



WHISTLER

AGENDA

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, NOVEMBER 7, 2017, STARTING AT 5:30 P.M.**

**Franz Wilhelmsen Theatre at Maury Young Arts Centre
4335 Blackcomb Way, Whistler, BC V0N 1B4**

ADOPTION OF AGENDA

Adoption of the Regular Council Meeting Agenda of November 7, 2017.

ADOPTION OF MINUTES

Adoption of the Regular Council Meeting Minutes of October 17, 2017.

PRESENTATIONS/DELEGATIONS

Introduction of
Councillor Cathy
Jewett

A presentation by Mayor Nancy Wilhelm-Morden introducing Councillor Cathy Jewett.

PUBLIC QUESTION AND ANSWER PERIOD

PRESENTATIONS/DELEGATIONS

Remembrance
Day Service
Information Update

A presentation by Brian Buchholz, Chair of the Whistler Remembrance Committee, regarding the program and order of service for the Whistler Remembrance Day Service on November 11, 2017.

Dedication of the
New Cenotaph

A presentation by Anne Townley, Cenotaph Relocation Committee, regarding the dedication of the new Cenotaph on November 10, 2017.

MAYOR'S REPORT

INFORMATION REPORTS

Planning and
Building
Departments'
Application Activity
Report – 2017 Third
Quarter
File No. 7076.01
Report No. 17-116

A presentation by municipal staff.

That Council receive Information Report to Council No.17-116 summarizing the Planning Department and Building Department application activity for the third quarter of 2017.

ADMINISTRATIVE REPORTS

DVP1137 –
2360 Gondola Way
Setback Variances
File No. DVP1137
Report No. 17.117

A presentation by municipal staff.

That Council approve the issuance of Development Variance Permit DVP1137 for the existing and proposed development located at 2360 Gondola Way to:

1. Vary the south setback from 7.6 metres to 5.4 metres to accommodate the existing roof and an addition to the existing detached dwelling;
2. Vary the west setback from 7.6 metres to 6.29 metres to accommodate an existing deck and proposed deck expansion;
3. Vary the north side setback from 3.0 metres to 2.03 metres for a hot tub.

All as shown on architectural plans A-01, A-03, A-04 prepared by Progressive Design Limited and dated May 1, 2017 (A-03 and A-04) and May 9, 2017 (A-01) attached as Appendix “B” to Administrative Report to Council No. 17-117; subject to completion of the following matters to the satisfaction of the General Manager of Resort Experience:

1. Discharge of the restrictive covenant registered on title as GD56142; and further,

That Council authorize the Mayor and Municipal Clerk to discharge the referenced covenant.

Council Travel
and Expense
Reimbursement
Policy
File No. A-36
Report No. 17-118

No presentation.

That Council rescind Council Policy A-10: Expenses Policy and replace it with Council Policy A-36: Council Travel and Expense Reimbursement Policy.

Funding for Whistler
Community Services
Society Building
Construction at
Nesters Waste
Facility
File No. 665
Report No. 17-119

A presentation by municipal staff.

That Council direct staff to enter into an agreement for the Resort Municipality of Whistler to loan Whistler Community Services Society a maximum of one million dollars for a term of thirty years for the purposes of constructing 10,000 square foot timber panel (CLT) building including WCSS operation of a retail thrift store available to the public for drop-off items for resale, social service including outreach, family support programs, food bank services with food waste reduction programs;

That the loan bear annual interest at the current ten year indicative market rate as posted by the Municipal Finance Authority of British Columbia;

That the annual interest rate be reset every five years based on the ten year indicative market rate posted by Municipal Finance Authority of British Columbia at that time; and further,

That the current Five Year Financial Plan Bylaw for the year be amended to include a disbursement(s) up to the maximum amount of the loan.

MINUTES OF COMMITTEES AND COMMISSIONS

Emergency
Planning
Committee

Regular Meeting Minutes of the Emergency Planning Committee of July 13, 2017.

Whistler Bear
Advisory Committee

Regular Meeting Minutes of the Whistler Bear Advisory Committee of September 13, 2017.

Forest and Wildland
Advisory Committee

Regular Meeting Minutes of the Forest and Wildland Advisory Committee of September 13, 2017.

BYLAWS FOR ADOPTION

Municipal Ticket
Information System
Amendment Bylaw
No. 2164, 2017

That "Municipal Ticket Information System Amendment Bylaw No. 2164, 2017" be adopted.

OTHER BUSINESS

Squamish-Lillooet
Regional District
Board Appointments

That Council appoint one Councillor as a Director and one Councillor as an Alternate Director to the Squamish-Lillooet Regional District Board of Directors.

Deputy Municipal
Clerk Signing
Authority

That Council appoint Wendy Faris as Deputy Municipal Clerk for the purposes of signing Bylaws, Agendas, Minutes and other Meeting related documents.

CORRESPONDENCE

Application # 256-
17 / Route S1:
Vancouver –
Pemberton/Mt.
Currie
File No. 3009

Correspondence from the Village of Pemberton Mayor Mike Richman, dated October 5, 2017, regarding Greyhound's Application No. 256-17, Route S1: Vancouver to Pemberton and Mt. Currie to the B.C. Passenger Transportation Board.

World Diabetes Day
Light Up Request
File No. 3009.01

Correspondence from Kristie McRae, Coordinator, Community Partnerships, Diabetes Canada, dated October 13, 2017, requesting that the Fitzsimmons Covered Bridge, the Town Plaza Gazebo and the Village Gate Inuksuk be lit up blue on November 14, 2017 in support of World Diabetes Day.

Traffic Lights at Nordic Estates and Hwy 99, Parking, Transit, Traffic and Housing File No. 7406	Correspondence from Alan Sailer, dated October 13, 2017, regarding the installation of traffic lights at Highway 99 and Nordic Estates and parking, transit and traffic in Whistler and expressing support for RMOW's service in addressing housing in Whistler.
Commuter Rail Transit File No. 3009	Correspondence from Gwyer Webber, dated October 16, 2017, regarding commuter rail transit in Whistler.
Whistler Visitors File No. 3009	Correspondence from Kulpreet Singh, dated October 19, 2017, regarding Whistler visitors.
Garbage Disposal File No. 3009	Correspondence from Emily Sullivan, dated October 19, 2017, requesting the addition of public garbage huts throughout Whistler for those who cannot easily access the Transfer Stations.
Whistler Naturalists Society CEP Letter of Thanks File No. 3004	Correspondence from Kristina Swerhun and Bob Brett on behalf of the Whistler Naturalists Society, received October 23, 2017, expressing thanks to Mayor and Council for CEP funding.
Acknowledgment of Brian Buchholz and Whistler Remembrance Committee File No. 3009	Correspondence from Lesley Clark, President of the Royal Canadian Legion Branch No. 201, dated October 19, 2017, acknowledging Brian Buchholz and the Whistler Remembrance Committee for the years of dedicated service to planning the annual Remembrance Day Service in Whistler and for their efforts in making the cenotaph more accessible to the public.
A Day for Our Common Future Proclamation Request and Support for UNESCO World Heritage Site Applications File No. 3009.1	Correspondence from Laurie Gourlay, Interim Director, Salish Sea Trust, and President of the Vancouver Island and Coast Conservation Society, dated October 27, 2017, requesting Council proclaim December 11, 2017 as "A Day for Our Common Future" in Whistler, B.C., and requesting support for the 2017 Canadian UNESCO World Heritage Site Applications.
Emerald Estates Access to Crown Land File No. 3009	Correspondence from David and Stephanie Adanac, dated October 31, 2017, regarding public trail access to Crown land behind the Emerald Estates subdivision.

Emerald Estates
Access from
Highway 99
File No. 7002.2

Correspondence from David and Stephanie Adanac, dated October 31, 2017, regarding safe automobile and pedestrian access to the Emerald Estates subdivision from Highway 99.

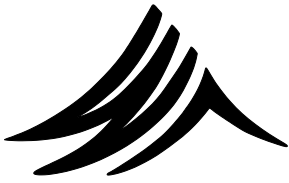
Emerald Estates
Access to Crown
Land and Highway
99 Safety
File No. 3009 and
7002.2

Correspondence from the residents of Emerald Estates, dated October 31, 2017, regarding public access to Crown land from Emerald Estates and regarding Highway 99 safety concerns at the Emerald Estates entrance.

Review of the
Mayor's Task Force
on Resident
Housing Report
File No. 3009

Correspondence from Steve Bayly, dated October 31, 2017, regarding the Mayor's Task Force on Resident Housing Report and the Report's associated recommendations.

ADJOURNMENT



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, OCTOBER 17, 2017, STARTING AT 5:30 P.M.**

**Franz Wilhelmsen Theatre at Maury Young Arts Centre
4335 Blackcomb Way, Whistler, BC V0N 1B4**

PRESENT:

Mayor: N. Wilhelm-Morden

Councillors: S. Anderson, J. Crompton, J. Ford, J. Grills and
S. Maxwell

Chief Administrative Officer, M. Furey
General Manager of Corporate and Community Services, N. McPhail
General Manager of Infrastructure Services, J. Hallisey
Acting General Manager of Resort Experience, D. Patterson
Director of Planning, M. Kirkegaard
Acting Director of Corporate, Economic and Environmental Services, H. Beresford
Fire Chief, G. Playfair
Acting Manager of Communications, M. Darou
Municipal Clerk, B. Browning
Senior Planner, M. Laidlaw
Capital Projects Manager, T. Shore
Economic Development Officer, T. Metcalf
Planner, A. Antonelli
Deputy Fire Chief, C. Nelson
Council Coordinator, S. Termuende

Mayor Wilhelm-Morden recognized the attendance of Freeman Garry Watson.

Agenda

ADOPTION OF AGENDA

Moved by Councillor J. Ford
Seconded by Councillor J. Grills

That Council adopt the Regular Council Agenda of October 17, 2017.

CARRIED

Minutes

ADOPTION OF MINUTES

Moved by Councillor S. Maxwell
Seconded by Councillor S. Anderson

That Council adopt the Regular Council Minutes of October 3, 2017.

CARRIED

PRESENTATIONS/DELEGATIONS

Doug Forseth
Recognition

Mayor Nancy Wilhelm-Morden and Chief Administrative Officer Mike Furey gave a presentation honouring Doug Forseth's 23 years of service with Whistler Blackcomb.

In 1994, Doug began working with the Whistler Mountain Ski Corporation as the President. He was the Senior Vice President of Whistler Blackcomb for almost 15 years, and he has worked as the Vice President of Planning, Government Relations and Special Projects for the past six years. Doug was in charge of special projects and his leadership was integral in development of the \$53 million Peak 2 Peak gondola project and the execution of the 2010 Winter Olympic Games. Doug has been involved in high level projects such as the recent Master Development Agreements with the Province and has worked closely with the Squamish and Lil'wat Nations, and partners such as the Resort Municipality of Whistler and Tourism Whistler. Doug demonstrated his commitment to the RMOW's Comprehensive sustainability plan and was involved in energy conservation initiatives at Whistler Blackcomb. As an active member of the community, Doug been involved with community groups like the Whistler Rotary Club and has sat on the Community Foundation of Whistler and Tourism Whistler boards. He is also a founding director of several community organizations including the Whistler Centre for Sustainability, the Dave Murray National Training Centre, Whistler Learning Centre and ONE Whistler.

Mayor Nancy Wilhelm-Morden thanked Doug Forseth for his efforts to preserve the natural environment and for his contributions to the community that makes Whistler such an incredible place to live and visit.

PUBLIC QUESTION AND ANSWER PERIOD

Lance Bright
2129 Lake Placid Rd
Re: Rejuvenation
Project for Creekside
Plaza

Mr. Bright asked if it was possible to decouple the BC Liquor Store from the RZ1132 CL3 Zone Creekside rejuvenation project due to the effect the BC Liquor Store may have on existing businesses in Whistler.

Chief Administrative Officer Mike Furey identified that this is a provincial decision to have the BC Liquor Store in the current location as will be discussed tonight by Council. Chief Administrative Officer Mike Furey deferred Mr. Bright's question to the Director of Planning Mike Kirkegaard. Mike Kirkegaard stated that the move of the BC Liquor Store was instrumental to the redevelopment of the building on that property by having the BC Liquor Store as an anchor tenant in that location. Mr. Kirkegaard stated that that is the current application before Council. Mayor Nancy Wilhelm-Morden identified that further comments and submissions can be made at the Public Hearing which will come to Council in the coming weeks.

Mr. Bright sought clarification that this redevelopment required a rezoning application to which Mayor Nancy Wilhelm-Morden confirmed and reiterated that members of the public can make written or oral submissions regarding the development.

Don Poirier
5, 1240 Mount Fee Rd
Re: WHA Passive
House DP1145 – 1020
Legacy Way

Mr. Poirier wanted to address the concerns as set out in his correspondence sent to Council and included as an appendix to the DP1145 – 1020 Legacy Way Administrative Report. Specifically, the height of the proposed structure and the lack of consultation with the surrounding residents.

Chief Administrative Officer Mike Furey and Mayor Nancy Wilhelm-Morden stated that the discussion on this Report will be held later this evening.

Mr. Poirier sought confirmation that this project would follow the project guidelines directly and asked if the final product will be significantly higher than the drawings shown and provided to the public.

Mayor Nancy Wilhelm-Morden stated that what is being considered tonight is what is provided in the Staff Report which sets the height. Chief Administrative Officer Mike Furey stated that the build does conform to the height and density restrictions and that the building is in response to a housing crisis in Whistler, which is why the goal is to get as much density on the site as possible.

Milo Rusimovich
8542 Buckhorn Place
Re: Ironman Vote in
Closed Council
Meeting August 15,
2017, UBCM
Marihuana Survey and
DES Cheakamus
Crossing

Mr. Rusimovich sought clarification regarding the reasoning and *Community Charter* section provision for an Ironman vote held on August 15, 2017 in a Closed Council Meeting.

Chief Administrative Officer Mike Furey identified that this was due to contract negotiations and the decision to host. Mr. Furey stated that he would need to refer to the specific meeting.

Mr. Rusimovich sought clarification regarding the Union of British Columbia Municipalities (UBCM) survey regarding marihuana regulations that was distributed to B.C. municipalities and asked why the RMOW did not participate.

Chief Administrative Officer Mike Furey identified that the survey was filled out from the personal perspective of the RMOW staff member rather than from the RMOW point of view.

Mr. Rusimovich also sought clarification regarding timelines for the resolution of the District Energy System (DES) issues.

Mayor Nancy Wilhelm-Morden stated that the RMOW has been working on DES regularly since 2011, the RMOW has spent \$365,000 on Phase 1 work, is spending additional money on Phase 2 work, the RMOW talks about the DES at every meeting and are dealing with it in the best way the RMOW can. Mayor Nancy Wilhelm-Morden stated that the RMOW is hopeful that those going through Phase 1 work and those going through Phase 2 work will come out at the other end of this winter with satisfactory results. Mayor Nancy Wilhelm-Morden stated that the RMOW has not ignored the DES issue.

Janice Lloyd
8572 Drifter Way
Re: Holborn Lands
and Renaissance
Lands Zoning and
Covenants

Ms. Lloyd asked where and how concerned citizens can stay involved and be notified of changing covenants and zoning applications for the Holborn Lands and Renaissance Lands for Vail. Ms. Lloyd asked if the current covenant on the Holborn Lands includes a place for seniors' housing on the Holborn property.

Mayor Nancy Wilhelm-Morden stated that nothing has been done with the Holborn Lands since 2008 and that the covenants have not changed. Mayor Nancy Wilhelm-Morden stated that there is not a covenant on the Holborn Lands with respect to seniors' housing. However a rezoning application got as far as third reading several years ago and did not go forward and now third reading has been retracted. Mayor Nancy Wilhelm-Morden stated that there are no current rezoning applications for the Holborn Lands.

Ms. Lloyd sought further clarification on how someone can keep tabs on this.

Mayor Nancy Wilhelm-Morden stated that this can be done through the public process.

Ms. Lloyd asked if there would be a public zoning process on the Renaissance Lands.

Mayor Nancy Wilhelm-Morden stated that absolutely there would be a public zoning process. Mayor Nancy Wilhelm-Morden stated that the RMOW wanted to ensure that community members are well informed of any rezoning applications or development applications and that residents have ample opportunity to be informed and engage. Mayor Nancy Wilhelm-Morden stated that there are many myriads of opportunities to make one's views known. Mayor Nancy Wilhelm-Morden informed that no rezoning application has come forward from Whistler Blackcomb at this time for the Renaissance Lands but if it does, the RMOW will inform the community.

Dawn Titus
8440 Bear Paw Trail
Re: Housing Shortages

Ms. Titus asked Mayor and Council if they anticipated that lack of housing would be a consequence of the success of bringing people to Whistler and asked why the Mayor's Task Force on Resident Housing was only created last year.

Mayor Nancy Wilhelm-Morden stated that Whistler had ample employee housing that came on just around 2010 games: the units in Cheakamus Crossing and the units in the Rainbow subdivision. Mayor Nancy Wilhelm-Morden stated that the recession did not hit Whistler until 2011. Mayor Nancy Wilhelm-Morden stated that the RMOW focused on turning the economy around, struck up the Economic Partnership Initiative Committee, she stated that the RMOW further focused on keeping taxes at zero per cent for three years and stated that focusing on the economy has yielded extraordinary success by virtue of the RMOW's effort and the perfect storm including the low American dollar. Mayor Nancy Wilhelm-Morden stated that when it became clear that the RMOW needed to catch up on housing, the RMOW struck up the Mayor's Task Force on Resident Housing. It reported to Council two weeks ago with seven recommendations which go to the community on November 2, 2017 at the Community Forum. Mayor Nancy Wilhelm-Morden stated that she was confident that the RMOW will be able to and are addressing the housing issues in Whistler.

Ms. Titus sought clarification on the implementation and resettlement timelines for those waiting for housing with the Whistler Housing Authority.

Mayor Nancy Wilhelm-Morden stated that as soon as the RMOW receives comments from the November 2, 2017 Community Forum, the RMOW will be coming in with implementation reports. Mayor Nancy Wilhelm-Morden stated that the RMOW is currently implementing programming such as the Home Run Program which involves businesses stepping up to provide housing.

PRESENTATIONS/DELEGATIONS

Human Trafficking,
Sexual Exploitation
and Youth Exploitation

A presentation by Cathy Peters on Human Trafficking, Sexual Exploitation and Youth Exploitation.

MAYOR'S REPORT

Mayor's Report

Resort Municipality Initiative Confirmation of Funds

The Resort Municipality of Whistler was pleased with the official provincial confirmation last week of Resort Municipality Initiative (RMI) funds for this year.

The RMOW is very hopeful that our efforts over the past year, and most recently at the Union of BC Municipalities Convention, to achieve an extension of RMI funding beyond March 2018 will be successful.

A revenue source for eligible resort municipalities since 2006, RMI funding has been invested in a range of programs and services that support and help grow tourism in Whistler.

Mayor Nancy Wilhelm-Morden was pleased that several recent proposals being considered by Council, including two tonight, offer additional resident housing for the community:

- a Development Permit being considered for a Whistler Housing Authority development at Bear Paw Trail includes 20 rental units of seniors' housing in a three-storey apartment building;
- a Development Variance Permit for Legacy Way for a Whistler Housing Authority development includes 22 resident-restricted rental units; and
- a Development Permit considered last week for a subdivision and master planned development at the entrance of Function Junction includes 17 two-bedroom units and one one-bedroom unit.

Mayor Nancy Wilhelm-Morden stated that it is encouraging to see the development of more resident housing, in addition to all of the other Housing Task Force recommendations and initiatives. Mayor Nancy Wilhelm-Morden invited everyone to come out to the Community Forum on November 2, 2017 to provide feedback on housing recommendations. Visit whistler.ca/housing for more information.

2017 By-Election Advance Voting

Advance voting for the upcoming municipal by-election will be held this week from 8 a.m. to 8 p.m. on:

- Wednesday, October 18, 2017 at the Whistler Conference Centre, and
- Saturday, October 21, 2017 at Municipal Hall.

Mail-ballot voting is also available to qualified electors who submit an application to vote by mail by 4 p.m. on October 26, 2017.

General Voting Day is Saturday, October 28, 2017 from 8 a.m. to 8 p.m. at the Whistler Conference Centre.

Details are available at whistler.ca/election.

Wayfinding and Guest Arrival Experience Strategy Project Update

Residents and visitors may have noticed the installation of new signage around the Village. This work is part of the Master Wayfinding and Guest Arrival Experience Strategy Project. The installation of vehicular signs will be substantially complete by the end of this week. Signage will also be installed in Whistler's parks, including Lost Lake, Rainbow, Lakeside, Wayside and Alpha Lake Parks. New Valley Trail signs will be installed throughout the fall. The goal is

to enhance and improve the Whistler Village guest experience and support ongoing business success throughout the community. Visit whistler.ca/wayfinding for more information.

Creekside Underpass Mural Complete

The new underpass mural in Creekside is now complete, thanks to the efforts of artist Jessa Gilbert. The mural was commissioned by the RMOW to help revitalize Creekside, expand arts and culture initiatives and discourage graffiti in this location. A full listing of public art in Whistler is available at whistler.ca/culture.

Waste Reduction Month

Waste Reduction Month events continue in Whistler, with the official opening of the Nesters Depot this Saturday. Updates to the Nesters Waste Depot site support our waste reduction goals by increasing access to the many waste diversion options available. The recently updated Solid Waste Bylaw will also focus on waste reduction by reducing the amount of food scraps and yard waste sent to landfill in multi-family accommodation and commercial properties. Waste reduction is a community priority, and is consistent with the Squamish-Lillooet Regional District's waste reduction plan. Do your part to help reach our community's waste reduction goals. For information about how you can reduce waste, visit whistler.ca/wastereduction.

Councillor Jack Crompton expressed condolences to the family and friends of Chris Prior.

Councillor Jen Ford thanked the Fire Department and community for coming out to Fire Prevention Awareness Days at Hall 1 on Saturday, October 14, 2017 and Hall 3 on Sunday, October 15, 2017. Councillor Ford stated that she appreciated that children were offered a supportive environment which showed the dedicated efforts of the Whistler Fire Rescue Service.

ADMINISTRATIVE REPORTS

Municipal Ticket
Information System
Amendment
Bylaw No. 2164, 2017
File No. 2164
Report No. 17-110

Moved by Councillor J. Ford
Seconded by Councillor J. Grills

That Council consider giving first, second and third readings to the "Municipal Ticket Information System Amendment Bylaw No. 2164, 2017".

CARRIED

DP1584 –
8350 Bear Paw
Trail – Whistler
Housing Authority
Seniors' Rental
Housing
File No. DP1584
Report No. 17-111

Moved by Councillor J. Crompton
Seconded by Councillor S. Anderson

That Council approve the issuance of Development Permit DP1584 for a three story, 20-unit apartment building located at 8350 Bear Paw Trail for Whistler Housing Authority controlled seniors' rental housing, which includes the following variances to "Zoning and Parking Bylaw No. 303, 2015":

- a. A variance to the minimum permitted setback from the front parcel boundary from 6.0 metres to 5.0 metres;
- b. A variance to the minimum permitted setback from the rear parcel boundary from 6.0 metres to 3.88 metres;
- c. A variance to the minimum permitted setback from the side parcel boundary from 6.0 metres to 0.83 metres; and

- d. A variance to the maximum height of retaining walls within a setback area from 0.6 metres to 1.95 metres,

as illustrated on the architectural and landscape plans (A1.1-A5.2, L0.0 – L4.0, and Shadow Analysis A0.0-A0.1) prepared by Murdoch & Company Architecture + Planning Ltd., dated received October 11, 2017, subject to the resolution of the following item to the satisfaction of the General Manager of Resort Experience:

1. Provision of a letter of credit, or other approved security, in the amount of 135 per cent of the costs of the hard and soft landscape works both on and off-site as security for the construction and maintenance of these works; and further

That final architectural details, materials and colours are subject to review by the municipal Advisory Design Panel and approval by the General Manager of Resort Experience prior to any vertical construction of the proposed building.

CARRIED

DVP1145 –
1020 Legacy Way –
Whistler Housing
Authority Rental
Apartment Building
File No. DVP1145
Report No. 17-112

Moved by Councillor J. Grills
Seconded by Councillor J. Ford

That Council approve the issuance of Development Variance Permit DVP1145 for a Whistler Housing Authority apartment building with 22 resident restricted rental units, located at 1020 Legacy Way, as shown on the architectural and landscape plans (pages 3-12, 15-18, A-2.0-5.001, L1-2), prepared by Integra Architecture and dated July 19, 2017, which includes the following variances to “Zoning and Parking Bylaw No. 303, 2015”:

1. A variance to the minimum permitted setback from the side parcel boundary (from Legacy Way) from 4.0 metres to 3.0 metres;
2. A variance to the minimum permitted setback from the rear parcel boundary (from the northeast side of the property) from 6.0 metres to 0.0 metres; and
3. A variance to the maximum height of retaining walls within a setback area from 0.6 metres to 2.5 metres.

CARRIED

RZ1132 –
2010 and 2011
Innsbruck Drive –
CL3 Zone
Amendment for
Creekside Plaza
Rejuvenation
Project
File No. RZ1132
Report No. 17-114

Moved by Councillor J. Grills
Seconded by Councillor J. Ford

That Council authorize further processing of Rezoning Application RZ1132; and,

That Council direct staff to prepare a zoning amendment bylaw for RZ1132 that would provide for the proposed Creekside Plaza rejuvenation project as described in this report #17-114 and secure the proposed improvements as part of the rezoning.

CARRIED

RZ1143 – Prism
Lands Amenity
Rezoning
File No. RZ1143
Report No. 17-113

Moved by Councillor J. Crompton
Seconded by Councillor S. Anderson

That Council authorize further review and processing of Rezoning Application RZ1143; and

That Council direct staff to prepare a zoning amendment bylaw for RZ1143 that would create new site specific zoning for the Prism Lands with amenity provisions that would provide for the proposed land uses and dedication of lands to the Resort Municipality of Whistler for municipal purposes, as described in this report #17-113.

