

WHISTLER

AGENDA

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, JULY 18, 2017, STARTING AT 5:30 P.M.**

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

ADOPTION OF AGENDA

Adoption of the Regular Council agenda of July 18, 2017.

ADOPTION OF MINUTES

Adoption of the Regular Council minutes of July 4, 2017 and the Committee of the Whole minutes of June 20, 2017.

PUBLIC QUESTION AND ANSWER PERIOD

PRESENTATIONS/DELEGATIONS

Whistler 2020
Development
Corporation Ltd. Update

A presentation by Eric Martin, Executive Director, Whistler 2020 Development Corporation Ltd. (WDC) regarding an update on the WDC.

Employee Recognition
Week Presentations

A presentation by Mayor Nancy Wilhelm-Morden and Chief Administrative Officer, Mike Furey for Employee Recognition Week.

Dave Brownlie
Recognition

A presentation by Mayor Nancy Wilhelm-Morden and Chief Administrative Officer, Mike Furey recognizing Dave Brownlie for his contributions to the Whistler community.

Route 1 Valley
Connector Review from
BC Transit

A presentation from Levi Megenbir, Senior Transit Planner, BC Transit regarding the Route 1 Valley Connector Review from BC Transit.

MAYOR'S REPORT

ADMINISTRATIVE REPORTS

Whistler Blackcomb
Temporary Use Area
Events During
Crankworx
Report No. 17-083
File No. LLR128

A presentation by municipal staff.

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at the Blackcomb Mountain Tube Park on Thursday, August 17, 2017; and,

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at the Whistler Mountain Bike Park Boneyard on Saturday, August 19, 2017; and further,

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at the Whistler Mountain Bike Park Boneyard on Sunday, August 20, 2017.

DVP1133 – 2765
Cheakamus Way
Setback Variance
Report No. 17-084
File No. DVP1133

A presentation by municipal staff.

That Council approve the issuance of Development Variance Permit DVP1133 for the existing development at 2765 Cheakamus Way to vary the front setback from 7.6 metres to 6.6 metres for four existing entry portico support posts as shown in the Survey Plan H-410 prepared by Hermon, Bunbury, and Oke dated 1995 stamped "Resort Municipality of Whistler Received Sep 25, 1995" and attached to Administrative Report 17-084 as Appendix B.

Whistler Transit System
Route 1 Valley
Connector Review
Report No. 17-085
File No. 534

That Council receive the Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017 attached as Appendix A to Administrative Report No. 17-085; and,

That Council direct staff and the Transit Management Advisory Committee to implement service Option 1 as recommended by BC Transit in Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017 attached as Appendix A to Administrative Report No. 17-085 for December 2017; and further,

That Council direct staff to work with the Ministry of Transportation and Infrastructure, BC Transit and the operating company (Whistler Transit Ltd.) to conduct a pilot program of the proposed Route 10 Valley Express prior to full implementation.

2017 By-Election
Report No. 17-086
File No. 4200-20-
2017(xLGMA)

A presentation by municipal staff.

That pursuant to Section 54(4) of the *Local Government Act*, Laurie-Anne Schimek be appointed Chief Election Officer, effective July 20, 2017, for conducting the 2017 By-Election in the Resort Municipality of Whistler with the power to appoint other election officials as required for the administration

and conduct of the 2017 By-Election as per Section 58 of the *Local Government Act*; and,

That Brooke Browning be appointed Deputy Chief Election Officer, effective July 20, 2017, for the 2017 By-Election in the Resort Municipality of Whistler; and further,

That pursuant to Section 54(4) of the *Local Government Act*, the Minister of Community, Sport and Cultural Development be notified of the by-election.

Five-Year Financial Plan
2017-2021 Amendment
Bylaw No. 2158, 2017
Report No. 17-087
File No.4530

That Council consider giving first, second and third readings to the “Five-Year Financial Plan 2017-2021 Amendment Bylaw No. 2158, 2017”.

COMMITTEES AND COMMISSIONS

Transit Management
Advisory Committee
(TMAC) Workshop

Transit Management Advisory Committee Workshop minutes of Monday 8, 2017.

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Five-Year Financial Plan
2017-2021 Amendment
Bylaw No. 2158, 2017

The Purpose of the bylaw is to amend “Five-Year Financial Plan 2017-2021 Bylaw No. 2141, 2017”.

BYLAWS FOR THIRD READING

Zoning Amendment
Bylaw (Whistler Golf
Course) No. 2157, 2017

The purpose of “Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017” is to amend the zoning of the Whistler Golf Course in Zoning Bylaw 303.

BYLAWS FOR ADOPTION

Zoning Amendment
Bylaw (Hotel and Phase
2 Rental Pool
Accommodations)
No. 2140, 2017

The purpose of “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017” is to amend the zoning bylaw to incorporate regulations for tourist accommodation currently secured through restrictive covenants to ensure that the use of the affected buildings maximizes the number of persons able to visit and stay in the Resort Municipality of Whistler.

Tourist
Accommodation
Regulation Bylaw No.
2142, 2017

The purpose of “Tourist Accommodation Regulation Bylaw No. 2142, 2017” is to establish licence requirements and regulations for various types of tourist accommodation businesses and business activities.

Municipal Ticket Information System Amendment Bylaw No. 2152, 2017 The purpose of "Municipal Ticket Information System Amendment Bylaw No. 2152, 2017" is to amend "Municipal Ticket Information System Bylaw No. 1719, 2005" to add the infractions in "Tourist Accommodation Regulation Bylaw No. 2142, 2017".

OTHER BUSINESS

Disposition of Lot 10 **That** Council authorize staff to proceed with the disposition of Lot 10 (8350 Bear Paw Trail) to the Whistler Housing Authority for the development of new resident restricted housing for the community.

Disposition of Lot 16 **That** subject to a completed Notice of Disposition process, Council authorize staff to initiate the disposition of Lot 16 (1020 Legacy Way) to the Whistler Housing Authority for the development of new resident restricted housing for the community.

Council Committee and Acting Mayor Appointments **That** members of Council be appointed to the following Standing Committee of Council:

Human Resources Standing Committee	Jen Ford
------------------------------------	----------

That members of Council be appointed to the following Select Committees of Council:

Forest and Wildland Advisory Committee	John Grills
--	-------------

May Long Weekend Committee	Steve Anderson
----------------------------	----------------

Transportation Advisory Group	Jack Crompton
-------------------------------	---------------

That members of Council be appointed to the following RMOW Boards and Partner Organizations:

Aware	Jen Ford
-------	----------

Whistler Museum and Archives Society	Steve Anderson
--------------------------------------	----------------

That the following members of Council be appointed as Acting Mayor's for the months of September and October:

September:	John Grills
------------	-------------

October:	Jack Crompton
----------	---------------

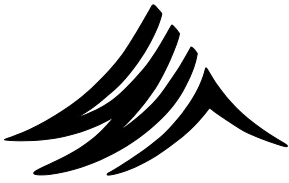
Municipal Clerk Officer Appointment **That** Council appoint Brooke Browning as Municipal Clerk.

CORRESPONDENCE

2016 Statement for the Environmental Legacy Fund – Community Foundation of Whistler File No. 3028	Correspondence from Carol Coffey, Executive Director, Community Foundation of Whistler, dated June 30, 2017, regarding a statement for the 2016 Environmental Legacy Fund for the Community Foundation of Whistler.
Lakeside Parking and Speeding Issues File No. 8743	Correspondence from Sheree Forsyth, dated July 2, 2017, regarding parking issues at Lakeside Park and speeding drivers.
Canadian Charter of Rights and Towing of Vehicles File No. 4715	Correspondence from Jason Mullings, dated July 3, 2017, regarding towing of vehicles from parking lots and protection of persons within Canada by the Canadian Charter of Rights.
Smoking Signs in the Parks File No. 8056	Correspondence from Helen Campbell, dated July 4, 2017, regarding the lack of signage regarding the “No Smoking Policy” in the parks.
Parking Regulations and Homelessness Issues File No. 7406	Correspondence from Javier Perez Montava, dated July 5, 2017, regarding his concerns with the new parking regulations in Lots 4 and 5 and for people living in their vehicles.
Cerebral Palsy Awareness Light Up Landmark Request File No. 3009.1	Correspondence from Dan Chalcraft, dated July 7, 2017, requesting that the Gazebo be lit green in support of Cerebral Palsy Awareness on October 6, 2017.
Concern with New Parking Regulations File No. 7406	Correspondence from Bob Cessford, dated July 4, 2017, regarding his concerns with the new parking regulations along Blackcomb Way.
Bus Parking Complaint File No. 7406	Correspondence from Eric Thomas Snyder, dated July 7, 2017, regarding the change in bus parking on Blackcomb Way in front of the Montebello residential townhomes.
Bus Parking Complaint File No. 7406	Correspondence from Jeffrey Shier, dated July 7, 2017, regarding the change in bus parking on Blackcomb Way in front of the Montebello residential townhomes.
Bus Parking Complaint File No. 7406	Correspondence from Tim Lovell, dated July 8, 2017, regarding the change in bus parking on Blackcomb Way in front of the Montebello residential townhomes.

Bus Parking Complaint File No. 7406	Correspondence from Geoffrey Glotman, dated July 10, 2017, regarding the change in bus parking on Blackcomb Way in front of the Montebello residential townhomes.
Car Break-Ins at Recreation Trail Parking Lots File No. 3009	Correspondence from James Nosella, dated July 10, 2017, regarding his concerns with car break-ins at recreation area and trailhead parking lots.
Speed Concerns and Signage on Fitzsimmons Drive File No. 4745	Correspondence from Meredith Schutter, dated July 11, 2017, regarding her concerns with the speed of drivers on Fitzsimmons Drive and the lack of signage.

ADJOURNMENT



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, JULY 4, 2017, STARTING AT 5:30 P.M.**

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

PRESENT:

Mayor: N. Wilhelm-Morden

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

Acting Chief Administrative Officer, J. Jansen
General Manager of Infrastructure Services, J. Hallisey
Acting General Manager of Corporate and Community Services, K. Roggeman
Director of Planning, M. Kirkegaard
Director of Corporate, Economic and Environmental Services, T. Battiston
Manager of Communications, M. Comeau
Acting Municipal Clerk, N. Best
Capital Projects Manager, T. Shore
Transportation Demand Management Coordinator, E. DalSanto
Planning Analyst, R. Licko
Planner, A. Antonelli
Recording Secretary, M. Kish

ABSENT: Councillor A. Janyk

ADOPTION OF AGENDA

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

That Council adopt of the Regular Council agenda of July 4, 2017.

CARRIED

ADOPTION OF MINUTES

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

That Council adopt the Regular Council minutes of June 20, 2017 as amended to include the resolutions under the Administrative Reports - Sea to Sky Highway Road Closure Protocol Assessment Report No. 17-067, "That Council endorse the recommendations contained within the assessment and refer to staff to work with the stakeholders to review the recommendations and prioritize actions" and under Introduction of a New solid Waste Bylaw Report No. 17-069 "That Council direct staff to include provisions related to waste management plans and internal

communications associated with special events operations in the future events bylaw”.

CARRIED

PUBLIC QUESTION AND ANSWER PERIOD

Brandon Smith – 4368 Main Street, Whistler

Mr. Smith asked Mayor Wilhelm-Morden that if she had the option to support multiple local and independent small businesses or support one single larger operator that would not necessarily be locally owned, which one would she choose to support?

Mayor Wilhelm-Morden answered that she would support the local and independent small businesses.

Mr. Smith indicated that his questions were leading into Bylaw 2140.

Mayor Wilhelm-Morden informed that Council could not take any questions relating to the bylaw as the process is between the public hearing and third reading and that they can only take in information or have discussions about a proposed amendment by staff and not from public representation. They cannot enter into discussions or debates with the public as it might taint the public hearing process.

Mr. Smith asked how much money has the municipality set aside for enforcement of the proposed bylaw and the affiliated lawyers and court costs that will follow if the owners decide to challenge the proposed bylaw.

Mayor Wilhelm-Morden reiterated that they cannot enter into a debate about that. Mayor Wilhelm-Morden commented that Mr. Smith is free to contact staff outside of the Council meeting and that she encouraged him to do so.

Mr. Smith asked whether it concerned Councillors at all that they have agreed to speak to the owners after this bylaw has passes.

Mayor Wilhelm-Morden informed that she was sorry but that she could not enter into a debate of any kind post public hearing and pre third reading as it will taint the public hearing process and jeopardize actions that they may take.

Mr. Smith commented that staff put forth revisions to that bylaw and said that he would just like an opportunity to voice his concerns about those revisions.

Mayor Wilhelm-Morden informed that he could then speak to staff about his concerns outside of this meeting and commented that this process has been determined by the courts.

Acting Municipal Clerk, Nikki Best addressed the audience that if anyone wanted to consult with staff about their concerns she would be available after

the meeting to provide information to direct their concerns or enquires to the appropriate staff members.

PRESENTATIONS/DELEGATIONS

Squamish Hospice Society Campaign

A presentation was given by Dr. Judith Fothergill, Director, Squamish Hospice Society, and Lead for the Sea to Sky Community Hospice Project regarding an update on Sea to Sky Community Hospice and public campaign launch in the corridor.

MAYOR'S REPORT

Mayor Wilhelm-Morden informed that a Celebration of Life will be held on July 16, in memory of Andrée Janyk. Mayor Wilhelm-Morden invited everyone to join them at the Fairmont Chateau Whistler from 2:00 p.m. to 4:30 p.m. on July 16. Flowers are appreciated, as well as donations to the Community Foundation of Whistler. Mayor Wilhelm-Morden invited everyone to bring a photo of Andrée to post on the photo wall.

Mayor Wilhelm-Morden informed that Tourism Whistler research has shown that the winter 2016/17 season recorded a record number of paid room nights for the second consecutive winter. Room nights increased 6% from the previous best year, which was winter 2015/16. Mayor Wilhelm-Morden acknowledged the excellent work by everyone in the resort community for their part in delivering the unique experience our community offers.

Mayor Wilhelm-Morden reported that the Whistler Public Library launched its Vision Survey on June 20. Mayor Wilhelm-Morden encouraged Whistler residents to complete the survey, as the results will inform the library's strategic plan for the next three years. The survey is available online at whistlerlibrary.ca or in-person at the Library during opening hours.

Mayor Wilhelm-Morden informed that a ground fire was ignited July 2 above Painted Cliff drive in Blackcomb Benchlands. Mayor Wilhelm-Morden thanked the speedy and effective response by Whistler Fire Rescue Service, BC Wildfire Branch and Whistler Blackcomb. No structures were involved and no property evacuations were required for the one hectare wild fire.

This human-caused fire is an excellent reminder for everyone to check the fire danger rating and follow all fire restrictions. Water conservation is important to ensure that we have an adequate supply in the event of a fire emergency. Saving water is a shared responsibility and Mayor Wilhelm-Morden encouraged everyone in Whistler to adopt water-wise habits. For more information about the current Level 1 Sprinkling restriction level, visit whistler.ca/sprinkling. Mayor Wilhelm-Morden emphasized that we have to be careful as the fire hazard increases. Mayor Wilhelm-Morden informed that it is at high now and is expected to be at extreme by Friday and that it behooves all of us to ensure that everyone is careful about cigarettes and campfires.

Mayor Wilhelm-Morden commented that a number of transportation changes were implemented over the weekend to help address transportation pressures in our community. The changes include:

- Reopening of the Gateway Loop after construction to improve the arrival experience for residents and visitors
- Changes to parking in the day lots including pay parking in lots 4 and 5 in peak seasons
- Free transit service on weekends and holidays until Labour Day
- Free summer shuttle service to Lost Lake Park until September 4

Mayor Wilhelm-Morden informed that the weekend went smoothly including the changes in addition to the many other things going on this busy Canada Day weekend. Mayor Wilhelm-Morden thanked the Transportation Advisory Group for their role in researching and recommending transportation changes. Details are available at whistler.ca/enhancingtransportation.

Mayor Wilhelm-Morden informed that Whistler celebrated Canada's 150th birthday last weekend, with the help of the Vancouver Symphony Orchestra and the students of the Vancouver Symphony Orchestral Institute in Whistler. Residents and visitors enjoyed the pancake breakfast, parade, street entertainment throughout the Village and the sixth year of performances by the VSO. Saturday saw the largest crowd for a VSO performance in Whistler to date.

Mayor Wilhelm-Morden informed that Mayor Fujimaki and a delegation from Whistler's Sister City, Karuizawa, Japan visited Whistler over the long weekend. The delegation participated in the Canada Day parade and enjoyed the festivities around Whistler. Mayor Wilhelm-Morden reported that their visit included the ceremonial planting of a tree at Meadow Park. Whistler is one of 67 Canadian-Japanese Sister Cities, a relationship intended to strengthen economic and cultural ties and promote tourism.

Councillor Ford reported that she attended the Vienna Model Exhibition at the Vancouver Museum on Wednesday. Councillor Ford commented that she enjoyed the experience as it was a fascinating model of affordable housing in a city of 1.8 million residents where 60% are living in affordable rental housing. Councillor Ford informed that 980,000 units of affordable rental housing exists due to meticulous planning over the last 100 years to create a real culture of housing that is not commodified. Councillor Ford commented that it is created by the city for the city and will continue to be a place that everyone can call home in Vienna. Councillor Ford commented that she looked forward to bringing what she learned to the Whistler Housing Authority and the rest of Council.

Councillor Maxwell informed that she attended the Recycling Council of BC annual conference in Whistler two weeks ago. Councillor S. Maxwell commented that there were a lot of suggestions and discussions around the Provincial Zero Waste Plan as well as ways that other communities have handled illegal dumping and how to improve public relations programs.

ADMINISTRATIVE REPORTS

DVP1132– Parking
Variance at 8527
Buckhorn Drive
Report No.17-076
File No. DVP1132

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

That Council approve the issuance of Development Variance Permit DVP1132 for the proposed development at 8527 Buckhorn Drive to:

- a) Vary the front setback for one surface parking stall from 1.5 metres to 0.8 metres;
- b) Vary the front setback for a second surface parking stall from 1.5 metres to 0.5 metres;
- c) Allow the one parking stall in the garage to be considered as a tandem stall;

As shown on the plans prepared by Mathies Design, dated May 8, 2017 and attached to Administrative Report 17-076 as Appendix B.

CARRIED

DVP1135 – 9523
Emerald Drive –
Emerald UV Station
Report No.17-077
File No. DVP1135

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

That Council approve the issuance of Development Variance Permit DVP1135 for the proposed water purification station at 9523 Emerald Drive to:

- a) Vary the north side setback from 60 metres to 45 metres;
- b) Vary the south side setback from 60 metres to 43 metres;
- c) Vary the east side setback from 60 metres to 11 metres;

As shown on the site plan prepared by Opus Engineering, dated June 20, 2017 and attached to Administrative Report 17-077 as Appendix B.

CARRIED

Zoning Amendment
Bylaw (Whistler Golf
Course) No. 2157, 2017
Report No.17-082
File No. RZ1138

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

That Council consider giving first and second readings to “Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017”; and further,

That Council authorize staff to schedule a public hearing for “Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017”, and to advertise for same in the local newspaper.

CARRIED

Whistler Transit System
Agreements and
Expansion Memorandum
of Understanding (MOU)
Report No.17-078
File No. 534

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

That Council authorize the Mayor and Municipal Clerk to execute the “Whistler Transit Service Agreement” between the Resort Municipality of Whistler and British Columbia Transit as attached in Appendix A to Administrative Report No. 17-078; and,

That Council authorize the Mayor and Municipal Clerk to execute the “2017-2018 Whistler Annual Operating Agreement” for the period April 1, 2017 through March 31, 2018; and further,

That Council authorize the General Manager of Infrastructure Services to execute the “Expansion Memorandum of Understanding (MOU) 2018-2021” between BC Transit and the Resort Municipality of Whistler for the period of 2018-2021 regarding the Whistler Transit System as attached in Appendix C to Administrative Report No.17-078.

CARRIED

Approval to Proceed –
2017 Parking Lot 5
Upgrade Project
Report No. 17-079
File No. 523.1

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

That Council direct staff to proceed with the Parking Lot 5 Upgrade Project; and further,

That Council authorize staff to amend the Five-Year Financial Plan 2017-2021 Bylaw No. 2141, 2017 in the amount of \$1,200,000 to complete the Parking Lot 5 upgrade works as recommended in Administrative Report No. 17-079.

CARRIED

Tourist Accommodation
Review – Zoning
Amendment Bylaw
2140 and Tourist
Accommodation
Business Regulation
Bylaw 2142 Further
Consideration
Report No. 17-080
File No. 7651, Bylaws
2140, 2142, 2152

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

That Council consider giving third reading to “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017” as revised; and

That Council defer consideration of adoption of “Tourist Accommodation Regulation Bylaw No. 2142, 2017” to coincide with the timing of any consideration of adoption of “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017”; and

That Council direct staff to work with the strata unit owners of Strata Plan LMS2818, commonly known as the Alpenglöck Lodge, to achieve compliance with Covenant BK247613 which is registered on the title of these units, and the RMOW’s zoning and business regulation bylaws subsequent to Council’s final consideration of “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017” and “Tourist Accommodation Regulation Bylaw No. 2142, 2017”; and further

That Council direct staff report back to Council on the outcomes of work undertaken by staff with the Alpenglöck Lodge unit owners and the status of compliance, within six months of Council’s final consideration of “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017” and “Tourist Accommodation Regulation Bylaw No. 2142, 2017”.

CARRIED

Whistler 2020
Development
Corporation – 2017
Annual Report
Report No. 17-081
File No. VAULT

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

That Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolves that the Municipality, as sole Shareholder of Whistler 2020 Development Corp., pass the consent resolutions of the Shareholder of the Whistler 2020 Development Corp., a copy of which is attached to Administrative Report No.17-081 as Appendix "A", and that the Mayor and Municipal Clerk execute and deliver the resolutions on behalf of the Municipality; and further,

That Council accept the resignation of Jackson Crompton and appoint Steven Bradley Anderson as a director for Whistler 2020 Development Corporation Ltd. as of December 6, 2016.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Transportation Advisory
Group (TAG)

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

That minutes of the Transportation Advisory Group (TAG) meeting of April 4, 2017 be received.

CARRIED

Whistler Bear Advisory
Committee

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

That minutes of the Whistler Bear Advisory Committee meeting of May 10, 2017 be received.

CARRIED

May Long Weekend
Committee

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

That minutes of the May Long Weekend Committee meeting of May 16, 2017 be received.

CARRIED

BYLAWS FOR FIRST AND SECOND READINGS

Zoning Amendment
Bylaw (Whistler Golf
Course) No. 2157, 2017.

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

That "Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017" receive first and second readings.

CARRIED

BYLAWS FOR THIRD READING

Zoning Amendment
Bylaw (Hotel and
Phase 2 Rental Pool
Accommodations)
No. 2140, 2017

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

That Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017 receive third reading.

CARRIED

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

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

That Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017 receive third reading.

CARRIED

BYLAWS FOR ADOPTION

Zoning And Parking
Amendment Bylaw
(Parking - RI1 Zone)
No. 2156, 2017

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

That Zoning And Parking Amendment Bylaw (Parking - RI1 Zone) No. 2156, 2017 be adopted.

CARRIED

ITEMS HAVING PRIOR NOTICE OF MOTION

Solid Waste Strategy

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

That Council direct staff to participate in consultations for Extended Producer Responsibility programs.

CARRIED

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

That Council direct staff to convene a Zero Waste Committee as a Select Committee of Council.

CARRIED

CORRESPONDENCE

Bus Parking Concerns
File No.7804

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

That correspondence from Greg Link, dated June 20, 2017, regarding his concerns for bus parking changes be received and referred to staff

CARRIED

National Injury
Prevention Day

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

Awareness Light up
Landmark Request
File No. 3009.1

That correspondence from Samantha Bruin, Communications Coordinator, BC Injury Research and Prevention Unit dated June 20, 2017, requesting that the Fitzsimmons Bridge be lit Lime Green on July 5, 2017 for National Injury Prevention Day Awareness be received and referred to staff.

CARRIED

United Way Day
Proclamation
File No. 3009.1

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

That correspondence from Vanessa Woznow, Marketing and Communication Strategist for United Way of the Lower Mainland dated June 23, 2017, requesting that September 21, 2017 be proclaimed "United Way Day" be received and proclaimed.

CARRIED

ADJOURNMENT

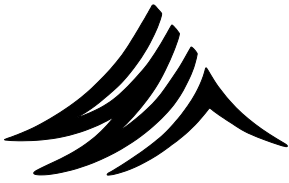
Moved by Councillor J. Crompton

That Council adjourn the July 4, 2017 Council meeting at 7:13 p.m.

CARRIED

Mayor, N. Wilhelm-Morden

Acting Municipal Clerk, N. Best



WHISTLER

MINUTES

**COMMITTEE OF THE WHOLE
A MEETING OF MUNICIPAL COUNCIL
TUESDAY, JUNE 20, 2017, STARTING AT 1:58 P.M.**

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

PRESENT

Mayor: N. Wilhelm-Morden

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

ABSENT: A. Janyk,

Chief Administrative Officer, M. Furey
General Manager of Corporate and Community Services, N. McPhail
General Manager of Infrastructure Services, J. Hallisey
General Manager of Resort Experience, J. Jansen
Acting Municipal Clerk, N. Best
Manager of Protective Services, S. Story
Manager of Communications, M. Comeau
Emergency Program Coordinator, E. Marriner
Transportation Demand Management Coordinator, E. DalSanto
Senior Manager, Destination Development and Communications, Tourism
Whistler, P. Westerholm
Chief Executive Officer, Whistler Chamber of Commerce, M. Pace
RCMP Sergeant, R. Knapton
RCMP Staff Sergeant, J. Percival
RCMP Inspector J. Christie
Recording Secretary, M. Kish

ADOPTION OF AGENDA

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

That Council adopt the Committee of the Whole agenda of June 20, 2017.

CARRIED

ADOPTION OF MINUTES

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

That Council adopt the Committee of the Whole minutes of May 9, 2017.

CARRIED

PRESENTATION/DISCUSSION

Road Assessment Report

A presentation was given by Norm McPhail, General Manager of Corporate and Community Services, Brent Dozzi, Senior Traffic Engineer and Gary Vlieg, Project Manager with Creative Transportation Solutions Ltd. regarding the Road Assessment Report.

A discussion was held regarding the Road Assessment Report.

ADJOURNMENT

Moved by Councillor J. Crompton

That Council adjourn the meeting at 2:39 p.m.

CARRIED

Mayor, N. Wilhelm-Morden

Acting Municipal Clerk, N. Best



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 18, 2017

REPORT: 17-083

FROM: Resort Experience

FILE: LLR128

SUBJECT: WHISTLER BLACKCOMB TEMPORARY USE AREA EVENTS DURING CRANKWORX

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at the Blackcomb Mountain Tube Park on Thursday, August 17, 2017; and,

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at the Whistler Mountain Bike Park Boneyard on Saturday, August 19, 2017; and further,

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at the Whistler Mountain Bike Park Boneyard on Sunday, August 20, 2017.

