

WHISTLER

AGENDA

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, FEBRUARY 26, 2019, STARTING AT 5:30 P.M.**

**Franz Wilhelmsen Theatre at Maury Young Arts Centre
4335 Blackcomb Way, Whistler, BC V8E 0X5**

ADOPTION OF AGENDA

That Council adopt the Regular Council Meeting Agenda of February 26, 2019.

ADOPTION OF MINUTES

That Council adopt the Regular Council Meeting Minutes of February 12, 2019.

PRESENTATIONS AND DELEGATIONS

RCMP Semi-Annual
Report and Annual
Performance Plan

A presentation by RCMP Staff Sergeant Paul Hayes, regarding the RCMP Semi-Annual Report and Annual Performance Plan.

Housing Availability
and Affordability

A presentation by Tova Jamernik, regarding housing availability and affordability.

PUBLIC QUESTION AND ANSWER PERIOD

MAYOR'S REPORT

INFORMATION REPORTS

Private Employee
Housing Initiative –
Update
File No. 7734
Report No. 19-023

A presentation by municipal staff.

That Council receive Report No. 19-023, which provides an update on five proposals under consideration through the Private Employee Housing Initiative: Rezoning Applications RZ1144 (2077 Garibaldi Way), RZ1146 (7104 Nancy Greene Drive), RZ1147 (1315 Cloudburst Drive), RZ1152 (2028 Rob Boyd Way), and RZ1153 (8975 Highway 99).

International
Relationships Update
File No. 0430
Report No. 19-024

A presentation by municipal staff.

That Council receive Information Report No. 19-024 regarding Resort Municipality of Whistler's international relationships.

ADMINISTRATIVE REPORTS

RZ1159 – 1062 Millar
Creek Road –
Rezoning for Liquor
Retail Sales
File No. RZ1159
Report No. 19-010

A presentation by municipal staff.

That Council consider giving first and second readings to "Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019"; and

That Council authorize staff to schedule a Public Hearing for "Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019", and to advertise for the same in a local newspaper.

DVP1164 – 3829
Sunridge Drive
Setback Variances
File No. DVP1164
Report No. 19-025

A presentation by municipal staff.

That Council approve the issuance of Development Variance Permit DVP1164 for the proposed development located at 3829 Sunridge Drive to:

1. Vary the east side setback for an in-ground swimming pool and associated hot tub from 3.0 metres to 2.6 metres.
2. Vary the east side setback for a pool deck from 3.0 metres to 1.0 metres.
3. Vary the north (rear) setback for a pool deck from 3.0 metres to 0.5 metres.
4. Vary the east side setback for a below grade pool mechanical room from 6.0 metres to 2.0 metres.
5. Vary the south side setback for a retaining wall from 6.0 metres to 0.6 metres.
6. Vary the south side setback for an outdoor fireplace from 6.0 metres to 1.0 metres.
7. Vary the east side setback for an outdoor fireplace from 6.0 metres to 2.0 metres.
8. Vary the south side setback for exterior stairs from 6.0 metres to 4.0 metres.
9. Vary the east side setback for exterior stairs from 6.0 metres to 2.0 metres.
10. Vary the east side setback for a pergola from 6.0 metres to 2.0 metres.
11. Vary the east side setback for a fire pit structure from 6.0 metres to 2.0 metres.
12. Vary the north (rear) setback for exterior stairs from 7.6 metres to 3.0 metres.
13. Vary the east side setback for a retaining wall from 7.6 metres to 3.0 metres.

All as shown in Site Plan A101 dated 17-05-2018, and attached to Administrative Report No. 19-025 as Appendix “B”;

That Council direct staff to advise the applicant that prior to issuance of DVP1164, the following matters must be completed to the satisfaction of the General Manager of Resort Experience:

1. Modification of restrictive covenant BJ342518 to reflect the development scheme; and further

That Council authorize the Mayor and Municipal Clerk to execute the required amending covenants.

A presentation by municipal staff.

DVP1166 – 9391
Emerald Drive
Frontage Variance
File No. DVP1166
Report No. 19-026

That Council approve the issuance of Development Variance Permit DVP1166 for the property at 9391 Emerald Drive to vary the minimum frontage requirement from 18.0 metres to 14.7 metres for the proposed Lot A to enable future subdivision of the parcel to allow creation of an employee restricted lot, as shown on Site Plan 03649-00-V-01-R0.DWG, prepared by McElhanney Associates Land Surveying Ltd, and stamped “Received Oct 22, 2018” attached as Appendix “B” to Administrative Report No. 19-026;

That Council approval be subject to restricting occupancy of any dwelling unit on proposed Lot A to employee housing, restricting rental rates, and restricting resale appreciation of any dwelling unit through registration of a Housing Agreement on the title;

That Council direct staff to advise the applicant that prior to issuance of DVP1166, the following matters shall be completed to the satisfaction of the General Manager of Resort Experience:

1. Preparation and adoption of a Housing Agreement Bylaw;
2. Registration of the referenced Housing Agreement on proposed Lot A;
3. Registration of a covenant restricting building envelopes to the forward portion of the properties and defining tree preservation zones; and further

That Council authorize the Mayor and Municipal Clerk to execute the referenced Housing Agreement.

A presentation by municipal staff.

That Council approve the proposed amendments to the Recreation and Leisure Advisory Committee's Terms of Reference, attached as Appendix "A" to Administrative Report No. 19-027.

Recreation And
Leisure Advisory
Committee –
Amendment to Terms
of Reference
File No. 8360
Report No. 19-027

MINUTES OF COMMITTEES AND COMMISSIONS

Whistler Bear
Advisory Committee

Regular Meeting Minutes of the Whistler Bear Advisory Committee of January 9, 2019.

Forest and Wildland
Advisory Committee

Regular Meeting Minutes of the Forest and Wildland Advisory Committee of January 9, 2019.

BYLAWS FOR FIRST AND SECOND READINGS

Zoning Amendment
Bylaw (Montis
Distilling Ltd.) No.
2219, 2019

That "Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019" be given first and second readings.

BYLAWS FOR ADOPTION

Operating Reserve
Establishment
Amendment Bylaw
No. 2221, 2019

That "Operating Reserve Establishment Amendment Bylaw No. 2221, 2019" be adopted.

Five-Year Financial
Plan 2018 – 2022
Amendment Bylaw
No. 2217, 2019

That "Five-Year Financial Plan 2018 – 2022 Amendment Bylaw No. 2217, 2019" be adopted.

OTHER BUSINESS

CORRESPONDENCE

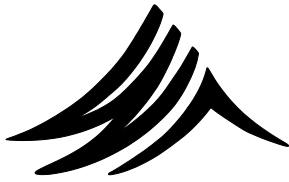
Community Budget
Consultations
Feedback
File No. 3009

Correspondence from Pamela Goldsmith-Jones, Member of Parliament, West Vancouver, Sunshine Coast and Sea to Sky Country, regarding Community Budget Consultations Feedback.

Climate Accountability Campaign File No. 3009	Correspondence from Dale Bumstead, Mayor, City of Dawson Creek, regarding the Climate Accountability Campaign.
CECAP File No. 3009	Correspondence from Randi Kruse, regarding the Community Energy and Climate Action Plan (CECAP).
WORCA Funding Thanks File No. 3009	Correspondence from Paul Austin, regarding a thank you for additional WORCA funding.
Light Up Request – Children's Wish Month File No. 3009.1	Correspondence from Jen Scarisbrick, Communications Assistant Volunteer, Children's Wish Foundation of Canada, requesting that on March 1 and 31, 2019 the Fitzsimmons Bridge be lit blue in support of Children's Wish Month.
Light Up Request – National Organ and Tissue Donation Awareness Week File No. 3009.1	Correspondence from Divya Thakor, Coordinator, Communications and Community Initiatives, BC Transplant, requesting that on April 24, 2019 the Fitzsimmons Bridge be lit green in support of National Organ and Tissue Donation Awareness Week.
Light Up Request – Cystic Fibrosis Awareness Month File No. 3009.1	Correspondence from Sandra Niven, Associate, Fund Development, Cystic Fibrosis Canada, British Columbia and Yukon Region, requesting that on May 4, 2019 the Fitzsimmons Bridge be lit blue in support of Cystic Fibrosis Awareness Month.

TERMINATION

That the Regular Council Meeting of February 26, 2019 be terminated.



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, FEBRUARY 12, 2019, STARTING AT 5:30 P.M.**

**Franz Wilhelmssen Theatre at Maury Young Arts Centre
4335 Blackcomb Way, Whistler, BC V8E 0X5**

PRESENT:

Mayor: J. Crompton

Councillors: A. De Jong, J. Ford, R. Forsyth, J. Grills, D. Jackson
and C. Jewett

Chief Administrative Officer, M. Furey
General Manager of Corporate and Community Services, T. Battiston
General Manager of Infrastructure Services, J. Hallisey
General Manager of Resort Experience, J. Jansen
Director of Planning, M. Kirkegaard
Director of Finance, C. Price
Manager of Communications, M. Comeau
Municipal Clerk, B. Browning
Senior Planner, J. Belobaba
Planner, F. Savage
Parks and Trails Supervisor, L. Russell
Transportation Demand Management Coordinator, E. DalSanto
Council Coordinator, N. Cooper
Administrative Assistant, L. Wyn-Griffiths

*Mayor J. Crompton recognized that we are on the traditional territories of the
Lil'wat Nation and the Squamish Nation.*

ADOPTION OF AGENDA

Agenda

Moved by Councillor R. Forsyth
Seconded by Councillor J. Ford

That Council adopt the Regular Council Meeting Agenda of February 12,
2019.

CARRIED

ADOPTION OF MINUTES

Minutes

Moved by Councillor C. Jewett
Seconded by Councillor D. Jackson

That Council adopt the Regular Council Meeting Minutes January 22, 2019.

CARRIED

PUBLIC QUESTION AND ANSWER PERIOD

Dale Mikkelsen
WORCA President
Re: WORCA Fee
For Service
Application

Dale Mikkelsen noted that, following conversations that WORCA had with Council and staff over the last few months and over the election cycle, the association had expected to see a significant increase in WORCA's Fee for Service contract. He asked, if the Mayor would like to address this, in particular if there is less interest now, or if the opinion has gone in a different direction, in terms of the maintenance and sustainability of the trail network as these numbers are concerning to WORCA moving forward.

Mayor J. Crompton replied that this matter is on the Agenda, and Council will discuss it at that time. He added that Council is familiar with the increased use of the trails and need for additional repair. Both Council and staff have paid attention to this, and the presentation WORCA made at the Committee of the Whole Meeting was useful in that regard. Mayor J. Crompton noted that the staff report lays out the standard policy around the Fee For Service Agreement and Council will discuss the report later in the Meeting.

MAYOR'S REPORT

Mayor's Report

Assault in the Village

Whistler received the upsetting news about a serious assault in the village on the night of Sunday, February 10, 2019. Three men were stabbed in the incident and as a result are recovering from injuries, one man is in critical condition. On behalf of Council, Mayor Jack Crompton offered his best wishes for their recovery. The RCMP responded to the incident quickly and the three people responsible have been arrested. The RCMP is continuing their investigation and anyone with information is encouraged to contact the Whistler RCMP. Mayor Jack Crompton thanked the RCMP for their efforts. Mayor Jack Crompton added that it was an unfortunate incident and the community's thoughts are with the victims. It is always the goal that visitors have a safe visit to the community, and that community members are safe.

Budget Community Meeting

Mayor Jack Crompton thanked all that attended the Budget Community Meeting on Monday, February 4, 2019, and added that it was great to see people out learning more, and asking questions about the budget. Budget guidelines were presented and included increases of:

- 2.9 per cent to property taxes;
- 2 per cent to sewer parcel taxes and user fees;
- 2 per cent to water parcel taxes and fees; and
- 3.6 per cent to solid waste parcel taxes and fees.

For those who couldn't attend, videos of the presentations are shared on the RMOW's Facebook page, and all budget documents can be found on the website. There are further details about the budget, the 176 proposed projects, and next steps online at www.whistler.ca/budget. The guidelines will come to Council for approval at the next Council Meeting on February 26, 2019. The budget bylaw will come before Council for readings and then adoption in spring 2019.

Function Junction Open House

Mayor Jack Crompton thanked the members of the community that joined the Function Junction pedestrian pathway information session on Tuesday, February 5, 2019. A safe and continuous pedestrian pathway is planned for Function Junction. The details of second phase of the project were shared with the community on Tuesday, February 5, 2019. RMOW appreciates those who came out to hear about the project from lead staff, and provided thoughtful feedback to the plans. There is more information about this project on the website at www.whistler.ca/FunctionPathway. There were also discussions around transit and the Valley Trail connection that will link Alta Lake Road to Function Junction. It was an engaging community meeting, and Mayor Jack Crompton thanked everyone who attended.

Community Life Survey

Mayor Jack Crompton thanked the 500 residents who took the time to complete the annual Community Life Survey by phone. The information provided is vital to tracking the progress of key municipal and community performance indicators to help with planning and decision making. The form can also be completed on the online version of the survey. The online Community Life Survey is available now at www.whistler.ca/survey. Mayor Jack Crompton thanked the community for taking time to complete this survey which lets Council and staff understand community priorities, trends and concerns, and thanked the community for their feedback on municipal plans and services.

Community Enrichment Program

Each year, the RMOW provides financial support to local not-for-profit organizations and societies as part of the Community Enrichment Program. This program supports these organizations' or societies' programs that work toward Whistler's community vision. Programs protecting the environment, enriching community life, or enhancing the resort experience may be eligible for a Community Enrichment Program grant. In 2018, the RMOW issued \$136,200 in grants to 29 local not-for-profit organizations. Applications for the 2019 Community Enrichment Program are open until Friday, February 14, 2019 at 4 p.m. More information about the program and the application form can be found online at www.whistler.ca/CEP.

Rogers Hometown Hockey

On the weekend of February 9, 2019, Whistler welcomed Rogers Hometown Hockey to town. It was a great community event, which celebrated Whistler's, and the wider Sea-to-Sky communities' love of hockey locally and across the country. Squamish and Whistler minor hockey associations also played special games over the weekend and Meadow Park Sports Centre, many local sports clubs, and community groups joined the Parade of Champions. Mayor Jack Crompton noted that he saw many families from the community at Whistler Olympic Plaza enjoying the range of activities and entertainment on offer all weekend. This event was part of the RMOW's Festivals, Events and Animation program, funded by Municipal Regional District Tax collected

in Whistler. Mayor Jack Crompton thanked Steve Neal and Bob Andrea for their work on this event.

Poet's Pause Poetry Competition

Each year, the RMOW hosts the Poet's Pause poetry competition. Writers are invited to submit original, unpublished poems for the competition. Winning poems will be displayed at the Poet's Pause sculpture sites in Alta Lake Park, and winners will receive a \$200 prize. Poet's Pause is a legacy of the late Joan Baron, the artist who developed the two Alta Lake Park sculpture sites. Joan's intention was to inspire creativity. Whistler sees many creative submissions for poems each year. Writers are encouraged to share their submissions by Monday, March 11, 2019 at 3 p.m. when the competition closes. Further information can be found on the website at www.whistler.ca/poetrycompetition.

Vail Update

Mayor Jack Crompton noted that he recently had the opportunity to meet with Vail Resorts Chief Executive Officer Rob Katz to build a relationship and talk about our priorities as a community, and how the RMOW and Vail can work together to benefit Whistler. Transportation and housing were discussed as important items for Whistler. Mayor Jack Crompton noted that it was a useful session.

Ministry of Municipal Affairs and Housing Meeting

Mayor Jack Crompton noted that he, Councillors John Grills, Duane Jackson and Cathy Jewett met with the Minister of Tourism and the Minister of Municipal Affairs and Housing to discuss some of Whistler's priorities. Mayor Jack Crompton added that these conversations were useful and productive.

Councillor John Grills

IMPACT Sustainability Travel and Tourism Conference

Councillor John Grills noted that he recently attended the IMPACT Conference in Victoria, which is now in its second year. The theme of the conference is sustainable tourism, with a focus on how tourism impacts communities and how can negative impacts be reduced. There were discussions about how climate change, wildfires and extreme weather events affect communities and these things can dramatically impact the economy. There was also a session on the growth of Indigenous Tourism, to engage communities and nations in active tourism. Councillor John Grills noted that there was good representation from many different sectors, including the air industry. He added that it was a good size with only 250 attendees, and that it was not just elected officials.

Rogers Hometown Hockey

Councillor John Grills announced that Rogers Communication, through the Hometown Hockey event had donated \$7,500 to each of the Whistler and Squamish Minor Hockey Associations and \$15,000 to the Zero Ceiling Society.

Councillor Jen Ford

Vision Zero Conference

Councillor Jen Ford noted that she had attended a one-day conference hosted by the City of Surrey with the focus on making all roadways safer for preferred methods of transportation. It was attended by both public health and elected officials, with about 75 people. There were specific examples of statistics of accidents provided to highlight the problem, for example, in 2017 alone, over 9,000 people were killed or injured at a particular Surrey intersection. Councillor Jen Ford noted that this has to become a priority, and added that there were several take-away actions, including:

- Reduce all city speeds to 30 kilometres per hour as that is what you can survive if you're hit by a vehicle.
- Higher insurance rates for dangerous drivers.
- High friction surface treatments.
- Viable alternatives to vehicle use.

Councillor Jen Ford added that this conference will be held annually and it was a very useful and informative day.

Councillor Cathy Jewett

Power Outage in Emerald Estates

Councillor Cathy Jewett noted that there had been an 18-hour power failure in Whistler over the weekend of February 9 to 10, 2019. It was caused by a tree falling on power lines and affected the Rainbow, Emerald and Alpine neighbourhoods. An Emergency Reception Centre was opened at the Myrtle Philip Community School for those who were without power overnight due to the extremely cold weather.

Councillor Duane Jackson

Housing Conference

Councillor Duane Jackson noted that he had attended a conference with industry leaders from across North America which focused on the current crisis in housing in North America in general. The conference is held every two years. It brings up to date the challenge of housing in all communities and that changing demographics and household formations are outpacing the delivery of housing. Councillor Duane Jackson noted that in the USA, various state and federal grants are available for retrofitting housing for rental. There was also discussion about healthy communities, designing housing for higher density development and still achieving a healthy community in terms of recreation and mental health.

Councillor Arthur De Jong

View from Here Conference

Councillor Arthur De Jong thanked BlueShore Financial and Whistler Real Estate for hosting the View From Here Conference on February 2, 2019. He added that it was a useful session in terms of planning for the future as a community.

Mayor Jack Crompton
Council Meeting with Lil'wat Nation

Mayor Jack Crompton stated that Council will be going to Mount Currie to sit down with the Lil'wat Nation Council after tonight's Council Meeting.

ADMINISTRATIVE REPORTS

LLR1324 – Pangea
Pod Hotel Patron
Participation
Entertainment
File No. LLR1324
Report No. 19-011

Moved by Councillor R. Forsyth
Seconded by Councillor J. Ford

That Council authorize the resolution attached as Appendix "A" to Administrative Report No. 19-011 providing Council's recommendation to the Liquor and Cannabis Regulation Branch in support of an application for a Permanent Change to a Liquor Licence for Pangea Pod Hotel Food Primary Licence No. 307978 to add a patron participation entertainment endorsement.

CARRIED

BikeBC Grant
Application – Valley
Trail Extension at
Whistler Golf Club
File No. X117
Report No. 19-018

Moved by Councillor D. Jackson
Seconded by Councillor C. Jewett

That Council endorse a grant application for \$212,985 to the BikeBC Infrastructure funding program for the Valley Trail extension project at Whistler Golf Club to provide improved connectivity and improved safety.

CARRIED

Whistler Transit
System Annual
Operating
Agreement
Amendment -
December 15, 2018
File No. 546
Report No. 19-012

Moved by Councillor J. Ford
Seconded by Councillor A. De Jong

That Council authorize the Mayor and Municipal Clerk to execute the "2018-2019 Whistler Transit System Annual Operating Agreement Amendment – December 15, 2018" for the period April 1, 2018 through March 31, 2019 attached as Appendix "A" to Administrative Report to Council No. 19-012.

CARRIED

SLRD Regional
Growth Strategy
Amendment Bylaw
No. 1562-2018
Referral – Updated
Report
File No. CR0091
Report No. 19-022

Moved by Councillor J. Ford
Seconded by Councillor A. De Jong

That Council endorse "Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562, 2018"; and

That Council authorize the Mayor and Municipal Clerk to submit the RMOW referral response, attached as Appendix "A" to Administrative Report No. 19-022 to the Squamish-Lillooet Regional District Board.

CARRIED

Operating Reserve
Establishment
Amendment Bylaw
No. 2221, 2019
File No. 2221
Report No. 19-014

Moved by Councillor R. Forsyth
Seconded by Councillor D. Jackson

That Council consider giving first, second and third readings to the "Operating Reserve Establishment Amendment Bylaw No. 2221, 2019".

CARRIED

Five-Year Financial
Plan 2018 – 2022
Amendment Bylaw
No. 2217, 2019
File No. 2217
Report No. 19-013

Moved by Councillor C. Jewett
Seconded by Councillor D. Jackson

That Council consider giving first, second and third readings to the “Five-Year Financial Plan 2018-2022 Amendment Bylaw No. 2217, 2019”.

CARRIED

WORCA 2019 Fee
for Service
Application
File No. 3004.02
Report No. 19-017

Moved by Councillor C. Jewett
Seconded by Councillor R. Forsyth

That Council authorize the Mayor and Corporate Officer to execute a Fee for Service Agreement with the Whistler Off Road Cycling Association in the amount of \$53,060 for 2019 and \$54,121 for 2020, subject to approval of the annual Municipal budget.

Moved by Mayor J. Crompton
Seconded by Councillor R. Forsyth

That the motion be amended to change the Fee for Service Agreement amounts to \$120,000 for 2019 and 2020.

Moved by Councillor C. Jewett
Seconded by Councillor J. Ford

That the amendment be amended to change the amounts awarded to \$100,000 for 2019 and 2020.

OPPOSED: Mayor J. Crompton, Councillors A. De Jong, J. Ford, R. Forsyth, J. Grills and D. Jackson.

DEFEATED

That the motion be amended to change the Fee for Service Agreement amounts to \$120,000 for 2019 and 2020.

CARRIED

The main motion as amended with the final wording being as follows:

That Council authorize the Mayor and Corporate Officer to execute a Fee for Service Agreement with the Whistler Off Road Cycling Association in the amount of \$120,000 for 2019 and \$120,000 for 2020, subject to approval of the annual Municipal budget.

CARRIED

Council Member
Appointments to the
Governance
Committee
File No. 0540
Report No. 19-015

Moved by Councillor D. Jackson
Seconded by Councillor C. Jewett

That Council reconvene the Governance and Ethics Standing Committee;

That Mayor J. Crompton appoint Councillors J. Ford, C. Jewett and R. Forsyth as the three members of Council to the Governance and Ethics Standing Committee as per the Committee's Terms of Reference; and further,

That Mayor J. Crompton appoint Councillor C. Jewett as the Chair of the Committee.

CARRIED

Whistler.com
Systems Inc. 2018
Annual Filing
File No. Vault
Report No. 19-019

Moved by Councillor J. Ford
Seconded by Councillor R. Forsyth

That the Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolve that the Municipality, as one of the shareholders of Whistler.com Systems Inc., pass the consent resolutions of the shareholders of Whistler.com Systems Inc., copies of which are attached to Administrative Report to Council No.19-019 as Appendix "B", and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

CARRIED

Tourdex.com
Systems Inc. 2018
Annual Filing
File No. Vault
Report No. 19-020

Moved by Councillor J. Ford
Seconded by Councillor D. Jackson

That the Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolve that the Municipality, as one of the shareholders of Tourdex.com Systems Inc., pass the Consent Resolutions of the shareholders of Tourdex.com Systems Inc., copies of which are attached to this Administrative Report No. 19-020 as Appendix "A", and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

CARRIED

Whistler Housing
Authority Ltd. -
2018 Annual Filing
File No. Vault
Report No. 19-021

Moved by Councillor J. Grills
Seconded by Councillor D. Jackson

That the Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolve that the Municipality, as the sole shareholder of Whistler Housing Authority Ltd., pass the consent resolutions of the Whistler Housing Authority Ltd. shareholders, which is attached to Administrative Report to Council No. 19-021 as Appendix "A", and that the Mayor and Corporate Officer execute and deliver the attached resolutions on behalf of the Municipality.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Liquor Licence
Advisory
Committee

Moved by Councillor C. Jewett
Seconded by Councillor D. Jackson

That Council receive the Regular Meeting Minutes of the Liquor Licence Advisory Committee of December 13, 2018.

CARRIED

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Operating Reserve
Establishment
Amendment Bylaw
No. 2221, 2019

Moved by Councillor J. Grills
Seconded by Councillor D. Jackson

That "Operating Reserve Establishment Amendment Bylaw No. 2221, 2019" be given first, second and third readings.

CARRIED

Five-Year Financial
Plan 2018-2022
Amendment Bylaw
No. 2217, 2019

Moved by Councillor C. Jewett
Seconded by Councillor J. Ford

That "Five-Year Financial Plan 2018-2022 Amendment Bylaw No. 2217, 2019" be given first, second and third readings.

CARRIED

OTHER BUSINESS

Advisory Design
Panel
Appointments

Mayor J. Crompton announced that the following individuals have been appointed to the Advisory Design Panel for 2019:

- Mr. Derek Fleming, Mr. Peter Lang and Mr. Pablo Leppe as the three professional architects who are registered members of the Architectural Institute of B.C.

CORRESPONDENCE

Federation of
Canada
Municipalities' Top
Priorities
File No. 3009

Moved by Councillor R. Forsyth
Seconded by Councillor J. Ford

That correspondence from Pamela Goldsmith-Jones, Member of Parliament, West Vancouver, Sunshine Coast and Sea to Sky Country, regarding the Federation of Canada Municipalities' top priorities be received and referred to staff.

CARRIED

Function Junction
Sidewalk
Expansion
File No. 3009

Moved by Councillor C. Jewett
Seconded by Councillor J. Grills

That correspondence from Mike Boehm, regarding the sidewalk expansion in Function Junction be received and referred to staff.

CARRIED

Additional Funding
for WORCA
File No. 3009

Moved by Councillor C. Jewett
Seconded by Councillor J. Grills

That correspondence from Paul Austin, regarding addition funding for WORCA be received.

CARRIED

Kidney Dialysis
Machine Needed in
Whistler
File No. 3009

Moved by Councillor J. Ford
Seconded by Councillor A. De Jong

That correspondence from Nadia Meratla, regarding the need for a kidney dialysis machine in Whistler be received and referred to staff, and to the Sea to Sky Regional Hospital District.

CARRIED

Climate
Accountability
Letter
File No. 3009

Moved by Councillor J. Ford
Seconded by Councillor R. Forsyth

That eleven pieces of correspondence, regarding the climate accountability letter, from the following individuals be received and referred to staff:

- Matt Blackman
- David Hollingworth
- Erin Maxwell
- Leah Pomeroy
- Mary Stewart
- Rachel Leiterman
- Allison van Gruen
- Shannon Klassen
- Dennis LaHue
- Angela Mellor
- Marie Binet

CARRIED

Light Up Request –
World Hypertension
Day
File No. 3009.1

Moved by Councillor C. Jewett
Seconded by Councillor J. Grills

That correspondence from Crystal Ceres, requesting that on May 17, 2019 the Fitzsimmons Bridge be lit red in support of World Hypertension Day, be received and the Fitzsimmons Bridge be lit.

CARRIED

Light Up Request –
Alzheimer's
Awareness Month
File No. 3009.1

Moved by Councillor R. Forsyth
Seconded by Councillor J. Ford

That correspondence from Charles J. Fuschillo, Jr., President and Chief Executive Officer, Alzheimer's Foundation of America, requesting that on November, 7, 2019 the Fitzsimmons Bridge be lit teal in support of Alzheimer's Awareness Month be received and Fitzsimmons Bridge be lit.

CARRIED

TERMINATION

Motion to Terminate

Moved by Councillor J. Ford
Seconded by Councillor C. Jewett

That the Regular Council Meeting of February 12, 2019 be terminated at 7:23 p.m.

CARRIED

Mayor, J. Crompton

Municipal Clerk, B. Browning



PRESENTED: February 26, 2019 **REPORT:** 19-023
FROM: Resort Experience **FILE:** 7734
SUBJECT: PRIVATE EMPLOYEE HOUSING INITIATIVE - UPDATE

That the recommendation of the General Manager of Resort Experience be endorsed.

That Council receive Report No. 19-023, which provides an update on five proposals under consideration through the Private Employee Housing Initiative: Rezoning Applications RZ1144 (2077 Garibaldi Way), RZ1146 (7104 Nancy Greene Drive), RZ1147 (1315 Cloudburst Drive), RZ1152 (2028 Rob Boyd Way), and RZ1153 (8975 Highway 99).

Appendix “A”:	Overview Map of Project Locations
Appendix “B”:	Administrative Report to Council No. 18-117, Private Employee Housing Initiative Recommendations, September 18, 2018 (Appendices Excluded)
Appendix “C”:	RZ1144 Current Plans and Materials
Appendix “D”:	RZ1146 Current Plans and Materials
Appendix “E”:	RZ1147 Current Plans and Materials
Appendix “F”:	RZ1152 Current Plans and Materials
Appendix “G”:	RZ1153 Current Plans and Materials
Appendix “H”:	Correspondence Received from the Public after September 18, 2018

The purpose of this Report is to provide Council with an update on the status of five Private Employee Housing Initiative rezoning applications that are currently under review.

On September 18, 2018 Council authorized further review and processing of Rezoning Applications RZ1144 (2077 Garibaldi Way), RZ1146 (7104 Nancy Greene Drive), RZ1147 (1315 Cloudburst Drive), and RZ1152 (2028 Rob Boyd Way). Council also authorized further review and processing of RZ1153 (8975 Highway 99), provided that 'an indication from the Ministry of Transportation and Infrastructure has been received within 120 days as to access to Highway 99'.

The above applications were received and evaluated for consideration through the Private Employee Housing Initiative. Appendix “A” provides an overview map of the project locations.

Each of these applications was presented in detail, along with associated plans and staff’s evaluation relative to Council adopted criteria, in Administrative Report to Council No. 18-117, Private Employee Housing Initiative Recommendations, September 18, 2018. For ease of reference the body of that report is provided in Appendix “B”, which includes a summary of each application.

This Report provides Council with an update on the status of further review and processing that has been conducted for each of these applications. Appendices “C” through “G” provide the most current plans for each application along with any relevant additional materials. Correspondence that has been received from members of the public since the September 18, 2018 Report to Council is included by application in Appendix “H”.

Any changes to the applications reported in the paragraphs below have primarily been completed to address issues identified by staff in the September 18, 2018 Report.

In addition, staff are now in a position to disclose the proposed rental rates for each of the projects. The proposed rates are expressed in current dollars, on a \$ per square foot of rentable area basis. These rents would be secured by a standard Housing Agreement registered on title, with annual rent escalation based on WHA standards. The proposed rents by project area:

RZ1144 – 2077 Garibaldi Way	\$2.85 per square foot
RZ1146 – 7104 Nancy Greene Drive	\$2.55 to \$2.75 per square foot ¹
RZ1147 – 1315 Cloudburst Drive	\$2.80 to \$3.15 per square foot ²
RZ1152 – 2028 Rob Boyd Way	\$2.65 to \$3.64 per square foot ³
RZ1153 – 8975 Highway 99	\$2.84 per square foot on average ⁴

¹Cost range relates to project density with \$2.55 for a 5 storey building and \$2.75 per square foot for a 4 storey building.

²Cost range reflects unit type: \$2.80 per square foot for 1 bedroom units and \$3.15 per square foot for 2 bedroom units.

³Cost range reflects two development scenarios: \$2.65 for recommissioning existing building and \$3.64 for a new building.

⁴Cost shown is average across all unit types. Range is \$3.01 per square foot for dorms and \$2.54 per square foot for 3 bedroom units.

Staff note that the third-party review of the proposed rents and the applicant’s confidential pro formas has not yet been completed. The primary purpose of this analysis is to confirm project feasibility and the reasonableness of the rents proposed. As the rental rates depend on the design and density of the project, they should be verified and evaluated upon achieving a supported design and density provisions are established within a proposed zoning amendment bylaw for Council consideration.

RZ1144 - 2077 Garibaldi Way

RZ1144 is a proposal for 48 apartments to be developed as two, three-storey apartment buildings in the Nordic neighbourhood. The plans for RZ1144 have not changed since they were viewed by Council in September 2018. The proposal has a floor space ratio of 0.398, which is similar to other multifamily developments in Nordic Estates.

The proposed development is in close proximity to transit and services, provides a 20-metre partially forested buffer on Highway 99. All units have two bedrooms, two bathrooms, in-suite washer and dryer, storage space, and a balcony. The proposal features both surface and underground parking, and a small green space in the southeast corner of the property along with the tree buffer area adjacent to Highway 99. Seventy-seven parking stalls are provided, which meets the requirements of the Zoning Bylaw. No variances are requested as part of the preliminary application materials.

The September 18, 2018 Report identified highway access from Nordic Drive into the neighbourhood, as a traffic concern associated with the proposal. The preliminary traffic study indicated that the wait time for the southbound turn movement onto Highway 99 from Nordic Drive is currently performing below a desirable level of service, and the wait time is expected to increase with the proposed development. The traffic study recommended further review to provide improved left turn access to Highway 99 and mitigate impacts to the neighbourhood. Another concern identified with the proposal was the limited usable green space provided, although there appears to be some potential to revise the site plan and expand the green space provided.

Since September 2018, staff and the applicant have been in communication regarding the additional wait times for highway access resulting from the proposed development, and the existing highway access issues from the Nordic neighbourhood at both Nordic Drive and Whistler Road. Staff is concerned about the additional wait time and potential related safety concerns as drivers seek to access the highway, in particular for left turn southbound movements. The potential impacts on transit operations and efficiencies are also recognized.

Consistent with the Whistler Transportation Action Plan, the RMOW has been working with the Ministry of Transportation and Infrastructure (MOTI) on a study of highway and intersection capacity to explore highway capacity improvements and increase traffic movement. Part of this work includes highway access issues and identifying priority locations of concern and potential improvements. The Nordic intersections are being considered through this work. As the RMOW works with MOTI, the potential for improvements, associated costs and funding are being explored. Generally, where improvements are required, RMOW will seek funding from MOTI, and where necessary, development projects will typically share in costs based on the scale of the project and proportionate trip generation.

The applicant has also been advised that a further more detailed site servicing design brief and a geotechnical report will be required. A response was received from the applicant noting that before any further expenses are incurred carrying out detailed planning for the development, the applicants would like to have confirmation from Council that the required zoning amendment will proceed.

Subsequent to Council review of the project in September 2018, Council and staff have also received further correspondence from members of the public expressing continued concerns and opposition to the project primarily related to traffic concerns, proposed density and type of housing, and potential noise impacts. This correspondence is included in Appendix "H".

The following table provides an overview of the development statistics for RZ1144.

Table 1. RZ1144 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	0.98	74 apartments	222	14.5 m (4 storeys + under-ground parking)	0.72
August 2018 Proposal			48 apartments	144	10.6 m (3 storeys + under-ground parking)	0.4

See Appendix “B” Administrative Report to Council No. 18-117 for details on the application, and Appendix “C” to review the August 2018 plans, renderings, and elevations.

RZ1146 - 7104 Nancy Greene Drive

RZ1146 proposes a multifamily building in the White Gold neighbourhood. In September 2018 the application was presented to Council as a 47-unit, 4-storey apartment building, with sufficient parking to meet the Zoning Bylaw requirements. Following the September 2018 Council meeting, staff advised the applicant to submit traffic and utility briefs, and address the issues identified in the Report to Council, including the following:

- The massing of the building should be decreased to better reflect the scale and massing of the individual buildings in the Fitzsimmons Walk development;
- The rear parcel line setback, adjacent to Fitzsimmons Walk, should be increased; and,
- The site planning and number of parking stalls should be reviewed and revised to maximize the total area of social space/green space that is available to the residents.

An updated plan was received from the applicant in February 2019. The revised plan features an increase in density from 47 units to 59 units, and an increase in building height from 4-storeys above in-ground parking to 5-storeys above in-ground parking. A similar mix of units are proposed: one-bedroom, one-bedroom with a flex room (i.e. a study or storage room), two-bedrooms, and two-bedrooms with a flex room. All units have in-suite laundry and a balcony.

The green space was increased as per staff comments, and the parking was reduced to 55 parking stalls: 18 private garages, 22 regular stalls in the underground parkade, and 15 exterior stalls. Rental of the stalls is optional and the cost is in addition to the monthly rent. For the 59 apartment units, the full parking complement would amount to 69 parking stalls, so the current parking proposal would require a parking variance.

The proposed site is close to employment, shopping, recreation amenities, and transit. The location is suited to employee housing and could feasibly support reduced parking. However, the scale of development as currently proposed is not in keeping with the scale of the neighbourhood and the adjacent Fitzsimmons Walk development. The most recent applicant submittal has not addressed staff's concerns.

Subsequent to Council review of the project in September 2018, Council and staff have also received further correspondence from members of the public expressing concerns and opposition to the project primarily related to building scale and density, parking and traffic. This correspondence is included in Appendix “H”.

The following table provides an overview of the development statistics for RZ1146.

Table 2. RZ1146 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	0.28	65 apartments	184	14.0 m (5 storeys + under-ground parking)	1.8
August 2018 Proposal			47 apartments	122	11.0 m (4 storeys + under-ground parking)	1.3
February 2019 Proposal			59 apartments	177	15.9 m (5 storeys + under-ground parking)	1.49

See Appendix “B” Administrative Report to Council No. 18-117 for details on the application, Appendix “D” to review the February 2019 plans, renderings, and elevations.

RZ1147 - 1315 Cloudburst Drive

In December 2018 the applicant provided an updated design for 1315 Cloudburst Drive. The new design incorporates 58 units into a single building on the eastern portion of the site. The original application proposed 56 units in total, with 48 units in one building and 8 units in another smaller multi-purpose building.

The current application proposes 3,815 m² of gross floor area for residential use. This represents 1,315 m² of GFA beyond what is currently permitted in the zoning, or approximately 20 apartment units. Under the Private Employee Housing Initiative, the 20 incremental units would be required to be designated as employee housing. However, the applicant is proposing a significantly greater portion of the units be dedicated to employee housing, with 46 of the apartment units designated for employee housing, and 10 of the units as temporary athlete accommodation, which is permitted under existing zoning.

The design proposed generally meets the Cheakamus Legacy Neighbourhood Design Guidelines, with a few exceptions that staff intend to work with the applicant on addressing. The massing of the building is similar to the neighbouring buildings on Cloudburst Drive. It is broken into two modules and provides balconies, prominent roof overhangs, and variation in colour and materials. The height and massing of the roof line should be adjusted to better meet the intent of the design guidelines. Sufficient parking and green space is provided, and the forested knoll on the property is preserved. A minor side yard setback variance of approximately 2 metres is requested to accommodate the corner of the building on Legacy Way.

A second building on the western portion of the parcel is still contemplated, similar to the plans presented to Council in 2018, but details on that building have not been developed. This building has the potential for a variety of uses. Staff continue to work with the applicant to develop the site plan and architectural program. The proposed design is scheduled for review by the municipal Advisory Design Panel on February 20, 2019.

The following table provides an overview of the development statistics for RZ1147.

Table 3. RZ1147 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	AC3 Zone (Athletes' Centre Three)	0.66 ha	56 apartments (48 in 4-storey building, and 8 units in 2-storey building)	~78 bed units of incremental density (of 156 in total)	14 m & 7 m	0.63
December 2018 Proposal			58 units (+ 2 nd building)	~ 52 bed units of incremental density (of 152 bed units proposed + 2 nd building)	18 m	0.55 (+2 nd building)

See Appendix "B" Administrative Report to Council No. 18-117 for details on the application, and Appendix "E" to review the December 2018 plans, renderings, and elevations.

RZ1152 - 2028 Rob Boyd Way

RZ1152 is a proposal to amend the zoning at 2028 Rob Boyd Way in the Creekside neighbourhood to permit employee housing for employees of the Whistler Mountain Ski Club. The plans for RZ1152 have not changed since they were viewed by Council in September 2018.

Depending on available funding, RZ1152 proposes two options for development of the site:

- Renovating the existing ski patrollers cabin to accommodate a new dormitory with up to four double beds; or
- Building a new chalet containing two apartments, each with shared cooking and living areas and four private bedrooms with ensuite bathrooms.

Up to 26 parking stalls can be provided on the site, which would meet the requirements of the Zoning Bylaw for both proposals. No variances are requested as part of the preliminary application materials. The proposed development is in close proximity to transit and services, and the proposed density under each of the two potential development scenarios is compatible with the neighbourhood.

Since September 2018 the following materials have been received:

- A composite legal plan, prepared by McElhaney Consultants,
- A Traffic Impact Assessment letter, prepared by McElhaney Consultants, and,
- A Geotechnical Site Assessment, prepared by SFA Geotechnical Consultants.

The Manager of Engineering Services has confirmed that the May 2018 site servicing memo on file is sufficient to verify water and sanitary services for the development, and that further details can be finalized later in the process. The next steps for this application would be Advisory Design Panel review, a public information meeting, and drafting a zoning amendment bylaw for Council consideration.

The following table provides an overview of the development statistics for RZ1152.

Table 4. RZ1152 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal 1 (recommission existing cabin)	CC2 (Commercial Core Two)	0.57	1 dormitory containing up to four double beds	2	Existing 2-storey cabin	.016
May 2018 Proposal 2 (multi-unit chalet)			New 2-storey building containing 8 bedrooms with ensuites (Total GFA: 240 m ²)	8	2-storeys, plus a parking level	0.20

See Appendix “B” Administrative Report to Council No. 18-117 for details on the application, and Appendix “F” to review the 2018 plans, renderings, and elevations.

RZ1153 - 8975 Highway 99 (‘Rainbow Ridge’)

RZ1153 is a proposal for three apartment buildings (three and four storeys) with 99 apartments and 48 dormitory beds to be constructed adjacent to the Rainbow neighbourhood. The plans for RZ1153 have not changed since they were viewed by Council in September 2018. A mix of units are proposed: dorm beds, studios, and one-, two-, and three-bedroom apartments. All units have in-suite laundry and a balcony. The proposal features both surface and underground parking, treed buffer areas, multiple trail connections, green space/recreation areas, and protection of the riparian areas on the property. Two hundred and forty parking stalls are provided, which meets the requirements of the Zoning Bylaw. No variances are requested as part of the preliminary application materials.

In September 2018, Council authorized further review and processing of RZ1153 provided that an indication from the Ministry of Transportation and Infrastructure (MOTI) was received within 120 days (of the Council meeting) regarding access to Highway 99. The official MOTI response was received in

January 2019, just after the 120-day deadline. MOTI staff indicated that they do not support providing the property with full highway access, given that the property has two existing rights-of-way through the Rainbow neighbourhood; and that right-in, right-out access from Highway 99 may be considered. Right-in, right-out access from Highway 99 would not be supported by staff as the sole means of access to the property.

In its previous analysis, staff recognized the proposed development is in close proximity to transit and services for residents, includes green space and social areas, preserves the riparian area on the property, and provides trail connectivity. A significant concern with the proposal was the size of the proposed development and number of dwelling units relative to the nature of the property access, which is via strata roads through an existing neighbourhood, and with limited options for access from Highway 99. The site is also a green field site that would undergo extensive site grading and disturbance associated with access roads, building footprints and surface parking.

A letter from the applicant subsequent to the September 2018 review is provided in Appendix “G”, along with the letter from MOTI regarding highway access.

The following table provides an overview of the development statistics for RZ1153.

Table 5. RZ1153 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	5.66	105 apartments + 45 dorms	354	16.4 m (3-storeys + parking)	0.24
August 2018 Proposal			99 apartments + 48 dorm beds	339	15.6-19.0 m (3- & 4-storeys + parking)	0.23

See Appendix “B” Administrative Report to Council No. 18-117 for details on the application, and Appendix “G” to review the 2018 plans, renderings, and elevations.

WHISTLER 2020 ANALYSIS

See Administrative Report No. 18-040 for an analysis of the Private Employee Housing Initiative against Whistler2020 strategies.

OTHER POLICY CONSIDERATIONS

Compliance with Zoning and Parking Bylaw No. 303, 2015 regulations and other RMOW policies are assessed as part of the zoning amendment process.

BUDGET CONSIDERATIONS

All costs associated with individual rezoning applications, including staff review time, public meetings, notices, and legal fees are paid by the applicant.

COMMUNITY ENGAGEMENT AND CONSULTATION

At the time a rezoning application is submitted and received by the Planning Department, a rezoning application sign must be posted on the property within seven days. Consistent with standard practice, these applications are also identified in the applications register posted on the municipal website.

Any correspondence received from members of the public becomes part of the rezoning application file for staff and Council consideration.

A public information meeting would also be held in advance of bringing forward a zoning amendment bylaw for consideration of first and second readings by Council. Any proposed zoning amendment bylaw would be also be subject to a Public Hearing, adhering to statutory public notice requirements, prior to Council consideration of third reading of the Bylaw.

SUMMARY

The purpose of this Report is to provide Council with an update on the status of five Private Employee Housing Initiative rezoning applications that are under review.

Respectfully submitted,

Amica Antonelli
PLANNER

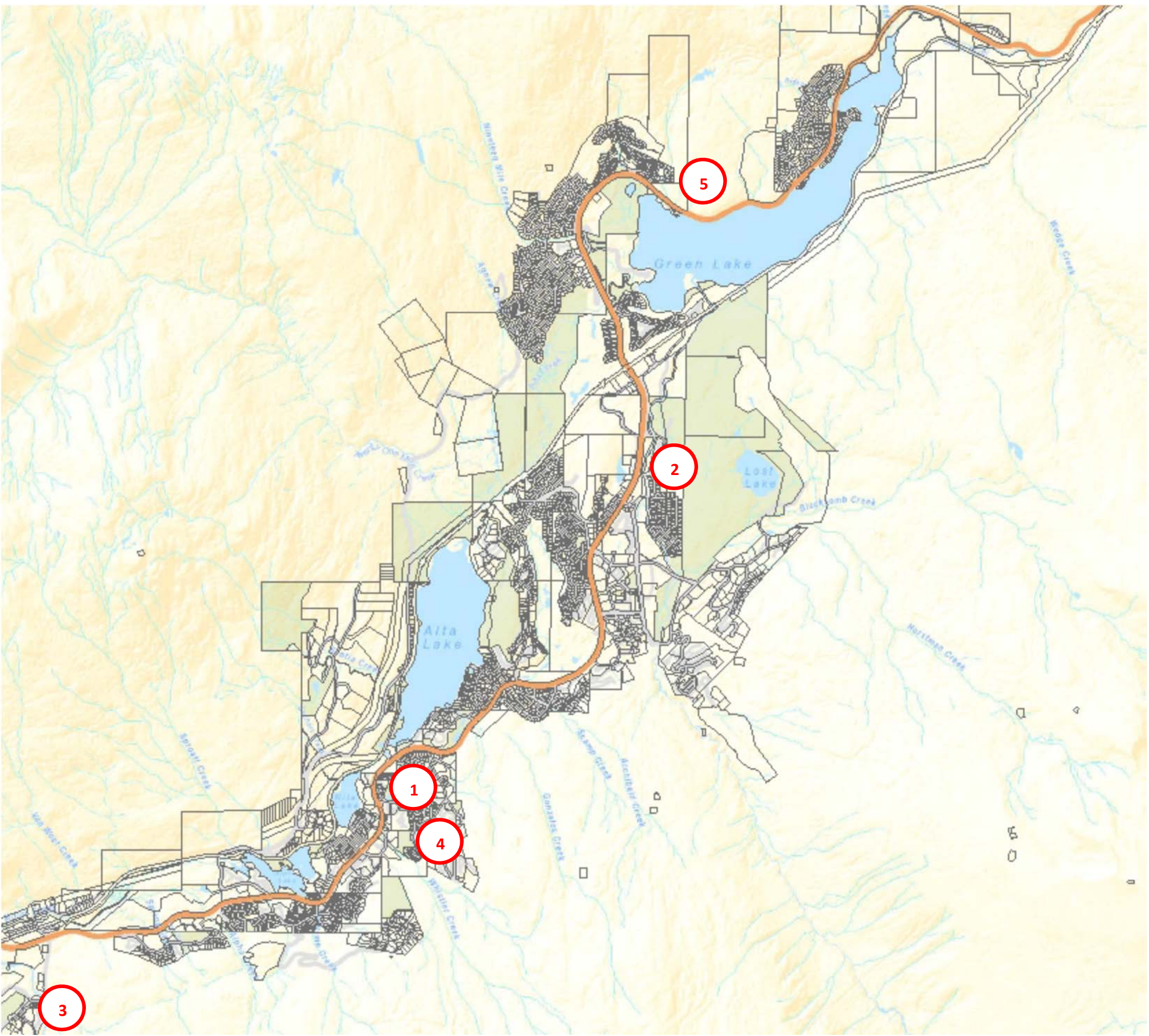
And

Mike Kirkegaard
DIRECTOR OF PLANNING

for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

Appendix “A” – Overview Map of Proposal Locations

- 1. 2077 Garibaldi Way (RZ1144)
- 2. 7104 Nancy Greene Drive (RZ1146)
- 3. 1315 Cloudburst Drive (RZ1147)
- 4. 2028 Rob Boyd Way (RZ1152)
- 5. 8975 Highway 99 ‘Rainbow Ridge’ (RZ1153)





REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: September 18, 2018

REPORT: 18-117

FROM: Resort Experience

FILE: 7734

SUBJECT: PRIVATE SECTOR EMPLOYEE HOUSING INITIATIVE RECOMMENDATIONS

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Resort Experience be endorsed.

RECOMMENDATIONS

That Council authorize further review and processing of Rezoning Applications RZ1144 (2077 Garibaldi Way), RZ1146 (7104 Nancy Greene Drive), RZ1147 (1315 Cloudburst Drive), and RZ1152 (2028 Rob Boyd Way).

REFERENCES

Appendix “A” – Overview Map of Proposal Locations

Appendix “B” – Proposal Evaluation Tables

Appendix “C” – Evaluation Summary Table

Appendix “D” – Application materials for RZ1144

Appendix “E” – Application materials for RZ1146

Appendix “F” – Application materials for RZ1147

Appendix “G” – Application materials for RZ1151

Appendix “H” – Application materials for RZ1152

Appendix “I” – Application materials for RZ1153

Appendix “J” – Application materials for RZ1155

Appendix “K” – Correspondence received

PURPOSE OF REPORT

The purpose of this Report is to provide Council with an overview of the revised preliminary rezoning applications received August 2018 for the Private Sector Employee Housing Initiative and provide recommendations on applications for further review.

DISCUSSION

On April 24, 2018 Council endorsed a process and timeline for implementing Recommendation No. 6 of the Mayor’s Task Force on Resident Housing, which is to allow for development of up to 500 bed units of employee restricted rental housing on private lands over the next five years (2018 – 2023).

To initiate the project in April 2018, staff notified the public and interested parties of the initiative. Nine preliminary applications were received by the due date of May 31, 2018. Staff reviewed the applications against Official Community Plan (OCP) policies and the Council endorsed guidelines for the review of private sector employee housing (see Administrative Report No.18-040 for a full listing of the policies and evaluation criteria). An interdepartmental referral process was carried out and staff comments were forwarded to the applicants. The applicants were given the opportunity to revise their applications to better meet the evaluation criteria, with a due date for revised submissions of August 7, 2018. Seven revised applications were received by the August due date. These applications are summarized in Table 1 below. The two applicants that withdrew their proposals determined that one or more of the evaluation criteria did not fit with their development goals for the property.

Table 1. August 2018 Updated Proposals

File Number - Address	Dwelling Units Proposed	Bed Units Proposed
RZ1144 - 2077 Garibaldi Way	48 apartments	144
RZ1146 - 7104 Nancy Greene Dr.	47 apartments	122
RZ1147 - 1315 Cloudburst Dr.	56 apartments	~78
RZ1150 - 5298 Alta Lake Road	<i>Application withdrawn</i>	-
RZ1151 - 8629 Forest Ridge Dr.	2 market townhomes & 2 employee restricted townhomes	16
RZ1152 - 2028 Rob Boyd Way	2 shared apartments (or 1 dormitory)	8 (or 2)
RZ1153 - 8975 Highway 99 ('Rainbow Ridge')	99 apartments & 48 dorm beds	339
RZ1154 - 1525 Highway 99 ('Zen Lands')	<i>Application withdrawn</i>	-
RZ1155 - 2671 Highway 99 ('Interlakes')	69 apartments	~173
Total		~880

See Appendix "A" for an overview map of the project locations.

The updated submittals received in August included cover letters, site plans, elevations, renderings, pro formas, and preliminary studies addressing traffic, services, and environmental protection. The pro formas set out development costs, operating costs, projected revenues projected return on investment, and proposed rental rates for each project. This confidential information is currently under review with an independent third party, and will be used to provide certainty that those projects that are authorized to proceed are feasible and will be able to achieve the proposed rental rates, and that the returns and rents are reasonable.

Analysis and Recommendations

The seven revised applications were reviewed against the guidelines previously endorsed by Council and OCP policies. These guidelines and policies were synthesized into 18 criteria. For each criterion, the proposal was assigned one of three values:

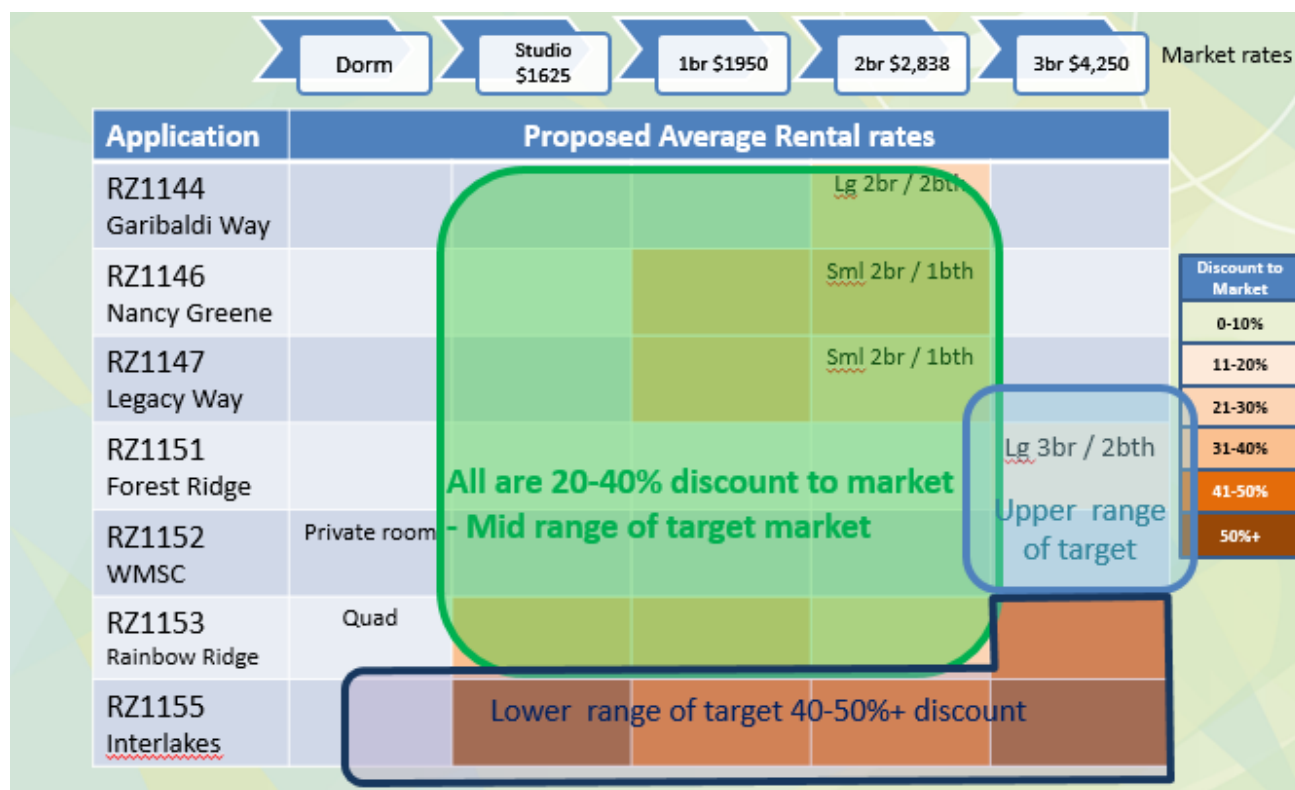
Table 2. Interpretation

Value	Interpretation
√	Meets the criterion.
Partial	Meets some aspects of the criterion.
X	Does not meet the criterion.

Proposed rental rates for each of the seven private employee housing proposals were assessed against current advertised market rents in Whistler. The proposed rental rates are categorized as follows:

- 0 - 20% discount from market rates (upper target range),
- 20 - 40% discount from market rates, and,
- 40 - 55% discount to market.

The diagram below shows how each of the unit types offered under the seven private employee housing proposals falls into the three affordability categories. (Insufficient information was available to categorize the dorm units.)



The most recent Census data indicates that there are a significant number of Whistler households who currently live in rental homes and would fall into each of these affordability categories, evidencing the potential demand for the various products.

The paragraphs below summarize the seven development proposals received under the Private Employee Housing Initiative and the staff recommendations for each of the proposals. Appendix “B” provides additional detail on the staff analysis, including proposed project development statistics and the review of the proposals relative to the evaluation criteria. Appendix “C” provides a comparative overview of all seven proposals relative to the criteria and a summary of bed units and staff recommendations.

RZ1144 - 2077 Garibaldi Way

RZ1144 is a proposal for two 24-unit, 3-story apartment buildings in the Nordic neighbourhood. All units have two-bedrooms, two bathrooms, in suite washer and dryer, storage, and a balcony. The proposal features both surface and underground parking, and a small green space in the southeast corner of the property. Seventy-seven parking stalls are provided, which meets the requirements of the Zoning Bylaw. No variances are requested as part of the preliminary application materials.

The following table provides an overview of the development statistics for RZ1144. (The May 2018 proposal was the initial submission. The August 2018 submission reflects changes in the proposal to better meet the evaluation criteria and address staff comments.)

Table 3. RZ1144 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	Floor Space Ratio (FSR)
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	0.98	74 apartments	222	14.5 m (4 stories + under-ground parking)	0.72
August 2018 Proposal			48 apartments	144	10.6 m (3 stories + under-ground parking)	0.4

See Appendix “B”, Table 1 for a detailed staff evaluation of the proposal, and Appendix “D” for the preliminary plans, renderings, and elevations for this application. For comparison, the submittal materials include a map showing the distribution of density within the surrounding neighbourhood.