CARRIED

UBCM Strategic
Wildfire Prevention
Initiative Funding
Applications
File No. 8337.01
Report No. 17-115

Moved by Councillor S. Maxwell
Seconded by Councillor S. Anderson

That Council provide support for the activities and grant management described in UBCM Fuel Management Prescription Program Application (Rainbow: Block 1, CCF3 & CCF4) attached as Appendix "A" to Administrative Report No. 17-115; and

That Council provide support for the activities and grant management described in UBCM Operational Fuel Treatment Program Application (Big Timber, Kadenwood) attached as Appendix "B" to Administrative Report No. 17-115.

CARRIED

Capital Purchase –
Replacement Fire
Apparatus
File No. 2017-4300-
001
Report No. 17-108

Moved by Councillor J. Ford
Seconded by Councillor J. Grills

That Council authorize staff to enter into an agreement for the build and purchase of a Rosenbauer Rescue Engine at a total cost of \$874,126.84 USD; and

That Council direct staff to include this amount in the 2018 – 2022 financial plan.

CARRIED

Approval to Award
Contract – 2017
Parking Lot 5 Storm
Water Upgrade
File No. 523.1
Report No. 17-109

Moved by Councillor J. Grills
Seconded by Councillor S. Anderson

That Council direct staff to award the contract for Phase 1 of the Parking Lot 5 Upgrade Project – Storm Water Upgrade to Whistler Excavations Ltd.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Advisory Design
Panel

Moved by Councillor J. Grills
Seconded by Councillor J. Crompton

That Council receive the Regular Meeting Minutes of the Advisory Design Panel of July 19, 2017 and August 16, 2017.

CARRIED

BYLAWS FOR FIRST, SECOND, AND THIRD READINGS

Municipal Ticket
Information System
Amendment
Bylaw No. 2164,
2017

Moved by Councillor J. Ford
Seconded by Councillor J. Grills

That "Municipal Ticket Information System Amendment Bylaw No. 2164, 2017" be given first, second and third readings.

CARRIED

BYLAWS FOR ADOPTION

Permissive
Tax
Exemption Bylaw
No. 2162, 2017

Moved by Councillor S. Maxwell
Seconded by Councillor S. Anderson

That "Permissive Tax Exemption Bylaw No. 2162, 2017" be adopted.

CARRIED

Zoning Amendment
Bylaw (CC1 –
Mountainside
Lodge)
No. 2150, 2017

Moved by Councillor J. Grills
Seconded by Councillor J. Ford

That "Zoning Amendment Bylaw (CC1 – Mountainside Lodge) No. 2150, 2017" be adopted.

CARRIED

OTHER BUSINESS

Other Business

There were no items of Other Business.

CORRESPONDENCE

Resort Municipality
Initiative (RMI)
Program Funding
File No. 3009

Moved by Councillor J. Crompton
Seconded by Councillor S. Anderson

That correspondence from Patrick Smyth, dated September 27, 2017, regarding the Resort Municipality of Whistler's Resort Municipality Initiative (RMI) Program funding be received and referred to staff.

CARRIED

Electronic Bike Use on
Non-Motorized
Restricted Trails
File No. 3009

Moved by Councillor J. Ford
Seconded by Councillor J. Grills

That correspondence from Paul Austin, dated October 2, 2017, regarding the operation of electronic bike tours on non-motorized restricted trails be received and referred to staff.

CARRIED

World Kidney Day
Light Up Request
File No. 3009.1

Moved by Councillor S. Maxwell
Seconded by Councillor J. Crompton

That correspondence from Natasha Jawa, Manager of Clinical Research, Division of Neurology, The Hospital for Sick Kids, dated October 3, 2017, requesting that the Fitzsimmons Covered Bridge, Village Gate Inuksuk and Town Plaza Gazebo be lit up orange in support of World Kidney Day on March 8, 2018 be received and referred to staff.

CARRIED

Foster Family Month
in British Columbia
File No. 3009.1

Moved by Councillor J. Ford
Seconded by Councillor J. Grills

That correspondence from the Honorable Katrine Conroy, Minister of Children and Family Development, dated October 4, 2017, proclaiming October as Foster Family Month in British Columbia be received.

CARRIED

BC AWARE Days
Proclamation Request
File No. 3009.1

Moved by Councillor J. Crompton
Seconded by Councillor S. Maxwell

That correspondence from Charles W. Wordsworth, ISACA BCAWARE Committee, dated October 9, 2017, requesting that Council proclaim January 29 to February 9, 2018 as B.C. AWARE Days be received.

CARRIED

ADJOURNMENT

Adjournment

Moved by Councillor J. Crompton

That Council adjourn the Regular Council Meeting of October 17, 2017 at 7:58 p.m.

CARRIED

Mayor, N. Wilhelm-Morden

Municipal Clerk, B. Browning



REPORT | INFORMATION REPORT TO COUNCIL

PRESENTED: November 7, 2017
FROM: Resort Experience
SUBJECT: PLANNING AND BUILDING DEPARTMENTS' APPLICATION ACTIVITY
REPORT – 2017 THIRD QUARTER

REPORT: 17-116
FILE: 7076.01

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council receive Information Report to Council No.17-116 summarizing the Planning Department and Building Department application activity for the third quarter of 2017.

REFERENCES

Appendix "A" – Table A.1: Planning Department New Applications by Type
Table A.2: Planning Department Application Processing Status
Table A.3: Building Department New Applications by Type
Table A.4: Building Department Application Processing Status
Table A.5: Summary of Active Rezoning and Development Permit Applications

PURPOSE

The purpose of this Report is to provide Council with an overview of Planning Department and Building Department application activity for the third quarter of 2017. This Report also provides additional information on active rezoning and development permit applications.

DISCUSSION

Activity Report

Reporting on Planning Department and Building Department application activity is prepared quarterly for Council, at Council's request. The reporting provides information on the volume of new applications and their processing status for both the Planning and Building Departments.

Planning Department

Table A.1 of Appendix "A" shows that the Planning Department received 54 new applications in the third quarter of 2017, for a total intake of 152 applications in the first three quarters of 2017.

Of the application types, development permit applications (13) continue to represent the largest number of applications by type, consistent with all previous quarterly updates.

Historically, the second and third quarters are the busiest for intake of new applications into the Planning Department and this is the case to date for 2017. Compared to recent years, the number of new applications for year to date through the third quarter (152) has decreased from previous

years (172 in 2016, 183 in 2015). Of the application types, intake of new land use contract, development permit, sign permit and covenant modification applications have decreased, while intake of new development variance permit applications have increased, when compared to year to date through the third quarter of 2016. This identifies that by year end, total intake of new applications into the Planning Department is expected to be less than the total intake of previous years.

Table A.2 of Appendix “A” shows three tables that provide the processing status of new Planning Department applications received in the first three quarters of 2017, outstanding applications from 2016 and their processing status at the end of the third quarter of 2017, and lastly, the total volume of applications being processed in the first three quarters of 2017. In total, the Planning Department had 213 applications in process in the first three quarters of 2017, of which 116 were approved, one denied, 13 withdrawn or cancelled, and 83, representing 39 per cent, remained in progress at the end of the third quarter.

The status of active development permit and development variance permit applications is available on the RMOW website.

Building Department

Table A.3 of Appendix “A” shows that the Building Department received 336 new applications in the third quarter of 2017, for a total intake of 1,008 in the first three quarters of 2017.

Of the file types, information requests (123) and building permits (76) continue to represent the majority of the files. Information requests are requests made by homeowners, or through their agent (designer, real estate agent) for historical permit information including occupancy certificates, drawings and surveys, gross floor area calculations or confirmation that works and services charges were paid. This information is not public and therefore is not on the RMOW website, and can only be obtained through an information request.

Historically, the second and third quarters are the busiest for intake of new applications into the Building Department and this is the case to date for 2017. Compared to recent years, the number of new applications for year to date through the third quarter (1,008) is down marginally from 2016 (1,048) but up from 2015 (894). Of the application types, intake of new building permit, information request and site alteration permit applications have decreased, while intake of new demolition permit applications have increased, when compared to year to date through the third quarter of 2016. This identifies that by year end, total intake of new applications into the Building Department is expected to be slightly less than in 2016. For reference, 2016 was the busiest year for new applications into the Building Department since quarterly reporting to Council was initiated.

Table A.4 of Appendix “A” shows three tables that provide the processing status of new Building Department files received in the first three quarters of 2017, outstanding applications from 2016 and their processing status at the end of the third quarter of 2017, and lastly, the total volume of applications being processed in the first three quarters. In total, the Building Department had 1,633 files in process in the first two quarters of 2017, of which 766 were approved, one denied, 36 withdrawn or cancelled, 564 completed or granted occupancy, and 266, representing 16 per cent, remained in progress at the end of the third quarter.

The status of active building permit, plumbing permit, site alteration permit and demolition permit applications are available on the RMOW website.

Rezoning and Development Permit Files

As requested by Council, staff have also prepared a summary table of rezoning and development permit files, including a brief description of the nature of the file, the property location and processing status. This is intended to give Council more insight into files which are in process and will require Council approvals. This table is presented as Table A.5 of Appendix “A”.

Of the 34 files, 17 are under active review and 17 are with the applicant to address staff and/or Advisory Design Panel comments, issuance conditions, or bylaw adoption conditions.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	The built environment is attractive and vibrant, reflecting the resort community's character, protecting viewscales and evoking a dynamic sense of place.	The municipality's Planning and Building policies, regulations and application processes uphold and support these DOS. Quarterly reporting provides information on activity that furthers the DOS.
Built Environment	The built environment is safe and accessible for people of all abilities, anticipating and accommodating wellbeing needs and satisfying visitor expectations.	
Partnership	Residents, taxpayers, businesses and local government hold a shared vision for the resort community and work in partnership to achieve that vision.	
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
N/A	N/A	N/A

OTHER POLICY CONSIDERATIONS

Planning and Building applications are processed consistently with established municipal procedures and legislated requirements. The Planning and Building Departments maintain on-going project tracking to monitor and manage work flow and project assignments.

BUDGET CONSIDERATIONS

There are no direct external costs to prepare the quarterly reports. All internal costs to prepare the reports are accommodated within the annual operating budget of the municipality.

The processing of applications by the Planning and Building Departments supports department budgets and cost recovery of services provided.

COMMUNITY ENGAGEMENT AND CONSULTATION

This Report provides publicly available information regarding Planning and Building Department application activity on a regular and on-going basis.

The status of active development permit, development variance permit, building permit, plumbing permit, site alteration permit and demolition permit applications is available on the RMOW website. This information is public and shows active permits, once a permit is issued or closed it can no longer be viewed. Applicants, neighbours and contractors typically access this information. The Construction Tracker page of the website where this information can then be accessed received 1,788 unique views and 2,388 total views during the first three quarters of 2017.

SUMMARY

This Report presents an overview of Planning and Building Department application activities for the third quarter of 2017. This Report also provides additional information on active rezoning and development permit applications.

Respectfully submitted,

Melissa Laidlaw
SENIOR PLANNER
for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

Table A.1
Planning Department
New Applications Received By Type

Type	Q3-2017	Q2-2017	Q1-2017	Total 2017 YTD	Total 2016
Antenna Siting	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0
Board of Variance	3	6	1	10	10
Covenant Modification	4	5	3	12	19
Crown Referral	2	5	2	9	10
Development Permit	13	17	13	43	60
Development Variance Permit	10	5	3	18	11
Land Use Contract	0	0	0	0	13
Liquor Licence	7	10	6	23	24
Official Community Plan	0	0	0	0	0
Rezoning	5	1	5	11	12
Section 524 (floodplain)	2	0	0	2	2
Sign Permit	8	11	5	24	40
Temporary Use Permit	0	0	0	0	4
TOTAL Planning	54	60	38	152	205

Table A.2
Planning Department
Application Processing Status 2017 Q1 thru Q3

New Applications Received 2017

Type	2017 YTD	Approved	Denied	Withdrawn/ Cancelled	In Progress
Antenna Siting	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0
Board of Variance	10	6	0	3	1
Covenant Modification	12	5	0	0	7
Crown Referral	9	7	0	0	2
Development Permit	43	23	0	1	19
Development Variance Permit	18	3	0	5	10
Land Use Contract	0	0	0	0	0
Liquor Licence	23	21	0	1	1
Official Community Plan	0	0	0	0	0
Rezoning	11	4	0	0	7
Section 524 (floodplain)	2	0	0	0	2
Sign Permit	24	21	0	0	3
Temporary Use Permits	0	0	0	0	0
TOTAL	152	90	0	10	52

2016 Applications Processed in 2017

Type	2017 YTD	Approved	Denied	Withdrawn/ Cancelled	In Progress
Antenna Siting	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0
Board of Variance	1	1	0	0	0
Covenant Modification	11	3	0	1	7
Crown Referral	3	1	0	0	2
Development Permit	17	10	0	0	7
Development Variance Permit	4	2	0	0	2
Land Use Contract	13	3	0	0	10
Liquor Licence	3	3	0	0	0
Official Community Plan	0	0	0	0	0
Rezoning	5	2	0	2	1
Section 524 (floodplain)	2	1	0	0	1
Sign Permit	2	0	1	0	1
Temporary Use Permit	0	0	0	0	0
TOTAL	61	26	1	3	31

Total 2017 and 2016 Applications in Process

Type	2017 YTD	Approved	Denied	Withdrawn/ Cancelled	In Progress
Antenna Siting	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0
Board of Variance	11	7	0	3	1
Covenant Modification	23	8	0	1	14
Crown Referral	12	8	0	0	4
Development Permit	60	33	0	1	26
Development Variance Permit	22	5	0	5	12
Land Use Contract	13	3	0	0	10
Liquor Licence	26	24	0	1	1
Official Community Plan	0	0	0	0	0
Rezoning	16	6	0	2	8
Section 524 (floodplain)	4	1	0	0	3
Sign Permit	26	21	1	0	4
Temporary Use Permit	0	0	0	0	0
TOTAL	213	116	1	13	83

Table A.3
Building Department
New Applications Received By Type

Type	Q3-2017	Q2-2017	Q1-2017	Total 2017 YTD	Total 2016
Building Permit	76	81	84	241	320
Business Licence	9	24	20	53	67
Comfort Letter	6	3	1	10	12
Fireplace Permit	1	0	0	1	6
Information Request	123	135	109	367	481
Red File	10	10	4	24	29
Plumbing Permit	78	76	79	233	286
Demolition	28	14	12	54	45
Site Alteration	5	8	12	25	44
TOTAL Building	336	351	321	1008	1290

Table A.4
Building Department
Application Processing Status

New Applications Received 2017 - Q1 thru Q3

Type	2017 YTD	Approved	Denied	Withdrawn / Cancelled	Completed/ Occupancy	In Progress
Building Permit	241	160	0	4	13	64
Business Licence	53	0	0	0	37	16
Comfort Letter	10	0	0	0	7	3
Fireplace Permit	1	1	0	0	0	0
Information Request	367	0	0	0	350	17
Red File	24	0	0	1	5	18
Plumbing Permit	233	147	0	3	29	54
Demolition	54	35	0	3	11	5
Site Alteration	25	17	0	0	3	5
TOTAL Building	1008	360	0	11	455	182

2016 Applications Processed in 2017 - Q1 thru Q3

Type	2017 YTD	Approved	Denied	Withdrawn / Cancelled	Completed/ Occupancy	In Progress
Building Permit	278	200	0	14	33	31
Business Licence	19	0	1	0	8	10
Comfort Letter	0	0	0	0	0	0
Fireplace Permit	0	0	0	0	0	0
Information Request	4	0	0	0	4	0
Red File	22	0	0	0	1	21
Plumbing Permit	243	169	0	11	46	17
Demolition	37	24	0	0	10	3
Site Alteration	22	13	0	0	7	2
TOTAL Building	625	406	1	25	109	84

Total 2016 and 2017 Applications in Process 2017 - Q1 thru Q3

Type	2017 YTD	Approved	Denied	Withdrawn/ Cancelled	Completed/ Occupancy	In Progress
Building Permit	519	360	0	18	46	95
Business Licence	72	0	1	0	45	26
Comfort Letter	10	0	0	0	7	3
Fireplace Permit	1	1	0	0	0	0
Information Request	371	0	0	0	354	17
Red File	46	0	0	1	6	39
Plumbing Permit	476	316	0	14	75	71
Demolition	91	59	0	3	21	8
Site Alteration	47	30	0	0	10	7
TOTAL Building	1633	766	1	36	564	266

Table A.5				
Summary of Active Rezoning and Development Permit Applications 2017 Second Quarter				
File #	Address	Subject	Application Date	Status
DP001033	VILLAGE GREEN 4154 7	ND: Village - expansion to Beacon Pub (former Citta)	6-Aug-08	Staff reviewing concurrently with RZ1102. Refer to status of RZ1102.
DP001337		ND: Function - development of vacant site with 4 buildings for light industrial, commercial, offices	29-Jan-14	Approved for issuance by Council on 03-Oct-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001408	INDIGO LANE 8413	ND: Rainbow 12 unit condo development	18-Nov-14	Approved for issuance by Council on 15-Sept-15 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001440	GOLFERS APPROACH 4111	ND: Village - Tapley's - patio expansion & improvements	8-Apr-15	Applicant addressing 8-Jun-16 staff comments.
DP001543	NESTERS RD 8080	ND: Nesters Crossing - development of vacant industrial lot for container storage	15-Nov-16	Approved for issuance by Council on 26-Jan-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001551	GLACIER DR 4701 2	ND: Benchlands - Cedar Hollow - proposed one car garage for unit #2	24-Jan-17	Approved for issuance by Council on 15-Aug-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001556	INNSBRUCK DR 2011	ND: Creekside - Gateway Plaza - redevelopment of a 2-storey commercial building	9-Feb-17	Staff reviewing concurrently with RZ1132. Refer to status of RZ1132.
DP001562	BLUEBERRY DR 3200	ND: Blueberry - 8 unit townhouse development	4-Apr-17	Approved for issuance by Council on 20-Jun-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001576	GLACIER DR 4700 25	ND: Benchlands - Pinnacle Ridge - building additions, deck additions (LUC development approval)	6-Jun-17	Approved for issuance by Council on 15-Aug-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001577	SUNDIAL PL 4420	ND: Village - Powder Lodge building envelope and balcony refurbishment	13-Jun-17	Approved for issuance by Council on 15-Aug-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001584	BEAR PAW TRAIL 8350	ND: Rainbow - 20 unit multifamily residential seniors housing development	1-Aug-17	Approved for issuance by Council on 17-Oct-17 subject to conditions. Applicant is working on fulfilling issuance conditions.
LUC00002				
LUC00003				
LUC00004				
LUC00005				
LUC00006				
LUC00007				
LUC00008				
LUC00009				
LUC00010				
LUC00011				
RZ001003	MONS CRT 8069	Mons - Pomroy Property rezone - existing non-permitted uses and proposed new uses	22-Apr-08	Awaiting response from applicant to 2013 request.
RZ001009	GONDOLA WAY 2501	Whistler Creek South -Bunbury lands - zoning for revised 5 lot subdivision, no new BUs required	11-Jan-06	Applicant addressing 06-Jan-17 staff comments.
RZ001073	MONS RD 8021	Mons - Sabre Property zoning to legitimize siting and proposed additional uses and GFA	26-Mar-13	Applicant adrressing 19-May-17 staff comments.
RZ001094	MCKEEVERS PL 8104	Alpine - Alpine Cafe & Market rezoning for additional GFA, change of use	10-Jul-14	Applicant addressing 12-Jun-15 staff comments.
RZ001102	VILLAGE GREEN 4154 7	Village - Crystal Lodge Restaurant Expansion	30-Jan-15	Applicant addressing 22-Mar-17 staff comments.
RZ001104	LAKE PLACID RD 2121	Creekside - proposed rezoning to permit continued use of existing triplex	20-Feb-15	3rd reading on 9-Jun-15. Applicant working on fulfilling conditions of bylaw adoption.
RZ001129	BLACKCOMB WAY 4365 4375	Village - Whistler Olympic Plaza	4-Oct-16	RMOW initiated. Under review.
RZ001131		RMOW Initiated. General amendments to clarify setbacks, # of bedrooms, density in various zones.	19-Jan-17	RMOW initiated. Under review.
RZ001132	INNSBRUCK DR 2011	Creekside - Gateway Plaza - rezoning to add retail sale of liquor and resident housing use	9-Feb-17	Council granted authorization for staff to proceed with further processing of rezoning application on 17-Oct-17.
RZ001133	ALTA LAKE RD 5302	Tyrol Lodge - rezoning to legitimize tourist accommodation and residential use	22-Feb-17	Applicant advised in Sept-17 that staff do not support application as proposed.
RZ001135	NESTERS RD 8040	Nesters Crossing - rezoning to add additional uses to the CTI1 Zone	3-Mar-17	Received. Under review.
RZ001141	GLACIER DR 4700	Benchlands - Pinnacle Ridge - discharge LUC, increase density, no increase in number of units or bed units	7-Jul-17	Received 7-Jul-17. Under review.
RZ001143	ALTA LAKE RD 1501	Alta Lake Road (Prism)- rezoning for for parkland, residential housing and 5 estate lots	25-Sep-17	Council granted authorization for staff to proceed with further processing of rezoning application on 17-Oct-17.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: November 7, 2017

REPORT: 17-117

FROM: Resort Experience

FILE: DVP1137

SUBJECT: DVP1137 – 2360 GONDOLA WAY 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 DVP1137 for the existing and proposed development located at 2360 Gondola Way to:

1. Vary the south setback from 7.6 metres to 5.4 metres to accommodate the existing roof and an addition to the existing detached dwelling;
2. Vary the west setback from 7.6 metres to 6.29 metres to accommodate an existing deck and proposed deck expansion;
3. Vary the north side setback from 3.0 metres to 2.03 metres for a hot tub.

All as shown on architectural plans A-01, A-03, A-04 prepared by Progressive Design Limited and dated May 1, 2017 (A-03 and A-04) and May 9, 2017 (A-01) attached as Appendix “B” to Administrative Report to Council No. 17-117; subject to completion of the following matters to the satisfaction of the General Manager of Resort Experience:

1. Discharge of the restrictive covenant registered on title as GD56142; and further,

That Council authorize the Mayor and Municipal Clerk to discharge the referenced covenant.

REFERENCES

Location: 2360 Gondola Way
Legal Description: Strata Lot 44, District Lot 7135, Strata Plan VR2639
Owner: Man Yee Lui
Zoning: RS1 (Single Family Residential One)
Appendices: “A” – Location Plan
 “B” – Architectural Plans
 “C” – Site Photos
 “D” – Response from Neighbour

PURPOSE OF REPORT

This Report seeks Council’s consideration for variances to “Zoning and Parking Bylaw No. 303, 2015” for setback variances at 2360 Gondola Way to accommodate the existing detached dwelling and deck and a proposed new addition to the dwelling and deck.

Section 498 of the *Local Government Act* authorizes Council to vary regulations contained in a zoning bylaw by way of a development variance permit.

DISCUSSION

The owners are proposing a small addition to the existing detached dwelling and deck at 2360 Gondola Way. The subject lands, are located at the uppermost terminus of Gondola Way in the Bear Creek subdivision (see Appendix “A”). The curve in Gondola Way results in this parcel having three sides adjacent to the road.

A detached dwelling was developed on the subject parcel in 1992 under Building Permit B-92-03410. The lands are zoned RS1 (Single Family Residential One) and the subject parcel is contained within Bareland Strata Plan VR2639. While a typical RS1 lot supporting a similar level of density (less than 325 m²) would have 7.6 metre setbacks on the front and rear parcel lines along with 3.0 metre setbacks on the sides, the RS1 Zone provides unique setbacks for bareland stratas. This includes a 7.6 metre setback requirement from an internal access road. Therefore, the required setbacks for this parcel on the three sides that are adjacent to Gondola Way are all 7.6 metres. Renovations done by previous owners over the years has led to a situation where parts of the existing dwelling are now encroaching into the setbacks.

The development proposal is described in the accompanying table:

Item	DVP1137
Parcel Area	960 m ²
Existing GFA	248 m ²
Proposed New GFA	17 m ²
Total GFA	265 m ²
FSR	0.28 m ²
Existing Deck Area	48 m ²
Proposed New Deck Area	10 m ²
Total Deck Area	58 m ²

This table confirms that, apart from the minor variances requested here, the project conforms to all aspects of “Zoning and Parking Bylaw No. 303, 2015”

Development Variance Application DVP1137 is requesting setback relaxations as noted in the table below:

Variance Request	Zoning and Parking Bylaw No. 303, 2015 Regulation
1. Vary the south setback from 7.6 metres to 5.4 metres to accommodate the existing roof and an addition to the existing detached dwelling;	Part 12 – Subsection 1 (16): <u>Setbacks</u> Notwithstanding subsections (13) to (15), no detached dwelling located within a bare land strata plan shall be less than: (Bylaw No. 905)

<p>2. Vary the west setback from 7.6 metres to 6.29 metres to accommodate an existing deck and proposed deck expansion;</p>	<p>(a) 7.6 metres from the boundaries of that plan;</p> <p>(b) 7.6 metres from an internal access road; and</p> <p>(c) A distance from any other detached dwelling calculated as the sum of the following distances for each dwelling:</p> <table border="1" data-bbox="812 619 1421 745"> <thead> <tr> <th>GROSS FLOOR AREA OF</th><th>DISTANCE</th></tr> </thead> <tbody> <tr> <td>325 square metres or less</td><td>3 metres</td></tr> <tr> <td>greater than 325 square metres</td><td>6 metres</td></tr> </tbody> </table>	GROSS FLOOR AREA OF	DISTANCE	325 square metres or less	3 metres	greater than 325 square metres	6 metres
GROSS FLOOR AREA OF	DISTANCE						
325 square metres or less	3 metres						
greater than 325 square metres	6 metres						
<p>3. Vary the north side setback from 3.0metres to 2.03 metres for a hot tub.</p>	<p>Part 5 – Subsection 3 (6): <u>Auxiliary Buildings</u></p> <p>An uncovered swimming pool or hot tub must be sited not less than 3 metres from a rear or side parcel line and not less than 7.6 metres from a front parcel line. (Bylaw No. 1552)</p>						

The proposed setback variances are illustrated in the diagrams attached to this report as Appendix “B”. Some site photos of the existing condition are attached as Appendix “C”.

