

WHISTLER

AGENDA

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

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

ADOPTION OF AGENDA

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

ADOPTION OF MINUTES

Adoption of the Regular Council Meeting Minutes of October 3, 2017.

PUBLIC QUESTION AND ANSWER PERIOD

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

ADMINISTRATIVE REPORTS

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

No presentation.

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

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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.

MINUTES OF COMMITTEES AND COMMISSIONS

Advisory Design
Panel

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

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Municipal Ticket
Information System
Amendment Bylaw
No. 2164, 2017

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

BYLAWS FOR ADOPTION

Permissive
Tax
Exemption Bylaw
No. 2162, 2017

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

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

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

OTHER BUSINESS

CORRESPONDENCE

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

Correspondence from Patrick Smyth, dated September 27, 2017, regarding the Resort Municipality of Whistler’s Resort Municipality Initiative (RMI) Program funding.

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

Correspondence from Paul Austin, dated October 2, 2017, regarding the operation of electronic bike tours on non-motorized restricted trails.

World Kidney Day
Light Up Request
File No. 3009.1

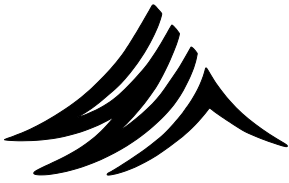
Correspondence from Natasha Jawa, Manager of Clinical Research, Division of Neurology, The Hospital for Sick Kids, dated October 3, 2017, requesting that the Fitzsimmons Covered Bridge, Village Gate Inuksuk and Town Plaza Gazebo be lit up orange in support of World Kidney Day on March 8, 2018.

Foster Family
Month in British
Columbia
File No. 3009.1
BC AWARE Days
Proclamation
Request
File No. 3009.1

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.

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.

ADJOURNMENT



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, OCTOBER 3, 2017, STARTING AT 5:30 P.M.**

**In the Franz Wilhelmssen 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
Acting General Manager of Infrastructure Services, J. Ertel
General Manager of Corporate and Community Services, N. McPhail
Acting General Manager of Resort Experience, M. Kirkegaard
Director of Finance, K. Roggeman
Director of Corporate, Economic and Environmental Services, T. Battiston
Manager of Protective Services, Shannon Story
Municipal Clerk, B. Browning
Acting Manager of Communications, M. Darou
Economic Development Officer, T. Metcalf
Senior Planner, M. Laidlaw
Council Coordinator, S. Termuende

*Mayor Wilhelm-Morden recognized the attendance of Freeman Garry Watson,
Sue Adams, Eric Martin and Jim Moodie.*

Whistler Development Corporation, President, E. Martin

Agenda

ADOPTION OF AGENDA

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

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

CARRIED

Minutes

ADOPTION OF MINUTES

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

That Council adopt the Regular Council Minutes of September 19, 2017.

CARRIED

PUBLIC QUESTION AND ANSWER PERIOD

Question by Suzanne
Adamson

Re: Cheakamus
Crossing DES

Suzanne Adamson – 9, 1275 Mount Fee Road, Whistler, BC

Ms. Adamson asked how she was going to heat her house this winter. She stated that she did not know what to do for heat for winter. She stated she has been through Phase 1, the technicians had come six times and the pump has not been working since.

Mayor Nancy Wilhelm-Morden responded that more information will be available later in meeting and that homeowners should be contacting WDC and three contractors: Energy 1 Services Ltd., Haakon HVAC Services and Allied Plumbing, Heating and Air Conditioning Ltd. for Phase 2. Mayor Nancy Wilhelm-Morden noted that Phase 2 may be extended into spring and that discussion of extension will come. Mayor Nancy Wilhelm-Morden advised Ms. Adamson that she should call the contractors and they will come back under Phase 1.

Question by Patricia
Dagg

Re: Cheakamus
Crossing DES

Patricia Dagg – 16, 1240 Mount Fee Road, Whistler, BC

Ms. Dagg asked if residents could get a copy of original report from Integral Group.

Chief Administrative Officer Mike Furey advised that there are two reports: The WDC DES Summary Report which looked at the 2016 report and Ken Newbert's Integral Group report that collected reports from various sources and produced the summary findings. Three contracting companies went into the units and Ken Newbert prepared the report from these findings.

Ms. Dagg asked if the Volunteer DES Committee was given these Report findings.

Chief Administrative Officer Mike Furey advised that the Volunteer DES Committee was involved in the selection of Ken Newbert's company, Integral Group.

Ms. Dagg asked if the RMOW thought they could fix these issues in Phase 2 if the technicians stated that they weren't confident with the systems in Phase 1.

Mayor Nancy Wilhelm-Morden responded stating that this is a common problem of technicians telling the homeowners one thing and the engineer another. Mayor Nancy Wilhelm-Morden stated that we have to trust the engineer and cannot trust speculation. RMOW staff asked the engineer and he has said that the information gathered is from the reports of technicians.

Ms. Dagg asked for clarification on normal operational costs for running heating systems, citing that many in Cheakamus Crossing have paid more than \$600 a year.

Mayor Nancy Wilhelm-Morden responded that regular maintenance of a home as a homeowner can be expected, what Mayor Nancy Wilhelm-Morden pays is more than \$50 month and that Phase 2 repairs have been relatively modest in cost. The engineer has said that annual maintenance costs are in the order of around \$500 if bulk pricing is involved. Mayor Wilhelm-Morden and Council have encouraged

homeowners to get stratas involved to take advantage of annual maintenance bulk pricing and the Mayor noted that annual maintenance is critical.

Question by Jordan
Glasser
Re: Cheakamus
Crossing DES

Jordan Glasser – 17, 1380 Cloudburst Drive, Whistler, BC

Mr. Glasser sought clarification on annual maintenance costs versus annual repair costs to date plus repair costs going forward. He asked if the \$600 cost proposed by Council was just general maintenance or included repairs.

Mayor Nancy Wilhelm-Morden responded that \$600 is the average cost for Phase 2 repairs to date and that the RMOW has received a quote from the engineer that the bulk pricing of the annual maintenance costs would be in the \$500 to \$600 range.

Chief Administrative Officer Mike Furey clarified that past costs were the subject of the Summary Report and that the two costs the Mayor refers to are the average price for Phase 2 and the bulk pricing for annual maintenance. Chief Administrative Officer Mike Furey stated that experts have said that annual maintenance is critical to ongoing operations and to avoid higher costs in future.

Mr. Glasser asked what percentage of success or failure Mayor and Council felt comfortable with.

Mayor Nancy Wilhelm-Morden responded that with any system there is always an outlier and that there is an opportunity to opt out if residents do not want to spend \$500 a year on annual maintenance.

Question by Kelly
Gibbens
Re: Cheakamus
Crossing DES

Kelly Gibbens – 31, 1275 Mount Fee Road, Whistler, BC

Ms. Gibbens asked if the RMOW was planning on preparing a second report once Phase 2 is complete. She stated that the current report is not correct to reflect the amount residents still paying for Phase 2.

Mayor Nancy Wilhelm-Morden responded that this is the final report and reiterated that one of the recommendations is that Phase 2 work be extended longer than the end of March given that it is still cold and the systems are still being employed at that time. Mayor Wilhelm-Morden stated that there is no intention of doing an additional report.

Ms. Gibbens asked who she was supposed to call as she expressed difficulties trying to get Phase 2 finished. She stated that she cannot get technicians to come out and the contractor's secretaries are not responding and she does not want to contact another contractor and stated she cannot call a regular technician or plumber.

Mayor Wilhelm-Morden stated Phase 2 work is between homeowners and their technician. Chief Administrative Officer Mike Furey added that everyone in the room has experienced challenges with their heating system and bill. Mayor Wilhelm-Morden encouraged Ms. Gibbens to be persistent and vigilant with her technician.

Ms. Gibbens asked if Mayor and Council was satisfied with the current state of the WDC DES project.

Mayor Nancy Wilhelm-Morden encouraged Ms. Gibbens to listen to the presentation and hear the discussion.

MAYOR'S REPORT

Mayor's Report

Mayor Nancy Wilhelm-Morden acknowledged and welcomed Councillors Lois Joseph and Vaughan Gabriel from the Lilwat Nation, and Kerry Mehaffey CEO of Lil'wat Management Services who were in attendance.

Last week a Whistler delegation, including members of Council and senior staff attended the Union of BC Municipalities Annual Convention in Vancouver. The annual UBCM Convention is the main forum for UBCM policy making and is attended by more than 2,000 delegates from local and provincial government and related associations. The Premier, Cabinet Ministers, MLAs and senior officials from the Province attend. Overall the discussions were productive and positive. Mayor Nancy Wilhelm-Morden noted that the new government seemed to be open and engaged and willing to listen to Whistler's requests. Mayor Nancy Wilhelm-Morden noted that in every meeting, the RMOW informed Ministers of financial contributions to the B.C. economy through the RMOW's leadership role in the Resort Collaborative on RMI-driven tourism. The RMOW made sure to emphasize that Whistler is home to real people and that the median income is \$30,000.00. The RMOW met on three separate occasions to talk about Resort Municipality Initiative (RMI) funding and the RMOW's request for secure, multi-year funding while highlighting Whistler's return on investment for these funds. The RMOW also had meetings with the Minister of Finance Carole James, Minister of Tourism, Arts and Culture Lisa Beare and Premier John Horgan. The RMOW made a real connection with the Premier, who recognized the Resort Municipality of Whistler's contribution to provincial tourism in his closing speech to all of the municipalities at the convention:

"I want to pay particular tribute to those who I've met with this week.....who've brought up issues...around affordability... meeting with the Resort Municipality of Whistler and hearing the challenges that they face about recruiting and retaining a workforce to keep the economy going...the benefits of Whistler are felt in every corner of this province. The benefits of the tourism sector...are felt all across the Province. We are all in this together."

Whistler hosted a meeting with the Resort Collaborative communities, along with Minister of Tourism, Arts and Culture Lisa Beare. All 14 of the Resort Collaborative communities attended. In the RMOW's meeting with the Minister of Finance Carole James, the RMOW discussed challenges and asked for assistance to resolve the Municipal and Regional District Tax Program (MRDT) renewal and one per cent increase application, and the Minister of Finance confirmed that senior staff will work with the RMOW. The RMOW met with the Minister of Municipal Affairs and Finance Selina Robinson to talk about moving ahead with our Official Community Plan (OCP), and she agreed to provide support for seeing this process through. The RMOW also met with the Provincial Housing Ministry senior officials to discuss housing challenges and the RMOW's interest in continuing to work together on

solutions. Last year Whistler received \$4 million in provincial and federal funding for housing initiatives.

The RMOW met with Minister of Environment and Climate Change Strategy George Hayman, to talk about wildfire prevention and the relationship between wildfires and climate change and our work on the Community Energy and Climate Action Plan (CECAP). The RMOW provided the Minister with a copy of the CECAP plan.

The RMOW met with Minister of Transportation Claire Trevena at UBCM. The Chief Administrative Officer and Mayor Nancy Wilhelm-Morden had also met with her the week before to discuss regional transit for the Sea to Sky. There was agreement that senior officials would meet in the coming weeks to move this important initiative forward. Mayor Nancy Wilhelm-Morden noted that there is a meeting scheduled for next week.

At UBCM the RMOW also raised awareness about the RMOW's work on the Sea to Sky Highway Closure Protocol, and efforts to have a third lane in place between Function Junction and Village Gate Boulevard. The RMOW met with the Minister of State for Child Care Katrina Chen, to talk about opportunities to resolve child care issues and possible funding to support more childcare in Whistler.

Mayor and Council had productive discussions with B.C. wildfire and funding agencies regarding the need for ongoing funding of wildfire prevention and mitigation. Staff are following up with Ministry staff on multi-year funding models. The RMOW met with Minister of Advanced Education, Skills and Training to request funding for the Whistler Experience.

Chief Administrative Officer Mike Furey participated in a panel discussion with four other communities across the province about illegal nightly rentals. This was a productive session with about 130 attendees. Many communities are working on housing issues and how to handle short-term rentals. Whistler was seen as a leader in this regard.

Whistler attended a session on marihuana legalization and learned about the Province's intentions to work with local governments on the many regulatory challenges with this most interesting file.

A resolution on not hosting the UBCM convention in Whistler was defeated. Whistler has won bids to host the conference in 2018 and 2022. Whistler also hosted the convention in 2002, 2010 and 2014. A resolution to change the Family Day weekend back to its original date (the third Monday of February, rather than the second Monday in February) was passed. Whistler opposed this motion and will be following up with the UBCM Executive and the appropriate ministry.

Many visitors and residents enjoyed BC Culture Days in Whistler over the weekend. This collaborative, Canada-wide volunteer movement to increase involvement in the arts and cultural life of communities was a success in Whistler. The festival activities included live art along the Cultural Connector and live painting of the Creekside Underpass mural by artist Jessa Gilbert, commissioned by the RMOW. The second wall of the underpass mural in Creekside is now

underway. Mayor Nancy Wilhelm-Morden thanked the following partners for making Whistler's Culture Days possible:

- Arts Whistler;
- the Audain Art Museum;
- the Squamish Lillooet Cultural Centre;
- the Whistler Museum; and
- the Chamber of Commerce.

Whistler's Sisters in Spirit Vigil will be held tomorrow, October 4, 2017.

The walk will begin at 11 a.m. at the Welcome Figure at Village Common near Village 8 Cinemas and Shopper's Drug Mart and will end at the Squamish Lil'wat Cultural Centre. Everyone is welcome to attend this Vigil and walk through the Village Stroll to honour the lives of missing and murdered Aboriginal women and girls.

The next FireSmart Community Chipper Day is scheduled for Sunday, October 15, 2017 from 9 a.m. to 5 p.m. The service is available on a first come, first served basis. Pick-up must be arranged in advance by contacting Scott Rogers, FireSmart Coordinator at 604-966-4173. The community response to the last community chipping day was so positive that this date was added to meet the demand. Visit whistler.ca/firesmart to find out how private property owners can take simple steps to protect their properties and Whistler.

The pool, hot tub and sauna at Meadow Park Sports Centre are now open, following the annual maintenance closure. The steam room is under construction and is estimated to re-open Saturday, November 4, 2017. The family change rooms will be closed until Saturday, October 7, 2017 for a ceiling renovation. Rotating men's and women's shower closures are scheduled to begin October 7, 2017, but the change rooms will remain open. RMOW staff would like to thank the public for their patience during these improvements.

This is the last week to purchase extra early bird cross country ski passes. The extra early bird pass deadline is Monday, October 9, 2017. Pass sales are expected to be high over the Thanksgiving weekend, so purchase your pass early to save time. Cross country passes will still be available after this deadline but at an increased cost. Visit whistler.ca/crosscountry for details.

Whistler and Vancouver have been selected to host the Union Cycliste Internationale (UCI) Gran Fondo World Championships in 2020. The RMOW is thrilled to be cohosting the first UCI Gran Fondo World Championships in North America. Mayor Nancy Wilhelm-Morden thanked the following partners for transforming the annual Gran Fondo Whistler into a future World Championship event:

- Gran Fondo Canada;
- Toit Events;
- Tourism Whistler; and
- Sport Hosting Vancouver.

The RMOW looks forward to welcoming athletes, along with their coaches, families and support teams on September 12, 2020.

October is Waste Management month in Whistler – an initiative to support the reduction of waste sent to landfill in both residential homes and workplaces. A number of community events are being offered this month with the Association of Whistler Area Residents for the Environment (AWARE). The Waste Management Bylaw was recently updated to reduce the amount of food scraps and yard waste sent to landfill. All commercial and strata companies are now required to implement multi stream waste systems for recycling, organic material and landfill waste. Waste reduction is a community priority and is consistent with the Squamish Lillooet Regional District's Waste Reduction Plan. Find a complete listing of events and to register visit awarewhistler.org.

The public is invited to attend the 2017 Civic Service Awards at the Regular Council Meeting on Tuesday, November 21, 2017. Friday, October 6, 2017 is the deadline for award nominations. Municipal staff, committee or board members are encouraged to nominate active members of an RMOW committee in volunteer or unpaid roles for an award. These awards recognize individuals that bring distinction to themselves and to the RMOW in volunteer roles through committees and boards of Council. Details are available at whistler.ca/civicserviceawards.

The summer food truck program has ended and a survey is now open to collect feedback. The survey results will help determine changes to the food truck program next summer. The survey closes October 6, 2017 and can be completed at whistler.ca/foodtrucks.

Mayor Nancy Wilhelm-Morden expressed condolences and heartfelt prayers for victims of the shooting in Las Vegas and their families.

Councillor John Grills summarized that at the UBCM Convention the 2017 wildfire season was reviewed and he notified that the results of the debrief would be released publicly and further advised that the B.C. Government is requesting input from the public on marijuana regulation and control. Go to engage.gov.bc.ca.bccannabisregulations for more information.

Councillor Sue Maxwell attended the Walk for Reconciliation on Sunday, September 24, 2017 and said the turnout of Coast Salish leaders, MP Jody Wilson-Raybould and Premier John Horgan and the Mayor of Vancouver as well as all different kinds of people was incredible and it was a very positive experience. Councillor Sue Maxwell also noted that she was hopeful that the passed Zero Waste Plan resolution will be actioned to help local communities across B.C.

Councillor Jen Ford enjoyed the UBCM Convention and mentioned the "Us and Them" film, a documentary that delves into the heart of mental illness and addiction in society, and encouraged everyone to see the film.

ADMINISTRATIVE REPORTS

Update from the
Mayor's Task
Force on Resident

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

That Council direct staff to arrange a community engagement forum to seek

Housing
Report No. 17-106
File No. 2150

feedback on the proposed recommendations from the Mayor's Task Force on Resident Housing, prior to finalizing the Task Force's recommendations to Council.

CARRIED

DP1337 and
SEC0022 – DL8078–
Function Junction
Master Planned
Mixed Use
Development
Report No. 17-107
File No. DP1337,
SEC0022

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

That Council approve the issuance of Development Permit DP1337 for the proposed subdivision and master planned development of District Lot 8078 at the entrance to Function Junction which includes a service station and three mixed use buildings with 18 employee housing units as illustrated on the architectural and landscape plans A-0.0 – A-5.2, L-1.1 – L-2.3 and TP-1 prepared by Murdoch Company Architecture + Planning Ltd., dated received September 19, 2017, the site servicing key plan KP1 prepared by R.F. Binnie & Associates Ltd., dated September 5, 2017, and the Service Station Sign Plans prepared by Country Signs dated March 17, 2017, including:

- a) A variance to the setback regulations contained in "Zoning and Parking Bylaw No. 303, 2015" for the proposed retaining wall in the north setback area up to 3.0 metres in height; and
- b) Authorization for the Mayor and Municipal Clerk to execute a Section 219 covenant attaching the approved ground water monitoring program and response plan for the service station;

and subject to the following conditions:

1. Resolution of the detailed items specified in the letter attached as Appendix "G" to Administrative Report No. 17-107 to the satisfaction of the General Manager of Resort Experience; and
2. That Council approval excludes the proposed freestanding sign in the covenanted highway tree buffer area which will be brought forward for Council consideration at a future meeting as a separate item.

CARRIED

Cheakamus Crossing
DES
Recommendations
Report No. 17-105
File No. 420.2

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

That Council direct Whistler2020 Development Corporation to extend Phase 2 of the District Energy System Upgrade and Maintenance Program to a final end date of March 31, 2018;

That Council request Whistler2020 Development Corporation to facilitate a discussion of bulk pricing for annual maintenance of the home heating systems in the 174 townhomes constructed by Whistler2020 Development Corporation;

That Council direct staff to create a process that would conditionally allow owners of the 174 Whistler2020 Development Corporation constructed townhomes the option to disconnect from the District Energy System after March 31, 2018 if they are still dissatisfied with the operation of their home heating systems; and

That Council direct staff to explore the potential sale of the District Energy System to a private company to allow private management and regulation as a utility under the BC Utilities Commission.

Moved by Councillor J. Ford
Seconded by Councillor J. Crompton

To amend the recommendation to allow for residents who have met the criteria of Phase 2 to begin the disconnection process immediately.

Opposed: Councillor S. Maxwell

CARRIED

Moved by by Councillor J. Crompton
Seconded by Councillor J. Ford

To amend the recommendation to extend Phase 2 of the District Energy System Upgrade and Maintenance Program to a final end date of May 1, 2018.

CARRIED

Moved by Councillor J. Crompton
Seconded by Councillor J. Ford

To amend the recommendation to remove “**That** Council direct staff to explore the potential sale of the District Energy System to a private company to allow private management and regulation as a utility under the BC Utilities Commission.”

CARRIED

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

That Council direct Whistler2020 Development Corporation to extend Phase 2 of the District Energy System Upgrade and Maintenance Program to a final end date of May 1, 2018;

That Council request Whistler2020 Development Corporation to facilitate a discussion of bulk pricing for annual maintenance of the home heating systems in the 174 townhomes constructed by Whistler2020 Development Corporation; and

That Council direct staff to create a process that would conditionally allow owners, who have met the criteria of Phase 2, of the 174 Whistler2020 Development Corporation constructed townhomes, the option to disconnect from the District Energy System immediately if they are still dissatisfied with the operation of their home heating systems.

CARRIED

Sea to Sky
Highway Road
Closure Protocol
Assessment –
Next Steps
Report No. 17-104
File No. 7020-20
(xLGMA)

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

That Council endorse the creation of a Working Group entitled “Sea to Sky Highway Road Closure Protocol Working Group” to prioritize, assign timeframes and take action on the recommendations contained within the “Sea to Sky Highway Road Closure Protocol Assessment – Final Report” produced by Creative Transportation Solutions; and further;

That Council endorse the Terms of Reference attached as Appendix “A” to Council Report No. 17-104 as amended to include a senior staff member from the District of Squamish and a senior staff member from the Squamish-Lillooet Regional District.

CARRIED

Permissive
Tax Exemption
Bylaw
No. 2162, 2017
Report No. 17-103
File No. 4567

Moved by Councillor Jen Ford
Seconded by Councillor J. Grills

That Council consider giving first, second and third readings to the “Permissive Tax Exemption Bylaw No. 2162, 2017”.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Recreation
Leisure Advisory
Committee

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

That Council receive the Regular Meeting Minutes of the Recreation Leisure Advisory Committee of April 20, 2017.

CARRIED

Forest and
Wildland Advisory
Committee

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

That Council receive the Regular Meeting Minutes of the Forest and Wildland Advisory Committee of July 12, 2017.

CARRIED

Whistler Bear
Advisory
Committee

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

That Council receive the Regular Meeting Minutes of the Whistler Bear Advisory Committee of August 9, 2017.

CARRIED

BYLAWS FOR FIRST, SECOND, AND THIRD READINGS

Permissive
Tax Exemption
Bylaw
No. 2162, 2017

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

That “Permissive Tax Exemption Bylaw No. 2162, 2017” be given first, second and third readings.

CARRIED

Other Business

OTHER BUSINESS

There were no items of Other Business.

CORRESPONDENCE

Artificial Turf
Field Feedback
File No. 8516

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

That correspondence from Robert Cessford, dated September 25, 2017, regarding the proposed artificial turf field be received and referred to staff.

CARRIED

Adjournment

ADJOURNMENT

Moved by Councillor J. Crompton

That Council adjourn the October 3, 2017 Regular Council Meeting at 8:34 p.m.

CARRIED

Mayor, N. Wilhem-Morden

Municipal Clerk, B. Browning



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017
FROM: Infrastructure Services
SUBJECT: MUNICIPAL TICKET INFORMATION SYSTEM AMENDMENT BYLAW NO. 2164, 2017

REPORT: 17-110
FILE: 2164

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Infrastructure Services be endorsed.

RECOMMENDATION

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

REFERENCES

Solid Waste Bylaw No. 2139, 2017 (not attached)
Appendix “A” – “Municipal Ticket Information System Amendment Bylaw No. 2164, 2017”

PURPOSE OF REPORT

The purpose of this Bylaw is to amend “Municipal Ticketing Information System Bylaw No. 1719, 2005” to replace “Schedule B8 Municipal Ticket information System Bylaw No. 1719, 2005, Garbage Disposal and Wildlife Attractants Bylaw No. 1861, 2008” with Proposed “Schedule B8 Municipal Ticket Information System Bylaw No. 1719, 2005, Solid Waste Bylaw No. 2139, 2017”.

DISCUSSION

“Garbage Disposal and Wildlife Attractants Bylaw No. 1861, 2008” was repealed on August 19, 2017 and replaced with “Solid Waste Bylaw No. 2139, 2017”. “Solid Waste Bylaw No. 2139, 2017” contains compliance information that must be reflected in the “Municipal Ticket Information System Bylaw No. 1719, 2005” to permit the issuance of pecuniary fines for non-compliance with the Bylaw. Fines for the most part have been carried forward from “Garbage Disposal and Wildlife Attractants Bylaw No. 1861, 2008”. The infraction language in the bylaw has been changed to make the bylaw easier to understand. Some fines have been increased to align pecuniary fines with what is issued by Conservation Officers.

To comply with the new bylaw, anyone (or any business) producing waste must not:

- include recyclables with their landfill waste;
- store their waste in an unapproved location;
- attract wildlife by storing their waste improperly;
- keep their storage container or enclosure in disrepair;
- feed dangerous wildlife; nor
- attract wildlife.

The new Bylaw and the new fine schedule is shown adjacent to the repealed bylaw for comparison:

<u>Repealed Bylaw</u>			<u>New Bylaw</u>		
GARBAGE DISPOSAL AND WILDLIFE ATTRACTANTS BYLAW NO. 1861, 2008	SECTION	FINE	SOLID WASTE BYLAW NO. 2139, 2017	SECTION	FINE
Failure to properly dispose of or store domestic garbage, waste, recyclable material or wildlife attractants.	3	\$200	Failure to properly dispose of or store solid waste, including domestic landfill waste (garbage), recyclable material, organics	19 to 24, 27	\$235
Failure to remove non-bear proof bins from event.	4	\$200	N/A		
Deposit waste other than domestic garbage in compactor	6	\$200	Failure to dispose of recyclable material including organics separately from domestic landfill waste (garbage)	9	\$235
N/A			Disposal of recyclable material in a landfill waste (garbage) compactor	9	\$500
Failure to dispose of waste at the Municipal Waste Transfer Station	7	\$200	Failure to dispose of waste at an approved location, including a municipal waste depot or transfer station	28 to 32	\$235
Cause domestic garbage, waste, hazardous waste, recyclables or wildlife attractants to be on highway	8	\$200	N/A		
Place wildlife resistant container or wildlife proof enclosure in unauthorized area	9	\$200	N/A		
Commercial garbage container without approval	10	\$200	N/A		
Failure to dispose of recyclable materials separately from domestic garbage, waste or hazardous waste	12	\$200	N/A		
Deposit recyclable material in garbage compactor	13	\$200	N/A		
Failure to keep wildlife resistant containers and enclosures secure and in good repair	14	\$200	Failure to keep wildlife proof containers or enclosures secure and in good repair	12	\$235
Leave garbage, waste, recyclable material or attractant outside container or enclosure	15	\$200	Failure to properly store, handle and dispose of solid waste that may be reasonably attract dangerous wildlife	15	\$235
Failure to provide wildlife resistant enclosure	16	\$500	Failure to provide a reasonable wildlife proof container or enclosure	10	\$500
Failure to properly store, handle and dispose of wildlife attractant	17	\$200	Failure to properly store, handle and dispose of a wildlife attractant	16,17	\$235
Feed dangerous wildlife	18	\$500	Feed dangerous wildlife	18	\$500
Allow fruit to accumulate	20	\$200	N/A		
N/A			Failure to install and maintain proper signage for a solid waste management system	13	\$25

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Natural Area Strategy, Materials & Solid Waste Strategy	Community members and visitors act as stewards of the natural environment.	Enforcement tools and education assist us in gaining bylaw compliance.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	N/A	

OTHER POLICY CONSIDERATIONS

This amendment is consistent with the powers delegated to Council in Section 264 of the *Community Charter* and the *Community Charter Bylaw Enforcement Ticket Regulation*.

BUDGET CONSIDERATIONS

None.

COMMUNITY ENGAGEMENT AND CONSULTATION

Non pecuniary enforcement will begin from the date “Solid Waste Bylaw 2139, 2017” was adopted by Council. Engagement with local businesses affected by the new requirements will continue for this period of time. Workshops have been scheduled in the month of October and will continue into 2018.

SUMMARY

The “Municipal Ticketing Information System Amendment Bylaw No. 2164, 2017” is necessary to allow enforcement of “Solid Waste Bylaw No. 2139, 2017”.

Respectfully submitted,

Andrew Tucker
ACTING MANAGER OF TRANSPORTATION AND SOLID WASTE MANAGEMENT
for
James Hallisey
GENERAL MANAGER OF INFRASTRUCTURE SERVICES

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 _____ day of _____, 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



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017
FROM: Resort Experience
SUBJECT: DP1584 – 8350 BEAR PAW TRAIL – WHISTLER HOUSING AUTHORITY
SENIORS' RENTAL HOUSING

REPORT: 17-111
FILE: DP1584

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 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.

REFERENCES

Location: 8350 Bear Paw Trail
Legal: Lot 10, District Lot 7302; Group 1 NWD; Plan BCP38413
Owner: Resort Municipality of Whistler (application submitted by the Whistler Housing Authority)
Zoning: CD1
Appendices: "A" – Location Map

- “B” – Architectural and Landscape Plans (A1.1-A5.2, L0.0 – L4.0, and Shadow Analysis A0.0-A0.1), prepared by Murdoch & Company, Architecture and Planning Ltd., dated received October 11, 2017
- “C” – Advisory Design Panel Minutes of September 20, 2017
- “D” – Correspondence from the public

PURPOSE OF REPORT

The purpose of this Report is to seek Council's approval of the issuance of Development Permit DP1584 for a 20-unit seniors' rental apartment building in the Rainbow neighbourhood.

The proposed development is subject to development permit guidelines for the protection of the natural environment, its ecosystems, and biological diversity; protection of development from hazardous conditions, including wildfire hazard; and for form and character of development. The development permit is subject to Council approval as the proposal involves development of buildings greater than 20 square metres in floor area.

The applicant, Whistler Housing Authority (WHA), has requested a two-phase development permitting process to allow excavation of the site to proceed in the fall of 2017, and construction to commence early in the spring of 2018. Staff support the two-phase process (with final architectural details, materials and colours approval by the General Manager of Resort Experience) as an exceptional measure to expedite the development of additional WHA-owned rental housing in Whistler.

DISCUSSION

Background

The subject parcel, 8350 Bear Paw Trail, is located adjacent to the Rainbow Plaza commercial development in the Rainbow neighbourhood. The site was cleared and partially graded for temporary uses during the 2010 Winter Olympic and Paralympic Games. The site is 2,234 square metres in size, bounded on the west by Baxter Creek, on the east by Rainbow Plaza, and to the north by the Solana development (8300 Bear Paw Trail, see Appendix “A” - Location Map.). A flood protection berm was constructed on the property adjacent to Baxter Creek at the time of the initial subdivision. The parcel is zoned for 20 apartment units with occupancy restricted to persons over 55 years of age and is subject to a housing agreement further restricting occupancy and rental rates.

In 2009 the properties at 8350 and 8300 Bear Paw Trail were approved for development under DP1123. The property at 8300 Bear Paw Trail was named Solana and developed as seniors' resident-restricted ownership units. The subject property at 8350 Bear Paw Trail was not developed and subsequently was transferred to the Resort Municipality of Whistler under existing agreements. The current application to develop the property, DP1584, proposes a refined site layout and architectural plan with similar variances as those that were previously approved in 2009 by DP1123, but takes into account the context and site conditions of the now-completed Solana and Rainbow Plaza development adjacent to the property.

Proposed Development

The building proposed is a 20-unit, three story apartment building being developed for WHA controlled seniors' rental housing. The development will have an underground parkade with garbage facilities and storage lockers. The lower floor has six dwelling units and a central area with common space and additional storage lockers. The second floor has eight dwelling units, and the third floor has six dwelling units. Three suite variations are proposed, averaging in size from 756 to 993 square feet. Each of the units has a balcony or terrace, a single bathroom, in-suite laundry and one bedroom, or one bedroom plus den.

Site Planning & Circulation

The vehicle entrance to the property is off the east side of the parcel, from a shared driveway at Bear Paw Lane. All visitor and resident parking is located in the underground parkade, with the addition of a single parking stall at the street level that will be used for snow storage in the winter time. A total of 26 parking spaces are provided, and 25 stalls are required as per the "Zoning and Parking Bylaw No. 303, 2015".

Pedestrian access to the building will be via stairs and a ramp at the south edge of the property, leading up from Bear Paw Trail. Access to the adjacent commercial area will be facilitated by a crosswalk located at the parkade entrance. A central common area on the lower floor of the building includes an open foyer leading to the ground floor apartments and elevators, as well as a shared terrace on the north side of the building.

Architecture

The first and second stories of the building are similar in massing and articulation. The units feature balconies, glass railings and floor to ceiling glazing on the south elevation. The third floor is set back from the primary façade, having the effect of reducing the overall massing of the building. The front façade is differentiated into three components through the use of varied colours and materials. The roof of the building is flat, and is separated into three planes, as seen from Bear Paw Trail.

Final architectural detailing of the building, including materials, finishes and colours have been developed for the project but have not undergone review. Staff recommends that these items be subject to final review by the Advisory Design Panel and approved by the General Manager of Resort Experience prior to any vertical construction of the building.

Landscape

The proposed landscaping features a stairway, ramp and rock stack walls near Bear Paw Trail, and naturalized garden areas along the flood protection berm on the west side of the property. A terrace of precast pavers on the north side of the building provides outdoor seating areas. The remainder of the site is planted primarily with a selection of deciduous trees and shrubs, aimed at increasing privacy along the ground floor terraces while maximizing solar access in the winter months.

An existing trail is located adjacent to Baxter Creek riparian area immediately west of the property on municipal land. This trail is not maintained and not located on the subject parcel. It can be accessed from Bear Paw Trail, providing for north-south pedestrian movement past the property.

Advisory Design Panel Review

This project was reviewed by the Advisory Design Panel (ADP) on September 20, 2017. The proposed site planning, building massing, form and character, landscape and setback variances were supported by the ADP. The ADP specifically considered and supported the proposed design with regard to light and view access to the Solana building, and supported proceeding with site excavation and building the foundation. The ADP requested that architectural details be completed and reviewed by the Panel prior to construction, which has been incorporated in staff's recommendation for development permit approval.

The Panel also recommended that the entry sequence to the building be reviewed and refined by the design team. In response to this comment, a cross walk has been added at the entrance to the parkade, further addressing pedestrian connectivity to the adjacent Rainbow Plaza and Bear Paw Trail.

The ADP meeting minutes of September 20, 2017 are attached as Appendix "C".

WHISTLER 2020 ANALYSIS

The proposal supports the Whistler 2020 strategies of Built Environment and Resident Housing.

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 views and evoking a dynamic sense of place.	The proposal meets the OCP development permit form and character guidelines.
	The built environment is safe and accessible for people of all abilities, anticipating and accommodating wellbeing needs and satisfying visitor experience.	Pedestrian access is incorporated to and through the site to applicable standards.
	Building design, construction and operation is characterized by efficiency, durability and flexibility for changing and long-term uses.	A green building checklist was provided.
	Residents live, work and play in relatively compact, mixed-use neighbourhoods that reflect Whistler's character and are close to appropriate green space, transit, trails, amenities and services.	The units are close to appropriate green space, transit, trails, amenities and services.
Resident Housing	Housing has been developed close to transit, pedestrian and bicycle routes, and amenities and services to reduce auto dependency.	The units are close to appropriate green space, transit, trails, amenities and services.
	Whistler has a sufficient quantity and appropriate mix of quality housing to meet the needs of diverse residents (Target: 75% of Whistler employees live in the resort community).	The units are intended as WHA controlled seniors' rental housing.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	n/a	

OTHER POLICY CONSIDERATIONS

Zoning and Parking Bylaw No. 303, 2015

The property is zoned CD1 (Comprehensive Development One). The proposal meets the provisions of the "Zoning and Parking Bylaw No. 303, 2015", with the exception of the following variances noted in bold in the table below:

Zoning Requirement	Standard	Approved in DP 1123	Proposed in DP 1584
Maximum gross floor area	1688 m ²	1463 m ²	1657.8 m ²
Maximum floor space ratio	0.75	0.65	0.74

Maximum height	12 m	9.9 m	9.7 m
Minimum no. of parking stalls	24.75	22	26
Minimum front setback	6 m	4.89 m (1.11 m variance)	5.0 m (1 m variance)
Minimum rear setback	6 m	3.83 m (2.17 m variance)	3.88 m (2.12 m variance)
Minimum side yard setback	6 m	3.86 m (2.14 m variance)	0.83 metres (5.17 m variance)
Maximum height of retaining wall within setback	0.6 m	n/a	1.95 m (1.35 m variance)

In most cases the setbacks requested in DP1584 are slightly less than those approved in 2009 under DP1123. The exceptions to this are the side yard setback where a 5.17 metre variance is currently requested on the southwest side of the property, and the 1.35 metre variance requested for the retaining wall at the front of the property. The increased side yard setback allows the building to be moved southward on the parcel, away from the Solana building.

The encroachment into the rear setback is 0.05 metres less than the variance previously approved. The portion of the building requiring a variance at the rear of the property is 16 feet and 11 inches long which is approximately the same as previously approved. However, the current design proposed limits the building encroachment to the first and second floors only, whereas the previously approved variance was for three stories. No portion of the third floor of the building will encroach into the rear setback, as the building steps back at the third floor within the setback area.

Various drawings have been prepared to assess the relationship of the proposed building with Solana and potential impacts on views and solar access. These are provided in Appendix "B". These show that the proposed design will have less impact than the previously approved design as a result of the stepped massing proposed, which removes the third floor from the setback area. The roof pitch has also been adjusted to have a flatter roof pitch and less impact than the previously approved sloped roof.

The shadow analysis that was conducted shows that the proposed building will not cast shadow on the Solana building above its parking garage on any day of the year, for the time periods that the solar angles reach the Rainbow neighbourhood.

Other designs were considered and were deemed to be less favourable with respect to adjoining developments. The project design is significantly constrained by the irregular shape of the property, environmental setbacks, site access and adjacent developments.

The retaining wall in the front yard setback allows for an accessible ramp to be constructed, connecting Bear Paw Trail with the front of the apartment building. The Rainbow Plaza commercial center to the east of the subject property also received a variance to allow underground portions of the building to infringe on the front and side yard setback and to permit a retaining wall greater than 0.6 metres in the setback area.

Official Community Plan Development Permit Guidelines

The subject property at 8350 Bear Paw Trail is located within Development Permit Area #24 (Rainbow Residential Housing). This designation is for the protection of the natural environment, its ecosystems, and biological diversity, protection of development from hazardous conditions, including wildfire hazard and for form and character of development. The table below describes how the proposed development is consistent with the applicable guidelines.

OCP Development Permit Guidelines	Comments
28.6 - Protection of natural environment	
a) The forest habitat must be protected by establishing tree preservation areas within each development site. Protection of additional trees may be required through siting controls on buildings and structures. Vegetation rehabilitation will be required. Storm water runoff should be dealt with through natural systems.	Trees within the streamside protection area are protected by the berm that lies on the subject property. Construction fencing will be placed on top of the berm to protect streamside vegetation, including a buffer area to protect tree roots.
b) The extent of site disruption caused by site re-grading and cuts and fills must be minimized for all structures and roads by a combination of modulation in building form, tree preservation and re-vegetation efforts.	The bulk of the excavation and grading for the site was carried out during the subdivision process. The remaining works minimize cut and fills to establish appropriate landscape grades.
c) In order to promote pedestrian rather than vehicular access, public trails must be continued, created and secured on the lands	The municipal trail is located adjacent to Baxter Creek, on municipal property, and can be accessed via Bear Paw Trail.
28.7 - Protection from hazardous conditions	
28.7.1. The Municipality may require land to remain free of development where there is concern about environmental impact or erosion, and may regulate all land clearing, land filling, land grading, irrigation works and landscaping.	A flood protection berm was constructed on the property at the time of subdivision. The berm, along with the required construction fencing and monitoring, ensures that the riparian area will be protected during construction. The building is designed to comply with the flood protection covenant registered on title.
28.7.2. The Municipality may regulate the siting of buildings and the placement of landscaping to alleviate wildfire hazards.	Vegetation in close proximity to the building consists of primarily deciduous species. Building materials are still to be detailed, and will be reviewed for compliance to this guideline.
28.7.3. The Municipality may regulate building and landscape materials to alleviate wildfire hazards.	
28.8 - Form and character of the development	
a) The siting and design of all structures must minimize site re-grading to lessen visual impacts from adjoining lands, roads and Highway 99. Structures should be concentrated with undisturbed buffer areas between clusters.	The bulk of the excavation and grading for the site was carried out during the subdivision process. The remaining works minimize cut and fills to establish appropriate landscape grades.
b) Building siting should be tailored to the physical character of the site. On steeper sites, the building mass should be modulated and stepped down the natural slope to minimize grading and excavation. Wherever possible, the alignment of buildings and roads should run parallel to the natural contours. Building heights will be limited to minimize visual impacts.	The top floor of the building is stepped back to minimize the massing of the building.
c) The design of buildings must be coordinated to achieve a consistent neighbourhood character, and to provide appropriate transitions between uses. Considerations include massing, colours and materials, lighting, roof form and landscaping.	The character of the building is similar to adjacent buildings.

d) All development must maximize sun penetration to pedestrian levels and to outdoor activity areas. Buildings should be stacked to expose more units to sunlight, open space and views.	The longest elevation of the building faces south, maximizing solar access to the units.
e) Vegetation buffers and tree preservation areas between buildings must be maximized to provide visual privacy to neighbouring properties. Landscaping and screening elements must be able to withstand Whistler's climate and be coordinated with the adjacent landscape. Existing vegetation should be preserved wherever possible. Where it is not possible to retain natural vegetation, landscaping shall include a predominance of natural species.	The property is largely cleared of vegetation. Trees within the streamside protection area are protected by the berm that lies on the subject property, and riparian fencing to be installed during construction.
f) Roof design must establish effective snow management and have a sloped appearance. Whistler's freeze/thaw cycle and frequent large accumulations of snow are to be considered in building design and material selection. All pedestrian and vehicle access points must be protected from snow shed and ice accumulation.	The flat roof provides for effective snow management on the site. A sloped roof is not provided, similar to many other buildings in the neighbourhood.
g) Building design and landscaping shall be consistent with the forested mountain character of the site. Appropriate building materials include wood and composite siding, metal and textured concrete. Building colours should consist of muted natural tones and must be complementary to neighbouring buildings.	Muted natural tones are proposed. (Specific colours and materials can be addressed at a later date, as per the recommendation to Council.)
h) Recycling and garbage containers, as required, shall be contained in structures that are consistent with the form and character of the neighbourhood.	Recycling and garbage facilities are located in the parkade.
i) All surface parking must be screened with landscaping, and must include adequate areas for snow storage and drainage. Impermeable parking areas shall be minimized.	A single parking/loading space is provided adjacent to the road. This stall does not count toward the parking requirements and may be used as a snow dump in the winter months.
j) Storage space for bicycles and other employee storage needs shall be incorporated in the design where required.	Storage lockers are provided in the parkade and on the lower floor.
k) Drainage systems are to take advantage of surface drainage and infiltration.	Sufficient green space has been preserved on the property to accommodate storm water run-off onsite.

Green Building Policy

The owners have provided a green building checklist indicating that the development will meet and exceed current building code standards.

Legal Encumbrances

There are a number of covenants on title regulating flood protection measures, a seniors' rental housing agreement, utilities, and requirements for environmental monitoring and protection of the riparian area. The proposal will meet these covenant requirements. A riparian area assessment has

been submitted to the Ministry of Environment, setting out measures for the protection of the riparian area and associated vegetation.

BUDGET CONSIDERATIONS

The municipality's direct costs of processing and reviewing this application have been covered through the development permit application fees.

COMMUNITY ENGAGEMENT AND CONSULTATION

An information sign has been posted on the property as per development permit application requirements. A number of public comments have been received, primarily expressing concerns over the proposed setback variances. All correspondence that has been received to date is attached as Appendix "D".

SUMMARY

The purpose of this report is to seek Council's approval of the issuance of Development Permit DP1584 for a 20-unit seniors' rental apartment building in the Rainbow neighbourhood.

The proposed development is subject to development permit guidelines for the protection of the natural environment, its ecosystems, and biological diversity; protection of development from hazardous conditions, including wildfire hazard; and for form and character of development.

The applicant, Whistler Housing Authority (WHA), has requested a two-phase development permitting process to allow excavation of the site to proceed in the fall of 2017, and construction to commence early in the spring of 2018. Staff support the two-phase process (with final architectural details, materials and colours approval by the General Manager of Resort Experience) as an exceptional measure to expedite the development of additional WHA-owned rental housing in Whistler.

Respectfully submitted,

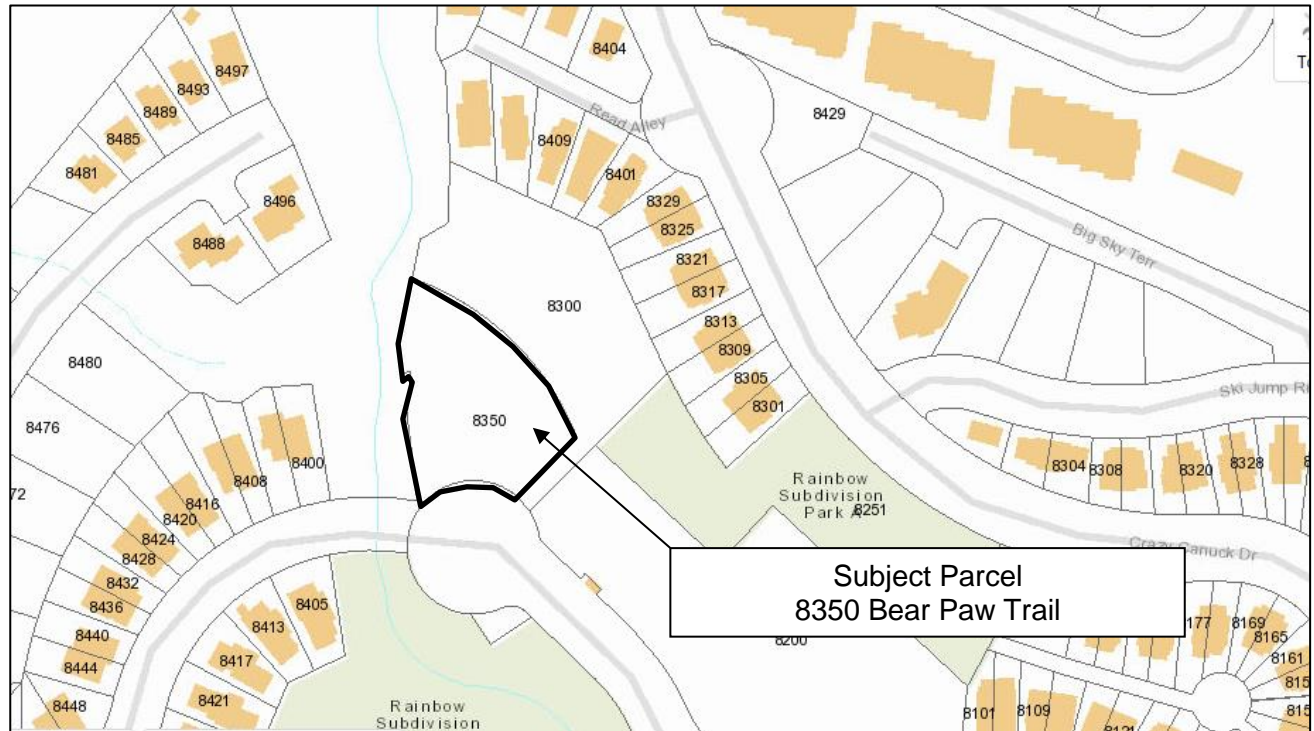
Amica Antonelli
PLANNER

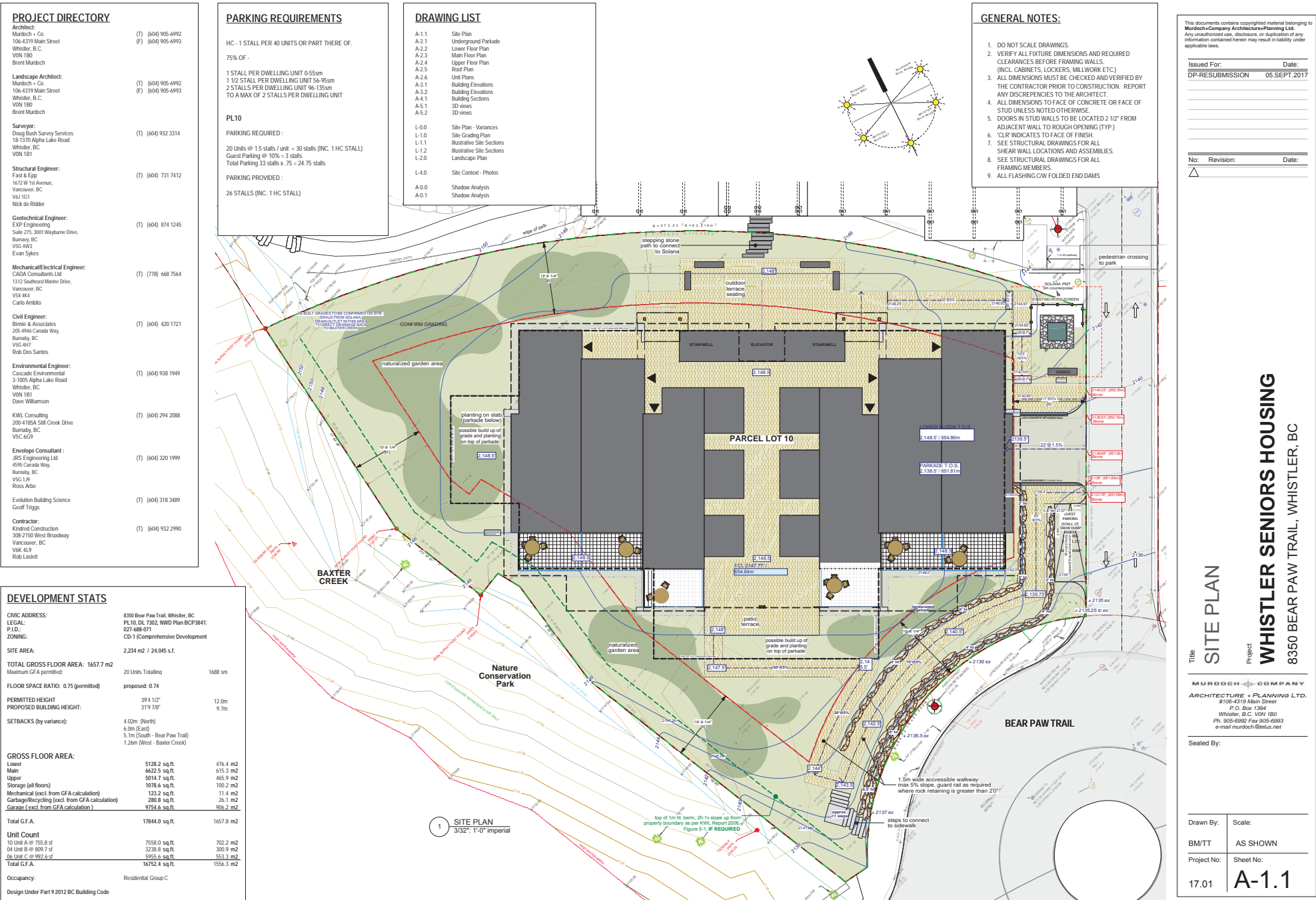
for

Mike Kirkegaard
ACTING GENERAL MANAGER OF RESORT EXPERIENCE

APPENDIX A

LOCATION MAP





PARKING REQUIREMENTS

HC - 1 STALL PER 40 UNITS OR PART THERE OF.
75% OF -

1 STALL PER DWELLING UNIT 0-55sqm
1 1/2 STALL PER DWELLING UNIT 56-95sqm
2 STALLS PER DWELLING UNIT 96-135sqm
TO A MAX OF 2 STALLS PER DWELLING UNIT

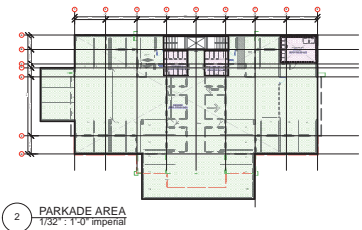
PL10

PARKING REQUIRED :

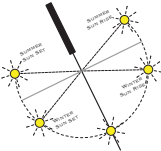
20 Units @ 1.5 stalls / unit = 30 stalls (INC. 1 HC STALL)
Guest Parking @ 10% = 3 stalls
Total Parking 33 stalls x .75 = 24.75 stalls

PARKING PROVIDED :

26 STALLS (INC. 1 HC STALL)



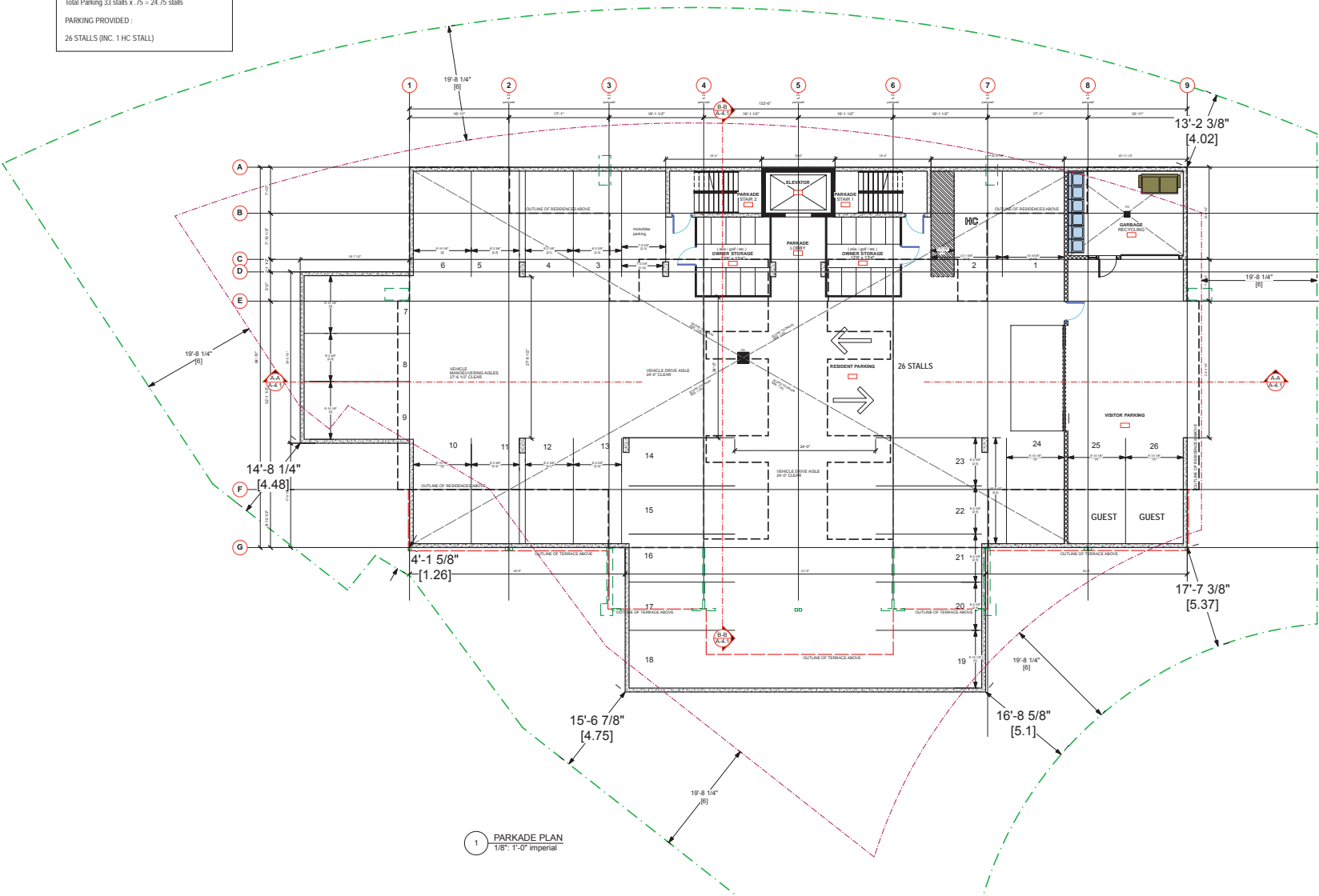
GROSS FLOOR AREA	SQ.FT.	SQ.M.
Lower Floor	5128.2	476.4
Main Floor	6622.5	615.2
Upper Floor	5014.7	465.9
Storage (all floors)	1078.6	100.2
Sub-Total	17844.0	1657.7
Mechanical	123.2	11.4
Garbage / Recycling	280.8	26.1
Garage	9754.6	906.2
Total	28002.6	2601



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Issued For: _____ Date: _____
REVIEW 12 MAY 2017
REVIEW 28 AUG 2017
DP-RESUBMISSION 05 SEPT 2017

No: _____ Revision: _____ Date: _____
△



1 PARKADE PLAN
1/8" = 1'-0" imperial

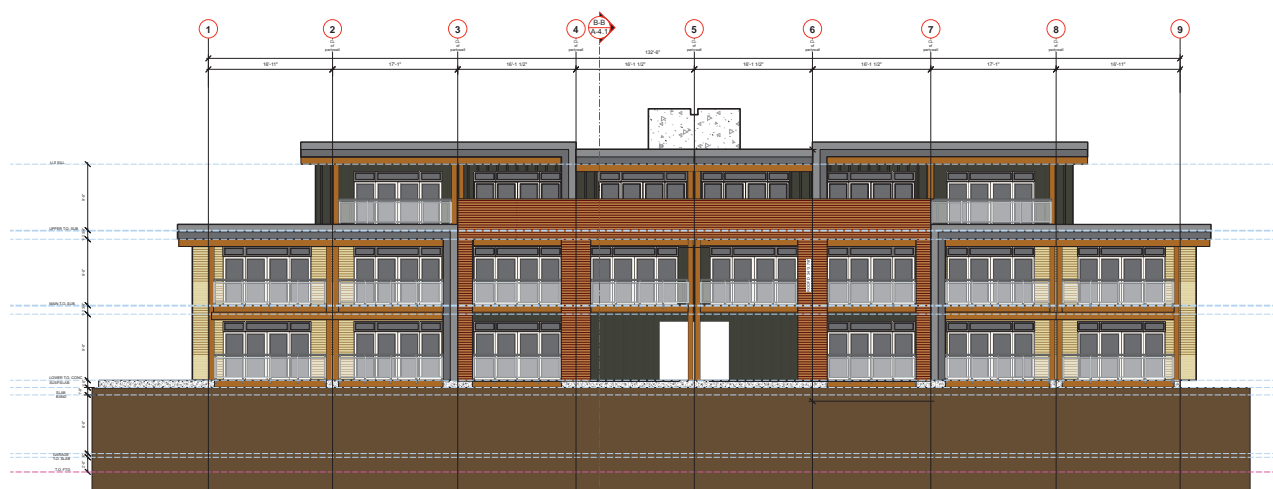
Title
PARKADE PLAN

Project
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

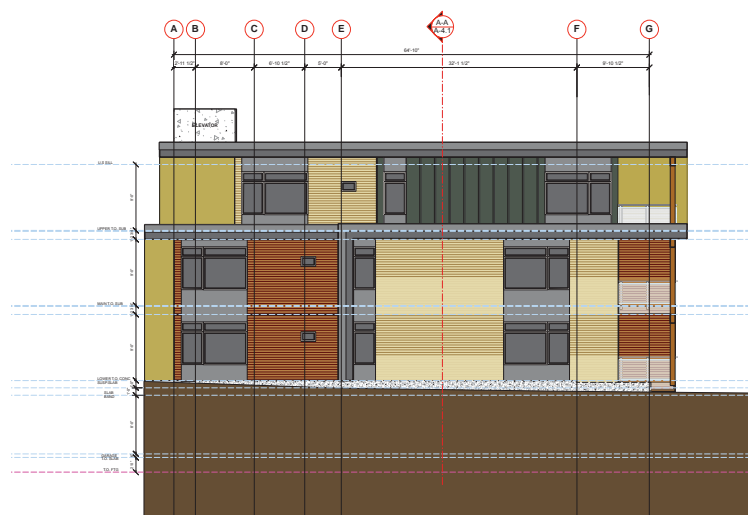
MURDOCH+COMPANY
ARCHITECTURE + PLANNING LTD.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-8992 Fax 905-8993
e-mail murdoch@telus.net

Sealed By: _____

Drawn By: _____ Scale: _____
BM/TT 1/8" = 1'-0"
Project No: _____ Sheet No: _____
17.01 **A-2.1**



1 SOUTH ELEVATION
1/8" = 1'-0" imperial



2 WEST ELEVATION
1/8" = 1'-0" imperial

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DP-RESUBMISSION 05 SEPT 2017

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Title
BUILDING ELEVATIONS
Project
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH+COMPANY
ARCHITECTURE + PLANNING LTD.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-8992 Fax 905-8993
e-mail murdoch@telus.net

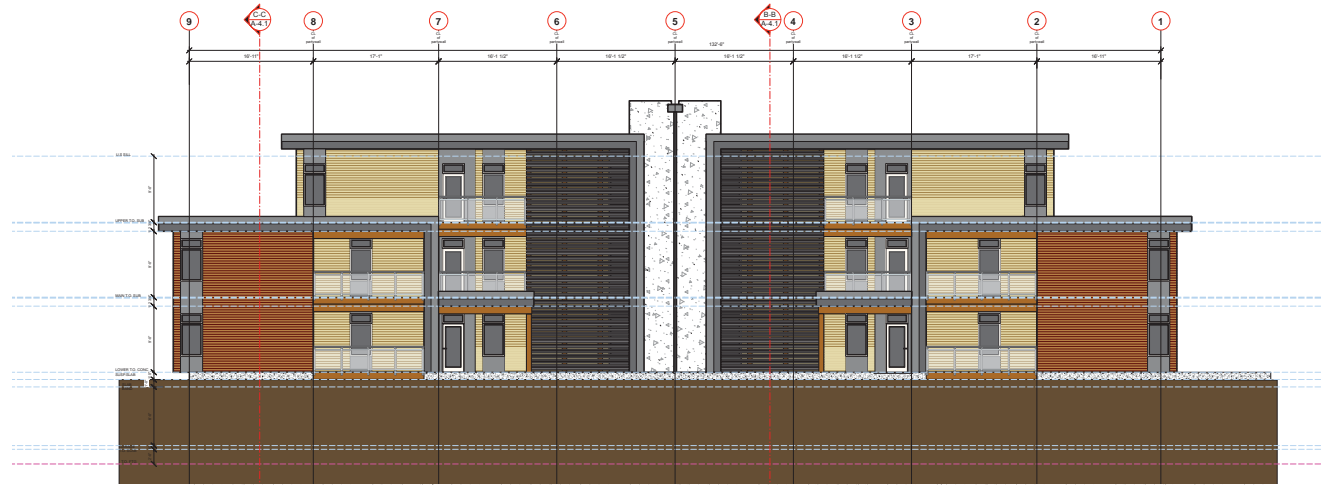
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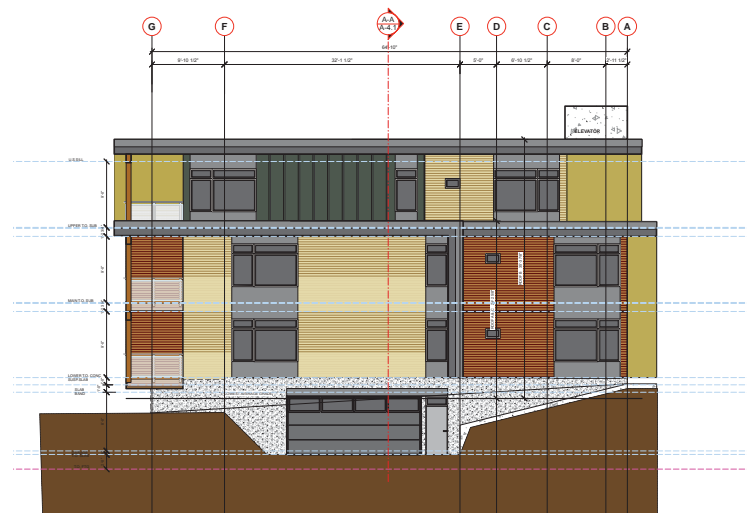
BM/TT 1/8" = 1'-0"