The proposed development is in close proximity to transit and services, provides a 20 metre forested buffer on Highway 99, has limited visual impacts for neighbouring properties, and has proposed rents in the range of 20-40 percent less than market rates. The density of the proposal is consistent with the density of other multifamily developments in the Nordic neighbourhood, and local roads have sufficient capacity to accommodate the additional traffic.

A concern identified is related to traffic and access to the southbound lane on Highway 99 from Nordic Drive. The preliminary traffic study submitted by the applicant, conducted for peak hour traffic, suggests that the proposed development will not affect the current level of service at the intersection of Nordic Drive and Highway 99, and for the three local road intersections in the vicinity of the proposed development. However, the wait time for the southbound turn movement onto Highway 99 from Nordic Drive is currently performing below a desirable level of service, and the wait time is expected to increase with the proposed development. The traffic study recommends further review to provide improved left turn access to Highway 99 and mitigate impacts to the neighbourhood. Another concern

identified with the proposal is the limited usable green space provided, although there will be a significant green buffer area that is to be re-vegetated and maintained within the 20 metre highway buffer along the highway corridor. There appears to be some potential to revise the site plan and expand the green space provided.

Based on the evaluation criteria and staff analysis, staff recommend that this application be considered for further review and processing.

RZ1146 - 7104 Nancy Greene Drive

RZ1146 is a proposal for a 47-unit, 4-story apartment building in the White Gold neighbourhood. A mix of units are proposed: one-bedroom, one-bedroom with a flex room (i.e. a study or storage room), two-bedrooms, and two-bedrooms with a flex room. All units have in-suite laundry and a balcony. The one-bedroom units will have access to a storage room outside of their unit.

The proposal features both surface and underground parking, and a small community garden area above the parkade. Sixty-two parking stalls are provided, which meets the requirements of the Zoning Bylaw. The proposed development is located within the 20 metre buffer adjacent to Highway 99, in a previously disturbed area. The 20 metre buffer along Highway 99 was cleared of vegetation in the past, similar to many of the parcels surrounding the Nesters commercial node. Given this context and the location on the corner of the Highway 99 intersection staff support the proposed reduction to the highway buffer, with landscaping provided to screen the development as much as possible. Staff note that the adjacent multi-family development, Fitzsimmons Walk, also has a reduced highway buffer.

The following table provides an overview of the development statistics for RZ1146.

Table 4. RZ1146 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	0.28	65 apartments	184	14.0 m (5 stories + under-ground parking)	1.8
August 2018 Proposal			47 apartments	122	11.0 m (4 stories + under-ground parking)	1.3

See Appendix “B”, Table 2 for a detailed staff evaluation of the proposal, and Appendix “E” for the preliminary plans, renderings, and elevations.

The proposed development is in close proximity to transit and services for residents utilizes a previously disturbed site located in very close proximity to the Village core, and proposes affordable rents in the range of 20-40 percent less than market rates.

Issues identified for the proposal include the scale and massing of the proposed building and the limited green space with minimal opportunity for buffering along Highway 99. Although the revised proposal reduced the proposed building by one floor to be consistent with the maximum height of the adjacent Fitzsimmons Walk development, the building scale and massing is still larger than the individual

Fitzsimmons Walk buildings. The proposed site is a relatively small parcel. Staff is supportive of increased density for this corner site, however, further review of building scale and massing is warranted should the proposal proceed for further consideration.

Based on the evaluation criteria and staff analysis, staff recommend that this application be considered for further review and processing.

RZ1147 - 1315 Cloudburst Drive

RZ1147 requests an increase in the maximum gross floor area (GFA) of the property to allow for approximately 78 additional employee bed units beyond what is currently permitted (an increase from 2500 m² to 4046 m² GFA). The property is zoned AC3 Zone (Athletes' Centre Three). The permitted uses are: Athletes' Centre, Athletes' Centre accommodation, auxiliary buildings and uses, and parks and playgrounds.

The applicants propose a 48-unit, 4-story apartment building and an 8-unit 2-story multipurpose building in the Cheakamus neighbourhood. (Depending on the final unit sizes, the incremental density requested amounts to approximately 24 units.) A mix of one-, two-, and three-bedroom units are proposed. All units have in-suite laundry and a balcony. The proposal features both surface and underground parking, and a variety of green space, and social and recreation areas. Seventy-seven parking stalls are provided, which meets the requirements of the Zoning Bylaw. As part of the preliminary application materials, a variance is requested to accommodate parking closer than 1.5 m from the parcel line.

The following table provides an overview of the development statistics for RZ1147.

Table 5. RZ1147 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	AC3 Zone (Athletes' Centre Three)	0.66 ha	56 apartments (48 in 4-story building, and 8 units in 2-story building)	~78 (of 156 in total)	14 m & 7 m	0.63
August 2018 Proposal			same	same	same	same

See Appendix "B", Table 3 for a detailed staff evaluation of the proposal, and Appendix "F" for the preliminary plans, renderings, and elevations.

The proposed development is in close proximity to transit, is a previously disturbed development site with capacity for additional development, includes generous green space and social areas, and has proposed rents in the range of 20-40 percent less than market rates. The density of the proposal is consistent with the density of other multifamily developments in the neighbourhood.

Based on the evaluation criteria and staff analysis, staff recommend that this application be considered for further review and processing.

RZ1151 - 8629 Forest Ridge Dr.

RZ1151 is a proposal for two market townhomes, and two employee restricted townhomes in the Alpine neighbourhood. All units have three-bedrooms, in suite washer/dryer and storage, and a balcony or terrace. The proposal features underground parking for residents, surface parking for visitors, and landscaped areas around the buildings. Ten parking stalls are provided, which meets the requirements of the Zoning Bylaw. No variances are requested as part of the preliminary application materials.

The following table provides an overview of the development statistics for RZ1151.

Table 6. RZ1151 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	R11 Zone (Residential Infill One)	0.13 ha	2 market townhomes, 2 employee restricted townhomes	16 (8 employee restricted)	7.55 m	0.40
August 2018 Proposal			same	same	same	same

See Appendix “B”, Table 4 for a detailed staff evaluation of the proposal, and Appendix “G” for the preliminary plans, renderings, and elevations.

The proposal is an innovative approach to applying gross floor area to the parcel, at a similar density to what is currently permitted under existing zoning. The proposed FSR (0.40) is similar but greater than that permitted under the existing zoning (0.35). The proposed four townhouse units compares with the potential for two detached dwellings with auxiliary suites under existing zoning. However, the development potential under existing zoning also permits a gross floor area exemption for in-ground basement area which generally contributes to building massing. As a result, the total floor area under existing zoning for the property could potentially be the same as that proposed.

The primary issue identified with this proposal is that two of the four townhouse units are not rent restricted employee housing units which is inconsistent with the criteria that proposed developments be 100 percent employee housing.

Based on the evaluation criteria and staff analysis, staff recommend that this application not be considered for further review and processing. However, the proposal does have potential for further consideration through the Infill Housing Initiative.

RZ1152 - 2028 Rob Boyd Way

RZ1152 requests to amend the existing zoning to permit employee housing for employees of the Whistler Mountain Ski Club, located adjacent to the existing Ski Club Cabin on the same property. The project relies on donated funds for both the planning and building stages of the project. Depending on available funding, RZ1152 proposes two options for development of the site:

- Renovating the existing ski patrollers cabin to accommodate a new dormitory with up to four double beds, or,

- Building a new chalet containing two apartments, each with shared cooking and living areas and four private bedrooms with ensuite bathrooms.

Up to twenty-six parking stalls can be provided on the site, which would meet the requirements of the Zoning Bylaw for both proposals. No variances are requested as part of the preliminary application materials. The preliminary application materials do not include a landscape plan.

The following table provides an overview of the development statistics for RZ1152.

Table 7. RZ1152 Development Proposal

	Current Zoning	Parcel Area	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal 1 (recommission existing cabin)	CC2 (Commercial Core Two)	0.57 ha	1 dormitory containing up to four double beds	2	Existing 2 storey cabin	Unchanged .016
May 2018 Proposal 2 (multi-unit chalet)	CC2 (Commercial Core Two)	0.57 ha	New 2 storey Building Containing 8 bedrooms with ensuites Total GFA: 240 m ²	8	2 storeys plus a parking level	0.20
August 28 proposal	Unchanged					

See Appendix “B”, Table 5 for a detailed staff evaluation of this proposal, and Appendix “H” for the preliminary plans, renderings, and elevations.

The proposed development is in close proximity to transit and services for residents, and proposes rents up to 20 percent less than market rates, and the proposed density under each of the two potential development scenarios is compatible with the neighbourhood.

An issue identified with the proposal is the lack of a landscape plan and limited provision of green space, however, there is potential to work with the applicant and develop this aspect of the proposal. There appears to be sufficient area on the property for green space and social areas. Existing agreements currently registered on the property title would need to be revisited. Based on the evaluation criteria and staff analysis, staff recommend that this application be considered for further review and processing.

RZ1153 - 8975 Highway 99 (‘Rainbow Ridge’)

RZ1153 is a proposal for three apartment buildings (3 and 4 stories) with 99 apartments and 48 dormitory beds to be constructed adjacent to the Rainbow neighbourhood. A mix of units are proposed: dorm beds, studios, and one-, two-, and three-bedroom apartments. All units have in-suite laundry and a balcony. The proposal features both surface and underground parking, treed buffer areas, multiple trail connections, green space/recreation areas, and protection of the riparian area on the property. 240 parking stalls are provided, which meets the requirements of the Zoning Bylaw. No variances are requested as part of the preliminary application materials.

The following table provides an overview of the development statistics for RZ1153.

Table 8. RZ1153 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	5.66	105 apartments + 45 dorms	354	16.4 m (3 stories + parking)	0.24
August 2018 Proposal			99 apartments + 48 dorm beds	339	15.6-19.0 m (3 & 4 stories + parking)	0.23

See Appendix “B”, Table 6 for a detailed staff evaluation of the proposal, and Appendix “I” for the preliminary plans, renderings, and elevations.

The proposed development is in close proximity to transit and services for residents, includes generous green space and social areas, preserves the riparian area on the property, provides trail connectivity, and has proposed rents in the range of 20-40 percent less than market rates.

A significant concern with the proposal is the size of the proposed development and number of dwelling units relative to the limited access to the proposed development. Ministry of Transportation and Infrastructure (MOTI) staff have indicated that developing a new access road off of Highway 99 would not be considered. Therefore all traffic associated with this proposal would be routed through the existing Rainbow neighbourhood.

Although the preliminary traffic analysis submitted indicates that the local roads and intersection at Highway 99 have sufficient capacity to handle the additional traffic generated by the proposed development, staff has concerns related to the proposed access points (Ski Jump Rise and Black Bear Ridge) both of which are strata roads. Though these strata roads have easements for access to the Rainbow Ridge site, staff have determined that Black Bear Ridge is too narrow to support the increase in traffic, and that Ski Jump Rise would likely require some type of upgrade in order to function as the primary access. Single access via Ski Jump Rise is a relatively long access route through the Rainbow neighbourhood which would see a relatively significant increase in traffic volumes associated with the proposed development. The proposed development is significant in scale relative to the existing Rainbow neighbourhood with 99 apartment units plus 48 dormitory beds proposed, as compared to approximately 300 total dwelling units for the existing Rainbow neighbourhood at buildout.

Another significant concern identified with the proposal is the disturbance of a green field site, which is not consistent with the evaluation criteria for the Private Employee Housing Initiative which state support for use of previously disturbed sites, and sites that require minimal alteration and disruption. To accommodate the proposed development significant excavation and grading would be required, as well as removal of mature trees, and construction of extensive area of roadway and surface parking. The preliminary engineering brief also indicates that significant upgrades may be required to infrastructure and services for the proposed development.

Based on the evaluation criteria and staff analysis, staff recommend that this application not be considered for further review and processing.

RZ1155 - 2671 Highway 99 ('Interlakes')

RZ1155 is a proposal for a three-story 69-unit apartment building to be constructed adjacent to Highway 99, north of the Creekside neighbourhood. A mix of units are proposed: studios, and one-, two-, and three-bedroom apartments, including some accessible units. All units have in-suite laundry and a balcony. The proposal features two levels of underground parking, a roof top garden area, outdoor terraces, and convenient access to the Valley Trail. Seventy-six parking stalls are provided, which likely meets the requirements of the Zoning Bylaw - the exact parking requirement for the development depends on the size of the units proposed, which is yet to be determined. No variances are requested as part of the preliminary application materials.

The following table provides an overview of the development statistics for RZ1155.

Table 9. RZ1155 Development Proposal

	Current Zoning	Parcel Area (ha)	Dwelling Units Proposed	Bed Units Proposed	Height	FSR
May 2018 Proposal	RS-E1 Zone (Residential Single Estate One)	1.73	97 apartments + 1 dorm	246	(5 stories + 3 u/g parking levels)	0.37
August 2018 Proposal			69	~173	10.7 m (3 stories + 2 u/g parking levels)	0.42

See Appendix "B", Table 7 for a detailed staff evaluation of this proposal, and Appendix "J" for the preliminary plans, renderings, and elevations.

The proposed development offers convenient access to the Valley Trail, provides green space and social areas, preserves the riparian areas on the property, proposes a Passive House standard of construction with associated savings on energy costs, and has proposed rents in the range of 40-55 percent less than market rates.

A significant issue associated with the proposal is that MOTI staff have indicated that full, 4-way access off of Highway 99 will not be supported for this development. Limited two-way access to the site (right in and right out) is not supported by staff, considering the scale of development proposed. Highway access remains a significant outstanding issue, and therefore the evaluation criteria of easy access from the adjacent roadway is not met.

Other issues identified include disturbance of the 20 m vegetated buffer along Highway 99. The parcel falls within a section of the Highway 99 corridor that is largely forested, has limited visual impacts from residential development and has considerable scenic value. RZ1155 proposes that a portion of the 20 m buffer be developed (the building sits eight metres from the highway right-of-way), which is not consistent with the character of the treed corridor and the OCP policy of retaining a 20 m vegetated buffer along Highway 99.

Additionally, an amendment of the OCP would be required in order for this proposal to proceed. The parcel does not fall within an area designated for residential development under Schedule B of the OCP, so an amendment to the Schedule would be required. Although the proposed development is located next to the Alpine 68 multifamily complex, the site is largely surrounded by undeveloped lands and is not considered to fall within a recognized neighbourhood area.

Based on the evaluation criteria and staff analysis, staff recommend that this application not be considered for further review and processing.

Summary of Staff Analysis and Recommendations

See Appendix “C” ‘Evaluation Summary Table’ for an overview of how each proposal meets the 18 criteria. The table indicates that four applications are recommended for further review and processing:

- RZ1144 - 2077 Garibaldi Way,
- RZ1146 - 7104 Nancy Greene Drive,
- RZ1147 - 1315 Cloudburst Drive, and,
- RZ1152 - 2028 Rob Boyd Way,

These four applications represent a total of 352 bed units.

Appendix “J” also indicates that three of the applications have significant areas of inconsistency with the criteria, and/or have significant obstacles to successful completion. These three proposals are not recommended for further review and processing:

- RZ1151 - 8629 Forest Ridge Drive,
- RZ1153 - 8975 Highway 99, and,
- RZ1155 - 2671 Highway 99.

Next Steps

Any applications that receive approval by Council for further consideration would then follow the standard rezoning process.

WHISTLER 2020 ANALYSIS

See Administrative Report No. 18-040 for an analysis of the Private Sector Employee Housing Initiative against Whistler 2020 strategies.

OTHER POLICY CONSIDERATIONS

Compliance with Zoning and Parking Bylaw No. 303, 2015 regulations and other RMOW policies will continue to be assessed as part of the zoning amendment process.

BUDGET CONSIDERATIONS

All costs associated with individual rezoning applications, including staff review time, public meetings, notices, and legal fees will be paid by the applicant.

COMMUNITY ENGAGEMENT AND CONSULTATION

At the time a rezoning application is submitted and received by the Planning Department, a rezoning application sign must be posted on the property within seven days. Consistent with standard practice, these applications are also identified in the applications register posted on the municipal website.

Any correspondence received from members of the public becomes part of the rezoning application file for staff and Council consideration. To date, correspondence has been received respecting RZ1144, RZ1146 and RZ1151 and this correspondence is attached as Appendix "K".

For any proposals that are recommended for further review and processing, staff also recommend a public information meeting be held respecting each, in advance of bringing forward a zoning amendment bylaw for consideration of first and second readings by Council. Any proposed zoning amendment bylaw would be also be subject to a Public Hearing, adhering to statutory public notice requirements, prior to Council consideration of third reading of the Bylaw.

SUMMARY

The purpose of this Report is to provide Council with an overview of the revised preliminary rezoning applications received August 2018 for the Private Sector Employee Housing Initiative and provide recommendations on applications for further review.

Respectfully submitted,

Amica Antonelli
PLANNER

and
Roman Licko
PLANNER

for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

Appendix “B” – Proposal Evaluation Tables

Table 1. RZ1144 - 2077 Garibaldi Way - Analysis & Staff Comments

RZ1144 - Summary of Proposed Development		
Number of Dwelling Units	48 Apartments	
Number of Bed Units	144	
Site Area	8841 m ²	
Total Gross Floor Area	3523 m ²	
Floor Space Ratio	0.398	
Proposed Setbacks	20 m from HWY 99 7.6 m from other two sides	
Unit Mix/ Unit Size	48 - 2BR units @ 73.4 m ² each	
Total Parking Provided	77 stalls	
Surface Parking	25 stalls	
Underground Parking	52 stalls	
Evaluation Criteria	RZ1144 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal complies with requirements for Housing Agreement Bylaw and employee restrictions.	√
100% rental housing.	Proposal complies with requirement.	√
Achieves housing affordability objectives & meets demand for housing type.	Proposed rental rates are 20-40% below market value. All units have two bedrooms & two bathrooms, which meets the housing demand identified by the WHA.	√
Neighbourhood		
Land designated for development of residential accommodation.	Parcel falls within the area designated for residential development under Schedule B of the OCP.	√
Context		
Land within or adjacent to existing neighbourhoods.	Parcel located within the Nordic neighbourhood.	√
Densities and scale consistent with neighbourhood.	The scale of the proposal (FSR 0.40) is consistent with other multi-family developments in the neighbourhood. The neighbourhood includes a range of multi-family developments with FSRs primarily ranging from 0.3 to 0.4 (Staff note that the Whistler Vale property has an estimated FSR of approximately 1.0)	√
Walking distance to transit, trails, amenities, and services.	The lands are located 310 m from transit and 1020 m from services.	√
Previously disturbed site or site requiring minimal alteration.	The site is previously disturbed. The proposed development will include revegetation of the 20 metre highway buffer area	√
Views and scenery are preserved.	The lands are located in a depression, allowing the 3-story building to be constructed with reduced visual impact on the neighbourhood and adjacent properties. The treed buffer on the edge of the property will be preserved and/ or reinstated screening the development from Highway 99.	√

Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief suggests that the proposal can be serviced with the existing water, sewer, and storm drainage infrastructure. A detailed capacity study by the applicant's engineer is still required.	√
Additional traffic volumes do not exceed service capacity.	The preliminary traffic impact assessment indicates that the local roads have sufficient capacity to handle the additional traffic generated by the proposed development. However, the intersection at Highway 99 and Nordic Drive is currently performing below a desirable level of service respecting wait times to access the southbound lane on Highway 99 from Nordic Drive during the PM peak hour (4 PM to 5 PM). The study indicates that although wait time for the above will increase with the development, all movements will continue to operate at the same level of service as without the development. Further review to provide improved left turn access from Nordic Drive is warranted.	Partial
Site is easily accessible from adjacent roadway.	Proposal complies with requirement.	√
Site Planning		
Adequate green space is provided.	Approximately 506 m ² of useable green space is provided. This is at the lower end of green space provided, compared to the six other proposals. If this proposal moves forward, staff would work with the applicant to adjust the parking layout and increase the amount of green space on the site. Note that the usable green space is in addition to the significant tree buffer area within the 20 metre Highway buffer.	Partial
Meets the parking requirements of the Zoning Bylaw	Proposal complies with requirement. 77 parking stalls are provided	√
Minimal impacts on any environmentally sensitive lands.	Proposal complies with requirement.	√
20 m buffer on Hwy 99 is preserved.	Proposal complies with requirement.	√
Building Design		
Adequate storage and laundry facilities.	Proposal complies with requirement. Each unit has in-suite laundry.	√
Achieves RMOW green building standards.	If this proposal moves forward, staff would work with the applicant to establish green building goals for the development and have these commitments appended to title via covenant, as per the Green Building Policy.	√

Table 2. RZ1146 - 7104 Nancy Greene Drive - Analysis & Staff Comments

RZ1146 - Summary of Proposed Development		
Number of Dwelling Units	47 Apartments	
Number of Bed Units	122	
Site Area	0.28 ha	
Total Gross Floor Area	3412 m ²	
Floor Space Ratio	1.3	
Proposed Setbacks	22 m from Nancy Green Drive (front) 6.0 m rear 7.5 m side @ Fitzsimmons Walk 3.0 m side @ HWY 99	
Unit Mix/ Unit Size	31 - 1BR units ranging from 43 m ² to 61 m ² 16 - 2BR units @ 68 m ²	
Total Parking Provided	62	
Surface Parking	18	
Underground Parking	44	
Evaluation Criteria	RZ1146 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal complies with requirements for Housing Agreement Bylaw and employee restrictions.	√
100% rental housing.	Proposal complies with requirement.	√
Achieves housing affordability objectives & meets demand for housing type.	Proposed rental rates are 20-40% below market value. A mix of units are proposed that meet the housing demand identified by the WHA: one-bedroom, one-bedroom with a flex room, two-bedrooms, and two-bedrooms with a flex room.	√
Neighbourhood		
Land designated for development of residential accommodation.	Parcel falls within the area designated for residential development under Schedule B of the OCP.	√
Context		
Land within or adjacent to existing neighbourhoods.	Parcel located within the White Gold neighbourhood.	√
Densities and scale consistent with neighbourhood.	Although the revised proposal reduced the proposed building by one floor to be consistent with the maximum height of the adjacent Fitzsimmons Walk development, the building scale and massing is still larger than the individual Fitzsimmons Walk buildings. The proposed site is a relatively small parcel. Staff is supportive of increased density for this corner site, however, further review of building scale and massing is warranted should the proposal proceed for further consideration.	Partial
Walking distance to transit, trails, amenities, and services.	The lands are located 115 m from transit and 180 m from services.	√
Previously disturbed site or site requiring minimal alteration.	The site is previously disturbed.	√
Views and scenery are preserved.	Views from adjacent buildings are preserved. The treed buffer on the east edge of the property will be preserved	√

	to the greatest extent possible. A small landscaped buffer will be planted between the building and Highway 99.	
Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief suggests that the proposal can be serviced with the existing water, sewer, and storm drainage infrastructure. A detailed capacity study by the applicant's engineer will be required.	√
Additional traffic volumes do not exceed service capacity.	The immediately adjacent highway intersection is signalized. A traffic impact assessment by the applicant's engineer will be required to confirm additional traffic volumes do not exceed service capacity.	Partial
Site is easily accessible from adjacent roadway.	Proposal complies with requirement.	√
Site Planning		
Adequate green space is provided.	Approximately 280 m ² of green space is provided. This is at the lower end of green space provided relative to the six other proposals received. There is limited potential to expand on this, however, if the proposal moves forward staff would work with the applicant to increase the amount of green space to the greatest extent possible.	Partial
Meets the parking requirements of the Zoning Bylaw	Proposal complies with requirement. 62 parking stalls are provided.	√
Minimal impacts on any environmentally sensitive lands.	Proposal complies with requirement.	√
20 m buffer on Hwy 99 is preserved.	The 20 m buffer along Highway 99 was cleared of vegetation in the past, similar to many of the parcels surrounding the Nesters commercial node. Given this context and the location on the corner of the Highway 99 intersection staff support the proposed reduction to the highway buffer, with landscaping provided to screen the development as much as possible. Staff note that the adjacent multi-family development, Fittsimmons Walk, also has a reduced highway buffer.	X
Building Design		
Adequate storage and laundry facilities.	Proposal complies with requirement. Each unit has in-suite laundry.	√
Achieves RMOW green building standards.	A high standard of energy efficiency is proposed. If the proposal moves forward staff would work with the applicant to have green building commitments appended to title via covenant, as per the Green Building Policy.	√

Table 3. RZ1147 - 1315 Cloudburst Dr. - Analysis & Staff Comments

RZ1147 - Summary of Proposed Development		
Number of Dwelling Units	56 Apartments	
Number of Bed Units	78	
Site Area	0.66 ha	
Total Gross Floor Area	4046 m ²	
Floor Space Ratio	0.63	
Proposed Setbacks	9.5 m from Legacy Way (front) 6.0 m from all other lot lines 4.0 m between principal buildings	
Unit Mix/ Unit Size	16 - 1BR @ 41 m ² 36 - 2BR ranging from 60 m ² to 77 m ² 4 - 3BR @ 109 m ²	
Total Parking Provided	77	
Surface Parking	15	
Underground Parking	62	
Evaluation Criteria	RZ1147 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal complies with requirements for Housing Agreement Bylaw and employee restrictions. *(The existing zoning for this property permits 2500 m ² of employee housing. The total number of bed units proposed is 156, approximately 78 of which are proposed as an incremental increase in density. The applicant commits to employee house restrictions as per the WHA requirements on 100% of the incremental density (~78 bed units).	√*
100% rental housing.	Proposal complies with requirement.	√
Achieves housing affordability objectives & meets demand for housing type.	Proposed rental rates are 20-40% below market value. A mix of one, two, and three-bedroom units are proposed, which meets the housing demand identified by the WHA.	√
Neighbourhood		
Land designated for development of residential accommodation.	Parcel falls within the area designated for residential development under Schedule B of the OCP.	√
Context		
Land within or adjacent to existing neighbourhoods.	Parcel located within the Cheakamus neighbourhood.	√
Densities and scale consistent with neighbourhood.	The scale of the proposal (FSR 0.63, 14 m height) is consistent with other adjacent multi-family developments along Legacy Way in the core of the neighbourhood. (For example, 1020 Legacy Way has a FSR of 1.15 and a height of 15.8 m)	√
Walking distance to transit, trails, amenities, and services.	The lands are located 50 m from transit and 280 m from services.	√
Previously disturbed site or site requiring minimal alteration.	The site is previously disturbed. Clearing and grading of the site was approved under a previous development permit.	√

Views and scenery are preserved.	Views from adjacent buildings are preserved. The forest knoll on the north side of the property will be preserved to the greatest extent possible.	√
Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief suggests that the proposal can be serviced with the existing water, sewer, and storm drainage infrastructure. A detailed capacity study by the applicant's engineer will be required.	√
Additional traffic volumes do not exceed service capacity.	The proposed development is considered incremental by staff and the nearest highway intersection is signalized. A traffic impact assessment by the applicant's engineer will be required to confirm additional traffic volumes do not exceed service capacity.	Partial
Site is easily accessible from adjacent roadway.	Proposal complies with requirement.	√
Site Planning		
Adequate green space is provided.	Approximately 1791 m ² of green space is provided. This is at the higher end of green space provided, compared to the other proposals received.	√
Meets the parking requirements of the Zoning Bylaw	Proposal complies with requirement. 77 parking stalls are provided.	√
Minimal impacts on any environmentally sensitive lands.	Proposal complies with requirement.	√
20 m buffer on Hwy 99 is preserved.	N/A	√
Building Design		
Adequate storage and laundry facilities.	Proposal complies with requirement. Storage lockers are provided in the underground parking. Each unit has in-suite laundry.	√
Achieves RMOW green building standards.	If the proposal moves forward staff would work with the applicant to establish green building goals for the development and have these commitments appended to title via covenant, as per the Green Building Policy.	√

Table 4. RZ1151 - 8629 Forest Ridge Drive - Analysis & Staff Comments

RZ1151 Summary of Proposed Development		
Number of Dwelling Units	4	
Number of Bed Units	16	
Site Area	1336 m ²	
Total Gross Floor Area	535 m ²	
Floor Space Ratio	0.40	
Proposed Setbacks	7.6 m from Forest Ridge Drive (front) 6.0 m sides 7.6 m rear	
Unit Mix/ Unit Size	2 – 3BR market town homes @ 134 m ² 2 – 3BR employee town homes @ 134 m ²	
Total Parking Provided	10 stalls	
Surface Parking	2 stalls	
Underground Parking	8 stalls	
Evaluation Criteria	RZ1151 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal does not comply with the requirements for a Housing Agreement Bylaw and employee restrictions to be registered on title of all units proposed. Two of the townhouse units would be for market-priced sales or rental.	X
100% rental housing.	Proposal does not comply with requirement. Two of the townhouse units would be for market-priced sales or rental.	X
Achieves housing affordability objectives & meets demand for housing type.	The proposed rental rates are 15-20% below market value. All townhouse units have three-bedrooms, which meets the housing demand identified by the WHA.	Partial
Neighbourhood		
Land designated for development of residential accommodation.	Parcel falls within the area designated for residential development under Schedule B of the OCP.	√
Context		
Land within or adjacent to existing neighbourhoods.	Parcel located within the Alpine neighbourhood.	√
Densities and scale consistent with neighbourhood.	The scale of the proposal (FSR 0.40, height 7.55 m) is similar but greater than what the existing zoning allows for (0.35 FSR). The proposed four townhouse units compares with the potential for two detached dwellings with auxiliary suites under existing zoning. The development potential under existing zoning also permits a gfa exemption for in-ground basement area which contributes to building massing. As a result the total floor area under existing zoning could potentially be the same as that proposed.	Partial
Walking distance to transit, trails, amenities, and services.	The lands are located 300 m from transit, 700 m from Meadow Park Sports Centre and 900 m from Alpine Market.	√
Previously disturbed site or site requiring minimal alteration.	The site is previously disturbed. There is an existing cabin on the property. Some mature trees would be removed to accommodate the redevelopment.	√

Views and scenery are preserved.	Views from adjacent buildings and the street would be largely preserved. Trees on the periphery of the property will be retained to the greatest extent possible and landscaped buffers installed as per the plans.	√
Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief suggests that the proposal can be serviced with the existing water, sewer, and storm drainage infrastructure. A detailed capacity study by the applicant's engineer will be required.	√
Additional traffic volumes do not exceed service capacity.	The proposed development is considered incremental by staff and the nearest highway intersection is signalized. A traffic impact assessment by the applicant's engineer will be required to confirm additional traffic volumes do not exceed service capacity.	Partial
Site is easily accessible from adjacent roadway.	Proposal complies with requirement.	√
Site Planning		
Adequate green space is provided.	Due to the density of the proposal, limited green space is proposed. Mature trees and landscaped areas are located at the rear and edges of the parcel.	Partial
Meets the parking requirements of the Zoning Bylaw	Proposal complies with requirement. Eight parking stalls are provided.	√
Minimal impacts on any environmentally sensitive lands.	Proposal complies with requirement.	√
20 m buffer on Hwy 99 is preserved.	N/A	√
Building Design		
Adequate storage and laundry facilities.	Proposal complies with requirement. Each unit has in-suite laundry and storage.	√
Achieves RMOW green building standards.	If the proposal moves forward Staff would work with the applicant to establish green building goals for the development and have these commitments appended to title via covenant, as per the Green Building Policy.	√

Table 5. RZ1152 - 2028 Rob Boyd Way - Analysis & Staff Comments

RZ1152 Summary of Proposed Development		
	Proposal 1 – Recommission existing old cabin	Proposal 2 – Develop new cabin
Number of New Dwelling Units	1	2
Number of New Bed Units	2	8
Site Area	5690 m ²	5690 m ²
Total New Gross Floor Area	None (recommissioning existing unused cabin)	240 m ²
Floor Space Ratio	0.16	0.20
Proposed Setbacks	unchanged	5.7 m from new building to northwest parcel line, otherwise unchanged.
Unit Mix/ Unit Size	1 dormitory containing up to four double beds	2 - 4BR apartments @ 120 m ²
Total Parking Provided	24	26
Surface Parking	24	22
Underground Parking	0	4
Evaluation Criteria	RZ1152 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal complies with requirements for Housing Agreement Bylaw and employee restrictions.	√
100% rental housing.	Proposal complies with requirement.	√
Achieves housing affordability objectives & meets demand for housing type.	Proposed rental rates are potentially 0-20% below market value (comparative data is lacking, so this categorization is an estimate). A dormitory, or two shared four-bedroom apartments are proposed, both of which meet the housing demand identified by the WHA.	√
Neighbourhood		
Land designated for development of residential accommodation.	Parcel falls within the area designated for residential development under Schedule B of the OCP.	√
Context		
Land within or adjacent to existing neighbourhoods.	Parcel located within the Creekside neighbourhood.	√
Densities and scale consistent with neighbourhood.	The scale of the proposal (FSR 0.20, two stories above ground level parking) is consistent with the development potential of the steep terrain, as well as other multi-family and commercial buildings in the neighbourhood, which have a range of building types and massing.	√
Walking distance to transit, trails, amenities, and services.	The lands are located 50 m from transit and 120 m from the Franz's Trail commercial core.	√
Previously disturbed site or site requiring minimal alteration.	The site is previously disturbed (there are two existing buildings on the property). Some mature vegetation would likely be removed to accommodate redevelopment.	√

Views and scenery are preserved.	Views from adjacent buildings and the street are preserved. Mature vegetation on the property will be preserved to the greatest extent possible.	√
Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief suggests that the proposal can be serviced with the existing water, sewer, and storm drainage infrastructure. A detailed capacity study by the applicant's engineer will be required.	√
Additional traffic volumes do not exceed service capacity.	The proposed development is incremental and the nearest highway intersections are signalized. A traffic impact assessment by the applicant's engineer will be required to confirm additional traffic volumes do not exceed service capacity.	Partial
Site is easily accessible from adjacent roadway.	Proposal complies with requirement.	√
Site Planning		
Adequate green space is provided.	Limited green space is proposed. If this proposal moves forward, staff would work with the applicant to increase the amount of green/social space.	Partial
Meets the parking requirements of the Zoning Bylaw	Proposal complies with requirement. Up to ten parking stalls can be provided.	√
Minimal impacts on any environmentally sensitive lands.	Proposal complies with requirement.	√
20 m buffer on Hwy 99 is preserved.	N/A	√
Building Design		
Adequate storage and laundry facilities.	Proposal complies with requirement. Shared laundry is provided for.	√
Achieves RMOW green building standards.	If this proposal moves forward, staff would work with the applicant to establish green building goals for the development and have these commitments appended to title via covenant, as per the Green Building Policy.	√

Table 6. RZ1153 - 8975 Highway 99 ('Rainbow Ridge') - Analysis & Staff Comments

RZ1146 - Summary of Proposed Development		
Number of Dwelling Units	99 Apartments & 48 Dormitory Beds	
Number of Bed Units	339	
Site Area	5.66 ha	
Total Gross Floor Area	11,417 m ²	
Floor Space Ratio	0.23	
Proposed Setbacks	20 m from HWY 99 10 m from all other sides	
Unit Mix/ Unit Size	21 – Studio @ 36 m ² 33 – 1BR @ 48 m ² 36 – 2BR ranging from 62 m ² to 71 m ² 9 – 3BR @ 86 m ² 48 Dormitory Beds (80 m ²)	
Total Parking Provided	240	
Surface Parking	115	
Underground Parking	125	
Evaluation Criteria	RZ1153 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal complies with requirements for Housing Agreement Bylaw and employee restrictions.	√
100% rental housing.	Proposal complies with requirement.	√
Achieves housing affordability objectives & meets demand for housing type.	Proposed rental rates are 20-40% below market value. A mix of units are proposed: dorm beds, studios, and one-, two-, and three-bedroom apartments, all of which meet the housing demand identified by the WHA.	√
Neighbourhood		
Land designated for development of residential accommodation.	Parcel falls within the area designated for residential development under Schedule B of the OCP.	√
Context		
Land within or adjacent to existing neighbourhoods.	Parcel located on the periphery of the Rainbow neighbourhood.	√
Densities and scale consistent with neighbourhood.	The proposed development is of significant scale with 99 apartment units plus 44 dormitory beds proposed, which compares to approximately 300 total dwelling units for the Rainbow neighbourhood at buildout. The buildings proposed have a height of 15.6 to 18.9 m (3 & 4 stories above underground parking, FSR 0.23). The buildings are largely consistent with the scale of the buildings in the commercial core of the neighbourhood (i.e. Lot 9, residential above commercial, maximum height 16 m). However, the neighbourhood has an established gradient of density, with the denser multifamily buildings in the commercial core, and duplexes and single-family dwellings located closer to the periphery of the neighbourhood. The closest neighbouring buildings to the subject parcel are single family homes, which have a maximum FSR of 0.4 and maximum height of 7.6 m.	Partial

Walking distance to transit, trails, amenities, and services.	The lands are located 405 m from transit and 195 m from services.	√
Previously disturbed site or site requiring minimal alteration.	The site is not previously disturbed. Clearing and grading of the site would result in the loss of mature forest.	X
Views and scenery are preserved.	Views from Whistler/Blackcomb and Green Lake would be affected by this proposal. The buildings proposed present the longest façade to the south in order to optimize views and solar exposure, but this will also result in visual impacts from view points across the valley. The proposal does attempt to mitigate these impacts through the retention of forested buffer strips, in widths sufficiently wide to ensure the health of the trees.	Partial
Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief indicates that the proposal can be serviced with the water, sewer, and storm drainage infrastructure at lot line, but that significant upgrades may be required.	Partial
Additional traffic volumes do not exceed service capacity.	Ministry of Transportation and Infrastructure (MOTI) staff have indicated that developing a new access road off of Highway 99 would not be considered. The preliminary traffic analysis indicates that the local roads and intersection at Highway 99 have sufficient capacity to handle the additional traffic generated by the proposed development. Two access points are proposed, one via Ski Jump Rise and the second via Black Bear Ridge. Both are strata roads. Staff have determined that Black Bear Ridge is too narrow to support the increase in traffic, and that Ski Jump Rise would likely require some type of upgrade in order to function as the primary access. Single access via Ski Jump Rise is a relatively long access route through the Rainbow neighbourhood which would see a relatively significant increase in traffic volumes associated with the proposed development.	Partial
Site is easily accessible from adjacent roadway.		Partial
Site Planning		
Adequate green space is provided.	Approximately 4330 m ² of green space is provided. This is at the higher end of green space provided, compared to the other proposals received.	√
Meets the parking requirements of the Zoning Bylaw	Proposal complies with requirement. 240 parking stalls are provided.	√
Minimal impacts on any environmentally sensitive lands.	The proposal would result in the removal of some areas of mature forest. Riparian areas are protected.	Partial
20 m buffer on Hwy 99 is preserved.	Proposal complies with requirement.	√
Building Design		
Adequate storage and laundry facilities.	Proposal complies with requirement. Each unit has in-suite laundry.	√
Achieves RMOW green building standards.	If this proposal moves forward, staff would work with the applicant to establish green building goals for the	√

	development and have these commitments appended to title via covenant, as per the Green Building Policy.	
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Table 7. RZ1155 - 2671 Highway 99 ('Interlakes') - Analysis & Staff Comments

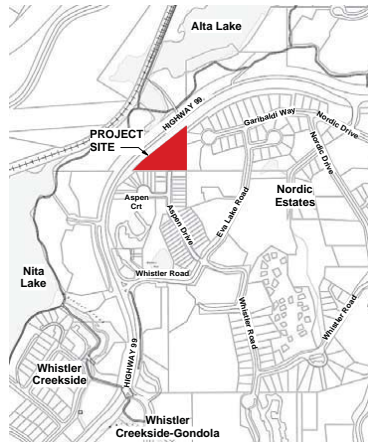
RZ1146 - Summary of Proposed Development		
Number of Dwelling Units	69 Apartments	
Number of Bed Units	173	
Site Area	1.73 ha	
Total Gross Floor Area	7116 m ²	
Floor Space Ratio	0.42	
Proposed Setbacks	7.5 m from HWY 99 (front) 7.5 m from sides 15 m rear	
Unit Mix/ Unit Size	39 – Bachelor @ 39 m ² 15 – 1BR @ 50 m ² 12 – 2BR @ 79 m ² 3 – 3BR @ 76 m ²	
Total Parking Provided	76 plus 2 carwash stations	
Surface Parking	0	
Underground Parking	76	
Evaluation Criteria	RZ1155 - Analysis & Staff Comments	Evaluation
Affordability		
100% employee housing with standard registered Housing Agreement	Proposal complies with requirements for Housing Agreement Bylaw and employee restrictions.	√
100% rental housing.	Proposal complies with requirement.	√
Achieves housing affordability objectives & meets demand for housing type.	Proposed rental rates are 40-55% below market value. A mix of units are proposed: studios, and one-, two-, and three-bedroom apartments, including some accessible units, all of which meet the housing demand identified by the WHA.	√
Neighbourhood		
Land designated for development of residential accommodation.	Parcel does not fall within the area designated for residential development under Schedule B of the OCP. An amendment to the OCP would be required in order for this proposal to move ahead.	X
Context		
Land within or adjacent to existing neighbourhoods.	The proposed site is largely surrounded by undeveloped lands and is located along a section of the Highway 99 corridor that is largely forested with limited development. It does not fall within a recognized neighbourhood area, although the proposed development is located next to the Alpine 68 multifamily complex.	Partial
Densities and scale consistent with neighbourhood.	The scale of the proposed building (FSR 0.42, 10.7 m height, 3 stories + 2 underground parking levels) is consistent with the closest neighbouring buildings to the south (both Alpine 68 at 2010 Nita Lane and Whistler Alpine Village at 2020 Watson Way are permitted FSR 0.40 and height of 10.7 m). There are no buildings directly adjacent to the property line, rather the parcel is situated within a forested section of the Highway 99 corridor that has limited residential development. To the north, the next closest buildings are single family homes.	Partial

Walking distance to transit, trails, amenities, and services.	The lands are located 500 m from transit and 900 m from services. A comfortable walking distance standard is commonly cited as 400 m, so this property is not considered to be highly 'walkable' in terms of distance, however there is immediate access to the Valley Trail, which traverses the property.	Partial
Previously disturbed site or site requiring minimal alteration.	The site is previously disturbed. There is now extensive fill on the property. Some mature trees would be removed to accommodate the proposed development. The rock bluff immediately adjacent to the Highway would be preserved.	√
Views and scenery are preserved.	Views from Highway 99 would be impacted by this proposal, as the 20 m vegetated buffer is not preserved, which is inconsistent with the proposed development at 2077 Garibaldi Way located on the other side of the highway. The rock bluff adjacent to the highway does mitigate visual impacts to some extent.	X
Servicing & Traffic		
Easily served by existing infrastructure and services.	The preliminary engineering brief indicates that the proposal can be serviced with the water, sewer, and storm drainage infrastructure at lot line.	√
Additional traffic volumes do not exceed service capacity.	The preliminary traffic analysis indicates that Highway 99 has sufficient capacity to handle the additional traffic generated by the proposed development.	√
Site is easily accessible from adjacent roadway.	Proposal does not comply with this requirement. The traffic analysis indicates that 4-way access to Highway 99 is possible. There is sufficient space and site lines to accommodate a northbound left turn lane and widening of the driveway to allow for left and right turn lanes out of the property. However, MOTI staff have indicated that these modifications will not be supported. Limited two-way access to the site (right in and right out) is not supported by staff considering the scale of development proposed.	X
Site Planning		
Adequate green space is provided.	Approximately 2400 m ² of green space is provided. This is at the higher end of green space provided, compared to the six other proposals received.	√
Meets the parking requirements of the Zoning Bylaw	78 parking stalls are provided, which likely meets the requirements of the Zoning Bylaw - the exact parking requirement for the development depends on the size of the units proposed, which is yet to be determined.	√
Minimal impacts on any environmentally sensitive lands.	Riparian areas are protected.	√
20 m buffer on Hwy 99 is preserved.	Proposal does not comply with requirement. The building is located approximately 8 m from the highway right of way. This is not consistent with the neighbouring properties, or the forested nature of this section of the Highway 99 corridor.	X
Building Design		

Adequate storage and laundry facilities.	Proposal complies with requirement. Storage is provided in the underground parking. Each unit has in-suite laundry.	√
Achieves RMOW green building standards.	Passive House standards are proposed, giving this proposal the highest standard of energy efficiency and the highest environmental commitment relative to the six other proposals received. This commitment would be appended to title via covenant, as per the Green Building Policy.	√

Project Directory	
Client: WHISTLER SPORT LEACIES 1080 Legacy Way Whistler, BC	(T) 804-964-0242 (e) ronan@whistlersportleagues.com Contact: Roger Scane
Architect & Landscape Architect: Mundtich & Co. PO Box 1384, #100- 4319 Main Street Whistler, BC V0N 1B0	(T) (804) 905-6992 (e) mundtich@stalus.net Contact: Brent Mundtich
Surveyor: Doug Bush 15-1370 Alpha Lake Road Whistler, BC V0N 1B1	(T) (804) 932-3314
Environmental: Cascadia Environmental Resource Group Ltd Unit 3 - 1005 Alpha Lake Road Whistler, BC V0N 1B1	(T) 804-938-1949 (e) crosstaylor@ecrg.ca Contact: Candace Rose Taylor

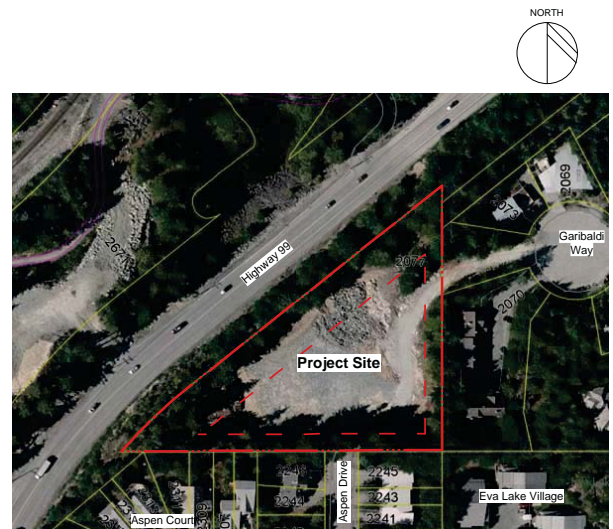
Development Statistics	
Civic Address:	2077 GARIBALDI DRIVE, WHISTLER, BC
Legal:	LOT 3, D.L. 5412, GP-1, N.W.D., PLAN 16634
P.I.D.:	587-084-191
Zoning:	RS-E1
SITE AREA:	8841.45 m ² / 2.18 acres 95 168.57 sf
FLOOR SPACE RATIO	
Permitted FSR:	6.399
PROPOSED FSR:	(Total GFA / Site Area) 37920 sf / 95168.57 sf
HEIGHT	
Maximum Height: 7.6 m PERMITTED (RS-E1)	10.7m PROPOSED (RM)
SETBACKS:	
7.6m / 25'0" ft. (Side parcel line)	
7.6m / 25'0" ft. (Rear Parcel Line)	
20m / 65'7" ft. (From Hwy 99)	
TOTAL GROSS FLOOR AREA:	
Maximum GFA: 4998 sq.ft. / 465m ² permitted	
Unit C (2BR)	790.0 sq.ft. 73.39 m ²
Building A (24 Units)	
Ground	6320.0 sq.ft. 587.147 m ²
Second	6320.0 sq.ft. 587.147 m ²
Third	6320.0 sq.ft. 587.147 m ²
Corridor/Common (exterior space)	0.0 sq.ft. 0 m ²
Total G.F.A.	18960.0 sq.ft. 1761.441 m ²
Building B (24 Units)	
Ground	6320.0 sq.ft. 587.147 m ²
Second	6320.0 sq.ft. 587.147 m ²
Third	6320.0 sq.ft. 587.147 m ²
Corridor/Common (exterior space)	0.0 sq.ft. 0 m ²
Total G.F.A.	18960.0 sq.ft. 1761.441 m ²
Residential GFA	37920.0 sq.ft. 3522.882 m ²
Auxiliary GFA	
Garage / Recycling (Bike Storage / excluded from GFA)	1599 sq.ft. 139.365 m ²
Total GFA	37920.0 sq.ft. 3522.882 m ²
Unit Count (48)	
48 Unit C - 6-790 sf	37920 sq.ft. 3522.882 m ²
Parking Calculation:	
Required: 48 x 1.5 = 72	1 space per unit 55m ² (592 sf) GFA or less
	0.5 space per additional 45m ² to a max. 2 spaces per unit.
	Visitor Parking: 10% of required parking
Total parking required = 72 stalls	
Total parking provided = 77 stalls (approx 52 U/G + 25 on surface)	



site location & context

Drawing List

A-0.0	COVER SHEET
C-0.1	Neighbourhood Context
C-0.2	Site Context: Transportation/Circulation/Amenities
A-0.1	Site Plan
A-0.1b	Site Plan (Underground Parkade)
A-0.2	Site Sections
A-0.3	Site Sections
A-2.0	Unit Plan / Floor Plan
L-0.1	Landscape Plan
3D-1	3D MASSING
3D-2	3D MASSING
3D-3	3D MASSING
3D-4	3D MASSING
3D-6	3D MASSING

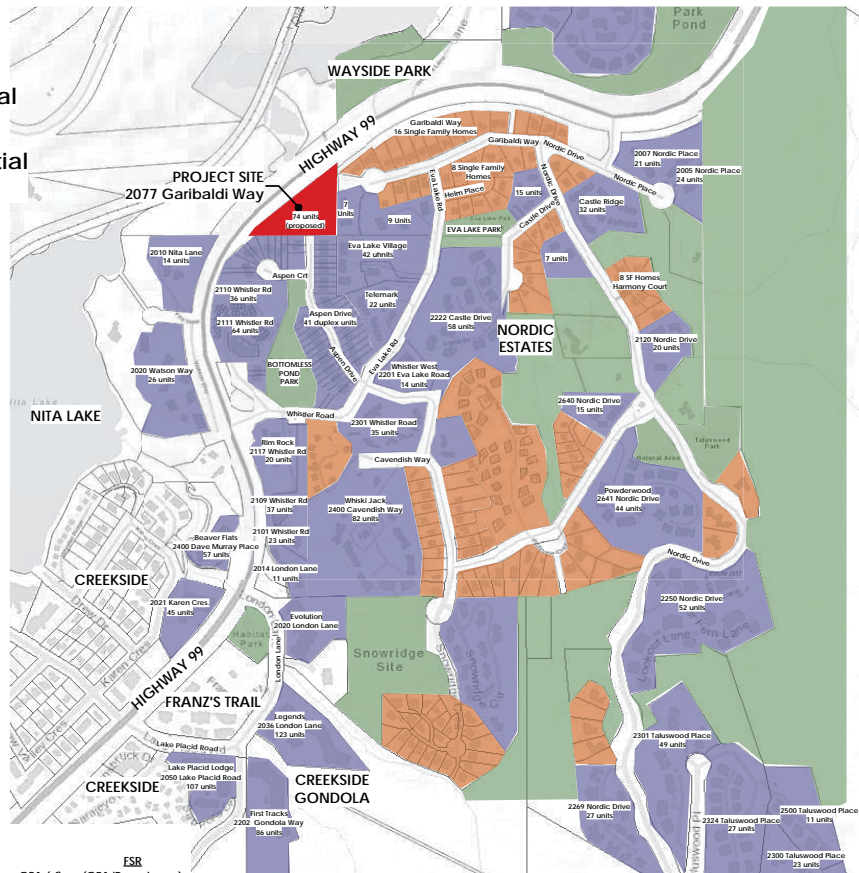


existing site

Garibaldi Way Resident Apartments

2077 Garibaldi Way, Whistler
ISSUED FOR REZONING RESUBMISSION JULY 31, 2018

- multi-family residential
- single-family residential (detached homes)
- park/land resource



Comparison to Other Resident Multi-family Developments

	Address	Units	Parcel (m2)	GFA (m2)	FSR	
					GFA (sf)	(GFA/Parcel area)
2077 Garibaldi Way	2077 Garibaldi Way	48	8,841.5 m2	3,522.9 m2	37,920 sf	0.40
Beaver Flats	24 Dave Murray Place	57	4,315.2 m2	3,809.0 m2	41,000 sf	0.88
Vale Inn	2011 Whistler Road	100	14,524.6 m2	6,532.4 m2	70,314 sf	0.45
Fitzsimon's Walk	7124 Nancy Greene Drive	77	16,980.0 m2	13,774.6 m2	148,269 sf	0.81
Miller's Ridge	2704 Cheakamus Way	86	26,243.7 m2	6,761.5 m2	72,780 sf	0.26
19 Mile Creek	8119 McKeever's Place	60	21,694.2 m2	6,096.8 m2	65,625 sf	0.28

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Issued For: _____ Date: _____
REZONING - RESUBMISSION JULY 31/18

No: _____ Revision: _____ Date: _____

NORTH

NEIGHBOURHOOD CONTEXT

Project: **GARIBALDI WAY APARTMENTS**
Whistler, BC

Architect: **MUNDICH COMPANY ARCHITECTURE+PLANNING LTD.**
1106-4119 Main Street
P.O. Box 1304
Whistler, B.C. V8W 1B0
Ph: 604-939-0800 Fax: 604-939-0803
e-mail: mundich@telus.net

Sealed By: _____

Drawn By: _____ Scale: _____

Project No: _____ Sheet No: _____
1610 **C-0.1**

C-0.1 NEIGHBOURHOOD CONTEXT



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Issued For: _____ Date: _____
REZONING - RESUBMISSION JULY 31/18

No: _____ Revision: _____ Date: _____

NORTH

SITE CONTEXT:
TRANSPORTATION/CIRCULATION/AMENITIES
PROJECT
GARIBALDI WAY APARTMENTS
Whistler, BC

1610-01-01 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 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ISSUED FOR REVIEW	JUNE 2018
REZONING - RESUBMISSION	JULY 2018

No:	Revision:	Date:

NORTH

U/G PARKING PLAN

Project: **GARIBALDI WAY APARTMENTS**
Whistler, BC

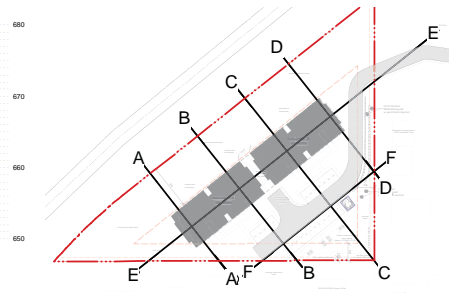
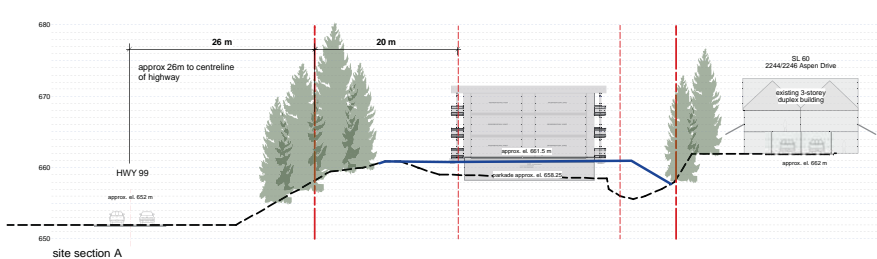
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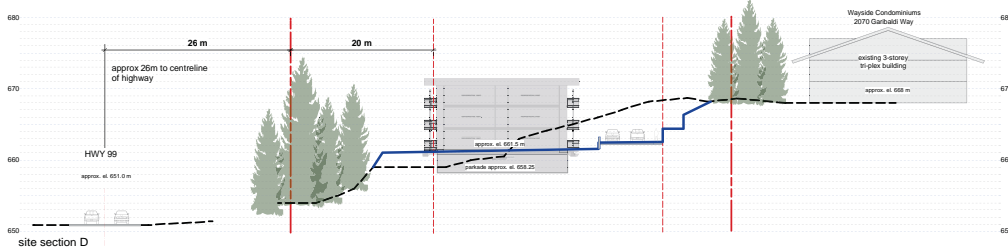
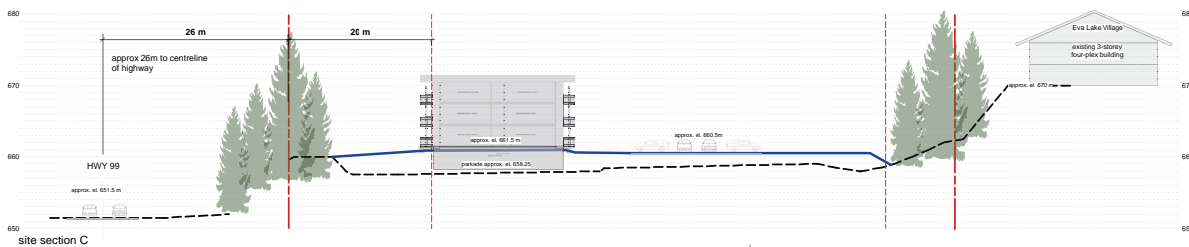
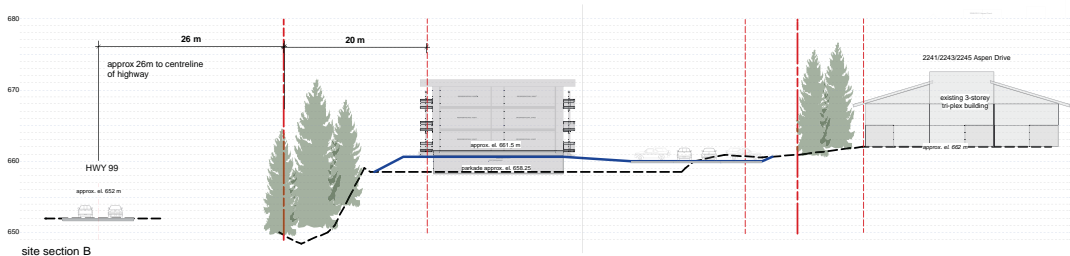
UG PARKING PLAN



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 ISSUED FOR REVIEW JUNE 28/18
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Title: **SITE SECTIONS**
 Project: **GARIBALDI WAY APARTMENTS**
 Location: **Whistler, BC**

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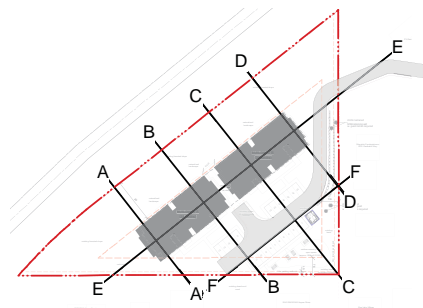
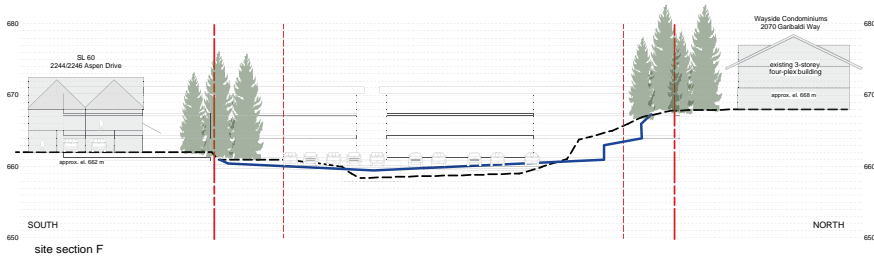
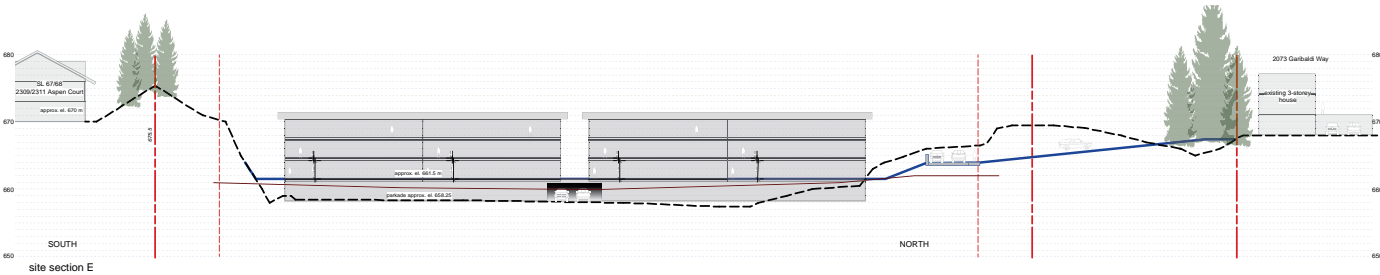
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Site
SITE SECTIONS

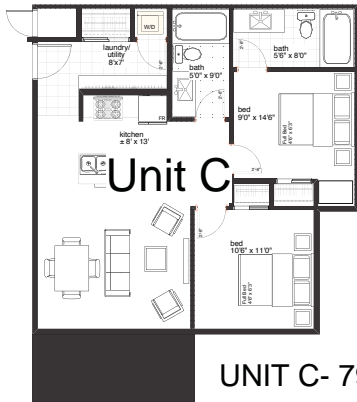
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Whistler, BC

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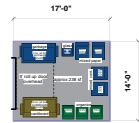
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1:250 metric

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1610 **A-0.3**



UNIT C- 790 SF



SOLID WASTE MANAGEMENT
MULTI-UNIT RESIDENTIAL (48 units)

MIXED CONTAINERS

2 x 360L/95 gal totes

MIXED PAPER

2 x 360L totes

CARDBOARD

1 x 3 cu. yd bin

GARBAGE

1 x 3 OR 4 cu. yd

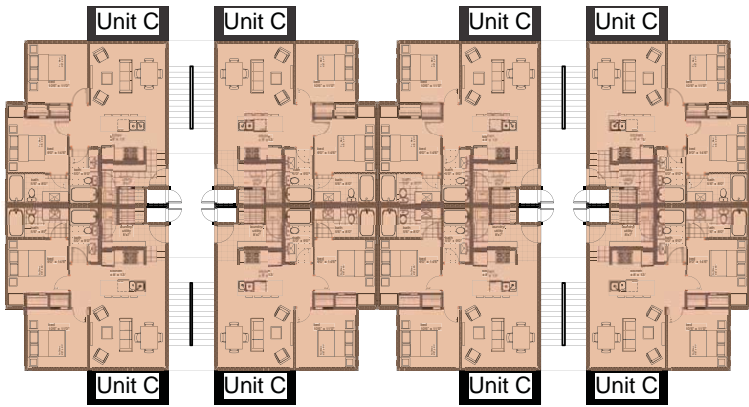
GLASS

1 x 240L/65 gal. tote

ORGANICS

3 x 240L/65 gal. totes

City of Vancouver recommends
a building enclosure front print of
2' x 2.5' x the footprint of the containers.
(approx 93 sf, so min. 1.86 sf enclosure)



BUILDING B - TYPICAL FLOOR PLAN - MAIN FLOOR
8 Unit C @ 790 Sf

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UNIT PLAN / FLOOR PLAN
GARIBALDI WAY APARTMENTS
Whistler, BC

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4106-4319 Main Street
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LANDSCAPE PLAN

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1610 **L-0.1**

ABOVE LOOKING FROM WEST

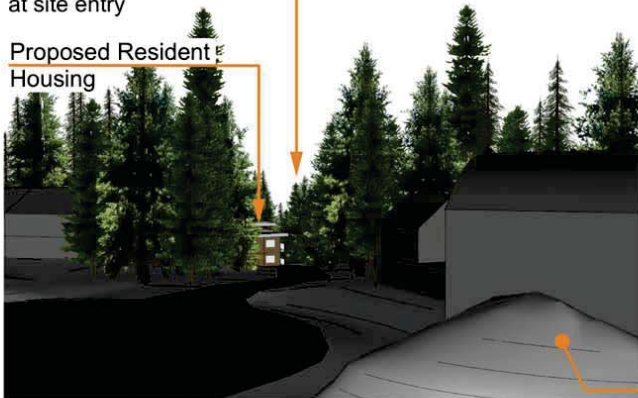


NOTE: All adjacent homes with the exception of two Single Family Dwellings at Garibaldi Way are either Duplex, Triplex, Fourplex, Townhouse or Multifamily.

