



# WHISTLER

## AGENDA

### 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

#### ADOPTION OF AGENDA

Adoption of the Regular Council agenda of July 4, 2017.

#### ADOPTION OF MINUTES

Adoption of the Regular Council minutes of June 20, 2017 as amended to include the resolution 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".

#### PUBLIC QUESTION AND ANSWER PERIOD

#### PRESENTATIONS/DELEGATIONS

Squamish Hospice  
Society Campaign

A presentation 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

#### ADMINISTRATIVE REPORTS

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

*A presentation by municipal staff.*

**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.

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

*A presentation by municipal staff.*

**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 20/ 06/ 2017 and attached to Administrative Report 17-077 as Appendix B.

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

*A presentation by municipal staff.*

**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.

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

*A presentation by municipal staff.*

**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.

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

*A presentation by municipal staff.*

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

File No. 523.1

**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.

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

*A presentation by municipal staff.*

**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 Alpenglöw 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 Alpenglöw 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”.

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

**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 Bradley Anderson as a director for Whistler 2020 Development Corporation Ltd as of December 6, 2016.

### **MINUTES OF COMMITTEES AND COMMISSIONS**

Transportation Advisory Group (TAG)	Minutes of the Transportation Advisory Group (TAG) meeting of April 4, 2017.
Whistler Bear Advisory Committee	Minutes of the Whistler Bear Advisory Committee meeting of May 10, 2017.
May Long Weekend Committee	Minutes of the May Long Weekend Committee meeting of May 16, 2017.

### **BYLAWS FOR FIRST AND SECOND READINGS**

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.
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### **BYLAWS FOR THIRD READING**

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” as amended 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.
Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017	The purpose “Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017” is to amend the maximum permitted Gross Floor Area (GFA) for the property to permit a mezzanine area for the restaurant (Trattoria) by inserting the mezzanine floor area into the double height space of the existing restaurant

### **BYLAWS FOR ADOPTION**

Zoning And Parking Amendment Bylaw (Parking - RI1 Zone) No. 2156, 2017	The purpose of “Zoning and Parking Amendment Bylaw (Parking - RI1 Zone) No. 2156, 2017” is to clarify the parking regulations for RI1 (Residential Infill One) Zone properties that were inadvertently overlooked when RI1 zone regulations were adopted.
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### **OTHER BUSINESS**

#### **ITEMS HAVING PRIOR NOTICE OF MOTION**

Solid Waste Strategy	Moved by Councillor Maxwell  <b>That</b> Council direct staff to participate in consultations for Extended Producer Responsibility programs.
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Moved by Councillor Maxwell

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

### **CORRESPONDENCE**

Bus Parking Concerns  
File No.7804

Correspondence from Greg Link, dated June 20, 2017, regarding his concerns for bus parking changes.

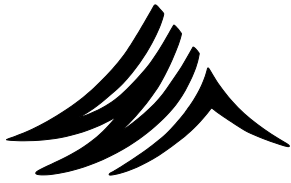
National Injury  
Prevention Day  
Awareness Light up  
Landmark Request  
File No. 3009.1

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.

United Way Day  
Proclamation  
File No. 3009.1

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."

### **ADJOURNMENT**



# WHISTLER

## MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL  
TUESDAY, JUNE 20, 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, S. Maxwell

Chief Administrative Officer, M. Furey  
General Manager of Infrastructure Services, J. Hallisey  
General Manager of Corporate and Community Services, N. McPhail  
General Manager of Resort Experience, J. Jansen  
Director of Planning, M. Kirkegaard  
Director of Corporate, Economic and Environmental Services, T. Battiston  
Acting Municipal Clerk, N. Best  
Acting Manager of Transport and Waste Management, A. Tucker  
Manager of Communications, M. Comeau  
Acting Director of Finance, M. Peatfield  
Transportation Demand Management Coordinator, E. DalSanto  
Planner, F. Savage  
Planner, R. Brennan  
Planning Analyst, R. Licko  
Recording Secretary, M. Kish

**ABSENT:** A. Janyk

*Mayor Wilhelm-Morden and Council shared their thoughts and memories of Councillor Andrée Janyk and played a photo montage and video in memorial made by staff.*

On behalf of Council, Mayor Wilhelm-Morden shared that their hearts were heavy as they mourn the passing of their late fellow Councillor, Andrée Janyk. On Friday, June 16, 2017 Councillor Janyk passed away surrounded by her loving family. Councillor Janyk was a long time and much loved member of the community of Whistler. Over the last four decades, she contributed in the following ways:

- She founded the Blackcomb Ski Club and volunteered thousands of hours with the Whistler Mountain Ski Club
- She served as a Board member on School District 48
- She founded the Whistler Youth Soccer Club and was instrumental in growing youth soccer in Whistler
- She received the honour of Citizen of the Year in 2010 recognizing her many community contributions.

- Andree was elected to Whistler Council in 2011 and again in 2014. She was a committed and passionate member of Council and the many committees she was part of.

Mayor Wilhelm-Morden added that this is a partial list of the many things Andree accomplished in public service in our community. Andrée's passing is a very sad loss for the community of Whistler. Our sincere condolences go out to all of Andrée's loving family and many friends.

*At 5:43 Mayor Wilhelm-Morden called a recess.*

*At 5:46 Mayor Wilhelm-Morden reconvened the meeting.*

### **ADOPTION OF AGENDA**

Moved by Councillor J. Ford

Seconded by Councillor J. Grills

**That** Council adopt of the Regular Council agenda of June 20, 2017 with an amendment to remove and reschedule the Employee Recognition Week presentation to July 18, 2017 and the Squamish Hospice Society Campaign presentation to the July 4, 2017 Regular Council Meetings.

CARRIED

### **ADOPTION OF MINUTES**

Moved by Councillor S. Anderson

Seconded by Councillor J. Crompton

**That** Council adopt the June 6, 2017 minutes for:

- Regular Council;
- Public Hearing for Zoning Amendment Bylaw (Phase 2 Rental Pool Accommodations) No. 2140, 2017; and,
- Opportunity for Public Comment for Tourist Accommodation Business Regulation Bylaw No. 2142, 2017.

CARRIED

### **PUBLIC QUESTION AND ANSWER PERIOD**

*There were no questions from the public.*

### **PRESENTATIONS/DELEGATIONS**

2017 May Long  
Weekend After Action  
Report

A presentation was given by RCMP Inspector Jeffrey Christie and RCMP Corporal Darren Durnin regarding the 2017 May Long Weekend After Action Report.

### **MAYOR'S REPORT**

Mayor Wilhelm-Morden informed that the RMOW will consider the Tourist Accommodation Amendment Bylaw No. 2140, 2017 at a future meeting and will not be considering it tonight. Mayor Wilhelm-Morden informed that it is tentatively scheduled for the July 4, 2017 Regular Council meeting. The Public Hearing and the Opportunity for Public Consideration input to Council on the proposed bylaw is now closed.

Mayor Wilhelm-Morden informed that National Aboriginal Day will be celebrated tomorrow, Wednesday, June 21. Canadians across the country will join together to celebrate and recognize the culture, heritage and outstanding contributions of the First Nations, Inuit and Métis peoples. This nation-wide celebration is held around the summer solstice every year, due to its significance as the longest day of the year. The Squamish Lil'wat Cultural Centre has a number of activities planned to mark the occasion. Mayor Wilhelm-Morden invited everyone to attend the opening with members of Council at 10:30 a.m.

Mayor Wilhelm-Morden commented that a wide cross-section of Whistler locals enjoyed the sunshine and test rode e-bikes on Monday, June 12 as part of the Cleanse Your Commute event. The transportation information event was hosted by the Association of Whistler Area Residents for the Environment (AWARE) at the Whistler Public Library. More information about alternative transportation options is available at [whistler.ca/carfree](http://whistler.ca/carfree).

Mayor Wilhelm-Morden informed that the Resort Municipality of Whistler (RMOW) participated in the spring Inside Scoop Tradeshow on Monday, June 12. The tradeshow was an opportunity for 102 local businesses and organizations to showcase their products and services to a crowd of over 700 locals. RMOW staff shared information about:

- transportation alternatives to cars;
- bear and wildlife safety;
- organic waste management, and;
- Meadow Park Sports Centre amenities.

Mayor Wilhelm-Morden commented that Inside Scoop takes place twice annually as a partnership of Tourism Whistler and the RMOW's Village Host Program.

Mayor Wilhelm-Morden informed that a number of changes will be implemented in the coming weeks to help address transportation pressures in our community. Transportation changes will be taking effect in the next two weeks with a free shuttle service being offered to Lost Lake Park from Saturday, June 24 until Monday, September 4. Parking will not be permitted at the park during this time.

- Effective July 1, the RMOW will be offering free transit on weekends and holidays from Canada Day to Labour Day.
- Also effective July 1, there will be changes to parking in the day lots including pay parking in lots 4 and 5 in peak seasons.

Mayor Wilhelm-Morden informed that now is the perfect opportunity to ride your bike, take the bus or try another eco-friendly way get to get around town. Details are available at [whistler.ca/enhancingtransportation](http://whistler.ca/enhancingtransportation).

Mayor Wilhelm-Morden encouraged everyone in Whistler to adopt water-wise habits to help save water that as warm weather and irrigation begins. Whistler is currently at a Level 1 Sprinkling restriction level, which means that watering is restricted by address to specific days and times. For details please visit [whistler.ca/sprinkling](http://whistler.ca/sprinkling).

Mayor Wilhelm-Morden commented that Canada Day is less than two weeks away and that the RMOW has arranged a number of activities to celebrate Canada's 150<sup>th</sup> birthday, including a parade, street entertainment throughout the Village and free performances by the Vancouver Symphony Orchestra at Whistler Olympic Plaza on July 1 and 2. For more details about these events, visit [whistler.ca/whistlerpresents](http://whistler.ca/whistlerpresents).

Mayor Wilhelm-Morden informed that a delegation from Karizawa, Japan Whistler's Sister City will be arriving June 30, 2017 and Mayor Wilhelm-Morden added that she is looking forward to meeting with Mayor Fujimaki. The Sister City delegates will be here for three days and will participate in the Canada Day Parade amongst other things.

### ADMINISTRATIVE REPORTS

DP1562 – 3200  
Blueberry Drive  
Townhouse  
Development  
Report No. 17-068  
File No. DP1562

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

**That** Council approve the issuance of Development Permit DP1562 for the proposed development at 3200 Blueberry Drive which includes the following variances to the Zoning Bylaw:

- a) Vary the front setback from 7.6 metres to 6.5 metres to accommodate a chimney feature on the duplex building;
- b) Vary the south side setback from 3.5 metres to 2.7 metres to accommodate a chimney feature on the duplex building;
- c) Vary the setbacks for retaining walls from all parcel lines to 0 metres.
- d) Vary the setback for an electrical kiosk to 0.0 metres from the front parcel line.
- e) Vary the width of two surface parking stalls from 3.0 metres to 2.6 metres;

as illustrated on architectural plans DP-01, DP-02, DP-03, DP-04, DP-05, DP-06, DP-07, DP-08, DP-09, DP-10, DP-11, dated 17-03- 31, prepared by Matrix Architecture and Planning Inc., and landscape plans L1, L2, L3, L4, L5, L6, dated October 30, 2007 as revised April 4, 2017, prepared by Tom Barratt Landscape Architects Ltd, subject to the following conditions being completed to the satisfaction of the General Manager of Resort Experience:

1. Provision of a letter of credit, or other approved security, in the amount of 135 percent of the landscape and paving costs as estimated by the project landscape architect as a security for the construction and maintenance of these works;
2. Provision of a snow shed analysis per Council Policy G-16.

CARRIED

Introduction of a New  
Solid Waste Bylaw  
Report No. 17-069  
File No. 6700

Moved by Councillor Maxwell  
Seconded by Councillor Crompton

**That** Council amend the resolution as set out in the report to direct staff to include specific provisions requiring new multi-family and commercial

buildings to submit waste management plans in the planning process, similar to previously clauses considered.

CARRIED

Moved by Councillor Grills  
Seconded by Councillor Ford

**That** Council direct staff to proceed with “Solid Waste Bylaw No. 2139, 2017” as described in Administrative Report to Council No.17-069; and,

**That** Council direct staff to include specific provisions requiring new multi-family and commercial buildings to submit waste management plans in the planning process, similar to previous clauses considered.

CARRIED

RZ 1137 – 4417 Sundial  
Place – Mountainside  
Lodge Restaurant  
Rezoning  
Report No. 17-070  
File No. RZ1137

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

**That** Council consider giving first and second readings to Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017; and,

**That** Council waive a public hearing regarding Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017 as permitted by Section 464 of the Local Government Act and give notice that the public hearing is waived as per Section 467 of the Local Government Act; and

**That** Council direct staff to advise the applicant that before consideration of adoption of Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017, the following matters shall be completed to the satisfaction of the General Manager of Resort Experience;

1. Registration of a Section 219 covenant in favour of the Resort Municipality of Whistler to ensure the renovation and addition achieves the performance goals contained in Green Building Policy G-23 or other such approved list that meets the policy objectives and targets no net increase in energy requirements and greenhouse gas emissions, and no net increase in water usage, and also requires a project completion report detailing the implementation of the green building practices;
2. Submission of a solid waste management plan for the expanded restaurant;
3. Payment of outstanding rezoning application fees; and further;

**That** Council authorize the Mayor and Municipal Clerk to execute any necessary legal documents for this application.

CARRIED

Zoning And Parking  
Amendment Bylaw  
(Parking - R11 Zone) No.  
2156, 2017  
Report No. 17-071  
File No. RZ1131

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

**That** Council consider giving first, second and third readings to “Zoning and Parking Amendment Bylaw (Parking – R11 Zone) No. 2156, 2017.”

CARRIED

LLR 1280 – Whistler  
Brewing Company –  
Brewery Lounge  
Endorsement  
Report No. 17-072  
File No. LLR 1280

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

**That** Council pass the resolutions attached as Appendix “A” to Administrative Report No.17-072 providing Council’s recommendation to the Liquor Control and Licensing Branch regarding an application from the Whistler Brewing Company for an endorsement for a manufacturer (brewery) lounge with an interior occupant load of 67 persons.

CARRIED

SLRD Regional Growth  
Strategy Amendment  
Bylaw No. 1514-2017  
Referral  
Report No. 17-073  
File No. 9213

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

**That** Council endorse the proposed Squamish-Lillooet Regional District (SLRD) Regional Growth Strategy Amendment Bylaw No.1514-2017; and,

**That** Council authorize the Municipal Clerk to notify the SLRD Board of Directors that the Resort Municipality of Whistler is in favour of Squamish-Lillooet Regional District (SLRD) Regional Growth Strategy Amendment Bylaw No. 1514-2017 as proposed.

CARRIED

2016 Annual Report  
Report No. 17-074  
File No. 4325

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

**That** the 2016 Annual Report content as included in the 2017 Corporate Plan, be received and considered by Council; and,

**That** Council consider submissions and questions from the public with respect to the annual report.

CARRIED

2016 Statements of  
Financial Information  
Report No. 17-075  
File No. 4325

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

**That** Council approve the 2016 Statements of Financial Information.

CARRIED

Sea to Sky Highway  
Road Closure Protocol  
Assessment  
Report No. 17-067  
File No. 7020-20

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

**That** Council receive the Sea to Sky Highway Road Closure Protocol Assessment prepared by Creative Transportation Solutions Ltd. attached as Appendix A to Administrative 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.

CARRIED

#### **BYLAWS FOR FIRST AND SECOND READINGS**

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

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

**That** Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017 receive first and second readings.

CARRIED

#### **BYLAWS FOR FIRST, SECOND AND THIRD READINGS**

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

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

**That** Zoning and Parking Amendment Bylaw (Parking - RI1 Zone) No. 2156, 2017 receive first, second and third readings.

CARRIED

#### **OTHER BUSINESS**

2010 Games Operating  
Trust Society Nomination  
File No. 2045.13

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

**That** Mike Furey be nominated as a member of the 2010 Games Operating Trust Society until the conclusion of the next annual General meeting or until such nomination is revoked, whichever is earlier, pursuant to bylaw 2.3 of the 2010 Games Operating Trust Society bylaws.

CARRIED

#### **NOTICE OF MOTION**

Notice Of Motion  
Regarding the Solid  
Waste Strategy

Moved by Councillor S. Maxwell

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

Moved by Councillor S. Maxwell

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

#### **CORRESPONDENCE**

Transportation Action  
Plan Support  
File No. 546

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



**That** correspondence from Colin Rankin dated May 31, 2017, regarding his support of the Transportation Action Plan be received and referred to staff and the Transportation Advisory Group.

CARRIED

Pay Parking Concerns  
File No. 546

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

**That** correspondence from William Trousdale dated June 1, 2017, regarding his concerns for parking fees be received and referred to staff and the Transportation Advisory Group.

CARRIED

Pay Parking Opposition  
File No. 546

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

**That** correspondence from Lisa Woo dated June 3, 2017, regarding her opposition to pay parking be received and referred to staff and the Transportation Advisory Group.

CARRIED

Pay Parking Concerns  
and Suggestions  
File No. 546

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

**That** correspondence from Alissa Powell dated June 5, 2017, regarding her concerns and suggestions for pay parking be received and referred to staff and the Transportation Advisory Group.

CARRIED

Pay Parking Concerns  
File No. 546

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

**That** correspondence from Jason Penney dated June 5, 2017, regarding his concerns for pay parking be received and referred to staff and the Transportation Advisory Group.

CARRIED

Transportation and  
Parking Concerns  
File No. 546

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

**That** correspondence from Gary McDonnell dated June 6, 2017, regarding his opposition to the Transportation Action Plan recommendations be received and referred to staff and the Transportation Advisory Group.

CARRIED

Pay Parking Issues  
File No. 546  
Wood Works! BC  
Nominations  
File No. 3009

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

**That** correspondence from Lynn Embury-Williams dated May 27, 2017 regarding nominations for the 2017 Community Recognition Awards for Wood Works! BC be received and referred to staff.

CARRIED

Parking Issues in  
Cheakamus Crossing  
File No. 7002.11

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

**That** correspondence from Michael Kyle dated May 9, 2017, regarding parking issues and suggestions in Cheakamus Crossing be received and referred to staff and the Transportation Advisory Group.

CARRIED

Praise for Highway  
Policing for Speeding  
File No. 9190

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

**That** correspondence from Dawn Strong dated June 5, 2017, regarding the increased police presence on the Sea to Sky Highway be received and referred to staff

CARRIED

Water Bottle Best  
Practice Suggestion  
File No. 3009

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

**That** correspondence from Stan Kranjc dated June 6, 2017 regarding water bottle dispenser options be received and referred to staff.

CARRIED

"Stop Famine Together"  
Campaign Landmark  
Lighting Request  
File No. 3009.1

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

**That** correspondence from Rania Cotran, Appeals and Fundraising Manager, Humanitarian Coalition dated June 8, 2017, requesting that the Fitzsimmons Bridge be lit up red on June 26, 2017 for "Stop Famine Together" campaign be received and referred to staff.

CARRIED

World Ocean's Day  
Personal Proclamation  
File No. 3009.1

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

**That** correspondence from Laurie Gourlay dated June 8, 2017, regarding a personal proclamation for the awareness of "World Ocean's Day" be proclaimed and referred to staff.

CARRIED

Drone Concerns  
File No. 7800

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

**That** correspondence from Peter Skeels dated June 12, 2017, regarding his concerns with drones being used in the Village be received and referred to staff.

CARRIED

Speed Concerns on  
Jane Lake Road  
File No. 7708.1

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

**That** correspondence from Sheena Fairley dated June 13, 2017, regarding her concerns for the speed of vehicles on the Jane Lake Road and a request for a dog bag dispenser at the beginning of the Train Wreck be received and referred to staff.

CARRIED

#### **ADJOURNMENT**

Moved by Councillor J. Crompton

**That** Council adjourn the June 20, 2017 Council meeting at 7:29 p.m.

CARRIED

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Mayor, N. Wilhelm-Morden

---

Acting Municipal Clerk, N. Best

# LET'S TALK about the need for a Sea to Sky hospice ...

## What is hospice palliative care?

It's a holistic care approach that includes pain and symptom management, psychological support, spiritual care, caregiver support, and bereavement support.



The Sea to Sky Community Hospice will be open to any resident of the Sea to Sky Corridor over the age of 19 years.

## Did You Know?

120  
kms

is the distance from Whistler to the closest hospice beds available for our community's residents



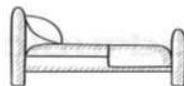
\$1200  
per  
day

Cost of hospice care in a hospital vs \$450 per day cost of care in a hospice facility. Average length of stay requiring hospice care = 20 days



0  
beds

The number of palliative care beds currently available in the Sea to Sky Corridor for residents of Mt. Curry, Pemberton, Whistler, and Squamish



*Testimonial from Sarah Irwin-Ballantine, sister of Michael (Mickey) Harkins, long time resident of Whistler:  
"He did make it clear to me during his time at emergency that he did not want to move into hospice care down in Vancouver. So by the end of the day it was better than it started because the team at Squamish found Mickey a bed and we went proceeding with finding some peace."*

**SEA TO SKY POPULATION : 40,000**  
**# OF HOSPICE BEDS : 0**

Hospice Palliative Care is about living well.  
**Right to the end.**



**Sea to Sky Community Hospice**

More info at:  
[www.seatoskycommunityhospice.com](http://www.seatoskycommunityhospice.com)  
[www.squamishhospicesociety.com](http://www.squamishhospicesociety.com)

**Help Us Build Sea to Sky Corridor's First Hospice Facility**



# 10th Annual Sea to Sky Charity Golf Tournament

2017 Beneficiary: Sea to Sky Community Hospice



The Annual Sea to Sky Charity Golf Tournament, hosted by BlueShore Financial and the Pemberton Valley Supermarket, has quickly become a highly anticipated tradition.

Funds raised from the event this year will support the Sea to Sky Community Hospice. Last year's tournament raised \$10,000 for the Pemberton Children's Centre and AWARE.

Foursomes fill up quickly for this professionally run tournament and festive dinner. Register now to avoid disappointment. *And just like last year, the course is ours all day – no delays waiting for other groups to finish!*

## Tournament Details

- DATE:** Monday, August 28, 2017
- TIMES:** Registration: 9:30am  
Shotgun Start: 10:30am  
Cocktails: 3:30pm  
Dinner: 5:00pm
- LOCATION:** Nicklaus North Golf Course  
8080 Nicklaus North Blvd  
Whistler, BC
- FORMAT:** Texas Scramble
- COST:** Tournament / Dinner /  
Sponsorship  
\$1500 per foursome\*  
Includes exclusive hole  
sponsorship, cart, deluxe  
gift, silent auction,  
tournament rates for  
accommodation

## About the Beneficiary

### SEA TO SKY COMMUNITY HOSPICE

The four-room Sea to Sky Community Hospice will be located between Hilltop House and Squamish General Hospital and will welcome Sea to Sky Corridor residents from all backgrounds, faiths, and income levels. The facility will be part of a continuum of care, offering a living/dining/kitchen area for families, a quiet room/sacred space, and access to garden areas.

The project is a partnership between the Squamish Hospice Society and Vancouver Coastal Health, and recognizes it is on the traditional homelands of the Squamish and Southern Stl'atl'imx First Nations.

The goal of the Hospice is to actively promote compassionate care and support to improve the quality of life for people of all cultures with life limiting illness, their loved ones and the bereaved throughout the Sea to Sky Corridor.

The vision is to create an intentional space that reflects the beauty of the Sea to Sky Corridor where community members may receive quality palliative respite care, symptom management or most importantly, live their final days in peace and comfort, fully supported by trained medical and volunteer teams.

\*CHARITABLE DONATION TAX RECEIPTS WILL BE ISSUED FOR \$300.

## TOURNAMENT THEME & AUCTION

Building on the success of previous years, we are once again proud to partner with Sumac Ridge Estate Winery. The tournament will feature a wine theme and will be partnering with Sumac Ridge to bring you an incredible day of golf, food, camaraderie, and wine. This year's auction table will also include many wine-themed items and packages.

**SUMAC**  
ESTATE  
WINERY **RIDGE**

## TOURNAMENT HOTEL SPONSOR DISCOUNT RATE

Golf tournament participants can take advantage of exclusive discount room rates at one of Whistler's most prestigious hotels, the Four Seasons Resort and Residences Whistler. Discounted rates depend on room type and availability so please call 1.800.268.6282 and reference the **Sea To Sky Golf Tournament**. All reservations must be made by **Wednesday, August 10, 2017**. Discount rates can be applied to extended stays after the tournament, some conditions may apply.

  
**FOUR SEASONS**  
*Hotels and Resorts*

# Registration

Please complete one form per foursome. Total cost: \$1500.

(Note, you can save this form on your computer and print it out or email it as an attachment.)

**1**

Name \_\_\_\_\_

Organization \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

**2**

Name \_\_\_\_\_

Organization \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

**3**

Name \_\_\_\_\_

Organization \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

**4**

Name \_\_\_\_\_

Organization \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

## PLEASE CHOOSE ONE OF THE FOLLOWING METHODS OF PAYMENT:

### ☐ Credit card

☐ Visa   ☐ MasterCard

Name on card \_\_\_\_\_

Credit card number \_\_\_\_\_

Expiry date \_\_\_\_\_

### ☐ Cheque

Please make cheque payable to the **Sea to Sky Golf Tournament** and mail it with this registration form to:

BlueShore Financial  
101-4321 Village Gate Blvd  
Whistler, BC VON 1B4  
Attn: Nick Papoutsis

If you have completed this form on your computer, simply save it and email to [nick.papoutsis@blueshorefinancial.com](mailto:nick.papoutsis@blueshorefinancial.com).  
You can also mail it to the address at right.