REFERENCES

Appendices “A” – Plan of Tube Park TUA event for Crankworx 2017
 “B” – Plan of Boneyard TUA events for Crankworx 2017

PURPOSE OF REPORT

Municipal policy requires Council approval for any “urban” Temporary Use Area (TUA) licensed event for 500 or more people. This report requests that Council approve three TUA licensed events during the Crankworx Whistler festival.

DISCUSSION

Background

In late 2014 the provincial Liquor Control and Licensing Branch (LCLB) allowed liquor licence holders who operate ski hills or golf courses to apply for a Temporary Use Area endorsement to extend their licensed activities to designated outdoor areas on their property on up to 26 days per calendar year. TUA events must be outdoors, operate no later than 10 p.m. and limitations may be imposed on the type of events, hours of operation, etc.

On October 20, 2015 Council approved TUA endorsements to Merlin’s liquor primary licence for six locations on Blackcomb Mountain and to Dusty’s Bar and BBQ liquor primary licence for six locations on Whistler Mountain. On Blackcomb Mountain there are four “remote” TUA locations and two “urban” TUA locations (the Tube Park above Base 2 and Parking Lot 6 at Base 2). On Whistler Mountain there are four “remote” TUA locations and two urban TUA locations (World Cup Plaza at Whistler Creek and the Boneyard at the bottom of the Bike Park above Skier’s Plaza in Whistler Village).

Events at remote TUA locations on both mountains are far from the urban environment and are unlikely to have negative impacts on the community. The urban TUA locations, however, are closer to residences, businesses and visitor accommodations. Because of the potential for larger events at urban TUA locations to have negative impacts on the community, Council policy requires that all urban TUA events for 500 or more people be approved by Council.

Urban TUA events for fewer than 500 people have been held starting in 2016, subject to notice and consultation with municipal staff and the RCMP. The first urban TUA event for more than 500 people was held on July 1, 2017 at World Cup Plaza at Whistler Creek, following approval from Council on May 9, 2017.

Proposed Large TUA Events during Crankworx

Whistler Blackcomb has applied to the Municipality and the LCLB for the following three urban TUA events for 500 or more people during the August 11-20, 2017 Crankworx Whistler festival. Each event is planned for a maximum of 1,000 patrons, and the following event details have been provided by Whistler Blackcomb:

1. Ultimate Pump Track Challenge event:
 - Date and Time: Thursday, August 17 from 5 to 10 p.m.
 - Location: Blackcomb Mountain Tube Park adjacent to parking lot #8 (see aerial photo of Appendix "A")
 - Number of patrons: Up to 1,000 patrons
 - Event type and access: Sporting event, open to the public and free of charge
 - Liquor service: TUA endorsement to Merlin's liquor primary licence No. 122183
 - Minors: Minors will be permitted, if accompanied by a parent or guardian. Wrist bands will be issued at entry to those of legal drinking age. Wrist band will be required to purchase or possess liquor.
 - Food service: There will be food service.
 - Security: Area will be defined by interlocking steel fencing. 10 security guards will manage capacity, check of ID and monitor for intoxication and overconsumption. A security plan is required by LCLB and will be shared with RCMP.
 - Toilets: Four portable toilets in TUA area
 - Other: In 2016 a TUA licensed event was held at the Tube Park for 499 patrons.
2. Joyride Prologue event:
 - Date and Time: Saturday, August 19 from 6 to 9 p.m.
 - Location: Boneyard at bottom of Whistler Mountain Bike Park (see aerial photo of Appendix "B")
 - Number of patrons: Up to 1,000 patrons
 - Event type and access: Sporting event, open to the public and free of charge
 - Liquor service: TUA endorsement to Dusty's liquor primary licence No. 072033
 - Minors: Minors will be permitted, if accompanied by a parent or guardian. Wrist bands will be issued at entry to those of legal drinking age. Wrist band will be required to purchase or possess liquor.
 - Food service: No food service planned.
 - Security: Area will be defined by interlocking steel fencing. 12 security guards will manage capacity, check of ID and monitor for intoxication and overconsumption. A security plan is required by LCLB and will be shared with RCMP.
 - Toilets: Three portable toilets in TUA area

- Other: A TUA licensed event was held in the Boneyard during Joyride in 2016 for 499 patrons.
3. Joyride event:
- Date and Time: Sunday, August 20 from 10:30 a.m. to 2:30 p.m.
 - Location: Boneyard at bottom of Whistler Mountain Bike Park (see aerial photo of Appendix "B")
 - Number of patrons: Up to 1,000 patrons
 - Event type and access: Ticketed sporting event for the public; VIPs and sponsors will be hosted by Crankworx.
 - Liquor service: TUA endorsement to Dusty's liquor primary licence No. 072033
 - Minors: Minors will be permitted, if accompanied by a parent or guardian. Wrist bands will be issued at entry to those of legal drinking age. Wrist band will be required to purchase or possess liquor.
 - Food service: There will be food service.
 - Security: Area will be defined by interlocking steel fencing. 12 security guards will manage capacity, check of ID and monitor for intoxication and overconsumption. A security plan is required by LCLB and will be shared with RCMP.
 - Toilets: Three portable toilets in TUA area
 - Other: A TUA licensed event was held in the Boneyard during Joyride in 2016 for 499 patrons.

Mitigation of Potential Negative Impacts

Large events with liquor service have the potential to be a problem for the community. Some of the key issues and proposed mitigation measures are discussed below:

Noise during the events and at dispersal:

- All three events are sporting events where the only amplified sound is announcers and some background music. There is no entertainment music associated with the event, as there would be with a concert.
- Similar TUA licensed events for up to 499 patrons were held during Crankworx 2016, with no noise issues reported.
- Patrons dispersing from the TUA licensed area will only be a small portion of the spectators dispersing from these very popular Crankworx events.
- The Thursday pump track event ends at 10 p.m., while the Saturday and Sunday Joyride events end at 9 p.m. and 2:30 p.m. respectively, so late night noise is not an issue.

Transportation following the events

- For the pump track event at the Tube Park the Excalibur Gondola will be running to transport spectators between Whistler Village and Blackcomb Base 2. There is ample parking at Base 2 for those who choose to drive to the event.
- For the Joyride events the TUA licensed area in the Boneyard is 200 m away from the Gondola Transit Exchange and 250 m from Skier's Plaza. TUA patrons will find their way home or to services in Whistler Village in the same manner as the other thousands of spectators at these popular events.

Access to liquor by minors and over-service

- Minors will be admitted to all three TUA licensed venues, if accompanied by a parent or guardian.

- Wrist bands, required to purchase or possess liquor, will be issued only to those of legal drinking age who can present appropriate identification.
- Service staff must have Serving It Right certification.
- The events will operate under Merlin's or Dusty's liquor primary licences, which would be put at risk, if there are contraventions of provincial liquor regulations.

Event security

- Each event will have security fencing and security guards.
- As part of the LCLB approval process for any TUA event for more than 500 people, the licensee must submit a security plan, which will be shared with the RCMP.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Economic	Whistler holds competitive advantage in the destination resort marketplace as a result of its vibrancy and unique character, products and services	Crankworx is a major contributor to the resort economy, with more than \$14 million of direct visitor spending during the 2015 festival. The liquor service at the high profile events will be an amenity to spectators.
Visitor Experience	Community members and organizations work collectively to ensure exceptional experiences that exceed visitor expectations	The Crankworx events provides an opportunity for the food and beverage sector, local government and enforcement agencies to work together to enable memorable visitor experiences while maintaining order and respecting the rights of other residents and visitors.
Recreation & Leisure	Recreation and leisure is a core contributor to the Whistler economy	The pump track and Joyride events are highlights of the festival and attract large numbers of spectators. The liquor service in part of the spectator area will provide added value for some spectators.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Built Environment	Visitors and residents can readily immerse themselves in nature, free from noise and light pollution	The high profile Crankworx events attract very large crowds. The liquor service area should not be a significant source of additional noise. The TUA events all end no later than 10 p.m. and should not contribute to late night noise in the Village
Health & Social	Community members eat healthy food, exercise and engage in leisure and other stress relieving activities that assist in preventing illness and they avoid the abusive use of substances that evidence indicates have negative effects on physical and mental health	Any extended opportunity for the sale of alcohol has the potential for over-service. Security for the event will be provided by a combination of Whistler Blackcomb staff and private security. The events will operate under Merlin's and Dusty's liquor primary licences, which could be at risk if there are contraventions of provincial liquor regulations.

OTHER POLICY CONSIDERATIONS

Council Policy G-17 *Municipal Liquor Licensing Policy* includes a requirement that Council approve urban TUA events for more than 500 people. In accordance with Policy G-17, an application for an urban TUA event for more than 500 people is referred to individual members of the municipal Liquor Licence Advisory Committee (LLAC) for their comment, but the committee as a whole does not consider the application and there is no formal recommendation from the committee.

COMMUNITY ENGAGEMENT AND CONSULTATION

The details of the proposed TUA event were referred by e-mail to LLAC members for comment. There were comments of support received from LLAC members and no concerns were expressed. The Whistler Detachment of the RCMP, Whistler Fire Rescue Service and the municipal Bylaws departments have been consulted during the planning of the event.

SUMMARY

This report presents the details of a proposed Temporary Use Area events to be held at urban TUA venues during Crankworx. Whistler Blackcomb has addressed the issues experienced at a similar, but smaller events in previous years and has proposed measures to manage the potential negative impacts of the larger capacity 2017 events. Staff recommends that Council approve the August 17, 19 and 21, 2017 TUA events for more than 500 people.


Respectfully submitted,

Frank Savage
PLANNER
for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

PumpTrack 2017

Beer garden
Perimeter 547 ft
Area 662.8 sq M

Legend

 Pump Track Beer Garden

ENTER
EXIT



BAR



4 portable
toilets = 68 sq m.

Net area = 656.5 sq m

@ 0.6 m²/person

= 1093 people

Google earth

Image © 2017 DigitalGlobe

100 ft

Joyride 2017

Beer garden

Area 3400 Sq. M





REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 18, 2017

REPORT: 17-084

FROM: Resort Experience

FILE: DVP1133

SUBJECT: DVP1133 – 2765 CHEAKAMUS WAY SETBACK VARIANCE

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council approve the issuance of Development Variance Permit DVP1133 for the existing development at 2765 Cheakamus Way to vary the front setback from 7.6 metres to 6.6 metres for four existing entry portico support posts as shown in the Survey Plan H-410 prepared by Hermon, Bunbury, and Oke dated 1995 stamped “Resort Municipality of Whistler Received Sep 25, 1995” and attached to Administrative Report 17-084 as Appendix B.

REFERENCES

Location: 2765 Cheakamus Way
Legal Description: Lot 52, District Lot 3556, Plan LMP21105
Owner: Gordon Ahrens
Zoning: RS1 (Single Family Residential One)

Appendix A – Location Map
Appendix B – Site Survey
Appendix C – Site Photo

PURPOSE OF REPORT

This report presents DVP1133, an application for a proposed front setback variance to accommodate four existing entry portico support posts at 2765 Cheakamus Way.

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

DISCUSSION

As shown in Appendix A, the subject lands are located on the cul de sac on the west terminus of Cheakamus Way. There is an existing dwelling on the site built in 1995 under Building Permit B-95-04229. The diagrams submitted under B-95-04229 conform to all aspects of the Zoning Bylaw.

An on-site change during construction resulted in an expanded covered entry area. This was accomplished by moving the support posts forward, thereby necessitating a front setback variance. There are four posts in total, the closest of which is 6.6 metres from the front parcel line. The proposed variance is illustrated on the Site Survey provided in Appendix B to this report and is summarized in the table below:

Variance Request	RS1 Zone Regulation	Staff Comment
Vary the front setback from 7.6 metres to 6.6 metres to accommodate four existing deck support posts.	Part 12.1 (13) Setbacks (13) The minimum permitted front setback is 7.6 metres.	<p>Staff support this variance because it is keeping with the intent of the General Regulations Part 5.7 (1)(a) which allows porches to project 1.5 metres into front setback areas provided the supports for such projections do not encroach.</p> <p>The entry porch at 2765 Cheakamus Way is within this 1.5 metre allowance; however the support posts are encroaching, thereby necessitating this variance application.</p>

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	Apart from the minor variance requested here, the project conforms to all aspects of the Zoning Bylaw.
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	none	

OTHER POLICY CONSIDERATIONS

DVP Criteria

Potential Positive Impacts	Comment
Compliments a particular streetscape or neighbourhood.	The streetscape is not considered to be affected by this application.
Works with the topography of the site, reducing the need for major site preparation or earthwork.	N/A
Maintains or enhances desirable site features, such as natural vegetation trees and rock outcrops.	The porch does not interfere with the existing landscaping on the site.
Results in superior siting with respect to light access resulting in decreased energy requirements.	N/A
Results in superior siting with respect to privacy.	NA

Enhances views from neighbouring buildings and sites.	Proposed variances does not affect views from neighbouring properties.
Potential Negative Impacts	
Is inconsistent with neighbourhood character.	Existing dwelling is consistent with the rest of this established neighbourhood.
Increases the appearance of building bulk from the street or surrounding neighbourhood.	Proposal does not increase appearance of building bulk.
Requires extensive site preparation.	N/A
Substantially affects the use and enjoyment of adjacent lands. (e.g. reduces light access, privacy, and views.	Proposed variance does not affect adjacent lands.
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	N/A
Requires a height variance to facilitate gross floor area exclusion.	N/A.
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations.	N/A

ZONING AND PARKING BYLAW 303

The property is zoned RS1. Apart from the variance addressed in the Discussion section of this report, the proposal meets all other regulations of Zoning and Parking Bylaw 303, 2015.

BUDGET CONSIDERATIONS

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

COMMUNITY ENGAGEMENT AND CONSULTATION

A sign describing DVP1133 is posted on the property. Notices were sent to surrounding property owners in June 2017, no responses have been received.

SUMMARY

This report seeks Council's approval of the issuance of Development Variance Permit DVP1133, a proposal to vary the front setback at 2765 Cheakamus Way from 7.6 metres to 6.6 metres for an existing entry portico area.

Respectfully submitted,

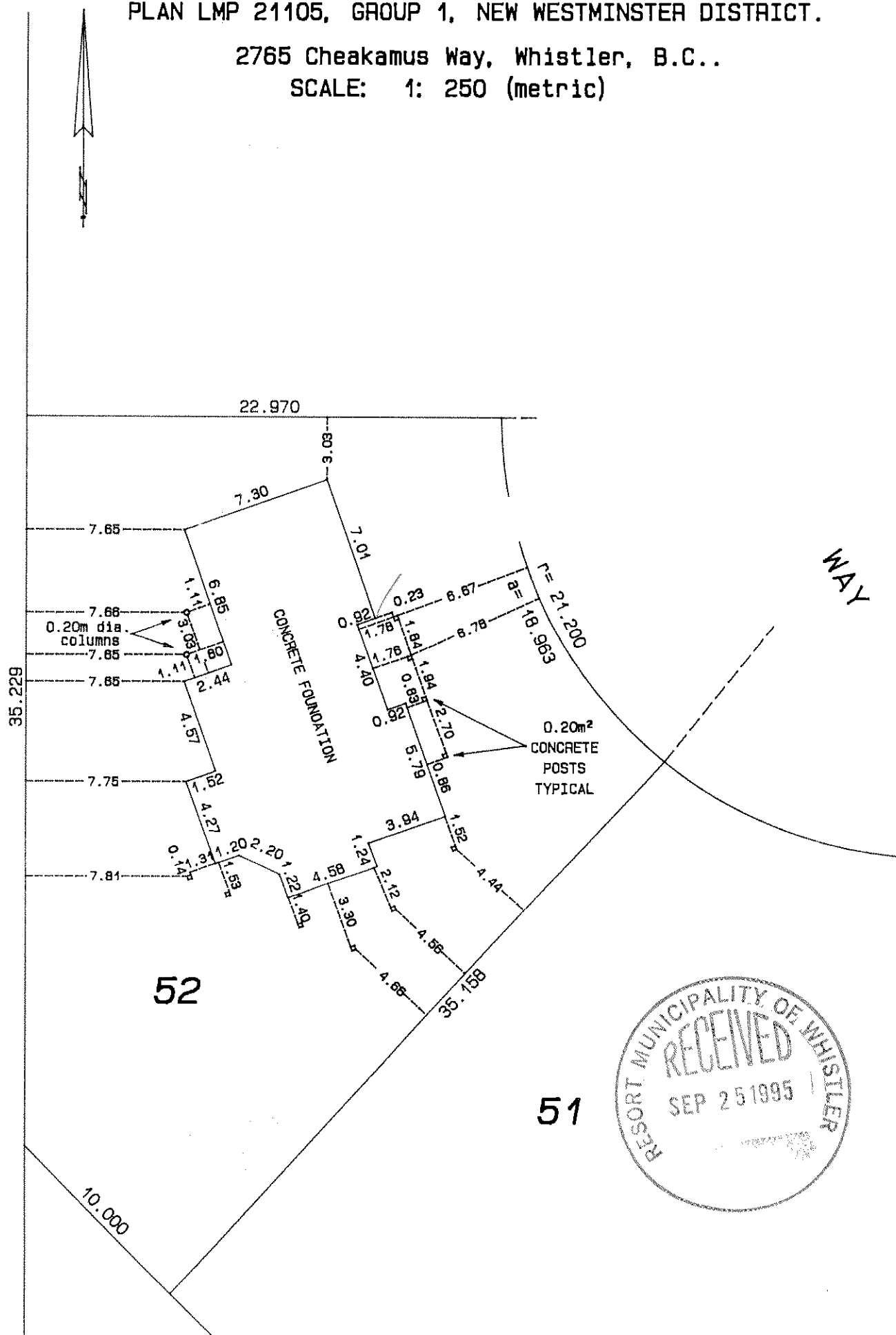
Roman Licko
 PLANNING ANALYST
 for
 Jan Jansen
 GENERAL MANAGER OF RESORT EXPERIENCE



Subject Lands:
2765 Cheakamus Way

Appendix B

SCALE: 1: 250 (metric)



FA
XED
9/2/95

H-410



JULY 7, 1995

HERMON, BUNBURY & OKE,
PROFESSIONAL BRITISH COLUMBIA LAND SURVEYORS
VANCOUVER, SQUAMISH & WHISTLER, B.C.
FB. 1716 PG. 38-42 JOB#95662003. SK-6174-2





WHISTLER

REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 18, 2017

REPORT: 17-085

FROM: Infrastructure Services

FILE: 534

SUBJECT: WHISTLER TRANSIT SYSTEM ROUTE 1 VALLEY CONNECTOR REVIEW

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council receive the Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017 attached as Appendix A to Administrative Report No. 17-085; and,

That Council direct staff and the Transit Management Advisory Committee to implement service Option 1 as recommended by BC Transit in Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017 attached as Appendix A to Administrative Report No. 17-085 for December 2017; and further,

That Council direct staff to work with the Ministry of Transportation and Infrastructure, BC Transit and the operating company (Whistler Transit Ltd.) to conduct a pilot program of the proposed Route 10 Valley Express prior to full implementation.

REFERENCES

APPENDIX A – Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017

PURPOSE OF REPORT

The purpose of this report is to present Council the final draft of the Whistler Transit System 1-Valley Connector Review, Service Discussion Document and recommendations as well as to seek approval from Council for staff and TMAC to work with BC Transit staff to implement the recommended service option for winter 2017/2018.

DISCUSSION

In January 2016, Council received the Sea to Sky Transit Future Plan. The top priority for the Whistler Transit System was to “*Improve the operational efficiency of Route 1 Valley Connector by exploring opportunities to improve the design of the Route 1 to address on-time performance issues*”. BC Transit committed to performing this review over winter 2016/2017.

In order to inform service planning recommendations, stop-level ridership data was collected in March 2017 on all Route 1 Valley Connector trips scheduled to continue through Whistler Village. BC Transit reviewed the data and presented preliminary results to the Transit Management Advisory Committee at a workshop in May.

Given the low proportion of riders using this service travelling through Whistler Village (3.3%), and given the number of challenges with the current service design, BC Transit proposes a cost-neutral option for separating the Route 1 Valley Connector service into two segments north and south of Whistler Village. This option includes proposed modifications to the Route 2 – Whistler Creek/Cheakamus and Route 3 – Rainbow/Emerald including fully removing transit service into Tamarisk now that there is a pedestrian traffic signal at Highway 99 and Alta Lake Road as well as reintroducing spring/summer/fall service to White Gold/Spruce Grove and directly to Rainbow/Emerald. Given that there is still some demand for service connecting destinations north and south of Whistler Village, options have been developed through consultation with key stakeholders to accommodate this ridership demand within the context of these proposals. Full details of the options can be found in Appendix A - Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017.

Public consultation (including an online survey and three open-house events) was conducted to get feedback and to ensure these proposals would work for the Whistler community. The majority of consultation participants were receptive to the proposal to separate the Route 1 Valley Connector into two segments north and south of Whistler Village, which is indicative of the low proportion of riders currently using the service through Whistler Village. Although many consultation participants were supportive of the 10 Valley Express concept, there were many recommended improvements for that proposed service through the consultation process. Additionally, due to the small proportion of the community that the current proposal would benefit, a larger proportion of survey respondents preferred to dedicate transit expansion hours to more service on other routes. BC Transit is recommending that more study and potentially, more highway bus stops, are required before implementing the proposed Route 10-Valley Express. RMOW staff recommend that the concept and proposed routing of the Route 10-Valley Express be tested as a pilot program in 2018. The pilot program would measure ridership to the Village and passing through the Village northbound and southbound.

It is important to note that BC Transit does recognize the importance of the connection between the north and the south part of the Village. This proposed Route 1, 2 and 3 redesign strives to improve travel between the south end of town and the north end of town by providing more service to the Village, therefore providing more bus and transfer options for passengers especially during peak commute times. The main transfer locations in the Village will be Gondola Transit Exchange and Village Gate Boulevard.

These proposals include similarities to the transit network that preceded the Route 1 Valley Connector implementation in 2011, and include a number of benefits from service coverage, operations, scheduling, and customer information perspectives. Overall, these proposals seek to simplify the transit network and to continue growing transit ridership in Whistler.

BC Transit is proposing to implement these changes to the Routes 1, 2 and 3 for this upcoming winter.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Transportation	<p>The transportation systems to, from and within the resort community are accessible and offer affordable travel options.</p> <p>The transportation system efficiently meets both the short and long-term needs of all users.</p> <p>The convenience and seamlessness of the preferred transportation system to, from and within Whistler ensures usage rates continue to rise.</p>	<p>The transit service in Whistler (provided in partnership with BC Transit and the operator – Whistler Transit Ltd.) provides a reliable, affordable transportation option for travel within Whistler. BC Transit, in partnership with TMAC, conducted the review of Route 1-Valley Connector with the goal of growing ridership.</p>
Partnership	<p>Partners work together to achieve mutual benefit.</p> <p>Whistler partners and stakeholder work tighter to effectively and efficiently achieve Whistler 2020 and partner objectives.</p>	
Finance	<p>Whistler lives within its financial means.</p>	<p>BC Transit's proposed recommendations are cost neutral – that is they stay within the approved 2017/2018 Annual Operating Agreement budget.</p>

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves us away from	Comments
Finance	<p>Whistler lives within its financial means.</p>	<p>As we continue to grow ridership, there is demand for more transit service.</p>

BUDGET CONSIDERATIONS

The changes proposed to the route structure are cost neutral. BC Transit is proposing to change the route structure for winter 2017/2018 but to schedule only as much service as we can afford through the approved Whistler Transit System Annual Operating Agreement (AOA).

COMMUNITY ENGAGEMENT AND CONSULTATION

Public consultation in the specific options outlined in Appendix A including an online survey open from June 20-29, 2107 as well as three open-house events in Whistler on June 21. The engagement was conducted to get feedback and to ensure these proposals would work for the Whistler community.

The Whistler Transit Management Advisory Committee (TMAC) reviewed the BC Transit preliminary options a workshop in May and the final recommendations at the July 5, 2017 workshop. TMAC supports BC Transit's direction.

SUMMARY

In January 2016, Council received the Sea to Sky Transit Future Plan. The top priority for the Whistler Transit System was to “*Improve the operational efficiency of Route 1 Valley Connector by exploring opportunities to improve the design of the Route 1 to address on-time performance issues*”. BC Transit committed to performing this review over winter 2016/2017. The full details of the review and BC Transit recommendations are attached as Appendix A: Whistler Transit System 1-Valley Connector Review, Service Discussion Document, Final Draft July 2017.

RMOW staff and TMAC support BC Transit’s direction and recommendation to move forward with implementing the proposed changes to Routes 1, 2 and 3 for winter 2017/2018. Staff also recommend working with the Ministry of Transportation and Infrastructure, BC Transit and the operating company (Whistler Transit Ltd.) to conduct a pilot program of the proposed Route 10 Valley Express prior to full implementation.

Respectfully submitted,

Emma DalSanto
TRANSPORTATION DEMAND MANAGEMENT COORDINATOR
for
JAMES HALLISEY, P. Eng.
GENERAL MANAGER OF INFRASTRUCTURE SERVICES



1 Valley Connector Review

Service Discussion Document



FINAL DRAFT July, 2017



TABLE OF CONTENTS

Table of Contents	0
Executive Summary	1
Introduction	3
Background	5
Route 1 Valley Connector Overview	5
History	7
Current Service Design	7
Routing and Scheduling Challenges	7
Customer Information Challenges	9
Destination Signage	9
Rider's Guide	10
Scheduling Challenges and Operational Challenges	11
Data Collection Methodology	12
Data Collection Results	13
Proportion of Ridership Through Whistler Village	13
Service Options	15
Route 1 Valley Connector Service	15
South of Whistler Village	17
20/20X Cheakamus	18
21 Spring Creek	18
North of Whistler Village	19
30 Emerald (via Alpine)	20
31 Alpine	20
32 Emerald	20
Service Frequency Proposal	21
Connecting North and South of Whistler Village	23
Public Engagement	24
Engagement Overview	24
Key Results	26
Demographics and Travel Patterns	26
1 Valley Connector Changes	26
North-South Connections	27
Service Option Tradeoffs	28
Next Steps	30
Recommendations	31
Appendices	32

EXECUTIVE SUMMARY

The Route 1 Valley Connector was introduced in 2011 with the purpose of providing a continuous connection between the southern and northern neighborhoods in Whistler, but has faced ongoing service reliability issues and customer understanding issues since implementation. Given the ongoing challenges associated with this route, the 2015 Sea to Sky Transit Future Plan recommended a detailed review of the Route 1 Valley Connector as an immediate term priority.

In order to inform service planning recommendations, stop-level ridership data was collected in March 2017 on all Route 1 Valley Connector trips scheduled to continue through Whistler Village. Given the low proportion of riders that use this service as a north-south connector travelling through Whistler Village (3.3%), and given the number of challenges with the current service design, BC Transit proposes two cost-neutral service options to improve the transit system from operational, scheduling, and customer understanding perspectives.