Project No: _____ Sheet No: _____

17.01 **A-3.1**



1 NORTH ELEVATION
1/8" = 1'-0" imperial



2 EAST ELEVATION
1/8" = 1'-0" imperial

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REVIEW 12 MAY 2017
DP-RESUBMISSION 05 SEPT 2017

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Title
BUILDING ELEVATIONS
Project
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH+COMPANY
ARCHITECTURE + PLANNING LTD.
#106-4319 Main Street
P.O. Box 1394
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Ph. 905-8992 Fax 905-8993
e-mail murdoch@telus.net

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Drawn By: _____ Scale: _____
BM/TT 1/8" = 1'-0"
Project No: _____ Sheet No: _____
17.01 **A-3.2**



1 VIEW FROM STREET
Scale = N/A



2 LOOKING NORTH-EAST
Scale = N/A



3 LOOKING NORTH
Scale = N/A

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DP APPLICATION AUG XX/17

No: _____ Revision: _____ Date: _____



Title 3D
Project
MURDOCH+COMPANY
Architecture + Planning Ltd.
#106-419 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph: 604-905-0552
e-mail: murdoch@elica.net

Sealed By: _____

Drawn By:	Scale:
BM/DS	
Project No:	Sheet No:
1210	A-5.1

Function Junction Commercial Development
Alpha Lake Road, Whistler, BC



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DP APPLICATION SEPT XX/17

No: _____ Revision: _____ Date: _____

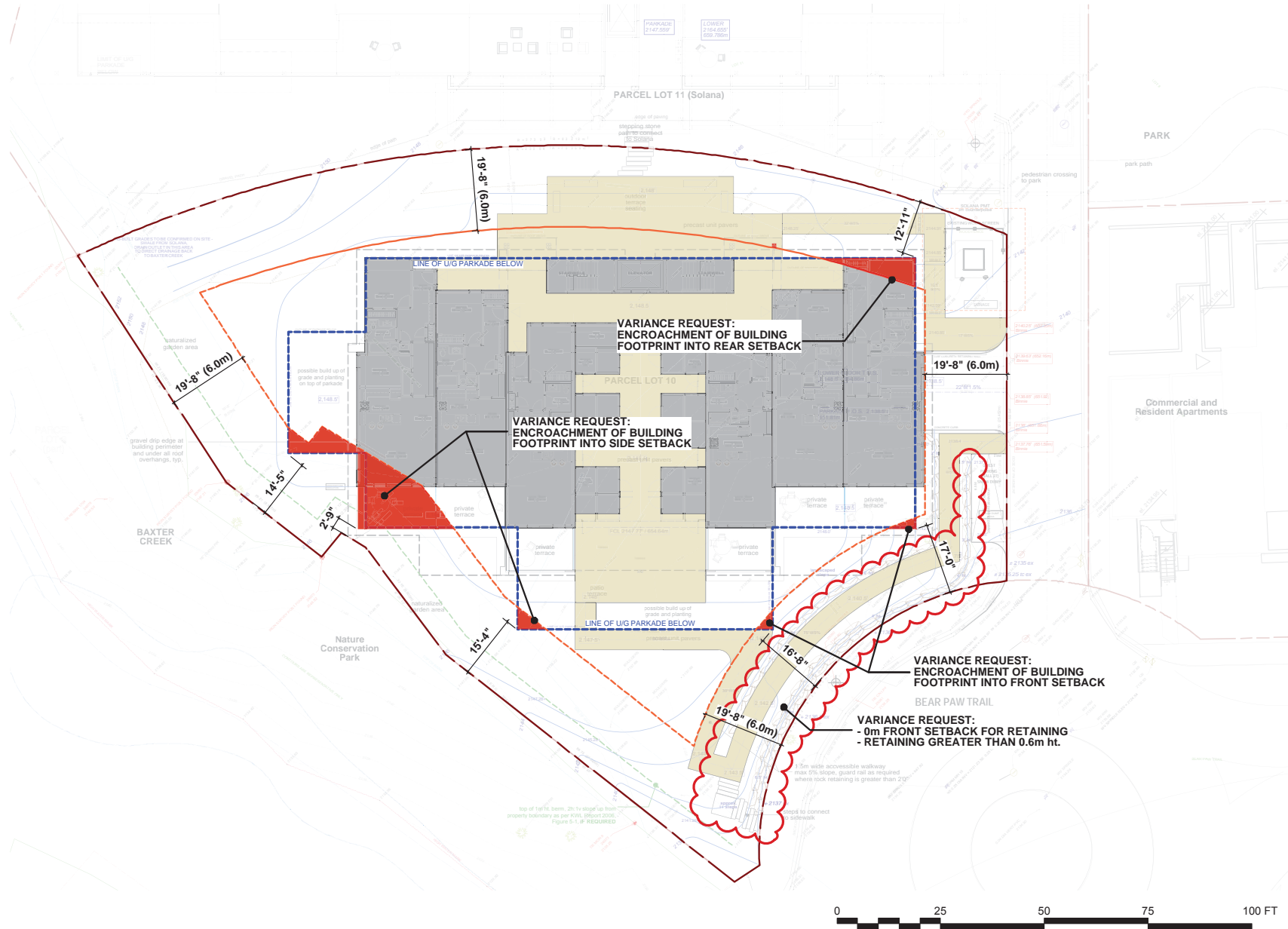
△

Title **3D**
Project **WHISTLER SENIORS HOUSING**
8350 Bear Paw Trail Whistler, BC

MURDOCH+COMPANY
Architecture + Planning Ltd.
#106-419 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph: 604-905-0550
e-mail: murdoch@telus.net

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Drawn By:	Scale:
BM/DS	
Project No:	Sheet No:
1210	A-5.2



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No. Revision: Date:

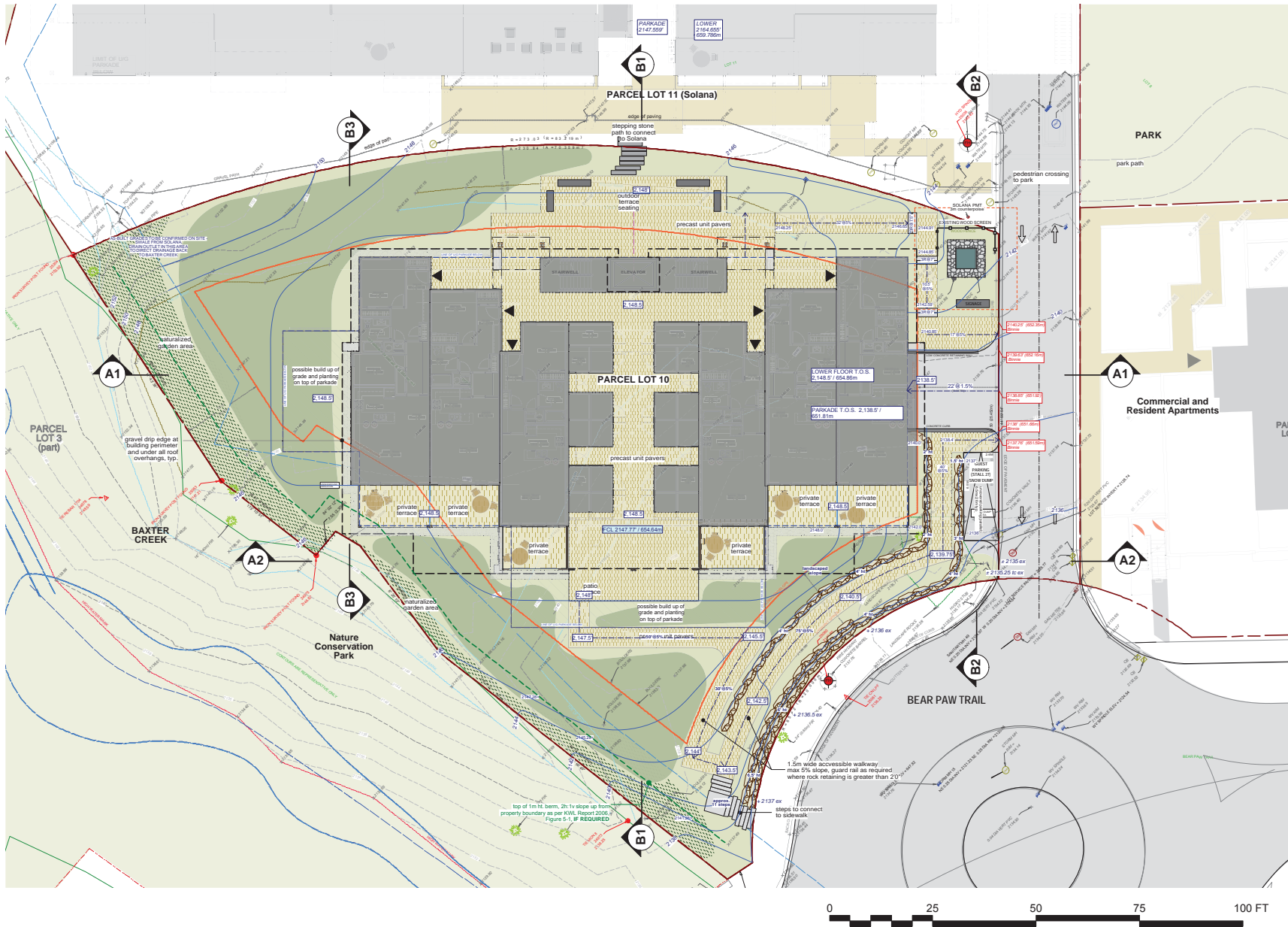


SITE PLAN - VARIANCES
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH + COMPANY
ARCHITECTURE + PLANNING LTD.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph: 800-695-6956 Fax: 800-695-6953
e-mail: murdoch@telus.net

Sealed By:

Drawn By: Scale: 3/32" = 1'0"
BM/JL Project No: Sheet No:
1701 **L-0.0**



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DP RESUBMISSION SEPT. 07 2017

No: Revision: Date:

North



Title
GRADING PLAN

Project
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH COMPANY
ARCHITECTURE + PLANNING LTD.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph: 800-695-6956 Fax: 800-695-6993
e-mail: murdoch@telus.net

Sealed By:

Drawn By: Scale:

BM/JL 3/32" = 10"

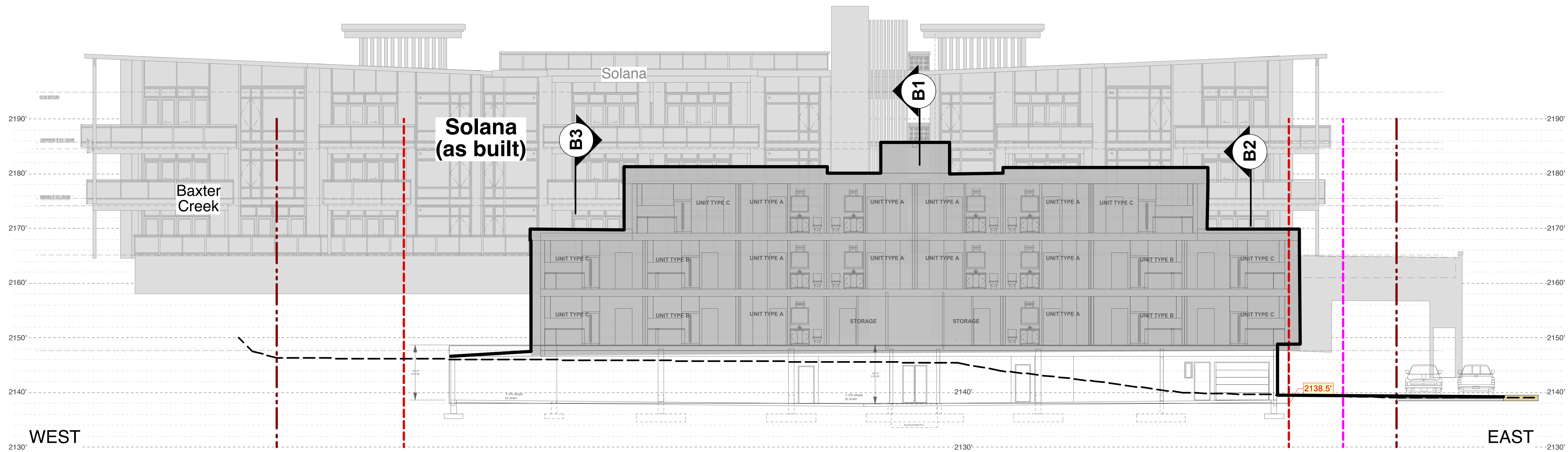
Project No: Sheet No:

1701 L-1.0

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DP RESUBMISSION	SEPT. 05 2017
COUNCIL REVIEW	SEPT. 27 2017

No:	Revision:	Date:
△		



SECTION A1 (centre of bldg)



SECTION A2 (south elevation, at Bear Paw Trail)

Title
ILLUSTRATIVE SITE SECTIONS

Project
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH + COMPANY
ARCHITECTURE + PLANNING LTD.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

Sealed By:

Drawn By:	Scale:
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Project No:	Sheet No:
1701	L-1.1

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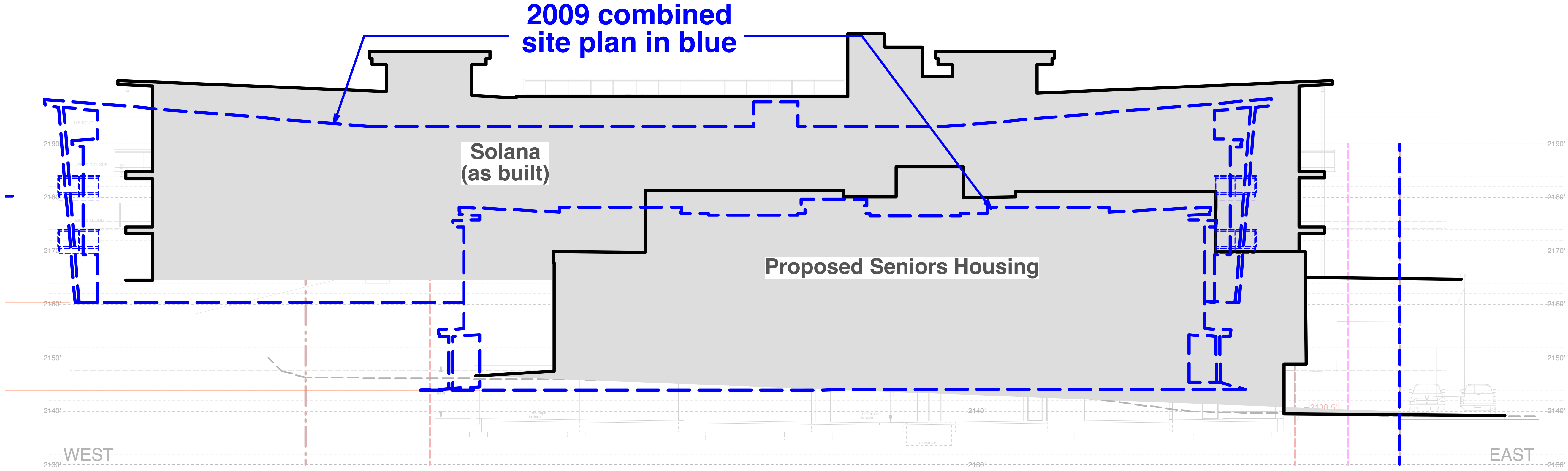
ILLUSTRATIVE SITE SECTIONS (with 2009 overlay)

WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

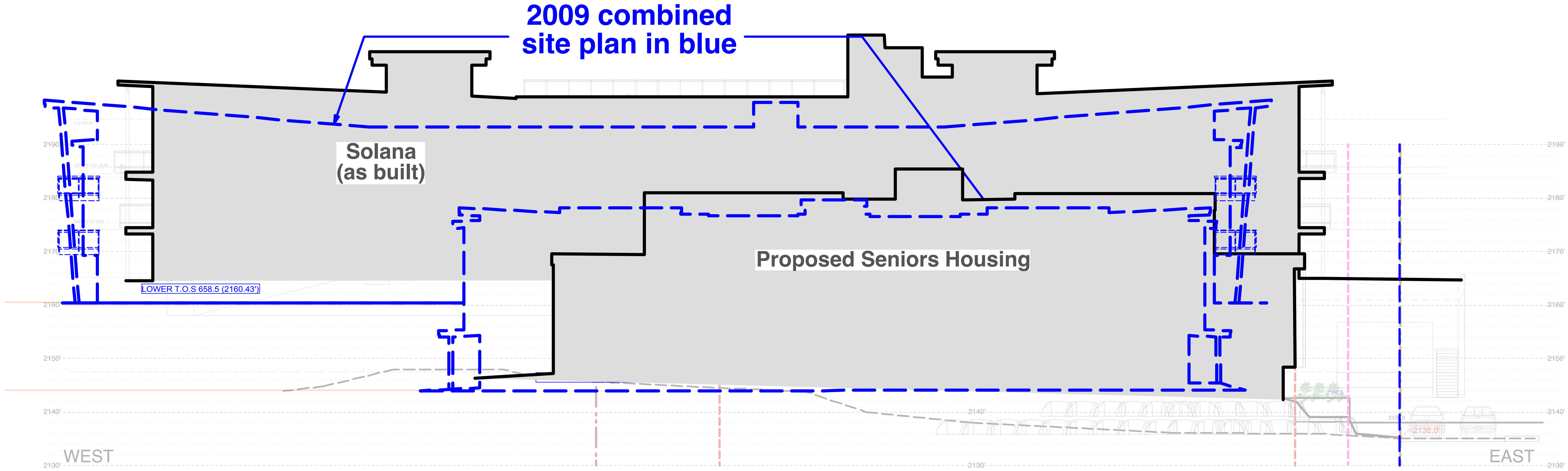
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#106-4319 Main Street
P.O. Box 1394
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Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

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Drawn By:	Scale:
BM/JL	3/32" = 1'0"
Project No:	Sheet No:
1701	L-1.1B



SECTION A1 (centre of bldg)

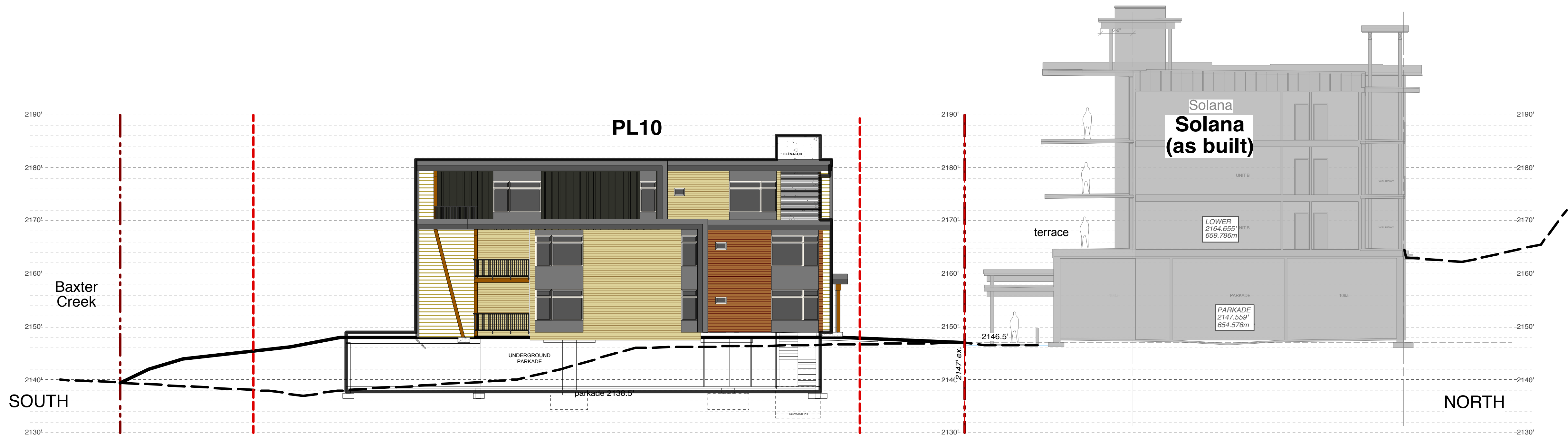


SECTION A2 (south elevation, at Bear Paw Trail)

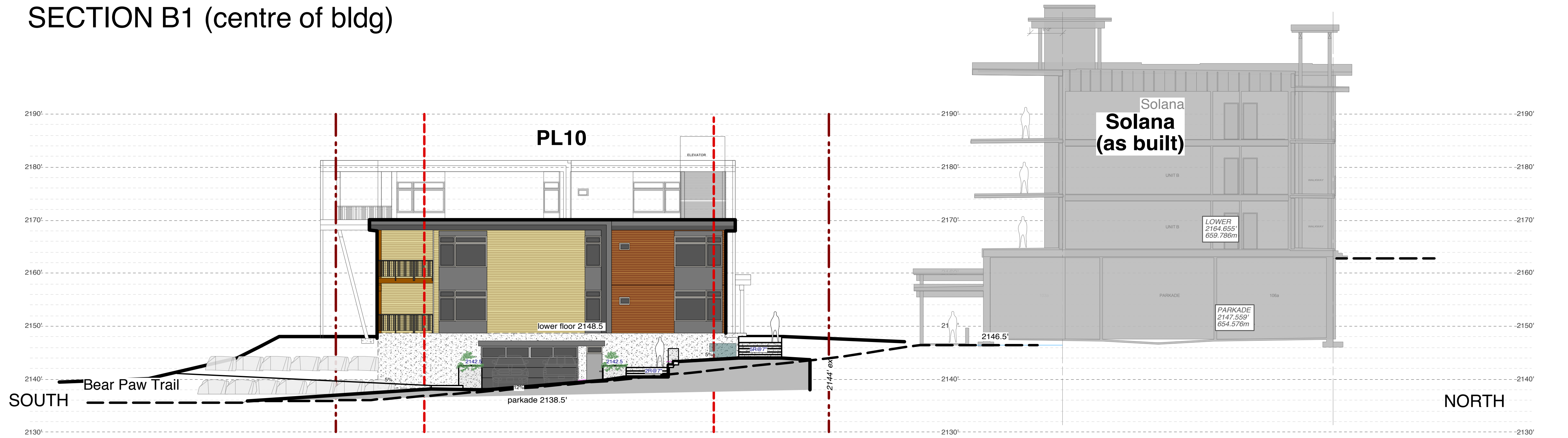
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COUNCIL REVIEW	SEPT. 27 2017

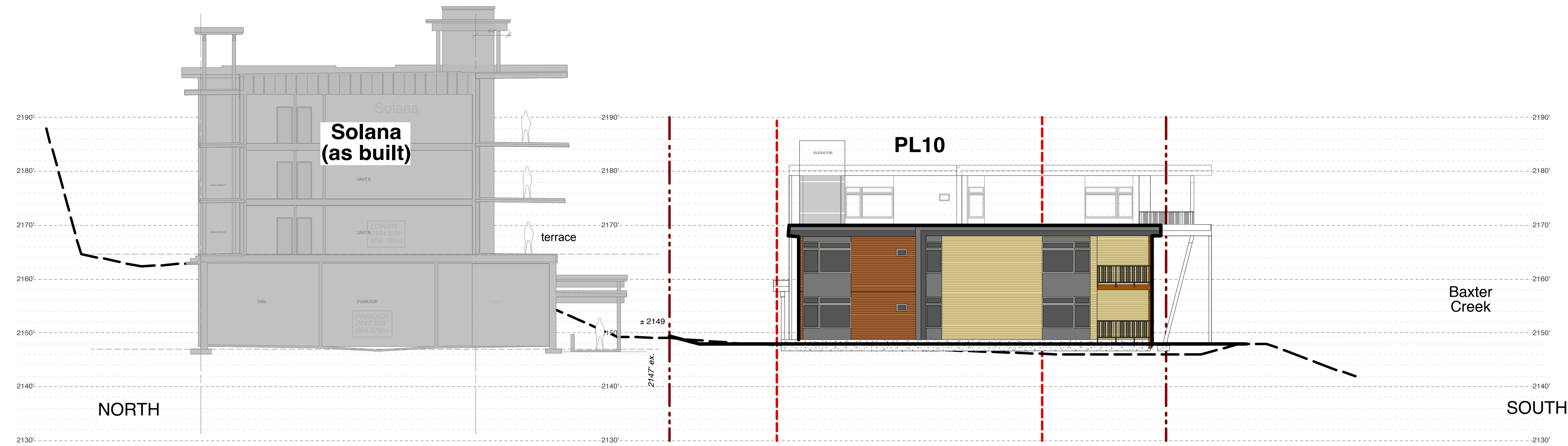
No:	Revision:	Date:
△		



SECTION B1 (centre of bldg)



SECTION B2 (east elevation, at driveway)



SECTION B3 (west elevation, facing baxter creek)

Title
ILLUSTRATIVE SITE SECTIONS
Project
WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH + COMPANY
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e-mail murdoch@telus.net

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Project No:	Sheet No:
1701	L-1.2

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ILLUSTRATIVE SITE SECTIONS (with 2009 overlay)

WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

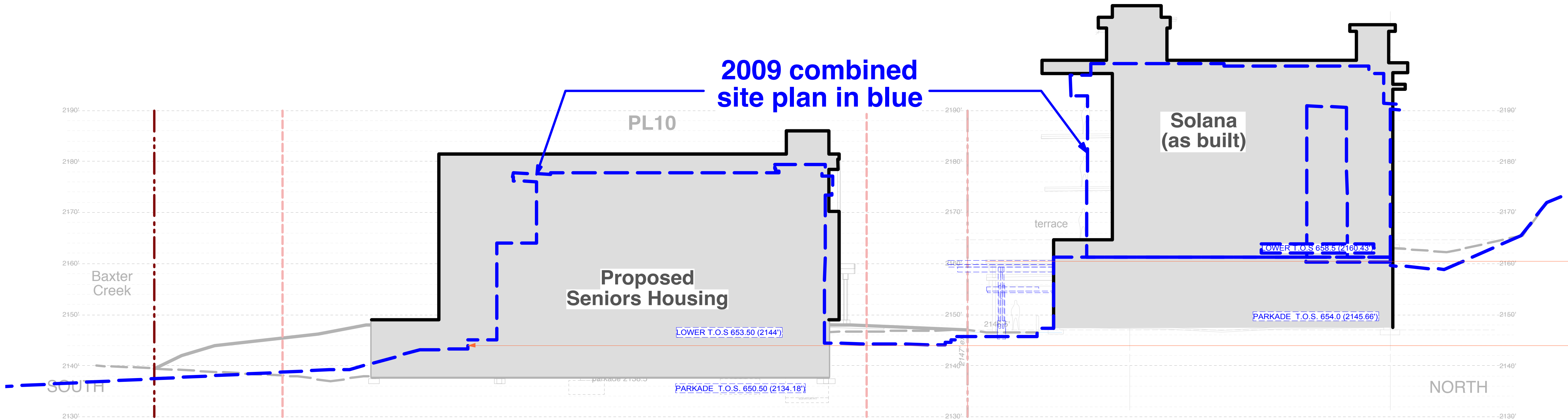
Title

Project

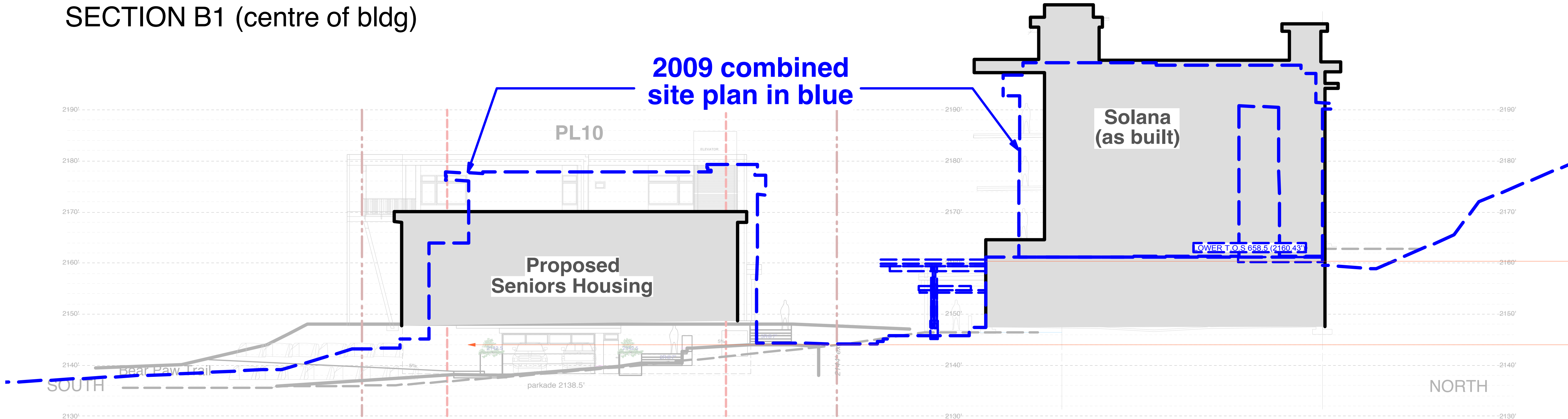
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Whistler, B.C. V0N 1B0
Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

Sealed By:

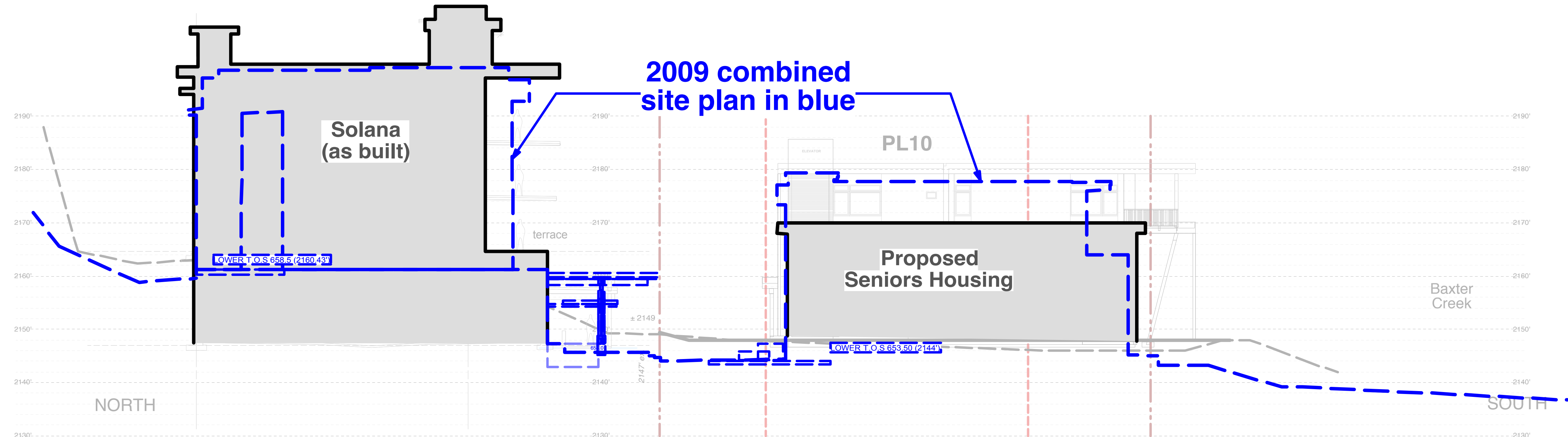
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BM/JL	
Project No:	Sheet No:
1701	L-1.2B



SECTION B1 (centre of bldg)



SECTION B2 (east elevation, at driveway)



SECTION B3 (west elevation, facing baxter creek)



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DP RESUBMISSION _____ SEPT. 07 2017

No: _____ Revision: _____ Date: _____

North

PLANTING PLAN

Project **RAINBOW MAC HOUSING**
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH+COMPANY
ARCHITECTURE + PLANNING LTD.
4106-4110 Main Street
P.O. Box 1394
Whistler, B.C. V8W 1B5
Tel: 855-6962 Fax: 855-6963
e-mail: murdoch@telus.net

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Drawn By: _____ Scale: _____
BM/JL 3/32" = 10"
Project No: _____ Sheet No: _____
1701 **L-2.0**

PLANTING PLAN
L-2.0



LOOKING SOUTH FROM SITE



LOOKING NORTH ON TO SITE



LOOKING WEST FROM SITE



LOOKING WEST ON TO SITE

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Title
CONTEXT PHOTOS

Project
WHISTLER SENIORS HOUSING
 8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH+COMPANY
 ARCHITECTURE + PLANNING LTD.
 #105-4715 Main Street
 P.O. Box 1394
 Whistler, B.C. V0N 1B2
 Ph. 805-6992 Fax 805-6993
 e-mail murdoch@telus.net

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BM/JL	NTS
Project No:	Sheet No:
1701	L-4.0



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Δ		

SHADOW ANALYSIS

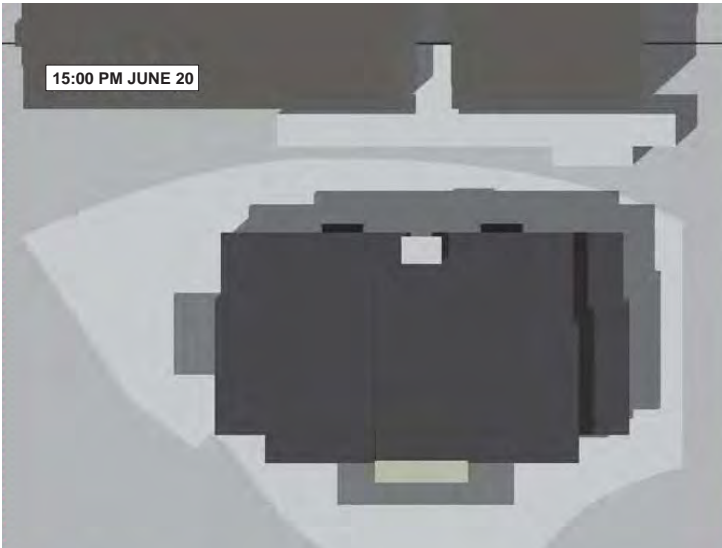
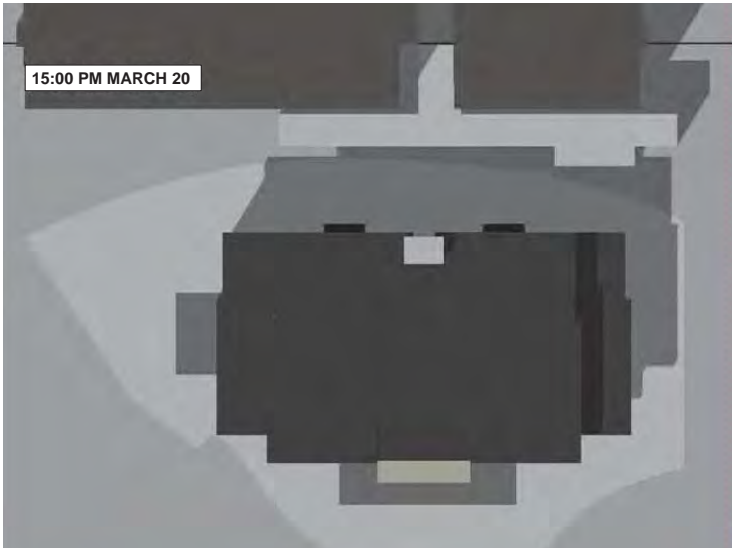
Project

WHISTLER SENIORS HOUSING
8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH COMPANY
ARCHITECTURE + PLANNING LTD.
9105-6113 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

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Project No:	Sheet No:
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Title

SHADOW ANALYSIS

Project

WHISTLER SENIORS HOUSING

8350 BEAR PAW TRAIL, WHISTLER, BC

MURDOCH-COMPANY

ARCHITECTURE + PLANNING LTD.

9105-6112 Main Street

P.O. Box 1394

Whistler, B.C. V0N 1B0

Ph. 905-6992 Fax 905-6993

e-mail murdoch@telus.net

Sealed By:

Drawn By:	Scale:
BM/TT	1 : 250
Project No:	Sheet No:
17.01	A-0.1

CARRIED

The applicant team left the meeting at 3:18 p.m.

The applicant team of Brent Murdoch, Brent Murdoch & Co; Rob Laslett, Kindred Construction, Marla Zucht, WHA, entered the meeting at 3:23 p.m.

RMOW Planner, Amica Antonelli, introduced the project, a 20-unit, three storey apartment building in Rainbow which is bounded on the west by Baxter Creek. The applicant is requesting variances on all sides of the property. The development is largely compliant with the DPA Guidelines. The design of the building is coordinated to achieve consistent neighbourhood character. No specific concerns with the design of building have been identified, with the exception of potential shading of the building to the north. Staff seeks Panel comments on site layout and building massing.

Brent Murdoch advised on the following.

1. This project was part of two projects approved by Council in 2008, the other project being the Solana complex.
2. This building was a slightly different configuration consisting of a 20 unit senior focused complex. Both projects were supposed to have been completed together, however this project did not proceed.
3. WHA, together with the RMOW, BC Housing, and Kindred Construction, developed a partnership to resurrect this project.
4. The general intent is the same to develop a three-storey, 20 unit senior's rental apartment building with underground parking.
5. The form and character is consistent with what was proposed previously.
6. Current proposal not higher than previous proposal.
7. The site has a large berm on the west side for flood protection. The FCL determines the elevation of the top of the suspended slab.
8. The electrical and mechanical has been brought up to the main floor and the ground floor is largely reserved for parking and storage.
9. No storage in the unit, but external/courtyard storage and smaller below grade storage provided.
10. More details being developed in regard to the updated building code and requested efficiency by the applicant.
11. Rainbow is generally under planted, so the site design includes as much green space as possible.

Panel offers the following comments.

Form and Character

1. Panel supports the design in regard to light and view access to existing Solana building.
2. Ensure a well – articulated site plan for visitors and residents. The entry sequence to the front door for visitors is challenging to read.
3. Loading/unloading areas should be reviewed to ensure move in/move out can happen easily, given the rental nature.

1st Review
File No. DP 1584
8350 Bear Paw Trail

Materials, Colours and Details

1. Good to see maximized number of units, efficient units.
2. Panel suggest review of unit layout, in particular the bedroom size to ensure livability.

Moved by Pat Wotherspoon
Seconded by Tony Kloefer

That the panel supports the siting, form, and character of the building and support the encroachments. The panel would ask the applicant to review detail around access/egress, pedestrian movements, and the materials palette and bring this back to panel for further review but are not concerned about the project proceeding through the DP approval process and permitting for excavation and foundation in the interim.

CARRIED

The applicant team left the meeting at 4:20 p.m.

Karen Olineck

To: Planning
Subject: RE: Development Permit #1584

From: nick leighton [<mailto:nick01.leighton@live.com>]
Sent: Tuesday, September 26, 2017 8:15 AM
To: aanponelli@whistler.c
Cc: Planning
Subject: Development Permit #1584

Kirsten Leighton and myself object to variances for Lot 10, Development Permit #1584 for 8350 Bear Paw Trail

Nicholas Leighton
202-8300 Bear Paw Trail

Karen Olineck

To: Planning
Subject: RE: Lot 10 - protest

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

From: Cat Smiley [mailto:cat@catsmiley.com]
Sent: Tuesday, September 26, 2017 2:33 PM
To: aanponelli@whistler.ca
Cc: Planning <planning@whistler.ca>
Subject: Lot 10 - protest

I object to the variances for lot 10 Development permit application #DP1584 8350 Bear Paw Trail!

Cat Smiley
Owner, unit 107
Solana

Sent from my phone

Karen Olineck

To: Planning
Subject: RE: Objection to variances for Lot 10, Development Permit #1584 for 8350 Bear Paw Trail.

From: Katrina Strand [<mailto:katrinastrand@yahoo.com>]
Sent: Tuesday, September 26, 2017 12:06 PM
To: aanponelli@whistler.ca
Cc: Planning
Subject: Objection to variances for Lot 10, Development Permit #1584 for 8350 Bear Paw Trail.

Hi, I am writing to object the variances for Lot 10, Development Permit #1584 for 8350 Bear Paw Trail.

Please let me know how to proceed.

Katrina Strand
www.strandtraining.com
604.966.7944

'You'll find success in those efforts that captivate your heart and soul, belief fuels passion, and passion rarely fails'

Karen Olineck

To: Planning
Subject: RE: Proposed Variances - 8350 Bear Paw Trail

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

From: Dave & Lynn Ashton [mailto:Indashto@shaw.ca]
Sent: Friday, September 29, 2017 10:00 AM
To: aanponelli@whistler.ca
Cc: Planning <planning@whistler.ca>; Rod Nadeau <rnadeau@innovationbuilding.com>; dave_snowfun@hotmail.com
Subject: Proposed Variances - 8350 Bear Paw Trail

We live Unit 103 at 8300 Bear Paw Trail and have examined the plans for the proposed seniors building at 8350 Bear Paw Trail and have a number of concerns.

We object to the proposed variance on the north side of the building. The proposed variance to 4.02m on the north side of the building will put that building directly in our site path to both Whistler and Blackcomb Mountains, block out the sun from our deck for a significant portion of the day and put those residences too close to us for privacy and noise. The building appears to be significantly higher than the building originally proposed for Lot 10, which would not have been in our way. We bought a condo in this building, in large part, because of the views it affords us as we become less active. If those views are almost completely blocked it will make staying in place much less desirable. It will also have a detrimental affect on our property value, which is already restricted by WHA Covenants. If this building is constructed as proposed, we will probably not get our initial investment back, much less an inflation increase. We believe the building should be lower and closer to Bear Paw Trail.

The access to the garage off of our driveway will also be a safety issue. The driveway is not wide enough to accomodate access to our building and vehicles turning into and out of the proposed new building. Because of the slope, we will be accelerating up the driveway as vehicles accelerate up the slope from their also sloped garage access. Access to their garage from the traffic circle would be much safer.

We are also concerned about parking. As a seniors building, the number of spaces may be adequate although visitor parking is very limited. The younger people in our building have more vehicles and parking for them is a significant challenge. If units are rented to younger people at 8350, it will be a problem.

The landscape plan appears to place a large number of trees immediately adjacent to the property line and directly in front of us. Is the plan in keeping with fire smart guidelines for safety and are these trees restricted in size so they will not encroach too close to our building or too high to further block our views?

David and K Lynn Ashton

Karen Olineck

To: Planning
Subject: RE: Proposed Variances - 8350 Bear Paw Trail

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

From: Planning
Sent: Friday, September 29, 2017 11:20 AM
To: Amica Antonelli <aantonelli@whistler.ca>
Cc: Mike Kirkegaard <mkirkegaard@whistler.ca>; Melissa Laidlaw <mlaidlaw@whistler.ca>; Karen Olineck <KOlineck@whistler.ca>
Subject: FW: Proposed Variances - 8350 Bear Paw Trail

FYI

Monica Urbani
RESORT MUNICIPALITY OF WHISTLER
TEL: 604-935-8161

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

From: Dave & Lynn Ashton [mailto:ldashto@shaw.ca]
Sent: Friday, September 29, 2017 9:59 AM
To: aanponelli@whistler.ca
Cc: Planning <planning@whistler.ca>; Rod Nadeau <rnadeau@innovationbuilding.com>; dave_snowfun@hotmail.com; Doug Wylie <dougwylie997@hotmail.com>
Subject: Proposed Variances - 8350 Bear Paw Trail

We live Unit 103 at 8300 Bear Paw Trail and have examined the plans for the proposed seniors building at 8350 Bear Paw Trail and have a number of concerns.

We object to the proposed variance on the north side of the building. The proposed variance to 4.02m on the north side of the building will put that building directly in our site path to both Whistler and Blackcomb Mountains, block out the sun from our deck for a significant portion of the day and put those residences too close to us for privacy and noise. The building appears to be significantly higher than the building originally proposed for Lot 10, which would not have been in our way. We bought a condo in this building, in large part, because of the views it affords us as we become less active. If those views are almost completely blocked it will make staying in place much less desirable. It will also have a detrimental affect on our property value, which is already restricted by WHA Covenants. If this building is constructed as proposed, we will probably not get our initial investment back, much less an inflation increase. We believe the building should be lower and closer to Bear Paw Trail.

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Karen Olineck

To: Planning
Subject: RE: Lot 10 Rainbow

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

From: Hal Mehlenbacher [mailto:halron2012@gmail.com]
Sent: Saturday, September 30, 2017 6:06 PM
To: Planning <planning@whistler.ca>
Subject: Lot 10 Rainbow

As a resident of 8300 Bear Paw Trail I believe the drawings of the proposed building to the south of us shows to be a deterrent to the residents of Solana . We do not agree with the change in the variance settings on the north side ,and we also believe the building elevation in height is far beyond the the heights and considerations of the residents to the north of your proposal

The variances should remain as first declared and consultations should be ongoing before this project is advanced

304 8300 Bear Paw Trail
Whistler BC V ON 1B9

Sent HAL Mehlenbacher

Karen Olineck

To: Planning
Subject: RE: development permit 1584

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

From: Susan Stangel [mailto:susanstangel@gmail.com]
Sent: Sunday, October 01, 2017 9:23 PM
To: aanponelli@whistler.c; Planning <planning@whistler.ca>
Subject: development permit 1584

Hello,

I am the owner of a unit in the existing building at 8300 Bear Paw Trail in Rainbow, and so I am writing to express my concern

about the variances that have been proposed for the development that will take place in front of us, on lot 10, in the future

My main concern is that it will make for a very limited space between the front of the existing building at 8300 B.P Tr

and the back side of the planned building on lot 10. It will also place the lower units in 8300 in the shade for most of the day.

For these reasons I would object to a reduction in distance between the 2 buildings as is shown on the development plans.

Thank you for your attention to my concerns.

Kind regards,

Sue Stangel

--

Sue Stangel
Ph: 604 938-4966
E-mail: susanstangel@gmail.com

From: [gill forester](#)
To: [Doug Wylie](#)
Cc: [Planning: aanponelli@whistler.ca](#)
Subject: Re: Comments re Lot 10, 8350 Bear Paw Trail
Date: Wednesday, October 11, 2017 1:48:24 PM

Dear Ms Anponelli.

I would like to add the following to item #2 in the email of Doug Wylie on our behalf.

With regard to the ventilation shafts - please could these be situated at the front, southern side of the building. Even if they face away from our building if they are positioned anywhere other than the southern side. This is evidenced by the noise that is heard by Solana residents from the vents at 8200 Bear Paw Trail.

Thankyou

Gill Forester

8300 Bear Paw Trail

On 10 Oct 2017 19:02, "Doug Wylie" <dougwylie997@hotmail.com> wrote:

Dear Ms Anponelli,

We are residents at #201 8300 Bear Paw Trail directly affected by the proposed development on lot10 in front of our unit. We would appreciate it if you would make sure that these comments are forwarded to Council for their deliberations next week.

#1. We are concerned that the proposal does not meet the firesmart guidelines promoted by the municipality. The landscape plans show fir trees at the northwest corner near our building as well as the proposed building. Also, will this building have fire resistant cladding?

#2. The plans do not show details on ventilation. We are concerned if there are roof mounted ventilation units or garage ventilation units that face our building. These should be oriented to the south.

#3. The municipality has shown concern for excessive lighting of the night sky. We share this concern but also as it pertains to bright lights directed upward or outward towards our building.

We hope that these details will get the proper review.

#4. With respect to the setback variance requested, we do not understand why there needs to be an encroachment into the northeast corner thereby affecting our building. A review of the plans suggests that the building could be rotated slightly around it's northwest corner so that there is no encroachment in the northeast corner close to our building. The other encroachments on the south and west sides do not impact anyone.

#5. The height of the proposed building is of concern to us. As shown in the design it would be possible to bring the garage entrance off of the Bear Paw Trail circle without changing the design of the garage walls. The proposed internal layout could be easily rearranged to suit. The building could then be lowered at least 2 feet or more. (2 feet would keep the garage floor at the level of the street). Lowering the building would reduce the amount of retaining walls on the street side as well as the length of the wheel chair ramp necessary to reach the 1st floor.

#6. We note that the only snow storage proposed is on the outside visitor parking stall. We do not understand why that stall would be any less necessary in the winter than the summer. If the building were lowered as noted in #5 above there would be more opportunity to store snow on top of the landscaping on the east and south sides.

Would you please acknowledge receipt of these comments and confirm that they have been forwarded to council.

Thank You,
Doug and Karin Wylie



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017

REPORT: 17-112

FROM: Resort Experience

FILE: DVP1145

SUBJECT: DVP1145 – 1020 LEGACY WAY – WHISTLER HOUSING AUTHORITY
RENTAL APARTMENT BUILDING

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 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.

REFERENCES

Location: 1020 Legacy Way, Whistler, BC

Legal: DISTRICT LOT 8073, LOT 16, PLAN EPP27, GROUP 1, NEW WESTMINSTER DISTRICT.

Owner: Resort Municipality of Whistler

Zoning: RLW-1 (Residential Live Work-One)

Appendices: “A” – Location Map
“B” – Architectural and Landscape Plans
“C” – Variance Diagram
“D” – ADP Minutes of July 19, 2017
“E” – Correspondence from the public

PURPOSE OF REPORT

This Report seeks Council’s consideration of building setback and retaining wall variances to “Zoning and Parking Bylaw No. 303, 2015” to permit development of a Whistler Housing Authority 22-unit rental apartment building at 1020 Legacy Way in the Cheakamus neighbourhood, as shown on the drawings provided in Appendices “A” and “B”. Section 922 of the *Local Government Act*

allows Council to vary regulations contained in a zoning bylaw by way of a Development Variance Permit.

DISCUSSION

The subject property is a 1,585 square metre cleared lot located at the corner of Legacy Way and Mount Fee Road in the Cheakamus neighbourhood. The lot is largely flat, with the exception of a rocky knoll on a portion of the property. The primary building frontage faces northwest along Legacy Way. Vehicle access is from Mount Fee Road on the southwest side of the property.

The proposed building has been designed to meet Passive House standards, has an underground parkade, and four stories of apartment use, with a total gross floor area of 1,667 square metres. The apartments are accessed via exterior stairs at the south end of the building, interior stairs at the north end and a central elevator. There are five apartments on each floor accessed by a central interior corridor. Each apartment has a storage room with adequate space for bicycles and other equipment located near the front entrance of the unit, and a 'Juliette' balcony railing that provides a connection to the outdoors.

The roof of the building is split longitudinally across the structure presenting a multi-level, divided roofline from the southwest aspect. From the front of the building (northwest aspect) a single-plane, low-angle roof would be visible from Legacy Way. The front of the building has a large inset entry foyer with decorative metal panels proposed. The remainder of the façade is in a single plane, broken up by glazing and sliding solar shades. Other envelope materials proposed are Hardie panel and wood-tone soffits.

Three variances are requested. The first is a variance to the minimum permitted setback from Legacy Way (defined as the side parcel boundary in "Zoning and Parking Bylaw No. 303, 2015", but perceived by passersby as the building frontage) from 4.0 metres to 3.0 metres. The green space on the south-east corner of the property, the large inset foyer area, and the extensive setback on the parcel frontage along Mount Fee Road all work to reduce the visual impact of this side yard variance.

The second variance requested is a variance to the minimum permitted setback from the rear parcel boundary (from the northeast side of property) from 6.0 metres to 0.0 metres. The buried underground parkade is at 0.0 metre, and the upper stories of the building are setback 4.0 metres from the rear parcel boundary. This side of the building is adjacent to parkland and the variance is not anticipated to impact that property. The concrete structure of the underground parkade will not be visible from Legacy Way, as it will be buried and the building will be screened with landscaping. Also of note, the statutory right-of-way along the south-east parcel line creates a 6.95 metre setback from Mount Fee Road, further limiting the building envelope.

The third variance requested is a variance to the maximum height of retaining walls within the side yard setback area (southeast side of property) from 0.6 metres to 2.5 metres. The proposed rock stack wall is required to address an existing rock headwall and drainage ditch installed on the parcel during the subdivision phase of the Whistler Athletes Village / Cheakamus Crossing. The proposed 2.5 metre rock stack wall integrates the existing drainage infrastructure; relocating this infrastructure would require extensive blasting and would be prohibitively costly. The area around the wall will receive a landscaping treatment and the native vegetation in the existing ditch will be retained.

The requested variances are identified on the Appendix "C" – Variance Diagram.

Advisory Design Panel

This project was reviewed by the Advisory Design Panel (ADP) on July 19, 2017. The ADP supported the proposed variances and the overall design of the building. No substantive revisions to proposal were requested. The ADP meeting minutes of July 19, 2017 are attached as Appendix "D".

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 views and evoking a dynamic sense of place.	The proposal reflects the resort community's character, and that of the surrounding neighbourhood. The proposed design is an attractive building and features an energy efficient Passive House design.
	The built environment is safe and accessible for people of all abilities, anticipating and accommodating wellbeing needs and satisfying visitor experience.	Several of the units are designed to be accessible.
	Building design, construction and operation is characterized by efficiency, durability and flexibility for changing and long-term uses.	A green building checklist has been provided addressing this description of success.
	Residents live, work and play in relatively compact, mixed-use neighbourhoods that reflect Whistler's character and are close to appropriate green space, transit, trails, amenities and services.	The units are close to appropriate green space, transit, trails, amenities and services.
Resident Housing	Housing has been developed close to transit, pedestrian and bicycle routes, and amenities and services to reduce auto dependency.	The units are close to appropriate green space, transit, trails, amenities and services.
	Whistler has a sufficient quantity and appropriate mix of quality housing to meet the needs of diverse residents (Target: 75% of Whistler employees live in the resort community).	The units are WHA developed resident restricted and price controlled rental housing.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	n/a	

OTHER POLICY CONSIDERATIONS

Zoning and Parking Bylaw No. 303, 2015

The property is zoned RLW-1 (Residential Live Work One). The design proposed meets the regulations of the "Zoning and Parking Bylaw No. 303, 2015", with the exception of the following variances noted in bold in the table below:

Zoning Requirement	Standard	Proposed
Maximum gross floor area	1669 m ²	1666.64 m ²
Maximum height	18 m	15.82 m
Minimum no. of parking stalls	27	27
Minimum front setback	3 m	~16 m
Minimum rear setback	6 m	0 m (6.0 m variance)
Minimum side yard setback	4 m	3.0 metres (1.0 m variance)
Maximum height of retaining wall within setback	0.6 m	2.5 m (1.9 m variance)

Development Variance Permit Criteria

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

Potential Positive Impacts	Comment
Complements a particular streetscape or neighbourhood.	The proposed variances are consistent with the neighbourhood character. Other buildings in the neighbourhood have a variety of setback variances. The variances proposed for 1020 Legacy Way do not create a significantly different character than other buildings in the neighbourhood. Setbacks are consistent with other adjacent buildings along Legacy Way.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	Major earthworks are not required.
Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	There is limited disruption to existing landscaping.
Results in superior siting with respect to light access resulting in decreased energy requirements.	n/a
Results in superior siting with respect to privacy.	n/a
Enhances views from neighbouring buildings and sites.	n/a

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	n/a
Increases the appearance of building bulk from the street or surrounding neighbourhood.	n/a
Requires extensive site preparation.	n/a
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	n/a
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	n/a

Requires a height variance to facilitate gross floor area exclusion.	n/a
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	n/a

Official Community Plan (OCP)

The design proposed meets the policies of the Official Community Plan (OCP). This neighbourhood is not subject to development permit area guidelines.

Cheakamus Area Legacy Neighbourhood Design Guidelines

Council Policy G22 (Cheakamus Area Legacy Neighbourhood Design Guidelines) applies to the subject property:

Guideline	Comment
4.1 Architectural Concepts <ul style="list-style-type: none"> Building orientation and fenestrations will capitalize on views, access to sun, and landscape features. Designs will demonstrate resource and energy efficiency. 	Passive house design is proposed.
4.3.2 Mass and Scale <ul style="list-style-type: none"> Buildings should be a maximum of four stories in the Neighbourhood Centre. For large buildings, break the mass in to multiple volumes. Use variability in roof planes and forms to ease building masses. Use architectural features, detailing, materials, and textures to create visual interest at ground level. 	Proposed height is supported by the guidelines.
4.3.3 Roof Form and Materials <ul style="list-style-type: none"> Variety in roof height, form, and slope is encouraged. The roof ridgeline should not appear to be long and continuous as observed from pedestrian areas. Design roof shapes to direct snow shed away from pedestrian areas. Include wide overhangs. 	Roof height and form are similar to other buildings in the neighbourhood.
4.3.4 Base and Lower Wall <ul style="list-style-type: none"> Detailed design elements, patterns, and other special features at eye level are encouraged. 	The large recessed building entry provides ground level interest.
4.3.5 Building Facades <ul style="list-style-type: none"> Break the linear aspects of a building façade and enhance the human scale with steps in the building wall, balconies, fenestration, layering of materials and colours. Use extended and recessed balconies to add rhythm and texture to the façade. 	The large recessed building entry provides ground level interest. Materials and sun shades provide variety in the façade.
4.3.7 Entrances <ul style="list-style-type: none"> Building entrances should be well defined and weather protected. 	Entrance is well-defined and welcoming.

4.3.10 Materials <ul style="list-style-type: none"> Local stone, exposed concrete, engineered wood beams, and wood siding are supported. Hardie plank and metal siding are supported, but should be confined to the upper portions of the façade in the Neighbourhood Centre. 	Materials and sun shades provide variety in the façade.
4.3.11 Colour <ul style="list-style-type: none"> Colour selections are to be drawn from the natural environment. 	Colour selection appears to meet the guidelines.
4.3.13 Storage <ul style="list-style-type: none"> Each unit should have enough space to store summer and winter recreational gear. 	Storage is provided in each unit.
8.1 Neighbourhood Centre Buildings Summary <ul style="list-style-type: none"> Building Site E: The parcel may be used for 3-storey live-work townhomes, with living space on the top floors and flex space at ground level. 	The proposed design meets the Zoning Bylaw regulations.

Legal Encumbrances

The project complies with legal encumbrances on title.

BUDGET CONSIDERATIONS

The municipality's direct costs of processing and reviewing this application have been covered through the development permit application fees.

COMMUNITY ENGAGEMENT AND CONSULTATION

An information sign has been posted on the property as per development permit application requirements. A number of public comments have been received, notably that the natural rock headwall on the southeast side of property associated with the drainage infrastructure should be retained for aesthetic reasons. The rock headwall will be reinforced with a rock stack retaining wall and planted with a variety of species to enhance the area. Another concern raised was snow dumping in the neighbourhood. All snow will be retained on the property.

SUMMARY

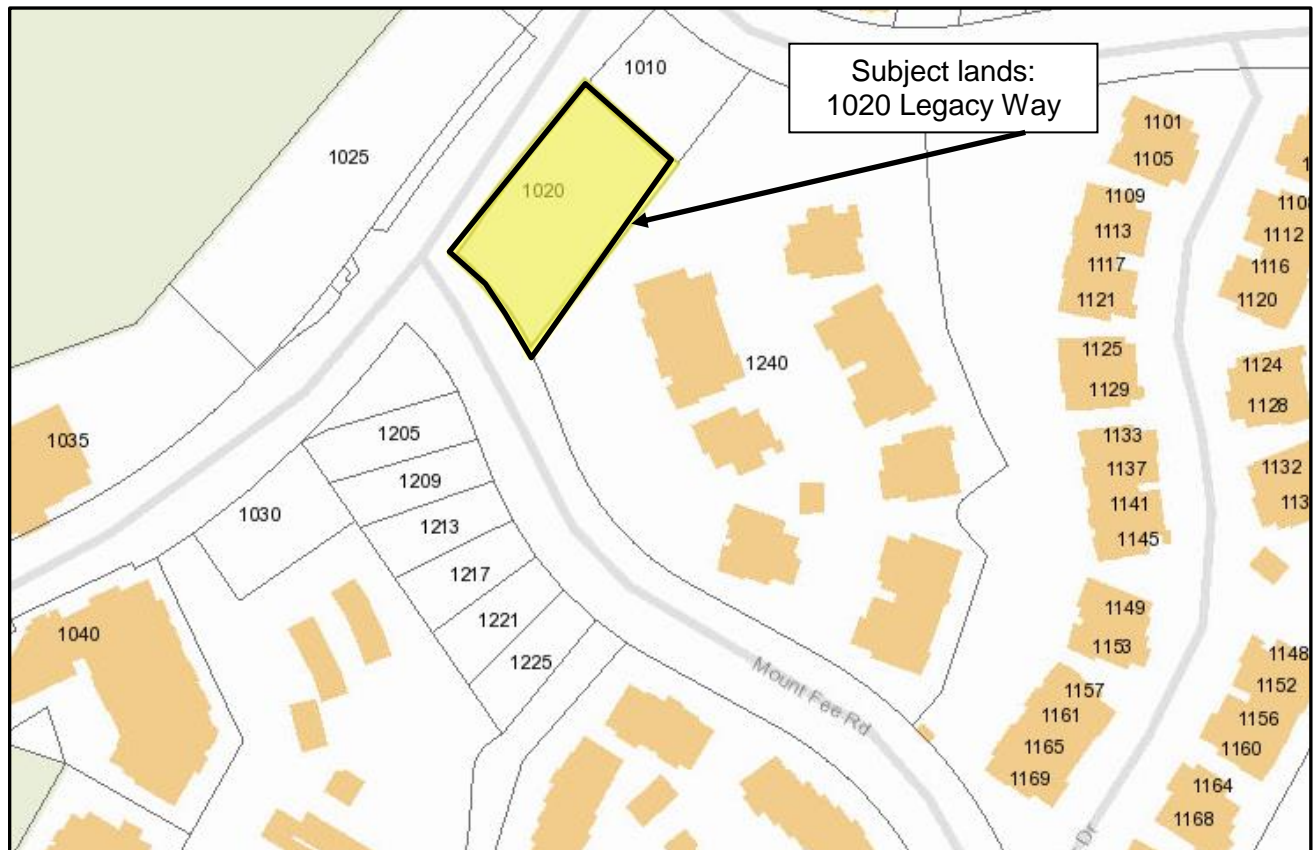
This Report seeks Council's consideration of building setback and retaining wall variances to "Zoning and Parking Bylaw No. 303, 2015" to accommodate a Whistler Housing Authority 22-unit rental apartment building in the Cheakamus neighbourhood.

