

Hamilton Boulevard Extension
Preliminary Consultation Report

Submitted by
Touch The North, Inc.
May 20, 2005

A critical part of the process in designing the Hamilton Boulevard Extension is consultation with constituent groups that are directly impacted by or have an interest in the new road. Engaging the public throughout the process ensures that their concerns are addressed in the planning and design of the Hamilton Boulevard Extension.

The first round of consultations took place between Wednesday, April 6, and Monday, May 9, 2005. There were ten separate sessions involving over 86 participants. Consultations were held for the public at large and also with specific interest groups such as community associations neighbouring the proposed road, businesses that front the southern end of the extension, recreational organizations that use the general area and Yukon Government Transportation Maintenance department officials. Other Yukon Government departments, WHTV, Northwest Telephone Company, and Yukon Electric Company, all of which are on the Project Advisory Committee, were invited to meet with Project Management Team members individually. The invitations were declined as they all felt that at this stage of the project their concerns were being addressed at the advisory committee level, or they had other avenues to contact the Project Management Team if a particular issue arose that needed immediate attention.

The consultation schedule was as follows:

Date	Organization
April 6	Public Meeting
April 7	Public Meeting – representatives of the Granger Community Association attended this meeting
April 13	Hi-Country RV Park
April 14	YTG Transportation Maintenance
April 14	Yukon Gardens
April 15	Businesses
April 19	Hillcrest Community Association
April 20	Recreational User Organizations
April 27	Kwanlin Dün First Nation
May 9	Copper Ridge Neighbourhood Association

As well as the above meetings individuals were also able to submit their comments either by mail or electronically. Three such submissions were received.

The consultation sessions essentially followed a similar format. Maps of the proposed extension route were displayed for viewing prior to the commencement of the meeting. As well, an information package (Appendix A) on the Hamilton Boulevard Extension project was provided to participants.

Brian Ritchie, Program Manager of YTG Land Development opened the session with a welcome, introductory remarks and providing an historical context for the project. He then introduced Rick Savage, the Project Manager, who gave an overview of the scope of the project and its current status. At the Public Meetings, Project Management Team Members Bill Slater of

Laberge Environmental Services and Luigi Zanasi and Malcolm Taggart, of Luigi Zanasi Consulting Economist made presentations on environmental assessments and socio-economic assessments respectively explaining how these assessments pertain to the Hamilton Boulevard extension project. They, plus Project Management Team Members Joe Iles of Challenger Geomatics, Ian Robertson of Inukshuk Planning and Development and Pam Boyde of Touch The North, were present to respond to participant questions when necessary. The floor was then opened for discussion, comments and questions.

There were a number of comments made and concerns raised during this round of consultation. These remarks are grouped into 20 categories:

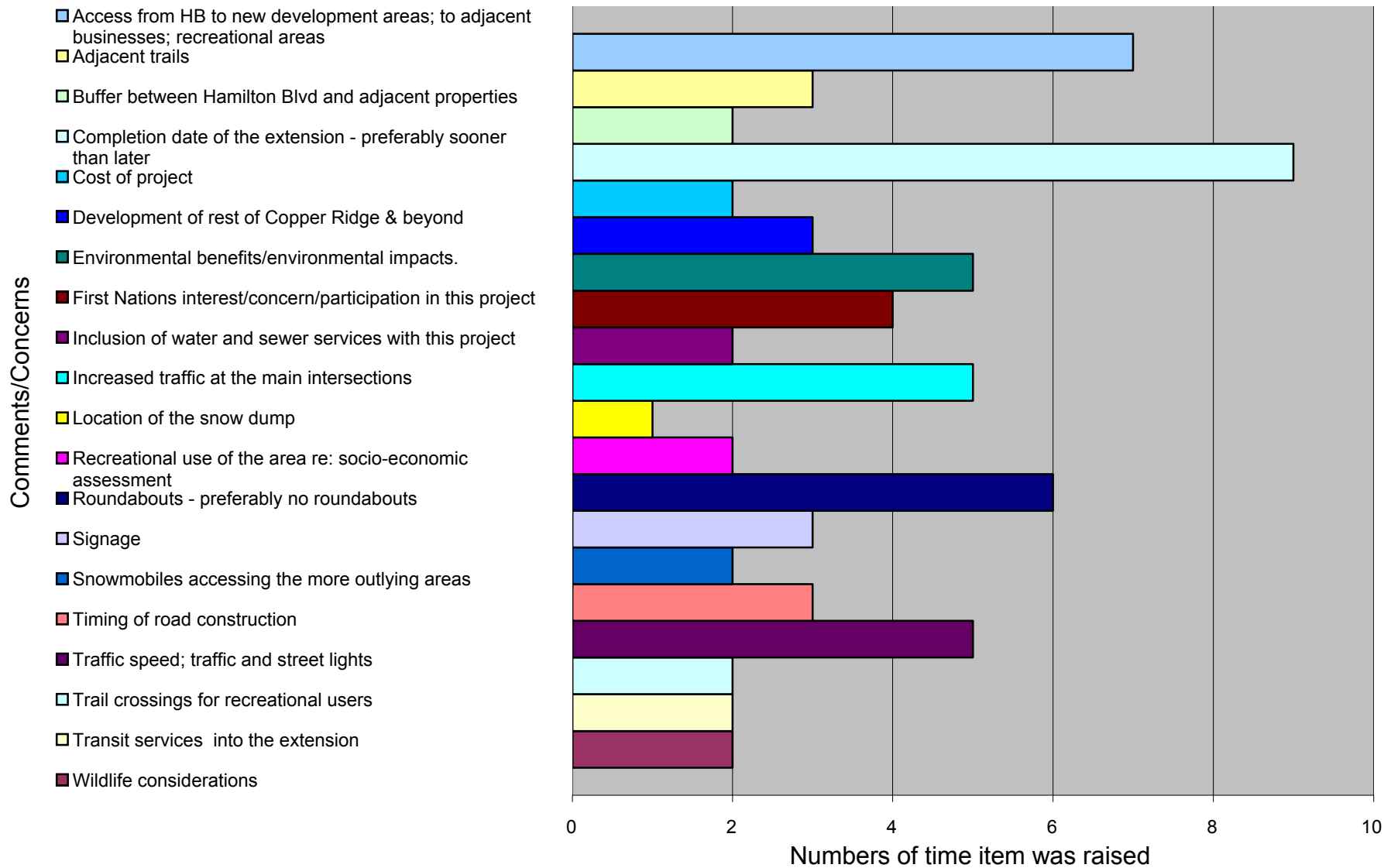
1. Access from HB - to new development areas, to adjacent businesses, rock garden;
2. Adjacent trails;
3. Buffer between Hamilton Blvd and adjacent properties;
4. Completion date of the extension - preferably sooner than later;
5. Cost of project;
6. Development of rest of Copper Ridge & beyond;
7. Environmental benefits/environmental impacts;
8. First Nations interest/concern/participation in this project;
9. Inclusion of water and sewer services with this project;
10. Increased traffic at the main intersections because of the extension;
11. Recreational use of the area re: socio-economic assessment;
12. Roundabouts - preferably no roundabouts;
13. Signage;
14. Snowmobiles accessing the more outlying areas;
15. Timing of road construction
16. Traffic speed; traffic and street lights;
17. Trail crossings for recreational users;
18. Transit services into the extension;
19. Location of the snow dump;
20. Wildlife considerations.