Service Option	1 Valley Connector Changes	North-South Connections
1	<ul style="list-style-type: none"> Restructure 1 Valley Connector into proposed routes 20/20X, 21, 30, 31, and 32. More service on these routes than service option 2 (Over 2,000 more service hours) 	<ul style="list-style-type: none"> Increase transfer opportunities in Whistler Village Does not include service on proposed 10 Valley Express
2	<ul style="list-style-type: none"> Restructure 1 Valley Connector into proposed routes 20/20X, 21, 30, 31, and 32. Less service on these routes than service option 1 (Over 2,000 fewer service hours) 	<ul style="list-style-type: none"> Increase transfer opportunities in Whistler Village Includes limited service on proposed 10 Valley Express (Requires over 2,000 service hours)

These two service options involve separating the Route 1 Valley Connector service into two segments north and south of Whistler Village while also seeking to improve connections for riders traveling through Whistler Village. Overall, these proposals seek to simplify the transit network and to continue growing transit ridership in Whistler.

The vast majority of public engagement participants were supportive of these service proposals, although a number of participants provided feedback to ensure the proposed changes would be even more beneficial to both themselves and to the community.

Based on the results of the public engagement, BC Transit recommends that the Resort Municipality of Whistler:

- **Receive this report for review and comment prior to finalization by BC Transit staff;**
- **Direct staff to work with BC Transit to implement Service Option 1 for December 2017**

INTRODUCTION

The Route 1 Valley Connector was introduced in 2011 with the purpose of providing a continuous connection between the southern and northern neighborhoods¹ in Whistler (Figure 1, pg. 4), and currently provides service for a substantial proportion of ridership within the Whistler Transit System.

However, due to ongoing service reliability issues and the complexity of the service causing ongoing customer confusion, changes to the Route 1 Valley Connector have been recommended through multiple planning processes including the following:

- 2011 Service Review
- 2013 Whistler Winter Monitoring Program Report
- Sea to Sky Transit Future Plan²

Through these previous planning processes, minor improvements have been made to the Route 1 Valley Connector service, but there are still fundamental challenges related to operations and service reliability, scheduling, and customer understanding.

Given the scope of the ongoing challenges with the Route 1 Valley Connector, the value of providing a one-seat service connecting the north and south of Whistler through Whistler Village was investigated; in order to understand the importance of this service, ridership data was collected in March 2017 to identify the extent to which this through-trip service is currently being used. Based on the results of this data collection, service proposals were developed and brought forward to the community for feedback through public consultation.

The remainder of this report includes the following content:

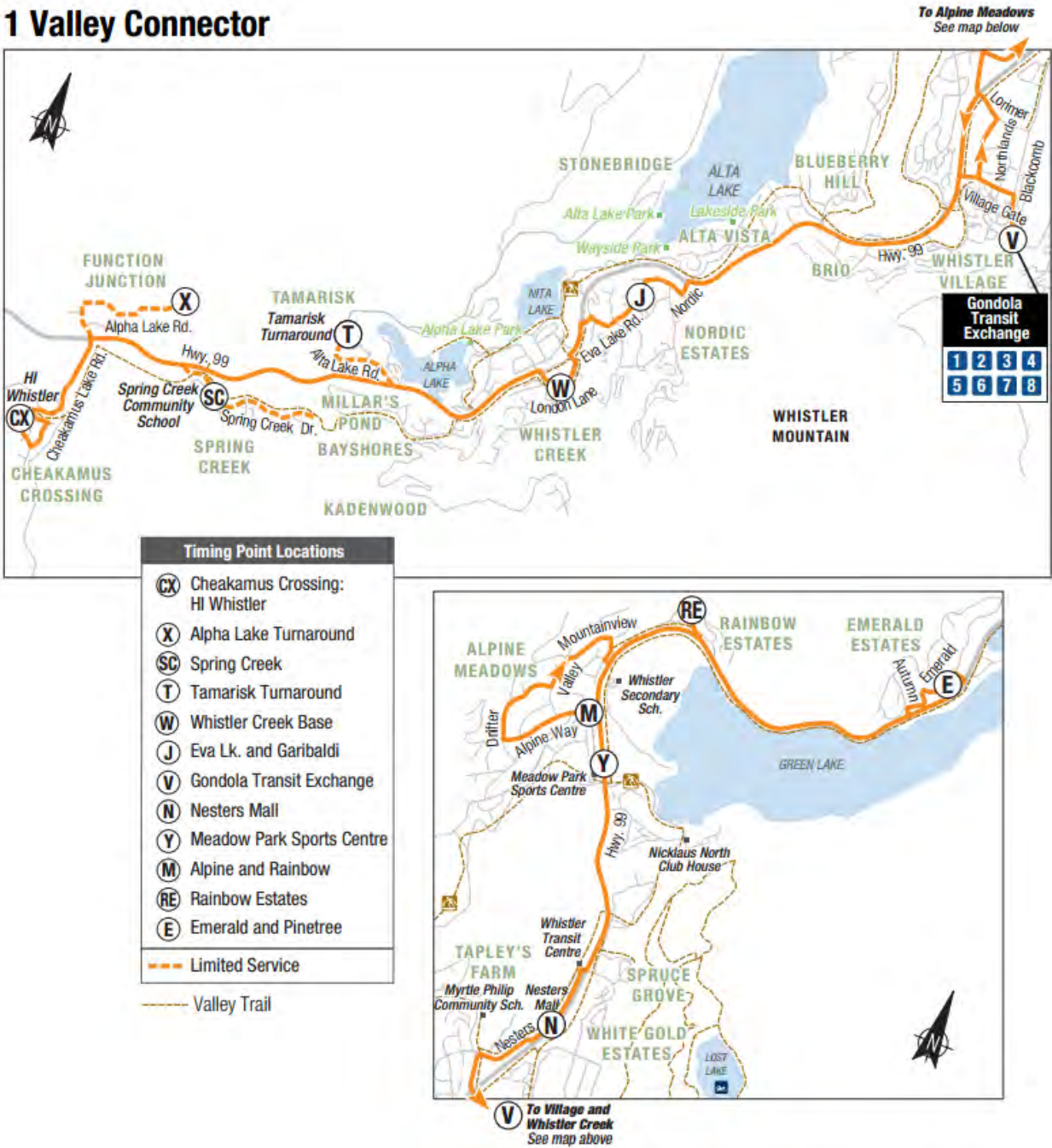
- Background on the Route 1 Valley Connector including a summary of ongoing issues with the current service design
- Details about the recent ridership data collection methodology
- Ridership results on the Route 1 Valley Connector including:
 - Proportion of Route 1 Valley Connector ridership passing through Whistler Village
 - Details on how this proportion differs by time of day and day of week
- Description of cost-neutral service options to simplify the network and to continue growing transit ridership in Whistler
- Summary of the public engagement results and feedback
- Recommendations and proposed next steps.

¹ Function Junction, Cheakamus Crossing, Spring Creek, Tamarisk, Whistler Creek, Nordic Estates, Whistler Village, Nesters, Alpine Meadows, Rainbow Estates, and Emerald Estates.

² One of the Sea to Sky Transit Future Plan's immediate term priorities was a collaborative review of the 1 Valley Connector in order to improve its operational efficiency; this project is a direct next step from the Transit Future Plan.

Figure 1 – Route 1 Valley Connector Map (Winter 2016/2017)

1 Valley Connector



BACKGROUND

ROUTE 1 VALLEY CONNECTOR OVERVIEW

Currently, the 1 Valley Connector, the 2 Whistler Creek/Cheakamus, and the 3 Rainbow/Emerald routes provide transit service to the Whistler neighbourhoods along Highway 99 between Cheakamus Crossing in the South and Emerald Estates in the North (Figure 2); together, these three routes form the north-south corridor of the Core Transit Network as identified within the Transit Future Plan (Figure 3):

1 Valley Connector – Connects most of the residential areas both south and north with key destinations: serving Cheakamus Crossing, Function Junction, Tamarisk Turnaround, Spring Creek, Whistler Creek, Nordic, Gondola Transit Exchange, Nesters, Meadow Park Sports Centre, Alpine Meadows, Rainbow Estates, Emerald Estates

2 Whistler Creek/Cheakamus – Provides additional service to key areas south of Whistler Village.

3 Rainbow/Emerald – Provides additional service to key areas north of Whistler Village. Service currently operates winter-only from November to April.

Figure 2 – Current Whistler Transit System Map

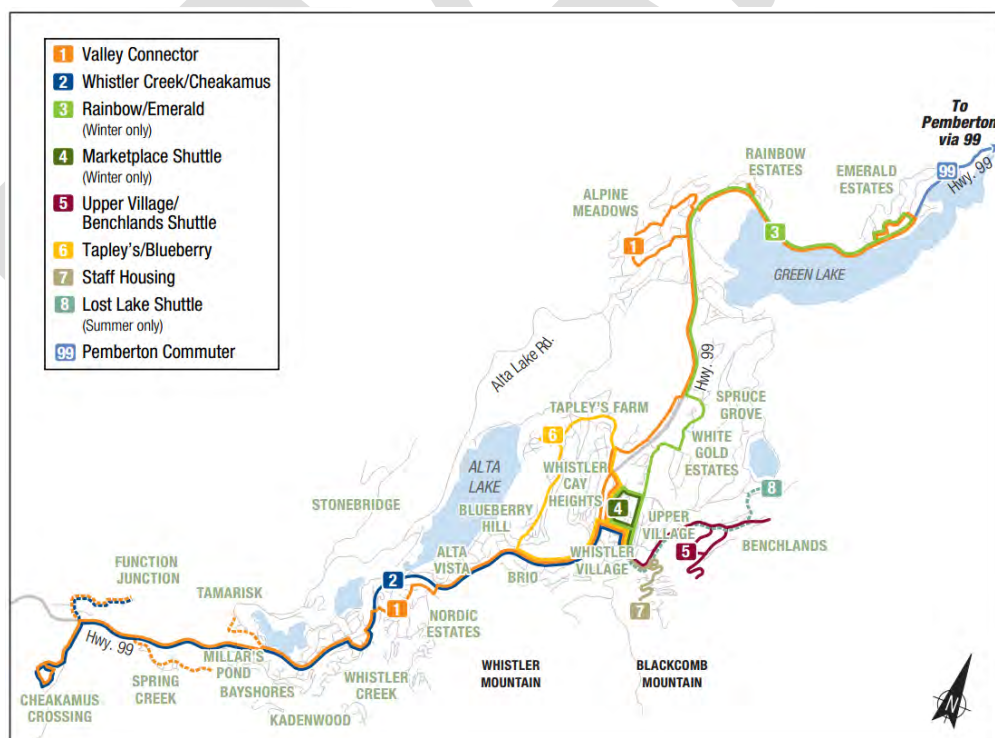
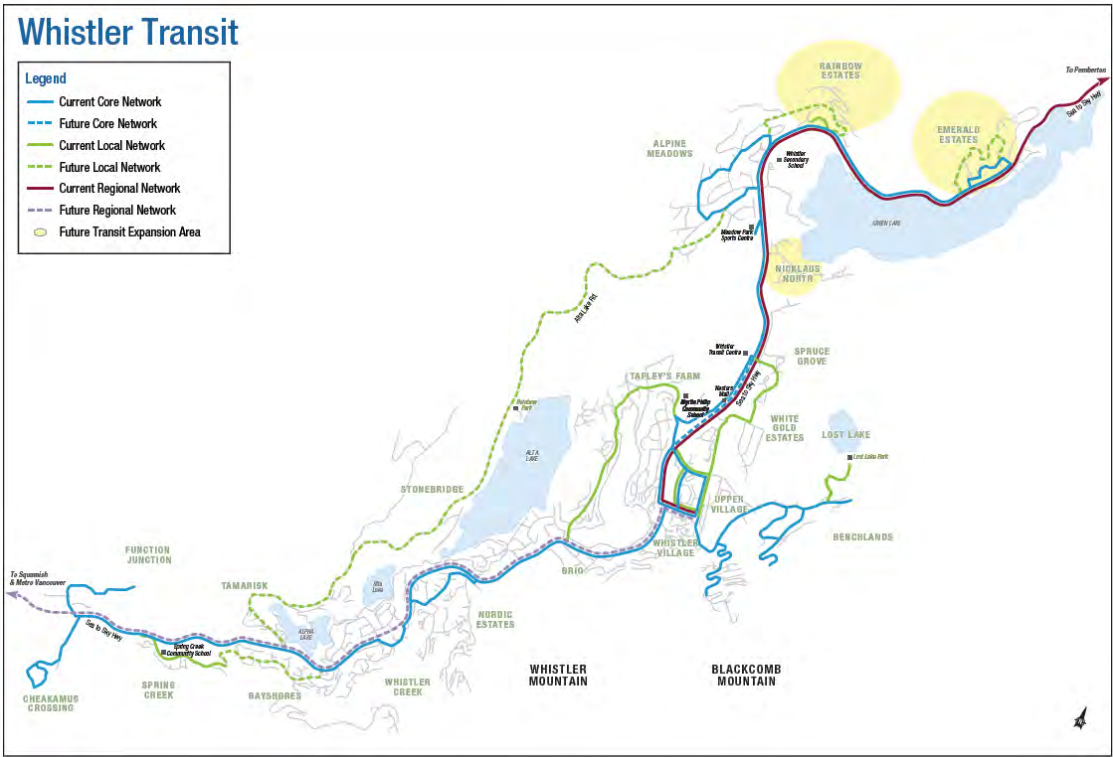


Figure 3 – Whistler Transit Future Network



HISTORY

The original concept for the 1 Valley Connector was to provide a continuous connection along the entire Highway 99 corridor between Cheakamus Crossing and Emerald Estates, and was originally designed to bypass the Gondola Transit Exchange to provide a more direct connection between the southern and northern Whistler communities. This change was made as part of the 2011 service review which also reduced the total service in Whistler by 19% due to funding constraints. However, as a result of detailed service analysis and customer response, soon after the implementation, the routing was modified to include the Gondola Transit Exchange.

Additional route structure modifications that have occurred since 2011 include the discontinuation of service through the Alta Vista neighbourhood, reduced level of service to Tamarisk, increased service to Spring Creek, and ongoing destination sign changes to improve customer wayfinding. There has also been ongoing consideration for connecting Spring Creek north to Millar's Pond/Bayshores as well as south toward Cheakamus/Function which would reduce the number of trip variations. However, adding these connections would require infrastructure upgrades to maintain schedule reliability. The connection to the north would require a bridge between neighbourhoods while the connection to the south would require intersection upgrades, and there are no plans in the immediate future for these installations.

CURRENT SERVICE DESIGN

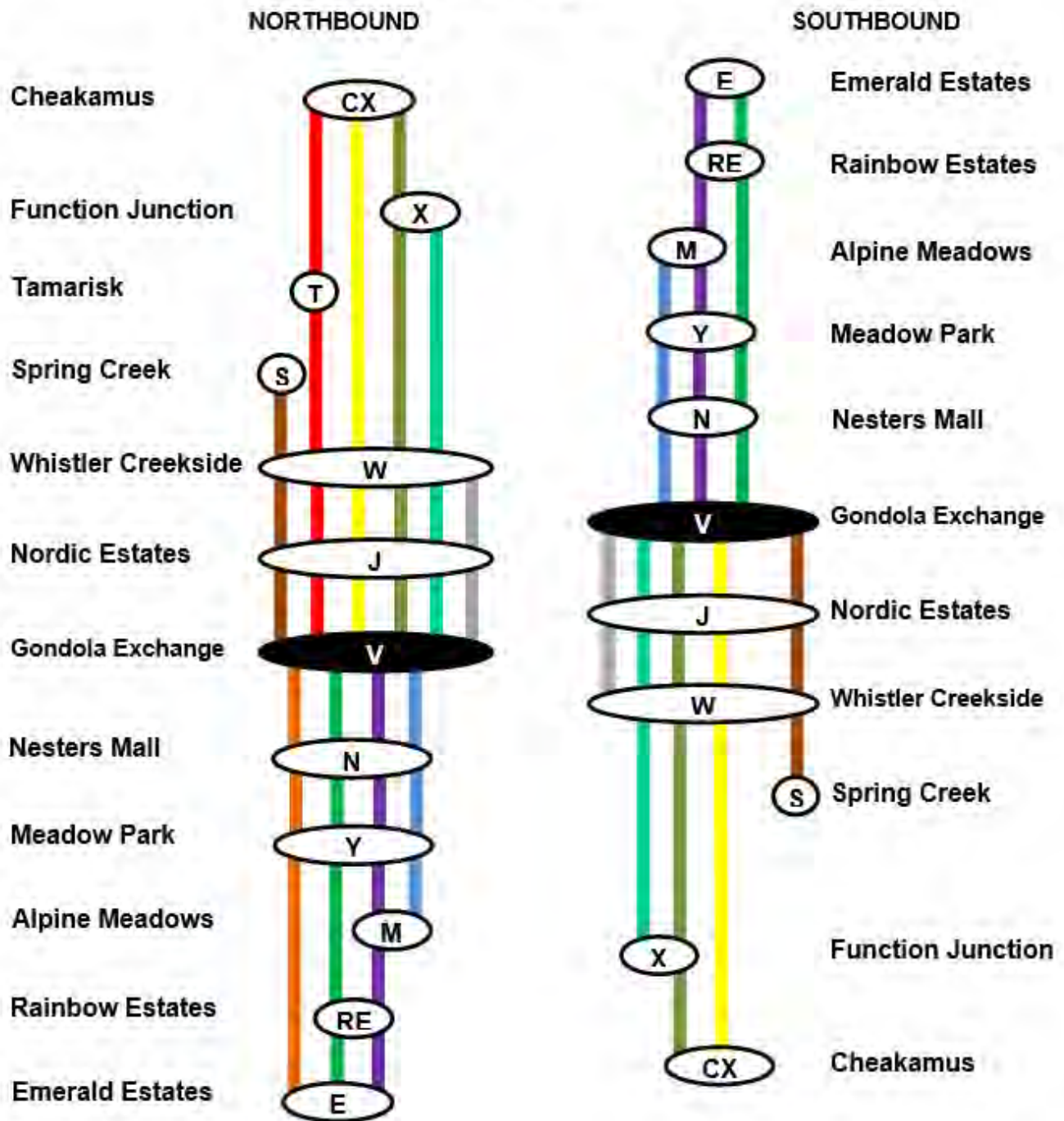
The current 1 Valley Connector service design includes a large number of routing and scheduling variations. As identified by the dotted lines on the routing map (Figure 1, pg. 4), there are a number of destinations on the current Route 1 Valley Connector that are not served on every trip. The next section provides additional details regarding the routing and scheduling variations currently built into the 1 Valley Connector service design.

Routing and Scheduling Challenges

The current routing and scheduling design for the 1 Valley Connector, the 2 Whistler Creek/Cheakamus, and the 3 Rainbow/Emerald routes are complex and include a substantial number of routing variations. For example, there are ten southbound and eight northbound variants on the Route 1 alone (**Error! eference source not found.**).

Additionally, with only 59% of Route 1 scheduled trips providing continuous service through Whistler Village (Table 2, pg. 12), the delineation between Routes 1, 2, and 3 have become even less clear. Consequently, this current service design causes challenges for customer understanding, scheduling, and operations. The introduction of the trip planner function on the BC Transit website has improved customer understanding but there still is room for improvement.

Figure 4 – Route 1 Valley Connector Routing Variations



Customer Information Challenges

Destination Signage

Although this issue has improved over time, a common complaint is that the bus destination signage on the 1 Valley Connector can be confusing for customers. Given the number of routing variations the 1 Valley Connector currently operates, it can be difficult to clearly communicate what destinations are and are not served on any given trip with a destination sign. Table 1 includes all the currently active destination signs used for the 1 Valley Connector. A common complaint is that riders do not anticipate that the ‘1 South - Spring Creek’ trips end at Spring Creek and do not continue to Cheakamus.

Table 1 – Current Destination Signage for the 1 Valley Connector

Route #	Line 1	Line 2
1	1S SOUTH	1 TO CHEAKAMUS
1	1S SOUTH	1 TO SPRING CREEK
1	1S SOUTH	1 TO WHISTLER CREEK
1	1S SOUTH	1 TO FUNCTION JUNCTION
1	1S SOUTH	1 TO VILLAGE
1	1S SOUTH	1 TO CHEAKAMUS / FUNCTION
1	1S SOUTH	1 TO FUNCTION / CHEAKAMUS
1	1N NORTH	1 TO ALPINE
1	1N NORTH	1 TO EMERALD
1	1N NORTH	1 TO VILLAGE

Rider's Guide

Given the number of routing variations, it can also be challenging to present clearly within a Rider's Guide, which also makes the current service design challenging for customers to interpret (Figure 4).

Figure 4 – Rider's Guide Excerpt (Winter, 2016/17)

1 Valley Connector 2 Whistler Creek/Cheakamus 3 Rainbow/Emerald							Northbound									
Daily							Daily									
(X)	(CX)	(X)	(SC)	(W)	(J)	(V)		(V)	(N)	(F)	(Y)	(M)	(RE)	(E)		
Route #	Function Jct: Alpha Lake Rd. Turnaround	Cheakamus Crossing at Hl Whistler	Function Jct: Alpha Lake Rd. Turnaround	Spring Creek Community School	Whistler Creekside Base	Nordic Estates: Eva Lk. and Garibaldi	Ar. Village: Gonola Transit Exchange	Route #	Lv. Village: Gonola Transit Exchange	Nesters Mall	Spruce Grove	Meadow Park Sports Centre	Alpine Meadows: Alpine and Rainbow	Rainbow Estates	Emerald Estates: Emerald and Pinefree	
For continuing northbound trips to Emerald Estates, read across.																
1		5:10			5:21	5:24	5:32	AM	1	5:33	5:41		5:45		5:52	
1		5:38			5:49	5:52	6:00									
2	5:50	5:55			6:06		6:14									
1				6:00	6:09	6:12	6:20		1	6:14	6:22		6:26		6:33	
1	6:15	6:20			6:31	6:35	6:43		3	6:30		6:36	6:40		6:47	
2		6:30			6:43		6:51									
1				6:30	6:39	6:43	6:51		1	6:56	7:04		7:08	7:09		
1					6:47	6:51	6:59		1	7:04	7:12		7:16		7:23	
1	6:42	6:47			6:58	7:02	7:10		3	7:17		7:23	7:27		7:34	
1				7:07	7:16	7:20	7:28		1	7:33	7:41		7:45	7:46		
2		7:11			7:24		7:32									
1		7:21			7:32	7:36	7:44									
1				7:28	7:37	7:41	7:49		3	7:47		7:53	7:57		8:04	
1	7:27	7:32			7:43	7:47	7:55		1	7:54	8:02		8:06	8:07		
1		7:40			7:51	7:55	8:03									
1		7:50			8:01	8:05	8:13									
1				8:03	8:12	8:16	8:24		3	8:15		8:21	8:25		8:32	
1	7:58	8:10			8:21	8:25	8:33		1	8:29	8:37		8:41	8:42		
2	8:16	8:23			8:36		8:44		1	8:38	8:46		8:50	8:51		
1				8:32	8:41	8:45	8:53		3	8:47		8:53	8:57		9:04	
1	8:35	8:40			8:51	8:55	9:03		1	8:58	9:06		9:10	9:11		
2	8:34	8:45			8:58		9:06		1	9:03	9:11		9:15	9:16		
1		9:02			9:13	9:17	9:25		3	9:17		9:23	9:27		9:34	
1					9:23	9:27	9:35		1	9:28	9:36		9:40	9:41		
2	9:13	9:20			9:33		9:41									
1				9:29	9:38	9:42	9:50		3	9:44		9:50	9:54		10:03	
1	9:29	9:34			9:45	9:49	9:57		1	9:58	10:06		10:10	10:11		
1	9:43	9:48			9:59	10:03	10:11		1	10:15	10:23		10:27		10:36	
1				10:00	10:09	10:13	10:21									
1		10:05			10:16	10:20	10:28		1	10:45	10:53		10:57	10:58		
1	10:17	10:22			10:33	10:37	10:45		3	10:51		10:57	11:01		11:10	
1					10:48	10:52	11:00		1	11:00	11:08		11:12	11:13		
2	10:41	10:48			11:01		11:09									
1				10:58	11:07	11:11	11:19		1	11:19	11:27		11:31		11:40	
2	11:10	11:15			11:28		11:36		3	11:43	11:51		11:55	11:56		
1		11:20			11:31	11:35	11:43		3	11:55		12:01	12:05	12:09	12:14	
2	11:46				11:54		12:02	PM	1	12:05	12:13		12:17	12:18		
2		11:45			11:58		12:06			1	12:21	12:29		12:33		12:42
1				12:00	12:09	12:13	12:21			3	12:27		12:33	12:37		12:44
2	12:03	12:11			12:24		12:32									
1	12:00	12:17			12:28	12:32	12:40		1	12:38	12:46		12:50	12:51	1:04	
2		12:37			12:50		12:58		3	12:45		12:51	12:55			
									1	12:52	1:00		1:04	1:05		

1 and 2 Northbound Routing: In the morning, buses start in Function Junction and then route via Cheakamus Crossing to the Village. Route 1 continues to Meadow Park Sports Centre then directly to Emerald. (Rainbow and Alpine are serviced in a southbound direction.)

continued on next schedule →

Scheduling Challenges and Operational Challenges

With so many routing variations, it can be challenging for transit schedulers to develop consistent headways³ to and from key destinations in Whistler. Consequently, reducing the number of routing variations will not only improve customer understanding, it will also improve the likelihood of schedulers developing vehicle blocks⁴ capable of achieving consistent headways to and from the key destinations within Whistler.

The 1 Valley Connector service design interlines⁵ the route segments North and South of Whistler Village, which creates a long route covering multiple neighbourhoods. Consequently, service disruptions due to traffic or weather in one segment causes impacts in the other; currently, there are particular issues with traffic congestion in the south causing service reliability impacts to the north. Additionally, the lack of space for bus layover or recovery time at the northern termini (Emerald Estates and Alpine Meadows) increases the challenge for scheduling and operations to ensure on-time performance with such a long route.

³ A headway is the amount of time between vehicles in a transit system.

⁴ Vehicle blocks are a list of trips scheduled to be operated by a bus on a given day.

⁵ Interlining is when a bus operates a trip on one route and then operates a trip on a different route afterwards.

DATA COLLECTION METHODOLOGY

Stop-level activity counts were planned and implemented on all 1 Valley Connector through-trips⁶ in March 2017 to identify the proportion of ridership continuing through Whistler Village on the Route 1. Stop-level activity counts collect information on both ridership and on-time performance and includes information on customer boardings and alightings by bus stop and bus running times between timing points along a route. Two samples of each identified through-trip were collected, with one sample collected on a weekday (Tuesday or Thursday) and the other on a weekend (Saturday or Sunday).

Table 2 shows the proportion of total Route 1 trips in the Winter 2016/17 schedule that are classified as through-trips⁷, which equates to approximately 60% of all 1 Valley Connector scheduled trips. This differs from 2013 when all Route 1 trips were through-trips.

