

ADMINISTRATIVE REPORT

TO: Planning Committee
FROM: Administration
DATE: January 9, 2023
RE: Public Hearing Report – Zoning Amendment - Whistle Bend Phases 10 and 11

ISSUE

Public Hearing Report on a bylaw to amend the zoning of 25.8 hectares of vacant Commissioner's land comprising Phases 10 and 11 of Whistle Bend, from FP – Future Planning to public and residential zones.

REFERENCES

- [2009 AECOM Whistle Bend Transportation Network Impact Study](#)
- [2009 Whistle Bend Master Plan](#)
- [2015 AE Whistle Bend Phase 3-7 Traffic Impact Assessment Update](#)
- [2020 WSP Planning & Preliminary Engineering Design Report for Whistle Bend Future Areas & Town Square](#)
- [Zoning Bylaw 2012-20](#)
- [2022 Second Quarter Yukon Bureau of Statistics Population Report](#)
- 2022 AE Whistle Bend Update Phase 8-16 - Traffic Impact Assessment Update (Draft)
- Proposed Zoning Amendment Bylaw 2022-32

HISTORY

The proposed rezoning for Phases 10 and 11 of Whistle Bend from FP – Future Planning to public and residential zones received First Reading on September 26, 2022. Phase 10 will tentatively provide 117 lots for single-family homes or duplexes and 10 multi-family lots in addition to one greenbelt lot, one parks and recreation lot, and one public service lot. Phase 11 will tentatively provide 93 single-family lots and four multi-family lots.

Public Hearing notifications were sent out in accordance with the Zoning Bylaw 2012-20, including:

- Newspaper advertisements were posted in the Whitehorse Star and Yukon News on September 30, 2022 and October 7, 2022;
- Email notifications were sent to the Government of Yukon (YG) Land Management Branch, Kwanlin Dün First Nation, and Ta'an Kwäch'än Council; and
- Mail notifications were sent to property owners within 100 m of the subject site.

A Public Hearing for this item was held on October 24, 2022. One written submission was received with concerns. Nobody registered for, or spoke to the item at the public hearing.

ALTERNATIVES

1. Proceed with the second and third readings under the bylaw process; or
2. Do not proceed with the second and third readings.

ANALYSIS

The following matter was raised in the public input submission:

- Transportation impacts in Whistle Bend

The respondent noted there are transportation issues in Whistle Bend that should be addressed prior to approving additional phases. The respondent questioned how nine Whistle Bend phases could have already been approved without addressing the transportation issues created by the development. The respondent also noted the planning documents for Whistle Bend assumed that residents in the neighbourhood would rely more on transit and active transportation but from their observations, that is not the case.

Planning for the Whistle Bend neighbourhood began in 2006 and included an extensive community engagement process. This process culminated in the creation of the Whistle Bend Master Plan in 2009 (phases 1 to 7).

A Whistle Bend Transportation Network Impact Study was also completed in 2009 (2009 Study) to examine impacts on the wider transportation network and help inform the design of Whistle Bend. The Study provided recommendations for four horizons: short-term; medium-term, 50% Whistle Bend build-out, and 100% Whistle Bend build-out. The Transportation Master Plan (TMP) currently being developed will determine if these recommendations are still valid or will recommend alternative options.

Many improvements recommended in the short and medium-term have since been implemented such as the Whistle Bend connector between Mountain View Drive and Casca Boulevard, signal optimizations, signal installations, and transit service enhancements to Whistle Bend. Further transit enhancements are under design and may be in place in 2023 subject to council approval.

Longer-term recommendations that have not been implemented include an Alaska Highway Connector, College access road extension, and 4-lane widening of the Whistle Bend Connector.

In addition, a Traffic Impact Assessment (TIA) was completed in 2010 and updated in 2012 and 2015 as the neighbourhood design began evolving and construction of additional phases began.

In 2020, the Planning & Preliminary Engineering Design Report for Whistle Bend Future Areas & Town Square (2020 Whistle Bend Report) was completed and the vision for the planning, design, and engineering servicing of three future areas was proposed (phases 8 to 16). The 2020 Whistle Bend Report indicated that Future Areas A and B trips could be accommodated with existing internal roads and that there may be some capacity for the Casca Boulevard intersections to accommodate some or all of the Future Area C trips.

Notwithstanding the above, both the 2015 TIA and the 2020 Whistle Bend Report recommended that another TIA update be completed in order to confirm the traffic impacts of Future Area C. As recommended, a draft TIA (2022 TIA) was recently

completed for the internal road network of Whistle Bend phases 8 to 16. Although it is a draft, the preliminary results indicate the conclusions are unlikely to change significantly. It confirmed that the traffic generated by the upcoming future phases is expected to be accommodated by the planned intersections along Casca Boulevard. It does however suggest that signalization should be considered at two intersections (Casca Boulevard at Tarahne Way and Casca Boulevard at Keno Way) at full buildout.

Furthermore, the results of the draft 2022 TIA update, as well as the rezoning of Whistle Bend phases, will inform the TMP currently being developed. While the 2022 TIA update examined the traffic impacts on the internal Whistle Bend roads, the TMP is a broader city-wide plan. The TMP will address traffic impacts in Whistle Bend, as well as Mountain View Drive and examine the public transit and active transportation mode shares. It will address any long-term transportation issues, both current and anticipated, across the City, including those within, around, and as a result of the Whistle Bend neighbourhood.

In summary, several Whistle Bend traffic impact assessments have been completed throughout the design and construction of Whistle Bend. The City is committed to providing additional housing opportunities while understanding that transportation infrastructure may need to be upgraded in order to accommodate the growth. Many of the recommendations from the 2009 Study have been implemented and it is expected that the TMP will provide further recommendations in regards to those that have yet to be implemented.

ADMINISTRATIVE RECOMMENDATION

THAT Council direct that Bylaw 2022-32, a bylaw to amend the zoning of 25.8 hectares of vacant Commissioner's land comprising Phases 10 and 11 of Whistle Bend, from FP – Future Planning to public and residential zones, be brought forward for second and third reading under the bylaw process.