Chart 1 shows the frequency these issues were raised during this consultation period.

1. Access from HB - to new development areas, to adjacent businesses, rock garden (7)

Comments on access ranged from where access to new residential developments beyond Copper Ridge will be located to the need to allow access for recreational pursuits such as orienteering, snowmobiling and rock climbing at the rock garden. The latter access also included the request for designated parking for rock garden

HAMILTON BOULEVARD EXTENSION PRELIMINARY CONSULTATIONS



users as well as an access route that did not trespass over private property. Adjacent business owners raised concerns about ensuring unrestricted access to their establishments accommodated not only in the road design, but also during its construction.

2. Adjacent trails (3)

Residents in the Hamilton Boulevard area are interested in having the trails that currently exist on either side of the road be extended along the extended portion. The information that the trail west of the road will be paved if the budget allows was favourably received. The paved trail that is currently in place is very well used and it is anticipated that would be the case along the new extension.

3. Buffer between Hamilton Boulevard and adjacent properties (2)

Business owners who have their establishments at the southern terminus of the extension raised this concern. The buffer is needed to help compensate for the anticipated increase in noise from increase traffic, particularly truck traffic, by their premises

4. Completion date of the extension (9)

In all but one meeting, questions about when the extension would be completed were raised. Of most interest was to have the new road completed sooner than later because of the need for another emergency egress.

5. Cost of the project (2)

The question about the cost of the extension project was raised twice. Although there is a preliminary estimate of \$10.5 million for this project, it is understood that more accurate figures will not be available until the design work is completed.

6. Development of the rest of Copper Ridge and beyond (3)

This issue was raised primarily in the context of whether Hamilton Boulevard had the capacity of accommodating increased traffic loads from hundreds of additional residents to the area. In one case, the capacity of water and sewer services to more development was questioned.

7. Environmental benefits/environmental impacts (5)

Environmental issues were raised at a number of sessions. These ranged from possible environmental benefits associated with the new road to potential negative impacts such as habitat disturbance. All these concerns will be addressed in the Environmental Assessment Report that is required for this project.

8. First Nations interest/concerns/participation in the project (4)

A number of times participants raised their concern whether Kwanlin Dün First Nation was in agreement with the road extension as the new road will intersect their properties in the area. Assurance was given that KDFN concurs with the extension as it was identified in their land claim agreement. The new road will provide access to their lands. KDFN's participation in the project was also raised in the context of financial contribution to the construction of the road to employment opportunities.

9. Inclusion of water and sewer services with this project (2)

The business people directly affected by the extension raised the question and desire to have water and sewer services included in the road construction. However, it was recognized that the installation of such infrastructure was beyond the scope of this project.

10. Increased traffic at main intersections (5)

Concerns about the likely increase in traffic at the Alaska Highway intersections were raised and the impact that will have on the highway traffic flow. Having a new intersection also raised maintenance concerns. It was suggested that the highway be widened from the weigh station to the intersection to help alleviate potential traffic congestion.

11. Location of the snow dump (1)

Currently the City of Whitehorse uses the terminus of the current Hamilton Boulevard to dump snow it removes from city streets. This site is exactly where the road extension begins. The question of where the snow dump will be relocated was raised only once.

12. Recreational use of the area (2)

From the outset of the consultation process, it was recognized that there was considerable use of the surrounding area beyond Copper Ridge for recreational pursuits. For this reason, a meeting with just recreational users was held to focus on their unique concerns. Aside from that meeting, the impact of the Hamilton Boulevard extension on recreation in the area was raised twice: once in the context of how it is valued in the socio-economic assessment and the other regarding use of the Paddy's Pond area.

13. Roundabouts (6)

There were numerous comments and queries about roundabouts. Most were to voice discontent about them and request that there not be any more. One respondent asked that not only should the use of roundabouts be discontinued, but also there be a "continuous circle route around the Downtown/Granger" area.

14. Signage (3)

Signage was of particular concern to business owners and to Yukon Government Transportation Engineering officials. Business owners were concerned about the new road dislocating their signs as well as the need for signage to restrict trucks using their engine brake excessively. Government officials identified the need for speed zone signage on Hamilton Boulevard and along the Alaska Highway corridor.

