AREA 1 MASTER PLAN

INFILL CONCEPT BRIEF

GOVERNMENT OF YUKON
VILLAGE OF HAINES JUNCTION
FINAL

February 15, 2023

3Pikas

AREA 1 INFILL CONCEPT BRIEF

PREPARED FOR:

Government of Yukon
Community Services – Land Development Branch
307 Black Street
Whitehorse
Y1A 2N1

Village of Haines Junction
Municipality of Haines Junction
P.O. Box 5339
Haines Junction, YT
Y0B 1L0

PREPARED BY:

Simon Lapointe, RPP, MCIP
Principal + Senior Planner
3PIKAS

I. VERSION HISTORY

VERSION	DATE	DESCRIPTION
1	2022/09/21	First Draft
2	2022/09/27	Second Draft
3	2022/01/03	Presentation to Council
4	2022/01/03	Final
5	2022/02/15	Final

TABLE OF CONTENTS

1 PURPOSE

The proposed Area 1 Infill development is located North of Spruce Street and forms a component of the broader Willow Acres Subdivision Plan Area. The Area 1 Infill Concept Brief is submitted as part of the Area 1 Master Plan. It provides planning and design direction for the implementation of the vision and intent of the neighbourhood and serves as a supplement to the Village of Haines Junction OCP and 2009 Willow Acres Country Residential Expansion and Residential Infill YESAB application report.

The Infill Concept Brief focuses on the physical design of the area and proposed land uses with particular reference to structuring elements, the road network, parks and open space areas, and trails. The Infill Concept Brief emphasizes and details the integral elements that will help create a walkable environment with mixed residential densities to accommodate a portion of Haines Junction's future growth.

1.1 STUDY AREA

Area 1 is approximately 27.5 hectares (69 acres). Most of the area (approximately 25 hectares) is YG Commissioner's Land. The Village in the eastern portion of the study area owns 2.5 hectares of land.

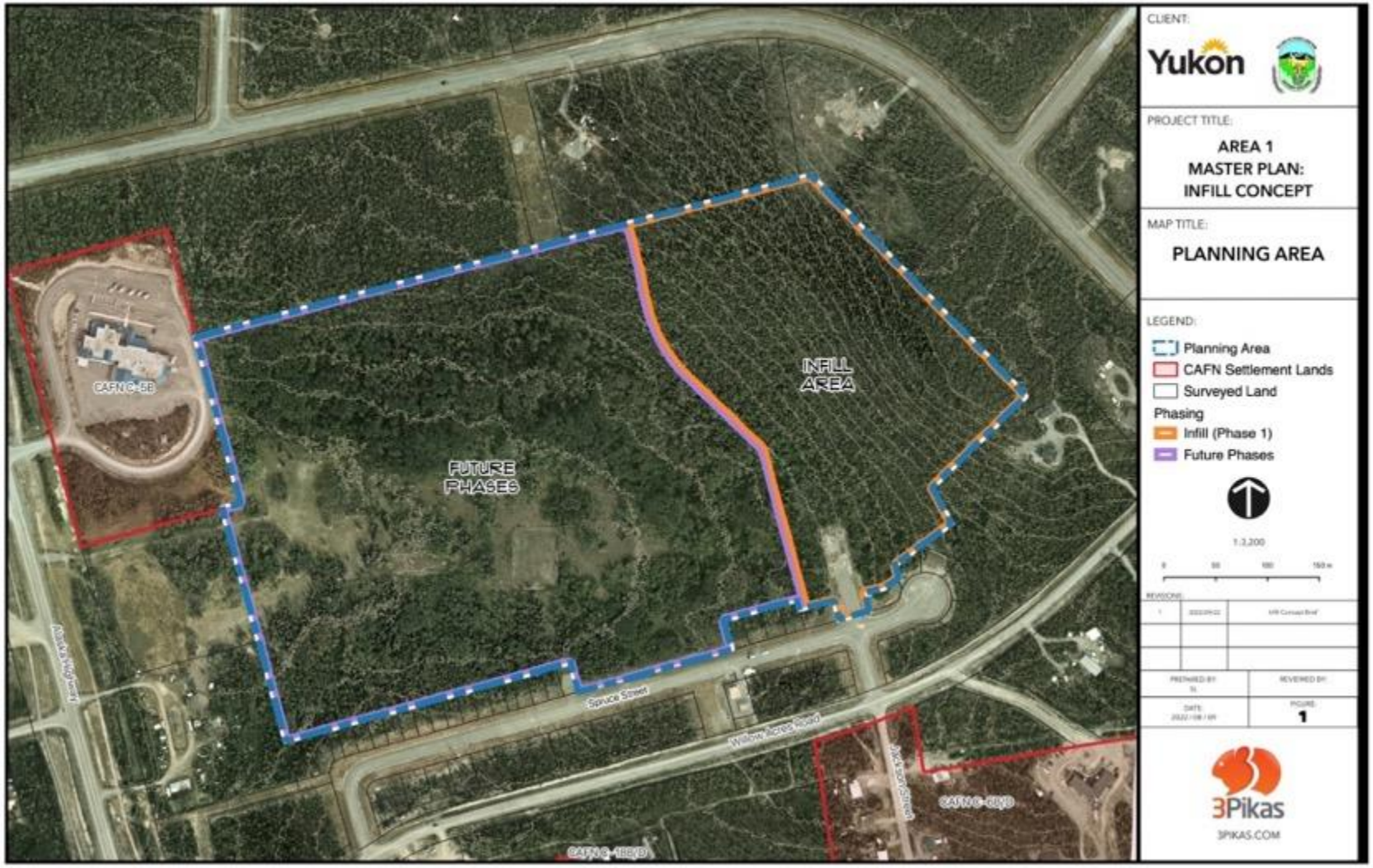
In 2009, planning work was completed for the eastern portion of the study area and assessed by YESAA under Willow Acres Country Residential Expansion and Residential Infill Projects. The Willow Acres Country residential lots were developed and sold. However, the Phase 2 urban residential infill lots described in this plan have not been built. The Infill Lot area is approximately 8.5 hectares, whereas the Future Planning area is approximately 19 hectares.