Respectfully submitted,

Amica Antonelli
PLANNER
for
Mike Kirkegaard

ACTING GENERAL MANAGER OF RESORT EXPERIENCE

LOCATION MAP





WHA PASSIVE HOUSE EMPLOYEE APARTMENTS 1020 Legacy Way, Whistler, BC

Advisory Design Panel
July 19, 2017



PREPARED BY



DESIGN RATIONALE

APPLICABLE POLICIES

RMoW Zoning and Parking Bylaw No. 303, 2015
 Cheakamus Area Legacy Neighbourhood (Athletes Village) Design Guidelines, Policy Number G-22 (April 16, 2007)
 Flood Covenant, Section 219 Covenant
 Council Policy G-23 Green Building
 Geotechnical Design, Section 219 Covenant
 District Energy System Connection Section 219 Covenant
 LFG Mitigation, Section 219 Covenant
 Environmental Protection Section 219 Covenant
 Storm Water Drainage Statutory Right-of-Way and Easement
 Storm Sewer Alignment

INTENT

The development consists of one apartment building with 20 units over a single level of underground parking built and certified to Passive House standards. There is a mix of 1 bed, 2 bed and 3 bed rental units with a common laundry area. The proposed gross floor area is 17,859 sq.ft. (1,659 m²) achieving a FSR of 1.14. Parking includes 27 surface and underground vehicle spaces. In-suite bicycle storage is provided in each unit.



WHA PASSIVE HOUSE EMPLOYEE APARTMENTS

NEIGHBOURHOOD CONTEXT

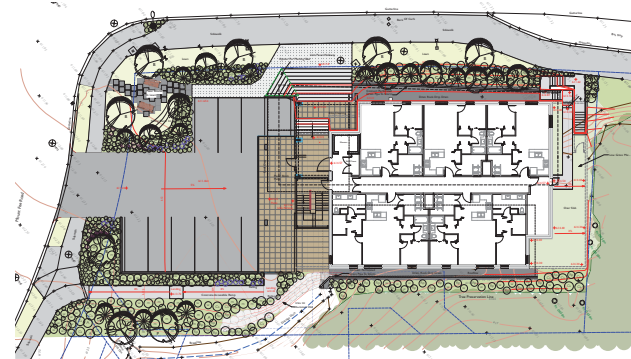
The site is located on the west corner of Legacy Way and Mt Fee Road and is currently an empty lot zoned for apartments for employee housing. The site is located within the Cheakamus Neighbourhood, and is encouraged to incorporate a bike friendly community for the residents. Directly across the street on Legacy Way is another apartment building (The Podium), to the north-east of the site is a forested park and to the south-east are duplex developments retained high above. Numerous other multi-family developments were built in the neighbourhood to house athletes for the 2010 Winter Olympics and Paralympics and now house many local employees in resident restricted housing. This development will contribute more units to Whistler's resident restricted housing inventory.



SITE PLAN

The site is located at the corner facing two streets. The topography is relatively level along both Legacy Way and slopes up on Mt Fee Road from Legacy Way. However, there is a cliff edge along the two adjacent sites providing significant shading at the east corner of the site.

The buildings are oriented parallel to Legacy Way, providing a strong urban presence along the edge, while including a semi-public, informal courtyard space at the corner for residents and visitors. The orientation of the entry lobby allows for the building to open up, seamlessly connecting the interior lobby and exterior courtyard.





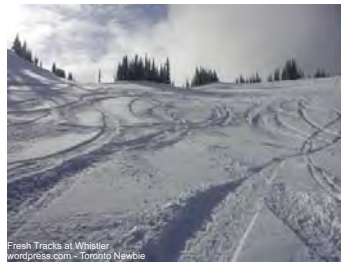
SCALE & MASSING

The massing of the building was important in establishing the overall scale of the development within the neighbourhood while maintaining compactness to achieve Passive House standards. The development has been divided into smaller masses to create opportunities for openness, scale and proportion. Along Legacy Way, the 4 storey high façade provides an urban street front, with a 2 storey element contributing to a calmer, residential scale to the sidewalk. Along Mt Fee Road, building masses are broken further to define space and scale of the lobby, exterior staircase and residential units. At the west corner, a 2 storey high exterior lobby frames and animates the building and site's corner location, leading to an welcoming corner courtyard.

FORM & CHARACTER

The building's form and character is designed with the influence through the activities of the occupants of winter and summer sports, while staying within the Cheakamus Neighbourhood Design Guidelines. The overall form and character was influenced by the activities relevant to the area and reflected into the building's geometry and contrasting colours. In addition, tight constraints to building siting and poor solar orientation would lead to substantial overheating without exterior, operable shading devices. This also creates an opportunity for a novel and interesting feature on the building's façade.

The simple, rectilinear massing of the building responds to the Passive House building requirements as well as to the relatively level grade along Legacy Way and creates a clean, uncluttered roof line. The roof design also creates the opportunity for the location of future photovoltaic panels, thereby furthering the energy efficiency and innovation of the project. The building is clad mostly in white, cementitious panels and grey, exterior, sliding shades. The lightness of the colours and small scale of the details reduce the heavy appearance large buildings tend to produce.



The simplicity of the overall appearance leaves room for a unique breakdown at the lower, human scale. Even though the roof line is uniform at the top, adding roof lines at the 3rd floor, contrasting colours and using wood contributes to providing a calmer front façade. The play of angles, geometries and colours at the lower floors provide a fun and warm space to welcome residents and visitors, to gather and contribute to the strong sense of neighbourhood already present in Cheakamus Crossing.



CHEAKAMUS AREA LEGACY NEIGHBOURHOOD DESIGN GUIDELINES Contribute to Cheakamus Crossing Identity

• 4.3.2 Mass and Scale

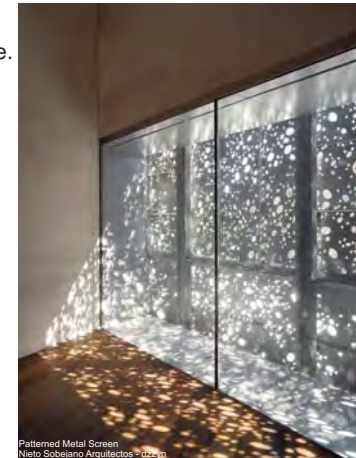
See 'scale and massing' provided above.

• 4.3.3 Roof Form and Materials

See 'form & character' provided above.

• 4.3.5 Building Facades

See 'form & character' provided above.





DESIGN RATIONALE

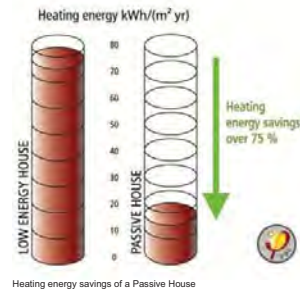
PEDESTRIAN ACCESS & OUTDOOR OPEN SPACE

With the focus of designing to active residents with bicycles and young families with strollers, there is an emphasis on better pedestrian access and maximizing on outdoor open space. The building incorporates an outdoor bike wash, wider corridors and a wider open staircase leading to each unit's in-suite bike storage. Providing a balance between parking and usable open space was challenging. With the space required for parking stalls and key underground services, the structure was sited as far north-east to create usable open space at the corner of the site. The corner courtyard is proposed to be an informal, semi-public space for meet ups or short-term gatherings since a large park and public open space is within walking distance.



SUSTAINABILITY

The Whistler Housing Authority proposes to develop an employee housing apartment project committed to a socially and environmentally sensitive development contributing towards a liveable, sustainable and vibrant urban experience. The project is targeted to meet or exceed the Resort Municipality of Whistler's sustainability requirements for wood frame low rise developments and will be targeting the Passive House Certification requirement. In addition, the project will provide at least rough-in to support future photovoltaic panels situated on the roof for additional energy efficiency and sustainability.



WHA PASSIVE HOUSE EMPLOYEE APARTMENTS

DEVELOPMENT CONTRIBUTION & AFFORDABILITY STATEMENT

The development proposal consists of 20 apartment units, which 100% will be rental units provided through and owned by the Whistler Housing Authority. The units will range from 617.56 SF to 1,084.32 SF designated for one, two and three bedroom units. In addition, 2 of the homes will be adaptable one bedroom units. The majority of the units are one bedrooms designated for individuals or couples. The two and three bedroom units will be target rental housing for locally employed families.

The proposed development will add to the existing employee restricted housing stock in the Cheakamus Neighbourhood, but will be the first multi-family Passive House building along the sea-to-sky corridor. With the benefit of buildings built to the Passive House standard, this building will have an extremely low life cycle cost for heating, cooling and overall electricity. In return, the WHA will be able to maintain the building at a lower cost. This will translate to lower rent costs for the local employees.

The subject site is located approximately a 15 minute bus away from Whistler Village. Ample parking is also provided on the site as finding parking in the Cheakamus Neighbourhood is currently challenging. In conjunction to local transit and vehicular options, the proposed development will provide ample in-suite bike storage space for the buildings' occupants choosing to commute by bicycle in lieu of a car.



ADDITIONAL RESPONSE ITEMS TO THE RMOW PLANNING DEPARTMENT

- Consider breaking up the roofline at the front of the building

The decision to keep the roofline continuous is driven by Passive House building requirements for a compact, simple and linear form, and for the potential to incorporate photovoltaic panels in the future. To reduce the appearance of a large, heavy building, smaller masses were provided at the ground level, which would be the first overhangs to be perceived. Being the first multi-unit Passive House Certified project in Whistler, a simple roof form provides both economic advantages and future flexibility for the WHA. A similar example of a large, Whistler, passive house building is the Lost Lake Passive House, which follows the concept a simple building form and roof line.



- It would be preferable for the units to have decks. Do the neighbouring apartment buildings have decks?

Neither of the WHA rental buildings in Cheakamus Crossing have decks, due to budget considerations. Decks cost more to build and to maintain, however ground floor patios are designed for the lower floor, and the use of the outdoor patio is encouraged. It was also a specific request from the Whistler Housing Authority to not provide full decks. However, Juliet balconies are provided at all residential unit windows.

- Putting the laundry in the basement seems awkward, particularly for the accessible units. Consider putting the bike storage in the basement and the laundry in the units

The WHA rental buildings in Cheakamus Crossing also have common laundry units and were specifically requested for this project. The laundry in the basement is more cost effective and easier to maintain over the long term.

Putting the bike storage inside the unit is a conscience decision to recognize and accommodate the gear intensive lifestyle of the occupants. Also, in-suite bike storage acknowledges and helps prevent damage to the interior living spaces of the units, which is where the expensive bikes will end up and never in an underground parkade.

- Additional details are needed to complete the assessment of the design (height calculations, site plan, landscape plan, complete material list, etc.)

Additional details provided in the package.



NEIGHBOURHOOD CONTEXT



WHA PASSIVE HOUSE EMPLOYEE APARTMENTS





1



2



KEY PLAN



3



4



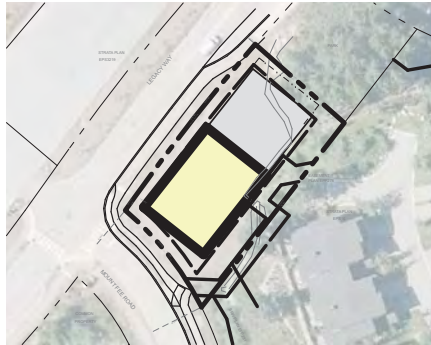
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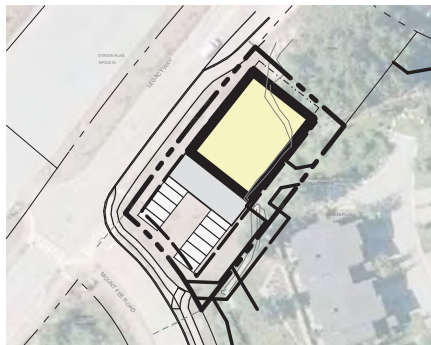


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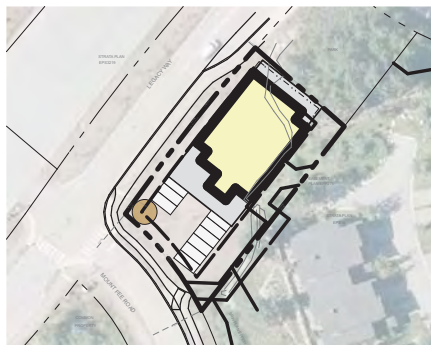
CORNER BUILDING

Benefits: Prominent corner building, reduce impact from topography
Disadvantages: Largest suspended slab footprint, harsh building to trail condition, regrading required at rock edge, poor solar orientation leading to reduced winter solar gain and increased summer solar gain.



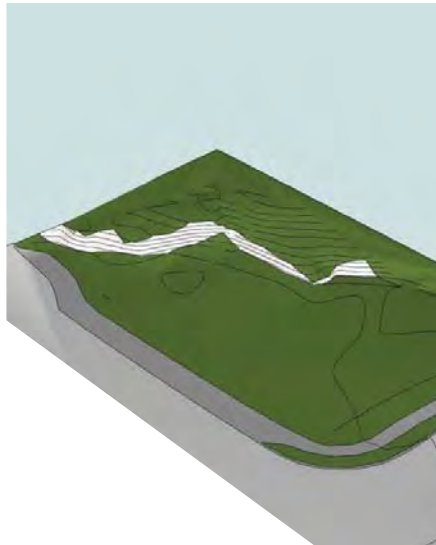
PULLED BACK BUILDING

Benefits: Openness at corner, reduce suspended slab footprint
Disadvantages: Parking lot appearance at corner, regrading required at rock edge, poor solar orientation leading to reduced winter solar gain and increased summer solar gain..

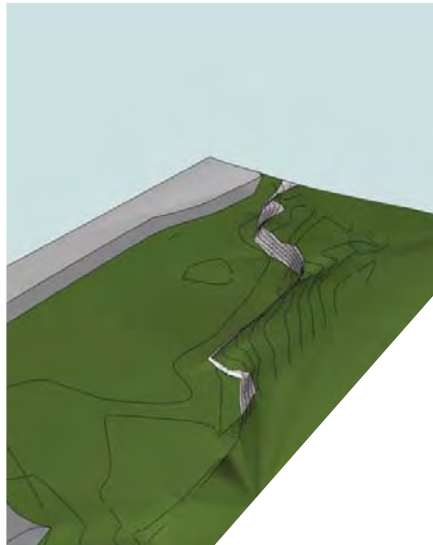


RELAXED CORNER BUILDING AND LANDSCAPE

Benefits: Openness at corner, reduce parking lot appearance at corner, courtyard at corner by trail and street intersection.
Disadvantages: Further regrading required at rock edge, poor solar orientation leading to reduced winter solar gain and increased summer solar gain..



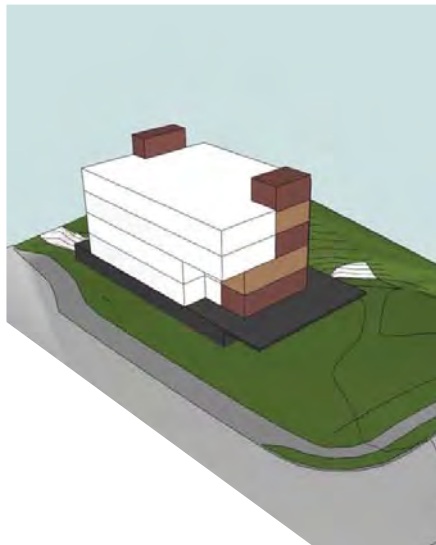
3D EXISTING TOPO - WEST VIEW



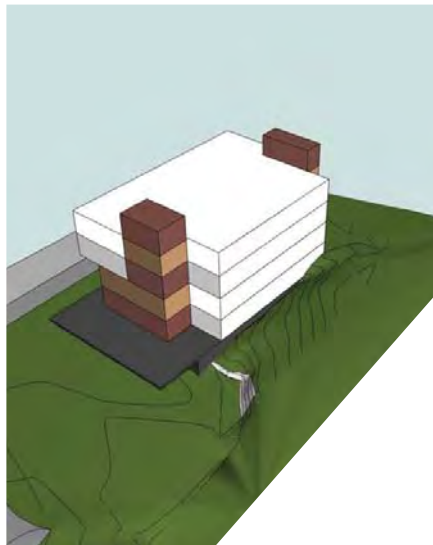
3D EXISTING TOPO - SOUTH VIEW

TOPOGRAPHY

The corner site allows for an urban frontage of the building, but the harsh cliff edge topography encroaching on site poses additional challenges.



3D MASSING - WEST VIEW



3D MASSING - SOUTH VIEW

MASSING

Compact, four-storey residential allows for maximizing open space and is the optimal form to meet Passive House requirements. Massing elements for vertical circulations allows for a clean transition from the urban front of Legacy Way to the rear facade facing adjacent duplexes.



LOCAL PASSIVE HOUSE PROJECTS

WHA PASSIVE HOUSE EMPLOYEE APARTMENTS



Cheakamus Crossing Passive House



Lost Lake Passive House



Alta Lake Passive House



Rainbow Complex Passive House



EXTERIOR PANELIZED SHADING DEVICES AND PATTERNS

With restrictions to solar orientation, exterior shading devices are required for the majority of the building windows. Even though the main purpose of exterior panel shades are to block out low angle sun light, the panels and patterns can be quite beautiful. There is an unlimited number of patterns and shapes that can be formed.







Paver blocks in lawn



Landscaped walkway at the Cheakamus Crossing Neighbourhood



Patio wall dividing public and private at the Cheakamus Crossing Neighbourhood



Plant combinations at the Cheakamus Crossing Neighbourhood

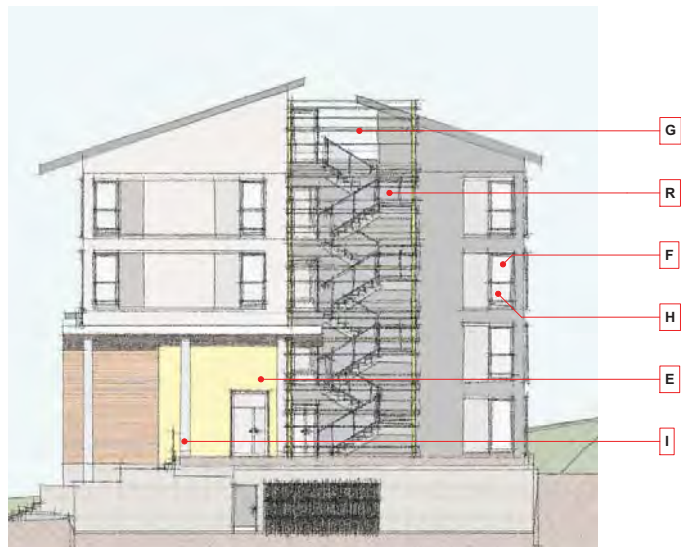


Patio wall dividing public and private at the Cheakamus Crossing Neighbourhood



MATERIALS

WHA PASSIVE HOUSE EMPLOYEE APARTMENTS



MATERIAL & COLOUR LEGEND

	Colour	Manufacturer	Colour to match... Reference No.	Elements
● A	Gray	Roofing	Black	Asphalt Shingle
● B	White	HardiePanel Siding ColorPlus Smooth texture on Easy Trim	Arctic White Easy Trim colour to match	Exterior walls
● C	Gray	HardiePanel Siding ColorPlus Smooth texture on Easy Trim	Night Gray Easy Trim colour to match	Exterior walls
● D	Dark Gray	HardiePanel Siding ColorPlus Smooth texture on Easy Trim	Iron Grey	Exterior walls @ lower units facing Legacy Way
● E	Orange	Metal Composite Panel	Orange	Exterior walls @ exterior lobby
● F	White	Euroline Windows Inc.	EuroFoil Collection - White	4700-Series Thermalplus PHC™ Tilt & Turn PH certified, RAU-FIPRO, Triple glazed windows & doors
● G	Orange	Curtain Wall	Orange	Curtain Wall
● H	Black	Railings	to match 'K' HardieTrim Boards	Pre-finished Aluminum Railing c/w Frosted Safety Glass
● I	Gray	HardiePanel Siding ColorPlus Smooth texture on Easy Trim	Pearl Gray Easy Trim colour to match	Exterior cladding column at entry
● J	Black	Makin Metals Ltd.	PVDF Matte Black	Pre-finished steel flashings
● K	Cedar	Cedar plank soffit	Cedar	Roof overhangs & balconies soffit
● L	Charcoal	HardieTrim Boards ColorPlus Smooth	Iron Grey	Window recesses, Balcony & Roof Fascias
● M	Gray	Techcrete	to match 'P' Gray	Exterior insulation at grade
● N	Gray	Architectural concrete	Gray	Exposed concrete
● O	Light Gray	Aluminum Exterior Sun Shades	Light Gray	Sliding Exterior Shades
● P	Gray	Aluminum Exterior Sun Shades	Gray	Sliding Exterior Shades
● Q	Cedar	Cedar	Cedar	Sliding Exterior Shades
● R	Cedar	Cedar	Cedar	Exterior Slates @ Curtain Wall





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[ARCHITECT SCALE]

[CLIENT]

WHISTLER HOUSING
AUTHORITY

[PROJECT]

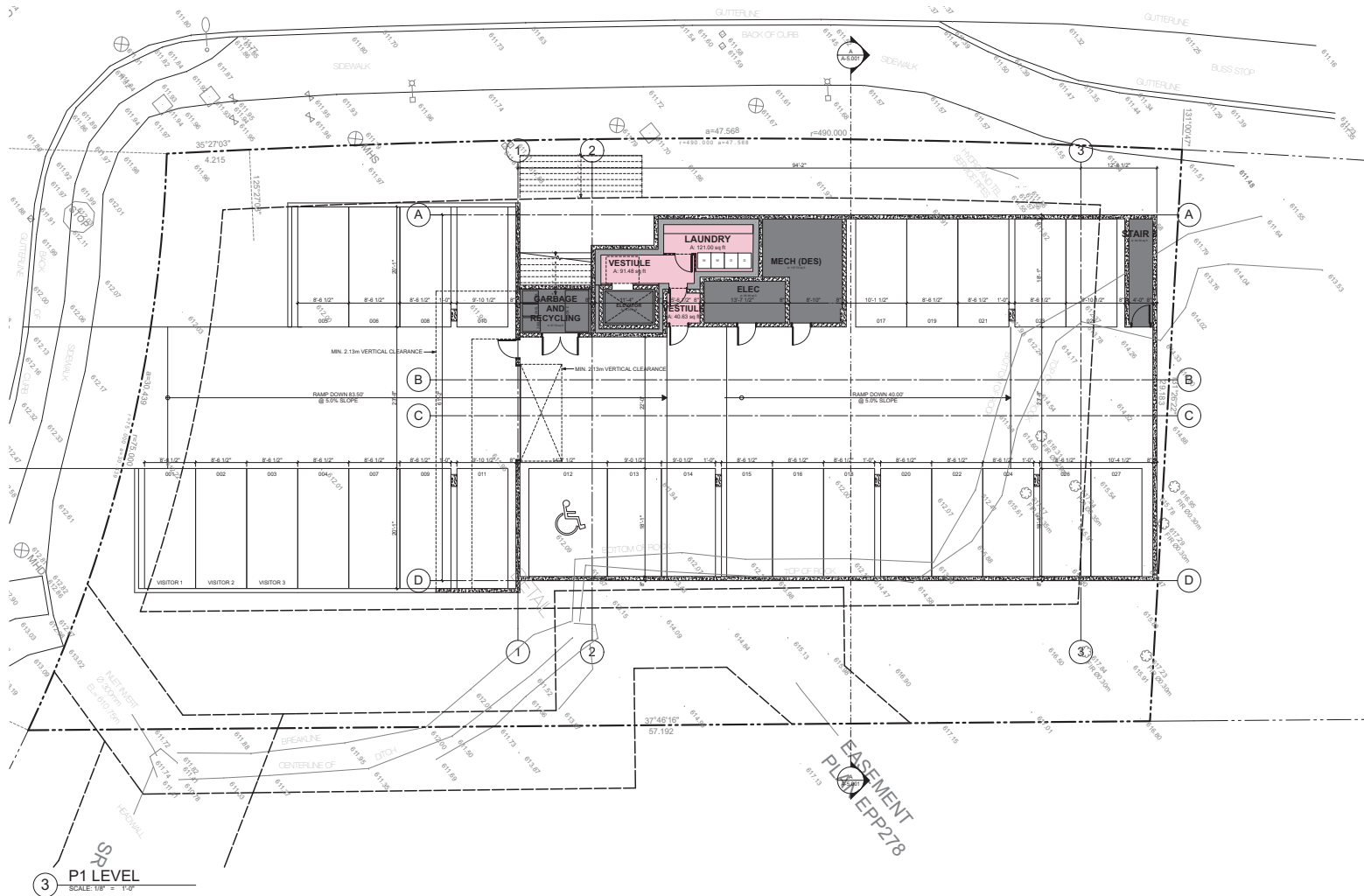
WHA PASSIVE HOUSE
EMPLOYEE
APARTMENTS
1030 LEGACY WAY
WHISTLER, BC

[TITLE]

PARKADE PLAN

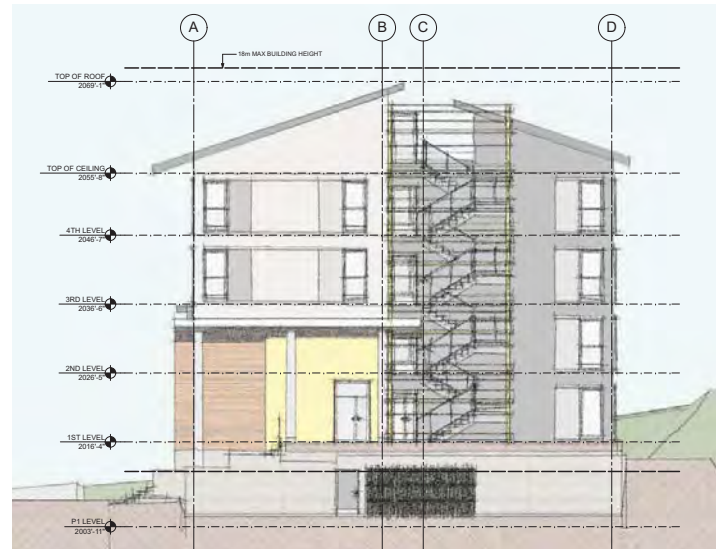
17409 [PROJECT]
1/8" = 1'-0" [SCALE]
JULY 12, 2017 [DATE]
3 - ADP SUBMISSION [PAGES]
[DRAWING]

A-2.000





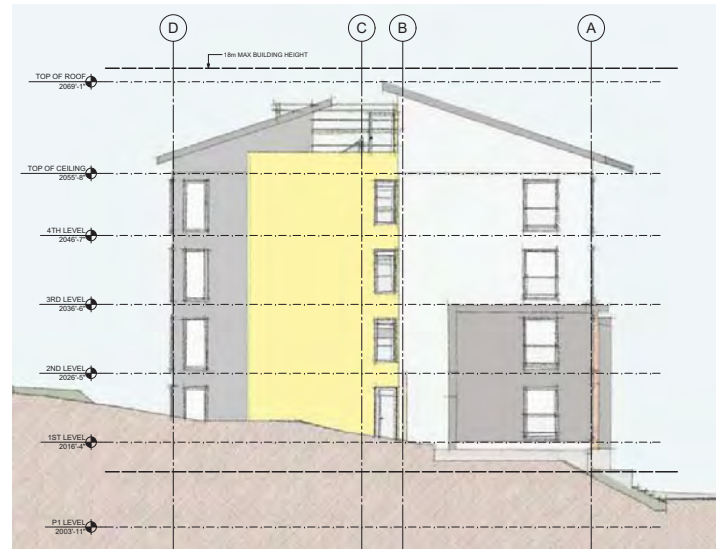
① NORTH-WEST ELEVATION
SCALE: 1/8" = 1'-0"



② SOUTH-WEST ELEVATION
SCALE: 1/8" = 1'-0"



③ SOUTH-EAST ELEVATION
SCALE: 1/8" = 1'-0"



④ NORTH-EAST ELEVATION
SCALE: 1/8" = 1'-0"



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(PROJECT)
WHA PASSIVE HOUSE
EMPLOYEE
APARTMENTS
1020 LEGACY WAY
WHISTLER, BC

(TITLE)

RENDERED
ELEVATIONS

17409 (PROJECT)

1/8" = 1'-0" (SCALE)

JULY 12, 2017 (DATE)

3 - ADP SUBMISSION (QUANTITY)

(DRAWING)

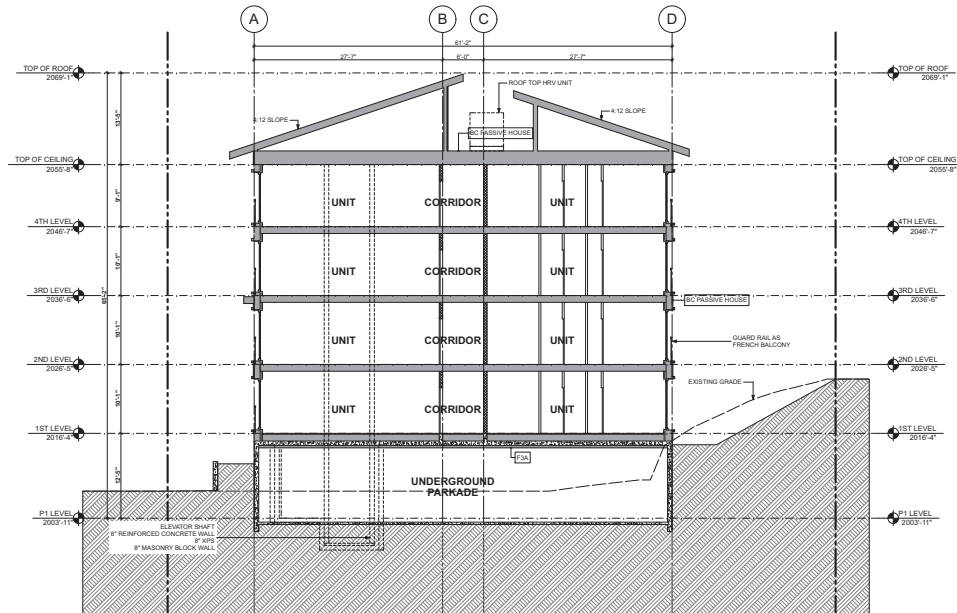
A-4.001



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A SECTION A-A
SCALE: 1/8" = 1'-0"

[CLIENT]

**WHISTLER HOUSING
AUTHORITY**

**WHA PASSIVE HOUSE
EMPLOYEE
APARTMENTS**
1020 LEGACY WAY
WHISTLER, BC

[TITLE]

SECTION A-A

17409 [PROJECT]

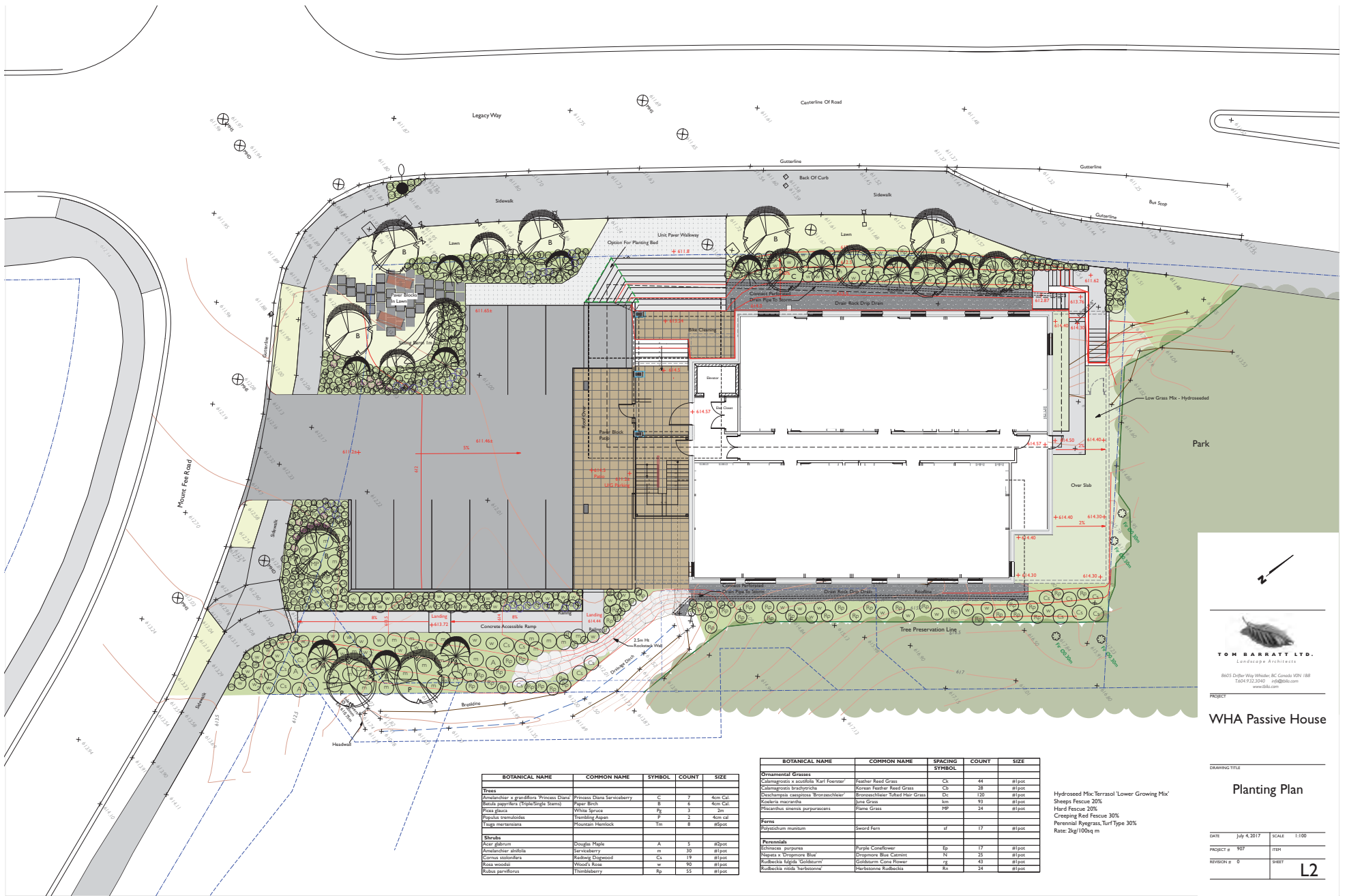
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JULY 12, 2017 [DATE]

3 - ADP SUBMISSION [PAGES]

[DRAWING]

A-5.001



BOTANICAL NAME	COMMON NAME	SYMBOL	COUNT	SIZE
Trees				
<i>Amelanchier x grandiflora</i> Princess Diana	Princess Diana Serviceberry	C	7	40m Cal.
<i>Betula papyrifera</i> (Triple Single Stem)	Paper Birch	B	6	40m Cal.
<i>Prunella sp.</i>	White Spruce	W	3	30m
<i>Prunella sp.</i>	Freemont Aspen	F	2	40m Cal.
<i>Taxus canadensis</i>	Mountain Hemlock	Tm	8	80post
Shrubs				
<i>Rosa glauca</i>	Craggy Maple	A	5	80post
<i>Amelanchier alnifolia</i>	Serviceberry	m	30	80post
<i>Cornus scabrifolia</i>	Redwing Dogwood	Ca	19	80post
<i>Rosa rugosa</i>	Wood Rose	w	50	80post
<i>Rubus parviflorus</i>	Thimbleberry	Rp	55	80post

BOTANICAL NAME	COMMON NAME	SPACING SYMBOL	COUNT	SIZE
Ornamental Grasses				
<i>Calamagrostis x acutifolia</i> Karl Foerster	Feather Reed Grass	CS	44	80post
<i>Calamagrostis canedule</i>	Common Feather Reed Grass	CS	38	80post
<i>Deschampsia cespitosa</i> Bronzschnecke	Bronzschnecke Tufted Hair Grass	DS	120	80post
<i>Knautia macrantha</i>	June Grass	kn	93	80post
<i>Panicum virgatum</i>	Flame Grass	PN	24	80post
Ferns				
<i>Polystichum munsonii</i>	Sword Fern	sf	17	80post
Perennials				
<i>Echinacea purpurea</i>	Purple Coneflower	Ep	17	80post
<i>Hebe x exoniensis</i> Blue	Exoniensis Blue Camellia	He	52	80post
<i>Rudbeckia hirta</i> Goldstraw	Goldstraw Core Flower	RS	43	80post
<i>Rudbeckia hirta</i> var. <i>herbstana</i>	Herbstana Rudbeckia	Rh	24	80post

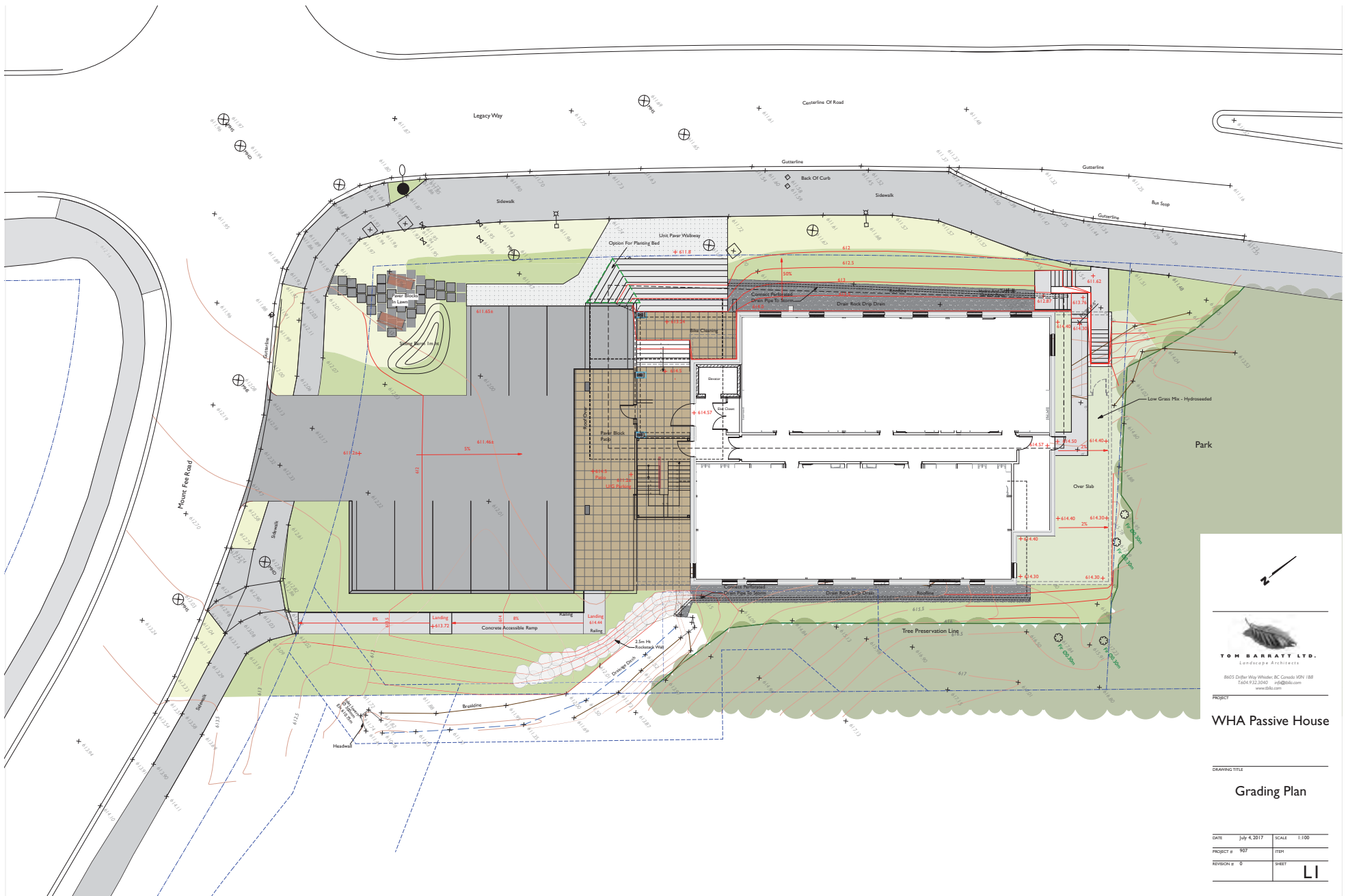
Hydroseeded Mix: Terrasol Lower Growing Mix
Sheeps Fescue 20%
Hard Fescue 20%
Creeping Red Fescue 30%
Perennial Ryegrass, Turf Type 30%
Rate: 2kg/100sq m



WHA Passive House

Planting Plan

DATE	July 4, 2017	SCALE	1:100
PROJECT #	907	ITEM	
REVISION #	0	SHEET	L2



TOM BARRATT LTD.
Landscape Architects

8803 Driller Way, Whistler, BC Canada V8N 1B8
Tel: 604.932.3000 | info@tbb.com
www.tbb.com

PROJECT: WHA Passive House

DRAWING TITLE: Grading Plan

DATE	July 4, 2017	SCALE	1:100
PROJECT #	907	ITEM	
REVISION #	0	SHEET	LI

1020 Legacy Way
 1st review
 File No. 7111.01
 12:30 – 1:30 p.m.

PRESENTATIONS

The applicant team of Duane Siegrist, Integra Architect Inc; Tom Barratt, Tom Barratt Ltd; Matheo Durfeld, BC Passive House; Kyle Moen, BC Passive House; Marla Zucht, Whistler Housing Authority entered the meeting at 12:35 p.m.

Amica Antonelli, Planner, RMOW introduced the proposed 20 unit apartment building in the Cheakamus neighborhood in the RLW1 zone. Staff advised that the proposal will need a building setback variance on the park side and on the Legacy Way side, and some retaining wall variances.

Duane Siegrist advised on the following.

1. This is one of the remaining development sites within the legacy neighbourhood and has been turned over to the WHA.
2. This site is south of Legacy Way on the corner of Mount Fee Road. The area has some prominence and urbanism along Legacy Way and we wanted to respond to the characteristic that has been set out in this area.
3. This is a small site which slopes up on one side.
4. Access is required to be off Mount Fee Road.
5. The building is tucked against the rock outcrop to create a relaxed corner at the street intersection.
6. The relaxed corner will allow people to gather, meet and greet and give proper access off the street.
7. The idea of a Passive House is not just about insulation and energy consumption. It is also about the mechanical design system, the longevity of that system and creating a lot more detail to the building beyond the typical blank wall.
8. A few ways we attempt to address the design challenges of a Passive House is by promoting outdoor use, open corner and making the area more animated and playful. Promote outdoor use of the stairs facing the plaza allowing people to gather.
9. The addition of a bike wash area to respond to the needs of the residents. Along with bike access to the large outdoor plaza area.
10. Materials will include hardi system. Steel structure and frame, wood columns and steel structure for stairs suspended away from building envelope.

Panel offers the following comments.

Site Context and Landscaping

1. The building setback from Legacy Way is consistent with the existing Legacy Way streetscape and it was felt that if the building was pulled back further it would not look very useable.
2. Panel supports mirroring the planting in the area with the use of perennials, grass and native plants.
3. Panel suggests increasing the permeability of the hard surfaces in the parking lot.

Form and Character

1. The location of the building on the corner creates public space and animates the area.
2. Panel is supportive of the in room storage and open stair case. The open staircase offers potential for architectural expression, but additional detail refinement is suggested.
3. A panel member remarked that adding balconies would enhance the project, but understands the budget constraints.

Materials, Colours and Details

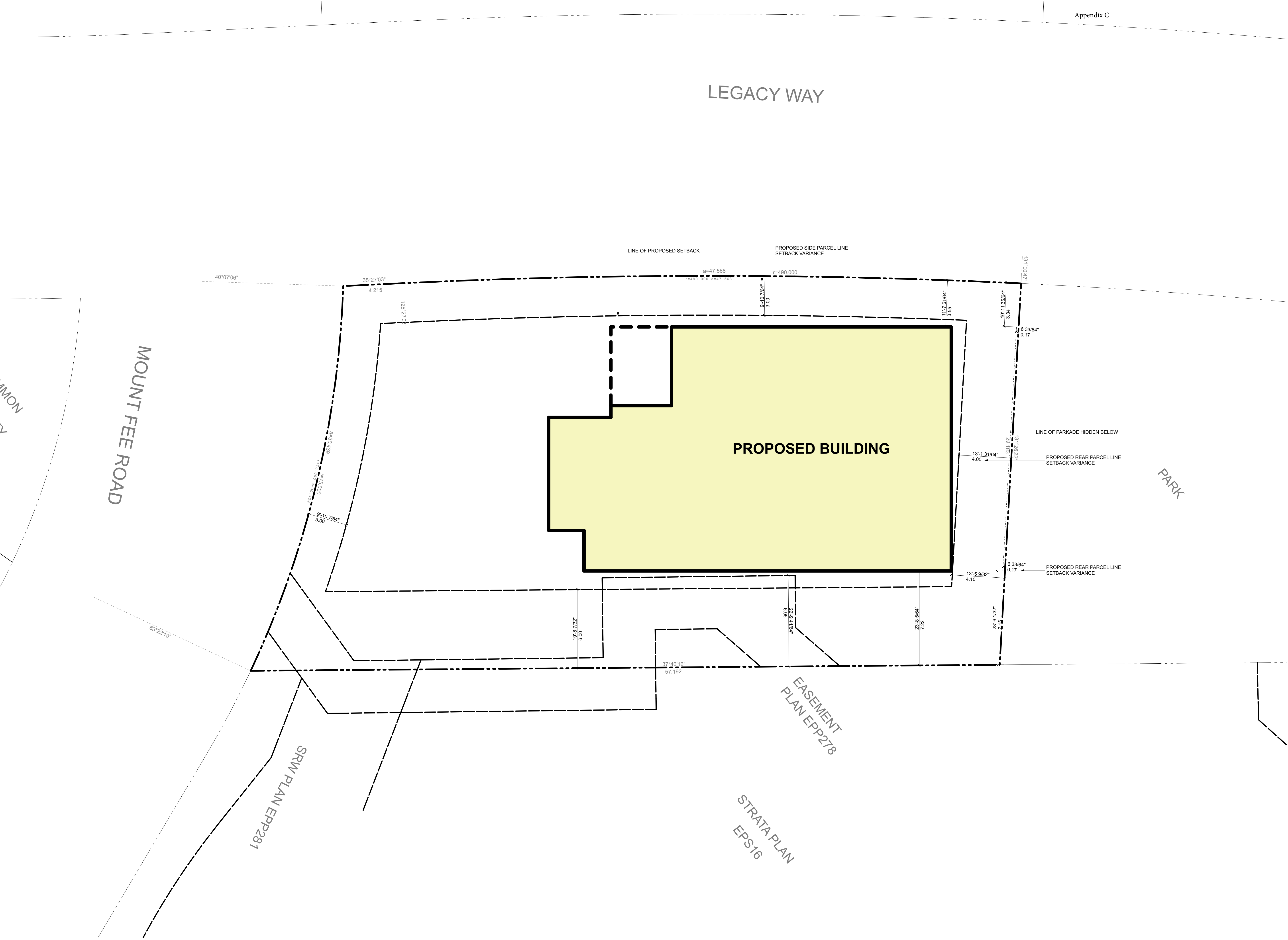
1. Panel commented that the hardi finishes is not typically well detailed and perhaps applicant should add more detailing with hardi panel.
2. Panel felt that there was too much concrete on the lower level and Perhaps the applicant can pay attention to these details.
3. Panel supports the use of art in the design.

Moved by Ryley Thiessen
Seconded by Tony Kloepper

That the Advisory Design Panel supports the project as presented and is confident that staff can continue to work with applicant for further refinement. Panel does not need to see this project return for further review.

CARRIED

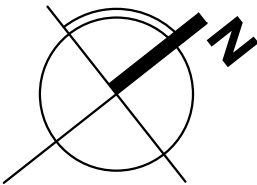
The applicant team left the meeting at 1:20 p.m.



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[ARCHITECT SEAL]

[CLIENT]

WHISTLER HOUSING
AUTHORITY

[PROJECT]

WHA PASSIVE HOUSE
EMPLOYEE
APARTMENTS
1020 LEGACY WAY
WHISTLER, BC

[TITLE]

VARIANCE DIAGRAM

17409 [PROJECT]

3/32" = 1'-0" [SCALE]

SEPTEMBER 14, 2017 [DATE]

4 - DVP APPLICATION [ISSUE]

[DRAWING]

Appendix E

From: Amica Antonelli
Sent: 04 October 2017 13:21:05
To: [REDACTED]
Subject: RE: DVPA # DVP 1145

Cheryl,

Project information can be viewed through the following links:

<https://business.whistler.ca/tempestprod/ourcity/Prospero/FileDownload.aspx?fileId=30048C171004124844390000&folderId=24206C170919152607900000> - plans

<https://business.whistler.ca/tempestprod/ourcity/Prospero/Details.aspx?folderNumber=DVP01145> - project description

If you have any comments for Council to consider regarding DVP 1145, please submit them in writing prior to their meeting on October 17, 2017. If you have any questions for me, or would like to book a time for a phone call, please let me know.

Regarding your questions, please see the starred (***) text below:

1. The Rockstack wall (variance application to increase height from 0.6m to 2.5m): Is this rockstack wall to be placed adjacent to the existing head wall, or is the intention that the existing headwall will be removed and replaced by this rockstack wall? -the current head wall provides an attractive and natural look and feel to the area, so I don't want it to be replaced or hidden from view.

***The rockstack wall is to be placed adjacent to the existing head wall and will not replace the headwall. The purpose of the rockstack wall is to maintain the storm drain system at the site in its existing condition.

2. Side parcel Setback from Legacy Way to be reduced from 4.0 to 3.0m: I have not yet done a walk by to assess the impact, but I don't believe this is a concern

3. Rear parcel line setback (north side of property) from 6.0 to 4.0 for floors 1-4 & 0 setback for underground parkade:

I have questions and concerns about this:

-there is no true 'north' side on the plan; is this the northeast side (i.e. Opposite the side facing Mt Fee Rd)?

***Correct, North-East side opposite Mt Fee Rd.

-Is the 'roof' of the underground package at grade, below grade, or above grade? Where is the entrance to that parkade? Is it possible to get a drawing that shows the parkade entrance and site grading at that level?

***The 'roof' of the underground parkade is currently below grade as defined by the BCBC 2012. The entrance of the parkade is off Mt Fee Rd. A grading plan was provided with the DVP application.

-I see something on that side of the building labeled 'overslab.' Does this mean we will be looking down from our property at a slab of concrete, or will there be soil and landscaping over this area?

***Soil and landscaping will be over this area so the slab will not be exposed.

4. On the larger drawing, the adjacent property, 1010 Legacy Way is labeled 'park.' Has this property been officially designated as parkland? If so, is the intent to leave it in it's natural state, or to develop it as a park? Having green space in our neighborhood is very desirable, especially if left in a natural state with the existing rocks & trees.

***1010 Legacy Way is zoned for park and playground use. It will likely be developed as a park in the future, but I do not have any specific plans available to me.

5. The side of the property where the rockstack wall is proposed, along Mt Fee Road, is adjacent to the swale at the bottom of our strata property. Will this new development be placing a fence on the property line on that side of the property? There has been a concern about others using this area to dump winter snow into when plowing, or to use it for overflow parking in summer, both of which are undesirable and also impact the drainage of the swale, so we'd prefer that this development be responsible for placing a fence, so it's clear to their residents that the swale is not to be used as such.

***There is no intention to place a fence along the property line in this vicinity. The WHA will be responsible for removing and maintaining snow clearance on the property and will not place snow in the area of the swale or permit parking there. There will be substantial landscaping above the swale to the building.

Regards,

Amica Antonelli
RESORT MUNICIPALITY OF WHISTLER
TEL: 604-935-8178

Shelley,

I am a resident in Cheakamus Crossing and would like to make a short presentation to a Regular Council Meeting next week, October 17.

I note the request to present parameters for people appears to have been modified? I am complying with what I read the previous week regarding making a submission by Noon on the Wednesday prior to a meeting. The subject that I wish to discuss (DVP 1145) was communicated by the RMOW to residents at Cheakamus Crossing on/about September 28. Please consider this communication to the Municipal Clerk through area for the upcoming meeting.

My name is Don Poirier and I am a resident at 1240 Mt Fee Road, Unit #5, Whistler. I can be contacted at telephone number [REDACTED] and through email at [REDACTED] I would like to briefly address a number of points for the Development Variance Permit Application DVP 1145 as a resident and Strata Council Member for River Bend.

The following is a summary of my comments and a PowerPoint presentation is included to help convey these points:

I live in one of the twenty townhomes in the River Bend complex at Cheakamus Crossing and a resident since 2012.

I largely support the planned development and believe that the design is attractive for residents of the community. What struck many residents by surprise is the height of the building especially given River Bend is the closest structure to the development. There is a significant visual impact to River Bend and there has been no consideration of this in the provided materials. Furthermore, I'd ask why the rear parcel setback is so minimal on the DVP 1145 Application; this also impacts us. I expect that several of the larger fir trees in the adjacent park could be impacted by the excavation and ask that there be an agreed plan to replant if the condition of those trees is impacted. Lastly, I don't have a satisfactory answer regarding a catchment of snow for the complex. Mitigation of several of these issues could be resolved by engaging with River Bend residents, moreover; an undertaking by the Municipality to place a buffer of new coniferous trees near the side parcel setback facing the River Bend complex.

Respectfully submitted,

Don Poirier

WHA Passive House Development

Presentation to Council For the Resort Municipality of Whistler

October 17, 2017

Don Poirier
River Bend Resident & Strata Council



Who We Are

River Bend consists of 20 Townhome units

- Includes 10 full-time residents & 10 part-time/weekend users
- One street/cul de sac overlooking the Hostel and Bayley Park to the south
- Cohesive, caring and helpful attributes to the neighbourhood
- Positive environment; developed social circles
- Of the 20 Owners, ¼ have lived elsewhere in Whistler in the past



View of Planned Development

- Favourable response from Owners at River Bend
- Attractive building and agree that there has been careful thought to a liveable and sustainable urban development
- Consensus is that Passive House addresses Whistler's need for additional accommodation and is supportive
- Exception to this is generally the height of the planned development
- Very little recognition in the Information Package that River Bend exists
 - Narrative in the notes the Podium project and nearby duplex units (Coulter) with the River Bend units described as "Numerous other multi-family units were built.."



Issues

Seems River Bend was an afterthought to the planned development

- Height of structure: Significant visual impact to River Bend
 - Passive House will rise about 40 feet above our 'street elevation'
 - Could be higher depending on foundation excavation
 - Marketing and schematic material for the Podium complex (across Legacy Way) highlighted street level access to units
 - That is not what was built and risk to community that Passive House has the same fate
 - No buffer offered to River Bend to visual impact, why not?
- Rear parcel setback is significantly reduced (Item 3 as part of DVP 1145)
 - RMOW is asking for a 4 metre setback instead of adhering to 6 metres
 - Several trees at risk in adjacent park at adjacent to rear parcel line
- Snow storage area
 - Told by the RMOW's Planner that storage will be on the property
 - What does that really mean?



Height of Structure: Podium, Before & After

Marketing Image



Final Construction



What assurance can be made that this doesn't occur again?

Rear Setback for Passive House

Building parameters are for 6 m

- RMOW request is for 4 m
- Significant reduction of 30%
- Three large trees to be removed (understand)
- Four large trees remain (at left edge of picture and not shown)
 - Risk that these trees are damaged i.e. minimal residual soil



View to east towards River Bend

Ask for an Undertaking that negatively impacted trees will be replaced by RMOW



Snow Storage

- Where will it be stored?
- Informed that it will be on the property
- Other road snow goes to lands (ROW drainage) adjacent to Mt Fee Road
- Large apron of snow is ploughed partly on to River Bend lands



View to northeast - Winter '17

What assurance can we obtain about where the Passive House snow will be disposed?



Conclusions and Consideration

- River Bend is a great community of 20 homes
- Residents generally support the planned development
- Agree with two of requests on DVP 1145 Application
 - 4 metre rear parcel setback is a significant departure from RMOW Zoning and Parking Bylaw 303
 - Believe that a 5 metre rear setback is appropriate
- We hope that the Municipality can mitigate the visual impact for Passive House to River Bend with an undertaking to plant larger coniferous trees before completion of project



Appendix: Sketch Map of River Bend





REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017
FROM: Resort Experience
SUBJECT: RZ1132 – 2010 and 2011 INNSBRUCK DRIVE – CL3 ZONE AMENDMENT
FOR CREEKSIDE PLAZA REJUVENATION PROJECT

REPORT: 17- 114
FILE: RZ1132

COMMENT FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

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.

REFERENCES

Location: 2010 and 2011 Innsbruck Drive
Legal Description: Lot 30, except Part in Plan 21390, Block F District Lot 4749 Plan 20204
Owner: Creekside Plaza Lands Ltd., Inc. No. 0877330
Current Zoning: CL3 Zone (Commercial Local Three)
Appendices: "A" - Location Map
"B" - 'Property Owner Letter
"C" - Liquor Distribution Branch Letter
"D" - Proposed Project Architectural and Landscape Plans
"E" - ADP minutes of July 19, 2017

PURPOSE OF REPORT

The purpose of this report is to present RZ1132, an application to amend the CL3 (Commercial Local Three) Zone for a proposed rejuvenation of the Creekside Plaza located at 2010 and 2011 Innsbruck Drive. The proposal includes redevelopment of the visually prominent corner of the property that fronts Highway 99 at its intersection with Lake Placid Road. The existing building would be replaced with a new building that exemplifies Whistler's high quality of development and mountain character. The application seeks to add auxiliary residential dwelling units for employee housing, and a retail liquor store, as permitted uses for the property. A small increase in the maximum permitted density for the property is also proposed. The maximum permitted floor space ratio would be increased from 0.45 to 0.48 square metres of gross floor area per square metre of site area. This represents an increase of approximately 98.8 square metres in gross floor area, which would be added to the employee housing component of the redeveloped building.

The report seeks Council authorization to proceed with further review and processing of RZ1132 and to prepare an amendment to the CL3 Zone to bring forward for Council consideration of first and second readings. Presentation of the application for Council consideration of further review and processing is consistent with requirements for rezoning applications.

DISCUSSION

Background

The Creekside Plaza is an existing commercial development built in 1987 with two buildings located at 2010 and 2011 Innsbruck Drive in the Whistler Creek core commercial area. The property is prominently located and highly visible with frontage adjacent to Highway 99 and Lake Placid Road, as shown on the location map attached as Appendix “A”.

The Highway 99 and Lake Placid Road intersection is the primary gateway for commercial activity in the resort community with the commercial developments located on each corner of the intersection (Creekside Plaza, Franz’s Trail, Husky and Sunset Café). Further, Lake Placid Road is the main entrance to the Creekside ski base and adjacent visitor accommodations.

The updated Official Community Plan contains a number of policies that are targeted at strengthening and enhancing the attractiveness of this sub-area. Renovation and redevelopment of commercial properties to enhance the attractiveness, character and experience of this sub-area is encouraged, along with better integration of existing developments and activities.

Creekside Plaza Lands Ltd., the owners of Creekside Plaza since 2010, have outlined their vision for improving their property in the letter attached as Appendix “B”. The owner’s proposal is a significant rejuvenation of the property that would help to achieve the resort community’s policy objectives.

Project Description

The owners of Creekside Plaza propose to locate a BC Liquor Store within the existing building located at 2010 Innsbruck Drive, which is situated in the interior of the property away from the highway corner. This building has recently undergone significant reinvestment with a new roof, repainting and storefront improvements. The rationale for the proposed BC Liquor Store is outlined in a letter from the province’s Liquor Distribution Branch attached as Appendix “C”.

Supported by the BC Liquor Store as an anchor tenant, the owners propose to replace the existing building at 2011 Innsbruck Drive, which fronts the highway intersection, with a new building that would have two commercial units on the ground floor and four one-bedroom employee housing units on the second floor. The commercial units are expected to be food service operations, and the employee housing would be committed to businesses and commercial activities that are located within the Creekside Plaza development.

Comprehensive design development has been completed for the project to ensure a detailed understanding of the project for rezoning purposes and a commitment to the quality of development that is being proposed. The proposed redevelopment is shown in the architectural and landscape drawings included in Appendix “B”. The proposal reflects a high quality development and significant upgrade of the property.

The new two-storey building at 2011 Innsbruck Drive will be constructed in the same location as the existing building. The new building will be articulated with large windows, roof overhangs and a strong chimney element, and will have high quality, durable materials and finishes. The new building would be slightly larger in gross floor area (521 square metres) than the existing single use commercial building (400 square metres), with an increase of 121 square metres located on the second floor of the building. The amount of space designated for commercial use will decrease from 400 square metres to 258 square metres, with 263 square metres dedicated for employee housing.

At the ground level there are significant improvements to the outdoor patio area, pedestrian circulation and landscape. A proper pedestrian sidewalk is provided along the retail frontage that will also connect to the outdoor patio, exterior stairs up to the second floor employee housing, and to the existing sidewalk along Lake Placid Road.

The proposed landscape improvements represent a significant upgrade to existing conditions that better address the prominent location of the property, and better integrate with adjacent conditions including formalizing pedestrian access to adjacent sidewalks. The existing dated freestanding project identification sign would also be replaced with a new sign that ties to the updated building.

Required parking and loading have also been considered and provided for within the proposed design. In addition to providing the one standard size loading stall required by “Zoning and Parking Bylaw No. 303, 2015”, a larger space adjacent to the proposed liquor store storefront is identified for temporary loading. This would displace designated parking on a temporary basis during loading and would be managed by the project owner and the tenant.

A Traffic Impact Study has also been completed for the proposed redevelopment by a traffic engineer. This study forecasted trip generation and traffic volumes and patterns for the proposed development and the intended uses relative to existing uses. The engineer concluded that the proposed development would generate slightly less vehicle trips and that it is not expected that improvements would be required to the adjacent road network to support the proposed development. The proposed rezoning and new uses were also discussed with the provincial Ministry of Transportation and Infrastructure (MoTI), and there were no concerns expressed. The rezoning would require MoTI approval after third reading.

Rezoning Requirements

As a Provincial government operation, the proposed BC Liquor Store is legally not subject to the municipality’s zoning regulations. However, the Liquor Distribution Branch is recognizing the municipality’s zoning regulations that restrict retail sales of packaged liquor to locations specified in Schedule “D” of the “Zoning and Parking Bylaw No. 303, 2015”. The proposed zoning amendment bylaw would amend Schedule “D” to add the proposed store location at 2010 Innsbruck Drive as a location permitted for retail sales of packaged liquor.

The proposed employee housing would require an amendment to the list of permitted uses for the CL3 Zone. The permitted use would be specified as auxiliary residential dwelling units for employee housing. This would restrict the units to employee occupancy only, and only to those individuals employed by businesses or activities permitted under the zoning for the property. A housing agreement bylaw for the employee housing would also be required in addition to the zoning amendment bylaw.

The small increase in proposed floor area would require an amendment to the density provisions of the CL3 zone. The maximum permitted floor space ratio is proposed to increase from 0.45 to 0.48 square metres of gross floor area per square metre of site area. It is also recommended that a maximum gross floor area be specified for the zone, which would be 1,582 square metres based on the site area of 3,295 square metres.

The CL3 Zone applies only to the subject property and as such the proposed amendments would not affect the zoning of any other property.

Advisory Design Panel Review

The rezoning proposal and rejuvenation project was reviewed by the Advisory Design Panel (ADP) at their July 19, 2017 meeting. Overall the ADP supported the project in principle and had some specific recommendations for further detailed design development. The minutes of the July 19, 2017 ADP meeting are attached as Appendix “E”.