Table 2 –1 Valley Connector Through-Trip Summary (Winter 2016/17)

	Northbound			Southbound		
	Actual Through-trips	Total # of Trips Beginning in the South	% of Through-Trips	Actual Through-trips	Total # of Trips Beginning in the North	% of Through-Trips
Early Morning (before 6AM)	1	2	50%	0	2	0%
AM Peak (6AM-9AM)	7	15	47%	6	9	67%
Midday (9AM - 2PM)	9	18	50%	8	15	53%
PM Peak (2PM - 6PM)	10	18	56%	11	13	85%
Early Evening (6PM - 10PM)	7	13	54%	6	9	67%
Late Evening (10PM - end of service)	9	15	60%	9	12	75%
TOTAL	43	81	53%	40	60	67%

⁶ Route 1 Valley Connector trips that continue through the Whistler Village (E.g. do not terminate at Gondola Transit Exchange - GTEX)

⁷ A few of these identified through-trips have had the north and south segments separated by the operating company (Whistler Transit Ltd.) in order to optimize their driver scheduling (E.g. operated by two separate buses and drivers, and not actually operating as through-trips).

DATA COLLECTION RESULTS

This section presents the results of the stop-level activity ridership collected on the 1 Valley Connector through-trips.

PROPORTION OF RIDERSHIP THROUGH WHISTLER VILLAGE

Two graphs summarize the proportion of customers riding through the Gondola Transit Exchange on Route 1 through-trips by time period, with Figure 5 representing the results on weekdays and

Figure 6 representing the results on weekends⁸. Please note that the time period definitions used are as follows⁹:

- Early AM: 5:00am – 6:00am
- AM Peak: 6:00am – 9:00am
- Midday: 9:00am – 2:00pm
- PM Peak: 2:00pm – 6:00pm
- Evening: 6:00pm – 10:00pm
- Late Night: 10:00pm – 3:00am

According to the 2017 results, only 3.3% of all customers on through-routed Route 1 trips continue through the Gondola Transit Exchange (GTEX). The results also show that through-ridership is more common on weekdays, with 4.2% of ridership passing through the Gondola Transit Exchange on weekdays in comparison to only 2.5% on the weekends. The time periods with the highest through-ridership are evenings on weekdays and the morning peak on weekdays in the southbound direction. It is important to note that these proportions do not account for the total ridership demand through Whistler Village since riders can take trips on Routes 1, 2, or 3 that terminate in Whistler Village and transfer buses to continue through Whistler Village; however, these proportions are likely indicative of a low overall demand for travel through Whistler Village; if that is not the case, transferring in Whistler Village is relatively convenient for riders given the low proportion of customers using the Route 1 through-trips currently for service through Whistler Village.

The 2017 proportions of through-ridership are substantially lower than those identified in the 2013 Whistler Winter Monitoring Program Report (Appendix A). Although there are likely a number of factors contributing to this difference, a large proportion is likely due to the difference in data collection methodologies used¹⁰, and the data collection methodology used in 2017 provides a better indicator of

⁸ Weekday data was collected on Tuesdays and Thursdays and weekend data was collected on Saturdays and Sundays

⁹ Note that these time period definitions were used specifically for this data collection process and the data collection for the 2013 Whistler Monitoring Program Report and may not match the conventional BC Transit definitions.

¹⁰ According to the 2017 ridership results, all Route 1 Valley Connector trips heading into Whistler Village saw the majority of customers alight at the Village Gate Boulevard or the Gondola Transit Exchange stops; however, more

the actual proportion of ridership continuing through Whistler Village on the Route 1 through-trips. Another potential factor involves the proportion of 1 Valley Connector trips classified as through-trips. In 2013, all Route 1 trips were through-trips compared to only 60% of trips in winter 2016/17. Therefore, the reduction in through-trip service on Route 1 since 2013 may have led to a decrease in through-ridership.

Figure 5: Weekday Ridership through Whistler Village on Route 1 Valley Connector

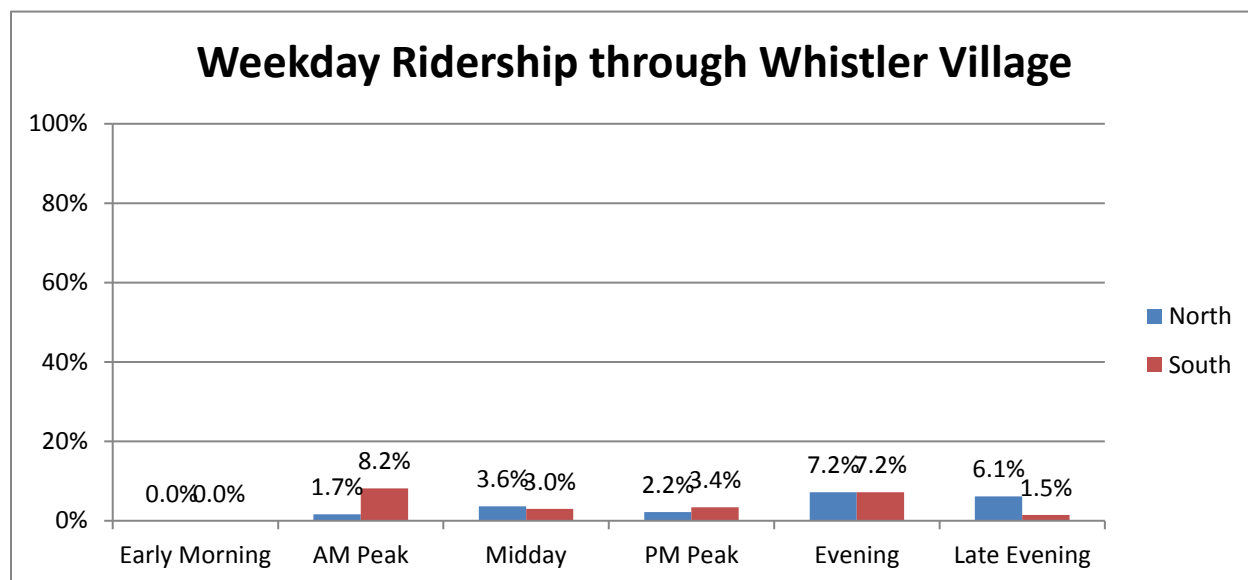
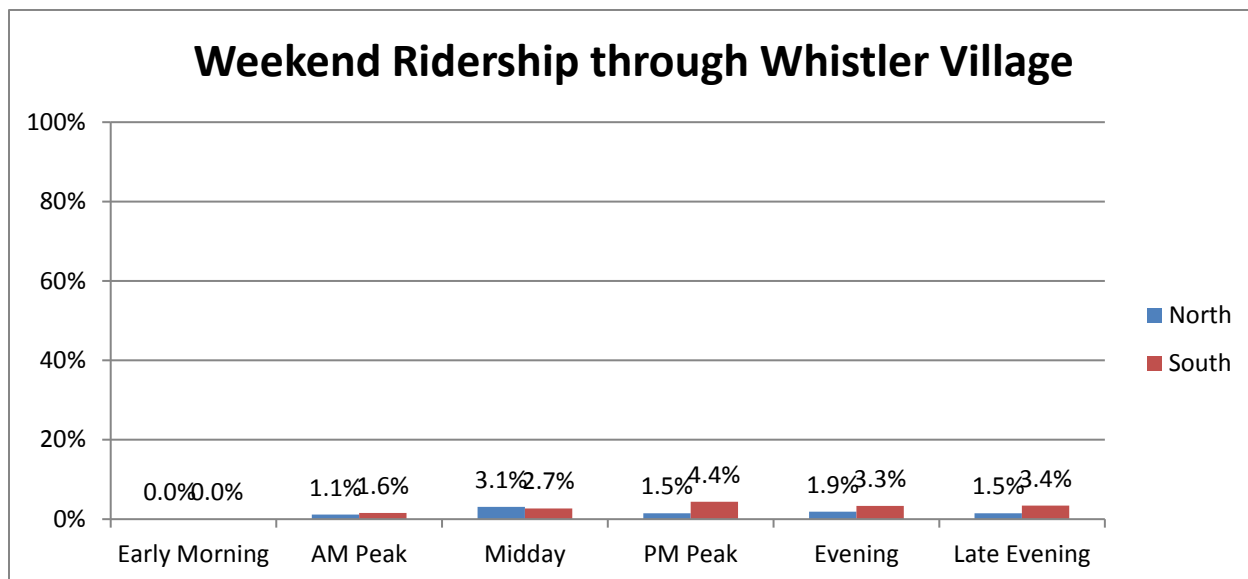


Figure 6: Weekend Ridership through Whistler Village on Route 1 Valley Connector



customers (16%) alighted at the Village Gate Boulevard stop than at the Gondola Transit Exchange. Consequently, by only collecting ridership coming into and through the Gondola Transit Exchange in the 2013 Whistler Winter Monitoring Program Report, the through-ridership proportions were substantially upwardly skewed.

SERVICE OPTIONS

ROUTE 1 VALLEY CONNECTOR SERVICE

This report identifies a number of service proposals based on the findings from the 1 Valley Connector Review. From these service proposals, two comprehensive service options have been developed. The key difference between these service options is that service option 2 includes the proposed 10 Valley Express service, which would maintain some level of through-service, whereas service option 1 dedicates more service hours to routes 20/20X, 21, 30, 31, and 32 instead (Table 3).

Given the numerous operational and customer understanding related challenges with the Route 1 Valley Connector service design and the limited use of this service through Whistler Village as a connector between the north and south (and vice versa), BC Transit recommends separating the Route 1 Valley Connector into distinct routes north and south of Whistler Village (Table 4). This proposal has similarities to the transit network that preceded the Route 1 Valley Connector implementation in 2011, and has a number of benefits from operational, scheduling, and customer information perspectives.

Despite the low proportion of customers using the Route 1 Valley Connector for travel through Whistler Village, there is still some demand for service connecting destinations north and south of Whistler Village. Through engagement with key stakeholders in Whistler, BC Transit has developed options to accommodate this ridership demand within the context of these proposals (Table 5).

Table 3 – Service Options 1 and 2

Service Option	1 Valley Connector Changes	North-South Connections
1	<ul style="list-style-type: none"> Restructure 1 Valley Connector into proposed routes 20/20X, 21, 30, 31, and 32. More service on these routes than service option 2 (Over 2,000 more service hours) 	<ul style="list-style-type: none"> Increase transfer opportunities in Whistler Village Does not include service on proposed 10 Valley Express
2	<ul style="list-style-type: none"> Restructure 1 Valley Connector into proposed routes 20/20X, 21, 30, 31, and 32. Less service on these routes than service option 1 (Over 2,000 fewer service hours) 	<ul style="list-style-type: none"> Increase transfer opportunities in Whistler Village Includes limited service on proposed 10 Valley Express (Requires over 2,000 service hours)

Table 4 – Routing Proposals for Route 1 Valley Connector Revision

Segment	Route Name	Serves	Service Option	
			1	2
South	20/20X Cheakamus	Cheakamus, Function Junction, Whistler Creek, *Nordic Estates, Whistler Village	X	X
South	21 Spring Creek	Spring Creek, Whistler Creek, Nordic Estates, Whistler Village	X	X
North	30 Emerald (via Alpine)	Emerald Estates, Rainbow Estates, Alpine, Meadow Park Sports Centre, Nesters, Whistler Village	X	X
North	31 Alpine	Alpine, Meadow Park Sports Centre, Nesters, Whistler Village	X	X
North	32 Emerald	Emerald Estates, Rainbow Estates, Meadow Park Sports Centre, Spruce Grove, White Gold Estates, Whistler Village	X	X

*Not served by 20X

Table 5 – Options for Connecting Destinations North and South of Whistler Village

Approach	Pros	Cons	Service Option	
			1	2
Increase transfer opportunities in Whistler Village	<ul style="list-style-type: none"> Removes operational challenges from current Route 1 Valley Connector service 	<ul style="list-style-type: none"> No one-seat, north-south service 	X	X
Proposed 10 Valley Express Route	<ul style="list-style-type: none"> One-seat, north-south express service for commuters Requested by community previously Could be layered onto option 1 	<ul style="list-style-type: none"> Some operational challenges similar to Route 1 Valley Connector 		X

South of Whistler Village

This proposal separates service south of Whistler Village into three separate routes (Figure 7). This follows the recommendations from the 2013 Whistler Winter Monitoring Program Report around simplifying the number of terminus points in the south. One aspect of this proposal is the removal of service into Tamarisk after midnight in the winter¹¹. There is currently no service directly into Tamarisk in the Spring-Summer-Fall schedule, and only on a few trips in the Winter; additionally, there has been limited ridership uptake for the Tamarisk routing.

Figure 7 – Proposed Routes South of Whistler Village



¹¹ When the pedestrian traffic signal was installed on Highway 99 at Alta Lake Road providing a safe crossing for Tamarisk residents, the service to Tamarisk was reduced and allocated to Spring Creek. The trips after midnight were left on the schedule as there was time available in the schedule after midnight.

20/20X Cheakamus

The Route 20/20X would provide service from Cheakamus and Function Junction to Whistler Creek and Whistler Village, with the Route 20 trips providing service to Nordic Estates, and the Route 20X trips providing 'express' service that bypasses Nordic Estates.

21 Spring Creek

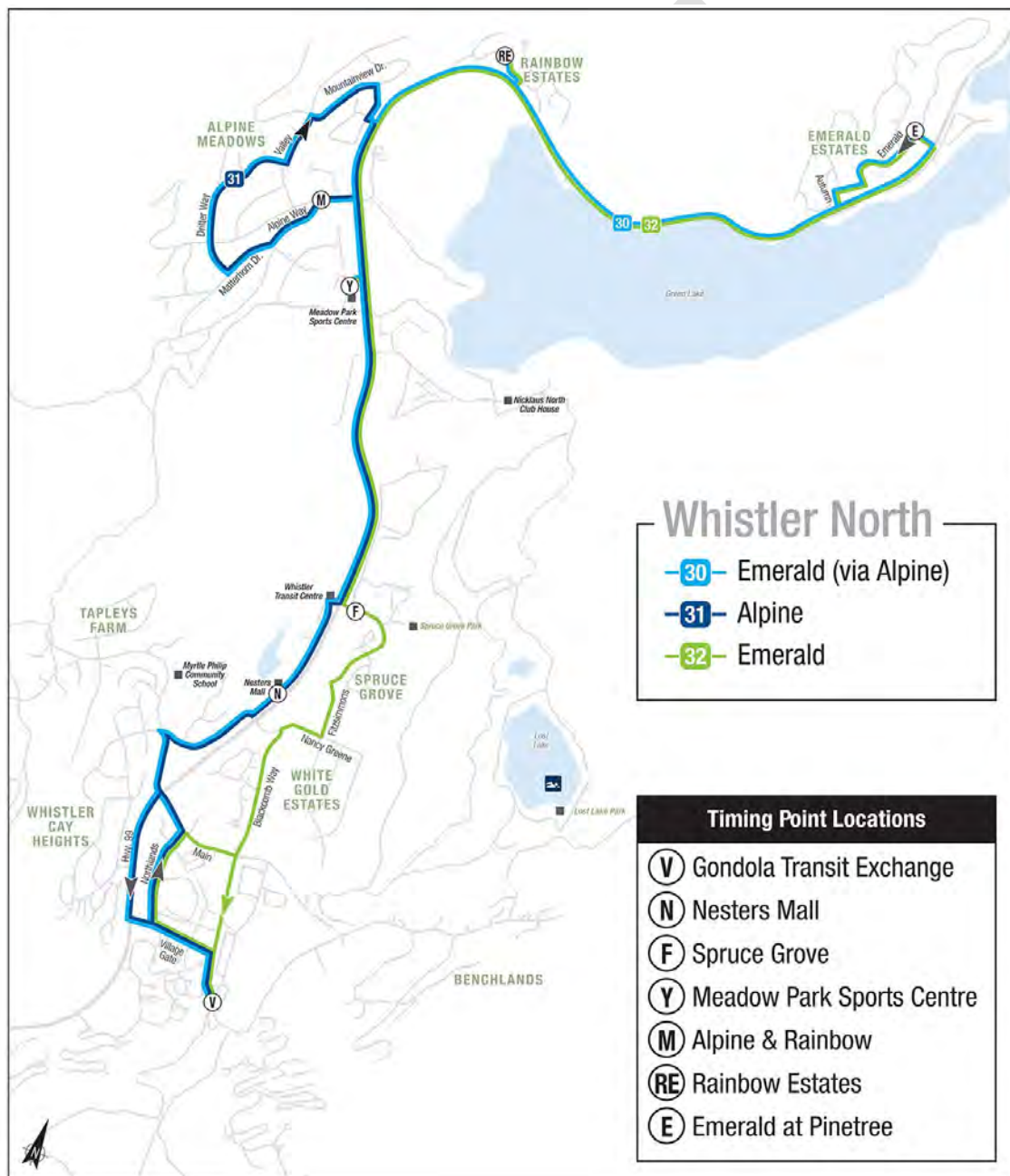
This proposed route provides direct service between Spring Creek and Whistler Village, while also providing additional service to Whistler Creek and Nordic Estates. Since service into Spring Creek cannot currently be extended south to Cheakamus/Function due to operational risk to schedule with the current design of the intersection at Highway 99, separating Spring Creek service into a separate route should reduce customer confusion that currently occurs with the Route 1 Valley Connector trips that go into Spring Creek and do not continue on to Cheakamus.

Additionally, as identified within the Sea to Sky Transit Future Plan, if the road connection between Spring Creek and Bayshores goes through and a protected left hand turn lane from Spring Creek Road southbound onto the Sea to Sky Highway were implemented, this route could be extended to Cheakamus and revised to provide 'local service' along the southern Highway 99 corridor (Spring Creek, Bayshores, and Nordic Estates) with Route 20 and 20X providing the more direct service connection between Cheakamus and Whistler Village.

North of Whistler Village

This proposal separates service north of Whistler Village into three separate routes (Figure 8). The goal of this proposal is to provide consistent headways to the key neighbourhoods north of Whistler Village while also substantially reducing the number of routing variations currently operating with the Route 1 Valley Connector network design.

Figure 8 – Proposed Routes North of Whistler Village



30 Emerald (via Alpine)

This proposed route provides service to all the key neighbourhoods and destinations north of Whistler Village. Beyond allowing increased service frequency to all of these neighbourhoods, it provides direct access from Rainbow and Emerald Estates to Alpine Meadows and Nesters, which are not available on the 32 Emerald routing proposal.

31 Alpine

This proposed route provides direct service between Alpine Meadows and Whistler Village, with the Meadow Park Sports Centre and Nesters as key destinations between.

32 Emerald

This proposed route provides more direct service between Whistler Village, Rainbow Estates and Emerald Estates by skipping Alpine Meadows. This route proposal would also provide year-round service to Spruce Grove and White Gold Estates, which is currently served only seasonally in the winter. One goal of this process is to provide year-round service to these neighbourhoods¹². Customers from the Emerald or Rainbow neighbourhoods would have direct access to Nesters on the proposed 30 Emerald (via Alpine).

¹² Service to Spruce Grove and White Gold Estates was also considered through a modification to Route 6, but Route 32 was identified as a lower impact method for providing regular, year-round service to these neighbourhoods.

Service Frequency Proposal

Table 6 shows the winter 2017/18 service frequency targets for these routing proposals by season and peak/off-peak.

Table 7 shows how these targets translate into the service frequency by neighbourhood within Whistler.

Table 6 – Proposed Transit Service Frequency by Route for Winter 2017/2018

Segment	Route	Spring/Summer/ Fall Off-Peak Frequency	Spring/Summer/ Fall Peak Frequency	Winter Off- Peak Frequency	Winter Peak Frequency
South	20 Cheakamus	60 min	30 min	30 min	30 min*
South	20X Cheakamus	60 min	60 min	60 min	30 min
South	21 Spring Creek	60 min	60 min	60 min	30 min
North	30 Emerald (via Alpine)	30 min	60 min	30 min	30 min
North	31 Alpine	N/A	60 min	60 min	30 min
North	32 Emerald	N/A	60 min	60 min	30 min

*Additional Whistler Creek short-turn service for Route 20 Cheakamus on winter Weekends, and Holidays.

Table 7 – Proposed Transit Service Frequency by Whistler Neighbourhood for Winter 2017/2018

Neighbourhood	Routes	Transit Future Plan Minimum Frequency	Spring/ Summer/ Fall Off-Peak Frequency	Spring/ Summer/ Fall Peak Frequency	Winter Off-Peak Frequency	Winter Peak Frequency
Cheakamus and Function	20, 20X	15-30min	30 min	20 min	20 min	15 min
Spring Creek	21	30-60min	60 min	60 min	60 min	30 min
Whistler Creek	20/20X, 21	15-30min	20 min	15 min	15 min	10 min
Nordic Estates	20, 21	15-30min	30 min	20 min	20 min	15 min
Spruce Grove and White Gold	32	30-60min	N/A	60 min	60 min	30 min
Meadow Park	30, 31, 32	15-30min	30 min	20 min	15 min	10 min
Alpine Meadows and Nesters	30, 31	15-30min	30 min	30 min	20 min	15 min
Emerald and Rainbow Estates	30, 32	15-30min	30 min	30 min	20 min	15 min

CONNECTING NORTH AND SOUTH OF WHISTLER VILLAGE

Despite the low proportion of customers using the 1 Valley Connector for travel through Whistler Village in winter 2016/2017, there is still some demand for service connecting destinations north and south of Whistler Village. Through consultation with key stakeholders in Whistler, BC Transit has developed options to accommodate this ridership demand within the context of these proposals:

Increase Transfer Opportunities at Gondola Transit Exchange and Village Gate Blvd

- Some North-South trips timed for transfers, but not interlined.
- As service expands over time, the wait time will decrease as more service is added to routes.

Proposed 10 Valley Express Route

- Serves Whistler Village along Lorimer Road¹³ (Figure 9)
- Serves Emerald to Function in the morning and Function to Emerald in the evening¹⁴
- 8 one-way trips a day:
 - Southbound service every 30 minutes from 6am to 8am
 - Northbound service every 30 minutes from 4pm to 6pm
- Estimated 10-minute travel time difference between car and proposed route
- Would further supplement the increased transfer opportunities in Whistler Village
- Would require the reallocation of over 2,000 annual service hours from other routes

Figure 9 – Proposed Route 10 Valley Express



¹³ Not through the Gondola Transit Exchange (GTEX)

¹⁴ This particular service design was developed based on the results of the 1 Valley Connector ridership data collection, which indicated that the majority of transit demand through Whistler Village is southbound in the AM on weekdays, and northbound in the PM on weekdays (Figure 5).

PUBLIC ENGAGEMENT

ENGAGEMENT OVERVIEW

Public engagement was conducted to get feedback on the proposals and to ensure they would work for the Whistler community. The engagement included three open-house events on June 21st (Table 8) and an online survey that was available between June 14th and 29th. The engagement opportunities were promoted through radio, newspaper, and bus ads, a project website, and social media.

There were over 300 public engagement participants for this project in total, with substantial participation for both the online survey and the open house events (Table 9**Error! Reference source not found.**). A summary of the key results from the public engagement are identified in the next section, and the full online survey results can be found in Appendix B (Figures 11 – 17).

Figure 10 – Whistler Village Square Open House Event



Table 8 – Public Consultation Open House Schedule

Date	Location	Time
Wednesday June 21	Whistler Village Square (by the Grocery Store)	11am – 1pm
Wednesday June 21	Village Gate Boulevard Bus Shelter (Village Gate Blvd at Northlands Blvd)	2pm – 4pm
Wednesday June 21	Whistler Library (4329 Main St)	5pm – 7pm

Table 9 – Public Engagement Participation

Consultation Event	Participants
Open House – Whistler Village Square	86
Open House – Village Gate Boulevard	49
Open House – Whistler Library	23
Online Survey	151
Total	309

KEY RESULTS

Demographics and Travel Patterns

The majority (92%) of survey respondents were permanent residents, living throughout Whistler (Figure 11), with a particularly strong representation from Alpine Meadows, Emerald Estates, and Nordic Estates (Figure 12). Survey respondents were primarily regular transit users, with the majority of respondents (64%) taking transit 3 or more days a week in the winter (Figure 13, pg. 35). Additionally, approximately 93% of respondents take the 1 Valley Connector regularly (Figure 14, pg. 35), so the vast majority of respondents had a vested interest in the changes this survey proposed.

1 Valley Connector Changes

Despite the low proportion of total 1 Valley Connector ridership currently using through-trips to travel through Whistler Village (3.3%), the survey responses indicate greater regularity of travel through Whistler Village than the ridership counts would account for. For example, 12% of respondents indicated that they travel from South to North, and 17% indicated that they travel from North to South through Whistler Village via transit most days (Figure 15, pg. 36). The disparity between the ridership and survey results could mean several things:

- permanent residents, who comprise 93% of total survey respondents, may be more likely to travel through Whistler Village than temporary residents or tourists
- many transit users are transferring in Whistler Village when taking transit through Whistler Village, as it may be faster and more convenient¹⁵, or
- the survey question was not fully understood by respondents

Despite this result, almost all engagement participants seemed supportive of the proposed changes, with the exception of a few participants that currently use the 1 Valley Connector through trips to travel through Whistler Village. The majority of survey respondents identified that they were supportive of the proposed changes without additional comments (Figure 16, pg. 36). but some respondents provided feedback on how to ensure the proposed changes would be even more beneficial to both themselves and to the community. Some of the key themes emerging through these comments included the following:

- more service frequency
 - substantial comments about improving service frequency to the northern communities in Whistler including Emerald Estates and Alpine Meadows
 - comments about improving service access and frequency to Nordic Estates and Spring Creek
- improvements to on-time performance
- improving transit technology including real-time transit vehicle location
- more bus stops on Highway 99
- more schedule consistency between Winter and Summer schedules
- overall improvements to transit service access and coverage

¹⁵ Given that only 60% of 1 Valley Connector scheduled trips continue through Whistler Village and that the recovery time built into the schedule (for on-time performance reasons) may mean that the bus waits for several minutes at Gondola Transit Exchange before departing on the next segment of the trip, it may already be faster and more convenient for customers to transfer at Village Gate Boulevard when traveling through Whistler Village by transit.

North-South Connections

As part of the engagement, both open house attendees and survey respondents were asked if they would prefer the proposed 10 Valley Express service or additional service on other transit routes.

Based on the results of the public engagement, there was substantial support for the concept of an express-type service connecting the northern and southern neighbourhoods within Whistler (Figure 17, pg. 37). However, there was substantial feedback on the proposed details of the 10 Valley Express service that indicated that the current proposal may not work for a very large proportion of the community. Feedback from consultation participants included the following:

- bi-directional service to allow commuters from the south to get to jobs in the north as well as from north to south
- increased service span or different trip times
- additional highway stops to improve access

SERVICE OPTION TRADEOFFS

Two comprehensive service options have been developed based on the proposed changes and feedback from public engagement. The key difference between these service options is that service option 2 includes the proposed 10 Valley Express service, whereas service option 1 dedicates more service hours to routes 20/20X, 21, 30, 31, and 32 instead (Table 10).

