



BEFORE



AFTER

# RIVERDALE neigh- bourhood plan

August 1, 2010 / Whitehorse, Yukon

**riverdale neighbourhood plan 2010**  
Riverdale Community Association/Kobayashi + Zedda Architects

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## EXECUTIVE SUMMARY

In the fall of 2008, Kobayashi + Zedda Architects Ltd (KZA) was retained, through proposal call, to provide consulting and design services toward the goal of creating a Riverdale Neighbourhood Plan.

From the outset, the consulting and project steering committee set out to create a document that represented the broad consensus of the people of Riverdale. The team also set out to create a highly visual document that was easily read and understood by residents!! including children.

Due to the unique nature of the planning process and the lack of precedent for this type of plan in Whitehorse, the consultant has adopted the Whitehorse Sustainability Plan as a foundation for establishing an overall framework for every aspect of the Riverdale Neighbourhood Plan.

KZA solicited resident input by creating a questionnaire that was handed out at community events and posted on the architectsfiwebsite. In total, 174 questionnaires were returned in the following fashion: 119 hard-copy and 55 online. 124 of the first survey were submitted (including 33 online), and 5\$ follow-up surveys were submitted (22 of which were online).

During the data collection and consultation phase, the consultant assumed the role of a facilitator through the process of design. Under this scenario, it was decided that the community would identify the issues they deemed important and the consultant would attempt to provide a physical dimension and solution to the issue.

The table below summarizes the main themes raised during the issues-identification phase and the consulting team's proposed solutions (items are listed in no particular order).

Main Themes	Background	Solution	RCA Remarks (Riverdale Community Association)
Need more driving lanes on Riverdale Bridge	City Transportation studies do not support more driving lanes on the Riverdale bridge.	Increase width of bridge to accommodate cyclists and pedestrians in a safer environment thereby helping to reduce vehicle congestion and increasing traffic efficiency for all"	
Commercial core unsightly	Zoning concepts from the 50s and 60s required large parking lots in front of commercial buildings"	Modify zoning to allow for zero lot lines at the front of commercial buildings; promoting more attractive street fronts and landscaping (thereby increasing the number of people on street, reducing crime and vandalism, and promoting walking). Apply "Crime Prevention Through Environmental Design" (CPTED) principles.	
Concerned about loss of greenbelt due to infill development	City has 4 plan options for developing greenbelt between Firth and Boswell.	Intensification of existing residential and commercial developments will negate the need to develop existing greenbelt.	
Concerned about lack of control over future developments on First Nations land on Nisutlin	Ta'an Kwachan and Kwanlin Dun First Nations own developable property on Nisutlin with no stated objective to date"	Encourage government-to-government dialogue with First Nations to develop land to maximize the benefit to all current and future residents.	<i>The lack of dialogue has resulted in uncertainty and concern; there is a desire to see these properties developed in ways that strengthen the community.</i>
Concerned about garbage, vandalism and safety threat in greenbelt behind Super A and apartments on Lewes  and  Concerned about a lack of community centre or social	Greenbelt in this area is comprised mostly of two under-utilized sports fields and a walking path connecting two schools.	Creating a new regional park known as <i>Riverdale Common</i> , in the area behind Lewes Blvd, will provide residents with their own large greenspace to hold community events and gatherings. Apply "Crime Prevention Through Environmental Design" (CPTED) principles.	<i>There is a need for a community centre in Riverdale. Suitable indoor space is needed for a plethora of potential activities for all ages and groups.</i>



gathering space			
Need backup emergency exit for Riverdale	<p>Currently there is only one vehicle exit from Riverdale.</p> <p>The Yukon Energy Inundation Study (regarding potential dam failure) indicates very little threat to personal property in the Riverdale area.</p>	Emergency Measures Organization has a plan to use the driving surface of the Yukon Energy Dam as a potential emergency exit.	<p><i>Emergency access to hospital and other emergency services are sometimes hampered by traffic congestion on the bridge.</i></p> <p><i>Identify the trigger point for when a new bridge would be justified. Develop plans for a second access bridge in advance of a critical need.</i></p>
Motorized vehicles in the greenbelt constitute a safety risk and nuisance due to noise and pollution	Rules on use of motorized vehicles in greenbelt not completely clear. Lack of access out to remote areas. Lack of Riverdale presence for Klondike Snowmobile Association.	Designate one approved motorized route for accessing outlying trails that would minimize disruption to residents and minimize travel distance for motorized vehicles. Use new Bylaw Education Constable for promoting rules.	<i>Install barricades to help limit motorized traffic to where it is permitted by law.</i>
Urban agriculture !! Ullow chickens in backyards	Many southern cities now allowing some backyard chickens"	New purpose-built products in marketplace make it easier to care for chickens, facilitate cleaning etc. City is promoting new zoning to allow urban agriculture in some outlying areas.	
Better Transit service required	Riverdale residents use transit more frequently than any other area of the City"	City of Whitehorse considering providing more frequent transit service to areas of higher use in the near future.	
Traffic congestion in the morning along Lewes Boulevard	Congestion occurs at entrance to FH Collins from parents dropping off children. It is often difficult to turn left from Nisutlin on to Lewes at peak times.	Create new roundabouts to improve traffic flow. Relocate entrance to F"H" Collins across from Hospital Road to create better vehicle movement for both addresses. Relocate entrance to Selkirk School at traffic light at Lewes and Alsek. New roundabouts, or other traffic modifications, to include crosswalks.	
Light Standards	Existing lighting does not meet current practices for reducing light pollution and energy cost"	Install high cut-off energy-efficient lighting that directs light down to the street where it is needed.	<i>Consider use of more, shorter light standards that are more attractive and provide more ambiance.</i>

High vehicle speed along Nisutlin and Alsek roads	Wide roads and lack of stop signs encourage excessive speed.	Create roundabouts at key locations to reduce vehicle speed and create opportune crossing locations across major streets. Smaller roundabouts on smaller streets will reduce speed on streets used for shortcuts (all new roundabouts to include pedestrian crosswalks).	
Wood smoke problems from neighbours	Although this problem has diminished over the last decade, those residents living adjacent to people burning green wood still face poor air quality.	City should continue to educate wood stove users on appropriate wood and stove use.	<i>New rules (bylaws) and appropriate enforcement action may be needed.</i>

## 1.0 INTRODUCTION

### 1.1 PROJECT HISTORY

In 2008, the City of Whitehorse provided funding to the Riverdale Community Association (RCA), to produce a Neighbourhood Plan for Riverdale.

Typically, neighbourhood plans or area development plans are produced under the direct guidance of the City of Whitehorse Planning Department. However, this unique situation arose from the desire of the City of Whitehorse Planning Department to adopt a "grass roots" approach, allowing the Riverdale Community Association to assume the lead project management role.

In the fall of 2008, Whitehorse-based architectural and planning firm, Kobayashi + Zedda Architects Ltd (KZA) was retained, through proposal call, to provide consulting and design services toward the goal of creating a Riverdale Neighbourhood Plan.

KZA is the only local firm to have both a British Columbia registered planner and BC registered architects on staff.

### 1.2 PLANNING CONTENT

The Plan was developed in the context of the laws, plans, policies and process that affect and apply to Riverdale and other City planning projects; these include components of the Official Community Plan (OCP) specific to Riverdale, current decision-making processes, and the jurisdictions, roles and responsibilities of all levels of government.

The purpose of the planning process was to gather information, and to outline community planning priorities and community building. The end document will help guide Riverdale residents' development activities to achieve the vision of a more sustainable, safe and healthy community. At the same time, it will help the City of Whitehorse make large-scale planning decisions that are relevant to the concerns of Riverdale residents, and to all Whitehorse citizens.

### 1.3 PROJECT OBJECTIVES

From the outset, the consulting and project steering committee set out to create a document that represented the broad consensus of the people of Riverdale. The team also set out to create a highly visual document that was easily read and understood by residents including children.

The described objectives were to prepare a neighbourhood plan that would:

- Describe the Riverdale neighbourhood in its current state,
- Guide and foster community development and growth for the next ten years,

- Collect, consider and reflect the values, interests and concerns of those who live, work, learn, visit, enjoy and invest in Riverdale,
- Identify achievable projects and processes to build a sustainable, safe and healthy community, and
- Foster better mutual understanding and inter-relationships between governments, residents, businesses and others.

## **1.4 SUSTAINABILITY**

Due to the unique nature of the planning process established for the Plan and the lack of precedent for this type of plan in Whitehorse, for every aspect of the Riverdale Neighbourhood Plan the Consultant adopted the Whitehorse Sustainability Plan as a foundation for establishing an overall framework for the Plan.

The consulting team reviewed all data, issues and comments raised during the consultation phase. The team then set out to analyze and propose physical solutions while 'peering through a lens' of sustainability as established by the City of Whitehorse Sustainability Plan.

For example, while some citizens requested more vehicle lanes for the Riverdale bridge, many others did not, and given that the City of Whitehorse Transportation studies are not supportive of additional vehicle lanes, the consultant proposed solutions that would benefit the broadest base of constituents within a framework of environmental and community sustainability.

## **1.5 PROCESS + METHODOLOGY**

### **.1 Process**

In an effort to stay true to the "grass roots" approach to the planning process, the consulting team adopted a 'word of mouth' approach to announce the start of the Riverdale planning process.

The public consultation process was supported by data gathering, review of previous studies and interviews with various government agencies, First Nations and NGOs including: City of Whitehorse Planning, Engineering, Transit and Bylaw Departments; Kwanlin Dun First Nation; Government of Yukon Lands Branch; RCMP; Klondike Snowmobile Association; City; Yukon Energy; and Emergency Measures Organization.

## **.2 Consultation + Questionnaire**

The consultation phase was kicked off by a Riverdale Bowling Night at Mad Trapper Alleys on February 5, 2009. Ten neighbourhood teams were established along geographic lines and assigned captains were charged with galvanizing the interest and participation of others. Over 100 people attended the event which captured the attention of residents and created an ideal opportunity to provide awareness of the forthcoming planning activities.

A questionnaire, designed by the consulting team and approved by the City of Whitehorse and the Riverdale Community Association (RCA), was distributed. A preliminary 'menu' of community issues was listed in the questionnaire with an invitation to residents to supply their own issues for the planning agenda.

Over 50 questionnaires were completed by Riverdale residents during the evening. Participants were able to identify those issues that were of most concern, and were also given two neighbourhood maps on which they could mark out specific problem areas, as well as locate where they think infill would be most appropriate.

A simple, straightforward, on-line questionnaire was posted on the KZA website. Over 55 responses were generated using this approach.

On February 19, 2009, KZA staff participated in the Official Community Plan (OCP) - Riverdale meeting at F.H. Collins High School. Additional questionnaires were distributed at that meeting.

A Community Café was held on March 24, 2009 at Baked Café + Bakery. Over 75 residents attended the slideshow which documented community issues and proposed physical solutions to the issues raised by residents in the questionnaires.

Prior to the Community Café, some residents requested additional time and avenues for consultation. It was decided that an individual mail-out to all Riverdale homes would be beneficial. The mail-out was carried out in late April and the deadline for consultation was extended appropriately.

In total, 174 questionnaires were returned in the following fashion: 119 hard-copy and 55 online. 124 of the first survey were submitted (including 33 online), and 50 follow-up surveys were submitted (22 of which were online).