**Confirmation will be emailed to all members of your foursome upon receipt of registration and payment.**

For further information, please contact Nick Papoutsis, BlueShore Financial.  
T: 604.905.4325 | F: 604.905.4300 | [nick.papoutsis@blueshorefinancial.com](mailto:nick.papoutsis@blueshorefinancial.com)

 **BlueShore**  
FINANCIAL

  
**Pemberton Valley**  
Supermarket

  
**NICKLAUS NORTH**  
WHISTLER



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017

**REPORT:** 17-076

**FROM:** Resort Experience

**FILE:** DVP1132

**SUBJECT:** DVP1132 – PARKING VARIANCES AT 8527 BUCKHORN DRIVE

### 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 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.

### REFERENCES

Owner: Trevor Raymond Hunt  
Location: 8527 Buckhorn Drive  
Zoning: R11 (Residential Infill One)  
Legal: Strata Lot 34, Strata Plan BCS3125

Appendix A – Location Plan

Appendix B – Diagrams

Appendix C – Site Photos

### PURPOSE OF REPORT

This report presents DVP1132, an application for proposed variances to parking requirements under “Zoning and Parking Bylaw 303, 2015” related to development of a new detached garage with an auxiliary residential dwelling unit above, at 8527 Buckhorn Drive.

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 north side of Buckhorn Drive very near the intersection with Buckhorn Place. There is an existing dwelling on the site that was built in 1978 under Building Permit W-30-78. The parking requirement for this dwelling is two stalls. The development currently conforms to all aspects of the Zoning Bylaw.



Development Variance Permit Application DVP1132 proposes to construct a new single car garage structure to the east of and immediately next to the existing dwelling. The new structure will incorporate an auxiliary residential dwelling unit above the garage thereby generating an additional required parking stall for a total of three on the parcel.

As shown in Appendix B, the proposed garage and auxiliary residential dwelling unit structure has been located on the property taking into consideration the existing dwelling, existing slope of the lot, existing trees and the applicable setback requirements for the R11 zone. In order to meet the setback requirements and minimize the impact on existing trees, the proposal seeks to move the existing surface parking area forward on the lot requesting variances to parking setbacks. The requested variances are summarized in the accompanying table:

Variance Request	Zoning and Parking Bylaw No. 303 Regulation	Staff Comment
Vary the front setback for one surface parking stall from 1.5 metres to 0.8 metres	Part 6.4 (7) – Location of Parking and Loading Spaces:  (7) “In all other zones, no parking space shall be located within 1.5 metres of a parcel boundary.”	Per the intent of the Zoning Bylaw, the surface parking will be entirely contained on the subject property. Therefore these two requests are supported by staff.
Vary the front setback for one surface parking stall from 1.5 metres to 0.5 metres		
Allow the one parking space in the garage to be considered as a tandem parking space*.	Part 6.2 (7) – General Requirements for Parking and Loading Spaces.  (7) “In the RS and RT Zones, a maximum of one required off street parking space per dwelling unit which requires three or more off street parking spaces may be provided as a tandem parking space.	The dwelling requires two parking spaces, while the new auxiliary residential dwelling unit requires one more. Therefore this project does not meet this specific requirement. However, staff support this variance as the project still requires a total of three stalls, which meets with the intent of Part 6.2 (7).

*\*The Zoning Bylaw defines a “tandem parking space” as, “a space for the parking of one motor vehicle, where the only access is through an uncovered parking space.”*

## WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	All required parking will be provided on the subject property per the intent of the zoning bylaw parking regulations.

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.	Locating the garage as shown in Appendix B compliments the site topography and reduces earthworks and site preparation.
Maintains or enhances desirable site features, such as natural vegetation trees and rock outcrops.	Natural vegetation and trees are maintained as much as possible. The location of the garage saves a mature stand of trees on the parcel.
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 would result in less site disturbance than strict adherence to the zoning bylaw.
Potential Negative Impacts	
Is inconsistent with neighbourhood character.	N/A
Increases the appearance of building bulk from the street or surrounding neighbourhood.	N/A
Requires extensive site preparation.	Proposed variances reduce site works.
Substantially affects the use and enjoyment of adjacent lands. (e.g. reduces light access, privacy, and views.	N/A
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	N/A
Requires a height variance to facilitate gross floor area exclusion.	N/A.
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations.	No impacts on services as parking will be provided for on the subject property.

## ZONING AND PARKING BYLAW 303

The property is zones R11. Apart from the three variances 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 DVP1132 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 DVP1132, a proposal to vary the front setbacks for two surface parking stalls and to permit one parking stall to be considered tandem at 8527 Buckhorn Drive.

Respectfully submitted,

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



8527 BUCKHORN DR. PID 008-707-936 FOLIO 005330.17 WHISTLER BC V0N188	VARIANCE
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PROJECT	ONG.
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12:26 AM  
MONDAY, MAY 8, 2017

GUGLIELMO EAGLE RHOBE  
WHEATON RD  
VON 186  
CANADA

DESIGN

ATHIES D

NOTE: ALL ASPECTS OF CONSTRUCTION  
WILL BE APPROVED BY THE  
BIDDING - MAY 1, 1980  
DECLARATION: RESIDENTIAL "B"

[illegible]







## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017

**REPORT:** 17-077

**FROM:** Resort Experience

**FILE:** DVP1135

**SUBJECT:** DVP1135 – 9523 EMERALD DRIVE - EMERALD UV STATION

### 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 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.

### REFERENCES

Owners: Resort Municipality of Whistler  
Location: 9523 Emerald Drive  
Zoning: RR1 (Rural Resource One)  
Legal: District Lot 7962

Appendix A – Location Plan

Appendix B - Site Plan

### PURPOSE OF REPORT

This report seeks Council's consideration to grant setback variances to "Zoning and Parking Bylaw 303, 2015" related to a new water purification station at 9523 Emerald Drive.

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 west of the Emerald Estates subdivision. The Zoning Bylaw permits utility uses in all zones per Part 5.6 (1). The RR1 (Rural Resource One) Zone anticipates large parcels with a minimum required site area of 40 hectares and a minimum required setback of 60 metres for utility buildings. The subject parcel has an area of 0.95 hectares and is therefore considered nonconforming. The parcel contains an existing water reservoir that services the Emerald Neighbourhood.

DVP1135 proposes a new water purification station on the subject parcel. The installation will provide UV, chlorine, and corrosion protection. This station needs to be at a lower elevation than the existing reservoir to treat the water. The chosen location is the only area on the lands that was suitable due to the steep rocky topography and it is screened with existing vegetation.

Given the parcel dimensions (96 metres by 98 metres), it is physically impossible to satisfy the 60 metre setback requirement. Therefore, DVP1135 proposes three setback variances as described in the accompanying table:

Variance Request	Zoning and Parking Bylaw No. 303 Regulation	Staff Comment
Vary the north side setback from 60 metres to 45 metres.	Part 14.1(13)  (13) "The minimum permitted setback for buildings used for utility, resource use, sewage disposal treatment plant buildings and related activities is 60m."	Due to the parcel dimensions, this regulation would effectively sterilize the lot.  Staff support these variances as the proposed building does not emit any odours or generate unwanted noise.
Vary the south side setback from 60 metres to 43 metres.		
Vary the east side setback from 60 metres to 11 metres		

## WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	Apart from the variance request, this proposal meet all requirements of the RR1 zone.
Water	Whistler's potable water supply system delivers water of excellent quality, which meets or exceeds all relevant health standards, and meets benchmark aesthetic standards whenever possible	The new installation supports these water strategies by providing excellent water quality through a multi-barrier (UV, chlorine, corrosion protection) approach.
Water	Water supply is distributed reliably, equitably and affordably – and is managed proactively within the context of effective and efficient emergency preparedness	
Water	Potable water supply source protection is optimized within a multi-barrier approach	
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 Emerald Drive streetscape is not affected by this application. The works are not visible from the street.
Works with the topography of the site, reducing the need for major site preparation or earthwork.	The new station needs to be at a lower elevation than the existing reservoir to treat the water. The chosen location is the only area on the lands that was suitable due to the steep rocky topography.
Maintains or enhances desirable site features, such as natural vegetation trees and rock outcrops.	N/A
Results in superior siting with respect to light access resulting in decreased energy requirements.	N/A
Results in superior siting with respect to privacy.	NA
Enhances views from neighbouring buildings and sites.	The chosen location is screened with existing vegetation. .
Potential Negative Impacts	
Is inconsistent with neighbourhood character.	The chosen location is well screened with existing vegetation. .
Increases the appearance of building bulk from the street or surrounding neighbourhood.	N/A
Requires extensive site preparation.	The new station needs to be at a lower elevation than the existing reservoir to treat the water. The chosen location works with the steep rocky topography.
Substantially affects the use and enjoyment of adjacent lands. (e.g. reduces light access, privacy, and views.	This project is screened from adjacent lands with existing vegetation.
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. The new building is well below the allowable height specified in the RR1 Zone.
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations.	N/A

### ZONING AND PARKING BYLAW 303

The property is zones RR1. Apart from the three variances 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 budget for the UV station development (Project No. E11401 – Emerald Water Quality Upgrades).

## **COMMUNITY ENGAGEMENT AND CONSULTATION**

A sign describing DVP1135 is posted on the property. Notices were sent to surrounding property owners in June 2017. Should any responses be received, these will be provided at the July 4<sup>th</sup>, 2017 Council meeting.

## **SUMMARY**

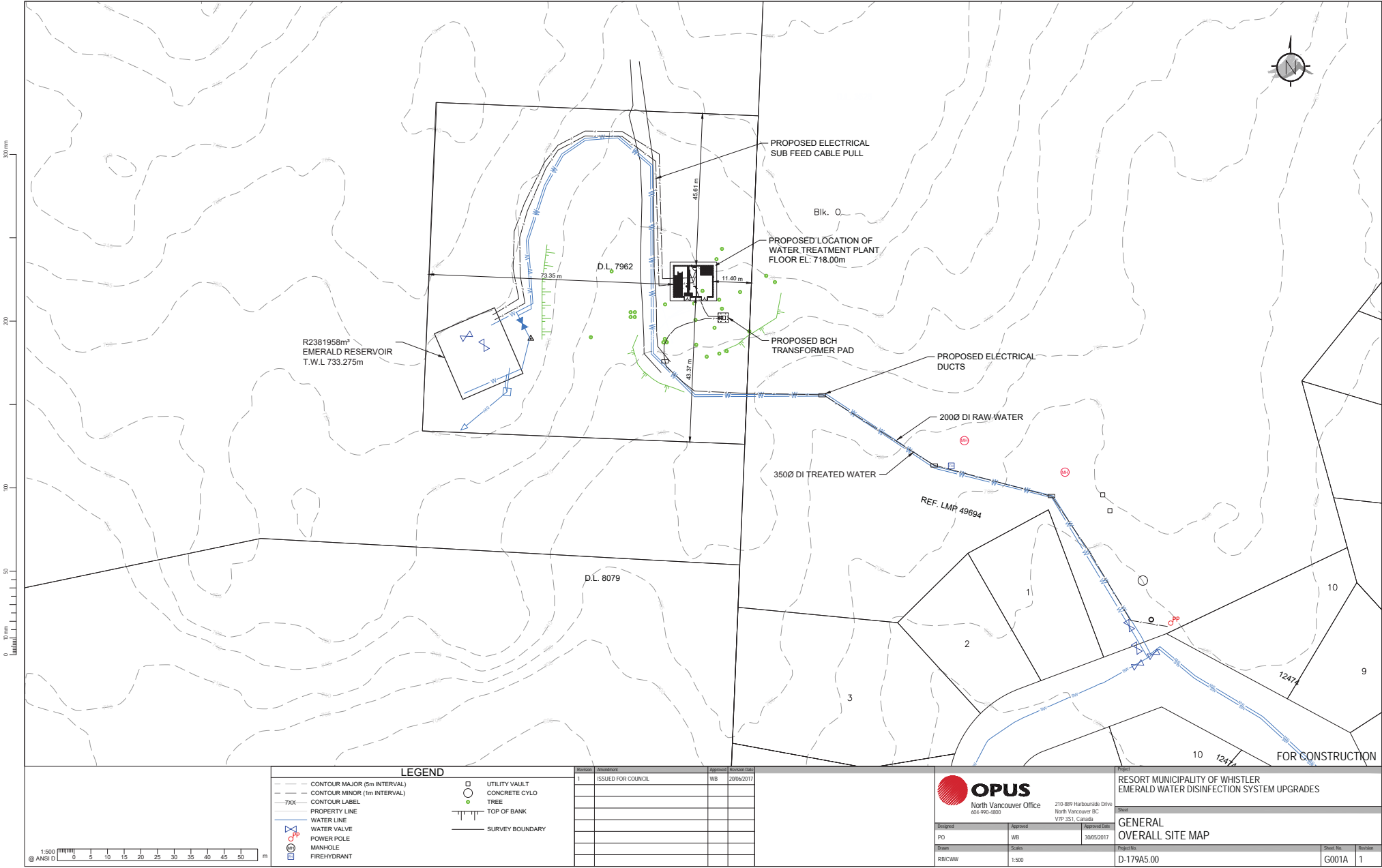
This report seeks Council's approval of the issuance of Development Variance Permit DVP1135, a proposal to vary three setbacks to accommodate a new water disinfection station at 9523 Emerald Drive. This application has staff support.

Respectfully submitted,

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



**Subject Lands**





## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017  
**REPORT:** 17- 078  
**FROM:** Resort Experience  
**FILE:** RZ1138  
**SUBJECT:** BYLAW 2157 - WHISTLER GOLF COURSE ZONING AMENDMENT

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**That** Council consider giving first and second readings to “Zoning Amendment Bylaw (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.

### REFERENCES

**Owners:** Resort Municipality of Whistler  
**Location:** 4001 Whistler Way, Whistler, BC  
**Legal Description:** **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.  
**003-025-136;** LOT 62 DL 3020 PL 20689, NWD.  
**Current Zoning:** RR1  
Appendix A - Location map  
Appendix B - “Whistler Golf Course, 4001 Whistler Way, Industrial Building”, BPA001BPA501, prepared by Derek Venter Architectural Design, dated April 11, 2017.

### PURPOSE OF REPORT

This report recommends that Council give first and second readings to Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017. Bylaw 2157 amends Zoning and Parking Bylaw 303, 2015 to apply a new site specific LR10 Zone to the Whistler Golf Course, replacing the outdated RR1 zoning, allowing for existing uses that are permitted under the golf course lease agreement to continue, and permitting expansion of a maintenance building. This is a municipally initiated rezoning.

## **DISCUSSION**

### **Background**

In May 2017 staff of the Whistler Golf Course submitted a building permit application for expansion of an existing maintenance building on the golf course. The building currently houses the mechanic shop and staff areas (lunch room, dressing room, washrooms, etc.) The building addition would be used for a new staff area, separating mechanical and maintenance functions from the staff, thereby increasing the safety of the building. The proposed addition is 179.3 m<sup>2</sup>. This would bring the total size of the maintenance building to 993 m<sup>2</sup>.

The Whistler Golf Course is currently zoned RR1. The RR1 zone permits outdoor recreation, and it was under this use that the existing buildings were permitted. Zoning Bylaw 303 also states that "the maximum permitted floor area for an auxiliary building is 56 square metres in ...Rural Resource zones." As the maintenance building is currently 813.7 m<sup>2</sup> in size, expansion of the building is not permitted under the RR1 zone, and a zoning amendment was recommended to allow for the renovations. As the property is owned by the RMOW and under a 99-year lease to Whistler Golf Course, this is a municipally initiated rezoning.

Updating Zoning Bylaw 303 to replace the RR1 zone with more effective site-specific zoning in a number locations throughout the municipality is a work plan objective for the RMOW planning department.

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

A new site-specific zone for the property is proposed, LR10 (Leisure Recreation 10), allowing for existing structures and uses, and modest future expansion comparable to other golf course zoning in the municipality.

Zoning Amendment Bylaw 2157 permits golf course, driving range, and accessory buildings and uses on the subject property. All existing buildings are permitted. The maximum permitted building height (2 storeys, or 12 meters, whichever is less) and setbacks from property lines (7.6 metres from all exterior parcel boundaries) are the same as the other golf course zone in Zoning Bylaw 303, LR3. Parking requirements will remain the same: four parking spaces are required per hole and for every two linear metres of tee-off space in the driving range. The golf course has 18 holes and 22 metres of tee-off space. There are 88 parking stalls available, which is five more than the zoning requirement.

Under the RR1 zone a 2,000 square meter club house is permitted. The LR10 zone limits the size of the clubhouse to 500 square meters and allows for modest expansion of the existing buildings. In the TA11 zone (Nicklaus North Golf Course) clubhouse, retail, restaurant, personal service and office uses together with auxiliary uses may not exceed an aggregate floor area of 1,700 square metres.

Whistler Golf Course Existing Auxiliary Buildings	GFA Permitted Under RR1 Zone (m <sup>2</sup> )	Existing GFA (m <sup>2</sup> )	LR10 Zone Maximum Permitted GFA (m <sup>2</sup> )
Clubhouse	2000	378.0	500
Maintenance shop + proposed addition	56	992.9	1000
Range golf shop		75.6	100
Other auxiliary buildings		487.6	600
• Gas shed (14.6 m <sup>2</sup> )			
• Cart shed (388.8 m <sup>2</sup> )			
• On course washrooms x 2 (7.3 m <sup>2</sup> )			
• Half way hut (29.2 m <sup>2</sup> )			
• Range storage (6.5 m <sup>2</sup> )			
• Pump Station (29.2 m <sup>2</sup> )			
• Starter hut (12.2 m <sup>2</sup> )			
<b>Total GFA</b>	<b>2056</b>	<b>1934.1</b>	<b>2200</b>

## WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	The built environment is safe and accessible for people of all abilities, anticipating and accommodating wellbeing needs and satisfying visitor expectations.	The building expansion will improve staff safety.
	Continuous encroachment on nature is avoided.	The footprint of the addition is on previously disturbed ground.
	Building design, construction and operation is characterized by efficiency, durability and flexibility for changing and long-term uses.	
Health and Social Strategy	Whistler organizations and stakeholders work together to meet the health and social needs of community members and visitors.	The building expansion will improve staff safety.
Recreation and Leisure Strategy	Quality recreation and leisure activities are delivered with exceptional service	
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	n/a	

The proposed Bylaw 2157 is consistent with the RMOW Official Community Plan, as follows:

Policy No.	OCP Policy	Comments
4.13.6	In addition to meeting other requirements, proposals for campground and recreational development will only be approved if: <ul style="list-style-type: none"><li>- all sewage and waste water is discharged either into the Municipal sewer system, or a private sewage disposal system is approved;</li><li>- access is not provided from an internal subdivision road to an internal roadway system;</li><li>- the terrain is suitable for the development of campsites and roadways; and;</li><li>- soil stability, ground water levels, and flooding lands are satisfactory for campground use.</li></ul>	The zoning amendment is consistent with the OCP requirements.

### Legal Encumbrances

The proposed zoning amendment is consistent with the terms of the 99-year lease to Whistler Golf Course.

### Green Building Policy

The renovations proposed are consistent with the energy efficiency regulations of the BC Building Code.

### BUDGET CONSIDERATIONS

Staff time and costs arising from this project are accounted for in the department budget.

### COMMUNITY ENGAGEMENT AND CONSULTATION

An information sign is posted on the property. A public hearing, which is subject to public notice requirements, will take place.

### SUMMARY

This report recommends that Council give first and second readings to Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017. Bylaw 2157 amends Zoning and Parking Bylaw 303, 2015 to apply a new site specific LR10 Zone to the Whistler Golf Course, replacing the outdated RR1 zoning, allowing for existing uses that are permitted under the golf course lease agreement to continue, and permitting expansion of a maintenance building. This is a municipally initiated rezoning.

Respectfully submitted,

Amica Antonelli

PLANNER

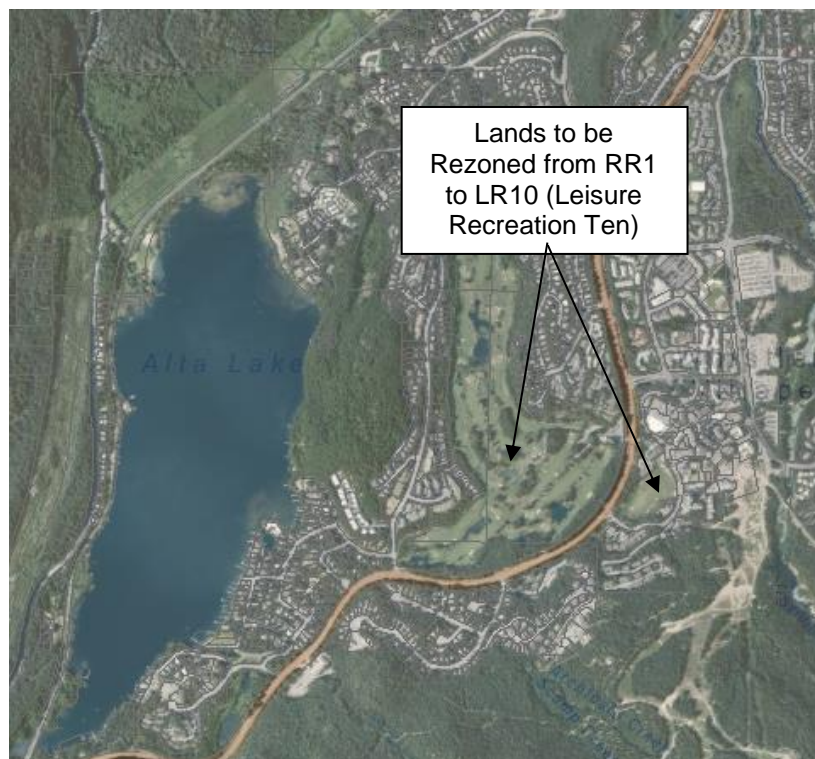
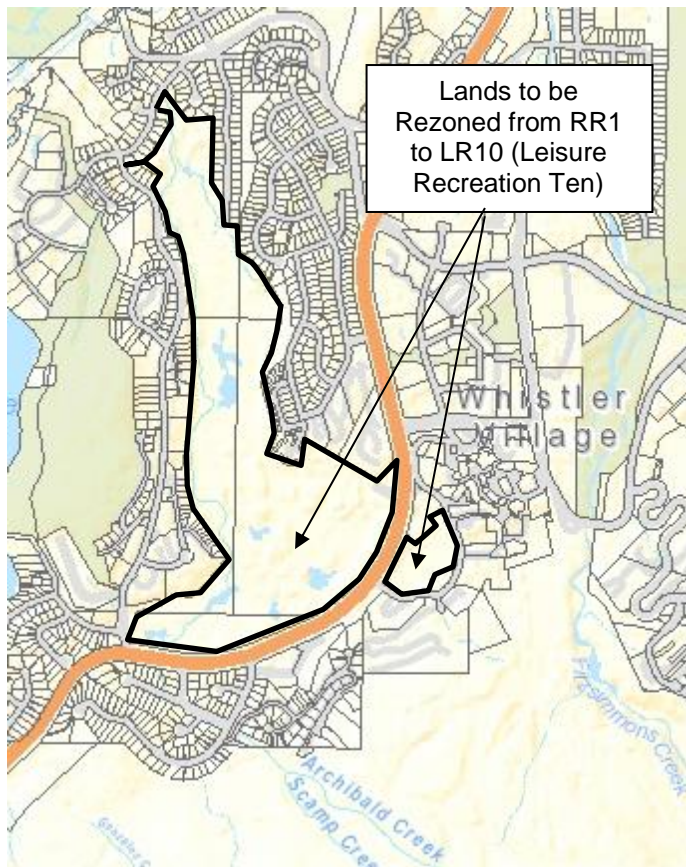
For

Jan Jansen

GENERAL MANAGER OF RESORT EXPERIENCE

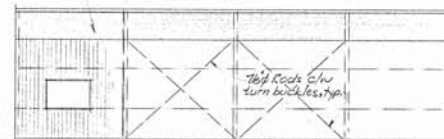


## Appendix A

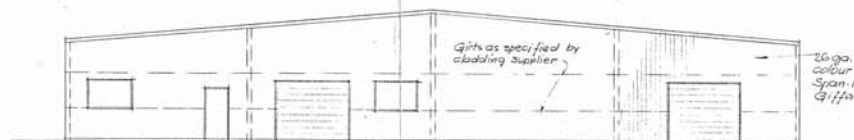




EAST ELEVATION



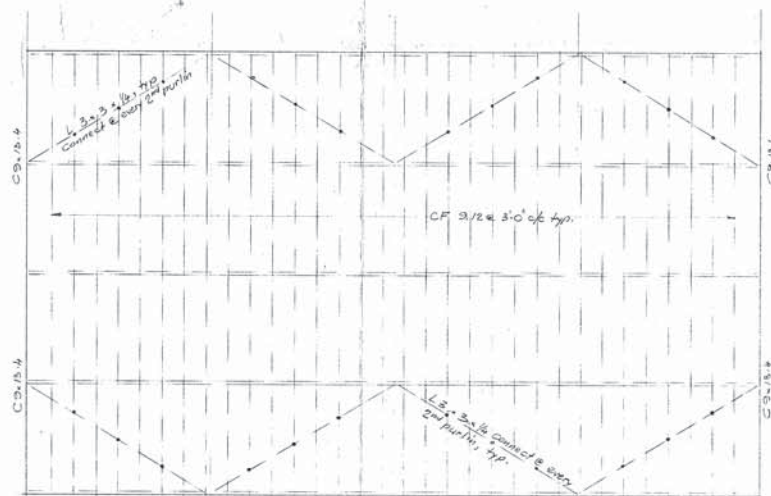
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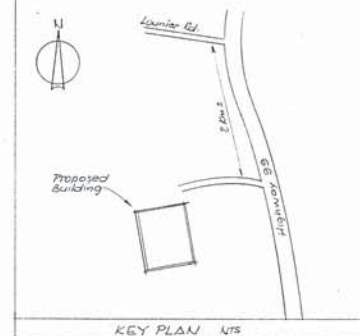
WEST ELEVATION