Table 10 – Service Options 1 and 2

Service Option	1 Valley Connector Changes	North-South Connections
1	<ul style="list-style-type: none"> Restructure 1 Valley Connector into proposed routes 20/20X, 21, 30, 31, and 32. More service on these routes than service option 2 <i>(Over 2,000 more service hours)</i> 	<ul style="list-style-type: none"> Increase transfer opportunities in Whistler Village Does not include service on proposed 10 Valley Express
2	<ul style="list-style-type: none"> Restructure 1 Valley Connector into proposed routes 20/20X, 21, 30, 31, and 32. Less service on these routes than service option 1 <i>(Over 2,000 fewer service hours)</i> 	<ul style="list-style-type: none"> Increase transfer opportunities in Whistler Village Includes limited service on proposed 10 Valley Express <i>(Requires over 2,000 service hours)</i>

Despite strong conceptual support for the 10 Valley Express service, there were substantial concerns from engagement participants regarding the proposed service details including service direction, service span, and access challenges to and from the proposed service. It is likely that residents would use this service if it worked for their exact travel needs. Unfortunately, given the large proportion of service jobs within Whistler, key shift start times are spread throughout the day, which makes it hard to provide a commuter-based service capable of providing benefit to a substantial proportion of the community. In order to provide a transit service capable of competing with driving from a travel time perspective, many potential key destinations along the route must be skipped. This effectively trades off reduced travel time with reduced service access, and consequently ridership demand.

Given these realities, it is likely that the proposed service in its current form would provide benefit to a low proportion of total transit users at a very high cost¹⁶. In order to ensure a successful implementation of the proposed 10 Valley Express Service, additional planning and infrastructure work is required to isolate key demand characteristics, identify optimal trip times, and to improve access to the service (E.g. additional Hwy 99 bus stops). Additionally, it is likely that this kind of service would provide increasing potential benefit as residential density increases north and south of Whistler Village.

Consequently, it is likely that additional service on routes 20/20X, 21, 30, 31, and 32 would provide greater ridership opportunities and overall community benefit. Given the community support for the 10 Valley Express service concept, it could be considered as a longer-term expansion priority once the service frequency on the other routes has increased to meet the Transit Future Plan targets, additional residential density has developed north and south of Whistler Village, and additional planning and infrastructure work has been completed to optimize the proposed service design and to improve access to neighbourhoods along Highway 99.

¹⁶If run every daily, each round trip on the proposed 10 Valley Express would require approximately 500 annual service hours.

NEXT STEPS

Table 11 shows the proposed project timeline required to implement these proposed service changes for December 2017.

Table 11 – Proposed Timeline

Date*	Deliverable	Owner/Lead
April 2017	<ul style="list-style-type: none"> • TMAC Meeting – Review Route 1 Valley Connector Letter Report, project timeline proposal, and next steps • Sign Winter Service Change MOU (includes project timeline) 	BC Transit, RMOW
May 2017	<ul style="list-style-type: none"> • Prepare engagement materials 	BC Transit & RMOW
June 2017	<ul style="list-style-type: none"> • Public engagement (Survey & Open Houses) 	BC Transit & RMOW
July 2017	<ul style="list-style-type: none"> • Summarize consultation results • TMAC Meeting – review consultation results and RMOW Council presentation materials (including recommended changes) • Present recommendations to RMOW Council for approval 	BC Transit
August 2017	<ul style="list-style-type: none"> • Develop detailed scheduling based on recommendations from this document 	BC Transit
Sept 2017	<ul style="list-style-type: none"> • Send final schedules to Marketing to develop the Rider's Guide and communication material 	BC Transit
December 2017	<ul style="list-style-type: none"> • Implement Route 1 Valley Connector Changes along with regular Winter Service Changes 	BC Transit, RMOW & Whistler Transit Ltd.
Winter 2017-18	<ul style="list-style-type: none"> • Monitor service changes 	BC Transit, RMOW & Whistler Transit Ltd.

*Please note that this timeline is subject to change

RECOMMENDATIONS

It is recommended that the Resort Municipality of Whistler:

- **Receive this report for review and comment prior to finalization by BC Transit staff;**
- **Direct staff to work with BC Transit to implement Service Option 1 for December 2017**

APPENDICIES

Appendix A – Through-Trip Ridership Results from 2013 Whistler Winter Monitoring Program Report

Figure 3: Northbound - Customers on the #1 Riding Through GTEX

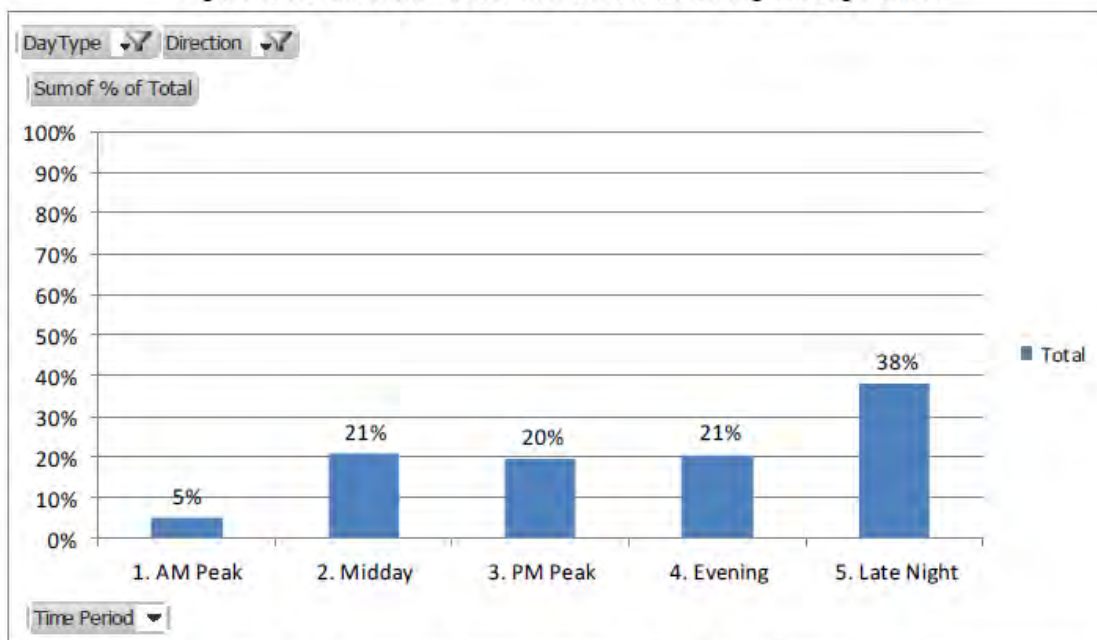
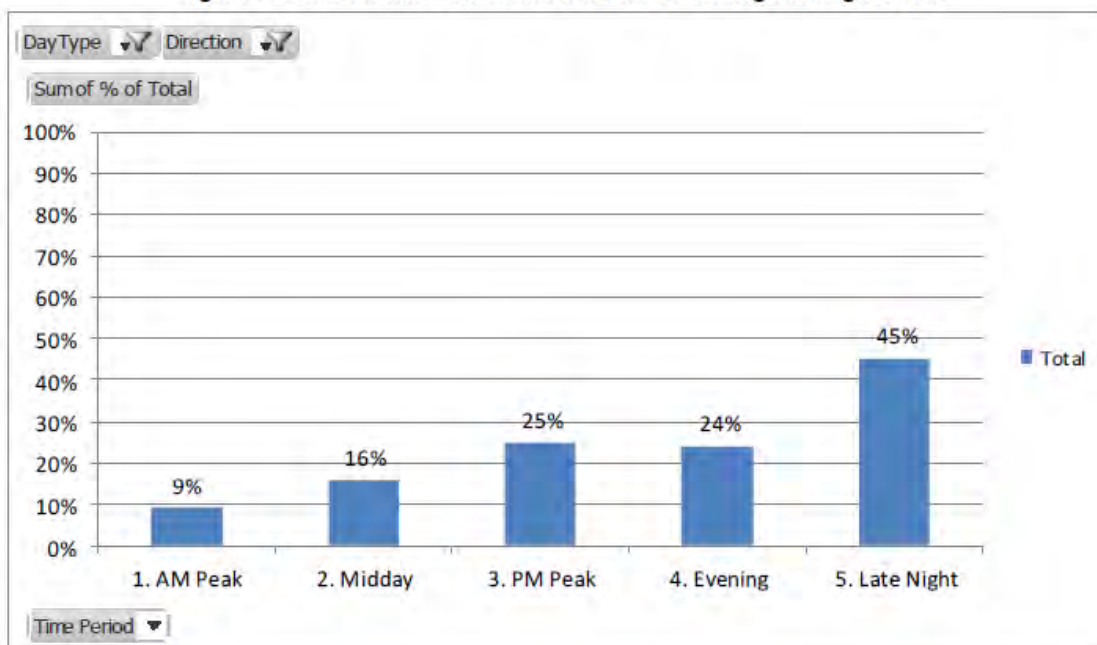


Figure 4: Southbound - Customers on the #1 Riding Through GTEX



Appendix B – Public Engagement Online Survey Results

Figure 11 – Survey Respondent Resident Status

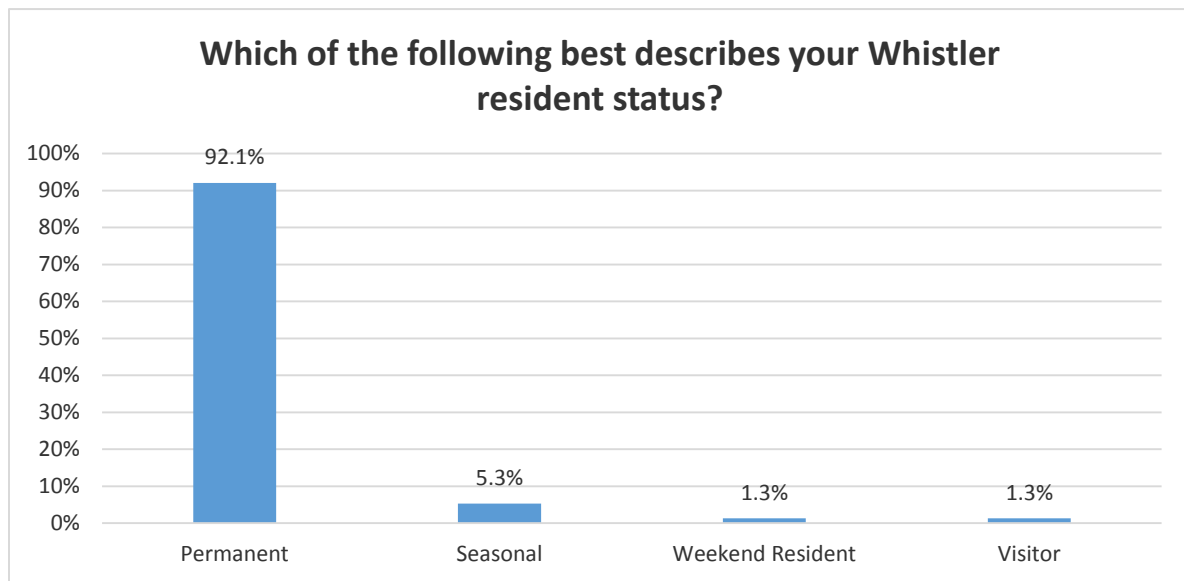


Figure 12 – Survey Respondent Home Location

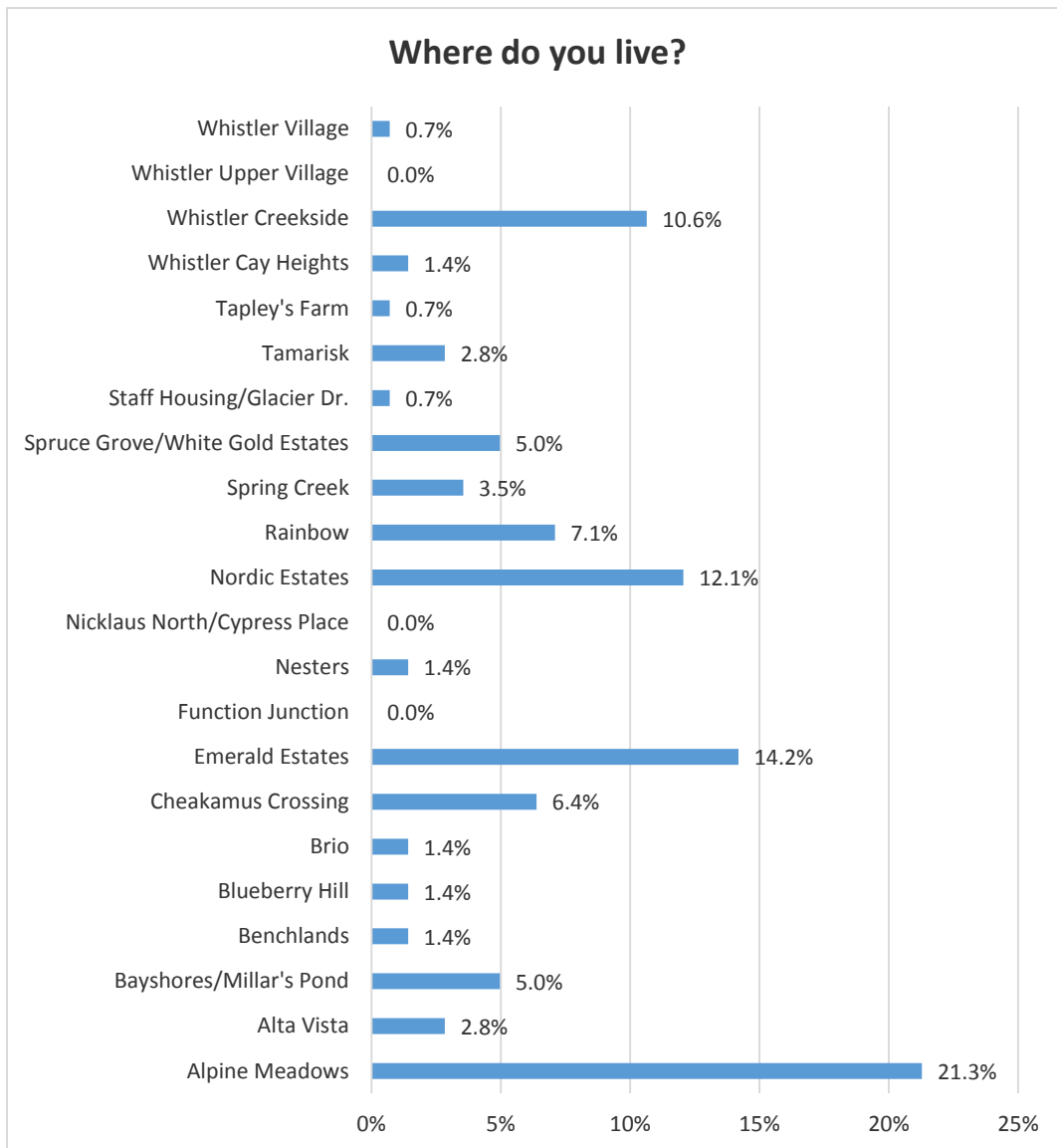


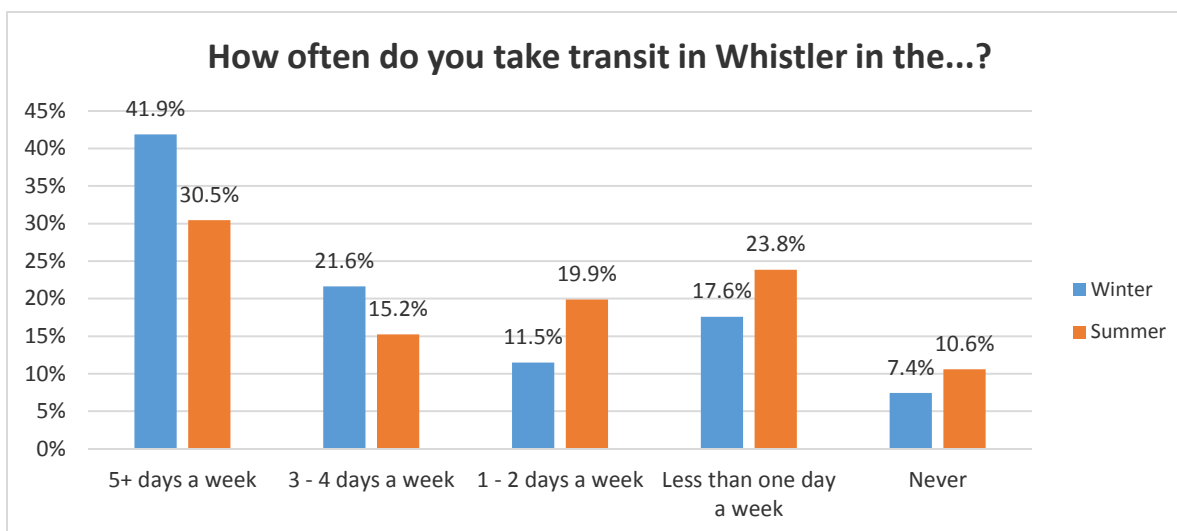
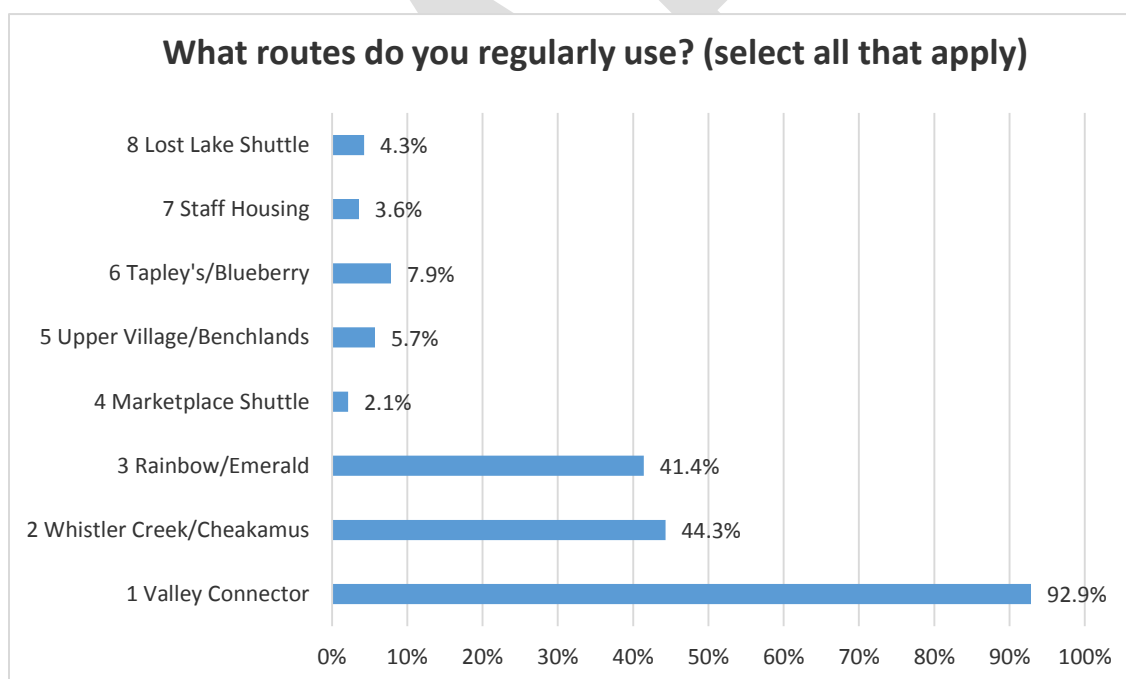
Figure 13 – Survey Respondent Transit Usage by Time of Year**Figure 14 – Survey Respondent Transit Route Usage**

Figure 15 – Survey Respondent Transit Usage through Whistler Village by Direction

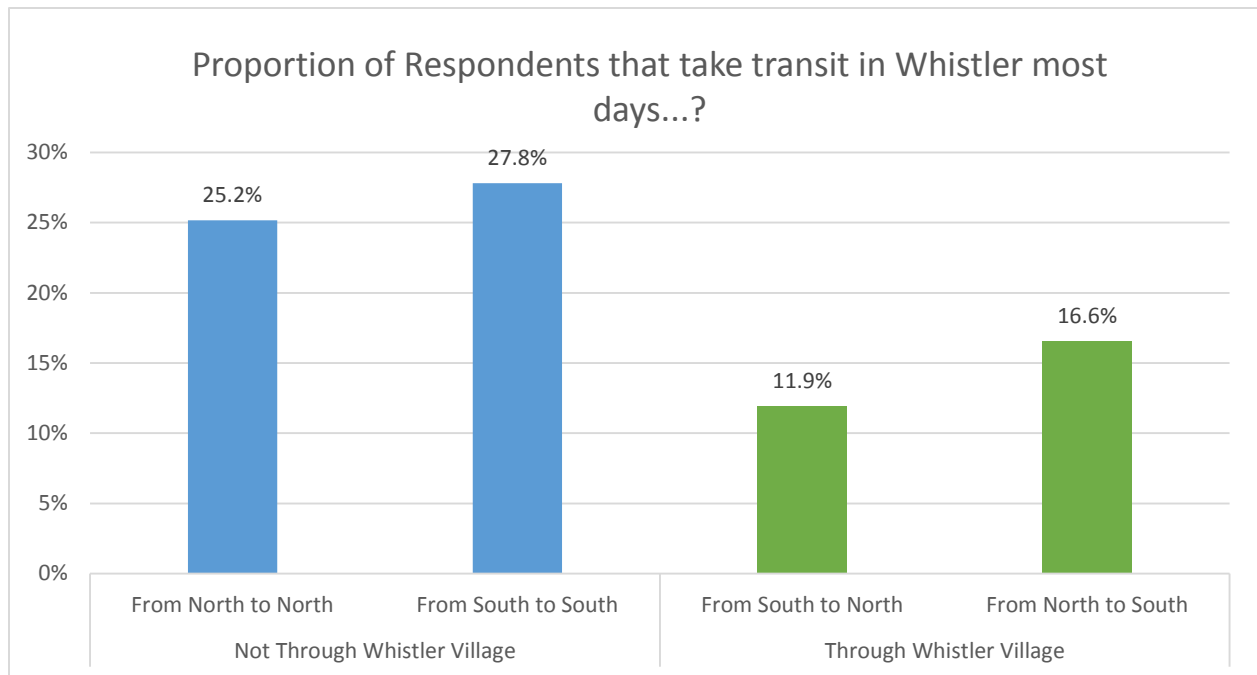


Figure 16 – Survey Respondent Feedback on Route Proposals by Segment

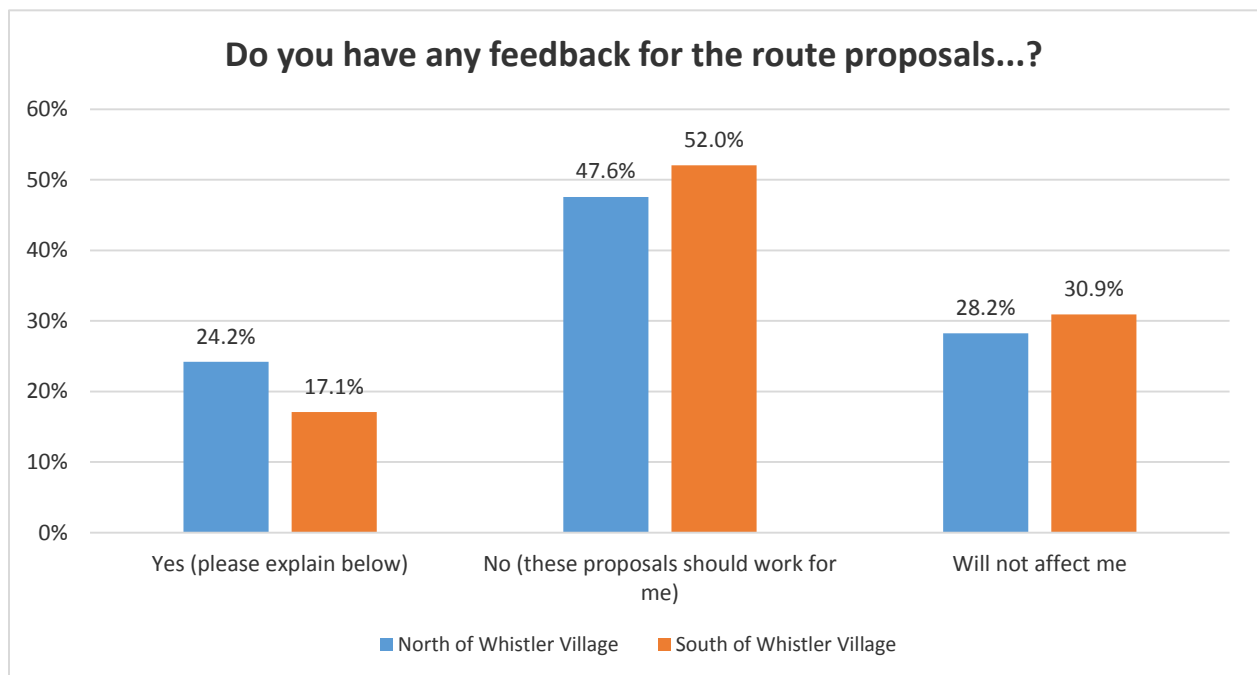
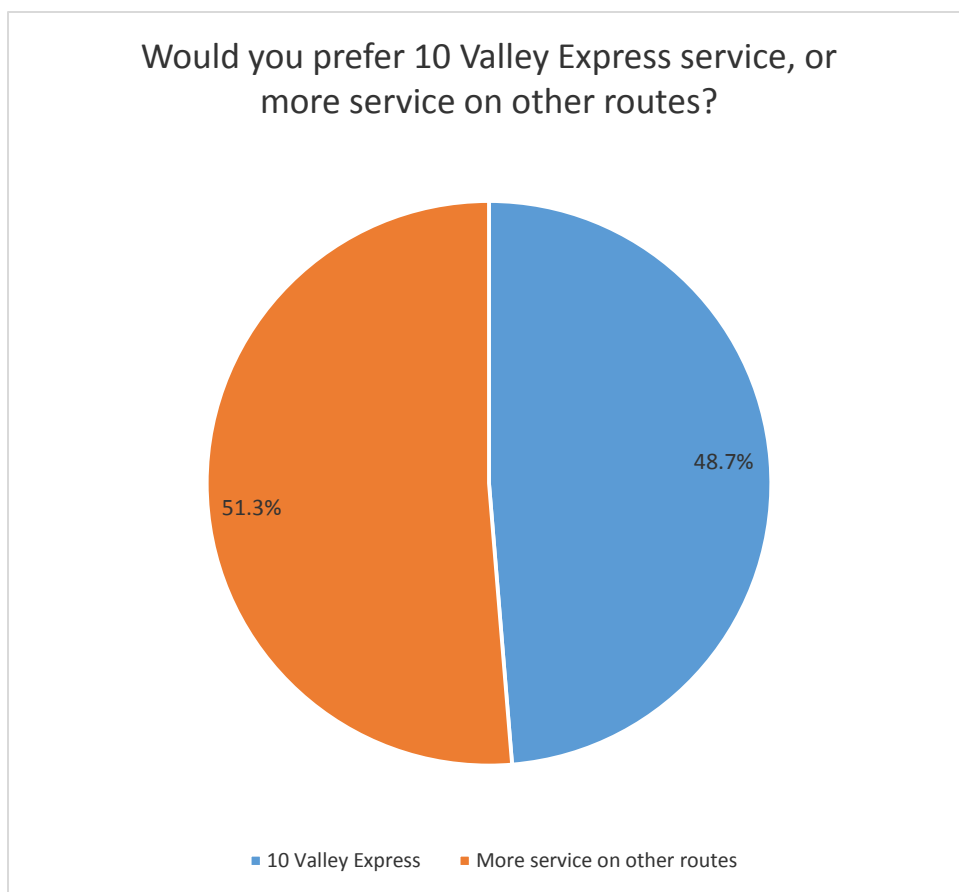


Figure 17 – Survey Respondent Service Preference



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 18, 2017

REPORT: 17-086

FROM: Chief Administrators Office

FILE: 4200-20-2017(xLGMA)

SUBJECT: 2017 BY-ELECTION

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That pursuant to Section 54(4) of the *Local Government Act*, Laurie-Anne Schimek be appointed Chief Election Officer, effective July 20, 2017, for conducting the 2017 By-Election in the Resort Municipality of Whistler with the power to appoint other election officials as required for the administration and conduct of the 2017 By-Election as per Section 58 of the *Local Government Act*; and,

That Brooke Browning be appointed Deputy Chief Election Officer, effective July 20, 2017, for the 2017 By-Election in the Resort Municipality of Whistler; and further,

That pursuant to Section 54(4) of the *Local Government Act*, the Minister of Community, Sport and Cultural Development be notified of the by-election.