Proposed Resident Housing

Significant depression at site entry

Proposed Resident Housing



LOOKING TOWARD ENTRY- EXISTING

LOOKING TOWARD ENTRY- PROPOSED

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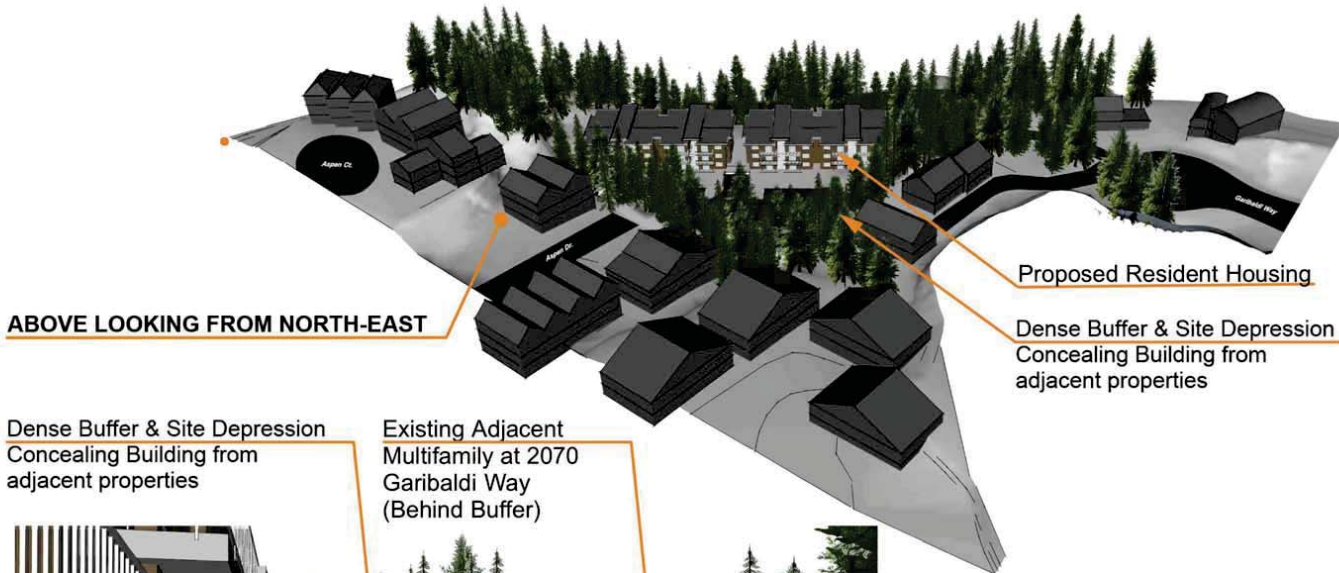
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 Whistler, BC

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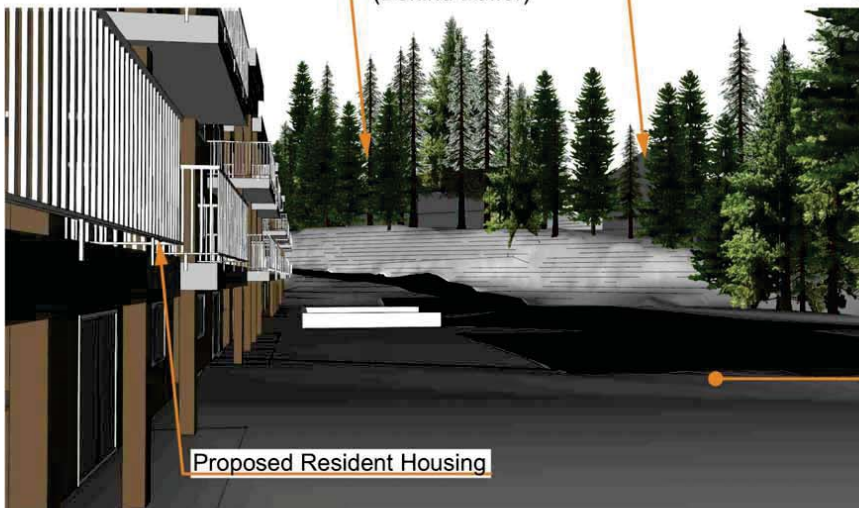
Project No: 1610 Sheet No: **3D-1**



ABOVE LOOKING FROM NORTH-EAST

Dense Buffer & Site Depression
Concealing Building from
adjacent properties

Existing Adjacent
Multifamily at 2070
Garibaldi Way
(Behind Buffer)



LOOKING TOWARD ENTRY

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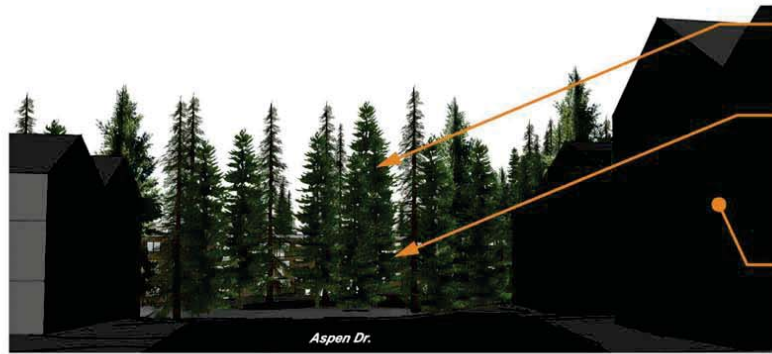
Drawn By: _____ Scale: _____

Project No: 1610 Sheet No: **3D-2**



Note: No adjacent homes have orientations that create significant sight lines for primary views towards site. Primary views of existing building are toward Aspen Dr.

VIEW FROM ASPEN DR - EXISTING



Dense Buffer & Site Depression
Concealing Building from
adjacent properties

Proposed Resident Housing
(Behind Buffer)

VIEW FROM ASPEN DR - PROPOSED

Note: Rooflines of existing buildings are similar or exceed possible roof lines of proposed buildings

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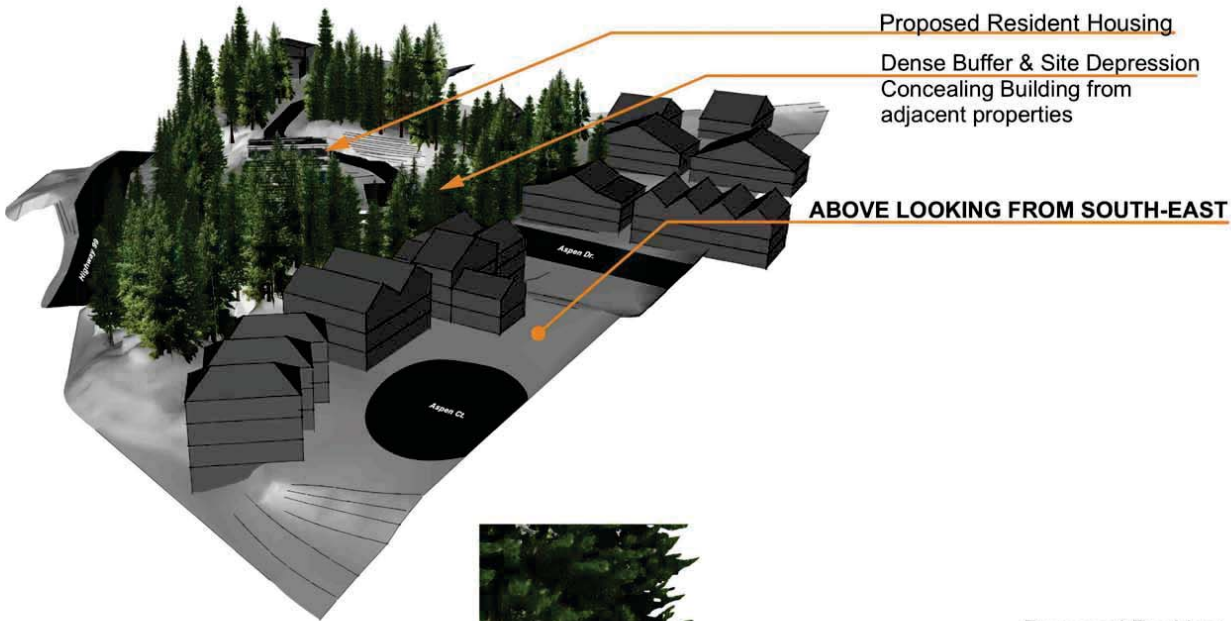
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Project No: 1610	Sheet No: 3D-3

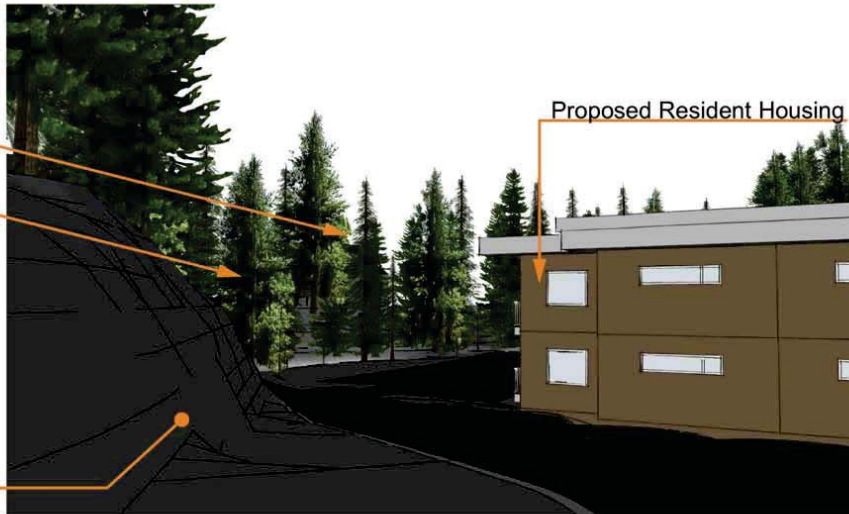
3D-3 3D MASSING



Existing adjacent Triplex on
Aspen Dr. (Behind Tree Buffer)

Dense Buffer & Site Depression
Concealing Building from
adjacent properties

LOOKING DOWN DRIVEWAY



Proposed Resident Housing

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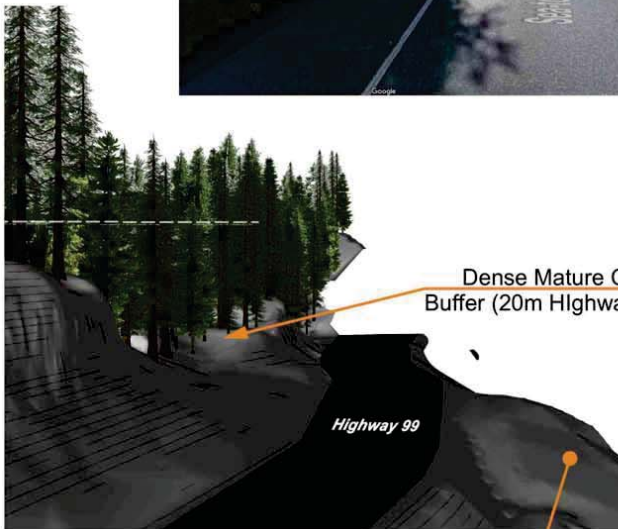
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Project No: 1610 Sheet No: 3D-4



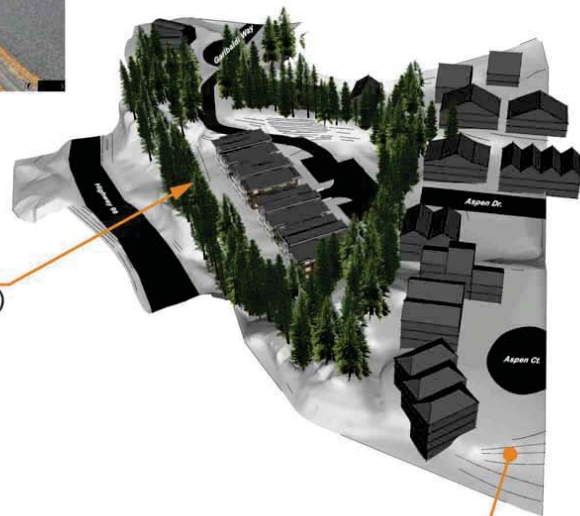
LOOKING UP FROM SEA TO SKY - CURRENT

Note: Proposed building has little to no impact on view from Highway 99.



LOOKING UP FROM SEA TO SKY - PROPOSED

Dense Mature Conifers
Buffer (20m Highway Setback)



ABOVE LOOKING FROM SOUTH-WEST

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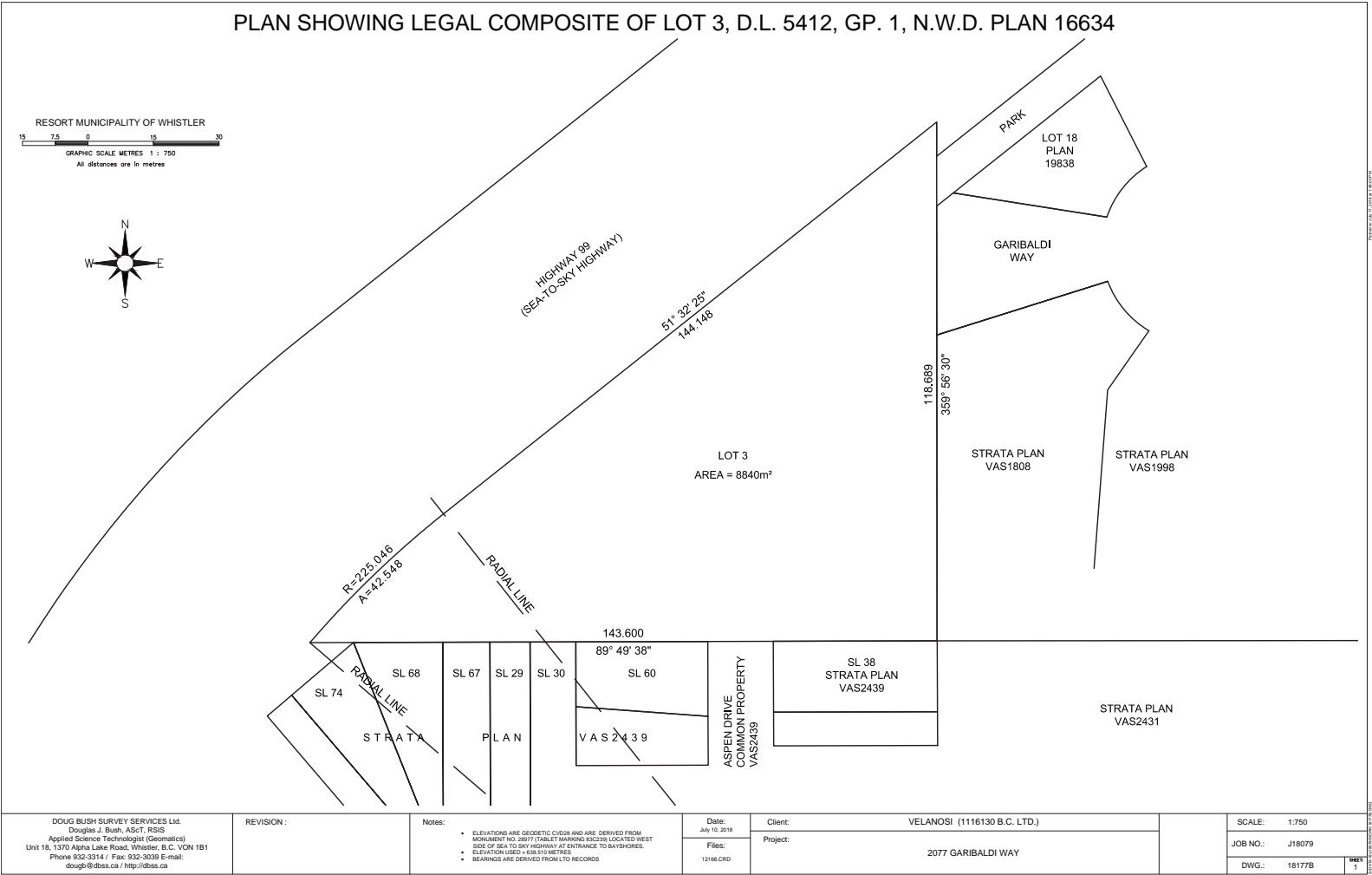
Drawn By: _____ Scale: _____

Project No: 1610 Sheet No: **3D-5**

3D-5 3D MASSING

Appendix C

PLAN SHOWING LEGAL COMPOSITE OF LOT 3, D.L. 5412, GP. 1, N.W.D. PLAN 16634





Site location & context plan

SHEET INDEX

- SD1 Cover Sheet
SD2 Architectural Site Plan
SD3 Site Elevations
SD4 Site Sections
SD5 Landscape Plan
SD6 Community Garden Plan
SD7 Floor Area Calculation
SD8 Basement Plan
SD9 First Floor Plan
SD10 Second Floor Plan
SD11 Third Floor Plan
SD12 Fourth Floor Plan
SD13 Fifth Floor Plan
SD14 Roof Plan
SD15 Exterior Elevations
SD16 Exterior Elevations
SD17 Building Sections
SD18 Building Sections
SD19 3D Perspective Views

Parking Provided	
Garages	18
Covered Parking	22
Exterior Parking	15
Total Parking	55

View from Highway
SCALE 1/4" = 1/2"

Unit List 59 Units					Gross Unit Area Sq. Ft.
Unit Number	Unit Type	Bedrooms	Flex	Bathrooms	
101	Unit G	2	1	1	871.91
102	Unit D	1	0	1	466.88
103	Unit C	2	1	1	872.00
104	Unit A	1	1	1	872.58
105	Unit B	1	1	1	819.03
106	Unit A	1	1	1	812.74
107	Unit C	2	1	1	871.84
108	Unit D	1	0	1	466.88
109	Unit C	2	1	1	872.07
110	Unit A	1	1	1	811.83
111	Unit E	1	1	1	498.05
201	Unit D	2	1	1	872.00
202	Unit D	1	0	1	466.88
203	Unit C	2	1	1	872.00
204	Unit A	1	1	1	812.58
205	Unit B	1	1	1	819.03
206	Unit A	1	1	1	812.58
207	Unit C	2	1	1	872.00
208	Unit D	1	0	1	466.88
209	Unit C	2	1	1	872.00
210	Unit A	1	1	1	812.58
211	Unit B	1	1	1	819.03
212	Unit F	1	0	1	512.51
301	Unit G	2	1	1	872.00
302	Unit D	1	0	1	466.88
303	Unit C	2	1	1	872.00
304	Unit A	1	1	1	812.58
305	Unit B	1	1	1	819.03
306	Unit A	1	1	1	812.58
307	Unit C	2	1	1	872.00
308	Unit D	1	0	1	466.88
309	Unit C	2	1	1	872.00
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311	Unit B	1	1	1	819.03
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401	Unit G	2	1	1	872.00
402	Unit D	1	0	1	466.88
403	Unit C	2	1	1	872.00
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411	Unit B	1	1	1	819.03
412	Unit F	1	0	1	512.51
501	Unit G	2	1	1	872.00
502	Unit D	1	0	1	466.88
503	Unit C	2	1	1	872.00
504	Unit A	1	1	1	812.58
505	Unit B	1	1	1	819.03
506	Unit A	1	1	1	812.58
507	Unit C	2	1	1	872.00
508	Unit D	1	0	1	466.88
509	Unit C	2	1	1	872.00
510	Unit A	1	1	1	812.58
511	Unit B	1	1	1	819.03
512	Unit F	1	0	1	512.51
59					35,416.03 sq.

Occupancy Load			
Unit Type	Description	Qty	Bedrooms Per Unit
Unit A	1 Bedroom + Flex	15	1
Unit B	1 Bedroom + Flex	9	1
Unit C	2 Bedroom + Flex	15	2
Unit D	1 Bedroom	10	1
Unit E	1 Bedroom + Flex	1	1
Unit F	1 Bedroom	4	1
Unit G	2 Bedroom + Flex	5	2
		59	79
Occupant Load			
2 Persons Per Bedroom = (79) x (2) = 158			



Existing Site

BUILDING CODE SUMMARY

REFERENCED DOCUMENT:
BRITISH COLUMBIA BUILDING CODE 2018 - PART 3

BUILDING DESCRIPTION:
8 Storey Building + Parking Garage Below 5 Story Residential

BUILDING CLASSIFICATION:
3.2.2.50 Group "C" Up To 6 Stories, Sprinklered

Building Area is less than 1,800 m²
Combustible Construction Permitted
Floor Assemblies Should Be 1 Hour Fire Rated
Loadbearing Walls And Columns Not Less Than 1 Hour Fire Rated
Parkade Floor Assemblies And Walls To Be 1.5 Hour Fire Rated

PROJECT DESCRIPTION

CIVIC ADDRESS:
7104 Nancy Greene Drive, Whistler, BC, V0N 1B7

LEGAL DESCRIPTION:
PLAN 1243,
Block D,
Lot 1,
District Lot 4753,
New Westminster District

PID: 004-358-589
Parcel Area: 2816.6 Sq.m

Project Statistics		
Site Data	Current Zoning Standard	Proposed Zoning Standard
Zoning	R5-E1	Site Specific
Site Area (m ²)	2816.54 m ²	2,816.54 m ²
Existing Usable Site Area (m ²)	m ²	m ²
Site Coverage	%	58.75%
Open Site Space (%)	%	41.25%
Gross Floor Area	165 m ²	1222.72 m ²
Frontage (m)	20.588 m	20.588 m
Floor Space Ratio (Density)	0.35	1.49
Height of Building (m)	7.6 m	15.9 m
Number of Stories	5	6
Is the property located within 30m of a watercourse?	No	No
SETBACKS		
Front (m)	m	22m
Rear (m)	m	2.2 m
Side (highway)	m	3m
Side (Village)	m	7.5m
PARKING		
Parking stalls on site		55
BUILDING DATA		
Total number of units		59
Unit Type		1BR and 2BR
Ground oriented units		11
Minimum unit floor area (m ²)		43.37 m ²
Total residential floor area (m ²)	GFA	1222.72 m ²

REGISTERED OWNER

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Rod Nadeau
tel: +1 604 932 3807 ext 226
fax: +1 604 932 3804
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BUILDING ENVELOPE

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BUILDING CODE CONSULTANT

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Geoff Triggs
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PROJECT: Whistler Affordable Housing
7104 Nancy Greene Drive,
Whistler, BC, V0N 1B7

PROJECT NUMBER: G45

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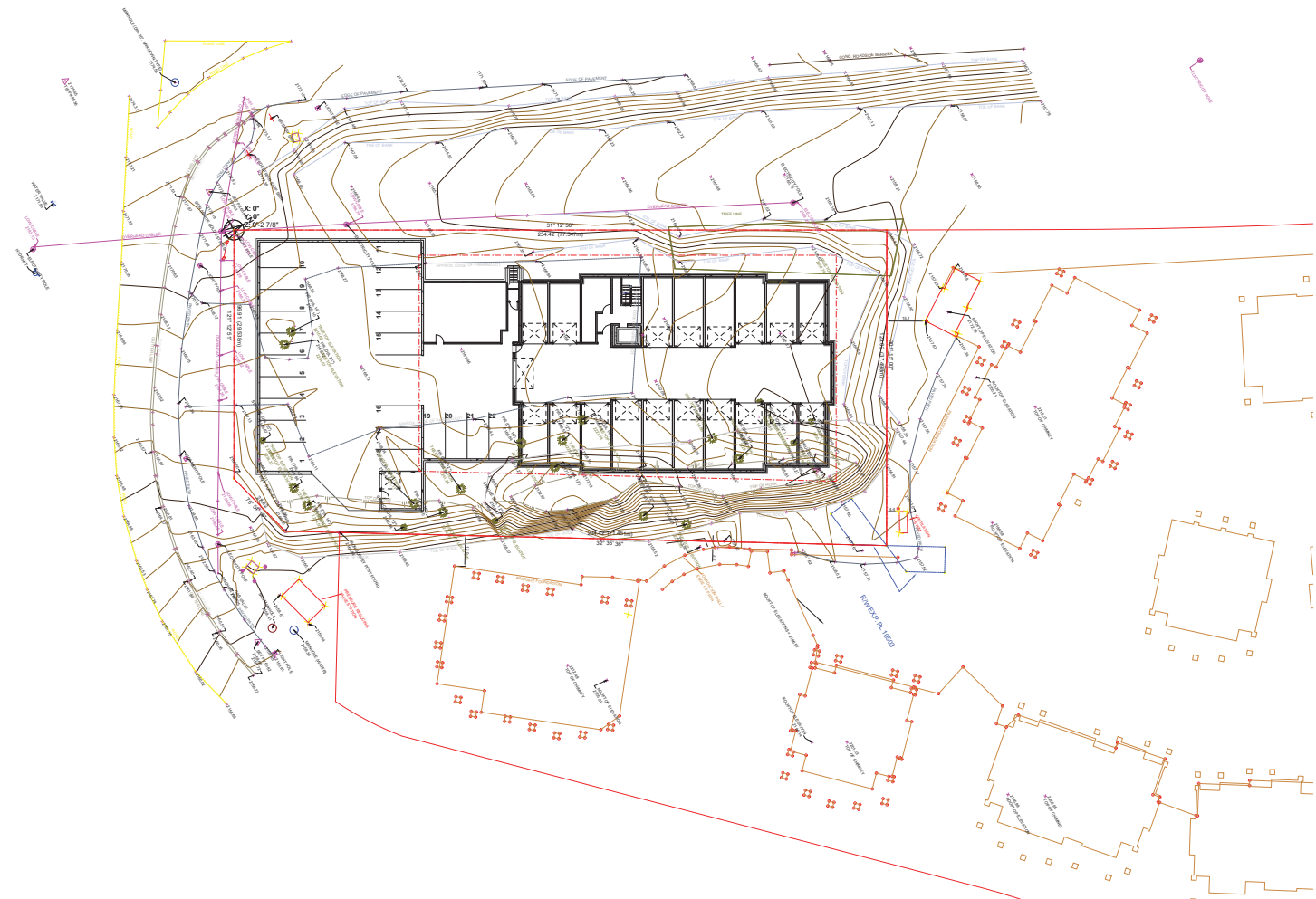
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SHEET TITLE


Cover Sheet

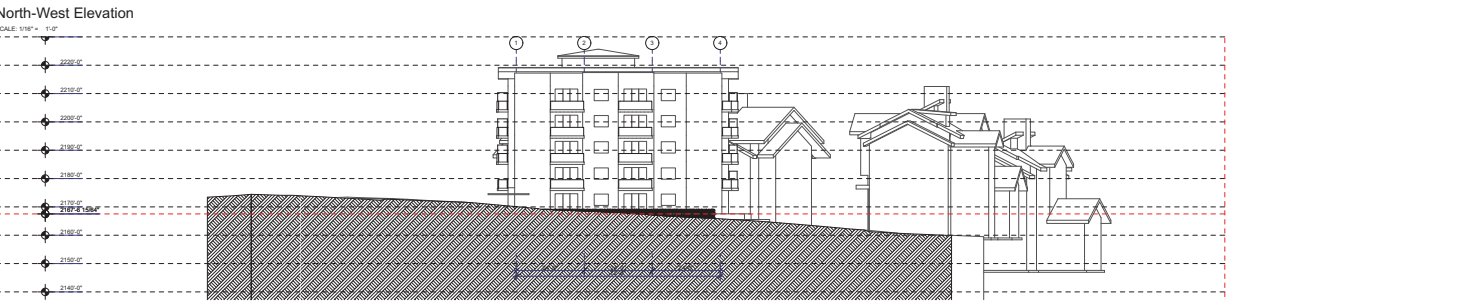
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SD1



Architectural Site Plan
SCALE: 1/8" = 1'-0"


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PROJECT: Whistler Affordable Housing 7504 Nancy Greene Drive, Whistler, BC, V0N 1B7 PROJECT NUMBER: G45
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SHEET TITLE: Architectural Site Plan
SHEET ID: SD2



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PROJECT:
Whistler Affordable Housing
7504 Nancy Greene Drive,
Whistler, BC, V0N 1B7
PROJECT NUMBER: GAS

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SHEET TITLE:
Site Elevations

SHEET ID:
SD3



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PROJECT:
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Whistler, BC, V0N 1B7

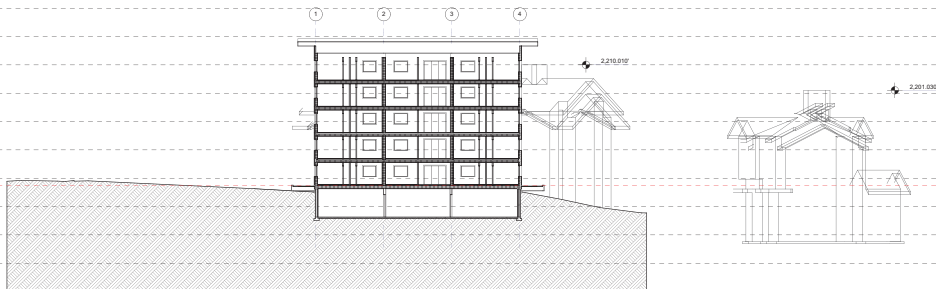
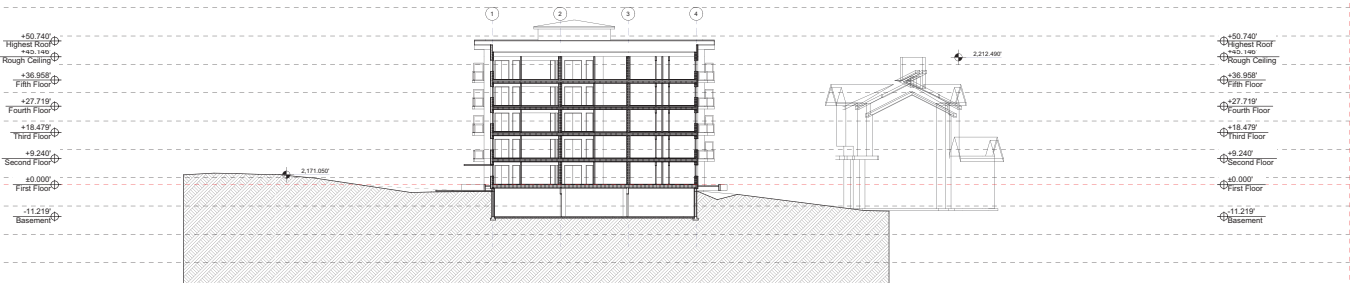
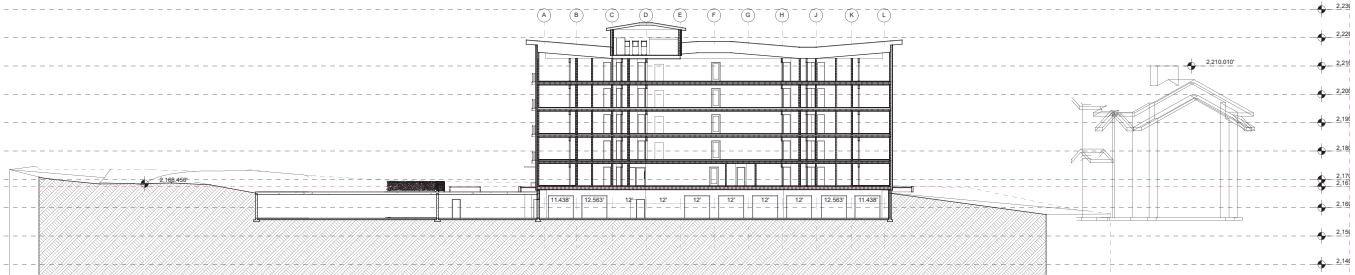
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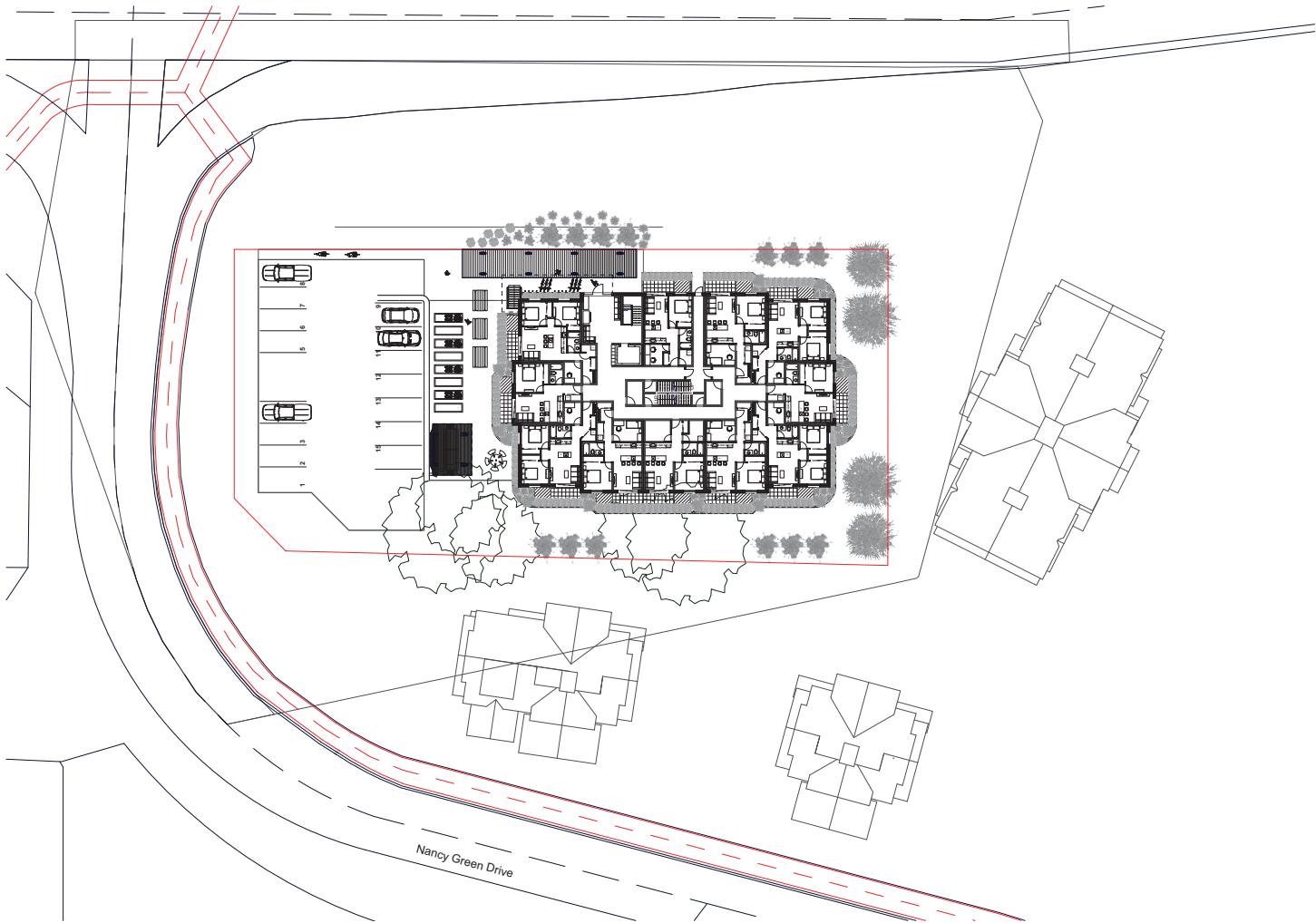
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SHEET TITLE:
Site Sections

SHEET ID:
SD4






Landscape Plan
SCALE: 1/8" = 1'-0"

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<p>SHEET TITLE: Landscape Plan</p>	
<p>SHEET ID: SD5</p>	



Community Garden Plan
SCALE: 1/4" = 1'-0"



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Whistler, BC, V0N 1B7
PROJECT NUMBER: GAS

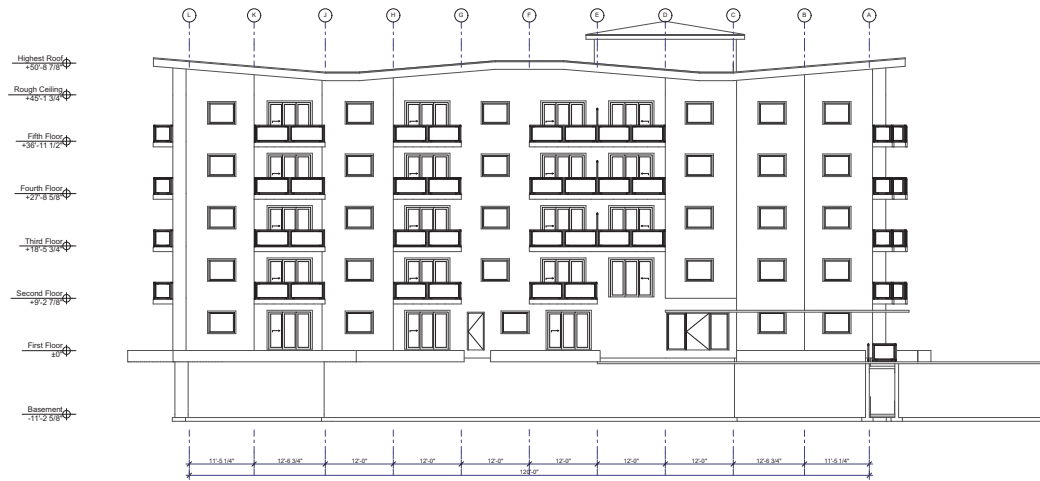
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SHEET TITLE:
Community Garden Plan

SHEET ID:
SD6



North-West Elevation
SCALE: 1/8" = 1'-0"



North-East Elevation
SCALE: 1/8" = 1'-0"



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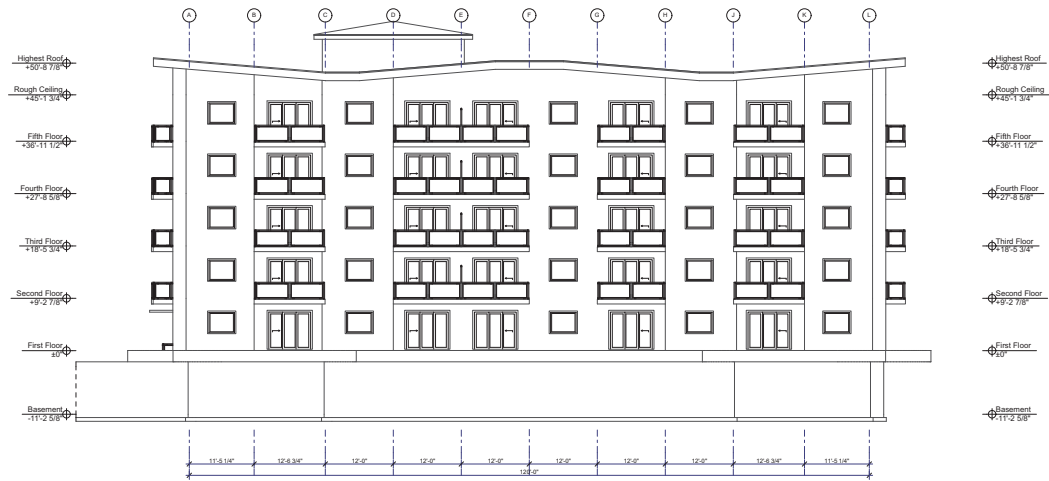
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PROJECT NUMBER: G45

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SHEET TITLE:
Exterior Elevations

SHEET ID:
SD15



GNAR

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PROJECT:
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PROJECT NUMBER: G45

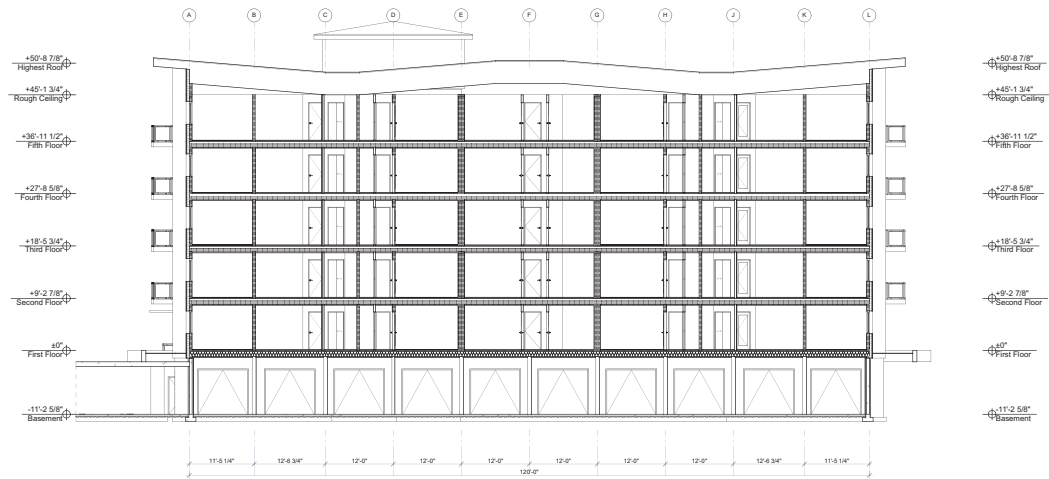
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SHEET TITLE:
Exterior Elevations

SHEET ID:
SD16



Building Section A
SCALE: 1/8" = 1'-0"



Building Section B
SCALE: 1/8" = 1'-0"



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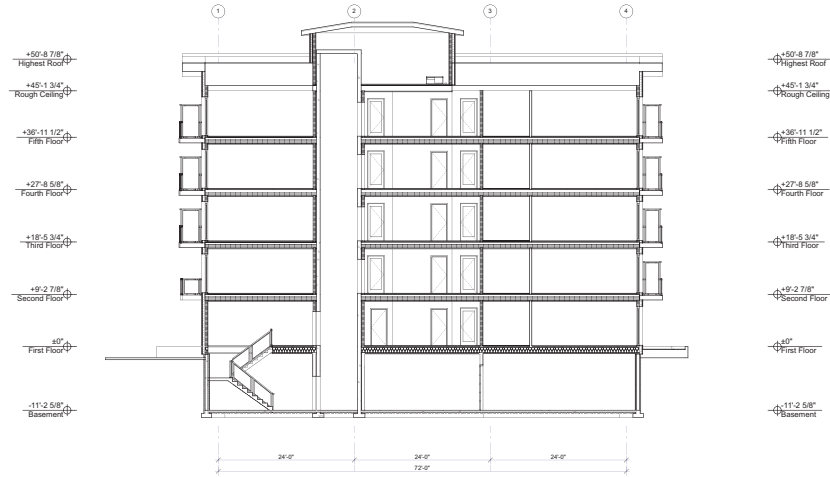
PROJECT:
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PROJECT NUMBER: GAS

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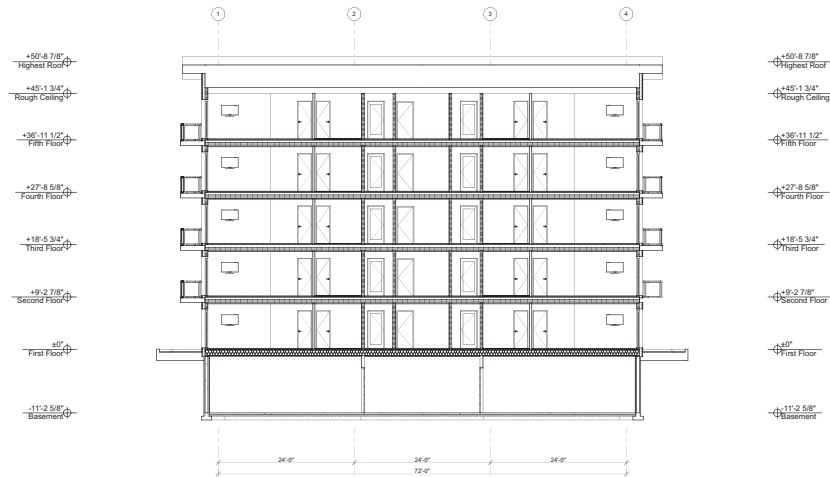
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SHEET TITLE:
Building Sections

SHEET ID:
SD17



Building Section C
SCALE: 1/8" = 1'-0"



Building Section D
SCALE: 1/8" = 1'-0"



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2019-02-05

SHEET TITLE:
Building Sections

SHEET ID:
SD18

Dennis Maguire Architect Inc.

maibc

Project: Proposed rezoning at 7104 Nancy Green Way, Whistler, BC, for the purpose of building a 5 storey rental apartment building, with 1 storey of underground parking.

Design Attributes Summary:

- This design is a product of a team effort. Our client, Vidorra Developments has extensive experience building in a mountain environment, and has made sustainable high quality living spaces its specialty. Vidorra's accompanying documentation will elaborate on the technology behind this state of the art building practice.
- This site is ideal for affordable rental housing. It is within easy walking distance of the village and right across the street from a shopping centre with a variety of amenities that will be symbiotically advantageous, while encouraging non-vehicular traffic.
- We have designed for the Whistler lifestyle: community gardens, outdoor common spaces with BBQs, generous and secure bike storage, ski /bike tuning room, lockable garages, and several parking options are provided. The parking options are pay per use, which means that those who can afford more amenities subsidize those that don't need them, making the whole project more affordable.
- The Entry Canopy provides a covered connection to the parking and the shared outdoor spaces, or a shelter for rainy outdoor activities. Its curved shape and dramatic timber structure, reminiscent of the mountains and skiing, provides a strong architectural element to the building's entrance.
- To be affordable, the building is quite simple in shape, articulation provided by bump outs, colour changes, and variations in the balconies. The main roof's curves echo those of the canopy.
- The individual apartments provide many options for its residents. One and two bedrooms with internal flex spaces that can be storage, office, or den. All, except for one, have balconies or at grade private outdoor spaces.
- The building envelope is a proprietary breathable stucco on thick very well insulated walls, with large triple-pane openable windows and European quality hardware.
- As is required for a well sealed high performance building, all units have individual heating and ventilation systems that can be tuned for individual orientations or lifestyles.

In summary, this building will provide much needed high quality rental housing at an ideal location in Whistler

Sincerely,



Dennis E. Maguire, Architect

Features and amenities of 7104 for a comfortable and sustainable lifestyle in Whistler

Safe Comfortable Healthy Durable

Central location for rental housing...within easy walking and biking distance to village, encourages low use of vehicles and an ideal location for employees of village businesses.

Grocery store, restaurants and several other amenities across the street. Symbiotic advantages without additional vehicular component.

Great mountain views all around.

Building acts as a sound buffer from highway for townhouse project to rear

The higher density option will be more cost effective for all stakeholders

Durable and resilient building able to withstand climate change and the resulting weather events. Fire, wind, extremes of heat and cold

Rent includes all heat, hot water and energy costs. This keeps the total cost of ownership steady and not subject to high seasonal fluctuations.

Combination surface and underground parking reduces costs, parking will be charged according to the convenience. User pay parking is a great concept that makes the whole rental structure more progressive, those who can afford a car pay more.

Healthy building. Every part of the building has been assessed for occupant health and improved to promote good health.

A/C plus flush mode fresh air

High performance window glass with high solar heat gain coefficient to reflect solar radiation to keep the building cool in summer

Intake air filtration better for smoke days

Lots of storage

Optional private garages

Prioritize walking and biking in the design and amenities

More room for bikes and bike parking

Bike repair workshop with bike stand and tools

Ski tuning bench with tools

Gardening workbench with common gardening tools

Interior secure bike storage

Utilities included in rent

2 carshare electric cars based at 7104 S2S Car Share Coop

2 Level 2 E Charging stations in the guest parking for fast charging

Solar shades in all windows

Quiet building unit to unit and from outdoors. Noise from Highway 99 mitigated

Great air quality with no VOC in finishes and interior building materials

Double recommended ventilation rate for maximum health benefits

Warm cozy building with Triple pane windows and double wall insulation

Smart baseboard heaters with digital thermostats as backup heat

Modern ventless dryers and Energy Star appliances

No maintenance decks and railings

Plants encouraged on decks

Community garden

Community BBQ in covered patio

Private backyards for ground floor units

BC Wood products used for construction of the building from sustainably managed forests

Nail Laminated Panel (NLP) roof over entry canopy and BBQ shelter with curved Glulam supports

Enhanced landscaping between building and Highway 99 in a previously damaged area

Connections to Valley Trail system

On several bus routes

Car/Bike/Dog wash station

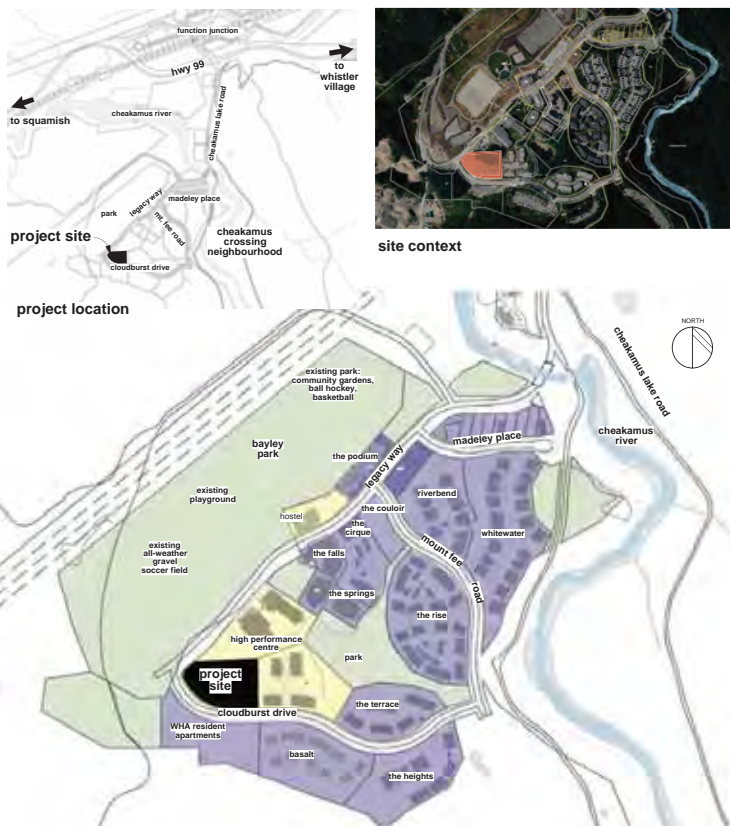
Plug ins for electric cars in all garages, underground parking stalls and surface parking stalls.
Plugs in bike storage area for electric bikes

Built to at least 40% better than Step 4 of the BC Step code.