SOUTH ELEVATION



ROOF PLAN



KEY PLAN LITS

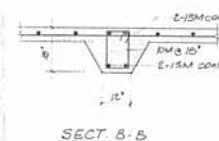
GENERAL NOTES:

1. FOR SITE PREPARATION AND ALLOWABLE SOIL BEARING REFER TO SOILS REPORT BY HARDY ASSOCIATES (1979) LTD., DATED DECEMBER 21, 1981.
2. SOIL CONSULTANT TO APPROVE FOUNDATION SURFACES AFTER REMOVAL OF PRELOAD, INCLUDING PLACEMENT AND COMPACTION OF FILL.
3. MODIFIED FOUNDATION RAFT DESIGN AS PER HARDY ASSOCIATES (1979) LTD., MEMO DATED MAY 19, 1982.
4. CONCRETE SHALL BE 4,000 PSI (28 DAY STRENGTH) FLEXURAL MIX. ALL CONCRETE SHALL BE CONSOLIDATED BY MECHANICAL VIBRATORS.
5. ALL REINFORCING STEEL TO BE HIGH STRENGTH DEFORMED BARS (FY=60KSI), ALL TIES MAY BE INTERMEDIATE GRADE DEFORMED STEEL. BOND AND SPLICE LENGTHS FOR HIGH GRADE STEEL TO BE 54 BAR DIAMETER MINIMUM BEFORE PLACING CONCRETE.
6. CONTRACTOR SHALL OBTAIN ENGINEER'S APPROVAL OF FORMWORK AND REINFORCING BEFORE PLACING CONCRETE.
7. CONTRACTOR TO ENGAGE A RECOGNIZED TESTING LABORATORY TO TAKE 3 TEST CYLINDERS PER EACH 100 CU.YD. OF CONCRETE; 1 CYLINDER OF EACH SET TO BE BROKEN AT 7 DAYS, AND 2 CYLINDERS AT 28 DAYS. TEST RESULTS TO BE SUBMITTED TO ENGINEER.
8. ALL STRUCTURAL STEEL TO BE 60,000 PSI = 44 KSI, EXCEPT PURLIN, DECKING AND CLADDING.
9. DESIGN LOADS:  
LL FLOOR ..... 250 PSF  
SNOW GROUND ..... 165 PSF

PLANS  
ACCEPTED


F. A. FORSTER & ASSOCIATES LTD. CONSULTING ENGINEERS - RICHMOND, B.C. CANADA									
DATE	No.	REMARKS	DATE	No.	REMARKS	DESIGNED	OWNER	PROJECT	DRAWING TITLE
							WHISTLER CAY ESTATES	TREND STEEL BUILDING	ELEVATIONS & ROOF PLAN
						CHECKED			
						APPROVED			
						DATE JUNE 1984			
						SCALE 1/8" = 1'-0"			
							DRAWING NUMBER		DRAWING NUMBER
							813-02		813-02
							REVISION		





PLANS  
ACCEPTED  
DATE July 7/82  
PERMIT NO. \_\_\_\_\_  
D.L. 3877  
APPROX. CA  
Chapman  
BUILDING INSPECTOR

PLANS  
ACCEPTED

F. A. FORSTER & ASSOCIATES LTD. CONSULTING ENGINEERS - RICHMOND, B.C. CANADA																		
DATE No. REMARKS			DATE No. REMARKS			OWNER WHISTLER GAY ESTATES			PROJECT TREND STEEL BUILDING			DRAWING TITLE FOUNDATION & FRAMES					DRAWING NUMBER 513-01	
						DESIGNED											REVISION	
						DRAWN												
						CHECKED												
						APPROVED												
						DATE JUNE 1982												
						SCALE 1/8", 1/4" = 1'-0"												

WHISTLER GOLF COURSE

4001 WHISTLER WAY

INDUSTRIAL BUILDING

BCBC 2012 (updated December 2014)  
PART 3, OCCUPANCY TYPE F2  
Street #: 4001 Whistler Way  
PID #: 007-059-770  
Legal: 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 URP146695

Zoning: RBL  
BUILDING IS 1 STOREY NON-SPRINKLERED  
SITE AREA = 982.1 sm / 10,571 sf  
SITE IS IN USE. THE SITE ACCESS IS FROM A DRIVEWAY AT THE EAST. THE TECHNICAL INFRASTRUCTURE IS PLACED INTO THE DRIVEWAY.  
THERE IS NO TREE PRESERVATION ZONE.

ISSUE: BUILDING PERMIT

	MAX. ALLOWED	PROPOSED
T.S.R. *	N/A	N/A
G.F.A. *	2,000.00 sm / 21,527.8 sf	994.19 sm / 10,701.39 sf
BUILDING HEIGHT	14 m	5.7 m

- TO MATCH NEW CODE REQUIREMENT (ZONE 6, WITH HRV)		
	ASHRAE 90.1	PROPOSED
- U-value of WINDOWS AND DOORS	max. T.B.C	max. T.B.C
- Rsi-value of EXTERIOR WALLS	min. T.B.C	T.B.C
- Rsi-value of FOUNDATION WALLS	min. T.B.C	T.B.C
- Rsi-value of HEATED FLOORS ON GRADE	min. T.B.C	T.B.C
- Rsi-value of FLOORS OVER UNHEATED SPACE	min. T.B.C	T.B.C
- Rsi-value of FLOORS BELOW UNHEATED SPACE/ABOVE HEATED SPACE	min. T.B.C	T.B.C
- Rsi-value of ROOFS	min. T.B.C	min. T.B.C

OPENINGS	MAX. ALLOWED	PROPOSED
SOUTH	T.B.C	T.B.C
WEST	T.B.C	T.B.C
NORTH	T.B.C	T.B.C
EAST	T.B.C	T.B.C

DESIGN AND ENGINEERING:

ARCHITECTURAL DRAWINGS  
Derek Venter, Architect, ABC  
DVAD inc. DEREK VENTER ARCHITECTURAL DESIGN  
P: +1.604.962.1177, Email: info@dvad.org  
P.O. BOX 794, Whistler, BC, CANADA, V0N 1B0  
COMPILED BY: Michaela Balkova, March, P: +1.778.863.6772, Email: mb@dvad.org

STRUCTURAL ENGINEERING DRAWINGS  
T.B.C

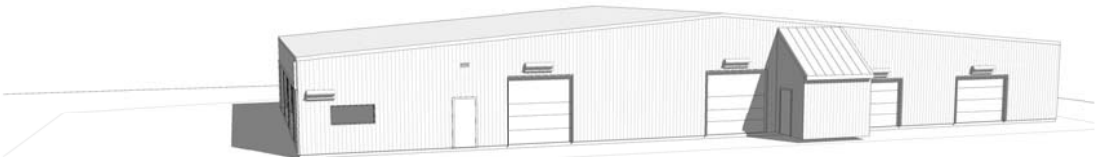
GEOTECHNICAL REPORT  
ESP Services Inc.  
P: +1.604.874.1245  
275-3001 Wayburne Drive, Burnaby, BC, V5G 4W3

SURVEY  
Trevor Burton, McElhanney  
McElhanney Associates Land Surveying Ltd.  
P: +1.604.966.2000, Email: burton@mcelhanney.com  
250-1055 Millar Creek Road, Whistler, BC, V0N 1B1

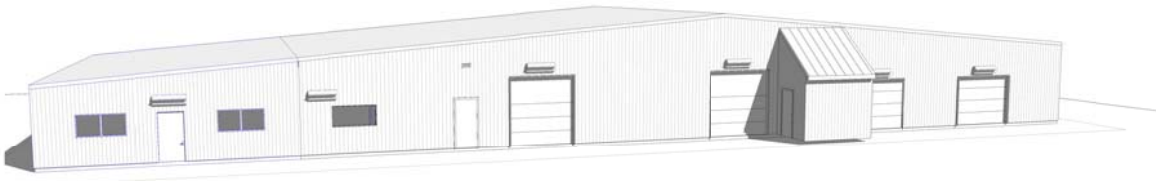
PLUMBING SCHEMES  
T.B.C

VENTILATION SCHEMES  
T.B.C

Sheet List					
Sheet Number	Sheet Name	Drawn By	Checked By	Sheet Issue Date	Current Revision
BP A001	COVER	AB	DV	2017/04/11	A
BP A101a	SITE PLAN	DV	DV	2017/04/11	A
BP A104	FOUNDATION PLAN	AB	DV	2017/04/11	A
BP A106	MAIN FLOOR PLAN	AB	DV	2017/04/11	A
BP A201	ELEVATIONS - SOUTH + WEST	AB	DV	2017/04/11	A
BP A202	ELEVATIONS - NORTH + EAST	AB	DV	2017/04/11	A
BP A301	CROSS SECTIONS	AB	DV	2017/04/11	A
BP A302	LONG SECTIONS	AB	DV	2017/04/11	A
BP A501	DETAILS	AB	DV	2017/04/11	A



1 3D View 1 - EXSTING



2 3D View 2 - Proposed



3 3D View 3 - Proposed

ISSUED FOR CONSTRUCTION  
ALL MEASUREMENTS TO BE VERIFIED ON SITE

REVISION	No.	Issued	Date	Rev.	By	PROGRESS	No.	Description	Date	Rev	By	
	A	ALL	2017 04 11	1	DV							

Designer

Drawn By AB  
Checked By DV

COVER

Scale 1/8" = 1'-0"  
LOT 40  
4001 Whistler Way, Whistler  
WHISTLER GOLF COURSE  
BP A001  
REVISION BP.2  
JOB #1729  
4 APRIL 2017



CONSTRUCTION  
DVAD inc.  
DEREK VENTER ARCHITECTURAL DESIGN  
P: +1.604.962.1177 e: info@dvad.org  
10-1040 Legacy Way, Whistler  
BC, CANADA, V0N 1B1

PROJECT INFORMATION

BCBC 2012  
PART 3, OCCUPANCY TYPE F2

Street # : 4001  
Street Name : Whistler Way  
PID # : 007-195-770  
Legal : 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  
Parcel Lot: PL 17369 EXC PL 21220; BLK E DL 4752, GOLF COURSE SRW  
LMP16695  
Zoning : RR1

Parking requirements: OFF STREET PARKING

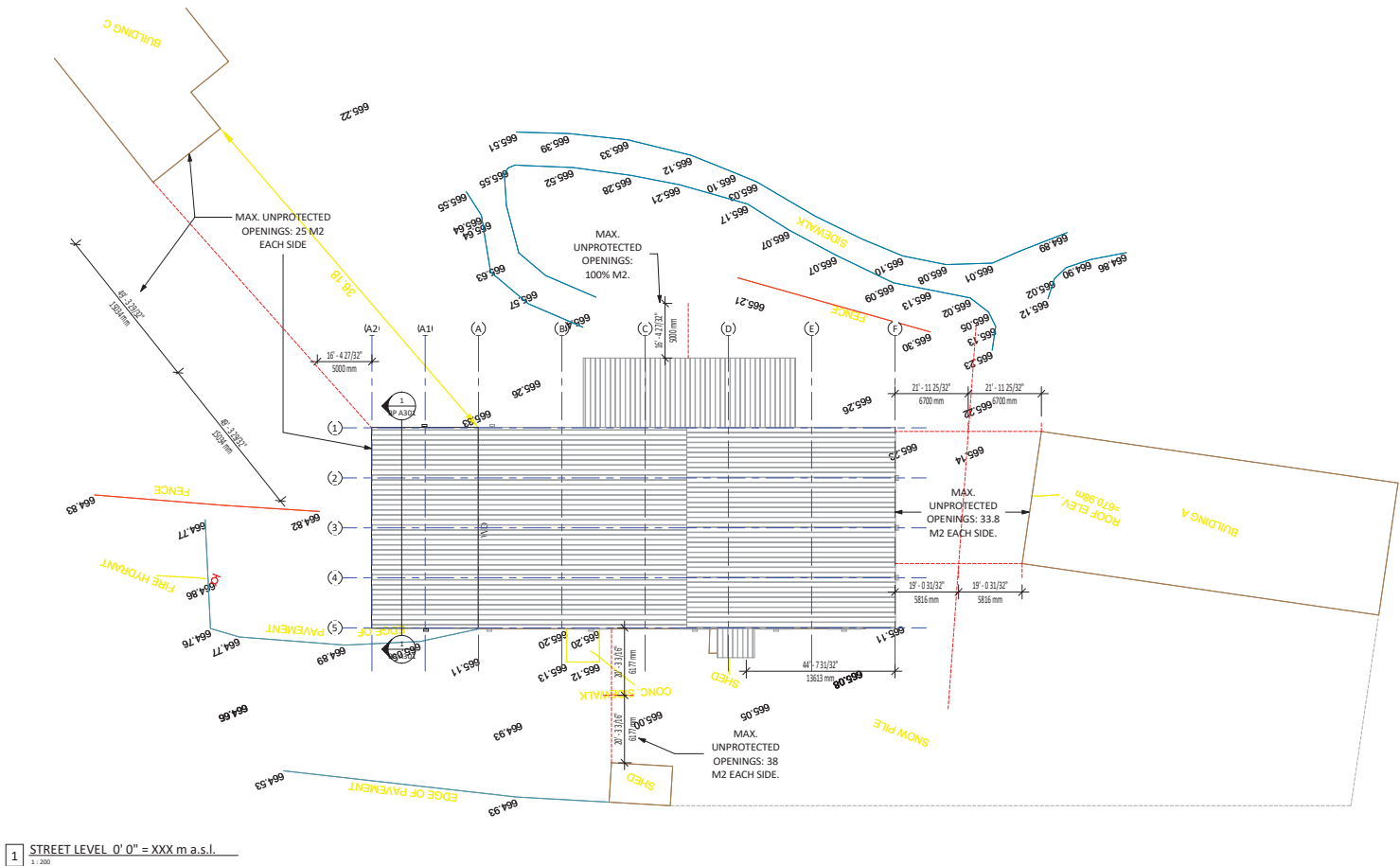
BUILDING IS 1 STOREY NON-SPRINKLERED

SITE AREA = 982.1 sm / 10,571 sf

MAXIMUM F.S.R ALLOWED = N/A  
PROPOSED F.S.R = N/A  
MAXIMUM G.F.A = 2,000.00sm / 21,527.8sf  
PROPOSED G.F.A = 994.19 sm / 10,701.39 sf

MAX BUILDING HEIGHT = 14m  
PROPOSED BUILDING HEIGHT = 5.7m

SETBACKS = F/S/R - 60m/60m/60m



SITE PLAN BY DOUG BUSH SURVEYORS  
ISSUED FOR BUILDING PERMIT APPLICATION ONLY | ALL MEASUREMENTS TO BE VERIFIED ON SITE

REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS

PROGRESS	NO.	ISSUED	DATE	REV.	BY.	NO.	ISSUED	DATE	REV.	BY.
	A	CONCEPT DESIGN	2017 04 11	ALL	DV					

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These drawings should be read in conjunction with the Structural and Mechanical Drawings. Specifications of all quantities, materials, equipment and any other related documentation applicable to this project.  
Quantities are for reference only, the general contractor and every trade should verify the quantities themselves. The contractor should coordinate his requirements water, gas, electrical, heating etc. requirements with the other trades before construction starts and material is ordered.

Designer

Drawn by DV  
Checked by DV

SITE PLAN

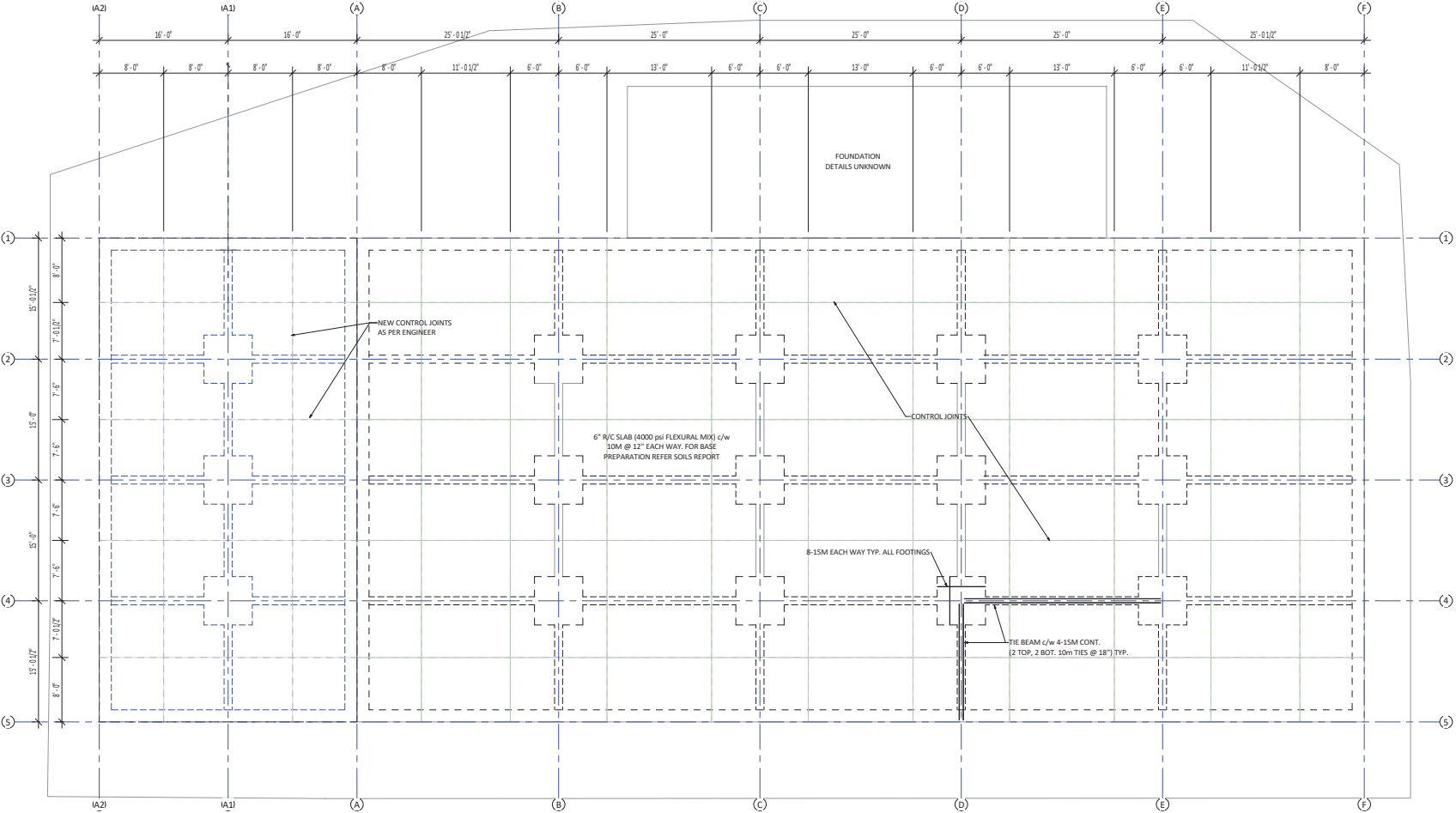
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LOT 40  
4001 Whistler Way, Whistler  
WHISTLER GOLF COURSE

BP A101a  
REVISION BP 2  
JOB #1729  
4 APRIL 2017

2017-04-11 5:01:14 PM

**BUILDING PERMIT**

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P.O. BOX 794, Whistler, V0N 1B0  
BC, CANADA



1 FOUNDATION PLAN

FOUNDATION PLAN LEGEND:



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REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS

PROGRESS	NO.	ISSUED	DATE	REV.	BY.	NO.	ISSUED	DATE	REV.	BY.
	A	CONCEPT DESIGN	2017 04 11	ALL	DV					

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assumes no responsibility for any errors or omissions in these drawings. The user is responsible for verifying the  
accuracy of the information and for obtaining the necessary permissions for any use of these drawings.  
These drawings should be read in conjunction with the Structural and Mechanical Drawings. Specifications of all  
materials, equipment and any other related documentation applicable to this project.  
Quantities are for reference only. The general contractor and every trade should verify the quantities themselves.  
The contractor should coordinate his requirements with the architect, including any requirements with the other  
trades before construction starts and material is ordered.

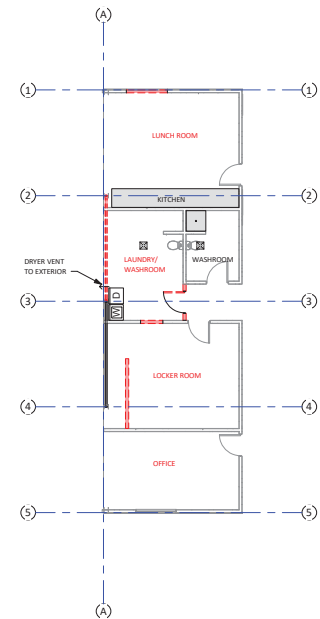
Designer

Drawn By AB  
Checked By DV

FOUNDATION PLAN

Scale: As Indicated  
LOT 40  
4001 Whistler Way, Whistler  
WHISTLER GOLF COURSE  
BP A104  
REVISION BP 2  
JOB #1729  
4 APRIL 2017

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P.O. BOX 794, Whistler, V8N 1B0  
BC, CANADA



**2** EXISTING MAIN FLOOR CALLOUT  
1 : 100

\*from INTERIOR (warm side) to EXTERIOR (cold side)  
\*EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS  
\*ALL STRUCTURAL AS PER ENGINEERING

- F1: CONCRETE SLAB ON GRADE [Rsi = - m<sup>2</sup>\*K/W]**
- FLOOR FINISH (TBC)
  - 6" CONCRETE SLAB c/w WIRE MESH REINFORCING
  - 6 mil POLY VAPOUR BARRIER
  - 3" RIGID INSULATION - XPS
  - 2" SAND FILL
  - 8" COMPACT CRASHED STONE
- CALL STRUCTURAL AS PER ENGINEERING - SEE UNDER THE SLAB AS PER GEOTECH

from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS

- W4.6: 2x4 EXTERIOR STUD WALL** ( $R_{si} = -m^2K/W$ )
- 1/2" GYPSUM BOARD, PAINT FINISH
  - 1 5/8" x 3 1/2" METAL STUDS @ 24" O/C
  - w/ R22 ROXUL BATT INSULATION
  - 1 1/2" METAL CLADDING

- 1/2" GYPSUM BOARD, PAINT FINISH
- 1 5/8"x 3 1/2" METAL STUDS @ 24" O/C
- 1/2" GYPSUM BOARD, PAINT FINISH

NOTES:  
1. INSULATION VALUES AS PER ASHRE 90.1 - TO BE DETERMINED  
2. ALL EXISTING BUILD UPS TO BE VERIFIED ONSITE

**1** PROPOSED MAIN FLOOR  
1:75

ISSUED FOR BUILDING PERMIT APPLICATION ONLY | ALL MEASUREMENTS TO BE VERIFIED ON SITE

[illegible]

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- These drawings should be read in conjunction with the Structural and Mechanical Drawings, Specifications of all appliances, materials, equipment and any other related documentation applicable to this project.
- Quantities are for reference only, the general contractor and every trade should verify the quantities themselves.
- The contractor should consult with the architect for gas, electrical, backing etc. requirements with the other trades before construction starts and material is ordered.