The applicant has subsequently prepared a revised design to address the ADP’s comments. These revised drawings are included in Appendix “D” of this Report. The revised design is to be presented to the ADP for further review prior to Council consideration of the proposed zoning amendment bylaw.

WHISTLER 2020 ANALYSIS

The proposed zoning supports Whistler 2020 Built Environment, Economic, Resident Housing and Transportation strategies:

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	2. The built environment is attractive and vibrant, reflecting the resort community's character, protecting viewscales and evoking a dynamic sense of place.	The additional permitted uses at this location would permit the owner to build the new building, and in turn, to improve these objectives for the site overall.
	8. Residents live, work and play in relatively compact, mixed-use neighborhoods, close to green space, transit, trails, amenities and services.	
	9. Building design, construction and operation is characterized by efficiency, durability and flexibility for changing and long-term uses.	
	10. The new and renovated built environment has transitioned towards sustainable management of energy and materials.	
Economic	2. The Whistler economy provides opportunities for achieving competitive return on invested capital.	The additional permitted uses at this location would broaden the opportunities for this site to meet these objectives.
	4. Whistler proactively seizes economic opportunities that are compatible with tourism, and effectively adopts to changing external conditions.	
	9. Physical and social infrastructure attract and support work and investment.	
Resident Housing	6. Housing has been developed close to transit, pedestrian and bicycle routes, and amenities and services to reduce auto dependency.	The additional permitted resident restricted housing use at this location would broaden the opportunities for this site to meet these objectives.
Transportation	7. Residents, businesses and visitors are increasingly aware of the importance and benefits of preferred transportation choices.	The additional permitted resident restricted housing use encourages preferred prioritized method of transportation of: 1. Pedestrian, bicycle and other non-motorized means and 2. Transit.
Visitor Experience	9. The resort community's authentic sense of place and engaging, innovative and renewed offerings attract visitors time and time again.	The additional permitted uses and proposed new construction at this location will strengthen a sense of place at this key intersection to Creekside and Whistler.
	10. The resort is comfortable, functional, safe, clean and well-maintained.	

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Visitor Experience	Communication, travel and services are accessible, seamless and convenient at	The proposed liquor store is not located within the same development as a grocery store as currently exists in Franz's Trail, however,

	all phases of visitors' trips, from prior to departure until after returning home.	however, it is in an accessible and convenient location within the Creekside core commercial area.
--	--	--

OTHER POLICY CONSIDERATIONS

Zoning and Parking Bylaw No. 303, 2015

The subject lands are currently zoned CL3, a site specific zone.

In addition to the proposed zoning amendments described above, that are necessitated by the proposed redevelopment, some minor revisions are also required to address existing conditions that are legally, non-conforming for the existing development.

In 1987, the subject lands were developed in conformance with the CL3 Zone's minimum 5 metre setbacks, maximum 25 per cent site coverage and maximum 0.45 Floor Space Ratio (FSR). After 1987, during further development of Creekside, Franz's Trail and Lake Placid Road, a 2.5 metre portion of the subject lands along Lake Placid Road was appropriated as part of the upgrade to the intersection of Highway 99 and Lake Placid Road, which reduced the existing development's setback adjacent to Lake Placid Road to 2.5 metres and increased the existing development's site coverage to 26.1 per cent, making the existing development legally nonconforming with the zoning requirements.

A comparison of the existing CL3 Zone regulations relative to that proposed by Rezoning Application RZ1132 are summarized in the following table:

Regulation	Existing CL3 Zone Regulations	RZ1132 Proposal
Permitted Uses		Add auxiliary residential dwelling units for employee housing to the CL3 Zone and add the Liquor Store location at 2010 Innsbruck Drive to Schedule "D" to permit retail sale of packaged liquor.
Maximum floor space ratio (FSR)	0.45	0.48
Maximum building height	7.6 metres	No change
Maximum site coverage	25%	26.1%
Setbacks	5.0 metres	4.0 metres adjacent to Highway 99 2.48 metres adjacent to Lake Placid Road

A total of 64 parking spaces are proposed and a total of 62 parking spaces are required. One loading stall is required and one is proposed. The proposal exceeds the minimum parking requirements of the "Zoning and Parking Bylaw No. 303, 2015".

Official Community Plan (OCP)

The proposed zoning amendments are consistent with Whistler's 1993 OCP and will support applicable OCP objectives and policies, as summarized in the following table.

Policy No.	Policy	Comments
4.1.1	The lands outlined in Schedule B are designated for development of accommodation.	The subject lands form part of Schedule “B”.
4.2.2	Where there is a demonstrated need, the RMOW will encourage affordable housing to accommodate permanent residents and employees	There is a demonstrated need and the proposed redevelopment provides needed employee housing.
4.2.4	RMOW will monitor housing requirements and encourage innovation and a variety of types.	The proposed employee housing will be dedicated for business and activities located on the property which is an innovative approach.
4.3.1	Development of restaurants and retail space will be focused in the commercial areas shown on Schedule D.	The subject lands form part of Schedule “D”.
4.13.2	Proposed rezonings that increase the bed-unit capacity will only be considered if there is a clear and substantial benefit to the community, is supported by the community in the opinion of Council, does not cause unacceptable impacts, and meets all applicable criteria of the OCP.	Auxiliary residential dwelling units are not allocated bed units within the municipality’s bed unit capacity. The proposed auxiliary units will provide employee housing that is much needed and is considered to be a clear and substantial benefit to the community.
4.13.3	<p>All developments must meet the mandatory conditions of;</p> <ul style="list-style-type: none"> • meets all applicable policies of the OCP • serviceable by municipal services • accessible via local road system • satisfactory evaluation of impacts on: <ul style="list-style-type: none"> ○ traffic volumes and patterns on Highway 99 ○ traffic volumes and patterns on the local road system ○ overall patterns of development of the community and resort ○ Municipal finance ○ views and scenery ○ existing community and recreational facilities ○ employee housing ○ community greenhouse gas emissions and heritage resource • must exhibit high standards of design, landscaping, and environmental sensitivity 	The proposed zoning amendments are consistent with the mandatory conditions, and would achieve high standards of design, landscaping and environmental sensitivity.
4.13.7	<p>Additional criteria for proposed resident housing;</p> <ul style="list-style-type: none"> • infill sites preferred • appropriate to development and neighbouring uses • measures to minimize operating and maintenance costs • have adequate storage and parking • employee use restrictions • Close proximity to Whistler Village or Whistler Creek 	Proposed zoning amendment for residential use can meet the additional criteria through the phrasing of the zoning amendment and the registration of housing and build green covenants.

4.13.8	Proposal cannot negatively impact RMOWs trails, rec. areas, or open spaces.	Proposal does not negatively impact Valley Trail, recreation areas or open spaces.
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Official Community Plan Development Permit Area Guidelines

The Gateway Plaza is located within Development Permit Area #2 of Whistler's OCP, requiring the proposed development to obtain a Development Permit and approval from Council subsequent to rezoning. The Development Permit shall be in accordance with the Development Permit Area #2 guidelines for form and character, protection of the natural environment and protection from hazardous conditions. The design of the proposed rejuvenation project has been developed in significant detail and is proposed to be resolved and secured in advance as a condition of rezoning adoption.

Liquor Policy

The Municipality's Liquor Policy G-17 recognizes that Retail Package Liquor Sales are a significant part of the overall distribution of liquor within the community. All such applications under this policy have been determined to be of high impact and shall be subject to the rezoning considerations as outlined in the OCP. The proposed BC Liquor Store as a retail package liquor sales use complies with the OCP rezoning considerations as outlined in this report. Although provincial liquor stores are not subject to municipal zoning, it is recommended that this additional use on the property be added to Schedule "D" – Liquor Sales - List of Retail Outlets in Part 24 Schedules of "Zoning and Parking Bylaw No. 303, 2015".

The provincial Liquor Control and Licensing Branch (LCLB) is responsible for regulating, approving and locating all licensed retail stores and BC Liquor Stores (i.e. government liquor stores). The proposed BC Liquor Store has been approved by the LCLB.

Green Building Policy

The Municipality has an opportunity to require specific commitments in respect of green building features through its discretionary authority to enact and amend zoning bylaws. Per the Municipality's Green Building Policy G-23, the following information is required for the processing and approval of a zoning amendment:

- an Application Checklist that summarizes how the proposed development responds to each of the Green Building Objectives;
- a detailed Project Checklist signed by the project's coordinating professional;
- a Green Building Commitment. Prior to adopting a zoning amendment bylaw, the registration of a Section 219 covenant will be required to ensure the future development is consistent with the Project Checklist and with the objectives and goals of the Municipality's Green Building Policy; and
- a Project Completion Report detailing the implementation of the green building practices required by the Section 219 Covenant.

The Municipality's Green Building Policy has six broad Green Building Objectives, as well as performance goals by building type. For new commercial development, the performance goal for 2017 is LEED Gold, or 50 per cent better than MNECB (Model National Energy Code for Buildings), with the performance goal increasing to LEED Gold, or 75 per cent better than MNECB by 2020.

Green Building Commitments that meet the Green Building Policy will be a condition of adoption of the zoning amendment bylaw.

BUDGET CONSIDERATIONS

All costs associated with staff time for the rezoning application, public hearing, notices, and legal fees will be paid by the applicant and all fees will be required to be paid in full as a condition of adoption of the proposed zoning amendment bylaw.

COMMUNITY ENGAGEMENT AND CONSULTATION

The required rezoning application site information sign is posted on the property. The proposed zoning amendment bylaw would be subject to a public hearing adhering to statutory public notice requirements.

SUMMARY

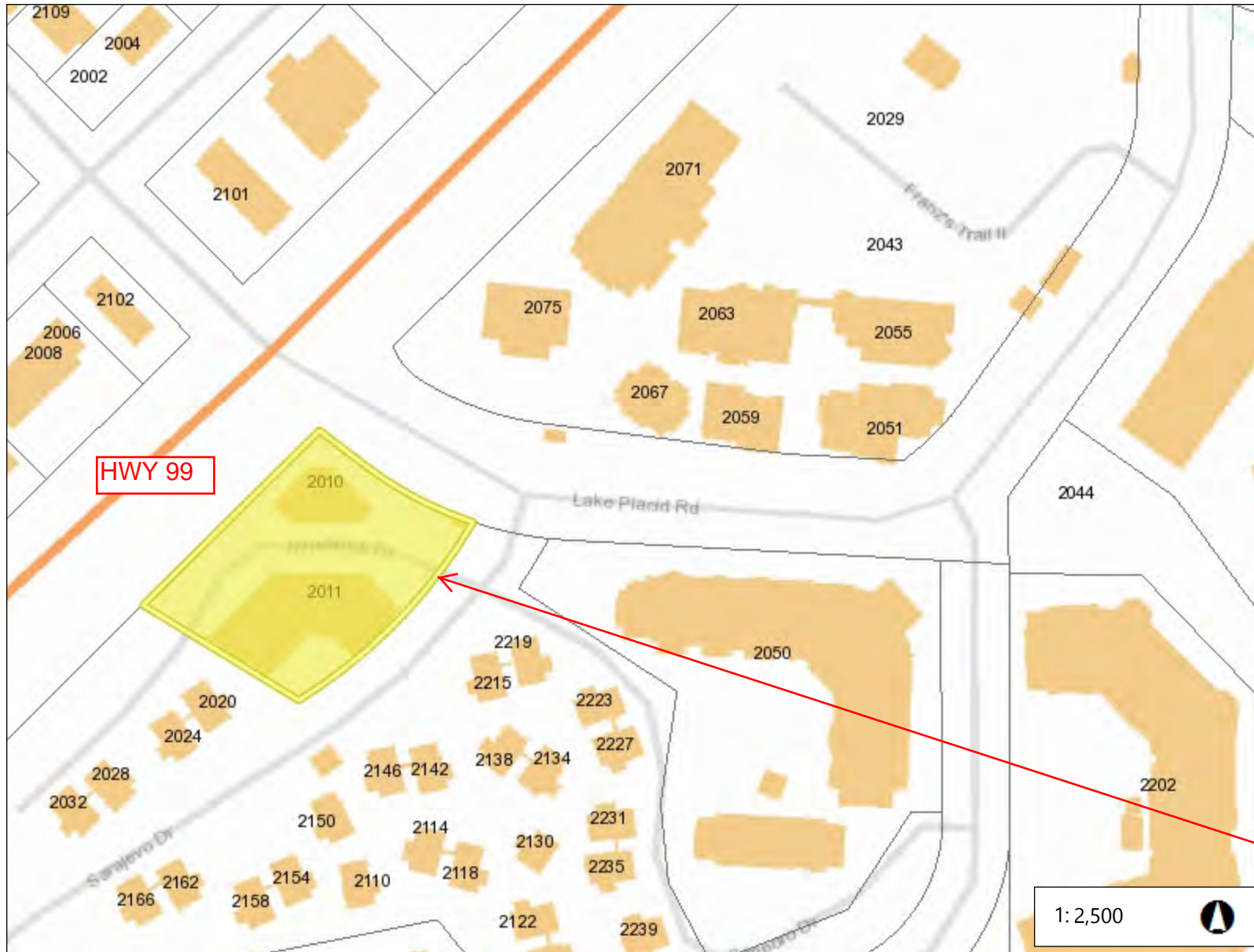
This report requests Council authorize further review and processing of Rezoning Application RZ1132 and give staff direction to prepare a zoning amendment bylaw for Council's consideration, as described in this report.

Respectfully submitted,

Robert Brennan
PLANNER

for

Mike Kirkegaard
ACTING GENERAL MANAGER OF RESORT EXPERIENCE



Legend

- Civic Addresses
- Parcels
- Street Names (Web)
- Buildings (Web)
- Roads (Web)
 - Highway
 - Strata
 - Major Road
 - Minor Road
 - Collector Minor
 - Local
 - Lane
 - Restricted
 - Service
- Lakes (Web)
- Lakes FWA (Web)
- Streams (Web)
 - Stream Breaklines
 - Minor Watercourses
- Rivers (Web)
- Municipal Parks (Web)

Subject Property

127.0 0 63.50 127.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

The information displayed on this site is provided as a public service by the Resort Municipality of Whistler.
Use of this site acknowledges acceptance of the Terms and Conditions

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

For Internal Use Only

Dan Jekubik
Creekside Plaza Lands Ltd.
3149 West 24th Ave
Vancouver, BC
V6L 1R7

Direct Tel: 604 218 0603
Direct Fax: 604 325 0393
djekubik@telus.net

September 18, 2017

Robert Brennan
Planner
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC

Re: Rezoning Application for 2010 and 2011 Innsbruck Drive –
RZ 1132/DP1556

Dear Mr. Brennan:

Further to our rezoning application for Creekside Plaza, I thought it would be helpful to provide some background on ownership, building condition, and a rationale for our application.

Creekside Plaza is owned by me, my two brothers and my parents. Together we have a small portfolio of revenue properties. With each of our properties, our objective is to own a property for the long-term that we can be proud of. This often means sacrificing short term financial objectives for a longer term vision.

Creekside Plaza is no different. Since acquiring the property in 2010 we have not taken any money out of the business. Instead, we have invested over a \$1.3m catching up with deferred maintenance, making cosmetic improvements, and providing tenant inducements to all our existing tenants, plus past tenants. This includes painting and replacing the roof on the main building, planting numerous trees, shrubs, and flowers, replacing the entire easterly wall of the old Food Plus, installing new air conditioning units, installing irrigation

systems, paving, and replacement of railings and concrete sidewalks on the office level.

In addition to discovering the deferred maintenance issues of the building shortly after acquisition, we realized many, if not all, of our tenants were struggling for a variety of reasons. Some of these issues are outside of our control, but other problems are solvable with the Municipality's support, including:

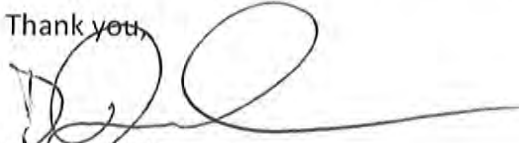
- (1) replacing the existing "Boston Pizza" building with a more functional and attractive building that at the same time enhances and revitalizes both Creekside Plaza and the entrance to Whistler;
- (2) allowing a BC Liquor store that would serve as an anchor tenant, driving traffic that supports the other businesses in the complex; and
- (3) providing affordable rental units for our existing and future commercial tenants so that they can provide onsite staff housing.

Allowing for these changes would help us keep our valued tenants, attract quality tenants in the future, and strengthen the community with a convenience oriented mall. However, these improvements will be costly especially to our small family company, and are only possible with the covenant of a BC Liquor store lease. Without the BC Liquor store, we will not have the capacity to rebuild the "Boston Pizza" building or operate as we have in the past.

I appreciate all the time and positive ideas provided by RMOW staff, which have led to a better project than first envisioned

when we approached RMOW in early 2016. I hope that staff recognize the merits of our current proposal and recommends our project to council.

Thank you,

A handwritten signature in black ink, consisting of a large, stylized 'D' followed by a horizontal line that extends to the right.

Dan Lekubik

President

Creekside Plaza Lands Ltd.



**LIQUOR
DISTRIBUTION
BRANCH**

Appendix C

The Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4
Attn: Robert Brennan, MCIP

September 8, 2017

Re: Rezoning application for 2010 and 2011 Innsbruck Drive – RZ1132 / DP1556

Dear Mr. Brennan,

Pursuant to the above referenced file, please accept this letter as confirmation that:

1. We are satisfied with the proposed delivery solution as per attached.
2. We acknowledge that we have received written approval from the Liquor Control and Licensing Branch for relocation to this premise.

Relocation of the existing BC Liquor Store to this property will offer many positive benefits including but not limited to:

- Improved access for both vehicular and pedestrian traffic
- Improved neighborhood convenience
- Providing more convenient parking
- Providing further efficiencies to loading and delivery procedures
- Improved visibility/exposure
- Better co-tenancy
- Enhancing our ability to service the community

Thank you for your assistance through this process. Should you have any questions, please do not hesitate to contact me.

Sincerely,

A blue ink signature of Jason Ho, written in a cursive style.

Jason Ho

Director, Real Estate

Project Directory

Architect:
Murdoch + Co.
#106-4319 Main St.
Whistler, B.C.
V0N 1B0
Contact: Brent Murdoch

(T) (604) 905-6992
(E) murdoch@telus.net

Surveyor:
Bunbury & Associates
3-1085 Millar Creek Road,
Whistler, B.C.
Contact: Paul Bunbury

(T) (604) 932-3770
(E) paul@bunbury-surveys.com

Landscape Architect:
Murdoch + Co.
#106-4319 Main St.
Whistler, B.C.
V0N 1B0
Contact: Brent Murdoch

(T) (604) 905-6992
(E) murdoch@telus.net

Drawing List

A-0.1 Cover Sheet and Existing Site Plan
A-0.2 Site Survey
A-0.3 Existing Site Photos

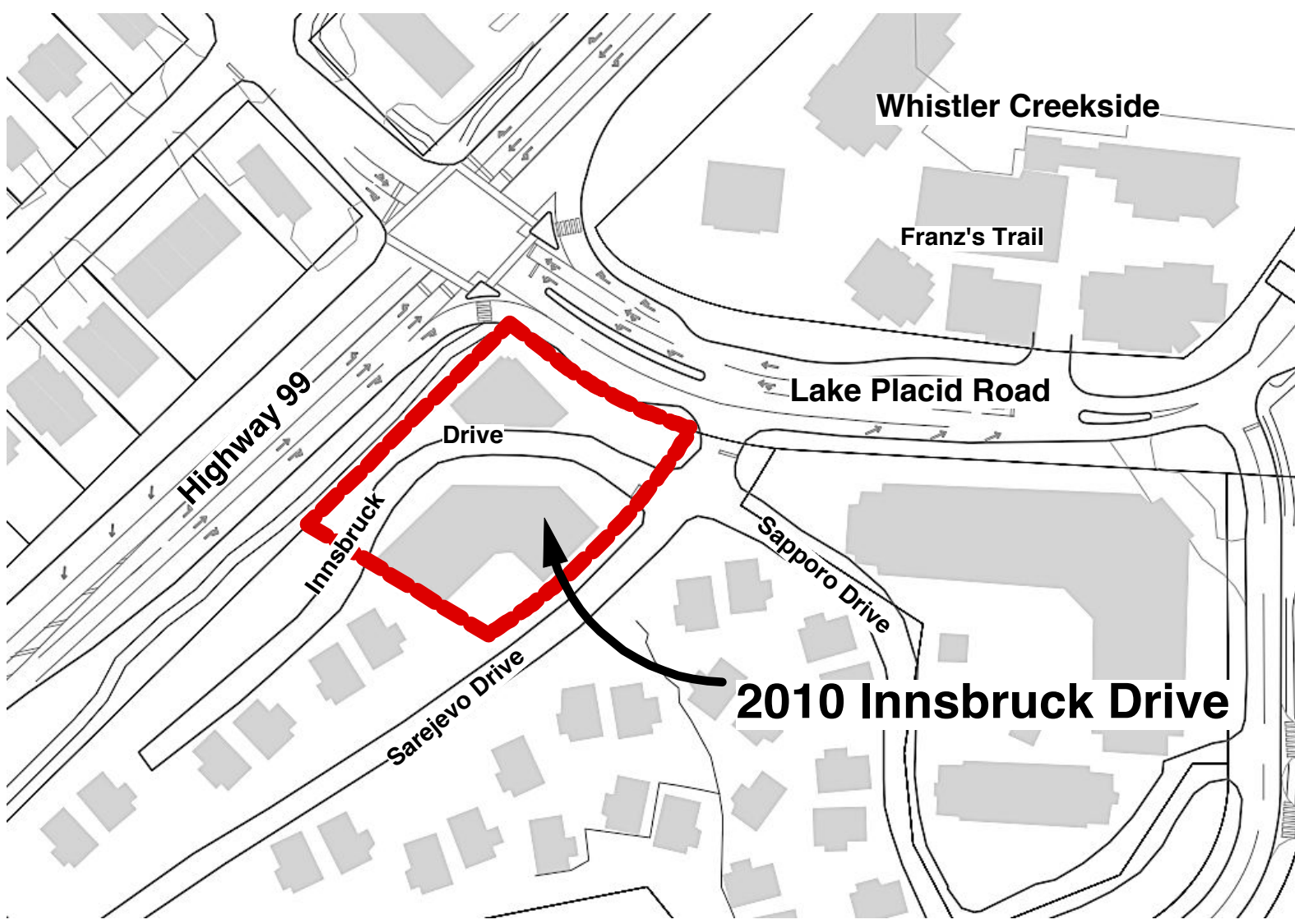
A-1.0 Proposed Site Plan
A-1.1 Proposed Delivery Truck Maneuvers

A-2.1 Main Floor Plan
A-2.2 Upper Floor Plan
A-2.3 Roof Plan

A-3.1 Elevations
A-3.2 Elevations

A-4.1 Sections
A-4.2 Sections

L-1 Landscape Plan



Project Location

THE GOAL OF THE PROPOSED REZONING IS:

- TO BRING THE CURRENT STRUCTURES AND BUILDING INTO CONFORMANCE WITH THE CURRENT PROPERTY BOUNDARIES AND SETBACKS.
- CONSTRUCT A NEW 2 STOREY BUILDING ON TOP OF THE EXISTING FOUNDATION/UNDERGROUND PARKADE AND RENOVATE THE EXISTING PATIO.
- PROVIDE FOUR 1-BED RESIDENT HOUSING UNITS
- ALLOW FOR THE ADDITIONAL USE OF RETAIL LIQUOR SALES

NOTE:

- THE ORIGINAL BUILDING WAS CONSTRUCTED WITHIN THE BUILDING ENVELOPE AT THE TIME.
- THE PROPERTY LINE WAS MOVED 2.5m CLOSER TO THE EXISTING BUILDING, SO THE FOOTPRINT NOW SITS APPROX. 2.5m OFF THE THE CURRENT NORTH-WEST PROPERTY LINE (along Lake Placid Road)

- EXISTING PATIO, FENCE & RETAINING ENCROACHES INTO THE NORTH-EAST SETBACK (along Highway 99)

- MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE HAVE APPROVED A PERMIT THAT ALLOWS FOR THE EXISTING SIGN AND PATIO TO BE WITHIN THE 3m HIGHWAY SETBACK.



Existing Site - Aerial Photo

Development Stats

Civic Address: 2010-2011 Innsbruck Drive, Whistler BC

Legal: PLAN 20204, BLOCK F, LOT 30, DL 4749, NWD, GROUP 1

PID: 003-021-262

Zone: CL-3

Site Area (at the time of original development): 3294.11m² 35475.5 sf
NOTE: An approx. 2.5m wide portion (122,767m²) of the LOT was removed/transferred along Lake Placid Road, therefore the original development was built conforming to the 5m setbacks.

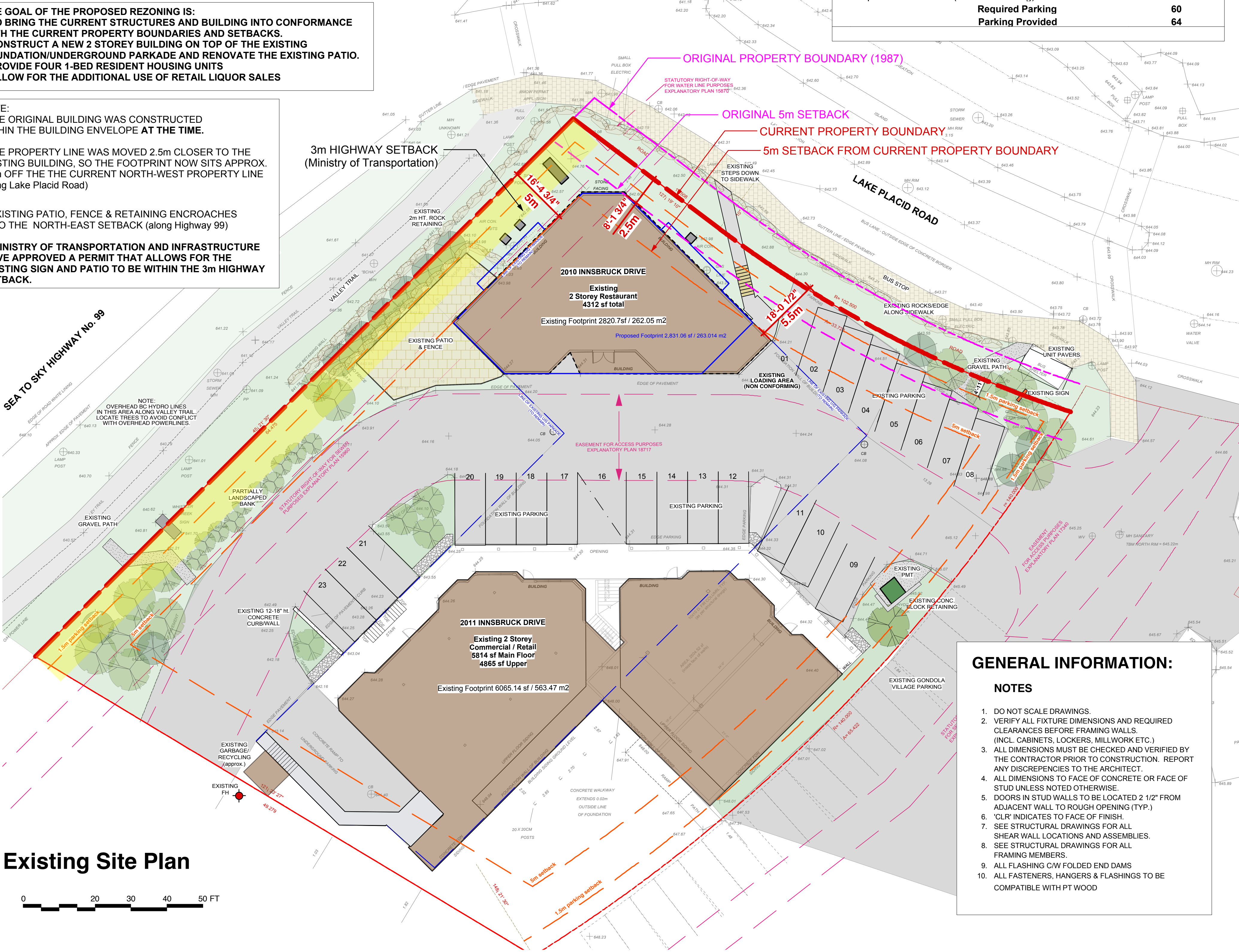
Site Area:	3171.353m ²	34136.158 sf
Site Coverage: 25% max. (building footprint area/site area)	Existing 0.2603 (825.52/3171.353m ²)	Proposed 0.2606 (826.48/3171.353m ²)
Setbacks: (5m/16.4 ft all sides) (Hwy 99) (Lake Placid Rd)	5.00m	2.48m

GROSS FLOOR AREA		
ORIGINAL Permitted Gross Floor Area:	1482.35 m ²	15955.877 sf
CURRENT Permitted Gross Floor Area:	1427.11 m ²	15361.271 sf
EXISTING Gross Floor Area:		
EXISTING Building A (2 storey Restarant)	1392.71 m ²	14991 sf
EXISTING Building B	400.60 m ²	4312 sf
	992.11 m ²	10679 sf
PROPOSED Gross Floor Area		
PROPOSED Building A	1517.85 m ²	16338 sf
EXISTING Building B (unchanged)	525.83 m ²	5660 sf
	992.11 m ²	10679 sf
Proposed increase in TOTAL GFA	125.14 m²	1347 sf
PROPOSED INCREASE IN PERMITTED GFA	90.74 m²	977 sf

FLOOR SPACE RATIO: Permitted FSR: 0.45		
EXISTING Floor Space Ratio	0.44	(1392.71/3171.353m ²)
PROPOSED Floor Space Ratio:	0.48	(1517.85/3171.353m²)

Height Permitted: 7.6m / 24.93 ft

Designed Under Part 3, 2012 BC Building Code



Existing Site Plan

0 20 30 40 50 FT

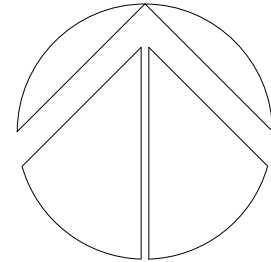
2010-2011 Innsbruck Drive		
PARKING REQUIREMENTS		
As per RMOW Zoning Bylaw, Section 6		
Existing Parking Provided: 23 stalls surface, 40 underground		
63 total		
GFA (sf)		
Parking Calculation		
A BUILDING A (NEW)	GFA (sf)	Required Parking
RESTAURANT (11/100m2 GFA or 1/215.28 sf)		
1415 sf / 97.85= 15 cars if licensed (1415 sf / 215.3 = 7 cars <i>unlicensed</i>)	1415	7
RESTAURANT (UNLICENSED) (5/100m2 GFA)		
1415 sf / 215.3 = 7 cars	1415	7
AUXILIARY RESIDENTIAL		
4 dwelling units	2830	4
B BUILDING B: EXISTING COMMERCIAL/OFFICE		
Retail		
3069 sf GFA @ 4/100m2 (1/269.1 sf) = 12 cars	3069	12.0
Retail-LIQUOR STORE		
2745 sf GFA @ 6/100m2 (1/179.4 sf) = 16 cars	2745	16.0
Office (existing upper floor)		
4865 sf GFA @ 3/100m2 (1/358.8 sf)	4865	14.0
Total		
Proposed Additional sf (14 991 sf existing)	16339	60.0
Required Parking	1348 sf	60
Parking Provided		64

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Issued For:	Date:
REZONING/DP APPLICATION	FEB.09/17
REVISED - ROOF HEIGHT	MAR.02/17
REVISED AS PER RMOW COMMENTS	MAY 18/17
ADP PRESENTATION	JULY 19/17
REVISED ADP COMMENTS	AUG 09/17

No: Revision: Date:

△



COVER PAGE & EXISTING SITE PLAN

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

Title

MURDOCH + COMPANY
Architecture + Planning Ltd.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

Sealed By:

Drawn By:	Scale:
BM/DS	1/16" : 1'-0" imperial
Project No:	Sheet No:
15.19	A-0.1

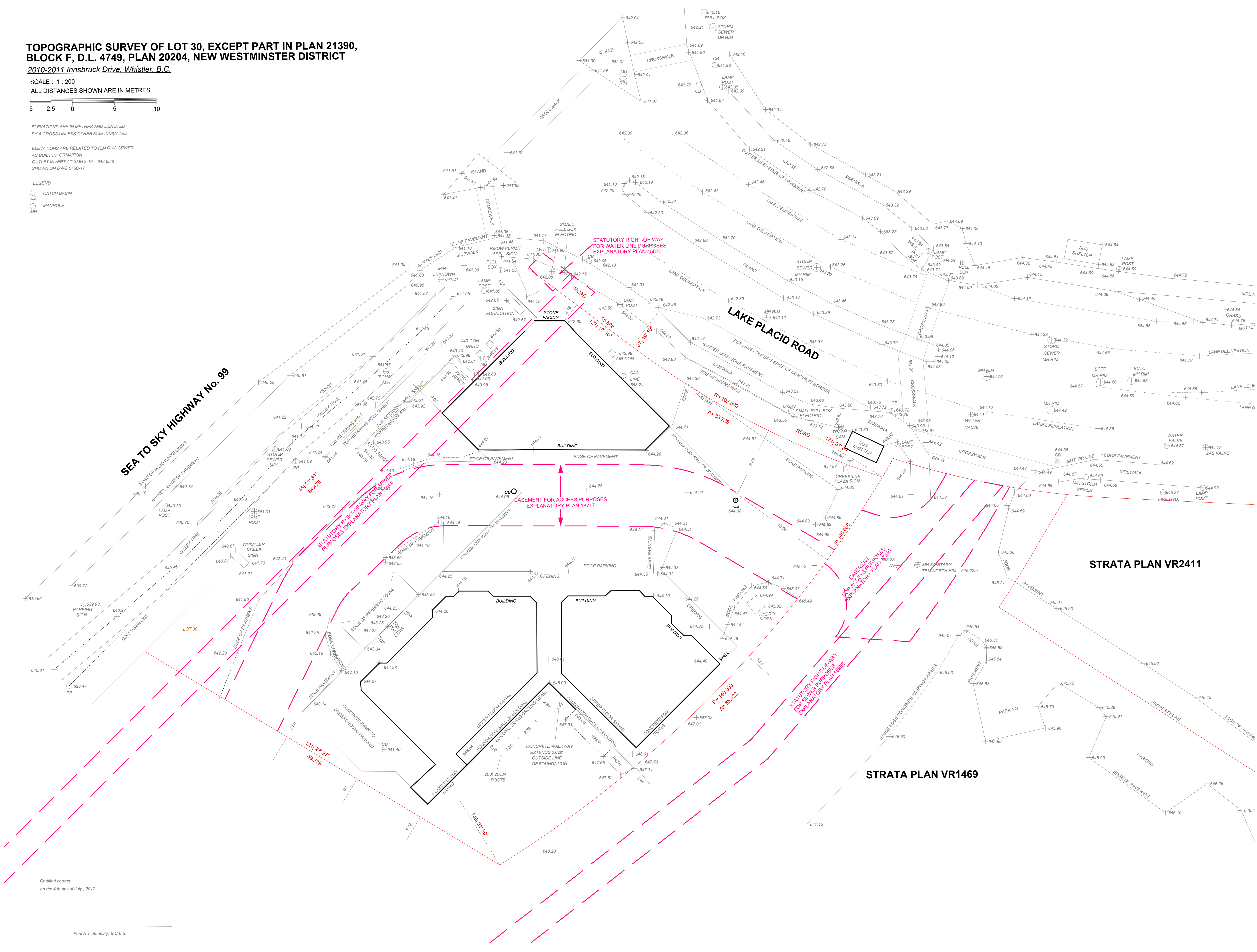
TOPOGRAPHIC SURVEY OF LOT 30, EXCEPT PART IN PLAN 21390,
BLOCK F, D.L. 4749, PLAN 20204, NEW WESTMINSTER DISTRICT
2010-2011 Innsbruck Drive, Whistler, B.C.

SCALE : 1 : 200
ALL DISTANCES SHOWN ARE IN METRES

ELEVATIONS ARE IN METRES AND DEVOTED
BY A CROSS UNLESS OTHERWISE INDICATED

ELEVATIONS ARE RELATED TO R.M.O.W. SEWER
AS BUILT INFORMATION
OUTLET INVERT AT SMH 2-10 = 642.65m
SHOWN ON DWG 576B-17

LEGEND
○ CATCH BASIN
○ CB
○ MANHOLE
○ MH



Certified correct
on the 4th day of July, 2017

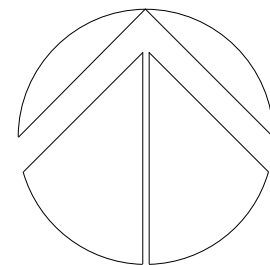
Paul A.T. Bunbury, B.C.L.S.

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Issued For: Date:
REZONING/DP APPLICATION FEB.09/17

REVISED AS PER RMOW COMMENTS MAY 18/17
ADP PRESENTATION JULY 19/17
REVISED ADP COMMENTS AUG 09/17

No: Revision: Date:



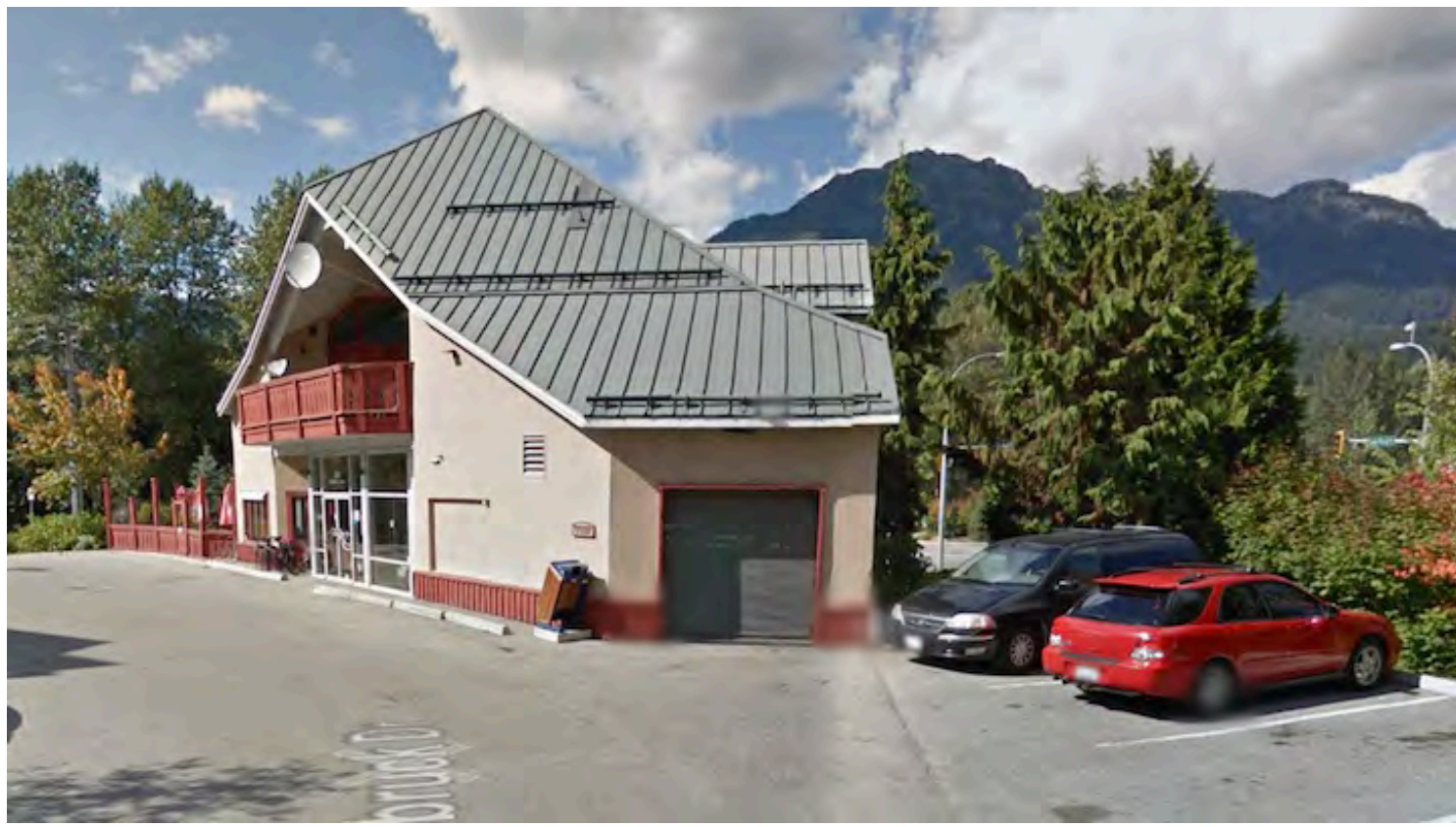
Title
SITE SURVEY

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

MURDOCH+COMPANY
Architecture + Planning Ltd.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

Sealed By:

Drawn By:	Scale:
BM/DS	AS SHOWN
Project No:	Sheet No:
15.19	A-0.2



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Issued For: _____ Date: _____
REZONING/DP APPLICATION FEB.09/17

REVISED AS PER RMOW COMMENTS MAY 18/17
ADP PRESENTATION JULY 19/17
REVISED ADP COMMENTS AUG 09/17

No: _____ Revision: _____ Date: _____

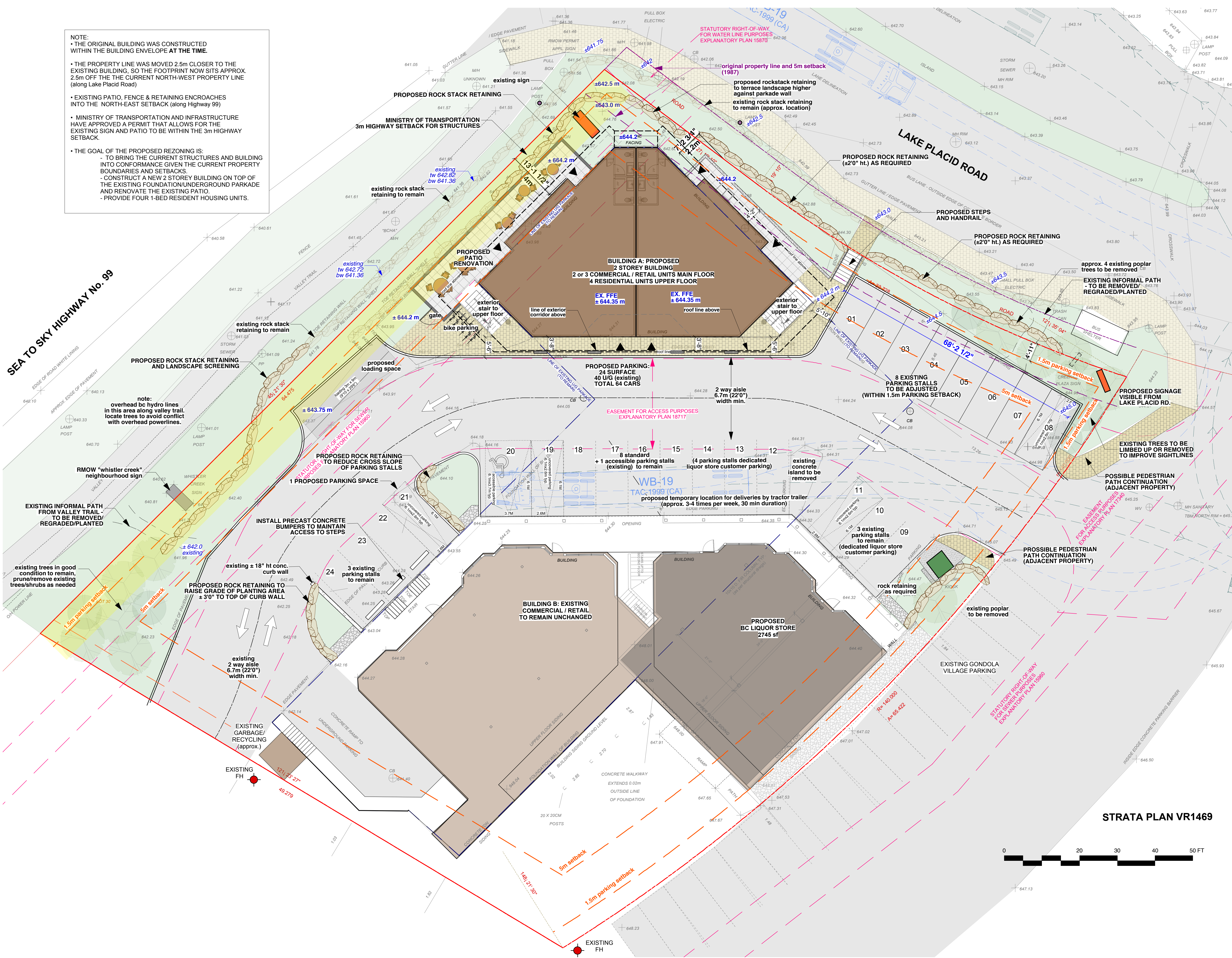


Title
EXISTING SITE PHOTOS
Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

MURDOCH + COMPANY
Architecture + Planning Ltd.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-6992 Fax 905-6993
e-mail murdoch@telus.net

Sealed By: _____

Drawn By: _____ Scale: _____
BM/DS _____
Project No: _____ Sheet No: _____
15.19 **A-0.3**



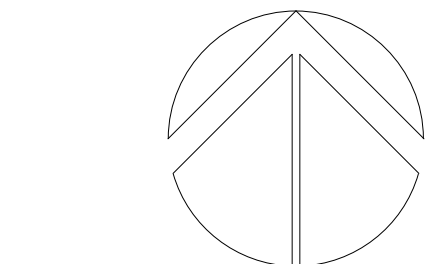
NOTE:

- THE ORIGINAL BUILDING WAS CONSTRUCTED WITHIN THE BUILDING ENVELOPE AT THE TIME.
- THE PROPERTY LINE WAS MOVED 2.5m CLOSER TO THE EXISTING BUILDING, SO THE FOOTPRINT NOW SITS APPROX. 2.5m OFF THE THE CURRENT NORTH-WEST PROPERTY LINE (along Lake Placid Road)
- EXISTING PATIO, FENCE & RETAINING ENCROACHES INTO THE NORTH-EAST SETBACK (along Highway 99)
- MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE HAVE APPROVED A PERMIT THAT ALLOWS FOR THE EXISTING SIGN AND PATIO TO BE WITHIN THE 3m HIGHWAY SETBACK.
- THE GOAL OF THE PROPOSED REZONING IS:
 - TO BRING THE CURRENT STRUCTURES AND BUILDING INTO CONFORMANCE GIVEN THE CURRENT PROPERTY BOUNDARIES AND SETBACKS.
 - CONSTRUCT A NEW 2 STOREY BUILDING ON TOP OF THE EXISTING FOUNDATION/UNDERGROUND PARKADE AND RENOVATE THE EXISTING PATIO.
 - PROVIDE FOUR 1-BED RESIDENT HOUSING UNITS.

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REVISED AS PER RMOW COMMENTS	MAY 18/17
ADP PRESENTATION	JULY 19/17
REVISED ADP COMMENTS	AUG 09/17

No: Revision: Date:



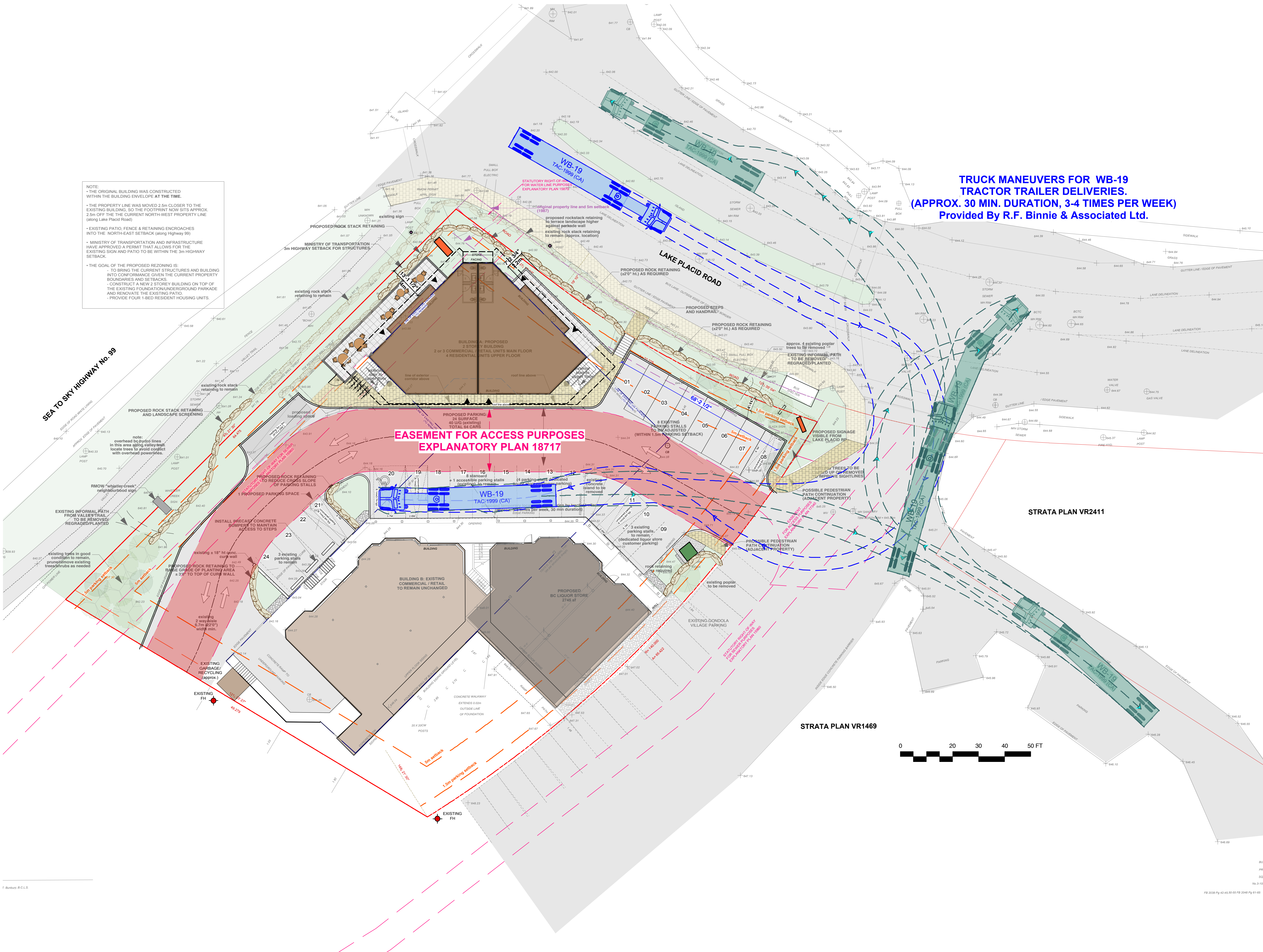
Title
PROPOSED SITE PLAN

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

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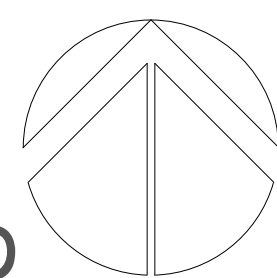
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BM/DS	3/32" : 1'-0" imperial
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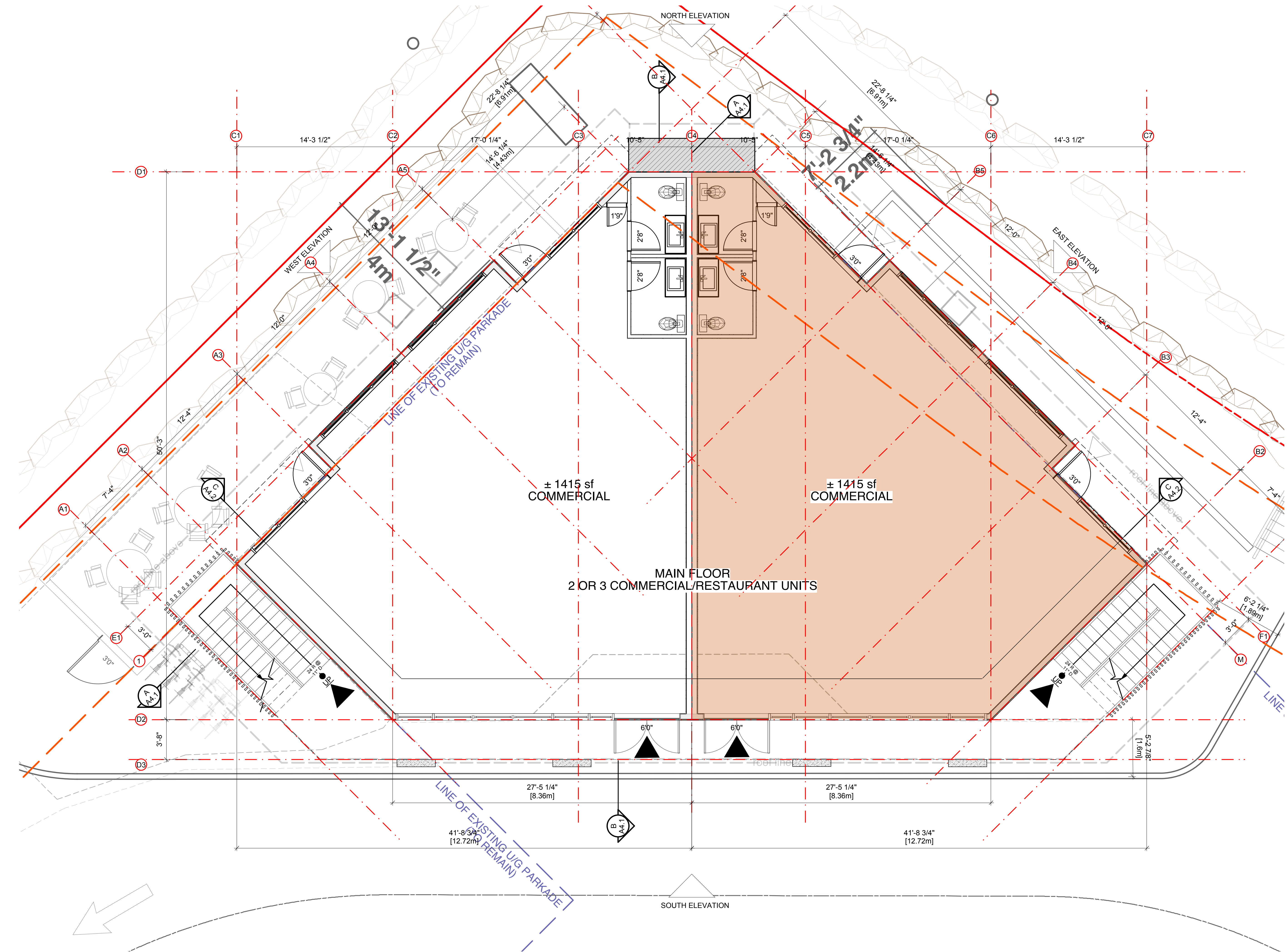
PROPOSED DELIVERY TRUCK MANEUVERS

2010 INNSBRUCK DRIVE WHISTLER, B.C.

Title
Project
MURDOCH + COMPANY
Architecture + Planning Ltd.
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15.19	A-1.1



1 MAIN FLOOR
1/4" : 1'-0"

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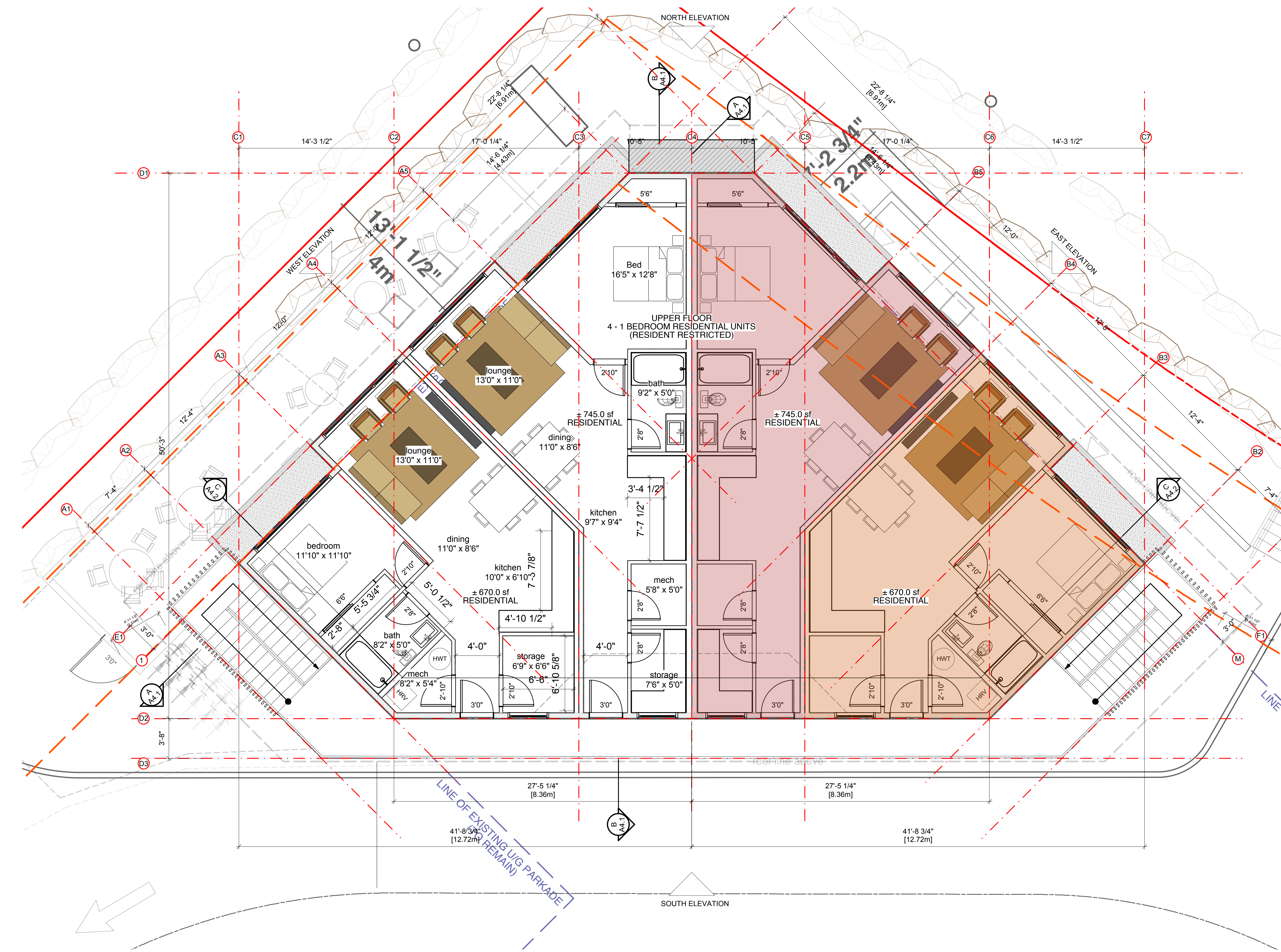
Title
MAIN FLOOR PLAN OPT 1

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

MURDOCH + COMPANY
Architecture + Planning Ltd.
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Title
UPPER FLOOR

Project

2010 INNSBRUCK DRIVE
WHISTLER, B.C.

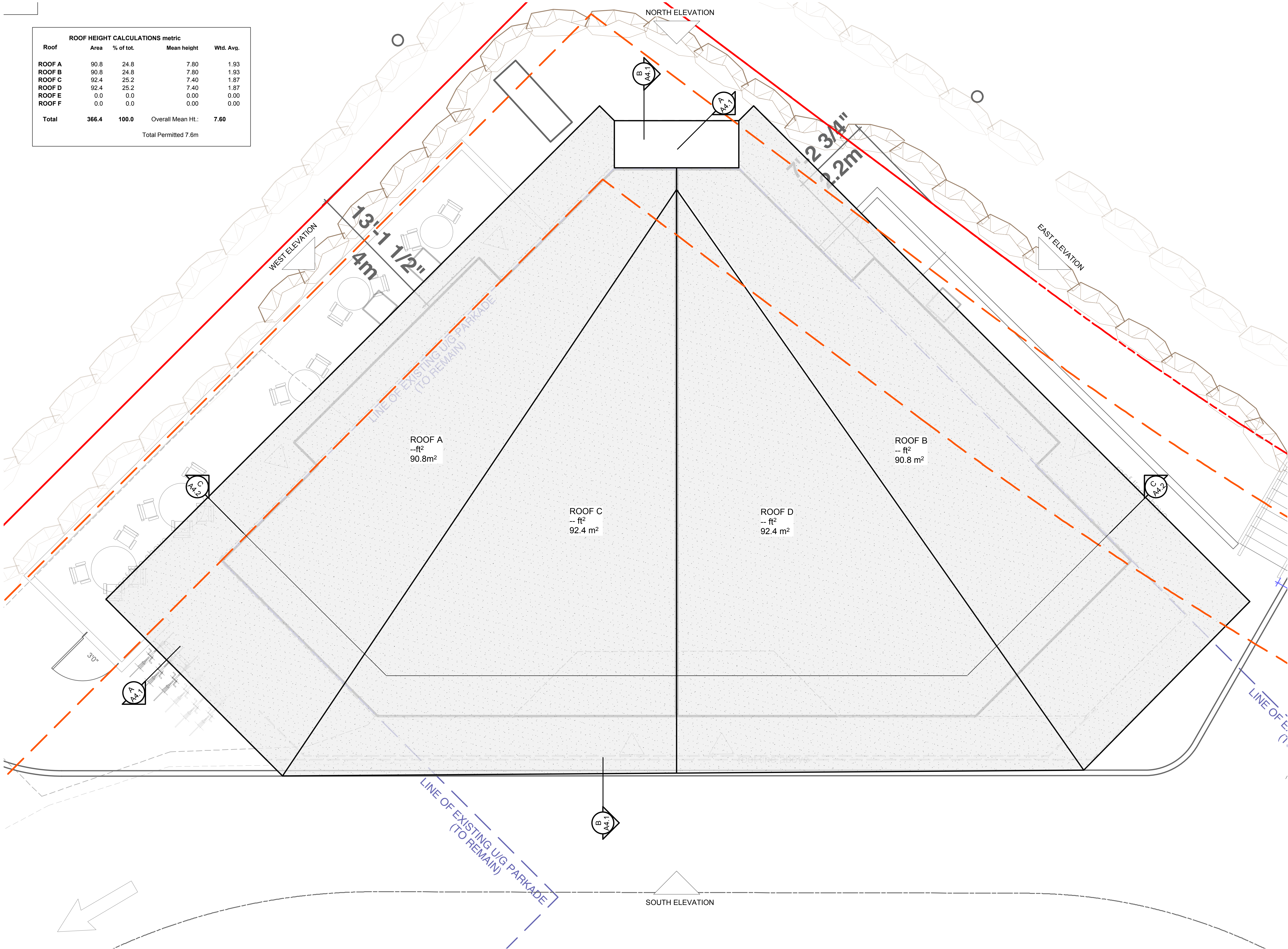
MURDOCH + COMPANY
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Sealed By:

Drawn By:	Scale:
BM/DK	1/4" : 1'-0"
Project No:	Sheet No:
15.19	A-2.2

A-2.2 UPPER FLOOR

ROOF HEIGHT CALCULATIONS metric				
Roof	Area	% of tot.	Mean height	Wtd. Avg.
ROOF A	90.8	24.8	7.80	1.93
ROOF B	90.8	24.8	7.80	1.93
ROOF C	92.4	25.2	7.40	1.87
ROOF D	92.4	25.2	7.40	1.87
ROOF E	0.0	0.0	0.00	0.00
ROOF F	0.0	0.0	0.00	0.00
Total	366.4	100.0	Overall Mean Ht.: 7.60	
Total Permitted 7.6m				



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Title
ROOF PLAN

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

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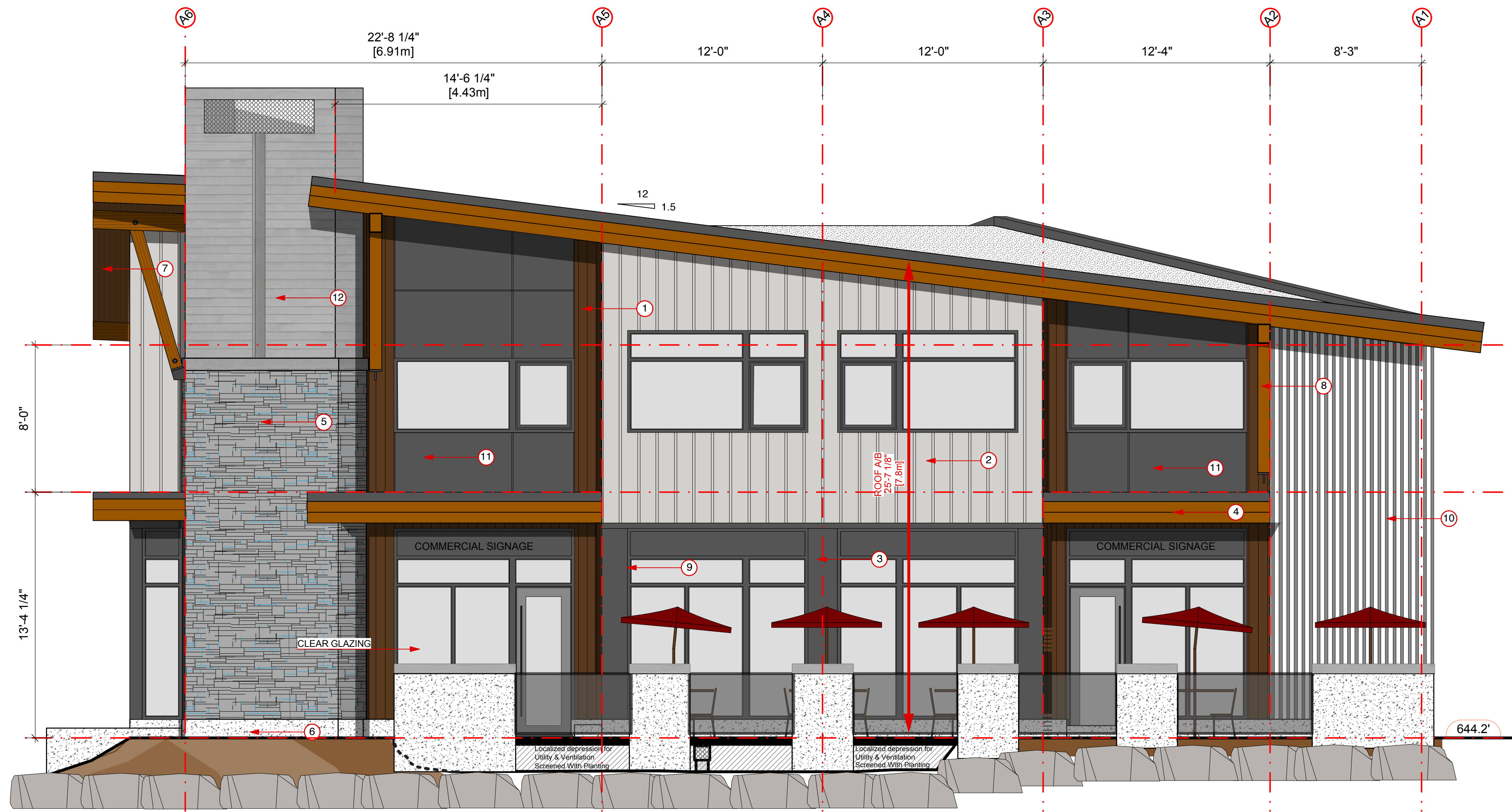
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Project No:	Sheet No:
15.19	A-2.3

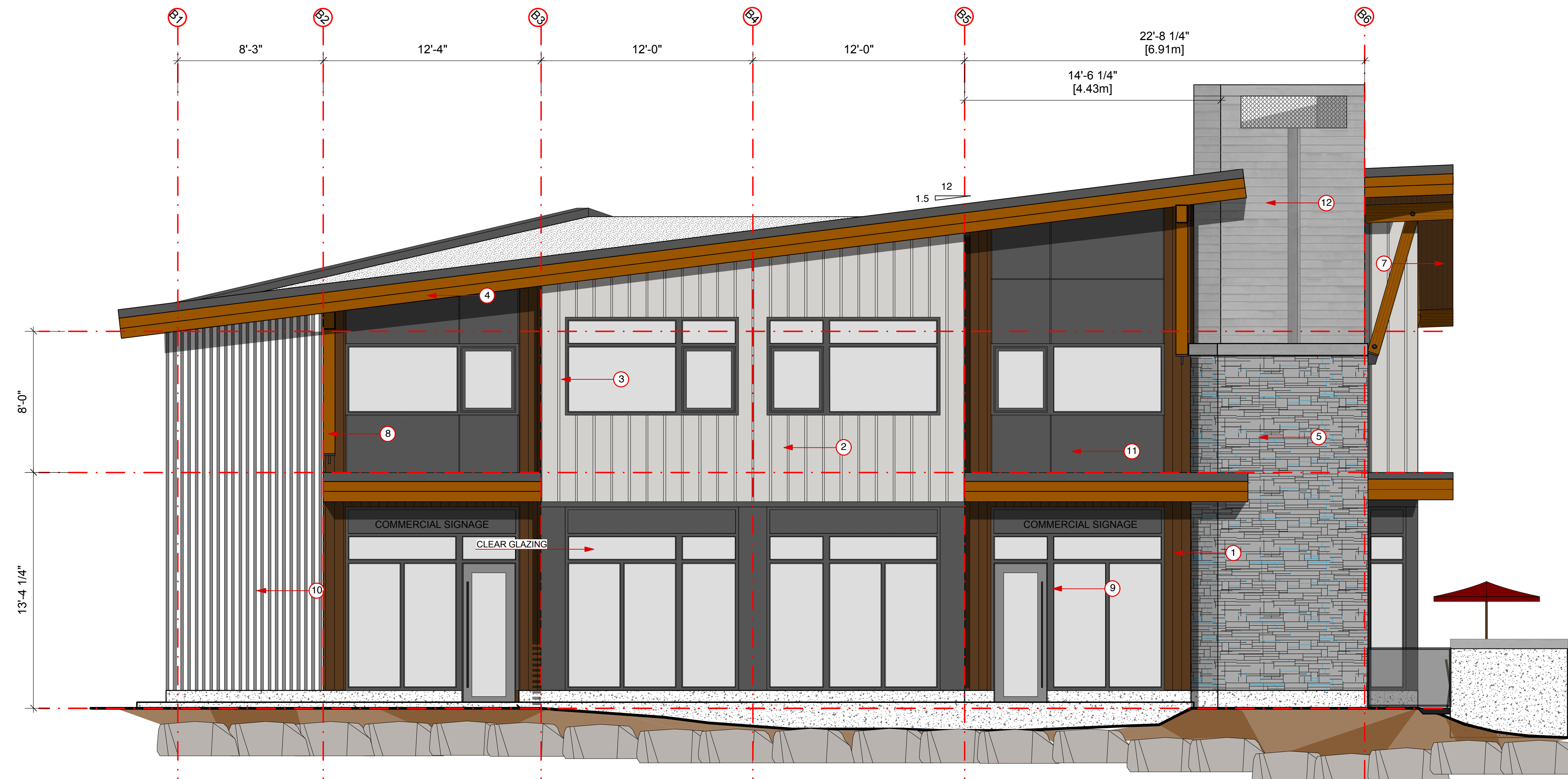


- 1
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- 11
- 12

Drawn By:	Scale:
BM/DK	1/4" : 1'-0"
Project No:	Sheet No:
15.19	A-3.1



1 WEST ELEVATION
1/4" : 1'-0"



2 EAST ELEVATION
1/4" : 1'-0"

- EXTERIOR FINISHES / MATERIAL BOARD**
TO BE READ IN CONJUNCTION WITH ELEVATIONS
- 1 DARK BROWN VERT. / HORIZ. BOARD HARD/ SIDING
 - 2 LIGHT GREY STANDING SEAM ALUMINIUM CLADDING
 - 3 DARK GREY ALUMINIUM FLASHING & PANELING
 - 4 SOLID FIR STAINED FASCIA & TRIM
 - 5 BASALT STONE CLADDING
 - 6 CONCRETE FINISH / CONCRETE CAPPING
 - 7 T&G STAINED PLANK SOFFIT
 - 8 GLUE LAMINATED TIMBER SUPPORTS
 - 9 ALUMINIUM STOREFRONT / FRAMES C/W CLEAR GLASS
 - 10 VERTICAL ALUMINIUM SCREENING
 - 11 GREY FIBER CEMENT BOARD
 - 12 BOARD FORM ARCHITECTURAL CONCRETE



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Title
ELEVATIONS

Project

2010 INNSBRUCK DRIVE
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15.19	A-3.2

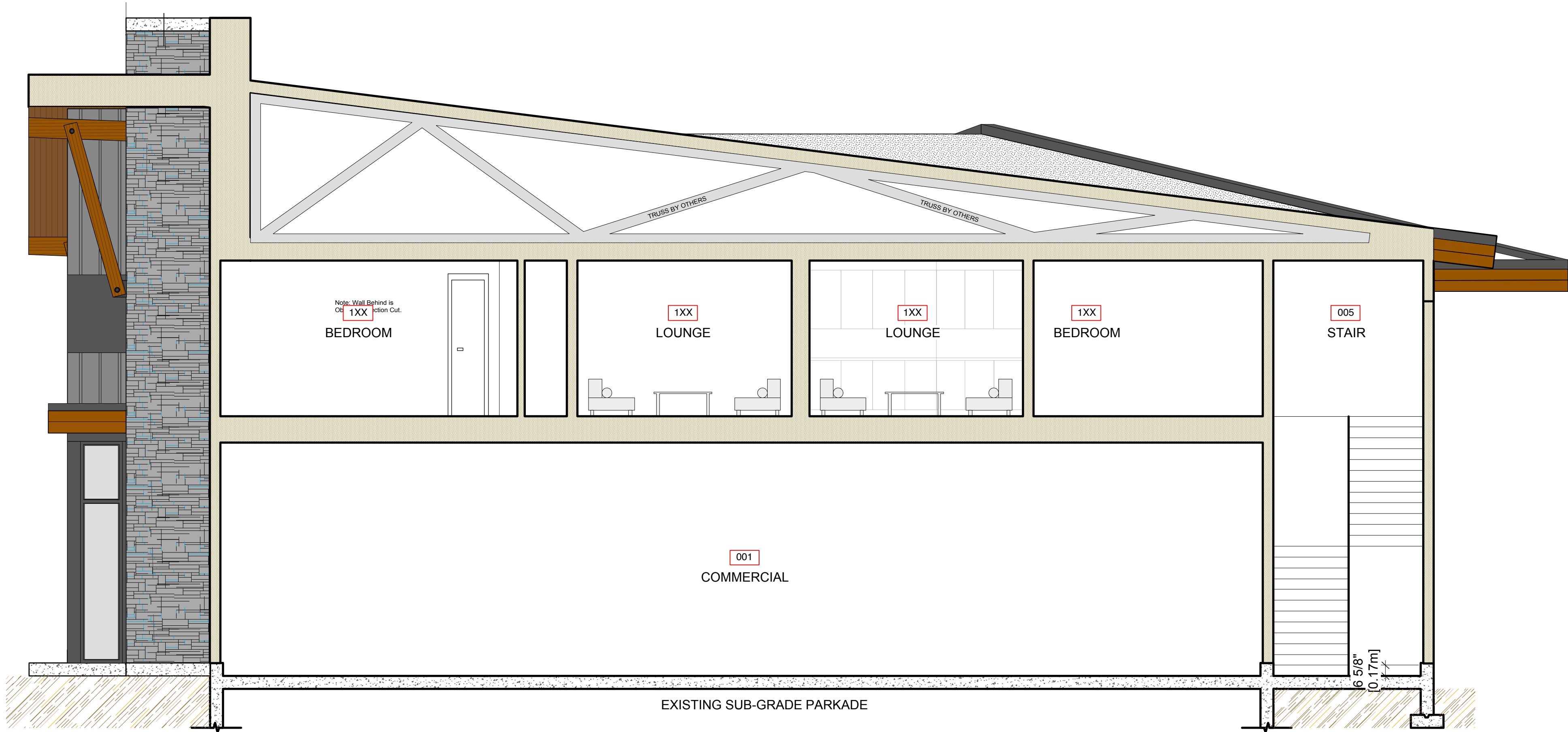
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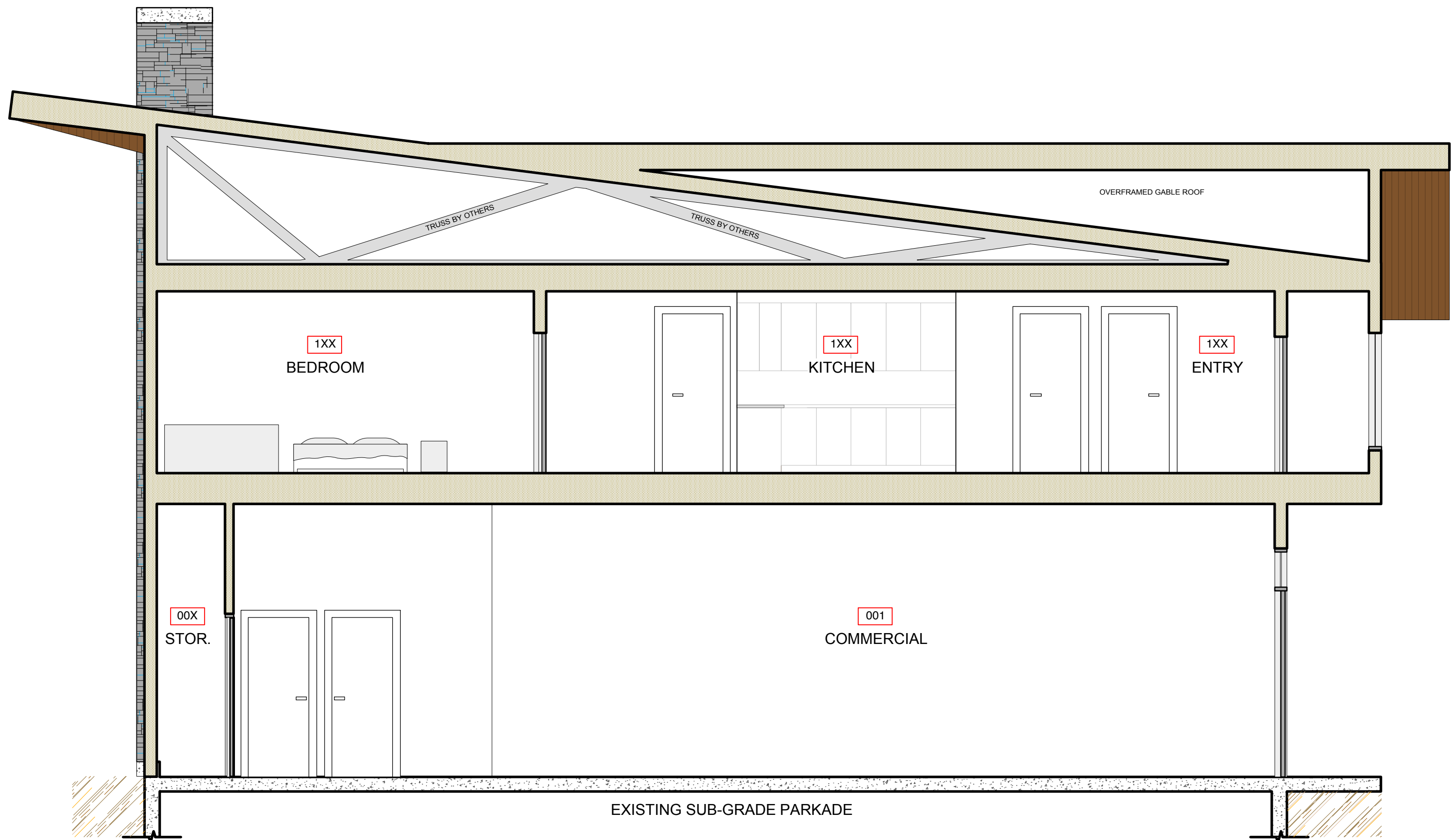
No: Revision: Date:



1 SECTION AA
1/4" : 1'-0"



2 SECTION CC
1/4" : 1'-0"



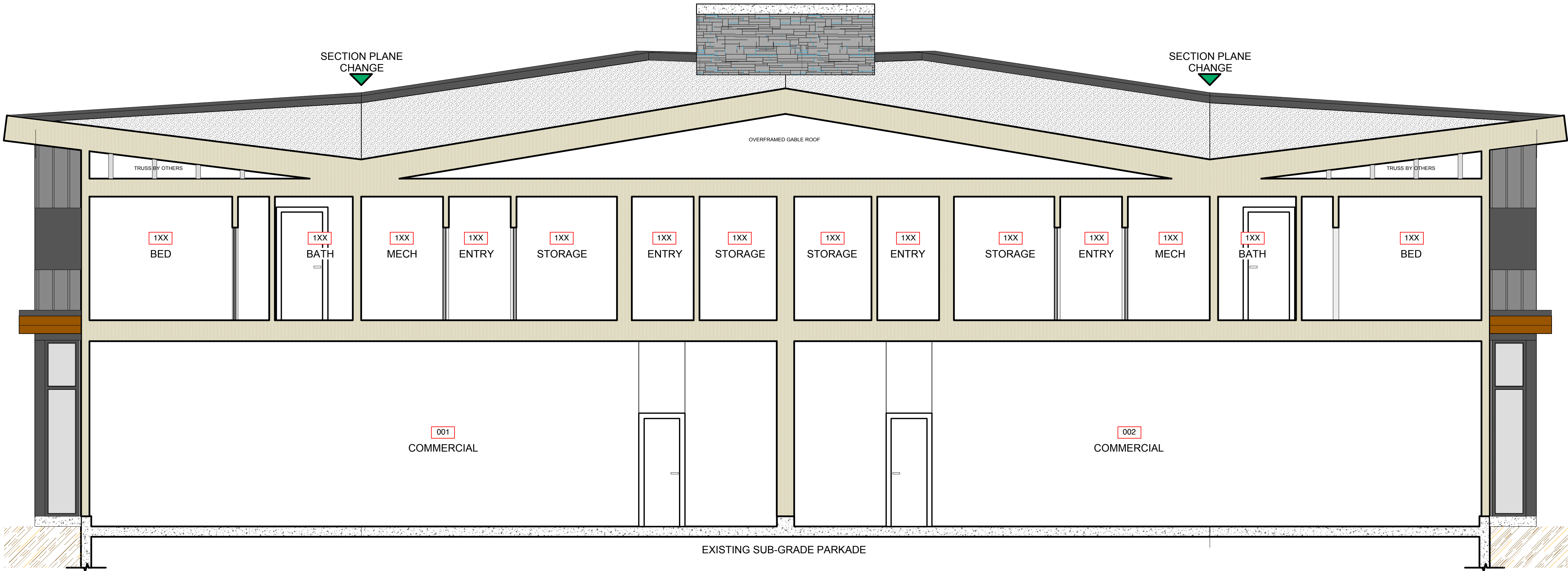
Title
SECTIONS

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

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Project No:	Sheet No:
15.19	A-4.1



1 SECTION DD
1/4" : 1'-0"

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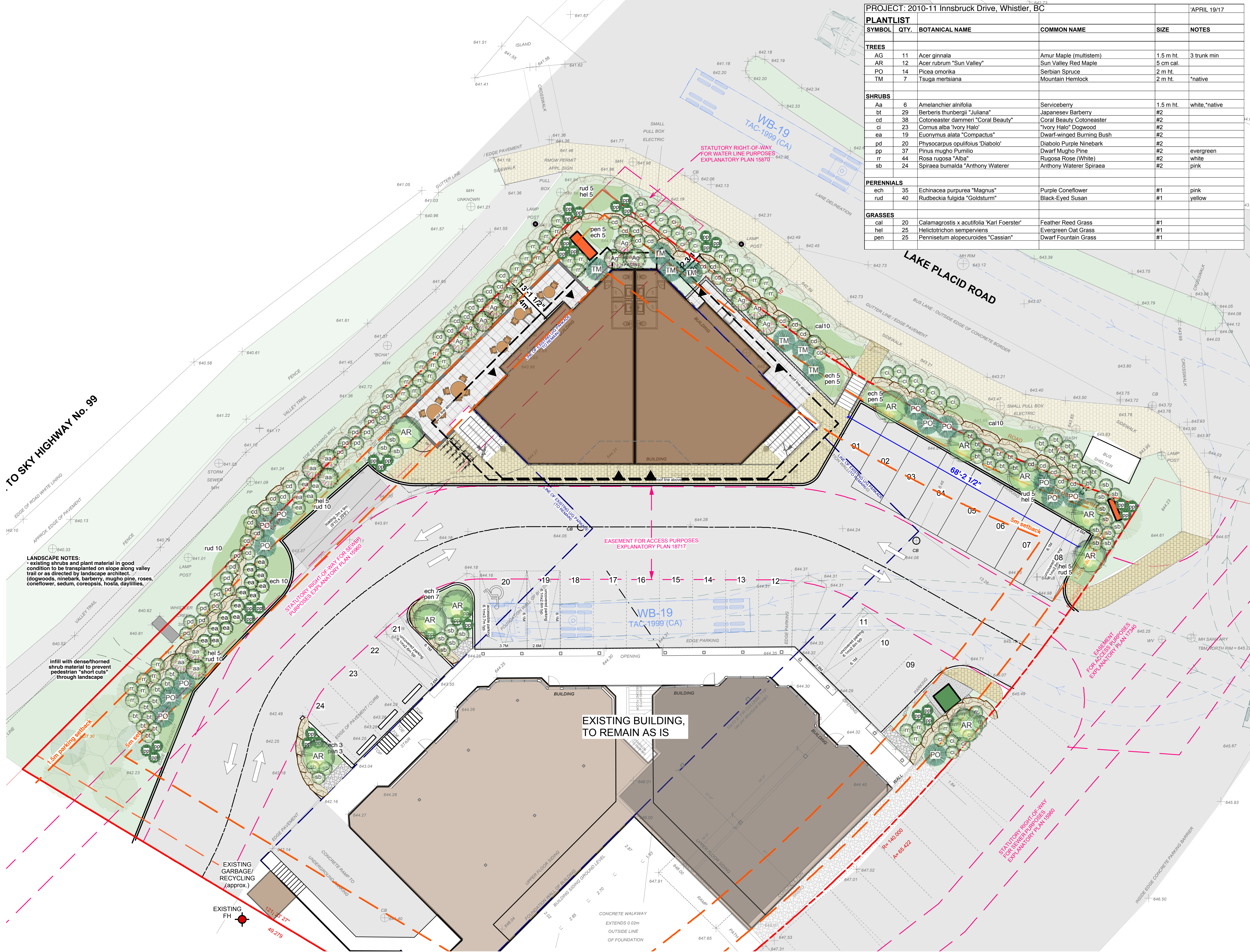
Title
SECTIONS

Project
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15.19	A-4.2

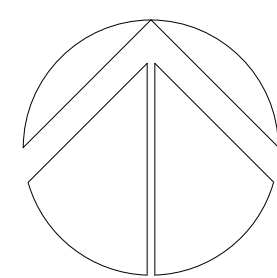


PROJECT: 2010-11 Innsbruck Drive, Whistler, BC					APRIL 19/17
PLANTLIST					
SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
TREES					
AG	11	Acer ginnala	Amur Maple (multistem)	1.5 m ht.	3 trunk min
AR	12	Acer rubrum "Sun Valley"	Sun Valley Red Maple	5 cm cal.	
PO	14	Picea omarika	Serbian Spruce	2 m ht.	
TM	7	Tsuga mertensiana	Mountain Hemlock	2 m ht.	*native
SHRUBS					
Aa	6	Amelanchier alnifolia	Serviceberry	1.5 m ht.	white,*native
bt	29	Berberis thunbergii "Juliana"	Japanesev Barberry	#2	
cd	38	Cotoneaster dammeri "Coral Beauty"	Coral Beauty Cotoneaster	#2	
ci	23	Cornus alba "Ivory Halo"	"Ivory Halo" Dogwood	#2	
ea	19	Euonymus alata "Compactus"	Dwarf-winged Burning Bush	#2	
pd	20	Physocarpus opulifolius "Diabolo"	Diabolo Purple Ninebark	#2	
pp	37	Pinus mugho Pumilio	Dwarf Mugho Pine	#2	evergreen
rr	44	Rosa rugosa "Alba"	Rugosa Rose (White)	#2	white
sb	24	Spiraea baldula "Anthony Waterer"	Anthony Waterer Spiraea	#2	pink
PERENNIALS					
ech	35	Echinacea purpurea "Magnus"	Purple Coneflower	#1	pink
rud	40	Rudbeckia fulgida "Goldsturm"	Black-Eyed Susan	#1	yellow
GRASSES					
cal	20	Calamagrostis x acutifolia "Karl Foerster"	Feather Reed Grass	#1	
hel	25	Helictotrichon sempervirens	Evergreen Oat Grass	#1	
pen	25	Pennisetum alopecuroides "Cassian"	Dwarf Fountain Grass	#1	

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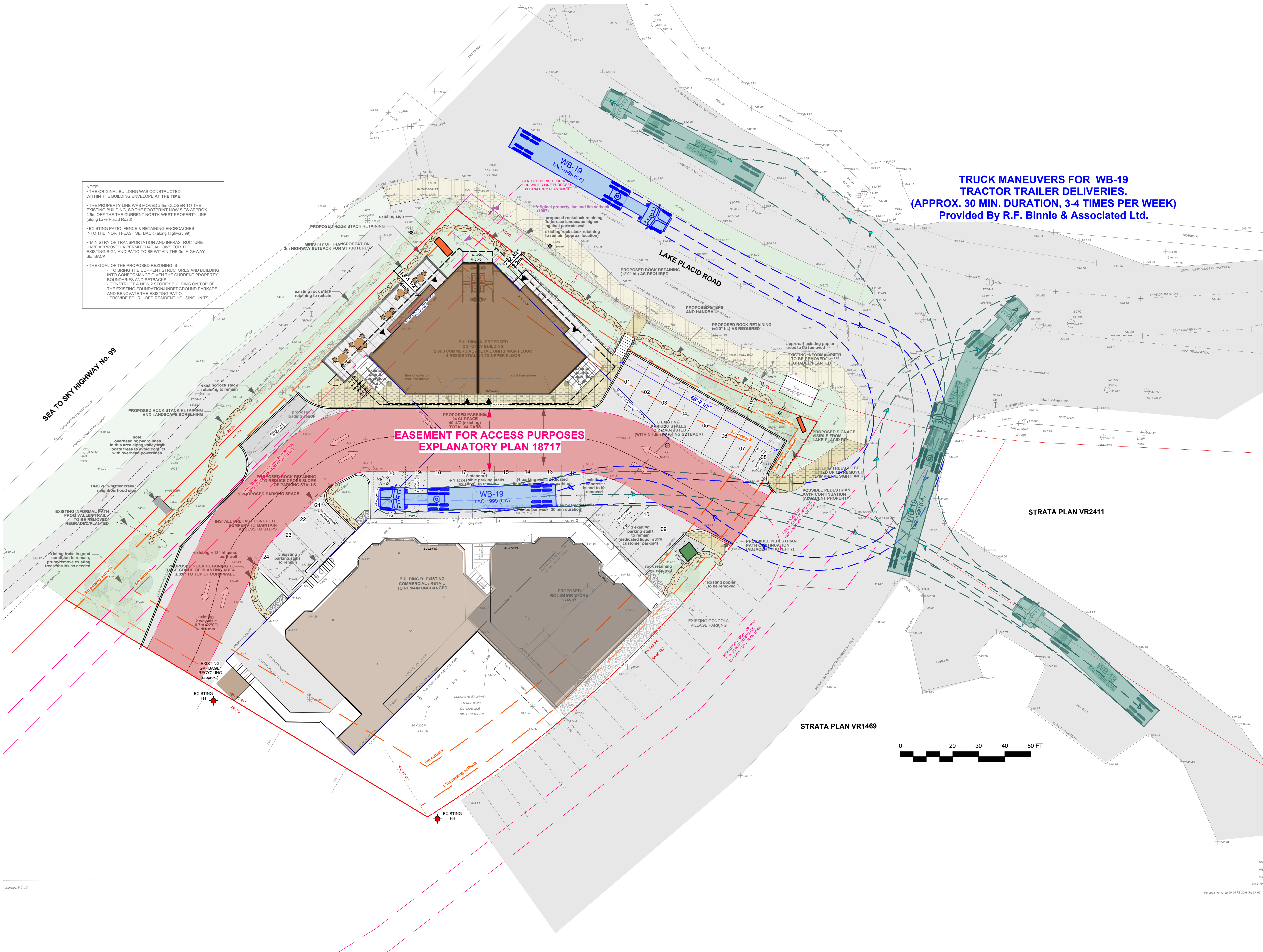
Title
LANDSCAPE PLAN

Project
2010 INNSBRUCK DRIVE
WHISTLER, B.C.

MURDOCH + COMPANY
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Sealed By:

Drawn By:	Scale:
BM/DS	3/32" : 1'-0" imperial
Project No:	Sheet No:
15.19	L-1.1



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- PROVIDE FOUR 1-BED RESIDENT HOUSING UNITS.

TRUCK MANEUVERS FOR WB-19 TRACTOR TRAILER DELIVERIES.
(APPROX. 30 MIN. DURATION, 3-4 TIMES PER WEEK)
Provided By R.F. Binnie & Associated Ltd.

EASEMENT FOR ACCESS PURPOSES
EXPLANATORY PLAN 18717

STRATA PLAN VR2411

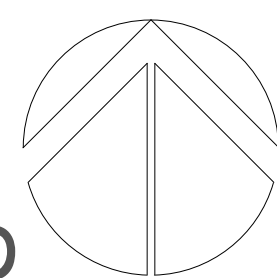
STRATA PLAN VR1469



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PROPOSED DELIVERY TRUCK MANEUVERS

2010 INNSBRUCK DRIVE
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Sealed By:

Drawn By:	Scale:
BM/DS	1/16" : 1'-0" imperial
Project No:	Sheet No:
15.19	A-1.1

Panel offers the following comments.

Site Context and Landscaping

1. Opportunity for low planting on the west side of the building for privacy.
2. Panel is in support of the project as it will contribute to the image of the village. The building is in much need of refurbishment.

Materials, Colours and Details

1. Panel had concerns about the new railing dimension and material.
2. Panel suggests use of some natural wood on the building and suggested keeping the soffits natural cedar rather than white. The wood will add warmth to the building.

Moved by Tony Kloepper
Seconded by Ryley Thiessen

That the Advisory Design Panel supports the project as presented with consideration to update the landscaping and to also consider the use of natural wood on the building, particularly the soffits. Panel does not need to see this project return for further review.

CARRIED

The applicant team left the meeting at 2:10 p.m.

The applicant team of Brent Murdoch, Brent Murdoch and Company; Jen Levitt, Murdoch and Company; Dylan Korba, Murdoch and Company entered the meeting at 2:15 p.m.

Robert Brennan, Planner, RMOW introduced the project. Staff seeks Panel comments for Rezoning and Development Permit of the site located on Innsbruck Drive at the entrance to Creekside Village. The existing development was constructed in 1987 and consist of two buildings. This proposal calls for demolition of one building on the northwest corner of the property and replacing it with a new building for commercial and residential use. In addition there will be renovations to the remaining building for a new proposed liquor facility. The rezoning application is for consideration of adding the employee housing and liquor sales uses. Proposed new building is slightly larger than existing with most of that being on the second storey for the new employee housing units.

Brent Murdoch advised on the following.

1. Architect distributed colored perspective drawings and a revised truck template plan for review and discussion.
2. The current building located in the northwest corner of the property is not doing its job from an urban design perspective. Needs to be revamped.
3. Housing component is an important trigger for the owner's plans to redevelop the site.
4. This building is a single occupant commercial building and we are looking to replace that mass and take it down to the slab.

2010 and 2011
Innsbruck Drive
1st Review
File No. DP1556
2:15 – 3:15 p.m.

5. On the 2nd storey of the new building are proposed 4 one bedroom residential units. These units will be accessed via an open walkway connected at each end to a metal screened staircase to the ground level. This walkway provides semi open space for these units.
6. Constraint on the building because of location near the highway and the corner of Lake Placid Road. Building mass is kept tight.
7. The backside of the building will maintain a shallow roof line.
8. The large stone fireplace on the current building is a significant feature and we will re-interpret that in the new design.
9. The proposed liquor store for the existing building on the property is currently located on the Franz's Trail property across Lake Placid Road.
10. The current restaurant in the corner building will be relocated to one of the two proposed commercial units on the first floor of the new building.
11. There will be subtle changes in surface parking layout and loading bay areas, but the project meets parking requirements.
12. Conceptual landscape plan includes new understorey plants and new trees adjacent to Highway 99 and Lake Placid Road.

Panel offers the following comments.

Site Context and Landscaping

1. Update to the landscaping is appreciated.
2. Consider adding outdoor space as it would be more appealing to renters.
3. Panel noted that the issue of parking and deliveries is still not resolved.
4. The North elevation of the new building is well received. The architectural expression is appreciated.
5. Panel had concerns over the South elevation of the new building. Particularly with the main entry. Perhaps consider making the entry on the Southside more open.
6. Opening the commercial façade from one edge to the other will be beneficial to the commercial clients.
7. Coordinate garbage and recycling facilities.

Form and Character

1. The proposed chimney design is not very detailed and can be more articulated. It currently reads as a square block.
2. The sidewalk at the commercial entrances where the doors open are quite narrow. Consider widening and adding landscaping to soften.
3. Comprehensive signage needs to be incorporated into the design.
4. Panel had concerns over the vertical screens.
5. Consider cathedral upper ceilings to add glazing for the north elevations.

Materials, Colours and Details

1. Consider the placement of the stairs to the middle which will eliminate the long corridor.
2. Opportunity to capture half the height of stairs to allow for storage space.
3. Opportunity for exterior stairs to be much more open, otherwise feels like building mass.
4. The proposed light railing for the patio is not supported. Consider solid wall to mitigate view and noise off the highway.

Moved by Kristina Salin
Seconded by Zora Katic

That the Advisory Design Panel supports the project in principle and would like to have it returned to address issues of the south elevation and opening of the south commercial entrances, including an integrated signage package. Review further articulation of the metal screens and stone chimney and have a look at alternative for railing.

CARRIED

The applicant team left the meeting at 3:00 p.m.

Function Junction
Commercial
Development, Alpha
Lake Road
1st Review
File No. DP1337
3:15 – 4:15 p.m.

The applicant team of Brent Murdoch, Brent Murdoch and Company; Chief Dean Nelson, Lil'wat Nation; Kerry Mehaffey, Lil'wat Capital Assets LP; Carlos Zavarce, Cornerstone Developments Ltd; Caroline Lamont; Cornerstone Developments Ltd entered the meeting at 3:10 p.m.

Melissa Laidlaw, RMOW introduced the project. This is a Development Permit Application for a 5.3 acre parcel. Part of the parcel is zoned for a service station which includes a restaurant and a larger portion of the parcel is zoned for light industrial, service commercial, office and employee housing use. The client has worked hard to protect the 20 metre tree buffer along the highway, as well as to reduce the parking and vehicle dominance and provide a more pedestrian friendly environment.

The project is meeting all the regulation of the Zoning Bylaw with the exception of the proposed retaining wall along the rail line, of which staff has no concerns. The proposed on-street parking and off-site freestanding sign does not meet bylaw regulations and this is still under review from staff.

Chief Dean Nelson advised on the following.

1. Excited about the project and to witness the Advisory Design process and will do what must be done to move the project along.

Brent Murdoch advised on the following.

1. This land is part of the First Nations legacy lands.
2. This parcel is zoned for a service station to address the needs of the south side of town.
3. Function Junction is currently a hostile environment for pedestrians.
4. We looked at how this project can be done in a comprehensive manner to address issues with pedestrian and vehicle movement, and maintain an efficient design element.
5. The service station will be similar to Husky with easy available parking and augmented landscaping. There are suggested infill locations in the tree preservation area adjacent to Highway 99, with openings for sightlines along the Alpha Lake Road frontage.
6. The Commercial site has a number of uses including office use. The initial plan was to have office space on the on the third floor. There may not be enough subscription for the building to handle that use and provision of employee housing makes more sense.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017

REPORT: 17-113

FROM: Resort Experience

FILE: RZ1143

SUBJECT: RZ1143 – PRISM LANDS AMENITY REZONING

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

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.

REFERENCES

Appendix “A” – Location Map

Appendix “B” – Application Materials

Appendix “C” – Historic RR1 Zoning

PURPOSE OF REPORT

The purpose of this Report is to present RZ1143, a rezoning application to create new site specific zoning for the Prism Lands located at 1501 Alta Lake Road. The Report seeks Council authorization to proceed with further review and processing consistent with requirements for rezoning applications. The Report also recommends that Council direct staff to prepare a zoning amendment bylaw for RZ1143, to bring forward for Council consideration.

DISCUSSION

Background

The Prism Lands property is comprised of one 108 acre parcel of land located at 1501 Alta Lake Road as shown in Appendix “A”. The Prism Lands are currently zoned RS-E1 (Residential Single Estate One). For this zone the permitted uses are detached dwelling, auxiliary residential dwelling unit, auxiliary buildings and auxiliary uses, and park and playground. The minimum parcel area is 40 hectares or approximately 100 acres, and the maximum permitted gross floor area of a detached dwelling is 465 square metres. Under the RS-E1 zone the 108 acre property would be permitted one detached dwelling.

The property owners have sought to increase the development potential of the property and have proposed a plan whereby they would be able to subdivide and develop four additional residential estate lots and dedicate the remainder of the land to the Resort Municipality of Whistler (RMOW) for

municipal purposes. There would be five residential estate lots in total clustered on eight acres and the remaining 100 acres would be transferred to the RMOW.

A comprehensive description of the proposed rezoning and its rationale relative to municipal policies has been prepared by the applicant and is provided in Appendix "B". The application materials also include conceptual land use and development plans and a preliminary servicing and access plan, as well as proposed zoning provisions for the five residential estate lots. The applicant has also completed an initial environmental review which has informed the land use and development plan. The recommendation to Council seeks authorization from Council for further review and processing of these materials.

The 100 acres of land to be dedicated to the RMOW is considered to have significant value for municipal purposes. These purposes include:

- parks, open space and trails;
- protection of ecologically sensitive Millar Creek wetlands;
- wildfire protection;
- securing a legal right of way for an existing municipal sewer main line;
- securing public access and a trail connection to Function Junction from Alta Lake Road and Whistler's west side; and
- one acre of land for employee housing to be combined to an existing adjacent 2-acre site owned by the RMOW and located at 1451 Alta Lake Road, thereby significantly increasing its development potential for employee housing.

The proposed rezoning would recognize historic RR1 (Rural Resource One) Zone provisions that previously applied to the property and permitted up to one detached dwelling per 8.09 hectares or 20 acres, permitting up to five detached dwellings for the property. This is consistent with a provision within the municipality's current "Official Community Plan Bylaw No. 1021, 1993" Policy No. 4.1.2, which permits consideration of historic development rights under existing zoning at the time of adoption of the Official Community Plan. The policy states:

"4.1.3 Development of accommodation on any other lands will require an amendment to Schedule B (lands designated for development of accommodation), provided that accommodation permitted by zoning in effect at the date of adoption of this OCP may be developed without further amendment of the OCP."

The RR1 Zone provisions that applied at the time of adoption of "Official Community Plan Bylaw No. 1021, 1993" on October 17, 1994 are provided in Appendix "C". Along with other RR1 zoned properties, the Prism Lands were subject to two significant RMOW zoning initiatives and amendments. The first was implemented by "Zoning Amendment Bylaw No. 1246, 1997", which changed the minimum permitted parcel area from 8.09 hectares to 40 hectares. The rationale for this amendment was concern over the potential for dispersed large lot development on these RR1 lands and associated impacts on the natural environment, local ecosystems, land disturbance, and efficient land use and delivery of services. The second initiative was implemented by "Zoning Amendment Bylaw No. 1523, 2001" which rezoned RR1 properties to RS-E1, limiting the permitted uses to detached dwellings, auxiliary uses and buildings and parks and playground, and removing the potential for a wide variety of resource uses and other uses permitted under the RR1 zone. The rationale for this initiative was primarily protection of the natural environment, compatibility of land uses, and quality of development.

The proposed rezoning addresses the considerations that were associated with these previous zoning initiatives that applied to the Prism Lands. The rezoning application proposes to cluster the

five proposed lots on lands that are most suitable for development, protecting environmentally sensitive lands and forested areas. The proposed development is also relatively easily served in close proximity to existing services and infrastructure. There would be access to open space, trails and transit service, and the development would complement the adjacent employee housing site.

The updated “Official Community Plan Bylaw No. 1983, 2011” has specific policies that are relevant and supportive of the proposed rezoning. These policies call for seeking creative solutions for optimizing land use and respective interests such as land exchanges, dedications, amenity zoning and transfers of development rights, and for minimizing land disturbance and conversion of remaining undisturbed natural areas to development. These policies are achieved through the amenity zoning proposal.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	The proposed rezoning limits development to historic development rights provided by the OCP and results in transfer of 100 acres of land for RMOW management consistent with these descriptions of success.
	Continuous encroachment on nature is avoided.	
Natural Areas	An ecologically functioning and viable network of critical natural areas is protected and, where possible restored.	Ecologically sensitive Millar Creek wetlands are protected and adjacent natural areas will be managed by the RMOW.
	Developed and recreation areas are designed and managed to protect as much of the natural environment within and around them as possible.	The proposed development is limited to 8 acres, with the remainder of lands to be transferred and managed by the RMOW.
Partnership	Residents, taxpayers, business and local government hold a shared vision for the resort community and work in partnership to achieve that vision.	The property owners have made a proposal with land dedications to the RMOW that is consistent with the shared vision for the resort community.
Recreation and Leisure	Local and regional stakeholders use a collaborative and comprehensive approach to developing amenities and offerings, and to resolving user conflicts.	The proposed rezoning addresses existing trail conflicts on the property. Future use would be determined by a collaborative and comprehensive approach.
Resident Housing	Resident restricted housing is affordable for permanent and short-term residents, through innovative and effective policy and financial models.	The proposal would add one acre to the adjacent 2-acre RMOW employee housing site thereby significantly increasing its potential for employee housing.
	Developed areas are designed and managed to be sensitive to the surrounding environment.	The proposed land use and development plans address this description of success.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Built Environment	Limits to growth are understood and respected.	The proposed rezoning will result in 4 additional development lots. This is mitigated by the clustering of these lots on an 8 acre portion of the lands with the remaining lands transferred to the RMOW.

OTHER POLICY CONSIDERATIONS

Zoning and Parking Bylaw No. 303, 2015

New site specific zoning will be required to be created for the proposed rezoning application. This zoning would contain amenity provisions that would secure the RMOW land dedication for municipal purposes.

Proposed zoning provisions that would apply the five residential estate lots are presented in the materials included in Appendix "B". These provisions include a maximum gross floor area of 465 square metres for each detached dwelling and provisions for auxiliary residential dwelling units and auxiliary buildings.

This Report recommends that Council direct staff to prepare the required zoning amendment bylaw for its consideration. Green building requirements and development guidelines would be addressed through the rezoning process.

Official Community Plan (OCP)

The proposed rezoning is consistent with the municipality's OCP. Specifically, it is consistent with Policy No. 4.1.2 which recognizes and provides for the historic development potential under previous RR1 zoning at the time of adoption of the OCP.

The proposal is also consistent with the mandatory conditions for evaluation of all rezonings under Section 4.13 Evaluating Proposals for OCP and Zoning Amendments.

BUDGET CONSIDERATIONS

All costs associated with staff time for the rezoning application, public hearing, notices, and legal fees will be paid by the applicant and all fees will be required to be paid in full as a condition of adoption of the proposed zoning amendment bylaw.

COMMUNITY ENGAGEMENT AND CONSULTATION

The required rezoning application site information sign is posted on the property. The proposed zoning amendment bylaw would be subject to a public hearing adhering to statutory public notice requirements.

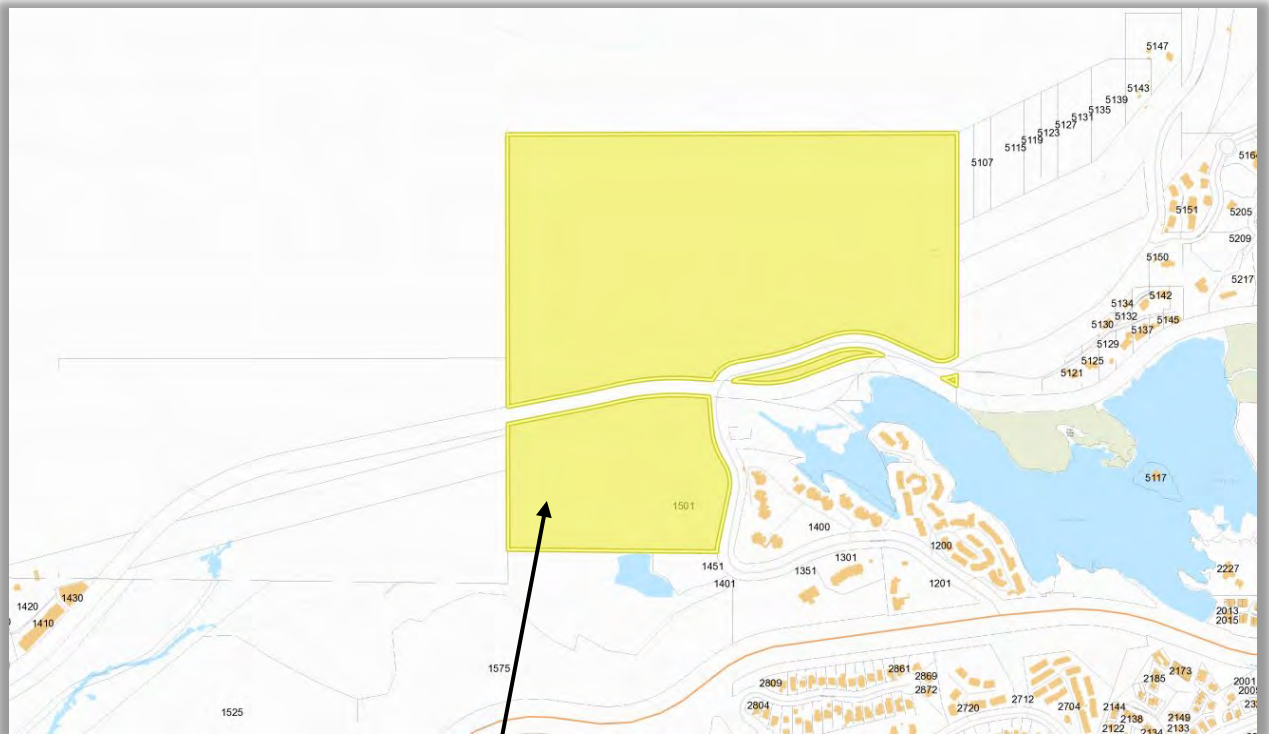
SUMMARY

This Report recommends that Council authorize further review and processing of RZ1143, and that Council direct staff to prepare a zoning amendment bylaw for the proposed rezoning.

Respectfully submitted,

Mike Kirkegaard
Director of Planning
for
Dave Patterson
ACTING GENERAL MANAGER OF RESORT EXPERIENCE

Appendix A – Location Map



Subject Property



REZONING APPLICATION



THE RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way
Whistler, BC Canada V0N 1B4
www.whistler.ca

TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

Appendix B

Application Number

RZ 1143

Work Order RZ0062

Received by DT
(OFFICE USE ONLY)

Resort Experience, Planning Department
Tel 604-935-8170 (direct) Fax 604-935-8188
Email: planning@whistler.ca

Subject Property Street Address: 1501 Alta Lake Road

Legal Description P.I.D. 010-682-023 Lot 3361 D.L. NW
Plan Part of(1066,14962,17731,22573,119) Block _____ Zoning RSE1

Name of Registered Owner: Prism Properties Inc.

[REDACTED]

Present use of property: 44 hectares (approx 108 acres) of undeveloped land with unauthorized trail, sewer and gas corridors

Description of proposed rezoning: 34 Hectares (approx 100ac) to be rezoned to public lands to include:

-33.4 hectares of Park, for recreation, environmental/habitat preservation and public utility corridors,
and 0.3 hectares of WHA residential housing land.

In exchange for 3 Hectares (approx 8 ac) of low sensitivity land to be rezoned for five estate lots.

[REDACTED] ☒ N

PROJECT DATA

Please fill in all areas applicable to your proposal:

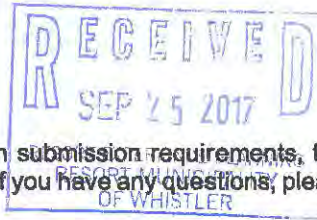
**Project Information Table ***

Site Data	Current Zoning Standard	Proposed Zoning Standard	Project/Site Information	Calculate Variance (if required)
Zoning	RSE1/RR1	TBD	see addt tables	
Site Area (m ²)	439,441	31,572		
Existing useable site area (m ²)		31,572		
Site Coverage	n/a	n/a		
Open Site Space (%)				
Gross Floor Area (m ²)				
- Commercial	465m2	2,325m2 (465x5)		
- Residential				
Frontage (m)				
Floor Space Ratio (density)				
Height of Building (m)		8.0m		
Number of Storeys		3		
Is the property located within 30m of a watercourse?		no		
Setbacks				
Front (m)		7.6		
Rear (m)		7.6m		
Side (indicate which side) (m)		6m		
Side (indicate which side) (m)		6m		
Parking				
Parking Stalls on site		per bylaw		
Bicycle Parking (specify)				
Building Data				
Total number of units		5 Lots	+ 1 WHA, 1 Park	
Unit type, i.e., 1 bedroom				
Ground orientated units				
Minimum unit floor area (m ²)				
Total residential floor area (m ²)	465m2	465m2	per princp. dwell	
* If your proposal involves more than one zone (e.g. existing house stays in a RS-1 zone and new house is in a RS-E1 zone), then complete two data tables.				

Please fill in all areas applicable to your proposal:

Development Information

Note: The amount of detail may vary depending on the plan submission requirements, the nature of the application and the stage of the project's planning and design. If you have any questions, please call Planning at 604-935-8170.



Number, type and description of dwelling units (e.g. target group, type of tenure, dwelling unit size, wheel chair accessibility)	5 Lots Plus WHA Lot and Park
Building features (e.g. heritage, architectural) and other site features (e.g. topography)	Design Guidelines
Landscaping and trees (e.g. protected trees and tree retention, nature and quality of landscaping, environmental features)	
Traffic, parking, access and loading (e.g. expected traffic and parking demand, layout and types of parking spaces, bicycle facilities, driveway and parking space and surface treatment. Parking treatments can include "permeable pavement".)	Intersection at Alpha Lake Road to be shared with WHA Lot.
Design features and amenities (e.g. building materials, meeting room space, amenities for children, storage, public art, off-site features such as boulevard trees and sidewalks)	WHA Lot & 100ac of Park & Utility ROW (exist Sewer and Gas)
Environmental features (e.g. green building, green roof, permeable paving)	Parkland for sensitive environments
Safety and security (e.g. lighting, sight lines, safety routes, Crime Prevention through Environmental Design features).	n/a

Prism Land- 1501 Alta Lake Road

**RS-E(X) Zone (Residential Single Estate [X])
(based on RSE1/ RSE2)**



2017.09.25

Intent

- (1) The intent of this zone is to provide for the development of low density detached residential dwellings and for auxiliary residential dwelling units.

Permitted Buildings and Uses

(2) The following buildings and uses are permitted on each parcel and all other buildings and uses are prohibited:

- (a) one auxiliary building for parking use;
- (b) one other auxiliary building;
- (c) one auxiliary residential dwelling unit that is contained within the principal residential building or in an auxiliary building that is also used for parking use;
- (d) and one detached dwelling.

Parcel Area, Dimensions and Shape

(3) The minimum permitted area of all parcels created by any form of subdivision and the shape and dimensions of such parcels shall be as shown on the Key Plan provided for this Zone, provided that the approving officer may allow the area of a parcel to vary by a maximum of 5% and the shape and dimensions of such a parcel to vary accordingly.

Maximum Permitted Floor Areas

(6) The maximum permitted gross floor area of a detached dwelling (including any auxiliary residential dwelling unit) is 465 square metres and the minimum permitted gross floor area is 200 square metres.

(8) The minimum permitted gross floor area of an auxiliary residential dwelling unit is 40 square metres and the maximum permitted gross floor area is 90 square metres, provided that:

(a) the maximum permitted gross floor area shall be increased to 112 square metres for any auxiliary residential dwelling unit which is restricted to employee housing use by a covenant registered in favour of the Resort Municipality (in priority to any financial charges) under Section 219 of the *Land Title Act*; and

(b) the gross floor area of an auxiliary residential dwelling unit shall not exceed 35% of the total gross floor area of a detached dwelling in which it is located, in any case.

(9) A covenant that is registered pursuant to subsection (8) shall be registered before issuance of a building permit for the parcel, or before issuance of a development permit when a development permit is required.

(10) The maximum permitted floor area of an auxiliary building used for parking is 50 square metres, plus the area of any auxiliary residential dwelling unit.

(11) The maximum permitted gross floor area of any other auxiliary building is 35 square metres.

(12) The maximum permitted floor area for parking use contained within a principal building is 80 square metres and if there is no auxiliary residential dwelling unit associated with a parcel, the maximum amount of parking use that may be associated with that parcel is 80 square metres.

**Height**

- (13) The maximum permitted height of a detached dwelling is 8 metres.
- (14) The maximum permitted height of an auxiliary building is 5 metres.
- (15) Despite subsection
- (16), the maximum permitted height of an auxiliary building used for both parking and an auxiliary residential dwelling unit is 7 metres.

Parcel Area

- (17) The minimum permitted parcel area is 4047 square metres.

Site Coverage

- (18) The maximum permitted site coverage is 35 percent.

Setbacks

- (19) The minimum permitted setback from the front parcel line is 7.6 metres.
- (20) The minimum permitted setback from any side parcel line is 6 metres for any building.
- (21) The minimum permitted setback from the rear parcel line is 7.6 metres.

Off-street Parking and Loading

- (22) Off-street parking and loading spaces shall be provided and maintained in accordance with regulations contained in Part 6 of this Bylaw.



September 25, 2017

1501 Alta Lake Road- Rationale for Rezoning

(Per Rezoning Application, Page 5)

Government Policies:

Per the current OCP 1993;

Policy 4.1 Residential and Commercial Accommodation and specifically 4.1.2 and the RR1 zoning at the time of adoption allows for 1 lot/ 20 acre. The application site (1501 Alta Lake Road) is over 108 acres (44 ha).

Policy 4.2 Resident Housing the application proposes to gift through subdivision approximately 1 acre of land to be consolidated with the adjacent RMOW/ WHA lot to make the entire lot more accessible and buildable.

Policy 4.7 Parks & Recreation the application proposes to gift through subdivision 99 acres for park. These parklands would include over 83 acres of *Westside* hillside lands that currently include such noteworthy biking trails as *Danimal*, *THC*, *Piece of Cake*, *Lower Sprout*, as well as the Sprout Creek drainage basin. These trails are currently trespassing and by this proposal would be legally re-opened to the public. The proposed parklands also include almost 15 acres of valley bottom. These lands include Millar Creek wetlands, Scotia and Millar Creeks, and the Millar Creek Trail/ Function Junction Connector.

Policy 4.9 Municipal Services The proposed Millar Creek lands also include existing RMOW sewer mains and existing Fortis gas mains, that currently do not have legal access over the private application lands. These are Whistler's primary sewer and gas mainlines.

Policy 4.11 Transportation the application proposed parklands will provide extensive lands for multi-modal transportation. Specifically the Millar Creek corridor is sufficient in size to support a Valley Trail or even a secondary or emergency access road to Function Junction and Hwy 99 South.

Policy 4.12 Natural Environment the majority of the application lands, with the exception of the proposed development lots, are located in 'Environmentally Sensitive' lands per Schedule M-6. By designating these lands as Park their sensitivity will be protected in perpetuity.

Policy 23.0 Development Permit Area #19 Residential Estate Lands while all of the application lands are located in DPA#19 only those lands with no sensitive designation per Schedule M-6 are proposed for development. Development of the 5 lots will be carried out in a sensitive and environmentally respectful manner.



Per Whistler2020:

The application addresses many of the **Whistler 2020 Priorities**, such as; **Enriching Community Life** the application proposes to provide a *Residential Affordability* component by providing approximately 1 acre of Resident Housing lands, and improving *Satisfaction of Recreational Opportunities* by proposing approximately 99 acres of parkland.

Enhancing the Resort Experience by proposing approximately 99 acres of parkland for visitor and resident use.

Protecting the Environment by proposing approximately 99 acres of parkland for the preservation of sensitive environments, proposing lands for a commuter Valley Trail to reduce *Greenhouse Gas Emissions*, proposing lands for public utility corridors to improve *Community Energy Use*.

The application also addresses the following **Whistler 2020 Key Strategies** that include; *Built Environment Strategy, Natural Areas Strategy, Recreation and Leisure Strategy, Residential Housing Strategy and Transportation Strategy*. The specifics of how these strategies have been addressed is covered the aforementioned text.

Project Benefits:

Although many of the benefits have been covered in the OCP & Whistler 2020 text above a summary of the benefits include;

Approximately 100 of 108 acres of the 1501 Alta Lake lands are proposed as public lands, 99 acres of park and 1 acre of resident housing lands. The rezoning and land donation allows for the resolution of the current RMOW sewer and Fortis gas mains trespassing issue. The small 5-lot development on non-sensitive lands will contribute to the *Economic* viability of the community through the development and occupancy of the residences and their associated auxiliary dwelling unit/ suites. The 99 acres of parkland will protect sensitive *Environmental* old growth, steep hillsides and riparian/ wetland environments. The *Social* benefits of the application will increase parks and trail access, improve transportation and provide more WHA lands for resident housing.

Need and Demand:

The need is for the resolution of the utility corridor and current trespassing. The demand is for access to hillside and commuter trails and the creation of an accessible buildable WHA resident housing site. The demand and shortage of residential building lots in Whistler is forcing the removal/ demolition of viable existing housing stock to meet the demand for development lots. This development will not remove housing and will increase resident housing and rental options through the auxiliary dwelling and accessory suite model.

Services:

The Alta Lake Road frontage is fully serviced so there is no need to increase Public infrastructure. More importantly the approval of this proposal will resolve the current utility corridor trespassing.

Neighbourhood:

This site is central to existing development and services. The additional WHA property is directly across Alta Lake Road from existing resident/WHA housing.

Impacts:

The proposed 5 lot development is relatively small will have minimal to no impact on the surrounding neighbourhood. The site is an isolated knoll in the valley bottom and is not easily visible from surrounding lands. The sensitive lands have been removed from the development parcel to reduce impact to the environment.

Design:

The land use planning has considered the sensitivity of the lands and placed the lots on the lands with the lowest environmental value. Large building setbacks are proposed to ensure preservation of natural buffer between lots and to lands beyond the development. Building heights and densities are typical to comparable zones.





1501 ALTA LAKE ROAD- THE PRISM LANDS

APPLICATION FOR REZONING AND SUBDIVISION

Project Directory

Planning / Landscape Architect:
Crosland Doak Design
3121 Alta Vista Road
Whistler, B.C.
V0N 1B3
Crosland Doak

604 966-8309

Surveying:
Doug Bush Survey Services
18 - 1370 Alpha Lake Road
Whistler B.C. V0N 1B1
Doug Bush

604 932-3314

Civil Engineer:
Webster Engineering Ltd
3745 Delbrook Ave
North Vancouver V7M 3Z4
John Tynan

604 983-0458

Environmental Consultant:
Cascade Environmental Research Group Ltd
Unit 3- 1005 Alpha Lake Road
Whistler B.C. V0N 1B1
Dave Williamson

604 932-3314

Project Identification

Civic Address:

1501 Alpha Lake Road
Whistler, BC

Legal:

DL 3361, Group 1 NWM
Except Firstly in Ref Plan 1066, Secondly on Plan 14962,
Thirdly on Plan 17731, Fourthly on Plan 22573,
Fifthly part on Highway Plan 119

PID:

010-682-023

Zone- Current:

RSE1 & RR1

Zone- Proposed:

RSE(X) and Public Lands

Drawing List

PLANNING DRAWINGS

LP-0

TITLE SHEET

LP-1

LAND USE PLAN: All Lands w/ Aerial

LP-2

PROPOSED ZONING

LP-3

LAND USE PLAN: Development Lands

LP-4

SITE PLAN: Development Lands

LP-5

LAND USE PLAN: Resident Housing/WHA Site

LP-6

LAND USE PLAN: Linkages

ENGINEERING DRAWINGS

R1

PRELIMINARY SERVICE & ACCESS PLAN

CROSLAND DOAK DESIGN

Landscape Architecture + Building Design

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info@CroslandDoakDesign.com
CroslandDoakDesign.com

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2017.09.25	Rezoning/Sub Application
2017.03.18	Discussion Purposes
Date	Issued For

client

Prism Lands
1501 Alta Lake Rd
Whistler, BC

project title

Title Sheet

drawing title

scale: NTS

project no. 1511

LP-0
drawing no.

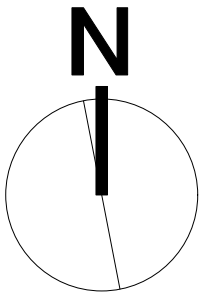
Title Sheet

LP-0

PROPOSED LAND USE SUMMARY:						2017-09-25
DESCRIPTION LAND USE	DESCRIPTION	PARCEL AREA		imperial provided for reference only		
		(Ha)	(M2)	(Ac)	(s.f.)	
L-1	Estate Lot	0.71 ha	7,062	1.74	76,020	
L-2	Estate Lot	0.61 ha	6,150	1.52	66,197	
L-3	Estate Lot	0.66 ha	6,595	1.63	70,992	
L-4	Estate Lot	0.61 ha	6,056	1.50	65,185	
L-5	Estate Lot	0.71 ha	7,123	1.76	76,672	
Estate Lot Totals	Estate Lot	3.30 ha	32,987	8.15	355,066	
Road-A	20m Right of Way	0.09 ha	865	0.21	9,312	
Strata Common (Lane-1)	10m Right of Way	0.21 ha	2,134	0.21	22,969	
Road Totals	Right of Way	0.21 ha	2,999	0.74	32,281	
WHA Parcel Addition	WHA Res Housing	0.38 ha	3,753	0.93	40,395	
Millar Creek Lands	Public or Park	5.87 ha	58,669	14.49	631,508	
Alta Lake Rd Rem. Lands	Public or Park	0.44 ha	4,412	1.09	47,485	
Hillside Lands	Public or Park	33.66 ha	336,605	83.14	3,623,181	
Public Lands	Housing/Public or Park	40.34 ha	403,438	99.65	4,342,570	
Total Areas		43.94 ha	439,424	108.54	4,729,917	
Use metric units, imperial provided for reference only. Any variation in totals may be due to rounding.						
Note: Areas are approximate and subject to verification by a BCLS.						