Staff support proposed Variance 1 as the requested reduction continues to exceed applicable setbacks in non-bareland strata properties with the same RS1 zoning (3.0 metres). Variance 2 is supported as the requested relaxation is minor and consistent with variances granted on other similar detached dwelling properties throughout the Resort Municipality of Whistler (RMOW). Variance 3 is supported because, in this case, the General Regulations in Part 5 are inconsistent with the applicable RS1 Zone setbacks. (The zone allows for development in this area provided that there is a minimum 3 metre building separation with the neighbour; staff note that the actual building separation will exceed 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.	Apart from the minor variances requested here, the project conforms to all aspects of the Zoning Bylaw.
	The built environment is attractive and vibrant, reflecting the resort community's character, protecting viewscales and evoking a dynamic sense of place.	The existing dwelling is consistent with neighbourhood character. Viewscales will not be affected by this proposal.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	None	

OTHER POLICY CONSIDERATIONS

Development Variance Permit Criteria

Staff have established criteria for consideration of development variance permits. The proposed variances are considered to be consistent with these criteria as described in the table below.

Potential Positive Impacts	Comment
Compliments a particular streetscape or neighbourhood.	The setback variances are considered minor and the streetscape is not considered to be affected by this application.
Works with the topography of the site, reducing the need for major site preparation or earthwork.	N/A
Maintains or enhances desirable site features, such as natural vegetation trees and rock outcrops.	The building responds to the sloping nature of the site.
Results in superior siting with respect to light access resulting in decreased energy requirements.	N/A
Results in superior siting with respect to privacy.	A privacy screen for the hot tub is indicated on the diagrams.
Enhances views from neighbouring buildings and sites.	Proposed variances do not affect views from neighbouring properties.
Potential Negative Impacts	Comment
Is inconsistent with neighbourhood character.	Existing dwelling and proposed improvements are considered consistent with the rest of this established neighbourhood.
Increases the appearance of building bulk from the street or surrounding neighbourhood.	Proposal does not increase appearance of building bulk.
Requires extensive site preparation.	N/A
Substantially affects the use and enjoyment of adjacent lands. (e.g. reduces light access, privacy, and views).	Proposed variances are not considered to affect adjacent lands.
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

Zoning and Parking Bylaw No. 303, 2015

The property is Zoned RS1. Apart from the variance requests addressed in the Discussion section of this Report, the proposal meets all other regulations of “Zoning and Parking Bylaw No. 303, 2015”.

Legal Encumbrances

At the time of subdivision of Strata Plan VR2639 a Building Envelope covenant was registered on title as GD56142. Given that the variances described herein will affect the allowable building envelope, staff recommend that this covenant be discharged in favour of the zoning setbacks as described in this Report.

BUDGET CONSIDERATIONS

The RMOW’s direct costs of processing and reviewing this application are covered through development variance permit application fees.

COMMUNITY ENGAGEMENT AND CONSULTATION

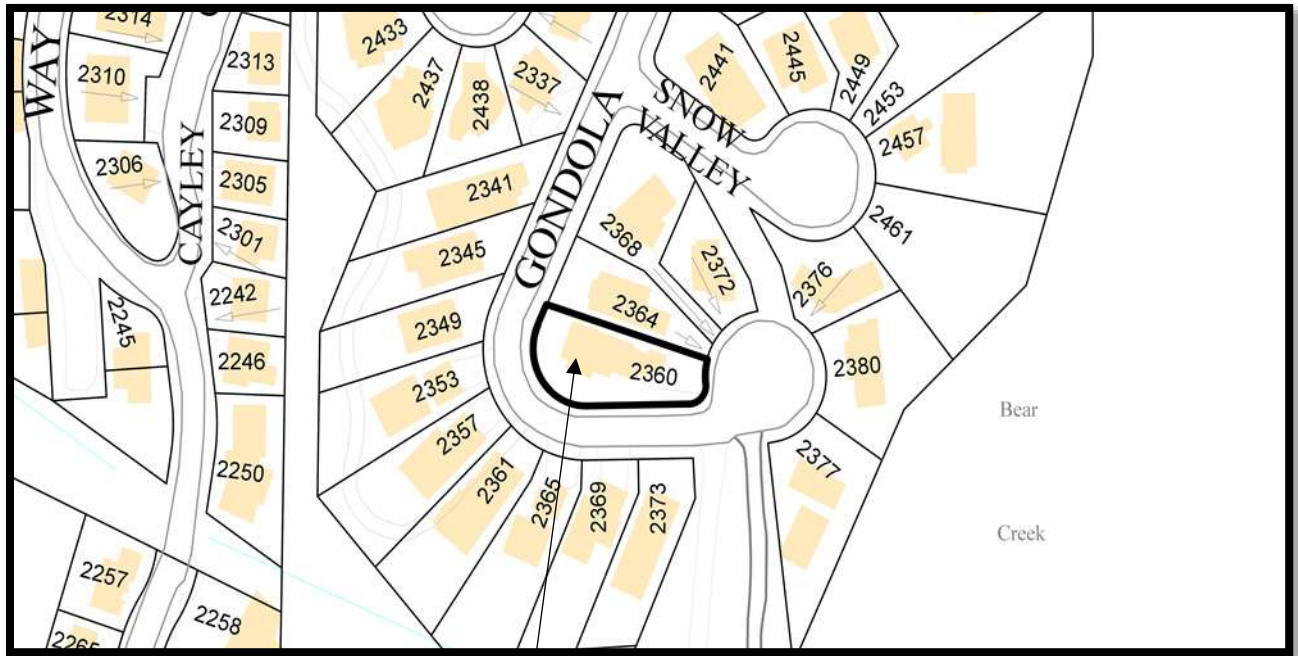
A sign describing DVP1137 is posted on the property. Notices were sent to surrounding property owners in September 2017. One response has been received, and is attached to this Report as Appendix “D”. The neighbour’s concern has to do with geotechnical assurance; this will be addressed at time of building permit.

SUMMARY

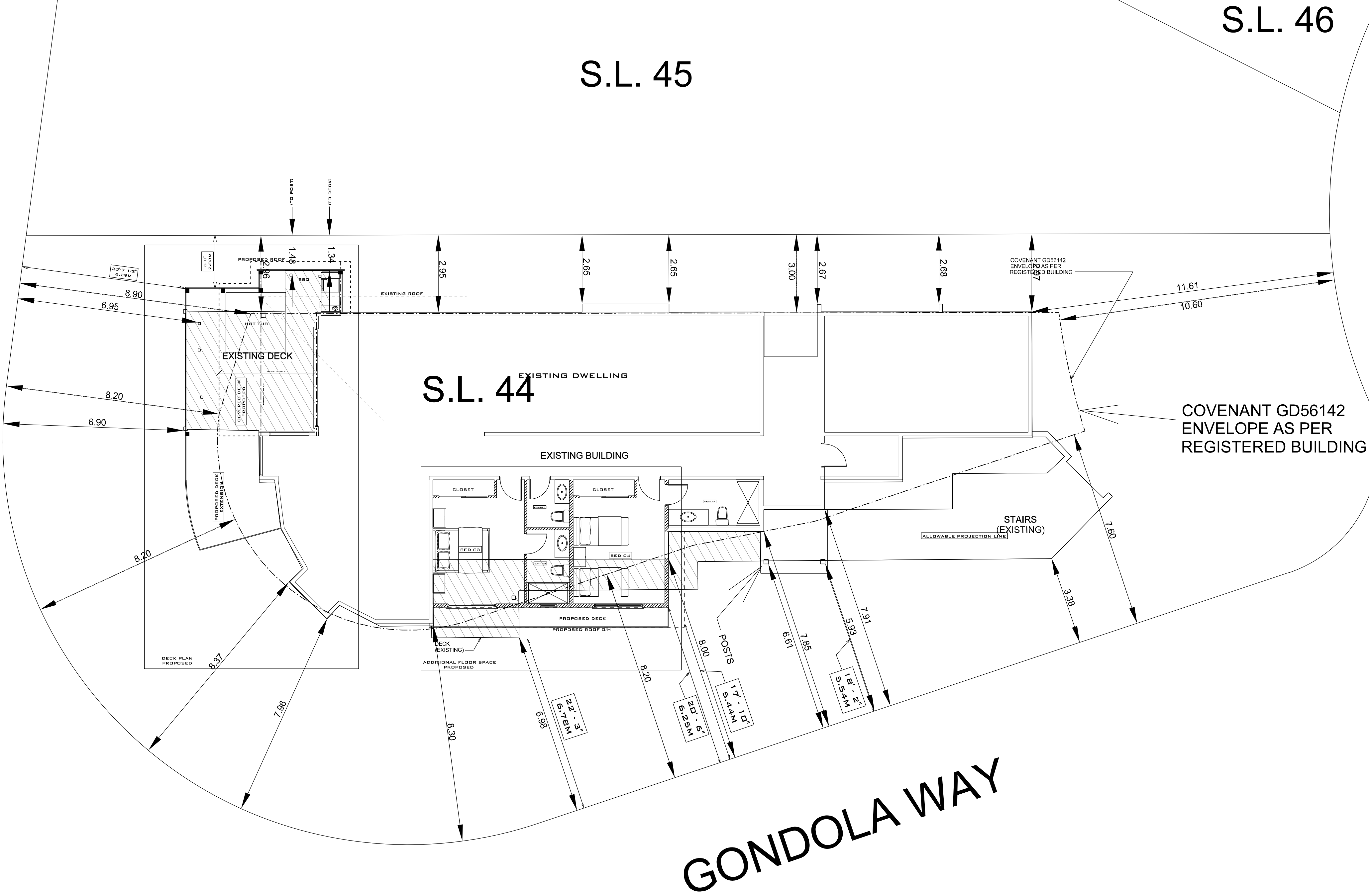
Development Variance Permit DVP1137 is a proposal to vary building setbacks at 2360 Gondola Way to accommodate some existing and proposed development. This Report seeks Council’s approval of the issuance of Development Variance Permit DVP1137, subject to discharge of the existing building envelope covenant registered on title as GD56142 to reflect the revised development scheme.

Respectfully submitted,

Roman Licko
PLANNING ANALYST
for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE



Subject Lands:
2360 Gondola Way



SITE PLAN
SCALE: 1/8" = 1'-0"

SITE SUMMARY			
CIVIC DESCRIPTION		2360 GONDOLA WAY	
LEGAL DESCRIPTION		P.I.D. 015,996.887	
ZONING: RTA5		S.L.44, D.L. 7135	
		STRATA PLAN VR2639	
		N.W.D. GP. 1	

AREA CALCULATIONS		
	SQ.FT.	SQ.M.
LOT AREA	10337.6	960.4
ALLOWABLE GFA	3500.0	325.0
EXISTING	2671.6	248.2
PROPOSED ADDITION	180.1	16.7
TOTAL	2851.7	264.9

NOTE: ALL ASPECTS OF CONSTRUCTION SHALL CONFORM TO THE BCBC 2012 - PART 9 U.N.D. OCCUPANCY: RESIDENTIAL "C"

PROJECT
2360 GONDOLA WAY
SUNSHINE
TUESDAY, MAY 9, 2017
OWN

2360 GONDOLA WAY
SITE PLAN

SEAN ANDERSON
PROGRESSIVE DESIGN LTD.

BOX 1 899
WHISTLER, B.C.
V2N 1 B0
CANADA

CEL: 604.938.2153
E-MAIL: SEAN@PROGRESSIVE-DESIGN.COM

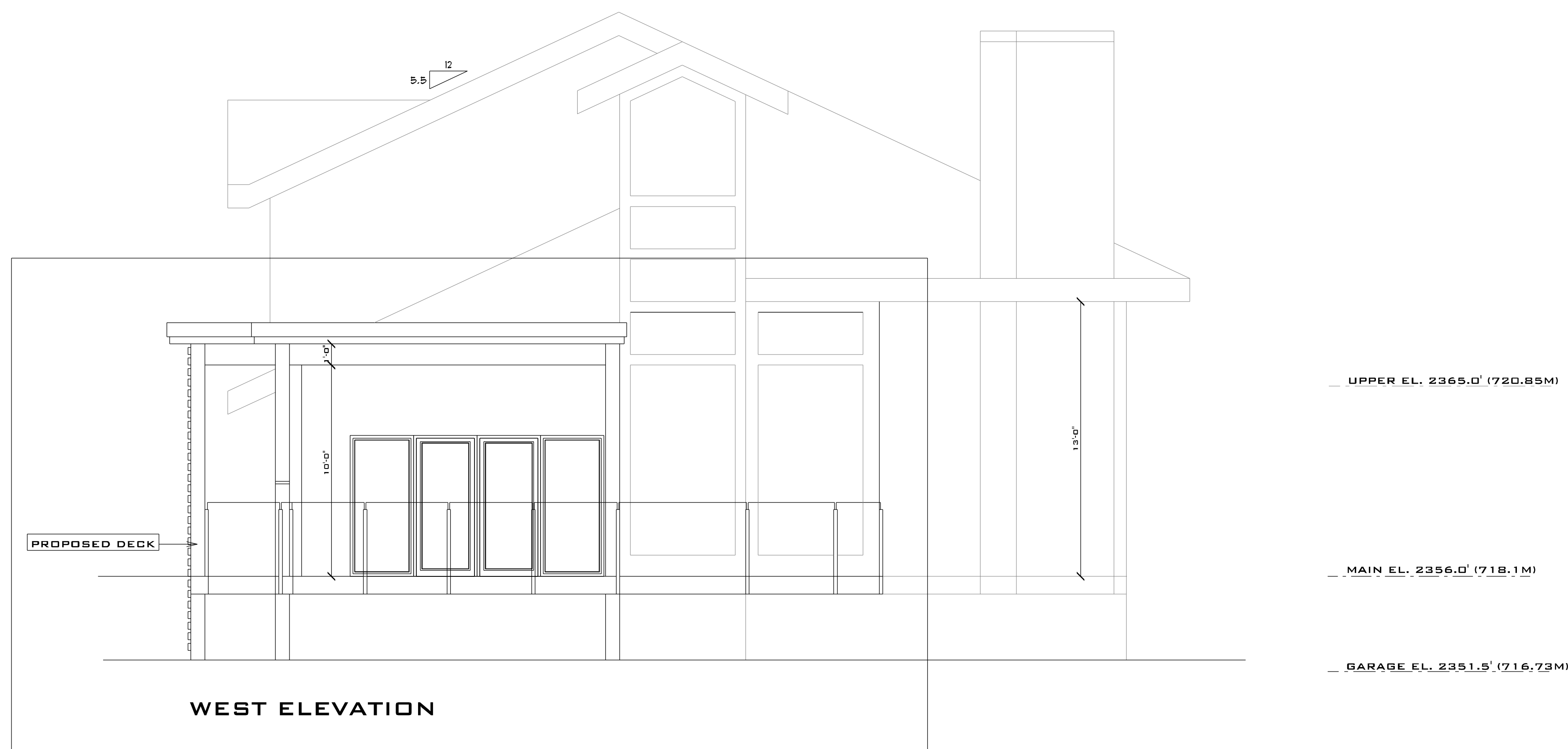
DATE:
TUESDAY, MAY 9, 2017
DRAWN BY:
S.A.
SCALE:
1/4" = 1'-0" U.N.D.

REVISIONS
17.04.24 BOARD OF VARIANCE APPLICATION
17.03.09 CONCEPT REVIEW

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A-01

DRAWING NUMBER



NOTE: ALL ASPECTS OF CONSTRUCTION SHALL CONFORM
TO THE BCC 2012 - PART 9 U.N.D.
OCCUPANCY: RESIDENTIAL 'C'

DATE: 17.04.24
PROJECT: 2360 GONDOLA WAY
DRAWN BY: S.A.

2360 GONDOLA WAY
ELEVATIONS

SEAN ANDERSON

TEL: 604.938.2153
E-MAIL: SEAN@PROGRESSIVE-CONCEPT.COM

PROGRESSIVE CONCEPT DESIGN LTD.

BOX 1599
WHISTLER, B.C.
V0N 1B0
CANADA

DATE:
MONDAY, MAY 1, 2017

DRAWN BY:
S.A.

SCALE:
1/4" = 1' - 0" U.N.D.

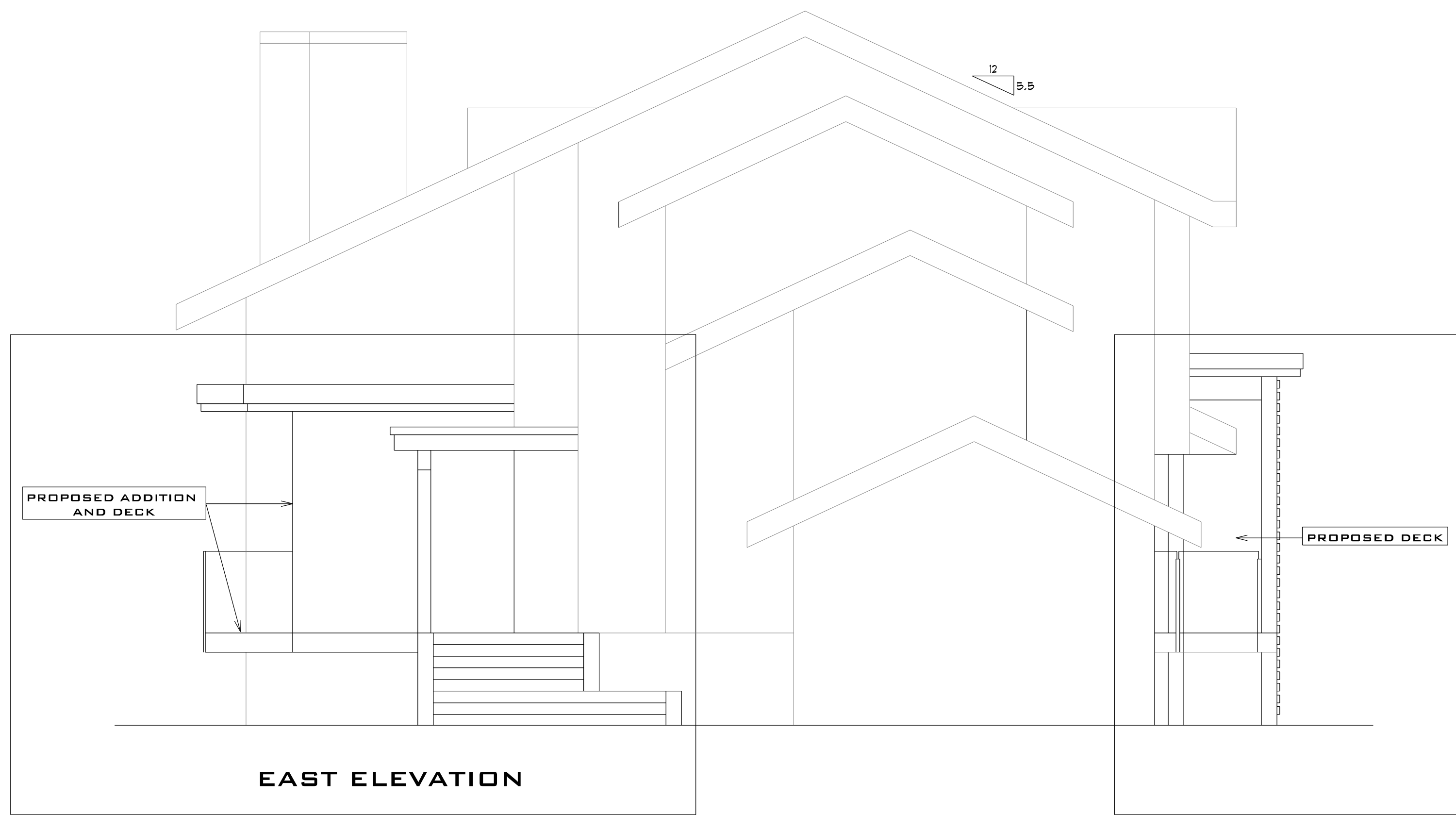
REVISIONS

17.04.24 BOARD OF VARIANCE APPLICATION	
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A-03

DRAWING NUMBER



UPPER EL. 2365.0' (720.85M)
9'-0"
MAIN EL. 2356.0' (718.1M)
4'-6"
GARAGE EL. 2351.5' (716.73M)



UPPER EL. 2365.0' (720.85M)
9'-0"
MAIN EL. 2356.0' (718.1M)
4'-6"
GARAGE EL. 2351.5' (716.73M)

NOTE: ALL ASPECTS OF CONSTRUCTION SHALL CONFORM
TO THE BCC 2012 - PART 9 U.N.O.
OCCUPANCY: RESIDENTIAL 'C'

DATE: MONDAY, MAY 1, 2017
PROJECT: 2360 GONDOLA WAY
DRAWN BY: S.A.

2360 GONDOLA WAY
ELEVATIONS

CELL: 604.938.2153
E-MAIL: SEAN@PROGRESSIVECONCEPT.COM

SEAN ANDERSON
PROGRESSIVE CONCEPT DESIGN LTD.

BOX 1599
WHISTLER, B.C.
V0N 1B0
CANADA

DATE:
MONDAY, MAY 1, 2017
DRAWN BY:
S.A.
SCALE:
1/4" = 1' - 0" U.N.O.

REVISIONS
17.04.24 BOARD OF VARIANCE APPLICATION
17.03.09 CONCEPT REVIEW

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A-04

DRAWING NUMBER



East Side



South Side



West Side

Roman Licko

From: Paul Clinton <pa_clinton@hotmail.com>
Sent: Friday, October 20, 2017 10:39 AM
To: Roman Licko
Subject: Re: Development Variance Permit DVP1137 and Rezoning Application RZ1009

Follow Up Flag: Follow up
Flag Status: Completed

Hi Roman

Thank you for the detail regarding the variance application for 2360 Gondola Way.

I have no issue with the fact the homeowner wants to expand their footprint per se. I would assume that an analysis demonstrating the bank / bluff on the road side of the house has been done, demonstrating the land can hold the expanded footings in the event of a significant earthquake ? I would only ask that since the house expansion is on a bank above mine and my neighbours that any approval be contingent on that geotechnical analysis being in support of the plan / final construction.

Thanks

Paul Clinton
2373 Gondola Way

pa_clinton@hotmail.com / 604 505 9619

From: rlicko@whistler.ca
Sent: October 19, 2017 5:33 PM
To: pa_clinton@hotmail.com
Subject: Development Variance Permit DVP1137 and Rezoning Application RZ1009

Hi Paul,

Per our conversation please find diagrams attached showing the proposal for DVP1137 at 2360 Gondola Way. As discussed: typically a dwelling of this size has three metre side setbacks; however because this parcel has three sides to the access road, it has 7.6m setbacks on those three sides. The proposal is to reduce setbacks on two sides (south & west) to accommodate some existing construction and to allow for some expansion, in both cases the requested reduced setbacks (5.4 m and 6.9 m respectively) exceed the three metre side setback that is typically applicable in the RS1 Zone. Please provide any comments in writing; if you have any questions please call me to discuss.

Also I am linking you to Robert Brennan, the file manager for RZ1009 – Bunbury Lands. As discussed, Robert is currently out of the office, returning October 31st.

Thank you,

Roman Licko
PLANNING ANALYST
Planning & Development

RESORT MUNICIPALITY OF WHISTLER
4325 Blackcomb Way
Whistler, B.C. V0N 1B4
TEL: 604-935-8173

FAX: 935-8179

E-MAIL: rlicko@whistler.ca

WEBSITE: www.whistler.ca

Whistler was the proud Host Mountain Resort for the 2010 Olympic and Paralympic Winter Games

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REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: November 7, 2017 **REPORT:** 17-118
FROM: Corporate and Community Services **FILE:** A-36
SUBJECT: COUNCIL TRAVEL AND EXPENSE REIMBURSEMENT POLICY

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Corporate and Community Services be endorsed.

RECOMMENDATION

That Council rescind Council Policy A-10: Expenses Policy and replace it with Council Policy A-36: Council Travel and Expense Reimbursement Policy.

REFERENCES

Appendix "A" – Council Policy A-36: Council Travel and Expense Reimbursement Policy A-36
Appendix "B" – Council Policy A-10: Expenses Policy

PURPOSE OF REPORT

The purpose of this report is to seek Council's approval to rescind the Expenses Policy (A-10) and replace it with the Council Travel and Expense Reimbursement Policy (A-36).

DISCUSSION

In September 2016 the Resort Municipality of Whistler (RMOW) adopted Administrative Procedure D-9: Employee Travel and Expense Reimbursement Procedure that included a more detailed guideline for approved travel and expenses incurred on behalf of the RMOW. It also included per diem in place of reimbursing meals based on collected receipts. The move to per diems was in line with what is common practice in most levels of government as it reduces the administrative burden of collecting and detailing each meal period.

The proposed Council Travel and Expense Reimbursement Policy includes many of the same guidelines as the Employee Procedure including the introduction of per diems for each meal period.

The current Expenses Policy (A-10) should be repealed as it does not meet current needs and includes reimbursement to Council only for attendance at conventions of Federation of Canadian Municipalities and Union of British Columbia Municipalities.

POLICY CONSIDERATIONS

The RMOW has recently revised its employee expense procedure, petty cash procedure and purchasing card procedure in an effort to improve financial controls and oversight. The introduction of the Council Travel and Expense Reimbursement Policy provides clear guidance to Council on reimbursable expenses while providing Council the ability to achieve the highest value for budgeted travel expenditures.

BUDGET CONSIDERATIONS

There are no budget considerations as Council travel expenses are not expected to change with the introduction of this procedure.

COMMUNITY ENGAGEMENT AND CONSULTATION

As this Policy impacts Council directly Management is requesting that Council approve this Policy at an open Council Meeting.

SUMMARY

That Council rescind Council Policy number A-10: Expenses Policy and replace it with Council Policy A-36: Council Travel and Expense Reimbursement Policy.

