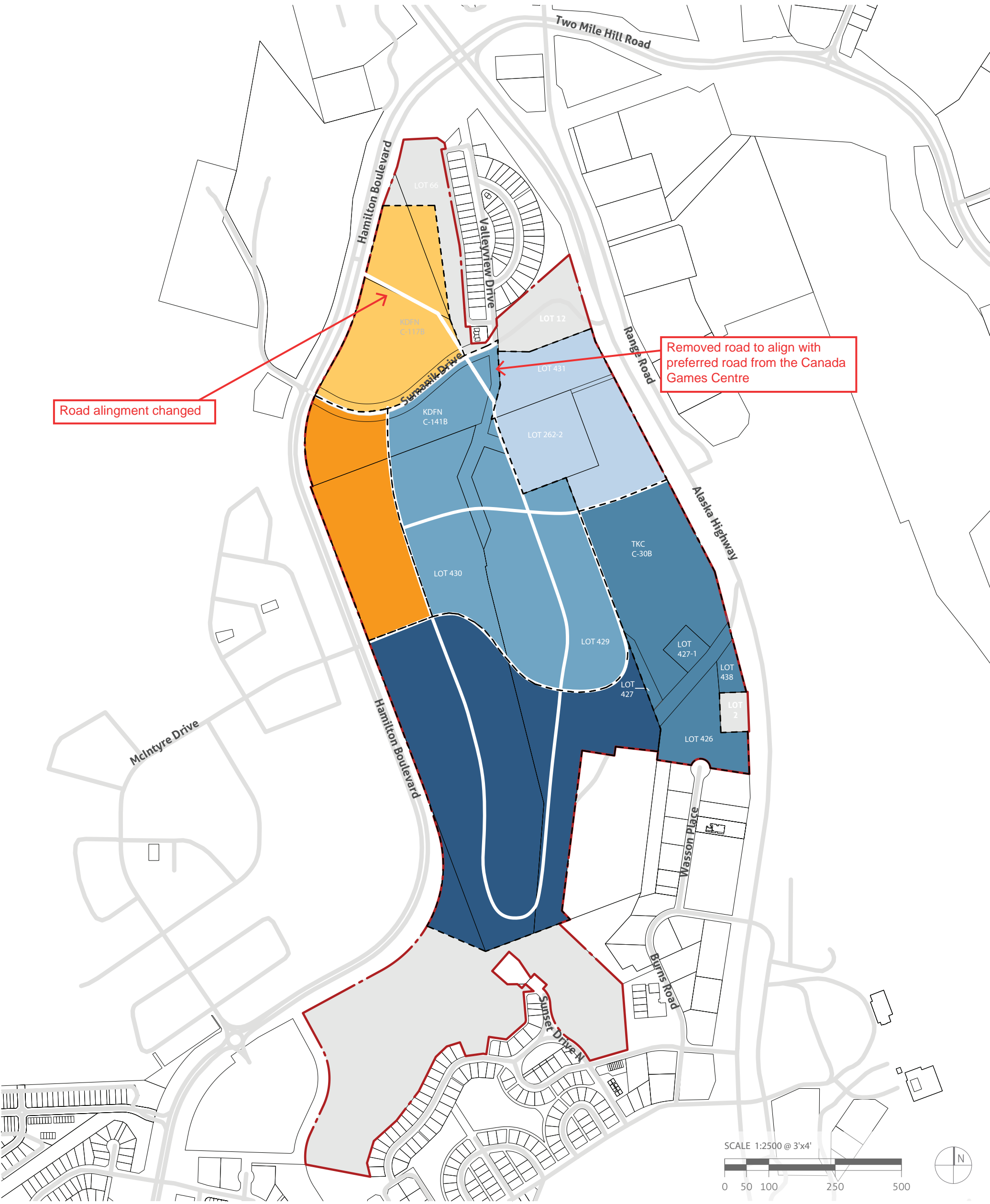
B2. Transportation



- | | | |
|-------------------------------|------------------------------------|---------------------------------|
| Study Area Boundary | Signalized Intersection | Multi-Way Stop |
| Parcel | Signalized Intersection Upgrade | Major Roundabout |
| Easement | Multi-Use Paved Pathway (Existing) | Minor Roundabout |
| Local Road | Multi-Use Paved Pathway (New) | Potential Transit Stop Location |
| Minor Urban Collector (22.5m) | Pedestrian Improvements | Existing Transit Stop |
| Major Urban Collector | | |