### **.3 Questionnaire Outcomes**

The detailed results of the questionnaire can be found in the Appendix of this report.

In summary, the questionnaire found the following:

#### **.1 Infill**

The survey found that a majority of people are supportive of utilizing infill development to increase density in existing developed areas, if it is handled properly. There appears to be a general concern that the city will develop areas without consulting the community. The following are the conditions/requirements mentioned most often regarding future infill development:

- Prefer higher density developments over sprawl; multi-family units rather than single residencesž
- Supportive of integrating low income/subsidized housing if NOT clustered together (to avoid a “slum” development)ž
- Maintain the current greenbeltžUbX
- If density increases, traffic must be addressed and more transit service will be required"

The former CYFN land and area was identified most often for future development. The section of land between the Riverfront and Chadburn areas was the second most identified parcel.

#### **.2 Lewes Boulevard Commercial District**

The survey identified a strong desire to “clean-up” and improve the appearance, as well as strengthen the identity of the Lewes Boulevard Commercial District. This issue was also brought up throughout the OCP-Riverdale meeting.

In particular, a need for a social gathering place and neighborhood “center” was recognized. Although there is a strong sense of community among Riverdale residents, the neighbourhood currently lacks a central place to express this identity, and to promote and organize social/community activities.

#### **.3 Motorized Vehicles in the Greenbelt**

Motorized recreational vehicles (ATVs, snowmobiles) were identified as a major point of contention in the community. Many feel disturbed by motorized activity and identify it as a safety issue, particularly in regards to children. The consensus seems to be that laws regarding these vehicles are not being respected and must be more stringently enforced.

Furthermore, trails need to be strongly designated as motorized or non-motorized. Many also expressed concern regarding the erosion of trails, and the general environmental damage caused by these vehicles.

#### .4 Transit Service

The need for more frequent Transit service was widely acknowledged. The infrequency of evening routes, as well as the need for a route to the Canada Games Centre was noted most often. Some also mentioned that they would use transit more if more frequent routes were provided.

Active transit was another significant issue. Twenty-seven people mentioned the need for more/better maintained bike lanes; 18 people would like to see more/improved pedestrian crossings.

#### .5 Recycling

The desire for a curb-side/"blue box" recycling program was identified by many residents. Although many are happy with the city's new garbage and compost pick-up program, they would like to see a recycling component (e.g., paper, plastics, tin and beverage containers) added to this service.

#### .6 Air Quality

Air quality, particularly in regards to wood smoke, was mentioned often. Public education and the use of alternative energies were cited as possible solutions to the wood smoke problem. A few also noted that the Riverdale area nearest the hydro dam suffers most from diesel generator exhaust stemming from the Yukon Energy Corporation diesel plant across the Yukon River.

#### .7 Urban Agriculture

The topic of urban agriculture was identified as a major issue for Riverdale. Many believe that bylaws must change in order to promote urban agriculture/local food movement as part of the push towards sustainability. In particular, requests were made for backyard chickens and urban community gardens to be permitted.

#### .8 Litter/Maintenance

The maintenance of streets and parks, particularly in regard to littering, was of considerable concern to respondents. For example, many residents commented on the need for more clean-up and additional garbage bins, as well as the excessive littering around school grounds.

#### .9 Traffic Calming

Issues and concerns related to speeding and the need for traffic-calming interventions were cited by several Residents.



## 2.0 RIVERDALE AREA

### 2.1 PROJECT AREA

For the purpose of this study, Riverdale is defined as the existing developed area on the east side of the Yukon River, extending north from Schwatka Lake to the Robert Campbell Bridge, and the Whitehorse General Hospital.

The surrounding area or "zone of influence" is defined as including Wickstrom Road, and the undeveloped areas which surround Riverdale, including the area up to Long Lake, the land bordering Grey Mountain Road, the area up to and including Hidden Lakes and Chadburn Lake, Canyon City, the Chadburn Lake Ski trails, the area around Schwatka Lake, and the river front areas on both sides of the Yukon River extending from Schwatka Lake up to the Robert Campbell Bridge.

### 2.2 RIVERDALE – A BRIEF HISTORY

For generations, First Nations people's ancestors of the Kwanlin Dun and Ta'an Kwäch'än have lived along the Yukon River in the area of present-day Whitehorse. Cultural history and the archaeological record show the banks of the Yukon River were lined with hunting trails, fish camps, lookout points, burial sites and meeting places.

Whitehorse's 'right bank' was also a resting place for travelers during the Gold Rush of 1898, in particular Canyon City above the now famous White Horse Rapids.

The subdivision of Riverdale was established in the mid 1950s. A growing Whitehorse needed more electrical power and interest turned to the Whitehorse Rapids as a source of untapped electricity. In 1956, work began to dam the Yukon River and harness the power of the rapids. The 14-meter-high dam would create what is now known as Schwatka Lake by clearing a 250-acre site behind the dam. In the fall of 1958, power began flowing to Whitehorse from two powerful hydro-electric turbines at the newly constructed dam and powerhouse. The total cost of the project was 7.2 million dollars, paid for by the Government of Canada.

1955: The federal government decided to open up the new Riverdale subdivision in Whitehorse. The plans included a new hospital, schools and a bridge across the Yukon River.

By September 1955, work was proceeding on the Yukon River's first full-fledged bridge. A 300 foot, three-span bridge was constructed.

1956: Governor-General Vincent Massey, the first Canadian Governor General, visited Whitehorse and officially opened the Riverdale Bridge. Work also began on the new hospital in this year. Commissioner F.H. Collins presented a plan for the town site of Riverdale to the Whitehorse public, including the subdivision, water and sewer system. The new subdivision would consist of 200 lots, to be sold for \$1000 to \$2000 including sewer and water system. Go-ahead was given to start construction of fifty-eight houses in the new subdivision.

1959: The Whitehorse Fishway – the longest wooden fish-ladder in the world – was built to allow migrating

salmon to travel past the dam at Schwatka Lake on route to their spawning ground at the headwaters of the Yukon River.

The new Whitehorse General Hospital officially opened on March 30, 1959.

On September 3, 1959, the Selkirk Street School in Riverdale was opened by Commissioner F.H. Collins. Also in 1959, Takhini and Riverdale received cable. The WHTV hookup rate was reduced from \$350 to \$120.

1962: Two hundred more lots were surveyed and added to Riverdale. A city-wide plebiscite was held on January 12 to approve the extension of Whitehorse's city boundaries to include Riverdale.

1963: A contract was signed for the paving of Riverdale streets, including Alsek, Donjek, Tagish, Tatchun, Teslin, Takhini, Koidern, Klühini and Kalzas Place.

1963: Former Commissioner F.H. Collins was present on January 11, 1963 at the opening of the new Whitehorse school named after him. New Commissioner Cameron officially cut the ribbon.

1967: Trees were planted along Lewes Boulevard in Riverdale, thanks to a donation of \$25,000 by Al Kulan.

In the late 1960s and early 1970s, a further extension of Riverdale was again being considered. About two hundred more lots were added and developed.

1970: Whitehorse City Council approved another townhouse project for the Riverdale area. At this time, a map of Whitehorse showed all the streets North of Lewes Blvd, as well as Tay and Pelly, but not Ketz Road. About 60% of the streets North of Klondike Road were paved. Riverdale South was yet to be developed.

The 1971 Census showed 633 dwelling units in Riverdale, and a population of about 2300 people in the neighborhood.

1973: On April 10, Anne Murray and her band gave a concert at the F.H. Collins School gym. The room was packed.

On November 23, 1973, the new junior secondary school in Riverdale, at the time named after George Jeckell, was officially opened.

In 1974, a new Robert Campbell Bridge was constructed to facilitate two lanes of traffic. (A traffic study done at the time indicated the two-lane bridge would be capable of servicing a population of 4800 people, but anticipated growth of up to 5500 people, noting that "...if ultimate growth should occur, pressures would primarily be experienced during peak hours").

A planning report in 1974 called for the extension of Alsek Road into a complete arc to join up with Nisutlin Drive. The plan included the surveying and development of all the Riverdale South streets and lots, up to the Anvil Mine

power line right-of-way. The study also suggested the need for a new elementary school and suggested locating it at the intersection of Lewes Blvd and Alsek Rd (Grey Mountain Primary).

By the mid 1970s, Riverdale had expanded with the addition of Riverdale South, and included the streets Duke, Hart, Firth and Green. Water and sewer were installed to new lots on Bell, Bates, Blanchard and Boswell in 1974.

1977: Riverdale Mall opened on April 21st, with Lewes Market as its principal tenant.

1978: Sternwheeler Plaza announced plans to build a new shopping centre at Klondike and Lewes Boulevard in Riverdale. The plans included retail stores and two theatres. In November, Whitehorse City Council blocked permission for the two theatres.

1979: Construction of the \$1.1 million restaurant-shopping complex at Lewes and Klondike began in September.

1983: A fire on September 7 damaged Grey Mountain Primary School. No one was hurt but repairs cost almost \$100,000.

1988: The City of Whitehorse introduced "no-burn orders" in Riverdale. A no-burn order forced Riverdale wood stove users to put out their fires and switch to alternate heat sources if weather conditions warranted. The first no-burn period in Riverdale came at the end of the year, the first of its kind in Canada.

Plans for a new 30-unit condominium on Lewes Boulevard were also underway in 1988.

1989: The City of Whitehorse laid first charges under the wood smoke bylaw.

In the 1990s, two new *cul de sacs* were added (with a total of 19 single family lots) as infill projects in the Riverdale subdivision. The 1990s also saw the creation of 39 seniors' housing units as part of the Gateway Housing Complex by Yukon Housing at the corner of Alsek and Duke.

2006: The most recent Census identified that there are 1,760 dwelling units (including single family homes, condos and apartments) in Riverdale, and a population of approximately 4,600 people.

As of July 2010, the latest large-scale housing complex, a 30-unit family housing project on Nisutlin Drive neared completion.

## 3.0 RIVERDALE PLAN

### 3.1 PROJECT VISIONING

During the data collection and consultation phase, the consultant assumed the role of a facilitator and designer. Under this scenario, it was decided that the community would identify the issues important to the residents and the consultant would attempt to provide a physical dimension and solution to the issues.

Through this process, the consultant remained true to the concept of acting on the wishes of the community by offering a host of design alternatives that fit within the sustainable design framework established by the City of Whitehorse.

### 3.2 THE PLAN – TWO BIG IDEAS

The Riverdale Plan is a comprehensive framework of proposed physical planning solutions aimed at improving the daily lives of Riverdale residents through sustainable design, transportation and traffic engineering, health and safety, enjoyment of the natural surroundings, peace of mind, neighbourhood beautification and other measures.

It should be noted that, due to the limitation in the scope of work, most of the proposed solutions are conceptual only. The acceptable and high priority items will need to be studied further by professionals in their respective fields to assess feasibility and to create a buildable design solution.

#### .1 The Lewes Boulevard Commercial District

Many residents have identified problems with the main commercial drive through the heart of Riverdale. Generally, the complaints focus on traffic, the commercial areas, aesthetics and the lack of landscaping.