15. Snowmobiles accessing the more outlying areas (2)

Although it was acknowledged that snowmobilers would continue to recreate beyond the Copper Ridge area, concern was raised about whether the new extension would allow for even greater access to the outlying areas. Consultation with the snowmobile association revealed that the question was not about greater access but more accommodating access similar to what they presently have.

16. Timing of road construction (3)

This issue was primarily of concern to business owners. They requested that the construction of the extension by their premises be done in the fall of the year – not during the spring and summer, their peak commercial time.

17. Traffic speed; traffic and street lights (5)

The general public raised these points primarily as informational items. Transportation Engineering, however, pointed out that the traffic light at the southern terminus of Hamilton Boulevard will allow for more controlled and safer left hand turns onto the Alaska Highway.

18. Trail crossings for recreational users (2)

This issue was of greatest concern to snowmobilers. The snowmobile association offered to work with the Project Management team to help identify locations where trails may cross Hamilton Boulevard.

19. Transit services (2)

The issue concerning transit services along the extended portion of Hamilton Boulevard was raised at the first public meeting. These issues will be taken into consideration in the project's socioeconomic assessment.

20. Wildlife considerations (2)

The impact of the Hamilton Boulevard extension on wildlife was raised twice. The first dealt with providing specific crossings for wildlife in poorly lit areas of the road. This was for the safety for both the animals as well as for commuters. The second dealt with provisions be made to minimize bird habitat disturbance particularly in the area east of the Pump House.

Other comments that were made were of a one-off nature and pertained to specific niche interests. Attached are the reports of the consultation meetings (Appendix B) that provide a detailed account of the remarks made during this preliminary consultation on the Hamilton Boulevard Extension project. The three written submissions are also included (Appendix C).

All in all, the public response to the plans to extend Hamilton Boulevard was positive. The most prevalent comment was the desire to have the road built sooner than later. Concerns about ensuring effective access from Hamilton Boulevard to new developments, recreational areas and businesses were also of particular interest.

The consultation reports have been vetted with the respective stakeholders to ensure accuracy of the reporting. As well, these reports are posted on the Yukon Government Department of Community Services' Community Development Branch Engineering, Development and Operations website for public perusal and feedback.

The next round of consultations will take place when the preliminary pre-design work is completed.

Appendix A

Hamilton Boulevard Extension (Falcon Drive South to Alaska Hwy)

Information Package



Hamilton Boulevard Extension (FALCON DRIVE SOUTH TO ALASKA HWY.)

Information Package

In the 1970's YTG began looking to the Hillcrest expansion area for a major urban development. UMA Engineering Ltd. prepared the initial conceptual design and predesign reports for the proposed expansion, which included approximately 4500 lots in five specific development areas, for a total expansion population of approximately 12,500. The thrust for new development was fueled by the anticipated Alaska Highway Pipeline development.

In 1978 and 1979, the first development was completed including underground utilities and subgrade construction in a portion of McIntyre subdivision, and the subgrade construction of Hamilton Boulevard as a four lane divided arterial (RAD 80) from the Alaska Highway / Two Mile Hill intersection, to the South Thompson Drive intersection. The cancellation of the proposed pipeline development saw a slowdown in demand, and consequently the development was moth-balled.

In 1986 the Kwanlun Dun First Nation received the McIntyre subdivision as part of a relocation package, and the development was put into service to house the First Nation. The west lanes of Hamilton Boulevard were constructed as a two-lane access to the South McIntyre Drive intersection with curbed median and paved driving lanes and shoulder.

In 1987 the west lanes were extended to the South Thompson Road intersection to provide access to the newly constructed Granger subdivision. Subsequent work was done in 1991 to construct a controlled pedestrian crossing to the new Elijah Smith school at the South McIntyre Drive intersection.

In 1998 the west lanes were extended to the South Falcon Drive intersection as part of the Copper Ridge development including the construction of Falcon Drive.

In 2001 the first phase of twinning was completed from the Two Mile Hill intersection to Sumanik Drive. Traffic control lights were installed at Sumanik, and a new access intersection to the proposed Multiplex facility below Mt. McIntyre Ski Chalet and curling rink.

2004 saw the construction of improvements including widening to a divided section from Sumanik to Falcon South, with improvements to intersections and pedestrian crossings.

During the public consultation process for the recent improvements, it became very clear that there was a great public desire to see an extension of Hamilton Boulevard to the south to provide an emergency and alternate access route to the area.

As part of the 2004 Hamilton Boulevard Improvements project, a detailed traffic movement analysis including a micro simulation analysis for the Hamilton Boulevard future extension, also recommended the extension to reduce traffic loading on the north end of the connector, and provide better traffic distribution into the downtown area.

The scope of this current project is to complete the predesign and detailed design of a proposed extension from the Falcon Drive South intersection, to the Alaska Highway, including provision for future traffic control lighting and required intersection improvements. The extent of work is approximately 4 kilometers of proposed arterial roadway including tie-ins to the existing Lobird Access Road and the Alaska Highway, preferably at the existing Robert Service Way intersection.

Street lighting design will be coordinated with Yukon Electrical Co. Ltd., and provision for other shallow utilities will be coordinated with Northwestel and WHTV as required.

The City of Whitehorse will become the operating authority and owner of the completed works and has a considerable interest in the design and future maintenance of this infrastructure.

Access to the Hillcrest Expansion Area

At present, Hamilton Boulevard North is the only access to the Hillcrest expansion area. In an emergency, access can be provided through Hillcrest subdivision using a temporary access lane connection to Thompson Drive. A second access, or an extension of Hamilton Boulevard to the south is highly desirable from both a traffic flow, and safety perspective, due to the extent of the proposed development in the area.

While providing the required emergency and alternate access, this new link could also service additional expansion areas to the south of Copper Ridge, and would give YTG, First Nations, and other land owner's access to an additional source of development lands.