Respectfully submitted,

Maureen Peatfield
MANAGER OF FINANCIAL SERVICES
For
Norm McPhail
GENERAL MANAGER OF CORPORATE AND COMMUNITY SERVICES



COUNCIL POLICY

POLICY NUMBER:	A-10	DATE OF RESOLUTION:	OCTOBER 20, 1997
		AMENDED ON:	JULY 4, 2005
EXPENSES POLICY			

1.0 Scope of Policy

*This policy applies to all expenses incurred by Council members while attending an Official Function.

*This policy also applies to Municipal employees in the execution of their duties.

2.0 Definitions

In this policy the following words have the following definitions:

- 2.1 “Convention” and “Conference” means an annual meeting of an organization pertaining to local government.
- 2.2 “Course”, “Meeting” and “Seminar” means a local government’s business related matter that is generally educational or informative in nature but does not include a regularly scheduled or special council meeting, executive meeting or committee meeting.
- 2.3 “Event” includes a convention, conference, course, meeting or seminar.
- 2.4 “Official Function” means:
 - a) Any function of municipal business identified in Sections 2.1 to 2.3; or
 - b) Any function of a nature where municipal representation is required or requested; or
 - c) Where representation on an outside committee, board or similar entity is required or requested; or
 - d) Any function where the Mayor or Council directs that municipal representation is required.

...2

3.0 Categories and values of expenses

The following categories and values of expenses are hereby established for payment to a Council member or employee who has actually incurred such an expense including taxes and requires reimbursement:

3.1 Travel Expense

- a) If by private motor vehicle, payment equal to that amount paid by the Provincial Government as amended from time to time, which kilometers actually travelled to and from the Official Function provided the total mileage expense does not exceed the cost of the economy return air travel to the destination; or
- b) Economy return airfare to a destination and transfer costs to and from accommodation, at an Official Function; or
- c) Such other actual costs to travel to a destination not serviced by a commercial airline.

3.2 Accommodation - The actual cost of accommodation while in attendance at the Official Function.

3.3 Meals - The actual cost of meals including gratuities provided the cost for such meal is not included as part of the registration fee or other fee for an Official Function.

3.4 Registration - The actual cost of registration for a council member or employee for an Official Function.

3.5 Communication - The actual cost of a business telephone call, telefax or other communication from an Official Function.

4.0 Official Representation

A member of Council or an employee will be reimbursed expenses incurred when appointed to officially represent the municipality and upon production of evidence of the expenses incurred.

5.0 Attendance at Event

Any member of Council or employee who attends an Official Function outside of Whistler may make a claim for an expenditure or an expense incurred for any category of expenses in Section 3.0 as follows:

5.1 When travelling outside of Whistler but within the boundaries of British Columbia, a claim may be made for any of the expenses referred to in Section 3.0 above, for one additional day; and

5.2 When travelling outside of the Province of British Columbia, a claim may be made for any of the expenses referred to in Section 3.0 above, for two additional days.

6.0 Timing of Claim

Any claim under this policy must be made within two months of when the expense or expenditure was incurred.

7.0 Advances

The Resort Municipality of Whistler may provide funds as a travel advance when requested. Each advance will be based upon estimated expenses expected to be incurred. Unused funds must be returned to the Finance Department of the Municipality within seven (7) days of completion of travel together with a completed travel expense report including appropriate receipts and accounting for any expended funds.

8.0 Authorized Payment

All members of Council are authorized each year to attend the annual conventions of the following organizations and any expenses incurred within those expense types and limits described herein shall be paid by the Municipality (either directly to or on behalf of the attendee):

8.1 The Federation of Canadian Municipalities; and

8.2 The Union of British Columbia Municipalities.

Certified Correct:

Linda Manheim, Deputy Municipal Clerk



**THE RESORT MUNICIPALITY OF WHISTLER
COUNCIL POLICY**

POLICY NUMBER: A-36

DATE OF RESOLUTION: NOVEMBER 7, 2017

NAME: COUNCIL TRAVEL AND EXPENSE REIMBURSEMENT POLICY

1.0 PURPOSE

This policy is designed to assist the Mayor and Councilors (Council) requesting reimbursement of expenses incurred while conducting Resort Municipality of Whistler (RMOW) business activities.

RMOW will reimburse Council for eligible expenses including, travel fares, accommodations, meals, mileage, and purchases made on behalf of the organization. Eligible expenses must be incurred only for the purpose of representing the city, engaging in city business, or attending a course, meeting or convention. Eligible costs should be incurred based on the availability of Council budget and consideration of Council's expense requirements for the year.

2.0 GENERAL GUIDELINES

- 2.1 Original detailed receipts are required for reimbursement of all expenses. When paying by credit card and a tip is paid, both the detailed receipt and credit card chit are required.
- 2.2 Expense reports must be submitted with receipts and approved by the Chief Administrative Office (CAO).
- 2.3 All expense reports must be submitted within 30 days to accounts payable for reimbursement.
- 2.4 All expense reimbursement submissions must be made using the current version of the "expense" form. The form can be found in in [SharePoint/Popular Forms/Expense Form](#) and include:
 - a) The nature of the expense
 - b) The name and titles of the individuals involved, other than yourself
 - c) The purpose for the expense

3.0 TRAVEL GUIDELINES

- 3.1 Council are encouraged to select modes of transportation that minimize costs and greenhouse gas emissions. Wherever possible regional transit and car sharing should be utilized.
- 3.2 If Council use their personal vehicle for business travel, mileage will be reimbursed as per the Treasury Board Guidelines and for appropriate parking fees. The RMOW will not be responsible for fuel, maintenance, repair, traffic parking violations or other costs related to a personal automobile
- 3.3 If a car rental is required, Council will be reimbursed for the rental and fuel costs.
- 3.4 For air travel all flights where the total one-way in-flight travel time is less than five hour duration must be booked in economy class, at the best possible rates for the

dates of travel. It is expected that this will be planned far enough in advance, to avoid a premium for booking last minute.

- 3.5 Exceptional circumstances that might justify the waiving of the requirement for the most economical airfare occur only when the total one-way in-flight travel time exceeds five hours and the purpose of the travel is to represent the government.
- 3.6 Council will be reimbursed for reasonable hotel accommodation. Provincial Government rates should be requested at time of booking <http://csa.pss.gov.bc.ca/businesstravel/> or used as a guide. Council booking government rates are required to show identification. (i.e business cards)

4.0 PER DIEM

- 4.1 Rates: Council are entitled to a daily per diem rate of \$60 for travel within North America (outside Canada, the rate will be paid in US dollars.) For travel outside North America the daily per diem rate is \$70US.
- 4.2 The per diem must be reduced for any meals provided as part of a conference/function using the following guidelines:
 - a) Breakfast \$12 (\$14 outside North America)
 - b) Lunch \$18 (\$21 outside North America)
 - c) Dinner \$30 (\$35 outside North America)
- 4.3 For part day travel Council may claim a per diem for each meal period required using the above rates.
- 4.4 Incidental expenses including gratuities, snacks, personal phone calls, and other incidentals not covered in the travel policy may not be claimed.
- 4.5 No receipts are required

5.0 NON REIMBURSABLE

- 5.1 The following list includes examples of non-reimbursable expenses:
 - a. Personal travel insurance
 - b. Personal credit or loyalty card fees or memberships
 - c. Passport applications
 - d. Personal reading materials
 - e. Childcare
 - f. Toiletries, cosmetics, or grooming products
 - g. Expenses occurred by spouses, children, or relatives
 - h. In-room movies or video games

6.0 INTERPRETATION

- 6.1 Under exceptional circumstances requests for reimbursement of expenses that are not in conformance with the above guidelines may be approved by the CAO. Advance notice should be given wherever possible.
- 6.2 Any questions related to the content of this policy or its interpretation should be directed to the Chief Administrative Officer.

Certified Correct:

Brooke Browning
Municipal Clerk



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: November 7, 2017
FROM: Corporate and Community Services
SUBJECT: FUNDING FOR WHISTLER COMMUNITY SERVICES SOCIETY BUILDING
CONSTRUCTION AT NESTERS WASTE FACILITY

REPORT: 17-119
FILE: 665

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Corporate and Community Services be endorsed.

RECOMMENDATION

That Council direct staff to enter into an agreement for the Resort Municipality of Whistler to loan Whistler Community Services Society a maximum of one million dollars for a term of thirty years for the purposes of constructing 10,000 square foot timber panel (CLT) building including WCSS operation of a retail thrift store available to the public for drop-off items for resale, social service including outreach, family support programs, food bank services with food waste reduction programs;

That the loan bear annual interest at the current ten year indicative market rate as posted by the Municipal Finance Authority of British Columbia;

That the annual interest rate be reset every five years based on the ten year indicative market rate posted by Municipal Finance Authority of British Columbia at that time; and further,

That the current Five Year Financial Plan Bylaw for the year be amended to include a disbursement(s) up to the maximum amount of the loan.

REFERENCES

None.

PURPOSE OF REPORT

The purpose of this Report is to seek Council's endorsement of a loan to Whistler Community Services Society (WCSS), the terms of the loan and, direction to bring forward a Financial Plan Amendment Bylaw for disbursement of the loan amount.

DISCUSSION

During 2017 the Resort Municipality of Whistler (RMOW) entered into a lease agreement to lease a property at 7600 Nesters Road to WCSS and, to provide a grant amount of \$850,000. The lease facilitates repayment of the grant amount to RMOW over a period of 50 years without interest. The purpose of the grant was to enable WCSS to construct a new building adjacent to the Nester's waste site and will accommodate a new Re-Use-It Centre facility and other social services uses. For reference see Council Report No.16-026 presented at the March 15, 2016 Regular Council Meeting.

RMOW staff and the WCSS both recognized that with the proposed new Nesters Recycling and Waste Depot development there could be an opportunity to relocate the Re-Use-It Centre facility from its current home in Function Junction to the new Nesters site. Significant additional solid waste diversion is expected from having the Re-Use-It facility at this central location. The Re-Build-It Centre will relocate to the existing Re-Use-It location, and also provide additional solid waste diversion benefits in this higher profile location. This would add to the more than 800,000 thousand kilograms of solid waste that WCSS diverted from the waste streams in 2016 alone. Over the last seven years WCSS has reported waste diversion of 4.1 million kilograms. This is a savings in municipal waste processing costs of nearly half a million dollars at one hundred and twenty dollars per tonne.

Late in the construction process WCSS has found that increasing construction and financing costs necessitate the need to seek funding assistance in the amount of one million dollars. Fundraising may be able to fill much of the need but will not meet the cash flow requirements of the construction period that is now in process.

The funding needed for WCSS has resulted in discussions about how RMOW can assist while not exposing public money to risk of loss or reduced return on investment. Currently RMOW does not provide significant annual funding to WCSS. In addition, RMOW is keenly aware that WCSS provides social services that are provincial responsibilities at no additional cost to the municipality and taxpayers. Often these programs are designed to the unique needs of the Whistler community and include outreach, counselling assistance, new parent support programs, concussion support programs and financial support programs. This has led to consideration of an interest bearing loan while leaving the initial grant and lease intact.

If Council were to endorse the loan as requested, the loan agreement would substantially include the following terms:

- Indicative 10 year rate posted by Municipal Finance Authority of British Columbia is currently 2.88 per cent¹;
- Maximum term of loan is 30 years;
- Annual payments of principal and interest to be made quarterly;
- Provision for repayment of the loan at any time without penalty;
- Loan proceeds may be used only for construction of the building; and
- Progress payment schedule for disbursement of the loan principal.

Options other than a loan to WCSS have been discussed and considered additional service provision in lieu of paying interest. Service delivery options were not brought forward as it was felt that dependence on municipal subsidies would negatively impact the lasting benefits that WCSS provides to those who need support the most. In addition it would potentially tie the municipality into funding provision for services that are the responsibility of the province or other agencies.

¹ <http://mfa.bc.ca/long-term-lending-rates>, referenced November 1, 2017

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Finance	Resort community partners work together to identify shared spending priorities, share resources, and leverage funds and financing opportunities	Funding to WCSS through a loan structure provides reasonable security and return on use of public money. The municipality is not committing to fund programs outside of its current sphere of responsibilities.
Health & Social	Whistler organizations and stakeholders work together to meet the health and social needs of community members and visitors.	Community life is enriched by long lasting programs and services delivered by WCSS to those who have the greatest need.
Materials and Solid Waste Strategy	The resort community is 'closing the loop' by providing appropriate and convenient opportunities for reducing, reusing and recycling materials.	WCSS and RMOW are working together to provide options for reuse and recycling at one location. The Re-Use-It Centre facility provides a one shop opportunity to shop economically and promote waste reduction.
Resident Affordability Strategy	Residents have access to affordable goods and services that meet their needs.	Supports economic viability for residents by ensuring affordable access to goods through the thrift shop.

OTHER POLICY CONSIDERATIONS

A specific policy for this process and decision does not exist. Considerations from the *Community Charter* include: no assistance to business may be given by a municipality and posting of public notice. WCSS is a not for profit society registered in the province of British Columbia and therefore assistance is not being provided to a business. Public notice of the loan would be published for two consecutive weeks in a local newspaper.

Legal advice will be sought for drafting of the loan agreement.

BUDGET CONSIDERATIONS

Primary budget and finance considerations for this decision are security for the loan proceeds and opportunity cost of public money that would otherwise be invested to earn income.

Security for the loan would be provided for by the building to be constructed by WCSS. The building is located on municipal property, has a construction value of more than two times the maximum loan amount and would not be encumbered as security for other debt of WCSS.

Money loaned to WCSS would normally be invested and earning income. Use of the MFABC information enables a rate selection that is established by a knowledgeable and reputable entity and is based on market rates available to local governments. The current 10 year indicative rate posted by MFABC is 2.88 per cent. The following information was used to assess the loan rate:

10 year Government of Canada Bond ²	1.97%
5 year GIC rate (average/high) ²	2.19% / 2.80%
Economic Indicators, 10 year yield, one year forecast ²	2.64%
Average RMOW investment yields, 2020-2026	2.36%

A loan rate of 2.88 per cent is reasonable given the minimal loan risk and current investment yields of RMOW.

COMMUNITY ENGAGEMENT AND CONSULTATION

This Report is being presented and discussed at a regular public Council Meeting.

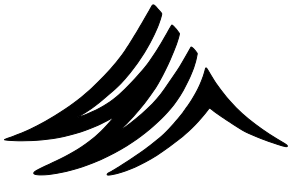
SUMMARY

WCSS provides social services to the community that are provincial responsibilities and at no additional cost to the municipality or taxpayers. Recent construction costs of a new building to house the Re-Use-It centre facility and to provide additional solid waste diversion benefits have increased and require funding of up to one million dollars. It is being recommended that Council endorse a loan to WCSS with terms that mitigate risks of losing the money and reduction of investment income potential.

Respectfully submitted,

Ken Roggeman
DIRECTOR OF FINANCE
for
Norm McPhail
GENERAL MANAGER, CORPORATE AND COMMUNITY SERVICES

² <https://ca.rbcwealthmanagement.com/documents/10180/0/commentary.pdf>, referenced November 1, 2017



WHISTLER

MINUTES

**REGULAR MEETING OF EMERGENCY PLANNING COMMITTEE
THURSDAY JULY 13, 2017, STARTING AT 1:30 P.M.**

**In the Flute Room
4325 Blackcomb Way, Whistler, BC V0N 1B4**

Present

Chair, RMOW Mayor, Nancy Wilhelm Morden
RMOW General Manager of Corporate & Community Services, Norm McPhail
RMOW General Manager of Resort Experience, Jan Jansen
RMOW General Manager of Infrastructure Services, James Hallisey
RMOW Deputy Fire Chief, Chris Nelson
RCMP, Rob Knapton
RMOW Manager of Protective Services, Shannon Story
RMOW Emergency Program Coordinator, Erin Marriner
RMOW Emergency Social Services Coordinator, Ryan Donohue
Whistler Blackcomb Safety Manager, Kira Cailes
Search and Rescue Society, Tony DelBosco
BC Transit, Steve Antil

Regrets

RMOW Chief Administrative Officer, Mike Furey
Councilor, Sue Maxwell
RCMP, Rob Knapton
School District #48, Ian Currie
BC Emergency Health Services, Bill MacDonald
RMOW Recording Secretary, Evangeline Cannon

ADOPTION OF AGENDA

Moved by C. Nelson
Carried by N. McPhail

That the Emergency Planning Committee adopt the Emergency Planning Committee agenda of July 13, 2017.

CARRIED

ADOPTION OF MINUTES

Moved by S. Story
Carried by C. Nelson

That the Emergency Planning Committee adopt the Regular Emergency Planning Committee minutes of March 2, 2017.

CARRIED

PRESENTATIONS/DELEGATIONS

- Safety Briefing Pre-meeting safety briefing presented by E. Marriner. Location of AED and Flute room evacuation plan were identified in case of emergency.
- Blackcomb Wildfire Review WFRS Deputy Fire Chief C. Nelson and E. Marriner provided an overview of the Blackcomb Wildfire and a summary of the inter-agency debrief. A discussion was held.
- Current Fire Season in BC WFRS Deputy Fire Chief C. Nelson and E. Marriner led a discussion on the measures being taken to detect and prevent wildfires in Whistler given the Extreme fire hazard. K. Cailes provided information on the measures Whistler Blackcomb is taking to prevent and detect fires in the CRA tenure area of Whistler Blackcomb. A discussion was held.
- Addition of Blackcomb Helicopter representative on the Emergency Planning Committee A motion was put forward to add Blackcomb Helicopters to the membership of the Emergency Planning Committee of Council.
That staff amend the Emergency Planning Committee Terms of Reference to include a representative from Blackcomb Helicopters on the Committee membership list.

Moved by E. Marriner
Seconded by C. Nelson

CARRIED

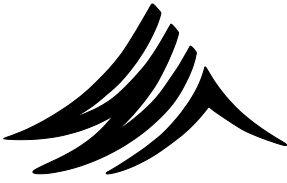
- Motion to Adjourn **That** the Emergency Planning Committee adjourn the July 13, 2017 Committee meeting at 2:20 p.m.

Moved by S. Antil
Seconded by C. Nelson

CARRIED

ADJOURNMENT 2:20p.m.

CHAIR: Mayor, Nancy Wilhelm-Morden



WHISTLER

MINUTES

REGULAR MEETING OF WHISTLER BEAR ADVISORY COMMITTEE

SEPTEMBER 13, 2017, STARTING AT 8:30 A.M.

In the Decker Room
RMOW Public Works Yard

PRESENT:

Co- Chair, RMOW, H. Beresford
AWARE/C2C Grizzly Bear Initiative, C. Ruddy
Carney's Waste Systems, P. Kindree
Conservation Officer Service, B. Mueller
RCMP, Staff Sergeant P. Hayes
RMOW Bylaw Services, C. Baker
RMOW Council, S. Maxwell
RMOW, T. Schaufele
Recording Secretary, A. Paris

REGRETS:

Co-Chair, Get Bear Smart, S. Dolson
Member at Large, N. Dudley
Member at Large, C. Hedderson
Whistler Blackcomb, A. DeJong

ADOPTION OF AGENDA

Moved by S. Maxwell
Seconded by P. Kindree

That Whistler Bear Advisory Committee adopt the Whistler Bear Advisory
Committee agenda of September 13, 2017.

CARRIED

ADOPTION OF MINUTES

Moved by T. Schaufele
Seconded by S. Maxwell

That Whistler Bear Advisory Committee adopt the Regular Whistler Bear
Advisory Committee minutes of August 9, 2017.

CARRIED

Welcome to RCMP Staff Sergeant Paul Hayes. Thank you to Sylvia Dolson
for her years of commitment and service to the bears and our community.

PRESENTATIONS/DELEGATIONS

- | | |
|-------------------------------|--|
| Conservation Officer Services | <p>A presentation by B. Mueller was given regarding Conservation Officer Service's activities and a discussion was held.</p> <ul style="list-style-type: none">• 22 reports about bear sightings, with increased volume recently.• Sightings at Cal-Cheak campground but bears have not received food rewards.• Riverside Campground generating reports. COS and Bylaw have attended and conducted patrols.• Unsecured garbage reported at rental house in Timber Ridge. Resolved with Bylaw and Whistler Support Services. |
| RMOW Bylaw Services | <p>A presentation by C. Baker was given regarding RMOW Bylaw Service's activities and a discussion was held.</p> <ul style="list-style-type: none">• Very few bear related calls• Whistler Blackcomb bear attractants audit, visited waste sites and maintenance areas with Waste Reduction Specialist T. Hamilton and RMOW Bear Smart Program Assistant A. Paris• Garbage was left unattended in a day lot during Crankworx tear down. Procedure updated. |
| RCMP | <p>A presentation by P. Hayes was given regarding RCMP activities and a discussion was held.</p> <ul style="list-style-type: none">• Very low bear activity, no Whistler calls regarding bears |
| Carney's | <p>A presentation by P. Kindree was given regarding Carney's Waste Services and a discussion was held.</p> <ul style="list-style-type: none">• New Nester's depot is open and operating.• Ironman went well. There was an issue with a small bin in a parking lot but a different bin was supplied that was easier to secure.• Gran Fondo, small issue with highway waste bins. This is an area to improve on next year. |
| Coast to Cascades/
AWARE | <p>A presentation by C. Ruddy was given regarding the Coast to Cascades Grizzly Bear Initiative and AWARE's activities and a discussion was held.</p> <ul style="list-style-type: none">• Coast to Cascades is hosting an event in Squamish "Bears, Beers and Backcountry." Behaviour info from FLNRO Ecosystem Biologist S. Rochetta.• Critter Gitter – a motion detector bear alarm deployed with success this year• COS waiting on electric mat order, and will place warning signs when used to warn avoid harm to humans |

ACTION: Invite S. Rochetta to do a similar presentation in Whistler
ACITON: Consider having Critter Gitters at the library on loan

B. Mueller left at 8:58am

RMOW- Bear Smart
Program Assistant

A presentation by A. Paris was given regarding the Bear Smart Program Assistant's activities and a discussion was held.

- Whistler Museum's Discover Nature programs have officially been wrapped up, a successful season
- Emerald block party, residents identified attractants on municipal property
- PSA airtime on Whistler FM
- Presentation at AWARE's Green Talks was given regarding bear smart landscaping
- Bear Smart restaurant program digital conversion well underway
- Transit & transporting garbage – Seeking clarity on BC Transit policy to determine if garbage is allowed on buses
- Review car-free residents' options at October meeting
- No contractors have signed up for Contractors pilot project

ACTION: A. Paris and H. Beresford will discuss planting on municipal parks that attracts bears

ACTION: Forward contractor pilot project information to P. Kindree

RMOW- Solid Waste
Bylaw

A discussion was held regarding the RMOW's solid waste bylaw.

- Bylaw has undergone three readings, coming for adoption soon. Zoning bylaw being amended to allow changes to space
- Bylaw Services discussed problems with construction bin contamination but no changes were made to the bylaw
- Development review process has improved. This is currently not in the bylaw but could be in DP/BP RMOW review process
- C. Baker recommended that Carney's call RMOW Bylaw Services if they need assistance with contractors
- RMOW is establishing a Zero Waste committee of council by year end, need to communicate with WBAC members

ACTION: H. Beresford will follow up with staff on how to include solid waste requirements in DP/BP RMOW review process

ACTION: WBAC to generate an information and checklist sheet for contractors to read and sign

ACTION: P. Kindree will send Carney's contractor diversion sheet to H. Beresford.

OTHER BUSINESS

- Communications plan focusing on autumn hyperphagia stage
- PSAs being developed, as well as Facebook boosted ads targeting a younger demographic

- WBAC terms of references need to be reviewed now that S. Dolson is leaving Whistler, add topic to October agenda

Previous Actions

- A. Paris will discuss food truck policies with D. Patterson and S. Hubbard
- Bylaw Services will add day lot issues regarding bear attractants to Parking Lot Committee agenda. This meeting is scheduled to take place soon
- Redistribute Bear Response Plan to COS, RCMP and Bylaw

ADJOURNMENT

Moved by S. Maxwell

That the Whistler Bear Advisory Committee adjourn the September 13th, 2017, Council meeting at 10:06 a.m.

CARRIED

CO-CHAIR: H. Beresford

RECORDING SECRETARY: A. Paris



WHISTLER

MINUTES

REGULAR MEETING OF FOREST & WILDLAND ADVISORY
COMMITTEE
WEDNESDAY, SEPTEMBER 13, 2017, STARTING AT 3:00 P.M.
In the Flute Room
4325 Blackcomb Way, Whistler, BC V0N 1B4

File: 8221.03

Name	Meetings to Date: 8
Present:	
AWARE, Claire Ruddy, Chair	6
Council, John Grills	1
Member at Large, Derek Bonin	8
Member at Large, Arthur DeJong	7
Member at Large, Johnny Mikes	6
Member at Large, Candace Rose-Taylor	4
Regrets:	
Member at Large, Mac Lowry	3
Member at Large, Trevor Burton	5
Member at Large, Colin Rankin	5
WORCA, Todd Hellinga	4
Member at Large, Kathi Bridge	4
Recording Secretary	
Heather Beresford	8

Adoption of Agenda

ADOPTION OF AGENDA

Moved by D. Bonin
Seconded by J. Mikes

That the Forest & Wildland Advisory Committee adopt the Forest & Wildland Advisory Committee agenda for September 13, 2017 with the presentation by S. Bickerton postponed until October.

CARRIED

Adoption of Minutes

ADOPTION OF MINUTES

Moved by A. DeJong
Seconded by C. Ruddy

That the Forest & Wildland Advisory Committee adopt the Forest & Wildland Advisory Committee minutes for July 12, 2017.

CARRIED

Verbal Reports

Council:

- Councillor John Grills replaces Andree Janyk. Councillor Grills is also on the Cheakamus Community Forest Board.
- Noted that tourism accommodation, solid waste bylaw update and housing task force are current priority topics at Council.

C. Rose-Taylor arrived at 3:10 p.m.

- UBCM funding approved for Alpine Meadows/CCF5 fuel thinning projects. RMOW will raise provincial funding at upcoming UBCM conference.
- Discussion: Reminder to Council that both the Whistler Bear Advisory Committee and FWAC made motions to coordinate alpine trail planning with environmental/wildlife values and concerns.