PURPOSE OF REPORT

The purpose of this report is to have Council designate a Chief Election Officer, and a Deputy Chief Election Officer for the upcoming 2017 municipal by-election to fill one vacancy for the office of Councillor.

DISCUSSION

The recent tragic passing of Councillor Andrée Janyk leaves our community and our organization in a lesser, sadder place. Staff, Council and everyone that worked alongside Councillor Janyk will miss her smile, her ready input, and most of all the passion that she brought to her role on Council. It goes without saying, she will be dearly missed by many, and that moving forward after a loss such as this is not an easy task.

The *Local Government Act* (LGA) requires that the municipality fill the vacant seat on Council by holding a by-election. As such, a by-election will be held to elect one Councillor that will serve for the remainder of the 2014-2018 municipal term.

The by-election process requires that Council designate a Chief Election Officer, and a Deputy Chief Election Officer, to oversee the execution and governance of the by-election process. The LGA also states that the Chief Election Officer must set a general voting day for the by-election

which must be on a Saturday no later than 80 days after the date the Chief Election Officer is appointed.

Dates for voting will be confirmed through consideration of an upcoming by-election bylaw, however, a tentative date of October 7, 2017 has been identified. It is staff's intent to schedule two additional advance voting days, and provide access to a mail in ballot process.

OTHER POLICY CONSIDERATIONS

The *Local Government Act* requires that a by-election be held to replace vacant seats on Council, except in cases where the vacancy occurs after January first of the year in which the next municipal election is scheduled.

BUDGET CONSIDERATIONS

There is no budget allocated for a by-election in the current Five-Year Financial Plan. As such, required funds will be allocated to the existing 2017 Contingency fund, and based on historical precedent are expected to total between \$50,000 and \$70,000. Expected costs include staffing, advertising, venue rent, potential rental of electronic vote tabulators, ballots, supplies and costs associated with mail ballot voting.

COMMUNITY ENGAGEMENT AND CONSULTATION

The upcoming by-election bylaw(s) as well as advertising in the local newspaper and on the municipal website will provide the community with information including, but not limited to:

- dates, times and places for voting
- elector registration information
- candidate and nomination information
- information on mail ballot voting

SUMMARY

This report seeks Council direction to designate Laurie-Anne Schimek as Chief Election Officer, and Brooke Browning as Deputy Chief Election Officer for the upcoming 2017 municipal by-election to fill one vacancy for the office of Councillor.

Respectfully submitted,

Ted Battiston
DIRECTOR, CORPORATE, ECONOMIC AND ENVIRONMENTAL SERVICES



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 18, 2017
FROM: Corporate and Community Services
SUBJECT: FIVE-YEAR FINANCIAL PLAN 2017-2021 AMENDMENT BYLAW NO. 2158, 2017

REPORT: 17-087
FILE: 4530

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council consider giving first, second and third readings to the “Five-Year Financial Plan 2017-2021 Amendment Bylaw No. 2158, 2017”.

REFERENCES

Appendix 1 – Schedule A of Five-Year Financial Plan 2017-2021 Amendment Bylaw 2158, 2017
Appendix 2 – Schedule B of Five-Year Financial Plan 2017-2021 Amendment Bylaw 2158, 2017

PURPOSE OF REPORT

The purpose of this bylaw is to amend “Five-Year Financial Plan 2017-2021 Bylaw No. 2141, 2017” for the purposes discussed below.

DISCUSSION

The Emerald Estates Water Disinfection System Upgrades financial plan amendment is consistent with the recommendations outlined in the Administrative Report to Council No.17-053 at the May 23, 2017 regular council meeting.

The Parking Lot Upgrades financial plan amendment is consistent with the recommendations outlined in the Administrative Report to Council No.17-079 at the July 4, 2017 regular council meeting.

OTHER POLICY CONSIDERATIONS

Section 165 of the *Community Charter* requires municipalities to prepare a five-year financial plan to be adopted annually by bylaw. Once adopted, the plan is in effect until it is amended, and may be amended by bylaw at any time.

BUDGET CONSIDERATIONS

The five-year financial plan sets the budget for the next five years, and is reformulated annually. It can be revised at any time by bylaw, and is being revised to reflect proposed changes.

Emerald Estates Water Disinfection System Upgrades

The total planned budget revision for both Phases represents a cost increase of \$541,387 to the approved budget. A Clean Water and Wastewater Fund grant drops the total RMOW cost from \$2,500,000 to \$955,577; a saving of \$1,544,423.

Lot 5 Upgrades

The total estimated budget for the 2017 Parking Lot 5 upgrades is \$1,200,000 to be funded from the Transportation Reserve, including costs for engineering, construction and a contingency of approximately 20% to account for the pre-tender estimate.

COMMUNITY ENGAGEMENT AND CONSULTATION

The five-year financial plan amendment bylaw is being presented at a regular Council meeting and is consistent with Council direction.

SUMMARY

This bylaw, the "Five-Year Financial Plan 2017-2021 Amendment Bylaw No. 2158, 2017", amends the original budget bylaw to provide for a reduction in the Emerald Estates Water Disinfection System Upgrades project cost, and funding from the Transportation Reserve for the Lot 5 Upgrades project.

Respectfully submitted,

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

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED PROJECT SUMMARY**

**BYLAW 2158, 2017
SCHEDULE A**

	2017	2018	2019	2020	2021
REVENUE					
General Fund					
Property Taxes	37,153,782	37,989,742	38,464,614	39,137,745	39,861,793
Other Property Tax	1,007,422	1,010,588	1,013,193	1,016,727	1,020,297
Government Grants	712,000	712,000	712,000	712,000	712,000
Fees and Charges	11,057,215	11,435,822	11,631,147	11,841,636	12,066,156
Investment Income	1,583,799	1,397,051	1,448,511	1,582,916	1,757,820
RMI Grant	5,014,416	6,500,000	6,500,000	6,500,000	6,500,000
2% MRDT	6,080,619	6,141,425	6,202,839	6,264,868	6,327,517
Works and Service Charges	695,144	695,144	695,144	695,144	695,144
Water Fund					
Parcel Taxes	3,879,168	3,959,573	4,021,830	4,044,817	4,067,933
Fees and Charges	2,859,573	2,917,650	2,962,393	2,978,339	2,994,370
Works and Service Charges	56,037	56,037	56,037	56,037	56,037
Sewer Fund					
Parcel Taxes	4,036,571	4,096,855	4,138,585	4,180,761	4,223,386
Fees and Charges	3,624,324	3,679,881	3,718,071	3,756,661	3,795,655
Works and Service Charges	248,642	248,642	248,642	248,642	248,642
Solid Waste Fund					
Parcel Taxes	-	-	-	-	-
Fees and Charges	5,258,439	5,282,574	5,292,340	5,316,864	5,341,665
Government Grants	470,000	470,000	470,000	470,000	470,000
	83,737,151	86,592,983	87,575,346	88,803,156	90,138,415
EXPENDITURE					
General Fund					
Payroll and Goods & Services	49,544,809	50,034,106	50,980,230	51,940,763	52,915,923
Debt Interest & Principal	683,768	680,569	239,299	239,301	239,301
Residents & Partners	4,461,916	4,498,986	4,536,427	4,574,242	4,581,111
Contingency	601,771	607,563	618,290	628,860	639,590
Water Fund					
Payroll and Goods & Services	2,143,130	2,177,531	2,228,789	2,267,818	2,307,442
Debt Interest & Principal	-	-	-	-	-
Sewer Fund					
Payroll and Goods & Services	3,485,867	3,542,510	3,617,863	3,675,239	3,733,488
Debt Interest & Principal	1,403,786	1,403,786	1,403,786	1,403,786	1,403,786
Solid Waste Fund					
Payroll and Goods & Services	5,003,324	5,002,153	5,002,153	5,002,153	5,002,153
Debt Interest & Principal	647,311	510,490	510,490	510,490	510,490
	67,975,682	68,457,693	69,137,327	70,242,652	71,333,283

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED OPERATING SUMMARY**

**BYLAW 2158, 2017
SCHEDULE A Cont'd**

	2017	2018	2019	2020	2021
TRANSFERS TO (FROM)					
OTHER FUNDS / RESERVES					
Interest Paid to Reserves	1,413,901	1,106,045	1,039,441	1,074,660	1,203,835
Recreation Works Charges Reser	360,147	360,147	360,147	360,147	360,147
Transportation Works Charges R	278,037	278,037	278,037	278,037	278,037
Employee Housing Charges Rese	56,960	56,960	56,960	56,960	56,960
RMI Reserve	200,516	1,686,100	1,686,100	1,686,100	1,686,100
2% MRDT Reserve	576,127	599,863	623,837	648,050	703,829
General Capital Reserve	5,187,949	5,193,474	5,464,138	5,334,478	5,334,443
Vehicle Replacement Reserve	1,079,722	1,079,722	1,079,722	1,079,722	1,079,722
General Operating Surplus (Defic	(299,636)	(0)	0	(0)	0
General Operating Reserve	404,721	966,926	984,157	1,147,205	1,178,806
Water Works Charges Reserve	56,037	56,037	56,037	56,037	56,037
Water Capital Reserve	3,028,371	3,100,000	3,100,000	3,100,000	3,100,000
Water Operating Reserve	446,968	449,583	496,870	484,351	470,453
Water Operating Surplus (Deficit	(15,832)	0	(0)	0	(0)
Sewer Works Charges Reserve	248,642	248,642	248,642	248,642	248,642
Sewer Capital Reserve	1,925,467	1,965,146	1,965,146	1,965,146	1,965,146
Sewer Operating Reserve	356,304	352,199	352,609	370,270	387,474
Sewer Operating Surplus (Deficit	(17,203)	(0)	0	(0)	(0)
Solid Waste Capital Reserve	525,475	625,475	625,475	625,475	625,475
Solid Waste Operating Reserve	(50,033)	10,934	20,700	45,224	70,025
Solid Waste Surplus (Deficit)	(1,171)	(0)	(0)	0	(0)
	15,761,469	18,135,289	18,438,019	18,560,504	18,805,131
REVENUE LESS EXPENDITURE AND TRANSFERS	0	0	0	0	0

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED PROJECT SUMMARY**

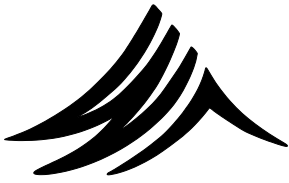
**BYLAW 2158, 2017
SCHEDULE B**

	2017	2018	2019	2020	2021
REVENUE AND OTHER SOURCES OF FUNDING					
General Fund					
Government Grants	853,078	620,757	733,922	733,922	733,922
Contribution from Developers	-	-	-	-	-
Equipment disposal proceeds	80,500	80,500	80,500	80,500	80,500
Debt Proceeds	5,000,000	-	-	-	-
Other Contributions	64,224	161,986	2,777	2,160	3,702
Water Fund					
Government Grants	1,528,165	574,122	17,034	8,391	11,098
Sewer Fund					
Government Grants	-	-	-	-	-
Solid Waste Fund					
Government Grants	-	-	-	-	-
	7,525,967	1,437,365	834,233	824,973	829,223
EXPENDITURE					
General Fund					
Non-capital Expenditure	8,275,471	6,427,830	2,621,560	1,014,000	2,257,000
Infrastructure Maintenance	10,080,517	6,730,524	3,673,653	5,744,500	2,946,000
Capital Expenditure	22,538,937	6,113,487	2,974,341	2,501,813	1,801,975
Water Fund					
Non-capital Expenditure	294,583	433,000	414,000	394,000	94,000
Infrastructure Maintenance	2,816,187	1,607,400	1,600,000	920,000	980,000
Capital Expenditure	2,087,000	2,863,000	783,000	100,000	50,000
Sewer Fund					
Non-capital Expenditure	5,000	40,000	40,000	50,000	50,000
Infrastructure Maintenance	854,823	2,590,000	2,360,000	2,360,000	2,540,000
Capital Expenditure	687,000	801,000	1,992,000	297,500	270,000
Solid Waste Fund					
Non-capital Expenditure	60,000	40,000	30,000	30,000	30,000
Infrastructure Maintenance	385,000	150,000	150,000	150,000	150,000
Capital Expenditure	1,645,000	-	700,000	-	700,000
All Funds					
Depreciation	11,449,210	11,644,760	11,773,746	11,831,733	11,888,172
	61,178,728	39,441,001	29,112,300	25,393,546	23,757,147

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED PROJECT SUMMARY**

**BYLAW 2158, 2017
SCHEDULE B Cont'd**

	2017	2018	2019	2020	2020
TRANSFERS (TO) FROM OTHER FUNDS (RESERVES)					
RMI Reserve	3,611,609	1,180,000	670,000	170,000	150,000
2% MRDT Reserve	1,004,830	758,270	490,000	490,000	490,000
General Capital Reserve	21,180,622	9,221,223	4,631,234	3,023,313	3,372,975
Recreation Works Charges	439,286	-	-	-	-
Parking Reserve	-	-	-	-	-
Parkland Reserve	6,574	-	-	-	-
Vehicle Replacement Reserve	2,449,500	3,149,500	1,849,500	1,499,500	1,249,500
Library Reserve	75,841	56,298	42,223	32,840	56,298
General Operating Reserve	3,821,319	2,801,757	2,215,638	1,778,078	1,568,078
Housing Works Charges	349,651	-	-	-	-
WVLC Surplus	-	-	-	-	-
Transportation Works Charges	3,842,890	1,214,550	239,760	1,600,000	150,000
Water Capital Reserve	2,984,784	1,525,867	2,440,736	735,418	792,711
Water Operating Reserve	515,321	2,690,690	433,690	463,690	263,690
Water Works and Service Charges	-	-	-	-	-
Sewer Capital Reserve	1,716,823	3,499,720	3,415,040	2,907,500	2,910,000
Sewer Operating Reserve	9,500	133,500	46,500	6,500	6,500
Sewer Works and Service Charges	-	-	-	-	-
Solid Waste Capital Reserve	135,000	10,000	-	-	-
Solid Waste Operating Reserve	60,000	117,500	30,000	30,000	30,000
	<u>42,203,551</u>	<u>26,358,876</u>	<u>16,504,321</u>	<u>12,736,840</u>	<u>11,039,752</u>
ADJUSTMENTS FOR NON CASH ITEMS AND CHANGES TO NET FINANCIAL ASSETS					
Depreciation	11,449,210	11,644,760	11,773,746	11,831,733	11,888,172
	<u>11,449,210</u>	<u>11,644,760</u>	<u>11,773,746</u>	<u>11,831,733</u>	<u>11,888,172</u>
REVENUE AND TRANSFERS LESS EXPENDITURE	-	-	-	-	-



WHISTLER

File 584

MINUTES

TRANSIT MANAGEMENT ADVISORY COMMITTEE (TMAC) WORKSHOP

MONDAY MAY 8, 2017, STARTING AT 2:10

In the Flute Room

4325 Blackcomb Way, Whistler, BC V0N 1B4

PRESENT:

Jen Ford, RMOW Councillor – TMAC Chair

Lisa Trotter, BC Transit – Regional Transit Manager, South Coast

Steve Antil, Whistler Transit Ltd. – Acting Manager

James Hallisey, RMOW – General Manager Infrastructure Services

Emma DalSanto, RMOW – TDM Coordinator & Recording Secretary

GUESTS:

Levi Megenbir, BC Transit – Senior Transit Planner

Colin Hoffmann, Whistler Transit Ltd. – Transit Supervisor, *alternate*

Meredith Kunzal, Tourism Whistler – Senior Manager Research & Product Development

ADOPTION OF AGENDA

Moved by E. DalSanto

Seconded by L. Trotter

That the Agenda of the Transit Management Advisory Committee (TMAC) workshop of May 8, 2017 be adopted.

CARRIED

PRESENTATIONS/DELEGATIONS

Valley Connector
Review

L. Megenbir, BC Transit Senior Transportation Planner presented the findings from the Route 1-Valley Connector Review conducted winter 2016/2017. TMAC discussed the proposed BC Transit options and recommendations.

TMAC supports the BC Transit recommendation to seek community feedback in June with the goal of implementing changes along with the annual winter service change.

M. Kunzal joined the meeting at 2:55pm.

ACTIONS:

1. BC Transit will circulate the draft letter report with the draft TMAC minutes.
2. BC Transit will prepare consultation materials including a draft survey for review by the RMOW and Whistler Transit Ltd.
3. RMOW and Whistler Transit Ltd. will support BC Transit in organizing a community open-house in late June.

Village Shuttle
Research Update
and Discussion

M. Kunzal Kunzal, Senior Manager Research and Product Development at Tourism Whistler presented the free Village Shuttle review research project including methodology and preliminary findings. The free Village Shuttle includes routes 4-Marketplace Shuttle (winter-only), 5-Upper Village/Benchlands Shuttle, and 8-Lost Lake Shuttle (summer-only). Preliminary results indicate that the majority of riders (over 2/3rds) on all routes in all seasons are visitors. Tourism Whistler is looking at the data more closely to answer the questions: who is riding when, on what routes, how often and why. TMAC discussed the preliminary findings and further questions to be explored.

BC Transit is analyzing the ridership data collected by both Tourism Whistler surveyors as well as the Village Shuttle drivers. Tourism Whistler will review the data by transit season and submit a draft report to TMAC for review.

M. Kunzal left the meeting at 3:55pm.

Sea To Sky
Regional Transit
Plan Update

BC Transit has completed the second phase of community consultation and plans to post the results on www.bctransit.com/seatosky by the end of May. BC Transit is also working with a consultant to complete the regional transit feasibility report by summer. It has been suggested that regional transit governance and local funding options should be reviewed by regional CAOs and elected officials prior to the UBCM in September.

AOA and Expansion
Memo

BC Transit staff presented the proposed expansion hours and vehicles for the Whistler Transit System 2018 through 2020.

- The 750 expansion hours identified for 2017/2018 were derived from the recently adopted Sea to Sky Transit Future Plan
- An additional 1,000 expansion hours and one bus have been allocated to the Whistler Transit System for winter 2017/2018 as a result of the Transportation Advisory Group planning. These hours will either be used to provide additional early winter service or to improve winter service as part of the 1-Valley Connector review.
- The 2018-2019 proposed expansion for Whistler requires three buses along with the 6,500 service hours.
- BC Transit requires formal confirmation of the local government's intent to commit to the expansion in 2018/2019 and confirm the local government is prepared to budget appropriately for the subsequent two years of proposed expansion initiatives in the form of the MOU.

This proposed expansion plan aligns with the transportation Vision and Goals for Whistler developed by the Transportation Advisory Group as well as the feedback received by the community over the past year through TAG and the BC Transit community engagement.

ACTION 4:

BC Transit will send the expansion memo of understanding to the RMOW for signature in late May.

J. Hallisey left at 4:05 p.m.

MINUTES

Transit Management Advisory Committee Meeting Workshop

Thursday, May 8, 2017

Page 3

Whistler Transit System Performance	<p>BC Transit stated that they are in the process of finalizing 2016/2017 year end. The Annual Performance Summary for the Whistler Transit System will be available in June.</p> <p>According to Whistler Transit Ltd, the transition from full winter service to Spring/Summer/Fall service in April went smoother than last year. There were fewer pass-ups which may be related to the service adjustments in the 2017 spring/summer/fall schedule.</p>
Addressing TAG items	<p>At the May 9, 2017 Council meeting, staff are presenting the results of the community feedback related to the draft 2017 Transportation Action Plan. There was strong support for all the action items including the items under Improving Transit. On May 23rd, RMOW staff will be seeking Council approval for the TAG 2017 summer Transportation Actions including:</p> <ul style="list-style-type: none">• Free Summer Saturdays, Sundays and Holiday Mondays (July 1-Sept 4)• Reducing the price of 1-, 6- and 12-month passes starting July 1• Adding transit service where needed most• Paying for these costs through by revenues from pay parking in Day Lots 1-5 that are allocated in the Community Transportation Initiative Fund as part of the Day Lot Operations agreement between the RMOW and Whistler-Blackcomb (now Vail Resorts)
Updates	<p><u>Gondola Transit Exchange Operations:</u></p> <p>ACTION 5:</p> <p>Whistler Transit Ltd will submit a conceptual drawing to the TMAC regarding adjustments to the Gondola Transit Exchange with the goal of improving operations as the transit system expands.</p>
Next Meeting	<p>The next TMAC meeting will be scheduled for the week of June 30th.</p>

ADJOURNMENT

Moved by S. Antil

That Transit Management Advisory Committee (TMAC) adjourns the May 8, 2017 TMAC Workshop at 4:22 p.m.

CARRIED

CHAIR: J. Ford

E. DalSanto, Recording Secretary

RESORT MUNICIPALITY OF WHISTLER

“FIVE-YEAR FINANCIAL PLAN 2017-2021 AMENDMENT BYLAW NO. 2158, 2017”

A BYLAW

TO AMEND “FIVE-YEAR FINANCIAL PLAN 2017 - 2021 BYLAW NO. 2141, 2017”

WHEREAS the Council must have a financial plan pursuant to Section 165 of the *Community Charter*;

AND WHEREAS the Council deems it necessary and appropriate to amend the five-year financial plan for the years 2017 to 2021;

NOW THEREFORE the Council of the Resort Municipality of Whistler in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as the “Five-Year Financial Plan 2017–2021, Amendment Bylaw No. 2158, 2017”.
2. Schedules “A” and “B” of Five-Year Financial Plan 2017-2021 Bylaw No. 2141, 2017 are replaced by Schedules “A” and “B” attached to and forming part of this bylaw.

GIVEN FIRST, SECOND, and THIRD READINGS this _____ day of _____, ____.

ADOPTED by Council this ____ day of _____, ____.

Nancy Wilhelm-Morden
Mayor

Brooke Browning
Municipal Clerk

I HEREBY CERTIFY that this is a true copy
of “Five-Year Financial Plan 2017 – 2021,
Amendment Bylaw No. 2158, 2017”.