1.1.1 POLICY & REGULATORY CONTEXT

YG Commissioner's Land is designated Residential in the 2021 OCP and zoned Future Development (FD) in the 2019 Zoning Bylaw. The Village-owned parcel is designated for Residential in the OCP 2021 OCP. The parcel is zoned Future Development (FD).

In 2009, planning work was completed for the eastern portion of the study area and assessed by YESAA under "Willow Acres Country Residential Expansion and Residential Infill Projects - Project 2009-0097". Most of the lots from this original design have been constructed and sold. However, the Phase 2 urban residential infill lots described in this plan have not been built.

FIGURE 1: INFILL AREA



2 EXISTING CONDITIONS

- The Infill Lot area is approximately 8.5 hectares.
- The majority of the land is undeveloped vacant land.
- The proposed development is located on a high point of the area with slopes downwards and west towards the Alaska Highway.

Surrounding uses are described as follows:

EAST: Willow Acres subdivision is located directly east of the Infill area. Four large country residential properties abut the site.

SOUTH: Existing and planned urban residential lots are located on Spruce Street. Most of the lots have been developed. The majority of the property owners have constructed buildings and the remaining are mostly under construction. These urban residential lots vary in size. Some of the lots on the North side of Spruce Street near the future entrance to the subdivision are approximately 450m^2 lots. The lots on the cul-de-sac consist of medium size lots between 650m^2 to 1,000m^2. Most residential units are single-detached housing, with some duplexes currently under construction.

WEST: A future development area is located on the west side of the Infill area. This future development will be planned as part of this master planning process and will create capacity for serviced residential lots.

NORTH: There are three country residential lots located on the north side of the Infill area. There is one 20m walkway easement to connect the Infill area to Willow Acres Road.