Durable long lasting low maintenance finishes for all building finishes both exterior and interior

Pet friendly building 2 pets maximum per unit

Families and pet owners will be given priority for ground floor units with private backyards

[illegible]

cheakamus crossing - existing neighbourhood

Whistler Sport Legacies

1315 Cloudburst Drive, Cheakamus Crossing, Whistler BC
ADP SUBMISSION DEC. 21th, 2018

D.L. 8065

Legacy Way

LOT A

FFE 614.23

± 614.0

LOT B

± 2016

1345 Cloudburst Drive

FFE 2016.96

1 Site Plan
1/16" = 1'-0" imperial

Cloudburst Drive
CLOUDBURST DRIVE

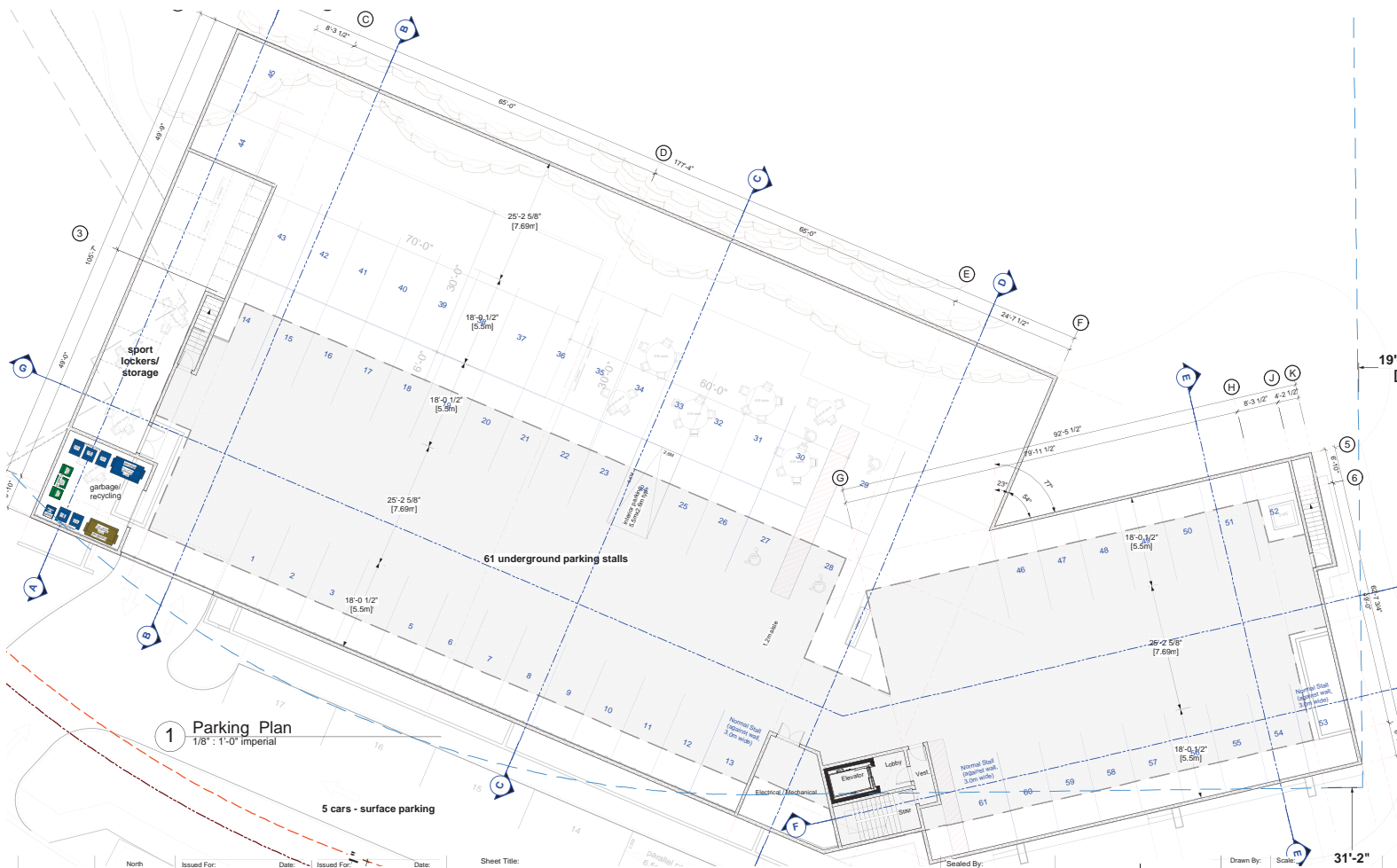
Sheet Title:
SITE PLAN
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

Sealed By:

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Architecture + Planning Ltd.
8105-4119 Main Street
P.O. Box 1304
Whistler, B.C. V8E 1B6
PH: 604-937-7400 Fax: 604-937-7401
e-mail: office@murdochandco.ca

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BM/JL 1/16" = 1'0"
Project No: Sheet No:
A-1.1

SITE PLAN



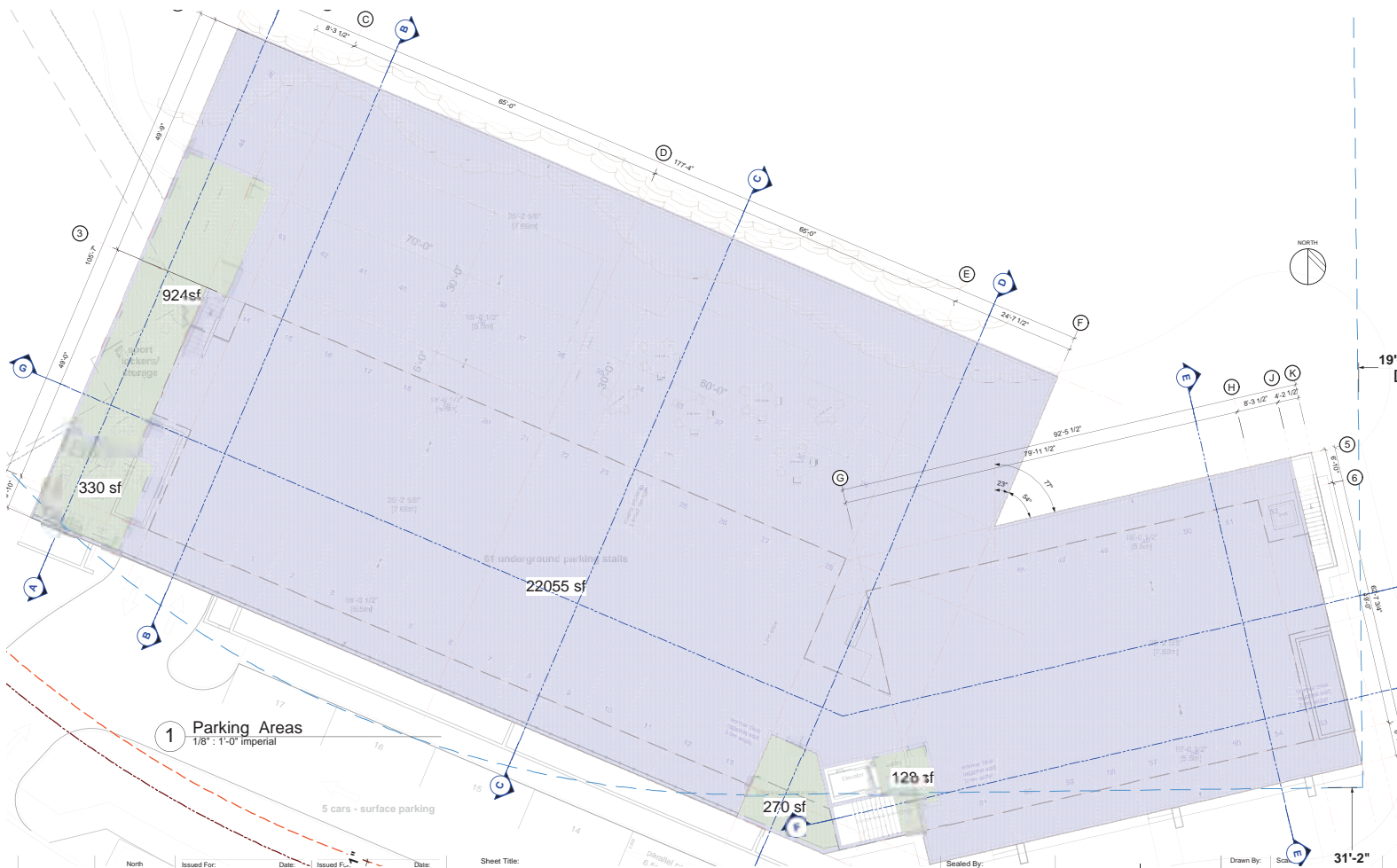
1 Parking Plan
1/8" = 1'-0" imperial

Sheet Title:
UNDERGROUND PARKING
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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Whistler, B.C. V8N 1S6
PH: 604-939-7400 Fax: 604-939-7401
e-mail: office@murdochandco.ca

Drawn By: BM/JL
Project No: 1/8" = 1'-0"
Sheet No: **A-2.1**
UNDERGROUND PARKING

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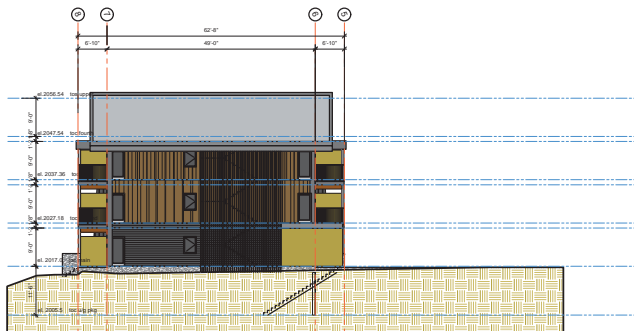
Sheet Title:
UNDERGROUND PARKING AREA
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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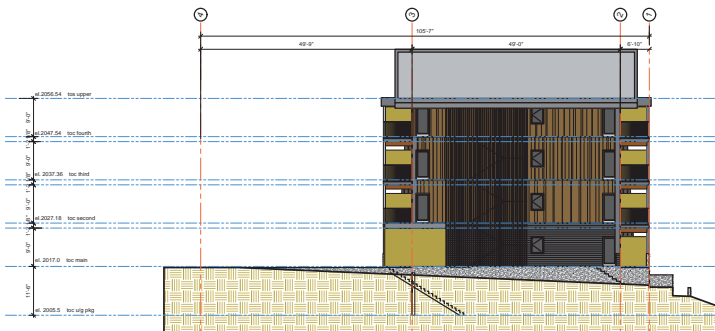
Drawn By: BM/JL
Project No: 1/8" = 1'-0"
Sheet No: A-2.1a
UNDERGROUND PARKING AREA



Drawn By:	Scale:
BM/JL	1/8" = 1'0"
Project No:	Sheet No:
	A-3.1
	ELEVATIONS



1 East Elevation
3/32" : 1'-0" Imperial



2 West Elevation
3/32" : 1'-0" Imperial

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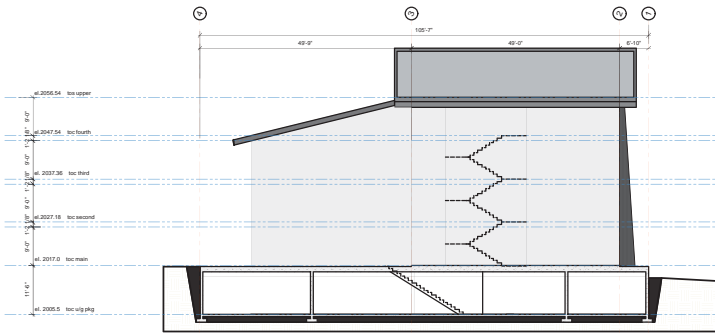
Issued For:	Date:

Sheet Title:
ELEVATIONS
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

Sealed By:

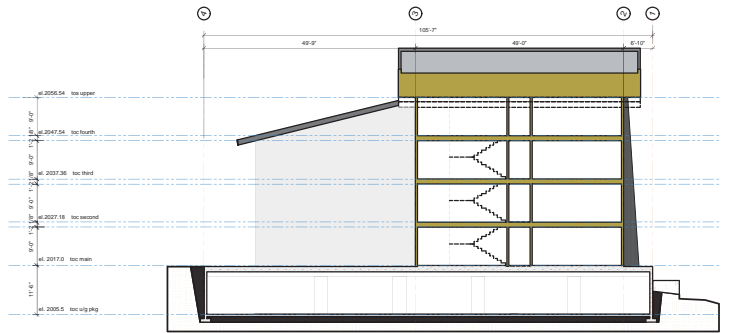
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BM/JL	1/8" = 1'-0"
Project No:	Sheet No:
	A-3.2
ELEVATIONS	



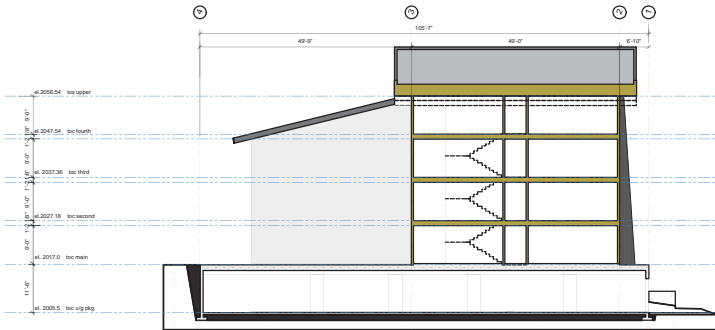
Section A

1 Section AA
3/32" : 1'-0" imperial

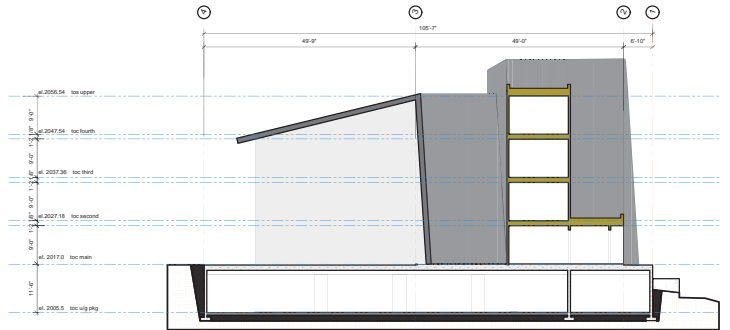


Section C

3 Section CC
3/32" : 1'-0" imperial



2 Section BB
3/32" : 1'-0" imperial



4 Section DD
3/32" : 1'-0" imperial

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Sheet Title:
sections
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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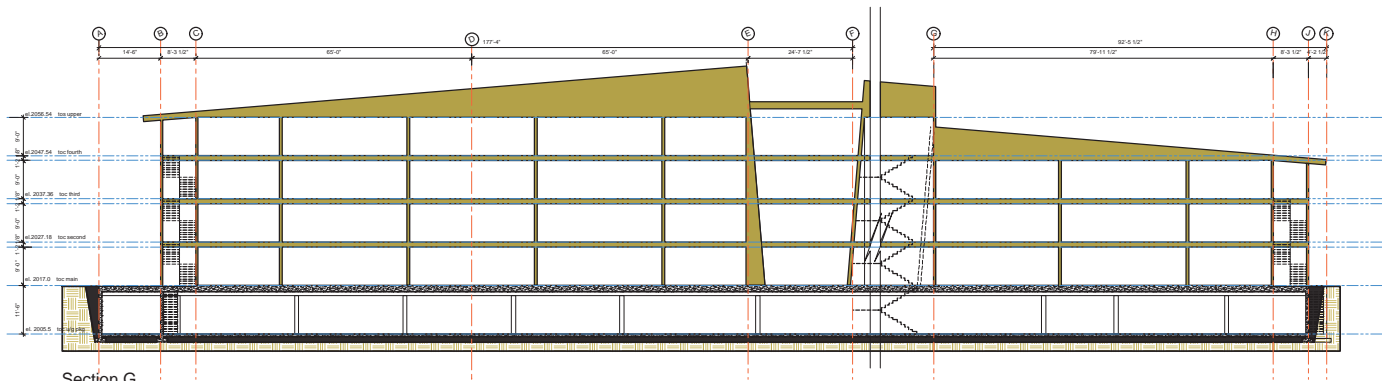
Drawn By: Scale:

BM/JL 1/8" = 1' 0"

Project No: Sheet No:

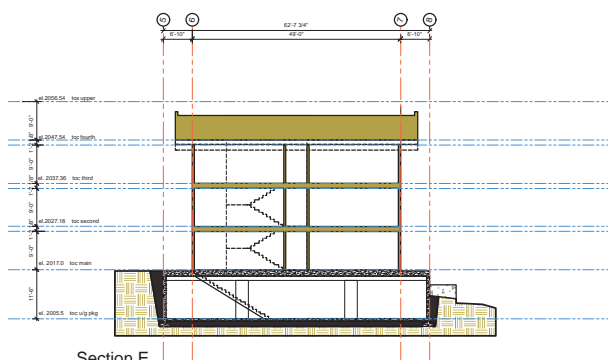
A-4.1

sections



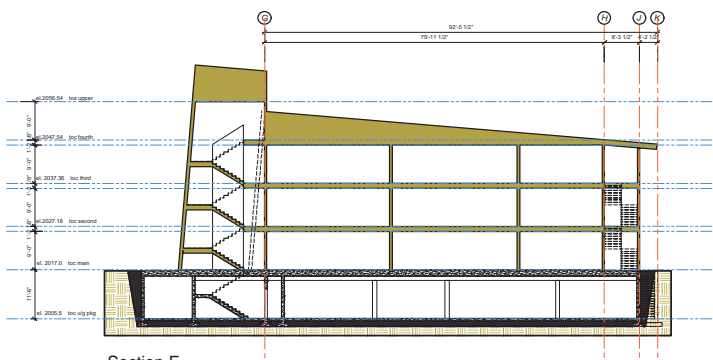
Section G

1 Section GG
3/32" : 1'-0" imperial



Section E

2 Section EE
3/32" : 1'-0" imperial



Section F

3 Section FF
3/32" : 1'-0" imperial

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Sheet Title:
SECTIONS
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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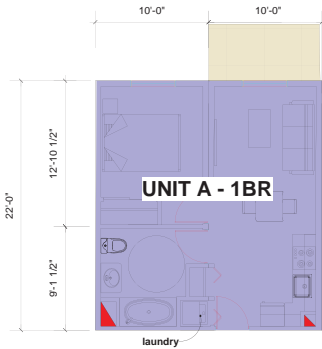
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Project No: Sheet No:

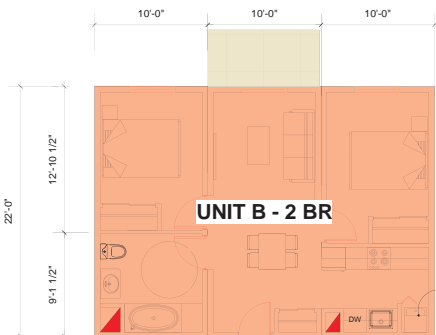
A-4.2

SECTIONS



UNIT A - 1 bedroom unit
40.7 m2 (438 sf)

1 Unit A
1/4" = 1'-0" imperial



UNIT B - 2 bedroom unit
61.3 m2 (660 sf)

2 Unit B
1/4" = 1'-0" imperial

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Sheet Title:
UNIT PLANS
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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Project No:	Sheet No:
	A-8.1

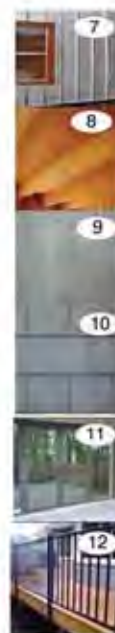
UNIT PLANS



- EXTERIOR FINISHES**
- 1 - 2 Ply water-resistive barrier - blue
 - 2 - Polished metal building light projection
 - 3 - Painted metal panel w/ professional metal finish
 - 4 - 1 x 6 T & G hemlock siding - clear stain
 - 5 - Randomly spaced board & batten - stained
 - 6 - Randomly spaced board & batten - stained
 - 7 - Standing seam metal wall cladding
 - 8 - Glulam posts & beams - stained
 - 9 - Cast in place concrete
 - 10 - Pre cast concrete slabs
 - 11 - PVC windows and doors - dark grey
 - 12 - Pre painted aluminum guardrails



- 1 TWO PLY TORCH ON ROOFING
- 2 PREFINISHED METAL FLASHING
- 3 HARDI PANEL WITH REVEALS
- 4 1x6 T&G HEMLOCK SOFFIT - CLEAR STAIN
- 5 HORIZONTAL HARDIE SIDING, COLOUR BY ARCH.
- 6 RANDOM SPACED BOARD & BATTEN COLOR BY ARCH.



- 7 STANDING SEAM METAL WALL CLADDING
- 8 GLULAM POSTS & BEAMS - STAINED
- 9 CAST IN PLACE CONCRETE
- 10 PRE CAST CONCRETE SLABS
- 11 PVC WINDOWS & WOOD DOORS
- 12 PRE PAINTED ALUM. GUARDRAILS

1 1/4" = 1'-0" Imperial
South Elevation

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Project No. 2018-001
Client: WHISTLER
Architect: ARCHITECTS
Date: 10.10.2018

Sheet No. 10
Date: 10.10.2018

Sheet Title:
MATERIAL BOARD
Project:
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

Sheet No.

MURDOCH & COMPANY
Architects Ltd. - Vancouver, B.C.
200-1010 Burrard Street
V6J 1G8
Phone: 604.255.1100
Fax: 604.255.1101
Email: info@murdochandcompany.ca

Sheet No. 10
Date: 10.10.2018
Project No. 2018-001
Client: WHISTLER
Architect: ARCHITECTS
Date: 10.10.2018
A-9.1
MATERIAL BOARD



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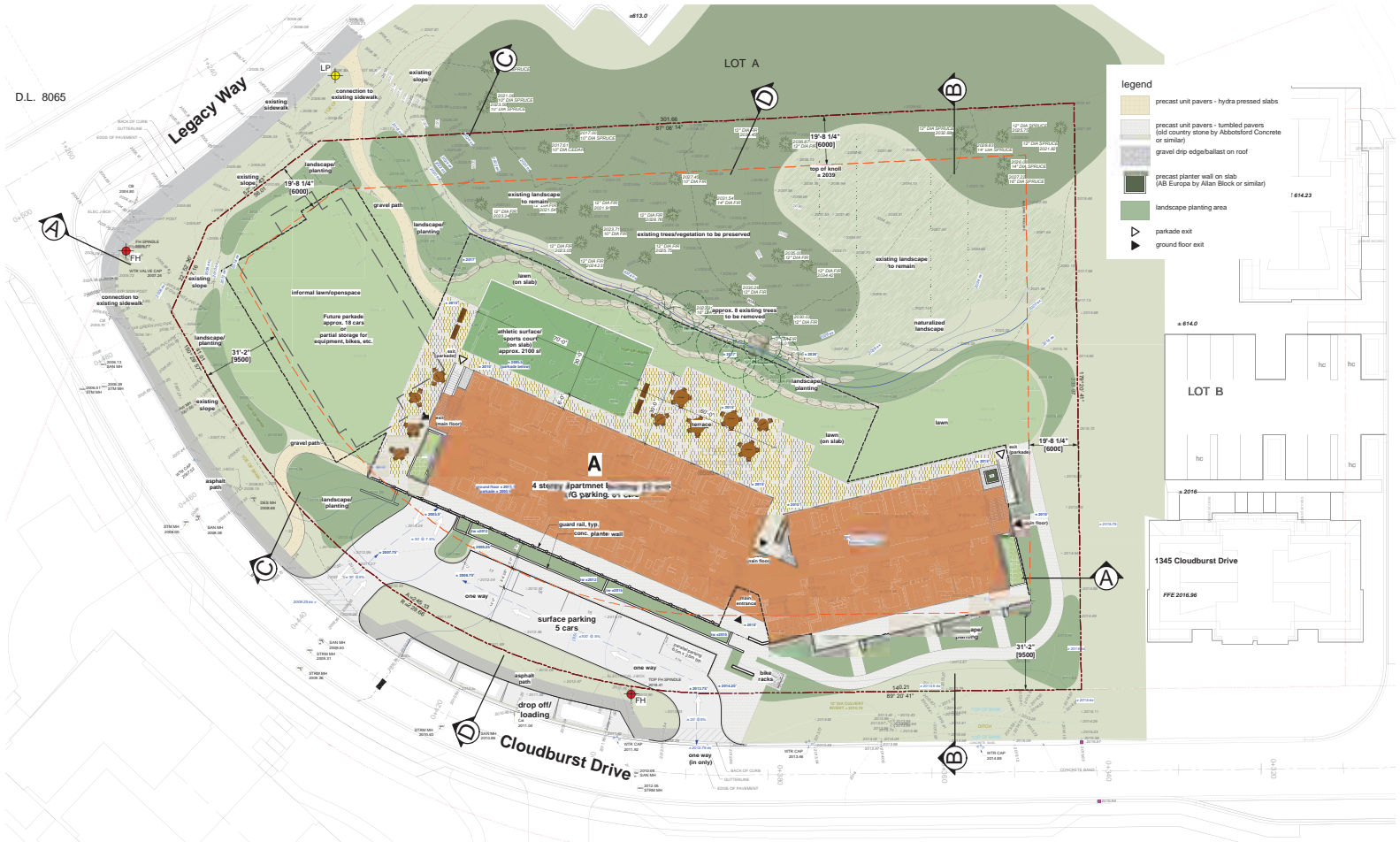
Sheet Title:
SITE CONTEXT
Project:
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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Drawn By:	Scale:
BM/JL	1/32" = 10'
Project No:	Sheet No:
	L-1.0

SITE CONTEXT



D.L. 8065

Legacy Way

LOT A

LOT B

1345 Cloudburst Drive

Cloudburst Drive

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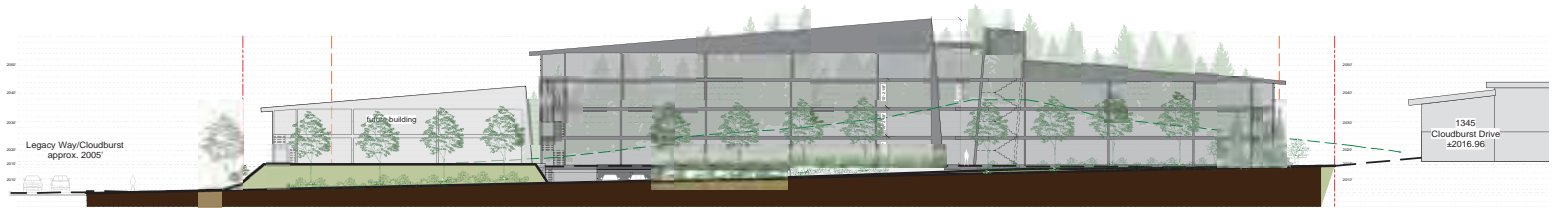
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Sheet Title:
SITE GRADING PLAN
Project:
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

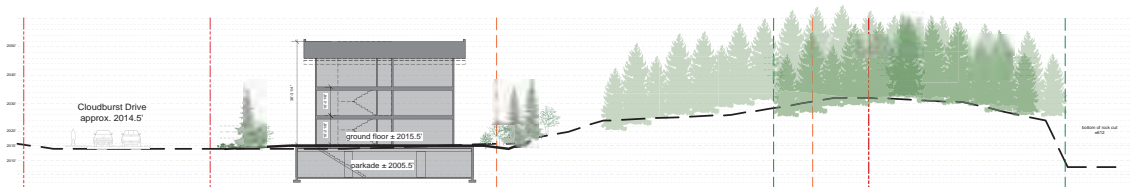
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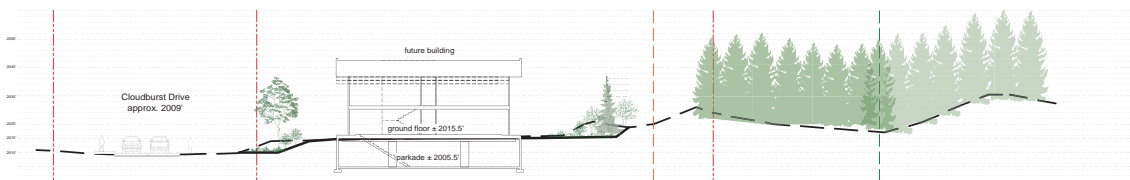
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Project No: Sheet No:
L-1.1
SITE GRADING PLAN



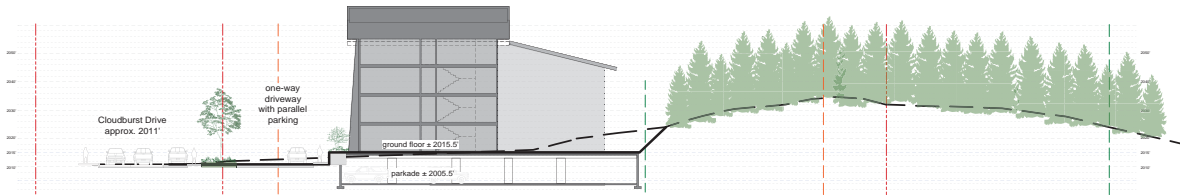
Site Section A - Streetscape Elevation, Cloudburst Drive



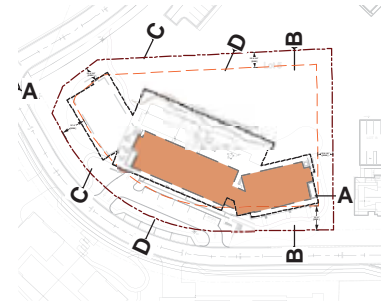
Site Section B



Site Section C



Site Section D



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Sheet Title:
SITE SECTIONS
Project
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

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Scale: 1/16" = 10'
Project No:
Sheet No:

L-1.2

SITE SECTIONS

D.L. 8065

Legacy Way

LOT A

LOT B

1345 Cloudburst Drive

FPE 2016.30

Cloudburst Drive

PROJECT: 1315 Cloudburst Drive, Whistler					DEC 10/18
PLANTLIST					
SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING NOTES
AR	13	Acer glabrum	Vine Maple (multistem)	1.5 m ht.	3 trunk min.
AR	23	Acer glabrum	Amur Maple (multistem)	1.5 m ht.	3 trunk min.
AR	11	Acer rubrum 'Sun Valley'	Sun Valley Red Maple	7 m tall	columnar/straight
PG	3	Pinus glauca	White Spruce	2 m ht.	
PG	3	Pinus strobus	Scotch Spruce	2 m ht.	
PT	14	Populus tremuloides	Trunking Aspen	5 cm dbh	
PT	6	Populus tremuloides	Double Fz	2 m ht.	
TH	6	Taxus heterophylla	Western Hemlock	2 m ht.	
SHRUBS					
SA	25	Arctostaphylos uva-ursi	Sandbarberry	1.5 m ht.	
SA	48	Cornus alba 'Hortus Hain'	'Hortus Hain' Dogwood	#2	
SA	24	Cornus sericea	Flowering Dogwood	#2	
PG	44	Malva sylvestris 'Compacta'	Compact Cheddar Grape	#2	
PT	27	Physocarpus opulifolius 'Diabolo'	Diablo Purple Weibull	#2	
PT	47	Rosa rugosa 'Hansa'	Rugosa Rose (Hansa)	#2	white
PT	49	Rosa rugosa	Wood's Rose	#2	light pink
GROUNDCOVERS					
PT	48	Arctostaphylos uva-ursi	Kinnikinnick	SP3	30cm
PERENNIALS					
SAH	55	Echinacea purpurea 'Magnus'	Purple Coneflower	#1	pink
PGP	85	Rapanea hirsuta	Garden Calceol	#1	blue
PT	100	Rubus idaeus 'Goldflame'	Black-Eyed Susan	#1	yellow
GRASSES					
PT	107	Calamagrostis 'Karl Foerster'	Feather Reed Grass	#1	
PT	91	Panicum capillare	Evergreen Oat Grass	#1	

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Sheet Title:
LANDSCAPE PLAN
Project:
WHISTLER SPORT LEGACIES
1315 CLOUDBURST DRIVE

Sealed By:

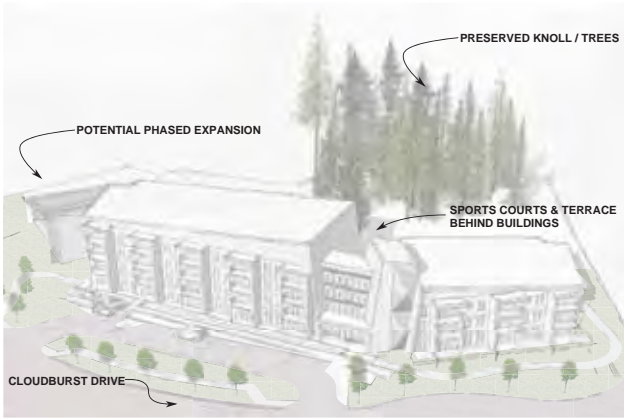
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Drawn By:
BM/JL
Project No:

Scale:
1/16" = 10'
Sheet No:
L-2.1
LANDSCAPE PLAN



1 STREET OVERVIEW
Scale = N/A



2 SITE OVERVIEW
Scale = N/A



3 BUILDING ENTRY
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Sheet Title:
3D MASSING
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1315 CLODBURST DRIVE

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Drawn By:

Scale:

BM/DK

Project No:

Sheet No:

3D-1

3D MASSING



1 VIEW FROM CLOUDBURST DRIVE
Scale = N/A



3 SPORT COURTS / TERRACE FROM EAST / WEST
Scale = N/A



2 WEST WING, EAST WINGS AND CENTRAL CORE
Scale = N/A

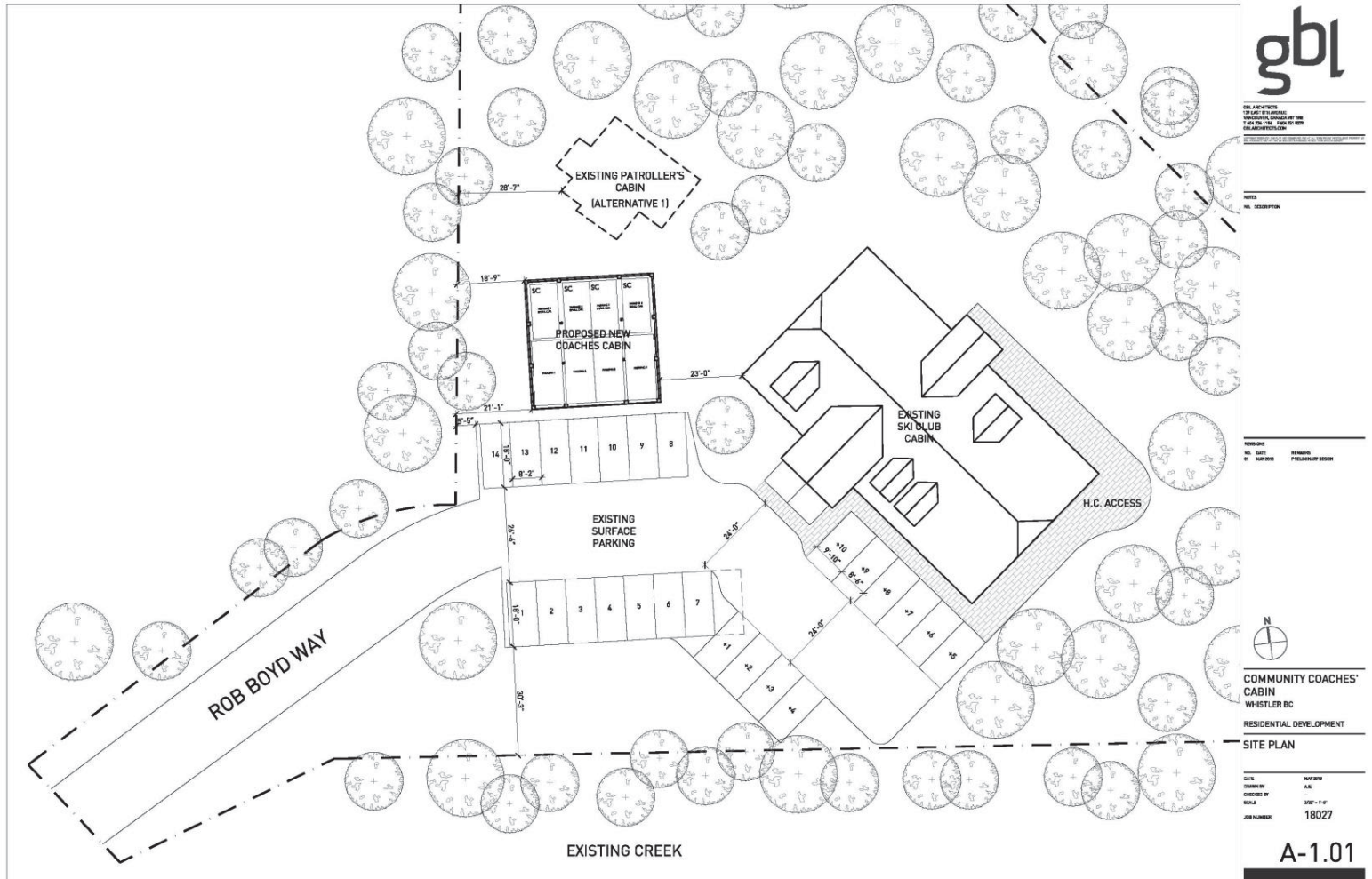


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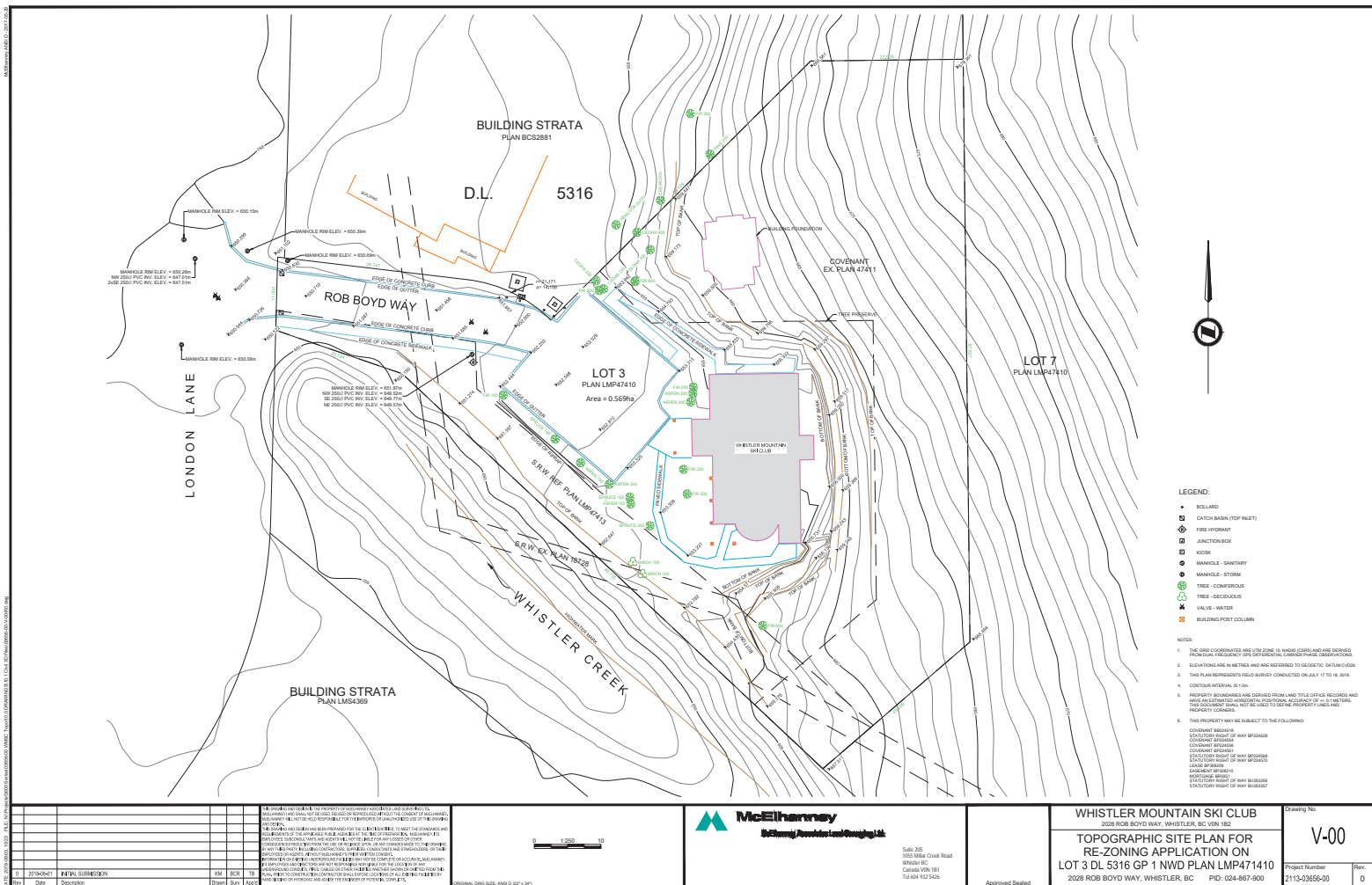
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3D MASSING
Project:
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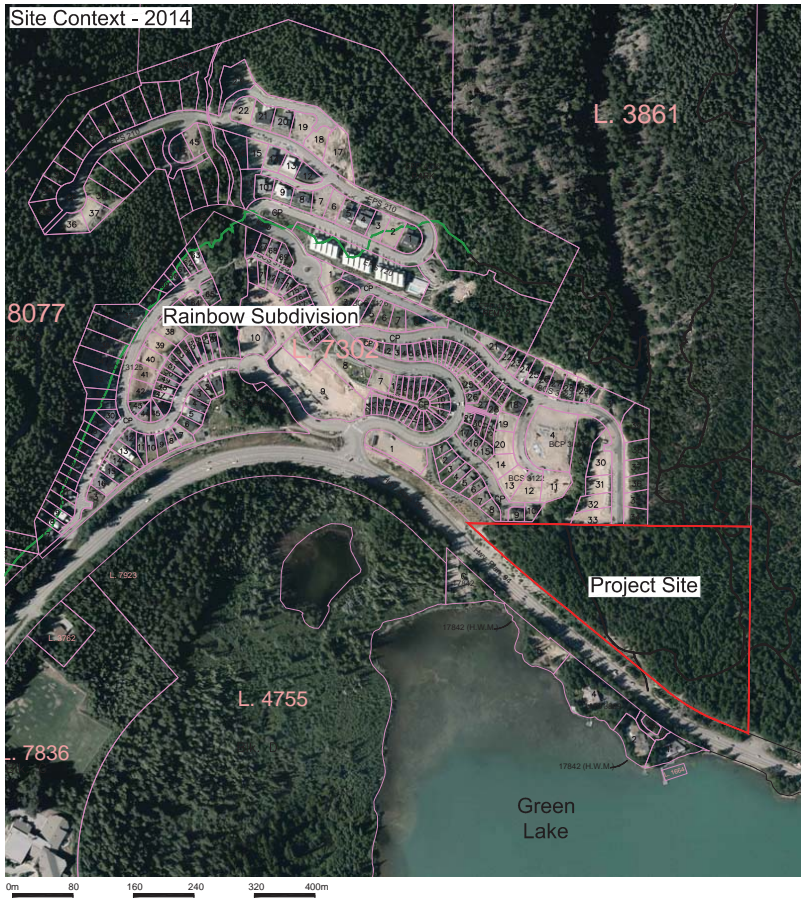




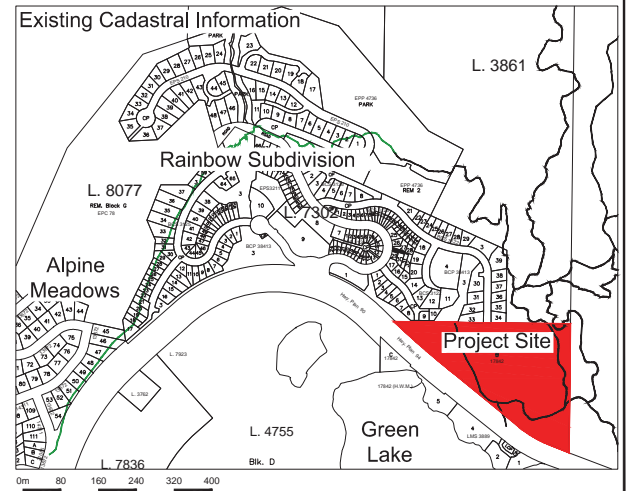
RAINBOW RIDGE



Date: 08/2018



PID:	007-249-715	
Legal:	Plan VAP17842 BLOCK 1 LOT B	
	DISTRICT LOT 3861 NEW WESTMINSTER GROUP 1, EP 19848	
Address:	8975 Highway 99	
SITE AREA:	56,611.9 m ²	609,365 ft ²
Current Zoning:	RSE1	
Riparian Setback Skelding Brook 15m:	1,940.0 m ²	17,953 ft ²
Usable Site Area:	48,077.4 m ²	517,590 ft ²
Gross Floor Area:	11,417 m ²	122,881 ft ²
Floor Space Ratio:	24%	
Footprint Area:	3,949 m ²	42,507 ft ²
Site Coverage Ratio:	8%	
Proposed Level Park Areas:	3,300 m ²	35,384 ft ²
Frontage on Hwy 99:	496.2 m	1,530 ft
BUILDING HEIGHT:		
Permitted:	7.6 m	25 ft
Proposed:	15.59 and 18.92 m	51' 2" and 62' 1"
Number of Storeys:	3 and 4 above parking	
SETBACKS:		
Front (Hwy 99):	20.0 m	66 ft
Side and rear:	10.0 m	33 ft
Total Vehicle Parking:	240	
Bicycle Parking:	In Storage Lockers	
Storage Lockers Apts:	34	
Storage Lockers Dorms:	24	
BUILDING DATA:		
Number of Apartment Units:	99	
Number of Dormitory Units:	48	
Number of Bed Units:	339	



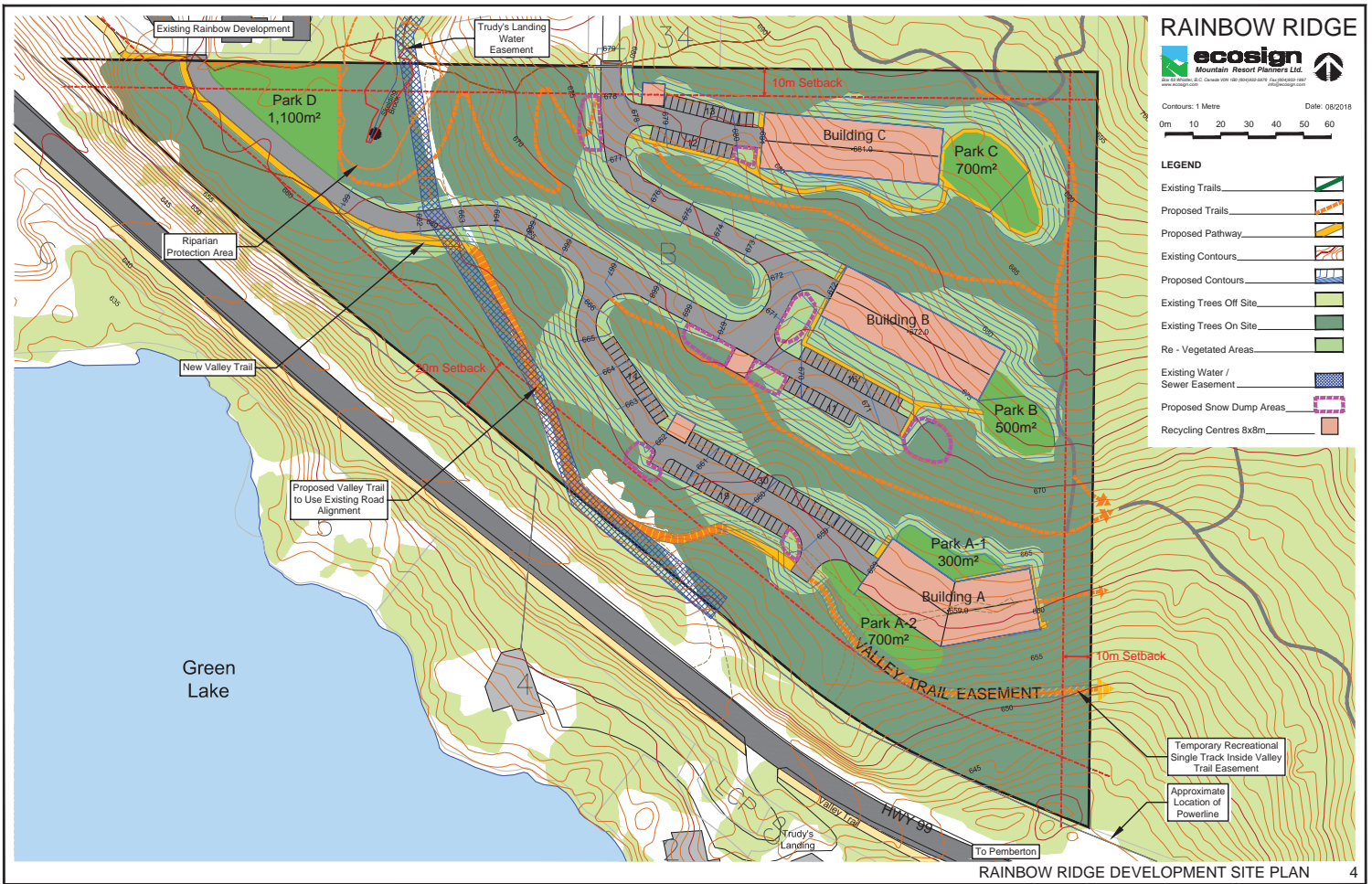
RAINBOW RIDGE

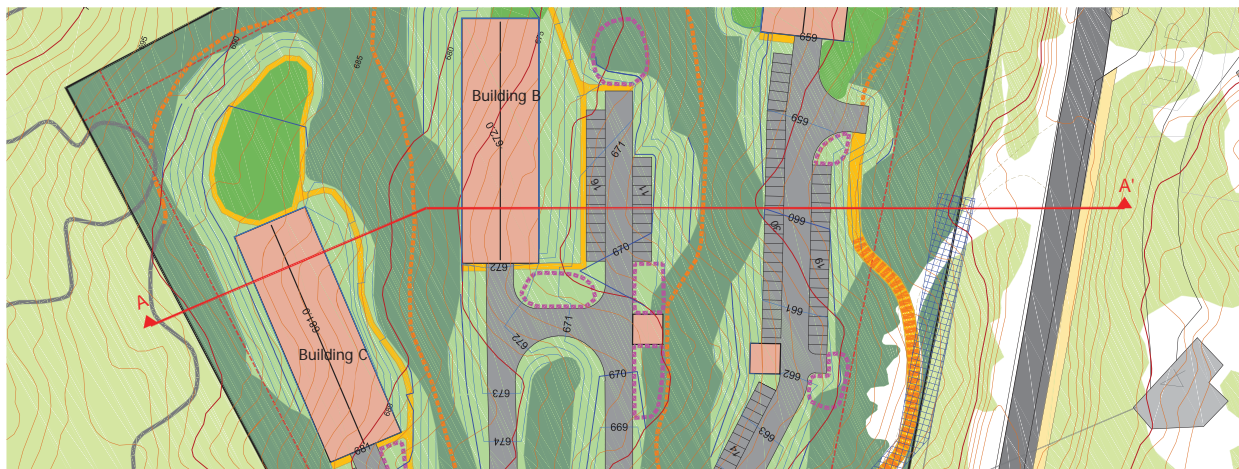


Date: 08/2018



RAINBOW RIDGE DEVELOPMENT IN CONTEXT - 3D VIEW A





RAINBOW RIDGE



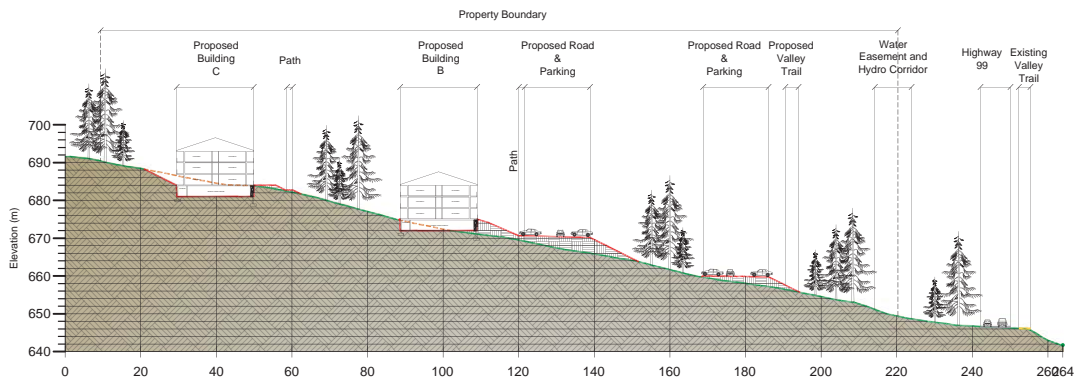
Contours: 1 Metre Date: 08/2018
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PLAN VIEW LEGEND

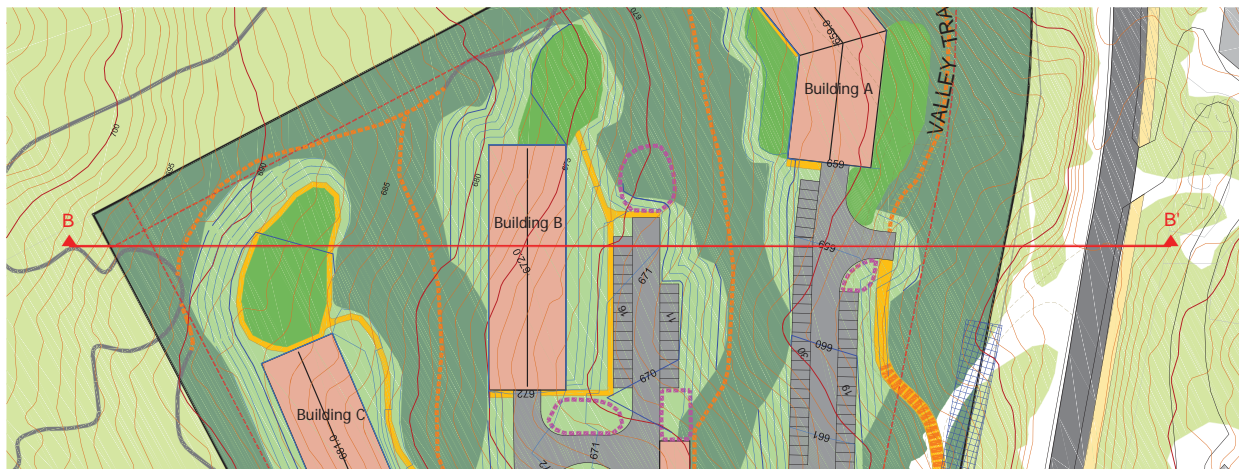
- Existing Trails
- Proposed Trails
- Proposed Pathway
- Existing Contours
- Proposed Contours
- Existing Trees Off Site
- Existing Trees On Site
- Re - Vegetated Areas
- Existing Water / Sewer Easement
- Proposed Snow Dump Areas
- Recycling Centres 8x8m

PROFILE LEGEND

- Undisturbed Ground Elevation
- Proposed Ground Elevation
- Existing Ground Elevation



Section A-A'



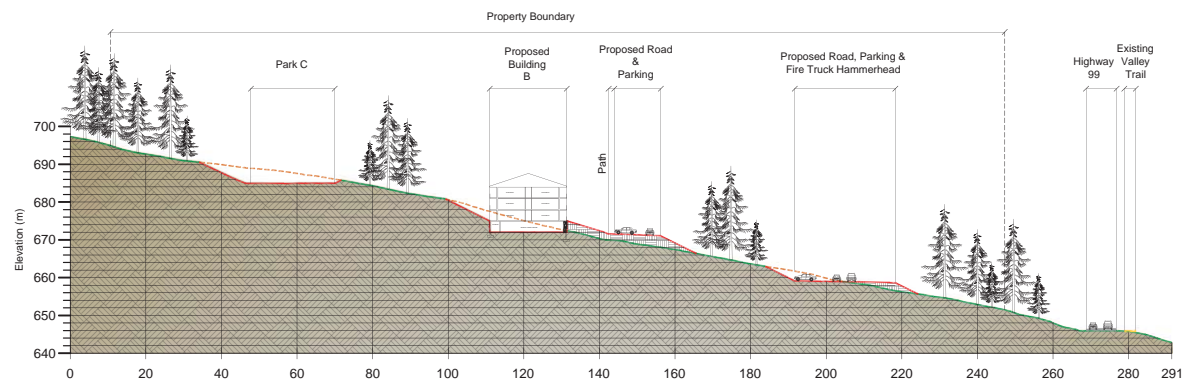
RAINBOW RIDGE



Contours: 1 Metre Date: 08/2018
0m 10 20 30 40 50

PLAN VIEW LEGEND

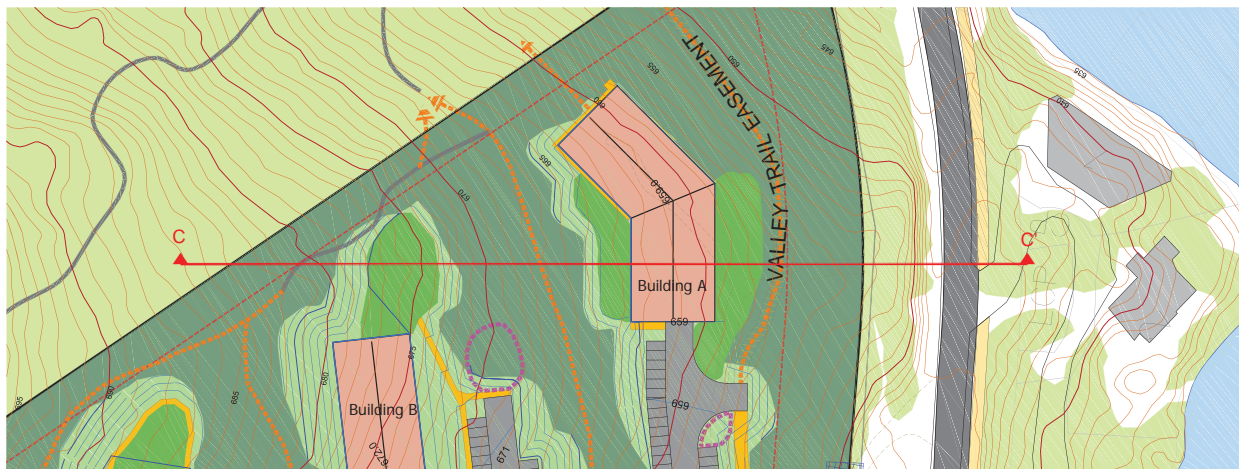
- Existing Trails
- Proposed Trails
- Proposed Pathway
- Existing Contours
- Proposed Contours
- Existing Trees Off Site
- Existing Trees On Site
- Re - Vegetated Areas
- Existing Water / Sewer Easement
- Proposed Snow Dump Areas
- Recycling Centres 8x8m



PROFILE LEGEND

- Undisturbed Ground Elevation
- Proposed Ground Elevation
- Existing Ground Elevation

Section B-B'



RAINBOW RIDGE



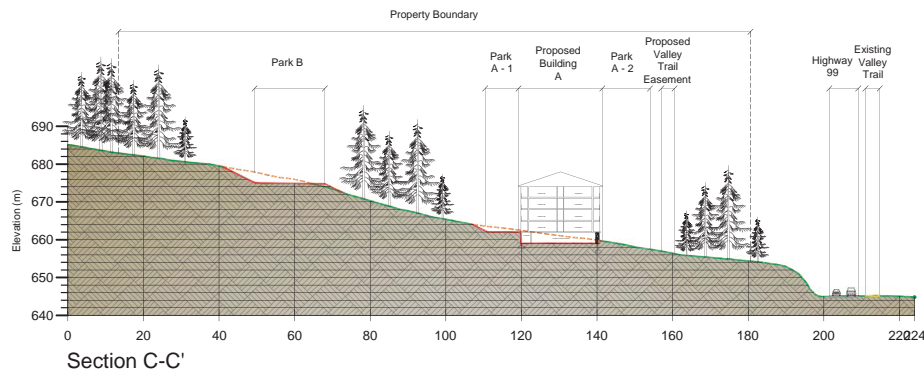
Contours: 1 Metre Date: 08/2018
0m 10 20 30 40 50

PLAN VIEW LEGEND

- Existing Trails
- Proposed Trails
- Proposed Pathway
- Existing Contours
- Proposed Contours
- Existing Trees Off Site
- Existing Trees On Site
- Re - Vegetated Areas
- Existing Water / Sewer Easement
- Proposed Snow Dump Areas
- Recycling Centres 8x8m

PROFILE LEGEND

- Undisturbed Ground Elevation
- Proposed Ground Elevation
- Existing Ground Elevation





September 17, 2018

The Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC, Canada V0N1B4

RE: RZ001153 – 8975 HWY 99, Whistler BC (Resident restricted and employee rental housing)

Dear Mayor and Councillors,

We are writing regarding the staff report on the proposed rental housing projects, a process we have been involved with from day one, working with staff to refine and shape our proposal as the requirements and guidelines prepared by the RMOW evolved. We very much hope you will take the time to read this short letter as we were very disappointed and surprised to learn that our project was not selected to move forward to the next stage. The next stage would be a formal rezoning application, a process that would involve additional study and review and consultation and a process which most certainly does not guarantee ultimate approval. As we believe our proposal is the best proposal yet for addressing the Whistler housing crisis, we very much hope you will give consideration to the discussion below.