Previous Route Selection Assessments and Constraints

Several previous route selection assessments have been completed to recommend a selected route for the proposed extension. The various route selection assessments are summarized as follows:

- 1970's UMA Engineering, Predesign for Hillcrest Expansion Area
- 1996 Inukshuk Planning, Hamilton Extension Route Alignment Options
- 1996 YTG Transportation, Hamilton Extension Route Alignment Review
- 1999 YES / DNA, Beyond Copper Ridge Feasibility Study

Each of the above assessments reviewed various alignment options, and a total of 5 alignment options have been assessed. A summary of the alignment options, including the merits and demerits of each is outlined below.

UMA 1970 recommended alignment, referred to as UMA Option 2:

- the original recommended alignment in the 1970 predesign report, running through the valley to the south of Granger, turning east toward Ice Lake, and overlapping a portion of the Lobird access, to a tie-in to the Alaska Highway near the south airport access.
 - Merits:
 - provided the shortest alignment (2.5 km)
 - provided the lowest gradients (less than 5%)
 - provided the lowest cost alternative
 - Demerits:
 - provided the least access to additional expansion area
 - did not connect to the south access intersection
 - passed through a sensitive ecosystem area (Paddy's Pond area)

Inukshuk 1996 alignment Options, referred to as Options 1, 2 and 3

- Inukshuk Option 1 was an over-the-top route running south, over the crest near the Copper Ridge reservoir, then turning east and passing to the south of the Lobird Development, tying to the Alaska Highway at Robert Service Way.
 - Merits:
 - Provided access to new development lands in the Maclean Lake area.
 - Tied in to the Alaska Highway at the RSW intersection.
 - Demerits:
 - Resulted in the longest route and most expensive route

- Resulted in large rock removal expense, and large waste removal expense
- Resulted in gradients as high as 8% over long distances.
- **Inukshuk Option 2**, was the same as UMA's original option (see above)
- **Inukshuk Option 3** was a through-the-valley route, running south of Granger, turning east toward Ice Lake, crossing the Lobird access, then turning south along the ridge between the Lobird access and the Rock Gardens, then curving sharply to the east to tie to the Alaska Highway at Robert Service Way.
 - Merits:
 - Provided more access to development land than Option 2.
 - Was less cost than Option 1, due to reduced rock and waste removal.
 - Tied to the Alaska Highway at Robert Service Way.
 - Slightly lower gradients than Option 1.
 - Demerits:
 - Provided less access to development lands than Option 1.
 - Provided less desirable horizontal alignment, with tight curves and lower design speed potential.
- **YES Option 1**, similar to Inukshuk Option 1, but was aligned slightly closer to the center of the development area, to allow a more uniform development of the surrounding area.
 - Merits:
 - Provided better service potential in the surrounding development area.
 - Tied to Alaska Highway at Robert Service Way.
 - Demerits:
 - Resulted in the most expensive option due to increased rock and waste removal
- **YES Option 2**, similar to Inukshuk Option 3, except it passed to the west and south of Ice Lake, crossed the Lobird access and tied to the Alaska Highway between the Weight Scales and Robert Service Way.
 - Merits:
 - Shorter and less expensive than Option 1 or Option 3.
 - Less rock and waste removal
 - Demerits:
 - Did not connect to Robert Service Way intersection
 - Provided less access to development land

- **YTG Transportation Option 4**, similar to YES Option 1 (see above)
- **YTG Transportation Option 5**, similar to YES Option 2, except that it overlaps the Lobird access south of Ice Lake, and turns sharply to the east to tie to the Alaska Highway at Robert Service Way.
 - **Merits:**
 - Ties to the Alaska Highway at Robert Service Way.
 - Utilizes a portion of the existing Lobird access, and reduces impact on area.
 - Lower cost than YES Option 1 and Inukshuk Option 1.
 - **Demerits:**
 - Provides less access to new development land.
 - Less desirable horizontal alignment, with sharp curve and reduced design speed.

Of the 5 alignments reviewed, Option 4 and Option 5 had previously been selected as representing the most feasible and desirable options, with Option 4 being the YTG preferred alignment.

Discussions are ongoing with the KDFN to secure their support for the Option 4 alignment.

The attached plans show the various alignments that have been reviewed to date.

In addition to the existing alignment review, we will be looking at the possibility of connecting the existing Maclean Lake road to the Hamilton Boulevard extension, with the intent of eliminating one highway intersection with the Alaska Highway.

We will be reviewing the proposed area development plans to determine if the proposed alignment requires minor adjustments to better fit the future development of the area.

PROJECT STATUS AND WORK COMPLETED TO DATE

A contract for Detailed Design and Environmental Impact Assessment has been awarded to Quest Engineering Group and a local team of professionals.

To date the background information has been compiled onto an Overall Site Plan showing the existing area development, the First Nation Land Claim selections, the existing trails and recreation areas, and the proposed alignment, with some minor modifications as shown on the attached Overall Plan.

Work has commenced on the Environmental Impact Assessment, with collection of baseline information for use in the screening report preparation. Draft Environmental Assessment Outlines are being prepared for initial review and comments.

The attached Overall Plan shows the current land use and proposed right-of-way to date.

The next Steps:

- Host a public Open House to present the project to the residents and get initial feedback for additional information gathering
- Commence one-on-one stakeholder consultations for more detailed feedback
- Commence an area development plan review to determine intersection locations and requirements
- Prepare preliminary vertical profiles and cross-sections, and tweak the alignment as required.
- Prepare a draft Predesign Report and draft Environmental Impact Assessment for review and presentation to regulatory agencies.

