

**From:** [Marois, Mathieu](#)  
**To:** [Fleming, Chelsea](#)  
**Subject:** FW: in support of delaying Phases 10 and 11 of Whistle Bend  
**Date:** Monday, October 24, 2022 11:05:37 AM  
**Importance:** High

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See below – sorry yeah I don't think it was ever forwarded to you.



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**From:** David Trick [[mailto:\[REDACTED\]](mailto:[REDACTED])]  
**Sent:** Monday, September 26, 2022 6:32 AM  
**To:** Mayor&Council <[\[REDACTED\]](mailto:[REDACTED])>  
**Subject:** in support of delaying Phases 10 and 11 of Whistle Bend

Dear Mayor and Council,

I would like to thank the councillors who questioned the proposal to proceed with Phases 10 and 11 of Whistle Bend when there is no transportation plan in place. I hope all members of Council will support this position.

Now is a good time to address the transportation issues in Whistle Bend. Any realtor can confirm that the rise in interest rates has taken the steam out of the Whitehorse housing market. The Bank of Canada does not expect inflation to return to its target levels until the end of 2023, so it is reasonable to expect high interest rates to continue until then.

Councillors might ask the City's staff to report on questions such as these:

- 1) When Whistle Bend was planned, what assumptions did the planners make about how many vehicles the average household would own? As of today, how many vehicles does the average Whistle Bend household own? How does the Whistle Bend figure differ from other neighbourhoods?
- 2) Is there any evidence that Whistle Bend residents are more likely to take the bus or ride a bike than residents in other neighbourhoods?

The planning documents for Whistle Bend all talk about creating a neighbourhood that would rely more on transit and active transportation. The assumption seems to have been that Whistle Bend would be populated by 8,000 people whose transportation preferences would be different from people living in any other neighbourhood in Whitehorse.

But having lived in Whistle Bend since 2016, my observation is that our neighbours are very similar to people elsewhere in the city. They mostly drive to work. They own one vehicle for each adult in the household. Some need big trucks for their work. Some want a recreational vehicle for their families. They move into Whistle Bend with these vehicles and do their best to find parking,

despite very small lots.

If my observation is correct, then it is time to stop treating Whistle Bend like a visionary experiment and start treating it like a neighbourhood that is populated by real people. If residents are committed to driving cars and trucks, the City needs to deal with that reality. This affects transportation planning, on-street parking, snow plowing and other City responsibilities.

Here are two more questions Councillors might ask:

1) What is wrong with our planning processes that the City can approve 9 phases of Whistle Bend without having a solution to the major transportation issues created by this development? It is not fair to current councillors and administrative staff that your predecessors from a decade ago have left you with this problem.

2) Why is it up to Councillors to spot this glaring gap in the City's planning? Every major government activity, including the development of Whistle Bend, ought to be subject to a regular evaluation, carried out independently from the staff who are doing the day-to-day work. In other governments, there is an auditor general whose job is to provide independent reports on how well the government's policies are achieving their goals, and whether there are big problems that elected leaders should attend to. Encouraging a culture of evaluation should be a goal for all governments.

Thank you for considering these comments, and for the work you do on behalf of the City.

With best wishes,  
David Trick

**David Trick, PhD**  
David Trick and Associates Inc.



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