AWARE

- 50 volunteers participated in Corporate Giving Day.

WORCA:

- N/A

RMOW:

- Callaghan FSR, Wedge, Alpine Meadows and CCF#5 fuel thinning projects scheduled for autumn 2017
- Firesmart public program progressing.
- Trail Planning Working Group – next meeting in autumn
- Discussion re: CCF Board process for capturing community input around access and recreation planning.

Crown Land Tenure
Application

Presentation by H. Beresford regarding the Ride With Chris Brown crown land recreation tenure application.

FWAC reviewed the tenure application and made the following comments:

- Application should identify specific access points. Using existing access is preferable to creating new access routes.
- Clarify the year round access plan.

- Concerns expressed regarding impacts on wildlife and glaciers due to year round snowmobile use. Recommended implementing “black out” dates similar to closures identified in Sea to Sky Land & Resource Management Plan for grizzly bears.
- Crown should retain ability to introduce future restrictions on use and timing as necessary.
- Some areas in application (Meager, Cadwallader, for e.g.) are adjacent to Wildlife Habitat Areas (WHA). FWAC recommends buffers between the tenure and the WHA. Also, Lone Goat Creek is known grizzly bear habitat.
- Recommend applicant confer with MOE biologist Steve Rochetta regarding grizzly bear use in the tenure application areas.
- Safety concerns regarding applicants ability to operate with no intensive use areas. No emergency shelters are identified either.
- Add wording to RMOW’s response, Point 1, page 2, to request that applicant move to lowest emission option including electric as soon as possible.

CCF Annual Report

FWAC reviewed the final draft 2016 CCF Annual Report attached as Appendix 1 to these minutes.

Moved by D. Bonin
Seconded by C. Rose-Taylor

That the Forest & Wildland Advisory Committee approved the 2016 Cheakamus Community Forest annual report.

CARRIED

Other Business

OTHER BUSINESS

October field trip – schedule for last half of October.

Future Agenda Items:

- October - presentation by Sean Bickerton and/or Bob Cunneyworth, FLNRO Compliance and Enforcement Officer
- November – presentation by Tom Cole on CCF 2018 plans
- Whistler Interpretive Forest – discuss who is responsible make recommendation for future management.

ADJOURNMENT

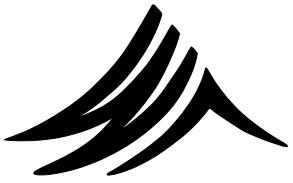
Moved by D. Bonin

That the Forest & Wildland Advisory Committee adjourn the September 13, 2017 meeting at 4:27 p.m.

CARRIED

CHAIR: C. Ruddy

RECORDING SECRETARY: H. Beresford



Appendix 1

WHISTLER

FOREST & WILDLAND ADVISORY COMMITTEE ANNUAL REPORT ON 2016 CHEAKAMUS COMMUNITY FOREST HARVESTING

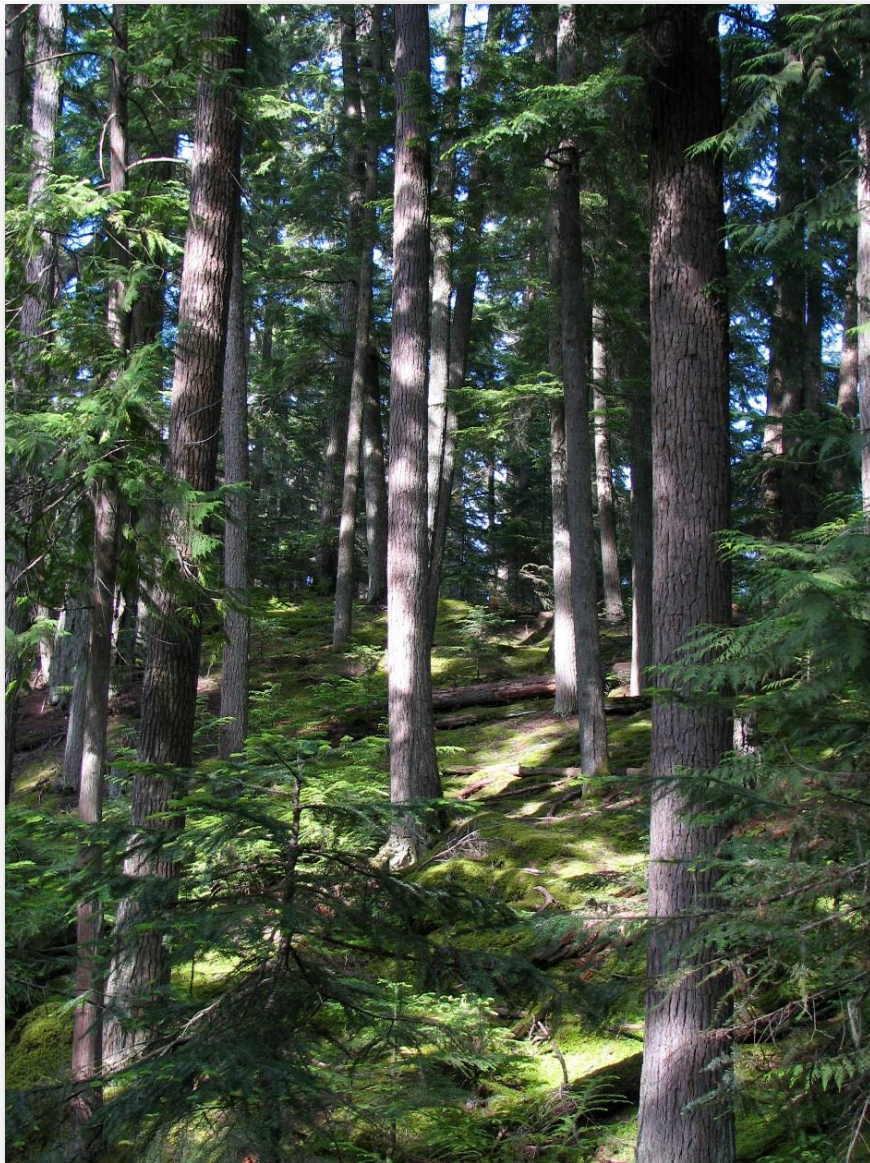


Photo Credit: Bob Brett

Contents

1. Compartment Area Key Map	9
2. Introduction and Summaries of Harvesting Information, Key Comments and Recommendations ..	10
2.1 Introduction	10
2.2 Summary of Harvesting Information	10
2.3 Summary of Key Questions and FWAC Comments	11
2.4 Overall Recommendations and Comments	12
3. Cheakamus 16 Field Observations (October 27, 2016)	13
3.1 Overview	13
3.2 Spotted Owl Management	15
3.3 Residue Sampling	15
3.4 Training	15
3.5 Riparian Areas	15
3.6 Visuals	16
3.7 Roads	16
3.8 Access Management Principles	16
3.9 CCF Silviculture Plan	16
3.10 Market Conditions	16
4. Wedge 02 Field Observations (May 31, 2017).....	17
4.1 Overview	17
4.2 Wedge Visual Analysis	18
4.3 Spotted Owl Management	19
4.4 Old Growth	19
4.5 Debris Piles	20
4.6 Roads	20
4.7 Carbon Project	21
5. Brio Fuel Management Project	21
5.1 Fuel Management Objectives	22
5.2 Fuel Management Strategies	22
6. Specific Comments	24
6.1 Cheakamus 16	24
6.2 Wedge 02	24
6.3 Brio Fuel Management	24
Appendix A: Visual Landscape Inventory Objectives	25
Appendix B: Cheakamus 16 Visual Impacts	26

List of Tables and Figures

Table 1: Harvesting Summary 2016	10
Table 2: Cut Control Information as per MFLNRO Cut Control Statement, year end 2016.....	10
Table 3: Harvesting Unit Rating according to adherence to silviculture strategy	10
Table 4: Summary of Key Questions and FWAC Comments	11
Figure 1: Cheakamus 16 Logging Plan Map	14
Table 5: Wedge Units Size	17
Figure 2: Wedge Openings Locations.....	17
Figure 3: Wedge Logging Plan	18
Figure 4: Wedge 02 Visual Analysis	19
Figure 5: Wedge 02 (D3) Debris Piles	20
Figure 6: Wedge 02 Road Deactivation Plan	21

Figure 7: Brio Fuel Management Site (treatment area downslope of orange line).....	22
Figure 8: FWAC at Brio site.....	23
Figure 9: Wood Being Removed from Brio site.....	23

1. Introduction and Summaries of Harvesting Information, Key Comments and Recommendations

1.1 Introduction

The Cheakamus Community Forest (CCF) operates under the K3V forest license and is one of 60 community forests in British Columbia. Situated on more than 33,000 hectares surrounding Whistler, the CCF was established in 2009, when the Lil'wat Nation, Squamish Nation and Resort Municipality of Whistler (RMOW) jointly signed a 25-year tenure with the provincial Ministry of Forests and Range. Together, these three equal partners oversee the management and operation of the forest under the auspices of the Cheakamus Community Forest Society, an independent not-for-profit organization.

The purpose of the Forest and Wildland Advisory Committee's (FWAC) annual report is to provide recommendations for forest management improvements to the RMOW Council, the CCF Board of Directors and forestry manager, and to the forestry operations contractor. Field observations are drawn from a field trips held in October 2016 and May 2017.

1.2 Summary of Harvesting Information

Table 1: Harvesting Summary 2016

Unit	Harvested by	Cubic Metres Harvested
Rainbow 01	Lil'wat Forestry Ventures LP	105.9
Rainbow 05	Sqomish Forestry LP	1254.1
Powder 02	Sqomish Forestry LP	331.4
Cheakamus 16	Lil'wat Forestry Ventures LP	5199.3
TOTAL		6890.8

Table 2: Cut Control Information as per MFLNRO Cut Control Statement, year end 2016

	2014 (m ³)	2015 (m ³)	2016 (m ³)
Cut Control Period 2014 - 2018			
Harvested Timber (Billed)	21477	2571	8085
Timber Wasted or Damaged	0	2502	0
Unbilled Timber Scaled	529	1385	168
Credit Previous year Unbilled Scaled	(324)	(529)	(1385)
Volume of Timber Harvested	21683	5929	6869
Total of Volume of Timber Harvested Statement Year End			34480
Overcut/Undercut Carry Forward			0
Total Volume Attributed to Licensee Cut Control Period			34480
Cumulative AAC to Year End			60000
Percent of Harvest to Year End			57.5%

Table 3: Harvesting Unit Rating according to adherence to silviculture strategy

Unit Name	Comments
Rainbow 01 (Callaghan Road fuel thinning)	Silviculture strategy in CWH second growth is commercial thinning to remove 1/3 basal area and an extended rotation. - Comment requires a comparison of pre and post harvest data (not provided to date)
Rainbow 02 (Callaghan Road fuel thinning)	Silviculture strategy in CWH second growth is commercial thinning to remove 1/3 basal area and an extended rotation. - Comment requires a comparison of pre and post harvest data (not provided to date).
Powder 02 (near Callaghan transfer station)	Excessive basal area removed (visual estimate) from second growth stands. - Did not appear to adhere to silviculture strategy.
Cheakamus 16 (southwest of Cheakamus Crossing neighbourhood)	Utilized the prescription for managing spotted owl habitat within a special resource management zone that exceeds the low retention level outlined in the silviculture strategy for old growth forest within the CWH. - Achieved and exceeded silviculture strategy.

1.3 Summary of Key Questions and FWAC Comments

The Forest & Wildland Advisory Committee considered six key questions in its analysis and associated comments, listed in Table 4 below.

Table 4: Summary of Key Questions and FWAC Comments

Key Questions	FWAC Comments
1. Is the CCF using best management practices to respect ecological principals and maintain biodiversity?	Concerns regarding logging of old growth forests continue to be expressed in the community (letters to editor in Pique, open house and individual comments to FWAC members). - CCF Ecosystem Based Management (EBM) Plan (Dec 2012) includes monitoring and reporting on area of old forest logged. CCF 2017 Road and Logging Development Plan identifies seven compartments of stand age >250 yrs – with a total harvest volume of 29,370 m ³ and four compartments of mixed stand age (including mature and old forest types) with a total volume of 7,700 m ³ (area of individual compartments proposed for 2017 logging provided for 2016 December open house). - CCF logging development plans are heavily dependent on logging of old forest types (i.e., old growth) – with no clear timeframe for transition to logging of second growth forests – leaving the CCF open to continued negative comments from community members.

Key Questions	FWAC Comments
2. Do the CCF operations match the annual harvesting plans and other guiding documents?	<p>Annual harvest volume has been well below allowable annual cut for several years.</p> <ul style="list-style-type: none"> - CCF could consider review of cut levels relative to economic costs, ecosystem values and economic values of unlogged areas (i.e., associated with tourism & recreation) for potential revision. - Comments on harvesting plans for individual compartments provided in body of this report.
3. Are the harvesting operations sensitive to visual impacts? And were other measures applied to minimize impacts on the shared use of the forest, particularly regarding tourism?	<ul style="list-style-type: none"> - VQO review comments provided by FWAC in 2017 – generally positive (e.g., Wedge blocks from hwy 99) - Harvesting plans need to consider visual impacts from key recreational features (e.g. trails and viewpoints, such as Hanging Lake Trail), as well as from roads
4. Does the fuel management harvesting bring the CCF closer to community FireSmart objectives?	No fuel management projects in 2016. FWAC field trip in May 2017 included visit to Brio fuel management site which is an RMOW project funded through the Union of BC Municipalities' program – see comments in body of report.
5. Does the harvesting balance access with protecting habitat and managing species of special concern?	<ul style="list-style-type: none"> - Access planning is still in development. Progress on roads framework is positive. - An access management plan that includes road head parking and signage, trail types and uses, existing and potential trail proposals, proposed campsites and other recreation infrastructure – within a natural and EBM values framework – is needed for the Whistler area - Wedge 02 created potential for sediment/erosion issues for onsite water courses.
6. Does the harvesting maintain other values (e.g., water, recreation, GHG emissions, fuel management)?	Additional measures during operations could be employed to protect other values (e.g., to lessen footprint and impacts of machinery on ground cover and water values).

1.4 Overall Recommendations and Comments

The question of “why” we are harvesting timber in the CCF, as well as “what, how much and where”, needs to be explicit and communicated among CCF partners and community interests. As well as employment and revenue for CCF partners, and attempting to meet harvesting quotas – economic return to partner communities and impacts on values such as recreation and tourism (as well as biodiversity values) – influence management assumptions and harvesting plans. Trends, economic context and community interests that should be integral to CCF plans and activities include: continued limited market and low prices for different timber types within CCF; alternative employment and training opportunities for CCF partners (including thinning, fuel management and forest-based tourism); increasing attention to fuel management and FireSmart strategies; increasing recreation and tourism demand and use along

the Sea to Sky corridor and CCF region; and continued community concern for natural values, including old growth timber and wildlife.

1. FWAC recommends that CCF review its annual harvesting against the 1-3 and 4-10 year plans created in 2015 and report on any changes or differences.
2. FWAC recommends that the CCF update its long term plans to show recent harvesting.
3. FWAC recommends that the CCF assess the pros and cons of meeting AAC targets and to consider a more realistic AAC if CCF is continually undercutting. FWAC understands that the AAC is a legal agreement with the province but appears to still be too high given the CCF's harvesting history. FWAC also recommends that for such an analysis, recreation/tourism economic values are taken into consideration when weighing off against the value of logging.
4. FWAC is encouraged to see cooperative wildfire fuel reduction projects being undertaken between CCF and RMOW. FWAC recommends a formal assessment, and if appropriate development, of a strategic harvesting plan that blends fuel reduction with meeting the AAC (i.e., incorporates thinning associated with fuel reduction measures into AAC calculations). For the fuel reduction projects to reduce costs and extend the return cycle of the project, more stems could be removed to open up the canopy, further reduce crown fire hazard and increase opportunity for costs to be offset by the removal of some merchantable wood. The public seems to be more positive about wildfire management and FireSmart work, and RMOW/CCF could likely thin more than currently.
5. Harvesting practices in CCF appear to be tied to legacy (i.e., heavy footprint) equipment. FWAC recommends review of options for harvesting that have potential for thinning of second growth stands and/or have lower impact for mixed older forest types. This could involve: 1) specifying lower impact practices (i.e., machine types and harvesting methods) in harvesting requirements; and 2) including more comprehensive second growth thinning (in association with fuel reduction strategies) in harvest development plans.

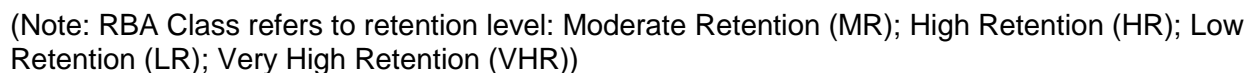
2. Cheakamus 16 Field Observations (October 27, 2016)

2.1 Overview

Cheakamus 16 contains five openings (A, B, C, D & E) that range from 1.7 hectares to 6.5 hectares with moderate, high and very high retention. It is a single entry site with 14.9 hectares total openings. The unit was previously deferred due to sensitivities about impacts on the nearby Cheakamus Crossing neighbourhood. In 2016, BC Hydro upgraded access along Jane Lake road with brushing roadside vegetation. The work included an upgrade to the existing access to Cheakamus 16. Cedar and fir were replanted with 10% white pine in 2017.

The unit is managed as future habitat area for spotted owl with high to moderate permanent retention. Harvesting plans indicate no conflict with Old Growth Management Areas (OGMA) or Ecosystem-based Management (EBM) reserves. The site provides options of re-gaining access into the Jane Lakes region. The Jane Lake Forestry Road requires minimal upgrade. The visual quality objective from Highway 99 is retention. Coarse woody debris targets were determined using existing downed cedar. The site contains Big Tree-Rare Ecosystem with a small area of cedar, devils club-oakfern that is protected in a reserve area. The area of 2nd growth was thinned to 250 stems per hectare.

Figure 1: Cheakamus 16 Logging Plan Map



2.2 Spotted Owl Management

The northern spotted owl (*Strix occidentalis*) is designated as Endangered by COSEWIC and is Red-listed by the B.C. Wildlife Branch. In May 1997 the provincial government approved the Spotted Owl Management Plan for the Chilliwack and Squamish forest districts. The long-term management of the species will occur within 21 areas that total approximately 363,000 hectares distributed throughout the range of spotted owls in the Chilliwack and Squamish Forest Districts.

For more information, see the Government Actions Regulation, Order – Wildlife Habitat Areas http://www.env.gov.bc.ca/wld/documents/wha/SPOW_2-494-510_Order.pdf

Cheakamus 16 is in a spotted owl management zone. It is not current spotted owl habitat but must be managed so that if spotted owls returned in the future, the remaining habitat would be suitable.

The Cheakamus 16 logging plan called for 50 trees per hectare be retained in accordance with spotted owl guidelines. The operator used a combination of “owl trees” which are largest diameter trees on site with trees that met the Ecosystem Based Management (EBM) Reserve guidelines.

Large Douglas firs were left on the ground for extra owl or habitat trees but since logging, the public has come in and cut out many of the trees left behind. The CCF will leave such trees further from the road side in future and consider putting up signs explaining that the trees are left behind for habitat purposes and should not be removed by public.

2.3 Residue Sampling

FLNRO operates under a “take or pay” system meaning that the downed wood must be removed or the operator pays a waste fee. The operator sampled the biggest unit and applied the same methodology to the other two units. Road side areas and debris piles were sampled. FLNRO later directed to sample debris piles and logs separately. Debris within the unit is considered as a dispersed stratum, while debris at roadside is waste. Dispersed stratum was measured at 91m³/hectare which is considered high. Approximately 500m³ of firewood was left at road side. CCF is waiting for FLNRO to decide if calculations used to determine waste are acceptable. Piles scheduled to be burned in November weather and venting permitting.

2.4 Training

Lil'wat Forestry Ventures completed the harvesting. They received federal funding to also conduct training focused on falling, loading and safety for new forestry workers using the Cheakamus 16 site. A report is expected.

2.5 Riparian Areas

The CCF is managing creeks to the Forest Stewardship Council standards. The creek on site has a 15m no harvest riparian area zone. This management approach also helps to provide trees for spotted owl and carbon requirements.

2.6 Visuals

Cheakamus 16 was managed to partial retention as per district visual objectives. The CCF forest manager calculated retention at 3-7% level of alteration from Highway 99.

See Appendix A and B for images.

2.7 Roads

All roads are temporary and will be deactivated (see road/trail status table in Figure 1), but could be used as base for bike trails. CCF will discuss opportunities around collaborating on trail routes with WORCA.

FWAC would like to see more road information forthcoming from CCF. The committee learned that the site broke even because the road costs were so high. Why is CCF choosing sites where expensive road needs to be built rather than using existing road systems? It also begs the question of why log that site if it is not profitable?

2.8 Access Management Principles

CCF should consider the access management principles developed by FWAC when thinking about future of roads. FWAC continues to monitor and review the developing CCF access plan noting that it predominantly focuses on roads and is not a comprehensive access management plan. FWAC recommends changing the title to reflect the focus on roads.

2.9 CCF Silviculture Plan

The CCF silviculture plan does not include spotted owl requirements and should consider adding a reference. CCF appears to be following CCF silviculture plan in this block.

The CCF needs to have a long term plan for managing multiple values, and provide ongoing investment into the stand for monitoring, to thin regrowth to meet wildfire management goals and for the carbon project.

2.10 Market Conditions

FWAC held a discussion regarding pressure to harvest full 21,000 m³ Annual Allowable Cut (AAC). The CCF is market driven and the EBM and carbon rules reduce opportunities to cut. The pulp market is very low with no buyers. Typically, 30% of CCF stands are sold as pulp but that's too much to leave behind so CCF is not pushing to log.

Entering second growth stands less than 100 years old would mainly be done for fuel management, but still needs a subsidy as it is costly. This may be the case for a stand at 40 years old but not the case for a stand at 80 years old. An analysis is required but in general terms, thinning a second growth stand requires minimum road building costs, reduces the fuel hazards, has little pulp and consistent wood size and quality. There may be some merchantable wood at certain sites. An 80 year old stand will have significant merchantable wood pending on the site quality.

It will be 40-50 years before the second growth could be cut at its maximum return (optimum growth versus maximum return). The carbon project requires that a significant portion is left to grow to at least

100 years old. Logging second growth doesn't mean there will nothing left to cut in future but that the trees left behind will grow better and almost offset the early harvesting loss. Thinning to ~200 stems per hectare with an extended rotation will increase the value of the stand. Scaling up the thinning program to 40+ hectares per year lowers the operating cost to break even.

3. Wedge 02 Field Observations (May 31, 2017)

3.1 Overview

The Wedge 02 harvesting units are located on the south branch of the Wedge Forest Service Road. FWAC visited Wedge 02: D1, D2, D3 and E. Wedge 02 A was logged in 2013.

Table 5: Wedge Units Size

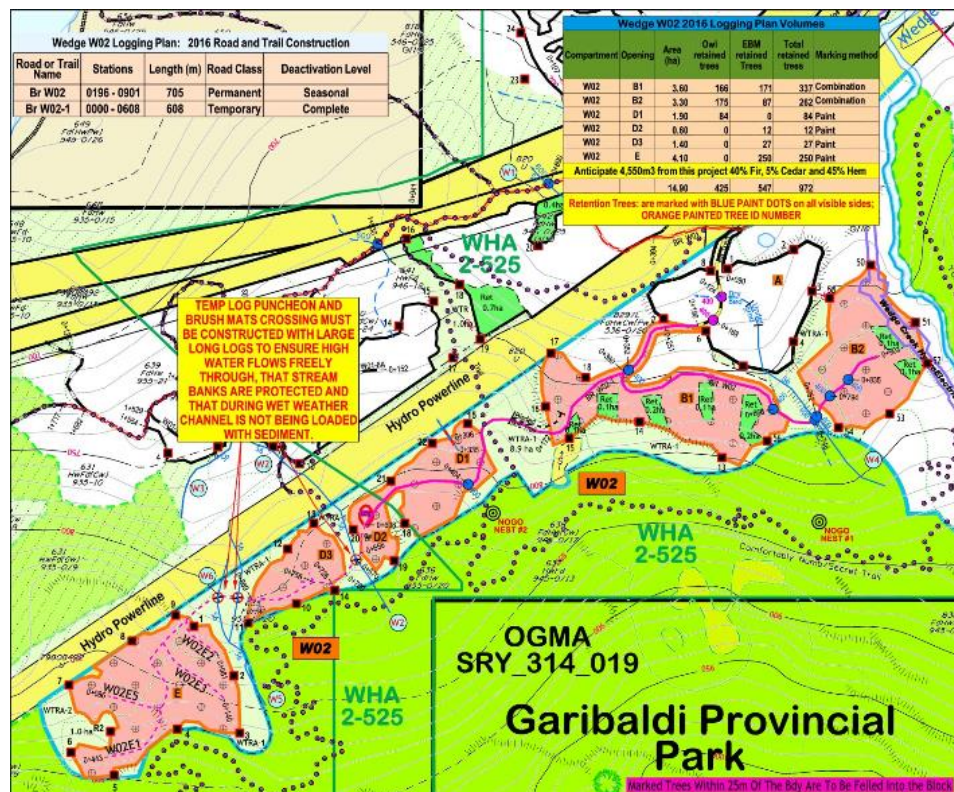
Unit	Size
Wedge 02 (D1)	1.9 hectares
Wedge 02 (D2)	0.6 hectares
Wedge 02 (D3)	1.4 hectares
Wedge 02 (E)	4.1 hectares

The Wedge units are next to an EBM Reserve and an area managed for Spotted Owl future habitat. The access to the units also affected Jeff's Trail, a connector mountain bike trail between Comfortably Numb and the Sea to Sky Trail. The access road/trail will be deactivated and leave the trail intact.

Figure 2: Wedge Openings Locations



Figure 3: Wedge Logging Plan



All work was finished in the first week of April 2017. The roads have been affected by the wet spring and need to be fixed and culverts replaced. The main branch will be deactivated and rehabilitated below the intersection after the creek crossing. No further blocks are planned for harvesting above Wedge 02 (E). All skid trails will be decommissioned. Approximately 6000 m3 were harvested from these sites by Skytech Yarding.