The consulting team proposes to upgrade Lewes Boulevard in several ways, including:

- The installation of additional low maintenance, native landscaping in the boulevard right of way. A landscape design by Marianne Darragh was funded by the Jan Montgomery fund and could be constructed immediately. This would enhance the main transportation strip through Riverdale and would provide an immediate improvement as a precursor to future longer term urban design changes.
- A proposed change in zoning of the three existing commercial zones on Lewes Boulevard from CN (Neighbourhood Commercial) to a new zoning designation similar to a zone created for Takhini North, CNC (Comprehensive Neighbourhood Commercial) which does not require front yard setbacks and allows for a better commercial and residential mix. It is felt that zero lot lines will create a stronger identity as a main street shopping area, provide for infill housing on the second floor without destroying greenbelt, as well as lend to more life on the street. Improved commercial and residential activity would be more conducive to pedestrian activity and support of local businesses. The proposed

new zoning would not require any action on the part of the landowner for new or existing buildings, but would simply provide owners greater flexibility and opportunity to develop their site with more diverse land uses, in accordance with the new set backs. As it stands, there is little incentive for landowners to make improvements. These proposed zero-lot-line developments would be set back from the street edge, due to the generous public right-of-way on Lewes Boulevard. Snow storage area would be available within the public boulevard as it currently exists and a snow-removal plan that parallels other zero-lot-line zones within the city would be implemented.

## **.2 A Proposed New Park - Riverdale Common**

Many residents have issues with the large semi-tamed natural area behind Lewes Boulevard that connects Vanier School with Christ the King Elementary. The area suffers from a lack of maintenance, large volumes of garbage, incidences of vandalism and some health and safety concerns.

It is felt that the area suffers from neglect. The green area is central to the neighbourhood and offers many walking trails. However, the area tends to have a 'backyard' type ambiance and relationship with the surrounding residential developments. With the appropriate design and development, this area has the potential to become a vital focal point and central gathering place for Riverdale.

By investing some effort and money through landscape design, the area could transition from a 'backyard' greenbelt area into a regional park on par with Rotary Peace Park and Shipyards Park. A linear relationship could be developed with these other parks, further enhancing the image of the area in the consciousness of Riverdale residents.

One of the key ingredients of the proposed Riverdale Common would be a manicured link that would join the two existing sports fields to create one larger green open space. This link would be suitable for programmed activity like family picnics, festivals and other forms of public assembly. The proposed site for Riverdale Common is Commissioner's land (Government of Yukon) and is currently designated as Educational reserve.

Another key ingredient would be the upgrading of walking trails, paths, and interface with bordering residential developments. Once residential developments begin to upgrade their park facades, the garbage, vandalism and safety issues should diminish.

Tummel Road, an obscure and little known street near the proposed Riverdale Common, could be upgraded as a ceremonial entrance to the new park thereby helping to remove the existing blight on Tummel, while reinforcing the regional nature of the greenspace. Tummel Road would also become a key access point for seniors from Macaulay Lodge and those with mobility issues (i.e. strollers, etc.) currently it is difficult for such individuals to use much of the existing park and greenspace.

The proposed Riverdale Common is consistent with the values, goals, and objectives of the *2007 City of Whitehorse Parks and Recreation Master Plan*, including: support of family-oriented leisure opportunities, integration of generations and sub-groups, fostering and promotion of fitness and overall well-being, fostering leisure opportunities for seniors, and fostering reflection and escape from urban form (*2007 City of Whitehorse Parks and Recreation Master Plan*, pgs 22-23).

### .3 Other Physical Design Opportunities

For additional design measures proposed by the consulting team, refer to the graphic section of the report. A summary table has been provided below. Please note that the following themes and solutions are presented in no particular order.

Main Themes	Background	Solution	RCA Remarks (Riverdale Community Association)
Need more driving lanes on Riverdale Bridge	City Transportation studies do not support adding more driving lanes ( <i>C.O.W. 2004 Transportation Study</i> ); designing roads for peak traffic is not recommended. Future infilling and changes in land use could warrant future studies.	Increase width of bridge to accommodate wider lanes for cyclists and pedestrians; the expansion would reduce traffic congestion, promote active transit, provide a safer environment and improve traffic efficiency for all. The transportation study recognizes that roads should provide enhanced opportunities for <i>active transportation</i> - an ideal way to increase healthy/sustainable lifestyles and neighbourhoods.	
Commercial core unsightly	Zoning concepts from the 50s and 60s required large parking lots to be in front of commercial buildings, disconnecting the buildings from the street and its pedestrians	Modify zoning to allow for zero lot lines at the front of commercial buildings -! promoting more attractive properties with housing on the upper levels and pedestrian friendly storefronts. More people on the street enhances appearances, reduces crime and vandalism, and promotes walking. Apply "Crime Prevention Through Environmental Design" (CPTED) principles.	
Concerned about loss of greenbelt for infill development	City has 4 plan options for developing greenbelt between Firth and Boswell. This approach does not support goals within the Sustainability Plan, nor does it reflect the values of Riverdale's residents.	Intensification of existing residential and commercial developments will negate the need to clear cut any existing greenbelt. For example, housing above commercial properties on Lewes Boulevard and miniature secondary suites in existing backyards will provide infill without consuming existing greenbelt.	
Concerned about lack of control over future developments on First Nations land	Ta'an Kwachan and Kwanlin Dun First Nations own developable property on Nisutlin with no stated objective to date"	Encourage government-to-government dialogue with First Nations to develop land to maximize benefit to all current and future residents.	<i>The lack of dialogue has resulted in uncertainty and concern; there is a desire to see these properties developed in</i>



on Nisutlin			<i>ways that strengthen the community.</i>
Concerned about garbage, vandalism and safety threat in greenbelt behind Super A  <i>and</i>  Concerned about a lack of community centre or social gathering space	Greenbelt in this area is comprised mostly of two under-utilized sports fields and a walking path connecting two schools.  Lack of ownership of this area and a refusal to acknowledge the space in the design of bordering residential projects has resulted in a negative and under-utilized space"	Creata]b[ a new regional park known as <i>Riverdale Common</i> , in the area behind Lewes Blvd, will provide residents with their own large greenspace and central gathering place (e.g. large community events). Landscape design enhancements will increase use, increase sense of ownership, decrease garbage, vandalism and safety threats, as well as increase accessibility to greenspace for seniors from Macaulay Lodge and those with mobility issues.  The design envisioned includes a paved trail, seating areas adjacent to soccer fields at Vanier School and Christ the King School, a designated area for concerts and events, low-maintenance native landscaping, a community garden, and shaded grassy areas for picnics.  Apply "Crime Prevention Through Environmental Design" (CPTED) principles.	<i>Other areas have potential for development of parks with benefits that would need to be evaluated. These include the area between Nisutlin and Selkirk School, and a joint park with First Nations Landowners near the bank of the Yukon River.</i>  <i>There is a need for a community centre in Riverdale. Suitable indoor space is needed for a plethora of potential activities for all ages and groups.</i>  <i>A community centre is proposed as part of the new F.H. Collins school, or in a separate building, including programming for all generations of residents.</i>
Need backup emergency exit for Riverdale	Currently there is only one vehicle exit from Riverdale.  The Yukon Energy Inundation Study (regarding potential dam failure) indicates very little threat to personal property in the Riverdale area. The expected flood area is limited to the site of the new 30 unit family housing development on Nisutlin, which was raised prior to construction.	Emergency Measures Organization has a plan to use the driving surface of the Yukon Energy Dam as a potential emergency exit.	<i>Emergency access to hospital and other emergency services are sometimes hampered by traffic congestion on the bridge.</i>  <i>Identify the trigger point for when a new bridge would be justified. Develop plans for a second access bridge in advance of a critical need.</i>

Motorized vehicles in the greenbelt constitute safety risk and nuisance due to noise and pollution	Rules on use of motorized vehicles in greenbelt not completely clear. Lack of access out to remote areas. Lack of Riverdale presence for Klondike Snowmobile Association.	Designate one approved motorized route for accessing outlying trails; this would minimize disruption to houses and minimize travel distance for motorized vehicles.  Use new Bylaw Education Constable for promoting rules.	<i>Install barricades to help limit motorized traffic to where it is permitted by law.</i>  <i>Initiate winter clearing of the Millennium Trail between Robert Service Way and the Robert Campbell Bridge, with priority given to the portion of the trail on the Riverdale side of the river.</i>
Urban agriculture. Allow chickens in backyards	Many southern cities now allowing some backyard chickens"	New purpose-built products in marketplace make it easier to care for chickens, facilitate cleaning etc. City is promoting new zoning to allow urban agriculture in some outlying areas.	
Better transit service required	Riverdale residents use transit more frequently than any other area of the City.  Better transit is key to providing access to needed recreational opportunities and services, particularly for youth and seniors.	City of Whitehorse considering providing more frequent transit service to areas of higher use in the near future.	
Traffic congestion in the morning along Lewes Boulevard	Congestion occurs at entrance to F"H" Collins from parents dropping off children. It is often difficult to turn left from Nisutlin on to Lewes at peak times.	Create new roundabouts to improve traffic flow. Relocate entrance to F"H" Collins across from Hospital Road to create better vehicle movement for both addresses. Relocate entrance to Selkirk School at traffic light at Lewes and Alsek. New roundabouts, or other traffic modifications, to include crosswalks for safe passage of pedestrians (i.e. children walking or cycling to school).	
Light Standards	Existing lighting does not meet current practices for reducing light pollution and energy cost"	Install high cut-off energy-efficient lighting that directs light down to the street where it is needed.	<i>Consider use of more, shorter light standards that are more attractive and provide more ambiance.</i>

High vehicle speed along Nisutlin and Alsek roads	Wide roads and lack of stop signs encourage excessive speed.	Create roundabouts at key locations to reduce vehicle speed and create opportune crossing locations across major streets. Smaller roundabouts on smaller streets will reduce speed on streets used for shortcuts (all new roundabouts to include pedestrian crosswalks).	
Wood smoke problems from neighbours	Although this problem has diminished over the last decade, those residents living adjacent to people burning green wood, or those who use non-EPA certified stoves, can still face poor air quality.	City should continue to educate public on appropriate wood stove use and firewood selection.	<p><i>Due to increasing fuel prices, people are burning more wood to heat their homes. During inversions residents face poor air quality.</i></p> <p><i>New rules (bylaws) and appropriate enforcement action may be needed, such as a limit on wood stove use when the temperature is above freezing and people typically have their windows open. Rules for use of wood boilers are also needed. Reinstitution of monitoring and no-burn periods may be needed.</i></p>

#### 4.0 GRAPHICS SECTION

## City of Whitehorse Integrated Community Sustainability Plan



### Whitehorse Residents' Goals for Community Sustainability include...

- Provide opportunities for community participation in City projects
- Create common community image
- Ensure a healthy population
- Ensure pedestrian safety
- Preserve green spaces; No loss of green space
- Develop trail connections
- Reduce greenhouse gas emissions
- Partner with First Nations
- Maintain and enhance indoor/outdoor recreational facilities
- Support locally produced goods and food
- Thriving local businesses



### **Riverdale Bridge (BEFORE)**

The current Riverdale bridge is comprised of two automobile lanes and two pedestrian sidewalks. In its current form it acts as a bottleneck to traffic during peak hours and represents a safety hazard for cyclists commuting in traffic. Given the proximity of vehicular traffic on the road, many cyclists opt to use the pedestrian walkway, which, given its width, creates a conflict between cyclist and pedestrian foot traffic. Cyclists are presented with few options when commuting to/from the Riverdale area, while both motorists and pedestrians have safety concerns and conflicts with cyclists on the bridge.