Drawn By **AB**  
Checked By **DV**

Scale: As indicated	<b>BP A106</b>
LOT 40	REVISION BP.2
01 Whistler Way, Whistler	JOB #1729
WHISTLER GOLF COURSE	4 APRIL 2017

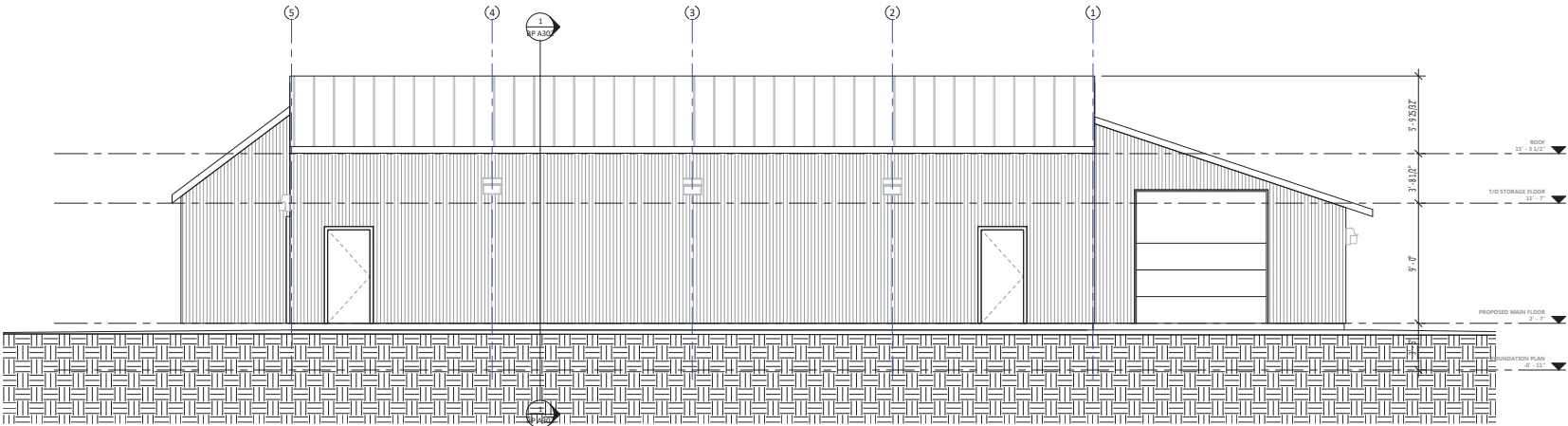
Icon	Symbol	Text
	STUD WALL	
	LOCATION OF CARBON MONOXIDE DETECTOR (BNC 2022, 5.5.2)	
	EVALUATION: BATHROOM	
	INDICATES HIDDEN OBJECTS ABOVE OR BELOW	
	SPOT ELEVATION	
	INDICATES BEAMS ABOVE	
	INTERCONNECTED VAPOR ALARM	

**REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS**

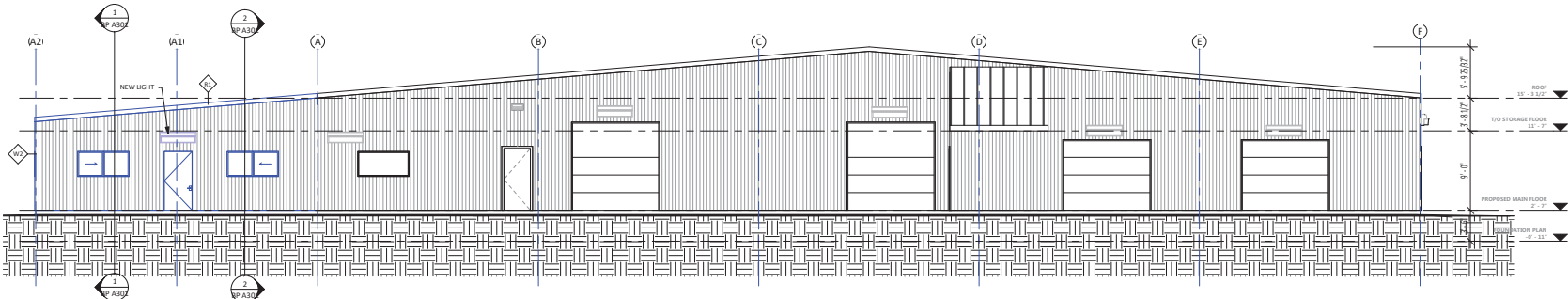
2017-04-11 5:01:17 PM



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DEREK VENTER ARCHITECTURAL DESIGN  
P: +1.604.962.1177 | [info@dvad.org](mailto:info@dvad.org)  
P.O.BOX 794, Whistler, V0N 1B0  
BC, CANADA



1 SOUTH ELEVATION  
1:50



2 WEST ELEVATION  
1:75

- ROOF ASSEMBLIES:**  
\*from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS
- R1: PROFILED METAL ROOF ON STEEL C CHANNELS [Rsi] = m<sup>2</sup>\*K/W**
    - FOIL FACED 2" BATT INSULATION
    - STEEL C CHANNELS
    - 1 1/2" PROFILED METAL ROOFING SHEETS (TBC)
  - R1.1: PROFILED METAL ROOF ON STEEL C CHANNELS (un-insulated)**
    - STEEL C CHANNELS
    - 1 1/2" PROFILED METAL ROOFING SHEETS

- FLOOR ASSEMBLIES:**  
\*from INTERIOR (warm side) to EXTERIOR (cold side)  
\*EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS  
\*ALL STRUCTURAL AS PER ENGINEERING
- F1: CONCRETE SLAB ON GRADE [Rsi] = m<sup>2</sup>\*K/W**
    - FLOOR FINISH (TBC)
    - 6" CONCRETE SLAB c/w WIRE MESH REINFORCING
    - 6 mil POLY VAPOUR BARRIER
    - 3" RIGID INSULATION - XPS
    - 2" SAND FILL
    - 8" COMPACT CRASHED STONE

- WALL ASSEMBLIES:**  
\*from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS
- W1.6: 2x 4 EXTERIOR STUD WALL [Rsi] = m<sup>2</sup>\*K/W**
    - 1/2" GYPSUM BOARD, PAINT FINISH
    - 1 5/8" x 3 1/2" METAL STUDS @ 24" O/C
    - w/ R22 ROCKWOL BATT INSULATION
    - 1 1/2" METAL CLADDING
  - W1.6: 2x 4 INTERIOR PARTITION**
    - 1/2" GYPSUM BOARD, PAINT FINISH
    - 1 5/8" x 3 1/2" METAL STUDS @ 24" O/C
    - 1/2" GYPSUM BOARD, PAINT FINISH

NOTES:  
1. INSULATION VALUES AS PER ASHRE 90.1 - TO BE DETERMINED  
2. ALL EXISTING BUILD UPS TO BE VERIFIED ONSITE

ISSUED FOR BUILDING PERMIT APPLICATION ONLY | ALL MEASUREMENTS TO BE VERIFIED ON SITE

REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS

PROGRESS	NO.	ISSUED	DATE	REV.	BY.	NO.	ISSUED	DATE	REV.	BY.
	A	CONCEPT DESIGN	2017 04 11	ALL	DV					

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Designer  
Drawn By AB  
Checked By DV

ELEVATIONS - SOUTH + WEST  
Scale: As indicated  
LOT 40  
4001 Whistler Way, Whistler  
WHISTLER GOLF COURSE

BP A201  
REVISION BP 2  
JOB #1729  
4 APRIL 2017

2017-04-11 5:01:17 PM

**BVAD INC.**  
DEREK VENTER ARCHITECTURAL DESIGN  
P: +1.604.962.1177 | info@bvad.org  
P.O. BOX 794, Whistler, V0N 1B0  
BC, CANADA

**BUILDING PERMIT**



# APPENDIX B

\\D:\ADSEN\ENR\818\408\project\files\101171729 - Whistler Golf Club\ - Drawings\Revit\1729 - Whistler Golf Club - 2018 04 10.bvt

## ROOF ASSEMBLIES:

from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS

- R1: PROFILED METAL ROOF ON STEEL C CHANNELS [Rsi = m<sup>2</sup>\*K/W]**
- FOIL FACED 2" BATT INSULATION
  - STEEL C CHANNELS
  - 1 1/2" PROFILED METAL ROOFING SHEETS (TBC)
- R1.1: PROFILED METAL ROOF ON STEEL C CHANNELS (un-insulated)**
- STEEL C CHANNELS
  - 1 1/2" PROFILED METAL ROOFING SHEETS

## WALL ASSEMBLIES:

from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS

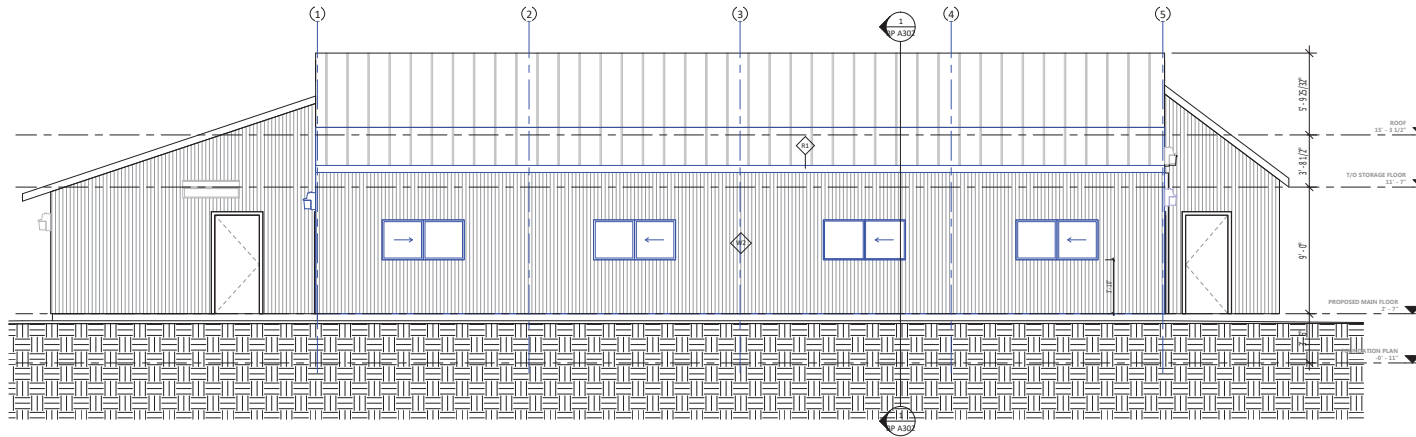
- W1.6: 2x4 EXTERIOR STUD WALL [Rsi = m<sup>2</sup>\*K/W]**
- 1/2" GYPSUM BOARD, PAINT FINISH
  - 1 5/8" x 3 1/2" METAL STUDS @ 24" O/C
  - w/ R22 ROXUL BATT INSULATION
  - 1 1/2" METAL CLADDING
- W1.6: 2x4 INTERIOR PARTITION**
- 1/2" GYPSUM BOARD, PAINT FINISH
  - 1 5/8" x 3 1/2" METAL STUDS @ 24" O/C
  - 1/2" GYPSUM BOARD, PAINT FINISH

## FLOOR ASSEMBLIES:

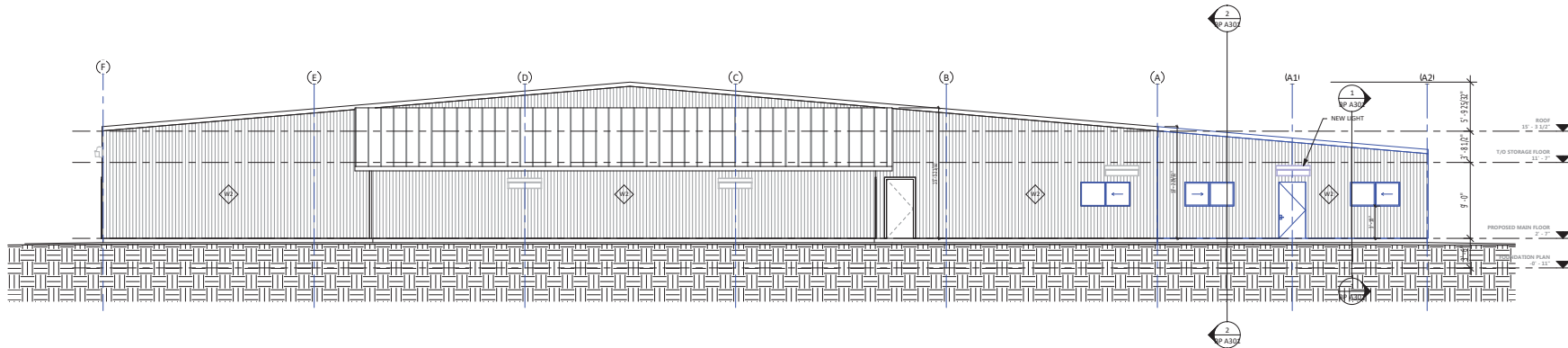
from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS  
ALL STRUCTURAL AS PER ENGINEERING

- F1: CONCRETE SLAB ON GRADE [Rsi = m<sup>2</sup>\*K/W]**
- FLOOR FINISH (TBC)
  - 6" CONCRETE SLAB c/w WIRE MESH REINFORCING
  - 6 mil POLY VAPOUR BARRIER
  - 3" RIGID INSULATION - XPS
  - 2" SAND FILL
  - 8" COMPACT CRASHED STONE
- (ALL STRUCTURAL AS PER ENGINEERING - SEE UNDER THE SLAB REEF DETAIL)

NOTES:  
1. INSULATION VALUES AS PER ASHRE 90.1 - TO BE DETERMINED  
2. ALL EXISTING BUILD UPS TO BE VERIFIED ONSITE



1 NORTH ELEVATION  
1:50



2 EAST ELEVATION  
1:75

## CLADDING MATERIAL:

- W2.1 FIBRE CEMENT SIDING**
- 1" BANSKREEN ASSEMBLY (2"x1" TIMBER BATTENS)
  - SMOOTH LAP SIDING BOARDS (6" EXPOSURE), W/
  - THROUGH-COLOURED PAGERITY FINISH
- REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS

2017-04-11 5:01:18 PM

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PROGRESS	NO.	ISSUED	DATE	REV.	BY.	NO.	ISSUED	DATE	REV.	BY.
	A	CONCEPT DESIGN	2017 04 11	ALL	DV					

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Designer

Drawn By AB  
Checked By DV

ELEVATIONS - NORTH + EAST

Scale: As indicated

LOT 40  
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WHISTLER GOLF COURSE

BP A202

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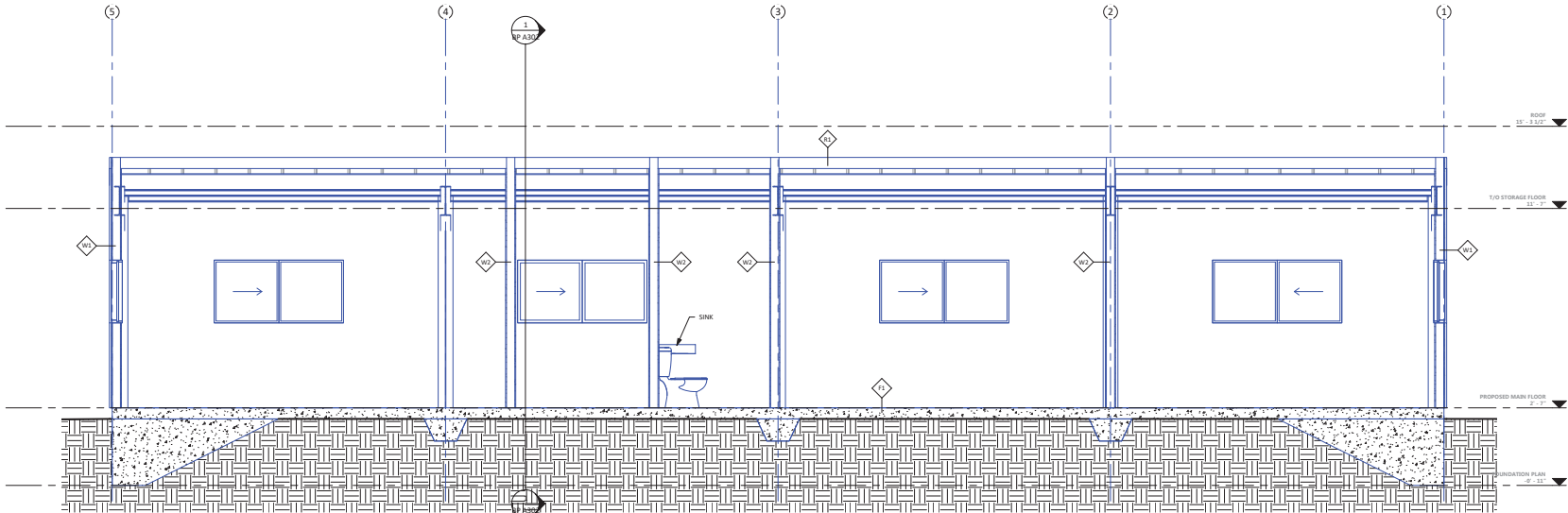
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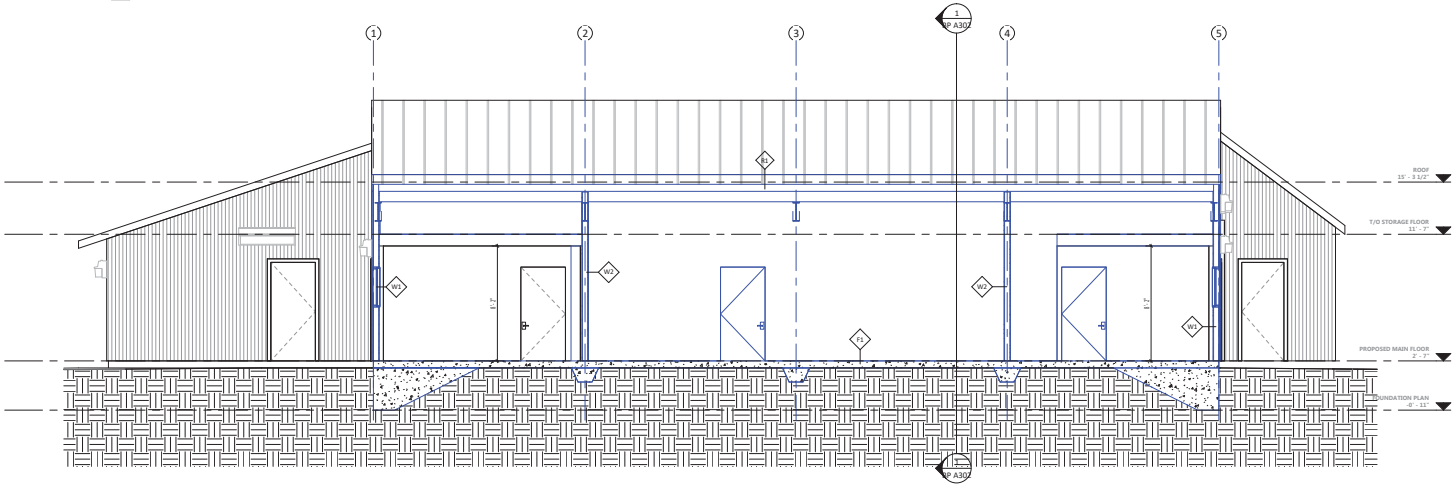
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1 CROSS SECTION 1  
1:30



2 CROSS SECTION 2  
1:30

- ROOF ASSEMBLIES:**  
from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS
- R1- PROFILED METAL ROOF ON STEEL C CHANNELS [R<sub>10</sub> = m<sup>2</sup>\*K/W]**
    - FOL FACED 2" BATT INSULATION
    - STEEL C CHANNELS
    - 1 1/2" PROFILED METAL ROOFING SHEETS (TBC)
  - R1-1: PROFILED METAL ROOF ON STEEL C CHANNELS (un-insulated)**
    - STEEL C CHANNELS
    - 1 1/2" PROFILED METAL ROOFING SHEETS
- FLOOR ASSEMBLIES:**  
\*from INTERIOR (warm side) to EXTERIOR (cold side)  
\*EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS  
\*ALL STRUCTURAL AS PER ENGINEERING
- F1- CONCRETE SLAB ON GRADE [R<sub>10</sub> = m<sup>2</sup>\*K/W]**
    - FLOOR FINISH (TBC)
    - 6" CONCRETE SLAB c/w WIRE MESH REINFORCING
    - 6 mil POLY VAPOUR BARRIER
    - 3" RIGID INSULATION - XPS
    - 2" SAND FILL
    - 8" COMPACT CRASHED STONE
- WALL ASSEMBLIES:**  
from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS
- W1-6-2x4 EXTERIOR STUD WALL [R<sub>10</sub> = m<sup>2</sup>\*K/W]**
    - 1/2" GYPSUM BOARD, PAINT FINISH
    - 1 5/8"x3 1/2" METAL STUDS @ 24" O/C
    - w/ R22 ROCK BATT INSULATION
    - 1 1/2" METAL CLADDING
  - W1-6-2x4 INTERIOR PARTITION**
    - 1/2" GYPSUM BOARD, PAINT FINISH
    - 1 5/8"x3 1/2" METAL STUDS @ 24" O/C
    - 1/2" GYPSUM BOARD, PAINT FINISH

NOTES:  
1. INSULATION VALUES AS PER ASHRE 90.1 - TO BE DETERMINED  
2. ALL EXISTING BUILD UPS TO BE VERIFIED ONSITE

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REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS

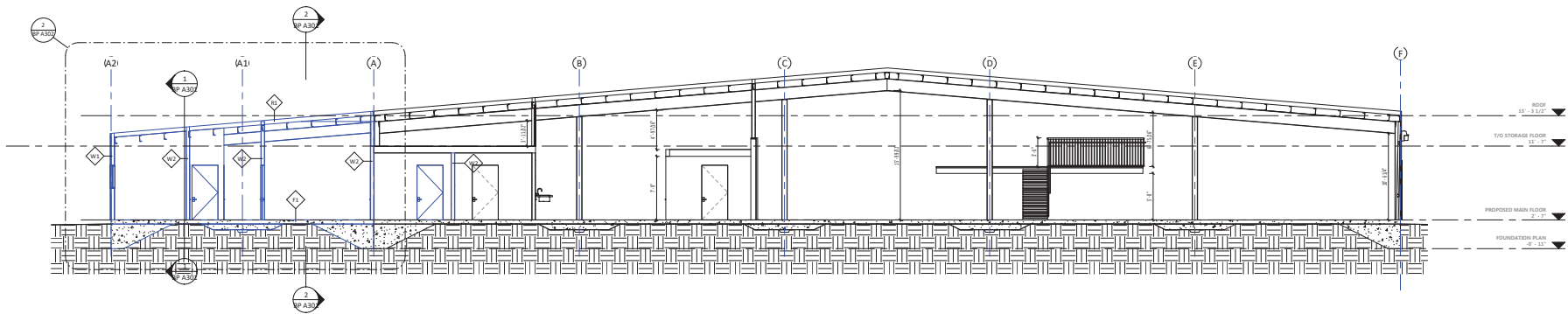
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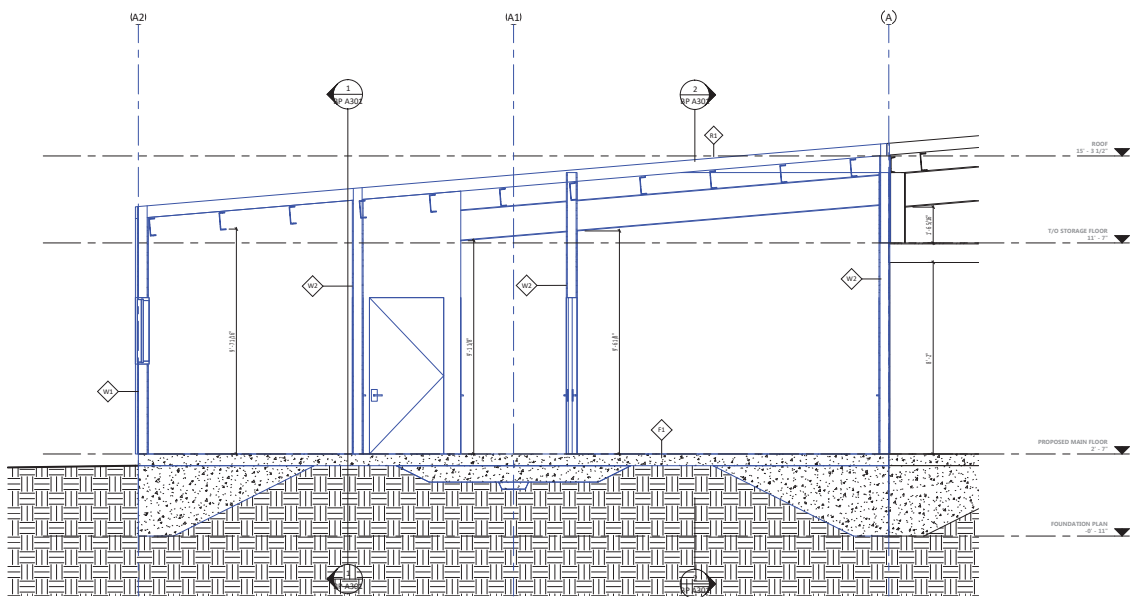
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Checked By DV

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4001 Whistler Way, Whistler  
WHISTLER GOLF COURSE  
REVISION BP 2  
JOB #1729  
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1 LONG SECTION  
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**ROOF ASSEMBLIES:**

from INTERIOR (warm side) to EXTERIOR (cold side)  
EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS

- R1- PROFILED METAL ROOF ON STEEL C CHANNELS** [R<sub>10</sub> = m<sup>2</sup>\*K/W]
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EXISTING FLOORS BASED ON EXPOSED CONSTRUCTION DETAILS

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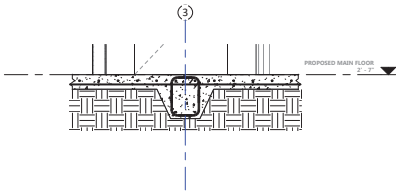
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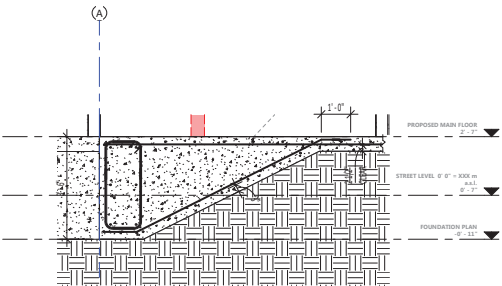
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1 EXISTING TIE BEAM  
1/2" = 1'-0"



2 EXISTING SLAB EDGE  
1/2" = 1'-0"

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REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS

PROGRESS	NO.	ISSUED	DATE	REV.	BY.	NO.	ISSUED	DATE	REV.	BY.
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Designer

Drawn By AB  
Checked By DV

DETAILS

Scale: 1/2" = 1'-0"

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## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017

**REPORT:** 17-078

**FROM:** Infrastructure Services

**FILE:** 534

**SUBJECT:** WHISTLER TRANSIT SYSTEM AGREEMENTS AND EXPANSION  
MEMORANDUM OF UNDERSTANDING (MOU)

### **COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER**

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

### **RECOMMENDATION**

**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.

### **REFERENCES**

APPENDIX A – Whistler Transit Services Agreement

APPENDIX B – Term Sheet

APPENDIX C – Expansion Memorandum of Understanding (MOU) 2018-2021

### **PURPOSE OF REPORT**

The purpose of this report is to present and seek Council approval for the agreements between British Columbia (BC) Transit, and the Resort Municipality of Whistler for the operation of the Whistler Transit System from April 1, 2017 to March 31, 2018 as well as the proposed expansion initiatives outlined by BC Transit for the Whistler Transit System from 2018 through 2021.