A goshawk nest caused a timing constraint so the crew continued logging into April even though the road was wet. Clean up is postponed until the chicks fledge, and the replanting will occur in the fall.

The ground is left in varying states depending on location. Some sites are “cleaner” and very little debris is on the ground while some have more debris left behind. Some sites may be more pleasing to the eye but debris also acts as habitat. There was low disturbance to the ground due to harvesting in the winter over the snow, and overall not much coarse woody debris is left. FWAC may find it low. Tom Cole noted that there was no blowdown as a result of the big windstorm recently.

3.2 Wedge Visual Analysis

Driving north, FWAC stopped at the north end of Green Lake to observe the visual impact of the harvesting blocks from Highway 99. CCF considered highway views and views from the lake. The silviculture regime is retention defined as alteration that is easy to see, small to medium in scale, and

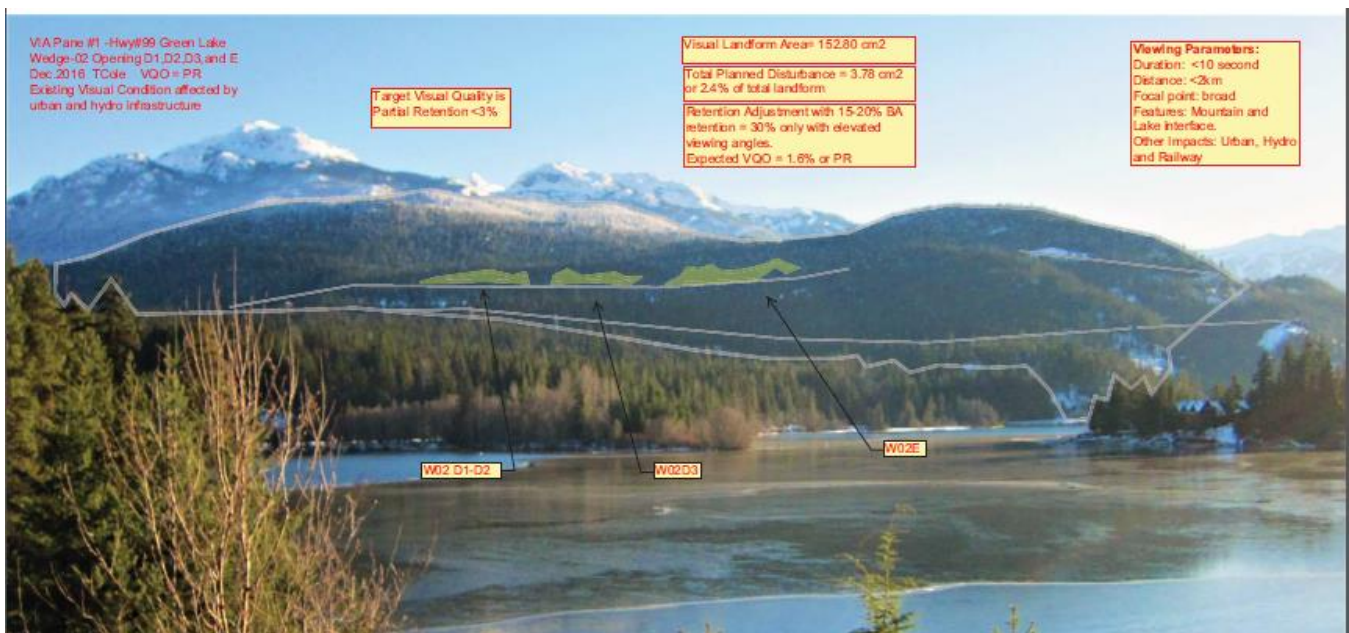
natural (not rectilinear or geometric) in shape. Percent alteration allowed is 1.6 – 7%, and Wedge targeted less than 3% alteration.

FWAC noted that the harvesting blends into the power line clearings and didn't appear out of scale or more noticeable than other openings in the area. CCF confirmed that more areas would be harvested between the power lines in the future.

The harvesting target was moderate retention and the retention is permanent. A second pass in the future will only take place on the lower units.

FWAC member and WORCA representative, Todd Hellinga, walked along a short section of Comfortably Numb and noted that the logging in that area is not very visible from the mountain bike trail. The temporary access across Jeff's Trail will be rehabbed.

Figure 4: Wedge 02 Visual Analysis



3.3 Spotted Owl Management

Similar to Cheakamus 16, the Wedge units are in a spotted owl management zone. It is not current spotted owl habitat but must be managed so that if spotted owls returned in the future, the remaining habitat would be suitable.

The Wedge logging plan left 40 of the largest trees plus 30 additional trees per hectare be in accordance with spotted owl guidelines. Operator used a combination of “owl trees” which are largest diameter trees on site with trees that met Ecosystem Based Management (EBM) Reserve guidelines.

3.4 Old Growth

A sub-committee of the Cheakamus Community Forest Board of Directors and staff was formed to complete several major projects. These include the establishment of Old Growth Management Areas,

the Integrated Resource Mapping Project (IRMP) in 2015, and creating an Access Management Plan in 2016. These projects provide clear direction for the CCF and the public on future plans.

See the Integrated Resource Mapping Project final report for more information on how the CCF manages old growth. http://www.cheakamuscommunityforest.com/wp-content/uploads/Integrated_Resource_Mapping_Final_Report.pdf

The CCF's carbon project discourages harvesting trees that are less than 100 years old. This impacts how long the CCF has to continue to harvest old growth by extending the rotation age of trees. The CCF can still do commercial thinning that targets second growth and avoids old growth.

FWAC noted some damage to remaining trees but were advised that old Douglas firs are resistant. They act as legacy or wildlife trees and are not targets for future harvesting.

3.5 Debris Piles

FLNRO operates under a "take or pay" system meaning that the downed wood must be removed or operator pays a waste fee. Three debris piles on site will be trucked down to a lower area in order to manage the burn more safely and be burned in the autumn at a cost of \$5-6,000. Alternatively, the piles may be chipped and trucked to the Callaghan transfer station composter at a cost of \$14,000 - \$18,000.

Figure 5: Wedge 02 (D3) Debris Piles



3.6 Roads

All upper roads are temporary and will be deactivated.

Tom Cole reviewed the CCF's draft road decision matrix to share how the road future is decided.

Figure 6: Wedge 02 Road Deactivation Plan

Wedge W02 Logging Plan: 2016 Road and Trail Construction				
Road or Trail Name	Stations	Length (m)	Road Class	Deactivation Level
Br W02	0196 - 0901	705	Permanent	Seasonal
Br W02-1	0000 - 0608	608	Temporary	Complete

3.7 Carbon Project

The carbon offsets generated by the Cheakamus Community Forest project are created by improved forest management actions on the 33,000 hectares it manages. They are quantified with the BC Forest Carbon Offset Protocol, and verified to the BC Emissions Offset Regulation. These actions are guided by the community forest's Ecosystem Based Management plan, and delivered on the land through reduced harvest volumes, extended harvest rotations, expanded reserves, and protection of old growth forests and other important wildlife habitat. These voluntary actions go above and beyond regulatory requirements

See Brinkman Climate's Cheakamus Community Forest carbon offsets brochure: http://ecotrust.ca/wp-content/uploads/2015/05/Briefing_CheakamusCarbon.pdf

A carbon offset is an independently verified credit for net greenhouse gas reductions achieved by one party that can be used to compensate (or offset) the emissions of another party. Carbon offsets are typically measured in tonnes of carbon dioxide-equivalents (or CO₂e), transacted through carbon registries, and bought and sold for voluntary or regulated emissions reductions.

4. Brio Fuel Management Project

FWAC visited the Brio Fuel Management project as a learning opportunity even though it is not a CCF site. The Brio fuel management project is managed by the RMOW and is largely funded through the Union of BC Municipality's Strategic Wildfire Protection Initiative. The prescription was prepared by B.A. Blackwell & Associates (Appendix 1). Work began in 2016 on 4.6 hectares of the 8.8 hectare site, and was discontinued in June. Work recommenced in May 2017 to remove the remaining downed wood and bring the 4.6 hectares up to the prescription standards.

The prescription addresses hazardous forest fuel types above the Brio neighbourhood within the Resort Municipality of Whistler (RMOW) and the Whistler Blackcomb Controlled Recreation Area tenure. Most of the treatment area is second growth forest, dominated by amabilis fir (*Abies amabilis*) and western hemlock (*Tsuga heterophylla*), with a secondary component of Douglas-fir (*Pseudotsuga menziesii*). There are old skid roads throughout that have been converted to use as mountain bike and walking/hiking trails that provide access into the unit. The Whistler Mountain Bike Park is adjacent to the southeast corner of the block.

Field reconnaissance identifies this area as a C4/C3 fuel type mix. These ratings are due to high densities of suppressed understory trees and low deciduous tree canopy closure. Additional risk is attributed to steep slopes and proximity to values at risk (VAR) including structures.

[illegible]

The objectives of this prescription are to:

- ## 4.2 Fuel Management Strategies

- 22

- Retain and encourage deciduous tree species and shrubs to reduce fire behaviour and provide wildlife habitat; and
- Minimize the creation of surface fuel by chipping of treatment slash, and pile burning where feasible;
- Rehabilitate disturbed areas upon project completion.

Figure 8: FWAC at Brio site



Figure 9: Wood Being Removed from Brio site



The prescription is expected to achieve the fuel management objectives over a period of up to 15 years. After this time it is expected that understory regeneration may create ladder fuels that are likely to increase the crown fire hazard. Maintenance required at this time will likely involve understory thinning; removal of flammable vegetation, and surface fuel disposal.

5. Specific Comments

5.1 Cheakamus 16

FWAC questions harvesting an area of old growth with road costs that result in breaking even and an ongoing liability. More value to forest for tourism/recreation values, especially because it's so close to community and near trails and Jane Lakes.

FWAC seeks more information on road costs and the training that happened on site.

5.2 Wedge 02

The harvesting of old growth is removing a natural legacy that cannot be replaced. It is unclear if any monetary benefit for the Whistler community was achieved by harvesting this area of old growth. FWAC recognizes that the CCF partners may have different goals and values, but old growth in close proximity to Whistler may have a greater value left standing.

The prescription for maintaining spotted owl habitat appears to have been implemented successfully but it must be recognized that the prescription did not create habitat, it actually degraded the habitat and places the spotted owl habitat at risk.

Road and skid trail construction with fine textured soils creates a high risk of sediment delivery to streams and conducting skidding operations during periods of wet weather increases this risk.

An overview of the costs and revenues for this area logged will assist in FWAC's review and appreciation of the work completed.

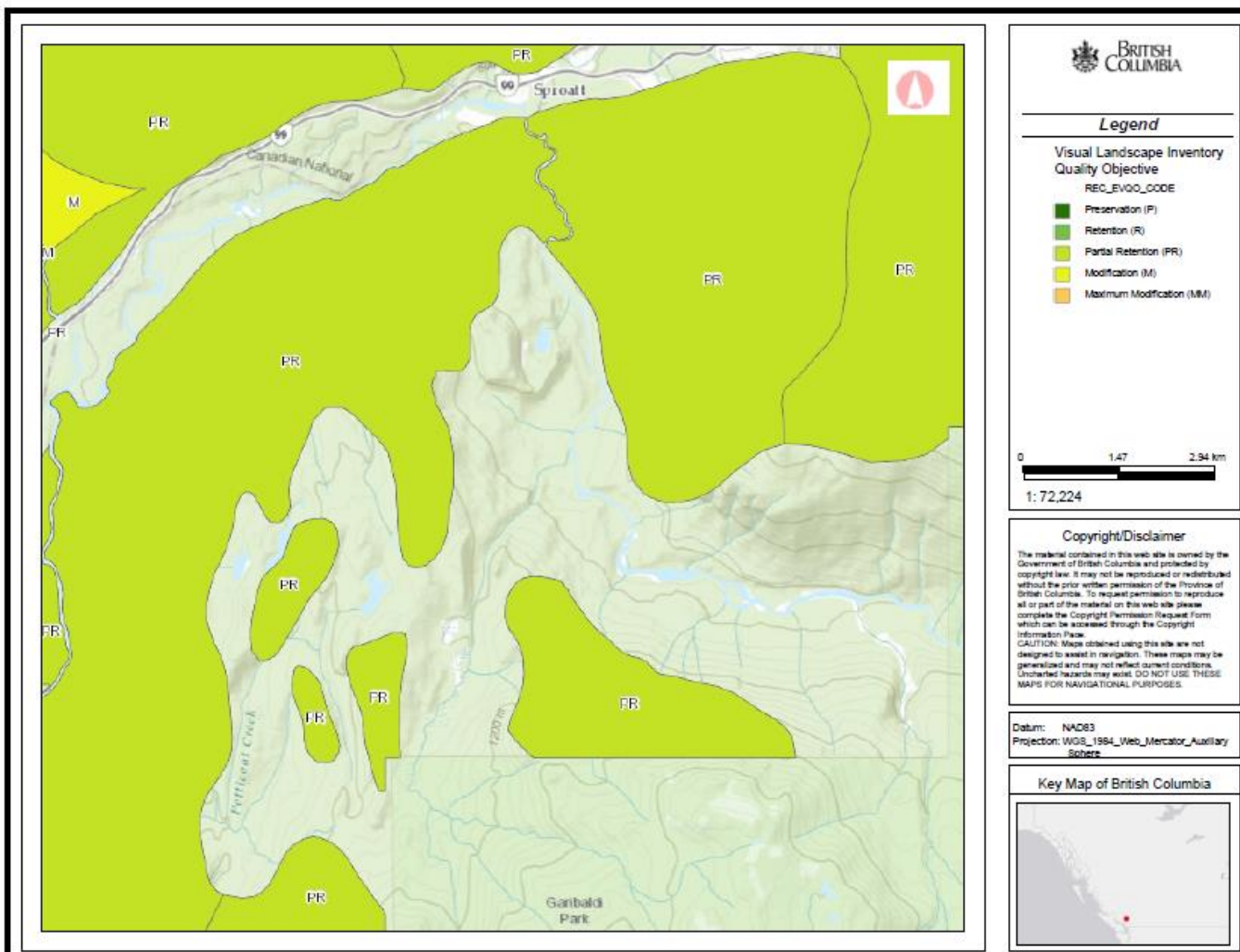
5.3 Brio Fuel Management

The treated second growth forest was visually aesthetically pleasing. In FWAC's opinion, the fuel reduction treatment for this area appears to have minimal effect to minimize the risk of wildfire. Surface fuels and crown could still carry a wildfire, although some ladder fuels were removed that could help to reduce the risk. To be more effective, more stems could be removed to open up the canopy and further reduce crown fire hazard.

The operation is very labour intensive and expensive. Implementing a commercial thinning operation at a break even or at a minimal cost per hectare can be a more efficient treatment method.

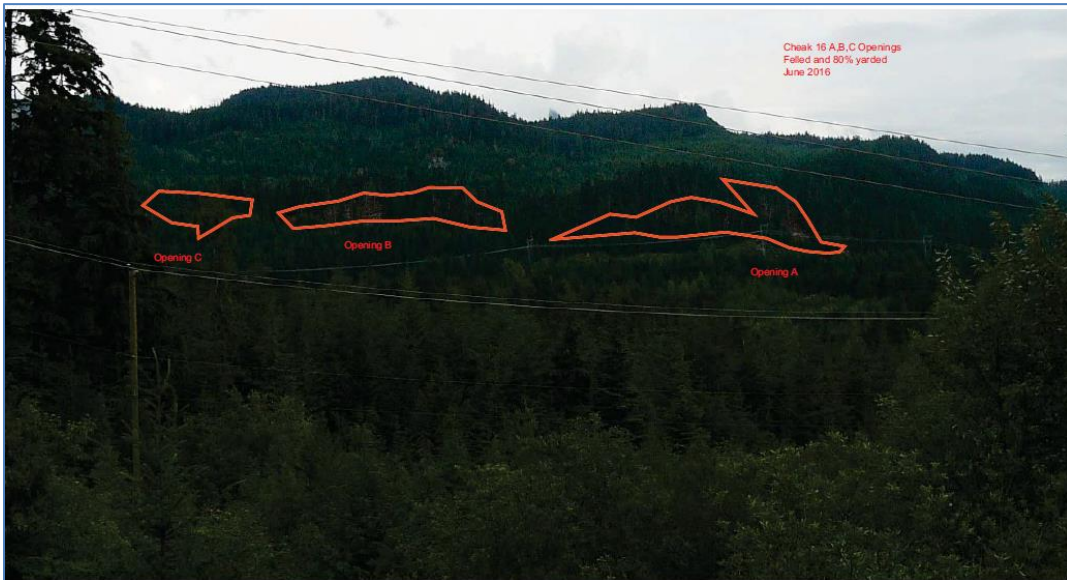
Spending \$30,000 per hectare of treated forest is an expensive investment into a forest that will continue to grow and require future treatments to meet objectives. A portion of this money can be used in minimizing the risk of wildfire by improving fire suppression capabilities and public awareness.

Appendix A: Visual Landscape Inventory Objectives



Appendix B: Cheakamus 16 Visual Impacts

Location on hillside



Actual image taken from Highway 99



RESORT MUNICIPALITY OF WHISTLER

MUNICIPAL TICKET INFORMATION SYSTEM AMENDMENT BYLAW NO. 2164, 2017

**A BYLAW TO AMEND MUNICIPAL TICKET INFORMATION
SYSTEM BYLAW NO. 1719, 2005**

WHEREAS Council has adopted Municipal Ticket Information System Bylaw No. 1719, 2005;

AND WHEREAS the Council of the Resort Municipality of Whistler deems it expedient to authorize the use of Municipal Ticket Information for the enforcement of certain bylaws, to designate certain bylaw offences and set certain fine amounts;

AND WHEREAS the Council deems it necessary and expedient to amend the Municipal Ticket Information System Bylaw No. 1719, 2005;

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 "Municipal Ticket Information System Amendment Bylaw No. 2164, 2017".
2. "Municipal Ticket Information System Implementation Bylaw No. 1719, 2005 is amended by:
 - (a) Deleting "SCHEDULE B8 Municipal Ticket Information System Bylaw No. 1719, 2005, Garbage Disposal and Wildlife Attractants Bylaw No. 1861, 2008" and replacing it with "SCHEDULE B8 Municipal Ticket Information System Bylaw No. 1719, 2017, Solid Waste Bylaw No. 2139, 2017".

GIVEN FIRST, SECOND and THIRD READINGS this 17th day of October, 2017.

ADOPTED this ____ day of _____, 2017.

Mayor, N. Wilhelm-Morden

Municipal Clerk, B. Browning

I HEREBY CERTIFY that this is a true copy of
the "Municipal Ticket Information System
Amendment Bylaw No. 2164, 2017"

Municipal Clerk, B. Browning

SCHEDULE B8

Municipal Ticket Information System Bylaw No. 1719, 2005
Solid Waste Bylaw No. 2139, 2017

DESIGNATED EXPRESSION	SECTION(S)	FINE
Failure to properly dispose of or store solid waste, including domestic landfill waste (garbage), recyclable material, organics	19 to 24, 27	\$235
Failure to dispose of waste at an approved location, including a Municipal Waste Depot or Transfer Station	28 to 32	\$235
Failure to dispose of recyclable material including organics separately from domestic landfill waste (garbage)	9	\$235
Disposal of recyclable material in a landfill waste (garbage) container or compactor	9	\$500
Failure to keep wildlife proof containers or enclosures secure and in good repair	12	\$235
Failure to properly store, handle, and dispose of solid waste that may reasonably attract dangerous wildlife	15	\$235
Failure to provide a reasonable wildlife proof container or enclosure	10	\$500
Failure to properly store, handle and dispose of a wildlife attractant	16, 17	\$235
Feed dangerous wildlife	18	\$500
Failure to install and maintain proper signage for a solid waste management system	13	\$25



PO Box 100
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Pemberton
British Columbia
CANADA
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www.pemberton.ca

October 5, 2017

B.C. Passenger Transportation Board
Box 9850 Stn Prov Govt
Victoria, BC, V8W 9T5

Re: Application # 256-17 / Route S1: Vancouver – Pemberton/Mt. Currie

Dear Board:

This is to advise that at the Village of Pemberton Regular Council Meeting No. 1457, held Tuesday, October 3, 2017, Council received correspondence concerning the Greyhound Canada Transportation ULC (Greyhound) application to the B.C. Passenger Transportation Board to reduce minimum route frequencies and eliminate certain route points between Vancouver and Mt. Currie. In response to these proposed changes, Council discussed and passed the following resolution:

***THAT** correspondence be sent advising the B.C. Passenger Transportation Board that the Village strongly opposes Greyhound's application for the reduction of route frequencies and elimination of route points on the Vancouver – Pemberton/Mt. Currie bus route.*

In this regard, the Village of Pemberton wishes to express our concerns regarding Greyhound's proposed reduction of service in the Sea to Sky Corridor as presented, particularly due to the lack of consultation with Local Governments regarding the impacts on the affected communities in the area.

There are several points of concern the Village wishes to bring to your attention, specifically in response to Greyhound's rationale for the reductions and eliminations of service to our area. In particular, it is important to note that the population in the Sea to Sky Corridor is not shrinking; rather this is a rapidly expanding region of the province with increasingly more people relocating from the lower mainland further north into the Sea to Sky Corridor. As a result, transit options to enable access to the lower mainland is vital.

With regard to Greyhound's concern about competition from other intercity bus operators, it is important to note that currently there are limited public transit services between the Village of Pemberton and Mount Currie. As a result, our communities are reliant on the service that Greyhound provides to Mount Currie and oppose the proposal to eliminate this stop on the Vancouver to Mount Currie route which is further explored below. The suggested expansion of BC Transit's existing intercity bus operations is a limited option for the Village of Pemberton due to the cost to the municipality.

The Village strongly objects to Greyhound's application to reduce minimum route frequencies on the Vancouver – Pemberton/Mt. Currie route to two (2) per week, as this would considerably decrease transportation options for our residents in the Pemberton Area. With no other intercity bus service available operating beyond

Whistler and Pemberton, reducing Greyhound service will have significant negative impacts on people traveling to and from our area.

With regards to the proposed elimination of the Mt. Currie route point, there is a need to factor in Greyhound's cargo business when considering elimination of this stop due to the reliance on the cargo service by individuals, businesses, and farmers in the community. Further, the ridership data indicates that passenger loads for the Mt. Currie route point have remained consistent since 2014, and 2017 indicates a significant increase in ridership for this route point.

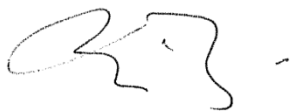
The City of West Vancouver route point is another important stop for residents of our community. Greyhound bus service to West Vancouver assists many Pemberton and Mt. Currie residents in attending medical appointments, business engagements, and other necessary travel.

Elimination of the Pinecrest and Britannia Beach route points will leave residents in those areas with no means of public transportation southbound to Vancouver or northbound to Whistler/Pemberton. This has the potential to impact a significant number of people as the corridor continues to grow and more people choose to live full time in these areas.

Going forward, the Village would like to ask that Greyhound be required to work more closely with Local Governments and Provincial agencies to promote opportunities for private operators like Greyhound, before granting any reductions in service or at all. In addition, the Passenger Transportation Board may wish to consider providing a reasonable opportunity for the public to be heard by way of an oral public hearing or input process with respect to this application.

By way of this letter the Village of Pemberton would like the Passenger Transportation Board to take into consideration the impacts on our community the route reduction or elimination of Greyhound services will have, and will work with the community to find alternatives.

Sincerely,
VILLAGE OF PEMBERTON



Mike Richman
Mayor

Cc: Chief and Council, Lil'wat Nation
Board of Directors, Squamish Lillooet Regional District
Mayor and Council, Resort Municipality of Whistler
Mayor and Council, District of Squamish
Board of Directors, Pemberton & District Chamber of Commerce

From: Kirstie McRae [<mailto:Kirstie.McRae@diabetes.ca>]
Sent: Friday, October 13, 2017 12:12 PM
To: Shelley Termuende <stermuende@whistler.ca>
Subject: World Diabetes Day - Light up Whistler

Hi Shelly,

Hope you've had an awesome week!

Reaching out on behalf of Diabetes Canada. World Diabetes Day is on Tuesday 14 November and we are collaborating with a host of people across B.C. to acknowledge the day and light up buildings, monuments, bridges (etc.) blue to show support and create awareness; BC Place, Science World and the Legislature Building are a few who are on board!

Would love to collaborate with your team to light up Whistler in any way we can!

Look forward to hopefully hearing from you soon.

Have a great weekend when it comes.

Thanks!
Kirstie

Kirstie McRae
Coordinator, Community Partnerships

Diabetes Canada
360 - 1385 W 8th Ave
Vancouver, BC V6H 3V9
P: (604) 732 -2311
C: (778) 887-7505
TF: 1-800-665-6526 Ext. 2311

diabetes.ca | 1-800-banting | Leading the fight to [end diabetes](#)



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	Kirstie McRae
Organization	Diabetes Canada
Business Address	360 - 1385 W 8th Ave
City/Province/Postal Code	Vancouver, BC V6H3V9
Business Phone Number	604-732-2311
Business Email	Kirstie.McRae@diabetes.ca
Website Address	www.diabetes.ca
Brief description of the event associated with your request <i>Description information will be used for communications and sign for Fitzsimmons Bridge. (Max 75 words. RMOW will edit copy if necessary.)</i>	World Diabetes Day (WDD) is the world's largest diabetes awareness campaign reaching a global audience of over 1 billion people in more than 160 countries. The campaign draws attention to issues of paramount importance to the diabetes world and keeps diabetes firmly in the public and political spotlight. The date, 14 November, was chosen because it is the birthday of Frederick Banting who, along with Charles Best, first conceived the idea, which led to the discovery of insulin in 1921. Diabetes Canada is leading the movement to end diabetes and this year is encouraging people to take control of their health and test their risk at diabetestest.ca .
Optional: Social Media Campaign Title (include hashtags)	#WorldDiabetesDay #Type2Test #EndDiabetes
Landmark Choice <i>(Only Fitzsimmons Bridge offers sign allocation)</i>	<input checked="" type="checkbox"/> Fitzsimmons Covered Bridge <input checked="" type="checkbox"/> Village Gate Inuksuk <input checked="" type="checkbox"/> Town Plaza Gazebo
Date of Event	Tuesday 14 November, 2017
Colour Request	BLUE

Signature: K McRae

Date: Friday 13 October, 2017

From: Alan Sailer [<mailto:alsailer@gmail.com>]
Sent: Friday, October 13, 2017 10:08
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Whistler's Evolution

Dear Mayor and Council,

As Whistler has evolved into a small city trying unsuccessfully to squeeze itself into it's small town infrastructure there are some issues that should be obvious but must be addressed.