Appendix B

Consultation Reports

Project: Hamilton Blvd Extension

Date: April 6 & 7, 2005

Location: Transportation Museum

Time: 5:50 p.m. Open House
7:00 p.m. Meeting

Present: Yukon Government Community Services
Quest Engineering
Inukshuk Planning & Development
Challenger Geomatics
Laberge Environmental Services
Luigi Zanasi Consulting Economist
48 participants who signed in

Brian Ritchie
Rick Savage
Ian Robertson
Joe Iles
Bill Slater
Luigi Zanasi/Malcolm Taggart

Recorder: Touch the North

Pam Boyde

Purpose of Meeting: Consultation with businesses adjacent to preferred extension route

Two public information and consultation sessions on the Hamilton Boulevard Extension were held on April 6 and 7, 2005 at the Transportation Museum. In total, approximately 50 people attended. The following are concerns raised during the course of the meetings:

Concern	Response
Will there be water and sewer services included in the road construction?	No, but allowances for their future installation will be made.
Have the First Nations made their interests known of this project? Is it positive?	This road extension was part of the Kwanlin Dün First Nation (KDFN) land claims negotiations. Extension of Hamilton Boulevard provides access to some of their land selections. During the Hamilton Boulevard Improvements discussions KDFN strongly supported the extension
The impact of this new road along the Alaska Highway is important to address such as increased traffic at the South Access/Alaska Highway intersection	This will be examined as part of the pre-design work for the extension

Concern

There are potential benefits of this road other than a new route to downtown. Are you looking at the environmental benefits such as decreased CO2 emissions because it is a shorter route?

Will the extension allow snowmobiles to access the more outlying areas? I would hate to see snowmobile people dictate what will happen.

Does KDFN incur any of the cost of the project? This road will benefit development on their lands, too.

What will happen to the snow dump?

What are you looking at for traffic speed and traffic and street lights?

If it is dark in some areas, is it possible to accommodate wildlife crossings?

If there is foreseeable development, what will access be to Hamilton Blvd from the development?
Will there be more roundabouts?

What is the time frame for this project?
When will the road be built?
This year?

Response

40% of the MRIF funding looks at greening of projects. This aspect of the project would fit that criterion very well.

This is also an issue that could be addressed in the environmental assessment.

Continuation of the bike path will be considered in the planning part of the project and budget permitting will be extended.

The last trail plan was in 1997. It needs updating as more data is gathered.

This has not been determined. KDFN could also apply for MRIF funding. To date the indications are that KDFN development will be 20-30 years down the road.

The City of Whitehorse is looking for a new snow dump area.

The speed will be the same as the rest of Hamilton Blvd – designed at 80 kph and posted at 70 kph. The road will have street lighting similar to the rest of Hamilton Blvd, and there will be a traffic control lights at the Alaska Hwy/Hamilton Blvd-Robert Service Way intersection.

Future developments will have limited access to Hamilton Blvd. Intersection location analysis will form part of the pre-design work. Use of roundabouts is still to be determined.

Right now we are doing the engineering pre-design and environmental assessment of this project. The detailed design stage follows and then construction.
Construction is expected to be in 2007-08

Concern

How much more development is planned for Copper Ridge and beyond?
There has been so much in just the last few years.

Will public transit services be continued into the extension?
Has there been an analysis done on the need for this road vs. transit improvements?

Why isn't the road following the proposed route that terminates near the airport?

Response

Copper Ridge Stage 11 is the last phase of the Copper Ridge development allows for 173 lots. The Kwanlin Dün First Nation land selection in Copper Ridge can potentially have 180 - 200 lots. McIntyre has 2 more stages totaling about 250 lots.

No such study has been done. The need for the extension of Hamilton Blvd was identified in the City-Wide Traffic study to provide for future development in this area, traffic flow balancing on Hamilton Boulevard and for safety reasons. Transit issues will be taken into consideration in the socioeconomic analysis.
The City will determine the transit routes.

That route was rejected because of ecological reasons.

Concern

Why won't the extension be built for another 3 years if it's needed now particularly as an emergency exit route?

Are there any projects that were stopped because of an environmental assessment?

The city maps and zoning are the City of Whitehorse's responsibility and the community concerns go to YTG. How do the two get together to mitigate concerns?

Recommendation: the city deal with environmental impacts of city development on a city-wide basis rather than project-by-project.

Wildlife Branch has information on environmental impact. This body of knowledge is available.

In the socio-economic assessment, how do you measure uses or potential uses such as running and hiking?

What impact could the socio-economic assessment have on the construction or route of the road?

Response

There are three levels of government participating in this project. Based on current budget allocations and funding through MRIF, the start date for construction is anticipated to be in 2007. This can change.

The need for the extension is not pressing; it is a growing need. If the Copper Ridge, Granger, Logan, Arkell and McIntyre areas need to be evacuated, the City of Whitehorse and Yukon Government emergency response procedures will be implemented. More than likely the whole of Hamilton Blvd would be used for the evacuation rather than just one lane out.

Yes – Alsek Pass in 1997, City of Dawson sewage discharge and other small projects.

Yukon Government is the proponent of this project. Although it only requires an assessment under the Yukon Environmental Assessment Act, it is anticipated that by the time of construction, the Yukon Environmental and Socioeconomic Assessment Act will be in effect. Therefore, we are proceeding to meet YESAA requirements.

The City looks at cumulative effects and deals with them in their OCP.

As well, officials from the City of Whitehorse's Planning and Engineering Departments are part of the Hamilton Blvd Management Team.

The Beyond Copper Ridge study is a base document that shows where future development may occur and to what magnitude within the city limits for this area.

Usually a dollar value is calculated for that impact.

Probably none on the large scale. The focus will be more to mitigate any negative impact and enhance positive ones. However, can have an impact on a small scale, such as rerouting the alignment to avoid conflict with the rock garden.

Quest Engineering Group

Report of Meeting

Project: Hamilton Blvd Extension

Date: Apr 13, 2005

Location: High Country RV Park

Present:	Yukon Government Community Services	Brian Ritchie
	Quest Engineering	Rick Savage
	Inukshuk Planning & Development	Ian Robertson
	Challenger Geomatics	Joe Iles
	Hi-Country RV Park	Wayne King
		Lynette King

Purpose of Meeting: Stakeholder Meeting with High Country RV Park Owners

- 1.0** Met at High Country RV Park to discuss owners concerns and issues.
- 2.0** Access to HC RV Park with large RV units is a prime concern. Current access to office is located on crown reserve close to the highway. Access to the front of the lot is important, as this is the office location, and creates a proper traffic flow for incoming units.