### **DISCUSSION**

#### **Whistler Transit System Partnership Agreements**

The Whistler Transit System is operated in a partnership between BC Transit, the Resort Municipality of Whistler (RMOW) and the contracted operating company, Whistler Transit Ltd. (a wholly owned subsidiary of Pacific Western Transportation) through the Regional Transit Systems program. The agreements formalizing the partnership between the three partners have been updated as recommended by the provincially-commissioned Independent Review Panel and supported by recent amendments to the BC Transit Regulations.

For 2017/2018, BC Transit is implementing two-party agreements to replace the three party Master Operating Agreement (MOA) and the Annual Operating Agreement (AOA). The AOA is

now a two-party agreement between the local government and BC Transit reducing the administrative burden and potential for confusion associated with three-party agreements. BC Transit has a separate agreement with the operating company, Whistler Transit Ltd.

To enable this transition, a new Transit Service Agreement (TSA), attached as Appendix A, will serve as the principal overarching agreement, replacing the Master Operating Agreement (MOA). The TSA integrates the relevant language of the previous MOA.

The Whistler transit system Annual Operating Agreement (AOA) formalizes the partnership with BC Transit and the local government from April 1, 2017 through March 31, 2018. It establishes the projected budget for the local Whistler Transit System, as summarized in Appendix B, as well as defines hours of operation, revenues, costs, leasing payments, and BC Transit's financial contribution for the defined term.

When preparing our Municipal budget, staff must forecast the various costs that will be presented through this annual agreement, which follows the Provincial budget calendar. The RMOW's funding obligation contained within this Annual Operating Agreement is accommodated within the approved 2017 municipal transit operating budget. No amendments to municipal budgets are required.

### **Whistler Transit System Expansion Memorandum of Understanding (MOU) 2018-2021**

In February 2016 as part of the Provincial Budget, the Provincial Government announced their commitment to \$12.7 million in funding over the next three years to support transit expansion initiatives throughout the province. For 2017/2018, the Whistler Transit System received 750 annual hours as outlined in the July 12, 2016 Administrative Report to Council No. 16-086. BC Transit has also assigned an additional 1,000 annual hours and vehicle to the Whistler Transit System for this upcoming winter as part of their commitment to the integrated community transportation planning process of the Transportation Advisory Group (TAG). The RMOW share of costs for this additional 1,000 hours and one bus expansion is part of the Community Transportation Initiative funding approved on June 6, 2017 as part of the Whistler 2017 Transportation Action Plan outlined in Administrative Report to Council No. 17-062.

Appendix C is the updated Expansion Memorandum of Understanding (MOU) for 2018 through 2021. The MOU lists the specific initiatives for the AOA periods of 2018-2019 through 2020-2021. The 2018-2019 proposed expansion hours and description were derived from the recently adopted Sea to Sky Transit Future Plan medium-term recommendations. BC Transit has estimated three vehicles which will require a large dollar value commitment from the RMOW. This 2018-2019 expansion is included in the TAG medium-term recommendations and is also proposed to be funded through the Community Transportation Initiative Fund.

The Transit Management Advisory Committee (TMAC) reviewed the proposed expansion plan at their May 8, 2017 meeting. These proposed expansions align 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. TMAC does recommend that the BC Transit continue to work with TMAC and TAG as part of the process of refining the 2018-2019 proposed expansion.

## 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. Staff and TMAC continue to review the existing system against the comments received from the public and the performance measure data collected by BC Transit to determine how modifying the system within budget can achieve the goal of growing ridership.</p> <p>BC Transit's process using memorandums of understanding in implementing the Sea to Sky Transit Future Plan recommendations both locally and regionally helps all partners work together efficiently and effectively to achieve mutual goals and move Whistler towards our Whistler2020 vision.</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>The 2017 Whistler transit system is based on the recommendations from the Whistler Transit System 2013 Winter Monitoring Program Report as well as comments received throughout 2016 and 2017. The 2017 transit budget continues to include additional revenue associated to the lease of six covered parking stalls at the transit facility to a third party. BC Transit is exploring options to expand revenue be leasing underused space at the facility to third parties.</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>The expansion outlined in the Expansion MOU will have a cost to the community. Staff exploring the possibility that some expansion funding be assigned to the Community Transportation Initiative Fund, otherwise the expansion will need to come from general revenue which is direct cost to the Whistler tax payer.</p>

## **BUDGET CONSIDERATIONS**

The Whistler Transit System Annual Operating Agreement (AOA) costs from April 1, 2017 to March 31, 2018 are summarized in Appendix B and are accommodated in the 2017 RMOW budget for transit service. January, February and March 2018 costs will be included in the 2018 annual municipal transit operating budget. BC Transit's fiscal year starts on April 1st, while the municipality's is January 1st, so there is a difference between the municipal annual budget and the AOA budget summarized in the attached term sheet (Appendix B).

It is also important to note that the municipal share of costs associated with the additional 1,000 annual hours and additional vehicle to the Whistler Transit System for this upcoming winter is part of the Community Transportation Initiative funding approved on June 6, 2017 as part of the Whistler 2017 Transportation Action Plan outlined in Administrative Report to Council No. 17-062.

The RMOW share of costs (estimated at \$483,000) related to three new buses and 6,500 expansion service hours for 2018 and 2019 will be included in the 2018 and 2019 budgets. The RMOW share of costs is expected to be mitigated by optimizing additional revenues from those service hours and from exploring alternative sources of funding. Recommendations from the Transportation Advisory Group (TAG) may also impact the number of additional buses and hours of service that will be requested in 2018, and may influence the funding of any additional service.

## **COMMUNITY ENGAGEMENT AND CONSULTATION**

The level of service and transit system configuration contained within the 2017/2018 AOA is a slightly expanded version of the 2014 Whistler transit system. The 2014 Whistler Transit System service level and structure was modified as a result of findings and recommendations from the Whistler Transit System 2013 Winter Monitoring Program Report which involved extensive public consultation. The transit system also receives on-going customer comments and suggestions in person, on the phone, through social media (Twitter and Facebook) and through the BC Transit website Customer Feedback form found at: [www.bctransit.com/whistler/contact](http://www.bctransit.com/whistler/contact). These comments and suggestions are reviewed immediately and seasonally to refine the system.

Both the Transportation Advisory Group and BC Transit have been involved in extensive public engagements in 2016 and 2017 to assist in developing the Whistler 2017 Transportation Action Plan and the Sea to Sky Transit Future Plan. Through these processes, staff heard a large portion of the Whistler community indicating that more transit buses are needed year round to improve the base level of service. BC Transit is also in the process of reviewing the Route 1 Valley Connector and will return to TMAC and Council with recommendations later this summer with the goal to implement recommendations for the winter 2017/2018 transit schedule.

There is enough flexibility in the way that the AOA expresses service levels and budget that even once the AOA is approved, TMAC can work with BC Transit to implement recommended refinements and changes that stay within the annual service hours for early winter and winter 2017/2018.



## **SUMMARY**

As recommended by the provincially-commissioned Independent Review Panel and supported by recent amendments to the BC Transit Regulations, the Annual Operating Agreement (AOA) and Master Operating Agreement are now two-party agreements between the local government and BC Transit reducing the administrative burden and potential for confusion associated with three-party agreements. BC Transit has a separate agreement with the operating company, Whistler Transit Ltd.

To enable this transition, a new Transit Service Agreement (TSA), attached as Appendix A, will serve as the principal overarching agreement, replacing the Master Operating Agreement (MOA). The TSA integrates the relevant language of the previous MOA.

The BC Transit proposed AOA from April 1, 2017 through March 31, 2018 establishes the projected budget for the local Whistler transit system, as summarized in Appendix B, as well as defines hours of operation, revenues, costs, leasing costs, and BC Transit's financial contribution for the defined term. The RMOW's funding obligation contained within this Annual Operating Agreement is accommodated within the approved 2017 municipal budget.

TMAC reviewed the Expansion Memorandum of Understanding (MOU) 2018-2021 as attached in Appendix C at their May 8, 2017 meeting and support the expansion of the Whistler Transit System over the next three years as the 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.

Council is requested to approve the Whistler Transit Service Agreement, the Whistler 2017/2018 AOA from April 1, 2017 to March 31, 2018 and the Expansion MOU guiding planned expansion from 2018 to 2021.

Respectfully submitted,

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

**Whistler**

**TRANSIT SERVICE AGREEMENT**

**between**

**THE RESORT MUNICIPALITY OF WHISTLER**

**and**

**BRITISH COLUMBIA TRANSIT**

**Effective**

**April 1, 2017**

**INFORMATION CONTAINED IN THIS AGREEMENT IS SUBJECT TO THE FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT. CONSULT WITH THE AUTHORITY PRIOR TO RELEASING INFORMATION TO INDIVIDUALS OR COMPANIES OTHER THAN THOSE WHO ARE PARTY TO THIS AGREEMENT.**

## **TRANSIT SERVICE AGREEMENT**

BETWEEN:

**THE RESORT MUNICIPALITY OF WHISTLER**

(the "Municipality")

AND:

**BRITISH COLUMBIA TRANSIT**

(the "Authority")

WHEREAS the Authority has, at the request of the Municipality, established the Transit Service Area described in this agreement pursuant to the *British Columbia Transit Act*,

WHEREAS the Authority is authorized to contract for transit services for the purpose of providing and maintaining those services and facilities necessary for the establishment, maintenance and operation of a public passenger transportation system in the Transit Service Area;

WHEREAS the Municipality is authorized to enter into one or more agreements with the Authority for transit services in the Transit Service Area; and

WHEREAS the Municipality and the Authority wish to define their respective rights and responsibilities with respect to the provision of transit services in the Transit Service Area.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and of the covenants hereinafter contained, the parties covenant and agree with each other as follows:

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## **SECTION 1: DEFINITIONS**

The Definitions that shall apply to this Agreement as approved pursuant to the *British Columbia Transit Act* and Regulations are defined in Schedule "A" and, unless the context clearly indicates to the contrary, any words defined in the singular shall include the plural and vice versa.

## **SECTION 2: INCORPORATION OF SCHEDULES**

The parties agree that the attached schedules form part of this agreement and are binding on the parties.

## **SECTION 3: ANNUAL OPERATING AGREEMENT**

The Municipality and the Authority shall enter into an Annual Operating Agreement prescribed by regulation made pursuant to the *British Columbia Transit Act*.

## **SECTION 4: INCORPORATION OF ANNUAL OPERATING AGREEMENT**

Upon execution, this Transit Service Agreement shall be deemed integrated into the Annual Operating Agreement and thereafter the Transit Service Agreement and Annual Operating Agreement shall be read together as a single integrated document and shall be deemed to be the Annual Operating Agreement for the purposes of the *British Columbia Transit Act*, as amended from time to time.

## **SECTION 5: TRANSIT SERVICE AREA**

For the purposes of this agreement, the "Transit Service Area" is defined as the area comprised within the boundaries shown in Schedule "B" to be known as the Whistler Transit Service Area.

## **SECTION 6: TERM AND TERMINATION**

The parties agree that the effective date of this agreement is to be April 1, 2017, whether or not the agreements have been fully executed by the necessary parties. Once this agreement and the associated Annual Operating Agreement are duly executed, this agreement will replace all provisions in the existing Transit Service Agreement and Master Operating Agreement with respect to the rights and obligations as between the Authority and the Municipality.

Upon commencement of this agreement it shall remain in full force and effect unless and until terminated in accordance with the provisions of this Agreement. Either party may terminate this agreement as follows:

- a) Cancellation by the Authority: In the event that the Authority decides to terminate this Agreement for any reason whatsoever, the Authority shall provide at least ninety (180) days prior written notice. Such notice to be provided in accordance with Section 18.
- b) Cancellation by the Municipality: In the event that the Municipality decides to terminate this Transit Service Agreement for any reason whatsoever, and by extension the Annual Operating Agreement, the Municipality shall provide at least one hundred and eighty (180) days prior written notice. Such notice to be provided in accordance with Section 18.

## SECTION 7: MUNICIPAL RESPONSIBILITIES

In accordance with the terms and provisions of this Agreement, and the *British Columbia Transit Act*, and regulations made pursuant to the Act, the Municipality shall be responsible for:

- a) Participating in the development of, and where in agreement approving, plans and amendments to the Public Passenger Transportation System including:
  - i. Determining service goals, levels and objectives for the Public Passenger Transportation System;
  - ii. Establishing service performance standards and guidelines for the System;
  - iii. Approving transit service plans and, where feasible, incorporating these plans into Official Community Plans and transportation plans for the Municipality;
  - iv. Approving bus routes;
  - v. Approving the Service Specifications prepared by the Authority consistent with operating and capital budgets set by the Authority; and
  - vi. Approving, after prior consultation with the Authority, requests for Special Transit Services in accordance with the policies and procedures developed by the Authority and the contingency budget provisions or as otherwise agreed to by parties for the payment of the Special Transit Services.
- b) Bus stops, shelters and related amenities over which the municipality has direction and control including:
  - i. Approving, installing and maintaining bus stops, shelters and related amenities. The purchasing of materials, installation and maintenance of stops and shelters and related costs are the responsibility of the Municipality except in instances where the Authority has, by a separate written agreement entered into with the Municipality, agreed to share the costs according to the terms of that agreement; and,
  - ii. Identifying bus stops or shelters with signs and decals provided by the Authority and consistent with the Authority's brand standards;
- c) Notifying the Operating Company and the Authority at least 48 hours in advance of any scheduled or anticipated street closures or traffic disruptions affecting transit service over which the Municipality has direction and control; develop alternate routings in consultation with the Operating Company; and ensure that adequate signage is posted along affected portions of routes;
- d) Establishing on streets over which the Municipality has direction and control, or where appropriate work with other jurisdictions to establish, necessary traffic control by-laws and transit priority measures;
- e) With respect to System Revenues:
  - i. Participating in the development of, and where in agreement, approving tariff and Fares including the terms and conditions applicable to each Fare category and amending this Fare structure in whole or in part from time to time;
  - ii. Depositing system revenues received from the Operating Company.
  - iii. Submitting a completed "Report of Revenue" form, supplied by the Authority, within 10 working days of the end of each month showing all system revenues collected on a monthly basis.
- f) With respect to budgets and payment:
  - i. Approving annual budgets consistent with the Service Specification and the Authority's budgets;
  - ii. Paying the amounts owing to the Authority on a monthly basis as invoiced by the Authority in accordance with the budget provided in the Annual Operating Agreement;

- iii. Where requested by the Authority, the Municipality shall determine its administration costs relative to its responsibilities. Payment for these costs shall not exceed 2% of the Direct Operating Costs provided in the budget provided in the Annual Operating Agreement;
- g) Supporting the sustainability of the Public Passenger Transportation System by:
  - i. Taking into consideration the impacts on transit service effectiveness when making local land use decisions;
  - ii. Promoting the use of the Public Passenger Transportation System.
- h) Notifying the Operating Company and the Authority of any customer complaints or concerns received by the Municipality;
- i) The Municipality may negotiate and enter into Community Transit Partnership Agreements only with prior written approval from the Authority; and,
- j) The Municipality agrees that the Authority will be the primary spokesperson for transit operational issues relating to the Public Passenger Transportation System and will cooperate when necessary to ensure accurate and effective public communications.

## SECTION 8: AUTHORITY RESPONSIBILITIES

The Authority shall:

- a) Set the annual operating and capital budgets for all transit services in the Transit Service Area following consultation with the Municipality;
- b) Provide the personnel required to develop and implement transit service plans, fare tariffs and marketing programs for the Transit Service Area;
- c) Administer and manage the activities of the operating company with respect to the services provided under this agreement, including:
  - i. Conducting financial and service audits of the Public Passenger Transit System; and
  - ii. Monitor the Transit Services provided in the Transit Service Area and report and make recommendations to the Municipality with respect to the standards of service and performance of the public transportation systems
- d) Institute marketing programs for transit service in the Transit Service Area, including:
  - i. In consultation with the Municipality, providing public information, marketing and communications services consistent with the budget established in the Annual Operating Agreement and the Authority's branding standards to promote the Public Passenger Transportation System, and
  - ii. Ensuring that the Municipality's respective corporate graphic standards are met in local promotions and communications.
- e) In accordance with the terms and provisions of this Agreement, and the *British Columbia Transit Act* and relevant *Regulations*, the Authority shall be responsible for directing and managing the Operating Company's overall delivery of Transit Services at all times during the term of this Agreement including:
  - i. Negotiating and entering into operating and all other contracts related to public transit or required by the *British Columbia Transit Act*;
  - ii. Ensuring that the agreement entered into with the Operating Company names the Municipality among the indemnified parties from any suit, claim, loss, damage, injury of any nature or kind whatsoever arising out of or connected with the Transit Service provided by the Operating Company;
  - iii. Establishing customer service practices and procedures; and,
- f) Conducting any inspections and audits the Authority deems necessary of the Operating Company, Transit Services, Revenue Service Vehicles, Premises and

other Physical Assets; Develop policies and procedures for the delivery of the Transit Services including:

- i. Prescribing Registered User eligibility criteria and developing procedures and policies to be used by the Operating Company for the assessment and registration of Eligible Users for Custom Transit Services; and
  - ii. Developing procedures and policies for the delivery of Extra Services.
- g) Plan, prepare and implement the Transit Services including:
  - i. Providing Public Passenger Transportation System marketing in accordance with Section 8(d) of this agreement;
  - ii. Ensuring that the terms and conditions of the transit advertising agreement between the Authority and the advertising contract company are met, and that the designated revenues generated by this contract are credited to the Municipality;
  - iii. Negotiating the terms of the Provincial BC Bus Pass and ensuring that the designated revenue is credited to the Municipality;
  - iv. Providing to the Municipality on a periodic basis reports which will specify:
    - 1) The actual costs of service compared to the budgeted costs specified in the Annual Operating Agreement;
    - 2) The revenue accrued to date, including farebox and other transit revenue (obtained from the Municipality or credited to the Municipality) compared to the budgeted revenue amount; and
    - 3) The annual performance summary of the service compared to the service standards established by the Municipality as outlined in Schedule "C".
- h) Determining and providing the Revenue Service Vehicles, Premises and other Physical Assets required by the Operating Company for the provision of the Transit Services pursuant to lease or license agreements with the Authority and monitor the use, maintenance and conditions of such Revenue Service Vehicles, Premises and Physical Assets;
- i) Provide to the Municipality full contact information for the Operating Company, so that the Municipality may fulfill all obligations under this agreement and/or the Annual Operating Agreement with respect to providing notice to the Operating Company;
- j) Exercise its authority as primary spokesperson for transit operational issues relating to the Public Passenger Transportation System in a manner which does not interfere with the authority of the Municipality to communicate with the public with respect to local public transportation issues;
- k) The Authority shall receive and review any and all proposals from the Municipality to enter into a Community Transit Partnership Agreement and, if acceptable to the Authority, provide its prior written approval of such Community Transit Partnership Agreement, such approval not to be unreasonable withheld by the Authority;
- l) The Authority, throughout the term of this Agreement, shall ensure that an insurance structure is in place that provides coverage to the Municipality for commercial general liability insurance covering the operation of the Public Passenger Transportation System on an occurrence basis in an amount not less than Twenty-Five Million Dollars (\$25,000,000) and third party liability resulting from bus accidents up to Twenty-Five Million Dollars (\$25,000,000). Any policy taken out by the Authority or required to be taken out by the Operating Company for these purposes shall include the Municipality as an additional insured party and further, the policy shall apply in the same manner and to the same extent as if a separate policy was issued to the Municipality; and,



- m) The Authority, in its sole discretion, reserves the right to self-insure part or all of the insurance requirements specified in Section 8(l).

## **SECTION 9: FUNDING AGREEMENT**

The Municipality and the Authority agree to contribute their respective portion of the annual cost of the Public Passenger Transportation System as prescribed in the Annual Operating Agreement.

## **SECTION 10: CAPITAL AND OPERATING EXPENDITURES**

Nothing in this agreement shall be construed as committing the Authority or the Municipality to incur capital or operating expenditures for equipment, facilities or otherwise, within the Transit Service Area unless the same shall be contained within the approved budget of the Authority.

## **SECTION 11: FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT**

This Agreement and the parties hereto are subject to the provisions of the Freedom Of Information And Protection Of Privacy Act ("FOIPPA"). Any information developed in the performance of this Agreement, or any personal information obtained, collected, stored pursuant to this Agreement, including database information, shall be deemed confidential and subject to the provisions of the FOIPPA including the handling, storage, access and security of such information. Confidential information shall not be disclosed to any third party except as expressly permitted by the Authority or pursuant to the requirements of the FOIPPA.

## **SECTION 12: AMENDMENT**

This agreement may only be amended in writing signed by the Municipality and the Authority and specifying the effective date of the amendment.

## **SECTION 13: SETTLEMENT OF DISPUTES**

In the event of any dispute arising between or among the parties as to their respective rights and obligations under this Agreement, or in the event of a breach of this Agreement, the parties agree to use their best efforts to find resolution through a mediated settlement. However, in the event that mediation is not successful in finding a resolution satisfactory to all parties involved, any party shall be entitled to give to the other notice of such dispute and to request arbitration thereof; and the parties may, with respect to the particular matter then in dispute, agree to submit the same to a single arbitrator in accordance with the applicable statutes of the Province of British Columbia.

## **SECTION 14: ENUREMENT**

This Agreement shall be binding upon and enure to the benefit of the parties hereto and their respective successors.

## **SECTION 15: ASSIGNMENT**

This Agreement shall not be assignable without prior written consent of the parties.

## **SECTION 16: GOVERNING LAW**

This Agreement is governed by and shall be construed in accordance with the laws of the Province of British Columbia, with respect to those matters within provincial jurisdiction, and in accordance with the laws of Canada with respect to those matters within the jurisdiction of the government of Canada.

#### **SECTION 17: COUNTERPARTS**

This contract and any amendment hereto may be executed in counterparts, each of which shall be deemed to be an original and all of which shall be considered to be one and the same contract. A signed facsimile or .pdf copy of this contract, or any amendment, shall be effective and valid proof of execution and delivery.

## **SECTION 18: NOTICES AND COMMUNICATIONS**

All notices, claims and communications required or permitted to be given hereunder shall be in writing and shall be sufficiently given if personally delivered to a designated officer of the parties hereto to whom it is addressed or if mailed by prepaid registered mail to the Authority at:

**BRITISH COLUMBIA TRANSIT**

c/o President & CEO  
P.O. Box 610  
520 Gorge Road East  
Victoria, British Columbia V8W 2P3

and to the Municipality at:

**THE RESORT MUNICIPALITY OF WHISTLER**

c/o General Manager Infrastructure Services  
4325 Blackcomb Way  
Whistler, BC V0N 1B4

and, if so mailed, shall be deemed to have been received five (5) days following the date of such mailing.

IN WITNESS WHEREOF, the parties have hereunto set their hand this \_\_\_\_ day of \_\_\_\_\_,  
20\_\_\_\_.