1. Ingress and egress to and from Nordic Estates has become difficult at best and frequently quite dangerous trying to go southbound through what has become relentless traffic. Nobody wants more lights on Hwy 99 but it has now become a safety issue.
2. Parking throughout Whistler has become very difficult, challenging to the point where we frequently cannot access many of our resources. I attribute this to the preponderance of day trippers whose numbers seem to continue to multiply and who naturally add to the traffic. I believe that a 2 tier parking system would help. One free parking pass per Whistler household in conjunction with the advent of pay parking stations at increased short term rates at all popular Whistler destinations, lakes, parks, trails and adjacent streets, i.e. (Blackcomb Way, Spearhead, Painted Cliff) along with better bylaw enforcement. The average Whistler commute is probably 5 or 6 km and to be realistic, our transit system is not that efficient to where the carriage of groceries and trash is practical. In fact Bayshores where I lived for over 20 years has no transit service. Insofar as good environmental practice, discouraging day-trippers would be most beneficial and perhaps consider ceasing to host events such as GranFondo where the positive economic for Whistler is marginal but the approx. 2,000 vehicles making the roundtrip to pick up their riders results in the burning of approx. 60,000 litres of fuel mostly in the one day, a bit difficult to justify.

Thank you in advance for your consideration of the above.

Good to see the housing situation being now addressed in earnest. Your dedicated service in these changing and challenging times for Whistler is most appreciated.

Sincerely,

Alan Sailer
25 - 2104 Nordic Dr.
Whistler BC
alsailer@gmail.com

From: Gwyer [<mailto:gwyer@telus.net>]
Sent: Monday, October 16, 2017 09:39
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Rail Transit

Dear Mayor and Council,

The attached is for your information. It is a possible commuter rail option for Whistler.
I have also attached the Lower Mainland Rail Rapid Transit to show the link between the commuter rail and Skytrain.
Funding is always an issue but something to think about if it is beneficial to the community.

Thank you for your time.

Sincerely

Gwyer Webber
4867 Salmon Berry Way
Nanaimo, BC
gwyer@telus.net
(Whistler employee 1988-2007)

Future Whistler Commuter Rail

Written by Gwyer Webber (Oct 2017)

- One train running from Lonsdale Quay to the Whistler Creekside.
- One return trip in the morning and one return trip in the afternoon (Lonsdale Quay - Whistler Creekside - Lonsdale Quay).
- Schedule would accommodate;
Day guest arriving at Whistler in the morning,
Whistler hotel guest returning to Metro Vancouver in the morning,
Whistler hotel guests arriving in the afternoon,
Day guests returning to Metro Vancouver in the afternoon.
- Stations at Lonsdale Quay (between Chesterfield Ave and Esplanade W), West Vancouver, Lions Bay, Squamish, and Whistler Creekside with low level platforms that do not interfere with freight traffic.
- The length of the train would be 177m and consists of;
Locomotive-4BiLevel bicycle coaches-BiLevel coach-BiLevel cab car, or
BiLevel cab car-2BiLevel bicycle coaches-Locomotive-2BiLevel bicycle coaches-BiLevel cab car.
If it is feasible to have the locomotive in the middle then that configuration would keep it away from the office buildings at the Lonsdale Quay station when stationary.
- The entire lower level of the BiLevel bicycle coaches would be for bicycles and skis. Seating is in the mid and upper levels of the BiLevel coaches.
- A spare train set would allow continued service while maintenance is being done.
- The commuter rail service could be operated under Via Rail, or BC Transit, or both.
- This one train with 6 coaches would be able to transport over 500,000 people per year from Metro Vancouver to Whistler.
- Toronto Metrolinx is using the new CEM Bombardier BiLevel coaches and BiLevel bicycle coaches. The following link shows a Toronto Metrolinx train.
<https://www.youtube.com/watch?v=EIQW6eWLQJo>

Disclaimer

The author is not affiliated with any transportation body, consulting group, lobby group, or committee. The document is written to show a possible commuter rail option. The calculations are as accurate as possible based on information available on the internet.

Lower Mainland Rail Rapid Transit

Written by Gwyer Webber (1993-Sept 2017)

With the increasing population and traffic congestion in the Lower Mainland the need to expand rail rapid transit becomes ever more pressing. This document focuses on connecting most of the city centres in the Lower Mainland with rail rapid transit.

Millennium Line (Skytrain)

This line would extend west from the existing Millennium Line and run underground along the Broadway and 10th Ave corridor to UBC.

Evergreen Line (Skytrain)

The line would split south of Lincoln station on Pinetree Way and run east along Lougheed Highway and 226th St to the Haney Place Transit Exchange.

The line would also extend south along the Golden Ears Way across the Fraser River, along 200th St, and merge with the Expo line east bound towards downtown Langley. The line would also split at Willowbrook Mall and run along the Langley Bypass and merge with the Expo Line west bound towards the new Willowbrook Transit Exchange.

Expo Line (Skytrain)

The line would extend along Fraser Highway, Industrial Ave, Acacia Cr, 56th Ave, 206th St, Fraser Highway, Trans Canada Highway, South Fraser Way, and Bourquin Cr to the Bourquin Transit Exchange.

The line would also extend from Waterfront station across the Burrard Inlet to Lonsdale Quay.

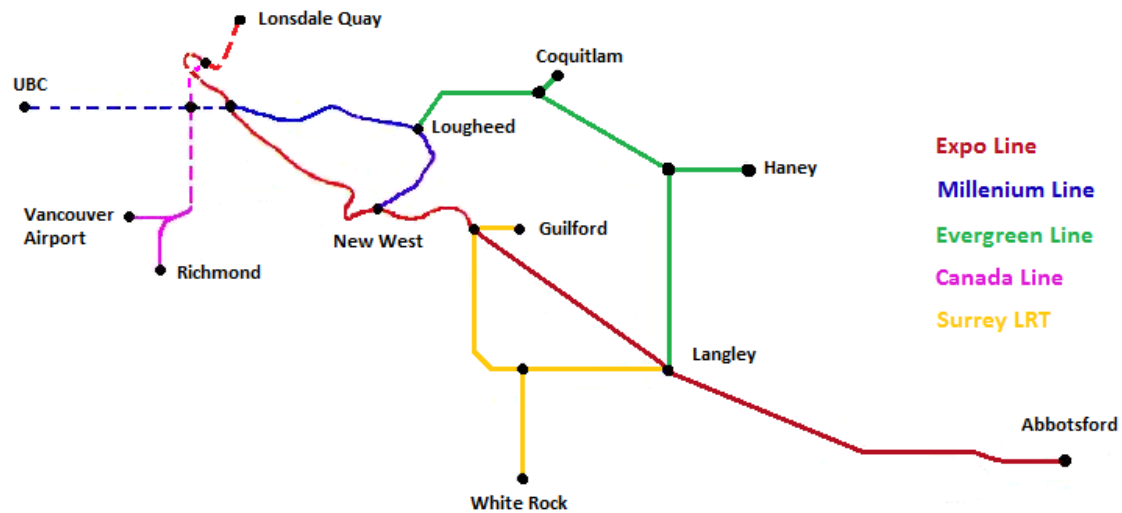
This would allow a connection to a future high speed rail service to Seattle and Portland from Langley and a future rail service to Whistler from Lonsdale Quay.

Surrey LRT

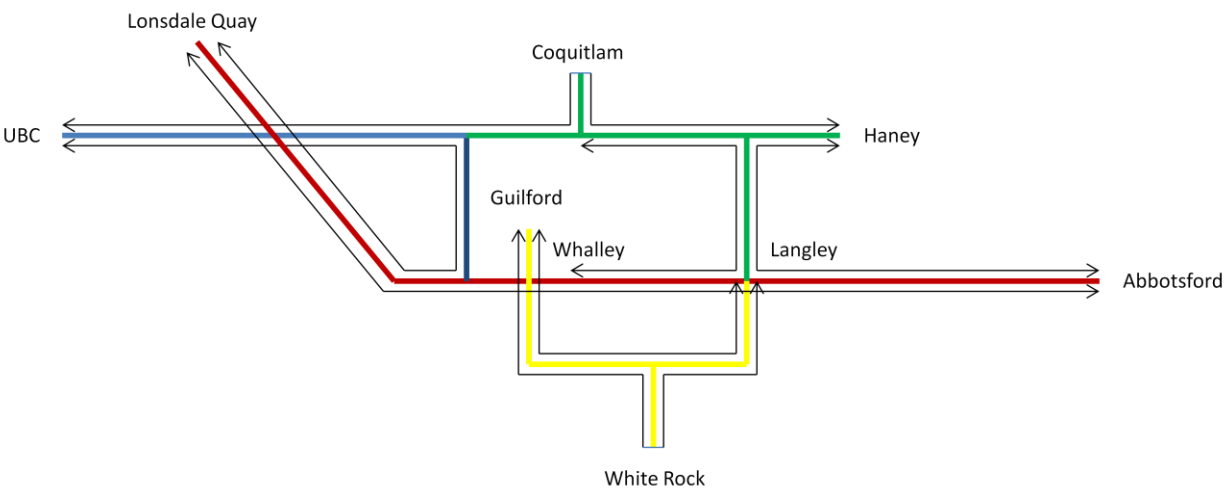
This line would start at Guilford Mall area and run along 104th Ave, City Pkwy, King George Highway, Highway 10, Langley Bypass, 196th St, and end at the new Willowbrook Transit Exchange. A station at Surrey Central would allow passengers to transfer to the Expo Line.

The line would also extend south along 152 St from Highway 10 to White Rock Centre Transit Exchange. This would allow trains to run direct from White Rock to Newton, Whalley, and Guilford as well as direct from White Rock to Cloverdale and Langley.

Map of Lines



Map of Train Routes



Travel Times

Extending the existing Expo Line along the Fraser Highway to Langley would provide faster travel times.

1. The table below shows the average speed of some of the LRT systems in Europe, Australia, and North America.

City	Lyon France	Houston Texas	Gold Coast Australia	Montpellier France	Portland USA	Calgary	Lower Mainland
Line	T1	T2	G:Link	Red Line	Blue Line	Blue Line	Expo
Average Speed (km/hr)	16.2	22.5	23	24.4	32	33.5	44.5

Note: The average speed is calculated using the distance of the line and the time it takes to travel that distance.

2. The table below shows the travel time for the different systems from the end of the Expo Line to the Downtown Langley Transit Exchange (16.2 km).

System Type by City	Lyon France	Houston Texas	Gold Coast Australia	Montpellier France	Portland USA	Calgary	Expo Line
Travel Time (minutes)	60	43	42	40	31	29	22

Note: The travel time is calculated using the average speed.

The travel time from downtown Langley to Waterfront on Skytrain would be 62 minutes.
If the line was surface LRT from Langley to Waterfront the travel time would be 87 minutes (32km/hr).

The travel time from 222nd St (Murrayville) to Waterfront on Skytrain would be 67 minutes.
If the line was surface LRT from Murrayville to Waterfront the travel time would be 94 minutes (32km/hr).

The travel time from Lougheed Town Centre to UBC on Skytrain would be 36 minutes.
If the line was surface LRT from Lougheed Town Centre to UBC the travel time would be 50 minutes (32km/hr).

The travel time from Lafarge Lake-Douglas to UBC on Skytrain would be 50 minutes.
If the line was surface LRT from Lafarge Lake-Douglas to UBC the travel time would be 70 minutes (32km/hr).

The travel time from Haney to UBC on Skytrain would be 74 minutes.
If the line was surface LRT from Haney to UBC the travel time would be 104 minutes (32km/hr).

Additional Facts

- **Surrey Rapid Transit Alternatives Analysis** report (March 2013) says that on the Fraser Highway "**RRT generates the most quantifiable benefits.**" RRT is Skytrain.
- The **Skytrain Evergreen Line** is 10.9 km long with an **average speed of over 44.5 km/hr**. The line is elevated, underground, and on the surface (fenced) fully segregated from traffic and fully automated. The cost was \$1.43 billion dollars which works out to **\$131 million dollars/km**.
- The **Portland - Milwaukie LRT Line** is 11.75km long and has an **average speed of 28 km/hr**. The line is mainly on the surface. The cost of the line was \$1.49 billion US dollars which works out to **\$127 million US dollars/km (\$157 million CAD dollars/km)**.
- The **Calgary West LRT Line** is 8.2 km long and has an **average speed of 33.5 km/hr**. The line is underground, elevated, and on the surface with level crossings. The cost of the line was \$1.46 billion dollars which works out to **\$178 million dollars/km**.
- Comparing the latest rail transit builds in Metro Vancouver, Calgary, and Portland **Skytrain cost less to build than LRT**.
- The cost of the **Skytrain Expo Line** (1985) was **29 million dollars/km**, the cost of the **Skytrain Millennium Line** (2002) was **60 million dollars/km**, and the cost of the **Skytrain Evergreen Line** (2016) was **131 million dollars/km**.

Funding

Rail rapid transit is far too costly for a local transit authority. Funding needs to be secured from one or both of the provincial and federal governments.

Disclaimer

The author is not affiliated with any transportation body, consulting group, lobby group, or committee. The document is written to compare the average speed and travel times and show possible rail rapid transit routes. The calculations are as accurate as possible based on information available on the internet.

From: kulpreet singh [<mailto:kulpreet.singh@gmail.com>]

Sent: Thursday, October 19, 2017 11:12

To: Wanda Bradbury <WBradbury@whistler.ca>; Steve Anderson <sanderson@whistler.ca>; Jack Crompton <jcrompton@whistler.ca>; Jen Ford <jford@whistler.ca>; John Grills <jgrills@whistler.ca>; Sue Maxwell <smaxwell@whistler.ca>

Subject: re: Whistler visitors

Dear Mayor and Council,

Regarding the recent CBC article and your comments about people who take day trips to Whistler.

The land surrounding the resort is maintained by provincial tax dollars. Every resident of British Columbia has the right to visit and enjoy Whistler. Your assertion that staying in hotels and dining in restaurants is part of "mountain culture" is a preposterous. That is not mountain culture. You are correct that littering is wrong, and everyone should be responsible to protect our environment. That said, unless and until there is a border around Whistler, it will always be part of British Columbia and open to all.

-k.s.

Dear Mayor Wilhelm-Morden and Council,

I am proposing a solution to personal garbage disposal in Whistler and the outlying neighbourhoods in particular. Thank you for your time and consideration in my concern below.

I am proposing that a solution to garbage disposal options be resolved.

The current situation for those without a vehicle is to bus or find alternative means to get to the garbage disposal sights in Function or in Nesters. As you may understand, this can prove to be timely and ineffective, especially for those living in Alpine, Emerald, Brio, Alta Vista, Nordic and Bayshores. Many of these places are filled with people such as myself without access to a vehicle.

In many areas there are garbage buildings that are extremely helpful for those living in these estates. I would like to propose additional garbage 'huts' put in place in each of these subdivisions as an option for those who cannot easily access the garbage stations.

Since Whistler is a Bear Aware community I understand the inability for road-side collection. I would like to see a solution for this other than the current inaccessible situation. These 'huts' can simply be large metal containers and can be found in many places in Canmore, Alberta and are collected on a weekly basis there. This may be a good place to look into for ideas and costs.

Thank you so much for you time and for considering my proposal. I look forward to hearing from you.

Emily Sullivan

Emilysullivan95@gmail.com

Permanent
Address: 300 York Road, Dundas, ON, L9H 5N3

Dear Mayor and Council,

We could not have run the event without your generous CEP funding.

Thank you for your support!

Hundreds of people joined our talks, walks, cooking demo and display. Whistler loves their fungi! Even though it seemed to be a poor year for mushrooms, our scientists found at least 164 species - 18 of which are new to Whistler's list of close to 900 species!

Sincerely,

Kristina + Bob on behalf of the WN





Royal Canadian Legion #201
Box 182
7442 Prospect St.
Pemberton, B.C., V0N 2L0
Tel: 604-894-6561
e-mail: legionbranch201@shaw.ca
Website: rcl201.webs.com

19th October 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler
V0N 1B4

Dear Mayor and Council

The Royal Canadian Legion Pemberton Branch #201 would like to formally acknowledge Mr. Brian Buchholz and the Whistler Remembrance Committee for the many years of dedicated service they have provided in organizing the annual Remembrance Service in Whistler.

We would like to also commend them for their diligence in pursuing a site for the cenotaph that is more accessible to the public. This rededication will further serve to honour the memory of those that have served our country.

The Royal Canadian Legion Pemberton Branch is pleased to have been consulted by the committee and fully supports their efforts.

Yours sincerely

Lesley Clark
President
Royal Canadian Legion #201



The SalishSea

...World Heritage

To: Mayors & Councils, and Regional Directors in the Province of BC

re: A Grande Finale for 2017,
...Sustainable Development, & Our Local & World Heritage

October 27, 2017

Dear Mayor & Councils, and Regional Directors,

We have two requests which would greatly benefit from your personal consideration ...and your formal support as representatives of local government in British Columbia.

1) Recognition for December 11th, A Day For Our Common Future, this year being the 30th anniversary of the Brundtland Report's presentation to the United Nations. The BC Government, and many local governments have supported this designation since 2012.

<http://viccs.vcn.bc.ca/all-nations-and-peoples-proclamation-a-day-for-our-common-future/>

2) Praise and recognition of the 41 UNESCO World Heritage Site applications submitted in 2017, from across Canada; Minister McKenna to announce ten successful bids this December.

<http://salishseatrtrust.ca/2016/10/31/updated-canadas-tentative-list-for-world-heritage-sites/>

As 2017 comes to an end we find a wonderful opportunity before us, a chance to provide leadership and commitment to the very best our communities, province and country have to offer. And as respected and honourable representatives of local government - Mayors & Council Members and Directors in the Province of BC, we are then approaching you - to champion the spirit and strength that vitalizes and runs throughout our communities in British Columbia, and Canada.

In the near future, over the next month, we hope you might then find a chance to support the 30th anniversary of UNCED and sustainable development. And as you debate our legacy, and future, please consider support for UNESCO and our rich cultural and natural World Heritage ...in your neighbourhoods and regions, and across our great province and country.

Additional information is available, at your request. As non-profit organizations we are working together to encourage efforts locally which reflect national and global goals. These requests highlight new and ongoing work in the community of communities that is B.C. and Canada, and the benefits that follow from such initiatives.

Thank you for your time and consideration.

Laurie Gourlay
Interim Director, Salish Sea Trust
President, V.I. Coast & Conservation Society

c.c. - MP Rachel Blaney, MP, North Island - Powell River,

**sponsor of House of Commons Salish Sea World Heritage Petition E-1269*

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way Whistler,
BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

We wish to add our voices to those who wish to have public access restored to the network of trails that exist on Crown land behind the Emerald subdivision - inclusive of those that lead to One Duck Lake.

At present access to the trails necessitates crossing private property from the Emerald subdivision.

We hope that the RMOW and current council will address and implement a public access solution during this final term for council. Providing legal public access to the trail network on Crown land would restore an amenity that had been enjoyed by residents of this subdivision on an unimpeded basis for many decades.

Sincerely,

A handwritten signature in black ink, appearing to be 'David Adanac', with a long horizontal flourish extending to the right.

David Adanac
Stephanie Adanac
9305 Autumn Pl

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way Whistler,
BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

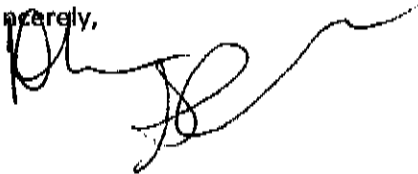
We have the following concerns regarding highway 99, as it passes through the Emerald subdivision:

Turning left into Emerald: the highway as currently aligned does not facilitate safe left turns into either Emerald entrance when travelling northbound on highway 99.

Pedestrian crossings: there are no pedestrian controlled crosswalks that would facilitate safer crossing of the highway in the Emerald subdivision.

We urge council and staff to review these concerns with MOTI on a collaborative basis.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Adanac', with a long, sweeping horizontal stroke extending to the right.

David Adanac
Stephanie Adanac
9305 Autumn Pl

October 31, 2017

To Mayor and Council,

Emerald Estates recently enjoyed a very successful block party! One of the tables at our block party invited people to discuss "Emerald issues".

Two issues dominated the conversation:

- 1) access to the amazing network of trails on crown land situated behind Emerald Estates
- 2) the ongoing safety concerns surrounding Hwy 99

First, many neighbours are interested in restoring year-round access to the network of trails behind Emerald Estates that predominantly local users (e.g. mountain bikers, dog walkers, runners and whiffle golfers) have enjoyed for decades.

As you know, access to the trails has been restricted, due to the fact that entering the trails through the previously permitted (or at the very least, the perceived rights-of-way) entrances requires residents to cross private property.

We, the signed, would like to see the Municipality work toward a solution in this final term for council. Providing permanent access to the crown land through Emerald Estates would restore recreation in the area, and provide neighbours with healthy mental and physical activities within a reasonable walking distance to home.

Second, many voiced strong concerns about safety when crossing Hwy 99, and turning left into Emerald (especially in northbound traffic). We would like to see this issue addressed as soon as possible in upcoming council meetings.

We, the signed, would like to see the Municipality work toward a solution as soon as possible. Providing permanent safe pedestrian crossing and traffic safety upgrades (e.g. turning lanes) to the intersections would restore the confidence of the neighbours living in the area.

We look forward to action on these two issues.

Sincerely,

Emerald Estates Neighbours

(see attached for signatures, names and addresses for each issue)

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

I am interested in restoring year-round access to the network of trails that predominantly local mountain bikers, dog walkers, runners and whiffle golfers have enjoyed for decades.

As you know, access to the trails has been restricted, due to the fact that entering the trails through the previously permitted (or at the very least, the perceived rights-of-way) entrances requires residents to cross private property.

I would like to see the Municipality work toward a solution in this final term for council. Providing access to the crown land would restore recreation in the area, and provide neighbours with healthy mental and physical activities within a reasonable walking distance to home.

Sincerely,

LRH, Lorna M. Hill.

Return Mailing Address

IAN & LORNA HILL
9580 EMERALD DR.
WHISTLER BC V0N 1B9.

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

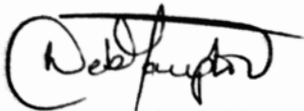
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I would like to see the Municipality work toward a solution in this final term for council. Providing access to the crown land would restore recreation in the area, and provide neighbours with healthy mental and physical activities within a reasonable walking distance to home.

Sincerely,



Return Mailing Address

9254 Pinetree Lane, Whistler, BC, V0N 1B9
604 902,2211 debbie @ whistlerbreaks. com

Deb Hampton

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

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Sincerely,

A handwritten signature in dark ink, appearing to be 'K. Kausky', with a long horizontal line extending to the right.

Return Mailing Address

9608 EMERALD DR.

Karin Kausky
9608 Emerald Drive
Whistler, BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

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Sincerely,



Return Mailing Address

Dan raymond
9267 emerald drive
Whistler, BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

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Sincerely,



Return Mailing Address
9608 Emerald Drive
Whistler, B.C.

Dale Stephens

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

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Sincerely,

A handwritten signature in black ink, appearing to read 'Marjo Vierros', with a stylized flourish at the end.

Marjo Vierros
Return Mailing Address

9105 Summer Lane, Whistler, BC, V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

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Sincerely,

A handwritten signature in cursive script that reads "Natalie Griffiths".

Natalie Griffiths

Return Mailing Address

9408 Deerhorn Place
Whistler, BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates Access to Crown Land

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Sincerely,

CA Wrightson 

Return Mailing Address

Christine and Mark Wrightson
9237 Pinetree Lane
Emerald
Whistler V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

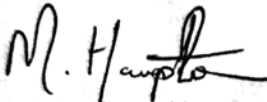
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Sincerely,



Return Mailing Address

9254 PINETREE LANE, WHISTLER BC V0N 1B9

604 902 0001

Mark Hampton

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

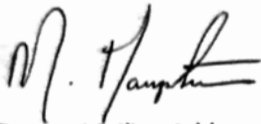
To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

I have strong concerns about safety when crossing Hwy 99, and turning left into Emerald, especially in northbound traffic. I would like to see this issue addressed as soon as possible in upcoming council meetings.

I would like to see the Municipality work toward a solution as soon as possible. Providing safe crossing and turning solutions would restore the confidence of the neighbours living in the area.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Hampton', with a stylized flourish at the end.

Return Mailing Address

9254 PINETREE LANE , WHISTLER BC V0N 1B7
604 902 0001

Mark Hampton

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

I have strong concerns about safety when crossing Hwy 99, and turning left into Emerald, especially in northbound traffic. I would like to see this issue addressed as soon as possible in upcoming council meetings.

I would like to see the Municipality work toward a solution as soon as possible. Providing safe crossing and turning solutions would restore the confidence of the neighbours living in the area.

Sincerely,

A handwritten signature in cursive script that reads "Natalie Griffiths".

Natalie Griffiths

Return Mailing Address

9408 Deerhorn Place
Whistler, BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

I have strong concerns about safety when crossing Hwy 99, and turning left into Emerald, especially in northbound traffic. I would like to see this issue addressed as soon as possible in upcoming council meetings.

I would like to see the Municipality work toward a solution as soon as possible. Providing safe crossing and turning solutions would restore the confidence of the neighbours living in the area.

Sincerely,



Lorna M. Hill.