### Riverdale Bridge (AFTER)

Expanding the width of the bridge to accommodate separate bike and pedestrian lanes will increase safety for all users of the bridge. The existing automobile lanes could remain untouched, and the expanded bike/pedestrian area would allow all users of the bridge to commute in a safe and efficient manner. The bike lane could be separated from vehicular traffic, minimizing potential bottlenecking and traffic jams during peak traffic hours while creating a safe commuting lane for bike traffic. Improved cycling/pedestrian conditions may encourage more alternate forms of commuting, thereby reducing automobile traffic congestion even further.





### **Intersection at Lewes and Nisutlin – Super A (BEFORE)**

The current intersection of Lewes Boulevard and Nisutlin Drive is congested, particularly at peak traffic times in the morning, afternoon and during school drop-off/pick-up hours. The surrounding commercial and residential developments are set back from the street and lack density at the intersection, creating an area without definition or a feeling of place. Parking lots as a part of the adjacent developments are visually prominent in the foreground and, as such, there is no visual landmark at the central heart of the Riverdale community.





### Intersection at Lewes and Nisutlin – Super A (AFTER)

Providing a roundabout at this intersection would assist with the slowing and calming of traffic, thereby providing safer pedestrian access and facilitating the merging of traffic onto Lewes Blvd. The proposed roundabout would include the building of pedestrian crosswalks, of particular necessity to accommodate children on their way to and from school.





## Roadways/Intersections

Many key intersections throughout Riverdale experience high traffic levels at peak times of the day. Increased traffic combined with pedestrian and school traffic results in traffic delays as well as unsafe pedestrian crossings and unsafe merging and intersection access to main roadways. Residential roads also experience increased speeds of vehicular traffic, creating unsafe environments for residential homes and yards.

Traffic calming interventions such as roundabouts facilitate traffic merging at intersections and help maintain slower speeds on roadways. Roundabouts, along with pedestrian crosswalks, slow traffic in key areas creating a safer environment for pedestrian and school traffic. Expanded curbs and planted boulevards not only increase the beauty and feel of community in a neighbourhood, but also help to calm traffic and create a buffer between pedestrians and vehicular traffic.

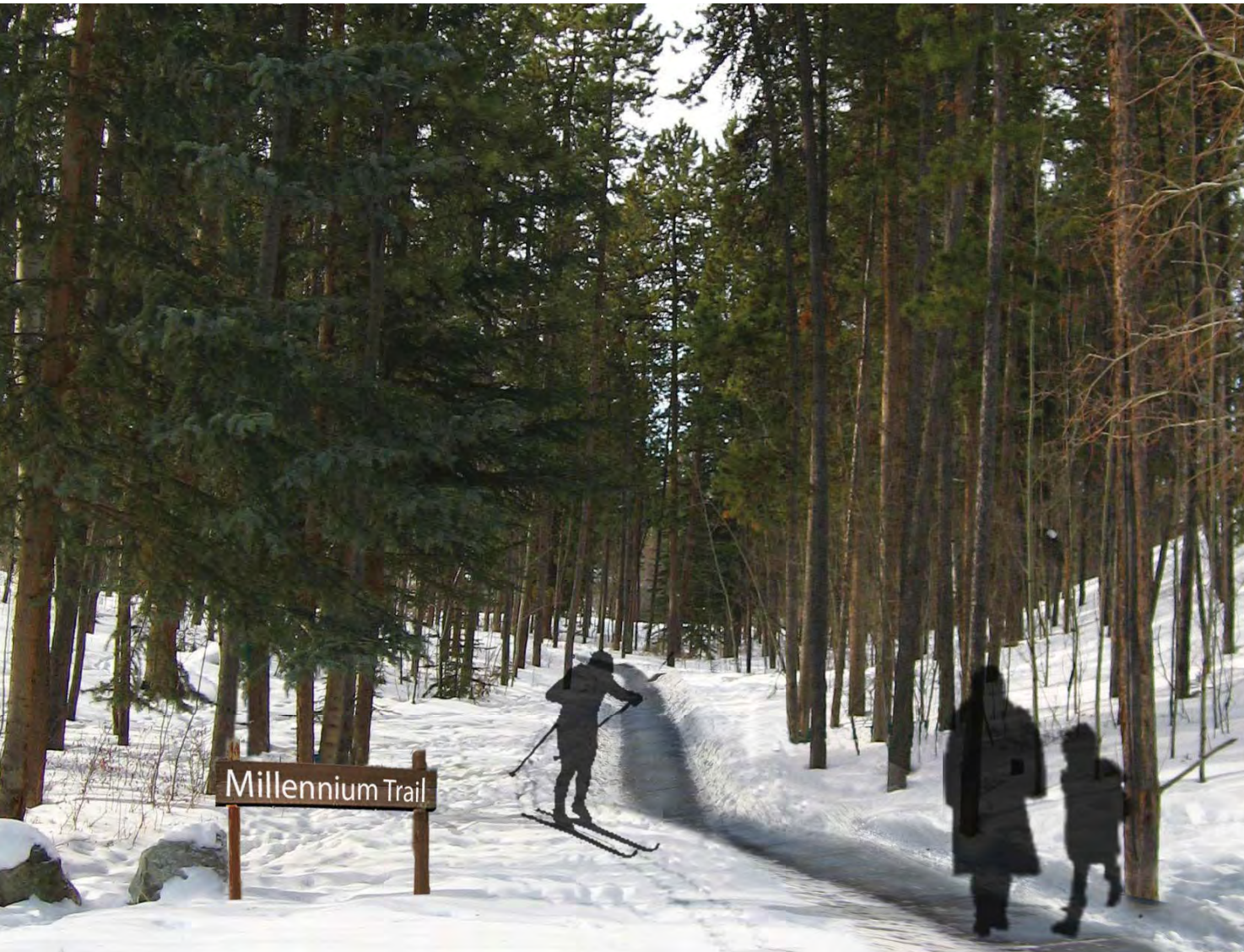




## Millennium Trail (BEFORE)

Currently the Millennium Trail is a well-used trail providing access throughout Whitehorse and in particular linking Riverdale to the downtown core. While the trail is widely used in the summer, it experiences a decrease in use throughout the winter and spring months. The trail is unplowed in the winter creating difficult conditions for those wishing to walk, jog or bike the trail. Throughout the spring months the trail often remains covered in snow and ice, creating treacherous conditions and limiting trail use and access despite the weather being suitable for pedestrian and bicycle commuting.





## Millennium Trail (AFTER)

Plowing a portion of the trail throughout the winter/spring months would allow the trail to be in use year-round ensuring a well-used and community-oriented trail. Plowing half of the walkway while leaving snow on the remaining shoulder for skiing would increase trail access and use of the waterfront at all times of the year. Providing a plowed pathway may also increase alternative forms of travel to the downtown core throughout the year as commuters would have a safe and scenic option of commuting to work and downtown. Regular plowing of the trail would allow for the trail to be clear of snow and ice at an earlier date, making the trail far more accessible as a community walkway.



## Trails (BEFORE)

Existing trails in and around Riverdale are scattered, and lack clear signage and way-finding information to indicate trail types, duration or destination. The lack of signage also encourages multiple trails which erode the landscape and disturb the natural flora and fauna of the area.



## Greenbelts (BEFORE)

The greenbelts throughout Riverdale currently accommodate many different uses and activities for the community. As a result of this diverse range of users, there currently exists a conflict between motorized (quads, dirt bikes, snowmobiles) and non-motorized users (skiers, pedestrians, cyclists) on the greenbelts. Many greenbelt corridors are typically used by motorized users to gain access to the surrounding trails and can represent a safety hazard to slower-moving non-motorized users.





## Greenbelts (AFTER)

Designating certain trails as motorized corridors will allow motorized recreational vehicles to safely and quickly gain access to outlying trails. Separate pedestrian-only trails would segregate the two different uses, creating a safe environment for non-motorized users while minimizing noise disturbances in key areas. Signage, as well as additional bollards/barricades, would indicate designated trails allowing all users to safely gain access to Riverdale greenbelts and the surrounding trails.

## Trails (AFTER)

Trail markers and maps at various locations would provide valuable information to all users of the trail system. Adequate signage and way-finding devices would allow users to clearly see the direction, destination, length and multitude of trails at their use. Adequate signage may increase trail use and maintenance of the trail creating an extensive, well-used and clean trail network. Signage could indicate trail type and use (motorized/non-motorized) and will help to maintain the existing trail network while minimizing the impact on the surrounding plant and animal life.







## Infill Development in Riverdale

Instead of sprawling out and chewing up Greenbelt, we could infill by adding density to the core with mixed-use, multi-unit development. This could be done along the existing commercial core of Lewes Blvd. Increasing density in this area would also help to revitalize Lewes Blvd., which is currently not very pedestrian friendly. The street is also not aesthetically pleasing and traffic moves too quickly.

While increasing densities, we can also change the character of the street. For example, expanding sidewalks to narrow the street; creating better walkways, pedestrian-crossings, and bicycle paths; building a landscaped green strip along the sidewalk; and creating on-street parking.







Šooking South on Lewes Blvd.

## Lewes Boulevard (BEFORE)

The existing commercial district past the intersection of Lewes Blvd. and Nisutlin Drive lacks density and a feeling of community. The buildings are set far back from the street lacking street-front appeal; they are a by-product of a 1960s zoning mentality whereby sprawling parking lots took front and centre. These commercial areas place an emphasis on parking over a close-knit, community-oriented feeling. The single use (commercial) also minimizes the amount of activity in these areas in off-hours, and creates pockets of under-utilized prime area in the heart of Riverdale.





Looking South on Lewes Blvd.

## Lewes Boulevard (AFTER)

Rezoning the existing commercial properties to allow for mixed-use development would create a vibrant, pedestrian-friendly area that is better integrated with the community. Reducing the setback from the street will improve the relationship of the buildings to the street, while allowing parking to be shifted to the rear/side of the site (with additional pull-up street parking at the front). Integrating street furniture, landscaping, and improved lighting would also increase the use of the space, while strengthening a sense of community and place, and revitalizing Riverdale's commercial core.





## Density (BEFORE)

Riverdale is an established and desirable community within the City of Whitehorse. Currently Whitehorse is experiencing a decrease in available housing while at the same time it has made a firm commitment to sustainable growth and expansion through its Sustainability Plan. As such, achieving a higher density of living in existing neighborhoods is an important initiative for the future planning of Whitehorse. Certain greenbelts within Riverdale have been designated as future residential development/ however these areas serve as vital community green space and trails as well as important wildlife and plant habitat. Developing greenbelts minimizes the natural buffers between the sub-neighborhoods of Riverdale and could result in less-than-desirable new infill developments.



## Density (AFTER)

Maintaining existing greenbelts helps buffer and beautify the existing neighborhoods while providing valuable community green space. Focused infill such as granny flats or secondary suites on existing lots, allows existing greenbelts to be maintained and to continue to act as buffers to the existing neighborhoods of Riverdale. Granny flats can be accommodated with residences having alley/back access, allowing for increased density without a large visual impact. Encouraging secondary/basement suites as infill in residences without alley access would allow for increased density while maintaining the existing greenbelt and trail access.