Note: This is a conceptual plan, layout may vary and is subject to approvals and engineering



CROSLAND DOAK
DESIGN

Landscape
Architecture +
Building Design

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2017.09.25	Rezoning/Sub Application
2017.03.18	Discussion Purposes
Date	Issued For

client
Prism Lands
1501 Alta Lake Rd
Whistler, BC

project title

Land Use Plan:
All Lands w/ Aerial

drawing title

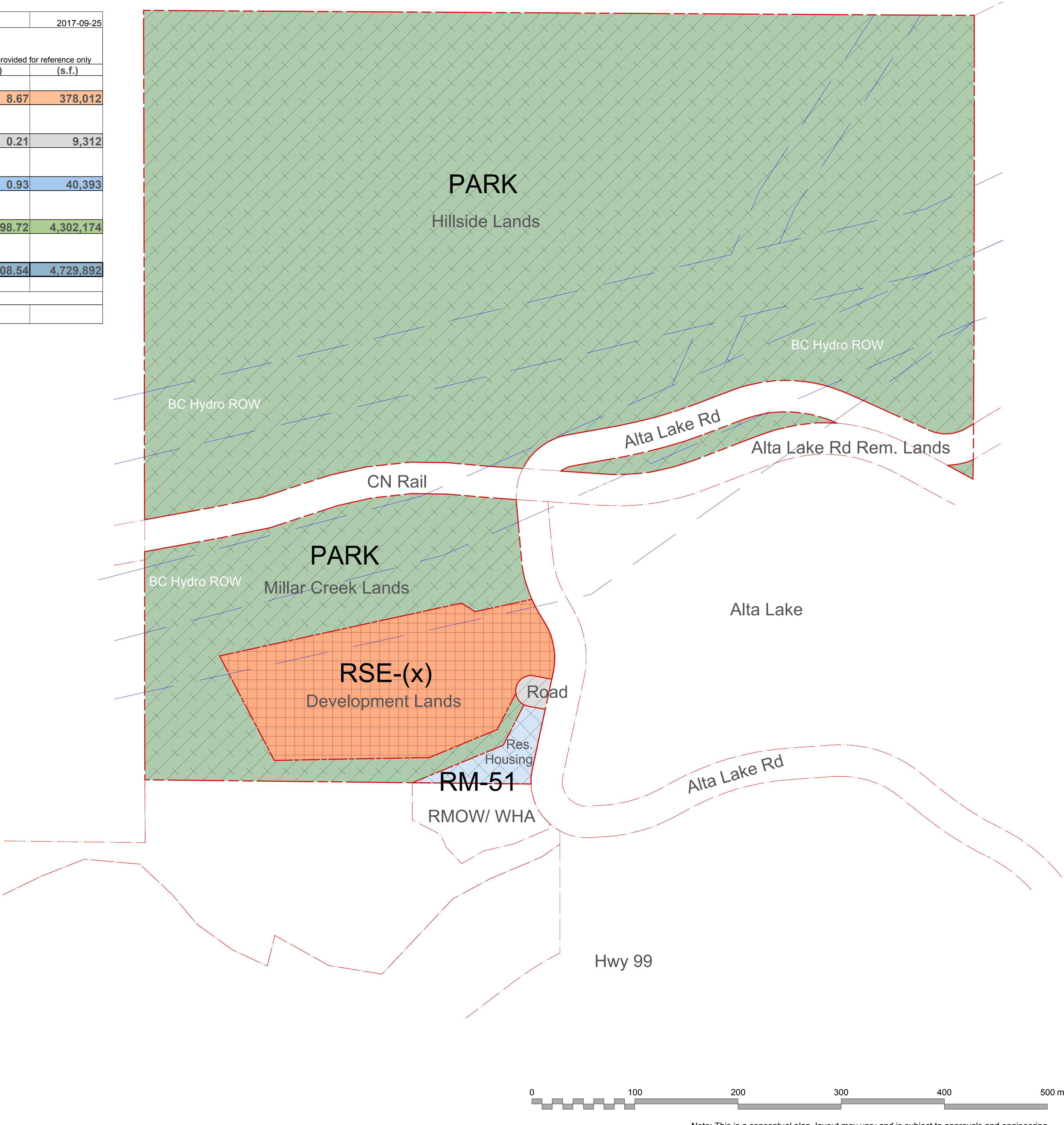
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project no. 1511

LP-1
drawing no.

Land Use Plan: All Lands w/ Aerial

PROPOSED ZONING SUMMARY:						2017-09-25
DESCRIPTION		ZONE AREA		imperial provided for reference only		
ZONE	DESCRIPTION	(Ha)	(M2)	(Ac)	(S.f.)	
RSE-(x)	Estate Lot*	3.51 ha	35,118	8.67	378,012	
ROAD	Public Road	0.087	865	0.21	9,312	
RM-51	Res. Housing	0.38 ha	3,753	0.93	40,393	
PARK	Park Land	39.97 ha	399,685	98.72	4,302,174	
Total Areas		43.94 ha	439,421	108.54	4,729,892	
* Area includes strata road						
Use metric units, imperial provided for reference only. Any variation in totals may be due to rounding.						
Note: Areas are approximate and subject to verification by a BCLS.						



CROSLAND DOAK
DESIGN

Landscape
Architecture +
Building Design



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2017.09.25 Rezone/Sub Application

Date Issued For

client
Prism Lands
1501 Alta Lake Rd
Whistler, BC

project title

Proposed Zoning

drawing title

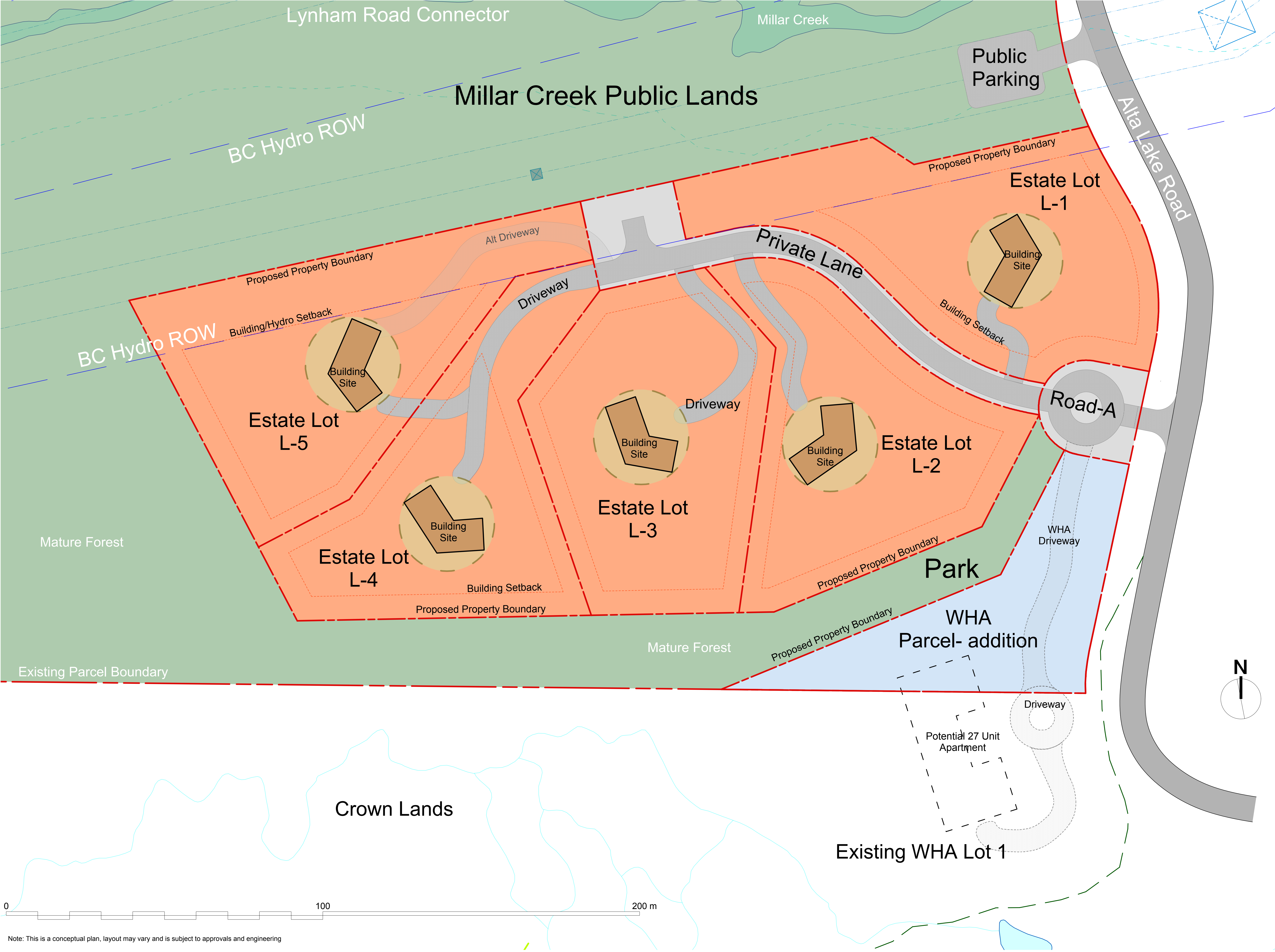
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project no. 1511

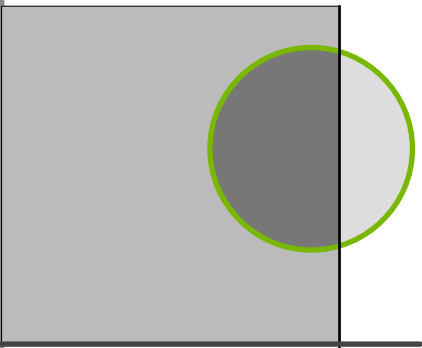
LP-2
drawing no.

Proposed Zoning

Note: This is a conceptual plan, layout may vary and is subject to approvals and engineering



Note: This is a conceptual plan, layout may vary and is subject to approvals and engineering



**CROSLAND DOAK
DESIGN**

Landscape
Architecture +
Building Design



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2017.09.25	Rezoning/Sub Application
2017.03.18	Discussion Purposes

Date	Issued For
------	------------

client
Prism Lands
1501 Alta Lake Rd
Whistler, BC

project title

Land Use Plan:
Development Lands
drawing title

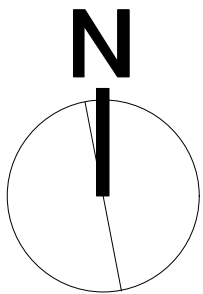
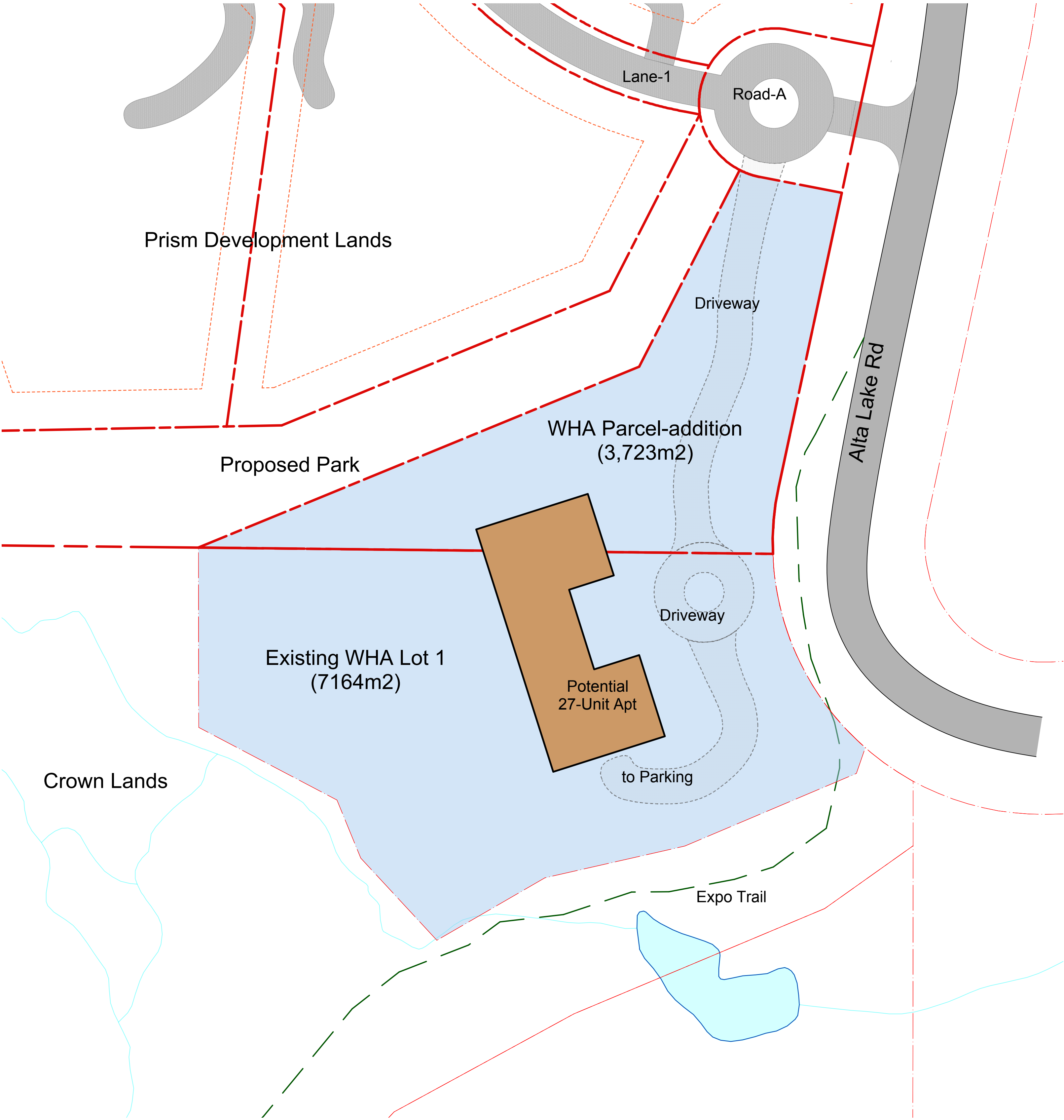
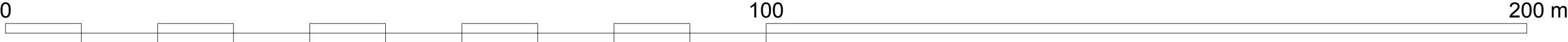
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project no. 1511

LP-3
drawing no.

Land Use Plan: Development Lands

Note: This is a conceptual plan, layout may vary and is subject to approvals and engineering



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Landscape
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2017.09.25	Rezone/Sub Application
2017.03.18	Discussion Purposes

Date	Issued For
------	------------

client
Prism Lands
1501 Alta Lake Rd
Whistler, BC

project title

Land Use:
Proposed WHA Site

drawing title

scale: 1:500

project no. 1511

LP-5
drawing no.

Proposed WHA Site

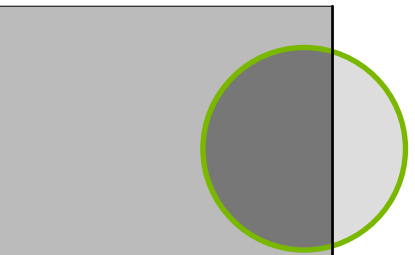
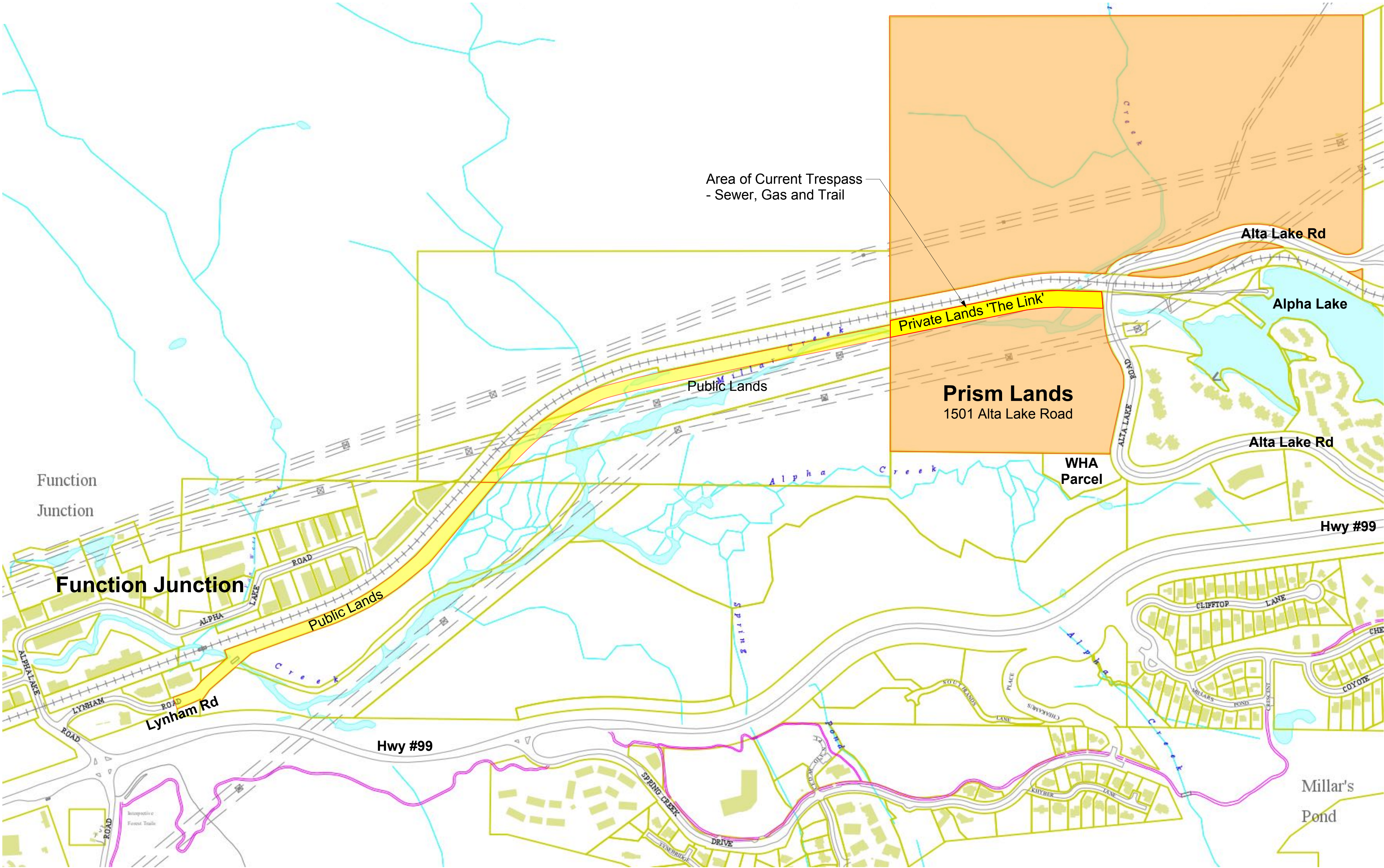
Land Use:

LP-5

A Critical 2nd Transportation Link to Function Junction

Lynham Road Extension

- A link over existing Public (Crown) Lands
- Alta Lake Road (Westside) to Lynham Road (Function) -1.6 km
- Multi Modal Link (Vehicular and Trails)
- Public safety and a solution to current congestion



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2017.09.25	Rezoning/Sub Application
2017.03.18	Discussion Purposes
Date	Issued For

client
Prism Lands
1501 Alta Lake Rd
Whistler, BC

project title

Land Use Plan:
Linkages

drawing title

scale: NTS

project no. 1511

LP-6
drawing no.

Land Use Plan: Linkages

CONSOLIDATED**SECTION 13****RURAL RESOURCE ZONES****RR1 Zone** (Rural Resource One)**Intent**

The intent of this zone is to provide for the development of resource uses and other forms of development that are compatible with resource uses and resort activities in the Municipality.

1 In a RR1 Zone:

Permitted Uses

1.1 The following uses are permitted and all other uses are prohibited:

- (a) auxiliary buildings and auxiliary uses;
- (b) auxiliary residential dwelling unit provided it is contained within a principal residential or hostel building;
- ** (c) agriculture;
- (d) cemetery;
- (e) church;
- (f) detached dwelling;
- (g) hostel;
- (h) indoor and outdoor recreation;
- (i) park and playground;
- (j) public institution;
- (k) public storage and works yard;
- (l) rental, outdoor recreation equipment and supplies;
- (m) resource use;
- (n) school;
- (o) storage of explosives.

Density

- 1.2.1~~ The maximum permitted gross floor area for a detached dwelling is 465 square metres;
- 1.2.2 The maximum permitted gross floor area for a hostel is 510 square metres.
- 1.2.3### The maximum permitted gross floor area of a principal use building, except detached dwellings, schools and hostels, is 2000 square metres or a floor space ratio of 0.25, whichever figure is lower.
- 1.2.4 The maximum permitted gross floor area of a church is 400 square metres.

- ** Amending Bylaw 380 - 84 09 17
- ### Amending Bylaw 748 - 89 09 25
- ~~ Amending Bylaw 905 - 92 08 10

CONSOLIDATED

SECTION 13 (continued) RURAL RESOURCE ZONES

RR1 Zone (continued)**Height**

- 1.3.1 The maximum permitted height of a detached dwelling and hostel building is 10.7 metres.
- 1.3.2** The maximum permitted height of a principal use building, except a detached dwelling and hostel building, is 14 metres.

Site Area

- 1.4 The minimum permitted parcel area is 8.09 hectares.

Site Coverage

- 1.5 No regulations.

Setbacks

- 1.6.1 The minimum permitted building setback from all parcel boundaries is 10 metres except as otherwise specified in this Section.
- 1.6.2 The minimum permitted rear and side setbacks for a hostel building is 20 metres.
- 1.6.3** The minimum permitted setback for recreation buildings is 30 metres, except where a parcel is located adjacent to a Residential zone, then the minimum permitted setback is 50 metres from a Residential zone:
- 1.6.4 The minimum permitted setback for buildings used for public utility, resource use, sewage disposal treatment plant buildings and related activities is 60 metres.

Off-Street Parking and Loading

- 1.7 Off-street parking and loading spaces shall be provided and maintained in accordance with the regulations contained in Section 6 of this Bylaw.

Other Regulations

- 1.8.1 The minimum permitted gross floor area for a detached dwelling is 46.5 square metres.
- 1.8.2 The minimum permitted gross floor area for a hostel is 100 square metres.
- 1.8.3 A minimum of 50 percent of the gross floor area used for sleeping accommodation in a hostel shall be provided in one or more dormitories.

CONSOLIDATED

SECTION 13 (continued) RURAL RESOURCE ZONES

RR1 Zone (continued)

- 1.8.4 The maximum permitted floor area to be used for sleeping accommodation is not to exceed 50 percent of the total floor area of a hostel.
- 1.8.5 The minimum permitted floor area in a sleeping unit or dormitory is 3.0 square metres per bed.
- 1.8.6 An auxiliary residential dwelling unit shall contain a gross floor area no greater than 80 square metres or less than 32.5 square metres.
- 1.8.7** An auxiliary residential dwelling unit is not permitted to contain more than one bedroom, one bathroom, one kitchen and one living room.
- 1.8.8 A maximum of one detached dwelling or hostel is permitted per parcel.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017
FROM: Environmental Stewardship, CEES
SUBJECT: UBCM STRATEGIC WILDFIRE PREVENTION INITIATIVE FUNDING APPLICATIONS

REPORT: 17-115
FILE: 8337.01

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the Director of Corporate, Economic and Environmental Services be endorsed.

RECOMMENDATION

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.

REFERENCES

Appendix “A” - UBCM Fuel Management Prescription Program Application (Rainbow: Block 1, CCF3 & CCF4)

Appendix “B” - UBCM Operational Fuel Treatment Program Application (Big Timber, Kadenwood)

PURPOSE OF REPORT

Consistent with the UBCM application requirements, this Report describes the UBCM Fuel Management Prescription Program Application (Rainbow: Block 1, CCF3 & CCF4) and the UBCM Operational Fuel Treatment Program Application (Big Timber, Kadenwood) and requests a resolution of support for each.

DISCUSSION

B.A. Blackwell and Associates Ltd. (Blackwell) were retained in 2005 and 2011 to develop, and later update the Community Wildfire Protection Plan (CWPP). The project was funded by the RMOW and a supplementary grant from the Union of B.C. Municipalities (UBCM). Within the CWPP, a Wildfire Risk Management System was developed to identify key areas of risk within the community. Based on the findings, Blackwell developed a list of priority locations within the valley to receive Operational Fuel Treatment (fuel thinning) in order to reduce the fire behaviour threat class and the associated risk to the community.

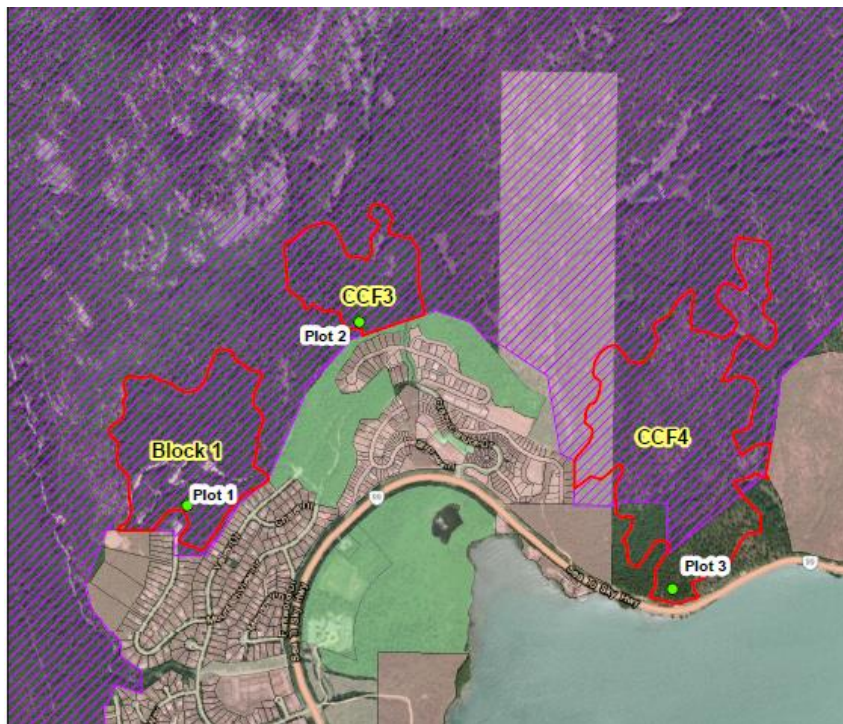
The RMOW has received funds through the Strategic Wildfire Prevention Initiative administered by the UBCM for a number of CWPP recommended projects over the last few years.

The UBCM funding program is broken into two portions given out consecutively for a project: funds for Fuel Management Prescriptions (how the forest will be treated to reduce risk), and funds for Operational Fuel Treatment (the actual tree thinning work). Applicants are required to contribute 25percent of total project costs for Fuel Management Prescriptions, and for operational fuel treatment in Whistler, UBCM will contribute up to \$20,000 per hectare with the RMOW contributing the remainder.

There are two applications included in this Council Report that have already been submitted for UBCM's consideration in the October 6, 2017 intake. The resolutions included within this Report are required to complete these submissions. If the funds are awarded, the RMOW then has a two year window in which to carry out the work.

Application 1: Rainbow Units (Block 1, CCF3, CCF4 units) Prescription

The three proposed treatment areas called Block 1, CCF3 and CCF4 are collectively known as the Rainbow units and total 82 hectares. They are located adjacent to the Rainbow subdivision and all are located within the Cheakamus Community Forest (CCF). All three of these proposed treatment units are identified in the CWPP as high priority polygons for fuel thinning treatment. Assuming the UBCM application is successful, the prescription will be prepared in 2018 and the areas will be thinned in 2019.

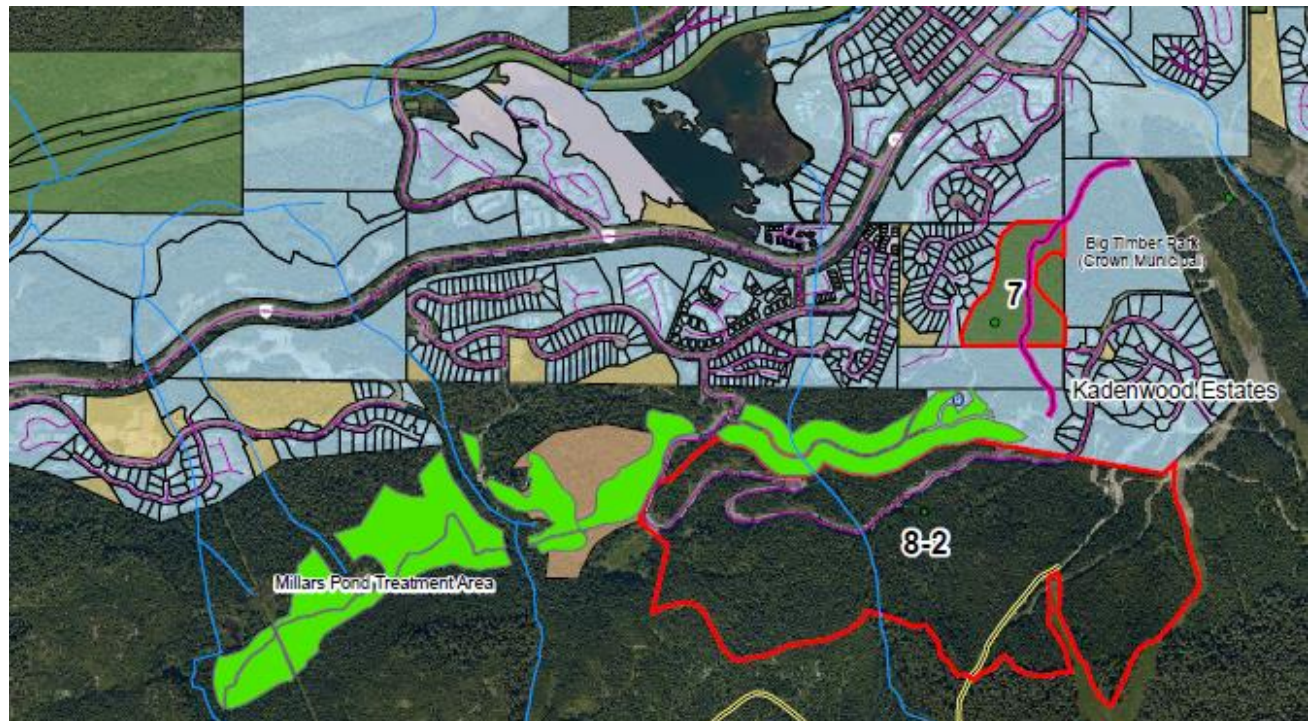


Application 2: Big Timber (Block 7)/Kadenwood (Block 8-2) Operational Fuel Treatment

The Big Timber and Kadenwood sites outlined in red in the map below are component parts of a larger completed treatment area shown in bright green. Note that not all of Block 8-2 will be treated next year due to funding and timing limitations, but the remaining untreated area will be included in future work. Completion of the 18 hectares of the Big Timber and Kadenwood blocks in 2018

combined with the previous projects will result in approximately 50-55 hectares of nearly contiguous treated area on the vulnerable south side of Whistler Mountain.

The Big Timber (Block 7) treatment area is accessible using a ski run road which may need improvement depending on the machinery used. Due to the tree density of the sites, approximately 1200m³ of merchantable (larger) timber will be removed from both sites by logging trucks to meet the prescription tree density. For context, a logging truck can carry approximately 50m³. These two project areas will not only reduce the risk of fire and a reduction in fire behaviour if it were to occur, but will also provide anchoring locations for suppression crews.



WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Finance	The cost of maintaining the resort community is shared	UBCM program covers the majority of costs.
Health & Social	The resort community is safe for both visitors and residents, and is prepared for potentially unavoidable emergency events	Wildfire risk has been identified and the RMOW is taking action on a plan to reduce that risk.
Natural Areas	Developed and recreation areas are designed and managed to protect as much of the natural environment within and around them as possible	The thinning program includes biodiversity goals so that long term forest health is improved by removing much of the skinny, dense second growth that provides limited habitat values.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	N/A	

OTHER POLICY CONSIDERATIONS

The wildfire management program is aligned with draft Official Community Plan and Community Energy and Climate Action Plan policies. The objectives of the proposed fuel treatments are to reduce the fire risk to residences, infrastructure and forest ecosystems, to demonstrate FireSmart principles, enhance the ability of Whistler Fire Rescue Services to protect public and private properties, enhance natural barriers that reduce the continuity of fuel loads and wildfire risk, and provide for ecosystem enhancement and restoration.

BUDGET CONSIDERATIONS

The UBCM grant program provides 75 percent of project costs for preparing prescriptions, and 90 percent of the cost of eligible Operational Fuel Treatment activities up to \$400,000. Based on past projects in Whistler, the cost per hectare for the thinning projects has been more than the UBCM is willing to pay and currently the UBCM will contribute \$20,000 per hectare. The RMOW contributes the incremental treatment costs at approximately \$10-15,000 per hectare. The difference arises due to the steep, rugged terrain and the fact that limited access in Whistler makes the work more challenging and time consuming than projects in the Interior.

The Rainbow Fuel Management Prescription project budget is \$17,680 with a request to UBCM for \$13,260 with the RMOW providing the remaining \$4,420.

The Big Timber/Kadenwood Operational Fuel Treatment project budget is \$634,250. The UBCM grant request is for \$360,000 with the RMOW contributing its budget of \$230,000 with the remainder covered through timber sales.

COMMUNITY ENGAGEMENT AND CONSULTATION

Before each thinning project starts, information is provided to the public through local media, Whistler.ca, Whistler Today, RMOW Facebook, and in some cases, targeted letters to neighbouring landowners. Information signs are also erected at each location to describe the project. The Squamish and Lil'wat Nations are consulted as part of the provincial and UBCM referral process.

SUMMARY

The RMOW continues its wildfire management program as per the recommendations of its Community Wildfire Protection Plan (2005 & 2011). Given the 2017 B.C. wildfire season, it is even more pressing to take action to minimize risk in identified areas and take what efforts we can to protect our community.

This Report seeks Council's support for the Rainbow Fuel Management Prescription Program Application and the Big Timber/Kadenwood Operational Fuel Treatment Program Application.

Respectfully submitted,

Heather Beresford
ENVIRONMENTAL STEWARDSHIP MANAGER
for
Ted Battiston
DIRECTOR, CORPORATE, ECONOMIC AND ENVIRONMENTAL SERVICES

Strategic Wildfire Prevention Initiative Fuel Management Prescription Program

2017 APPLICATION FORM (Updated)

Please type directly in this form or print and complete. Additional space or pages may be used as required. For detailed instructions regarding application requirements, please refer to *2017 Fuel Management Prescription Program & Application Guide (March 2017)*.

SECTION 1: APPLICANT INFORMATION

Local Government or First Nation: Resort Municipality of Whistler

Date of Application: October 6, 2017

Contact Person*: Heather Beresford

Title: Manager, Environmental Stewardship

Phone: 604-935-8374

E-mail: Hberesford@whistler.ca

* Contact person must be an authorized representative of the applying local government or First Nation.

SECTION 2: PROJECT INFORMATION

1. NAME OF PROJECT.

Fuel Management Prescription for Block 1, CCF3, CCF4

2. CURRENT CWPP. Are the proposed treatment units identified as a priority in a current CWPP?

Yes

Date of current CWPP: 2011

3. DESCRIPTION & RATIONALE FOR PROPOSED TREATMENT UNITS. Please provide a geographic description of the proposed area, including treatment units as identified in the CWPP, a description of benefits and effectiveness of proposed treatment units, and a rationale for the selection of the treatment units.

There is a total of three proposed treatment areas located in the north/central area of the RMOW and all located within the Cheakamus Community Forest. The proposed prescription area Block 1 is above Valley Drive and Ashleigh McIvor Dr. which connects to Crazy Canuck Dr. and subsequently to the Sea to Sky Highway. Block 1 is located uphill of a large subdivision that was recently constructed and is experiencing continued human population growth. CCF3 is located to the northeast of Block 1 and is not currently adjacent to wildland urban interface and along the Sea to Sky Highway. CCF4 is located north of the Sea to Sky Highway and east of the Rainbow neighbourhood.

All three of these proposed treatment units were identified in the current 2011 CWPP Update document as high priority polygons for treatment. Newly acquired September 2017 Wildland Urban Threat Sheet data was collected in order to comply with the 2017 application requirements and are included in this submission.

Is this a fuel management prescription for a maintenance treatment? ☐ Yes ☒ No

If yes, please refer to Section 3 of the Program & Application Guide (Eligible Projects) and provide a detailed rationale for developing a prescription for maintenance:

- 1. PROPOSED NUMBER OF HECTARES TO BE INCLUDED.** Please provide the gross and net hectares to be assessed. If applicable, please separate hectares on Crown land from hectares on local government land.

Block 1: Gross/net ha=23.8 ha

CCF3 : Gross/net ha=13.1 ha

CCF4 : Gross/net ha= 45.1 ha

- 2. MOUNTAIN PINE BEETLE AFFECTED TIMBER.** Please indicate if this project includes Mountain Pine Beetle fuel type:

☐ Yes ☒ No

- 3. WILDFIRE RISK CLASS OR THREAT RATING & PRIORITY OF PROPOSED AREA.** Please indicate the Wildfire Risk Class, or the Wildfire Behaviour Threat Class and WUI Threat Class if threat assessments were completed prior to 2017.

Block 1 Wildfire Behaviour Class = 95 (Moderate), WUI Threat Class = 20 (Moderate); CCF3 Wildfire Behaviour Threat Class = 103 (High), WUI Threat Class = 18 (Moderate); CCF4 Wildfire Behaviour Threat Class = 92 (Moderate), WUI Threat Class = 9 (Low).

- 4. COMMUNITY ENGAGEMENT.** Please describe all community involvement in wildfire risk mitigation in the past 2 years (as described in Sections 5 and 6 of 2017 CWPP Template), including:

☒ Fuel management: RMOW has implemented SWPI UBCM-funded prescriptions and OFTP treatments in years 2015 and 2016. Some of these prescriptions were implemented including Millars Pond (2015) and Brio (2016) and an additional prescription submitted in 2016 (Blocks 7 and 8-2).

-The RMOW has funded and managed an independent project to create landscape-level fuel breaks in the Callaghan valley, which is ongoing in 2017. Operations commenced on this prescribed area in the Callaghan in 2015 which is ongoing in 2017 with the addition of Forest Enhancement Society of BC funding.

The RMOW has wildfire management information on its website at <https://www.whistler.ca/services/emergency/fire> and has had articles published in the local newspaper.

☒ FireSmart planning and activities: RMOW Council has earmarked funds in the 2013-2017 financial plan for Firesmart initiatives. The RMOW Fire Rescue Service has assigned members of its team specific FireSmart responsibilities as part of their job duties. The municipal Fire Department currently offers free home assessments and detailed information regarding FireSmart within the RMOW at <https://www.whistler.ca/fire/firesmart>.

☒ Community education: Currently, Whistler Fire Rescue Service offers fire safety programming to daycares, preschools, and schools as well as adults to help them make their homes a safe place. <https://www.whistler.ca/services/emergency/fire/public-outreach> In 2017, the RMOW added a FireSmart coordinator position which has provided FireSmart assessments to private homeowners and 26 multi-family stratas, organized two community yard waste chipping days,

provided education through the high school and coordinated an Adopt-a-Trail Firesmart program, among other things.

☒ Local government wildfire response resources: A minimum of one practice/ cross training session is organized annually. These sessions are executed in cooperation with the Pemberton Fire Base at the start of the fire season; the objective is to improve familiarity with and working relationships between RMOW Fire Department and Wildfire Management Branch staff and equipment.

- During HIGH or EXTREME fire danger classification times, campfires at campsites are prohibited.

- In 2016 and 2017, all Fire Department Paid-On-Call staff are S100 trained; all Fire Department career staff are S215 trained. Several of RMOW Public Works staff are trained in S100. The Fire Department has worked with Whistler Blackcomb (WB) to train the majority of their staff in S100.

- The Fire Department has a CAFS truck within the fleet. Budgeting over the next few years includes the purchase of an additional Type 1 SPU (sprinkler protection units)(in 2015).

☐ Other:

5. REVIEW OF PROJECT/APPLICATION. Were any other agencies consulted in the development of the project and/or application prior to submission? Please check all that apply, add contact names and provide any supporting documentation:

☒ BC Wildfire Service. Contact person(s): Tony Botica, Coastal Fire Centre (Wildfire Prevention Officer)

☐ First Nations' Emergency Services Society. Contact person:

☒ Local fire officials: RMOW Fire Chief Geoff Playfair

☐ Area-based tenure holders. Contact person:

☒ Land manager (e.g. MFLNRO resource district or BC Parks). Contact person: Frank DeGagne, Sea to Sky FLNRO representative

☐ Other:

6. CONSULTANT INFORMATION. If a consultant is being used to do some or all of the work, please describe how you will select a qualified individual:

Most aspects of the work will be directly awarded to BA Blackwell and Associates Ltd, based on past performance and familiarity with this work.

If possible, please include the name(s) of the consultant(s):

Prescription Consultant: BA Blackwell and Associates Ltd

GIS Consultant: BA Blackwell and Associates Ltd

Eligible activities and costs are outlined in Section 4 of the Program & Application Guide (Eligible & Ineligible Costs & Activities).

In Section 3, please include all proposed eligible costs for the development of your prescription and provide a description of each proposed cost.

SECTION 3: PROPOSED ACTIVITIES & COSTS

Activity	Proposed Cost
----------	---------------

<p>Consultation with the Fuel Management Specialist or Liaison, land manager, forest tenure holders, other local governments, or other stakeholders regarding the proposed prescription. <i>This activity may take place within 12 months prior to application submission. Please describe:</i> Consultation with/notification to the land manager and local government will be initiated prior to application and during project. Preliminary consultation with Fuel Mgmt specialist is waived for Oct intake. Consultation with other identified stakeholders (e.g. tenure holders/applicants, etc.) will be completed during the project and will include sharing of information packages/notification of prescription.</p>	\$650.00
<p>Information sharing with First Nations, as required by the land manager. <i>This activity may take place within 12 months prior to application submission. Please describe:</i> The proposed area is located within the Squamish and Lil'wat First Nation territory. Notification of the Rx and sharing of a draft Rx for review & feedback will be completed with First Nations.</p>	\$260.00
<p>Evaluation of the site(s) including field reconnaissance and data collection in order to provide stand structure, soil and eco-typing, threat assessment worksheets, threat rating, risk class and/or fuel loading. <i>This activity may take place within 12 months prior to application submission. Please describe:</i> Field reconnaissance and data collection to provide an estimate of the stand structure, soil & ecology, threat assessment worksheets, threat rating, risk class and/or fuel loading. Evaluation of site for application purposes. Further refinement of prescription areas based on stand structure, site and soil characteristics, threat rating and fuel loading. This may include reconnaissance, plots, ecosystem, riparian, windthrow, WUI threat assessment, and value identification.</p>	\$4,000.00
<p>Assessment(s) by a qualified professional that are directly related to the resource values affected by the prescription within the proposed area. <i>Please describe:</i> Any overlapping values potentially affected by the Rx within proposed treatment area (e.g., species at risk, hydrological features, community watershed, tenures, visual quality objectives, etc.) will be identified and will be considered and addressed in the Rx document.</p>	\$600.00
<p>Lay out and traversing of treatment area(s) in the field. <i>Please describe:</i> Delineation of treatment units (ribboned) in the field. GPS traverse of boundaries, including external treatment area and internal treatment unit boundaries.</p>	\$1,750.00
<p>Wildfire modelling to develop treatment specifications (e.g. FuelCalc, CFIS). <i>Please describe:</i> Treatment specs will be developed through the projection of post-treatment effects and recalculation of the wildfire threat rating for projections of proposed treatments to assess the effectiveness of treatment spec.</p> <p>Following the above approach, modelling (FuelCalc, CFIS) will not be required.</p>	\$0.00

Developing a maintenance plan. <u>Please describe:</u> A maintenance plan including maintenance treatments and timing to sustain long term treatment objectives including consideration of stocking standards will be developed. Maintenance plan treatment units completed as part of Rx development will provide a picture of vegetation growth over time using site index, and will guide development of the maintenance plan.	\$520.00
Preparation of the prescription, maps, spatial data, and metadata. <u>Please describe:</u> Draft Rx preparation, RPF review, GIS mapping and export of data to UBCM standards. Submission of draft prescription document to RMOW for review and follow-up discussion and edits to the final prescription document.	\$5,250.00
Staff and contractor costs directly related to the development of the fuel management prescription. <u>Please describe:</u> Contractor disbursements for 4-6 potential field days including vehicle use, accommodation, food and travel.	\$2,000.00
Applicant administration costs directly related to the development of the fuel management prescription. <u>Please describe:</u> Grant and contract management including the budgeting and accounting by finance staff, project oversight by Manager of Emergency Services and input from local fire chief.	\$2,000.00
Public information costs directly related to the development of the prescription. <u>Please describe:</u> Project specific public info will be developed in consultation with area residents and recreational user groups and shared through multimedia means (local radio, social media, RMOW/City web sites)	\$650.00
Other proposed activities. <u>Please describe:</u> N/A	\$0.00
Total Proposed Costs:	\$17,680.00

The Fuel Management Prescription program can contribute a maximum of 75% of the cost of eligible activities and the remainder (25%) is required to be funded through community contributions.

Total Grant Requested (75% of total proposed cost):	\$13,260.00
--	--------------------

Please note that you will be required to provide detailed information on the community contribution in the final report. This includes information on contributions from other grant programs. If information is available now, please complete Section 4.

SECTION 4: OTHER GRANTS	
Grant(s) Description:	Estimated Grant Value
None	\$0.00

SECTION 5: REQUIRED APPLICATION MATERIALS
--

Only complete applications will be considered for funding. The following separate attachments are required to be submitted as part of the application:

- ☒ Completed Application Form
- ☐ Local government Council or Board resolution, or First Nation Band Council resolution, indicating support for the current proposed activities and willingness to provide overall grant management.

An RMOW Council meeting is set for October 17th where this application will be discussed. Heather Beresford will send this resolution document soon after this date.

- ☒ Wildfire Threat Assessment Information
 - ☒ If using a pre-2017 CWPP: Wildfire Threat Assessment worksheets and threat plot photos completed as per the relevant Wildfire Threat Assessment Guide. Previously submitted threat information does not need to be resubmitted; however, reference to the previous submission details must be provided.
 - ☐ If using a 2017 CWPP: Site Level Fuel Assessment worksheets and plot photos completed as per the relevant Wildfire Threat Assessment Guide. Previously submitted information does not need to be resubmitted; however, reference to the previous submission details must be provided.
- ☒ Map(s) that clearly identify the proposed treatment units, including:
 - ☒ Land status and tenure overlaps (e.g. range, woodlots, area-based WHAs)
 - ☒ Wildfire Threat Assessment Information
 - ☒ If using a pre-2017 CWPP: Fire Behaviour/WUI Threat Class and threat plot locations
 - ☐ If using a 2017 CWPP: Wildfire Risk and fuel assessment plot locations
 - ☐ Previously completed treatments (labelled by year)
- ☐ If not SWPI funded, a copy of the completed CWPP for the proposed area. If SWPI funded, the complete CWPP final report must be submitted and approved by the Strategic Wildfire Prevention Working Group prior to the submission of the prescription application.
- ☐ In addition to the above requirements, applications for maintenance prescriptions must also include:
 - ☐ The original, signed and sealed prescription
 - ☐ Map of the proposed maintenance treatment units and the original treatment units

SECTION 6: SIGNATURE (To be signed by Local Government or First Nation Applicant)

I certify that the area covered by the proposed prescription: (1) is not scheduled for development; (2) is not scheduled for sale; and (3) is within the jurisdiction of the local government or First Nation (or appropriate approvals are in place)

Name: HEATHER BERESFORD

Title: ENVIRONMENTAL STEWARDSHIP MGR.

Signature: H Beresford

Date: Oct. 5/17

All applications (from local governments and First Nations) should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: swpi@ubcm.ca

Mail: 525 Government Street, Victoria, BC, V8V 0A8

Strategic Wildfire Prevention Initiative

Operational Fuel Treatment & Maintenance Program

2017 APPLICATION FORM (Updated)

Please type directly in this form or print and complete. Additional space or pages may be used as required. For detailed instructions regarding application requirements, please refer to the *2017 Operational Fuel Treatment & Maintenance Program & Application Guide (March 2017)*.

Please note: Applications to perform maintenance or for joint funding must be submitted on separate application forms.

SECTION 1: APPLICANT INFORMATION

Local Government or First Nation: Resort Municipality of Whistler (RMOW)

Date of Application: October 6, 2017

Contact Person*: Heather Beresford

Title: Manager, Environmental Stewardship

Phone: 604-935-8374

E-mail: Hberesford@whistler.ca

* Contact person must be an authorized representative of the applying local government or First Nation.

SECTION 2: PROJECT INFORMATION

1. NAME OF PROJECT.

Resort Municipality of Whistler Block 7 (Big Timber) and Block 8-2 (Kadenwood Drive) Operation Fuel Treatment 2017 Project

2. JOINT FUNDING WITH THE FOREST ENHANCEMENT SOCIETY OF BC (FESBC)

Does this project qualify for joint funding with the Forest Enhance Society of BC?

☐ Yes (the project is on Crown land, will be tendered and falls under one of the circumstances identified below). *If yes, complete the rest of this section*

☒ No. *If no, skip to Question 3*

Joint funding is only available under the following circumstances. Please indicate which applies to your project and provide a rationale for your joint funding request:

☐ The eligible applicant has exceeded the annual funding amount available for operational treatments through SWPI. Rationale:

☐ The proposed project is an operationally logical, contiguous treatment with areas inside and outside the WUI. Rationale:

☐ The proposed project within the WUI is in an unincorporated area within a regional district and cannot be treated due to fiscal constraints related to service area requirements and the required 10% community contribution. Rationale:

3. CURRENT FUEL MANAGEMENT PRESCRIPTION. All operational fuel treatments funded through the SWPI are required to be supported by a completed fuel management prescription.

Name of prescriptions: RMOW Fuel Management Prescription Block 8-2 AND RMOW Fuel Management Prescription Block 07

Date of prescriptions: July 26, 2016

4. PROJECT DESCRIPTION. Please provide a geographic description, description of fuel load and objective(s) of the proposed fuel treatment for the area being considered for treatment.

The RMOW wishes to attach two prescriptions into this one OFTP application, similar to the prescription funding for these two areas which was awarded from one application. The RMOW believes it makes sense to apply for OFTP jointly in one application because the prescription areas are relatively similar in stand structure characteristics and are located close to one another.

Furthermore, these prescription areas (Blocks 8-2 & 7); when combined in area, total 23.5 ha in size. Due to the large size of these areas, the total estimated cost for operations would exceed maximum available funding from both municipal and provincial (SWPI) sources. Therefore, the RMOW wishes to apply for a reduced total area of size of 18.0 net ha of land, representing the maximum estimated area that can be paid for with the two existing funding sources. Because the two prescription areas describe an area to be treated of 23.5 net ha, the RMOW would like to apply for OFTP funding for the entirety of Block 7 and only 15.6 net ha of Block 8-2 (or approximately 75% of the area described in the prescription). The RMOW proposes to treat the remaining area of Block 8-2 in future periods when funding becomes available.

Description of Block 8-2: Kadenwood Drive

This treatment area is identified as high priority in the 2011 CWPP due to its proximity to the RMOW community of Creekside and the presence of high hazard fuels. According to the 2013 RMOW Landscape Scale Fire Behaviour Modeling report, most fires historically have been human caused, have started in the valley bottom and have tended to travel north towards Pemberton. Southwest winds in the RMOW tend to drive the growth of fires up the valley. A 2013 report by BA Blackwell reported the results of fire simulations that indicate the area of Creekside and Kadenwood are vulnerable to a large fire approaching from the south. Historical weather analysis indicates that the RMOW has, on average, greater numbers of days in 'high' and 'extreme' fire danger ratings during July and August (8 and 13 days, respectively, for those months are ranked 'high' or 'extreme'). There are no hydrants along Kadenwood Dr. The Whistler Fire Department is approximately 7 km away by road.

By reducing the existing fuel hazard in Block 8-2; the probability of future fire events in the area will be reduced as well as reduction in fire behaviour if an event were to occur.

Description of Block 7: Big timber

Block 7 is a component part of other nearby fuel hazard treatment projects recently completed (Millar's Pond, Brio and Kadenwood treatments). These treatments in combination provide cumulative prevention against the advance of a large fire from the southern section of the RMOW. In addition to the various ski runs in the proximity of Block 7; this combination of treatments provides anchoring locations for suppression crews. It should be pointed out that vehicle access into the Kadenwood community is mainly limited to Kadenwood Dr. and may complicate suppression and evacuation efforts if Kadenwood Dr. becomes impassable due to dangerous fire activity. In the event of Kadenwood's shutdown, ski-in/ ski-out trails around Kadenwood Dr. could be used for secondary emergency access by using smaller vehicles such as pickup trucks. The treatment area is accessible using a ski run road which may need improvement depending on the machinery used for this proposed prescription.

By reducing the existing fuel hazard in Block 7; the probability of future fire events in the area will be reduced as well as reduction in fire behaviour if an event were to occur

Is this a maintenance treatment? ☐ Yes ☒ No

If yes, please refer to Section 3 of the Program & Application Guide (Eligible Projects) and provide a detailed rationale for undertaking a maintenance treatment:

Is this a retreatment? ☐ Yes ☒ No.

If yes, please provide a rationale:

5. PROPOSED NUMBER OF HECTARES. Please provide the gross and net hectares to be treated. If applicable, please separate hectares on Crown land from hectares on local government land.

New area: Block 07 (Big Timber); Gross ha=2.4, Net ha=2.4 and Block 8-2 (Kadenwood Dr); Gross ha=21.2, Net ha=15.6 (the net area is changed from the prescription as described in Section 4, above).

ALL PRESCRIBED TREATMENT AREAS ARE ON PROVINCIAL CROWN LAND. In addition, the prescription area overlaps mountain/downhill bicycle trails in Block 8-2 and a ski-run access road borders the eastern boundary of Block 8-2, none of which are designated resource features. These proposed activities have been referred to the Controlled Recreation Area (CRA) tenure holder for this area (Whistler Blackcomb) and no objections or concerns were raised. There are mountain/downhill bicycle trails in Block 7 as well as a ski run access road. Block 7 does not overlap Whistler Blackcomb's CRA.

Maintenance:

Retreatment:

If you are applying for joint funding for an operationally logical, contiguous treatment with areas inside and outside of the WUI, please separate hectares within the WUI and outside the WUI:

WUI:

Non-WUI:

6. MOUNTAIN PINE BEETLE AFFECTED TIMBER. Please indicate if this project includes Mountain Pine Beetle fuel type.

☐ Yes ☒ No

7. WILDFIRE RISK CLASS or THREAT RATING & PRIORITY OF PROPOSED AREA. Please indicate the Wildfire Risk Class, or the Wildfire Behaviour Threat Class and WUI Threat Class if threat assessments were completed prior to 2017.

Block 7: Wildfire Behaviour Threat Class = 97 (High), WUI Threat Class = 25 (Moderate); and Block 8-2: Wildfire Behaviour Threat Class = 100 (High), WUI Threat Class = 25 (Moderate).

If the proposed treatment contains areas that are not high or extreme Wildfire Risk Class, or Wildfire Behaviour Threat Class and WUI Threat Class if threat assessments were completed prior to 2017, but that link eligible areas for a logical fuel treatment, please provide a rationale for including these areas:

8. COMMUNITY ENGAGEMENT. Please describe all community involvement in wildfire risk mitigation in the past 2 years (as described in Sections 5 and 6 of 2017 CWPP Template), including:

☒ Fuel management: RMOW has implemented SWPI UBCM-funded prescriptions and OFTP treatments in years 2015, 2016 and 2017; including Millars Pond (2015) and Brio (2016); currently CCF5 and Alpine Meadows prescriptions are planned for operational fuel treatment in late 2017.

-The RMOW has funded and managed an independent project to create landscape-level fuel breaks in the Callaghan valley, which is ongoing in 2017. Operations commenced on this prescribed area in the Callaghan in 2015 which is ongoing in 2017 with the addition of Forest Enhancement Society of BC funding.

The RMOW has wildfire management information on its website at <https://www.whistler.ca/services/emergency/fire> and has had articles published in the local newspaper.

☒ FireSmart planning and activities: RMOW Council has earmarked funds for the timeline 2017-2022 financial plan for Firesmart initiatives. The municipal Fire Department and FireSmart Coordinator offer free home assessments; detailed information found here: <https://www.whistler.ca/fire/firesmart>.

☒ Community education: Currently, Whistler Fire Rescue Service offers fire safety programming to daycares, preschools, and schools as well as adults to help them make their homes a safe place. <https://www.whistler.ca/services/emergency/fire/public-outreach> In 2017, the RMOW added a FireSmart coordinator position which has provided FireSmart assessments to private homeowners and 26 multi-family stratas, organized two community yard waste chipping days, provided education through the high school and coordinated an Adopt-a-Trail Firesmart program, among other things.

☒ Local government wildfire response resources: A minimum of one practice/ cross training session is organized annually. These sessions are executed in cooperation with the Pemberton Fire Base at the start of the fire season; the objective is to improve familiarity with and working relationships between RMOW Fire Department and Wildfire Management Branch staff and equipment.

- During HIGH or EXTREME fire danger classification times, campfires at campsites are prohibited.

- In 2016 and 2017, all Fire Department Paid-On-Call staff are S100 trained; all Fire Department career staff are S215 trained. Several of RMOW Public Works staff are trained in S100. The Fire Department has worked with Whistler Blackcomb (WB) to train the majority of their staff in S100.

- The Fire Department has a CAFS truck within the fleet. Budgeting over the next few years includes the purchase of an additional Type 1 SPU (sprinkler protection units)(in 2015).

☐ Other:

9. REVIEW OF APPLICATION. Were any other agencies consulted in the development of the project and/or application prior to submission? Please check all that apply, add contact names and provide any supporting documentation:

☐ BC Wildfire Service. Contact person(s):
Tony Botica, Coastal Fire Centre (Wildfire
Prevention Officer)

☐ Local fire officials. Contact person(s):
RMOW Fire Chief Geoff Playfair

☒ Land manager (e.g. MFLNRO resource
district or BC Parks). Contact person:
Frank DeGagne, Land & Resource Spec.
Sea to Sky RD

☐ First Nations' Emergency Services Society.
Contact person:

☐ Area-based tenure holders. Contact person:

☐ Other:

10. PARTNERSHIPS & LEVERAGING. Are any other partners or funders supporting this project?

N/A

11. CONTRACTOR INFORMATION. If a contractor is being used to do some or all of the work, please describe how you will select a qualified individual:

Operational Treatment Contractor will be selected through a competitive request for proposal process. Contractor supervision, quality control, and final deliverables will be undertaken by BA Blackwell and Associates Ltd. with project management being a joint effort between the RMOW and Blackwell.

If possible, please include the name(s) of the contractor(s).

Operational Treatment Contractor: To be determined

GIS Contractor: BA Blackwell and Associates, Ltd.

Eligible activities and costs are outlined in Section 4 of the Program & Application Guide (Eligible & Ineligible Costs & Activities).

In Section 3, include all proposed eligible costs and clearly describe the proposed treatments, including information on the estimated days of work, hourly/daily rates and types of equipment and estimated hours of use. If hand and mechanical treatments are proposed, provide separate descriptions and costs.