**THE RESORT MUNICIPALITY OF WHISTLER**

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**BRITISH COLUMBIA TRANSIT**

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PRESIDENT & CEO

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CORPORATE SECRETARY

**SCHEDULE "A": DEFINITIONS**

- a) **"Annual Operating Agreement"** means the Annual Operating Agreement and all attached schedules negotiated and entered into on a periodic basis pursuant to the *British Columbia Transit Act*, between the parties hereto this Transit Service Agreement;
- b) **"Attendant"** means a person whose presence is essential to the Registered User to enable the Registered User to physically use the service and whose origin and destination are the same as the Registered User;
- c) **"Community Transit Partnership Agreement"** means a partnership agreement entered into by the Municipality and a third party pursuant to Section 7(i) and Section 8(k), whereby the third party agrees to pay a fee to the Municipality in order to fund certain services provided under the Service Specifications;
- d) **"Companion" or "Escort"** means a person who accompanies the Registered User but whose presence is not essential to the Registered User to physically use the service and whose origin and destination are the same as the Registered User;
- e) **"Conventional Transit Services"** shall mean services and facilities operated by or for a Public Passenger Transportation System to transport persons on specified fixed routes and schedules using public streets or thoroughfares, but does not include Custom Transit Services or Paratransit Services;
- f) **"Custom Transit Services"** shall mean services and facilities operated or provided by a Public Passenger Transportation System for on demand point to point transportation of any Registered User;
- g) **"Direct Operating Costs"** means the sum of the Fixed Costs and Variable Costs of service, maintenance and other costs of service, where:
  - i. **"Fixed Costs"** means items of cost that may be reasonably and conveniently identified with the overall service but which cannot be directly assigned to a unit of service such as hours or kilometres of service. Items of cost will exclude the cost of items which are normally capitalized but may include appropriate charges for depreciation of capital assets or the leasing of capital assets. The use of the term Fixed Costs does not mean that some items of cost included will not vary depending on service requirements;
  - ii. **"Variable Costs"** means items of cost which may be reasonably and conveniently identified and allocated to a specific unit of service such as hours or kilometres of service;
  - iii. **"Maintenance Costs"** means parts and materials, sublet and labour costs of a qualified licensed mechanic for the maintenance of the Revenue Service Vehicles, but shall not include costs associated with interior and exterior transit advertising signs and non-mechanical servicing of Revenue Service Vehicles such as fuelling, clearing fareboxes, cleaning and painting wheel rims, vehicle washing and other work performed by a serviceman; and,
  - iv. **"Other Costs"** shall include but not be limited to vehicle insurance costs, incurred by the Authority and Operating Company, contingency costs, taxi program costs (if applicable);
- h) **"Eligible User"** means any person who is deemed eligible to use Custom Transit Services as defined in Section 11 of the *British Columbia Transit Act* Regulations.
- i) **"Extra Service"** means Overloads or Special Transit Service;
- j) **"Fare"** means an entitlement to ride upon the services of the Public Passenger Transportation System;
- k) **"FOIPPA"** means the Freedom of Information and Protection of Privacy Act and Regulations (British Columbia);

- l) **“Municipality”** includes a regional district or part of a regional district;
- m) **“Operating Company”** means:
  - i. the company, companies, or person contracted by the Authority to operate and manage the Public Passenger Transportation System within the Transit Service Area, or
  - ii. a person designated by the minister to contract with the Authority with respect to the operation by that person of a Public Passenger Transportation System in the Transit Service Area;
- n) **“Overloads”** means additional Revenue Service Vehicles operating on specified routes to cope with ridership demands which cannot be served by the regularly scheduled service;
- o) **“Paratransit Services”** shall mean services and facilities operated or provided by a Public Passenger Transportation System offering more flexible service than Conventional Transit Services. Paratransit Service is a blend of Conventional Transit Services and Custom Transit Services providing service to able bodied transit passengers as well as Registered Users using the same Revenue Service Vehicles that deviate periodically from their fixed route and fixed schedules to provide on demand point to point service;
- p) **“Physical Assets”** other than revenue service vehicles, means any land, buildings, equipment or other items of a material nature which for accounting purposes are considered to contribute to delivery of Transit Services for a period exceeding one fiscal year;
- q) **“Premises”** means the lands, buildings and equipment owned or leased by the Authority and used in the provision of the Public Passenger Transportation System;
- r) **“Public Passenger Transportation System”** means a public transit system as prescribed by the *British Columbia Transit Act*;
- s) **“Registered User”** means an Eligible User who has satisfied certification and registration requirements established by the Authority to allow them to use Custom Transit Services;
- t) **“Revenue Hours”, “Revenue Kilometres”** means those units of service that are actually offered to the public as reflected in the public timetable and set out in the Service Specification, including lay over time between trips;
- u) **“Service Specifications”** means a detailed description of the Public Passenger Transportation System;
- v) **“Shared Services Resources”** means the management, planning, financial, procurement, fleet and maintenance management, contract and performance management, marketing, environmental, safety, training and other services and resources provided by the Authority to support the Public Passenger Transportation System;
- w) **“Special Transit Service”** means infrequent and temporary service provided within the Transit Service Area for specific events or purposes beyond the Revenue Hours outlined in the Service Specifications. Special Transit Services will not exceed the boundaries of the ICBC coverage unless written permission is given in advance by the Municipality and the Authority;
- x) **“Statutory Holidays”** means New Year’s Day, Family Day, Good Friday, Victoria Day, Canada Day, B.C. Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day and/or any other days that may be gazetted as being a holiday in and for the Province of British Columbia;
- y) **“System Revenues”** means the revenue of the Public Passenger Transportation System and includes revenue from farebox, revenue from sale of passes and tickets, revenue from advertising contracts and any other Fare related revenue accruing from the operation of the Public Passenger Transportation System pursuant to this Agreement;

- z) **“Transit Services”** includes without limitation any activity related to the provision of the Public Passenger Transportation System, whether conducted directly or indirectly by the Operating Company or its agents, affiliates, subsidiaries, contractors or representatives, to operate, maintain, repair or store vehicles, equipment or infrastructure and conduct any related environmental and waste management measures and includes Conventional, Custom and Paratransit Transit Services;
- aa) **“Taxi Supplement”** A portion of Custom Transit Service in which the operating company dispatches taxis in the same shared-ride manner as regular custom transit vehicles in accordance with the Service Specifications; and,
- bb) **“Transit Service Area”** means the boundaries of the Transit Services as defined in Schedule “B” of this Agreement.

## SCHEDULE "B": TRANSIT SERVICE AREA

The boundaries of the Transit Service Area shall be defined as follows:

The boundaries of the Whistler Transit Service Area shall be the corporate boundaries of the Resort Municipality of Whistler.

## SCHEDULE "C": SERVICE STANDARDS

### 1. Operational Performance

- a) **On-time Performance:** Scheduled trip departures from each terminus are defined as on-time if they occur no later than 5 minutes of scheduled time and not early. Bi-monthly Performance Reporting by the operator will be used to evaluate annual on-time performance. Where late trips are observed, reasons are to be provided for these occurrences, as follows:

Cause of Late Departure	2016/2017
Accidents	
Traffic Congestion	
Construction	
Late arrival of previous trips	
Passenger loads	
Trip run times	
Passenger transfers	
Weather	
Mechanical breakdown	
Dispatch and/or Driver error (no show, late start, incorrect routing, etc.)	

- b) **Service reliability:** Missed service is defined as a bus that fails to arrive at its stop/terminus before the next scheduled trip is due to depart on that route. Missed service is to be reported by month and evaluated annually in terms of the number of trips (or portions of trips) that are missed as well as total revenue time that is not delivered. Reasons for missed trips are to be provided as follows:

Cause of Missed Service	2016/2017
Accidents	
Traffic Congestion	
Construction	
Weather	
Mechanical	
Short turning of trips	
Breakdown	
Dispatch and/or Driver error (no show, late start, incorrect routing, etc.)	



- c) **Customer Comments:** to be evaluated annually in terms of trends and expressed as a rate (comments per 1,000,000 rides). All comments received by the operator (web, phone, correspondence, drop-in, etc.) are to be classified as follows:

Complaints	Driver related	Safety
		Behaviour
		Fare
	Vehicle related	Safety
		Cleanliness
	Service related	Early
		Late
		Missed
		Passenger pass-up
Commendations/ Enquiries	Enquiry/Suggestions	
	Driver Compliments	
	General Compliments	

- d) **Passenger pass-ups:** to be evaluated annually in terms of the percentage of trips with pass-ups as well as the number of passengers that were passed up.

Additional service standards established for the Whistler Transit System are to be reviewed, confirmed and incorporated into this schedule at a future date in accordance with Section 12 of this Agreement to satisfy the requirements of Section 8(g)iv(3).

## APPENDIX B

**TERM SHEET:                   APRIL 1, 2017 to March 31, 2018**  
**WHISTLER ANNUAL OPERATING AGREEMENT**

**Parties:** BC Transit, and the  
Resort Municipality of Whistler

**Term:** April 1, 2017 to March 31, 2018 for the Whistler Transit System.

**Description:** This agreement establishes the level of transit service, costs and maintenance of the Whistler Transit System. In particular, costs such as the variable hourly rate and the cost per kilometre are specified by the agreement.

**Costs:** The total maximum annual cost of the Whistler Transit System will be \$11,004,762. The BC Transit contribution will be \$4,368,799\*. The total budgeted system revenue and local administration/operating credit are \$2,681,986 resulting in a net municipal share of costs of \$3,758,902.

\*Does not include BC Transit share of Lease Fees

## Expansion Memorandum of Understanding (MOU) 2018-2021

<b>Date</b>	April 22, 2017
<b>Expiry</b>	July 4, 2017
<b>System</b>	Whistler Transit System

### Expansion Initiatives Agreement

The following outlines expansion initiatives identified for your transit system along with a high level annual costing based on the hourly rates of your system. Please confirm these initiatives are aligned with the expectations of your local government. Upon confirmation of your local government's intent to commit to the expansion and budget, we will proceed with the request to secure funding from the Province on your behalf.

PROPOSED EXPANSION INITIATIVES						
AOA Period	In Service Date	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2018/19	Dec-18	6,500	3	\$104,876	\$1,009,827	\$482,994
		Description	Improve service levels on the Whistler Transit System to mitigate ongoing and increasing traffic congestion issues.			
2019/20	Dec-19	2,500	1	\$67,228	\$397,919	\$161,908
		Description	Core network improvements			
2020/21	Dec-20	2,500	1	\$67,228	\$413,472	\$170,710
		Description	Core network improvements			

## Approval

On behalf of the Resort Municipality of Whistler, I am confirming to BC Transit to proceed with the request for funding to the province on our behalf and that we are committed to budget accordingly as per the advice provided and with the knowledge a more detailed budget will follow as service details are confirmed.

On behalf of the Resort Municipality of Whistler

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_ Position: \_\_\_\_\_

On behalf of BC Transit, prepared by

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_ Position: \_\_\_\_\_



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017

**REPORT:** 17-079

**FROM:** Infrastructure Services

**FILE:** 523.1

**SUBJECT:** APPROVAL TO PROCEED – 2017 PARKING LOT 5 UPGRADE PROJECT

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**That** Council direct staff to 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.

### PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement of the recommended Parking Lot 5 Upgrade project. This project was not originally included in the Five-Year Financial Plan 2017-2021 Bylaw No. 2141, 2017 and represents an addition to the 2017 Capital Project budget.

### DISCUSSION

#### Background

In conjunction with the summer 2017 Transportation Action Plan Recommendation to Council on June 6, 2017 RMOW staff recommend that Parking Lot 5 be upgraded. The initiative for upgrading Lot 5 is to achieve these three goals:

1. Make better use of the area in Parking Lot 5 and offer as many parking stalls to the public as possible with a more efficient layout. The implementation of line painting and better layout of Lot 5 will allow for improve parking availability.
2. The user experience will be improved with a consistent asphalt surface (no potholes) and improved lighting (better visibility and security).
3. Improved environmental protection from parking lot surface contaminants. The storm and surface water management will be upgraded in Parking Lot 5 by installing multiple storm catch basins with oil/grit separators that will capture and filter runoff from Parking Lot 5, and also from Parking Lots 1 to 4. The newer technology in these oil/grit separators will process the contaminated grey water before it goes into the settling ponds on the north side of Blackcomb Way.

### **Project Description**

Parking Lot 5 upgrades will include an asphalt finished surface, parking stall line painting, storm water management improvements, curb and gutter, lighting, and possibly a new waste sorting enclosure. These improvements will result in a parking lot with an improved driving surface, lower maintenance costs, a more efficient parking layout, security lighting and better storm water management.

A total of 268 stalls will be provided in the summer in the Parking Lot 5 upgrade design. In the winter, the number of stalls will be reduced to 134 (half) due to the north end of Parking Lot 5 being used for a snow collection zone.

The north east corner (triangular in shape) of Parking Lot 5 will be left as a gravel surface to accommodate the heavy equipment that manages the snow pile.

Additional storm water collection and treatment infrastructure for Parking Lots 1 to 4 will be implemented as part of this project.

### **Project Schedule**

The schedule for this project is to complete all Parking Lot 5 upgrades by end of October 2017. All engineering design work has been completed by ISL Engineering and Land Survey Ltd, including the storm water upgrades, lighting and paving works. The tender period for the construction work is planned for mid-July with a presentation to Council anticipated on August 15, 2017 to award the tender. Implementation works are planned to commence at the beginning of September with an approximate 8 to 10 week duration.

### **WHISTLER 2020 ANALYSIS**

<b>W2020 Strategy</b>	<b>TOWARD Descriptions of success that resolution moves us toward</b>	<b>Comments</b>
Visitor Experience	The resort is comfortable, functional, safe, clean and well-maintained.	The Parking Lot 5 Upgrade Work will minimize poor driving surface conditions by upgrading from a gravel surface to asphalt, maintaining a positive guest experience.
Water	Watershed-based management approaches and policies guide and integrate overlapping land and resource values including (but not limited to) development, infrastructure, forests, habitat, recreation, fisheries and aquifers. Effective storm water management and flood control measures are in place, and replicate natural hydrological systems and functions as much as possible	Improved environmental protection from parking lot surface contaminants. The storm and surface water management will be upgraded in Parking Lot 5 by installing multiple storm catch basins with oil/grit separators that will capture and filter runoff from Parking Lots 1 to 4 and 5.
Materials and Solid Waste	The resort community is 'closing the loop' by providing appropriate and convenient opportunities for reducing, reusing and recycling materials.	This tender allows for the use of up to 20% recycled asphalt.

Finance	The resort community effectively and efficiently balances its costs and expenditures.	This tender can be completed within the available budgets from the RMOW reserve funds for this work.
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Transportation	Whistler's policy, planning and development prioritizes preferred methods of transportation in the following order: 1. Pedestrian, bicycle and other non-motorized means 2. Transit and movement of goods 3. Private automobile (HOV and low impact technologies 4. Private automobile.	Fees collected from parking lot users will also go towards transportation initiatives set out by the Day Lot Operating Committee.

## BUDGET CONSIDERATIONS

The total estimated budget for the 2017 Parking Lot 5 upgrades is \$1,200,000 including costs for engineering, construction and a contingency of approximately 20% to account for this pre-tender estimate. See Table 2 below.

Table 2: Parking Lot 5 Upgrade Budget	
Engineering	\$46,000
Construction Implementation – Engineers Pre-Tender Estimate	\$942,975
Contingency (~20%)	\$211,025
<b>Total Budget Request</b>	<b>\$1,200,000</b>

This project will be funded from the Transportation Reserve.

## SUMMARY

The recommendation of this report is to upgrade Parking Lot 5 in order to help alleviate the parking congestion issues recently experienced in Whistler, to improve the experience of people using Lot 5, and to reduce the maintenance costs of operating that lot. In addition, the upgrades included with this project will allow for more environmental protection by better managing storm water runoff from Lot 5, as well as Lots 1 to 4.

Respectfully submitted,

Tammy Shore, P.Eng.  
CAPITAL PROJECTS MANAGER, INFRASTRUCTURE SERVICES  
for  
James Hallisey, P. Eng.  
GENERAL MANAGER OF INFRASTRUCTURE SERVICES



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017

**REPORT:** 17-080

**FROM:** Resort Experience

**FILE:** 7651; RZ001139

Bylaws 2140/2142/2152

**SUBJECT:** TOURIST ACCOMMODATION REVIEW – ZONING AMENDMENT BYLAW 2140  
AND TOURIST ACCOMMODATION BUSINESS REGULATION BYLAW 2142  
FURTHER CONSIDERATION

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**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 Alpenglow 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 Alpenglow 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”.

### REFERENCES

Appendix A – Summary and Review of Public Hearing Comments for “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017”

Appendix B – Summary and Review of Comments for Opportunity for Public Comment for “Tourist Accommodation Regulation Bylaw No. 2142, 2017”

Appendix C - “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017” (tracked changes version)

Council Report 17-057 – May 23, 2017 (not attached)



## **PURPOSE OF REPORT**

The purpose of this report is to present “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017, as revised” to Council for consideration of third reading. The report presents a summary of staff’s review of comments from the June 6, 2017 Public Hearing on Bylaw No. 2140, and the June 6, 2017 Opportunity for Public Comment on “Tourist Accommodation Regulation Bylaw No. 2142, 2017”. Recommended revisions to the proposed zoning amendment bylaw to add clarification and certainty regarding acceptable Hotel and Phase 2 Rental Pool arrangements are described in the report. The report also requests direction from Council to work with unit owners at the Alpenglowlodge to achieve compliance with the existing Phase 2 covenant and the proposed zoning and business regulations under consideration by Council.

## **DISCUSSION**

### **Background**

On May 23, 2017 Council received Administrative Report to Council No. 17-057 which presented the priority outcomes and recommendations of the Tourist Accommodation Review project that was initiated in June 2016; this report also provided a summary of the process and the work that was undertaken as part of the review. At that meeting Council endorsed a new Council Policy intended to provide clarity and guidance for various categories of tourist accommodation properties and associated zoning and covenant provisions concerning their use, management and licensing. Council also gave first and second readings to “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017”; first, second and third readings to “Tourist Accommodation Regulation Bylaw No. 2142, 2017”; and first, second and third readings to “Municipal Ticket Information System Amendment Bylaw No. 2152, 2017”. The proposed bylaws and their purpose were described in the report to Council.

On June 6, 2017 a Public Hearing was conducted for Bylaw No. 2140, and an Opportunity for Public Comment was conducted for Bylaw No. 2142. These proceedings, which provided an opportunity for members of the public to make representations to Council or present written submissions respecting matters contained in the proposed bylaws were conducted consistent with statutory requirements, including public notice requirements.

Staff have reviewed the public hearing representations and the submissions made to Council on the proposed bylaws. This report presents a summary of staff’s review and provides recommendations for further consideration of the proposed bylaws. The summary is not intended to present the detail of all representations and submissions which are contained in the record of the Public Hearing and record of the Opportunity for Public Comment for the respective bylaws.

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

Appendix A presents a summary of staff’s analysis and review of the public’s representations and submissions for the proposed zoning amendment bylaw. Staff’s review has resulted in several recommendations regarding further consideration and implementation of the proposed bylaw. These are described as follows.

### Proposed Bylaw Revisions for Certainty

Bylaw No. 2140 has been revised to clarify that the “Hotel and Phase 2 rental pool arrangement” and requirement for a “single professional rental pool manager” does not prescribe a third party rental pool manager but may also include an arrangement by which a strata corporation directly, or through a wholly-owned corporation, makes all of the strata lots in its strata plan available for temporary lodging by visitors and unit owners from a common rental pool and provides the required services.

The proposed bylaw has also been revised to clarify that the rental pool requirement does not dictate how revenues from rental activities should be shared, which is at the discretion of the unit owners and their internal agreements.

This is achieved by adding the following clause within the proposed bylaw:

- (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.”

The proposed revisions are presented in a black-lined copy of the bylaw provided in Appendix “C”. The recommendation of this report is for Council to give third reading to Bylaw No. 2140, as revised.

A complete clean copy of the bylaw as revised, which is being presented for Council consideration of third reading, is presented within the July 4, 2017 Council Regular Meeting Package under Bylaws Under Consideration for Third Reading.

### Alpenglow Lodge Covenant and Bylaw Conformance

As described in Appendix A and B there was significant representation from Alpenglow Lodge unit owners expressing their concerns and opposition to the proposed zoning amendment bylaw and tourist accommodation regulation bylaw. However, based on the staff review of these comments, also presented in Appendix A and B, the staff recommendation is to not exclude the Alpenglow Lodge from the Hotel and Phase 2 list of properties and the applicable provisions of the proposed bylaws. The reasons presented include achieving the objective of maintaining a diversity of offering in Whistler’s tourist accommodation bed base, preserving the assured and orderly management of reservations and use of units by the public and unit owners as per the existing Phase 2 covenant requirements, and giving consideration to existing zoning and covenant restrictions and obligations for other Phase 1 covenanted properties, Phase 2 properties and un-covenanted properties.

However, staff recommends that Council give direction to staff to work with the Alpenglow Lodge owners to discuss and achieve compliance with the existing Phase 2 covenant and requirements of the proposed zoning amendment bylaw and business regulations. Staff believe that there are opportunities for the Alpenglow Lodge for management arrangements that comply with the proposed bylaw that may help to address the concerns expressed by some of the Alpenglow Lodge unit owners. Recognizing that this may take some time, staff is recommending that a 6 month period be given within which staff is to report back to Council. This approach is consistent with requests by some unit owners to have an opportunity to meet with staff and seek an opportunity to work

together to achieve a solution. This does not fetter Council's discretion to pursue any future enforcement action that it may deem to be necessary.

## **Tourist Accommodation Regulation Bylaw No. 2142, 2017**

Appendix B presents a summary of staff's review of the public's representations and submissions from the June 6, 2017 Public Comment for Tourist Accommodation Regulation Bylaw No. 2142, 2017. Based on this analysis staff does not recommend any revisions to the proposed bylaw and recommends that Council consider adoption of the bylaw upon its consideration of adoption of zoning amendment bylaw No. 2140.

Staff will be preparing communications regarding the proposed business licence requirements, with responses to frequently asked questions and application materials, which would be posted upon bylaw adoption.

## **WHISTLER 2020 ANALYSIS**

<b>W2020 Strategy</b>	<b>TOWARD Descriptions of success that resolution moves us toward</b>	<b>Comments</b>
Visitor Experience	- Visitors perceive Whistler products, services and activities to be excellent value.	A primary objective of the TA Review is ensuring that the visitor experience continues to be exceptional.
Economic	- The Whistler economy provides opportunities for achieving competitive return on invested capital. - Whistler's core accommodation base and long-term investments made in the community are protected.	The proposed regulations protect the viability of Whistler's core accommodation properties.
Economic	- Whistler proactively seizes economic opportunities that are compatible with tourism, and effectively adapts to changing external conditions.	The TA Review and proposed regulations aim to address the external trends being experienced in the online booking and accommodation sectors.
Economic	- Whistler holds competitive advantage in the destination resort marketplace as a result of its vibrancy and unique character, products and services.	The TA Review and proposed regulations aim to maintain Whistler's competitive advantage by supporting a diverse offering of accommodations to meet visitor needs.
Visitor Experience	- Whistler proactively anticipates market trends.	The TA Review and proposed regulations aim to address the external trends being experienced in the online booking and accommodation sectors.
Economic	- Locally owned and operated businesses thrive and are encouraged as an essential component of a healthy business mix.	The TA Review aims to maximize the economic benefit to the resort community as a whole and minimize any potential negative impacts on local businesses that may result from changes to tourist accommodation regulations.
Resident Housing	- Whistler has a sufficient quantity and appropriate mix of quality housing to meet the needs of	The proposed regulations continue to prohibit nightly rentals in residential areas (i.e., properties not zoned for

	diverse residents (Target: 75% of Whistler employees live in the resort community).	temporary lodging or temporary accommodation).
Partnership	- Decisions consider the community's values as well as short and long-term social, economic and environmental consequences.	The TA Review is aligned with Whistler's values and long-term goals.
Built Environment	- To maintain vibrancy, Whistler Village is the core of the resort community.	The TA Review reinforces locating the majority of Whistler's core accommodation base for visitor use in Whistler Village.
<b>W2020 Strategy</b>	<b>AWAY FROM Descriptions of success that resolution moves away from</b>	<b>Mitigation Strategies and Comments</b>
None	None	None

## **OTHER POLICY CONSIDERATIONS**

The proposed Zoning Amendment Bylaw No. 2140, 2017 and Tourist Accommodation Regulation Bylaw No. 2142, 2017 are consistent with the Council Policy for Tourist Accommodation Properties Zoning and Covenant Use Provisions endorsed by Council on May 23, 2017. The zoning amendment bylaw is also consistent with the policies of the municipality's current Official Community Plan and the updated Official Community Plan that stands at third reading.

## **BUDGET CONSIDERATIONS**

The proposed zoning amendment bylaw is provided for within the Planning Department's operating budget. Implementation of business licence requirements for individual unit owner marketing and rental activities would be expected to result in new business licence fees; these fees are not a net source of municipal revenue but are expected to cover the cost of business licence administration and some of the cost of enforcement.

## **COMMUNITY ENGAGEMENT AND CONSULTATION**

Through the TA Review Project there was in-depth consultation with individual stakeholder representatives who provided insight into trends, issues and opportunities relative to Whistler's tourist accommodation properties. This was described in the May 23, 2017 Administrative Report to Council No. 17-057.

A public hearing on the Zoning Amendment Bylaw No. 2140 was held on June 6, 2017. An opportunity for public comment was also held on June 6, 2017 for the Tourist Accommodation Regulation Bylaw No. 2142. The public submissions for each of the opportunities for public input are recorded in the public records.

Staff has prepared a comprehensive summary and review of the comments made for each of the two bylaws, which are presented in Appendix A and B respectively. This review has informed the recommendations contained in this report including the proposed revisions to the zoning amendment bylaw to give further clarification to permitted rental management arrangements and direction to staff to contact and work together with Alpenglw owners to achieve compliance with the proposed bylaws and existing Phase 2 covenant registered on the title of the property.

Staff have also been receiving a number of inquiries related to the business licence requirements for tourist accommodation business including when and if they need a licence, if they are covered by the licence of their property manager, the cost of the licence and the application process. Staff

have been responding to these inquiries on a one by one basis, which is time consuming and inefficient. Staff are preparing communications that will be posted on the municipal website that address the frequently asked questions with an FAQ, and licence application materials. This would be posted subsequent to Council's consideration of adoption of the proposed Tourist Accommodation Regulation Bylaw, No. 2142, 2017.