## Greenbelt behind Apartments/Schools on Lewes Boulevard...

The Riverdale greenbelt behind Christ the King Elementary School and Vanier Secondary School is currently neglected, serving as a local hangout, and the area often collects garbage. Many of the trails in this area are scattered and poorly lit, and as such are often used only as a shortcut. The trails, while central to the Riverdale community, lack a destination point giving users little reason to respect and use the area.





BEFORE



AFTER

## Create a Pathway that unifies Riverdale...

The trails at the core of Riverdale have the potential to be developed into a unique urban community trail system central to all residents of the community. Developing a walkway that loops around the sports fields and through the greenbelt forests would connect and unify this vast greenbelt. Providing trail lighting at key areas will ensure the area is safe at all times. Paving or improving the surface of the path will create a safe and clean walkway suitable for multiple uses and family outings. Developing clear walkways and links to neighboring streets and buildings will improve access and allow the trail to act as a recreational hub and integrated destination at the centre of Riverdale.

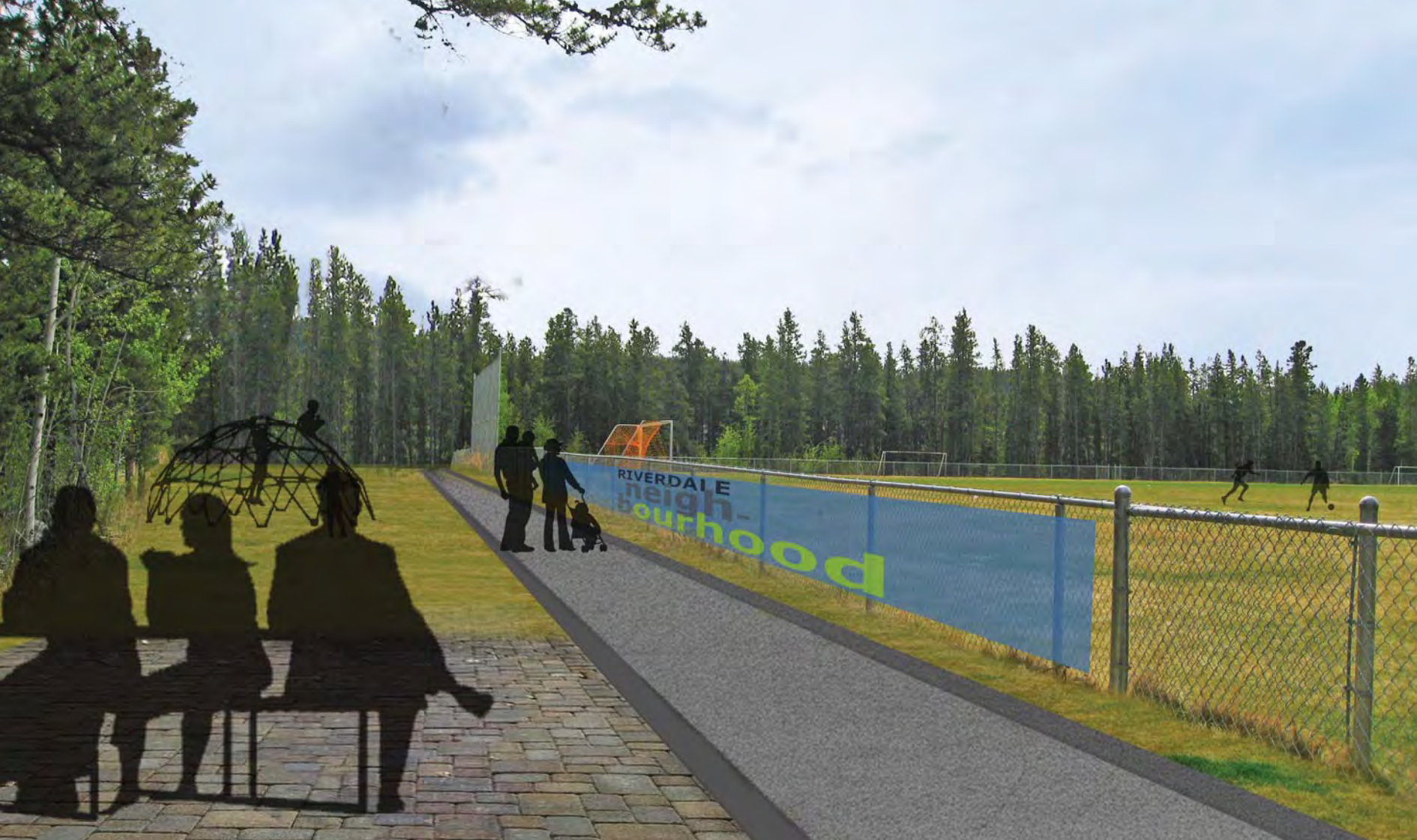




### **Riverdale Common (BEFORE)**

The area stretching from behind Christ the King Elementary School to Vanier Secondary School is a large centrally-located greenbelt that is often used as a local hangout and tends to collect litter. This area supports many community events and games at the two sports fields; however it lacks a central gathering space to support alternate community uses and events. The area is poorly linked to the surrounding neighborhoods and streets, and current access is achieved by secondary trails and side walkways, down-playing the size, potential and central location of this greenbelt.





## Riverdale Common (AFTER)

By updating central greenbelt areas that are under-used and neglected into a more cultivated park landscape, we could create a hub for community recreational activity. At its heart a central area would connect the two sports fields, creating a gathering space for watching games as well as a playground, picnic, and event space for the entire community. Paving and lighting existing trails into one central trail looping around the fields and the central commons would ensure safe and easy access and would promote users of all types. Creating a central park would also increase use and cleanliness of the surrounding area as it would transform from a backwoods hang-out to a park/woods acting as an outdoor hub for the Riverdale community. Enhancing and improving existing greenbelt space into a regional park would create an area where residents and families would feel comfortable congregating at the heart of Riverdale.





### Riverdale Common Connection (BEFORE)

The Lewes Boulevard apartment buildings that are adjacent to the central Riverdale greenbelt turn their backs on the area, resulting in poor pedestrian access, and an abundance of fencing, parking and dumpsters. Because these buildings downplay the connection to the greenbelt, the surrounding area in turn has little ownership or pride for its cleanliness. Garbage collects in these areas and, combined with poor lighting, there is little reason to promote access and use of this greenbelt by residents.

### Riverdale Common Connection (AFTER)

Improved design of transitional areas (including fencing, paving and planting) from the apartment/commercial buildings to the greenbelt would result in an area that is frequented and respected. Allowing for secure entry/exits along with stairs and walkways to the surrounding buildings would create safe and clean access points and would improve the use of the greenbelt by local residents. Updating fencing would create a separation and help to create a safe and visually pleasing barrier between the park users and the residents of the apartments. Improving the transitional areas would instill a sense of pride for the residents in the neighborhood park and trail system while increasing the value of adjacent properties. Increased pride in the connection between the park and the community will ensure that the park and trail system is well used and cared for as a recreational destination for the residents of Riverdale.





## Backyard Chickens

Some residents of Riverdale have expressed the desire to practice sustainable urban agriculture by producing their own local food. Current bylaws allow for local gardens and plant agriculture; however they do not address the local/sustainable food movement to raise chickens as a source of food. The current bylaws do not accommodate a holistic approach to sustainable and local urban agriculture.

Given the remote location of the City of Whitehorse and also as a result of current global trends, there is a growing local desire to raise and produce local food in an urban setting. Bylaws in certain Canadian cities such as Surrey and Victoria have been successfully amended to allow for the raising of chickens in a sanitary and urban environment. Bylaws could be amended to ensure a sanitary living environment and a maximum number of chickens, decreasing disturbance and issues related to an urban environment.







### Light Standards (BEFORE)

Existing Riverdale street lighting is directed up and outwards, creating light pollution that interferes with the view of the stars and the night sky. The lighting is not solely focused on the ground where light is needed/ rather it also shines in other directions, illuminating the interior of private homes and disrupting people at night.

## Light Standards (AFTER)

New lighting standards could be installed that would illuminate downwards where light is needed. Properly-oriented lighting standards illuminate only the areas necessary, ensuring an efficient and environmentally friendly use of energy. New lighting standards would provide increased safety and illumination in public areas and also ensure there is minimal light pollution in private homes and in the night sky.



standard fixture

out-off fixture



Looking South on Lewes Blvd.

BEFORE



AFTER





PROPOSED ROUNDABOUT



PROPOSED TRAFFIC CALMING



PROPOSED LANDSCAPE INTERVENTION



PROPOSED LANDMARK/SCULPTURE



PROPOSED COMMUNITY GARDEN/  
RIVERDALE COMMONS



EXISTING PARKS



PROPOSED LOCATION FOR INFILL/  
FUTURE DEVELOPMENT













Lewes Boulevard --  
Landscaping Options







## **APPENDIX A**

### RIVERDALE SURVEY RESULTS



## Issues

### Infill



### Commercial District



### Parks & Greenspace



### Light Pollution



### Traffic



### Trail Systems



### City Services/Bylaw



## Follow-Up Issues

### Prefer to increase densities over developing Greenbelt



### Supportive of a Community Garden



### Supportive of an Off-Leash Dog Park



### Supportive of single designated access trail for Motorized Vehicles



### Supportive of Backyard Chickens



### Is Wood Smoke a problem in your area?



Summary of Survey Responses

INFILL (i.e. future development of multi-unit or single residence, etc.)		# of people	%	Comments marked on Maps
SUPPORTIVE OF INFILL (with conditions)		77	62%	
Specifically mentioned...	Preference for higher density, multi-family units (instead of single)	20		AREAS MARKED FOR INFILL:
	CYFN area is a good location for multi-family infill	&+		Behind Leisure on Lewes/Higher Density needed - 6 people (ppl)
	Infill on existing lots, but NOT in the greenbelt/on Grey Mountain or Chadburn Lake area	25		CYFN and surrounding area (KDFN lands) - 15 ppl
	Need low-income housing/affordable housing for young families and seniors	6		Christ the King School - 3 ppl
	Infill should be planned with community support/transparency in planning	14		All along Nisutlin Drive
	Impacts on neighbours must be considered (noise, sightlines, privacy)	2		Between "Riverfront" and "Chadburn" areas - 7 ppl
	Infill should only be single-family residences (already too much apartment/condos)	6		Along one side of Selkirk
	Infill, but no more "slums/projects"; spread low-cost housing throughout the city	5		Future apartment development on Grey Mountain - 2 ppl
	Infill is good for sustainability; infill prevents sprawl; infill is necessary	10		Property across the road of CYFN (former Coudert Hall site)
	Higher density needed at central area along Lewes, and close to river	2		Grey Mountain School and area - 4 ppl
	New lots should be made adjacent to existing housing	1		
	Infill can help revitalize Riverdale	2		
	Infill utilizes services more efficiently	3		
	Infill okay, but there is VERY little space where infill is appropriate	1		
	Infill must consider potential traffic issues	2		
	Yes, we could infill, but that will affect the look and feel of the whole subdivision	1		
	Need senior housing that is roomy (2 bedrooms), not low-cost housing	1		
	Needs to be done with thought (not the way they approached it in Takhini)	1		
	Reduce minimum size of house floor plan	1		
	Keep distance away from river to protect it from human impact (Y.[ . chemical run-off)	1		
	Should look at developing up Grey Mountain Road (if done carefully); great views	1		
NON SUPPORTIVE		30	24%	AREAS MARKED AS ANTI-FILL:
Specifically mentioned...	Riverdale is too dense already/it is at capacity	10		CYFN and surrounding area
	Infill would create traffic issues; environmental concerns; rise in "youth activities"	2		No infill between Firth and Boswell - 3 people
	There should only be single family homes in the neighbourhood	1		
	Proposed location for YG low-income housing is too close to river			
	No more development until wood smoke and bridge issues are addressed first	1		
	This neighbourhood is liveable bYWñ gY of green areas, green views, pure air, etc.	&		
	Let the downtown be the high-density area	1		
	7]mıcZK \]hY\cƒgY fC.O.W.Ł council has said that Riverdale is fully developed at least 3 times in last 10 years	%		
NO COMMENT/UNDECIDED		17	14%	Note:
Specifically mentioned...	If density increased, how would extra traffic be accoma odated? Current in/out flow is pocf	%		Most frequent comments are highlighted in yellow.
TOTAL # OF RESPONDENTS		124	100%	