To provide some background, our most recent submission, made August 7th, involved significant work to address RMOW comments on our initial proposal submitted May 31, 2018. The comments were primarily focused on the number of buildings, preservation of as much green space as possible, provision of recreational amenities on the site such as grassy park areas and social areas for the residents, and ensuring that overall visual impact of the development was minimized while still providing the array of affordable housing options the RMOW guidelines envisioned.

We met with Staff to review and discuss the comments and concerns of our first proposal, and they were excellent to work with providing thoughtful and constructive feedback that allowed us to revise and refine our plan to address those concerns. At this time in the process (May-July), access to the site, either through the existing Rainbow road system, or by construction of a new access off the highway, was not the biggest concern or even the second or third concern about our proposal. As mentioned above, the number of buildings, maximizing green space, providing recreational amenities on site, visual impact, were the things we were told to work on. We believe our revised concept, submitted August 7th, took these comments to heart and

really sought to deliver something that met all the requirements and desires of municipal staff, was in line with the guidelines, and provided a significant source of high quality and affordable rental housing that is so much needed in Whistler.

From our review of the staff report that was made available online last Friday September 14th, we now understand that access to the site is the primary reason for not moving our proposal forward, followed by the fact that this is a greenfield site and it hasn't been cleared or previously developed on. We realize no project is going to be perfect and meet every guideline 100%, but the concerns noted in the new staff report were not major hurdles in all our consultation and design work over the last 8 months. Given that our proposal is the most significant and meaningful contribution towards affordable housing in Whistler there is a huge opportunity for the community that will be missed here over issues that have already been considered and shown to be manageable.

First of all, regarding access to the site. This was always the primary challenge to the feasibility of the project, but it was never insurmountable. In our earliest proposals we envisioned a new access off of the highway, given that the property has a Highway 99 address. Our traffic engineer's initial discussions with MOT lead us towards use of the existing roads through the adjacent subdivision, or at least exhausting that option, prior to looking seriously at a new access point off the Highway. At no time did MOT tell us an access point off the highway is not an option, just that it wasn't their preferred option. In further discussions with municipal staff, we were made aware of the access easements that were already in place and therefore assumed that access through the existing road network was not only feasible, but the most logical way to access the property. A traffic study was done to ensure the traffic created by the proposed development would not have a negative impact on the existing road system, and it was shown that there was sufficient capacity with minimal impact. That being said, we do realize that access through Rainbow involves the extension of roads that are currently dead ends, and therefore there is an impact on the residents that are used to the existing dead-end road condition. However, the access easements were considered at the time of the original Rainbow subdivision and road design to eventually provide access to the adjacent lands, and the easements even include a cost sharing agreement for maintenance of the roads once the adjacent lands are developed. This is clearly something that has already been considered and planned for and therefore it should not be contentious or challenging at all, but now it has become a primary reason to halt our proposal.

In addition to the existing road system that can be used to access the property, another key benefit of the location is being north of the Village and therefore will not affect or be affected by the traffic issues south of the Village.

Secondly, the other key reason for staff to not support this proposal after 8 months of consultation and design, is the "greenfield" condition of the site. Greenfield is a term to describe a parcel of land that has not previously been developed or built on, even though it has been logged in the past and the regrowth has created a healthy and natural forest on the property. The first point to consider here, is that the property is currently zoned for residential

development and is also designated for development in the OCP, and therefore can and at some point in time will be developed regardless of the current vegetative state of the land. Although we do understand that one of the guidelines for the proposed rental housing application was to give preference to previously developed or disturbed sites, at no time were we told that this parcel was not suited for development because it was “greenfield”. If that was a real concern, we are sure we would have been told from the very start, 8 months ago, that the site was not appropriate. In fact, in discussions with Staff, we understood that the concern with regard to disturbance of the site through development was largely borne from a desire to avoid the clear-cut approach to site design that occurred on the Rainbow lands.

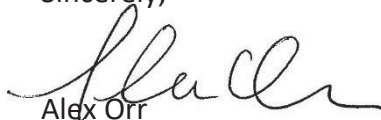
From the outset, we were very clear that we had no desire to repeat those mistakes and would make every effort to achieve the lowest amount of site disturbance possible, minimize the use of retaining walls, and minimize the overall visual impact of the development. The results of our design work protect 51% (7.2 acres) of the site area as undisturbed forest while applying Fire Smart principles to that forest, provision of multiple outdoor recreational areas for the residents of each building, extension of the Valley trail, and connection of existing trail networks to and through the property.

Furthermore, given that the greenfield condition was cited as a key reason for this project to not move forward, it is interesting to note that our proposal has the lowest site coverage ratio of all of the applications, retains and protects all the existing sensitive environmental areas on the property, and offers the most recreational amenities of all proposals.

To deny an application on a parcel of land that is very well suited for the proposed development based on the greenfield condition of it and the “challenging access” is very concerning, especially since we’ve shown above that these challenges have been thoughtfully considered and designed for from the outset over 8 months of consultation with the RMOW and design work with our land use planners, architects, civil engineers, traffic engineers, and environmental consultants.

The last point we would like to leave you with, is that our proposal is the only proposal that offered to address all housing types in the guidelines, including dorm style employee housing, and studio, one bed, two bed and three bed rental apartments for singles, couples, families and seniors, all encompassed in a natural setting with access to transit, shopping, and recreational opportunities. The various housing types in this proposal provide affordable housing for all of the income and affordability bands identified in the RMOW guidelines, and all of this has been initiated by a team of local residents committed to the long term success of Whistler.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alex Orr', written over a horizontal line.

Alex Orr

Orr Development Corp.

in partnership with Pacific Western Management and 168 RT Holdings Ltd.



Your File #:
eDAS File #: 2018-06597
Date: Jan/25/2019

Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4

Attention: Mike Kirkegaard, Director of Planning

Re: Municipal Referral for the proposed Rainbow development access:

The Ministry has reviewed the proposed access for the Rainbow Development (as shown within Bunt and Associates Technical Memo dated November 22, 2018, in addition to the Creus Engineering plans) and have the following comments:

- Highway 99 through Whistler is a Controlled Access Highway, therefore all direct accesses must be regulated to maintain the functional integrity and safety of the highway.
- Balanced access management should be considered to better serve local traffic, utilizing the municipal and highway road networks. In this case, access to the site is possible from the fully signalized intersection at Crazy Canuck Drive and Highway 99, through the existing access easement.
- The Ministry can consider right in, right out access to the highway in order to improve egress from the development.
- The proposed full movement access to serve the development may pose operational challenges.
- If the development proceeds, the developer will be required to acquire all relative permits from the Ministry.
- Please note, any change in land use or ownership renders an existing access permit void.

If you have any questions, please feel free to call Amy Barker at (604) 527-2224.

Yours truly,

Amy Barker
Senior District Development Technician

Local District Address
Squamish Area Office 101-42000 Loggers Lane Squamish, British Columbia V8B 0H3 Canada Phone: () - Fax: (604) 898-4376



September 25, 2018

To: *Amica Antonelli, Planner*

Cc: Roman Licko, Planner

Mayor and Council

Candidates for October 2018 Council Election

Re: RZ1144 2077 Garibaldi Way Development Proposal

Dear Ms. Antonelli,

I am a long-time Nordic resident who attended the 18 September 2018 Council Meeting, which included your presentation to Mayor and Council re: the Development Proposal for 2077 Garibaldi Way.

While I appreciate that the developer has down-sized the project since his first rezoning application, I feel that even the slimmed down version is still completely inappropriate for, and will have a negative impact upon, the Nordic neighbourhood where it is proposed.

I am critical of how municipal staff evaluated the various criteria, and then recommended the Development Proposal. There are several criteria which have been granted a "Meets the criterion" or "Partial", where they should have been assessed as at best "Partial", or "Does not meet the criterion".

They are:

1. Affordability

The rental rates in the first proposal were too high. Many people expressed that the project did not meet the affordable criterion. The current proposal now has the dollar amounts blocked out! When questioned, you stated during your presentation that "The RMOW has been advised not to present actual rates contained in the proposals, instead presenting the rates as percentages less than market."

This behavior is contrary to the transparency that the public deserves from our government. Who advised the RMOW to not show those dollar amounts, and why? How can the criterion be met without specific rental cost details? Such a *broad range of percentages "less than market"*, and a lack of how they precisely represent exact figures (such as those which have been blocked out in the copy of the development proposal made available to the public), is so highly questionable. Please explain this radical change in planning's presentation of the affordability criterion.

2. Density

The density of the proposed project does not fit in with the surrounding neighbourhood, although staff says it does meet this criterion. There are no other apartment buildings adjacent. The lot is bordered by a single family home cul-de-sac, a small strata consisting of 1 triplex and 1 fourplex, and a larger strata consisting of duplexes and triplexes. The Whistler Vale property is mentioned in the staff document, but it is not adjacent. In fact, it is on the periphery of the neighbourhood in general. It is on the highway, at the edge of Nordic – and it used to be a hotel! Mr. Jack Crompton asked you why the density criterion didn't get an "x". The proposed project is 2 apartment buildings, not "townhomes". In fact, the architect's plans are actually titled "Garibaldi Way Apartments".

Clearly, there is a huge issue with this density criterion. Can you explain in what way the proposed project actually meets it?

3. Site disturbance and visual impact

The site, which had already been excavated under permit for preparation of a single-family home, was bulldozed and almost completely cleared. Although "some" tree buffer was left along the highway, and the proposal includes revegetation of the 20 metre highway buffer, the "reduced visual impact on adjacent properties" clause has not been addressed. The trees between the lot and Aspen Ridge were decimated and remain few and damaged. This is not adequate screening from adjacent Aspen Ridge. Why was this criterion accepted as "met"?

4. Traffic

a) There have been huge concerns about the increased traffic a high density project will bring to the neighbourhood. Two apartment buildings will be using a driveway off of a quiet single-family cul-de-sac as their only access in and out. That is really something to think about.

There is also the large issue of traffic volume coming out of Nordic on to Highway 99. The only study done was commissioned by the applicant himself, and the conclusion is controversial. This criterion was given a "Partial", but an "x" would be more appropriate. A councillor at the September 18, 2018 meeting raised this very issue again with "big reservations" about traffic.

b) Although not listed as one of staff's criteria, there is also the concern of increased foot traffic and its accompanying potential noise, especially late night, moving through the cul-de-sac, then out to the neighbourhood. Also, with the walk to Creekside seeming so round-about by way of Garibaldi Way, there are huge concerns about pedestrians taking shortcuts through private property such as Aspen Ridge. Additional foot traffic impact should be included in staff's evaluation criteria. I would like your opinion on this issue.

I respectfully request that you respond to each of the 4 numbered items I have outlined, and explain planning's assessment of the corresponding criteria. Thanking you in advance for your time and attention to answering my concerns,

Kathleen Laczina

[REDACTED]

Loyal Nordic resident since 1989

[REDACTED]

[REDACTED]

September 26, 2018

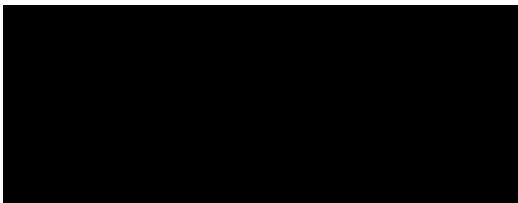
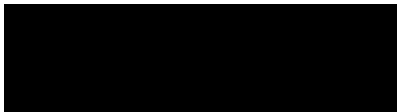
To Mayor and Council,

As you voted unanimously to proceed with the review of the 2077 Garibaldi Way Development Proposal, I would like you to read the letter that I sent to the *municipal planner, as its contents are most relevant to all of you as well.*

I would appreciate hearing your response to the issues that I outlined in the letter.

Thanking you in advance for your time and attention to my concerns,

Kathleen Laczina



September 30, 2018

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, B.C. V0N 1B4

Dear Mayor and Council,

Re: Proposed Re-zoning Application for 2077 Garibaldi Way

As a resident of the Nordic Estates community I was shocked and dismayed to learn that Whistler's municipal council has approved further review and processing of a proposal to rezone 2077 Garibaldi Way from one single family home to a 3 story, 48 unit rental apartment building. This represents 144 bed units and the potential for as many additional vehicles in and out of our neighborhood on a daily basis.

Further review and consideration of this project should be stopped for many reasons; not least that it clearly fails to meet the criteria established under our Official Community Plan ("OCP") for the evaluation of proposals to amend zoning. The existing zoning in this neighbourhood reflects responsible planning and development and should only be changed for extraordinary reasons. None are demonstrated with the application in question.

It is proposed that this apartment building be embedded into a quiet neighbourhood of attractive, well developed single detached homes, duplexes and townhomes. Aside from the obvious aesthetic inconsistency it will add enormously to traffic, pedestrian and bike traffic in and out of Nordic Estates. The intersection at Nordic Drive and Hwy 99 is already hazardous and safety would be a much greater concern with the added traffic.

We expect Council to respect and abide by our community plan and prevent "incremental" developments such as this one that would diminish the quality of our neighbourhoods.

It is not a development appropriate to this neighbourhood. Nor is it a relevant step towards tackling the important challenge of developing affordable employee housing – indeed it is a distraction from that objective. It will be seen for what it is – a Council under pretext of creating "affordable housing" caving in to a developer's pursuit of a profitable opportunity at the expense of the aggrieved residents impacted by it.

The Council by continuing to consider this proposal is abrogating its duty and responsibility to the citizens it serves. We expect you to protect our communities and neighbourhoods by rejecting projects that do not meet the OCP criteria for amending zoning. Your continued review and consideration of this proposal is a distraction from the pressing need for broader strategic initiatives to tackle the important challenges Whistler faces in housing for employees and transportation infrastructure.

In the mining and oil and gas industries Canadian engineers have tackled employee housing issues successfully in far more challenging places than Whistler. The Council should collaborate with the Province to set aside 10-20 acres of crown land near Whistler on which housing complexes (portable pre-fabricated camps) can be established similar to those used in the oil and mining business. There are a glut of these mobile camps in Alberta on the market. Over 2,000 employees could be comfortably housed in these units under head leases with major employers to appropriately share the financial burden.

The traffic congestion problem would be solved by adding a lane each way on Hwy 99 and replacing all traffic light intersections with traffic circles enabling continuous traffic flow – as in Europe and most other countries outside North America. It just takes the resolve of the City and Province to “make this happen”. There should be traffic circles into Whistler Road and Nordic Drive as well – please, no traffic lights !

These are the kinds of strategies the Council should be thinking about – not wasting time on controversial incremental projects that will damage well established neighbourhoods.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Rex J. McLennan', with a stylized flourish at the end.

Rex J. McLennan

From: Mary Pines [REDACTED]

Sent: Monday, October 01, 2018 4:51 PM

To: Council <Council@whistler.ca>; Mayor's Office <mayorsoffice@whistler.ca>; Nancy Wilhelm-Morden <nwilhelm-morden@whistler.ca>; Jack Crompton <jcrompton@whistler.ca>; Jen Ford <jford@whistler.ca>; John Grills <jgrills@whistler.ca>; Sue Maxwell <smaxwell@whistler.ca>; Steve Anderson <sanderson@whistler.ca>; Cathy Jewett <cjewett@whistler.ca>

Subject: Opposition to 2077 Garibaldi Way Development unless new traffic light installed

Dear Mayor and City Council,

Those of use who live in Nordic share sincere concern for the safety of drivers turning left from both entrances to the Nordic neighbourhood. We have seen many near misses as people are forced to take chances to cross traffic; once the temperature falls and roads are icy, there will surely be fatalities.

Adding another 144 units and potentially more than 150 cars will add fuel to the fire and increase these odds even further.

We understand that traffic light locations in Whistler are determined by the Province, not the RMOW, and that previous requests for a light at either of the Nordic entrances have been turned down because of the grade at each entrance.

However, we wonder if anything can be done in light of the new development proposed on Garibaldi Way? If not, we absolutely oppose this new development.

Please consider this a collective PLEA to address address the need for a new traffic light at one of the Nordic entrances at the Provincial level. If we as citizens can take meaningful action at the Provincial level, please advise.

Thank you for your time and consideration,

Mary Pines,
On behalf of concerned Nordic residents

[REDACTED]
[REDACTED]
[REDACTED]

From: Cheryl Springman [REDACTED]
Sent: Monday, October 01, 2018 5:40 PM
To: Council <Council@whistler.ca>; Mayor's Office <mayorsoffice@whistler.ca>
Subject: 2077 Garibaldi Way

Ms. Mayor and Council:

Were this proposal for the staff housing we in Whistler are in most desperate need of (the poorly paid, non vehicle owning, living in bushes and in rooms with no fire egress) I should have a more supportive opinion. As it is, the professionals this proposal seeks to house are likely to each have a vehicle (144 of them) and possibly a visitor quite often to ski at the best ski resort in North America. The parked cars will inevitably spill onto Garibaldi Way and beyond. I note bylaw enforcement does not work evenings.

As many of us are currently forced to turn right onto the highway and turn around at the next street to head south due to no traffic lights being present to exit our neighbourhood, this 144 vehicle addition can hardly be a plus. Pity the poor bus drivers with the additional traffic to turn left by the Rimrock.

I don't believe for a second anyone of you would vote to put an apartment complex next to you if you lived on a dead-end culdesac on a quiet 100% single family zoned street.

Cheryl Springman
[REDACTED]

From: Jon Chaudhari [REDACTED]
Sent: Wednesday, October 03, 2018 11:44
To: Mayor's Office <mayorsoffice@whistler.ca>; Council <Council@whistler.ca>
Cc: Nancy Wilhelm-Morden <nwilhelm-morden@whistler.ca>; Jack Crompton <jcrompton@whistler.ca>; Jen Ford <jford@whistler.ca>; John Grills <jgrills@whistler.ca>; Sue Maxwell <smaxwell@whistler.ca>; Steve Anderson <sanderson@whistler.ca>; Cathy Jewett <cjewett@whistler.ca>; Gord & Sue Annand [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: 2077 Garibaldi Way

Dear Mayor, Council, and candidates for Council,

On behalf of the 32 owners at 2104 Nordic Drive, I am writing again to express our collective opposition to the proposed rezoning of 2077 Garibaldi Way. We are extremely disappointed to learn Council has approved further review and processing of the proposal despite receiving many letters of opposition from the community.

Section 4.13.2 of our Official Community Plan:
Proposed OCP amendments or rezonings that increase the bed-unit capacity of the Municipality will only be considered if the development:
c) will not cause unacceptable impacts on the community, resort, or environment;

We reiterate the increased density will create unacceptable safety, traffic, and noise impacts to a neighborhood that is already struggling with those issues.

We have reviewed the developer's most recent plan and challenge their traffic assessment conclusion:
"that the proposed development will have little impact on the surrounding roadway network. No mitigation is required due to the development."
And their comments:
"(there will be) minimal impact on adjacent properties."

Both statements are completely unbelievable!
Is it not a requirement that Mayor and Council direct Municipal staff and the Ministry of Transportation to conduct their own assessments for such a significant rezoning proposal?

We appreciate our current Mayor and some members of Council will not be in office next term however we demand your attention to this matter while remaining our

elected officials. You are our community's voice and you are mandated to support your community's decision of majority opposition to the proposal.

To our candidates for council: this is not a letter opposing affordable housing. It is a letter opposing a private land owners application to significantly rezone their land for profit to a degree that clearly contravenes our Official Community Plan.

We ask what your position will be on this specific matter and we will vote accordingly.

Best regards,

[REDACTED]
[REDACTED]

Submitted on Thursday, October 4, 2018 - 15:51 Submitted by anonymous user: [REDACTED]

Submitted values are:

Full Name: Judy and Randy Shaw

Mailing Address: [REDACTED]

Civic address if different from mailing address: [REDACTED]

Re: LZ1144 2077 Garibaldi Way

Mayor and Council

This letter is to advise that we are not in favor of the development at 2077 Garibaldi Way in its revised submission. (downsized to 48 units)

The impact of the development will be unacceptable in terms of density, noise and traffic.

The RS-E1 lot was part of a well thought out original design of Nordic subdivision. The site is in a very low lying location at the 'no exit' South West end of Garibaldi Drive. The lot was disturbed by the owner prior to the application's submission and it is worth mentioning that it is not the positive reclaiming of disturbed land. The developer touts the minimal impact on adjacent properties as "there are many multi family properties located in the neighborhood." In rebuttal, there are numerous neighboring multi family properties, and Nordic has reached its capacity for sustainable density! This should not be used as a positive factor in favor of the development.

The Traffic Impact Assessment contracted by the developer, and attached, is targeted to an outcome desired by the developer. The study has been done during the period from 4 pm to 5 pm on July 10th-12th, 2018, only, which it states is the 'peak hour'. No mornings, weekends, long weekends, or seasonal samples were taken. The report estimates 17 vehicles entering the subdivision by way of the Nordic Drive/Highway 99 intersection and 7 vehicles exiting, during 4 pm to 5 pm. This does not appear to reflect the number of vehicles projected by the developer's design of 120 parking slips and 144 bed units. Moreover, the study classifies the exit at Nordic Drive/Highway 99 intersection for right turning northbound traffic as a "D" Level of Service (LOS/D) and the left turning Southbound traffic a "F" or failing Level of Service (LOS/F). This project must not proceed as this intersection is currently very dangerous with 16 accidents having taken place in the past 5 years.

The study further concludes "that the proposed development will have little or no impact on the surrounding roadway network. No mitigation is required due to the development". Is the sample study adequate to predict "little impact" when the MOTI has not committed to correcting the flow of traffic at this intersection? Is the mitigation necessary going to fall to the RMOW and the taxpayer?

Additional Conclusions by Watt Consulting:

"At the intersection of Nordic Drive/Highway 99, the northbound left movement is currently operating at a failing level of service (LOS F) due to high through traffic of Highway 99. It is expected that up to two trips per hour will be added for this movement by the development. At the intersection, 2018 PM volumes and delays are close to the signal warrant levels; however, the side street does not meet the minimum threshold for a signal. The Ministry should review this intersection especially since there have been 16 vehicle crashes were reported in recent 5 years. Measures for this intersection could include signalization or turn movement restrictions. Any changes to the movements or traffic control at Nordic Drive may impact the entire neighbourhood as a signal may draw additional traffic."

Please decide against this development as it will result in an unacceptable impact to Nordic residents and the community at large.

Best regards

Judy and Randy Shaw
Nordic homeowners for 30 years

[REDACTED]



2077 GARIBALDI WAY DEVELOPMENT

Traffic Impact Assessment

Prepared for: Caspian Construction

Prepared by: **Watt Consulting Group**

Our File: 2467.B01

Date: August 2, 2018

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Study Area	1
2.0	EXISTING CONDITIONS	2
2.1	Land Use	2
2.2	Road Network	2
2.3	Traffic Counts	2
2.4	Seasonal Factors	2
2.5	Traffic Modelling – Background Information	3
2.6	Existing Traffic – Results.....	3
3.0	POST DEVELOPMENT CONDITIONS	4
3.1	Proposed Land Use	4
3.2	Site Access	4
3.3	Trip Generation	4
3.4	Trip Assignment	5
3.5	Post Development Traffic Analysis Results - Full Build Out.....	5
3.6	Mitigations for Short Term.....	7
4.0	LONG TERM CONDITIONS – 10 YEAR HORIZON	7
4.1	Long Term Traffic Analysis Results.....	8
5.0	OTHER MODES.....	9
5.1	Pedestrian Facilities and Bicycling Facilities	9
5.2	Transit.....	9
6.0	CONCLUSIONS	10
7.0	RECOMMENDATIONS	10

APPENDICES

Appendix A: Synchro Background

LIST OF FIGURES

Figure 1: Study Area and Site Location.....	1
Figure 2: 2018 Existing Volumes and Levels of Service (PM Peak Hour).....	4
Figure 3: Site Trip Assignment (PM Peak Hour).....	5
Figure 4: 2018 Post Development PM Peak Hour Volumes and Levels of Service.....	7
Figure 5: 2028 Post Development PM Peak Hour Volumes and Levels of Service.....	9

LIST OF TABLES

Table 1 – PM Peak Hour Trip Generation	4
Table 2 – 2018 PM Peak Hour Conditions Comparison	6
Table 3 – 2028 PM Peak Hour Conditions Comparison	8

1.0 INTRODUCTION

Watt Consulting Group was retained by Caspian Construction to conduct a traffic impact assessment for the proposed development at 2077 Garibaldi Way in the Resort Municipality of Whistler, BC. This report reviews existing traffic conditions and post development traffic conditions for both the short and long term horizon. The report also reviews the proposed site access and other modes of transportation for the site.

1.1 STUDY AREA

The study area for this project includes the site access and the following intersections:

- Nordic Drive / Highway 99;
- Nordic Drive / Nordic Place;
- Garibaldi Way / Nordic Drive; and,
- Garibaldi Way / Eva Lake Road

All key intersections within the study area are stop controlled. **Figure 1** shows the study area and site location.

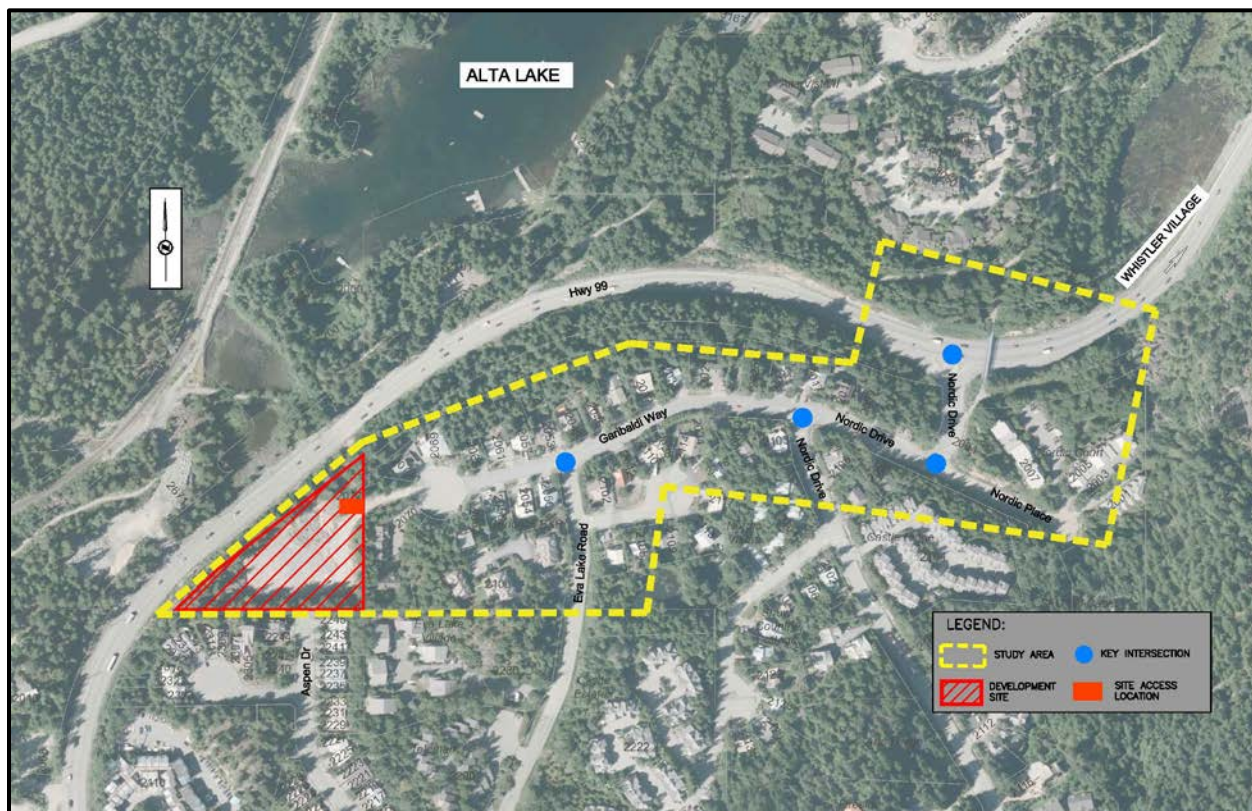


Figure 1: Study Area and Site Location

2.0 EXISTING CONDITIONS

2.1 LAND USE

The development site is currently a residential lot for detached dwelling (RS-E1), which is undeveloped. The land use around the proposed site is single/multi-family residential.

2.2 ROAD NETWORK

Highway 99 (Sea to Sky Highway) is an undivided two lane rural arterial road under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). Nordic Drive is a local road under the jurisdiction of the Resort Municipality of Whistler, which provides a connection to Highway 99. Nordic Place is a short local road with low volumes. Garibaldi Way is the site access road connected to Nordic Drive. Garibaldi Way dead ends (Cul-de-Sac) at the immediate east of the development site. Eva Lake Road is a local road running north-south, which is providing a connection between Garibaldi Way and Whistler Road. See **Figure 1** for the existing roadway network.

On Highway 99, Nordic Drive is located 2.5 km south of Village Gate Boulevard (main entrance of Whistler Village). The intersection of Nordic Drive / Highway 99 has three approaches and is stop controlled. There are dedicated left and right turn lanes on Highway 99. Nordic Drive has dedicated left and right turn lanes. The eastbound and northbound approaches have channelized islands for right turns.

The intersection of Garibaldi Way/Nordic Drive is all-way (three legs) stop-controlled. At the other two study intersections on the adjacent local roads, stop control type is not typical; there are stop signs installed on the legs with low volumes rather than standard convention.

The posted speed limit is 60 km/h on Highway 99 within the study area and 50 km/h everywhere else in the study area.

2.3 TRAFFIC COUNTS

Traffic counts were collected at four study intersections: (1) Nordic Drive / Highway 99, (2) Nordic Drive / Nordic Place, (3) Garibaldi Way / Nordic Drive, and (4) Eva Lake Road / Garibaldi Way. The traffic counts were undertaken during the PM peak hour (4:00 to 5:00 PM) on July 10 - 12, 2018.

2.4 SEASONAL FACTORS

Based on the MoTI's highway count data (Site: Whistler 15-069NS; Highway 99, 210m north of Nordic Drive), the highway traffic volumes were reported seasonally consistent. At the count site, seasonal factors were reported as 0.925 for August, 0.98 for September, and 1.009 for March. There are no seasonal factor data available between December and January for the winter ski season.

On the highway, summer volumes are considered representative of a high season of the year since summer volumes (July/August) are higher than annual average. Therefore, measured traffic counts (measured in July 2018) were directly used for the analysis with no seasonal adjustments.

2.5 TRAFFIC MODELLING – BACKGROUND INFORMATION

Analysis of the traffic conditions at the intersections within the study area were undertaken using Synchro software.

Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of traffic conditions based on traffic control, geometry, volumes and traffic operations. Synchro software (Synchro 10) is used because of its ability to provide analysis using the Highway Capacity Manual (2010) methodology, while SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. These measures of effectiveness include level of service (LOS), delay and 95th percentile queue length.

The type of traffic control are analyzed to determine the level of service and delays. The level of services are broken down into six letter grades with LOS A being excellent operations and LOS F being unstable/failure operations. Level of service C is generally considered to be an acceptable LOS by most municipalities. Level of service D is generally considered to be on the threshold between acceptable and unacceptable operations. A description of level of service and Synchro is provided in **Appendix A**.

2.6 EXISTING TRAFFIC – RESULTS

The existing traffic volumes and lane geometrics were entered into Synchro to determine the existing traffic conditions during the PM peak hour. At the intersection of Nordic Drive/Highway 99, the northbound left movement is currently operating at a failing level of service (LOS F) and all other movements are operating at acceptable levels of service (LOS D or better) during the PM peak hour. All other stop-controlled intersections within the study area are currently operating at an excellent level of service (LOS A) for all movements. See **Figure 2** for 2018 existing volumes and levels of service.

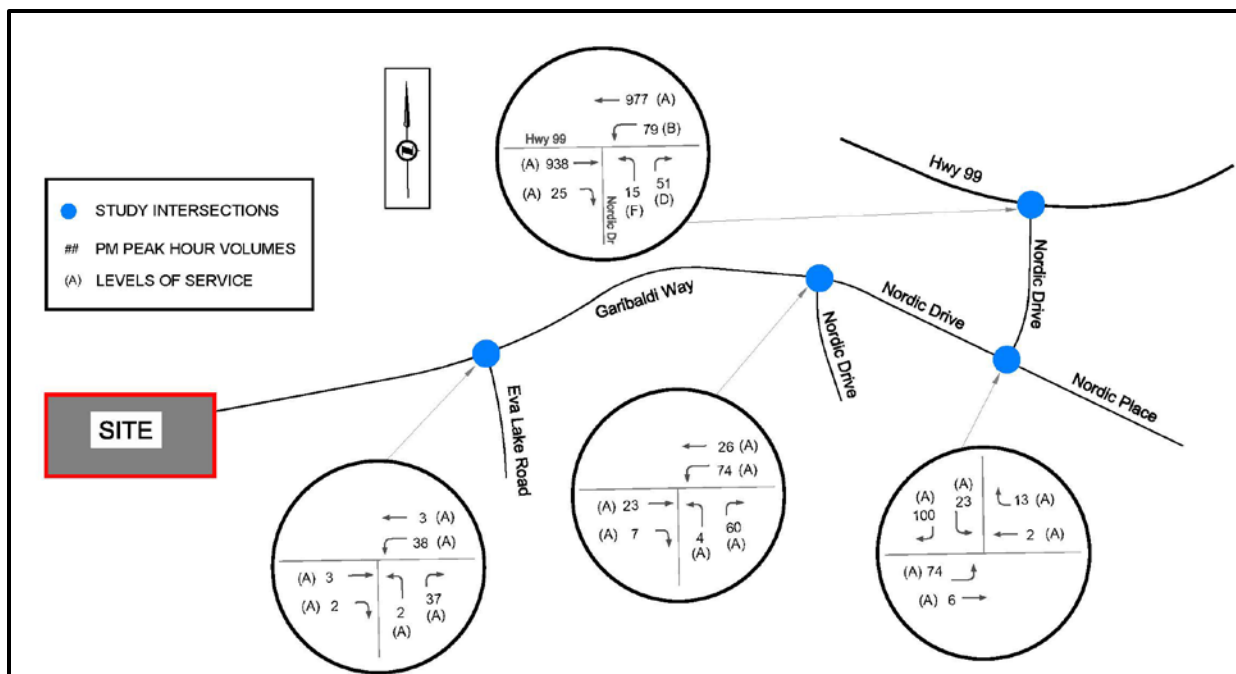


Figure 2: 2018 Existing Volumes and Levels of Service (PM Peak Hour)

3.0 POST DEVELOPMENT CONDITIONS

3.1 PROPOSED LAND USE

The proposed development is 48 units of multi-family housing.

3.2 SITE ACCESS

It is assumed the site be accessed from Garibaldi Way (access road) via the intersection of Nordic Drive/Highway 99. The west end of Garibaldi Way would be extended to the development site.

3.3 TRIP GENERATION

The PM peak hour is utilized to assess the worst case scenario traffic conditions. The development trips were generated using the ITE Trip Generation Manual 10th Edition. The development will generate 27 trips during the PM peak hour. The PM peak hour site trips are summarized in **Table 1**.

TABLE 1 – PM PEAK HOUR TRIP GENERATION

ITE Code	Land Use	Size	Trip Rate	Total Trips	Trips In	Trips Out
230	Multi-family Housing (Low-Rise)	48 units	0.56 trips / unit	27	17	10

3.4 TRIP ASSIGNMENT

The development trips were assigned to the study intersections and site access based on the distribution of existing trips at the intersection of Nordic Drive/Highway 99. It is assumed that all site trips be from/to the intersection of Nordic Drive/Highway 99.

The new trips entering and exiting the site were assigned the following percentages:

PM Peak Hour

- 24% of entering trips are from Highway 99 Eastbound
- 76% of entering trips are from Highway 99 Westbound
- 23% of exiting trips are to Highway 99 Eastbound
- 77% of exiting trips are to Highway 99 Westbound

Figure 3 shows site trips assigned to the existing roadway network.

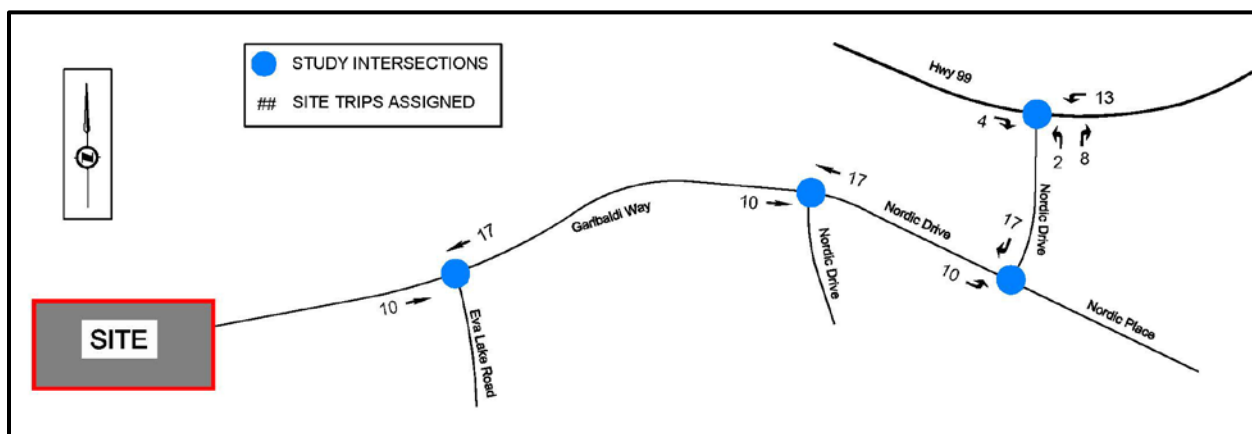


Figure 3: Site Trip Assignment (PM Peak Hour)

3.5 POST DEVELOPMENT TRAFFIC ANALYSIS RESULTS - FULL BUILD OUT

The weekday PM peak hour post development traffic volumes were entered into Synchro to determine the post development traffic conditions at the study intersections.

At the intersection of Nordic Drive/Highway 99, the northbound left movement is currently operating at a failing level of service (LOS F) due to high through volumes of Highway 99; however, the volume of left turn movements is low (15 vph). The addition of two vehicles from the development increases the delays from 5 minutes to 7 minutes. This is due to the unstable nature of a failing movement that makes each additional vehicle add exponential delay.

The northbound right movement will continue to operate at a LOS D with an additional delay of 1.1 seconds. On Highway 99, the westbound left movement will continue to operate at a LOS B with an additional delay of less than a half second. No queuing issues were found at all turn lanes at the intersection with the development.

At all other study intersections on Nordic Drive and Garibaldi Way, all movements will continue to operate at an excellent level of service (LOS A) with the development during the PM peak hour. There will be minimal additional delays (less than a second) for all movements at these local road study intersections. **Table 2** summarizes 2018 PM peak hour traffic conditions with / without the development. **Figure 4** shows 2018 post development volumes and levels of service.

TABLE 2 – 2018 PM PEAK HOUR CONDITIONS COMPARISON

Intersection	Movement	Existing			Post Development		
		Synchro/Sim		Simulation	Synchro/Sim		Simulation
		LOS	Delay* (s)	95% Queue (m)	LOS	Delay* (s)	95% Queue (m)
Nordic Dr/Hwy 99	EBT	A	0	2.0	A	0	1.4
	EBR	A	0	-	A	0	-
	WBL	B	12.2	21.4	B	12.4	22.9
	WBT	A	0	-	A	0	-
	NBL	F	316.5	15.1	F	421.7	15.3
	NBR	D	25.4	-	D	26.5	-
Nordic Dr/Nordic Pl*	EBLT	A	1.1	-	A	1.6	-
	WBT	A	6.3	9.9	A	5.3	10.8
	SBLR	A	2.0	-	A	2.6	-
Nordic Dr/Garibaldi Way*	EBT	A	4.1	16.4	A	4.9	17.2
	WBT	A	5.5	14.9	A	5.6	14.6
	NBL	A	4.5	15.5	A	4.7	14.3
Eva Lake Rd/Garibaldi Way*	EBT	A	6.1	6.6	A	5.8	11.2
	WBL	A	1.8	-	A	2.0	-
	NBL	A	3.1	13.2	A	3.8	13.8

*Note: Delays based on SimTraffic results except for Nordic Dr/Hwy 99 (Synchro HCM 2010)

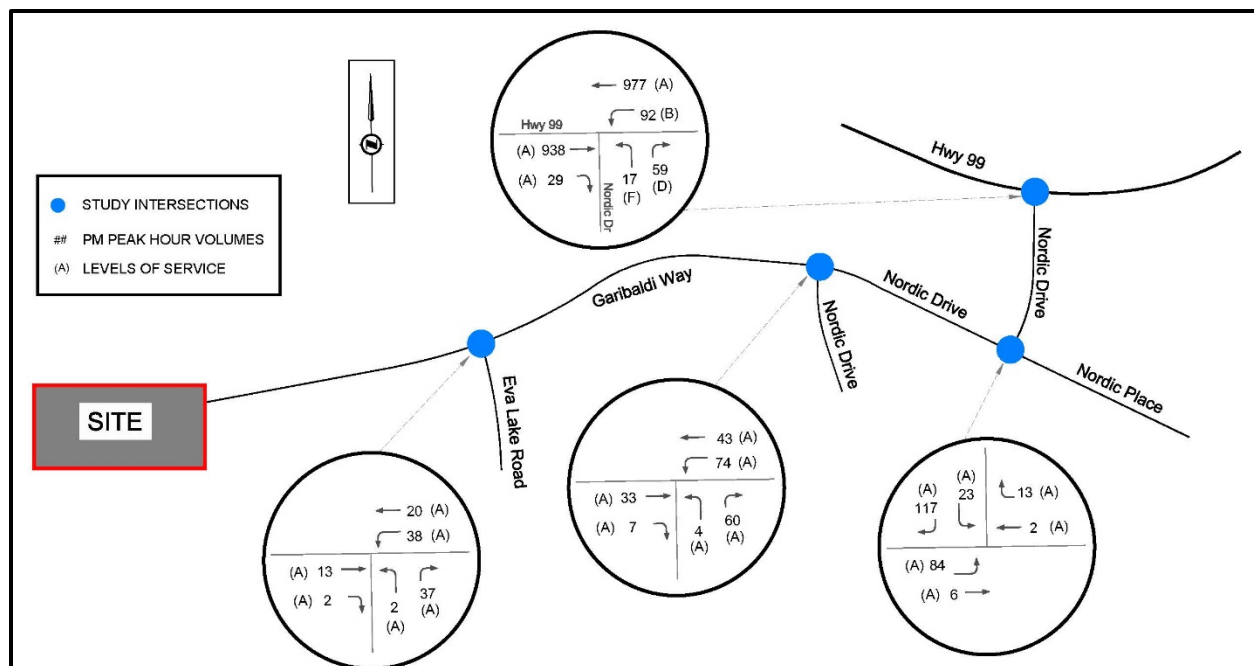


Figure 4: 2018 Post Development PM Peak Hour Volumes and Levels of Service

3.6 MITIGATIONS FOR SHORT TERM

At Nordic Drive/Highway 99, a change in traffic control could be considered to improve the failing level of service for the northbound left turn movement. A traffic signal warrant review was undertaken based on 2018 traffic volumes.

For a traffic signal warrant evaluation, there are a total of 9 warrant requirements by the MoTI's manual. A traffic signal could be installed if one or more of the signal warrants are met. At the intersection, a couple of the signal warrants are almost met; Interruption of Continuous Traffic, Four Hour Volume, and Peak Hour Volume; however, the volume of traffic on Nordic Drive is below the threshold for signalization, particularly when the right turning traffic (that is channelized) is removed.

Based on the results of signal warrant review, a further study, MoTI, could be conducted for the intersection to improve existing delays on Nordic Drive.

4.0 LONG TERM CONDITIONS – 10 YEAR HORIZON

The long term conditions were analyzed assuming the existing roadway network. Annual growth rate of PM peak hour volumes on Highway 99 was estimated at 0.9% between 2007 MoTI's short counts (measured in August) and 2018 PM counts (measured in July) at Nordic Drive. Therefore, the 2018 existing traffic volumes were projected with a 1% annual growth rate to obtain the 2028 background traffic volumes.

4.1 LONG TERM TRAFFIC ANALYSIS RESULTS

Table 3 summarizes 2028 (10-year horizon) PM peak hour traffic conditions with / without the development. **Figure 5** shows 2028 post development volumes and levels of service.

In the long term (2028), at the intersection of Nordic Drive/Highway 99, the northbound left movement will suffer excessive delays due to the projected background volumes if current stop control remains. With the development, all other movements will continue to operate at the same levels of service (all acceptable) as 2018 existing. Mitigation measures should be considered, by MoTI, to improve extreme delays for the northbound left movement at the intersection. These measures may include signalization or restriction of the side street left turn movement.

At all other study intersections on Nordic Drive and Garibaldi Way, all movements will continue to operate at an excellent level of service (LOS A) in the long term with the development. **Table 2** summarizes 2028 PM peak hour traffic conditions with / without the development. **Figure 5** shows 2028 post development volumes and levels of service.

TABLE 3 – 2028 PM PEAK HOUR CONDITIONS COMPARISON

		2028 Background			2028 Post Development		
		Synchro/Sim		Simulation	Synchro/Sim		Simulation
Intersection	Movement	LOS	Delay* (s)	95% Queue (m)	LOS	Delay* (s)	95% Queue (m)
Nordic Dr/Hwy 99	EBT	A	0	1.3	A	0	2.2
	EBR	A	0	-	A	0	-
	WBL	B	13.3	23.6	B	13.7	29.6
	WBT	A	0	8.3	A	0	17.7
	NBL	F	656	22.7	F	854.3	21.1
	NBR	D	31.2	-	D	33	-
Nordic Dr/Nordic Pl	EBLT	A	1.7	-	A	2.1	-
	WBT	A	6.7	10.8	A	4.5	10.3
	SBLR	A	2.3	3.0	A	2.0	2.3
Nordic Dr/Garibaldi Way	EBT	A	3.9	17.6	A	4.6	18.4
	WBT	A	5.6	14.4	A	5.9	17.1
	NBL	A	4.5	14.8	A	4.1	14.8
Eva Lake Rd/ Garibaldi Way	EBT	A	4.6	5.4	A	5.5	10.0
	WBL	A	1.8	-	A	2.2	-
	NBL	A	3.5	14.3	A	4.6	14.0

*Note: Delays based on SimTraffic results except for Nordic Dr/Hwy 99 (Synchro HCM 2010)

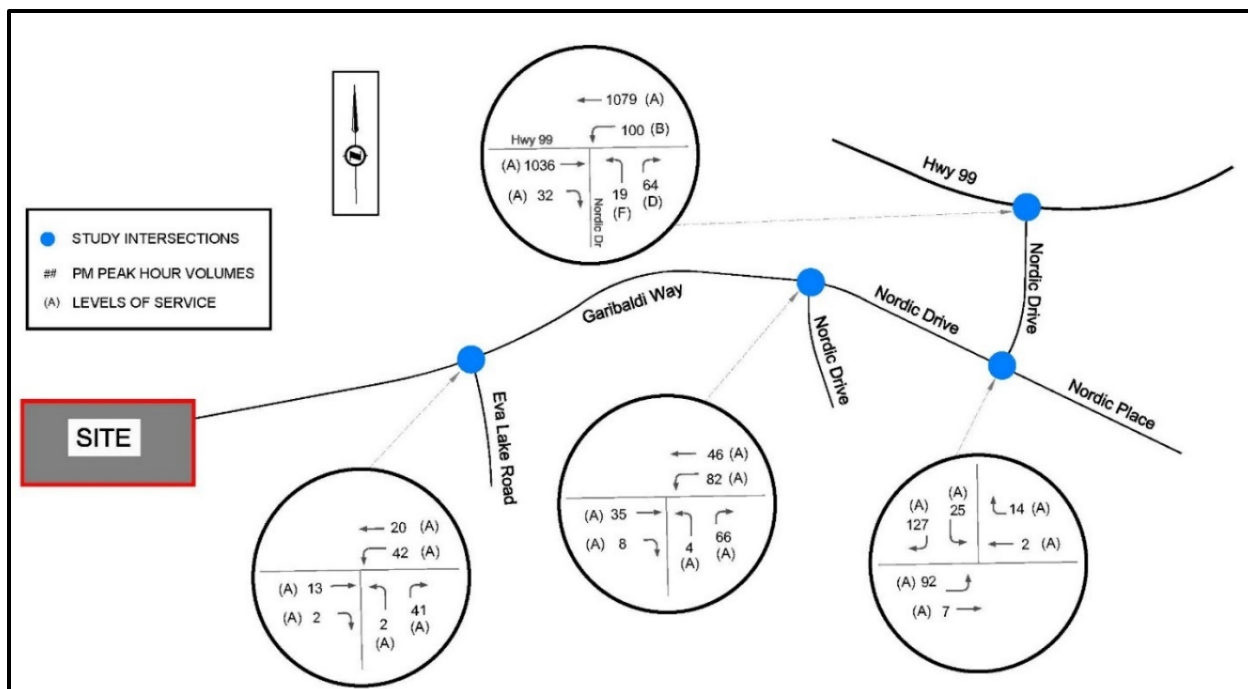


Figure 5: 2028 Post Development PM Peak Hour Volumes and Levels of Service

5.0 OTHER MODES

5.1 PEDESTRIAN FACILITIES AND BICYCLING FACILITIES

There are currently no sidewalks on Garibaldi Way, Nordic Drive, or Eva Lake Road. Pedestrians are currently using gravel or paved shoulders along the adjacent roads. There are no bike lanes on Garibaldi Way and the adjacent roads.

Bike lanes or wider travel lanes are not required on the adjacent local roads due to low traffic volumes. No sidewalks are required on Garibaldi Way or the adjacent roads due to the low volumes and ability to share the roadway. There will be no safety issues expected with pedestrian circulations to and from the site and the site pedestrians still utilize existing facilities including the Valley Trail Bridge (overpass) to cross the highway.

Connection to the Valley Trail to Creek Side is possible via Aspen Drive and Whistler Road. The pedestrian friendly nature of these local roads does not require any sidewalk upgrades to further pedestrian mobility or safety.

5.2 TRANSIT

The Transit Bus service (Transit Route #20/21) operates along Garibaldi Way. Currently this route provides service to the Whistler and Creekside Village (shopping malls) several times for each peak hour. The nearest bus stop is on Garibaldi Way west of Nordic Drive (250m east of the site).

6.0 CONCLUSIONS

The proposed site will generate 27 vehicle trips during the PM peak hour. The development will have little impact on traffic operations on the surrounding roadway network. At all four study intersections, all movements will continue to operate at the same levels of service as without the development.

At the intersection of Nordic Drive/Highway 99, the northbound left movement is currently operating at a failing level of service (LOS F) due to high through traffic of Highway 99. It is expected that up to two trips per hour will be added for this movement by the development. At the intersection, 2018 PM volumes and delays are close to the signal warrant levels; however, the side street does not meet the minimum threshold for a signal. The Ministry should review this intersection especially since there have been 16 vehicle crashes reported in recent 5 years. Measures for this intersection could include signalization or turn movement restrictions. Any changes to the movements or traffic control at Nordic Drive may impact the entire neighbourhood as a signal may draw additional traffic.

No additional pedestrian / bicycling facility are required based on the existing traffic and expected pedestrian / bike volumes.

7.0 RECOMMENDATIONS

No mitigation is required due to the development.

The Ministry of Transportation and Infrastructure and the Resort Municipality of Whistler should undertake a review of the two key access points to this neighbourhood from Highway 99 to identify access management / traffic control requirements to provide improved left turn access to Highway 99 and mitigate impacts to the neighbourhood.

APPENDIX A: SYNCHRO BACKGROUND

SYNCHRO MODELLING SOFTWARE DESCRIPTION

The traffic analysis was completed using Synchro and SimTraffic traffic modeling software. Results were measured in delay, level of service (LOS) and 95th percentile queue length. Synchro is based on the Highway Capacity Manual (HCM) methodology. SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. The simulation is run five times (five different random seedings of vehicle types, behaviours and arrivals) to obtain statistical significance of the results.

Levels of Service

Traffic operations are typically described in terms of levels of service, which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable/disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions.

The hierarchy of criteria for grading an intersection or movement not only includes delay times, but also takes into account traffic control type (stop signs or traffic signal). For example, if a vehicle is delayed for 19 seconds at an unsignalized intersection, it is considered to have an average operation, and would therefore be graded as an LOS C. However, at a signalized intersection, a 19 second delay would be considered a good operation and therefore it would be given an LOS B. The table below indicates the range of delay for LOS for signalized and unsignalized intersections.

Table A1: LOS Criteria, by Intersection Traffic Control

Level of Service	Unsignalized Intersection Average Vehicle Delay (sec/veh)	Signalized Intersection Average Vehicle Delay (sec/veh)
A	Less than 10	Less than 10
B	10 to 15	11 to 20
C	15 to 25	20 to 35
D	25 to 35	35 to 55
E	35 to 50	55 to 80
F	More than 50	More than 80

Full Name: Lynne Venner

Mailing Address: [REDACTED]

Civic address if different from mailing address:

Email Address: [REDACTED]

Phone Number: [REDACTED]

Your Message:

Rezoning 2077 Garibalidi Way:

“unacceptable impacts to the community” in terms of safety, traffic, and noise.

The lot should remain zoned for a single family home as it was intended. The impact of increase in people, cars and trucks is going to make the entrance & exists to Nordic is going to have a tragic outcome. Absolutely not safe in any way FOR OUR COMMUNITY . This is absolutely UNACCEPTABLE TO OUR COMMUNITY!!! 2077 needs to remain zoned for SINGLE FAMILY HOME ONLY!! It is already a dangerous situation getting on and off the highway, How could the traffic study show this is not going to impact. This is absolutely unbelievable that anybody would consider this rezoning except for the private owners who want to put money in their pocket. Cheakamus is a wonderful neighborhood for development for more housing. Keep to this property 2077 Garibaldi to the zoning it has , Single Family!!!!

Thank you ,

Lynne Venner

Full Name: Lindsay Graham

Mailing Address: [REDACTED]

Civic address if different from mailing address:

Email Address: [REDACTED]

Phone Number: [REDACTED]

Your Message:

Dear Mayor and Council

Thank you for taking the time to review this message. I'll try to keep it short and sweet.

On the topic of the public sector involvement in providing "employee accommodation" I am very much opposed to this. Specifically the property on Garibaldi Way.

From what I have heard about this one, it sounds like a train wreck on all fronts.

I disagree with the proposed structure and rates that they are looking at charging as well as tying the occupancy to a business?!? The roll over of staff in and out of those doors is going to be obscene and the very nature and flavour of that neighbourhood will be compromised.

It is simply put just NOT the right location for that type of density injection.

The Lot should remain a single family lot, anything more than that would cause unnecessary noise, traffic, safety issues.

Short and sweet, this development will not be of any benefit to the community in the short, mid or long term and the only people benefiting from this will be the developers.

Thank you again for your attention.

Lindsay

From: Paul Venner [REDACTED]
Sent: Tuesday, October 09, 2018 13:56
To: Jack Crompton <jcrompton@whistler.ca>; [REDACTED] Sue Maxwell
<smaxwell@whistler.ca>; [REDACTED]; Sue Maxwell <smaxwell@whistler.ca>;
John Grills <jgrills@whistler.ca>; council@whistler.ca; Mayor's Office <mayorsoffice@whistler.ca>;
Cathy Jewett <cjewett@whistler.ca>; [REDACTED]
Cc: 'Lynne Venner' [REDACTED]
Subject: 2077 Garibaldi way.

I am concerned that you take the developers traffic study into consideration, without having done one on all Whistler citizens behalf by an unbiased Traffic consultancy! My cul`de sac will see 25 vehicles grow to 175 with the addition of another 150 vehicles under the rezoning for 144 bed units. Yes, with 150 cars alone there would be a resulting 600% increase in a small family cul-de-sac. Yes this more than the bed units but studying traffic parked on Nordic drive on weekends, in Cheakamus Crossing at any time and you will see that there is an abundance of vehicles , trailers, boats, sled and atv trailers. More units than beds!

One can only expect the same or better since this zoning is for Mid- management, presumably better paid and capable of owning more toys and vehicles.

This is a blatant abuse of the bed units and directly profiting developers, who likely have a deal with the biggest employers in town, to take the rental units, bypassing the mom and pop operations that are equally needy of accommodation, yet of limited financial resources and an opportunity to buy in.

There are better opportunities to the North of town that would not add to the congestion of S bound traffic during busy periods. Each of these 2 corporations could seek other sources.

I would like to hear from each of you if you can see yourself approving this rezoning application in its current modified state.

Would you approve it in your block?

Thank you for putting yourselves in our shoes and voting accordingly!
Paul Venner

From: [Communications](#)
To: [corporate](#)
Subject: Form submission from: Writing to Council
Date: Saturday, October 13, 2018 4:59:44 AM

Submitted on Saturday, October 13, 2018 - 04:59
Submitted by anonymous user: 62.128.211.248
Submitted values are:

Full Name: Bridget Venner
Mailing Address: [REDACTED]
Civic address if different from mailing address:
Email Address: [REDACTED]
Phone Number: [REDACTED]

Your Message: I am writing to express my opposition to the proposed rezoning of 2077 Garibaldi Way. I firmly believe this will cause an unacceptable impact to the community. In particular, it will result in a significant increase of road traffic and noise in the area and will result in a dangerous situation at both exits from the community onto Highway 99. Already, due to the increase in traffic on Highway 99, it is becoming nearly impossible to turn left onto the Highway coming out of the community. I have witnessed some near miss accidents from people who have become impatient from long waits to enter the highway. I also find it dismaying that the Council would consider such a high density development at the end of a quiet Cul-de-Sac. Those home owners will definitely see a reduction in their property values. This proposal leaves me concerned that the Council is not making well considered decisions for locals, e.g. year-round home owners / occupiers.