Valleyview South Master Plan

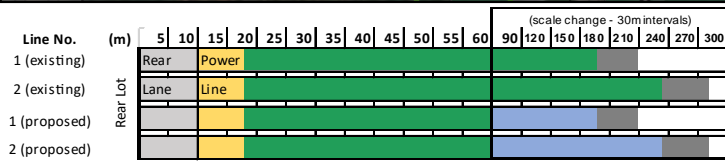
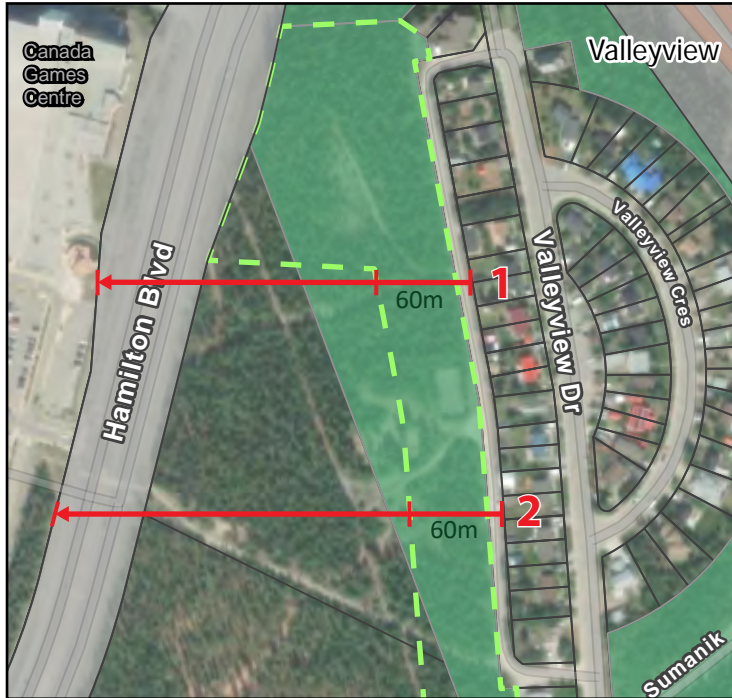
B4. Phasing Concept



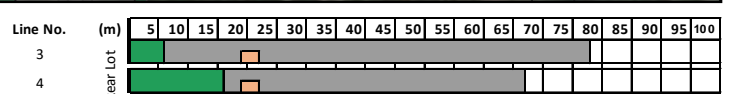
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|-----------------------|----------------------------------|-------------------------------------|
| Study Area Boundary | <u>Can Proceed Independently</u> | <u>Dependent on Previous Phases</u> |
| Parcel | Phase A | Phase D (Phase C required) |
| Roads | Phase B | Phase E (Phase C required) |
| Phase Boundary | Phase C | Phase F (Phase D required) |
| No Significant Change | | |

Attachment 2: Buffer Analysis - Hamilton Boulevard and Alaska Highway

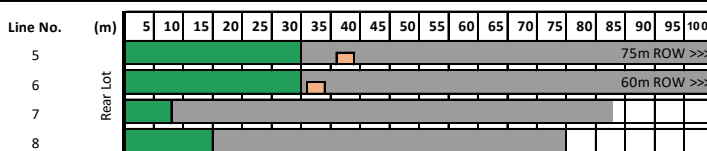
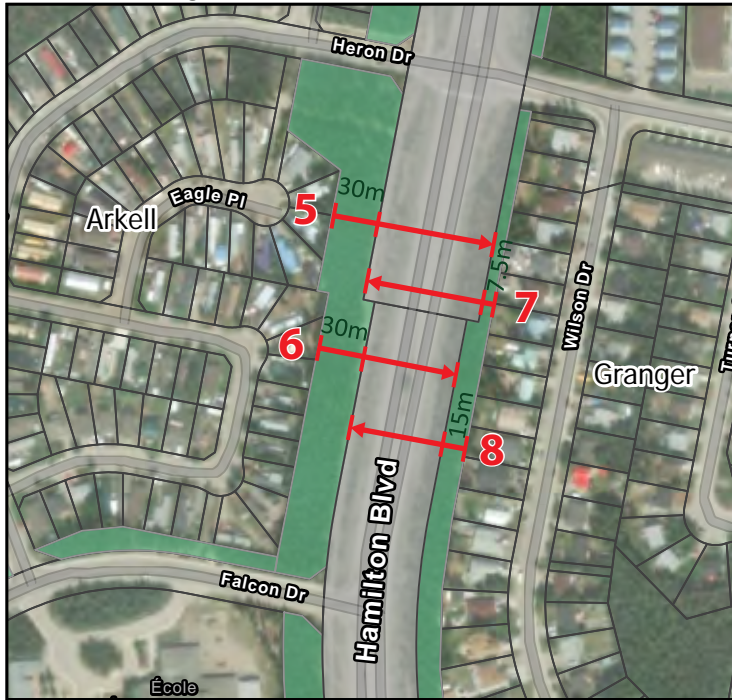
Valleyview