Access will have to be relocated to the west to provide proper storage for left turning vehicles. Ideal access location is directly across from Yukon Gardens, to create a cross intersection. Turning radii for large RV units must be maintained.

Access may be relocated slightly to the west to cross through a depressed area. Some fill required, but not an issue for the owners. An existing well in the depressed area will have to be protected, or raised and capped.
- 3.0** Owners would like to retain as much buffer as possible along Hamilton Boulevard extension. Current land is commissioners land, but should be set aside as a buffer.
- 4.0** Current park layout has recently serviced RV sites along the north end of the property. Owners may consider relocating some stalls to the south end of the site, if a lot enlargement can be negotiated. Brian encouraged owners to write a letter to lands branch, to get the ball rolling on a possible lot enlargement.
- 5.0** Owners concerned with increased truck traffic on downhill grade on Hamilton, if Maclean Lake road is re-aligned. Signage to restrict engine brake usage should be installed on Hamilton. It was noted that the truck noise would increase at the traffic light controlled intersection on the highway in any case. By redirecting the truck traffic to Hamilton, the noise at the south end of the RV should be reduced. This is good, if a lot enlargement can be obtained.

- 6.0 Some concern expressed with loss of highway access from Maclean Lake Road.
- 7.0 Owners would like to see the new road built sooner rather than later.
- 8.0 Concern expressed with construction period access interruptions. Would prefer to see the work performed outside of peak tourist season. It was suggested that this could be dealt with in the construction documents and work schedule. Need to minimize access disruptions as much as possible.
- 9.0 Next step is to prepare conceptual intersection improvements design, for discussion.

Reported by: Rick Savage

Copy: All present
Project Management Team Members

Quest Engineering Group

Report of Meeting

Project: Hamilton Blvd Extension

Date: Apr 14, 2005
(revised Apr 18)

Location: YTG Transportation Maintenance

Present:	Quest Engineering	Rick Savage
	YTG Trans Maint:	Catherine Harwood
		Don Hobbis
		Bob Allison

Purpose of Meeting: Stakeholder Meeting with YTG Trans. Maintenance

- 1.0 Met at Trans. Maintenance to discuss maintenance concerns and issues.
- 2.0 Intersection design is of major importance, as it will impact maintenance and the amount of maintenance required. Current island design on the north side of intersection causes problems with snow clearing for truck mount units. Would like to see the island redesigned if possible. Should opposing left turn lanes be provided onto RSW and Hamilton? Current design has protected left and single north bound through lane to the north, with southbound left-through and through, and additional right turn slip lane from the west (RV Park corner).
- 3.0 Current design causes some confusion, and movement issues for left turn southbound movements onto highway. Controlled intersection should eliminate some of the movement concerns.
- 4.0 Use of traffic lights will result in increased maintenance as they require more sanding, and more frequent attention.
- 5.0 Who will be responsible for traffic light maintenance and operations? Currently YTG has an agreement with the City to operate the lights at Two Mile Hill. The City has gone to LED lights now, and do not charge YTG for the power costs. Some similar agreement will likely be required for the new lights.
- 6.0 Speed zone concerns, as the speed zone changes just north of the intersection to reduce speed past the weigh scale. YTG would like to review the speed zones, and have one consistent speed zone along this length of highway. Should the speed be reduced ahead of the intersection, since we will be stopping traffic now?
- 7.0 YTG is interested in the traffic loading under the new intersection operation. What turning movement volumes are expected? Rick noted that this will be dealt with during the pre-design micro simulation work.

8.0 Will consideration be given to other intersection types? Is a roundabout being considered?

9.0 What additional signage is being considered along the highway corridor?

Reported by: Rick Savage

Copy: All present
Project Management Team Members

Quest Engineering Group

Report of Meeting

Project: Hamilton Blvd Extension

Date: Apr 14, 2005

Location: Yukon Gardens

Present:	Quest Engineering	Rick Savage
	Challenger Geomatics	Joe Iles
	Yukon Gardens	Lorne & Jean Metropolit

Purpose of Meeting: Stakeholder Meeting with Yukon Gardens Owners

- 1.0** Met at Yukon Gardens to discuss owners concerns and issues.
- 2.0** Access to Yukon Gardens currently crosses commissioner's land and should be re-aligned to create perpendicular connection to Hamilton Extension. Ideally access should line up with access to RV Park on the opposite side of road.

Lorne has done a lot of landscaping at the current entrance, and some of this will be disturbed during construction. Would like to see the signs protected or relocated, but maintain visibility of signage as much as possible.

Discussed some possibilities for reducing disturbance of signs, and landscaping. May be able to use a curbed roadway to reduce ditching and road width requirements at the intersection. Will also consider 2 lanes for a distance west of the intersection to help relieve congestion from left turning traffic into the RV park, and to improve flow of right turning traffic from highway.
- 3.0** Owners would like to retain as much buffer as possible along Hamilton Boulevard extension. Current land is commissioners land, but should be set aside as a buffer.
- 4.0** Engine brake usage by trucks is a concern. Will want to signage installed, and assurance that bylaw will be enforced by the City.
- 5.0** Access to the rock gardens should be provided so that users are not encouraged to cross private property to gain access. Currently some users cross Yukon Gardens property to gain access.
- 6.0** Suggested that widening of the Alaska Highway from the weigh scales to the intersection be considered, so that there are 2 south bound lanes all the way, instead of the current merge movements. This will be more important with the increase in right turning traffic onto Hamilton.