The results of this submission may be viewed at:
<https://www.whistler.ca/node/20256/submission/6358>

From: [Communications](#)
To: [corporate](#)
Subject: Form submission from: Writing to Council
Date: Saturday, October 13, 2018 6:44:02 AM

Submitted on Saturday, October 13, 2018 - 06:43
Submitted by anonymous user: 185.108.250.149
Submitted values are:

Full Name: James Luke Venner

Mailing Address: [REDACTED]

Civic address if different from mailing address:

Email Address: [REDACTED]

Phone Number: [REDACTED]

Your Message:

Dear Mayor and Council,

I am writing you to strongly oppose the proposed rezoning of 2077 Garabaldi Way, as it will have a significant negative impact on the surrounding community for traffic, noise, and safety reasons. Firstly, there is already a lot of traffic on both routes from the community onto Highway 99. In recent years the traffic has increased significantly, and at times has taken up to 20 minutes to turn left onto Highway 99 when exiting the community. Furthermore, I have witnessed several near-accidents as people take this exit due to poor conditions, heavy traffic, and impatience due to long waits at the intersection. Without traffic lights and with the rezoning, the added population will make traffic conditions even worse and more unsafe. The area is currently a very nice and quite Cul-de-Sac, but with the addition of a high volume development will likely increase noise and disturbances, while reducing existing property values in the community.

I ask you to please reconsider the rezoning of 2077 Garabaldi Way, as this proposal has clearly not fully considered the implications of such a change, nor the impact it will have on the locals, home owners, and current residents.

Sincerest Regards,

James Luke Venner

The results of this submission may be viewed at:
<https://www.whistler.ca/node/20256/submission/6359>

From: Bernard Nowrath [REDACTED]
Sent: Friday, October 19, 2018 23:36
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Proposed development at 2077 Garibaldi way

To Mayor and Council

Regarding proposed zoning changes and development of 2077 Garibaldi way.

I am an owner of [REDACTED] since 1987.

I'm concerned that council hasn't taken this matter more seriously since the previous council meetings, public open house by the developer, and public input. At those meeting there were to my knowledge no residents from Nordic estates that were in agreement with this proposed development, or from any other non business owners or non developers in other whistler subdivisions .

- traffic will be a night mare in an already hard to get in and out of subdivision.
- adding a traffic light will only further the congestion on hwy 99 which is already at critical proportions.
- parking in the culdusac of garibaldi way is already at capacity most weekends.
- snow clearing will be an issue
- This type of density does not conform to what is currently in this neighbourhood
- we bought in a culdusac for a reason it's quite.
- this is a quite neighbourhood where parents bring their you kids to learn how to ride a bike in the culdusac, my kids learned to ride there!
- why is council even considering giving this developer a change in zoning when they clearly don't care about current bylaws and rules as they have shown by starting work on the site with out any approval or permits...
- letting private developers be in the rental market is a slippery slope, they will not be governed by the WHA, there will be little or no control of who, how many people live in these units or how much they will be rented for! No matter what the developers promises now. Look at other resorts ,history repeats itself.

Let's look at keeping staff housing for whistler resort employees , under the control of WHA on RMOW land. Where it can be monitored, made fair and affordable for the folks who really need it . There are enough developers getting rich and taking advantage of the system and the lower class already in whistler let's not be part of the problem.

Please do not rezone this property it's a slippery slope for all of whistler.

Regards ,
Bernard Nowrath

From: Wendy Nowrath [REDACTED]
Sent: Saturday, October 20, 2018 16:13
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Proposed development of 2077 Garibaldi Way Nordic

To Mayor and Council

While we all realize the need for staff housing, I still feel this revised proposal number of beds for this small quiet neighbourhood is totally still totally inappropriate.
If approved it will set an unacceptable precedent to other neighbourhoods in Whistler.

This proposal will significantly increase both vehicle and foot traffic flow thru Nordic, specifically Garibaldi Way and Eva Lake Road. With all those extra vehicles also trying to exit onto Highway 99, and we already know the current challenges we face while trying to get out of this subdivision.

Also, the closet bus stop for that address is a simple street stop with no pull out, on a blind rise at the T junction of Garibaldi Way and Nordic Dr. It is already an accident waiting to happen and all this increased traffic will expedientially compound the problem.

In short, I want it to be clear in am against this rezoning application RZ1144.
This neighbourhood simply does not have the infrastructure to support that volume of densification.

Wendy Nowrath - Owner [REDACTED]
Mailing address

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Horst Nowrath [REDACTED]
Sent: Monday, October 22, 2018 11:18
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: proposal at Garibaldi Way

To Mayor and Council,

This regards the proposal at 2077 Garibaldi Way. I, Horst Nowrath am a
taxpaying owner of [REDACTED] since 1987.

Over the many years we have been in Whistler we noticed that Mayor and Council have
done a great job to keep Whistler expanding that helped to give it its world
wide reputation as one of the best resorts in the world.

They were able to keep the balance between steady expansion and the preservation of a
relaxed and most beautiful community.

The proposal to squeeze a 200 bed unit into short Garibaldi Way would be very contrary to
your past good planning !

It would also create an absolute mess and dangerous situation to get cars and people in
and out of this area.

I like to strongly recommend to you to REDUCE the size of this development !!

Regards
Horst, Albert Nowrath

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [Resort Municipality of Whistler](#)
To: [corporate](#)
Subject: Form submission from: Writing to Council
Date: Monday, October 22, 2018 10:12:36 AM

Submitted on Monday, October 22, 2018 - 10:12
Submitted by anonymous user: 96.44.72.151
Submitted values are:

Full Name: Philip Venner
Mailing Address: [REDACTED]
Civic address if different from mailing address:
Email Address: [REDACTED]
Phone Number: [REDACTED]
Your Message:

I am writing to express my opposition to the proposed rezoning of 2077 Garibaldi Way. I firmly believe this will cause an unacceptable impact to the community in several ways:

1. Unacceptable increased levels of traffic and noise, from both the proposed occupants and their visitors and from the multiple contractors and service providers during and after construction.
2. Increased wait times and hazards to get onto Highway 99, which is already dangerous and at an unprecedented level.
3. Rezoning will undermine home owner security throughout Whistler from the perspective of diminished property values occurring from an inconsiderate decision of council to permit such a development in a once peaceful and quiet neighbourhood. Garibaldi Way would no longer be a quiet cul-de-sac that those residents have invested in and been proud to own. Other neighbourhoods and residents will always be wondering and concerned that there neighbourhood will be the next to be rezoned and down-graded.

There are other locations within Whistler where such a development would not have near the impact on the existing neighbourhood and residents. Rainbow and Athletes Village are two examples of developments where impacts were mitigated, and in fact improved the overall Whistler Community. Such a development as being proposed on Garibaldi way in no way benefits the Whistler Community, and only benefits the proponent of this development to their financial gain. The proponents objectives of staff housing etc. can easily be achieved by relocating their development plans to another developing and growing location without undue impact to existing residents. I am sure the commercial entities in Rainbow or Athletes Village for example would appreciate a larger customer base as well.

Thank-you for your consideration of my concerns, other Creekside resident concerns and the rest of the Whistler Community.

The results of this submission may be viewed at:
<https://www.whistler.ca/node/20256/submission/6494>

From: STELLA BENTEAU [REDACTED]
Sent: Monday, November 12, 2018 22:41
To: Mayor's Office <mayorsoffice@whistler.ca>
Cc: Cathy Jewett <cjewett@whistler.ca>; johngrills@whistler.ca; Jack Crompton <jcrompton@whistler.ca>; Jen Ford <jford@whistler.ca>; Steve Anderson <sanderson@whistler.ca>; Sue Maxwell <smaxwell@whistler.ca>
Subject: 2077 Garibaldi Way

My name is Stella Benteau, I live at [REDACTED]. My husband and I searched for days to find a house where we wanted to live and found this one which we really loved. We purchased it in 1989 and settled in to enjoy the good life in Whistler. We were both avid skiers and volunteers. We enjoyed the quietness of this Cul du Sac a reason for buying into a "SINGLE FAMILY SUBDIVISION". we were assured that this would always be a dead end street and there was a possibility by the "MINISTRY OF ENVIRONMANT-PARKS AND LANDS" that this "LOT 17" would someday become a small park because of a creek running through it.

There was a subdivision "ASPEN RIDGE" which INCLUDED" LOT 3 PLAN 16634, DL 5413" which was to be accessed through Aspen Ridge. The legal team for Aspen Ridge inserted a clause in the document "NO MOTOR VEHICLES" which was not corrected by RMOW's legal team. This now has landlocked Lot 3.

RMOW now is in a bind because of this "OVERSIGHT" and decided to make an exchange with "MINISTER OF THE ENVIRONMENT" to access lot 3 through Garibaldi Way

I am very upset at the prospect that this property will be rezoned for 74 units and 122 parking spaces. I am a senior person and a widow who believes I am entitled to live the remainder of my time in my home and enjoy the peace and quietness of this Cul de Sac.

I have lived here for 30 years and now I am subject to the prospect of having to live beside all these units for which I did not sign up for. I am begging you all to have respect for me and my neighbours and not allow this rezoning to happen. I cannot accept the possibility that I will have to live here and be subject to the all this noise and traffic for my remaining years. I deserve to have my peace and quiet. I cannot understand that with the stroke

of a pen my way of living could suddenly change. The chance that this project will go ahead is causing me great distress and many sleepless nights. I deserve better.

I am hoping that you all will see my predicament and I know that you would not wish to live beside a massive construction site with excessive noise and traffic..

Please respect my wishes and turn down this project.

Sincerely Stella Benteau

From: Daryl Crozier [REDACTED]
Sent: Tuesday, November 13, 2018 21:13
To: Council <Council@whistler.ca>; Mayor's Office <mayorsoffice@whistler.ca>; Jack Crompton <jcrompton@whistler.ca>; Arthur De Jong <adejong@whistler.ca>; Jen Ford <jford@whistler.ca>; Ralph Forsyth <rforsyth@whistler.ca>; John Grills <jgrills@whistler.ca>; Duane Jackson <djackson@whistler.ca>; Cathy Jewett <cjewett@whistler.ca>
Cc: [REDACTED]
Subject: Problems with RZ1144 Rezoning 2077 Garibaldi Way

Dear Mayor Crompton and Councillors
Congratulations on your successful elections.
I appreciate your willingness to represent the interests of all Whistler owners and taxpayers.

I am opposed to the revised Rezoning Application RZ1144 for 2077 Garibaldi. It has a major error. The documents submitted at the Regular Meeting of Municipal Council Tuesday, September 8, 2018 indicate that 144 Bed Units are proposed. But there are actually 192 Bed Units in the revised application.

For your consideration this is shown in detail in the attached pdf.

I conclude with reasons why high density housing should not proceed in the Nordic neighbourhood.

Thank you
Sincerely
Edgar Daryl Crozier

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

RZ1144 – 2077 GARIBALDI WAY EMPLOYEE RESTRICTED HOUSING REZONING

Dear Mayor and Councillors

I am opposed to the revised Rezoning Application RZ1144 for 2077 Garibaldi. It has a major error. The documents submitted at the Regular Meeting of Municipal Council Tuesday, September 8, 2018 indicate that 144 Bed Units are proposed and the number 144 has been approved by the RMOW Planning Department. But there are actually 192 Bed Units indicated in the revised application.

This is shown in detail below. I conclude with reasons why high density housing should not proceed in the Nordic neighbourhood.

The page numbers refer to the pdf page number in the document 2018-09-18 regular_ Council-package.

File number RZ1144

Observation 1:

Page	Table	August 2018 Updated Proposals	
13	1	Dwelling Units Proposed	Bed Units Proposed
		48	144

Observation 2:

Page 14. A diagram is shown that was created by RMOW staff. RZ1144 is described as having "lg 2br/2bth".

Observation 3:

Page 15. Beneath the subtitle RZ1144-2077 Garibaldi Way the first two sentences state: "RZ1144 is a proposal for two 24-unit, 3-story apartment buildings in the Nordic neighbourhood. All units have two-bedrooms, two bathrooms, in suite washer and dryer, storage, and a balcony."

Therefore two 24-unit buildings each with two bedrooms = $2 \times 24 \times 4$ beds = 192 bed units

Observation 4:

Page 15, Table 3, Repeats Table 1 : 48 Dwelling Units Proposed, 144 Bed Units Proposed

Observation 5:

It is disconcerting and puzzling that the RMOW Analysis and Staff Comments continue to indicate that there are only 144 bed units.

For example see Page 25. Appendix "B"- Proposal Evaluation Tables

Table 1, RZ1122-2077 Garibaldi Way- Analysis & Staff Comments

RZ1144. Summary of Proposed Development	
Number of Dwelling Units	48 apartments
Number of Bed Units	144
Unit Mix/Unit Size	48 - 2BR units @ 73.4 m ² each
	Council please note: The bedrooms have the same size.

Again please note: 48 apartments each with 2 large bedrooms equals 96 large equal-sized bedrooms equals 192 bed units.

Observation 6:

Appendix D, Page 45, Point #4, the developer states *"The project will have 48 two-bedroom, two-bathroom units with in-suite laundry, dishwasher, storage and a balcony or patio. **The units will have occupancy capacity maximums built into the lease e.g. two-bedroom- 4 people.**"*

Question Q1: Having stated that there will be 2x24x4 people, how can the Developer state there are only 144 bed units?

Question Q2: How did the Review Process ignore the fact that there are 192 Bed Units? It appears that the 144 seed was planted in the letter the Developer wrote on August 6, 2018 to the Planning Department.

See Appendix D, page 42, where the Developer states

We are pleased to provide our revised submission for the development of resident restricted rental housing for Whistler employees. Based on the comments received from the Planning staff, Advisory Design Panel and public we have redesigned the proposal to better align with the density and design of the surrounding neighborhood. The proposed development includes two three story building clusters with 24 units in a stacked townhouse style design. The new proposed development compares to the original proposal as follows:

	Original	Revised	Change	% Change
GFA	68,573	37,920	(30,653)	-45%
FSR	0.72	0.398	(0.322)	-45%
Units	74	48	(26)	-35%
Bed Units	222	144	(78)	-35%

But there are actually 192 Bed Units.

Recommendation R1:

Reject the revised rezoning application RZ1144 for 2077 Garibaldi Way because of the errors it contains.

The RMOW Planning Department must re-evaluate it. The items highlighted below in Appendix C must be properly assessed recognizing that there are 192 Bed Units.

Page 41

Appendix C- Private Employee Housing Initiative- Evaluation Summary Table		
Proposal Address		2077 Garibaldi Way
Application #		RZ1144
Dwelling Units Proposed		48 Apartments
Bed Units Proposed		144 (actually 192)

	Criteria for Evaluation	
Neighbourhood Context		
	Density and Scale consistent with neighbourhood	Question: valid with 192 bed units?
	Previously disturbed site or and site requiring Minimal alteration	The site is disturbed because the developer did it initially without a permit and did it again later when a STOP Order was issued. It is absurd to expect such behaviour to be rewarded.
Servicing & Traffic	Easily served by existing infrastructure and services	Question: valid with 192 bed units?
	Additional traffic volumes do not exceed service capacity	Question: valid with 192 bed units?
Site Planning	Meets the parking requirements of the Zoning Bylaw	Question: Are 77 parking stalls valid with 192 bed units?
Application recommended for Further Review		
# of Bed Units Recommended		144 ???

Comment C1:

The revised proposal that the developer submitted repeatedly stresses that there are only 144 Bed Units. The frequent appearance of this smaller and incorrect number seems to have influenced the RMOW Review Process.

Reasons why high density housing should not proceed at 2077 Garibaldi

Recommendation R2: All Councillors, whether just elected or re-elected in 2018, should explore the 2077 Garibaldi web site <https://2077garibaldi.ca>.

Please consider Section 4.13.2 of the Official Community Plan.

4.13 Evaluating Proposals for OCP and Zoning Amendments (Bylaw 1938, 2010)

4.13.2. Proposed OCP amendments or rezonings that increase the bed-unit capacity of the Municipality will only be considered if the development:

- a) provides clear and substantial benefits to the community and the resort;
- b) is supported by the community, in the opinion of Council;**
- c) will not cause unacceptable impacts on the community, resort, or environment;** and
- d) meets all applicable criteria set out in the Official Community Plan.

400 sign Petition opposing the development: Regarding OCP 4.13.2 parts b) and c) there is overwhelming evidence that the initial rezoning application for 222 beds was strenuously opposed. The following Petition available on the above mentioned website was signed by more than 400 people opposing the Original Rezoning Application for 222 beds.

Dear Mayor and Council,

I oppose the rezoning of 2077 Garibaldi Way and the proposed development because it:

- 1. does not meet the requirements of Whistler's Official Community Plan;*
 - 2. has a density and design that is wildly at odds with the surrounding neighbourhood;*
 - 3. does not have appropriate access: 120+ additional vehicles will enter and exit through a quiet residential cul-de-sac;*
 - 4. will make Highway 99 access more difficult and dangerous from the affected neighborhoods;*
 - 5. is affordable for less than 10% of Whistler's employee population;*
 - 6. will not be governed by Whistler Housing Authority's regulations and oversight.*
- Yours faithfully,*

133 Individual Letters to Council opposed RZ1144. Individual letters to Council prior to Sep 18, 2018 were included as Appendix K of the 2018-09-18-regular-council-package.pdf. Pdf pages 309-561 contain Correspondence specific to RZ1144 2077 Garibaldi Way. 133 letters opposed the Rezoning whereas 29 supported it.

Comment C2: It is obvious from the Petition and the letters opposing RZ1144 with 222 Bed Units that there will be strenuous opposition to 144 Bed Units at 2077 Garibaldi Way.

Recommendation R3: The proposed limit of 144 in the revised Rezoning Application, which is actually 192, beds for Garibaldi Way Apartments is too high. Regardless of whatever significantly reduced bed limit is determined, the RMOW Council must enact procedures and legislation to prevent the bed limit from being exceeded by subletting or other subterfuges.

Past Actions of the Developer:

The undisturbed site was forested, had a stream and a cave occupied for years by a mother bear and her cubs. The developer cleared and grubbed the site for use as a large estate residence. After the lot was grubbed (tree roots and stumps removed), the lot was levelled. This levelling was non-trivial. Over a period of at least 2 years large rocks were trucked to the site and used to increase the elevation of the lot. Was this extensive work detailed in the excavation permit? Was there actually a permit issued for the work before a rezoning application was approved by Council?

A resident of Garibaldi Way clarifies (see letter page 368, 2018-08018 regular-council-package.pdf) "fill was hauled in from another location. Over 20 feet of fill was dumped with no compaction till the fall of 2017. Finally the developer was given a stop work order after a water line was ruptured and **proper permits were not in place.**"

The same resident wrote on page 412 "I feel this developer has destroyed the property and **operated for two years without a permit** even though there were many-many calls to RMOW bylaws."

Increasing this negative impression is the manner in which the developer emphasized in his Revised Rezoning Application that there were only 144 Bed Units rather than 192.

Question Q3: RMOW will have no direct control over operation and maintenance of the proposed development. Given his history is it reasonable to permit this developer to proceed with development of 2077 Garibaldi Way?

Recommendation R4: Noise and partying in any large complex is unavoidable. To provide a stabilizing influence I recommend that in any housing created at 2077 Garibaldi there be some form of ownership mix and rental. This would be much more acceptable and in line with the neighbourhood.

Comment C3: It would be ideal, but not realistic, if all staff were able to live in Whistler. Many Whistler owners live and work in the Greater Vancouver Area and are not able to enjoy the pleasures of living in Whistler every day. According to the 2016 census the population of the Greater Vancouver Area was 2.46 million with only 631,486 people living in Vancouver City. This means a substantial percentage of people spend hours each day commuting between the City and the outlying municipalities. But this is the cost paid to work in Vancouver.

Thank you for your attention

Sincerely

Edgar Daryl Crozier
2243 Aspen Drive



-----Original Message-----

From: Leslie Patterson [REDACTED]
Sent: Tuesday, November 13, 2018 11:04
To: Wanda Bradbury <WBradbury@whistler.ca>
Subject: Fwd: 2077 Garibaldi Way

Subject: 2077 Garibaldi Way

Dear Mayor and Council

We are writing this letter regarding the proposed 2077 Garibaldi Way housing development. We feel the updated plan of 48 rental units is still too dense for an existing well established single family home neighbourhood.

The WHA development located at 2120 Nordic Drive (0.27 FSR), in an ownership model, may be more appropriate for this proposed site and neighbourhood. Providing desirable housing ownership opportunities to our long term devoted employees should be the highest priority. Providing units for ownership will free up rental units for other seasonal employees. Additionally, we suggest requiring all of the privately proposed employee housing units to be managed through the WHA providing a fair and transparent process.

The developers model to rent to "professionals and middle management" is unrealistic and could be considered discrimination as it is specifically not supported by the BC Human Rights Code. "Human rights laws protect you from discrimination when you are looking for a place to rent or buy, and when you are renting. According to the BC Human Rights Code, landlords cannot discriminate against tenants or potential tenants based on personal characteristics."

Seven days a week, day or night if you walked past any existing employee housing development in Whistler, car parking overflows onto the street. Eva Lake Road employee housing development yesterday there were 10 cars lined up on Eva Lake Road that could not fit in their parking. This on street parking creates a pedestrian safety issue year round and challenges snow clearing. The 2077 Garibaldi project is proposed off of a culdesac which may appear to tenants and guests of this development as a suitable parking lot. Parking already occurs in the culdesac from the existing neighbourhood and any additional parking stress from this development will only frustrate the situation.

Staff housing in Whistler is a significant problem, but the solution of new ownership units and rental units needs to be carefully balanced with the fit and impacts to neighbourhoods. Perhaps now that the Municipality has received a number of plans for employee housing as well as Vail's plan for more staff housing you can see that this neighbourhood does not have to be the bearer of 48 units in a quiet culdesac. We agree that all subdivisions should help out with our housing crisis. Please consider something that fits the density and character of this 30 - 40 year old established single family neighbourhood.

We would also like to suggest that another proposal call be considered for private employee housing developments with a longer submission time. There may be some creative solutions out there that have not been considered at this time.

Thanks

Leslie and Dave Patterson

[REDACTED]

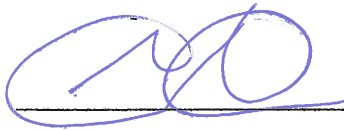
[REDACTED]

[REDACTED]

November 15, 2018

To Mayor and Council,

We the Aspen Ridge Strata Corp., representing the 56 homes in Aspen Ridge, resolved at our 2018 AGM to unanimously voice our opposition to the current rezoning proposal for 2077 Garibaldi Way.

 Strata manager

per Barb Mathews, Chair

Aspen Ridge Strata Corp. VR2439

Dated Nov 19/2018

We feel that the proposed apartment building project is wholly inappropriate for our community in the Nordic neighbourhood based on the following factors:

a) Density

The proposed density is much too great for this single-family lot on a quiet cul-de-sac. The adjacent properties are single-family homes, duplexes and triplexes; with the most dense being one four-plex.

b) Traffic and safety

The addition of the high number of vehicles associated with 48 2-bedroom apartments will create unacceptable volume, safety and noise impacts on Garibaldi Way as well as on the rest of the adjacent neighbourhood. Access to the highway is already an issue.

c) Affordability

This is a "for profit" development by a private investor. The proposed rents are high, even for the developer's "target market". It is reasonable to forecast that the 2 bedroom units could end up being crammed with employees to make the rent manageable. This situation would not be in the spirit of the higher-end apartments the developer says he has in mind, and would create further pressure on the local community.

Barb Mathews
2206 Aspen Drive
Whistler

-----Original Message-----

From: Leslie Patterson [REDACTED]

Sent: Monday, December 10, 2018 20:21

To: Jack Crompton <jcrompton@whistler.ca>; Duane Jackson <djackson@whistler.ca>; Arthur De Jong <adejong@whistler.ca>; Cathy Jewett <cjewett@whistler.ca>; John Grills <jgrills@whistler.ca>; Jen Ford <jford@whistler.ca>; Ralph Forsyth <rforsyth@whistler.ca>; Wanda Bradbury <WBradbury@whistler.ca>

Subject: Revision to letter dated November 13th, 2018 to Mayor and Council regarding 2077 Garibaldi Way

Dear Mayor and Council,

After further thought on the proposed development at 2077 Garibaldi Way we feel that one of the statements we made in our letter to Council November 13th, 2018 was wrong and we would like to retract a portion of that letter.

The following sentence "The WHA development located at 2120 Nordic Drive (0.27 FSR), in an ownership model, may be more appropriate for this proposed site and neighbourhood." Should be replaced with:

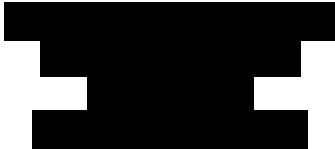
"Regardless of the land parcel size we feel that any private employee housing proposals that require rezoning should not change the form and character of the adjacent streets or negatively impact the greater neighbourhood. As an example, there are single family houses and one multi unit development adjacent to 2077 Garibaldi Way. As such, this proposal should be no greater than the adjacent multi unit development at 2070 Garibaldi Way that has seven units of approximately 1,500 square feet each. Also, these proposed units should be available for ownership rather than rental through the WHA employee housing waiting list."

Thank you for your ongoing efforts in finding a solution that move us closer to Whistler's housing needs while respecting the neighbourhood.

Leslie and Dave Patterson

[REDACTED]
[REDACTED]
[REDACTED]

James Thomson & Colleen Smith



Date: September 5, 2018

To: Melissa Laidlaw, RMOW Planning Dept., email planning@whistler.ca

Copy: Mayor Nancy Wihelm-Morden, email assistant wbradbury@whistler.ca

Elizabeth Chaplin, Fitzsimmons Walk Strata, email [REDACTED]

Bronwan Hill, Fitzsimmons Walk Strata, email [REDACTED]

From: James Thomson & Colleen Smith, email [REDACTED]

Ref: Rezoning Re-Application RZ1146 7104 Nancy Greene Drive Changes – Status to Date & RZ1146 Feb 2 2018 letter of concern/opposition & Feb 14 2018 Comments on RZ1146 Relative to Employee Housing Guidelines by RMOW

We read the employee housing (EH) RMOW reports to council dated April 10 (report 18-040) and June 19 2018 (report 18-075) which helped achieve 9 EH applications. We also checked the status of Active EH Development Rezoning Applications. Especially RZ 1146 which is close to our Fitzsimmons Walk home. We noticed the applicant RZ1146 has on August 16 updated his website with a new RZ1146 re-application that has a smaller building project of 4 stories 47 dwelling units.

Congratulations. We are pleased RMOW Planning has received many EH applications and they far exceed the 500 bed units benchmark required by RMOW. You can now evaluate them all and select only the best project applications that meet 100% the RMOW EH guidelines, including parking bylaws that all prior developers have respected when building new high-density projects, and projects that best fit the neighboring properties.

We reviewed the RZ1146 re-submitted application from Vidorralife website. Although the RZ1146 applicant has marginally improved his project (ie. added more parking, reduced the height of his building from 5 to 4 floors, increased setbacks from Fitzsimmons Walk, has agreed to leave undisturbed the rock outcrop in the setbacks and all existing coniferous trees on this rock outcrop to keep the mature trees and privacy, and has moved his enormous building a little closer to HWY 99), but the applicant has not done enough! In addition, we read that the applicant wants to have an option to add a 5th floor of 12 additional apartments! Unacceptable.

We recommend you refuse the rezoning and parking variance unless the following conditions are agreed to by Applicant Vidorra:

1. Cancel the RZ1146 application option to add a 5th floor of 12 additional apartments to the project building making it 45,906 sq ft without adding any additional parking. This option would require an unacceptable major parking reduction variance and allow excessive building height and density on a small land parcel too close to the Fitzsimmons Walk buildings.
2. Reduce the applicant RZ1146 EH building height, size and # of apartments from 4 floors totaling 36,725 sq ft and 47 dwelling units to 3 floors totaling 27,544 sq ft and 35 dwelling units. 7104 Nancy Greene Dr is the smallest land parcel out of all the 9 applications and has the highest building density of all 9 applications relative to land parcel size. Unacceptable.

3. Comply 100% to the RMOW parking by law 303.2015. RMOW Employee Housing Guideline #20 states clearly "Parking shall be provided on site and shall meet the requirements specified in Zoning and Parking Bylaw 303.2015". Applicant's re-submitted application still only provides 62 parking stalls (18 interior, 26 covered, 18 exterior) vs the RMOW parking bylaw of about 65 interior parking stalls required. This can be achieved by reducing the density, height and size of the proposed building to 3 floors. This applicant should not be eligible for a parking variance. Plus, only 18 of the parking stalls are interior. By comparison the RZ1144 2077 Garibaldi application is 110% of the parking bylaw requirement providing 101 interior plus 21 exterior parking stalls totaling 122 for 74 dwelling units on a land parcel that is more than 3 times the size of the RZ1146 land parcel. Existing Fitzsimmons Walk, with 41 market and 36 WHA dwelling units totaling 77 units provides 178 parking stalls all interior, over 150% of parking bylaw requirement. RZ1146 does not meet Guidelines at current density, etc. Granting the applicant his parking variance is unwarranted and sets a dangerous precedent. Therefore, reduce this building size.
4. Move the proposed less dense building closer to the corner of HWY 99 and Nancy Greene Drive, thereby increasing the setbacks more from Fitzsimmons Walk building (H) town homes 1-3 and the WHA building (A). Push the applicant to leave more of the existing rock and mature coniferous trees in increased setbacks for the market & WHA Fitz Walk owners who bought these units, knowing the land parcel was zoned RSE-1.

We believe the applicant Vidorra will give to RMOW all these improvement changes or concessions and more to get the RZ1146 application approval to build a reduced version of his apartment building on this small land parcel zoned RSE-1. Vidorra will still get a profitable rezoning from RMOW that will fit better into White Gold.

To put this into perspective, RZ1146 has the highest building density, number of floors, number of dwelling units & bed units and least number of parking stalls relative to land parcel area when compared to all 8 other EH proposed projects. RZ1146 is the only project out of all 9 requesting an unorthodox parking variance (see comments 1, 2 & 3 above).

In your RMOW website Active Development Applications Details – RZ1146, under section Task Progress, it says RMOW has provided comments to the applicant (completed Jul 4 2018), and now RMOW is reviewing the re-submitted application (start date Aug 13 2018). What comments did RMOW provide applicant? Can you email them to us to read? Why hasn't the re-submitted application reduced the building size more? Why hasn't the applicant provided more parking? Why should the applicant get a parking variance? Why has the applicant asked for an option to add a 5th floor of 12 additional apartments with no increase in parking as per the parking bylaw? Can't the building and parking be moved closer to the HWY 99 and Nancy Greene Drive? Shouldn't a parking and traffic increase study be ordered by an engineer on Nancy Greene Dr, Blackcomb Way & Hwy 99 intersections?

We are concerned that after you reviewed all our Fitzsimmons Walk Feb & Mar 2018 letters of concern and opposition (13-15 letters), that RMOW Planning did not send strong enough comments to the applicant to cause him to re-submit his application with more major changes (as listed above).

Can you email us answers or can we meet with you briefly concerning RZ1146?

Hope to hear from you soon. Thank you.

Yours truly
James Thomson & Colleen Smith

Karen Olineck

To: Melissa Laidlaw
Subject: RE: RZ1146 Rezoning Re-Application 7104 Nancy Greene Dr Employee Housing - M Laidlaw

From: Jamie Thomson Simerik [REDACTED]
Sent: Wednesday, September 05, 2018 7:12 PM
To: Melissa Laidlaw <mlaidlaw@whistler.ca>; Jan Jansen <JJansen@whistler.ca>; aantoneli@whistler.ca
Subject: Fwd: RZ1146 Rezoning Re-Application 7104 Nancy Greene Dr Employee Housing - M Laidlaw

Begin forwarded message:

From: Jamie Thomson Simerik [REDACTED]
Subject: RZ1146 Rezoning Re-Application 7104 Nancy Greene Dr Employee Housing - M Laidlaw
Date: September 5, 2018 at 10:07:18 PM GMT-4
To: Planning <planning@whistler.ca>, wbradbury@whistler.ca
Cc: Elizabeth Whistler Real Estate Chaplin [REDACTED] Bronwen Hill [REDACTED]

Hello Melissa Laidlaw

We are Fitzsimmons Walk residents and attached is a letter of our opposition, concerns and recommendations concerning this new RZ1146 rezoning and parking variance re-application.

We are not against you creating more badly needed Employee Housing but it must blend well into existing RSE-1 areas and or be developed into existing high density areas of RMOW (like near or in large parking lots 1-2-3-4-5 perhaps with 2-3 storey concrete parking structures.

Please review our attached letter and get back to us.

Please forward a copy of this to Amica Antoneli, Planner and Jan Jansen, General Manager of Resort Experience.

Thank you

James Thomson
Colleen Smith

Karen Olineck

From: Sami Chouinard [REDACTED]
Sent: Thursday, September 20, 2018 9:07 PM
To: Melissa Laidlaw
Subject: Rezoning RZ001146

Dear Melissa,

I am writing with some point as to why the current rezoning application should not be sent as-is for approval by council. I am not against rezoning the current lot at 7104 Nancy Greene Drive but as resident of the closest Fitz Walk building to the proposed project and as a resident of White Gold in general I have strong reservations with the current project.

Here are some points that believe should be considered further:

- Height of the building
 - The drawings show the adjacent Fitz Walk buildings as boxes. However, the roofs at Fitz Walk are pitched and unoccupied at its highest. The second picture below is more representative of the reality. From our second floor bedroom window (the top floor of the building on the north-west side) I estimate that we are somewhere around the second floor of the building. This means there are 2 more floors that are towering over our building. If the building was far away this wouldn't be as much of an issue. But it's set to be fairly close.



- Density - It's a small lot for such a high density. This brings the following issues:
 - Traffic - Intersections - Parking
 - The 2 intersections are already under pressure. In the last 5 years, with the increase in traffic north of the village the intersection at Highway 99 has become more and more dangerous. The intersection at Blackcomb Way is even worse as people use it as a commuting route. In the summer the tourist foot and bike traffic from the Valley Trail has created conflicts between cars and users. The increase in traffic would have to be addressed before increasing the density in the area.
 - Parking in the area is already under pressure. Fitz Walk already has more parking than the proposed project and it's still not enough. Many residents are using the lot at 7104 as it is. Where will the overflow parking from 7124 AND 7104 as well as Nester's staff go? A true traffic and parking impact study needs to be done before this project should go ahead. Even if more parking was added to what they currently propose.
 - Lack of storage

- The rental building is meant for year-round resident but it does not have enough storage. Many units don't even have storage at all! If we look at the WHA surveys we see that storage was one of the top issues of Millar's Pond and 19 Mile Creek projects. This was improved with The Lofts, Fitz Walk, Cheakamus and Rainbow for the very reason that people in Whistler have big toys.
- Radius Comparison.
 - The developer often quotes the radius project in Pemberton as an example. The Radius building would be a great building. The current proposal is far from that. It has 5 stories instead of 4 (including underground floors) and has way more room for storage. Something closer to the radius project could be acceptable if density and traffic in the area is addressed. However, the ideal project for this lot would be a similar building design as the Fitz Walk buildings. I would fit perfectly in it's surrounding and would look nice from the highway and Fitz complex.

I would be happy to discuss this in person. Feel free to contact me if you questions and require clarifications.

Regards,

Sami Chouinard





WHISTLER

REPORT | INFORMATION REPORT TO COUNCIL

PRESENTED: February 26, 2019

REPORT: 19-024

FROM: Chief Administrator's Office

FILE: 0430

SUBJECT: INTERNATIONAL RELATIONSHIPS UPDATE

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the Chief Administrative Officer be endorsed.

RECOMMENDATION

That Council receive Information Report No. 19-024 regarding Resort Municipality of Whistler's international relationships.

PURPOSE OF REPORT

The purpose of this Report is to update Council regarding international relationships and the work plan underway for 2019.

DISCUSSION

As a resort destination, international relationships have been an ongoing part of the Resort Municipality of Whistler's (RMOW) history and development. Over time, the community has hosted many communities from across the globe, visited other regions and communities, and shared information through various other means. Activities have included student exchanges and information gathering missions to learn about each other's resort experiences and cultures. RMOW has formalized relationships with three communities.

Outreach on Whistler's part has focussed in particular on information sharing and visits with other Olympic and Paralympic host communities, other established mountain resort communities, as well as municipalities from across Canada with shared interests or issues. This occurs through information sharing as well as more formal memberships such as the Colorado Association of Ski Towns (CAST) and attendance at key conferences regarding tourism, municipal and community planning.

The speed of Whistler's evolution has required us to connect with other communities that are in a similar place in their resort's maturity to exchange relevant ideas pertinent to that time in our history—evolution from a small emerging ski town, to number one ski resort, to four season resort, to filling the shoulder seasons, and more recently, to dealing with the pressures of achieving our occupancy targets and approaching our defined developable build-out targets.

Incoming communities that have sought out Whistler for learnings have generally been handled by hosting incoming delegations. In recent years there has been particular interest from mountain communities preparing to bid on or host the Olympic and Paralympic Winter Games.

International relationships extend well beyond the RMOW. Local schools, Whistler Blackcomb and other businesses and associations also have involvement in exchanges, events and information sharing with other parts of the country and globally.

Formalized relationships

In addition to ad hoc missions or information sharing on an as needed basis, the RMOW has three formalized international relationships, one Sister City and two Friendship Cities. While both types of relationships have similar goals and outcomes, Sister Cities are defined by a more sustained annual commitment to time and resources. All of these communities reached out to Whistler to seek out a formalized relationship.

Karuizawa, Japan – Sister City

Zhangjiajie, China – Letter of Friendly Cooperation

Les Deux Alpes – Friendship Pact

Karuizawa

In 1999, Whistler and Karuizawa formally established a Sister City relationship. Karuizawa is a resort community located two hours from Tokyo and was host to the curling events during the 1998 Nagano Olympic Winter Games, the equestrian events for the 1964 Tokyo Summer Olympic Games, and other international sporting events. Although it is a mountain resort community that is primarily focussed on summer visitation whose population is a bit larger than Whistler's, it has many similarities to Whistler including second home owner population, the ratio of visitors to residents, as well as proximity to park and unique natural mountain landscapes.

At the time the relationship was established, Japan was one of Whistler's top international markets for tourism visitation. Promoting cultural exchanges and developing sister cities were actions outlined in Whistler 2002, a guiding policy document of that time, to encourage cultural diversity in the community and enrich the quality of life for residents and other visitors.

The Sister City relationship has been defined by youth exchanges and mayoral exchanges over the past 20 years. Each year, 10 youth visit Whistler from Karuizawa and 10 youth from Karuizawa visit Whistler. Every two years, generally speaking, the Whistler Mayor visits Karuizawa and the Karuizawa Mayor visits Whistler. In 2019, the Sister City relationship will mark 20 years and will be acknowledged through visits by each Mayor.

The annual budget in a typical year to cover the student exchanges and Mayoral travel averages out to between \$45,000 and \$50,000. The budgets are used for staff time, and portions of travel and hosting costs. In 2019, the total budget associated with the Sister City is \$65,000 to cover the regular program as well as incremental travel and plans in place for items associated with the twentieth anniversary.

Zhangjiajie

In 2011, Whistler and Zhangjiajie signed a Letter of Intent for Friendly Cooperation. Zhangjiajie is a resort community located in the Hunan Province of China. The region's Wulingyuan Scenic Area is a UNESCO World Heritage Site that encompasses thousands of quartzite sandstone columns, many of which rise over 200m, as well as caves filled with stalactites and stalagmites, forests, rivers, waterfalls, and endangered plant and animal species. It has rich cultural history and experiences.

Zhangjiajie contacted Whistler with interests in creating a Sister City relationship, and was interested in gaining knowledge around growing from a destination that successfully hosts domestic tourism to one that is known and patronized by international visitors.

One exchange took place with Whistler visiting China in 2011 and Zhangjiajie visiting Whistler in 2012. The relationship has not been active since that time.

Les Deux Alpes

In 2018, Whistler and Les Deux Alpes (L2A) signed a Friendship Pact. L2A is a municipality comprised of Mont-de-Lans village and Venosc village and located 65 kilometres southeast of Grenoble. It is the second oldest ski resort area in France and is most known for having the largest skiable glacier in Europe, summer skiing, and downhill mountain biking.

L2A invited and hosted a Whistler delegation to their community in summer 2018 which consisted of participants from bicycle clubs and associations, schools, ski schools, ski operators, tourist office, cultural institutions and the municipalities. The delegation found many similarities between Whistler and Les Deux Alpes as two internationally recognized designations. Their community warmly welcomed Whistler and our shared passion to maintain a vibrant mountain culture in our communities was immediately evident. Whistler will host a reciprocal delegation from L2A in summer 2019. Plans are currently in progress.

L2A approached Whistler with interests ranging from the Peak 2 Peak Gondola and growth of our four season tourism product, to connections between the Choucas Bikers and WORCA and between their elementary schools and L'Ecole Passerelle. Several areas of potential interests for Whistler in L2A include the historic and cultural aspects of their tourism experience and community, how they have retained resident community over time including housing, climate change challenges and glacier retention strategies, aging infrastructure solutions, trail development and maintenance, and school and bike club connections.

Since the 2018 visit there has been ongoing engagement between L2A and Whistler partners. L'Ecole Passerelle elementary students are currently planning an exchange visit in 2019. L2A has expressed interest in a Sister City relationship.

A budget of \$30,000 has been proposed in the 2019 Five-Year Financial Plan and would be used to support the hosting of the L2A delegation including engaging a contractor to organize some of the arrangements.

Consideration of other international relationships

Over the years, a variety of other communities from around the world have also approached Whistler toward establishing relationships or Sister City status.

An important consideration toward any potential new relationships for Sister Cities, Friendship Cities or ongoing information sharing, is ensuring that we are clear on our purpose, and that any relationships work toward the current Whistler vision, Official Community Plan, and other current guiding documents and policy. Another key consideration is the time and financial resources associated with a relationship. The evolution of communities over time and what elements of a relationship are most beneficial over time should also be taken into consideration.

While no analysis has been conducted at this time, communities that have a tourism economy and have similar size, challenges, issues and successes to those of Whistler, or those that are more mature and have resolved such issues that we are now facing, may be suited to share information with as we move forward. Mature communities facing and creatively responding to the pressures of success or

with unique planning or tourism initiatives might include areas of Iceland; Isle of Skye, Scotland; Cinque Terre, Italy; Mallorca, Spain; Bhutan; U.S. National Parks; Zermatt or St. Moritz, Switzerland; or others.

Given that the value of information sharing and exchanges may involve organizations beyond the RMOW, it may be worthwhile considering how we engage existing structures such as council committees in discussions, decisions or activities around international relationships.

Aspects of relationships may also be led by organizations other than the municipality such as schools, clubs or associations.

Sister City Policy

The RMOW established a *Sister City Policy F-22 (Sister City Policy)* in 2004. It has not been updated since then. The *Sister City Policy* outlines a limitation of a total of three city arrangements. It also outlines the following objectives for any such relationships:

- To foster understanding among different cultures, and thereby enhance community development and enrich the quality of life in Whistler.
- To facilitate and support the development of cultural, educational, youth and artistic exchanges with communities of other countries.
- To strengthen tourism and other economic opportunities.
- To increase awareness of and enhance Whistler's positive image internationally.
- To foster participation of and collaborate with local organizations in pursuing international exchanges that benefit the community as a whole.

It recommends that activities, exchanges and projects associated with Sister City initiatives be evaluated against the original agreement with the twinned community. Although the Policy is pertinent to Sister Cities, the same general guidelines are applicable to Friendship Cities and other international relationships.

Sample communities

Sister City and other twinning type relationships are common amongst some municipalities. Communities such as Banff, Canmore, North Vancouver, Squamish, and Penticton have one Sister City. Here is some background regarding larger programs in Aspen, USA and Victoria, Canada.

Aspen

The vision of the Aspen program is: Promoting and fostering every cultural, linguistic, academic, and professional connection and friendship imaginable. By doing this we are in hot pursuit of our mission to contribute to world peace. The Aspen sister city committee is a non-profit organization run by a board of directors. Its Sister Cities include the following:

- Abetone, Italy
- Bariloche, Argentina
- Chamonix, France
- Davos, Switzerland
- Garmish Partenkirchen, Germany
- Queenstown, New Zealand
- Shimukapuni, Japan

Victoria

The objectives of the Victoria program include opportunities for city officials and citizens to experience and explore other cultures through long-term community partnerships; environments through which

communities will creatively learn, work and solve problems together through reciprocal exchanges and projects; ideas for better delivery of basic amenities such as housing, recreation, land use, sewage and garbage disposal, water supply, police, fire protection and public transportation; and an atmosphere in which economic and community development will be strengthened.

Victoria's program has both Sister Cities and Friendship Cities. Its Sister Cities include the following:

- Napier, New Zealand
- Suzhou, China
- Morioka, Japan
- Khabarovsk, Russia

Its Friendship Cities include the following:

- Nanning, Guanxi Province, China
- Changsha, Hunan Province, China

Twin City Associations have been formed by community members for three of the four Sister Cities to fund raise, host and provide hospitality for the relationships. The city protocol department is also involved in elements that involve the Mayor and municipality directly.

Other considerations

Beyond hosting, information sharing, and formalized relationships between communities, existing networks may be another consideration for how Whistler engages in a way that may require limited resources to access opportunities to share reciprocal information and experiences.

Colorado Association of Ski Towns (CAST)

Mission: The Association was formed in part to recognize that resort communities face unique challenges in providing municipal services to residents and visitors. It is an organization of 28 municipalities and four counties whose economies are largely dependent upon the ski industry and tourism. Whistler is currently a member.

World Union of Olympic Cities

Vision: Sustainability and legacy are key principles for the Olympic Host Cities to "keep the flame alive." By providing inspiring ideas and practical tools, the Union supports Olympic Host Cities in activating their Olympic legacy in a sustainable and forward-looking perspective.

Sustainable Travel International

Vision: We're dedicated to minimizing the negative impacts of tourism and maximizing its positive benefits for people, cultures, nature, and wildlife around the globe.

Mission: Improving lives and protecting places through travel and tourism.

United Nations

A variety of United Nations (UN) programs may be suited to involvement by Whistler including the UN World Tourism Organization, which is the UN agency responsible for the promotion of responsible, sustainable and universally accessible tourism; the Geoparks program, which is being considered for this region; and others.

2019 Activities for Whistler International Program

The focus for 2019 will include several initiatives that continue to implement planned activities and look forward to the future of the program including the following areas.

Policy and governance:

- Review and update the *Sister City Policy*.
- Review and recommend an ideal level of investment of time and resources by the organization, and other organizations, in how to move forward with the program.
- Review and establish any potential recommendations regarding the agreements with the three existing international relationships.
- Present recommendations to Council.

Karuizawa:

- Plan and host a delegation to celebrate the twentieth anniversary of the Sister City relationship.
- Support the Mayor's trip to Karuizawa in the summer as part of the twentieth anniversary.
- Implement a permanent memento in Whistler to acknowledge the relationship.
- Organize a temporary display at the library including resources about Kariuzawa.
- Deliver the annual student exchange program.

L2A:

- Plan and host the L2A delegation in June working with other Whistler partners.

WHISTLER 2020 ANALYSIS

International relationships have the potential to move the organization and community toward a variety of our strategies and descriptions of success depending upon who we decide to engage with.

At this time, the relationships in place primarily provide the venue for Whistler to share its experiences and best practices with the other communities, and the opportunity for youth cultural development.

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Health & Social	Community members and visitors learn about and enjoy experiences with other cultures and generations through activities and events.	Youth and other exchanges between communities have the opportunity for those directly involved and others in the community to learn about and interact with other cultures and traditions.
Economic	Effective partnerships with government and tourism organizations support economic health.	Learnings between communities have the potential to provide insights toward plans and initiatives that contribute to economic health.
Built Environment	Whistler is globally recognized as a centre of excellence in sustainable community development.	Through community exchanges Whistler shares information about community development practices, experiences, successes and challenges.

The international relationships program does not move our community away from any of the adopted Whistler2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

As outlined in the Report, a *Sister City Policy* was established in 2004. The Policy is in need of a review and potential update to reflect the current environment and guiding policy of the organization.

BUDGET CONSIDERATIONS

This Report does not introduce any new budget considerations not already in place as part of the draft 2019 Five-Year Financial Plan outlined in this Report.

COMMUNITY ENGAGEMENT AND CONSULTATION

Community engagement is an element of a variety of Sister City and Friendship City activations. The student exchanges involve a wide range of students and parents, and other stakeholders. Mayoral exchange visits are public events and typically involve the Canada Day Parade or another community event, meetings with Council and other community ambassadors.

Staff will work with resort partners regarding recommendations for the program.

SUMMARY

International relationships have been an ongoing part of the RMOW's history and development.

Whistler is often asked by other communities to share its knowledge, plans, policies and practices to other communities and many communities have expressed interest in learning from Whistler and finding ways to be affiliated with the resort. As well, Whistler has the opportunity to learn and benefit from the experiences of other communities.

Formally and informally we have shared tourism best practices, cultural experiences, issues and challenges through meetings and exchanges.

A variety of activities will take place in 2019 as part of our 20-year Sister City relationship with Karuizawa and our newly formed Friendship City relationship with Les Deux Alpes.

A recommendation regarding Les Deux Alpes as a potential Sister City will be brought forward in Spring 2019.

The *Sister City Policy* will be reviewed in 2019 and recommendations for any refinements or evolution of the program will be brought forward to Council for consideration.

Respectfully submitted,

Michele Comeau
MANAGER OF COMMUNICATIONS

for
Mike Furey
CHIEF ADMINISTRATIVE OFFICER



WHISTLER

REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: February 12, 2019
FROM: Resort Experience
SUBJECT: RZ1159 – 1062 MILLAR CREEK ROAD – REZONING FOR LIQUOR RETAIL SALES

REPORT: 19-010
FILE: RZ1159

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Resort Experience be endorsed.

RECOMMENDATION

That Council consider giving first and second readings to “Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019”; and

That Council authorize staff to schedule a Public Hearing for “Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019”, and to advertise for the same in a local newspaper.

REFERENCES

Location: 1062 Millar Creek Road

Legal: PID 023-193-468 Strata Lot 1 District Lot 4119 Group 1 New Westminster District Strata Plan LMS2128 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

Owner: 0946903 B.C. Ltd.

Zoning: IS1 (Industrial Service One)

Appendices “A” – Location Map
“B” – Architectural Plans
“C” – Letter from Applicant

PURPOSE OF REPORT

To present rezoning application RZ1159 and application to amend “Schedule 'D' - Liquor Sales - List of Retail Outlets” of the municipality’s zoning bylaw to rezone 1062 Millar Creek Road to permit the retail sale of packaged liquor as an auxiliary use to the manufacturing and production of liquor onsite. The Report presents “Zoning Amendment Bylaw (Liquor Retail Sales) Bylaw No. 2120, 2016” for Council consideration of first and second reading and recommends Council authorize scheduling of a Public Hearing for the proposed Bylaw.

DISCUSSION

Montis Distilling Ltd. operates a craft gin distillery at 1062 Millar Creek Road and is seeking permission to include the retail sale of packaged liquor as an auxiliary use to the manufacturing of liquor produced onsite. The subject site is a developed parcel in the southern section of the Function Junction neighbourhood, on the east side of Millar Creek Road (Appendix “A”).

Background

In 2003, to address municipal concerns with changes to the Provincial liquor licensing regulations, the impact to the mix of retail uses, and overall character of Whistler Village, Council adopted “Zoning Amendment Bylaw No. 1615, 2003”. This was a RMOW initiated zoning amendment, the intent of which was to restrict the sale of liquor to only those site specific properties listed in Schedule ‘D’ in “Zoning and Parking Bylaw No. 303, 2015”. Over time, however, it became apparent that the wording in Bylaw No. 1615, 2003 did not restrict, as intended, those businesses manufacturing liquor from selling some packaged liquor at the retail level as an auxiliary use.

To remedy the above, in 2016 Council adopted “Zoning Amendment Bylaw (Liquor Retail Sales) Bylaw No. 2120, 2016”, which clearly prohibited the retail sales of packaged liquor unless expressly permitted under and listed in Schedule ‘D’. It also made it clear that a rezoning application to amend the text of Zoning Bylaw’s Schedule ‘D’ would be required should any new manufacturer, or other proponent, seek to sell liquor at the retail level in the future.

“Schedule ‘D’ – Liquor Sales – List of Retail Outlets” currently designates 15 locations that are permitted to sell liquor. Seven sites on the list have no restrictions on the retail sale of liquor, three are only allowed temporary sales in conjunction with an approved event (i.e. Olympic Plaza), three are allowed retail sales auxiliary to beer manufacturing, and two sites are restricted to only beer and wine “off sales”.

Originally developed as Whistler’s industrial area, Function Junction has evolved over time into a general business district and is the community’s primary location for light industrial, service commercial and retail sales of hardware, household goods and building supplies. The manufacturing of liquor (i.e. local breweries, cideries and distilleries) in industrial areas is similar to many other communities in the Province, and is complementary to the local tourism economy. Two locations in Function Junction, Whistler Brewing Company and Coast Mountain Brewing are listed on Schedule ‘D’, and are permitted to sell beer that is produced on the premises.

Rezoning Proposal

Montis Distilling Ltd. has submitted an application seeking permission to allow limited retail sales of packaged liquor as an auxiliary use to their manufacturing of liquor operation, a gin distillery (Appendix “B”). The intent is to complement this craft distillery’s approved Provincial manufacturing licence, which permits the manufacturing of liquor and offering limited quantities of sampling for tasting (Appendix “C”). This requires a text amendment to the Zoning and Parking Bylaw’s Schedule ‘D’ to add 1062 Millar Creek Road to the list of permitted retail outlets for liquor sales to allow the retail sale of liquor produced on the premises as an auxiliary use.

The subject site is located within an eight-unit building, and is zoned IS1 (Industrial Service One). Under the IS1 Zone the manufacturing and production of beverages, and auxiliary uses are permitted. A limit to the retail and sampling area has been proposed as the use is auxiliary to the manufacturing

and production of liquor. The applicant has proposed a 10 m² retail sales and tasting area to be located on the mezzanine level. This area would be less than 10 per cent of the total gross floor area of the operation, which would contain the retail sales use and clearly make it accessory to the manufacturing of liquor onsite (Appendix “B”).

Parking and Loading

The minimum parking standards under Part 6 of the “Zoning and Parking Bylaw No. 303, 2015” for manufacturing and retail uses requires a total of two parking spaces for this proposal. The overall building complex has 17 existing parking spaces (Appendix “B”), which equates to an average of two parking spaces per strata unit. No change to the loading requirements are triggered with this rezoning application. An existing loading space is located at the south side of the building.

Parking Calculation in accordance with Table 6-A Regulations:

Type of Use	Area	Required Parking	Amount of Parking Required
Manufacturing	111 m ²	1 space per 100 m ²	1.1
Retail Sales	10 m ²	6 space per 100 m ²	0.6
Circulation/ storage/ washrooms	22 m ²	0	0
Total	143 m²		1.7

Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019

Staff have prepared the Zoning Amendment Bylaw to amend the text of Schedule ‘D’ by adding 1062 Millar Creek Road to the list of permitted retail outlets for liquor sales to allow the sale of packaged liquor produced on the premises for consumption offsite. This Bylaw is presented to Council for consideration of first and second reading.

WHISTLER2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Economic	Whistler has a diversified and year-round tourism economy. Whistler proactively seizes economic opportunities that are compatible with tourism, and effectively adapts to changing external conditions. Locally owned and operated businesses thrive and are encouraged as an essential component of a healthy business mix.	This text amendment to allow auxiliary retail sales of packaged liquor produced on the premises offers a broader range of products to consumers, and contributes to the tourism experience.
Visitor Experience	Whistler proactively anticipates market trends. The resort is comfortable, function, safe, clean and well-maintained.	Requiring any new location that wishes to sell retail packaged liquor to seek permission through a zoning amendment process ensures that such activities are considered appropriately.

Permitting the retail sale of packaged liquor as an auxiliary use to the manufacturing and production of liquor at 1062 Millar Creek Road does not move our community away from any of the adopted Whistler2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

The proposed zoning amendment bylaw is consistent with *Council Policy G-17: Municipal Liquor Licensing Policy*. Any new establishments seeking to sell packaged liquor will be required to apply for a zoning amendment to be considered for inclusion on Schedule 'D'.

Should Montis Distillery Ltd. seek to apply for a Provincial *Liquor Manufacturer Lounge Endorsement* to sell liquor for onsite consumption local government approval would be required. This process would allow for careful consideration to address further potential impacts on traffic, parking and pedestrian circulation in Function Junction.

BUDGET CONSIDERATIONS

There are no significant budget implications associated with this proposal. Rezoning application fees provide for recovery of costs associated with processing this application. Should the applicant choose to make changes to the building façade or landscaping, Development Permit and Building Permit fees will be applicable.

COMMUNITY ENGAGEMENT AND CONSULTATION

An information sign detailing the proposal has been posted at the subject property since December 17, 2018 to allow for public inquiries about the application. To date, no inquiries or submissions have been received. A Public Hearing, which is subject to public notice requirements, is required as a part of the statutory process for bylaw consideration and adoption.

SUMMARY

This Report presents "Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019" for Council consideration of first and second readings, and provides an assessment of this rezoning application to amend Schedule 'D' - Liquor Sales - List of Retail Outlets to permit the retail sale of packaged liquor as an auxiliary use to the manufacturing and production of liquor onsite. The Report also recommends that Council authorize the scheduling of a Public Hearing for the proposed Bylaw.