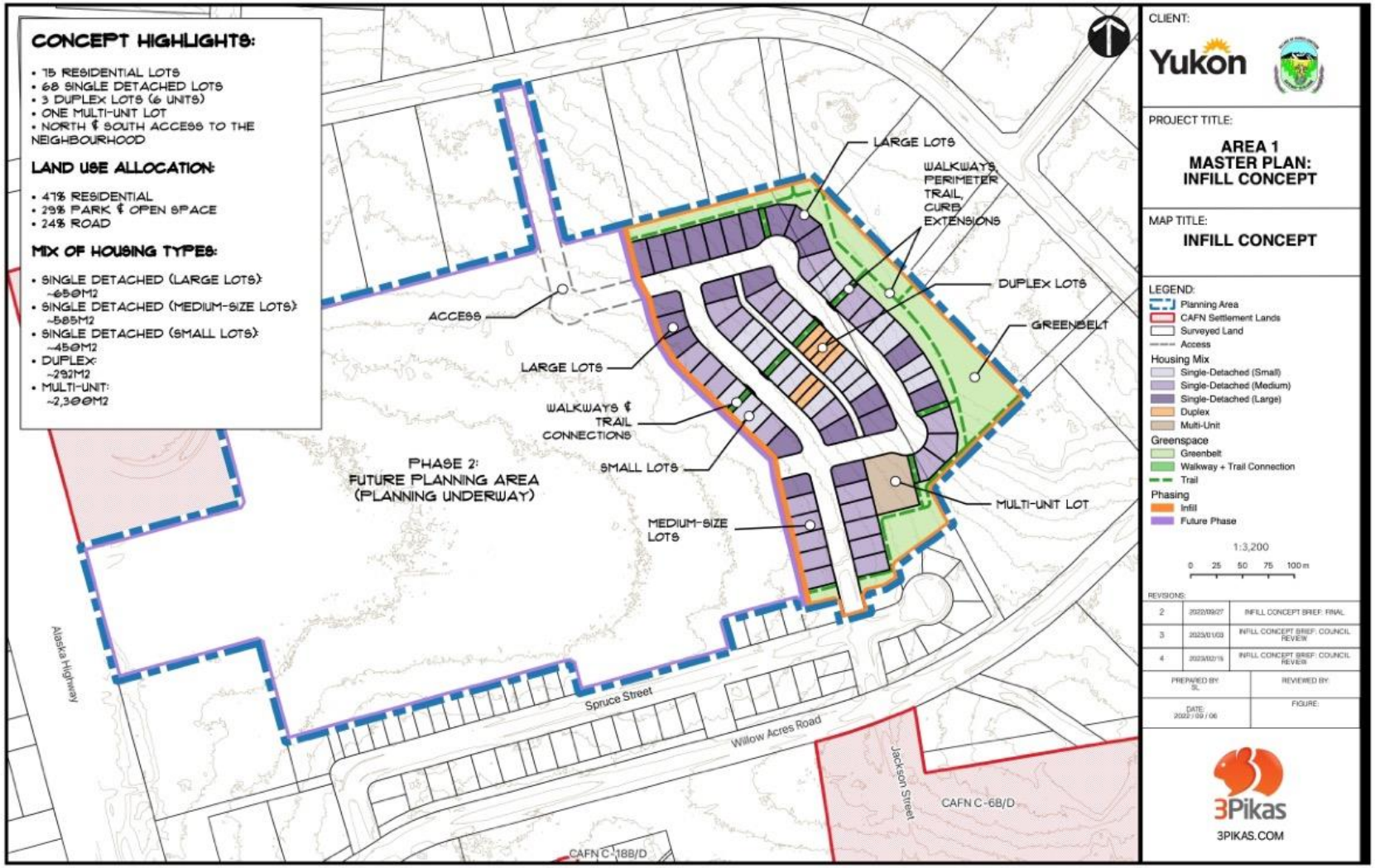
3 INFILL CONCEPT

The infill concept will serve as the main building components for delineating the various land uses, establishing the street hierarchy and providing the overall framework of parks and open space. These layers should be used to inform the vision for the area. The following section describes these key structuring elements.

The main highlights of the plan include:

1. 47% of the site is designated for residential use (4 hectares)
2. 29% of the site designed park and open space (2.5 hectares)
3. 75 residential lots :
    - i. 68 single-detached lots (minimum lot size is 450m^2)
    - ii. Three duplex lots (6 units)
    - iii. One multi-unit lot
4. A central park space with trails connecting to surrounding green space and future development area
5. Ample green space surrounds the development providing a spatial separation between existing properties and new development
6. Walkways encourage public access to the green space, which accommodates a perimeter trail
7. Approximately 1,007m of trails
8. Modified grid street pattern
9. Development pattern is oriented toward the mountains and offers excellent panoramic views of the St-Elias and passive solar gains
10. Sloping grades towards the southeast provide unobstructed views of the mountains