Brooke Browning
Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED PROJECT SUMMARY**

**BYLAW 2158, 2017
SCHEDULE A**

	2017	2018	2019	2020	2021
REVENUE					
General Fund					
Property Taxes	37,153,782	37,989,742	38,464,614	39,137,745	39,861,793
Other Property Tax	1,007,422	1,010,588	1,013,193	1,016,727	1,020,297
Government Grants	712,000	712,000	712,000	712,000	712,000
Fees and Charges	11,057,215	11,435,822	11,631,147	11,841,636	12,066,156
Investment Income	1,583,799	1,397,051	1,448,511	1,582,916	1,757,820
RMI Grant	5,014,416	6,500,000	6,500,000	6,500,000	6,500,000
2% MRDT	6,080,619	6,141,425	6,202,839	6,264,868	6,327,517
Works and Service Charges	695,144	695,144	695,144	695,144	695,144
Water Fund					
Parcel Taxes	3,879,168	3,959,573	4,021,830	4,044,817	4,067,933
Fees and Charges	2,859,573	2,917,650	2,962,393	2,978,339	2,994,370
Works and Service Charges	56,037	56,037	56,037	56,037	56,037
Sewer Fund					
Parcel Taxes	4,036,571	4,096,855	4,138,585	4,180,761	4,223,386
Fees and Charges	3,624,324	3,679,881	3,718,071	3,756,661	3,795,655
Works and Service Charges	248,642	248,642	248,642	248,642	248,642
Solid Waste Fund					
Parcel Taxes	-	-	-	-	-
Fees and Charges	5,258,439	5,282,574	5,292,340	5,316,864	5,341,665
Government Grants	470,000	470,000	470,000	470,000	470,000
	83,737,151	86,592,983	87,575,346	88,803,156	90,138,415
EXPENDITURE					
General Fund					
Payroll and Goods & Services	49,544,809	50,034,106	50,980,230	51,940,763	52,915,923
Debt Interest & Principal	683,768	680,569	239,299	239,301	239,301
Residents & Partners	4,461,916	4,498,986	4,536,427	4,574,242	4,581,111
Contingency	601,771	607,563	618,290	628,860	639,590
Water Fund					
Payroll and Goods & Services	2,143,130	2,177,531	2,228,789	2,267,818	2,307,442
Debt Interest & Principal	-	-	-	-	-
Sewer Fund					
Payroll and Goods & Services	3,485,867	3,542,510	3,617,863	3,675,239	3,733,488
Debt Interest & Principal	1,403,786	1,403,786	1,403,786	1,403,786	1,403,786
Solid Waste Fund					
Payroll and Goods & Services	5,003,324	5,002,153	5,002,153	5,002,153	5,002,153
Debt Interest & Principal	647,311	510,490	510,490	510,490	510,490
	67,975,682	68,457,693	69,137,327	70,242,652	71,333,283

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED OPERATING SUMMARY**

**BYLAW 2158, 2017
SCHEDULE A Cont'd**

	2017	2018	2019	2020	2021
TRANSFERS TO (FROM)					
OTHER FUNDS / RESERVES					
Interest Paid to Reserves	1,413,901	1,106,045	1,039,441	1,074,660	1,203,835
Recreation Works Charges Reser	360,147	360,147	360,147	360,147	360,147
Transportation Works Charges R	278,037	278,037	278,037	278,037	278,037
Employee Housing Charges Rese	56,960	56,960	56,960	56,960	56,960
RMI Reserve	200,516	1,686,100	1,686,100	1,686,100	1,686,100
2% MRDT Reserve	576,127	599,863	623,837	648,050	703,829
General Capital Reserve	5,187,949	5,193,474	5,464,138	5,334,478	5,334,443
Vehicle Replacement Reserve	1,079,722	1,079,722	1,079,722	1,079,722	1,079,722
General Operating Surplus (Defic	(299,636)	(0)	0	(0)	0
General Operating Reserve	404,721	966,926	984,157	1,147,205	1,178,806
Water Works Charges Reserve	56,037	56,037	56,037	56,037	56,037
Water Capital Reserve	3,028,371	3,100,000	3,100,000	3,100,000	3,100,000
Water Operating Reserve	446,968	449,583	496,870	484,351	470,453
Water Operating Surplus (Deficit	(15,832)	0	(0)	0	(0)
Sewer Works Charges Reserve	248,642	248,642	248,642	248,642	248,642
Sewer Capital Reserve	1,925,467	1,965,146	1,965,146	1,965,146	1,965,146
Sewer Operating Reserve	356,304	352,199	352,609	370,270	387,474
Sewer Operating Surplus (Deficit	(17,203)	(0)	0	(0)	(0)
Solid Waste Capital Reserve	525,475	625,475	625,475	625,475	625,475
Solid Waste Operating Reserve	(50,033)	10,934	20,700	45,224	70,025
Solid Waste Surplus (Deficit)	(1,171)	(0)	(0)	0	(0)
	15,761,469	18,135,289	18,438,019	18,560,504	18,805,131
REVENUE LESS EXPENDITURE AND TRANSFERS	0	0	0	0	0

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED PROJECT SUMMARY**

**BYLAW 2158, 2017
SCHEDULE B**

	2017	2018	2019	2020	2021
REVENUE AND OTHER SOURCES OF FUNDING					
General Fund					
Government Grants	853,078	620,757	733,922	733,922	733,922
Contribution from Developers	-	-	-	-	-
Equipment disposal proceeds	80,500	80,500	80,500	80,500	80,500
Debt Proceeds	5,000,000	-	-	-	-
Other Contributions	64,224	161,986	2,777	2,160	3,702
Water Fund					
Government Grants	1,528,165	574,122	17,034	8,391	11,098
Sewer Fund					
Government Grants	-	-	-	-	-
Solid Waste Fund					
Government Grants	-	-	-	-	-
	7,525,967	1,437,365	834,233	824,973	829,223
EXPENDITURE					
General Fund					
Non-capital Expenditure	8,275,471	6,427,830	2,621,560	1,014,000	2,257,000
Infrastructure Maintenance	10,080,517	6,730,524	3,673,653	5,744,500	2,946,000
Capital Expenditure	22,538,937	6,113,487	2,974,341	2,501,813	1,801,975
Water Fund					
Non-capital Expenditure	294,583	433,000	414,000	394,000	94,000
Infrastructure Maintenance	2,816,187	1,607,400	1,600,000	920,000	980,000
Capital Expenditure	2,087,000	2,863,000	783,000	100,000	50,000
Sewer Fund					
Non-capital Expenditure	5,000	40,000	40,000	50,000	50,000
Infrastructure Maintenance	854,823	2,590,000	2,360,000	2,360,000	2,540,000
Capital Expenditure	687,000	801,000	1,992,000	297,500	270,000
Solid Waste Fund					
Non-capital Expenditure	60,000	40,000	30,000	30,000	30,000
Infrastructure Maintenance	385,000	150,000	150,000	150,000	150,000
Capital Expenditure	1,645,000	-	700,000	-	700,000
All Funds					
Depreciation	11,449,210	11,644,760	11,773,746	11,831,733	11,888,172
	61,178,728	39,441,001	29,112,300	25,393,546	23,757,147

**RESORT MUNICIPALITY OF WHISTLER
FIVE-YEAR FINANCIAL PLAN 2017 - 2021
CONSOLIDATED PROJECT SUMMARY**

**BYLAW 2158, 2017
SCHEDULE B Cont'd**

	2017	2018	2019	2020	2020
TRANSFERS (TO) FROM OTHER FUNDS (RESERVES)					
RMI Reserve	3,611,609	1,180,000	670,000	170,000	150,000
2% MRDT Reserve	1,004,830	758,270	490,000	490,000	490,000
General Capital Reserve	21,180,622	9,221,223	4,631,234	3,023,313	3,372,975
Recreation Works Charges	439,286	-	-	-	-
Parking Reserve	-	-	-	-	-
Parkland Reserve	6,574	-	-	-	-
Vehicle Replacement Reserve	2,449,500	3,149,500	1,849,500	1,499,500	1,249,500
Library Reserve	75,841	56,298	42,223	32,840	56,298
General Operating Reserve	3,821,319	2,801,757	2,215,638	1,778,078	1,568,078
Housing Works Charges	349,651	-	-	-	-
WVLC Surplus	-	-	-	-	-
Transportation Works Charges	3,842,890	1,214,550	239,760	1,600,000	150,000
Water Capital Reserve	2,984,784	1,525,867	2,440,736	735,418	792,711
Water Operating Reserve	515,321	2,690,690	433,690	463,690	263,690
Water Works and Service Charges	-	-	-	-	-
Sewer Capital Reserve	1,716,823	3,499,720	3,415,040	2,907,500	2,910,000
Sewer Operating Reserve	9,500	133,500	46,500	6,500	6,500
Sewer Works and Service Charges	-	-	-	-	-
Solid Waste Capital Reserve	135,000	10,000	-	-	-
Solid Waste Operating Reserve	60,000	117,500	30,000	30,000	30,000
	<u>42,203,551</u>	<u>26,358,876</u>	<u>16,504,321</u>	<u>12,736,840</u>	<u>11,039,752</u>
ADJUSTMENTS FOR NON CASH ITEMS AND CHANGES TO NET FINANCIAL ASSETS					
Depreciation	11,449,210	11,644,760	11,773,746	11,831,733	11,888,172
	<u>11,449,210</u>	<u>11,644,760</u>	<u>11,773,746</u>	<u>11,831,733</u>	<u>11,888,172</u>
REVENUE AND TRANSFERS LESS EXPENDITURE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

**RESORT MUNICIPALITY OF WHISTLER
ZONING AND PARKING AMENDMENT BYLAW (WHISTLER GOLF COURSE) NO. 2157, 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 (Whistler Golf Course) No. 2157, 2017”.
2. Zoning and Parking Bylaw No. 303, 1983 is amended as follows:
 - (a) Part 7 “Creation and Definition of Zones”, Section 1(1) table is amended by:
 - (i) Adding “LR10 – Leisure Recreation Ten” in alphanumerical order;
 - (b) Part 11 is amended by inserting as Section 19 the LR10 (Leisure Recreation Ten) Zone, attached as Schedule “1” to this Bylaw;
 - (c) Part 24 Schedule “A” Zoning Map is amended by changing the zoning of the subject lands (PID 007-195-770; GROUP 1 LT B DL 1755 PL 16516; BLK A DL 3877; BLK P DL 4750 PL 18266 EXC PL 21220 BLK A DL 4751 PL 17369 EXC PL 21220; BLK E DL 4752, GOLF COURSE SRW LMP16695, NWD; and 003-025-136; LOT 62 DL 3020 PL 20689, NWD) from RR1 (Rural Resource One) to LR10 (Leisure Recreation Ten) Zone, as shown with the heavy black outline and identified on the plan annexed to this Bylaw as Schedule “2”; and,
 - (d) Part 24 Schedule “A” Schedule of Zones is amended by
 - (i) adding “Recreation 10 – LR10” in alphanumerical order under the “Leisure Zone” Heading.
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 READING this 4th day of July, 2017.

GIVEN SECOND READING this 4th day of July, 2017.

Pursuant to Sections 464 to 466 of the *Local Government Act*, a Public Hearing was held this ____ day of ____, 2017.

GIVEN THIRD READING this ____ day of ____, 2017.

Approved by the Minister of Transportation and Infrastructure this ____ day of ____, 2017.

ADOPTED by the Council this ____ day of _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Brooke Browning,
Municipal Clerk

I HEREBY CERTIFY that this is a true
copy of "Zoning Amendment Bylaw
(Whistler Golf Course) No. 2157, 2017."

Brooke Browning,
Municipal Clerk

Schedule “1”

LR10 Zone (Leisure Recreation Ten)

Intent

- 1) The intent of this zone is to provide for a golf course and related uses.

Permitted Uses

- 2) The following uses are permitted, and all other uses are prohibited:
 - a. auxiliary buildings and auxiliary uses associated with the operation of a golf course, including club house, maintenance facility and workshop, restaurant, retail sales, and rental of outdoor recreation equipment and supplies;
 - b. driving range;
 - c. golf course;
 - d. outdoor assembly;
 - e. outdoor recreation, including Nordic skiing, snow shoeing, and geocaching.

Density

- 3) The maximum permitted aggregate gross floor area of all auxiliary buildings on a parcel shall not exceed 2,200 square metres.

Height

- 4) The maximum permitted height of auxiliary buildings shall not exceed 2 storeys or 12 metres, whichever is less.

Site Area

- 5) Land in the LR10 zone may not be subdivided.

Site Coverage

- 6) No regulations.

Setbacks

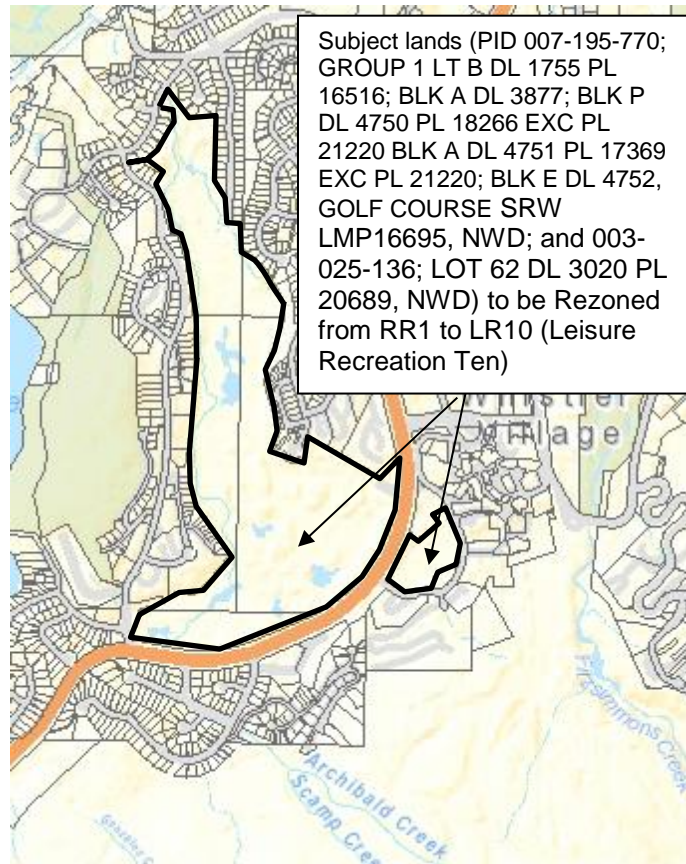
- 7) The minimum permitted building setback is 7.6 metres from all exterior parcel boundaries.

Off-Street Parking and Loading

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

Schedule "2"

Lands to be Rezoned from RR1 to LR10 (Leisure Recreation Ten)



RESORT MUNICIPALITY OF WHISTLER

ZONING AMENDMENT BYLAW (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017

A BYLAW TO AMEND ZONING AND PARKING BYLAW NO. 303, 2015

WHEREAS the Council has enacted a zoning bylaw; and

WHEREAS the Resort Municipality of Whistler has, since incorporation, been the grantee of numerous rental pool covenants granted under s. 219 of the *Land Title Act* and predecessor legislation, by which the grantors agreed to use buildings on the covenanted land in such a way as to ensure that the use of the buildings maximizes the number of persons able to visit and stay in the Resort Municipality of Whistler; and

WHEREAS the Council wishes to include in the zoning bylaw provisions related to the use of specified properties that are considered to be the core visitor accommodation bed base, that are generally consistent with the provisions in Hotel and Phase 2 rental pool covenants; and

WHEREAS, to the extent that the lands that are dealt with in this bylaw are subject to a land use contract, it is the Council's intention that the zoning bylaw, including the provisions that are added to the zoning bylaw by this Bylaw, will apply to those lands upon the termination of the land use contract;

NOW THEREFORE the Municipal Council of the Resort Municipality of Whistler, in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017".
2. Zoning and Parking Bylaw No. 303, 2015 is amended in Part 5 General Regulations, by changing the heading of Section 18 to "**Hotel, Inn, Lodge and Tourist Accommodation – Additional Use Regulations**" and by adding to Section 18 the following regulations:

"(4) In subsections (5) to (9):

"**Hotel and Phase 2 rental pool arrangement**" means an arrangement by which tourist accommodation properties are managed and made available for temporary lodging by visitors and unit owners in accordance with this Section 18;

"**registered owner**" means the person registered in the Land Title Office as owner in fee simple or lessee of a unit, or where there is a registered agreement for sale of the unit, the registered holder of the last registered agreement for sale;

"**unit**" means a unit of accommodation, including any guest room, sleeping unit, habitable room or rooms, or dwelling unit located within a tourist accommodation property; and

"**unit owner**" means the registered owner of a unit and the spouse, children and parents of such registered owner and the parents of the registered owner's spouse; and where there is more than one registered owner of a unit, all the registered owners and their spouses, children, parents and the parents of their spouses shall together constitute the unit owner for that unit and, where the registered owner is a corporation or corporations, all

directors, officers, shareholders and employees and the spouses, children and parents of each of them shall together with the corporation or corporations constitute the unit owner for that unit, all to the intent that no unit shall have more than one unit owner.

- (5) The properties identified in Table 5B shall be used only in accordance with subsections (6) through (8).
- (6) The properties identified in Table 5B must be used or made available for use at all times for temporary lodging by visitors to the Resort Municipality of Whistler by means of a Hotel and Phase 2 rental pool arrangement that is applicable to, at a minimum, each and every accommodation unit in the same building, or group of buildings on the same parcel or in the same strata plan, with the exception of:
 - (a) unit owner accommodation use of a unit that complies with the requirements of a Hotel and Phase 2 rental pool arrangement and any applicable covenant granted to the Resort Municipality of Whistler under s. 219 of the *Land Title Act* or predecessor legislation;
 - (b) unit owner accommodation use of a unit where the unit owner is paying the market rate for lodging on the same basis as a visitor to the Resort Municipality; and
 - (c) the use of the unit by owners of time share interests in a unit for which a documented time share arrangement such as a time share use plan or time share ownership plan filed pursuant to the *Real Estate Development Marketing Act* was in existence on May 23, 2017 provided that the use complies with the requirements of the applicable time share arrangement.
- (7) The Hotel and Phase 2 rental pool arrangement mentioned in subsection (6) must be operated by a single professional rental pool manager providing integrated booking, reception, cleaning, laundry, and other services normally associated with the provision and management of commercial tourist accommodation, to every accommodation unit in the same building, or group of buildings on the same parcel or in the same strata plan.
- (8) No use or occupancy of a property identified in Table 5B is permitted unless the lobby required by subsection (1) and Table 5A includes a front desk that provides service 24 hours per day and must be used by each guest and unit owner to register their arrival and departure, and the following facilities, in addition to the facilities required by subsection (1) and Table 5A, are provided and in operation in the building in which the property is located, or in an adjacent building comprising part of the same property:
 - (a) a uniform key entry system operated by the rental pool manager at the front desk to provide authorized access to each accommodation unit within the property or in any time share arrangement described in paragraph (6)(c);
 - (b) housekeeping and building maintenance services; and

- (c) a central telephone system operated by the rental pool manager to provide communication between the front desk and each accommodation unit.
- (9) Every rental pool manager operating a Hotel and Phase 2 rental pool arrangement described in this Section 18 requires a business licence issued by the Resort Municipality.
- (10) For certainty, Phase 2 rental pool arrangements required by this Section 18:
- (a) may include arrangements by which a strata corporation, directly or through an intermediate entity, makes all of the strata lots in its strata plan available from a common rental pool for temporary lodging by visitors and provides the services described in subsections (7) and (8) in respect of those strata lots; and
- (b) may provide for the sharing of rental revenues among tourist accommodation unit owners in any way the parties in the arrangement may determine.”

3. Zoning and Parking Bylaw No. 303, 2015 is further amended in Part 5 General Regulations, by adding to Section 19 the following table:

Table 5B Hotel and Phase 2 Rental Pool Accommodation

Property Name	Plan Number	Subdivision Lot Numbers (Accommodation Units)
Aava Whistler Hotel	19101	59
Adara Hotel	VAS1858	14-55
AlpenGlow	LMS2818	1-87
Blackcomb Lodge	VAS877	2-73
Clocktower	VAS883	2-16
Coast Blackcomb Suites	LMS2364	1-119, 121-187
Crystal Lodge – North	BCS3891	15-82
Crystal Lodge – South	LMP29105	A
Delta Whistler Village Suites	LMS2940	22-252, 254-303
Executive Inn	VAS960	3-39
Fairmont	VAP21501	7
Four Seasons Resort Whistler	BCS825	8-20, 22-250
Hilton Whistler Resort	VAS1218	4-166
Hilton Whistler Resort	VAS2359	1-126
Listel Whistler Hotel	VAS2217	4-23, 26-53, 55-104
Montebello	LMP44058	1
Mountainside Lodge	VAS1026	3-68, 70-91
Nita Lake Lodge	BCS2647	5-14, 16-82
Pan Pacific Lodge Mountainside	LMS3028	1-121
Pan Pacific Lodge Village	BCS1348	12-94
Pinnacle International Hotel	LMS2611	12-95
Powders Edge (Hilton)	VAS2126	4-9
Summit Lodge and Spa	LMP219	19

Sundial Boutique Hotel	VAS1570	18-66
Westin Resort and Spa	LMS4089	3-421
Whistler Cascade Lodge	LMS3230	1-17, 23-167
Whistler Peak Lodge	LMS1847	551-566, 570-589, 591-662, 665-680
Whistler Village Inn + Suites	VAS953	1-31, 33-68
Whistlerview	VAS963	1-9

Given FIRST and SECOND readings this 23rd day of May, 2017.

Pursuant to Section 464 of the *Local Government Act*, a Public Hearing was held this 6th day of June 2017.

Given THIRD reading as revised this 4th day of July, 2017.

Approved by the Minister of Transportation this 6th day of July, 2017.

ADOPTED by the Council this ___ day of _____ 2017.

Nancy Wilhelm-Morden,
Mayor

Brooke Browning,
Municipal Clerk

I HEREBY CERTIFY that this is a true copy of
Zoning Amendment Bylaw (Hotel and Phase 2
Rental Pool Accommodation) No. 2140, 2017.

Brooke Browning,
Municipal Clerk

RESORT MUNICIPALITY OF WHISTLER

TOURIST ACCOMMODATION REGULATION BYLAW NO. 2142, 2017

A BYLAW TO REGULATE COMMERCIAL TOURIST ACCOMMODATION BUSINESSES IN THE RESORT MUNICIPALITY OF WHISTLER

WHEREAS the Council of the Resort Municipality of Whistler deems it expedient to regulate the operation of tourist accommodation businesses in the Resort Municipality of Whistler;

AND WHEREAS the Council of the Resort Municipality of Whistler wishes to protect its reputation as a world class destination and resort, and prevent unlawful and unlicensed tourist accommodation businesses from operating in the Resort Municipality of Whistler;

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 “Tourist Accommodation Regulation Bylaw No. 2142, 2017”.

PART 1: INTRODUCTION

1. In this Bylaw:

“Business License Bylaw” means the *Resort Municipality of Whistler Business Licence Bylaw No. 567, 1987* as amended or replaced from time to time;

“licence” means a valid and subsisting business licence issued pursuant to the *Business License Bylaw*;

“guest unit” means a guest room, sleeping unit, habitable room or rooms, dwelling unit or any other *accommodation unit* within a *hotel*;

“hotel” means a building, group of buildings, or part of a building with a common lobby, operated as a *tourist accommodation business* and that is zoned or used as a hotel, inn, lodge or tourist accommodation pursuant to the Zoning Bylaw or a land use contract, and includes all parcels within a property that are the subject of a Hotel and Phase 2 rental pool arrangement or otherwise listed in Table 5B of the Zoning Bylaw;

“hotel business” means a business that markets, operates or manages a *hotel* including all guest units within the property;

“market” means sell, offer for sale, promote, canvass, solicit, rent, advertise, book, arrange or facilitate rental, and includes placing, posting or erecting advertisements physically or online, but does not include the mere provision of a neutral space or location for such marketing in newspapers, bulletin boards or online;

“premises” means a legal parcel, and may include more than one parcel where the parcels have a single civic address;

“Resort Municipality” means the corporation of the Resort Municipality of Whistler, or its geographic area;

“time share premises” means *premises* for which a documented time share arrangement, such as a time share use plan or time share ownership plan filed pursuant to the *Real Estate Development Marketing Act*, was in existence on May 23, 2017;

“tourist accommodation business” means the business of marketing or providing accommodation or lodging to paying guests, and includes *hotel businesses*, hostels, pensions, bed and breakfasts, campgrounds, recreational vehicle parks, and *vacation rental businesses*;

“tourist accommodation property” means *premises* in the *Resort Municipality* on which temporary accommodation or temporary lodging of paying guests is a permitted use pursuant to the *Zoning Bylaw* or a land use contract;

“vacation rental business” means the business of providing accommodation to paying guests in a dwelling unit, but does not include the rental of dwelling units for residential purposes for a month or more under a residential tenancy agreement pursuant to the *Residential Tenancy Act*;

“Zoning Bylaw” means the *Resort Municipality of Whistler Zoning and Parking Bylaw No. 303, 2015*, as amended or replaced from time to time.

2. Terms that are not otherwise defined in this bylaw have the same meaning as provided in the *Business Licence Bylaw* and *Zoning Bylaw*.

PART 2: REGULATION OF TOURIST ACCOMMODATION BUSINESSES

3. No person may carry on a *tourist accommodation business* in the *Resort Municipality* without a current *licence* for that business.
4. No person may carry on a *tourist accommodation business* in the *Resort Municipality* with respect to any *premises* other than a *tourist accommodation property*.
5. To the extent that a *tourist accommodation business* at specific *premises* is conducted through a *hotel business license* or another form of *tourist accommodation business license*, the owner or operator of those *premises* is not required to have a separate *licence* for that *tourist accommodation business*.
6. No person shall *market* the right to stay at a property for a term of less than 1 month, whether the right is secured by rental agreement, lease or otherwise, unless the property is a *tourist accommodation property*.

7. No person shall rent or *market* a property to another person, group or organization that rents or subleases that property to a third party for a rental or sublease period of less than 1 month, unless the property is a *tourist accommodation property*.
8. A person operating a *tourist accommodation business* as a bed and breakfast must reside in the *premises* in which the bed and breakfast is located at all times that it is being used as a bed and breakfast.
9. No person shall operate a *tourist accommodation business* within a *hotel*, except as a *hotel business*.
10. Every *hotel* must be licensed as a *hotel business*.
11. No more than one *hotel business licence* may be issued for each *hotel*.
12. Every *hotel business* must:
 - (a) have an on-site front desk that provides:
 - i. guest services 24 hours per day to every *guest unit* in the *hotel*,
 - ii. check in and out services for every *guest unit* in the *hotel*,
 - iii. keys and room access to every *guest unit* in the *hotel*, and
 - iv. a telephone switchboard connecting the front desk and all *guest units* in the *hotel*,
 - (b) provide housekeeping services to every *guest unit* in the *hotel*; and
 - (c) provide building maintenance services.
13. In addition to the information required by the *Business License Bylaw*, every applicant for a *hotel business license* for a *hotel* that is subject to the *Strata Property Act* must provide a resolution passed by a $\frac{3}{4}$ vote under the *Strata Property Act* authorizing the applicant to operate the *hotel business*.
14. As an exception to sections 11 and 12 of this bylaw, where a *hotel* contains one or more *time share premises*, those *premises* may collectively be the subject of a single additional *hotel business license* that provides the services required in s. 12 to each of the *time share premises* within the *hotel*, but is not required to provide those services to every *guest unit* in the *hotel*.
15. As an exception to section 13 of this bylaw, an applicant for a *hotel business license* to manage *time share premises* within a *hotel* may provide a time share plan or other documentation that establishes the applicant's right to collectively operate the *time share premises*.

16. In addition to the information required by the *Business License Bylaw*, every applicant for a *tourist accommodation business licence* must provide the following information to the Licence Inspector at the time of license application and renewal, and thereafter when requested:

- (a) an accurate list of each of the *premises* that it intends to operate or *market* in the upcoming licence year for rental periods of less than one month, including the address and any name used to *market* the properties; and
- (b) an accurate list of each of the *premises* that it intends to operate or *market* in the upcoming licence year for rental periods of one month or more, including the address and any name used to *market* the properties.

PART 3: COMPLIANCE

17. No person shall contravene, or permit or allow the contravention of, any term of this bylaw in relation to a *tourist accommodation business*.

18. Every *person* who owns or operates a *tourist accommodation business* must comply with all enactments applicable to the *premises* and the business as a term and condition of their *licence*.

19. No licence holder shall contravene, or permit or allow the contravention of, any term or condition of their *licence*.

PART 4: OFFENCES and TICKETING

20. A person who:

- (a) carries on a *tourist accommodation business* without holding a valid *licence* for that business;
- (b) breaches any term or condition of his or her *licence*; or
- (c) violates any provision of this bylaw;

commits an offence of this bylaw, and is liable on conviction to a fine or penalty of up to \$10,000 for each offence.

PART 5: GENERAL

21. If any portion of this bylaw is found to be invalid by a court, the invalid portion may be severed and the remaining provisions shall continue to apply.

22. This bylaw may be cited as “Tourist Accommodation Regulation Bylaw No. 2142, 2017”.

23. This bylaw comes into force on the day it is adopted.

Given FIRST, SECOND and THIRD READINGS this 23rd day of May, 2017.

Given NOTICE under sections 59(2)(a) and (3) of the *Community Charter* on June 6, 2017.

ADOPTED by Council on _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Brooke Browning,
Municipal Clerk

I HEREBY CERTIFY that this is a
true copy of "Tourist Accommodation
Regulation Bylaw No. 2142, 2017".