Respectfully submitted,

Stephanie Johnson, MCIP RPP
PLANNING ANALYST

for
Jan Jansen
GENERAL MANAGER RESORT EXPERIENCE

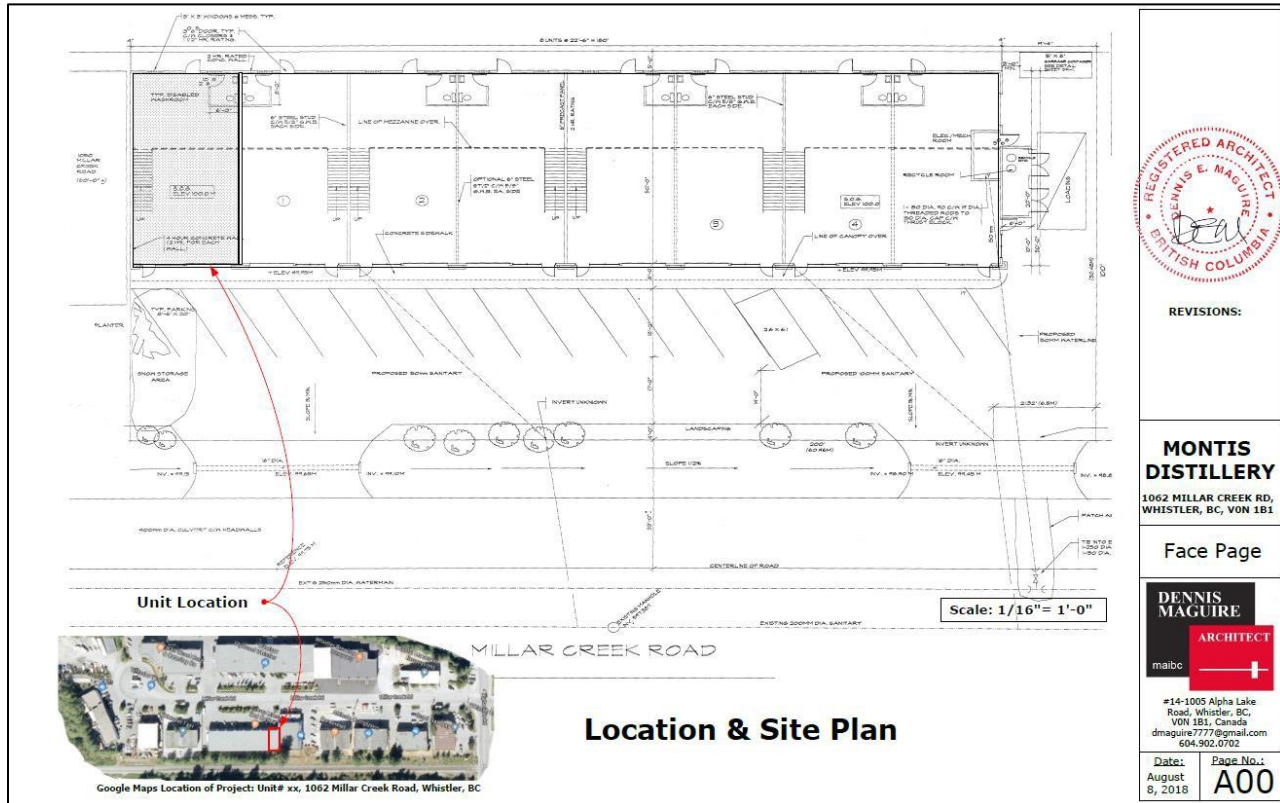
APPENDIX A

**Rezoning Application No.
RZ01159 1062 Millar Creek
Road**

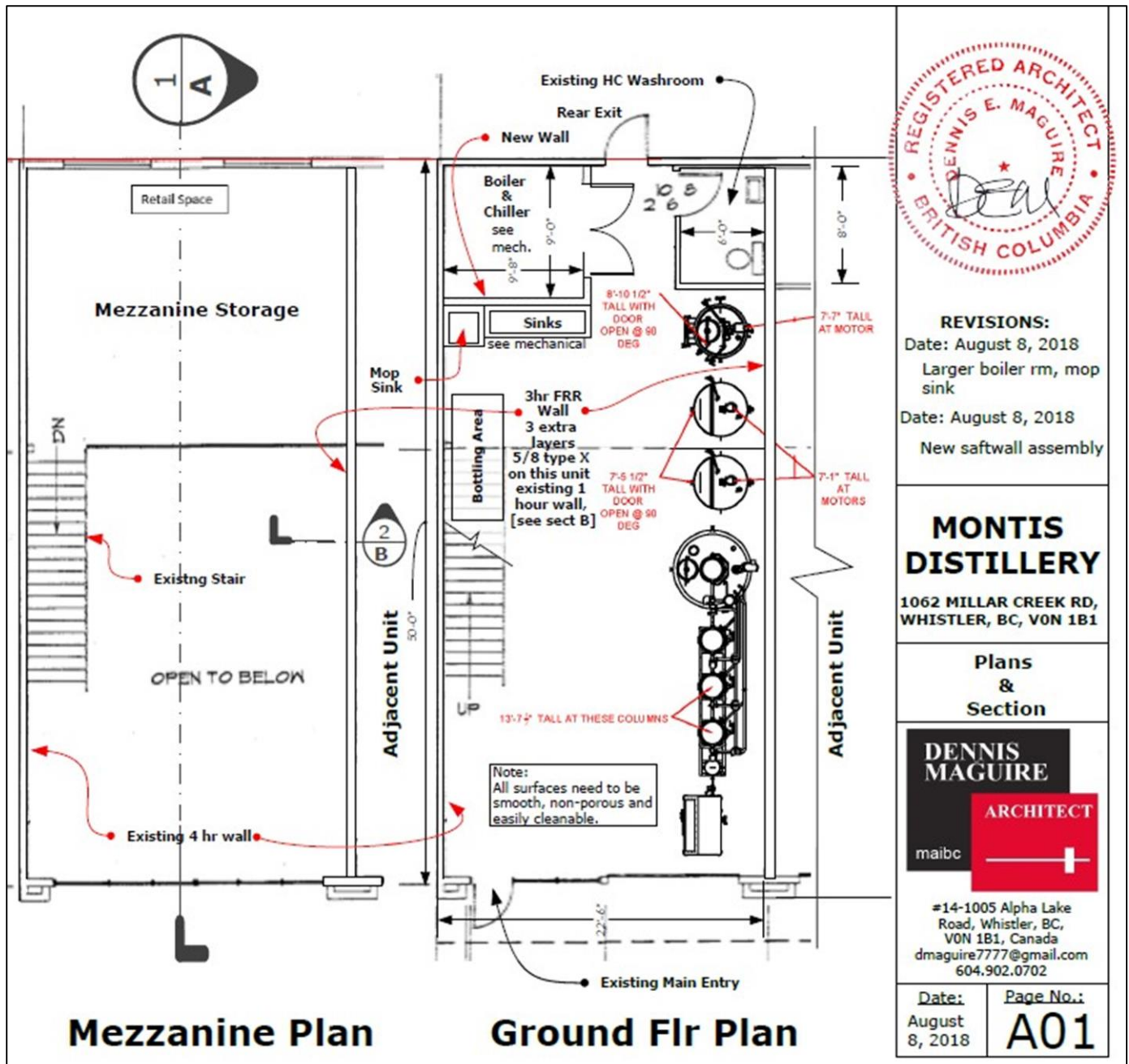


Subject Property

APPENDIX B



APPENDIX B



APPENDIX C

Dear Whom it may Concern:

My name is Kwang Chen and I am the owner operator of the first craft distillery in Whistler. We have recently begun construction and we are hoping for completion of the space in Feb of 2019. As a resident of Whistler, I am excited for this opportunity to bring a new dimension to the transforming Function Junction neighborhood.

We have a craft license from British Columbia, which requires us to limit our production but most importantly requires us to use BC agricultural product which is in line with sustaining the local agricultural economy of BC. We will be a true craft operation with end to end production all being done on-site. Everything from mashing the grain, fermentation, distillation, bottling and even hand applying the labels. Creating additional jobs inside the Whistler community.

We have talked to several bar and restaurant managers and the feedback that we have received is that a lot of their patrons would be very excited to have a Whistler made product in their cocktails. I think this would further enhance the image of Whistler as a world class tourist destination and give visitors another experience they can enjoy while visiting Whistler.

You can look at the success of the two local breweries that exist in the Function Junction area today and the sense of pride that Whistler residents have of their local breweries and the enjoyment that visitors have being able to enjoy a locally made product. I really believe that a craft distillery is something that the neighborhood and Whistler needs to continue with the trend of local and sustainable consumption.

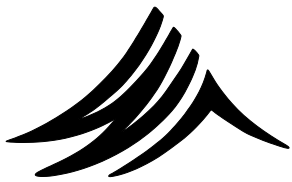
To keep us economical sustainable we would like to be able to offer alcohol retail sales of our own products at our storefront. We are hoping to have one shelf in our space to be able provide the opportunity for visitors to purchase a bottle when they come see us. Having an on-site storefront will also give us the ability to sell our product at events such as our farmers market according to LCRB regulation.

We are building into an existing space and during the review process to obtain our building permit it was deemed that the space had sufficient services to accommodate production and a small retail space. We will perform all sales inside the existing space and do not anticipate the addition of alcohol retail sales to our existing retail sales of Montis labeled products will have a negative impact to our neighbors. We hope that the additional foot traffic will be a welcome benefit to the other storefronts in the area.

Since we are building into an existing space our design will also not have an effect on the neighborhood and believe the building has already been built to satisfy the requirements of the Official Community Plan Development Permit Area Guidelines.

Kwang Chen

Montis Distilling



WHISTLER

REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: February 26 2019

REPORT: 19-025

FROM: Resort Experience

FILE: DVP1164

SUBJECT: DVP1164 – 3829 SUNRIDGE DRIVE SETBACK VARIANCES

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Resort Experience be endorsed.

RECOMMENDATION

That Council approve the issuance of Development Variance Permit DVP1164 for the proposed development located at 3829 Sunridge Drive to:

1. Vary the east side setback for an in-ground swimming pool and associated hot tub from 3.0 metres to 2.6 metres.
2. Vary the east side setback for a pool deck from 3.0 metres to 1.0 metres.
3. Vary the north (rear) setback for a pool deck from 3.0 metres to 0.5 metres.
4. Vary the east side setback for a below grade pool mechanical room from 6.0 metres to 2.0 metres.
5. Vary the south side setback for a retaining wall from 6.0 metres to 0.6 metres.
6. Vary the south side setback for an outdoor fireplace from 6.0 metres to 1.0 metres.
7. Vary the east side setback for an outdoor fireplace from 6.0 metres to 2.0 metres.
8. Vary the south side setback for exterior stairs from 6.0 metres to 4.0 metres.
9. Vary the east side setback for exterior stairs from 6.0 metres to 2.0 metres.
10. Vary the east side setback for a pergola from 6.0 metres to 2.0 metres.
11. Vary the east side setback for a fire pit structure from 6.0 metres to 2.0 metres.
12. Vary the north (rear) setback for exterior stairs from 7.6 metres to 3.0 metres.
13. Vary the east side setback for a retaining wall from 7.6 metres to 3.0 metres.

All as shown in Site Plan A101 dated 17-05-2018, and attached to Administrative Report No. 19-025 as Appendix “B”;

That Council direct staff to advise the applicant that prior to issuance of DVP1164, the following matters must be completed to the satisfaction of the General Manager of Resort Experience:

1. Modification of restrictive covenant BJ342518 to reflect the development scheme; and further

That Council authorize the Mayor and Municipal Clerk to execute the required amending covenants.

REFERENCES

Owners: AD Sunridge Holdings Inc., Inc. No. BC0971865
Location: 3829 Sunridge Drive
Legal: Strata Lot 35, District Lot 4750, Strata Plan LMS2202
PID: 023-258-349
Zoning: RT6 (Two Family Residential Six)
Appendix “A” – Location Map
Appendix “B” – Site Plan
Appendix “C” – Developer’s Rationale and Project History

PURPOSE OF REPORT

This Report seeks Council’s consideration to grant setback variances for existing improvements at 3829 Sunridge Drive as described in the Discussion section of this report.

Sections 489 and 499 of Division 9 of the *Local Government Act* allows Council the authority to vary regulations contained in a Zoning Bylaw by way of a Development Variance Permit.

DISCUSSION

Background

As shown in Appendix “A”, the subject lands constitute a triangular panhandle parcel on the southeast side of Sunridge Drive. This is a very challenging lot due both to its shape and the considerable change in grade (on the order of 21.5 metres from front to back). The lot is considerably higher than Sunridge Drive and presents a large cliff face to the street.

The existing dwelling at 3829 Sunridge Drive was constructed under Building Permit BP2963 issued in November 2013.

DVP1095

Council first reviewed variances associated with this property under DVP1095 on September 6, 2016. At that time variances were limited to the following:

1. Vary the height of the detached dwelling from 7.6 metres to 10.7 metres;
2. Vary the north side setback from 6.0 metres to 2.0 metres for an elevated driveway structure and associated retaining wall, a landscape planter and entry stairs;
3. Vary the north side setback from 6.0 metres to 5.5 metres for an electrical room;
4. Vary the southwest side setback from 6.0 metres to 1.0 metres for a retaining wall; and
5. Vary the southeast side setback from 6.0 metres to 2.0 metres for a retaining wall;

Council approved DVP1095 and, per Council’s directions, the existing development covenant registered on title as BJ342518 was subsequently modified to reflect the approved development scheme.

DVP1164

Work continued on the site per approvals issued through BP2963 and DVP1095. When RMOW Building Department staff inspected the site in February 2018, it became clear that certain improvements on the lands were in contravention of the RT6 (Two Family Residential Six) setback regulations that apply to the property.

On September 13, 2018 the RMOW received a development variance permit application (DVP1164), seeking variances to the applicable setback requirements to legitimize the non-conforming development. A Site Plan indicating the extent of development is attached as Appendix "B". The proponent has provided a rationale and project history to explain their basis for the requested variances and how the situation developed, as requested by staff given concerns as to the extent of unauthorized construction. These are attached to this report as Appendix "C". Note the applicant's letter refers to the zoning as RS1 which is incorrect.

DVP1164 requests Council's consideration of multiple variances as indicated in the accompanying table:

Variance Request	Zoning Bylaw No. 303, 2015 Regulation						
<p>Vary the setback for an in-ground swimming pool and associated hot tub from 3.0 metres to 2.6 metres from the east parcel line.</p> <p>Vary the east side setback for a pool deck from 3.0 metres to 1.0 metres.</p> <p>Vary the north (rear) setback for a pool deck from 3.0 metres to 0.5 metres.</p>	<p>Part 5 – General Regulations Subsection 5.3(6)</p> <p>An uncovered swimming pool or hot tub must be sited not less than 3 meters from a side or rear parcel line.</p>						
<p>Vary the east side setback for a below grade pool mechanical room from 6.0 metres to 2.0 metres</p>	<p>Part 12 – Residential Zones Subsection 12.13 (10)</p>						
<p>Vary the south side setback for a retaining wall from 6.0 metres to 0.6 metres.</p>	<p>The minimum permitted side setback is as follows:</p>						
<p>Vary the south side setback for an outdoor fireplace from 6.0 metres to 1.0 metre.</p>	<table><tr><th>Type of Dwelling</th><th>GFA of Dwelling</th><th>Minimum Side Setback</th></tr><tr><td>Detached Dwelling</td><td>Greater than 325 square metres</td><td>6 metre</td></tr></table>	Type of Dwelling	GFA of Dwelling	Minimum Side Setback	Detached Dwelling	Greater than 325 square metres	6 metre
Type of Dwelling	GFA of Dwelling	Minimum Side Setback					
Detached Dwelling	Greater than 325 square metres	6 metre					
<p>Vary the east side setback for an outdoor fireplace from 6.0 metres to 2.0 metres.</p>							
<p>Vary the south side setback for exterior stairs from 6.0 metres to 4.0 metres.</p>							

Vary the east side setback for exterior stairs and an associated retaining wall from 6.0 metres to 2.0 metres.	
Vary the east side setback for a pergola from 6.0 metres to 2.0 metres.	
Vary the east side setback for a fire pit structure from 6.0 metres to 2.0 metres.	
Vary the north (rear) setback for exterior stairs from 7.6 metres to 3.0 metres.	Part 12 – Residential Zones Subsection 12.13 (16)
Vary the east side setback for a retaining wall from 7.6 metres to 3.0 meters.	The minimum permitted rear setback is 7.6 metres.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	The parcel will continue to respect the maximum allowable density on the lands.

DVP1164 – 3829 Sunridge Drive does not move our community away from any of the adopted Whistler2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

DVP CRITERIA

Potential Positive Impacts	Comment
Complements a particular streetscape or neighbourhood.	This dwelling will be one of the signature homes in the Sunridge neighbourhood. Staff note the majority of the requested variances are located behind the dwelling and not visible from the existing Sunridge neighbourhood.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	This is a very difficult site due to its shape, the change in grades, and the unstable nature of the rock slope. The design of the entire project was driven by the topography.
Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	N/A

Results in superior siting with respect to light access resulting in decreased energy requirements.	N/A
Results in superior siting with respect to privacy.	N/A
Enhances views from neighbouring buildings and sites.	N/A

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	This luxury dwelling is considered consistent with the character of this exclusive neighbourhood.
Increases the appearance of building bulk from the street or surrounding neighbourhood.	N/A. The requested variances are associated with minor improvements on the lands rather than the dwelling itself.
Requires extensive site preparation.	The instability of the site makes retaining necessary.
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	N/A
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	N/A
Requires a height variance to facilitate gross floor area exclusion.	N/A
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	N/A

Despite the number of requested variances, staff recognize the difficult site conditions and that the development does not negatively impact the surrounding neighbourhood.

Zoning Bylaw

Other than the setback variance requests described in the Discussion section of this report, all other aspects of the proposed development comply with Zoning Bylaw requirements. The Sunridge neighbourhood has presented many challenges to development with a large number of parcels requiring variances to address difficult site conditions similar to the current application.

Legal Encumbrances

The current title of the property shows five covenants in favour of the Municipality as shown in the accompanying table:

Document	Date	Comment
BE234656	1991-09-17	Original development covenant placed on all the Sunridge lands permitting subdivision.
BE234657	1991-09-17	As above.
BJ342411	1995-11-07	Tree preservation covenant. This document is unaffected by the development of the subject parcel. The development requiring variances has not impacted the tree preservation area.

BJ342518	1995-11-07	Lot specific development covenant for the subject parcel. This document was amended by way of DVP1095 (see below) and needs to be updated once again to reflect the development as described in this report.
CA6665147	2018-03-07	Modification of development covenant BJ342518 per Council's directions regarding DVP1095.

BUDGET CONSIDERATIONS

There are no budget considerations. Development Variance Permit application fees provide for recovery of costs associated with processing this application.

COMMUNITY ENGAGEMENT AND CONSULTATION

A sign describing DVP1164 is posted on the property. Notices were sent to surrounding property owners in January 2019. No responses have been received.

SUMMARY

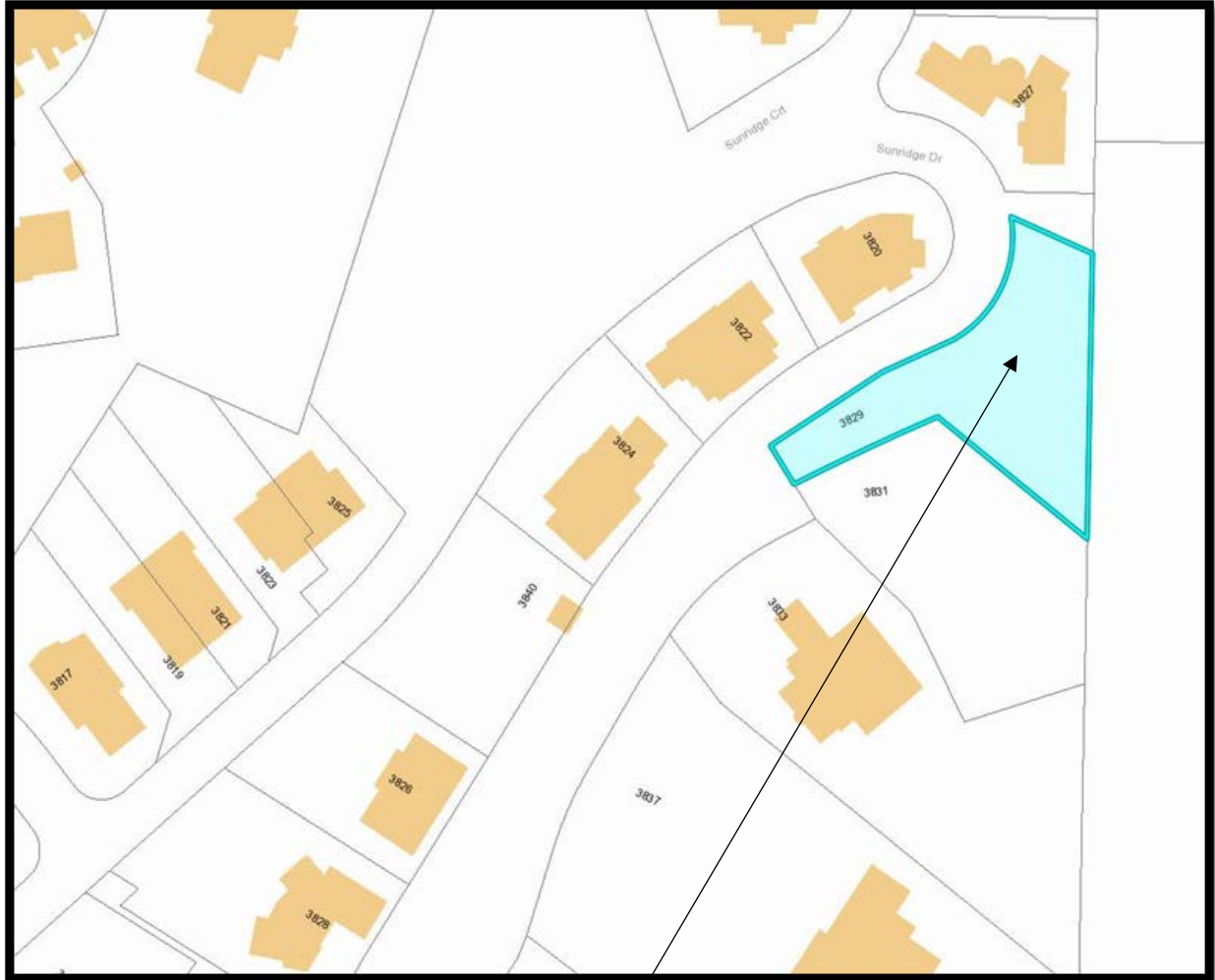
Development Variance Permit DVP1164 requests Council's consideration of variances associated with existing improvements at 3829 Sunridge Drive.

Should Council choose to support this variance application, the development covenant registered on the property title as BJ342518 will need to be amended to reflect the final development scheme.

Respectfully submitted,

Roman Licko
PLANNER

for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE



Subject Lands: 3829 Sunridge Drive





Vision Pacific Contracting Ltd.
PO Box 1305
Whistler BC V0N1B0
"Building with Passion and Integrity"

Aug 1, 2018

RMOW Planning Department
4325 Blackcomb Way, Whistler BC
V0N 1B4

To Whom It May Concern:

Re: Development Variance Permit for 3829 Sunridge Drive, Whistler, BC

The house at 3829 Sunridge Drive is currently under construction under permit #BP2963. The legal description of this property is Strata Lot 35 District Lot 4750 Group 1, NWD Strata Plan LMS2202, PID 023-258-349.

This letter outlines a variance requested for:

- 1 Retaining wall on the southside of the property
- 2 Covered area and retaining wall in the back yard
- 3 Pergola
- 4 Mechanical room for pool
- 5 Pool over height wall
- 6 Pool stairs
- 7 Pool/ hot tube in the setback
- 8 Stairs to roof top deck (requested from building department to show on plan does not require variance)
- 9 Outdoor fireplace

This property is zoned **RS1**. It is a single family lot which is nearing completion. The lot sloped dramatically and this terrane created very challenging conditions that required extensive retaining walls which exceed the 2 foot limit. The property also has a pool and hot tub which encroach slightly into the set back. The owner has also built a pergola which it was understood from the description of the zoning was permitted. The owner would also like to build a outdoor fireplace which is within the landscape setback but deemed a structure and needs approval. The following is proposed:



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PO Box 1305
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1. Approve stepped retaining wall on the south side of the house. This wall was designed to allow a planting area to reduce visual massing. It was approved on previous variance but has been modified for site conditions.





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2. Provide variance for over height back yard retaining wall. This wall was a necessity do to site conditions and grade changes.





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3. The current zoning permits a pergola to be built within the landscape set back. This structure has footings within the landscape set back. We would like a variance to have this permitted use allowed.





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4. We would like to get a variance for the pool walls being over the two foot height limit. The pool wall is acting as retaining and these walls were required to retain the difference in the grade between main floor and the ground floor. These images show the wall.





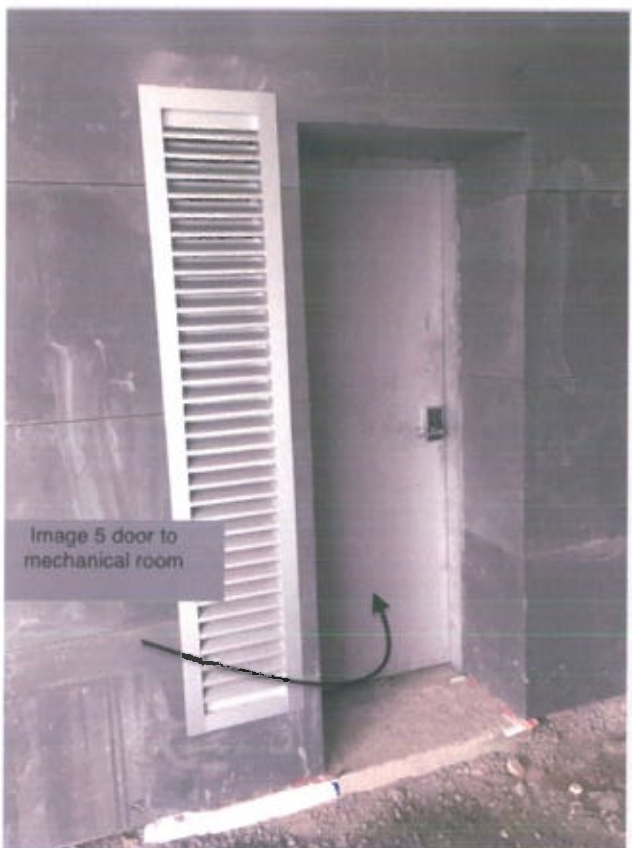
Vision Pacific Contracting Ltd.
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"Building with Passion and Integrity"





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PO Box 1305
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"Building with Passion and Integrity"

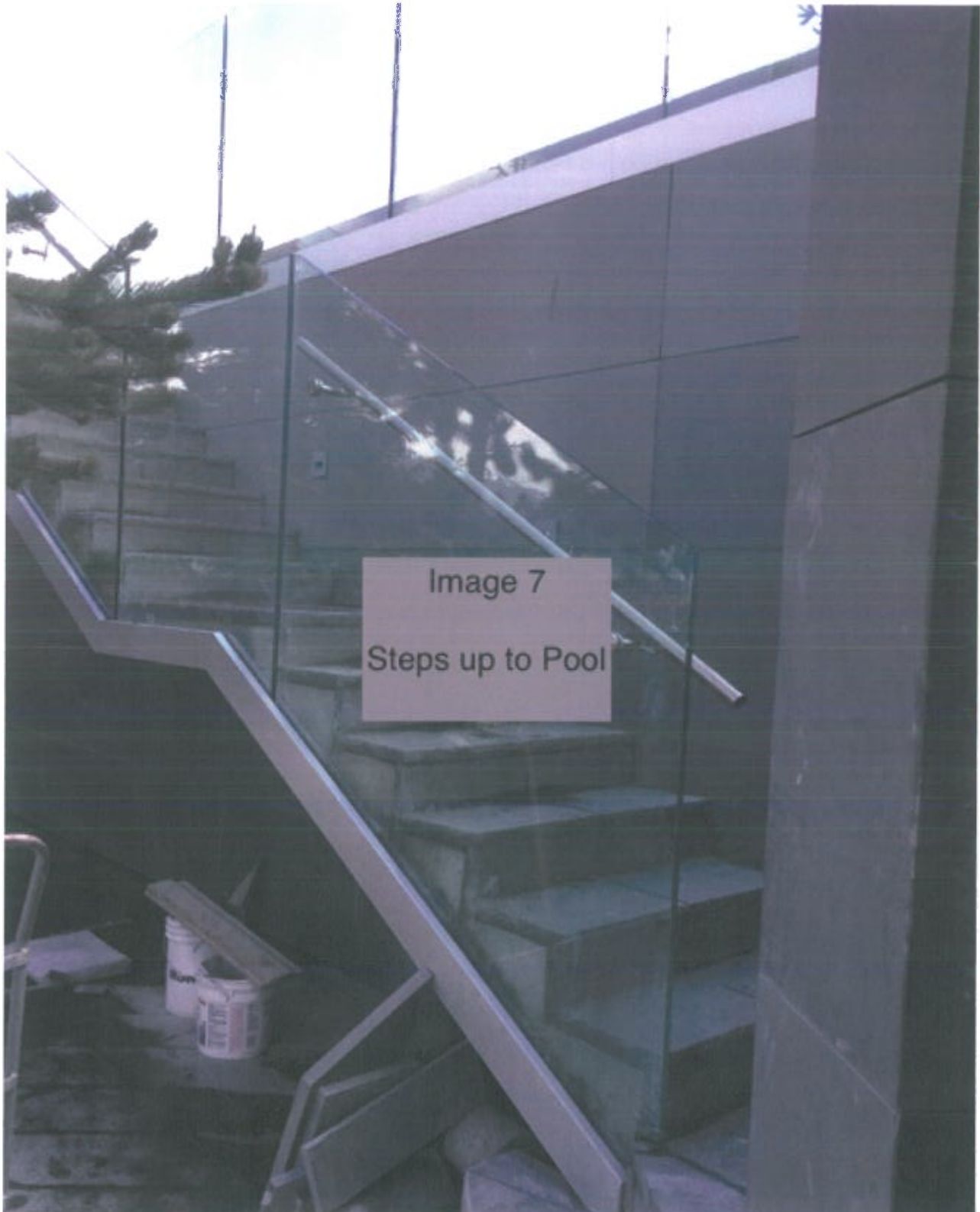
5. We would like to get a variance to allow the mechanical room being outside the building envelope. The pool contractor was under the understanding that because this space was not GFA and strictly mechanical this was allowed use.





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6. We would like a variance for pool stairs. These are within the landscape setback but outside the building envelope.





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7. The pool and hot tub were placed slightly over the 3 meter set back line. This was a forming mistake and we are asking for a relaxation.

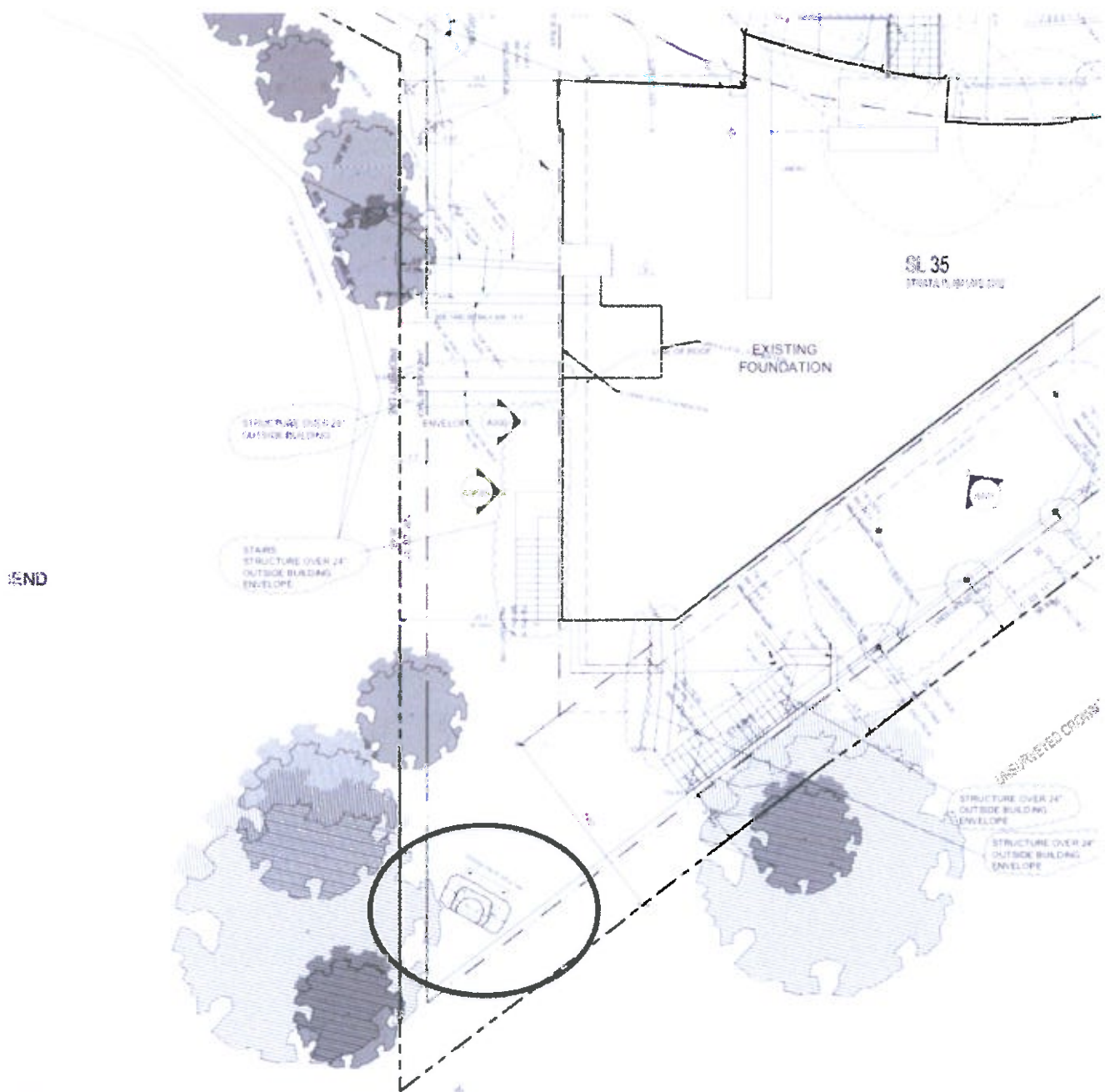




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8. The client wishes to put an outdoor fireplace in. (plan is attached showing the location)

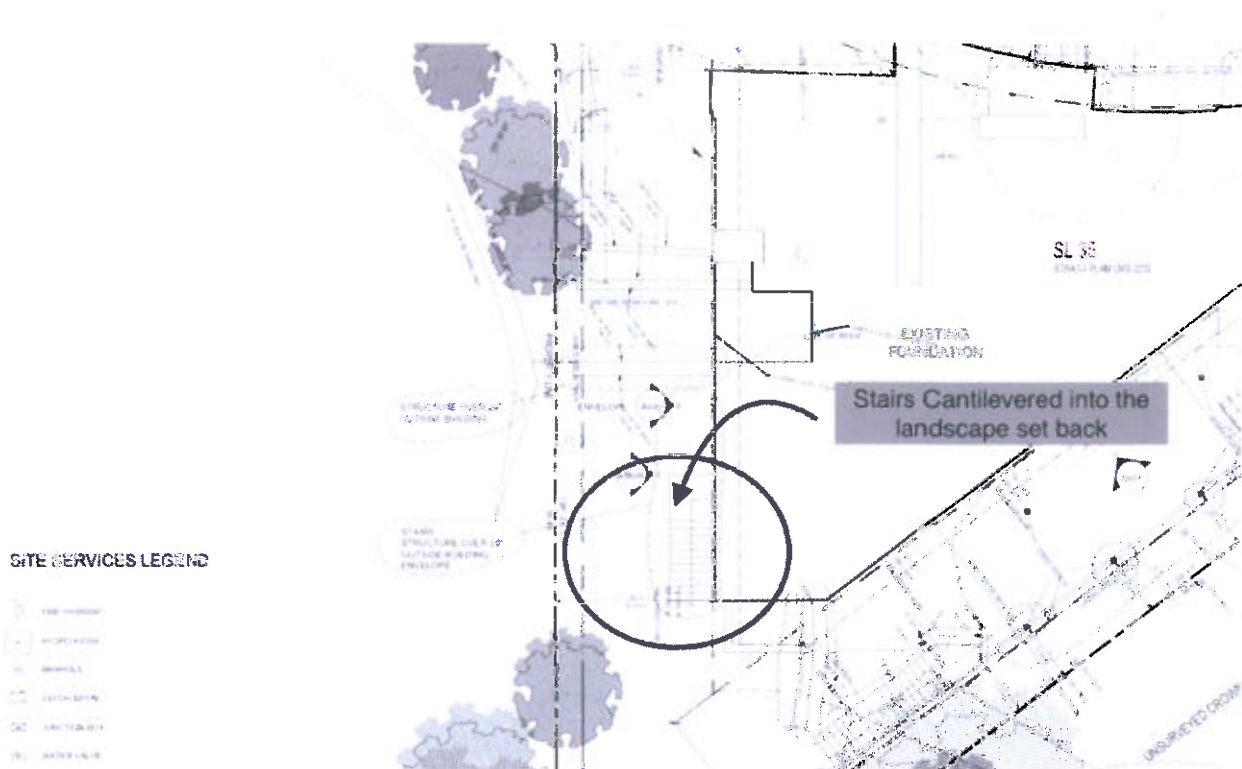
This will be more than 2' in height and potentially could be interpreted as a structure. This has not been built and we wish to seek permission to do so.





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- The building department has asked that we show stairs going up to roof top deck. These stairs are cantilevered from the building and are part of the allowed set back





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Whistler BC V0N1B0
"Building with Passion and Integrity"

Please do not hesitate to contact us if you have any questions or require further clarification.

Regards,

Timothy Regan
Vision Pacific Contracting Ltd.

From: [Tim Regan](#)
To: [Roman Licko](#)
Subject: Re: DVP1166 - 3829 Sunridge Drive
Date: Wednesday, January 09, 2019 6:02:14 PM
Attachments: [VisionPacific_Logo.png](#)
[ATT00001.htm](#)
[Houzz_link.png](#)
[ATT00002.htm](#)
[Microsoft Word - Sunridge Variance Letter.doc copy.pdf](#)
[ATT00003.htm](#)

Roman,

I have attached the original letter submitted with the variance which speaks to question 1.

To answer question two, I thought I would give some project history and break down the responses into 3 different segments Retaining walls / Pergola/ Pool / and Hot Tub

History.

As you know the project was very complex and had a great deal of changes and additions too scope post permitting.

Originally, I dealt with Richard Diamond from the Building Department as my plan checker and contact person in the building department. He laid out a protocol with us that had us submit individual drawings for changes to scope. (These drawings will be in the job file.)

They pertained to the mechanical rooms and some of the retaining walls in question.

Do to the volume of changes, Richard thought it was logical to pick up all the changes at the end of the Job with a final as built drawing that captured all of the changes.

Retaining walls (issue 1)

The site grading as you know was incredibly complex, I was not in charge of the first variance , I did however review the plans and It was my understanding that the consultants had addressed all the outstanding issue.

Clearly we fell short and missed documenting the walls in question during the last variance. This would have been the logical time to have dealt with these issues and I apologies for not catching this.

Pergola (issue 2)

The second issue is the Pergola. We were advised by Paul Sangha office that the Pergola was in the zoning and was a permitted use.

We submitted drawing as per our established Protocol with Richard Diamond and called for an inspection.

It was at this time we learned that the Sunridge zoning for Pergolas differs from the general

zoning that Paul Sangha office had researched.

My understanding is in the Sunridge zoning pads cannot go outside the building envelope but in the general zoning the pads have to be within the landscape set back.

Pool (issue 3)

The third issue is the pool and Hot tub.

These structures were outside of my scope and contract and I was not in charge of the sub contractor who built them.

In retrospect going forward with future jobs, I will not allow this to happen again.

The contractor that was hired, proved to be completely incompetent and his work has been the Achilles heel of this job.

I am deeply embarrassed that the pool and hot tub were not properly permitted and inspected by the RMOW.

Obviously we have fallen down regarding the pool and hot tub and we are asking for clemency.

On Jan 9, 2019, at 1:34 PM, Roman Licko <rlicko@whistler.ca> wrote:

Hi Tim,

Further to our phone discussion, staff have concerns with regard to the order of development on this parcel.

Can you please provide:

1. A written rationale justifying the proposed variances and
2. A timeline for the improvements in question explaining why so much work was done over such a long period without RMOW consent or permitting?

Thank you so much,

R.

Roman Licko

PLANNER

Planning & Development

RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way

Whistler, B.C. V8E 0X5

TEL: 604-935-8173

FAX: 935-8179

E-MAIL: rlicko@whistler.caWEBSITE: www.whistler.ca

Whistler was the proud Host Mountain Resort for the 2010 Olympic and Paralympic Winter Games

This e-mail is a public record of the Resort Municipality of Whistler and is subject to public disclosure unless exempt from disclosure under the [Freedom of Information and Protection of Privacy Act](#) legislation. This email is subject to the Resort Municipality of Whistler's Corporate Records Bylaw and Retention Schedule. The information contained in this email is intended only for the named recipients to whom it is addressed. Its contents, including any attachments, may contain confidential or privileged information. If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents. Disclosure of this email to an unintended recipient does not constitute waiver of privilege. If you have received this email in error, please notify the sender immediately, and delete or destroy the message, including any attachments.

Sincerely,

Tim Regan
Vision Pacific

<http://www.vispacific.com>

Cell: (604) 932-0786

Phone: (604) 932-5275

Fax: (604) 932-3653

E-mail: tim@vispacific.com

Vision Pacific Contracting Ltd.



WHISTLER

REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: February 26, 2019

REPORT: 19-026

FROM: Resort Experience

FILE: DVP1166

SUBJECT: DVP1166 – 9391 EMERALD DRIVE FRONTAGE VARIANCE

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Resort Experience be endorsed.

RECOMMENDATION

That Council approve the issuance of Development Variance Permit DVP1166 for the property at 9391 Emerald Drive to vary the minimum frontage requirement from 18.0 metres to 14.7 metres for the proposed Lot A to enable future subdivision of the parcel to allow creation of an employee restricted lot, as shown on Site Plan 03649-00-V-01-R0.DWG, prepared by McElhanney Associates Land Surveying Ltd, and stamped “Received Oct 22, 2018” attached as Appendix “B” to Administrative Report No. 19-026;

That Council approval be subject to restricting occupancy of any dwelling unit on proposed Lot A to employee housing, restricting rental rates, and restricting resale appreciation of any dwelling unit through registration of a Housing Agreement on the title;

That Council direct staff to advise the applicant that prior to issuance of DVP1166, the following matters shall be completed to the satisfaction of the General Manager of Resort Experience:

1. Preparation and adoption of a Housing Agreement Bylaw;
2. Registration of the referenced Housing Agreement on proposed Lot A;
3. Registration of a covenant restricting building envelopes to the forward portion of the properties and defining tree preservation zones; and further

That Council authorize the Mayor and Municipal Clerk to execute the referenced Housing Agreement.

REFERENCES

Location: 9391 Emerald Drive
Legal: Lot 40, Block L, District Lot 3627, Plan 13669
PID: 008-515-964

Appendix “A” – Location Map

Appendix “B” – Survey of Proposed Subdivision

Appendix “C” - Correspondence

PURPOSE OF REPORT

This Report seeks Council's consideration of Development Variance Permit DVP1166, a proposal to vary the minimum frontage at 9391 Emerald Drive from 18 metres to 14.7 metres.

Sections 489 and 499 of Division 9 of the *Local Government Act* allows Council the authority to vary regulations contained in a Zoning Bylaw by way of a Development Variance Permit.

DISCUSSION

Background

The proposed variance is to allow the subdivision of the property located at 9391 Emerald Drive, as shown in Appendix "A". The property is zoned RS1. The parcel area is 1,822.3 square metres. The subdivision would permit one employee restricted lot and one market lot. Both lots would exceed the minimum lot area (695 square metres) and minimum usable site area (465 square metres) required in the RS1 zone. As shown in Appendix "B", the employee lot (Lot A) would be 799 square metres with a usable site area of 474.1 square metres, and the market lot (Lot B) would be 1023.3 square metres with a usable site area of 465 square metres.

The proposed variance is to the minimum frontage requirements in the RS1 zone for Lot A. The minimum required frontage is 18 metres and the proposed frontage is 14.7 metres.

The proposed variance is consistent with the following Council resolution made February 18, 2008:

"That Council authorize staff to consider variances to allow the subdivision of RS1 properties larger than 1390 square metres, provided that one of the newly created lots is resident-restricted."

This resolution was one of the outcomes of the Non-cost Employee Housing Initiative which was initiated in December 2002 and continued through 2008. This Council initiative was conceived as a method to encourage the creation of resident housing by private property owners in existing neighbourhoods to increase the inventory and variety for Whistler's workforce at no cost to the community.

The Non-cost Employee Housing Initiative was a precursor for the Infill Housing Initiative recently endorsed by Council as one of the recommendations of the 2016-17 Mayor's Task Force on Resident Housing. The initiative, through a Task Force, sought to:

- Respond to future resident housing needs and reinforce key priorities and strategies articulated by Whistler2020 (particularly the Enriching Community Life priority and the Resident Housing Strategy);
- Mitigate the impacts of "Market Leakage", projected to be a major driver of resident housing costs;
- Support alternative "stay-in" opportunities by preserving existing housing and providing tools for residents to liquidate some value from their property, or to generate rental income, and manage the rising costs of market home ownership; and
- Offer diversity of alternative housing options for residents in established neighbourhoods.

The Council resolution to consider variances for lots splits of larger lots that secured an employee housing unit, was one of several recommendations that also brought forward the infill housing alternatives that were adopted for Alpine South.

The success of these programs has been limited and the current Infill Housing Initiative will seek to address the limited uptake.

DVP1166 Proposal

The subject property at 9391 Emerald Drive is a large parcel (in excess of 1800 m²) located on the west side of Emerald Drive approximately 100m north of the intersection with Deerhorn Place. There is an existing small (approximately 70 m²) cabin on the lands that was constructed in 1973 under the Jurisdiction of the Squamish Lillooet Regional District. The current owner met with Municipal Staff in the fall of 2018 to discuss opportunities to subdivide the lands, including resident restricted housing opportunities per the work done by the Task Force for Employee Housing Non-Cost Initiatives in the early 2000's.

Staff received Development Variance Permit Application No. 1166 in October 2018. The proposed subdivision plan, prepared by McElhanney Associates Land Surveying Ltd, indicates that subdivision of the lands would result in two parcels as noted:

- One parcel conforms to RS1 in every way
- One parcel conforms in every way apart from minimum frontage
 - (14.7 m rather than 18 m as required by the zone)

Therefore, staff consider that the proposal submitted under Development Variance Permit Application No. 1166 is compliant with Council's February 18, 2008 resolution.

The proposed variance is described in the table below:

Variance Request	Zoning and Parking Bylaw No. 303, 2015 Regulation			
Vary the minimum frontage requirement for Lot A resulting in subdivision of 9391 Emerald Drive from 18 m to 14.7 m.	Part 12.1(10) – The minimum required parcel area, usable site area, and frontage are as follows:			
	Gross Floor Area	Minimum Parcel Area	Minimum Usable Site Area	Minimum Frontage
	325 square metres or less	695 square metres	465 square metres	18 metres
	Greater than 325 square metres	928.6 square metres	575 square metres	24 square metres

Potential for development on the lands is described in the table below:

Parcel	Parcel Area	Frontage	Development Potential per RS1 Zone
Parent Parcel 9391 Emerald Drive	1822 square metres	32.804 m	465 square metres
Proposed Parcel A	799 square metres	14.781 m	279 square metres
Proposed Parcel B	1023 square metres	18.023 m	325 square metres

WHISTLER2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Continuous encroachment on nature is avoided.	The parent parcel is quite flat for the first 30 metres from the front parcel line prior to climbing steeply to the forest edge. Building envelopes can be registered to ensure preservation of the treed area on the rear of the parcel.
	Residents live, work and play in relatively compact, mixed-use neighbourhoods that reflect Whistler's character and are close to appropriate green space, transit, trails, amenities and services.	The proposed application provides for resident housing in an existing neighbourhood without detracting from the character of the neighbourhood.
Resident Housing	Resident Housing is affordable for permanent and short-term residents, through innovative and effective policy and financial models	Housing Agreement on Lot A will add this lot to the employee-restricted housing inventory.
Resident Housing	Housing is healthy and liveable, and housing design, construction and operations are evolving toward sustainable and efficient energy and materials management.	All new construction is required to meet the BC Energy Step Code.

DVP1166 does not move our community away from any of the adopted Whistler2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

DVP Criteria

Potential Positive Impacts	Comment
Complements a particular streetscape or neighbourhood.	The proposed subdivision creates two lots with the same orientation as existing lots on the street. Only one of the two proposed parcels is below the 18 metre minimum frontage requirement, by 3.3 metres. Staff note that the three parcels immediately to the north of the subject parcel are also below the 18 metres frontage requirement.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	Proposed improvements can be limited to the forward portion of the two parcels by way of covenant restricting

Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	building envelopes and providing for tree preservation on the forested hillside toward the rear of the property.
Results in superior siting with respect to light access resulting in decreased energy requirements.	Not applicable.
Results in superior siting with respect to privacy.	Three metre side setbacks will be maintained per the existing RS1 requirements.
Enhances views from neighbouring buildings and sites.	

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	<p>The two proposed lots are consistent with other existing lots in the neighbourhood.</p> <p>One parcel conforms to all RS1 requirements and one requires a frontage variance to less than 18 metres.</p> <p>As noted, the three parcels immediately to the north all have frontages below 18 metres.</p>
Increases the appearance of building bulk from the street or surrounding neighbourhood.	One large (465 m ²) house is currently permitted. This subdivision would result in two smaller (less bulky) dwellings on two separate parcels.
Requires extensive site preparation.	Not applicable.
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	Not applicable
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	Neither of the proposed parcels to exceed the allowable GFA based on frontage.
Requires a height variance to facilitate gross floor area exclusion.	Not applicable.
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	Not applicable. Servicing capacity is available for the additional lot.

Zoning Bylaw 303

The property is zoned RS1 (single Family Residential One).

Apart from the request for a frontage variance for Lot A, both parcels resulting from the proposed subdivision conform to all requirements of the existing zone.

Official Community Plan

The current OCP provides policies for resident housing in Part 4.2. The proposal under DVP1166 is considered consistent with the following OCP policies:

4.2.2	When there is a demonstrated need, the Municipality will encourage the construction of affordable housing to accommodate permanent residents and employees. Criteria for the development of resident housing are set out in Section 4.13.7.
4.2.4	The Municipality will monitor the housing requirements of the community and consider a variety of housing types and encourage innovative housing approaches to meet the needs of permanent, semi-permanent, and seasonal residents in the Municipality.
4.2.7	<p>The Municipality supports intensive residential development in the form of Infill Housing, subject to section 4.13.7, and the following additional guidelines:</p> <ul style="list-style-type: none"> • The development of Infill Housing will be considered only to the extent that it creates additional Resident Accommodation. • In lower density residential neighbourhoods where the pattern of land use is characterized by detached dwellings on large lots, Infill Housing may be created by permitting smaller lots, duplexes and auxiliary suites. • In higher density areas Infill Housing should be carefully designed to fit within the pattern established by the building massing, rooflines and facades of surrounding development, and associated landscaping. • The Municipality will monitor the performance of sanitary sewer and water supply systems and the development of infill units with a view to either upgrading services or adjusting zoning regulations to ensure that infrastructure systems are not overburdened. • The Municipality will encourage conservation measures to permit Infill Housing without exceeding available servicing capacity. • Infill Housing should be designed and constructed to meet the Municipality's goals for reducing the environmental impact of building construction and operation". (Bylaw 1913)

Non-Cost Housing Initiatives and Infill Housing Initiative

The Discussion section of this Report describes the policy foundations and extensive work to further Non-Cost Employee Housing Initiatives. The proposed application is considered an outcome of these initiatives, and is consistent with policies and regulations that were developed to encourage these initiatives.

It is expected that the outcomes of the Non-cost Housing Initiatives will be further reviewed to seek to enhance uptake, as part of the Infill Housing Initiative that was a recommendation of the more recent 2018 Mayor's Task Force on Resident Housing.

Legal Encumbrances

Lot A is proposed to be an employee restricted housing lot. The owner will be required to register a housing agreement on the title of Lot A restricting occupancy of any dwelling unit on the parcel to employees, restricting rental rates and restricting resale price appreciation.

Additionally, staff recommend registration of a covenant restricting building to the forward portions of both parcels and providing for tree preservation.

BUDGET CONSIDERATIONS

There are no significant budget implications with this proposal. Development Variance Permit application fees provide for recovery of costs associated with processing this application.

COMMUNITY ENGAGEMENT AND CONSULTATION

A sign describing DVP1166 is posted on the property. Notices were sent to surrounding property owners in January 2018. Correspondence received regarding DVP1166 is attached to this Report as Appendix "C".

SUMMARY

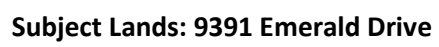
Development Variance Permit DVP 1166 proposes to vary parcel frontage requirements in "Zoning and Parking Bylaw No. 303, 2015" for the RS1 zone, for a subdivision of the property located at 9391 Emerald Drive into two lots.

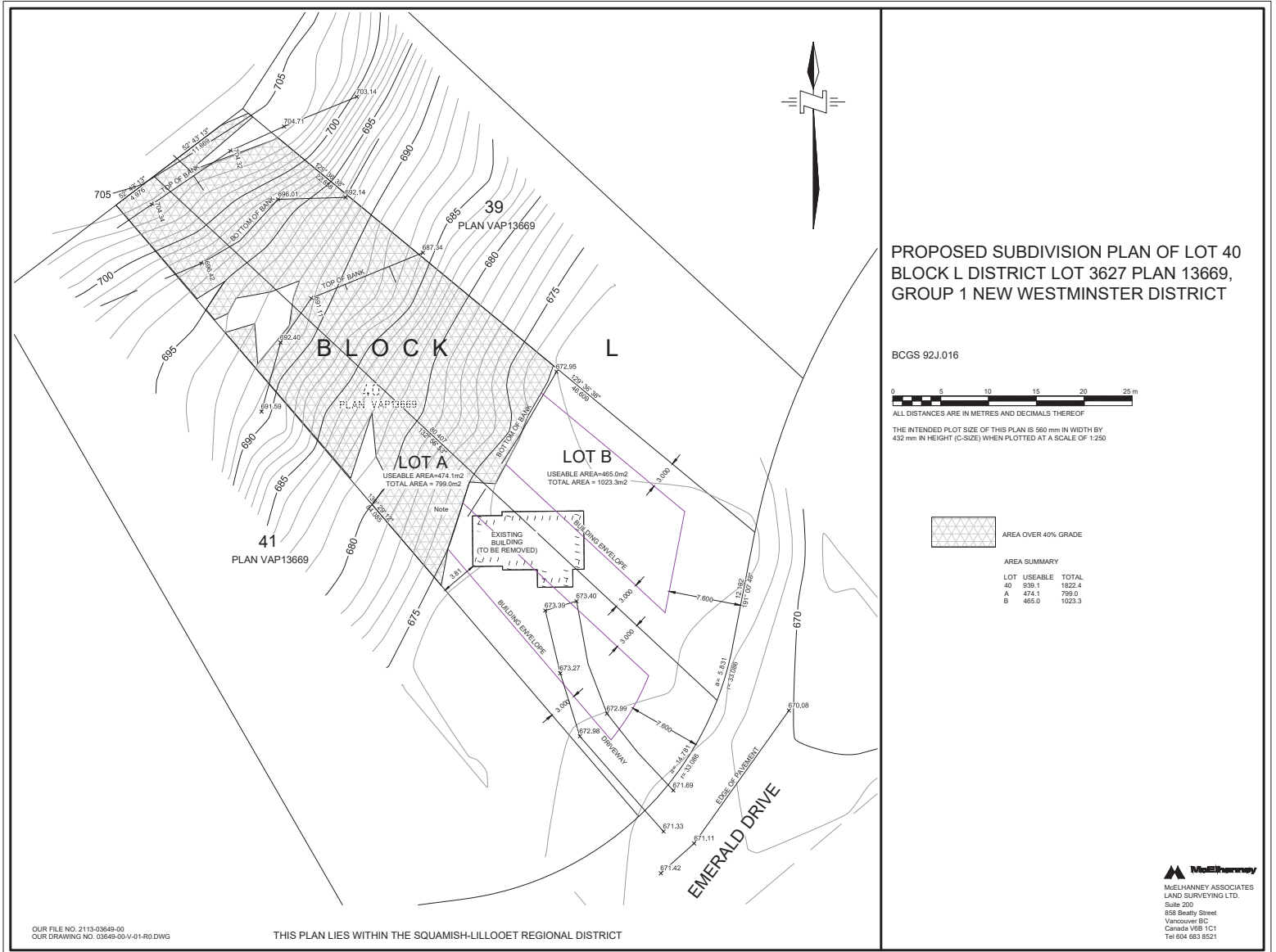
The proposed subdivision would result in one employee restricted housing lot and is consistent with Council's resolution to vary lot frontages for lots larger than 1,390 square metres when a new employee restricted housing lot is proposed; the Whistler2020 and Official Community Plan policies for Resident Housing and infill development.

Respectfully submitted,

Roman Licko
PLANNER

for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE





9391 Emerald Drive
Whistler, BC
V8E 0G5

ATTN: Roman Licko

Ref: 9391 Emerald Drive sub-division request

Date: 22nd October 2018

Dear Roman Licko,

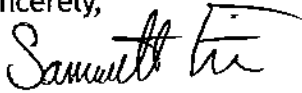
We, a local family, intend to subdivide our property 9391 Emerald Drive into Lot A and Lot B, and to build our family residence on Lot A. Our property falls into the RS1 zoning.

As you can see in the topographical map, Lot B has the minimum frontage requirement of 18 meters. Lot A's frontage is 14.8 meters - falling 3.2 meters short of the minimum requirement. Therefore I am applying for a frontage variance.

Everything else is conforming per RS1 guidelines.

Thank you for your assistance with this application

Sincerely,

A handwritten signature in black ink, appearing to read 'Samantha Emm', with a stylized flourish at the end.

Samantha Emm

To: [Roman Licko](#)
Subject: Re: Contact regarding DVP1166
Date: Monday, November 19, 2018 10:27:24 AM

November 19/18

We are opposed to this variance application.

DVP1166

We live 2 doors down from this address. We bought our property in the 70's. When single family dwelling and 2 car parking off road was the rule. Obviously times have changed. And so has the density of people and cars on our street. However the size of the road has not changed. It's not bigger or wider. Already across the road is a large log house, run as a bunk house. It can house 12-15 people or more.

More people, more cars.

The on street parking regulations are not adhered to, either are they enforced. This does pose a problem.

Especially in the winter for proper snow clearing. This is a windy section of the road and is very much a safety concern as well.

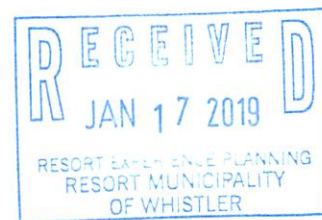
Increasing the density in this area is not fair to our neighbourhood and would likely set a precedence. We are not in favor of this application being granted.