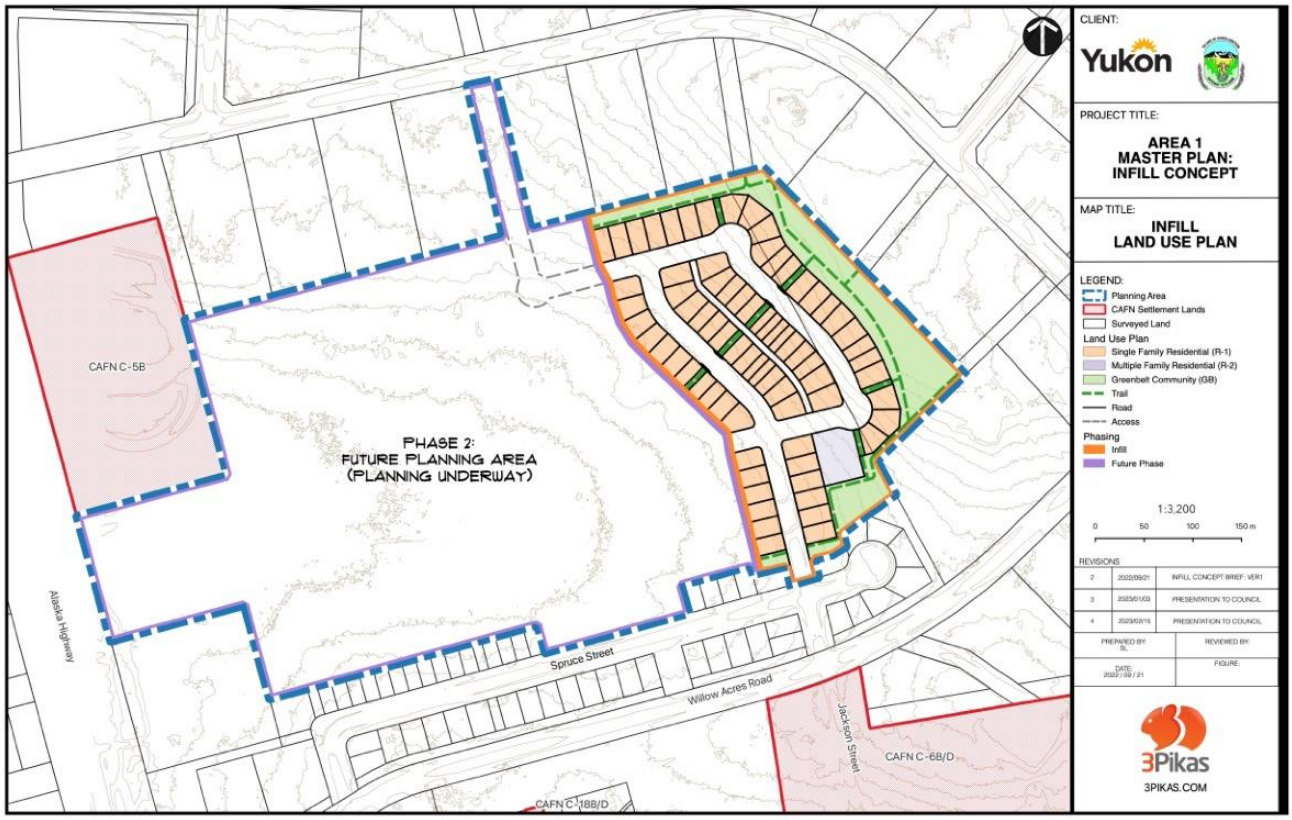
FIGURE 2: INFILL CONCEPT



3.1 LAND USES

The proposed development concept provides a variety of residential lot sizes and housing types to cater to the diverse housing needs of the community, such as duplexes and multi-units. Small lot sizes create a house scale that fits seamlessly with the existing housing stock on Spruce Street. Varying lot sizes, blended densities, and compatible forms encourage a mix of socioeconomic households and provide solutions along a spectrum of affordability to address the mismatch between the available Haines Junction housing stock and prices combined with shifting demographics and the growing demand for walkability and recreation. The minimum lot size is 450m^2.