## Summary of Survey Responses

**Related Follow-Up Question 4. WOULD YOU PREFER TO INCREASE EXISTING DENSITIES, OVER DEVELOPING MORE GREENBELT AREA?**

\* *BASED ON 50 SURVEYS*

**YES**

# of people **23**

**% 46**

Specifically mentioned...

Yes, preserving greenbelts should be highest priority;

reducing greenbelt only adds to problems

Yes, absolutely

Yes, services become more economical/sustainable

Yes, legal suites are a good use of space

Yes, keep infill lot sizes consistent with current lots

Yes, especially mixed-use development

Yes, with increased public transportation

As long as they conform to bylaws, pleasing to the eye

There is lots of space; no need to sprawl outwardly

We also need more low cost housing

## Granny flats promote healthy multi-generational families

**No Comment/Undecided/Don't Care**

# of people **4**

**% 8**

Specifically mentioned...

I prefer neither (no development)

Maybe, if parking issues were dealt with

**No**

23

46

Specifically mentioned...

Stop the endless development cycle; developers are greedy

14 No, only legal suites inside existing homes should be allowed

2 Riverdale is already too dense/dense enough

3 No, development of greenbelt instead of increasing density;

1 Some selected greenbelts should be sub-divided into lots

1 I think we should look at doing both



Summary of Survey Responses

COMMERCIAL DISTRICT (i.e.visual/aesthetic problem, needs a stronger identity, etc.)		# of people	%	Comments marked on Maps
NEEDS IMPROVEMENT		85	69%	
Specifically mentioned...	Aesthetics/Visual improvement needed; needs general upgrading/cleaning-up	50		
	Facilities lacking (need more stores; community/youth centre)	1		
	There is a need for a Café, restaurant, or pub	1		
	Relationship to street is bad; way too "car-oriented"	3		
	Commercial district is not welcoming, depressing, unkempt	5		
	Commercial district needs higher density; should be mixed-use; buildings too far apart	7		
	Proximity to "bad" apartment buildings is an issue (should improve appearance of buildings)	1		
	Graffiti/vandalism and/or litter is a problem	1		
	Need a social/gathering space; a focal-point for Riverdale; stronger cohesion	10		
	Need more/better landscaping; a green buffer between sidewalk and street	10		
	Stronger identity needed (i.e. this will strengthen community identity)	9		
	Feels unsafe at night	1		
	Needs a corner store	1		
	Store fronts are old and outdated	1		
	Need to change zoning to encourage redevelopment	1		
	Corner of Klondike and Lewes is particularly bad looking; outdated signs of old businesses	2		
	Frazer Mall is an eyesore	5		
	Rendezvous Plaza is the biggest eyesore of the commercial buildings; could be a good site for a new mixed-use development	1		
	What about a large community garden/greenhouse where Frazer's building is: it could run as a co-op	1		
	Want wider sidewalks with nice/low streetlights along major streets (Lewes, Nisutlin, Alsek)	1		
	Want narrower Vacant lots, with 0 setback for commercial applications	1		
	Like the ideas presented at the community café	2		
	Super A could be "spruced up"	1		
	Area needs formal boundaries (too mixed with apartments, housing, commercial all together)	1		
	Should try to increase occupancy (vacant commercial properties are an eyesore)	1		
"FINE AS IS"/NO COMMENT		39	31%	
Specifically mentioned...	Focus these issues on downtown, for now Riverdale is OK	1		
	Limit to what it is now...small mall and shopping for food accommodation	1		
	The Super A is a great asset	1		
	Don't use the commercial area; would not like to see it expanded	2		
	If you don't know where things are, open your eyes	1		
TOTAL # OF RESPONDENTS		124	100%	



Summary of Survey Responses

PARKS & GREENSPACE (i.e. inadequate maintenance, not enough, greenbelt issues, litter, etc.)		# of people	%	Comments marked on Maps
HAVE ISSUES		79	64%	
Specifically mentioned...	Need better maintenance; litter is a problem (schools); need more garbage bins along greenbelt	36		Would like to see a new park between CYFN and Selkirk Road;
	Improve bylaw enforcement/Limit motorized vehicles to designated trails; snowmobiles/ATVs are unsafe;	15		Keep the small parks in residential areas;
	Maintenance of darks can be improved; maintain greenbelt as is	%		ATVs are causing erosion of Greenbelt;
	More landscaping needed on Lewes Blvd	2		
	A park stretching out to Lewes Blvd; more linkages between greenspaces	3		Ban motorized vehicles in the greenbelt - 3 ppl;
	Keep bush as bush; do not add more areas to "maintain" and look after	2		Need more visibility (lighting) in Pelly Pond's park
	Improve/update playgrounds; more of a park setting is desired; family-friendly parks	7		
	Need more greenspace	2		
	Greenbelt needs to be better protected	5		
	Vandalism/[ raffitti is a problem			
	The river should come closer or be more accessible	1		
	Organized clean-ups needed for parks and greenspace; Vommunity-led clean-ups	&		
	Most-used areas could be improved, while under-utilized areas could be developed/infilled	2		
	Concerned with City of Whitehorse water intakes and protection	1		
	Demographics of neighbourhood have shifted: Y.[ . need less hockey rinks now	1		
	Too many signs and ugly benches along the river/Millenbium tra]	%		
	Shoud look at a community garden in certain greenspaces (much is used to dump compost/animal waste	%		
	We should learn from the mistakes of larger cities and protect our greenspaces	1		
	Greenspace between F.H. Collins and the river should be declared park and maintained by the			
	City, with trails, exercise areas, etc.	1		
	Litter around Super A is terrible	1		
	Dog poop is a problem/beed to make dog poop bags available on Millenbium tra]	*		
	An off-leash dog park would be great	2		
	Residential use of greenspace should be curtailed, and bylaws enforced	1		
	Need education regarding litter problem	1		
	Could use improved landscaping/flower planter near Senior home on Klondike Rd	1		
	Firesmart in some areas will clean up the ground and increase visibility	2		
MAINTAIN AS IS/NO COMMENT		45	36%	
Specifically mentioned...	Parks and greenspace are adequate; BUT if infill is done well, we will lose this space	1		
	NO infill on any existing parks, trails, greenspaces; must protect and preserve all existing greenspace	3		
	Keep green space between Boswell and Firth	2		
TOTAL # OF RESPONDENTS		124	100%	

Summary of Survey Responses

Related Follow-Up Question 2. WOULD YOU SUPPORT A RIVERDALE COMMUNITY GARDEN?

* BASED ON 50 SURVEYS	<b>YES</b>	<b>No</b>	
# of people	<b>37</b>	<b>12</b>	
%	<b>74</b>	<b>24</b>	
	<u>Specifically mentioned...</u>	<u>Specifically mentioned...</u>	
	Yes, if located in a sheltered/non-windy area	1 Do not have a green thumb; no interest	3
	Yes, great for people living in apartments/condos	6 I do not need it	2
	Healthy local food good for everyone; sustainability	5 There is plenty of garden space in most lots	1
	Yes, I would use it; I would consider volunteering	3	
	Yes, I support it, but would not use it personally	5	
	Yes, if run by small groups, not the whole RCA	1	
	Must be secured to prevent vandalism	1	
	Yes, but should have multiple locations (not 1 big)	1	
	Helps people stay active & social; community building	2	
	Yes, the lots south of CKES would be a good location	1	
	Great for retired people in smaller homes; consider raised beds	1	
	<b>No Comment/Undecided/Don't Care</b>		
# of people	<b>1</b>		
%	<b>2</b>		

Related Follow-Up Question 5. ARE YOU IN FAVOUR OF A DESIGNATED OFF-LEASH DOG PARK?

* BASED ON 50 SURVEYS	<b>YES</b>	<b>No</b>	
# of people	<b>26</b>	<b>22</b>	
%	<b>52</b>	<b>44</b>	
	<u>Specifically mentioned...</u>	<u>Specifically mentioned...</u>	
	Yes, may help control problem of dog poo on streets	6 If people won't clean-up after pets on the steet, why would	
	Yes, ideal for those living in the centre of Riverdale	1 they do so at a park3	1
	Yes, dogs need to run free; great for socialization (pets and owners)	8 Owners need to pick up after their pets	1
	Yes, many women are afraid to walk backtrails alone	1 With so many trails/greenspace, a dog park seems silly;	
	Yes, will keep more unleashed dogs off trails/streets	3 plenty of greenspace for dogs already	9
	Yes, only if owners "stoop & scoop"/clean-up	4 There are safety concerns that come along with off-leash;	
	Yes, but trained dogs can be off-leash elsewhere too	1 some dogs are untrained/dangerous	3
	Could designate the powerline/lower trail system as off-leash	1 No one will respect leash vs. off-leash areas	1
	<b>No Comment/Undecided/Don't Care</b>		
# of people	<b>3</b>		
%	<b>6</b>		
	<u>Specifically mentioned...</u> What difference would this make? Dogs are off-leash anyway		

Summary of Survey Responses

LIGHT POLLUTION & LIGHTING LEVELS (i.e. too much, or too little)		# of people	%
TOO MUCH LIGHT/LIGHT POLLUTION		30	24%
Specifically mentioned...	Light should be directed down, rather than up and out	12	
	Light is shining into people's homes	3	
	Current lights not efficient; should replace with recessed, low cut-off, LED fixtures	7	
	More attractive, pedestrian-scale lighting is needed	1	
	Light pollution only a problem in greenspace paths	2	
	We need fewer lights, in order to see Northern lights and stars	4	
	Should look at solar-powered lights if possible	1	
	Need crosswalk lights at F.H. Collins, or just better lighting;	1	
	A system that turns off half the lights between mid-night and 6 am might wor_	%	
	Never want to see any lighting on Millebniium Trail	%	
TOO LITTLE LIGHT		10	8%
Specifically mentioned...	Need more light for security/safety reasons	4	
	Need more lights on alleys, paths, and trails	4	
	Could use more lighting in high traffic areas	1	
OTHER LIGHTING ISSUES		6	5%
Specifically mentioned...	Lights on Lewes are ugly; should match those on the Riverdale bridge	4	
	City should make greater effort to replace burnt-out bulbs/flickering bulbs	1	
	New lighting should have appropriate control and be high cut-off, and fixture heights should be balanced	1	
NO ISSUES/NO COMMENT		78	63%
Specifically mentioned...	We need the light levels that we have; close your blind if it bothers you	1	
	Present lighting levels provide safe walking	1	
	Fine, but more light will be needed on Nisutlin if multi-unit housing goes up	1	
TOTAL # OF RESPONDENTS		124	100%