Sincerely

Mr and Mrs Humphrey

Sent from my iPhone

39395 Emerald Drive
Whistler, BC
V0N 1B9



January 11, 2019

Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC
V8E 0X5

Attention: Resort Planning Department

Dear Sirs/Mesdames:

**Re: Permit Application No. DVP 1166
9391 Emerald Drive, Whistler (the “Development Property”)**

I am the registered owner of 9395 Emerald Drive (the “Adjacent Property”) and am responding to Permit Application No. DVP 1166 for the Development Property (the “Application”). The Development Property is adjacent to the Adjacent Property.

Our family strongly oppose the Application for the following reasons:

1. We have been using the Adjacent Property as an alternate lifestyle to the city for more than 40 years. The Adjacent Property was part of an approved residential development when it was first purchased. We didn't foresee we would be exposed to a further development of an approved residential development which is clearly inconsistent with the design of the initial development. Any subdivision of the Development Property would be inconsistent with the specific size, shape and characteristics of the Development Property and would create density and appearance inconsistent with the residential characteristics of Emerald Estates.
2. The Development Property and the Adjacent Property are both pie shaped properties with challenging topography, and any subdivision of the Development Property would diminish the mountain environment, sight lines and enjoyment of the Adjacent Property and surrounding properties, and would create density and an appearance inconsistent with Emerald Estates.

3. The Development Property is on a partially blind corner of Emerald Drive and adding another driveway would create an additional risk of exiting onto Emerald Drive. Moreover, it would create additional problems for snow clearing, which has been a problem in Emerald Estates for many years.
4. The Application is in effect a rezoning application and not a proper variance. The minimum lot widths were established for a reason and there are no valid reasons to vary them. The Application is, we believe, contrary to the Whistler OCP.
5. If the variation is approved, it is not unreasonable to assume it will open the door to further subdivision variance applications which would change the natural mountain environment and density of Emerald Estates, which is unjustified. The current owners of residences in Emerald Estates acquired their residence because of the natural mountain environment, sight lines and space which it provided.
6. In effect, the requested variance seeks to start the redevelopment of Emerald Estates with density and appearance that no owners foresaw or want, and is clearly inconsistent with the specific site characteristics of the lots (particularly the pie shape of the Development Lot) in Emerald Estates.

Accordingly, we respectfully request that the Application be refused.

Thank you.

Yours truly,



Robin and Robbi Macfarlane

RCM/hls

cc: planning@whistler.ca

39395 Emerald Drive
Whistler, BC
V0N 1B9

February 19, 2019

Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC
V8E 0X5

Attention: Resort Planning Department

Dear Sirs/Mesdames:

**Re: Permit Application No. DVP 1166
9391 Emerald Drive, Whistler (the “Development Property”)**

We have now received your Notice of Intention to Issue a Development Variance Permit, described above. The use of “Intention” in the Notice is interesting, being contrary to your invitation to submit comments.

This letter is in addition to our submission of January 14, 2019 opposing the application for a Development Variance Permit.

After reviewing the McElhaney proposed subdivision plan, and particularly the two building envelopes, it is obvious that the proposed variation, if approved, would obviously produce a development completely inconsistent with the existing character and density of the Emerald Estate residences. In our case, the proposed building envelope produces a building, immediately adjacent to our property, which is the equivalent of a large retaining wall, which would completely block our view to the north east.

This development variance is clearly contrary to the interests of the residents of Emerald Estates.

Accordingly, we respectfully request that the Application be refused.

Thank you.

Yours truly,

A handwritten signature in black ink, appearing to read "Robin and Robbi Macfarlane". The signature is fluid and cursive, with the first name "Robin" being more prominent.

Robin and Robbi Macfarlane

RCM/hls

cc: planning@whistler.ca



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: February 26, 2019
FROM: Resort Experience
SUBJECT: RECREATION AND LEISURE ADVISORY COMMITTEE – AMENDMENT TO TERMS OF REFERENCE

REPORT: 19-027
FILE: 8360

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Resort Experience be endorsed.

RECOMMENDATION

That Council approve the proposed amendments to the Recreation and Leisure Advisory Committee's Terms of Reference, attached as Appendix "A" to Administrative Report No. 19-027.

REFERENCES

Appendix "A" – Draft Amended Terms of Reference, Recreation and Leisure Advisory Committee

PURPOSE OF REPORT

The purpose of this Report is to secure Council approval to amend the Recreation and Leisure Advisory Committee's Terms of Reference. The amended Terms of Reference is provided in Appendix "A".

DISCUSSION

In April 2012 Council approved a Terms of Reference for a Recreation and Leisure Advisory Committee (RLAC). RLAC considers indoor and outdoor recreation and leisure opportunities, services and issues, and is guided by the goals, objectives and policies of senior municipal documents, in particular the Official Community Plan and the Recreation and Leisure Master Plan. The departments of Resort Experience and Community and Corporate Services share administrative responsibilities.

Council approved a number of adjustments to the Terms of Reference in April 2016 via Administrative Report No. 16-039.

At this time a number of changes are proposed to the Terms of Reference for improved alignment with senior documents, clarity, and administrative purposes. A further change is proposed to include Whistler Sport Legacies as a permanent Partner Member of the Committee equal to School District #48 and Tourism Whistler. Proposed changes are summarized as follows:

Section	Item	Rationale
1. Purpose	Add phrase "...while achieving a balance between infrastructure and our unique natural environment."	Alignment with senior policy documents
2.3 Role and Mandate	Remove reference to soon-to-be retired Whistler2020.	Alignment with senior policy documents
4. Composition	Categorization and definition of different member types – Community (4.1a), Partner (4.1b), Council (4.1c), and Liaison (4.1d).	To provide clarity
4.3 b iii. Composition	Include Whistler Sports Legacies as a Partner Member.	Role of sport in the community; recreational facility ownership and operations; level equal to SD48 and Tourism Whistler.
5.2 d Appointments	Elected representatives or employees of the RMOW, a Partner Member or the SLRD cannot be Community Members.	To provide clarity
6.3 c and d Meeting Quorum and Voting	Voting privileges.	To provide clarity
6.4 c Meetings	Ability to meet with other Committees of Council to discuss topics relevant to both Committees.	Administrative
6.4 d Meetings	Ability to meet in a closed meeting in accordance with <i>Community Charter</i> .	Administrative

WHISTLER2020 ANALYSIS

The Recreation and Leisure Advisory Committee is supportive all of the objectives and descriptions of success of the W2020 Recreation and Leisure Strategy.

OTHER POLICY CONSIDERATIONS

The proposed amendments closer align the Recreation and Leisure Advisory Committee's Terms of Reference with other municipal policies.

BUDGET CONSIDERATIONS

There are no budget implications to the proposed amendments.

COMMUNITY ENGAGEMENT AND CONSULTATION

The Recreation and Leisure Advisory Committee voted in favour of the proposed amendments at their February 14, 2019 meeting. No further engagement is required.

SUMMARY

This Report proposes amendments to the Recreation and Leisure Advisory Committee's Terms of Reference for alignment clarity, and administrative purposes. The Committee has voted in favour of the changes.

Respectfully submitted,

Martin Pardoe
MANAGER OF RESORT PARKS PLANNING

and
Roger Weetman
MANAGER OF RECREATION SERVICES

for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

and
Ted Battiston
GENERAL MANGER OF CORPORATE AND COMMUNITY SERVICES



APPENDIX A

RECREATION AND LEISURE ADVISORY COMMITTEE TERMS OF REFERENCE

1.PURPOSE

- 1.1 To provide an objective view in the public interest and to give impartial and informed higher level advice to municipal staff and Council on matters related to the provision and delivery of indoor and outdoor recreation and leisure opportunities, services and issues, while achieving a balance between infrastructure and our unique natural environment.

Commented [MP1]: Vision statement deleted. Reference to new OCP's community vision in 2.3 below

2.ROLE AND MANDATE

- 2.1 The intent of the Recreation and Leisure Advisory Committee (RLAC) is to provide higher level feedback and advice to staff, as required, on recreation and leisure opportunities, services, and issues focused on the implementation of the Recreation and Leisure Master Plan, and on strategic priority issues identified by the RLAC and/or staff. Feedback provided by the RLAC will be taken as advice to inform further actions by staff and Council.
- 2.2 RLAC meetings may include topics for information and discussion that do not require RLAC feedback or advice. Opportunities for discussion on these additional topics will be provided once topics requiring feedback and advice have been covered.
- 2.3 The guiding framework for the RLAC will be defined by the OCP's Community Vision, the goals in the RLAC Terms of Reference, as well as the goals, objectives and policies of senior municipal documents such as but not limited to the *Official Community Plan*, the *Economic Partnership Initiative* report, the *Recreation and Leisure Master Plan*, as well as deliverables identified in the current *Corporate Plan* or other relevant documents.

Commented [MP2]: Added at request of Cmte members

Commented [MP3]: 'Direction' replaced with 'advice'

Commented [MP4]: 'Direction' replaced with 'advice'

Commented [MP5]: 'Direction' replaced with 'advice'

Commented [MP6]: 'Direction' replaced with 'advice'

Commented [MP7]: Whistler 2020 removed as it has been formally retired and a renewed vision is stated in the new OCP

3.GOALS

- 3.1 RLAC recommendations to Council and staff are to strive towards or further embed in our culture the following goals:

- a) Residents and visitors of all ages and abilities are able to enjoy activities year-round that encourage healthy living, learning and a sense of community;
 - b) The Whistler lifestyle includes recreation and leisure, and all community members are able and encouraged to participate;
 - c) Residents and visitors are aware of and have access to a variety of recreation and leisure offerings at a range of price points;
 - d) The resort community is globally recognized as a leader in offering innovative & inclusive recreation products, activities and services to meet the needs of residents and visitors;
 - e) Recreational experiences reflect an appropriate balance between adventure, challenge and safety, and exist within the comfortable carrying capacity of the amenity;
 - f) Quality recreation and leisure activities are delivered with exceptional service;
 - g) A collaborative and comprehensive approach to developing amenities and offerings, and to resolving user conflicts is used by local and regional stakeholders;
 - h) Recreation and leisure infrastructure and practices minimize the degradation of natural areas and are transitioning toward sustainable use of energy and materials; and
 - i) Recreation and leisure is a core contributor to the Whistler economy
- 3.2 RLAC recommendations are to be supported by relevant documents such as but not limited to feasibility studies, business concepts or plan, surveys, and/or user metrics that demonstrate a good return on investment and/or a high degree of "public good" for the resort community. Ideally, all RLAC recommendations should be strategic in nature and have the support of RMOW staff.

4.COMPOSITION

4.1 The Committee shall be comprised as follows:

- a) Between seven and ten **Community Members** whose qualifications, interests, and background cover two or more of the following areas, thereby providing an appropriate balance of interests within the RLAC. The interest areas are:
 - I. Representatives of the youth/young adult and ageing populations in the community;
 - II. A member at large representing Whistler's families;
 - III. Environmental matters as they relate to recreation and leisure;
 - IV. Accessibility;
 - V. Outdoor recreation;
 - VI. Indoor recreation; and
 - VII. Arts, culture and history.
- b) Three additional **Partner Members** who are representatives of the following organizations, at the discretion of each organization, as follows:
 - I. Tourism Whistler;
 - II. Howe Sound School District 48 or, at their discretion, a DPAC member; and
 - III. **Whistler Sports Legacies.**

Commented [MP8]: Codification of member types:

- Community Members
- Partner Members
- Council Member
- Liaison Member (staff)

Commented [MP9]: Community Members

Commented [MP10]: Partner Members

Commented [MP11]: Proposed to include WSL as a Partner Member, supported by RLAC

- c) A member of municipal Council as per 5.3 below.
- d) Members of municipal staff as a Liaison Member as per 5.4 below.

Commented [MP12]: Council Member

Commented [MP13]: Liaison Member

5.APPOINTMENTS

5.1 Council shall make appointments within 3 months of the end of any Community Members' term.

5.2 Community Members shall be appointed as follows:

Commented [MP14]: Clarity around Community Member appointments

- a) By municipal Council respecting the interested areas listed in 3.1 above;
- b) For a two year term;
- c) For not more than two consecutive terms, unless otherwise authorized by Council under exceptional circumstances; and
- d) No individual may be appointed as a Community Member if that person is an elected representative or employee of the Resort Municipality of Whistler, a Partner Member (as defined by 4.1b above), or the Squamish Lillooet Regional District.

Commented [MP15]: Clarity that elected reps or employees of the RMOW, a Partner Member or the SLRD cannot be Community Members

5.3 Council shall appoint one member of Council to attend the meetings of the RLAC to serve as a resource and to improve communication with Council.

5.4 Council shall appoint, as a non-voting Liaison Member, the General Manager of Resort Experience and the General Manager of Corporate and Community Services or his/her designate(s).

5.5 All members are expected to:

- a) Attend a minimum of 50% of meetings each year to maintain membership eligibility, unless otherwise approved by municipal Council.
- b) Review distributed material before the meeting.
- c) RSVP to the Committee Secretary whether or not they will attend the meeting.

5.6 Individuals missing three consecutive meetings without due cause will be asked to resign from the Committee.

6. PROCEDURES

6.1 All matters of order, privilege and procedure not provided for in this bylaw or the *Community Charter* or Council Procedure Bylaw #2207, 2018 are governed by Roberts' Rules of Order.

6.2 Chairperson

- a) The RLAC shall elect a Chairperson and an alternate from among its Community Members by a majority silent vote of the Committee members at its first meeting in a new calendar year.
- b) The Chairperson and alternate shall be elected for a term of two years.
- c) Following the resignation or death of the Chairperson or alternate, the RLAC shall elect a successor to complete the term.
- d) The Chairperson shall be a full voting member of the RLAC.
- e) In the absence of the Chairperson the alternate shall act on his/her behalf.

6.3 Meeting Quorum and Voting

- a) Meeting quorum shall consist of six voting members.
- b) Recommendations of the RLAC shall be made by a majority of members in attendance at a meeting, and provided a quorum is present at that meeting.
- c) All appointed members of the RLAC as identified in 4.1 a, b and c above shall have voting privileges.
- d) General Managers or their designate(s) identified in 4.1 d above shall not have voting privileges.
- e) Recommendations must be supported by a simple majority vote. In the case of a tie vote the recommendation will be defeated.

6.4 Meetings

- a) The Committee shall convene once every two months during business hours, or upon a schedule established by the Chair and Secretary as needed. Time of day is to be decided by the majority of Committee members. Additional meetings may be scheduled as circumstances warrant.
- b) The Committee Secretary on request of the Chairperson or alternate may call a meeting of the Committee in accordance with the terms outlines in Council Procedure Bylaw #2207, 2018.
- c) Periodically, or on an as need basis, the RLAC may meet with other Committees of Council to discuss topics relevant to both Committees.
- d) RLAC may meet in a closed meeting in accordance with the Community Charter.
- e) Meetings shall be held in Whistler.

6.5 Staff reports and presentations must be requested by Committee resolution.

Commented [MP16]: Clarity around voting privileges
4.1 a b c = Community Member, Partner Member, and
Council Member

Commented [MP17]: Clarity around voting privileges
4.1 d = Liaison Member (staff)

Commented [MP18]: It is useful to have this ability, if
permissible.

Commented [MP19]: New item, required so can review
items eligible for closed as per Community charter. For
example – commercial business license applications

- 6.6 Formal minutes of the proceedings shall be prepared by the Committee Secretary and reviewed by the Chairperson, for accuracy only, prior to distribution.
- 6.7 Upon review by the Chairperson and once ratified by the Committee, the minutes shall be placed on a Council agenda for receipt by Council, circulated to relevant staff, and made available to the interested parties and the general public on request.
- 6.8 The Committee Secretary shall
- a) Be the General Manager of Resort Experience or the General Manager of Corporate and Community Services or his/her designate(s).
 - b) Attend all Committee meetings;
 - c) Oversee all Committee procedures;
 - d) Prepare and forward to Council an administrative report regarding committee nominations.
 - e) Inform new members of their appointment and forward orientation packages to them;
 - f) Schedule regular Committee meetings throughout the year;
 - g) Prepare and forward the agenda and accompanying information for each meeting;
 - h) Schedule additional meetings and site visits as required;
 - i) Prepare and distribute the minutes of all Committee meetings.
- 6.9 Conflict of Interest
- a) A Committee member who is involved in a topic under review by the Committee must declare his/her conflict and not take part in the discussion of the topic or vote on any question in respect of the topic;
 - b) Must leave the meeting for the period of time during which the topic is under consideration; and
 - c) Must not attempt in any way, whether before, during or after the meeting to influence the voting on any question in relation to the topic.

7.COMMITTEE REIMBURSEMENTS

- 7.1 All members of the Recreation and Leisure Advisory Committee shall serve without financial remuneration.
- 7.2 Members expenses will not be reimbursed unless pre approved by the Committee.



WHISTLER

MINUTES

REGULAR MEETING OF WHISTLER BEAR ADVISORY COMMITTEE

WEDNESDAY, January 9, 2019 STARTING AT 8:30 A.M.

In the Decker Room

8020 Nesters Road, Whistler, BC V8E 0G4

PRESENT:

Co-Chair, RMOW, H. Beresford
RMOW Bylaw Services, J. Pineda
RMOW Council, A. DeJong
Member at Large, I. Minic-Lukac
Member at Large, M. Toom (phone)
WCSS, T. Macdougall
Recording Secretary, A. Sefton

ABSENT:

Get Bear Smart Society, N. Fitzgerald
GFL Environmental, D. Imbeau
RCMP, R. Knapton
Conservation Officer Service, S. Gravel
Co-Chair, AWARE/C2C Grizzly Bear Initiative, C. Ruddy

ADOPTION OF AGENDA

Moved by A. DeJong
Seconded by J. Pineda

That Whistler Bear Advisory Committee adopt the Whistler Bear Advisory Committee agenda of January 9, 2019.

CARRIED

ADOPTION OF MINUTES

Moved by A. DeJong
Seconded by J. Pineda

That Whistler Bear Advisory Committee adopt the Whistler Bear Advisory Committee minutes of December 12, 2018.

CARRIED

Updates

RMOW
Bylaw
Service

A presentation by J. Pineda was given regarding RMOW Bylaw Services' activities and a discussion was held.

- Calls regarding attractants: 1 in December

RMOW
Council

A presentation by A. DeJong was given regarding RMOW Council activities and a discussion was held.

- Council's focus at present is on housing and a recent security breach with whistler.ca
- Not possible for the RMOW to enforce a closed doors policy for businesses in the community to save energy
- Approximately 400cm of snow in December 2018 on the mountain, more than typical. That is half of the expected winter snowfall
- No bear activity

RMOW
Environmental
Stewardship

A presentation by H. Beresford was given regarding RMOW Environmental Stewardship (ES) activities and a discussion was held.

- ES held annual strategy session in December, which included the Bear Smart Program Assistant
- Work plan items from WBAC priority planning incorporated into 2019 strategic planning
- Preparing a grizzly bear conflict management plan for alpine trails in cooperation with COS and Recreation Sites & Trails BC

Whistler
Community
Services
Society

A presentation by T. Macdougall was given regarding Whistler Community Services Society activities and a discussion was held.

- WCSS has distributed 2 short surveys, 1 for service providers and 1 for the homeless
- Received 7 completed surveys from homeless people who reside in Whistler, the highest number seen during the winter months in recent years. Survey results showed 100% of those homeless people have had numerous bear interactions, some examples below:
 - 50 interactions over 15-20 years living homeless in Whistler
 - 30 interactions over 10-15 years living homeless in Whistler

- 10 interactions over <10 years living homeless in Whistler
- Average of 3 interactions per person each summer

T. Macdougall left at 9:18 a.m.

ACTION: WCSS to develop a management plan for a pilot project of portable food caches. Once approved by WBAC, funding will be provided to purchase a number of caches to be piloted during summer 2019.

RECOMMENDATION: WBAC recognizes that there is an issue related to human bear conflict and the homeless community in Whistler and would like council to look into the broader issue of homelessness and bear encounters.

Moved by I. Minic-Lukac
Seconded by J. Pineda

K. Swerhun arrived at 9:41am

Interpretive
bear
panels

A presentation by K. Swerhun was given regarding bear specific interpretive panels and a discussion was held.

- WBAC provided comments and edits to improve the signs

TERMINATION

Moved by J. Pineda
Seconded by A. DeJong

That the Whistler Bear Advisory Committee terminate the January 9, 2019 Whistler Bear Advisory Committee meeting at 10:36 a.m.

CARRIED



CO-CHAIR: C. Ruddy



RECORDING SECRETARY: A. Sefton



WHISTLER

MINUTES

REGULAR MEETING OF FOREST AND WILDLAND ADVISORY COMMITTEE

January 9, 2019, STARTING AT 3:00 – 5:00 P.M.

In the Flute Room

4325 Blackcomb Way, Whistler, BC V8E 0X5

PRESENT:

Name	Meetings to Date: 1
Present:	
Councilor, Arthur DeJong	1
AWARE, Claire Ruddy, Chair	1
Member at Large, Derek Bonin, Co-Chair	1
Member at Large, Colin Rankin	1
Member at Large, Trevor Burton	1
Member at Large, Kathi Bridge	1
Member at Large, David Powe	1
Member at Large, Melanie Tardif	1
Member at Large, John Hammons	1
Recording Secretary, Heather Beresford	1
Regrets:	
WORCA, Matt Cooper	
Member at Large, Mac Lowry	

ADOPTION OF AGENDA

Moved by A. DeJong

Seconded by M. Tardif

That the Forest and Wildland Advisory Committee adopt the Forest and Wildland Advisory Committee Agenda of January 9, 2019.

CARRIED

ADOPTION OF MINUTES

Moved by C. Rankin

Seconded by D. Bonin

That the Forest and Wildland Advisory Committee adopt the Forest and Wildland Advisory Committee Minutes of December 12, 2018.

CARRIED

PRESENTATIONS/DELEGATIONS

2019 Chair & Co-Chair

Moved by C. Rankin
Seconded by J. Hammons

That Claire Ruddy serve as chair and Derek Bonin serve as co-chair in 2019.

CARRIED

Updates

Council:

- A. DeJong responsible for environment portfolio. Priorities: Community Energy & Climate Action Plan (CECAP), waste committee and wildfire.
- Budget development and review underway

AWARE:

- 2019 planning
- Investigating how to progress CECAP
- Discussing landscape level planning around Whistler area

RMOW:

- Wildfire fuel thinning project underway along Cheakamus Lake Road. RMOW and CCF partnering on it.
- RMOW, Conservation Officer Service and Recreation Sites & Trails BC are collaborating on a grizzly bear conflict mitigation plan for Whistler alpine trails. Ready for 2019 summer season.

Cheakamus Community Forest:

- Fuel thinning underway on Cheakamus Lake Road which will be closed until spring 2019.
- FESBC application submitted to fund project above Rainbow subdivision.

Forest Stewardship Plan

A presentation by Heather Beresford, Environmental Stewardship Manager, was given regarding the CCF's Forest Stewardship Plan (FSP) and a discussion was held.

- Tom Cole, CCF Forest Manager provided a draft FSP and a tracking document to show changes.

Suggested edits:

- Add explicit reference to and management guidance from EBM Plan, including seral stage analysis, targets for reserves and old forests and management by BEC sub-zone and Whistler Landscape Unit context (EBM Plan pp. 10-21). Make EBM plan guidance and recommendations legal commitments within the FSP.
- Recommend explanatory language in the planning commitments to clarify what will be done, not just reference to legal documents, etc.
- Soil objective – recommend adding commitment to complete stability mapping within 5 years.
- Timber objective – FSP should incorporate related objectives and guidelines of the EBM Plan by BEC sub-unit and at the stand level (e.g., silvicultural guidelines – variable retention, shelterwood system and group

selection pp. 23-24). Section 11.2.3 – CCF TIM 02 – add biodiversity and ecosystem resilience in face of climate change

- Wildlife – all commitments meet the regulations, but FWAC suggests CCF could do more.
- Add climate change to overall context of document
- FWAC recommends the CCF review the EBM Plan and conduct analysis given changes to seral stage mapping and data, understanding of ecosystems and EBM, understanding of climate changes, increased recreational activities and other human activity impacts.
- Grizzly Bears – add reference to RMOW/FLNRO grizzly bear planning currently underway. E.g., CCF activities should align with periodic constraints placed on trail use. Recognize the grizzly bear recovery area and habitat areas and how it may affect CCF operations. Commit to adding new information to CCF plans. Reference the Whistler Landscape Unit, not Callaghan and Soo.
- FWAC supports explicit reference to and incorporation of Whistler Biodiversity research and data in the FSP.
- Riparian areas – EBM Plan riparian protection guidance and fuel management strategy guidance may be in conflict. CCF should consult with ecosystem and fire management specialists, as well as the Province, to find a way to treat riparian areas for wildfire yet protect other ecological values. Standards for protecting streams, and addressing potentially conflicting management direction for forest management, should be explicitly stated in the FSP.

CCF planning FSP open house for late February.

CCF 2019 Harvesting Plans

A presentation by H. Beresford, Environmental Stewardship Manager, was given regarding the proposed 2019 CCF harvesting plans and a discussion was held.

T. Cole made a presentation in November. FWAC reviewed draft document and made further comments:

- Cheakamus 10 – Noted that highest retention is in the smallest blocks while lowest retention is in the biggest blocks. Should be reversed. Better for biodiversity and visual quality.
- All site maps should have a table showing block sizes, cubic metres to be removed, retention levels
- Wildfire thinning sites – suggest finding less rigorous and expensive fine fuel standard than 1kg/m². Suggest considering that level along roads but allow more to be left behind in interior of blocks, for example.
- Cheakamus Valley access – FWAC discussed pros and cons for access to the Cheakamus Valley/Jane Lakes area through the quarry or Loggers Lake road. Loggers Lake Road would be improved if used for logging, but does run close to new Cheakamus Crossing II development. Alternatively, gaining access through the quarry moves logging traffic away from parts of the new development, and provide opportunity to make Loggers Lake road only for recreational access. FWAC recommends the issue be resolved through the RMOW Recreational Trail Access Management Plan scheduled for 2019.
- Tusk 01 – the blocks meet the silviculture strategy.

MINUTES

Regular Forest and Wildland Advisory Committee Meeting

January 9, 2019

Page 4

- General recommendations section reorganized.

OTHER BUSINESS

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MOTION TO TERMINATE

Moved by J. Hammons

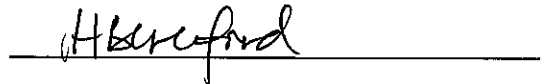
Seconded by D. Bonin

That the Forest and Wildland Advisory Committee Meeting of January 9, 2019 be terminated at 4:57 p.m.

CARRIED



Chair, Claire Ruddy



Recording Secretary, Heather
Beresford

**RESORT MUNICIPALITY OF WHISTLER
ZONING AMENDMENT BYLAW (Montis Distilling Ltd.) NO. 2219, 2019**

A BYLAW TO AMEND ZONING AND PARKING BYLAW NO. 303, 2015

WHEREAS Council may, by bylaw, divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zone, regulate the use of land, buildings and structures within the zones, and prohibit any use in any zone;

NOW THEREFORE the Municipal Council of the Resort Municipality of Whistler, in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019".
2. Zoning and Parking Bylaw No. 303, 2015 is amended in Schedule "D" – Liquor Sales – List of Retail outlets by adding the following row to the table:

1062 Millar Creek Road	Strata Lot 1 District Lot 4119 Group 1 New Westminster District Strata Plan LMS2128 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1 PID: 023-193-468	Same as Legal Description	Liquor that is produced on the premises only
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GIVEN FIRST AND SECOND READINGS this ____ day of _____, 2019.

Pursuant to Section 464(2) of the *Local Government Act*, a Public Hearing was held this ____ day of _____, 2019.

GIVEN THIRD READING this ____ day of _____, 2019.

Approved by the Minister of Transportation this ____ day of _____, 2019.

ADOPTED by the Council this ____ day of _____ 2019.

Jack Crompton,
Mayor

Brooke Browning
Municipal Clerk

I HEREBY CERTIFY that this is a true copy of
"Zoning Amendment Bylaw (Montis Distilling Ltd.)
No. 2219, 2019."

Brooke Browning, Municipal Clerk

SCHEDULE 1 to Zoning Amendment Bylaw (Montis Distilling Ltd.) No. 2219, 2019



Subject Property

RESORT MUNICIPALITY OF WHISTLER

OPERATING RESERVE ESTABLISHMENT AMENDMENT BYLAW NO. 2221, 2019

A BYLAW TO AMEND “OPERATING RESERVE ESTABLISHMENT BYLAW NO. 1850, 2008”

WHEREAS Council has adopted “Operating Reserve Establishment Bylaw No. 1850, 2008”;

AND WHEREAS The Council of the Resort Municipality of Whistler deems it necessary and expedient to amend the “Operating Reserve Establishment Bylaw No. 1850, 2008”

NOW THEREFORE the Council of the Resort Municipality of Whistler in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as the “Operating Reserve Establishment Amendment Bylaw No. 2221, 2019”.
2. “Operating Reserve Establishment Bylaw No 1850, 2008” is amended by replacing Section 4 with the following: “4. Amounts will be allocated to the reserve in the annual budgeting process at the discretion of Council. Any surplus occurring in the general fund will be transferred to any capital or operating reserve deemed appropriate by Council.”

GIVEN FIRST, SECOND, and THIRD READINGS this 12th day of February, 2019.

ADOPTED by Council this ____ day of _____, 2019.

Jack Crompton,
Mayor

Brooke Browning,
Municipal Clerk

I HEREBY CERTIFY that this is a true copy
of “Operating Reserve Establishment
Amendment Bylaw No. 2221, 2019”.

Brooke Browning,
Municipal Clerk

RESORT MUNICIPALITY OF WHISTLER

FIVE-YEAR FINANCIAL PLAN 2018 – 2022 AMENDMENT BYLAW NO. 2217, 2019

A BYLAW TO AMEND “FIVE-YEAR FINANCIAL PLAN 2018 – 2022 BYLAW NO. 2176, 2018”

WHEREAS the Council must have a financial plan pursuant to Section 165 of the *Community Charter*;

AND WHEREAS the Council deems it necessary and appropriate to amend the five-year financial plan for the years 2018 to 2022;

NOW THEREFORE the Council of the Resort Municipality of Whistler in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as the “Five-Year Financial Plan 2018 – 2022 Amendment Bylaw No. 2217, 2019”.
2. Schedule “A” of the “Five-Year Financial Plan 2018 – 2022 Bylaw No. 2176, 2018” is replaced by Schedule “A” attached to and forming part of this Bylaw.
3. Schedule “B” of the “Five-Year Financial Plan 2018 – 2022 Bylaw No. 2176, 2018” is replaced by Schedule “B” attached to and forming part of this Bylaw.

GIVEN FIRST, SECOND, and THIRD READINGS this 12th day of February, 2019.

ADOPTED by Council this ____ day of _____, 2019.

Jack Crompton,
Mayor

Brooke Browning,
Municipal Clerk

I HEREBY CERTIFY that this is a true copy
of “Five-Year Financial Plan 2018-2022
Amendment Bylaw No. 2217, 2019”.

Brooke Browning,
Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2018 - 2022
CONSOLIDATED PROJECT SUMMARY**

**AMENDMENT BYLAW 2217, 2019
SCHEDULE A**

	2018	2019	2020	2021	2022
REVENUE					
General Fund					
Property Taxes	38,076,411	38,933,130	39,809,125	40,704,831	41,620,689
Other Property Tax	1,002,567	1,006,728	1,012,418	1,018,183	1,024,025
Government Grants	747,782	747,782	747,782	747,782	747,782
Fees and Charges	10,797,111	11,093,677	11,396,174	11,704,722	12,019,440
Investment Income	1,534,566	1,506,404	1,455,146	1,573,807	1,867,302
RMI Grant	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000
2% MRDT	7,153,332	7,224,866	7,297,114	7,370,085	7,443,786
Works and Service Charges	520,951	520,951	520,951	520,951	520,951
Water Fund					
Parcel Taxes	3,889,402	3,960,281	3,992,818	4,025,621	4,058,691
Fees and Charges	2,956,397	3,009,010	3,032,637	3,056,451	3,080,452
Works and Service Charges	39,653	39,653	39,653	39,653	39,653
Sewer Fund					
Parcel Taxes	4,088,852	4,130,492	4,172,576	4,215,108	4,258,094
Fees and Charges	3,777,805	3,816,903	3,856,409	3,896,328	3,936,665
Works and Service Charges	188,697	188,697	188,697	188,697	188,697
Solid Waste Fund					
Parcel Taxes	-	-	-	-	-
Fees and Charges	5,721,632	5,872,144	6,038,826	6,209,706	6,384,890
Government Grants	470,000	470,000	470,000	470,000	470,000
	87,465,157	89,020,717	90,530,328	92,241,925	94,161,117
EXPENDITURE					
General Fund					
Payroll and Goods & Services	51,272,821	52,293,412	53,341,394	54,409,287	55,497,471
Debt Interest & Principal	680,569	239,299	239,301	239,301	239,301
Residents & Partners	5,177,677	5,236,796	5,296,720	5,357,462	5,419,035
Contingency	617,078	629,773	642,791	656,060	669,584
Water Fund					
Payroll and Goods & Services	1,690,870	1,740,650	1,791,425	1,843,216	1,896,042
Debt Interest & Principal	-	-	-	-	-
Sewer Fund					
Payroll and Goods & Services	2,930,306	3,008,313	3,087,912	3,169,136	3,252,017
Debt Interest & Principal	1,376,486	1,376,486	1,376,486	1,376,486	1,376,486
Solid Waste Fund					
Payroll and Goods & Services	5,813,816	5,934,892	6,058,390	6,184,358	6,312,845
Debt Interest & Principal	510,490	510,490	510,490	510,490	510,490
	70,070,112	70,970,110	72,344,909	73,745,796	75,173,271

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2018 - 2022
CONSOLIDATED OPERATING SUMMARY**

**AMENDMENT BYLAW 2217, 2019
SCHEDULE A Cont'd**

	2018	2019	2020	2021	2021
TRANSFERS TO (FROM)					
OTHER FUNDS / RESERVES					
Interest Paid to Reserves	1,318,719	1,101,902	1,064,839	1,096,294	1,288,633
Recreation Works Charges Reser	277,950	277,950	277,950	277,950	277,950
Transportation Works Charges R	211,532	211,532	211,532	211,532	211,532
Employee Housing Charges Rese	31,469	31,469	31,469	31,469	31,469
RMI Reserve	2,253,100	2,253,100	2,253,100	2,253,100	2,253,100
2% MRDT Reserve	153,380	187,203	221,364	255,867	290,715
General Capital Reserve	15,696,324	4,783,247	4,653,586	4,653,551	4,653,551
Vehicle Replacement Reserve	932,506	999,222	999,222	999,222	999,222
General Operating Surplus (Defic	7,423,734 -	0	0	0 -	0
General Operating Reserve	1,545,507	1,726,103	1,968,710	2,188,848	2,428,836
Water Works Charges Reserve	39,653	39,653	39,653	39,653	39,653
Water Capital Reserve	3,089,414	3,100,000	3,100,000	3,100,000	3,100,000
Water Operating Reserve	452,376	499,043	487,643	475,343	462,121
Water Operating Surplus (Deficit	0 -	0	0	0 -	0
Sewer Works Charges Reserve	188,697	188,697	188,697	188,697	188,697
Sewer Capital Reserve	6,947,162	1,962,856	1,962,856	1,962,856	1,962,856
Sewer Operating Reserve	346,109	341,219	335,436	328,734	321,086
Sewer Operating Surplus (Deficit	8,984,306 -	0 -	0	0	0
Solid Waste Capital Reserve	969,966	989,636	1,008,296	1,028,407	1,050,303
Solid Waste Operating Reserve -	58,138 -	49,583 -	26,294 -	2,753	20,764
Solid Waste Surplus (Deficit) -	592,640 -	592,640 -	592,640 -	592,640 -	592,640
	17,395,046	18,050,608	18,185,419	18,496,130	18,987,847
REVENUE LESS EXPENDITURE					
AND TRANSFERS	0	0	0	0	0

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2018 - 2022
CONSOLIDATED PROJECT SUMMARY**

**AMENDMENT BYLAW 2217, 2019
SCHEDULE B**

	2018	2019	2020	2021	2022
REVENUE AND OTHER SOURCES OF FUNDING					
General Fund					
Government Grants	773,105	593,847	546,134	537,826	510,347
Contribution from Developers	-	-	-	-	-
Equipment disposal proceeds	640,075	100,000	100,000	100,000	100,000
WHA construction loan	2,700,000	-	-	-	-
Other Contributions	312,993	392,916	5,928	10,163	-
WCSS loan payments	38,000	50,000	50,000	50,000	50,000
Water Fund					
Government Grants	557,500	12,500	-	-	-
Other Contributions	9,459	11,949	34,215	10,910	6,468
Sewer Fund					
Government Grants	1,200,000	300,000	-	-	-
Solid Waste Fund					
Government Grants	-	-	-	-	-
	6,231,132	1,461,212	736,278	708,899	666,815
EXPENDITURE					
General Fund					
Non-capital Expenditure	5,911,755	964,426	746,314	535,216	481,881
Infrastructure Maintenance	10,760,653	8,482,792	5,557,534	5,053,855	3,735,702
Capital Expenditure	12,117,805	5,586,805	2,518,486	2,279,665	545,330
WCSS loan	1,000,000	-	-	-	-
Water Fund					
Non-capital Expenditure	230,500	150,000	110,000	110,000	80,000
Infrastructure Maintenance	3,343,000	785,000	1,865,000	925,000	475,000
Capital Expenditure	1,150,000	670,000	2,615,000	285,000	-
Sewer Fund					
Non-capital Expenditure	540,000	415,000	350,000	350,000	300,000
Infrastructure Maintenance	2,735,000	1,670,000	2,340,000	1,485,000	340,000
Capital Expenditure	3,457,000	1,940,000	5,655,000	3,140,000	727,500
Solid Waste Fund					
Non-capital Expenditure	70,000	30,000	30,000	30,000	30,000
Infrastructure Maintenance	250,000	170,000	150,000	150,000	-
Capital Expenditure	75,000	75,000	50,000	-	-
All Funds					
Depreciation	11,846,893	12,012,329	12,229,099	12,343,192	12,368,649
	53,487,607	32,951,353	34,216,434	26,686,928	19,084,061

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2018 - 2022
CONSOLIDATED PROJECT SUMMARY**

**AMENDMENT BYLAW 2217, 2019
SCHEDULE B Cont'd**

	2018	2019	2020	2021	2022
TRANSFERS (TO) FROM OTHER FUNDS (RESERVES)					
RMI Reserve	4,429,690	3,578,000	543,000	523,000	223,000
2% MRDT Reserve	645,270	537,000	767,000	537,000	537,000
General Capital Reserve	12,544,397	3,817,254	5,527,594	2,568,779	1,742,330
Recreation Works Charges	43,000	-	-	-	-
Parking Reserve	-	-	-	-	-
Parkland Reserve	-	-	-	-	-
Vehicle Replacement Reserve	2,589,925	1,830,000	1,480,000	1,230,000	(100,000)
Library Reserve	74,963	37,378	29,072	49,837	-
General Operating Reserve	4,236,653	2,354,846	2,156,106	1,902,130	1,815,235
Housing Works Charges	-	-	-	-	-
WVLC Surplus	-	-	-	-	-
Transportation Works Charges	2,637,643	1,942,782	217,500	1,710,000	210,000
Water Capital Reserve	3,650,041	1,297,051	5,054,785	1,433,090	395,032
Water Operating Reserve	344,000	293,500	193,500	193,500	163,500
Water Works and Service Charges	-	-	-	-	-
Sewer Capital Reserve	4,942,000	3,170,000	4,745,000	3,000,000	775,000
Sewer Operating Reserve	602,500	395,000	357,500	357,500	307,500
Sewer Works and Service Charges	-	-	-	-	-
Solid Waste Capital Reserve	325,000	245,000	200,000	150,000	-
Solid Waste Operating Reserve	82,500	30,000	30,000	30,000	30,000
	<u>37,147,582</u>	<u>19,527,812</u>	<u>21,301,057</u>	<u>13,684,836</u>	<u>6,098,598</u>
ADJUSTMENTS FOR NON CASH ITEMS AND CHANGES TO NET FINANCIAL ASSETS					
Depreciation	11,846,893	12,012,329	12,229,099	12,343,192	12,368,649
WCSS loan	962,000	(50,000)	(50,000)	(50,000)	(50,000)
WHA construction loan	(2,700,000)	-	-	-	-
	<u>10,108,893</u>	<u>11,962,329</u>	<u>12,179,099</u>	<u>12,293,192</u>	<u>12,318,649</u>
REVENUE AND TRANSFERS LESS EXPENDITURE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>



Pamela Goldsmith-Jones

Member of Parliament
West Vancouver - Sunshine Coast - Sea to Sky Country

January 31, 2019

The Honourable Bill Morneau, P.C., M.P.
Minister of Finance
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Morneau,

Re: Community Budget Consultations Feedback

Thank you for taking the time to hear the concerns of Canadians around the country. I have conducted two broad pre-budget consultation town hall meetings - one with students at Howe Sound Secondary and another with the general public. The students' priorities are:

- The environment
- Cost of healthcare
- Cost of post-secondary tuition

The general public remains focussed on the cost of housing and public transportation.

Additionally, there are eight municipalities in my riding. I can confirm that all eight mayors, all newly elected, are unanimous in their support for our continued investment in clean infrastructure.

Sincerely,

A handwritten signature in blue ink that reads "P. Goldsmith-Jones".

Pamela Goldsmith-Jones, M.P.
West Vancouver-Sunshine Coast-Sea to Sky Country

cc: Mayor and Council, Resort Municipality of Whistler
Mayor and Council, Village of Pemberton
Mayor and Council, Village of Lions Bay
Mayor and Council, District of West Vancouver
Mayor and Council, District of Squamish
Mayor and Council, Town of Gibsons
Mayor and Council, District of Sechelt
Mayor and Council, District of Lillooet
Heather Lafreniere, Howe Sound Secondary School

Confederation Building, Room 583	6367 Bruce Street
Ottawa, ON K1A 0A6	West Vancouver, BC V7W 2G5
Tel: 613 947 4617 Fax: 613 947 4620	Tel: 604 913 2660 Fax: 604 913 2664
pam.goldsmith-jones@parl.gc.ca	
www.pgoldsmithjones.ca	

City of Dawson Creek

Box 150, Dawson Creek, BC V1G 4G4



Office of the Mayor

Tel: (250) 784-3616

Fax: (250) 782-3203

February 1, 2019

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V8E 0X5

Re: Climate Accountability Campaign

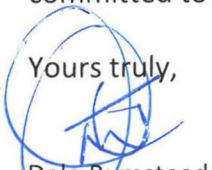
As you know, British Columbia is rich in natural resources, which greatly contribute to the quality of life in this province. Like other communities in B.C., the City of Dawson Creek and its citizens have benefited greatly from the oil and gas industry, in particular the producers in the Dawson Creek area. From the corporate level to front line employees, people in the oil and gas industry are making a positive impact in our community each and every day – through corporate grants, funding for social programs, partnerships, and volunteerism. I would especially like to acknowledge the workers in the field who despite extreme weather, continue to ensure the safe extraction and delivery of affordable and reliable energy to markets in North American and around the world.

As the elected government of Dawson Creek, we want to ensure the good paying jobs, training and contracting opportunities - and government revenue - the oil and gas industry provides our community are protected. As British Columbians, we want to acknowledge that the upstream oil and natural gas industry provides about 10,000 good paying jobs in this province (PetroLMI, 2017). We also want to acknowledge that oil and natural gas activity mean hundreds of millions of dollars in government revenue that is used to pay for equally important things like roads, schools and hospitals (BC Budget and Fiscal Plan 2017/2018 to 2019/2020).

As a proud city in Northeast BC, we know first-hand the important role our natural gas can play in the global energy transition. Natural gas has a higher energy content relative to other fuels, and as a result burns with fewer emission. It's now being used around the world to replace dirtier burning fuels and as a back-up for renewable energy like biofuels, solar and wind. Projects like LNG Canada mean we can deliver our natural gas to markets in Asia where it can also have a positive impact: reduce air pollution and decrease greenhouse gas emissions.

Contrary to the claims of the Climate Accountability Campaign - here in Dawson Creek – we know firsthand all of the positive impacts the oil and gas industry is having on our community. We remain committed to doing our part to ensure these positive impacts can continue.

Yours truly,


Dale Bumstead
Mayor

C. Petroleum Services Association of Canada

CAPP

West Coast Environmental Law

LNG Canada

Pembina Pipeline Corporation

TransCanada

Enbridge

ARC Resources Ltd.

Birchcliff Energy Ltd.

Canbriam Energy Inc.

Chevron Canada Resources

ConcocoPhillips Canada Resources Corp.

Encana Corporation

Imperial oil Resources Limited

Murphy Oil Company Ltd.

Painted pony Energy Ltd.

Petro China Canada Ltd.

Petronas Energy Canada Ltd.

Seven Generations Energy Ltd.

Shell Canada

Tourmaline Oil Corp

Woodside Energy (International) Canada Ltd.

AltaGas Ltd.

Coastal GasLink Pipeline Ltd.

Crew Energy Inc.

NorthRiver Midstream Energy Ltd.

Pacific NorthWest LNG Ltd.

Steelhead LNG (Salish) Ltd.

Woodfibre LNG Ltd.

Petroleum Services Association of Canada

Bob Zimmer, MP

Mike Bernier, MLA

Treaty 8 Tribal Association

CNRL

Brad Sperling, Chair Peace River Regional District

From: Randi Kruse [mailto:randi@kruseconsulting.ca]

Sent: Wednesday, February 20, 2019 11:48 AM

To: Jack Crompton <jcrompton@whistler.ca>; Arthur De Jong <adejong@whistler.ca>; Cathy Jewett <cjewett@whistler.ca>; Duane Jackson <djackson@whistler.ca>; Jen Ford <jford@whistler.ca>; John Grills <jgrills@whistler.ca>; Ralph Forsyth <rforsyth@whistler.ca>; corporate <corporate@whistler.ca>

Cc: Dave Williamson [REDACTED]; Leslie Anthony [REDACTED];

[REDACTED]; Diana Mulvey [REDACTED]; Sue Maxwell

[REDACTED] William Trousdale [REDACTED]; Colin Rankin

[REDACTED] Mike Douglas

[REDACTED]

Subject: Re: letter to Council re: CECAP

Dear Mayor and Council,

We write to you concerning the management of the CECAP. While we are happy to hear that a new role will be created to assist with delivering on CECAP initiatives, we would like to raise two issues that need attention prior to the next CECAP quarterly report which we expect to see before the end of March, 2019.

1. The 2019 RMOW budget does not include significant investments in climate change mitigation. What will you do to ensure that the new staff role has adequate resources to effectively implement CECAP actions? While improvements to the Valley Trail may enable incremental increases in active transportation, decreasing single occupant vehicle use - the greatest contributor to climate change - requires much more. FireSmart investments are important, but they - along with most of the 2019 RMOW climate change budget allocations - relate to climate change adaptation. We need more immediate investments in actions that reduce carbon emissions.
2. The CECAP quarterly report does not clearly indicate division of responsibility, and as such, it is not as effective as an accountability tool as it could be. We are concerned that the new staff role may not be able to efficiently identify where projects are managed within the organization. Further, without new investments that enable carbon emission reduction projects, as identified above, all RMOW division managers will need to transparently allocate resources from their 2019 operating budgets to ensure rapid progress on CECAP initiatives.

Before the 2019 RMOW project budgets and work plans are confirmed, we would like certainty about how senior RMOW staff will contribute to the successful implementation of CECAP. Without project funding and their accountability for CECAP success, we will be no further ahead than we are now. A new staff role by itself will not address the gap in climate action project resourcing and responsibility.

Municipalities of all sizes all around the world are making excellent progress on their carbon emission reduction goals, turning carbon risk into opportunity. Whistler has

the potential to be successful as well. For inspiration, check out the City of Edmonton [Corporate Climate Leaders Program](#).

Respectfully,

Randi Kruse (contact details below)

Mike Douglas

Dave Williamson * CECAP committee member

Mark Wrightson * CECAP committee member

Leslie Anthony

Douglas Heart * CECAP committee member

Diana Mulvey

Sue Maxwell * CECAP committee member

William Trousdale * CECAP committee member

Colin Rankin * CECAP committee member

Randi Kruse

[REDACTED]

[REDACTED]


[REDACTED]

randi@kruseconsulting.ca

604.698.7649

www.kruseconsulting.ca

Whistler resident for eight years, and previous RMOW staff

From: Paul Austin [<mailto:> 
Sent: Tuesday, February 19, 2019 10:47 AM
To: corporate <corporate@whistler.ca>
Subject: Re: Additional funding for WORCA

Dear Mayor and Council,

I'd like to thank you for the recent increase in funding for WORCA and trail maintenance.

Regards,
Paul Austin





From: Jen Scarisbrick [<mailto:jen.scarisbrick@childrenswish.ca>]

Sent: Tuesday, February 12, 2019 11:52 AM

To: corporate <corporate@whistler.ca>

Cc: Jillian Slattery <jill.slattery@childrenswish.ca>

Subject: 2019 Light Up for Children's Wish Foundation

Hello,

My name is Jen Scarisbrick and I am emailing you today on behalf of the Children's Wish Foundation of Canada, BC & Yukon Chapter. We are a charitable organization focused on granting the wishes of Canadian children with life-threatening illnesses. We've successfully granted over 25,000 wishes. Each year, we recognize the month of March as 'Wish Month' to celebrate and commemorate the magic of granting wishes. Our organization has a material and memorable impact on all of the children and families we've helped.

For Wish Month this year, we are hoping to 'Light Up' landmarks around Vancouver. We want to celebrate the wishes we've already granted and continue to raise awareness about our cause and our organization moving forward. We would be so grateful if Whistler Fitzsimmons Creek Bridge would agree to participate. Ideally, we would like the lights to be blue on March 1st and 31st, 2019.

I have attached the request form. Thank you so much and I look forward to hearing from you.

Jen Scarisbrick

Communications Assistant Volunteer

Children's Wish Foundation of Canada | British Columbia & Yukon Chapter

450-319 West Pender St. | Vancouver, BC | V6B 1T3

t: | f: 604-299-1228 | www.childrenswish.ca

[Help grant a heartfelt wish - donate today!](#)



Landmark Lighting Request Form

Please complete the form and scan/email to corporate@whistler.ca.

This application does not guarantee that your event lighting request will be approved or your date is available.

We will contact you to confirm the status of your request.

Contact Name	Jillian Slattery
Organization	Children's Wish Foundation of Canada British Columbia & Yukon Chapter
Business Address	450-319 West Pender St., Vancouver, BC
City/Province/Postal Code	V6B 1T3
Business Phone Number	778-383-1413
Business Email	jill.slattery@childrenswish.ca
Website Address	www.childrenswish.ca
Brief description of the event associated with your request <i>(Information here will be used for communications and the sign on the bridge. Max 75 words. RMOW will edit copy if necessary.)</i>	For Children's Wish Month this year, we are hoping to 'Light Up' landmarks around Vancouver. We want to celebrate the wishes we've already granted and continue to raise awareness about our cause and our organization moving forward. We would be so grateful if you would agree to participate. Ideally, we would like the lights to be blue on March 1st and 31st, 2019.
Optional: Social Media Campaign Title <i>(include hashtags)</i>	#nightofwonders
Landmark Choice	<input type="checkbox"/> Fitzsimmons Covered Bridge
Date of Event	March 1, 2019 and March 31, 2019
Colour Request	Blue

Signature: _____

Digitally signed by Jen Scarisbrick
Date: 2019.02.12 11:47:50 -08'00'

Date: February 12, 2019

February 8, 2019

To Mayor and Council,

BC Transplant saves lives through organ donation and transplant. Our vision is that every person in the province who needs a transplant can get one. We also work to shift the culture of this province to one that embraces organ donation.

We invite you to support our efforts to raise awareness for organ donation in British Columbia, by sponsoring our annual awareness campaign.

#LightUpGreen is part of a national initiative in support of National Organ and Tissue Donation Awareness Week (NOTDAW) April 21-27. We're inviting prominent landmarks Canada-wide to light up green in support of organ donation on **Wednesday, April 24**. We'll be sharing photos and messages on social media all week long to help promote the campaign.

We hope to have the support of the City of Whistler again this year.

Sincerely,

Divya Thakor

Communications and Community Initiatives Coordinator
BC Transplant



Landmark Lighting Request Form

Please complete the form and scan/email to corporate@whistler.ca.

This application does not guarantee that your event lighting request will be approved or your date is available.

We will contact you to confirm the status of your request.

Contact Name	Divya Thakor
Organization	BC Transplant
Business Address	Suite 350, West Tower, 555 West 12th Avenue
City/Province/Postal Code	Vancouver, BC, V5Z 3X7
Business Phone Number	604-219-8629
Business Email	divya.thakor@bct.phsa.ca
Website Address	http://www.transplant.bc.ca/
Brief description of the event associated with your request <i>(Information here will be used for communications and the sign on the bridge. Max 75 words. RMOW will edit copy if necessary.)</i>	<p>A national initiative to raise awareness for organ donation in April, #LightUpGreen is a campaign in support of National Organ and Tissue Donation Awareness Week (NOTDAW) April 21-27.</p> <p>This year, we hoping the Fitzsimons Creek Bridge would light up green on Wednesday, April 24 (or all week long!), along with other prominent landmarks Canada-wide. We'll be sharing photos and messages on social media all week long to help promote the campaign.</p>
Optional: Social Media Campaign Title <i>(include hashtags)</i>	#LightUpGreen #Register2Give #BCTransplant #NOTDAW
Landmark Choice	<input type="checkbox"/> Fitzsimmons Covered Bridge
Date of Event	April 24, 2019
Colour Request	Green

Signature: Divya Thakor Digitally signed by Divya Thakor
Date: 2019.02.08 11:04:26 -08'00'

Date: February 8, 2019

February 11, 2019

Good afternoon Mayor and Council,

I would like to make a request for Fitzsimmons Covered Bridge to be lit in light blue and/or green during Cystic Fibrosis Awareness Month in May. If one date or week is available, may we request sometime in the first weeks of May? I have included some information about cystic fibrosis and our request but please feel free to contact me should you require further information.



Cystic Fibrosis Canada <http://www.cysticfibrosis.ca/about-cf>

Cystic Fibrosis (CF) Awareness Month is each May of every year, and is an internationally recognized month to raise awareness and funds to help find a cure or control for CF, the most common fatal genetic disease affecting Canadian children and young adults. At present, there is no cure.

CF causes various effects on the body, but mainly affects the digestive system and lungs. The degree of CF severity differs from person to person, however, the persistence and ongoing infection in the lungs, with destruction of lungs and loss of lung function, will eventually lead to death in the majority of people with CF.

Typical complications caused by cystic fibrosis are:

- Difficulty digesting fats and proteins
- Malnutrition and vitamin deficiencies because of inability to absorb nutrients
- Progressive lung damage from chronic infections and aberrant inflammation
- CF related diabetes
- Sinus infections

It is estimated that one in every 3,600 children born in Canada has CF. More than 4,200 Canadian children, adolescents, and adults with cystic fibrosis attend specialized CF clinics.

CAUSES OF CYSTIC FIBROSIS

Cystic fibrosis is a genetic disease that occurs when a child inherits two abnormal genes, one from each parent. Approximately, one in 25 Canadians carry an abnormal version of the gene responsible for cystic fibrosis. Carriers do not have cystic fibrosis, nor do they exhibit any of the symptoms of the disease. When two parents who are carriers have a child, there is a 25 percent chance that the child will be born with cystic fibrosis. There is also a 50 percent chance that the child will be a carrier; and a 25 percent chance that the child will neither be a carrier nor have cystic fibrosis.

SYMPTOMS OF CYSTIC FIBROSIS

- Cystic fibrosis is a multi-system disorder that produces a variety of symptoms including:
- Persistent cough with productive thick mucous
- Wheezing and shortness of breath
- Frequent chest infections, which may include pneumonia
- Bowel disturbances, such as intestinal obstruction or frequent, oily stools
- Weight loss or failure to gain weight despite possible increased appetite
- Salty tasting sweat
- Infertility (men) and decreased fertility (women)

DIAGNOSING CYSTIC FIBROSIS

Genetic testing, prenatal and newborn screening for CF are administered in every baby in Canada. Additionally, if a doctor suspects a patient has CF, a 'sweat test' may be administered. This test measures the amount of salt content present in the sweat. If the test comes back positive, it means the sweat collected contains more salt than usual and supports a diagnosis of CF.

Cystic Fibrosis Awareness Month will be promoted throughout Canada, through our social media channels both nationally and in B.C., and our newsletter which is sent to all subscribers. We will be visiting during the event and taking photos to share on our various social media channels. We will make specific mention, including a photo of the lights and a geotag, on our regional social media channels.



Kind regards,

Sandra

Sandra Niven
Associate, Fund Development
Cystic Fibrosis Canada, British Columbia and Yukon Region
 301-3185 Willingdon Green | Burnaby, BC V5G 4P3
 Tel: 604-436-1158 ext 105 | Mobile: 778-861-1972
sniven@cysticfibrosis.ca
www.cysticfibrosis.ca

Events\Awareness Month - May of each year\Whistler application - Cystic Fibrosis Canada - May 2019



Landmark Lighting Request Form

Please complete the form and scan/email to corporate@whistler.ca.

This application does not guarantee that your event lighting request will be approved or your date is available.

We will contact you to confirm the status of your request.

Contact Name	Sandra Niven
Organization	Cystic Fibrosis Canada
Business Address	301 - 3185 Willingdon Green
City/Province/Postal Code	Burnaby BC V5G 4P3
Business Phone Number	6044361158
Business Email	sniven@cysticfibrosis.ca
Website Address	www.cysticfibrosis.ca
Brief description of the event associated with your request <i>(Information here will be used for communications and the sign on the bridge. Max 75 words. RMOW will edit copy if necessary.)</i>	Cystic Fibrosis (CF) Awareness Month is each May of every year, and is an internationally recognized month to raise awareness and funds to help find a cure or control for CF, the most common fatal genetic disease affecting Canadian children and young adults. At present, there is no cure. But there is hope. Join us in the 'Walk to Make Cystic Fibrosis History' on May 26. More information: http://www.cysticfibrosis.ca/walk/
Optional: Social Media Campaign Title (include hashtags)	https://www.facebook.com/CysticFibrosisWesternCanada/ https://www.facebook.com/CFCanada.LowerMainland/ https://twitter.com/CFCanadaWestern https://www.instagram.com/cfcanadawestern/
Landmark Choice	<input type="checkbox"/> Fitzsimmons Covered Bridge
Date of Event	Early May, please.
Colour Request	Blue or green.

Signature: Sandra Niven Digitally signed by Sandra Niven
Date: 2018.03.14 17:08:40 -07'00'

Date: February 11, 2019