- 7.0 Owners would like to see the new road built sooner rather than later.
- 8.0 Concern expressed with construction period access interruptions. Would prefer to see the work performed outside of peak tourist season. It was suggested that this could be dealt with in the construction documents and work schedule. Need to minimize access disruptions as much as possible.
- 9.0 Next step is to prepare conceptual intersection improvements design, for discussion.

Reported by: Rick Savage

Copy: All present
Project Management Team Members

Project: Hamilton Blvd Extension

Date: April 15, 2005

Location: Quest Engineering Board Room

Time: 2:00 p.m.

Present: Yukon Government Community Services
 Quest Engineering
 Inukshuk Planning & Development
 Challenger Geomatics
 Yukon Gardens
 Lobird Trailer Court
 Hi-Country RV Park

Brian Ritchie
 Rick Savage
 Ian Robertson
 Joe Iles
 Lorne Metropolit
 Blake Battersby
 Wayne King

Recorder: Touch the North

Pam Boyde

Purpose of Meeting: Consultation with businesses adjacent to preferred extension route

Issues raised by the business owners at this meeting are as follows:

Concern	Response
1. Would like to have water and sewer services extended along the Alaska Hwy to the Hamilton Blvd extension intersection – ideally to Lobird.	Water and sewer services are likely to be extended if there is a large development in the “beyond Copper Ridge” area.
2. Would like the construction of the extension to happen sooner than later. It looks like everyone is on side except the City. We’re surprised that this is not a high priority for safety reasons such as evacuating the area because of a forest fire.	This is a priority of YTG. The City’s application for MRIF will start the budgeting process. Earliest this could happen is for 2007, as we suspect the City is developing its 2006 budget now. MRIF will not fund retroactively.
3. Would like the road adjacent to Yukon Gardens, Hi-Country RV Park and Lobird to be paved.	The road will probably be paved with hot mix asphalt in its entirety.
4. How close is the cost for this project to be determined?	Expect within the next couple of months to have the project costed out.
5. We prefer there be no roundabouts because we want the traffic to keep flowing, that is, it isn’t slowed down at any point. If a round-about is required for safety reasons, then that’s okay.	Roundabouts only work in flat area. They are not recommended where there are grades greater than 4%.
6. Prefer the construction in the Yukon Garden and RV park areas to happen in the fall of the year.	Whenever construction occurs, provisions will be made to ensure there is unencumbered access to your businesses

Quest Engineering Group

Report of Meeting

Project: Hamilton Blvd Extension

Date: Apr 19, 2005

Location: Hillcrest Residence (90 Sunset Drive)

Present:	Yukon Government Community Services	Brian Ritchie
	Quest Engineering	Rick Savage
	Laberge Environmental Services	Bill Slater
	Hillcrest Comm. Association	5 members

Purpose of Meeting: Stakeholder Meeting with Hillcrest Community Association

- 1.0** Met with Hillcrest Community Association to get feedback on proposed Hamilton Boulevard Extension.
- 2.0** Association was pleased to see that there was no impact proposed on the existing Paddy's Pond area. Area is heavily used by the orienteering group, and local residents. Provision of crossings at trails should be incorporated into design.
- 3.0** Rick noted that a planned access to the YTG lands west of Paddy's Pond will be included in the design, for future access to YTG development lands. Access should have minimal impact on Paddy's Pond area.
- 4.0** Association was pleased to have an alternate access planned for Copper Ridge and Grainger. They do not want an alternate access through Hillcrest. The emergency access is ok, as it is rarely required, and has minimal impact on local residents.
- 5.0** Association would like to see the new road built sooner rather than later.
- 6.0** Generally very positive about proposed roadway, and consultation process.

Reported by: Rick Savage

Copy: All present
Project Management Team Members

Project: Hamilton Blvd Extension

Date: April 20, 2005

Location: Whitehorse Public Library Room 1

Time: 7:00 p.m.

Present: Yukon Government Community Services Brian Ritchie
 Quest Engineering Rick Savage
 Challenger Geomatics Joe Iles
 Laberge Environmental Services Bill Slater
 Yukon Orienteering Assoc. Pippa McNeil
 Klondike Snowmobile Assoc. Pete Greenlaw
 Jim Connor
 Neil Graham
 Climbing Assoc. of the Yukon

Regrets: Yukon Bird Club Mary Whitley

Recorder: Touch the North Pam Boyde

Purpose of Meeting: Consultation with organizations that use the area in the vicinity of the Hamilton Boulevard Extension

Issues raised by participants at this meeting are as follows:

Concern	Response
1. Over the years there has been more and more vandalism to the rock garden area s.a. gasoline poured over a rock face. Others use the area for recreational purposes, not just climbers.	Discussion on the possibility of the Climbing Association looking into have the rock garden area made into a land reserve. Enquiries should be made with YTG Lands on the process. Another consideration is for the City to take this initiative.
2. Would like to have a parking area for 12 vehicles.	A parking area adjacent to the rock garden could be accommodated by a pull-out as part of the road right-of-way.
3. With this phase of consultations when should comments be submitted?	By the end of June.
4. Orienteering Assoc. are satisfied that there is not directly conflict between the road extension and their trails If anything, the new road may give more access to the Paddy Ponds Map trails.	As part of this project, an access to the proposed public development lands east of the extension must be identified that does not traverse over KDFN lands. It is anticipated that this access road will skirt the Paddy's Pond Map.
5. Will there be a motorized trail on the east side of the proposed extension?	The plan now is to continue the paved trail on the west side of Hamilton Boulevard if the budget allows for it. There is some understanding that the City does not want to have motorized trails on the east side of the existing Hamilton Boulevard.

6. What's the plan to get people on motorized vehicles from the east side of the road to the west side safely?	There is a good fill area near where the power line is. It may be possible to put a culvert under the road surface as a crossing point.
7. What are the current common crossing spots?	Most people cross south of the snow dump area.
8. In terms of the Snowmobile Association's trail grooming equipment, is the culvert crossing at Mt. McIntyre adequate?	Yes. May also need another crossing near Lobird to access the area south of the extension to McLean lake area. A flat crossing is fine, but a culvert scenario under the road works great.
9. Snowmobile Association offered to go out with Project Management to look for crossing locations.	