Summary of Survey Responses

TRAFFIC (i.e. pedestrian crossings, vehicle speed, bike lanes, etc.)		# of people	%	Comments marked on Maps
HAVE ISSUES		81	65%	
Specifically mentioned...	Traffic is congested/traffic flow needs improvement	6		Consider traffic calming on Donjek or Tutshi;
	Lewes is very wide and dangerous to cross	4		ATVs are a big problem around Grey Mtn Road - 2 ppl;
	Intersection at Nisutlin and Lewes is a disaster (Y.[ . requires proper pedestrian light)	6		No snowmobiling/ATVs by Chadburn Lake Road;
	Need traffic calming/traffic moving interventions at busy intersections (Y.[ . roundabouts)	16		ATVs are racing around Hart Crescent;
	Replace stops with traffic circles; people do not know how to use stops	6		Traffic on Alsek loop is way too fast;
	Need bike lanes (i.e. dedicated 'UbYg'on Lewes, Alsek, UbX' BridgYk	8+		Dropping off and parking on Lewes Blvd is a problem;
	Improve pedestrian crossings, concern for safety of cyclists on bridge	18		Bike safety at Nisutlin and Lewes is a concern;
	Lower speed max. to 40 km/hr in all of Riverdale	6		Traffic calming and bike route needed in Commissioner's area;
	Speeding (on Alsek, Nisutlin, and Lewes) is a problem	21		Need a roundabout at Selkirk school
	Bike lanes that are cleaned for winter usage/maintained	2		
	Need another route out of Riverdale	3		
	Need a bike lane on bridge	7		
	Need bridge expansion, with another driving lane (for safety and traffic flow)	4		
	Need better snow clearing on sidewalks	2		
	Motorized dirt bikes/ATVs racing on the streets is a problem	1		
	Need speed bumps	1		
	Need roundabout at hospital intersection; need a light at this intersection	4		
	Traffic issues at corner of Selkirk and Nisutlin must be addressed if area is developed	1		
	Traffic issues are all related to school drop off times; people driving their kids to school;			
	Traffic at school zones is hazardous; beed drop-off at F.H. Collins	5		
	Traffic at hospital access is a problem	4		
	Sidewalk on east side of Lewes needs improvement	1		
	Any traffic interventions should be achieved with minimal additional signage	1		
	Enhanced bylaw presence to remind cyclists to use their lanes and not sidewalks	1		
	Stop cars from parking on bike lanes (if there is a law against it, it is not being enforced)	1		
	I would not support traffic circles (people do not know how to use them here)	3		
	Pedestrians need to use their proper crossing/people should not be walking on roads	5		
	Need slower side streets fY.[ . Donjek Roadk	3		
	Need signage at Super A intersection reminding people that they do not have the right of way turning left from Nisutlin onto Lewes	1		
	Traffic calming will not work on Tagish, Donjek, or Tutshi drag strips	1		
	Traffic will be a concern if we get more multi-unit development	1		
	Bike lanes are adequate	1		
	Need a Seniors' crossing at Klondike Rd and Lewes (for accessing Super A)	1		
NO ISSUES/NO COMMENT		43	35%	
Specifically mentioned...	Traffic levels are fine, BUT if Riverdale expands, a second bridge may be needed	1		
	Traffic is OK in general	1		
TOTAL # OF RESPONDENTS		124	100%	



## Summary of Survey Responses

TRAIL SYSTEMS		# of people	%
<b>HAVE CONCERNS</b>		<b>66</b>	<b>53%</b>
Specifically mentioned...	Would like a dedicated ski trail (on Millennium Trail)	4	
	Need more signage for popular trails; more maps and trail markers	10	
	Multi-use conflicts with ATVs/Snomobiles; need law enforcement; safety concerns regarding motorized vehicles	28	
	Improve maintenance (Y.[ . plow Millennium Trail); snow removal in winter	24	
	Need more barriers, bollards to keep motorized vehicles off trails	1	
	A better trail management system is needed (motorized on specific routes/access points)	1	
	Environmental damage and erosion caused by ATVs, snowmobiles	8	
	Ban all motorized vehicles on all trails	4	
	Concerned with reckless mountainbikes on trails	1	
	Add more benches and trash bins along main trails	4	
	General feeling of safety on trails has degraded	4	
	Drinking along Millennium Trail is a problem	1	
	Improve outhouses	1	
	Dogs should be on leashes; clean up dog poop	1	
	Motorized vehicles need access to back country; support use of trails by all (inc'i X)b[ motorized vehicles	8	
	Trails should be better linked with other Whitehorse trails	1	
	All drivers should have licenses	1	
	Get motorized vehicles off city streets	1	
	Bylaw not responding to repeated complaints (Y.[ .ž kids digging large holes in trails for bike jumps which is a safety concern, and noise complaints)	1	
	Multi-use conflicts are dealt with best by education (Y.[ .ž high speeds dangerous around people)	6	
	Metal signs are quite unattractive/damaged ("Motorized Vehicles Prohibited")	2	
	Need better upper trail system around Grey Mountain Road;	1	
	No wheeled vehicles, inc. bikesž should be allowed on Millennium Trail (only wheelchairs and strollers), unless a separate lane is created, like in Stanley Park	1	
	Need separate trails for motorized and non-motorized vehicles	2	
	Trails should be equally distributed between motorized and non-motorized	1	
	Trails are abused for what they were design as or for	1	
	Paved trails are not wheelchair accessible in many places (deep gravel)	1	
	Close off vehicle access to the Riverdale ridge via powerline, just past cemetery entrance (with gate)	1	
	Do not want trails developed into roads (i.e. paved)	1	
<b>MAINTAIN AS IS/NO ISSUES/NO COMMENT</b>		<b>58</b>	<b>47%</b>
Specifically mentioned...	We have a perfect balance/great mix of developed and non-developed trail systems	1	
	We are lucky to have such an excellent trail system - let's just maintain it!	6	
	Millenbium Trail is a great multi-use trail; proper links to other parts of Riverdale would be nice, but not a priority	1	
	I don't think there is multi-use conflict; most people are courteous	3	
	Fine, but any infill development should be designed to maintain access to trails	1	
<b>TOTAL # OF RESPONDENTS</b>		<b>124</b>	<b>100%</b>

Summary of Survey Responses

Related Follow-Up Question 6. ARE YOU IN FAVOUR OF HAVING A DESIGNATED SINGLE ACCESS POINT FOR MOTORIZED VEHICLES?			
* BASED ON 50 SURVEYS	<b>YES</b>		<b>No</b>
	# of people	<b>29</b>	<b>17</b>
	%	<b>58</b>	<b>34</b>
	<u>Specifically mentioned...</u>		<u>Specifically mentioned...</u>
	Yes, more restrictions needed; if enforced	7	No, people should drive their car to a motorized trail2
	Yes, but I doubt users would comply	1	No, this idea would not work; snowmobiles still would be on streets;
	Yes, so they can be congregated at fewer areas	1	too hard to enforce; no point when most disobey rules4
	Yes, bYVWli gY they are already using the trails	%	The only real problem is lack of enforcement%
	Yes, need to keep them off walking/skiing trails	1	All motorized vehicle activity should be prohibited2
	Yes, one access point makes sense	1	No, I think the current system works well1
	<b>No Comment/Undecided/Don't Care</b>		Riverdale needs more than single access in an emergency1
	# of people	<b>4</b>	This could still be dangerous1
	%	<b>8</b>	There should be multiple access points to avoid congestion1
	<u>Specifically mentioned...</u>		
	Not sure what this means	1	
	It would depend on where and which trai	%	

Summary of Survey Responses

Related Follow-Up Question 7. DO YOU THINK THAT THE TRAIL SYSTEM IS ADEQUATE?

\* BASED ON 50 SURVEYS

YES THE TRAILS ARE ADEQUATE FOR...  
WALKING

# of people 41  
% 82%

MOUNTAIN BIKING

# of people 33  
% 64

MOTORIZED USE

# of people 10  
% 20

Specifically mentioned...

- Motorized vehicles should have designated area, not the entire green belt! 1
- Should not be on walking trails 1
- Dangerous to walkers on Millennium Trail at high speed 1
- Motorized vehicles use should be eliminated 5
- Don't add any more trails for them 2

SKIING

# of people 18  
% 36

Specifically mentioned...

- Would be nice to have a tracked ski loop or crescent in back of Riverdale 1
- Need to set aside some trails for skiing, educate public about ski trails 3
- Need skiing access to larger ski trails (better linkages) 2

No Comment/Undecided/Don't Care

# of people 9  
% 18



Summary of Survey Responses

CITY SERVICES (TRANSIT, GARBAGE, ETC.)		# of people	%
HAVE CONCERNS		75	52%
Specifically mentioned...	Increase Transit Service (more frequent; more evening service; Canada Games Centre route)/		
	high-frequency during peak times might encourage more use	38	
	Want a curb-side recycling program/Blue Box pick-up	16	
	Improve street cleaning/snow removal services of streets and sidewalks	11	
	Decrease Transit Services (buses are empty)	1	
	Bus stops should have trash bins at them	1	
	Bus routes too "winding"; takes too long to get to borth side of Riverdale from downtown	1	
	Buses could be smaller and more energy-efficient	6	
	Should explore alternative energy systems (geothermal, convert compost/sewage to energy)	2	
	Improve maintenance of sidewalks (sidewalk on Lewes is incomplete; pick up litter)	4	
	Have problem with garbage restrictions (Y.[ .ž 4 bag limit, infrequency of pick-up)		
	Compost pick-up for apartment buildings needed	2	
	Garbage collection should be kept to back lanes/bew garbage bins are massive and ugly	4	
	Put mail box back at bottom of Grey Mountain Road	2	
	Taxes keep going up, while services keep going down	1	
	No public consultation was done with new system; bew garbage collection will be a problem (snow removal)	&	
	Many apartment dwellers, seniors, low-income groups w]h\out access to cars that need better transit	%	
	Garbage pick-up remains disappointing; see if new system will be bettYf	%	
	Street cleaning needs improvement (i.e. dust from vehicles unpleasant to pedestrians)	2	
	Dumpsters at multi-unit residences are unsightly/should be less visible, and should clean up		
	old couches and mattresses left out	1	
	Handy Bus - needs outweigh availability	1	
	Would like to see transit made free	1	
	Improvements needed at Vus ghelters	%	
NO ISSUES/NO COMMENT		49	40%
Specifically mentioned...	Expressed happiness/excitement for new garbage system	6	
	Services are good/great	10	
TOTAL # OF RESPONDENTS		124	100%