Return Mailing Address

IAN & LORNA HILL
9580 EMERALD DR.
WHISTLER BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

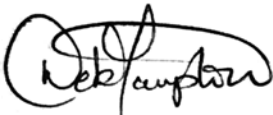
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Sincerely,



Return Mailing Address

9254 Pinetree Ln, Whistler, BC V0N 1B9.

debbeie@whistlerbreaks.com

604 902 2211

Deb Hampton

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

I have strong concerns about safety when crossing Hwy 99, and turning left into Emerald, especially in northbound traffic. I would like to see this issue addressed as soon as possible in upcoming council meetings.

I would like to see the Municipality work toward a solution as soon as possible. Providing safe crossing and turning solutions would restore the confidence of the neighbours living in the area.

Sincerely,



Return Mailing Address

9608 EMERALD DRIVE

Karin Kausky
9608 Emerald Drive
Whistler BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

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I would like to see the Municipality work toward a solution as soon as possible. Providing safe crossing and turning solutions would restore the confidence of the neighbours living in the area.

Sincerely,

A handwritten signature in black ink, appearing to be 'Dan Raymond', with a stylized, looping flourish at the end.

Return Mailing Address

Dan raymond
9267 emerald drive
Whistler,BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

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I would like to see the Municipality work toward a solution as soon as possible. Providing safe crossing and turning solutions would restore the confidence of the neighbours living in the area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marjo Vierros', with a stylized flourish at the end.

Marjo Vierros
Return Mailing Address

9105 Summer Lane, Whistler, BC V0N 1B9

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

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Sincerely,



Return Mailing Address

Christine and Mark Wrightson
9237 Pinetree Lane
Emerald
Whistler BC V0N 1B9.

October 31, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Fax: 604-935-8109

To Mayor and Council,

Re: Emerald Estates & Hwy 99 safety

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Sincerely,



Return Mailing Address
9608 Emerald Drive
Whistler B.C.

Dale Stephens

To: Mayor and Council, Directors and Members of WDC, WHA, Mayor's Task Force on Resident Housing, and senior staff involved with housing.

From: Steve Bayly

Date: October 31, 2017

Subject: Resident Housing

Follows are notes and suggestions from my review of the report on the findings and draft recommendations of the Mayor's Task Force on Resident Housing.

Some interesting statistics were presented, some of which are new to Whistler's housing discussions. In my view the most relevant are:

- In the last 5 years, the Whistler workforce has added 2,700 employees to the workforce, however the 2016 total of 14,500 total jobs is about the same as the total number of employees in 2006/07 of 14,200.
- In 2010 the percentage of Whistler's workforce living in Whistler rose to 81%. Since 2010 this percentage has eroded down to 76% in 2016. The supply of resident housing increased dramatically from 2008 to 2010, the supply grew from 1,412 by 400 to approximately 1,900 in 2010. There has not been much new resident restricted since the addition of Cheakamus Crossing and Rainbow in 2010.
- The WHA waitlist for rental housing got down to approximately 25 applicants post Olympics and had grown to approximately 330 in 2016.
- The Whistler workforce is made up of 8,300 fulltime and 6,200 seasonal employees. Respondents of the Whistler Community Housing survey reported that 55% of the workforce rent, 45% own and 3-in-4 permanent residents rent market-homes. There are approximately 7,800 market and 2,400 resident restricted homes in Whistler.
- Redevelopment of older Whistler cabins which have often been rented as resident employee housing are usually redeveloped as vacation homes or permanent retirement residences out of the reach of the Whistler workforce. The 12 demolitions/new builds and 20 major renovations in 2016 may have displaced as many as 200 beds of employee housing in 2016.
- The market price increases for Whistler homes have been dramatic and the gap between market and resident restricted has widened especially for single family homes.
- Seasonal staff getting together to rent a market home can usually pay higher than a family for a market home. The higher number of seasonal staff in recent years further exacerbates the affordability of market home rentals by Whistler families.
- The pace of Whistler's economic growth is unlikely to sustain.

While these and other statistics give insight there isn't an analysis or estimate within the report of the amount and types of greatest need other than the suggestion that 1,000 beds may be delivered over 5 years from a number of initiatives. In my view, 1,000 beds fall short of the current need. Most concerning is that 850 of the beds are predicted to come from in-fill (300) and private sector development (550) where Whistler has had little success in the past.

Whistler has gained 2,500 employees in the last 5 years. It should be noted that Whistler lost an equivalent number of employees from 2007 levels to 2010/11 as a direct result of the economic downturn and post-Olympic doldrums. As such, the recent "growth" is merely a manifestation of the return to baseline conditions. Lack of employee accommodation has seen staffing and service levels compromised throughout the resort. In my view, total additional employee beds needed to run the resort at build out may be as high as 2,500 new beds and that is before such things as future leakage to gentrification. If, for example, 200 beds of resident employee housing is lost each year from 12 demolitions/rebuilds and 20 major renovations of market homes (less than 0.05% of total market homes) Whistler will lose 1,000 resident employee beds in the next 5 years from demolitions and rebuilds alone. If this is the case, the 1,000 new beds recommended by the task force would only just offset these 1,000 beds lost and Whistler will be exactly where we are today. If, instead of the 1,000 projected, only 500 new beds are actually created in the next five years we could be much worse off than we are today. The resort and its service levels will have been further strained for an additional five years.

No doubt Whistler's future pace of growth will not sustain. We have a bed-unit cap that we are just now arriving at. The shortfall of resident housing illustrates a lack of balance between the build-out condition and the staffing requirements to meet build-out. We are not suggesting housing for future growth rather catch up and sustain what we currently require.

Attached to this letter are some history on the provision of resident housing in Whistler and more detailed notes on the task force recommendations.

Whistler was a leader in the provision of resident employee housing. The WDC/WHA have the tools and expertise to get on with a program of additional resident housing on the Legacy Lands in Cheakamus Crossing. From my experience satisfying the full amount of the need in the next five years is unachievable but the goal and method set by the task force won't be enough. I encourage Whistler Council to resolve to:

1. Develop 1,000-1,500 new beds in Cheakamus Crossing as soon as possible using the proven WHA model;
2. Pay back the taxpayer debt and provide cash equity for housing projects with a 30-lot single family market subdivision in Cheakamus Crossing;
3. Complete layouts, zoning, and approvals for the build out of Cheakamus Crossing so that 100 beds per year can be added in the future if needed;
4. Once Cheakamus Crossing debt is repaid, merge the WDC and WHA so that Whistler has one entity with separation from Municipal Hall and a clear mandate for the provision of the necessary housing;
5. Continue the enforcement of nightly rentals by the Bylaw Department, continue the Home Run program, and look to in-fill and private development to help offset employee beds lost to gentrification while respecting the needs and rights of single family neighbourhoods.

Steve Bayly

Background on Whistler's Resident Housing

Pre Whistler Housing Authority (WHA), the Whistler Valley Housing Society advocated for and built housing projects including Lorimer Ridge, Nordic Court and Whistler Creek Court. The Whistler Valley Housing Society still exists and owns a 20 unit townhouse project in Creekside where rents are related to income and subsidized when income is low. This project is not owned by the municipality rather the Housing Society.

Employee Housing Works and Services Fund

The RMOW charges an Employee Housing Works and Services charge on all new commercial development based upon an estimate of the number of new employees to be generated by the businesses in the development. While there is an option to build employee housing, and Whistler/Blackcomb did, most did not have the option within the zoning of the individual projects so paid the RMOW the Works and Services Charge in lieu. By 1997 the RMOW had collected approximately \$6M in the Employee Housing Works and Services fund.

By 1997 there was an acute housing crisis. The Whistler community was upset that the RMOW had collected \$6M in employee housing Works and Services charges yet the municipality had not got on with the provision of the needed housing in any meaningful way.

The WHA was created to advocate and get on with the creation of housing in a meaningful way. The WHA would focus on the creation of resident/employee housing and rely upon outside directors with investment and development experience.

Background - WHA

At the inception of the WHA back in 1998 there was concern with municipal risk. This was not surprising as the RMOW had almost bankrupted itself with the Whistler Land Company, in particular with municipal guarantees on the Whistler Land Company debt.

To mitigate RMOW/taxpayer risk, the WHA used only the \$6M employee housing Works and Services fund as equity, bought land and built rental buildings, but did not offer or give any municipal guarantee. While the WHA advocated for the construction of resident restricted ownership units, with the exception of 12 townhouses at Beaver Flats, ownership units were built by others. Financially, the WHA stood entirely on its own. In a worst case scenario we would have lost the \$6M and that would have been that. We made it well known that the WHA was not funded by or a risk to the RMOW or its taxpayers. In fact, the WHA has actually lightened the taxpayer burden as the covenant restricted housing was now administered by the WHA not the taxpayer funded RMOW planning staff. The WHA now manages the covenants and regulations on 1091 units of restricted housing owned by residents and 852 restricted rental units of which 232 are owned by the WHA. WHA staff is paid from the net income from the WHA rental properties not by the RMOW or its taxpayer.

The three main fundamentals at the beginning of the WHA were:

1. Projects had to stand alone with no municipal guarantee.

2. Mitigation of risk to any rising interest rates was a paramount concern as rising interest rates would be the main risk over time. The resolve was to avoid short term loans and only finance with very long term fixed rates and shorter amortization type mortgage loans.

3. The WHA would not manage its own properties, the WHA would use an independent property manager to curtail bureaucratic growth into property management and political influence of day to day property management. The WHA would act like a typical large investor landlord creating policy only.

Twenty years later the WHA has 211 rental units made up of 2120 Nordic Drive (20 townhouse units), 2400 Dave Murray Place (Beaver Flats - 57 apartment units), 6320 Lorimer Court (14 townhouse units), 7525/7351 Seppos Way (Nesters – 53 apartment units), 1050 Legacy Way (55 apartment units), 5151 Nita Lake (9 townhouse units), 6415 Balsam (sf house with suite) & 2110 Sarajevo (Gondola Village 1 apartment unit). The WHA is nearing completion of a 27 unit project at 1310 Cloudburst Way. The WHA has significantly paid down its original debt, and has a strong cash flow. The market value of these properties as rental units at an average of, say, \$400,000 per door, is \$84M. The units have strong rental income and cash flow. The combined total debt on these units has been paid down to less than \$10M. The units are all strata titled so could be sold off individually should the need ever arise.

Background – WDC

Pre 2010 Olympic Games and the WDC, the WHA and others needed to buy and service lands for resident housing. Often projects with resident restricted ownership units were tagged onto larger subdivisions within the approval process. With Nordic and Beaver Flats the WHA subdivided off a single family market lot to mitigate land cost. It became an accepted fact that while resident housing could support construction cost it really needed free land to work financially.

As a condition of supporting the 2010 Olympic bid, the Province agreed to grant the RMOW Legacy Lands for the purpose of resident housing.

The Whistler Development Corp (WDC) was created and charged with the servicing of the Cheakamus lands, the development of Whistler's 2010 Athlete Village, and the conversion of the 2010 Whistler Athlete's village into the Cheakamus Crossing neighbourhood. Post 2010 the WDC delivered the Youth Hostel and 1060 Legacy Way by sales to Hostelling International and the WHA respectively as well as 221 units of resident restricted ownership homes. The WDC also built and sold the 20 Riverbend market townhouse units, 9 Madeley Place single family market lots and 4 multi-family market townhouse/apartment sites. Rather than sell the remaining multi-family market sites to retire its debt the WDC most recently conveyed these multi-family sites to the WHA as they were deemed most suitable for future WHA rental apartments. The remaining WDC debt is about \$8M. The WDC business plan would have seen the sale of the multi-family sites recently given to the WHA sold as market sites and would have repaid the WDC's remaining debt still outstanding to the RMOW taxpayer.

The Provincial covenants mandate the Legacy Lands for resident housing. Debt repayment can be from market residential sales of the Legacy Lands, however, proceeds must only be used for resident housing and, specifically, may not be paid to the RMOW for other use.

When the WDC develops Phase 2 in Cheakamus Crossing, the WDC could and should develop a subdivision of, say, 30 single family market lots for sale and a number of multi-family sites for future resident housing. Proceeds of the single family market lots would retire all existing debt, pay for Phase 2 servicing costs and provide several million dollars as additional equity for future rental projects. A rough estimate would be \$500,000/potential lot or \$15 million raised to repay taxpayer debt of \$8Million and provide \$7 million as equity for future projects. To mitigate risk, with all approvals in place, the WDC should pre-sell the single family lots as a package to a developer prior to servicing.

Expectations – Private Developers

Conditions in Whistler are not similar to elsewhere. Private initiatives have seen little success in Whistler. One of the problems is that our housing covenants control rent increases that a large institutional or sophisticated investor would not likely tolerate. Another restraint on private sector development of employee restricted rentals is the cost of land and the lack of suitable land. Private developers are burdened with income tax when amortizing loans.

In contrast, the WHA/WDC have suitable free land at Cheakamus Crossing and elsewhere, could amend its own WHA covenants in the future if required, and do not pay income tax. When amortizing a loan, every dollar of debt repayment requires \$2 of income for the typical investor owner. The WHA does not pay income tax so has a huge advantage when paying down debt.

Expectations – Businesses stepping up

Whistler Blackcomb, Chateau Whistler, and other larger Whistler businesses have had the land and financial horsepower to step up and provide for some of their own employee housing needs. Typically, while many small businesses have also stepped up, many cannot.

Another aspect to businesses stepping up may be the argument that they already have. The municipality took on the responsibility for employee housing by collecting the Works and Services fund in lieu of commercial properties and businesses building their own housing. Unlike other jurisdictions, by collecting the Works and Service charges the RMOW has taken on the responsibility to provide the needed housing so has an obligation to do so.

It is also noteworthy that the WHA housing is available to all resident employees including those working in businesses and institutions that did not pay into the Works and Services fund. In fact, the Works and Services fund was used to provide housing for school teachers, bus drivers, health care workers, and municipal workers, not just for the employees of the businesses who paid in lieu. While I don't think this policy should change it is noteworthy when requesting businesses to step up that many already have and in fact paid for resident employee housing for RMOW employees and the community workforce as a whole not just the businesses that paid into the fund.

Notes on Task Force Recommendations

The task force has come up with 7 recommendations to achieve 1,000 new beds of resident housing over the next five years:

1. Initiated Early deliverables

Crackdown on nightly rentals of residential zoned (not tourist zoned) properties.

Municipal enforcement against nightly rentals in Whistler's residential areas is not new. Resident employee housing was being lost to British chalet rentals in the late 80s and early 90s. The additional enforcement this year was overdue.

I think it is, however, important to recognize that not all of the residential properties which were being used for nightly rental for tourists will morph into resident employee housing. For example, the beds in a residential home might have been rented by the night for tourists for, say, 2 or 3 weeks while the resident goes on vacation. As well, I have heard of a woman who moves in with her boyfriend in his home and rents her home out by-the-night to tourists for Christmas and President's week to help pay for her property taxes. Also, there are a number of landlords who will simply go underground or use word of mouth to continue their tourist rentals in more of a black-market style.

The predicted creation of 100 employee beds from the nightly rental crackdown may be overly optimistic.

2. Focus on improved utilization of our existing housing stock

Home Run:

- a matching program for **residential property owners to rent their properties to businesses** with the goal of increasing affordable housing supply to local residents

Home Run was reported as creating 30 new homes for resident employees

It is important to note that the Home run program has not necessarily added 30 new homes or beds for resident employees. Some of these properties were previously leased for employee housing. I know of one example where a woman was paying \$650 a month for her one-bedroom in a shared home last year and that room is now renting through Home Run for \$1000 a month. With Home Run I think it is important to get a handle on the facts including the history of the property and whether or not the property was previously resident employee housing. As well, the Municipal cost of staff time and advertising should be quantified and considered. At the beginning of November this year Home Run will have 2 single family homes and a townhouse. One of the homes was previously a weekend ski cabin which is now owned by an offshore investor who plans to redevelop the home in a couple of years. The other two properties were previously rentals. While I don't think the Home Run program should be scrapped, the amount of additional employee beds it will create is, in my view, modest.

3. Update development charge contributions to support resident housing projects

Ensure new construction developments are contributing to providing new employee housing

Target Audience: developers of new commercial, industrial and tourist accommodations that generate additional employees

i. the bylaw change is intended to ensure ongoing charges **keep pace with inflation** to support the generation of funds for employee housing and,

ii. Bylaw is to be **applicable to relevant new developments** which generate additional employees

- any significant new development to provide employee housing as a condition of rezoning

RMOW has to be consistent. On the one hand, the task force recommends developments that provide employee housing as a condition of rezoning yet, most recently, the RMOW administration has come out against the request from some industrial land owners to have more than one employee residence for their staff on large industrial parcels.

Another aspect to Works and Service funds paid and businesses stepping up may be the argument that they already have. The municipality took on the responsibility for employee housing by collecting the Works and Services fund in lieu of commercial properties and businesses building their own housing. Unlike other jurisdictions, by collecting the Works and Service charges the RMOW has taken on the responsibility to provide the needed housing so, in my view, has an obligation to do so.

The Housing Authority was not funded by the tax payer rather monies from the Works and Service charges paid for by commercial developments. In turn, the WHA advocated for resident housing and built a number of rental projects all of which are made available to both those employees of the businesses in premises that contributed Works and Service charges as well as employees from such things as schools, health care centres, municipality, etc. who did not contribute to the Works and Service charge fund. I have been very much behind and supported having Whistler's resident housing available to all employees but am taken aback when the RMOW helps themselves to resident housing and, in fact, gives priority to some of its employees and then argues that it is up to businesses to step up.

4. RMOW to build more resident restricted inventory to meet the needs of the permanent resident workforce

Target Audience: permanent resident workforce- both renters and aspiring home owners

Specifically:

a) WHA's four new projects

b) complete evaluation of municipal owned lands for prioritizing resident restricted developments:

- planning for Cheakamus Crossing expansion

- both rental and ownership opportunities

- while retaining longer term options for land assets as the community continues to evolve

Expected outcomes:

- current WHA projects will deliver 230 new beds, or 50% increase in WHA rentals
- address the rising waitlists for rental and ownership for permanent resident workforce

Examples:

1. 1310 Cloudburst (Lot1A)- 27 new rental units, 75 employee beds (ready winter 2017)
2. 1020 Legacy Way- 23 new rental units, 53 employee beds (ready winter 2018)
3. 8350 Bear Paw Trail- 20 new rental units, 39 employee beds (ready winter 2018)
4. 1330 Cloudburst (lot 1B)- 40 new rental units, 60 employee beds (ready winter 2019)

In my view, the current WHA projects are real and achievable. The WHA has a strong financial position and is proven with this type of project. The WHA has been a success model with its creation of resident housing and in particular with its own rental projects which have not only helped the employee housing needs but have also been very good business. The rental projects have positive cash flow and have retired about half of their original debt.

The Whistler community received Legacy Lands from the provincial government for the purpose of resident employee housing in consideration of supporting the 2010 Olympic bid. These Legacy Lands were neither granted nor can be used for general municipal purposes. So "retaining longer term options for land assets" rather than building resident housing on the Legacy Lands seems odd.

Resident housing in Whistler was funded from Works and Service charges paid on the development of commercial properties. The tax payer did not fund resident housing and this fact has been important for community and tax payer support for resident housing. The tax payer has an 8 million dollar loan outstanding on Cheakamus Crossing which should be repaid.

In my view, the RMOW (WDC+WHA) should get on with Phase 2 of Cheakamus Crossing. Including a single family market subdivision on more costly rugged terrain within the Legacy Lands which is not suitable for resident housing to repay the tax payer and provide funds for substantial additional resident employee housing in Cheakamus. It should be noted that the WDC recently transferred 3 sites with over 200 bed units of market housing to the WHA and these market BUs were not used, are available, and are more than what is needed for the single family lots. It is likely that Cheakamus Crossing could support over 1,000 units or 2-3,000 beds of resident employee housing and should be used for that purpose.

Unfortunately, the preconstruction time frame from concept through approvals, budgets, etc. up to the start of construction takes about 2 years. A project, or projects, can be put on hold however the reverse is not true; they can't be fast forwarded. Accordingly, we recommend the WDC/WHA get on with a program to build a project a year for at least the next 5 years.

5. New & Expanded infill program to address loss of market homes

Target audience: existing homeowners and aspiring homeowners

- consider new and expanded infill options including ability to stratify
- apply to all neighbourhoods
- review existing restrictions and incentives to ensure viable for both existing owners and future buyers
- conditions include ensuring additional homes created are housing employees; contribute to livable and sustainable neighbourhoods

Expected Outcomes

- targeting up to 50 new employee homes (300 beds) in existing neighbourhoods; neighbourhoods where local workforce currently cannot afford to live
- helps address loss of market homes
- allows existing owners 'stay-in' options to help manage rising costs of ownership (e.g. liquidate some of their equity or generate rental revenue stream)
- multiple suites (attached/ or detached), duplex, lot split
 - o recommendation is for any of these types to be stratified and sold, creating additional new employee homes
- expand from isolated zoning in Alpine South neighbourhood across Whistler more broadly- across all residential neighbourhoods
 - o 75% of survey respondents indicated that they wanted to see increased density in single family neighbourhoods

In my view, with the exception of allowing suites over detached garages, infill housing in Whistler hasn't seen much success in creating additional resident housing. Whistler has had an infill policy in Alpine South for over 10 years and there were only one or two applications. In fact, this council turned down the last application and put a moratorium against further infill.

Among other things the devil is in the economics. Single family homes carry extra value over strata title as the owner has flexibility in the use, renovation and redevelopment of their individual property which is lost when a portion of the building is strata titled. Before spending a lot of staff time and ultimate wheel spinning some financial proforma to prove out economic viability should be considered. It is also noteworthy, that many of Whistler's single family subdivisions are bare land strata subdivisions and that the Strata Property Act does not allow the stratification of an existing strata lot.

The introduction of resident employee housing adjacent to existing single family neighbourhoods brought irate political opposition. Personally, I breathed a great sigh of relief with the Legacy Land bank. The introduction of more densification may likely cause many market homeowners to revert to the opposition to resident employee housing if they feel their neighbourhoods are threatened. In my view, the projection of 300 additional beds from infill in existing residential neighbourhoods ignores financial viability and, given Whistler's past experience with infills, is overly optimistic. Without financial incentive way beyond the past program I doubt there will be many takers.

6. Allow for development of resident restricted rentals on private lands that may be currently under-developed

Target Audience: a. employers to provide more staff housing b. permanent resident renters
- additional employer funded dorm style accommodations for seasonal staff housing
- private development of resident restricted multi-family housing on existing privately owned sites that may currently be underdeveloped

All evaluated for suitability of location, form and character, and housing types. Requires consistency with current and updated OCP.

Expected Outcomes:

- enhanced participation by businesses to accommodate staff
- alleviating some demand on market rentals by seasonal staff
- targeting 100% resident restricted housing to ensure ongoing availability for employee use
- more long term security of affordable rentals for permanent resident workforce

60% of renters are expecting to move in the next 12 months limiting the security of housing

- shares financial risk with the private sector

The task force projects 550 new beds with this initiative.

In my view, any success here will depend on the economics. The WHA has struggled to keep rents affordable even with free land, government grants and the ability to modify terms of the housing covenant. The WHA has the additional advantage as it does not pay income tax.

Ironically, on the one hand the RMOW doesn't want to use their Legacy Lands up yet on the other hand suggests a private developer or business will justify purchasing lands or using lands with value to create employee housing. Unless the allowable yields and restrictions are relaxed I doubt there will be much uptake. It is noteworthy that WHA rentals are about half of market and the hybrid model above the shopping centre at Rainbow is about 75% of market. The question will become how much incentive is necessary and at what cost to affordability. The projection of 550 beds within 5 years is likely overly optimistic and will not be achieved unless substantial financial initiative is allowed which will likely see the rents something like 50% greater than the WHA can deliver rentals at Cheakamus Crossing.

7. further refine resident restricted (RR) program to protect employee housing

- resident restricted homes eligibility to exclude: owners of market homes moving into RR, households not working fulltime in Whistler, non bona-fide self-employed individuals
- to ensure compliance with new government funding parameters, income thresholds will be established and monitored for all new WHA rental projects (eg BC housing for low—moderate income households- up to \$99,910- dependent on the size of the rental unit)
- establish an income/asset verification framework to support the eligibility criteria
- more punitive penalties for offences with additional enforcement powers

In my view, some additional rule tightening and enforcement is required. I am concerned, however, with the strings attached to higher government funding and income testing. This is resident employee housing not affordable, welfare type

housing. An affordable residential employee rental rate in Whistler may be well above that of social housing in other jurisdictions and the WHA must be careful not to get embroiled with social housing constraints.

Summary

The Mayor's Task Force recognized the need for additional employee housing but proposed only 1,000+ (actually 1,210) new employee beds being created over the next 5 years from their seven "multi-pronged" initiatives outlined above. In my view the projection of 30 new beds from the Home Run program, 100 new resident employee beds from the TA crackdown, 550 from private development and 300 from infill is overly optimistic.

Given that we have added 2,500 new jobs since 2011 I would personally be more inclined to think that we should be targeting at least 1,000-1,500 new employee beds to fill this need alone. In addition, if we are likely to lose 200 beds/year to gentrification we will also need to offset 1,000 beds from gentrification alone in the next 5 years for a total of about 2,500 beds. Perhaps 1,000 beds for gentrification can be partially offset with some of the task force proposed initiatives.

The 230 (actually 217) new beds that the WHA is currently moving on are realistic and achievable. Likewise, additional supply within Cheakamus Crossing is achievable but, in my view, the target should be more like 1,000-1,200 beds from the WDC/WHA on the Cheakamus Lands in the next 5 years.

The Achilles heel with the WHA's resident housing is interest rates. It is critically important that the WHA borrow long-term fixed rate for its projects, not short term. Ideally, the WHA should borrow 20-year fixed term loans with a 20 or maximum 25 year amortization. The WHA does not pay income tax so can take on the shorter amortizations. Since this time last year long term interest rates have moved up at least 0.5% and that trend is likely to continue. In hindsight this last year's delay on getting going with the next phase of Cheakamus Crossing has been costly to the long-term cash flow and ability to deliver the badly needed additional resident employee housing.