SECTION 3: PROPOSED FUEL TREATMENT ACTIVITIES & COSTS

Activity	Proposed Cost
For jointly funded projects, the development or amendment of a fuel management prescription for the <u>non-WUI portion of the project only</u> . <i>This activity may take place before the application is submitted provided it is conducted within 12 months of application submission. Please describe:</i> N/A	\$0.00

<p>Consultation with the Fuel Management Specialist or Liaison, land manager, forest tenure holders, other local governments, or other stakeholders regarding the proposed project. <i>This activity may take place within 12 months prior to application submission. Please describe:</i> RMOW anticipates time spent discussing proposed and ongoing treatment activities with Whistler Blackcomb (forest tenure holder) and other RMOW government staff (i.e. RMOW Fire Rescue Service, etc). This line item will also cover discussion and correspondence with the Fuel Management Specialist.</p>	\$500.00
Eligible fuel treatment activities: Stand treatments	
<ul style="list-style-type: none"> Prescribed fire, including broadcast burning. <u>Please describe:</u> N/A 	\$0.00
<ul style="list-style-type: none"> Pruning. <u>Please describe:</u> Pruning will remove branches from all retained trees to a minimum of 3 m from the ground. The total estimated days of actual work (assuming a 4-person crew), will be appx. 30 full days. This equates to a 0.6 ha/day rate. Or approx. \$1,600 total daily rate or per day/person rate of \$400.00. This rate relates to a 10-hour work day for operations. 	\$48,000.00
<ul style="list-style-type: none"> Tree felling, including hand and mechanical tree felling. <u>Please describe:</u> The overstory canopy will need to be selectively thinned to achieve prescription specifications. The cost assumption is that a handcrew and a machine will be utilized in combination for tree felling within the treatment area. The total cost estimate for this line item is that this will account for 20% of the total cost per hectare estimate of \$30,000 (or \$6,000/ha). This \$30,000 estimate is based on known historical rates and costs derived from competitive tendering processes. The productivity equates to approximately 0.32 ha/day or \$2,100 daily total and will require an estimated 56 days of work. HAND: Trees over 17.5cm dbh will require a certified faller. MACHINE: A walking harvester or other low impact machine may be employed (given access is determined) for mechanical thinning of larger diameter stems. 	\$119,000.00
<ul style="list-style-type: none"> Thinning, including hand and mechanical thinning. <u>Please describe:</u> The stands will be thinned from below to target densities specified in the prescriptions (550 - 650 sph target density). It is possible that both hand and machine methods will be employed in the execution of these treatments. The cost assumption is that a handcrew will execute most or all of this activity, as access for machinery is not guaranteed and due to steep slopes (> 35%) which will necessitate manual treatment. This total cost estimate was equated as an assumption that proportional cost is 30% of the total \$30,000/ha cost (or \$9,000/ha). This \$30,000 estimate is based on known historical rates and costs derived from competitive tendering processes. This equates to 0.25 ha/day or \$2,500 daily total and will require 72 days of work. HAND: Trees less than 17.5cm do not require a certified 	\$178,000.00

<p>faller. Previous treatments in similar stand types have shown that hand thinning is very slow and labour intensive. Productivity targets are 0.25ha/day for a hand thinning crew although this is dependent on the tendering process and the chosen contractor.</p> <ul style="list-style-type: none"> MACHINE: Conventional machinery may not be suitable for this treatment area (due to level of disturbance along high value recreation area, as well as steep slopes and safety concerns). If access secured, a low impact machine may be employed. Productivity will vary by type of machine, and will not be determined until the tendering process is complete. 	
<ul style="list-style-type: none"> Brushing. <u>Please describe</u>: N/A 	\$0.00
<ul style="list-style-type: none"> Grazing. <u>Please describe</u>: N/A 	\$0.00
<ul style="list-style-type: none"> Tree planting for species conversion. <u>Please describe</u>: N/A 	\$0.00
Eligible fuel treatment activities: Debris Management	
<ul style="list-style-type: none"> Prescribed fire, including broadcast burning and pile burning. <u>Please describe</u>: Prescribed burning will only occur in Block 8-2. Prescribed fire is an option for debris management in all TUs except for sections of TU2C where pile burning is not allowed. If pile burning is not intended as a treatment method then the budget allocated to this line item will be transferred to 'debris removal' below. This budget assumes a combination of both pile burning and chipping. Total days of work for a 4-person crew is estimated at 23 days total or 0.8 ha/day. If pile burning is not chosen as a debris management activity, the money allocated for this line item will be moved to debris management chipping or to debris removal. The total daily rate of cost is \$1,600 or approximately \$400/person/day for a 10-hour work day. 	\$35,300.00
<ul style="list-style-type: none"> Piling, including hand and mechanical piling. <u>Please describe</u>: This activity will only occur in Block 8-2. <p>The operational contractor will decide if piling and subsequent pile burning is a chosen method over chipping. This budget assumes a combination of both pile burning and chipping. If the contractor chooses not to burn piles then the budget allocated to this line item will be transferred to 'debris management', below. Total days of work for a 4-person crew is estimated at 23 days or 0.8 ha/day. If pile burning is chosen as a method by the operational contractor, piles will be constructed as directed in the prescription and will comply with the BC Wildfire Act and Wildfire Regulations and Environmental Management Act Open Burning Smoke Control Regulations. Piles will not be larger than 3mx3mx2m (Category 2 piles). No piles will be constructed in the area that overlaps the community watershed and in the area labelled 'No Burn Zone' on the prescription map. The total daily rate of cost is \$1,600 or approximately \$400/person/day for a 10-hour work day.</p>	\$36,000.00

<ul style="list-style-type: none"> Debris management, including lop and scatter, chipping, mastication and grinding. <u>Please describe:</u> Chipping may be proposed as a debris management method rather than pile burning. Determination of the chosen method (either one or the other or a combination of the two) will be determined at the discretion and in consultation with the field supervisor. This budget assumes a combination of both methods. Chipping within the stand and from the roadside will be feasible. If pile burning is used instead of chipping, costs will be reallocated into prescribed fire and piling categories. The total days of work dedicated to this line item is appx. 30.0 days at a rate of 0.6 ha/day. This includes daily mobilization and demobilization of the chipper. The daily rate is approximately \$1,600/day. 	\$48,000.00
<ul style="list-style-type: none"> Debris removal, including chip removal, hog fuel removal and slash removal. <u>Please describe:</u> Given past projects in the RMOW, debris removal is included in this application in order to be conservative. The overall cost estimate is that historically, the total operational costs was \$30,000/ha. The cost assumes that material will be either chipped and/or removed as slash debris by bin truck or other vehicle. This includes cost estimates for all transportation of chipped material. In the event that pile burning is utilized instead, costs will be reallocated to prescribed fire and piling categories. 	\$89,000.00
<ul style="list-style-type: none"> Tree removal, including sawlog, firewood and other forest products. <u>Please describe:</u> This total cost estimate was calculated through historical analysis of previous operational fuel treatments which generally cost \$30,000/ha. The costs assumed to account for this line item will likely account for 6.0% of total costs (\$1,800/ha). Thinning in the larger size classes (>17.5cm) will generate debris that will be difficult to burn or chip. It may be favourable to buck and pile these pieces for roadside firewood pickup for the community or distribute to a camping facility nearby. 	\$36,000.00
Grass seeding. <u>Please describe:</u> N/A	\$0.00
<p>Burn Plan and/or Custom Venting Forecast. <u>Please describe:</u></p> <p>The projected total cost for this line item will be \$700.00 and covers the cost of custom venting forecasts from Squamish or another local weather station.</p> <p>If local venting conditions do not seem to be represented accurately by regional weather stations, contractor may wish to receive custom venting forecast in order to have more accurate local forecast. .</p> <p>Previous pile burning was limited by venting days forecast for Squamish and local forecasts may have provided more flexibility in burning days.</p>	\$700.00

<p>Danger tree assessments. <u>Please describe</u>: Completed by the operational contractor by a qualified Wildlife/Danger Tree Assessor prior to commencement of hand treatment work. The total number of days for this line item (1 person assessing) is approximately 2.5 days at a productivity rate of 5 ha/day. This assumes a work day of 10 hours/day or an approximate daily rate of \$1,500 for a two-person crew.</p>	<p>\$4,000.00</p>
<p>Updates to existing threat assessment plots and related spatial data to conform to the current Wildfire Threat Assessment standards. <u>Please describe</u>: The two threat assessment plots will be located in the field, photos taken as per the standard and threat score confirmed prior to treatment. This equates to \$250.00/plot.</p>	<p>\$500.00</p>
<p>Preparation of maps, spatial data, and metadata. <u>Please describe</u>: All spatial data management and preparation for final deliverables package. This includes the GPS and recording of field data of prescription specification activities including any changes to the original prescription. The quality control and assurance procedures post-operation and production of finalized spatial datasets. Production of PDF maps, spatial data geodatabase and metadata as per current (2017) UBCM standards. Preparation of all spatial data and any revisions that may be requested by SWPI. Cost equates to a professional rate of \$65.00/hour (junior professional) and \$85.00/hour (senior professional) or approximately 40 total hours of work (or 4, 8-hour work days).</p>	<p>\$2,700.00</p>
<p>Notifications of operational fuel treatment commencement to First Nations and other tenure holders. <u>Please describe</u>: Notification packages developed and sent to First Nations and other tenure holders (notably recreation), several weeks prior to treatment commencement. The First Nations include Lil'wat and Squamish First Nations. This will pay for the fee that is required Lil'wat and the Squamish FN for the Heritage Resources Assessment.</p>	<p>\$700.00</p>

<p>Staff and contractor costs directly related to fuel treatment activities. Please describe: Project management including tender development and evaluation which involves the preparation of the tender document in consultation with the Client and other parties. The evaluation period will entail a detailed comparison of all qualified applications and collaboration with the Client. Once the operational contractor is decided and accepted; the field supervisor will assist the Client and operational contractor in setting up all paperwork and necessary documentation prior to project commencement. This involves the application and receipt of the appropriate timber licence from FLNRO. The Consultant will facilitate a pre-work meeting with additional parties and the successful contractor in order to setup specific direction for the operations. Field supervision will involve multiple field visits throughout the period of operations; the field work will entail one or two visits per week and following the initial phase these visits can decrease to one visit every three weeks approximately. Field work budgeting is variable and depends on project efficiency. This line item also covers site visits for quality assurance once the project is being finalized and the field supervisor must field check for completeness and quality. This involves the collection of field data including stand structure and field data to ensure the specifications have been met. Finally, the Consultant will develop the final report and cost calculation in collaboration with the Client. This line item also includes all gas and food required for all of the field work and travel from North Vancouver. Junior professional rates at \$65.00/hour and senior professional rates at \$85.00/hour.</p> <p>Tender development = 50 hours at an average of \$72/hour (junior and senior prof. rates averaged)</p> <p>Pre-work meeting and amendment ribboning/adjusted layout area = 67 hours at an average of \$72/hour (junior and senior prof. rates averaged)</p> <p>Supervision Costs (Ongoing site visits, phone calls throughout the entire duration of the operations) = This will likely require 140 hours total.</p> <p>Post-treatment Plots = 45 hours total required. There will be approximately 10 plots completed.</p> <p>Travel = This is for 8 trips total budgeted at 32 hours.</p> <p>Food and gas= \$1,800 total</p>	<p>\$26,000.00</p>
<p>Applicant administration costs directly related to fuel treatment activities. Please describe: Local government project management costs, including review of tender documents, evaluation decision, project management and fiscal management throughout the project, interface with public, liaison with UBCM. This will be funded directly from RMOW as in-kind contribution.</p>	<p>\$2,250.00</p>
<p>Post-treatment signage and public information costs directly related to completed fuel treatment activities. Please describe: Large format (3' x 4') weather-proof signs (up to 4 or 5 signs) will be customized for each treatment area, printed and installed at strategic locations.</p>	<p>\$1,600.00</p>

<p>Other proposed activities. <u>Please describe</u>: Breeding bird and geotechnical field visit and report development.</p> <p>If treatment is implemented during breeding bird season, nesting surveys will be required. If operations occur outside of the breeding bird season then this line item will not be utilized. If work is conducted within breeding bird season a Registered Professional Biologist will be subcontracted to assess the treatment areas for bird activity with a focus on nesting activity and active nests. The productivity for this work is approximately 15 ha/day and the work will likely be up to 6.5 days total. This assumes a registered biologist rate of \$85.00/hour at an 8-hour a day total rate.</p> <p>A Geotech will be required to ensure no slope or hydrologic issues will become problematic as these treatments are in steep terrain near roadways and residences. This budget assumes two Geotech site visits and follow-up reports for a total of 18.5 hours at \$85.00/hour.</p>	\$6,000.00
Total Proposed Costs:	\$ 634,250.00

Generally speaking, the Operational Fuel Treatment program can contribute a maximum of 90% of the cost of eligible activities up to \$400,000 in funding per municipality or First Nation per calendar year, and up to \$600,000 in funding per regional district per calendar year. The remainder (10%) is required to be funded through community contributions.

Applications for joint funding with FESBC may allow funding in excess of the maximums outlined above or alter the required community contributions.

Total Grant Requested: The RMOW wishes to apply for the maximum amount per hectare of \$20,000/ha for all 18 net hectares.	\$360,000.00
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Please note that you will be required to provide detailed information on the community contribution in the final report, including contributions from other grant programs and all project revenues. In cases where other grants are used as a community contribution, documentation must be available to demonstrate how actual costs from other grant contributions are accounted for. For example, labour costs must include information on the number of hours worked, the hourly rate, and the eligible activity that was undertaken (e.g. 50 hours at \$18/hr for chipping). If information is available now, please complete Sections 4 and 5.

SECTION 4: OTHER GRANTS	
Grant(s) Description:	Estimated Grant Value
N/A	\$0.00

SECTION 5: REVENUE	
Revenue(s) Description (from merchantable timber and/or other forest products):	Estimated Revenue
Merchantable timber removal and sale is proposed as part of the Block 8-2 prescription. However, it is very difficult to estimate the eventual value of the harvested timber. The difficulty lies in the	\$5,000.00

unknown costs for the harvesting and transport of the logs to the mill as well as the unknown sale price of the timber at the time of sale. Given these limitations, this is strictly a conservative estimate.

SECTION 6: REQUIRED APPLICATION MATERIALS

Only complete applications will be considered for funding. The following separate documents are required to be submitted as part of the application:

- ☒ Completed Application Form
- ☒ Local government Council or Board resolution, or First Nation Band Council resolution, indicating support for the current proposed activities and willingness to provide overall grant management

(The above will be provided after the mid-October Council meeting.)

- ☒ A copy of the completed prescription for the proposed treatment area, including all maps. If SWPI funded, the complete prescription final report must be submitted and approved by the Strategic Wildfire Prevention Working Group prior to submission of the operational treatment application.
- ☒ Wildfire Threat Assessment worksheets and threat plot photos completed as per the relevant Wildfire Threat Assessments Guide. Previously submitted threat information does not need to be resubmitted, however reference to the previous submission details must be provided.
- ☐ If not SWPI funded:
 - ☐ A copy of the completed CWPP for the proposed treatment area
 - ☐ A copy of email from the land manager (e.g. MFLNRO resource district or BC Parks) confirming First Nations Information Sharing has been completed
- ☒ If SWPI funded, the complete CWPP final report must be submitted and approved by the Strategic Wildfire Prevention Working Group prior to submission of the operational treatment application.

SECTION 7: SIGNATURE (To be signed by Local Government or First Nation Applicant)

I certify that the area covered by the proposed operational fuel treatment: (1) is not scheduled for development; (2) is not scheduled for sale; and (3) is within the jurisdiction of the local government or First Nation (or appropriate approvals are in place)

Name: HEATHER BERESFORD

Title: ENVIRONMENTAL STEWARDSHIP MANAGER

Signature: H Beresford

Date: Oct. 5/17

All applications (from local governments and First Nations) should be submitted to:

Local Government Program Services, Union of BC Municipalities

E-mail: swpi@ubcm.ca

Mail: 525 Government Street, Victoria, BC, V8V 0A8



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017

REPORT: 17-108

FROM: Corporate and Community Services

FILE: # 2017-4300-001

SUBJECT: CAPITAL PURCHASE- REPLACEMENT FIRE APPARATUS

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

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.

REFERENCES

Appendix “A” – Whistler Fire Rescue Services Department Apparatus Needs Analysis

PURPOSE OF REPORT

Administrative Procedure D-1 Procurement requires Council approval for purchases with a cost greater than \$500,000. The purpose of this Report is to seek Council’s approval for the purchase of a custom built Rosenbauer Rescue Engine as discussed below.

DISCUSSION

In 2016 Whistler Fire Rescue Services (WFRS) contracted Dave Mitchell and Associates LTD to conduct an Apparatus Needs Analysis in 2016. The Whistler Fire Rescue Services Department Apparatus Needs Analysis addresses compliance with Fire Underwriters Survey (FUS) as well meeting the evolving fire and rescue needs of the RMOW. The Whistler Fire Rescue Services Department Apparatus Needs Analysis is attached as Appendix “A”.

The Whistler Fire Rescue Services Department Apparatus Needs Analysis placed the highest priority on the replacement of the Engine 3.

The Whistler Fire Rescue Services Department Apparatus Needs Analysis recommends:

- engines as replaced, should be Rescue Engines allowing them to preform technical rescues in addition to firefighting.
- as is the current practice apparatus should be configured as a four-wheel drive vehicle.
- the first response unit should be a Rescue Engine rather than a Quint, particularly for single-unit responses.

FUS’s ratable service life of a principal apparatus is 20 years, Engine 3 is currently 23, making it past its rated life. To maintain the highest possible FUS rating, Engine 3 must be replaced.

Based on the Apparatus Needs Analysis recommendations, a consultant working with the Whistler Fire Rescue Service (WFRS) Apparatus Committee developed a Request for Proposals (RFP). The RFP was advertised on B.C. Bid.

Four RFP responses were received. Based on the recommendation of the WFRS Apparatus Committee, Rocky Mountain Phoenix's Rosenbauer Commander is recommended as the most appropriate and most cost effective option.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Financial Strategy	The resort community effectively and effectively balance its costs and expenditures	Replacing our current first out Quint with Rescue Engine reduces operational costs.
Health and Social Strategy	The resort is comfortable, functional, safe clean and well-maintained	Having an up to date fire apparatus adds to the overall whistler atmosphere of being a safe and functional resort.
Health and Social Strategy	The resort is safe for both visitors and residents, and is prepared for potential unavoidable emergency events	The increased level of service provided by the new apparatus increases residents and visitor confidence in our ability to deal with emergency events.

W2020 Strategy	AWAY Descriptions of success that resolution moves us toward	Comments
Economic Strategy	A buy-local culture helps to circulate wealth within Whistler and the region	Unfortunately, it is impossible to buy this equipment locally within Whistler; however the purchase would be made through a lower mainland business.

OTHER POLICY CONSIDERATIONS

There are no other policy considerations with respect to this purchase.

BUDGET CONSIDERATIONS

The purchase price is in USD and is estimated to be \$1,099,071.58 CAD using 0.79 as the exchange rate. Timing of payment requirements will be coordinated with the RMOW Finance Department in order to manage the actual exchange cost economically.

Mobile fire apparatus are part of the RMOW Fleet Replacement program. The cost of the replacement asset will be funded from the Vehicle Replacement Reserve. The cost of the new asset amortized over a useful life of 20 years will result in annual reserve contributions of \$54,953.58 per year. An increase of \$36,000.00 per year.

Disposal of the old asset will be carried out by auction. Estimated proceeds of disposition are \$40,000.00 and will be returned to the Vehicle Replacement Reserve.

Annual maintenance and repair costs of the asset to be replaced have averaged \$18,600.00 per year over the last seven years. Estimated annual operating costs of the new asset are expected to be \$14,000.00.

COMMUNITY ENGAGEMENT AND CONSULTATION

Reporting to Council and requesting direction will be carried out at a Regular Public Council Meeting.

SUMMARY

Based on the needs analysis and RFP responses, the purchase of Rosenbauer Rescue Engine from Rocky Mountain Phoenix Fire Apparatus at a cost of \$874,126.84 USD is recommended.

Respectfully submitted,

Chris Nelson
DEPUTY FIRE CHIEF

For

Norm McPhail
GENERAL MANAGER OF CORPORATE AND COMMUNITY SERVICES



Whistler Fire Rescue Department Apparatus Needs Analysis

Dave Mitchell & Associates Ltd.

June 2016

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Executive Summary

The Whistler Fire Rescue Department (the “Department”) is currently served by three fire halls: Hall 1 in the centre of the Resort Municipality of Whistler (the “RMOW”), which is staffed by career firefighters; Hall 2 in the north; and Hall 3 in the south. Halls 2 and 3 are staffed primarily by paid-on-call members.

The Department is considering its options in terms of fire apparatus replacement; it also has a report that contemplates the closure of Hall 2. Discussion and recommendations with regard to the apparatus deployment will be determined in part on the decision with regard to Hall 2 as well as consideration of the types of responses required by the Department and response trends overall in the community.

The potential decommissioning of Hall 2 would affect the definition of what the Fire Underwriters (the “FUS”) consider as protected and unprotected properties. For a single-family residence to be rated as protected, among other considerations, it must be no more than eight kilometers by road network from a fire hall. To be considered as protected, a commercial or industrial property or multi-family dwelling must be within five kilometers of a fire hall.

At the present time, the presence of the three fire halls ensures that the vast majority of properties in the RMOW are rated as protected based on their proximity to a fire hall. Elimination of Hall 2 would significantly increase the number of properties that would not be considered as protected by FUS. The response analysis also indicates that the number of structure fires in Hall 2’s area is increasing while it is flat or declining in the areas protected by Hall 1 and Hall 3. For these reasons, closure of Hall 2 could not be recommended.

Turning then to the deployment of apparatus, the report reviews the occurrence of all types of incidents and the very largest portion of these are responses which may be considered as a ‘single unit’ response. These responses are for first medical calls, and minor fires.

At the present time and for all response types, the first-out unit is a Quint at Hall 1. This is the largest unit in the fleet and although it is suitable in terms of service provision for every response type, it is larger and with a longer wheel-base. In terms of best practices as well, such units are not normally considered for first response. Previously the Department used Engines as their first-out apparatus but switched to the Quint when it was purchased in 2009.

It is recommended that the primary response vehicle for each hall be an Engine which should provide a slightly quicker response time based on a shorter wheelbase and potentially a lower frame. The Quints should be retained for structure fire calls, some types of rescues and others call types. It is also recommended that the Rescue at Hall 1 be replaced with what is often termed an Air-Light unit. These types of vehicles carry a large number of air bottles and have a cascade air-refilling capability as well as a generator and auxiliary lighting for fires and longer duration responses. Wildlands/Engine 2 should have the Compressed Air Foam System (the “CAFS”) unit replaced with a smaller capacity pump and be reconfigured as a multi-use medical response unit; it is also recommended that the Department configure a forest interface/bush fire vehicle at each fire hall.

Background

The Department is reviewing its options for replacement of fire apparatus to ensure compliance with the FUS requirements, as well as to meet the evolving needs of the RMOW.

The Department currently provides service from three fire halls with the following apparatus.

Table 1: Current Asset Deployment.

Hall	Unit	Config.	Pump ¹	Manufacturer	Service Date	Age in 2016	Years Left
1	Quint 1	75 Foot 4X4	1,500	Spartan	2009	7	13
	Engine 1	4X4	1,500	American LaFrance	2003	13	7
	Rescue 1	4X4		Spartan	1997	19	0
2	Quint 2	65 Foot	1,750	American LaFrance	2002	14	6
	Wildlands 2	4X4	CAFS	Ford F550	2004	12	
3	Engine 3	4X4	1,250	Spartan	1994	22	0
	Quint 3	75 foot 4X4	1,500	Spartan	2009	7	13
	Utility 3	4X4		Ford F150	2009		
	Hazmat	Trailer		Wells Cargo			
	Rescue boat	Boat					

The service life of a fire department's principal apparatus in the table above is based on ratable life as determined by FUS. FUS allows between 15 – 20 years for fire apparatus when conducting its ratings. For major metropolitan communities, it prefers to see apparatus moved into a reserve position after 15 years, while it permits medium-sized communities to put such apparatus into second line duty, and allows smaller communities to use their engines for 20 years. In some cases, FUS will permit a community to extend the ratable life of its apparatus to 25 years, provide certain annual testing is conducted. In the 2014 FUS report prepared for the RMOW, they applied the 20-year standard.² Certain apparatus, such as rescue and utility vehicles, are not included in the FUS ratings, unless they constitute part of the pumping capacity for a department.

Even so, a 20-year life span for emergency vehicles should be used as a guide for replacement, or a signal to move such equipment into reserve status. Emergency vehicles are significantly

¹ I.G.P.M. - Imperial Gallons Per Minute

² FUS, *Resort Municipality of Whistler: Fire Insurance Grade Update Report* (Jan. 2014), p. 35 (the "FUS Report"). See also: FUS, *Insurance Grading Recognition of Used or Rebuilt Fire Apparatus*, which is attached as Appendix D to the FUS Report.

stressed with each use: they travel fully-loaded, typically under hard acceleration and braking. Even with good maintenance, the risks of a breakdown increase significantly with age.

On that basis, a number of the in-service units are nearing or past their life expectancy (Rescue 1, Engine 3) and the Department has a range of options in terms of replacing these. These options may include different configurations and combinations of units in terms of Engines, Ladders, Rescues and other vehicles. The majority of these units have a significant capital cost and relatively long service life which requires a thoughtful examination of the range of options prior to the issuance of a Request for Proposal (“RFP”).

Scope & Methodology

The requirement for fire apparatus is based on several issues including the requirement to maintain the highest possible rating by the FUS, the need to provide the best possible response by the Department to emergency and non-emergency incidents within its mandate for service and to meet external standards for service provided by the National Fire Protection Association (the “NFPA”).

These requirements include the ability to respond in a timely manner with sufficient staff within a department’s fire service area, as well as to maximize the number of properties within five and eight kilometres of a fire hall, to ensure a protected rating for commercial premises and residential properties, respectively.

Evaluation of the procurement options for the Department entailed the following tasks:

- Analysis of the historical record in terms of all responses over a number of years to clarify the types and numbers of events;
- Analysis of the actual travel times to all points within the RMOW to clarify the actual level of service. These details were mapped³ to provide a visual picture of time-critical responses and the ways in which these may differ based on apparatus type;
- Review of the most recent FUS Report to clarify the expectations and requirements in terms of apparatus and response to ensure the most optimal insurance rating;
- Assessment of the Department’s risk as it relates to the requirement to provide fire suppression and rescue activities⁴;
- Development of time-based and distance-based response polygons for each of the fire halls; noted that time-based polygons differ based on apparatus type (Engines vs. Ladders/Quints vs. Rescues) based on their different travel speeds;

Deliverables of the needs assessment for the Department include the following:

- An apparatus deployment model for the RMOW;
- A near-term assessment of procurement options for units which are nearing or past their life cycle that would be consistent with the longer-term assessment;

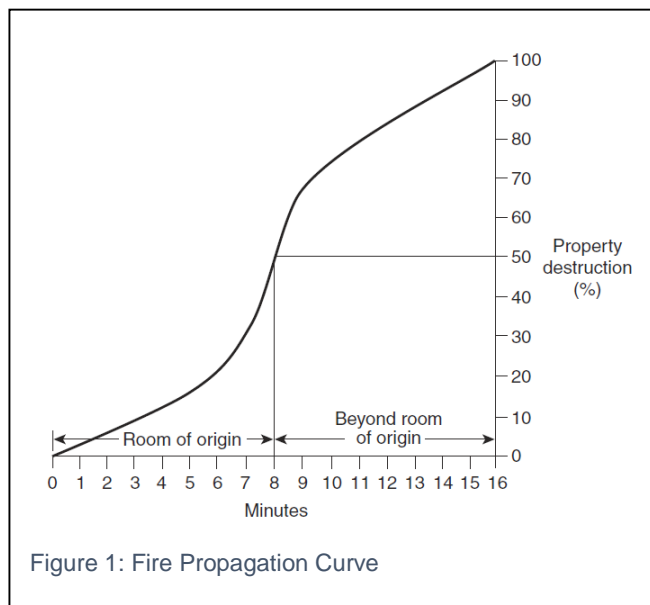
³ Using ESRI mapping software.

⁴ This includes an assessment of risk for a developing area north of the RMOW within the SLRD.

- A longer-term assessment of the apparatus mix for the Department that would include the required types of units for the current and anticipated future response needs with specific discussion on both the first out, career staffed, vehicle(s) and Engine 2;
- Analysis of the need for Hall 2 in the Department's response and apparatus deployment model for this area and overall;
- A proposed capital asset replacement schedule for all fire apparatus for the Department; and
- Consideration of the effect of providing additional fire protection to a developing area north of the RMOW which is in the Squamish Lillooet Regional District (the "SLRD").

Standards of Service

The standards of service that apply to the fire service include those related to response time objectives. These are defined by the NFPA and include time intervals for 911 call handling, dispatch, turnout of crews and travel to the scene. Each of these will be described in further detail in the following sections however a key element for all fire responses is the relationship between time and the degree of fire damage. This is illustrated in Figure 1 which shows the rate of change / percentage of destruction from the time at which a fire ignites. This fire propagation model is well documented and explains why each element of fire response is critical because at or about eight minutes from ignition a fire will flashover and extend beyond the room of origin. This increases the risk to the residents as well as to the responding firefighters, and materially increases the amount of resulting damage.



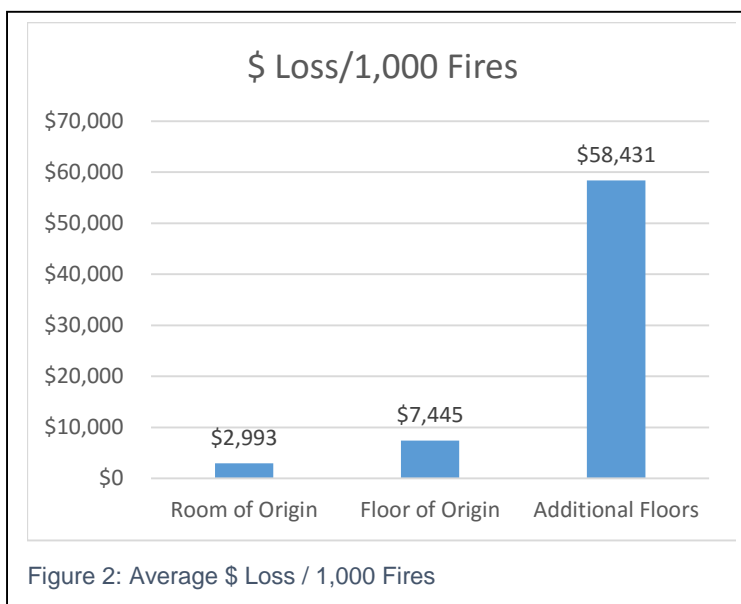
The relationship between the deployment of sufficient firefighters within a defined timeframe relative to fire loss and injury has been documented by the NFPA⁵, as shown in Table 2.

Flame Spread	Civilian Deaths	Civilian Injuries	Average Dollar Loss per Fire
Confined fires or contained fire identified by incident type	0.000	10.29	\$212
Confined fire or flame damage confined to object of origin	0.65	13.53	\$1,565
Confined to room of origin, including confined fires and fires confined to object	1.91	25.32	\$2,993
Beyond the room but confined to the floor of origin	22.73	64.13	\$7,445
Beyond floor of origin	24.63	60.41	\$58,431

Table 2

From this it can be seen that confining a fire to the room of origin results in an average dollar loss of \$2,993. Fires which extend beyond the room of origin but which are contained to the floor of origin result in an average dollar loss of \$7,445 while fires which extend beyond the floor of origin result in an average dollar loss of \$58,421.⁶

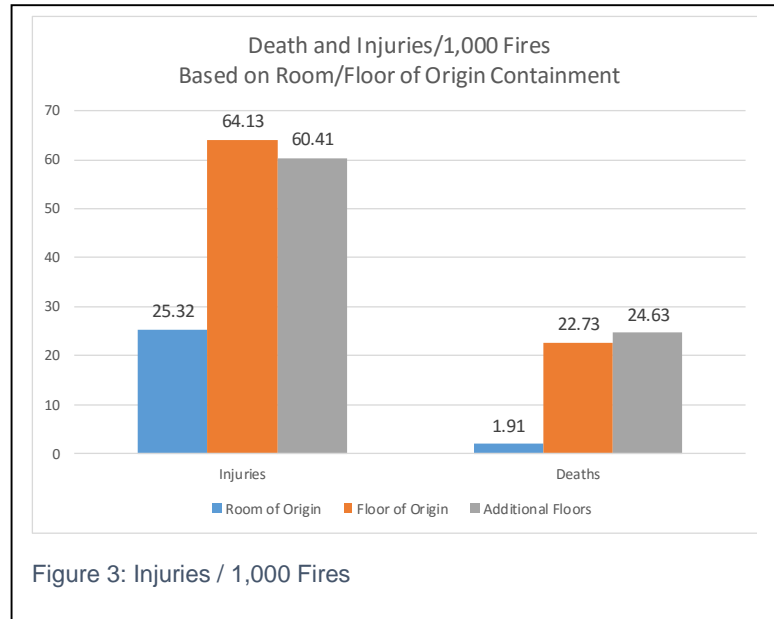
Similarly, where a fire is held to the room of origin civilian fire deaths do not exceed 1.91 per thousand fires, but where the fire extends beyond the room of origin there are 22.73 deaths per thousand fires.



⁵ NFPA Standard 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2016 edition, page 20.

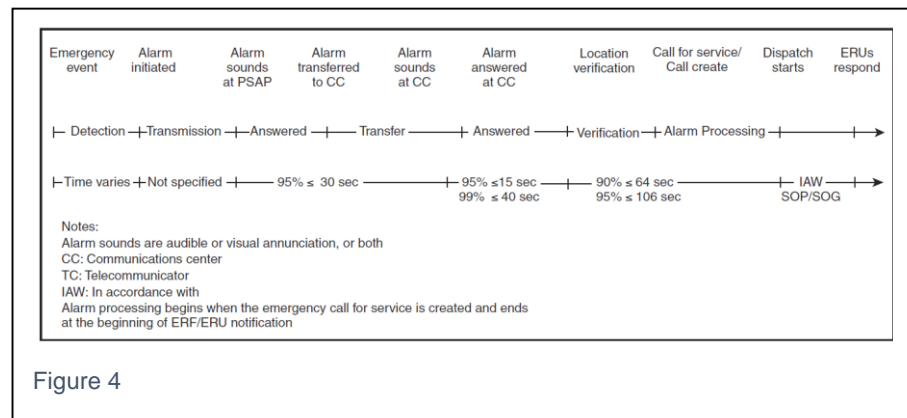
⁶ The data used in this table is for the United States; there is no similar aggregation of national data in Canada.

This data is shown graphically in Figure 3 in terms of dollar loss per 1,000 fires and in Figure 3 in terms of injuries and deaths per 1,000 fires.



NFPA 1221

The NFPA 1221 standard outlines that 911 call handling, transfer of the 911 call to a fire dispatcher and the process to dispatch fire apparatus should occur within a total of 109 seconds as shown in Figure 4. The alarm handling times are the sum of alarm transferred to the CC (call center) + alarm answered + location verified + call for service created.



From that point the key time elements for fire responses are found in NFPA 1720, which is the standard applicable to volunteer and composite fire departments.⁷

⁷ NFPA, *NFPA 1720: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Volunteer Fire Departments* (2014 Ed.).

NFPA 1720

The NFPA 1720 standard applies to volunteer and composite fire departments⁸ and the proposed response times recognize that there is variability in terms of density of population in suburban and rural areas. For this reason, the expectation for arrival and assembly of a fire crew decreases with density as shown in Figure 5. It is understood that for

Demand Zone ^a	Demographics	Minimum Staff to Respond ^b	Response Time (minutes) ^c	Meets Objective (%)
Urban area	>1000 people/mi ²	15	9	90
Suburban area	500–1000 people/mi ²	10	10	80
Rural area	<500 people/mi ²	6	14	80
Remote area	Travel distance ≥ 8 mi	4	Directly dependent on travel distance	90
Special risks	Determined by AHJ	Determined by AHJ based on risk	Determined by AHJ	90

^aA jurisdiction can have more than one demand zone.
^bMinimum staffing includes members responding from the AHJ's department and automatic aid.
^cResponse time begins upon completion of the dispatch notification and ends at the time interval shown in the table.

Figure 5

some fire departments challenged by longer travel distances they are not likely to arrive with sufficient firefighters within eight minutes; however, that remains a goal based on our understanding of the effect of longer response times on damage, injuries and fire fatalities. In the case of the RMOW, the daytime population is estimated at 30,444 for 2014/2015 and on busy weekends approaches 60,000.⁹ On this basis the density is 2,927 per square mile¹⁰ and thus would require a minimum of 15 firefighters to respond within a total of 9 minutes, 90% of time.

The permanent population of RMOW is 10,448¹¹, which involves not counting those working in the municipality or visitors. On that basis, the population density is 1004 per square mile, which under NFPA 1720, would also translate into a goal of 15 to respond within a total of 9 minutes, 90% of time.

Response Analysis

The Department is considering its asset deployment and needs going forward. The following analysis is based on available response data for the years 2009 to 2015.

⁸ NFPA 1720, s. 1.1. Under NFPA nomenclature, a career department has 85% or more career personnel; a volunteer department has 85% or more volunteers; while a “combination” or composite department is any department between these two. See: NFPA 1720, s. 3.3.15.

⁹ The source is an email from Deputy Chief Nelson based on a conversation with Joyce Chen from Corporate, Economic and Environmental Services.

¹⁰ Based on the population estimate of 30,444.

¹¹ Source: <https://www.whistler.ca/municipal-gov/community-monitoring/whistler-population>, accessed May 23, 2016.

During this time the Department has responded to an average of 1,364 events annually, summarized in Table 3.

Year	Events
2009	1501
2010	1294
2011	1264
2012	1377
2013	1383
2014	1336
2015	1393
Total	9548

Table 3

This information can be displayed graphically as shown in Figure 6 and over this period, responses are essentially flat.

The data can be parsed by the various event types to determine if particular response types are increasing, decreasing or flat as well as whether there are changes to trends in particular geographic areas.

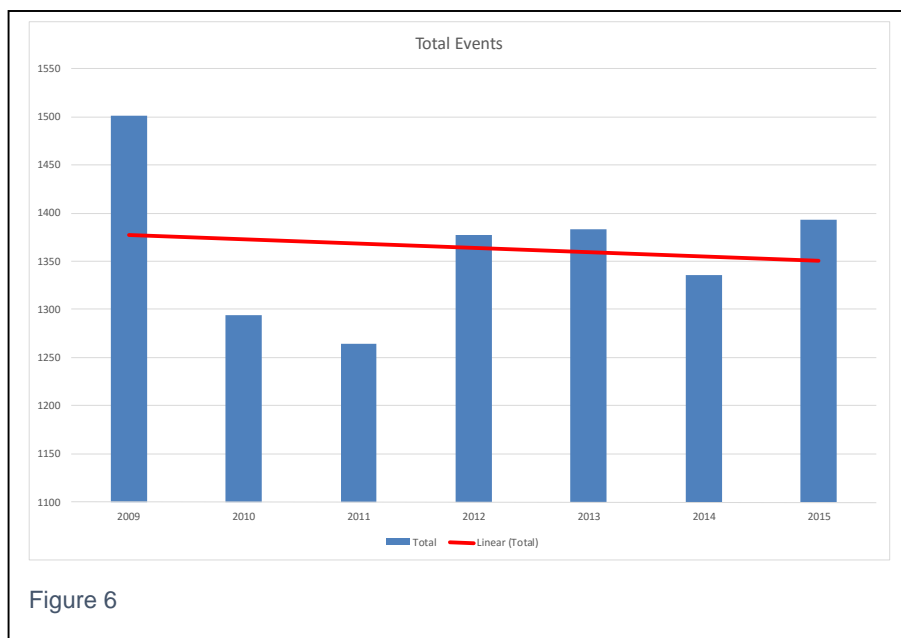


Figure 6

There are a total of 256 different event types, many these are variations of the first responder events (the “FMR”).

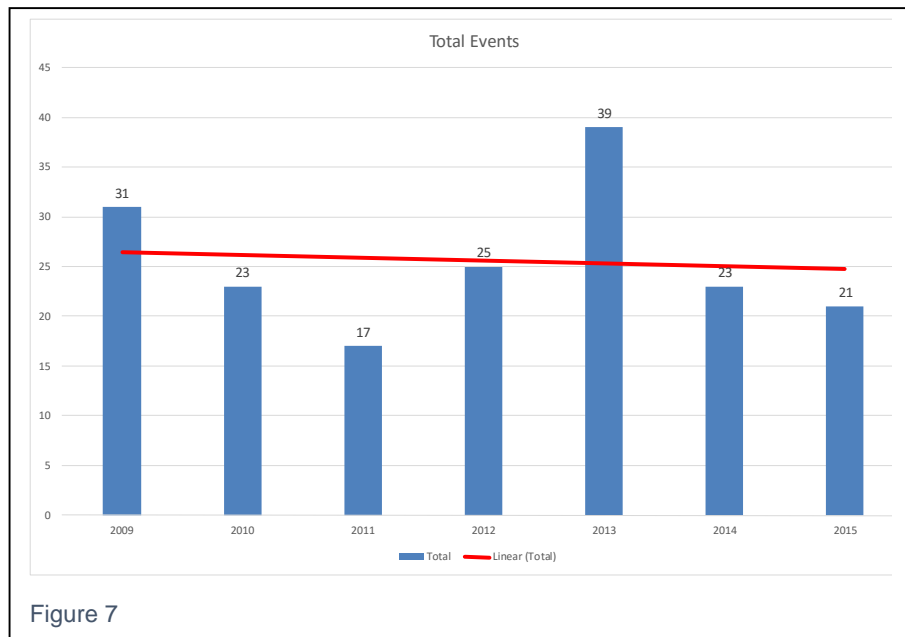
Fires reported in structures require the largest commitment of personnel and apparatus and the occurrence of these by year are shown in Table 4.

Table 4

Year	Fires in Structures
2009	31
2010	23
2011	17
2012	25
2013	39
2014	23
2015	21
Total	179

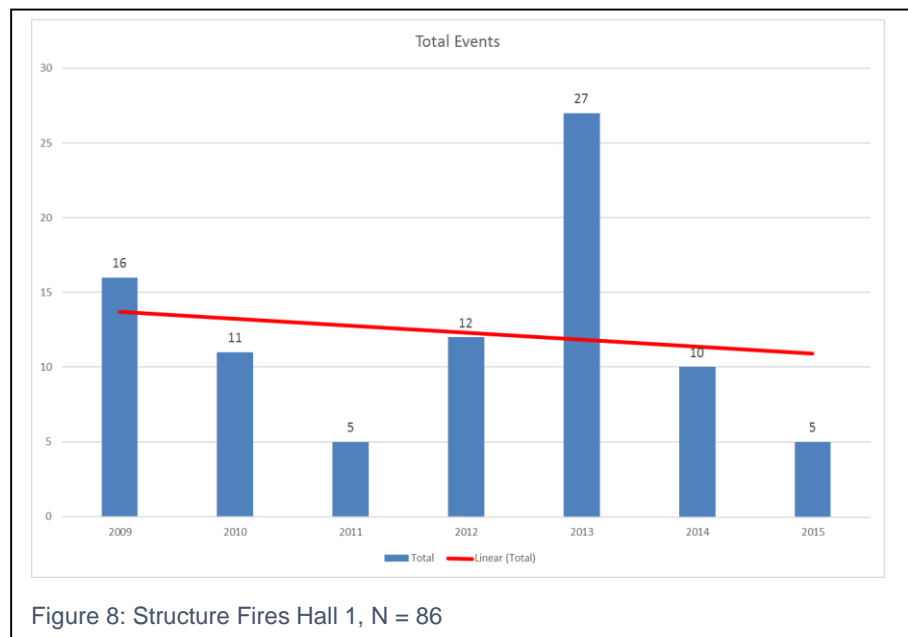
Displayed graphically, this data suggests a relatively flat trend over the period with a peak of events in 2013.

However, when this data is parsed by fire hall area it can be shown that fire trends in some areas are increasing while others are not.



Hall 1

The number of fires reported in structures in Hall 1's area is shown in Figure 8. From this it can be seen that the number of such fires is generally declining over the period. 2013, in that regard, was somewhat anomalous.



Hall 2

The number of similar fires reported in Hall 2's area is shown in Figure 9. In contrast to Hall 1, the number of reported fires in the area covered from Hall is generally increasing.

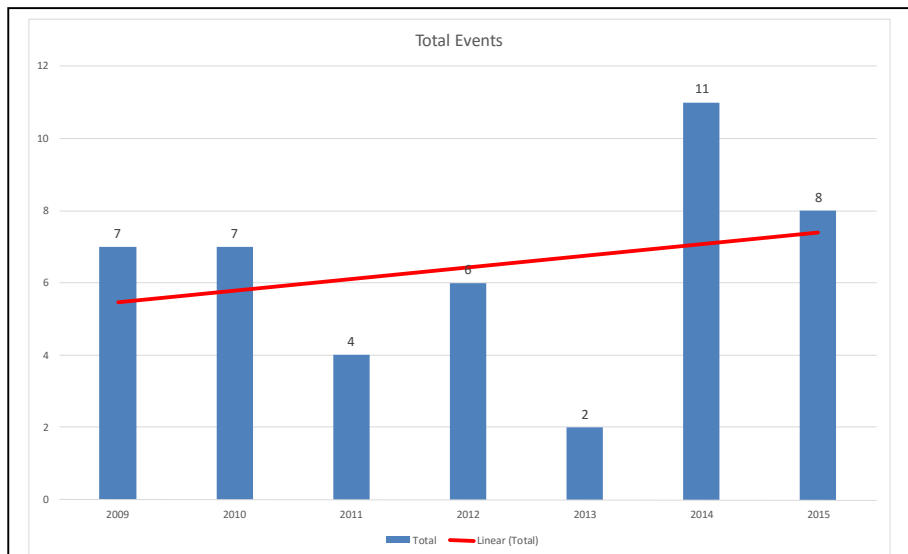


Figure 9: Structure Fires Hall 2, N = 45

Hall 3

The number of structure fires reported in the area covered by Hall 3 is shown in Figure 10. From this it can be seen that responses over the period are essentially flat, or slightly declining.

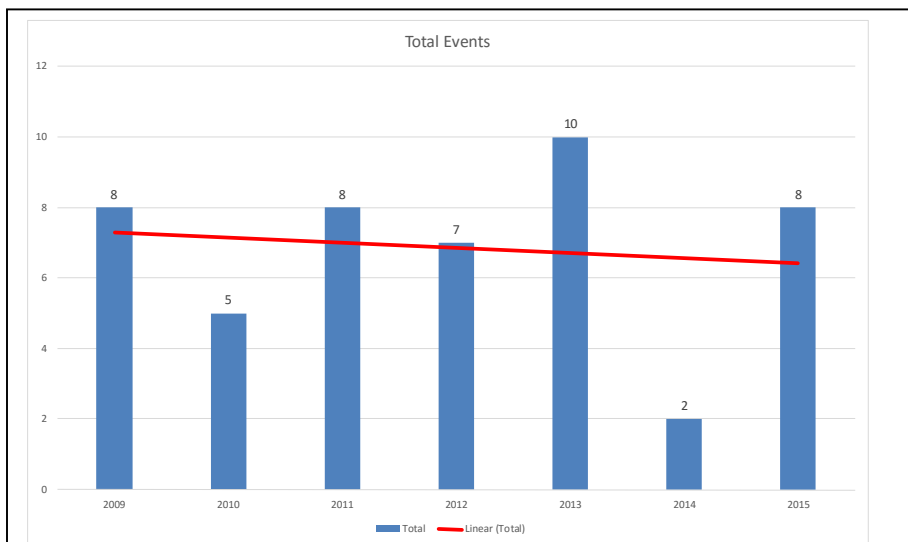


Figure 10: Structure Fires Hall 3, N = 48

Events by Hour

The number of events occurring by hour is shown in Figure 11. The busiest hour for the Department is from 01:00 to 02:00 and this is very non-typical in the fire service where the number of events peaks in the early afternoon.

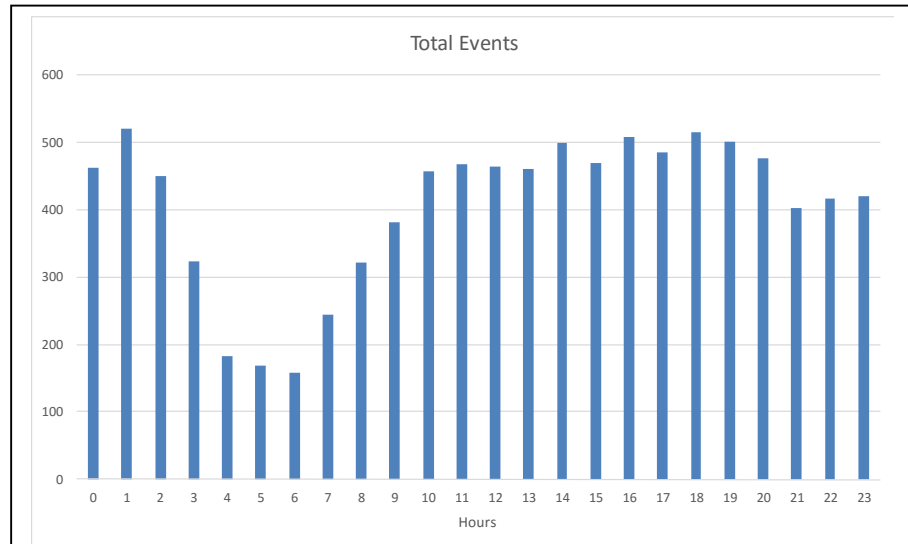


Figure 11: Total Events per Hour

The total number of events can be parsed by the day of the week and by the hour to show the range of responses by the Department.

This is shown in tabular form Figure 12. For Whistler the two busiest days are Saturday and Sunday and as noted with the highest call volume occurring in the period after midnight.

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
0	105	71	40	46	55	64	82	463
1	131	61	54	51	61	58	104	520
2	116	53	54	45	45	48	89	450
3	66	37	36	27	40	36	82	324
4	40	24	15	36	15	25	28	183
5	38	18	20	17	19	21	36	169
6	21	24	27	13	22	16	35	158
7	32	29	30	34	43	31	45	244
8	56	40	39	41	54	43	48	321
9	59	56	54	51	54	50	58	382
10	69	57	59	67	59	69	77	457
11	65	60	61	81	50	73	78	468
12	68	71	66	54	62	73	71	465
13	62	59	63	72	62	70	72	460
14	64	78	64	76	78	72	68	500
15	71	70	55	77	64	70	63	470
16	77	87	61	61	57	72	93	508
17	79	58	56	66	63	84	79	485
18	75	68	73	53	69	100	78	516
19	64	63	59	74	69	71	102	502
20	61	48	79	57	66	74	91	476
21	56	41	51	56	45	73	81	403
22	50	45	49	57	46	67	103	417
23	49	41	39	54	51	71	115	420
	1574	1259	1204	1266	1249	1431	1778	

Figure 12

Structure Fire Responses

The relationship between the deployment of sufficient firefighters within a defined timeframe relative to fire loss and injury has been documented by the NFPA and discussed in a previous

section. This showed the critical relationship between an arrival time prior to eight minutes in terms of minimizing fire deaths and injuries as well as damage.

The response data for Whistler can be plotted to show the arrival time for the first unit at structure fires for the period being reviewed.

The arrival for the first unit is shown for all structure fires, in Figure 13. As might be expected the arrival time of the first unit increases based on distance / travel time from Hall 1 unless the first arriving unit is from Hall 2.

For arrival times greater than 8 to 10 minutes it would be expected that a fire would have extended beyond the room of origin.

Each of the times shown is an actual arrival time taken from the Department's response data.

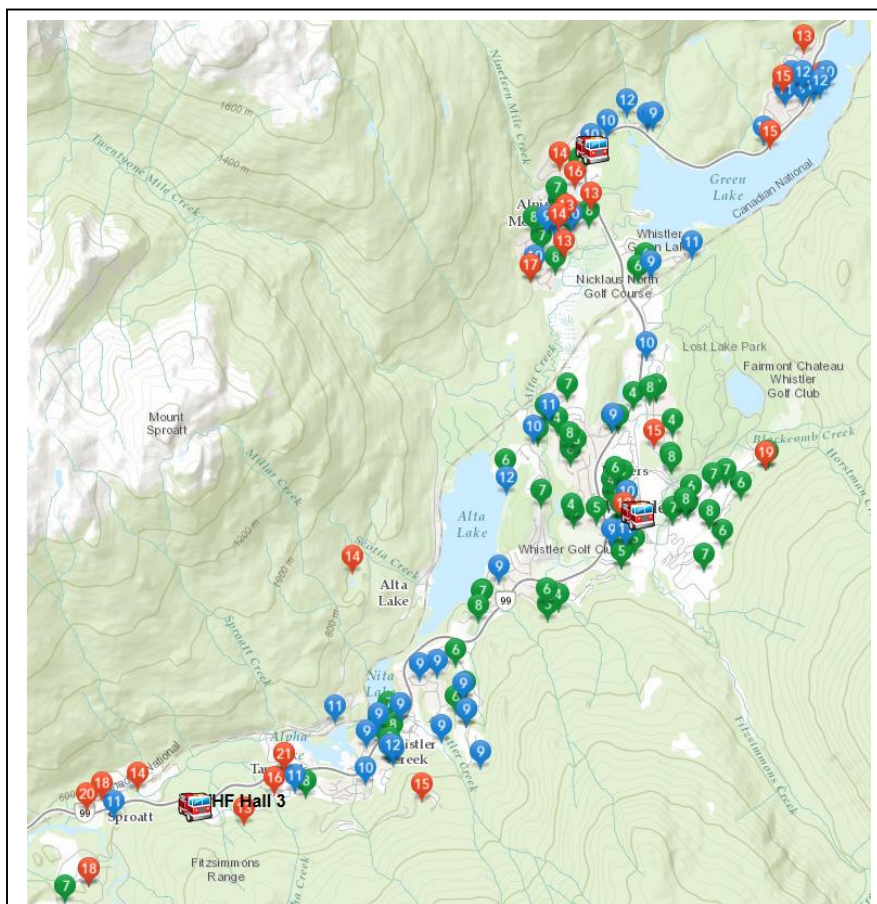


Figure 13: Structure Fire Responses

Hall 1

A greater level of detail for the arrival of the first unit in the area of Hall 1 is shown in Figure 14.

From this it can be seen that with some exceptions, this area will have the first truck on scene at or prior to flashover, the point at which a fire will extend beyond the room of origin.

This is not the case for properties in the north or south of the RMOW.

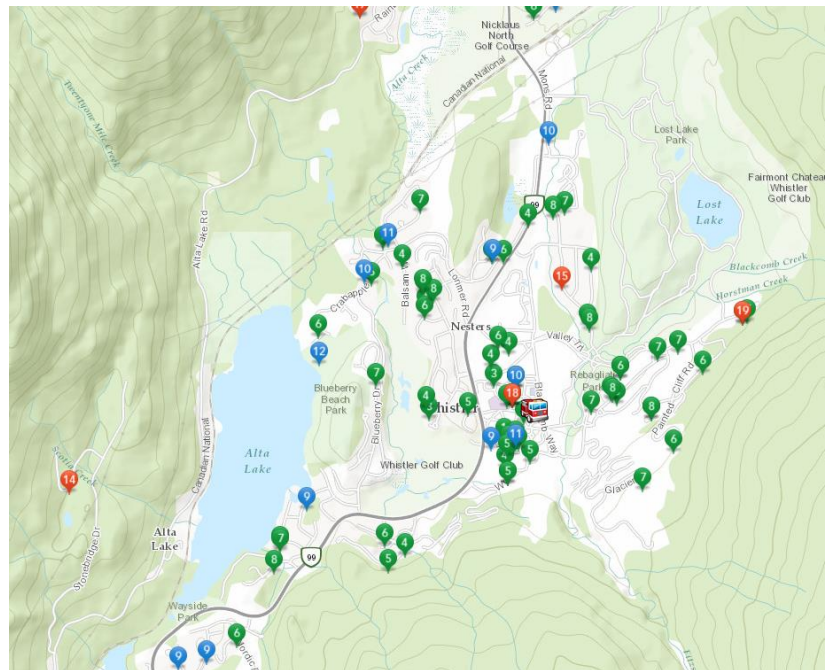


Figure 14: Structure Fire Responses, Hall 1

Hall 2

Responses for the area in the north are shown in Figure 15.

From this it can be seen that the majority of responses are beyond the time at which a fire extends to the floor of origin. The exceptions are those shown in green and for these the reasons for the earlier arrival could include that Hall 2 had staff on scene or very nearby and thus it arrived on scene prior to a unit from Hall 1. It could also be that the unit from Hall 1 could have been in the area returning from another incident or for some other reason, allowing for a much quicker response time.

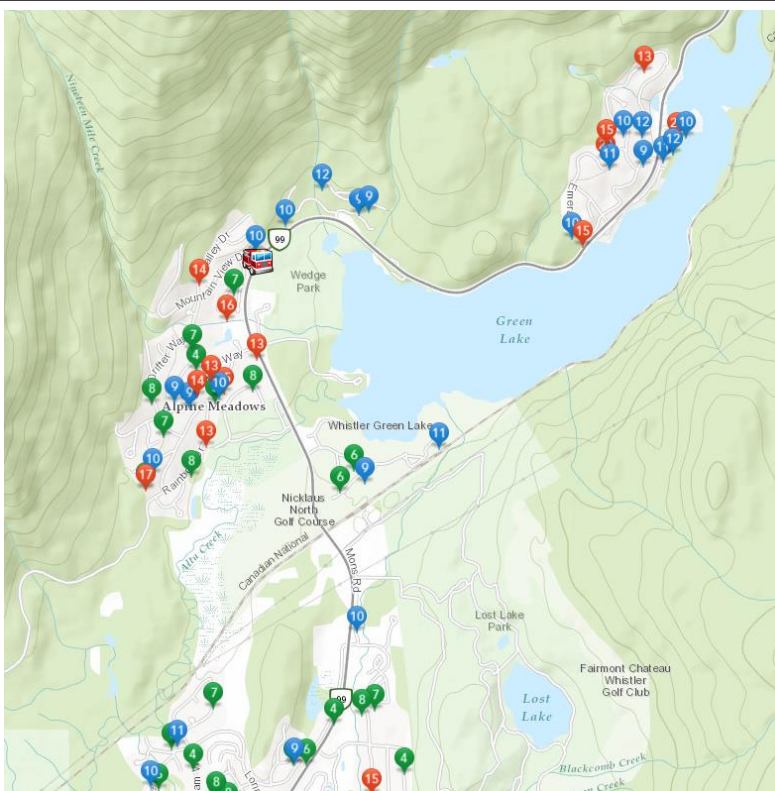


Figure 15: Structure Fire Responses, Hall 2

In some cases, the arrival times for the first unit are nearly double this time frame.

Hall 3

In a similar way the responses in the area protected by Hall 3 are well beyond when we would expect flashover to occur.

These first unit arrivals are shown in Figure 16. Similar to the note with regard to Hall 1, it may be that some of the quicker responses are a result of staff being at the fire hall for the

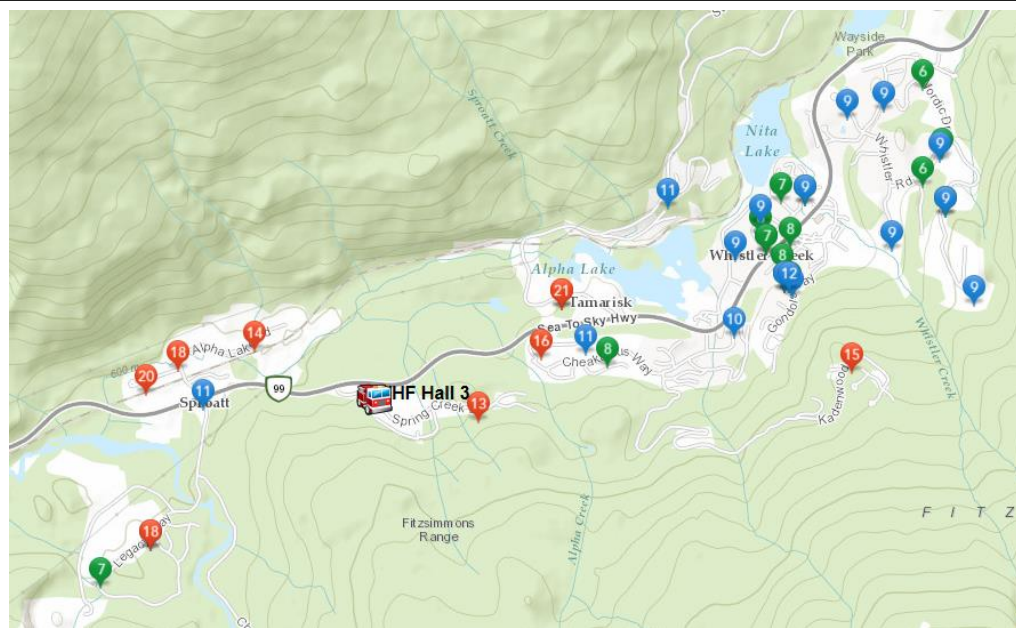


Figure 16: Structure Fire Responses, Hall 3

purposes of a training session or other reason. It could also be that a fully staffed unit from Hall 1 was travelling through the area returning from another incident, from a training session or for some other reason.

Many of these are more than double the predicted time for flashover.

Fire Underwriters

The other measure by which a fire service is measured in Canada is defined by the Fire Underwriters who propose that the maximum distance a residential premise can be from a fire hall by road network is eight kilometers with five kilometers preferred¹². Beyond that distance a premise may still be provided an insurance policy, but it is deemed to be unprotected beyond eight kilometers.

In terms of properties larger than a single family residence there is a much tighter distance restriction, specifically that for multi-family, commercial and industrial properties they should be no more than five kilometers from a fire hall¹³.

The FUS discussed the effect of the closure of Hall 2 in a letter to the Fire Chief in 2015. In this letter it was noted that the overall rating for the RMOW would not change in terms of its grade, but that a larger portion of Hall 2's area would be considered outside of the eight kilometer response for single family residences as well the five kilometer response to multi-family, commercial and industrial properties. The effect, then, will be that more properties within the fire service area would be rated as "unprotected".

Response from Hall 2

The response to the north part of the RMOW can be calculated with and without Hall 2, both for single family residences (eight kilometers) and multi-family, commercial and industrial (five kilometers). With Hall 2 in place the following coverage plots have been calculated using ESRI map software.

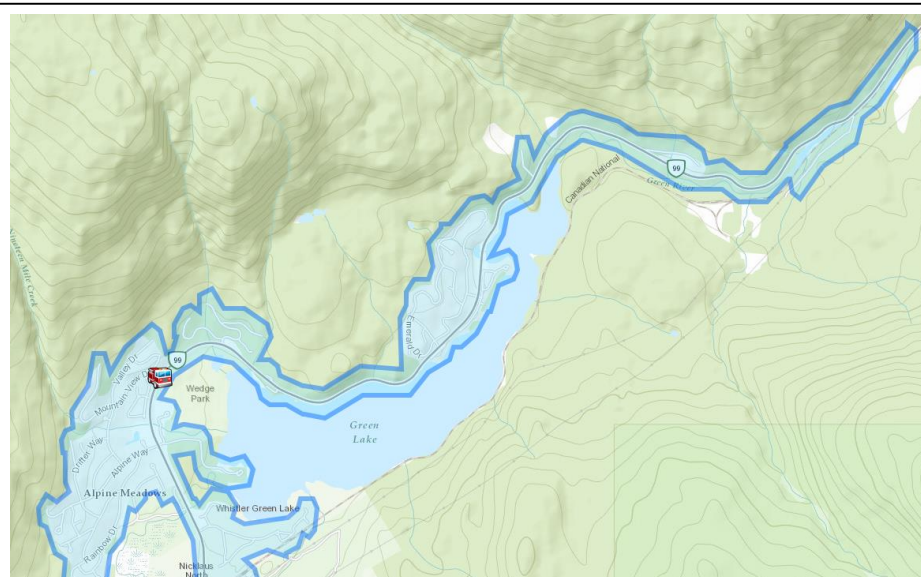


Figure 17: 8 kilometer coverage polygon from Hall 2

¹² The FUS website describes this as follows: "Recognized response distances are limited to 8km by road of continuously accessible (and appropriately maintained) public roads. Response from within 5km by road is preferred due to reduction in response times". Source: http://www.fireunderwriters.ca/dpg_e.asp, accessed June 9, 2016.

¹³ FUS Letter to Chief Kirkwood March 30, 2015, page 3.

Single-family Residences

Figure 17 illustrates the coverage plot for single family residences on the basis of Hall 2 being retained. Note that it extends to the northern limit of the RMOW, well north of the end of Green Lake.

Multi-family, Commercial and Industrial Properties

The FUS coverage plot in terms of multi-family, commercial and industrial properties (five kilometers) is shown in Figure 18.

This demonstrates that properties within this polygon to the north end of Green Lake would be within the response envelope defined by the FUS to be considered as protected.