Summary of Survey Responses

NOISE LEVELS (i.e. ATVs, snowmobiles)		# of people	%
HAVE CONCERNS		62	50%
Specifically mentioned...	Disturbed by noise of ATVs, dirtbikes, snowmobiles; a ust enforce laws and restrict trespassing	48	
	Ban all motorized recreational vehicles in the greenbelt	6	
	Disturbed by noise of gunshots	1	
	There is a need for a Noise Bylaw	1	
	Riverdale is noisy at night (Y.[ .ž people UfY`speeding down streets)	+	
	Disturbed by noise from leaf blowers and pressure washers	1	
	Disturbed by neighbourhood dogs barking	2	
	BYHk YYb Firth and Boswell there is a sign banning motorized vehicles but NO enforcemenh	1	
	Whitehorse should adopt a clean-air policy (to get rid of noisy muffler-less cars)	1	
NO ISSUES/NO COMMENT		62	50%
	Find most people on motorized vehicles to be very courteous when approaching/passing people with dogs or childreb	1	
TOTAL # OF RESPONDENTS		124	100%

OTHER ISSUES		# of people	%
Specifically mentioned...	Sustainability (Social and Environmental) Issues:		
	Backyard Whickens should be permitted; raise own food for sustainability; change Bylaw to promote urban agriculture	11	9%
	Must consider climate change in all decisions (transporation, heating, development)	2	
	Residents need to recognize that they have to change their lifestyles to be sustainable	2	
	Infill is critical to sustainability of neighbourhood	3	
	Supportive of integrating low income/subsidized housing if NOT clustered together (increase density)	8	
	Need secondary electricity sales so we can have more heat pumps/less wood and oil exhaust (could have a Riverdale Energy Coop to manage it)	1	
	Is there a way to require any new woodstoves or replacement woodstoves to meet certain emissions requirements?	1	
	Air quality - wood smoke is a problem in certain areas/my area	28	23%
	Air quality - diesel generators; Riverdale suffers the most	3	
	Wood smoke is a carcinogen/deadly	2	
	I like wood smoke/I like the smell of wood smoke	2	
	Wood buring should be abolished	1	
	Need education for public regarding wood smoke	2	
	Air quality - fumes from motorized recreational vehicles	1	
	Air quality is not an issue; has improved immensely over the last several years	3	
	Should increase neighbourhood's energy efficiency/tap into geothermal heat potential	4	
	Disturbed by overhead powerlines	1	
	Too much low-cost housing already in Riverdale; any more will create ghetto	2	
	Keep a 100 meter setback along fiver	%	
	Whitehorse development should be focused as close to downtown as possible; no more country residential development	1	
	A groundwater protection plan should be developed to protect aquifer (including steps to reduce herbWXYg/pesticides on lawns/requiring gas station to monitor wells, detect fuel tank leaks	%	

Summary of Responses

Would like more access to community garden in Riverdale	1
Car exhaust/idling vehicles: could have time limit for warming up cars/have more buses	3
<u>Recreational/Infrastructure/Programming Needs:</u>	
Beautification needed at Lewes Blvd (Y.[ .z apartments are in rough shape)	(
Put flags on light posts to develop U'sense of identity (i.e. a etal ones like in the rest of h\Y city)	%
Need for more recreational facilities (Y.[ .z tennis courts)	&
Need for a shopping mall	1
Need for a community/youth centre (Y.[ .z too many youth roaming at night)	&
Fix "Compost/Garbage" sign at bridge	2
Great to see new sidewalk along Lewes bYk YYb Duke and Alsek	1
We don't need a larger bridge, but maybe a better bike lane across it	1
Curbside development	1
Do not like 0 setback idea; planning should include landscaping with mature trees	1
<u>Safety Issues:</u>	
Underage snowmobiling	1
Concerned about the safety of children, seniors regarding motorized recreational vehiclYg	2
Generally concerned about crime	1
Need a neighbourhood watch program; don't feel safe walking around	1
Need for more Fire Smart (too many dead trees still)	1
All two-wheeled vehicles should be banned from the road after first snow fall until roads are clear, as they are a traffic hazard	1
<u>Misc. Issues:</u>	
Supportive of developing country residential lots on Grey Mountain	1
Hospital should be monitored more closely	1
Disturbed by taxi companies operating out of residential area	1
Concern about vehicles idling too much	1
People do not clean up after their dogs	1
Too many dogs and cats roaming free; left out all day	2
Bylaw services should patrol regularly; instead of just waiting for complaints	1
Too many abandoned cars left on streets	1
It's nice and quiet in our neck of the woods - we hope it stays that way	1
Better of enforcement of bylaws is needed in general	1
Concerned about graffitti	1

Summary of Survey Responses

Related Follow-Up Question 1. ARE YOU SUPPORTIVE OF BACKYARD CHICKENS?

* BASED ON 50 SURVEYS	<b>YES</b>	<b>No</b>	
# of people	27	22	
%	54	44	
	<u>Specifically mentioned...</u>	<u>Specifically mentioned...</u>	
As long as health + safety of livestock is monitored	2	DefinitYly not; if you want to farm, live on a farm/	
As long as there are no crowing roosters	6	Chickens belong on a farm; not in the city	6
Yes, but with restrictions/regulations; permit required	9	No, due to noise and smell concerns	7
As long as waste disposal, issues with foxes, considered	1	Chickens will be coyote bait; foxes	6
With amount allowed limited; setbacks from neighbours	8	People don't even look after their dogs (Y.[ .ž bch'cleaning i dŁ	&
Yes: local, sustainable (knowing where food comes from)	10	Too much extra work for 6ylaw enforcement to handle	1
Yes, but must research other municipalities	1	Buying eggs is cheaper; makes no sense with -40 winters	2
As long as there is not a problem re flight path of migrating birds and possible bird flu contamination	1	If this goes ahead, what will be next?	1
Could develop a barter system: trading fresh eggs/home grown meat	1	Roosters are noisy and wake up very early	1
	<b>No Comment/Undecided/Don't Care</b>		
# of people	1		
%	2		

Related Follow-Up Question 3. DO YOU FIND WOOD SMOKE TO BE A PROBLEM IN YOUR AREA?

* BASED ON 50 SURVEYS	<b>YES</b>	<b>No</b>	
# of people	18	29	
%	36	58	
	<u>Specifically mentioned...</u>	<u>Specifically mentioned...</u>	
Yes, coughing/diminished lung function/eye irritation	5	No, but may be a problem in the future with higher fuel costs	1
Yes, but smoke has decreased in the last few years	2	Let opponents to wood burning move out of Riverdale	1
Yes, due to the inversion	1	It used to be a problem, but not in the last few years	3
More and more people are burning wood	2	Wood burning is essential; cannot afford electric heat	1
Yes, my neighbours' smoke affects me; smoke smells; hangs in air	6	New stoves are not as bad	1
People need better education; how to build fires, maintain their wood stoves; better bylaw enforcement	1	Local wood is much better than imported oil	1
There are dangerous chemicals in wood smoke	1	Not a problem in my area; the wind blows it away	7
It's not the burning wood that is the problem, but when there is poor! quality combustion	1	I like the smell	1
	<b>No Comment/Undecided/Sometimes</b>		
# of people	3		
%	6		

Summary of Survey Responses

Related Follow-Up Question 2. WOULD YOU SUPPORT A RIVERDALE COMMUNITY GARDEN?

* BASED ON 50 SURVEYS	<b>YES</b>	<b>No</b>	
# of people	<b>37</b>	<b>12</b>	
%	<b>74</b>	<b>24</b>	
	<u>Specifically mentioned...</u>	<u>Specifically mentioned...</u>	
	Yes, if located in a sheltered/non-windy area	1 Do not have a green thumb; no interest	3
	Yes, great for people living in apartments/condos	6 I do not need it	2
	Healthy local food good for everyone; sustainability	5 There is plenty of garden space in most lots	1
	Yes, I would use it; I would consider volunteering	3	
	Yes, I support it, but would not use it personally	5	
	Yes, if run by small groups, not the whole RCA	1	
	Must be secured to prevent vandalism	1	
	Yes, but should have multiple locations (not 1 big)	1	
	Helps people stay active & social; community building	2	
	Yes, the lots south of CKES would be a good location	1	
	Great for retired people in smaller homes; consider raised beds	1	
	<b>No Comment/Undecided/Don't Care</b>		
# of people	<b>1</b>		
%	<b>2</b>		

Related Follow-Up Question 5. ARE YOU IN FAVOUR OF A DESIGNATED OFF-LEASH DOG PARK?

* BASED ON 50 SURVEYS	<b>YES</b>	<b>No</b>	
# of people	<b>26</b>	<b>22</b>	
%	<b>52</b>	<b>44</b>	
	<u>Specifically mentioned...</u>	<u>Specifically mentioned...</u>	
	Yes, may help control problem of dog poo on streets	6 If people won't clean-up after pets on the steet, why would	
	Yes, ideal for those living in the centre of Riverdale	1 they do so at a park	1
	Yes, dogs need to run free; great for socialization (pets and owners)	8 Owners need to pick up after their pets	1
	Yes, many women are afraid to walk backtrails alone;	1 With so many trails/greenspace, a dog park seems silly;	
	Yes, will keep more unleashed dogs off trails/streets	3 plenty of greenspace for dogs already	9
	Yes, only if owners "stoop & scoop"/clean-up	4 There are safYh concerns that come along with off-leash;	
	Yes, but trained dogs can be off-leash elsewhere too	1 some dogs are untrained/dangerous	3
	Could designate the powerline/lower trail system as off-leash	1 No one will respect leash vs. off-leash areas	1
	<b>No Comment/Undecided/Don't Care</b>		
# of people	<b>3</b>		
%	<b>6</b>		
	<u>Specifically mentioned...</u> What difference would this make? Dogs are off-leash anyway		





**APPENDIX B**

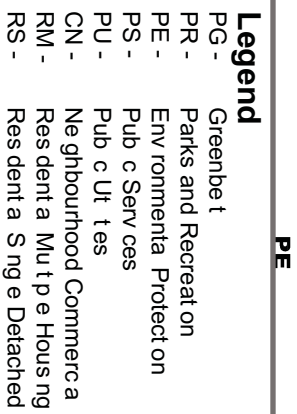
## CITY OF WHITEHORSE ZONING MAP FOR RIVERDALE

## RIVERDALE



### Map 16

↕ Map 22 ↕



## APPENDIX C

### LINKS + RESOURCES

#### City of Whitehorse

[www.whitehorse.ca](http://www.whitehorse.ca)

City-Wide Transportation Study  
 Official Community Plan (OCP)  
 Integrated Community Sustainability Plan  
 Riverdale Infill Study (2005)

#### Yukon Energy

[www.yukonenergy.ca](http://www.yukonenergy.ca)

#### Emergency Measures Organization

[www.community.gov.yk.ca/emo/](http://www.community.gov.yk.ca/emo/)

#### Klondike Snowmobile Association

[www.ksa.yk.ca](http://www.ksa.yk.ca)

#### Canada Walks

[www.canadawalks.ca/](http://www.canadawalks.ca/)

#### Trans Canada Trail – Yukon

[www.canadatrails.ca/tct/tctyk.html](http://www.canadatrails.ca/tct/tctyk.html)