FIGURE 3: LAND USE PLAN

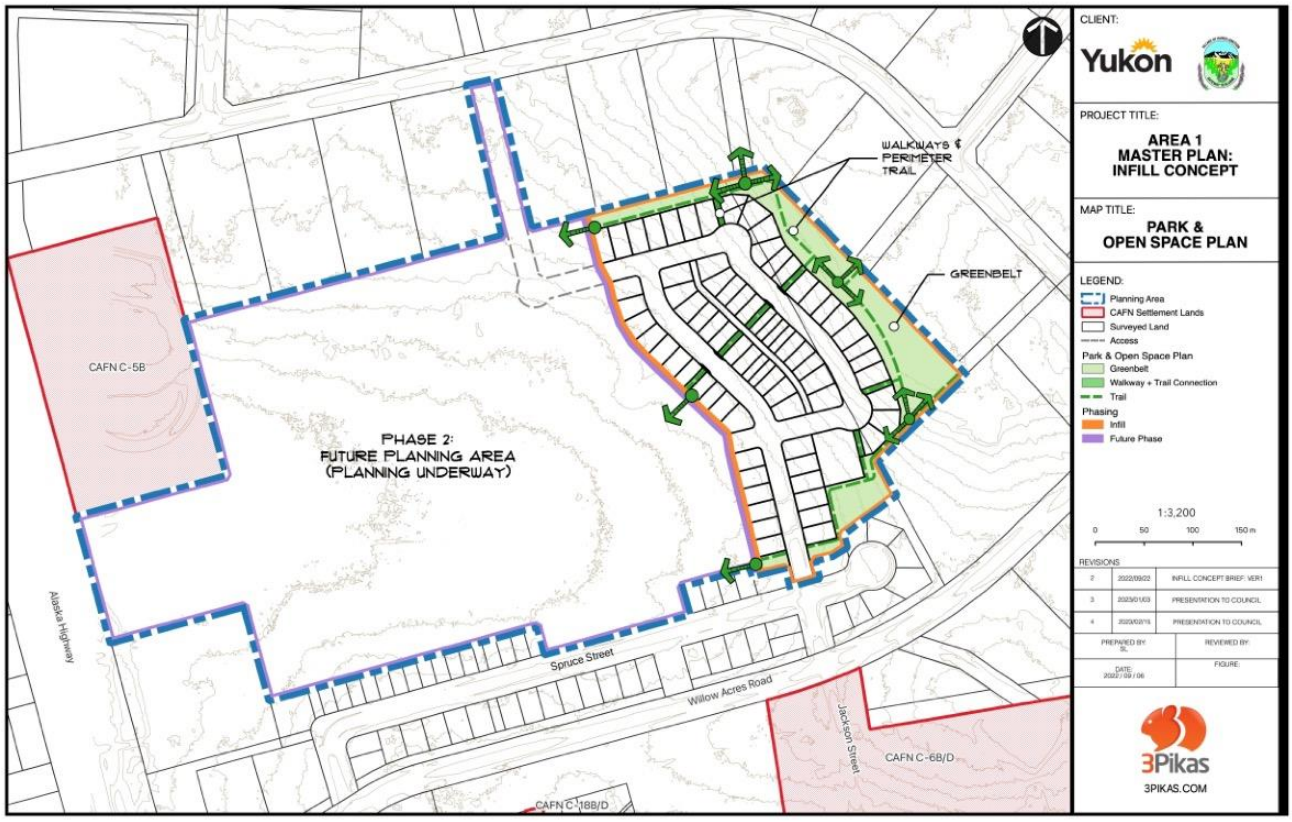


3.2 PARK, OPEN SPACE, & TRAILS

Key to the park and open space plan is to make destination walking easier. Careful thoughts went into locating the green space to help facilitate daily destinations and to be incorporated into the wider open space and trail network.

Residents will be able to reach the green space from their homes on foot using the network of walkways providing a cohesive park and open space plan.

FIGURE 4: PARK & OPEN SPACE PLAN



3.2.1 WALKWAYS & TRAILS

Walkways accommodate non-motorized trail use within the neighbourhood. They provide pedestrian connections to off-site trails, a designated non-motorized perimeter trail, and a central neighbourhood park.

When a walkway abuts a private property, the primary goal is to foster unobstructed access and reduce the potential for encroachment. This is achieved by designing the walkway junction with appropriate signage and soft landscape treatment such as boulders, shrubs, trees, and plants. This signals that the area is a public space. Junctions are also excellent opportunities to provide amenities such as rest areas. Typically, these should be located around the edge of the entrance to the trail and should not interfere with the open sightline zones.