Brooke Browning,
Municipal Clerk

RESORT MUNICIPALITY OF WHISTLER

MUNICIPAL TICKET INFORMATION SYSTEM AMENDMENT BYLAW NO. 2152, 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. 2152, 2017”.
2. The Municipal Ticket Information System Bylaw No. 1719, 2005 is hereby amended by:
 - (a) replacing the term “B18” with “B19” in sections 3.3 and 3.4
 - (b) adding the following to column 1 of Schedule A:

“Tourist Accommodation Regulation Bylaw No. 2142, 2017”
 - (c) adding the following to column 2 of Schedule A:

Supervisor of Bylaw Services
Bylaw Enforcement Officer
Business License Inspector
 - (d) adding the schedule attached to this bylaw as Schedule B19.

Given FIRST, SECOND and THIRD READINGS this 23rd day of May, 2017.

ADOPTED by Council on _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Brooke Browning,
Municipal Clerk

I HEREBY CERTIFY that this is a true
copy of the "Municipal Ticket
Information System Amendment
Bylaw No. 2152, 2017".

Brooke Browning,
Municipal Clerk

SCHEDULE B19

Tourist Accommodation Regulation Bylaw No. 2142, 2017

DESIGNATED EXPRESSION	SECTION	FINE
Carry on tourist accommodation business without licence	3	\$1000
Carry on tourist accommodation business with respect to premises not permitted	4	\$1000
Market property for less than 1 month	6	\$1000
Market or sublet for less than 1 month	7	\$1000
Fail to be resident at bed and breakfast	8	\$1000
Unlawful tourist accommodation within hotel	9	\$1000
Hotel not licensed	10	\$1000
Hotel without required front desk services	12(a)	\$1000
Hotel without housekeeping services	12(b)	\$1000
Hotel without building services	12(c)	\$1000
Fail to provide required information	16	\$1000
Tourist Accommodation Business contravene term of license	19	\$1000

From: Carol Coffey [<mailto:ccoffey@whistlerfoundation.com>]
Sent: Friday, June 30, 2017 20:43
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Environmental Legacy Fund Statement 2016

Dear Mayor and Council,

Please find attached the 2016 statement for the Environmental Legacy Fund. Please feel free to contact me should you have any questions about the fund.

Warm Regards,

Carol Coffey
EXECUTIVE DIRECTOR
Community Foundation of Whistler

cell: 604-898-1191
ccoffey@whistlerfoundation.com
www.whistlerfoundation.com

Office Hours:
Monday, Tuesday, Thursday, and Friday -afternoon
Wednesday-morning

Growing a Thriving Community





June 26, 2017

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N1B4

Dear Mayor and Council,

The Community Foundation of Whistler is pleased to provide you with the enclosed fund statement for the Environmental Legacy Fund. This statement reflects the contributions to your fund, income generated, and grants distributed for the period from January 1, 2016 through December 31, 2016.

Our investment rate of return for 2016 was 9.9% (net of fees). Our fund managers at Cypress Capital Management shared this perspective on the markets:

"Going forward the short-term unpredictability of the market is not going to change. Over the longer-term, the equity markets broadly still offer a reasonable expected return from these levels, while fixed income continues to look expensive. As such, we continue to view a broadly diversified equity portfolio as the best way for clients to protect and grow the purchasing power of their capital with the caveat that short-term liquidity needs should be set aside in an asset that is not subject to the volatility of the market."

The Finance and Investment Committee responded with a recommendation to the board for a slight adjustment in 2016 to the asset allocations in our Investment Policy. This change was adopted and enhances ability of our fund manager to leverage this strategy of a diversified equity portfolio.

We invite you to view our 2016 Audited Financial Statements on our website at www.whistlerfoundation.com.

In 2016 the Foundation was able to continue to create meaningful impact in the community through our grants programs. Our new Whistler Vital Signs initiative has deepened our understanding of community needs and how we can enhance the impact of our grants.

As a fund holder with the Foundation, you are able to make contributions to your fund at any time. **By growing your fund, you will help to grow impact in the community.**

If you have any questions about your fund statement, please feel free to contact me at c Coffey@whistlerfoundation.com. We are happy to meet with you to provide more information about your fund.

Thank you for investing in a thriving community through your community foundation.

Yours truly,

A handwritten signature in black ink, appearing to read "Carol Coffey", written in a cursive style.

Carol Coffey
Executive Director

2016 Annual Fund Statement – Environmental Legacy Fund

Principal Endowed to Date:	2,405,705.00
Opening Fund Balance- Current Year:	3,306,845.28
Contributions in the year:	0.00
Investment Income:	132,992.52
Unrealized Gains (Losses) in the year	201,669.43
Investment Management Fees:	-12,409.17
Administration Fees:	-50,366.79
Annual Grants:	-144,832.00
Closing Fund Balance:	3,433,899.27

There were no contributions during this statement period.

Details Grants:

Grantee	Date	Amount
Whistler Rotary Club Foundation	April 20, 2016	\$13,000
Get Bear Smart Society	April 20, 2016	\$25,475
Sea to Sky Invasive Species Council	April 20, 2016	\$13,000
Sea to Sky Invasive Species Council	April 20, 2016	\$19,000
Whistler Museum and Archives Society	April 20, 2016	\$ 8,000
Whistler Museum and Archives Society	April 20, 2016	\$ 4,250
AWARE (Whistler Naturalists)	April 20, 2016	\$15,000
AWARE (Whistler Naturalists)	April 20, 2016	\$ 2,500
AWARE	April 20, 2016	\$ 3,850
AWARE	April 20, 2016	\$ 5,000
AWARE	April 20, 2016	\$10,000
AWARE	April 20, 2016	\$ 4,500
AWARE	April 20, 2016	\$ 3,170
AWARE/Sea to Sky Clean Air Society	April 20, 2016	\$ 3,230
The Board of Education of School District No. 48	April 20, 2016	\$16,525
Stewardship Pemberton Society	April 20, 2016	\$ 1,500
Whistler Centre for Sustainability Institute	Oct 15, 2016	(\$600)
Whistler Rotary Club Foundation	Oct 15, 2016	(\$2,568)
*** Total Grants:		\$144,832

Submitted on Sunday, July 2, 2017 - 13:57

Full Name: Sheree forsyth

Mailing Address: 3070/211 hillcrest drive Civic address if different from mailing address:

Email Address: sheree.photo@gmail.com

Phone Number: 6043493208

Your Message:

I am writing to you regarding the parking situation at Lake side park. The last few weeks the parking lot has been overflowing almost every day, this is causing people to park on the side of the road. It is not so much the parking that is the problem but the wreckles driving that has become an issue. People are speeding up and down hillcrest drive to find a parking spot, and when there isn't one at the top they fly back down the hill to loop again. Multiple times my daughter and I have been out for a walk and have felt in danger just walking down the street, the speed the cars gain coming down the hill is alarming and with the cars parked on the side of the road there isn't much room to keep out of there way. A speed bump or speed limit sign would definitely not go astray.

Best regards

Sheree forsyth

Submitted on Monday, July 3, 2017 - 14:32

Full Name: Jason Mullings

Mailing Address: 8421 Bear Paw Trail, Whistler, BC, V0N 1B9

Civic address if different from mailing address:

Email Address: jmullings2010@gmail.com

Phone Number: 6048490073

Your Message:

Dear Mayor and Council,

I am contacting you with concerns about the effects of recent parking regulations may have on the protections afforded to all persons within Canada by the Canadian Charter of Rights. Specifically Section 8 of the charter that protects individuals from unreasonable search and seizure.

I am not a lawyer but in my opinion towing a vehicle from a parking lot would meet the definition given by the Supreme Court of Canada - "taking of a thing from a person by a public authority without that person's consent."

I would appreciate it if Council could clarify the situation and to provide reassurance that my rights will be protected.

Jason Mullings

Please sign the form by entering your initials: JM

From: Bob Cessford [<mailto:cessfordb@yahoo.com>]

Sent: Tuesday, July 04, 2017 14:08

To: Mayor's Office <mayorsoffice@whistler.ca>

Cc: Chantel O'Neil <chanteloneil@hotmail.com>; Zbigniew Plazak <zplazak@hotmail.com>; Marcus Chalk <marcuschalk@shaw.ca>; Jeffrey Shier <jeffshier@me.com>; Tom Cohen <senecaiii@hotmail.com>; Tim Lovell <timlovell@me.com>; Beau Craig <beau@wrm.bc.ca>

Subject: Bus Parking along Blackcomb Way

Mayor and Council,

Please find attached my comments regarding the new parking regulations along Blackcomb Way adjacent to our Strata LMS2656.

This is a serious matter of concern to our 40 Owners.

Regards

Robert Cessford

(Member of Strata Council LMS2656)

4611 Montebello Pl.,
July 4th, 2017

To Mayor and Council:

I notice that the “no parking” signs have been replaced along Blackcomb Way with signs that read “Bus Parking Only – Violators will be Towed”. This was done without any consultation with the owners of Montebello Phase I which is adjacent to the new bus parking area. This is wrong on several levels:

- Montebello Phase I is a residential zone (RM22). Now the residents have to deal with the noise and diesel fumes from the buses as well as blocked views.
- According to the signage, buses can park in this area 24/7 and could be arriving or departing any time of the day or night causing a disturbance to the residents of this complex. The traffic along Blackcomb way has become much heavier in the last couple of years and we are not prepared to accept the additional nuisance from buses.
- Absolutely no discussion was held (as common courtesy) with the owners of Montebello I. A few leaflets were stuffed in some of the doors of our strata which is the extent of the “consultation process”
- The shoulder where bus parking is allowed is gravel and movement of buses on this surface stirs up dust which can drift onto our residential property.

I strongly request that the RMOW put back the “no parking” signs and move the buses back to one of the parking lots where they belong.

I await your response.

Respectfully,
Robert Cessford
4611 Montebello Pl.
604-905-4830

Submitted on Tuesday, July 4, 2017 - 09:14 Submitted by anonymous user: 50.92.168.139 Submitted values are:

Full Name: Helen Campbell

Mailing Address: 7318 Toni Sailer Lane Whistler V0N 1B7 BC Civic address if different from mailing address:

Email Address: helenmelon38@hotmail.com

Phone Number: 6049324097

Your Message: Dear Mayor and Council, in light of the recent fire on Blackcomb this past week-end, thought it timely that I write to you about the lack of signage re the resorts "no smoking policy" in our parks. Having said that, there are so many arbitrary signs at Lost Lake for instance ,that people don't necessarily read them, perhaps there could be a better way of displaying the resorts bylaws and "welcome to our fresh air parks", " no smoking" could be at the top of the list, thank you for your attention, Helen Campbell Please sign the form by entering your initials: HC

Submitted on Wednesday, July 5, 2017 - 22:02 Submitted by anonymous user: 70.70.167.167 Submitted values are:

Full Name: Javier Pérez Montava

Mailing Address: [#2-4299](#) Blackcomb Way (Staff Housing), Whistler, BC

Civic address if different from mailing address:

Email Address: JavierNLB@gmail.com

Phone Number: +34616190635

Your Message:

To Mayor and Council,

I, as a citizen of whistler, will congratulate all the board by the blackcomb forestal fire of this week, this is the first side effect we will see by the changes on parking lots 4 and 5.

Maybe you (the rich people) will never understand that some of we (the poor people) will be living in cars because we can't afford housing, most of people living in cars have works and contribute to the whistler community in several ways, when this people are living in parking lots 4 & 5 even when this is prohibited, we had no problems, but now you forced all of them to run away, to stay away from the village and close to the forest, it will mean garbage, uncontrolled fires and bear attractants spreading all over around, as far as there is no place for them to legally stay they are forced to live in the edge between the neighborhoods and the forest, right where most sensitive is our wildlife to this kind of problems.

If we had some common sense we will open some space for this kind of people, maybe blackcomb base 2 parking, but it looks like the municipality is just interested in the money, and don't care about the real problems of the people or the village.

You MUST understand how dangerous is for our beloved environment having no place to live for this campers, they will be there, outside, making accidental forest fires, spreading garbage and putting wildlife in danger, ¿so bad we need the few money we are going to made with the new p4 & 5 policy to put in risk our community and piss off all our workers?

Please spend some time thinking about it before we have to regret another forestal fire.

Please sign the form by entering your initials: JPM

From: Dan Chalcraft [<mailto:community@bccerebralpalsy.com>]
Sent: Friday, July 07, 2017 12:49 PM
To: Melissa Kish <MKish@whistler.ca>
Subject: RE: Light Up Request from Whistler

Dear Mayor and Council

On behalf of the Cerebral Palsy Association of BC, I would like to request that Gazebo be lit up green for World Cerebral Palsy Day on October 6, 2017.

Green is the official colour of cerebral palsy and reflects the concept of growth. In 2015, City of Vancouver Deputy Mayor Andrea Reimer recognized World CP Day with an official proclamation and Vancouver City Hall was lit green.

Our goal for World CP Day 2017 is to see as many places as possible around the province lit up green. We hope you will consider taking part.

On World CP Day, the CPABC will be encouraging its members and supporters to share photos of various landmarks lit up in green with #CPAwareness.

I've included some information about CP, the Cerebral Palsy Association of BC and World CP Day below.

The Association is located in Vancouver at #330-400 Granville St Vancouver BC Canada V6C 1T2

Let me know if there's anything more you need.

Sincerely

Dan Chalcraft

About Cerebral Palsy

Cerebral palsy is the most common childhood physical disability (affecting an average of one in every 500 people). There are around 10,000 people living with CP in BC, as well as their family members who devote their lives to the care of their loved ones, and the many doctors and therapists involved in the diagnosis and treatment of CP.

Cerebral Palsy Association of BC

The Cerebral Palsy Association of British Columbia was started in 1954 by a group of parents who wanted to assist their children living with cerebral palsy to reach their maximum potential within society. Today we are an independent charitable organization governed by a volunteer Board of Directors. We provide support, education, and information throughout BC. Our mission is:

- To raise awareness of cerebral palsy in the community;
- To assist those living with cerebral palsy to reach their maximum potential; and
- To work to see those living with cerebral palsy realize their place as equals in a diverse society.\

Learn more at www.bccerebralpalsy.com

World CP Day

World Cerebral Palsy Day is a movement of people with cerebral palsy and their families, and the organisations that support them, in more than 50 countries.

More than just an awareness day, World CP Day is an opportunity to:

1. Celebrate and express pride in the lives and achievements of those with CP and the people and the organisations that support them
2. Create a powerful voice for those with CP to change their world
3. Connect organisations across the globe so they are better equipped to meet the needs of those with CP
4. Create new solutions to everyday problems
5. Act as a catalyst for social change and education campaigns that create solutions to universal challenges
6. Produce tangible actions and outcomes that measurably improve the lives of those with CP
7. Raise awareness of CP and the issues that affect people with CP at a local, national and international level to create more inclusive societies.

Our vision is to ensure that children and adults with cerebral palsy have the same rights, access and opportunities as anyone else in our society.

From Nigeria to the Netherlands, Ireland to Indonesia, Pakistan to Poland, people with CP and their families have powerful stories to tell. These stories of challenge and success are the foundation of our community and global movement for change.

Tell the World “I Am Here”

For World CP Day 2017, you’re invited to join us on the World CP Day map! We want to hear your story. Share a few words, a photo and your location. All welcome – people with CP, families, friends, therapists, teachers, researchers, supporters and organisations. Join the map at: www.worldcpday.org

Best,

Dan

Dan Chalcraft
Community Engagement Assistant
Cerebral Palsy Association of BC
330-409 Granville Street
Vancouver, BC V6C 1T2
Tel: (604) 408-9484 | (800) 663-0004
bccerebralpalsy.com | facebook.com/BCCerebralPalsy | [@CerebralPalsyBC](https://twitter.com/CerebralPalsyBC)



Click on the link below to make a donation today:

<https://www.canadahelps.org/dn/5315>



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	Dan Chalcraft
Organization	Cerebral Palsy Association of BC
Business Address	330-409 Granville St
City/Province/Postal Code	Vancouver BC V6C 1T2
Business Phone Number	604 408 9484
Business Email	community@bccerebralpalsy.com
Website Address	http://bccerebralpalsy.com/
Brief description of the event associated with your request <i>(Description information will be used for communications. Max 75 words. RMOW will edit copy if necessary.)</i>	<p>More than just an awareness day, World CP Day is an opportunity to:</p> <ol style="list-style-type: none"> 1. Celebrate and express pride in the lives and achievements of those with CP and the people and the organisations that support them 2. Create a powerful voice for those with CP to change their world 3. Connect organisations across the globe so they are better equipped to meet the needs of those with CP 4. Create new solutions to everyday problems
Optional: Social Media Campaign Title <i>(include hashtags)</i>	#worldcpday #wearehere
Landmark Choice <i>(Only Fitzsimmons Bridge offers sign allocation)</i>	<input type="checkbox"/> Fitzsimmons Covered Bridge <input type="checkbox"/> Village Gate Inuksuk <input checked="" type="checkbox"/> Town Plaza Gazebo
Date of Event	October 6th, 2017
Colour Request	Green

Signature: ____ Dan Chalcraft ____

Date: ____ July 7th, 2017 ____

From: Eric Thomas Snyder [<mailto:erictsnyder@comcast.net>]

Sent: Friday, July 07, 2017 12:56

To: Mayor's Office <mayorsoffice@whistler.ca>

Cc: chanteloneil@hotmail.com; Bob Cessford <cessfordb@yahoo.com>; Tim Lovell <timlovell@me.com>; zplazak@hotmail.com; marcuschalk@shaw.ca; jeffshier@me.com; Tom Cohen <senecaiii@hotmail.com>; beau@wrm.bc.ca; Snyder Irit <iritsnyder@comcast.net>

Subject: Bus Parking along Blackcomb Way

- 4644 Montebello Pl., July 7th, 2017

To Mayor and Council:

We arrived at our townhome this past Monday to be greeted with a long line of buses, some idling and spewing fumes, parked along Blackcomb Way. We also noticed that the “no parking” signs have been replaced along Blackcomb Way with signs that read “Bus Parking Only – Violators will be Towed”. This was done without any consultation with the owners of Montebello Phase I which is adjacent to the new bus parking area. I concur with Bob Cessford on the following points:

- Montebello Phase I is a residential zone (RM22). Now the residents have to deal with the noise and diesel fumes from the buses as well as blocked views.
- According to the signage, buses can park in this area 24/7 and could be arriving or departing any time of the day or night causing a disturbance to the residents of this complex. The traffic along Blackcomb way has become much heavier in the last couple of years and we are not prepared to accept the additional nuisance from buses.
- Absolutely no discussion was held (as common courtesy) with the owners of Montebello I. A few leaflets were stuffed in some of the doors of our strata which is the extent of the “consultation process”
- The shoulder where bus parking is allowed is gravel and movement of buses on this surface stirs up dust which can drift onto our residential property.

I would also like to add that two individuals in our household suffer from asthma, and that the fumes from the buses constitute more than just a nuisance, but a health hazard. Finally, it goes without saying that this new policy from the Municipality stands to adversely impact the value of our homes in Montebello.

I strongly urge you to rescind the new bus parking policy along Blackcomb Way immediately.

Sincerely,

Eric Thomas Snyder

4644 Montebello Place

206-232-1690

From: Jeffrey Shier [<mailto:jeffshier@me.com>]
Sent: Friday, July 07, 2017 12:13
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Bus Parking in a Residentially Zoned area.. REALLY

Hello Nancy and Council,

My wife and I live in Montebello. We bought in Montebello originally because we wanted to live in a quiet residentially zoned neighbourhood, as did many others. Your recent decision to park buses along Blackcomb Way negatively effects that for us and others. I am a council member of my Strata and I am getting constant emails and phone calls about the bus parking lot you have established in our backyards.

Why have you turned our neighbourhood into a parking lot? The buses come and go at all hours. It is unsightly, noisy, messy, and constantly smells of diesel fuel as the busses are always in idle mode.

Please see the attached photo taken yesterday, I think it speaks for itself.

Turning Blackcomb Way into a Bus Parking lot needs rethinking. Bus parking should be in parking lots and not in residential neighbourhoods. Parking lots are for parking.

I look forward to hearing from you in this regard.

Jeffrey Shier and Signy Eaton
4627 Montebello Pl



From: Tim Lovell <timlovell@me.com>

Date: July 8, 2017 at 15:00:01 PDT

To: Bob Cessford <cessfordb@yahoo.com>, Jeffrey Shier <jeffshier@me.com>, Zygi Plazak <zplazak@hotmail.com>, Tom Cohen <senecaiii@hotmail.com>, Chantel O'Neil <chanteloneil@hotmail.com>, Marcus Chalk <marcuschalk@shaw.ca>, mayorsoffice@whistler.ca

Cc: Beau Craig <beau@wrn.bc.ca>

Subject: Bus Parking on Blackcomb Way

Dear Mayor and Montebello 1 Council Members,

You will already have received a number of letters relating to the recent change of parking designation for the west side shoulder of Blackcomb Way (between Lorimer Rd. and Nancy Green Dr.).

Not surprisingly, the owners of our "Montebello" residential townhouse complex are shocked as to how such a change could have been enacted without the courtesy of consultation from the Municipality as this change directly affects our entire 40-unit complex, and most significantly the majority of units which are in close proximity to Blackcomb Way.

I am fully supportive of all the points that have been raised from other Council members and owners (that I am aware of) at our complex. I have been the owner of Unit 4624 for over ten years and it has been my principal residence in retirement for over 6 years.

By way of synopsis I have outlined below the key points that have been raised as to why the Municipality's decision is wrong.

- The decision to alter the parking designation (June 26th) was made with no consultation with Montebello owners and enacted within less than one week.
- The letter from the Municipality was apparently not distributed to all the Montebello owners. Furthermore, it advised of bus parking only between the hours of 8am to 8pm.
- New road parking signage that now allows for 24/7 bus parking was not communicated to Montebello owners.
- The new parking rules will result in significant levels of noise pollution, daily and during nighttime hours.
- The new parking rules will cause potentially serious health issues for the elderly and young children and especially for asthmatics and others with weakened immune systems due to the significant amounts of dust and diesel fumes at a distance of 30-40 feet from homes with open windows, and for those enjoying their outside patios and balconies, not to mention the general unhealthiness for anyone having to regularly inhale the exhaust fumes.
- Pretty views to the adjacent designated "wetlands" area will be completely blocked at ground level and significantly restricted from first floor windows and balconies resulting in potential for a reduction in property values.

- Photos already supplied to the Municipality show clearly that our residential complex is now bordering a commercial/industrial parking lot for bus and coach traffic, operating 24/7 with no restrictions.

As Chairman of the Montebello Strata Council and proud homeowner who has enjoyed living at Montebello for many years, I am requesting that you immediately consider these points and find an alternative bus parking solution that will not impact a residential community such as ours. As owners, we are seeking to enjoy the natural beauty and vibrancy of a much-loved town, which we have chosen to call our home.

We trust that, in all good faith, you will address this issue as a matter of urgency.

Kind regards,
Tim Lovell
4624 Montebello Place
Whistler. V0N 1B4

From: Geoffrey Glotman [<mailto:gglotman@glotmansimpson.com>]
Sent: Monday, July 10, 2017 09:30
To: Mayor's Office <mayorsoffice@whistler.ca>
Cc: 'Bob Cessford' <cessfordb@yahoo.com>; 'Jeff Shier' <jeffshier@me.com>; 'Chantel O'Neil' <chanteloneil@hotmail.com>; 'MARCUS CHALK' <marcuschalk@shaw.ca>; 'Zygi Plazak' <zplazak@hotmail.com>; 'Beau Craig' <beau@wrm.bc.ca>; 'Tim Lovell' <timlovell@me.com>; 'gglotman@me.com' <gglotman@me.com>; 'Tom Snyder' <erictsnyder@comcast.net>; 'Lisa Cohen' <lisabcohen03@gmail.com>
Subject: Charter Bus Parking on Blackcomb Way

Dear Mayor and Council

As a long time owner at Whistler I was shocked to find out Buses are now being parked right in front of our residence in Montebello! We think of Whistler as a place we go for peace and tranquility not a place where we can look at the side of a bus, smell its fumes and hear it start-up. If I wanted that I would go to New York! The idea that engineering believes this is an appropriate place for buses goes completely against any engineering or environmental logic. What are you thinking? Montebello Place is a quiet residential neighbourhood where we do not rent and where we can enjoy the incredible beauty of Whistler.

We were never given any indication that this was going to occur until we saw signs on the street and they dropped a memo at our door. Did you ask for any input from the Montebello Residents? It is shocking that this would be done. It goes completely against livability of its residents.

I would strongly encourage you to reconsider this decision and park the buses in appropriate areas away from a Residential Development.

I look forward to hearing from you.

Thanks
Geoffrey Glotman
4622 Montebello Place

Geoffrey Glotman M Eng, P Eng
Managing Principal
Glotman Simpson Consulting Engineers
Direct: 604-484-2288
www.glotmansimpson.com



1684 Springer ave
Burnaby, BC
V5B 3M3

2017-07-04

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

Dear Councillors:

Summer 2017 is well underway and it looks like it's going to be a beautiful hiking, climbing, trail running, camping, auto theft, paddling, and kiting season. Hold on... one of those things is not like the others!

Once again, my fellow outdoors people have started to fall victim to the rampant auto crime at popular outdoor recreation areas and trailheads; most notably, but not limited to, ones which access Garibaldi Provincial Park. Personally, my car was broken into in 2012. I have friends who have had cars broken into just this past weekend. It genuinely worries me when I park my car at these recreation areas. Auto crime of this nature in this area has impacted my choice of recreation in this area as a tourist.

Integrated Municipal Provincial Auto Crime Team (IMPACT) has the famous "Bait Car" program. Recently, they also expanded the program into "Bait Stuff" where GPS tagged goods would be put in cars and could be tracked after smash-and-grab break-ins. I strongly encourage you to liaise with the local RCMP, BC Parks, and BC Federation of Mountain Clubs to research if the "Bait Stuff" program can be brought to local trailheads and recreation spots.

Yours Truly,



James Nosella



July 11, 2017

From: Merideth Schutter, K. Schutter, A. Singhal and M. Greenaway
7292 Fitzsimmons Rd South
Whistler, BC

Hello Mayor and City councillors,

Merideth here from Fitzsimmons Dr in White Gold. I just SAVED a young girls life this morning AGAIN as a green late model jeep raced at around 100km an hour down Fitzsimmons Rd South. I jumped out and grabbed her...super scary. I don't even know this child. When I yelled at driver he gave me the finger and raced off. I am FUMING. I need something done by the city before someone is killed. We have three kids ourselves. The amount of foot traffic and bikers that go through White Gold down Fitzsimmons S. from Passive House is incredible and part of why we love it here. It is constant. The traffic is out of control. There is very poor signage at the start of Fitzsimmons so we often get people trying to reach Passive House from our dead end street-they go fast one way then even faster the other way when they realize its a dead end. When someone is killed these warnings will mean a lot to the City of Whistler and I will be all over it with the media. I have been in touch with the City numerous times over the past years. I understand about the snow plows, but there MUST be a solution. There are kids and dogs all over our area and not having sidewalks or a trail means that people are on the road. Traffic must be controlled.

I am happy to start putting up my own traffic control mechanisms, but I am hopeful the city will provide a plan asap. I am even happy to personally pay for it to save lives...

I look forward to hearing from you very soon.

Merideth