Project: Hamilton Blvd Extension

Date: April 27, 2005

Location: KDFN Health Centre

Time: 7:00 p.m.

Present: Kwanlin Dün FN
Yukon Government Community Services
Quest Engineering
Challenger Geomatics
Laberge Environmental Services
City of Whitehorse

Jessie Dawson, A/Chief
Brian Ritchie
Rick Savage
Joe Iles
Ken Nordin
Mike Ellis

Recorder: Touch the North

Pam Boyde

Purpose of Meeting: Preliminary consultation with Kwanlin Dün First Nation citizens regarding the extension of Hamilton Boulevard

Concerns raised by participant at this meeting are as follows:

1. There should be employment opportunities for KDFN members with this project.
2. The road extension is needed for emergency evacuation of this area. The sooner it is built the better.
3. Don't like roundabouts.

Project: Hamilton Blvd Extension

Date: May 9, 2005

Location: Elijah Smith Elementary School

Time: 8:00 p.m.

Present: Copper Ridge Neighbourhood Association:

Leah Davy	Donna Carter
Natasha Phillips	Pat Geddes
Wade Meszaros	Wilf Carter
Susan Meszaros	Ken Stokes
John McGinnis	Chris Graham
Kim Morris	Elaine Taylor
Helen Rauman	Kelly DeWald
Darrell Stone	Jason Adair

Yukon Government Community Services
Inukshuk Planning & Development
Challenger Geomatics
Laberge Environmental Services

Brian Ritchie
Ian Robertson
Joe Iles
Bill Slater

Recorder: Touch the North

Pam Boyde

Purpose of Meeting: Preliminary consultation with Copper Ridge Neighbourhood Association regarding the extension of Hamilton Boulevard

Issues raised by participants at this meeting are as follows:

Concern	Response
1. What is the total capacity once the last phase of Copper Ridge development is completed?	When Hillcrest, McIntyre, Granger, Logan, Arkell and Copper Ridge are completed there will be 2,100 lots. With Copper Ridge phase 11, the infrastructure will be at capacity including fire hazard requirements.
2. What is the traveling time, or how far is it from the new extension to downtown?	The distance is 4km to the Alaska Highway and another 4 km to downtown.
3. What is the estimated cost of the new road?	The preliminary figure is \$10.5 million. We will have more accurate costing once the pre-design is completed.
4. What is the time frame for completion?	The construction of this project is tied to the City of Whitehorse getting Municipal Rural Infrastructure Fund (MRIF) funding. 2007 is the anticipated date for completion, but that can change depending on City of Whitehorse priorities.

Concern	Response
5. Is KDFN okay about the road extension?	The alignment was identified in their land claim agreement. It will allow them access to their newly selected lands beyond Copper Ridge.
6. What are the other emergency egresses for Copper Ridge?	In Copper Ridge, all the roads end at Hamilton Boulevard. There is an emergency route option for the entire area through Granger and Hillcrest.
7. Will there be bike trails?	Yes, on both sides of the road, just as they are on Hamilton Boulevard now. If the budget permits, the paved trail on the west side of the road will be extended as well.
8. What is the projected capacity of the area where the extension will be?	Based on the Beyond Copper Ridge study, there is a preliminary estimation of 1,900 developed lots. Realistically, growth will be more in the 1-2% level.
9. Is the extension dependent on all the lots being sold in the last Copper Ridge development?	The road is not dependent on that development going ahead. The issues of cost and return of investment is not a factor in the Hamilton Boulevard Extension project.

Appendix C

Written Submissions

**YUKON BIRD CLUB
RESPONSE TO REQUEST FOR FEEDBACK
HAMILTON BOULEVARD EXTENSION PROJECT**

On behalf of the Yukon Bird Club, I attended one of the public Open Houses to get information on the project. The package of information available contained all the information I needed to explain to board members the project planned.

I met with several members of the board of the Yukon Bird Club and reviewed the project and the proposed alignment of Hamilton Boulevard.

The Yukon Bird Club sees this alignment as having the least harmful effects on high quality bird habitat of all the proposed alignments.

An area of interest is the swamp that is between the 1000 and the 1500 marks as indicated on the black and white map labelled Hamilton Boulevard, August, 1996. The Bird Club suggests that 1) there be adequate culvert placement to allow water to move freely into the down slope wetlands, swamps and ponds particularly during spring runoff and 2) that the vertical profile of the boulevard in that area be such that there is a minimum of fill used. This will result in the smallest "footprint" for the road and the least amount of destruction of that swamp (and also the lowest cost due to less fill required).

Thank you for involving the Yukon Bird Club in your decision making process.

Submitted by Mary Whitley, president

Hamilton Boulevard Extension

Your comments are important to the success of the Hamilton Boulevard Extension project. Please take a moment and write down your concerns and suggestions. Thanks.

On the project overall

It seems to look good

On the assessment processes

I don't know much about this.

On your particular concerns

I would like to see this happen. Please don't add any "traffic circles". I think this would make a positive change to the city. I would like to see a continuous circle route around Downtown/Granger. If no environmental issues come up, I think this looks good.

Hamilton Boulevard Extension

Your comments are important to the success of the Hamilton Boulevard Extension project. Please take a moment and write down your concerns and suggestions. Thanks.

On the project overall

On the assessment processes

Do your best to get other governments (City of Whitehorse, KDFN, etc.) on side to mitigate environmental effects - the big picture approach as discussed tonight. Good luck.

On your particular concerns

It is very frustrating having to attend several meetings by different governments to deliver the same message because projects are reviewed in isolation. E.g. City Trails Meeting (Parks & Recreation) not coordinated with City OCP meeting not coordinated with this Hamilton Blvd. meeting.