The perimeter trail route is shown conceptually as lines. The exact route location will be confirmed through detailed design. The perimeter trail should be constructed with natural materials such as a fine compact crush. Rocks protruding from the trail surface are common sources of changes in level on trails. Changes in level can cause many difficulties for people with limited mobility and should be avoided.

FIGURE 5: 2.8M NON-MOTORIZE PERIMETER TRAIL

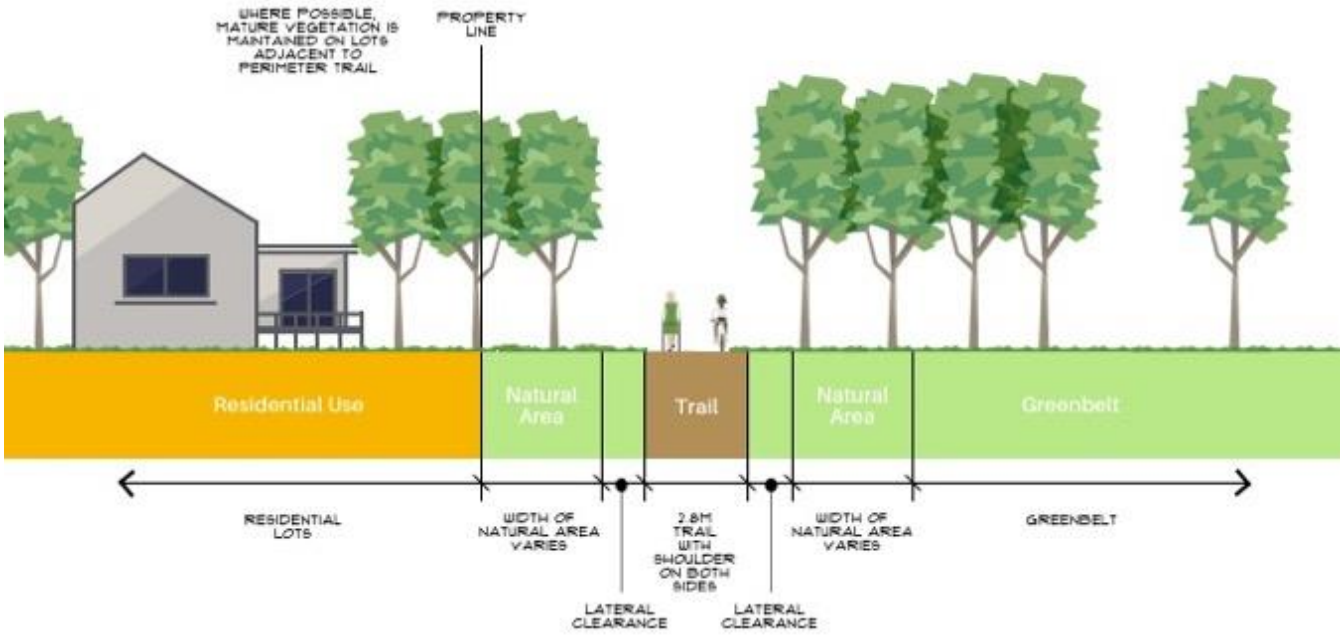


FIGURE 6: WALKWAY DESIGN & TREATMENT

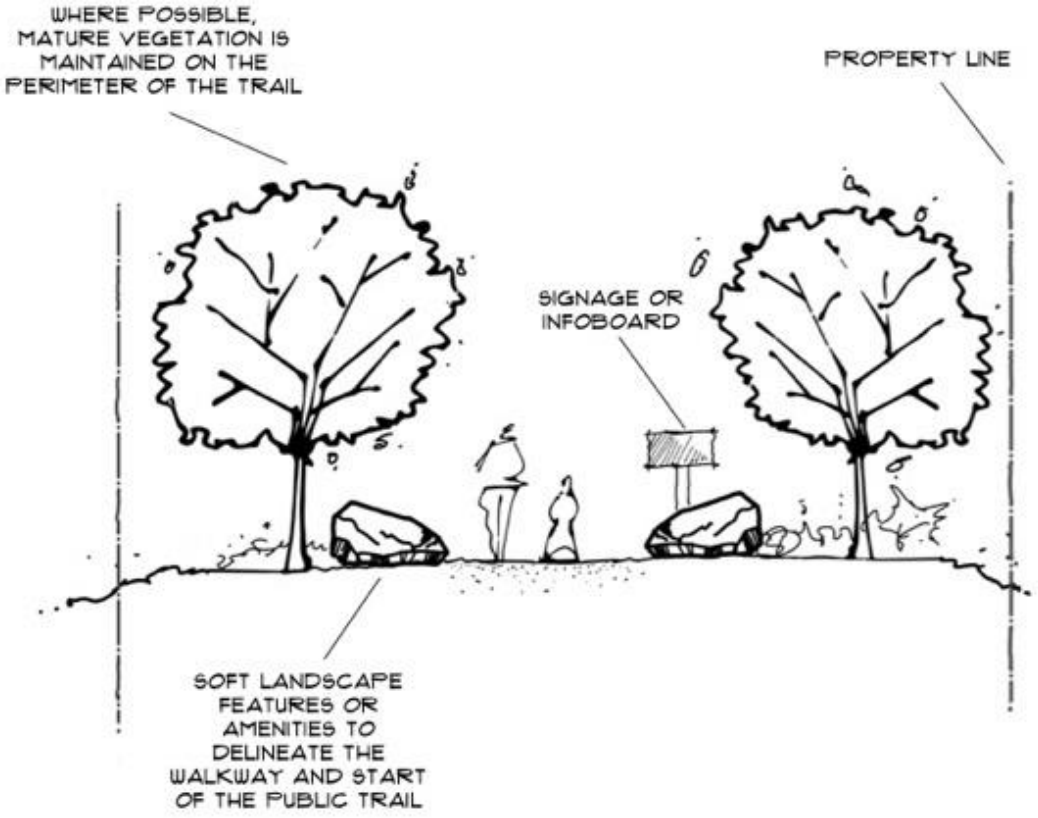


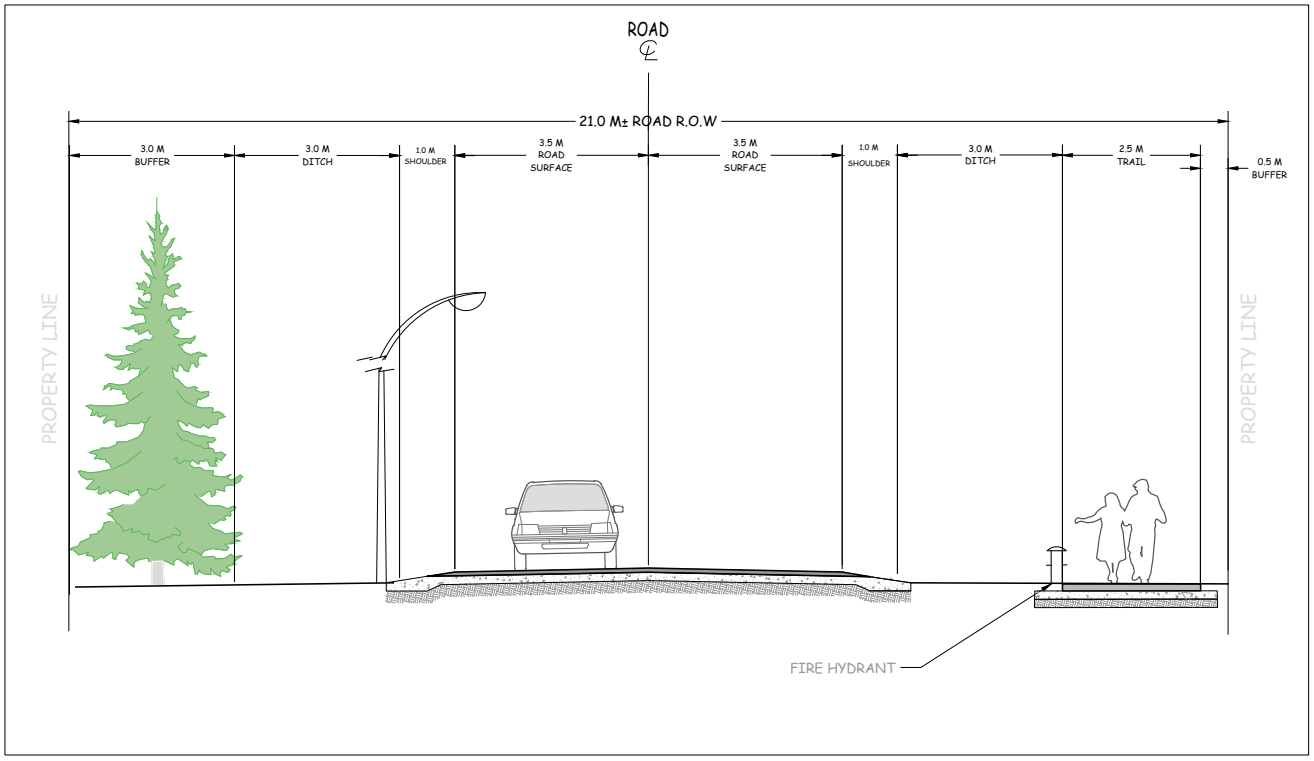
FIGURE 7: PROPOSED SURFACE MATERIAL FOR THE PERIMETER TRAIL: COMPACT CRUSH

3.3 ROADS

3.3.1 ROAD

The roads serve low volumes of intra-neighbourhood travel with off-street parking provisions. A 21.0m wide road right-of-way has been proposed. The driving surface would be treated with bituminous (BST). The roadway will accommodate a 7m travel surface and a 6.0m ditch on both sides for stormwater management. The depth of the ditch may vary depending on the grades of specific locations. Culverts may be required at key locations to maintain the depth of the ditch. Walking and active transportation infrastructure provide connectivity to adjacent neighbourhoods. A 2.5m multi-use path enhances connectivity and promotes walking.

FIGURE 8: TYPICAL ROAD CROSS SECTION



3.3.2 PEDESTRIAN SAFETY