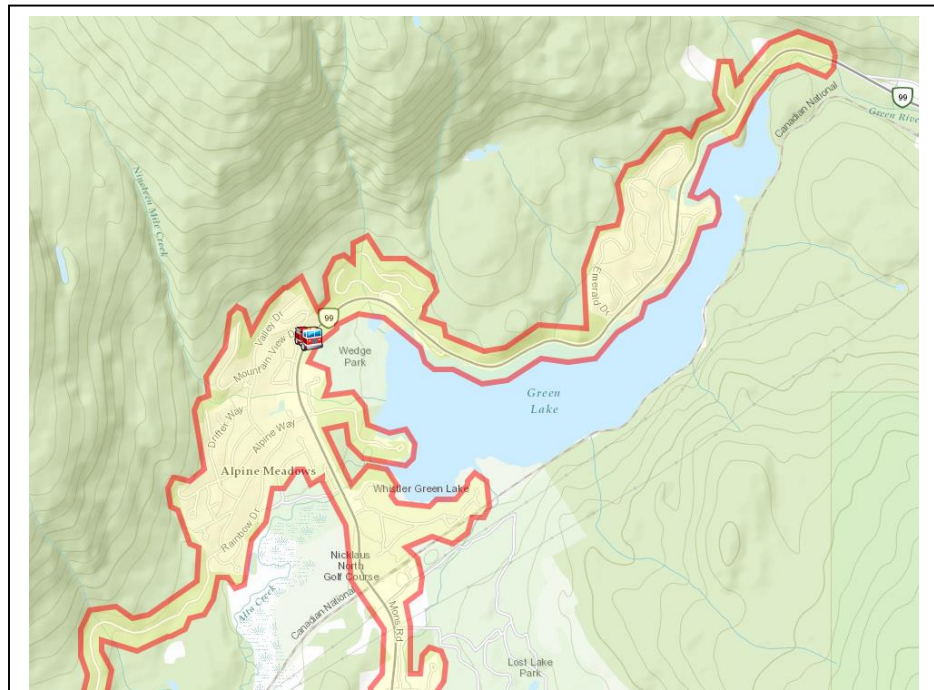


Figure 18: 5 kilometer response polygon from Hall 2

Response from Hall 1

The possible elimination of Hall 2 will have an impact in terms of protected status for properties in the northern part of the RMOW. The letter from the FUS noted that the overall rating for the RMOW would not change, however a number of properties will now be outside of the coverage zones provided by the remaining halls.

Single-family Residences

Figure 19 illustrates the 8 kilometer response polygon from Hall 1. This provides an illustration of the northern limit of protected status for single-family residences. This would be the case if Hall 2 is decommissioned. Comparing this with Figure 17, it is clear that a number of properties north of Lakeshore Drive may no longer be considered as protected.

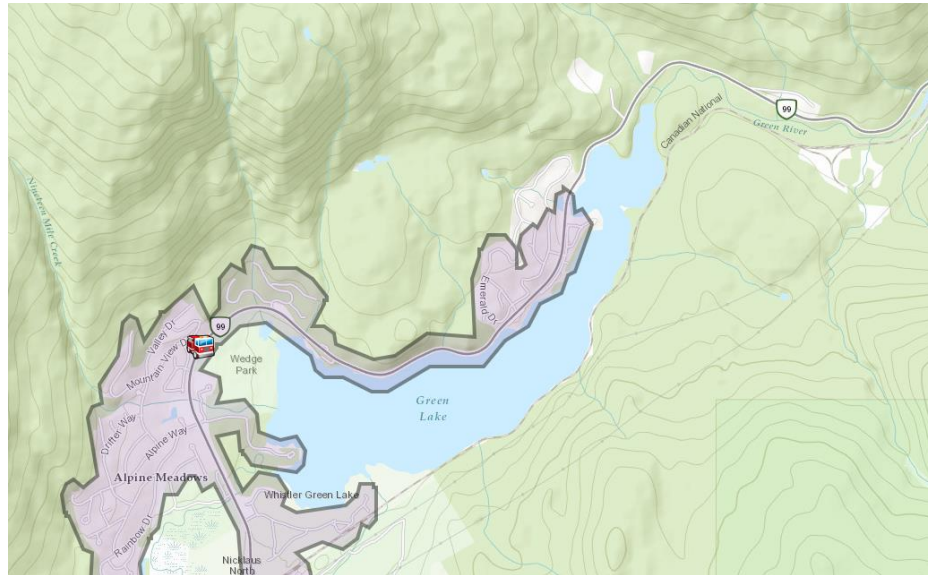


Figure 19: 8 kilometer coverage polygon from Hall 1

Multi-family, Commercial and Industrial Properties

Figure 20 illustrates the northern limit of protected coverage for multi-family, commercial and industrial properties if the response is from Hall 1 only.

On this basis properties north of Alpine Way would be beyond 5 kilometers by road network from Hall 1 and would then be considered unprotected for insurance purposes.

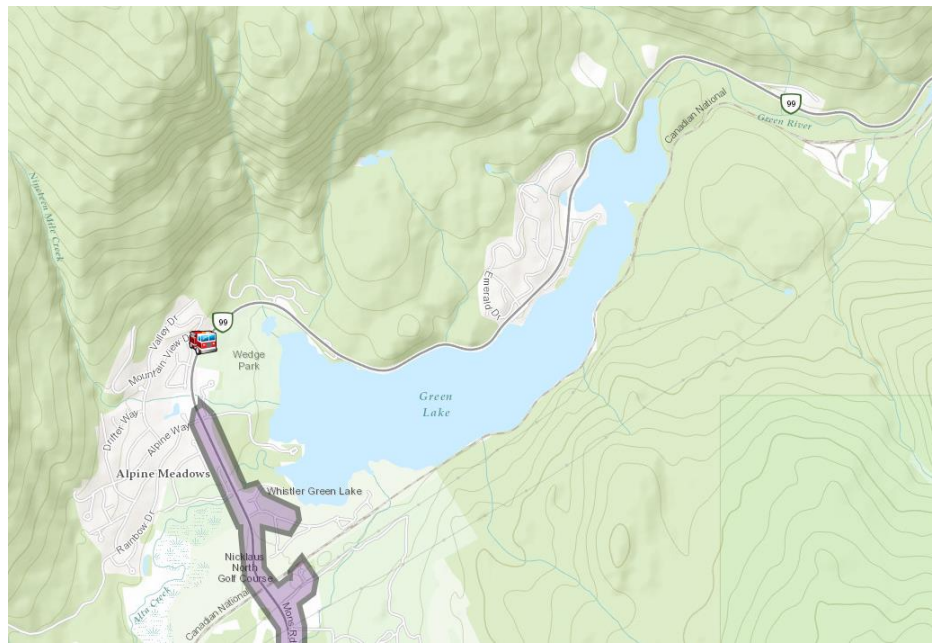


Figure 20: 5 kilometer response polygon from Hall 1

SLRD Fire Protection Option

There has been some discussion about the potential to provide fire protection to part of the Squamish Lillooet Regional District immediately north of the RMOW boundary. Hall 2's eight

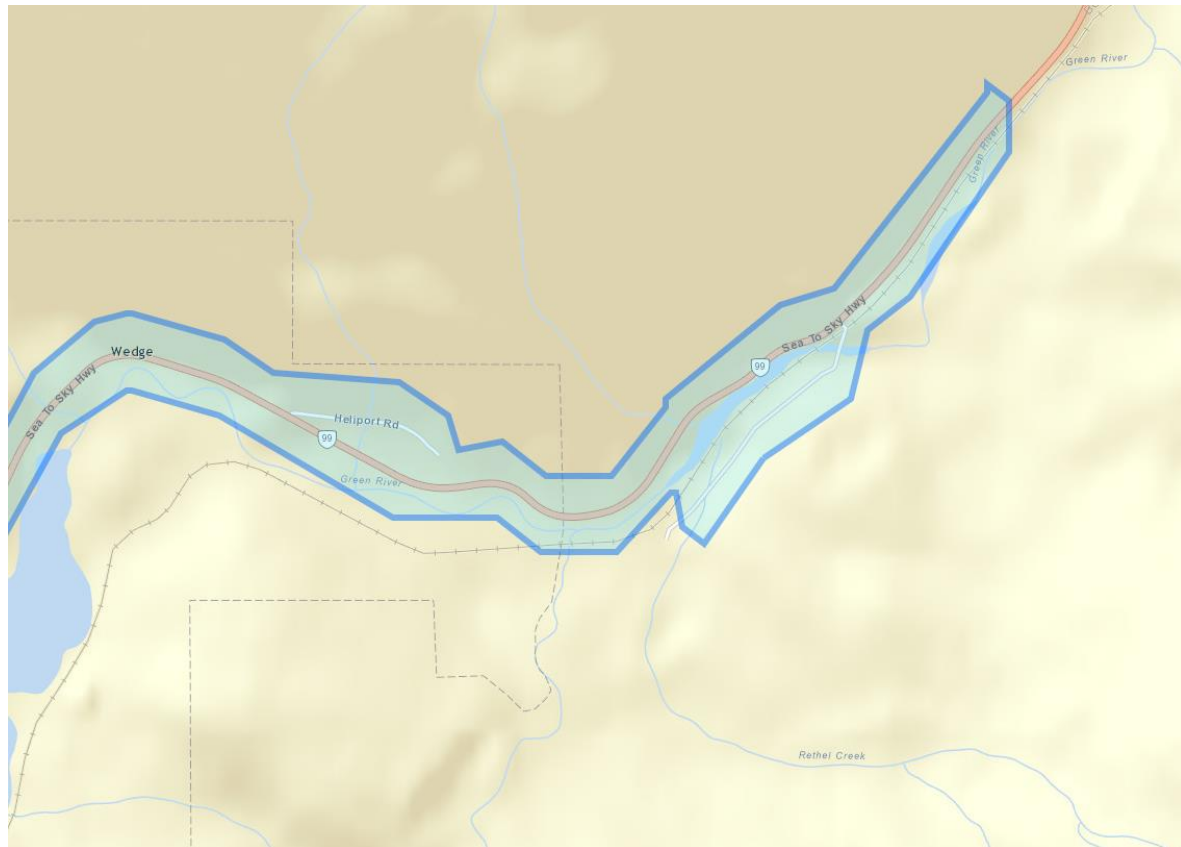


Figure 21

kilometer polygon is shown in detail in Figure 21. This indicates that the eight kilometer coverage from Hall 2 extends beyond the north boundary of the RMOW, nearly to the Green River / Wedgemount Creek confluence. On this basis coverage within the meaning of the FUS could be provided in this area.

If Hall 2 is decommissioned, any response would arrive from Hall 1 and as noted previously in Figure 19, the eight kilometer coverage polygon ends near Lakeshore. From this point to the north boundary of the RMOW no properties are within this coverage zone and thus no part of the SLRD could be considered as protected.

Summary

The RMOW, in terms of the provision of fire services is quite unique. It has a widely varying population, with tourism swelling the permanent population by 500 – 600% at particular times. The number of multi-storey structures is considerable, some with significant curb setbacks requiring an aerial ladder/elevated stream capability in addition to standard engines. The level of response capability for an area of this density is described in the section NFPA 1720 as noted previously requiring the dispatch and assembly of a minimum of 10 personnel to respond within 10 minutes, 80% of the time for the static population of the RMOW and but requiring 15 personnel to respond within 9 minutes 90% of the time when the population is at its peak.

The topography and road network are complex with densely developed areas, tight turning radii, very steep road grades and several months of snow and icy conditions. The fire protection area is also very 'linear', with a considerable distance from the southern to northern border requiring a minimum of three fire halls adequately to cover all developed areas of the municipality.

The requirement for three fire halls flows first from the nature of fires which are expected to extend beyond the room of origin within approximately eight minutes from ignition. Within this tight timeframe the call has to be reported to 911, the department has to be dispatched, they need to assemble the crew and turn out from the fire hall and travel to the scene. In practical terms this equates to five minutes of travel time prior to flashover. Given the distance from the southern to the northern boundary it is not practical to cover this area with less than three fire halls.

The second reason is the position taken by the FUS in terms of what they consider protected status for single-family as well as multi-family residences, commercial and industrial properties. The FUS takes the position that a single-family residence is considered as protected if it is within eight kilometers by road network from a fire hall. For multi-family, commercial and industrial properties to be considered protected, they must be no more than five kilometers by road network from a fire hall (though in fact the FUS would prefer 2.5 kilometers). As noted in the Fire Underwriters section of the report, any reduction in the number of fire halls, and in this specific instance the elimination of Hall 2, would result in a significant number of single-family, multi-family and commercial properties being rated as unprotected. The result of a change in rating likely will lead to significant increases in insurance costs for the affected properties owners.

Finally, the option of providing fire protection to areas in the SLRD north of the RMOW would be consistent with protected status for single family homes if Hall 2 is retained. This would not be the case if response was from Hall 1 as that part of the SLRD is beyond eight kilometers.

Recommendations

It is recommended that the RMOW retain the existing three fire hall locations and that the distribution of apparatus be as shown in Table 5. In the future all engines as they are replaced should be Rescue Engines to allow them to perform most extrications in addition to their firefighting capability. It is also recommended that the Rescue Engine be the first unit deployed, particularly for single-unit responses instead of the Quint. As is the current practice apparatus should be configured as four-wheel drive vehicles.

In-Service Apparatus

- 3 – Rescue/Engines
- 2 – Quints (one 75 foot and one 100 foot)
- 1 – Air/Light Vehicle
- 1 – Medium sized Haz Mat
- 3 – Forestry/Bush Fire units (F550 or similar)
- 1 – Tender (1,500 Gallons minimum)
- 1 – Structure Protection Trailer

Spare Apparatus

- 1 – Spare Engine
- 1 – Spare Quint

Apparatus Deployment by Hall

The recommended near to medium term apparatus deployment for each fire hall is shown in Table 5 and with the following priorities.

1. Engine 3: Replace current Engine 3 with a Rescue Engine.
2. Engine 1: Replace current Engine 1 with a Rescue Engine and retain as a spare.
3. Engine 2: New unit, configured as a Rescue Engine.
4. Rescue 1: Replace with an Air/Light Support Unit.
5. Quint 2: Retain as a spare.
6. Hazmat 1: New unit.
7. Structure Protection Unit/SPU 2: New unit, a trailer with structure protection sprinklers, hose and light duty pumps.
8. Forestry/Bush Fire units: New units to be deployed at each hall

Table 5: Apparatus Deployment Goal, Near to Medium Term

Hall	Unit Type	Pump-IGPM	Ladder	Water Tank
1	Rescue Engine (new)	1,500 IGPM		
	Quint	1,500 IGPM	100 foot	
	Air/Light Unit (new)			
	Medium Haz-mat Unit (unit)			
	Forestry/Bush Fire unit			
2	Rescue Engine (new)	1,500 IGPM		

Hall	Unit Type	Pump-IGPM	Ladder	Water Tank
	Structure Protection Trailer			
	Forestry/Bush Fire unit			
3	Rescue Engine (new)	1,500 IGPM		
	Quint	1,500 IGPM	75 foot	
	Tender (new)			1,500 Gallons
	Rescue Boat			
	Forestry/Bush Fire unit			
Spare	Rescue Engine (current Engine 1)	1,500 IGPM		
	Quint (current Quint 2)	1,500 IGPM		

Appendix 1: Project Team

The following section identifies the project team and their background and sets out the Consultants' related experience.

Dave Mitchell

Dave Mitchell retired as Division Chief, Communications in 1998 from Vancouver Fire & Rescue Services following a career spanning 32 years. During this time, he was responsible for managing the emergency call taking and dispatch for the Vancouver and Whistler Fire Departments. In 1997 he managed the transition of dispatch service for the five fire departments on the Sunshine Coast from an independent contractor to Vancouver Fire/Rescue.

In 1998, Dave was hired by E-Comm, Emergency Communications for Southwest BC as its first Director of Operations. In this role he was a member of the founding senior management team, and was responsible for the transition of the Regional 9-1-1 Control Centre staff from the Vancouver Police Department to its current location at 3301 East Pender in June 1999. By June 2000 this included the management of approximately 200 call takers, dispatchers and team managers in addition to a ULC listed alarm monitoring service.

He left E-Comm in June 2000 to work as a consultant and since that time has managed the development of corporate, strategic and operational plans for a number of clients. In addition, he has completed a number of fire hall location studies for clients throughout the Province, provided transition management services to Vancouver Fire/Rescue as it implemented a new Computer Aided Dispatch system. In 2004, Dave provided technical advice to the Hon. Gary Filmon as part of the Firestorm 2003 Review.¹⁴ In 2005, along with ICTconsult Inc. he conducted a full review of the radio system for the fire departments on the Sunshine Coast Regional District and in 2006 he conducted a similar review for the Central Okanagan Regional District.

More recently, along with a number of associates he has conducted master fire plans for West Vancouver, Saanich, North Vancouver District, Sidney, Port Moody, Harrison Hot Springs, North Vancouver City, Squamish, Dawson Creek, Sasamat and Pitt Meadows in addition to managing major communications upgrades for E-Comm and the Regional District of Fraser-Fort George along with fire hall location studies for the Fort St. John, Central Saanich and Pitt Meadows Fire Departments. He has also led a number of communication centre reviews for clients such as the Prince George Fire Department, the City of Lethbridge Public Safety Communications Centre, the Regional District of Okanagan Similkameen and the Toronto Fire Service in addition to providing input for the BC Fire Service Model Report.¹⁵ He has recently conducted fire service reviews for the Comox Strathcona, Columbia Shuswap, Squamish Lillooet, Comox Valley, Peace River and Alberni-Clayoquot Regional Districts. He also was retained by the Fire Commissioner to advise her office in connection with the project in 2009 to develop a region-

¹⁴ <http://bcwildfire.ca/History/ReportsandReviews/2003/FirestormReport.pdf>

¹⁵ <http://www.fslq.ca/Transforming%20the%20Fire%20Service%20Dec%2010%2009%20FINAL.pdf>

wide mutual aid agreement that encompassed the Olympic corridor up to Whistler and more recently developed a fire services resource allocation strategy in 2011.

Dave holds a Bachelor of Arts Degree (Geography) from Simon Fraser University in addition to a diploma from their Executive Management Development Program. He is past Chair of the Board of Directors of the Vancouver General Hospital and University of British Columbia Hospital Foundation, a former Director of the Justice Institute of British Columbia Foundation, a member of the National Fire Protection Association, the National Emergency Number Association, the Association of Public-Safety Communications Officials, the Fire Chiefs' Association of British Columbia, the Canadian Association of Management Consultants and is a member of the Public Safety Communications Advisory Committee of Kwantlen Polytechnic University.

Geoff Lake

Geoff Lake is retired from the Richmond Fire-Rescue Department with more than 33 years' service. He has extensive experience in budget analysis, strategic planning/analysis, project management, executive leadership, contract negotiations and organizational change. Applying this experience successfully, results in effective and practical business solutions for organizations.

During his long and successful career in the City of Richmond's Fire-Rescue Department, Geoff rose to the position of Deputy Fire Chief - Administration responsible for the Fire Prevention Division, the Mechanical Division, the Public Education Division, and Communication/Technology. He managed a \$22 million annual budget and was responsible for the procurement of capital equipment including fire apparatus and other fire services equipment. From 2004 to 2007, Geoff oversaw the completion of two new fire halls, from the initial planning and budgeting stage through design and final construction. These complex projects included conducting fire hall location studies, liaising with the city real estate agent to procure the property, and working with architects, planning and the city project manager to design and oversee construction of the facilities.

With responsibility for the communications and technology requirements of the Department, Geoff oversaw the selection and implementation of the new Records Management System ("RMS") and a new Computer Aided Dispatch ("CAD") System. He took an active role in setting up Project Fires, a jointly owned/operated fire services RMS currently hosted by E-Comm. In 2003, under Geoff's leadership, Richmond Fire Rescue took a lead role in the emergency services Combined Events Radio Project. The project provided emergency personnel from all services with the ability to communicate directly with each other prior to arriving on scene.

During his career Geoff had the opportunity to practice labour relations from the perspectives of both a union representative and a senior manager. These experiences have left him with a clear understanding of just what it takes to build and maintain healthy, respectful and beneficial workplace relationships. As Deputy Chief he was responsible for overseeing and implementing interpretation of the collective agreement.

Since retiring from the fire service in 2008, Geoff has been working as a consultant within the public safety industry, including spending 13 months as Olympic Coordinator for Safety & Security for the City of Richmond 2010 Olympic Festival Site. He worked with DMA on a project involving the inspections and audits of the Regional District of Fraser Fort George volunteer fire departments and on the development of a Fire Services Emergency Resource Mobilization Program for the Office of the Fire Commissioner. In addition, he has worked with DMA on the development of several fire department reviews and master fire plans including the Kootenay Boundary Regional Fire Service, 100 Mile House Fire- Rescue Department and Whitehorse Fire Department. He is currently working on fire service projects for Prince George and West Vancouver.

Wayne Humphry

Wayne has 37 years' experience with the BC fire service, and is now retired (2009) from Vancouver Fire & Rescue Services after a career spanning 31 years. During this time, Wayne served in fire suppression, rising to the rank of Battalion Chief. He also worked extensively with Vancouver Fire's training division as an instructor and Division Chief between 1996 and 2009. Based on his work in both roles he has extensive experience in fire rescue emergency operations, specialty teams, logistical planning and budgeting, training and development, facilitation, and project creation and management. In addition to his work with Vancouver Fire he has been an instructor at the Justice Institute of BC, at UBC's Sauder School of Business as well as for Capilano University.¹⁶

Wayne has developed in-house Officer Development seminars including ProBoard certified programs for various career fire departments throughout the province, for Capilano University and the Justice Institute of BC.

His subject expertise includes Fire Officer Level 1, 2 and 3 programs – Emergency Incident Management (BCERMS/ICS, Command Post and EOC operations, fire behavior, strategies and tactics); Incident Safety Officer; and Live Fire Exercises Levels 1, 2 & 3. Wayne was also a Fire and Rescue Services Subject Matter Expert for the JI's Critical Incident Simulation Centre's program development for multi-agency, multi-jurisdictional incident management training.

Wayne has worked with DMA on the study examining the issues related to the establishment of a fire department by the Columbia Shuswap Regional District in the Kicking Horse Mountain region along with an officer proficiency and training review of several departments within the CSRD, the inspections and audits for the Regional District of Fraser-Fort George and the master fire plans for Dawson Creek and Squamish. Most recently, he has been involved in fire service reviews for the Kootenay Boundary Regional Fire Service, the Armstrong-Spallumcheen

¹⁶ Wayne has trained firefighters and officers from a large number of fire departments in BC including: Adams Lake, Armstrong-Spallumcheen, Ashcroft, Barriere, Beaver Creek, Burns Lake, Celista, Chase, Comox, Cowichan Bay, Cranbrook, Cumberland, Dawson Creek, Deep Bay, Enderby, Esquimalt, Fernie, Fort St James, Fort St John, Golden, Kamloops, Kelowna, Langford, Langley City and Township, Logan Lake, Loon Lake, Lumby, Malakwa, Mission, Nanaimo, North Saanich, Oak Bay, Peachland, Pemberton, Port Alberni, Port Alice, Prince George, Princeton, Quesnel, Salmo, Sayward, Smithers, Sooke, Squamish, Summerland, Terrace, Vernon, View Royal, West Vancouver, Whistler, Williams Lake, Windermere and Yale.

Volunteer Fire Department, Sasamat Volunteer Fire Department and the Whitehorse Fire Department. Currently he is working on fire service projects for Prince George and West Vancouver. In addition, Wayne teaches officer development and emergency incident management to a range of clients in BC, NWT, and Alberta including Calgary, North Vancouver District, Burnaby, Coquitlam, Prince George, Vernon and other fire departments.

Lorne Mutter

Lorne Mutter served over 30 years with Vancouver Fire and Rescue Services (VF&RS), retiring in late 2003 as the Division Chief Mechanic. He served in Fire Suppression, Fleet Maintenance and the Training Division where he was a Training Officer, an instructor for VF&RS at the Justice Institute of BC and the Acting Division Chief, Training.

Lorne has Trades Qualifications in Commercial Transport Mechanics, Heavy Duty Mechanics, Automotive Mechanics, and Motor Vehicle Inspection; until recently he was qualified as a Master Emergency Vehicle Mechanic. During his tenure with Vancouver Fire he worked with the Justice Institute of BC and Surrey Fire developing the Emergency Vehicle Operations Program for BC and developed the specifications used by VF&RS for the 18 pieces of heavy fire apparatus purchased between 2006 and 2009. He has vast experience with the development of recommendations and specifications for fire apparatus and equipment, as well as the development of programs for their maintenance and upkeep. Lorne has just completed work on reviewing the apparatus and equipment of the Squamish Fire Department, as part of the work on that Department's master fire plan.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: October 17, 2017

REPORT: 17-109

FROM: Infrastructure Services

FILE: 523.1

SUBJECT: APPROVAL TO AWARD CONTRACT – 2017 PARKING LOT 5 STORM
WATER UPGRADE

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Infrastructure Services be endorsed.

RECOMMENDATION

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.

PURPOSE OF REPORT

The purpose of this Report is to seek Council's approval to award the contract for 2017 Parking Lot 5 Storm Water Upgrade in the amount of \$684,668.00 (excluding GST) to the lowest bidder, Whistler Excavation Ltd.

DISCUSSION

Background

In conjunction with the summer 2017 Transportation Action Plan Recommendation to Council on June 6, 2017, RMOW staff recommend that Parking Lot 5 be upgraded. The initiative for upgrading Lot 5 is to achieve these three goals:

1. Make better use of the area in Parking Lot 5 and offer as many parking stalls to the public as possible with a more efficient layout. The implementation of line painting and better layout of Lot 5 will allow for improve parking availability.
2. The user experience will be improved with a consistent asphalt surface (no potholes) and improved lighting for better visibility and security.
3. Improved environmental protection from parking lot surface contaminants. The storm and surface water management will be upgraded in Parking Lot 5 by installing multiple storm catch basins with oil/grit separators that will capture and filter runoff from Parking Lot 5 and also from Parking Lots 1 to 4. The newer technology in these oil/grit separators will process the contaminated grey water before it goes into the settling ponds on the north side of Blackcomb Way.

On July 4, 2017 the "Five Year Financial Plan 2017-2021 Bylaw No. 2141, 2017" was amended to allow for a budget of \$1,200,000 to complete the Parking Lot 5 upgrade works as recommended in Administrative Report No. 17-079.

The tender for Phase 1 of the upgrade, contract No. T066-2017, closed on September 26, 2017. Three completed tenders were received and reviewed by ISL Engineering and Land Services (ISL) for accuracy. ISL recommends awarding the contract to the lowest bidder, which is Whistler

Excavations Ltd. for the tender amount of \$684,668.00 (excluding GST). There were three vendors that submitted for this tender. See bid summary below.

The tender completeness and values (excluding GST) appear as below:

Contractors:	Bid Security	Completed All Bid Items	MMCD Compliance	Tender Prices
Coastal Mountain Excavations Ltd.	Yes	Yes	Yes	\$684,750.00
TGK Irrigation Ltd.	Yes	Yes	Yes	\$697,593.00
Whistler Excavations Ltd.	Yes	Yes	Yes	\$684,668.00

Project Description – Phase 1 Storm Water Upgrade

Phase 1 will include additional storm water catch basins with oil/grit separators that will capture and filter runoff and will provide more environmental protection by better managing storm water runoff from Lot 5, as well as Lots 1 to 4. These improvements will prepare the area for Phase 2 which will result in a parking lot with an improved driving surface, lower maintenance costs, a more efficient parking layout, security lighting and better storm water management.

Project Schedule – Phase 1

This phase of the project is scheduled to begin October 23, 2017 to be completed mid-December. All engineering design work has been completed by ISL.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Visitor Experience	The resort is comfortable, functional, safe, clean and well-maintained.	The Parking Lot 5 Upgrade Work will minimize poor driving surface conditions by upgrading from a gravel surface to asphalt, maintaining a positive guest experience.
Water	Watershed-based management approaches and policies guide and integrate overlapping land and resource values including (but not limited to) development, infrastructure, forests, habitat, recreation, fisheries and aquifers. Effective storm water management and flood control measures are in place, and replicate natural hydrological systems and functions as much as possible	Improved environmental protection from parking lot surface contaminants. The storm and surface water management will be upgraded in Parking Lot 5 by installing multiple storm catch basins with oil/grit separators that will capture and filter runoff from Parking Lots 1 to 4 and 5.
Materials and Solid Waste	The resort community is 'closing the loop' by providing appropriate and convenient	This tender allows for the use of up to 20% recycled asphalt.

	opportunities for reducing, reusing and recycling materials.	
Finance	The resort community effectively and efficiently balances its costs and expenditures.	This tender can be completed within the available budgets from the RMOW reserve funds for this work.
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Transportation	Whistler's policy, planning and development prioritizes preferred methods of transportation in the following order: 1. Pedestrian, bicycle and other non-motorized means 2. Transit and movement of goods 3. Private automobile (HOV and low impact technologies 4. Private automobile.	Fees collected from parking lot users will also go towards transportation initiatives set out by the Day Lot Operating Committee.

BUDGET CONSIDERATIONS

The estimated budget for Phase 1 and 2 of the Parking Lot 5 upgrades is \$1,200,000 including costs for engineering, construction and a contingency of approximately 20 percent to account for this pre-tender estimate.

On July 4, 2017 the "Five Year Financial Plan 2017-2021 Bylaw No. 2141, 2017" was amended to allow for a budget of \$1,200,000 to complete the Parking Lot 5 upgrade works as recommended in Administrative Report No. 17-079.

The total tender for Phase 1 Storm Water Upgrade is \$684,668.00 (excluding GST). The tenders and their values have been checked for compliancy.

This project will be funded from the Transportation Reserve.

SUMMARY

The recommendation of this Report is to award the contract for Phase 1 of the Parking Lot 5 Upgrade Project (Storm Water Upgrades) to Whistler Excavation Ltd. The upgrades, including newer technology will process the contaminated grey water from Parking Lots 1 to 5. This work is necessary preparation for Phase 2 scheduled for 2018.

Respectfully submitted,

Tammy Shore, P.Eng.
CAPITAL PROJECTS MANAGER, INFRASTRUCTURE SERVICES
for
James Hallisey, P. Eng.
GENERAL MANAGER OF INFRASTRUCTURE SERVICES



WHISTLER

MINUTES

**REGULAR MEETING OF ADVISORY DESIGN PANEL
WEDNESDAY, JULY 19, 2017, STARTING AT 12:15 P.M.**

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

PRESENT:

Architect AIBC, Zora Katic
Architect AIBC, Tony Kloepfer
MBCSLA, Kristina Salin
Member at Large, Ryley Thiessen
Councillor, John Grills
Senior Planner & ADP Secretary, Melissa Laidlaw
Recording Secretary, Karen Olineck

REGRETS:

UDI, Dale Mikkelsen
Architect AIBC, Brigitte Loranger
MBCSLA, Julian Pattison
Member at Large, Pat Wotherspoon

ADOPTION OF AGENDA

Moved by Tony Kloepfer
Seconded by Zora Katic

That Advisory Design Panel adopt the Advisory Design Panel agenda of July 19, 2017.

CARRIED

ADOPTION OF MINUTES

Moved by Tony Kloepfer
Seconded by Ryley Thiessen

That Advisory Design Panel adopt the Regular Advisory Design Panel minutes of April 19, 2017.

CARRIED

COUNCIL UPDATE

Councillor Grills provided an update of the most current topics being discussed by Council and acknowledged the recent memorial service for former Councillor Janyk. Due to the vacancy and more than a year prior to the next election, there will be a by-election in October. Gateway loop is eighty percent operational and the roof will be installed in the Fall. Council adopted new zoning regulations for tourist accommodation and a new tourist accommodation business regulation bylaw.

1020 Legacy Way
1st review
File No. 7111.01
12:30 – 1:30 p.m.

PRESENTATIONS

The applicant team of Duane Siegrist, Integra Architect Inc; Tom Barratt, Tom Barratt Ltd; Matheo Durfeld, BC Passive House; Kyle Moen, BC Passive House; Marla Zucht, Whistler Housing Authority entered the meeting at 12:35 p.m.

Amica Antonelli, Planner, RMOW introduced the proposed 20 unit apartment building in the Cheakamus neighborhood in the RLW1 zone. Staff advised that the proposal will need a building setback variance on the park side and on the Legacy Way side, and some retaining wall variances.

Duane Siegrist advised on the following.

1. This is one of the remaining development sites within the legacy neighbourhood and has been turned over to the WHA.
2. This site is south of Legacy Way on the corner of Mount Fee Road. The area has some prominence and urbanism along Legacy Way and we wanted to respond to the characteristic that has been set out in this area.
3. This is a small site which slopes up on one side.
4. Access is required to be off Mount Fee Road.
5. The building is tucked against the rock outcrop to create a relaxed corner at the street intersection.
6. The relaxed corner will allow people to gather, meet and greet and give proper access off the street.
7. The idea of a Passive House is not just about insulation and energy consumption. It is also about the mechanical design system, the longevity of that system and creating a lot more detail to the building beyond the typical blank wall.
8. A few ways we attempt to address the design challenges of a Passive House is by promoting outdoor use, open corner and making the area more animated and playful. Promote outdoor use of the stairs facing the plaza allowing people to gather.
9. The addition of a bike wash area to respond to the needs of the residents. Along with bike access to the large outdoor plaza area.
10. Materials will include hardi system. Steel structure and frame, wood columns and steel structure for stairs suspended away from building envelope.

Panel offers the following comments.

Site Context and Landscaping

1. The building setback from Legacy Way is consistent with the existing Legacy Way streetscape and it was felt that if the building was pulled back further it would not look very useable.
2. Panel supports mirroring the planting in the area with the use of perennials, grass and native plants.
3. Panel suggests increasing the permeability of the hard surfaces in the parking lot.

Form and Character

1. The location of the building on the corner creates public space and animates the area.
2. Panel is supportive of the in room storage and open stair case. The open staircase offers potential for architectural expression, but additional detail refinement is suggested.
3. A panel member remarked that adding balconies would enhance the project, but understands the budget constraints.

Materials, Colours and Details

1. Panel commented that the hardi finishes is not typically well detailed and perhaps applicant should add more detailing with hardi panel.
2. Panel felt that there was too much concrete on the lower level and perhaps the applicant can pay attention to these details.
3. Panel supports the use of art in the design.

Moved by Ryley Thiessen
Seconded by Tony Kloepper

That the Advisory Design Panel supports the project as presented and is confident that staff can continue to work with applicant for further refinement. Panel does not need to see this project return for further review.

CARRIED

The applicant team left the meeting at 1:20 p.m.

4420 Sundial Place
1st Review
File No. DP1577
1:30 – 2:15 p.m.

The applicant team of Brennan Vollering, Sense Engineering Ltd; Kieran Bjornson, Sense Engineering Ltd; Peter Tomlinson, Strata Member; Pete Kestel, WRM entered the meeting at 1:25 p.m.

Robert Brennan, Planner, RMOW introduced the project. Powder Lodge presenting exterior renovation to the entire building. Original built in 1980. Staff is supportive of renovation update to the building, as it contributes to the rejuvenation of the village.

Brennan Vollering advised on the following.

1. This is a standard cladding renewal project.
2. The current cladding on the building is painted cedar siding and will be replaced with hardi plank and retain the existing colour
3. In the process of re-cladding, the insulation will be replaced with spray foam.
4. The drive behind this exterior renovation is the water penetration and durability issues along with the decay on the siding.
5. The existing balcony railings and glass panels will be replaced and the balconies waterproofed. The windows and sliding doors are being replaced with an aluminum frame insulation, which will meet the code requirement.
6. The stone wall at the base of the building will remain, but there will be some cleanup in areas that have settlement issues.
7. Chimney siding will be replaced. The A/C units will be relocated so the units are not visible from the exterior.

Panel offers the following comments.

Site Context and Landscaping

1. Opportunity for low planting on the west side of the building for privacy.
2. Panel is in support of the project as it will contribute to the image of the village. The building is in much need of refurbishment.

Materials, Colours and Details

1. Panel had concerns about the new railing dimension and material.
2. Panel suggests use of some natural wood on the building and suggested keeping the soffits natural cedar rather than white. The wood will add warmth to the building.

Moved by Tony Kloepper
Seconded by Ryley Thiessen

That the Advisory Design Panel supports the project as presented with consideration to update the landscaping and to also consider the use of natural wood on the building, particularly the soffits. Panel does not need to see this project return for further review.

CARRIED

The applicant team left the meeting at 2:10 p.m.

2010 and 2011
Innsbruck Drive
1st Review
File No. DP1556
2:15 – 3:15 p.m.

The applicant team of Brent Murdoch, Brent Murdoch and Company; Jen Levitt, Murdoch and Company; Dylan Korba, Murdoch and Company entered the meeting at 2:15 p.m.

Robert Brennan, Planner, RMOW introduced the project. Staff seeks Panel comments for Rezoning and Development Permit of the site located on Innsbruck Drive at the entrance to Creekside Village. The existing development was constructed in 1987 and consist of two buildings. This proposal calls for demolition of one building on the northwest corner of the property and replacing it with a new building for commercial and residential use. In addition there will be renovations to the remaining building for a new proposed liquor facility. The rezoning application is for consideration of adding the employee housing and liquor sales uses. Proposed new building is slightly larger than existing with most of that being on the second storey for the new employee housing units.

Brent Murdoch advised on the following.

1. Architect distributed colored perspective drawings and a revised truck template plan for review and discussion.
2. The current building located in the northwest corner of the property is not doing its job from an urban design perspective. Needs to be revamped.
3. Housing component is an important trigger for the owner's plans to redevelop the site.
4. This building is a single occupant commercial building and we are looking to replace that mass and take it down to the slab.

5. On the 2nd storey of the new building are proposed 4 one bedroom residential units. These units will be accessed via an open walkway connected at each end to a metal screened staircase to the ground level. This walkway provides semi open space for these units.
6. Constraint on the building because of location near the highway and the corner of Lake Placid Road. Building mass is kept tight.
7. The backside of the building will maintain a shallow roof line.
8. The large stone fireplace on the current building is a significant feature and we will re-interpret that in the new design.
9. The proposed liquor store for the existing building on the property is currently located on the Franz's Trail property across Lake Placid Road.
10. The current restaurant in the corner building will be relocated to one of the two proposed commercial units on the first floor of the new building.
11. There will be subtle changes in surface parking layout and loading bay areas, but the project meets parking requirements.
12. Conceptual landscape plan includes new understorey plants and new trees adjacent to Highway 99 and Lake Placid Road.

Panel offers the following comments.

Site Context and Landscaping

1. Update to the landscaping is appreciated.
2. Consider adding outdoor space as it would be more appealing to renters.
3. Panel noted that the issue of parking and deliveries is still not resolved.
4. The North elevation of the new building is well received. The architectural expression is appreciated.
5. Panel had concerns over the South elevation of the new building. Particularly with the main entry. Perhaps consider making the entry on the Southside more open.
6. Opening the commercial façade from one edge to the other will be beneficial to the commercial clients.
7. Coordinate garbage and recycling facilities.

Form and Character

1. The proposed chimney design is not very detailed and can be more articulated. It currently reads as a square block.
2. The sidewalk at the commercial entrances where the doors open are quite narrow. Consider widening and adding landscaping to soften.
3. Comprehensive signage needs to be incorporated into the design.
4. Panel had concerns over the vertical screens.
5. Consider cathedral upper ceilings to add glazing for the north elevations.

Materials, Colours and Details

1. Consider the placement of the stairs to the middle which will eliminate the long corridor.
2. Opportunity to capture half the height of stairs to allow for storage space.
3. Opportunity for exterior stairs to be much more open, otherwise feels like building mass.
4. The proposed light railing for the patio is not supported. Consider solid wall to mitigate view and noise off the highway.

Moved by Kristina Salin
Seconded by Zora Katic

That the Advisory Design Panel supports the project in principle and would like to have it returned to address issues of the south elevation and opening of the south commercial entrances, including an integrated signage package. Review further articulation of the metal screens and stone chimney and have a look at alternative for railing.

CARRIED

The applicant team left the meeting at 3:00 p.m.

Function Junction
Commercial
Development, Alpha
Lake Road
1st Review
File No. DP1337
3:15 – 4:15 p.m.

The applicant team of Brent Murdoch, Brent Murdoch and Company; Chief Dean Nelson, Lil'wat Nation; Kerry Mehaffey, Lil'wat Capital Assets LP; Carlos Zavarce, Cornerstone Developments Ltd; Caroline Lamont; Cornerstone Developments Ltd entered the meeting at 3:10 p.m.

Melissa Laidlaw, RMOW introduced the project. This is a Development Permit Application for a 5.3 acre parcel. Part of the parcel is zoned for a service station which includes a restaurant and a larger portion of the parcel is zoned for light industrial, service commercial, office and employee housing use. The client has worked hard to protect the 20 metre tree buffer along the highway, as well as to reduce the parking and vehicle dominance and provide a more pedestrian friendly environment.

The project is meeting all the regulation of the Zoning Bylaw with the exception of the proposed retaining wall along the rail line, of which staff has no concerns. The proposed on-street parking and off-site freestanding sign does not meet bylaw regulations and this is still under review from staff.

Chief Dean Nelson advised on the following.

1. Excited about the project and to witness the Advisory Design process and will do what must be done to move the project along.

Brent Murdoch advised on the following.

1. This land is part of the First Nations legacy lands.
2. This parcel is zoned for a service station to address the needs of the south side of town.
3. Function Junction is currently a hostile environment for pedestrians.
4. We looked at how this project can be done in a comprehensive manner to address issues with pedestrian and vehicle movement, and maintain an efficient design element.
5. The service station will be similar to Husky with easy available parking and augmented landscaping. There are suggested infill locations in the tree preservation area adjacent to Highway 99, with openings for sightlines along the Alpha Lake Road frontage.
6. The Commercial site has a number of uses including office use. The initial plan was to have office space on the on the third floor. There may not be enough subscription for the building to handle that use and provision of employee housing makes more sense.

7. Building B and Building A1 will have employee housing on the top floor and Building A2 will have office space on the top floor.
8. There may be a desire in the future to also make the top floor of building A2 into residential units.
9. There is a very consistent aesthetic to the lower buildings with majority being tilt-up concrete or concrete panel, with infill aluminum and steel front style window.
10. We will attempt to define pedestrian spaces at storefronts that can allow for some gathering. Wider than average sidewalks to allow for seating/display/patio and pedestrian movement.

Panel offers the following comments.

Site Context and Landscaping

1. Panel is generally in support of the gas station design, but have concerns about other aspects of the project.
2. Panel is not supportive of the large turnaround. Suggestion that the turnaround be redirected to create a much friendlier pedestrian area, or if the turnaround is absolutely required by the municipality, add landscaping in the middle to break up the asphalt expanse or provide another solution with the traffic surface.
3. The sidewalk in front of the commercial buildings present well, but pedestrian circulation from the street is interrupted by parking stalls and large turnaround, and is not direct.
4. Panel emphasized the need for better pedestrian and vehicle loading access to all three industrial buildings and the opportunity for direct pedestrian access to the service station store.
5. Currently a lot of hard surface, strong support from panel for more landscaping to soften up the project.
6. Improve traffic flow through the site.
7. Coordinate parking for residential units.
8. Panel member suggested revising massing to create a pedestrian mall.

Form and Character

1. Break up the long façade of Building B to create more interest.
2. Panel would like to see view studies from the highway as this is the gateway to Whistler.
3. There is a lack of bike storage for residents.
4. Ensure location and size of garbage and recycling space is adequate for residential and commercial, sharing of the same space is a concern.

Moved by Ryley Thiessen
Seconded by Zora Katic

That the Advisory Design Panel supports the project in principle and would like to see it return to address vehicular access and circulation, pedestrian access to all buildings, view studies from Highway 99, improved articulation of building B, increased green in the parking areas, and further resolution of garbage, recycling and bike storage.

CARRIED

The applicant team left the meeting at 4:05 p.m.

OTHER BUSINESS

ADJOURNMENT

Moved by Tony Kloepfer

That Advisory Design Panel adjourn the July 19, 2017 committee meeting at 4:10 p.m.

CARRIED

A handwritten signature in black ink, appearing to be 'Tony Kloepfer', written over a horizontal line.

CO-CHAIR: Tony Kloepfer , Architect AIBC

A handwritten signature in blue ink, appearing to be 'Melissa Laidlaw', written over a horizontal line.

SECRETARY: Melissa Laidlaw



WHISTLER

MINUTES

**REGULAR MEETING OF ADVISORY DESIGN PANEL
WEDNESDAY, AUGUST 16, 2017, STARTING AT 3:08 P.M.**

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

PRESENT:

Architect AIBC, Zora Katic
Architect AIBC, Brigitte Loranger
MBCSLA, Kristina Salin
UDI, Dale Mikkelsen
MBCSLA, Julian Pattison
Member at large, Pat Wotherspoon
Councillor, John Grills
Senior Planner & ADP Secretary, Melissa Laidlaw
Recording Secretary, Karen Olineck

REGRETS:

Architect AIBC, Tony Kloepfer
Member at Large, Ryley Thiessen

ADOPTION OF AGENDA

Moved by Brigitte Loranger
Seconded by Kristina Salin

That Advisory Design Panel adopt the Advisory Design Panel agenda of August 16, 2017.

CARRIED

ADOPTION OF MINUTES

Moved by Zora Katic
Seconded by Kristina Salin

That Advisory Design Panel adopt the Regular Advisory Design Panel minutes of July 19, 2017.

CARRIED

COUNCIL UPDATE

Councillor Grills provided an update of the most current topics being discussed by Council. The Gateway Loops is now fully operational and we have received great feedback. The roof will be installed in the Fall.

The new Nester's recycle depot is now opened and fully operational. The addition of yard waste bins and handwashing station is well received. Whistler Community Service will move to their Nesters location next year.

Council recently approved the Powder Lodge renovation DP and the Coast Mountain Brewing Company outdoor patio liquor license.

PRESENTATIONS

Function Junction
Commercial
Development
2nd Review
File No. DP1337
3:15 – 4:15 p.m.

The applicant team of Brent Murdoch, Brent Murdoch and Co.; Kerry Mehaffey, Lil'wat Capital Assets LP; Carlos Zavarce, Cornerstone Developments Ltd; Caroline Lamont; Cornerstone Developments Ltd entered the meeting at 3:15 p.m.

Senior Planner Melissa Laidlaw, RMOW introduced the project that is being developed by the Lil'wat Nation. Staff requests ADP review comments on the applicant's response to ADP's July 19, 2017 comments, the majority of which were related to site planning. Staff also requests ADP comments on the details of landscaping, massing, form and character, materials and details.

Brent Murdoch advised on the following.

1. Client group went back to look at the comments from Panel respecting the roundabout and the pedestrian quality of the site.
2. Removal of the roundabout and elimination of the parking along the site entrance road allows for a much stronger connection and ability to preserve more trees to the west side of the entry road.
3. We compartmentalize the parking a bit by moving the buildings, which also allowed a more significant landscape islands.
4. We also considered Panels comment about moving the buildings to allow access to the back of the buildings. We did not think this was appropriate. The vision and intent of this project is not to be everything for everyone and the target market is not heavy industrial.
5. We now have the ability to have a garbage room in every building on lot 2 instead of in only one building.
6. We very much like the wider sidewalk feel because it allows a terrace front porch quality.
7. Building articulation remains similar to previous drawing, with some added articulation to the largest building.
8. Sightline perspective now has a more of an urban feel to this project.

Panel offers the following comments.

Site Context and Landscaping

1. A variance for signage at the highway would be supported.
2. Pedestrian access to site and through parking is improved and acceptable, but still need careful management of traffic at Valley Trail crossing.
3. Explore the option of some form of plaza that brings buildings A1 & B together in a meaningful/pedestrian focused way so that the buildings feel even more connected.
4. Consider an at grade outdoor area for the employee housing.

Form and Character

1. Strong support for repositioning of buildings.
2. A positive improvement to see garbage rooms in each building.
3. Improved pedestrian amenity and "patio" space is well defined.

Materials, Colours and Details

1. Support for simple colour scheme and palate
2. Good work/live character that supports the unique character of Function Junction.
3. Consider some visual or colour detailing that would differentiate each building.

Green Building Initiatives

1. Lighting and stormwater management are encouraged as important green building considerations for this project.

Moved by Julian Pattison

Seconded by Brigitte Loranger

That the Advisory Design Panel supports the design as presented today with the applicant to work with staff in detailing the buildings and public realm, residential outdoor space, enhancing pedestrian safety and access at the valley trail crossing, and ensuring good visibility through signage and access points.

CARRIED

The applicant team left the meeting at 4:00 p.m.

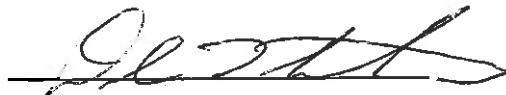
OTHER BUSINESS

ADJOURNMENT

Moved by Kristina Salin

That Advisory Design Panel adjourn the August 16, 2017 committee meeting at 4:10 p.m.

CARRIED



CHAIR: Dale Mikkelsen UDI



SECRETARY: Melissa Laidlaw

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 ____ day of _____, 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

**RESORT MUNICIPALITY OF WHISTLER
PERMISSIVE TAX EXEMPTION BYLAW NO. 2162, 2017**

**A BYLAW TO AUTHORIZE THE EXEMPTION OF CERTAIN LANDS
AND IMPROVEMENTS FOR 2017 AND SUBSEQUENT YEARS**

WHEREAS Council may, by bylaw, pursuant to the provisions of Section 224 of the *Community Charter* exempt land or improvements, or both, from municipal property taxes;

AND WHEREAS Council considers permissive exemptions for land and improvements surrounding a statutorily exempt building for public worship and land and improvements owned or held by a not for profit organization whose purpose is to contribute to the well-being of the community with the provision of cultural, social, educational or recreational services.

NOW THEREFORE the Council of the Resort Municipality of Whistler, in an open meeting assembled, hereby **ENACTS AS FOLLOWS:**

1. Title

This Bylaw may be cited as the "Permissive Tax Exemption Bylaw No. 2162, 2017."

2. Administration:

- 2.1 All properties owned or occupied by a public authority, charitable, philanthropic or other not for profit corporation, listed under Schedule "A" are hereby exempted from taxation for the term of exemption indicated in Schedule "A".
- 2.2 All properties that receive statutory exemptions and are deserving of additional exemptions for ancillary properties surrounding the exempt buildings, listed in Schedule "B", are hereby exempted from taxation for the term of exemption indicated in Schedule "B".
- 2.3 All properties owned or held by a person or organization and operated as a licensed community care facility under the *Community Care and Assisted Living Act*, listed under Schedule "C", are hereby exempted from taxation for the term of exemption indicated in Schedule "C".
- 2.4 Schedules "A", "B" and "C" are attached hereto and form part of this Bylaw.

3. Repeal

- 3.1 The Resort Municipality of Whistler "Taxation Exemption for Places of Public Worship Bylaw No. 2009, 2012", is repealed.
- 3.2 The Resort Municipality of Whistler "Taxation Exemption for Public Daycare Facilities Bylaw No. 2010, 2012", is repealed.
- 3.3 The Resort Municipality of Whistler "Taxation Exemption for Not-For-Profit Organizations Bylaw No. 2011, 2012", is repealed.

- 3.4 The Resort Municipality of Whistler "Taxation Exemption for Philanthropic Purposes Bylaw No. 2125, 2016", is repealed.

GIVEN FIRST, SECOND and THIRD READINGS this 3rd day of October, 2017.

ADOPTED by Council on this ____ day of _____, 2017.

Mayor, N. Wilhelm-Morden

Municipal Clerk, B. Browning

I HEREBY CERTIFY that this is a
true copy of "Permissive Tax Exemption
Bylaw No. 2162, 2017".

Municipal Clerk,
B. Browning

Schedule “A”
Permissive Tax Exemption Bylaw No. 2162, 2017
Charitable, Philanthropic or Other Not For Profit Entities

Folio	Address	Details	Owned and Occupied by	Plan #	Lot/Block	District Lot	District	PID#	Expiry
006161.500	Portion of 7328 Kirpatrick Way	3,294.06 m ² of land which includes the school building envelope and 976.6m ² of paved parking. One building of approximately 734.4m ² .	Resort Municipality of Whistler, Occupied by Whistler Waldorf School Society			3860	New Westminster District Group 1	015-871-305	2019
008073.022	1080 Legacy Way		Resort Municipality of Whistler, Occupied by Whistler Sports Legacies	EPP1290	A	8073	New Westminster District Group 1	027-791-022	2022
008073.023	1345 Cloudburst Drive		Resort Municipality of Whistler, Occupied by Whistler Sports Legacies	EPP1290	B	8073	New Westminster District Group 1	027-791-068	2022
007924.007	1519 Spring Creek Drive		Resort Municipality of Whistler, Occupied by Whistler Community Services Society	LMP49873	5	7924	New Westminster District Group 1	025-046-411	2022
005160.100	Portion of 8000 Nesters Road	742m ² of land and one building of approximately 992m ² .	Resort Municipality of Whistler, Occupied by Whistler Community Services Society	LMP11103	2	1758	New Westminster District Group 1	018-353-517	2022
005316.102	2028 Rob Boyd Way		Whistler Mountain Ski Club	LMP47410	3	5316	New Westminster District Group 1	024-867-900	2022
006162.002	Emerald Forest		Emerald Dreams Conservation Co Ltd.	VAP18892	A	3862	New Westminster District Group 1	007-311-478	2022
006548.000	Emerald Forest		Decigon Development Corp			4754	New Westminster District Group 1	015-837-891	2022
006641.000	4910 Glacier Lane		Crown Provincial, Occupied by Whistler Sports Legacies			8103	New Westminster District Group 1	027-528-294	2022
006571.101	7390 Fitzsimmons Road South		Audain Art Museum		D	5028	New Westminster District Group 1	025-120-093	2023
006166.090	4584 Blackcomb Way		Crown Provincial, Occupied by Spo7ez Cultural Centre and Community Society	LMP21845	B	3866	New Westminster District Group 1	011-568-283	2025

Schedule "B"
Permissive Tax Exemption Bylaw No. 2162, 2017
Places of Public Worship

Folio	Address	Owned and Occupied by	Plan #	Lot	Block	District Lot	District	PID#	Expiry
006548-310	6299 Lorimer Road	Roman Catholic Bishop of Kamloops, Occupied by Our Lady of the Mountains Catholic Church	LMP29492	A		1755	New Westminster District Group 1	023-534-877	2022

Schedule "C"
Permissive Tax Exemption Bylaw 2162, 2017
Licenced Community Care Facility

Folio	Address	Owned and Occupied by	Plan #	Lot	Block	District Lot	District	PID#	Expiry
006546.935	7146 Nesters Road	Crown Provincial, Occupied by Dandelion Day Care Society			M	4752	New Westminster District Group 1	018-602-819	2022

**RESORT MUNICIPALITY OF WHISTLER
ZONING AND PARKING AMENDMENT BYLAW (CC1 – MOUNTAINSIDE LODGE)
NO. 2150, 2017**

A BYLAW TO AMEND THE WHISTLER ZONING AND PARKING BYLAW NO. 303, 2015

WHEREAS Council may, in a zoning bylaw pursuant to *Section 479 of the Local Government Act*, divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zones, regulate the use of land, buildings and structures within the zones, and require the provision of parking spaces for uses, buildings and structures;

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 “Zoning Amendment Bylaw (CC1 Zone - Mountainside Lodge) No. 2150, 2017”.
2. Zoning and Parking Bylaw No. 303, 2015 is hereby amended in Part 9, section (3), in row “P”, under column “Gross Floor Area (square metres)”, by replacing “5,484” with “5,670”, being the maximum permitted Gross Floor Area for Site Description: Lot B, District Lots 1920 and 4610, Plan 18125.
3. If any section or phrase of this Bylaw is for any reason held to be invalid by a decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this Bylaw.

GIVEN FIRST and SECOND READINGS this 20th day of June, 2017.

Pursuant to Section 464 of the Local Government Act, notice given that a Public Hearing was waived as per Section 467 of the Local Government Act.

GIVEN THIRD READING this 4th day of July, 2017.

Approved by the Minister of Transportation and Infrastructure this 20th day of July, 2017.

ADOPTED by the Council this ___ day of _____, 2017.

Mayor, N. Wilhelm-Morden,

Municipal Clerk, B. Browning

I HEREBY CERTIFY that this is a true copy of “Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017.”

Municipal Clerk, B. Browning

September 27, 2017

Dear Mayor and Council,

I have been in correspondence with our MLA and with the to the Honourable Lisa Beare's Staff regarding the future of the RMI funding, as has her worship according to the local papers. I am of the opinion that the RMI will not be extended past next year, that a lot of people in this valley will lose their jobs and that organizations who deserve the funds will have to shoulder this loss. Ironman, bought by the Dalian Wanda Group in 2015 for **\$650 million** is not one of those who deserve any funds by the way.

Her worship the Mayor of Whistler made the following comment last year: *Without RMI funds, Whistler would "be looking at an 18- to 20-per-cent property tax increase to make up those moneys."* (source: Pique News Magazine October 20, 2016)

What contingency has the RMOW made beside a property tax increase should RMI funding be terminated please?

I apologize for not presenting this in person as family commitments keep me at bay during your regular council meeting hours. If any of you would like to speak informally about any issue, my door is always open to you.

Regards,

A handwritten signature in dark ink, appearing to read 'Patrick Smyth', with a long horizontal stroke extending to the right.

Patrick Smyth

PO Box 666, Whistler BC V0N 1B0

Dear Mayor and Council,

It has recently be brought to my attention that the following company has been operating e-bike tours on non-motorized minimal trails.

<http://whistlerelectricbiketours.com/tours/>

Specifically:

The sea to sky trail - <http://www.slrld.bc.ca/recreation-culture/parks-trails/sea-sky-trail> (This non-motorized, multi-use trail)

The valley trail - <https://www.whistler.ca/culture-recreation/parks-trails/trails/whistler-valley-trail> (Please note that motorized uses are prohibited)

Lost lake park (I assume it is non-motorized as well)

I would like council to make a decision if e-bikes are classified as motorized vehicles, they do have a motor. If they are motorized in councils view, the web sites and signage should be specifically updated indicate that e-bikes are classified as motorized vehicles and are excluded from those trails.

Paul Austin
18-6125 Eagle Dr
2175 Greylynn Cres, North Vancouver, BC V7J 2X6

Dear Mayor & Council,

The staff at The Hospital for Sick Children's Division of Nephrology in Canada would like to submit our request (attached) to light the **landmarks of Whistler** in **orange** in honor of **World Kidney Day on March 8, 2018**. This is a special global awareness event for all those who are affected with kidney disease and their families, and a global event that celebrates these patients, provides education about kidney disease to all those interested, and recognizes research being done to improve the lives of affected patients.

For the last World Kidney Day, we gained the support of many of Ontario's major landmarks, all of which were lit in orange in support of this cause. For the next World Kidney Day, we hope to expand our efforts more broadly and garner the support of many of the world's most recognized landmarks and monuments, including the landmarks in Whistler. Our goal is to show all those affected by kidney disease that the world stands united with them in their fight.

Thank you in advance for your consideration of our application. We look forward to hearing from you at your earliest convenience.

Best regards,

Natasha Jawa (on behalf of the Division of Nephrology, Hospital for Sick Children)

Manager, Clinical Research
Division of Nephrology, The Hospital for Sick Children
555 University Avenue, Toronto, ON | M5G 1X8
Phone: 416-813-7654 x202357
Fax: 416-813-6271
Email: natasha.jawa@sickkids.ca



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	
Organization	
Business Address	
City/Province/Postal Code	
Business Phone Number	
Business Email	
Website Address	
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>	
Optional: Social Media Campaign Title <i>(include hashtags)</i>	
Landmark Choice <i>(Only Fitzsimmons Bridge offers sign allocation)</i>	<input type="checkbox"/> Fitzsimmons Covered Bridge <input type="checkbox"/> Village Gate Inuksuk <input type="checkbox"/> Town Plaza Gazebo
Date of Event	
Colour Request	

Signature: _____

Date: _____

Her Worship Mayor Nancy Wilhelm-Morden and Council
Resort Municipality of Whistler
E-mail: info@whistler.ca

Dear Mayor Wilhelm-Morden and Council:

As the new Minister of Children and Family Development, I am honoured and delighted to proclaim October as Foster Family Month. This is the 27th Anniversary of Foster Family Month in British Columbia – a time to acknowledge, celebrate and express our appreciation to foster caregivers for their incredible commitment and support to the children, youth and their families in our communities.

The Ministry of Children and Family Development and Delegated Aboriginal Agencies provide supports and services in your community. With approximately 6,900 children and youth in care across British Columbia, government relies on caregivers to provide day-to-day stability, care, and support to the children and youth placed in their care.

Foster Family Month is a wonderful opportunity to express our gratitude and thank caregivers for their many years of service to the fostering community and the citizens of this province. Foster caregivers are a crucial component of the child welfare system and we depend on these individuals to fulfill this challenging and important role. Foster caregivers are compassionate, dedicated, caring citizens whose important work often goes unnoticed. They are amazing people who reach out to help a child during their greatest time of need.

The Fostering Connection Web site has information to help raise awareness of fostering in your community. For more information please open the following link at: <http://fosteringconnections.ca>. We will also be featuring interviews with foster caregivers whose first-hand experience – speaks to the joys, challenges and rewards of this important role. These will be available on the Government of British Columbia Facebook page.

I encourage you to take time to recognize and celebrate Foster Family Month wherever possible. Your personal acknowledgement and recognition of caregivers will help to raise the awareness of fostering in your community.

On behalf of the Government of British Columbia, thank you for your recognition and continued support of foster caregivers in your community who care for this province's children- and youth-in-care.

Sincerely,

ORIGINAL SIGNED BY

Katrine Conroy
Minister of Children and Family Development

Good Day,

Your municipality very kindly officially proclaimed BCAWARE Days in past years and we are again requesting your participation in our 2018 event. ISACA is therefore requesting all British Columbia municipalities officially proclaim January 29 to February 9, 2018 as BC AWARE DAYS.

ISACA Vancouver and its affiliates are once again taking a leadership role in promoting privacy and security awareness in the Province of BC. BC AWARE DAYS CAMPAIGN 2018 ("BC AWARE DAYS") is a professional development campaign designed to engage information technology and cyber-security professionals as well as students who are interested in entering into these fields. We are uniting Industry, Government and Higher Education to raise public awareness and foster the growth and development of the security and privacy professions.

ISACA Vancouver's intent is to take a leadership role in promoting privacy and security awareness in the Province of BC. BC AWARE DAYS is a "call to arms" to draw focus to, and inform citizens throughout the Province of the inherent risks associated with cyberspace, and to provide simple, practical advice on how to minimize their exposure to these risks.

A Calendar of Events will be hosted by various IT security, privacy and risk assurance organizations from January 29 to February 9, 2018 at <http://www.bcaware.ca/>

Privacy and security professionals will be invited to leverage the BC AWARE Campaign to inform executives while strengthening their own employee awareness programs.

The attached Word document provides suitable wording for the proclamation. Please feel free to make any changes you feel are necessary. Please contact me if you have any questions and/or to arrange collection of the proclamation.

Regards,

Charles

Charles W. Wordsworth

Volunteer, ISACA BCAWARE Committee

(604) 535 7213

Office of the Mayor
Municipality Name
BRITISH COLUMBIA

Proclamation

“BC AWARE DAYS 2018: Be Secure, Be Aware, days.”

WHEREAS	Cybercrime threatens the privacy and security of all citizens and organizations in British Columbia;
AND WHEREAS	Cybercriminal activity amounts to a tremendous erosion of economic wealth;
AND WHEREAS	Privacy & security issues result from the massive amounts of personally identifiable information processed each day;
AND WHEREAS	Awareness of the risks to society must be highlighted to engage citizens and organizations and to galvanize privacy and security professionals around this cause;
AND WHEREAS	ISACA Vancouver, a member of ISACA, the leading international association of information security governance professionals, wishes to instil privacy and security awareness amongst all citizens and organizations in British Columbia;
AND WHEREAS	The Municipality name supports the promotion of privacy and security awareness amongst its citizens and organizations, so they can protect themselves from privacy infringements, fraud and other financial crimes;
NOW, THEREFORE,	I, Name, Mayor of Municipality , DO HEREBY PROCLAIM January 29 th - February 9 th 2018

“BC AWARE 2018. Be secure, Be aware, days. ”

in the **Municipality Name.**

(Signed)
Mayors name
MAYOR