## **SUMMARY**

This report presents a review of public comments on Zoning Amendment Bylaw No. 2140 and Tourist Accommodation Regulation Bylaw No. 2142 from the public hearing and opportunity for public input held on these bylaws, respectively, on June 6, 2016. The report also makes recommendations for further consideration of the proposed bylaws, along with recommended revisions, and direction for working with Alpenglöw Lodge unit owners. The report recommends that Council consider giving third reading of the Zoning Amendment Bylaw, as revised.

Respectfully submitted,

Mike Kirkegaard  
DIRECTOR OF PLANNING  
for  
Jan Jansen  
GENERAL MANAGER OF RESORT EXPERIENCE

## APPENDIX A

### SUMMARY AND REVIEW OF PUBLIC HEARING COMMENTS FOR ZONING AMENDMENT BYLAW

The following provides a summary of staff's review of the written submissions and oral representations to Council at the June 6, 2017 public hearing for "Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017" (the Zoning Amendment Bylaw) and addresses some of the key topics that were mentioned. The summary is not intended to transcribe or replicate all of the comments that were made at the hearing.

The summary is organized according to the following key topic areas:

1. Need and rationale for the proposed Zoning Amendment Bylaw;
2. Rental management arrangements; and
3. Alpenglöck Lodge covenant and zoning conformance.

#### **1. NEED AND RATIONALE FOR THE PROPOSED ZONING AMENDMENT BYLAW**

**Public Comments:** There were comments that questioned the need and rationale for the proposed amendments to the zoning bylaw and there were comments that spoke in favour of the proposed amendments identifying specific issues the bylaw would help to address. The comments against and for the proposed bylaw primarily related to the Hotel and Phase 2 Rental Pool provisions and the requirement for a single professional rental pool manager for all units within a property.

Reasons expressed by those speaking against the need for the bylaw included that:

- the tourist accommodation market has evolved, and travellers are looking for more personalized accommodation experiences than may be offered by hotel type properties with single management and integrated services;
- the proposed bylaw does not take advantage of trends in on-line booking and associated marketing exposure;
- the proposal does not allow individual self-management of properties and imposes large corporate third party rental pool managers that charge high fees and are less responsive to owner interests;
- there are already covenants in place that impose use restrictions and protect 'warm beds'; the proposed bylaw is redundant.

The comments in favour of the proposed bylaw expressed that the bylaw was needed to help address conflicts and guest experience issues specifically related to individual owners self-managing their units and operating outside of the common single management agreement for their Phase 2 property.

#### **Staff Review:**

The following provides staff's review and analysis of the public comments generally in the order of the reasons identified above for and against the proposed bylaw.

The Whistler resort community has a diverse offering of tourist accommodation properties with many different types of accommodation units catering to various market segments and their associated needs and preferences. The diversity of this offering is maintained through the municipality's zoning regulations, development covenants and restrictive covenants including 'rental pool' covenants; these collectively regulate, and place restrictions and obligations on property use.

The properties that the proposed bylaw applies to represent one component of the municipality's tourist accommodation supply. These properties are zoned for hotel, inn, lodge or tourist accommodation use, or have a land use contract that permits hotel use. The zoning of these properties does not permit residential use. Other types of zoning provide for a range of personalized accommodation experiences such as bed and breakfast accommodation. For the permitted tourist accommodation uses of these properties the zoning bylaw also specifies requirements for complementary lobby, assembly, restaurant, entertainment and retail uses.

The subject properties all have either a Phase 2 rental pool covenant, or development covenant for hotel use, that were put in place prior to the development of each property with the property owner's agreement. These covenants are registered on the title of each property in favour of the municipality and "run with the land" applying equally to successive owners, unless discharged or modified by the municipality.

These covenants were written with the stated objective that any accommodation units built on the properties be used and be available for use in a manner that maximizes the number of persons able to visit and stay in the Resort Municipality of Whistler. The Phase 2 covenants impose restrictions and obligations, requiring that all units must be available for commercial rental to the public at all times except for limited owner use. Owners have a basic allotment for personal use of their unit, limited to 28 days for a defined summer period and 28 days for a defined winter period. Terms specifying how and when owners may use their basic allotment are detailed in the covenants with minor variations in the terms dependent on the particular covenant that was registered on the property title. The terms also specify opportunities for additional owner use.

To ensure the orderly and assured management of reservations and use of units by the public and unit owners, the Phase 2 covenants require each property to have a Rental Pool or Rental Booking System for conducting these activities. The covenants also specify that the particular management arrangement is subject to approval by the RMOW. The intention, and specific wording of covenants, clearly indicates that there was to be one single integrated arrangement for all accommodation units within a property.

The subject properties account for approximately 4,000 accommodation units out of 9,400 total tourist accommodation units. These units are critical to Whistler's supply of 'warm beds' available to Whistler's visitors and are considered to be the core accommodation base for visitor use. The availability of these units underpins the destination resort economy, supporting associated investments in recreation infrastructure and amenities, and other visitor-dependant commercial activities. They represent the 'assured' bed base for visitor use. The form of development, associated facilities and auxiliary uses, and locations in Whistler's core village areas was carefully planned and orchestrated, through zoning and rental pool covenants, and has been instrumental in Whistler's success.

The municipality is aware of a number of instances, including the Alpenglöw Lodge, where accommodation units have not been managed consistent with covenant requirements, and in some cases contrary to zoning. There are individual owners and investors who are challenging the covenants, and pursuing self-managed arrangements, or arrangements outside of the common arrangement for a property. There are also owners who withhold their units for their personal use only, not making the unit available for public rental. Staff believes that there is a serious risk that without the single management arrangement the orderly and assured management of reservations and visitor use for these properties is not being achieved. Restrictions and obligations on use would be extremely difficult to monitor and enforce, if potentially up to 4,000 different unit owners were

pursuing individual arrangements versus 28 properties each having their own single arrangement determined collectively by strata unit owners.

The coordinated management of units within this component of the tourist accommodation base is also important from a visitor service and experience perspective, and to meet the needs of certain market segments. The subject properties are generally 'hotel' type properties, with common lobby and front desk and check-in facilities with 24 hour service, uniform key entry systems, central phone system, and common housekeeping and building and facility maintenance. They also typically have consistency in the level of quality, design and furnishings for all accommodation units within the property, with ranges in unit size and types.

A large portion of Whistler's visitors continue to have a preference for this type of accommodation, with the associated amenities and services. This category is also key to supporting conference business, major events, and large group travel which relies on the ability to efficiently coordinate and book large volumes of accommodation units under one roof. The assured bed base provided by these 'hotel' type properties, under single management arrangements, is considered to be a competitive advantage for Whistler relative to competing resorts.

Whistler's tourist accommodation bed base also has a large number of accommodation units, approximately 5,000, located within properties that have zoning and covenants that generally allow for greater owner use with fewer restrictions and obligations. These include properties with Phase 1 covenants, properties with no covenants and properties with zoning that allow both a tourist accommodation use and residential use. These properties and accommodation units are considered to be well-suited to individualized offerings and management arrangements, with a wide range of accommodation types including condo apartments, townhomes, detached single family chalets, bed and breakfasts and pensions. For these properties, the recommended policy, as per Council Policy: Tourist Accommodation Properties Zoning and Covenant Use Provisions, endorsed by Council May 23, 2017 (Council Policy), is that the municipality will allow for multiple rental booking and unit arrangements for properties where the covenant does not specify a single rental pool; individual unit owners may determine booking and management arrangements for their unit on an individual basis, subject to strata bylaws and owner agreements.

Securing the use restrictions and obligations for the Hotel and Phase 2 properties by way of the existing covenants is a less effective legal tool than a zoning regulation. A zoning regulation has separate legislative authorities that are stronger and more straightforward to enforce than the covenants. The proposed Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017 seeks to reinforce existing requirements and typical amenities and services for the reasons stated above. With the zoning approach, the municipality will take the position (as per the endorsed Council Policy) that it will not exercise its discretionary right to approve the specific Rental Pool or Rental Booking System for a particular property, as is provided for under the existing Phase 2 covenants. The uncertainty for the owners associated with discretionary approvals by the RMOW is removed and is replaced by the requirements specified by the proposed zoning bylaw. Removing this uncertainty may be advantageous to unit owners as well as potential mortgagees of the affected units.

**Staff Recommendation:** There is a justifiable need and valid purpose for the proposed Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017.

## **2. RENTAL MANAGEMENT ARRANGEMENTS**



**Public Comments:** There were a number of comments expressing concerns about the practices and costs associated with property rental managers and concerns that the proposed zoning bylaw will give further power/advantage to third party rental management companies. Specific points expressed included that rental manager's interests are not aligned with unit owner's interests, they seek to control strata unit owner decision-making, withhold revenues, charge disproportionate fees for services, do not provide services commensurate with fees charged, do not provide a satisfactory level of common services such as front desk, maintenance and housekeeping, and do not offer as high a level of guest experience as self-management of units.

There were also comments from two members of the public who spoke in favour of the single rental pool and management requirement. These individuals had experience as property owners of both Phase 2 and Phase 1 properties and with different management arrangements that each considered to be effective and successful in providing a consistent and high quality guest experience, and generating good returns on investment and increasing property values for unit owners.

**Staff Review:** The following provides staff's review and analysis of the public comments.

Regarding internal decision-making for strata properties, including the use of proxies, such decision-making is governed by the *Strata Property Act* (the Act). Within the Act there are provisions for preventing or remedying unfair actions related to exercise of voting rights including proxies. There are also provisions by which Strata Corporations may enter into contracts, and by which Strata Corporations may commence legal actions. These are protections that are available to strata unit owners and the Strata Corporations outside of municipal regulations and involvement.

The proposed business regulation bylaw, Tourist Accommodation Regulation Bylaw No. 2142, 2017, that has been prepared to accompany the proposed zoning amendment bylaw, adds provisions for business licence requirements for the Hotel and Phase 2 properties that are related to the requirement for a single professional rental pool manager for each property. In the business regulation bylaw, each property is required to have a single business licence for marketing, operating or managing all guest units within the property. For the protection of strata unit owners, the application for the licence is subject to providing a resolution passed by a  $\frac{3}{4}$  vote under the Strata Property Act authorizing the applicant to operate the business. That means the strata unit owners are in the position of selecting the rental manager or arrangement. For these properties, only one business licence may be issued for each property, preventing individual unit owners from seeking to operate outside the common single management arrangement. Any such business activities would not be licensed, and if they continued to persist would be a contravention of the bylaw and subject to enforcement under the proposed zoning bylaw and proposed business regulation bylaw.

Some of the comments expressed that the single rental pool requirement implied or necessitated a large third party rental management corporation. This is not the intent or effect of the bylaw. From the public hearing it is evident that there are other arrangements that are functioning effectively, and that are consistent with the proposed zoning and business regulation bylaws. In one case, the strata corporation has set up a separate company to carry out these functions for the property. This has followed two previous less successful arrangements, and has proven to be effective in providing cost efficiencies, greater management control, and improved returns and values for unit owners. In the second case, the strata corporation also set up a separate corporate entity that entered into a contract with a management company to run the rental activities and operations for the property. This vehicle allowed the owners to collectively negotiate and approve the contract on considerably more favorable terms than others expressed in the public hearing comments. These types of

arrangements also give the unit owners the opportunity to determine differentiated unit rental rates and revenue sharing terms to reflect differences between units. While the bylaw requires a single, integrated revenue pool, it does not require owners to pool revenue or distribute the revenue equally among owners (owners can collectively determine unit rental rates and strategies for reinvestment).

To clarify that the types of arrangements described above are consistent with the proposed zoning amendment bylaw, staff are recommending that this be reflected in the wording of the proposed bylaw.

Other related comments that question the requirement for a single rental pool manager arrangement have been addressed under item 1 above, which discusses the need and rationale for the proposed zoning amendment bylaw.

**Staff Recommendation:** That the proposed zoning amendment bylaw be revised to add clauses that clarify “for certainty” that the types of arrangements where a strata corporation or strata entity may fulfill the requirements of the bylaw for a single professional rental pool manager, and that the bylaw does not impose third party property rental managers or prescribe pooling or sharing of rental revenues amongst unit owners.

In addition, staff encourage information sharing amongst different strata corporations to share best practices for achieving the commercial objectives of unit owners and positive guest satisfaction, in adherence with municipal zoning and business regulations.

### **3. ALPENGLOW LODGE COVENANT AND ZONING BYLAW CONFORMANCE**

**Public Comments:** At the public hearing a large number of unit owners were in attendance (37 by a count of hands), many of whom spoke against the proposed zoning amendment bylaw and also submitted comments in writing. The overall common view of these unit owners is that the Alpenglow Lodge is a unique property that should be permitted multiple management arrangements including self-management of units by individual unit owners. There were a number of arguments put forth including:

- The single rental pool model is outdated and doesn’t respond to changing visitor preferences for personalized and individualized experiences, or to evolving rental booking platforms
- Third party rental managers do not operate in the best interests of unit owners and charge excessive fees for services. The property and units were operated poorly and were run down by the previous property manager.
- Rentals through AirBnB and other avenues are actually increasing the visitor accommodation base.
- The Zoning Amendment Bylaw takes freedom of choice away from owners and nightly guests.
- The proposed rezoning for a single professional rental pool manager is not reinforcing existing covenant requirements which are for an integrated rental booking system.
- It has always been understood by unit owners and prospective purchasers of units that the Alpenglow Lodge is permitted to have self-management of units by individual unit owners, including advice from lawyers and realtors involved in the purchase and sale of units.
- The Alpenglow Lodge was never developed or intended to be operated as a ‘hotel’ type property; it does not have the visible presence of a hotel and does not have the amenities or facilities of a hotel. The amenities are owned by private investors. The municipality allowed the meeting room to be rezoned for office use.

- The municipality has been aware of how the Alpenglow Lodge has been operating for more than 13 years and has not pursued any enforcement of zoning or covenants.
- One speaker suggested that there was a lawsuit that ruled that the property didn't require single management
- Unit owners have invested in their units and have created their own property rental businesses with a reliance on the ability to self-manage their units.
- A common single rental pool would not recognize individual investment made by unit owners.
- There is a significant difference in the value of units in the Alpenglow versus other Phase 2 properties. Alpenglow units have a significantly higher price per square foot value that is similar, although less than, Phase 1 covenanted properties.
- Rental revenues are much higher for self-managed units.
- The proposed zoning bylaw and single integrated rental pool requirement would significantly decrease the market value of each of the units leading to a large loss for the property as a whole.
- Legal action seeking damages for loss of revenue and decrease in property value was threatened.
- The condition of the building will deteriorate because there will be no capital for reinvestment.
- The owners are better managers of the units than a property management company.
- Quality of visitor experience will decrease.

A concern was also expressed that the stakeholder consultation process was biased and did not have adequate representation from Phase 2 owners or from unit owners of the Alpenglow Lodge, noting that only the person interviewed was the front desk operator, and that a disproportionate amount of time had been spent with the Whistler Blackcomb representative.

While the majority of comments on the Alpenglow Lodge were in opposition to the zoning amendment bylaw, some comments were made in support of the amendments with regard to the Alpenglow Lodge. Some of the comments in support of the bylaw were:

- It is good that the bylaws are now going to be enforced.
- Perhaps a compromise can be reached, including preventing owners from living in their units, having all units use the front desk, but not necessarily having all units managed by one company.
- Everyone who purchased an Alpenglow unit knew they were buying a Phase 2 property and they should not act surprised now that the RMOW is enforcing the bylaw.
- It is not in the best interests of the building to have owners self-managing, renting long-term, etc., but the use of Whistler-based rental managers should be required instead of having a pooled revenue and a single operator for the front-desk and maintenance.

**Staff Review:** The following provides staff's review and analysis of the public comments.

The comments concerning the need and rationale for the proposed zoning amendment bylaw as related to visitor preferences, trends in booking arrangements, and issues with property managers are generally addressed under Items 1. and 2. above. The following addresses the more specific comments and arguments that the Alpenglow Lodge should not be subject to the proposed bylaw and should be allowed to continue to operate as a self-managed property.

The Alpenglöw Lodge is zoned Lodge Accommodation Two (LA2) and the permitted tourist accommodation uses are Hotel, Inn and Lodge. Full time residential use is not a permitted use. The development permit for the property was issued October 24, 1996 under VP 15, and the property was built in 1997. There is a Phase 2 rental pool covenant registered on the title of the property and all strata lots in favour of the Resort Municipality of Whistler registered as BK247613. The BC Assessment Class for the strata lots is Residential and the BC Assessment Actual Use Code is Individual Strata Lot (Hotel/Motel). The property is located at 4369 Main Street beside the Summit Lodge which is also a Phase 2 property.

For a Lodge development the zoning bylaw requires Lobby, Restaurant and Assembly as auxiliary uses to support the Lodge use. The property was developed as a mixed-use Lodge development meeting these requirements and also including commercial retail units. In 2010 a zoning amendment bylaw (No. 1954, 2010) was brought forward to remove the assembly requirement for the Alpenglöw Lodge. The assembly requirement had been fulfilled by a meeting room that was created as an independent strata lot (SL 98) at the time of development and had been leased to the Strata Corporation and was sold to a private individual with the lease. When the lease expired the strata owners no longer wished to extend the lease and pay for the meeting room space. The owner of SL 98 proposed that the meeting room be able to be utilized for office use, which is a permitted use under the LA2 zone. Council approved the rezoning to remove the assembly use requirement for the property, which had been fulfilled by SL98 in the original development plans. The property continues to have a lobby and check-in area, which had also been created as a separate strata lot (SL 94). A current title search shows this strata lot is now owned by the Owners of Strata Plan LMS2818, who collectively are the owners of the Alpenglöw Lodge.

The Phase 2 covenant that is registered on the title of all the accommodation units has been in place from the time of initial development and has applied to all units continuously from the time the strata lots were first sold. Key terms of the covenant include that:

- All units shall be used for Public Rental Residential Use and for no other use and shall be available and offered to the Public through a Rental Booking System approved by the RMOW
- The RMOW may refuse to approve or may revoke an approval of a Rental Booking System made in respect of a Unit or Units unless the Rental Booking System manages and operates all Units as part of an integrated use to offer and provide the Units as accommodation for the Public for the purpose of Public Rental Residential Use.
- Public Rental Residential use is defined in the covenant to mean use of a Unit for commercial rental to the Public for tourists', visitors' and travellers' transient accommodation.
- Rental Booking System is defined to mean a rental management system or arrangement to provide for the orderly and assured management of reservations and use of Units by the Public and Unit Owner.
- Owner use is generally limited to not more than 28 days in a Summer period and 28 days in a Winter period.
- Each Unit on the Lands shall be built as part of a building having a lobby area off the main entrance to the building and shall have a check-in facility in the lobby for operation of the Rental Booking System.
- Wherever the approval or consent of the RMOW is required, or some act or thing is to be done to the satisfaction of the RMOW, any such provisions shall not be deemed to have been fulfilled or waived unless the approval or expression of satisfaction is in writing and no prior approval or expression of satisfaction and no condoning, excusing or overlooking by the RMOW on previous occasions when such approval or satisfaction was required shall be

taken to operate as a waiver of the necessity for such approval or satisfaction wherever required by the covenant.

- Nothing contained or implied within the covenant shall impair, limit or affect the RMOW's rights and powers in the exercise of its functions pursuant to the *Municipal Act* (now the *Local Government Act*) the *Resort Municipality of Whistler Act* or any other enactment, and all such powers and rights may be fully exercised in relation to the Lands as if the covenant had not been granted to the RMOW.

The Phase 2 covenant language that applies to the Alpenglowl Lodge, is the same as for the Coast Blackcomb Suites, the Delta Whistler Village Suites, the Pan Pacific Lodge Mountainside and the Westin Resort and Spa.

Staff has been aware of the fact that some units in the Alpenglowl Lodge have been used for residential purposes contrary to the zoning for the property, and that units are not operating as part of an integrated Rental Booking System for all units, as reflected in the comments from members of the public including unit owners. Staff is also aware of instances in other Phase 2 properties where units have been operated contrary to zoning and covenant requirements. This has become a growing concern as some unit owners and potential purchasers are financially motivated to pursue rental activities and use of units, including self-management of units, contrary to the intended use of the units within the Hotel and Phase 2 properties implemented through the municipality's zoning regulations and the covenant restrictions and obligations.

This has been a key catalyst for undertaking the comprehensive Tourist Accommodation Review project, which has been undertaken over the past year, and has required extensive research, stakeholder consultation and legal review. As described above in Item 1 above, this process has identified that reinforcing the Phase 2 covenants through the proposed zoning amendment bylaw No. 2140 is critical to preserving the core tourist accommodation bed base that the subject properties represent, including the Alpenglowl Lodge.

Staff are aware of the distinctions between the different categories of tourist accommodation properties, as they pertain to zoning and applicable covenants, and the effect on market values. This is an important consideration for all other Phase 1 property owners, Phase 2 owners, and owners of non-covenanted properties. The different rights, restrictions and obligations are reflected in the market values of these properties. Staff does not believe it would be appropriate to treat the Alpenglowl Lodge differently than other Phase 2 properties and does not recommend that the Alpenglowl Lodge be removed from the list of properties that are subject to the single professional rental pool management requirement of the proposed zoning amendment bylaw.

Staff believe that there are opportunities for the Alpenglowl Lodge for management arrangements that comply with the proposed bylaw that may help to address the concerns expressed by some of the Alpenglowl Lodge unit owners. Staff is recommending that Council give direction to staff to work with the Alpenglowl Lodge owners to discuss and achieve compliance with the requirements of the proposed zoning amendment bylaw and business regulations. Recognizing that this may take some time, staff is recommending that a 6 month period be given within which staff is to report back to Council. This approach is consistent with requests by some unit owners to have an opportunity to meet with staff and seek an opportunity to work together to achieve a solution. This does not fetter Council's discretion to pursue any future enforcement action that it may deem to be necessary.

With respect to claims and damages for loss of property value as a result of the proposed zoning amendment bylaw, municipalities are protected against any such claims by s. 458 of the *Local Government Act*, whereby "Compensation is not payable to any person for any reduction in the

value of that person's interest in land, or for any loss or damages that result from ... the adoption of a bylaw under ... Division 5 [Zoning Bylaws]". This provision implicitly acknowledges that zoning regulations can be expected to have land value impacts, and allows local governments to consider such regulations without permitting possible compensation claims to outweigh all other policy considerations.

With respect to the legal decision that was referenced by one speaker who indicated that this case ruled in favour of the current operations of the Alpenglow Lodge, this was researched and legal counsel did not find any such cases or rulings by the BC Supreme Court, the applicable Court, pertaining to the zoning or applicable covenant for the property. There was a 2001 decision on a property class assessment for property tax purposes that does not deal with the permitted uses of the property or the restrictions or obligations under the applicable covenant.

**Staff Recommendation:** That the proposed zoning amendment bylaw not be revised to exclude the Alpenglow Lodge. That Council direct staff to contact and seek to work with the unit owners of the Alpenglow Lodge to achieve compliance with the proposed zoning and business regulation bylaws, and existing restrictive covenant, and report back to Council within 6 months of Council considering adoption of these bylaws.

## **APPENDIX B**

### **SUMMARY AND REVIEW OF COMMENTS FOR OPPORTUNITY FOR PUBLIC COMMENT FOR TOURIST ACCOMMODATION REGULATION BYLAW NO. 2142, 2017**

The following provides a summary of staff's review of the written submissions and oral representations to Council at the June 6, 2017 Opportunity for Public Comment for "Tourist Accommodation Regulation Bylaw No. 2142, 2017" (the Tourist Accommodation Regulation).

Comments against the proposed bylaw are summarized as follows:

- Concerns regarding the provisions related to the Hotel and Phase 2 properties and arguments questioning the need and rationale for requiring single management of properties suggesting this does not respond to evolving market conditions and customer preferences.
- Concerns over third party rental management companies.
- Concerns expressed by Alpenglw Lodge unit owners related to single rental pool requirements, designation as a hotel property under the bylaw and regulation related to allowing only one hotel business licence per hotel property.
- Phase 2 covenant requirements and licensing should be kept for hotel chains, while buildings like the Alpenglw should move to a Phase 1.
- This will negatively impact thriving local businesses built around self-management of accommodation units.
- Comments recommending that the bylaw should be revised to support commercial homesharing and visitor rentals in currently non-zoned residential areas, with suggestions for licensing and limits on duration, and comments suggesting the benefits of allowing this use including positive economic impact on the community bringing in more guests, and positive guest experience for visitors seeking this type of accommodation.
- Concerns regarding the effectiveness of the proposed bylaw and licensing requirement in enforcement against illegal nightly rentals.
- The regulations will not resolve the lack of long-term accommodation, will not result in owners choosing to rent their units out for housing because of concerns related to property damage and poor tenant experiences.
- Concerns over the cost and administration of the business licence requirement including that owners already pay high property taxes and Tourism Whistler fees and this is just another burden and "cash grab" by the RMOW, this adds more bureaucracy, and that the licence fee should not be the same for someone marketing and renting a single unit as for an entire hotel property.

Comments in favour of the proposed bylaw are summarized as follows:

- The changes will have a positive impact on legally-zoned Phase 1 and Phase 2 properties; the AirBnBs operating illegally in zones where tourist accommodation is not permitted are negatively impacting properties where tourist accommodation is a permitted use (e.g., illegal properties are reducing inquiries and rates for legal properties).
- Properties should be used for how they are zoned; short term rentals should be restricted to the zones that have tourist accommodation as a permitted use.
- The requirement to have an on-site manager for bed and breakfast tourist accommodation business is important; there were no concerns when the B&B next door was operated this way, however, have had ongoing issues over noise disturbances and parking issues when

the property changed ownership and has been operated as an AirBnB with no on-site owner or manager.