As major generators of pedestrian traffic, trail crossings near neighbourhood parks should prioritize measures for pedestrian safety. When a trail network crosses a road, efforts should be made to ensure safe road crossing. Safety parameters such as curb extensions or raised intersections help slow traffic speeds and mitigate safety concerns. Alternate measures should be taken to increase safety, including:

- Additional safety measures, such as signage
- Reduce the speed limit
- Education and awareness – Share the Road programs
- Enforcement

3.3.2.1 CURB EXTENSIONS

Curb extensions are often applied at midblock to slow traffic speeds and add public space. These traffic calming devices are strategically located at the intersection of walkways and near neighbourhood parks. Aligned to the parking lane, they narrow the overall profile of the roadway.

FIGURE 9: CURB EXTENSION (NATIONAL ORGANIZATION OF CITY TRANSPORTATION OFFICIALS)

FIGURE 10: EXAMPLE OF CURB EXTENSION (NATIONAL ORGANIZATION OF CITY TRANSPORTATION OFFICIALS)

FIGURE 11: EXAMPLE OF CURB EXTENSION IN TAKHINI NORTH NEIGHBOURHOOD AND WINTER SNOW MAINTENANCE (BUILT-IN 2009)

3.3.3 NEIGHBOURHOOD NAMES

Subdivision names are important for a whole host of reasons. Community members were asked to help find a name for the area. A significant diversity in responses was provided.

The top suggestions for a name which embraces the character and identity of Area 1 are:

1. Dakwakada Acres / Vista
2. Grayling Acres
3. Bird's View
4. The Nest
5. Da Keyi (our land)
6. Old fairgrounds
7. Salix Fields
8. Ewok Village
9. Mountain Echo Village
10. Kluane Heights

In general, community members believe that the name should:

- Reflect the natural environment
- Be written in Southern Tutchone and English
- Pay homage to CAFN traditional territory.

3.4 PHASING

The overall Phasing Plan for the Infill Development is shown in Figure 11. The Phasing Plan is designed to meet engineering standard specifications for each type of infrastructure category being constructed in each phase. It is based on a preliminary engineering design level of details, servicing design, staging requirements, cost, feasibility, and construction schedule. The proposed phasing will require that some infrastructure be constructed in undeveloped portions beyond individual phasing boundaries. For example, the second access extends beyond the Phase 2 boundary. As such, additional information is required during the detailed design stage concerning the timing, intended users, methods, and costs of constructing the second access.

Construction would be phased out over four phases which are estimated to be completed over approximately 5 years. Based on this phasing plan, 12 single-family lots would be available after year 1 of construction. 25 single-detached lots, and 3 duplex lots and 1 multi-unit lot would be available after year 2 of construction. 13 single-detached lots would be available after year 4 of construction. Finally, 18 single-detached lots and 2 duplex lots would be available after year 5 of construction.

FIGURE 11: PHASING PLAN