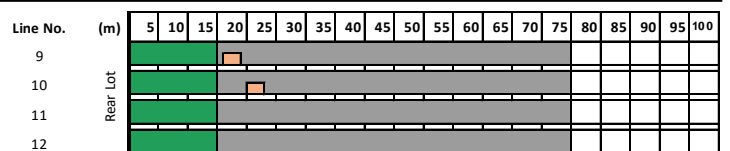
McIntyre



Arkell / Granger North



Copper Ridge / Granger South



Legend

- Rear Lane
- Powerline Clearance
- Protected Buffer
- Hamilton Boulevard Right of Way (ROW)
- Motorize Multi-Use Path
- Conceptual Lot 66 Reconfiguration/Buffer

Attachment 2: Buffer Analys - Hamilton Boulevard and Alaska Highway

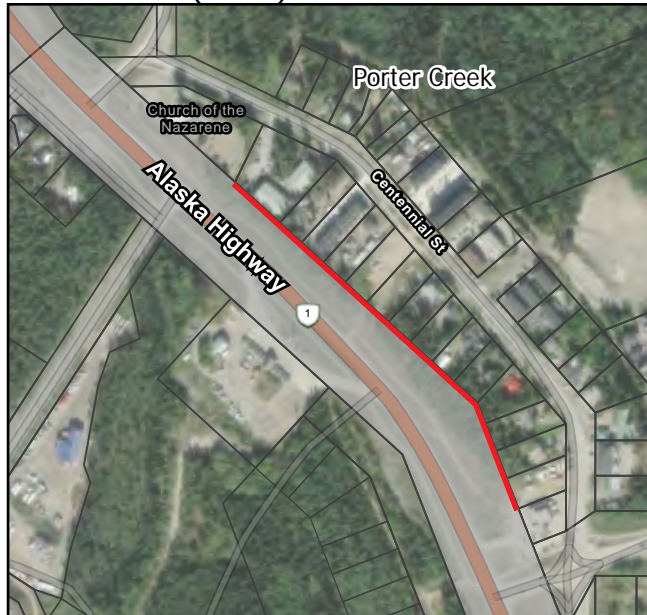
Valleyview



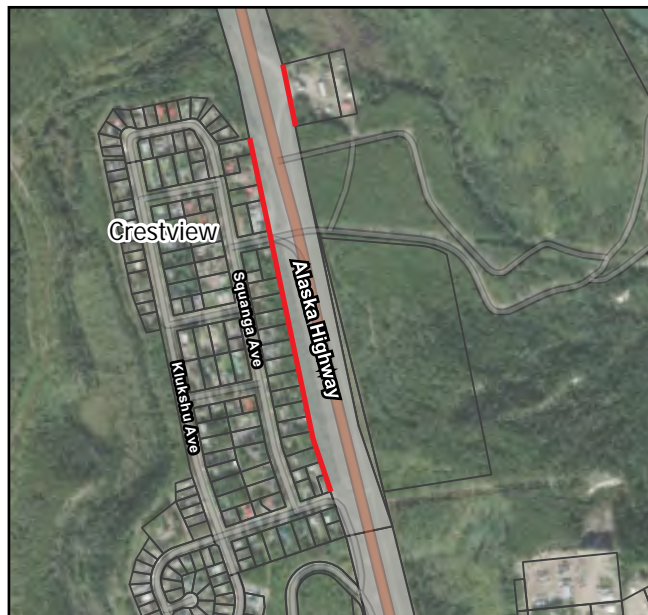
Takhini



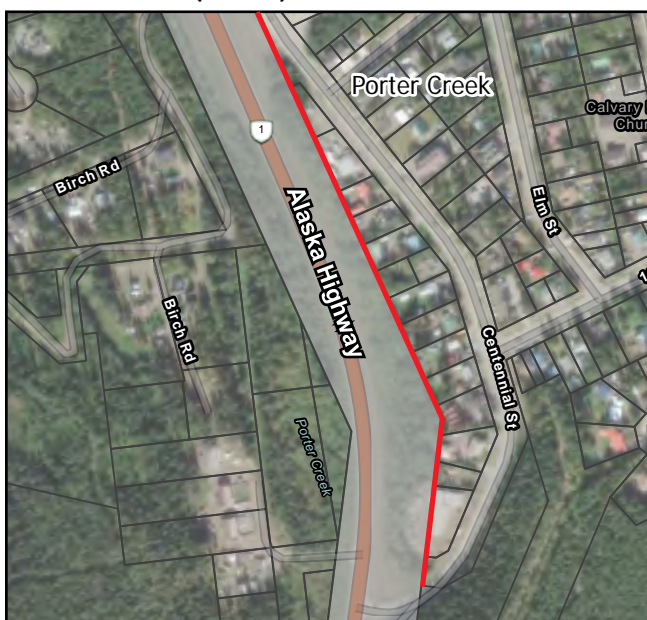
Porter Creek (north)



Crestview



Porter Creek (south)



Legend

- Property Line with no buffer
- Protected buffer
- Alaska Highway Right of Way (ROW)
- Conceptual Lot 66 Reconfiguration / Buffer