- The business licence requirement is important for maintain properties for housing and for residents to own and rent at a reasonable cost.
- There were comments generally in support of the licensing fee provided it was a reasonable cost and not too difficult administratively.

There were also some comments that showed some confusion over the applicability of the licensing requirements, and requirements for a single rental pool by some Phase 1 property owners who were concerned this would apply to their property.

**Staff Analysis:** The following provides staff's review and analysis of the public comments.

Staff's analysis and review of the need and the rationale for the single rental pool management arrangement for certain Hotel and Phase 2 properties, were described above in Item 1 of Appendix A. This content is applicable and not repeated here. The proposed tourist accommodation regulation bylaw gives further support to the proposed zoning amendment bylaw. It provides the mechanism by which properties may determine the entity that is authorized to market, operate or manage the tourist accommodation business for the property and obtain the associated business licence for the property. The bylaw only allows one such licence per property, thereby supporting the single integrated arrangement for all units within a property. This will assist in deterring non-complying activities and support any potential enforcement actions.

The current business regulation bylaw requires all commercial activities within the municipality to have a business licence. In practice, tourist accommodation property managers and single managed properties including hotels have been obtaining business licenses. The proposed tourist accommodation regulation bylaw clarifies that anyone marketing or conducting tourist accommodation rental activities must have a business licence. Properties owners who are using a property rental manager to exclusively conduct these activities may be covered under the manager's licence. Any property owners conducting these activities independently on their own would require a business licence.

The cost of the business licence is currently \$165 for a unit owner operating a single unit. For a hotel, inn, lodge, pension, chalet, villa, resort club or property management company, the licence fee is \$165 plus \$10 for each unit. The cost of the licence is considered by staff to be reasonable.

To qualify for a business licence for tourist accommodation activities requires proper zoning. A business licence would not be issued without proper zoning. Marketing or conducting tourist accommodation rentals without a licence is a contravention of the proposed bylaw. This will assist in enforcement as marketing activity may be more easily established and proven than actual rental activity. Thus the proposed bylaw will help to deter and enforce against illegal rentals.

Regarding the comments recommending that the RMOW should allow commercial homesharing and rentals within existing residential neighbourhoods, this is not supported given municipal concerns over impacts on neighbourhood character; impacts on existing zoned tourist accommodation properties; and impacts on the availability of housing for residential use. Whistler's community planning and zoning have provided for a supply of properly zoned tourist accommodation properties that are residential in character and are able to offer individualized and unique experiences.



To help clarify the new regulation, and in particular business licence requirements, staff is preparing communications that would be posted to the municipal website should Council decide to adopt the proposed bylaw.

**Staff Recommendations:** Staff recommends that there not be any revisions to the proposed tourist accommodation regulation bylaw and recommend that Council consider adopting the proposed bylaw upon adoption of Zoning Amendment Bylaw No. 2140.

Staff will also be preparing communications for the municipal website regarding the tourist accommodation business licence requirements should Council adopt the proposed bylaw.

## 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

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(b) may provide for the sharing of rental revenues among tourist accommodation unit owners in any way the parties in the arrangement may determine."

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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 6<sup>th</sup> day of June 2017.

Given THIRD reading as revised this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

Approved by the Minister of Transportation this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

ADOPTED by the Council this \_\_\_ day of \_\_\_\_\_ 2017.

\_\_\_\_\_  
Nancy Wilhelm-Morden,  
Mayor

\_\_\_\_\_  
Nikki Best,  
Acting 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.

\_\_\_\_\_  
Nikki Best,  
Acting Municipal Clerk



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** July 4, 2017

**REPORT:** 17-081

**FROM:** Chief Administrator's Office

**FILE:** VAULT

**SUBJECT:** WHISTLER 2020 DEVELOPMENT CORPORATION – 2017 ANNUAL REPORT AND DIRECTOR CHANGES

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**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

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

### REFERENCES

- Appendix A – 2017 Shareholders' Resolutions
- Appendix B – 2016 Financial Statements
- Appendix C – 2017 Directors' Resolutions (signed in counterparts)
- Appendix D – December 6, 2016 - Resignation of Director of Jackson Crompton
- Appendix E – December 6, 2016 - Consent to Act as Director of Steven Anderson

### PURPOSE OF REPORT

The purpose of this report is to seek Council's approval for the Mayor and Municipal Clerk to execute the Shareholder's Resolutions of Whistler 2020 Development Corp. (the "Company") and to accept the director changes as of December 6, 2016.

### DISCUSSION

The Whistler 2020 Development Corp. is a wholly owned subsidiary of the Resort Municipality of Whistler. The purpose of the Company was originally incorporated to develop housing and related facilities for athletes attending the 2010 Olympic Games.

Each year, the Annual Report for Whistler 2020 Development Corp. is due for filing with the BC Registrar of Companies. Annual filings require that the previous fiscal year's financial statements be approved by the Company's Directors and that the Directors' Resolutions be adopted by Council as the Shareholders' Resolutions.

On December 6, 2016 Council modified committees and boards appointments for RMOW Councillors. At this time, Steven Anderson was appointed and Nancy Wilhelm-Morden was reappointed to the WDC board. This Council report seeks to formalize, by Shareholder resolution, the formal acceptance of the resignation of Jackson Crompton, and accepts the consent to act as director of Steven Anderson consistent with the December 6, 2016 appointment changes.

## **POLICY CONSIDERATIONS**

Pursuant to Section 182 of the *Business Corporation Act*, the Shareholder may consent to all business required to be transacted at the annual general meeting of the Company.

Pursuant to Section 203 of the *Business Corporation Act*, the Company may consent in writing to waive the appointment of an auditor.

## **BUDGET CONSIDERATIONS**

There are minimal costs incurred for the filing of the documents with the Registrar of Companies, and all costs are included within existing Legislative Services budgets.

## **SUMMARY**

The 2017 Annual Report of Whistler 2020 Development Corp. must be filed with the Registrar of Companies. This report seeks Council's approval of the Shareholders' Resolutions of Whistler 2020 Development Corp. as attached in Appendix A to this report and updates the directorships for the corporation.

Respectfully submitted,

Nikki Best  
ACTING MUNICIPAL CLERK  
for  
Ted Battiston  
DIRECTOR, CORPORATE, ECONOMIC & ENVIRONMENTAL SERVICES

## RESORT MUNICIPALITY OF WHISTLER

### COUNCIL (SHAREHOLDER'S) RESOLUTION

The Council of the Resort Municipality of Whistler in open meeting assembled, in its capacity as sole shareholder of Whistler 2020 Development Corp. (the "Company"), hereby resolves as follows:

1. that the presentation of a report of the directors to the shareholders on the affairs of the Company and the financial statements for the year ended December 30, 2016 be accepted, and that all acts and proceedings of the directors since the date of the last Annual General Meeting be confirmed and approved;
2. that the following persons having consented in writing to act as directors of the Company, be appointed directors of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office:

James Frederick Godfrey  
 Steven Bradley Anderson  
 Melissa McKay  
 Jim Moodie  
 Eric Martin  
 Stephen J. Bayly  
 Nancy Wilhelm-Morden;

3. that pursuant to Section 182 of the *Business Corporations Act*, the Resort Municipality of Whistler, being the sole shareholder of the Company entitled to attend and vote at the Annual General Meeting, does hereby waive the holding of the said meeting and does consent in writing to all of the foregoing resolutions, which constitute proceedings in lieu of the 2017 Annual General Meeting of the Company and does specify January 30, 2017 as being the date on which the 2017 Annual General Meeting shall be deemed to have been held, as testified by the signatures of the Mayor and Corporate Officer hereto.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
 Mayor:

\_\_\_\_\_  
 Municipal Clerk:



**Whistler 2020 Development Corporation**  
**Financial Statements**  
**For the twelve months ended December 31, 2016**  
**Unaudited**

	<b>Contents</b>
<b>Financial Statements</b>	
Statement of Financial Position	<b>2</b>
Statement of Operations	<b>3</b>
Statement of Changes in Net Debt	<b>4</b>

**Whistler 2020 Development Corporation**  
**Statement of Financial Position**  
**(Unaudited)**

<b>December 31</b>	<b>2016</b>	<b>2015</b>
<b>Financial Assets</b>		
Cash	\$ 409,460	\$ 383,465
Other Accounts Receivable	3,661	685,457
Land	1,160,374	850,000
WDC Property for Resale	3,334,883	5,055,119
	<u>4,908,378</u>	<u>6,974,042</u>
<b>Liabilities</b>		
Amount Payable to RMOW	\$ 11,474,601	\$ 13,331,783
Accounts Payable & Accrued Liabilities	95,245	37,159
	<u>11,569,846</u>	<u>13,368,942</u>
<b>Net Debt</b>	<u>(6,661,468)</u>	<u>(6,394,900)</u>
<b>Non Financial Asset</b>		
Prepaid Expenses	<u>-</u>	<u>-</u>
<b>Accumulated Deficit</b>	<u>\$ (6,661,468)</u>	<u>\$ (6,394,900)</u>

Approved on behalf of the Board of Directors:

\_\_\_\_\_  
 Director

\_\_\_\_\_  
 Director

**Whistler 2020 Development Corporation**  
**Statement of Operations**  
**(Unaudited)**

<b>For the year ended December 31</b>	<b>2016</b>	<b>2015</b>
<b>Revenues</b>		
Property Sales	\$ 1,325,100	\$ 1,431,000
Lease and Other Revenue	54,799	54,925
Interest Revenue	15,272	27,335
Other Recoveries	68	29,332
	<u>1,395,240</u>	<u>1,542,592</u>
<b>Less:</b>		
Cost of Sales of Properties	<u>450,000</u>	<u>815,670</u>
	<u>945,240</u>	<u>726,922</u>
<b>Expenses</b>		
Asset Disposal Loss	970,000	-
Administration and Other	180,230	123,124
Professional Fees	92	1,777
Advertising	741	600
Debt Interest	60,744	106,271
	<u>1,211,808</u>	<u>231,772</u>
<b>Annual Surplus</b>	<b>(266,568)</b>	<b>495,150</b>
<b>Accumulated Deficit, beginning of year</b>	<u><b>(6,394,901)</b></u>	<u><b>(6,890,051)</b></u>
<b>Accumulated Deficit, end of year</b>	<u><u><b>\$ (6,661,468)</b></u></u>	<u><u><b>\$ (6,394,901)</b></u></u>

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**Whistler 2020 Development Corporation**
**Statement of Changes in Net Debt****(Unaudited)**

<b>For the year ended December 31</b>	<b>2016</b>	<b>2015</b>
Annual Surplus	\$ (266,568)	\$ 495,150
Acquisition of prepaid expenses	-	5,215
Change in net debt	(266,568)	500,365.24
Net debt, beginning of year	(6,394,901)	(6,895,266)
Net debt, end of year	\$ (6,661,468)	\$ (6,394,901)

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**WHISTLER 2020 DEVELOPMENT CORP.  
("Company")**

**DIRECTORS' RESOLUTIONS**

Pursuant to the articles of the Company, the following resolutions are passed as resolutions of the directors of the Company, duly consented to in writing by all the directors of the Company.

**RESOLVED THAT:**

1. the following persons be and are hereby appointed officers of the Company to hold the offices set opposite their names until their successors are appointed, at the pleasure of the Board of Directors:

Eric Martin	- President
Jim Moodie	- Vice-President
James F. Godfrey	- Secretary
Ken Roggeman	- Treasurer

2. the financial statements of the Company for the year ended December 31, 2016 be approved and that any two directors of the Company be authorized to sign the balance sheet included in the financial statements as evidence of such approval.

DATED this 12 day of June, 2017.

\_\_\_\_\_  
JAMES FREDERICK GODFREY

\_\_\_\_\_  
MELISSA MCKAY

\_\_\_\_\_  
ERIC MARTIN

\_\_\_\_\_  
NANCY WILHELM-MORDEN

\_\_\_\_\_  
STEVEN BRADLEY ANDERSON

  
\_\_\_\_\_  
JIM MOODIE

\_\_\_\_\_  
STEPHEN J. BAYLY

**WHISTLER 2020 DEVELOPMENT CORP.  
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Jim Moodie	- Vice-President
James F. Godfrey	- Secretary
Ken Roggeman	- Treasurer

2. the financial statements of the Company for the year ended December 31, 2016 be approved and that any two directors of the Company be authorized to sign the balance sheet included in the financial statements as evidence of such approval.

DATED this 1 day of June, 2017.

  
\_\_\_\_\_  
JAMES FREDERICK GODFREY

\_\_\_\_\_  
STEVEN BRADLEY ANDERSON

\_\_\_\_\_  
MELISSA MCKAY

\_\_\_\_\_  
JIM MOODIE

\_\_\_\_\_  
ERIC MARTIN

\_\_\_\_\_  
STEPHEN J. BAYLY

\_\_\_\_\_  
NANCY WILHELM-MORDEN

**WHISTLER 2020 DEVELOPMENT CORP.  
("Company")**

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Eric Martin	- President
Jim Moodie	- Vice-President
James F. Godfrey	- Secretary
Ken Roggeman	- Treasurer

2. the financial statements of the Company for the year ended December 31, 2016 be approved and that any two directors of the Company be authorized to sign the balance sheet included in the financial statements as evidence of such approval.

DATED this 11 day of May, 2017.

JAMES FREDERICK GODFREY

MELISSA MCKAY

ERIC MARTIN

NANCY WILHELM-MORDEN

STEVEN BRADLEY ANDERSON

JIM MOODIE

STEPHEN J. BAYLY

STEPHEN J. BAYLY

JIM MOODIE

Certificate of Incorporation  
No. BC0686310

**WHISTLER 2020 DEVELOPMENT CORPORATION**

**RESIGNATION OF DIRECTOR**

I, Jackson David Crompton hereby resign as Director of WHISTLER 2020 DEVELOPMENT CORPORATION effective the 6<sup>th</sup> day of December, 2016.

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Jackson David Crompton



Certificate of Incorporation  
No. BC0686310

**WHISTLER 2020 DEVELOPMENT CORPORATION**  
(the "Company")

**CONSENT TO ACT AS A DIRECTOR**

I, Steven Bradley Anderson, the undersigned, have read Section 123 and Section 124 of the *Business Corporations Act*, a copy of which is attached, hereby consent to act as a Director of Whistler 2020 Development Corporation until such time as consent may be revoked.

DATED this 6<sup>th</sup> day of December, 2016.

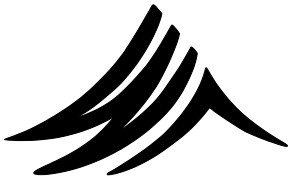
  
\_\_\_\_\_  
Signature

STEVEN BRADLEY ANDERSON  
\_\_\_\_\_  
Print Full Legal Name

3242 Archibald Way.  
\_\_\_\_\_  
Permanent Address

Canadian.  
\_\_\_\_\_  
Citizenship

DIRECTORS HAVE SUBSTANTIAL DUTIES AND OBLIGATIONS AND MAY BE SUBJECT TO SIGNIFICANT LIABILITIES. AS LIDSTONE YOUNG ANDERSON, BARRISTERS AND SOLICITORS, ACTS FOR THE COMPANY ONLY, THE PERSON SIGNING THIS CONSENT SHOULD OBTAIN INDEPENDENT LEGAL ADVICE.



# WHISTLER

File 546

## MINUTES

### **TRANSPORTATION ADVISORY GROUP (TAG) WORKSHOP 9 TUESDAY, APRIL 4, 2017 STARTING AT 1:05 P.M.**

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

#### **PRESENT:**

Chair, RMOW Mayor, N. Wilhelm-Morden,  
RMOW Councillor, A. Janyk  
RMOW Councillor, S. Anderson  
Citizen-at-Large, B. Murray  
RMOW – CAO, M. Furey  
Whistler Blackcomb – VP Information Technology, M. Sedgwick  
Tourism Whistler – VP Market Development & Sales, K. Goodwin  
Whistler Chamber of Commerce – GM, The Whistler Experience, M. Facundo  
BC Transit, Senior Regional Transit Manager, L. Trotter  
MOTI – Operations Manager, Howe sound and Sunshine Coast, D. Legault  
RMOW – GM of Resort Experience, J. Jansen  
RMOW – General Manager Infrastructure Services, J. Hallisey  
RMOW – TDM Planner & Recording Secretary, E. DalSanto

#### **GUESTS:**

Whistler Chamber of Commerce Board Member, M. Mills

#### **FACILITATOR:**

Whistler Centre for Sustainability – Executive Director, C. Ho

#### **REGRETS:**

Citizen-at-Large, J. Sobieniak  
Citizen-at-Large, C. Doak  
Citizen-at-Large, S. Pass

#### **ADOPTION OF AGENDA**

Moved by S. Anderson  
Seconded by A. Janyk

**That** the Transportation Advisory Group (TAG) adopt the agenda of Tuesday, April 4, 2017 as circulated.

CARRIED

#### **ADOPTION OF MINUTES**

Moved by B. Murray  
Seconded by S. Anderson

**That** the Transportation Advisory Group (TAG) adopt Minutes of Monday, February 27, 2017 TAG workshop as circulated.

CARRIED

## PRESENTATIONS/DELEGATIONS

Transportation Today  
Presentation

### **Update on Winter Actions:**

#### Gateway Loop Improvement Project:

- Work April 3, 2017 with the target of being re-open on June 30, 2017.
- For the duration of the construction all bus and shuttle operations will be relocated to Day Lot 3.

#### Winter Flaggers:

- hired highway flaggers from January 1 to March 26
- Didn't noticeably move more traffic, however did move traffic more consistently

*M. Furry arrived at 1:14 p.m.*

#### Whistler Transit System:

- BC Transit agreed to allow all bike racks on the Whistler Transit fleet to be upgraded

#### Highway Traffic Study draft Terms of Reference:

- Ministry of Transportation and Infrastructure looking at ways to improve operational efficiencies and investigate the potential options for increasing highway capacity within Whistler.
- The terms of reference should be released in May with the report in the fall 2017

### **2017 Transportation Actions Engagement Summary Report Discussion:**

The revised report was circulated with the agenda. It was suggested that a short summary be provided with the release of the report to the public.

Transportation  
Tomorrow Exercise

### **Improving Parking Availability 2017 action item exercise and Discussion.**

Staff presented a summary of the 2016 Parking Study recommendations, a brief description of the Community Transportation Initiative Fund which exists as part of the Day Lot Operating Committee agreement and a summary of the homework exercise completed by TAG members as they formed the structure of the Improving Parking Availability Strategy. The comments and additional questions from the three members at large who were unable to attend in person were presented so that they could be included in the group discussions.

C. Ho facilitated the discussion to bring TAG members to consensus on a 2017 Strategy for Improving Parking Availability. The strategy will be submitted to Council with the revised TAG Vision and Goals as stated in the Whistler 2017 Transportation Action Plan. The submission will include a request that Council direct staff to implement the plan.

**ACTION:** Staff will circulate the final TAG recommended Improving Parking Availability strategy with the Minutes.

- The review of the Medium and Long-Term Actions Plan as well as the detailed discussion to suggest goals, desired outcomes and criteria for the Community Transportation Initiative Fund were deferred to the next meeting.

#### **CORRESPONDENCE**

*There was no correspondence received.*

#### **OTHER BUSINESS/UPDATES**

TAG Communications  
Sub-Committee

Moved by A. Janyk  
Seconded by B. Murray

THAT TAG form a Communications Subcommittee with representation from the Resort Municipality of Whistler, Whistler Blackcomb, Tourism Whistler and the Whistler Chamber of Commerce.

And THAT the TAG Communications Sub-Committee develop a shared brand and communications approach to implementation of the Transportation Action Plan. The TAG Communications Sub-Committee should consider:

- Shared branding opportunities/key messages that demonstrate Whistler's unified transportation solutions
- Procedures for implementing communications to our various networks
- Combined marketing tools and promotional channels

Next Meeting

The next TAG meeting is scheduled for June or July.

#### **ADJOURNMENT**

Moved by A. Janyk

**That** Transportation Advisory Group (TAG) adjourn the April 4, 2017 TAG workshop at 4:09 p.m.

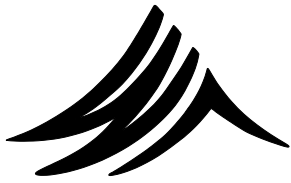
CARRIED

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CHAIR: N. Wilhelm-Morden

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RECORDING SECRETARY: E. DalSanto



# WHISTLER

## **MINUTES** REGULAR MEETING OF WHISTLER BEAR ADVISORY COMMITTEE

**MAY 10, 2017, 8:30 A.M. – 10:30 A.M.**

**At Decker Room  
RMOW Public Works Yard**

### **PRESENT:**

Co-Chair, RMOW, H. Beresford  
Co-Chair, Get Bear Smart, S. Dolson  
Carney's Waste Systems, L. Moir  
Carney's Waste Systems, P. Kindree  
Conservation Officer Service, Sgt. S. Gravel  
RCMP, Sgt. R. Knapton  
Recording Secretary, Anitra Pairs  
RMOW, T. Schaufele  
RMOW Bylaw Services, C. Riess  
RMOW Council, S. Maxwell  
Wind River Institute, L. Holmstead

### **PUBLIC:**

Whistler Wildlife Protection Group, I. Minic-Lukac

### **REGRETS:**

AWARE/C2C Grizzly Bear Initiative, C. Ruddy  
Member at Large, C. Hedderson  
Member at Large, N. Dudley  
Whistler Blackcomb, A. DeJong

### **ADOPTION OF AGENDA**

Moved by S. Dolson  
Seconded by C. Riess

That Whistler Bear Advisory Committee adopt the Whistler Bear Advisory Committee agenda of May 10, 2017.

**CARRIED**

### **ADOPTION OF MINUTES**

Moved by T. Schaufele  
Seconded by C. Riess

That Whistler Bear Advisory Committee adopt the Regular Whistler Bear Advisory Committee minutes of April 12, 2017.

**CARRIED**

## VERBAL REPORTS

### RMOW Bylaw Service

A discussion lead by C. Reiss on RMOW Bylaw Services activities.

- 11 garbage related calls, 6 of which were attractants.
- Some calls attended had been accessed by wildlife but likely not by bears due to patterns.
- A common issue of overflowing recycling outside residences and businesses.
- Bylaw has been responding proactively.
- Garbage enclosures are being monitored.
- Updating strata doors and making them easier to secure by getting rid of cane bolts.
- Tim Horton's update: There is now a shed deadline. The planning department has a meeting with Carney's to relocate the cardboard bin.

ACTION: A. Paris will make sign for Tim Horton's garbage bin as a reminder to close bin properly inside enclosure.

### RCMP Report

A discussion lead by R. Knapton regarding RCMP activities.

- One report of a bear in Northlands Boulevard regarding the bear walking north.

### Carney's Waste Services

A discussion led by P. Kindree regarding Carney's Waste Services activities.

- Not much activity in Whistler.
- New Operations Manager at Carney's, Lindsay Moir.
- More activity in Squamish, slight seasonal difference.
- Electric fence up at transfer station, wires are activated.
- Nesters new site will be opening in June.

*S. Gravel arrived at 9:08 am.*

### Conservation Officer Services

A discussion led by S. Gravel regarding COS activities.

- Little bear activity in past month.
- A concerning report that required follow up on Crabapple Drive where a bear was accessing birdseed/bird feeder. A contractor was hired to vacuum the bird seeds spilt on the ground. Successfully notified all residents with the help of the strata. RMOW bear in area signs were placed. The bear came back, accessed BBQ once but wasn't rewarded further. The door wasn't secured, S. Gravel worked with resident to secure house. The bear has an ear tag.
- A bear accessed garbage in Creekside after garbage was left on a balcony. The landlord was asking their residents to leave for pickup later. A ticket was issued for this behaviour. The area is being monitored but the bear has not been further rewarded.

- Non-lethal management training is being developed for the RCMP by COS T. Schumacher and B. Mueller. With the expansion of bear smart communities, non-lethal methods are being adopted in other communities. A pilot project will run this year this year, endorsed by COS in the next year as a proper training.
- Referring to car strikes: Slower speeds, can allow the driver to react better. North of Whistler, between Pemberton has a high number of strikes.
- Highway signage on long weekend for reduced speeds for bears.
- Looking into the Banff, Alberta as an example of wildlife overpasses
- COS will provide the draft bear response plan soon with comments.

Bear Hazard Assessment    A presentation by S. Maxwell regarding the RMOW Bear Hazard Assessment. See Appendix A.

- Update audits on number of unsecured containers, follow up from bear hazard assessment from 2009.
- RMOW is updating solid waste bylaw to include waste and organics.
- Multi-family dwellings with fewer units may require enclosures now.
- Consider how to integrate trails planning and bear habitat
- RMOW parks is reassessing trail planning process to include grizzly bear habitat.
- Review tolerance levels for garbage infractions. More tickets vs just education? Analyzed on a case-by-case basis.
- Update plan for grizzly bear education and conflict management.
- Grizzly bear information on trail signs. Coast to Cascades input is being considered.
- Actions for events, preventing encounters and managing attractants.
- Do bear tour guides have safety training?

ACTION: A. Paris will reach out to tour groups, safety and attractants.

ACTION: S. Maxwell and A. Paris will follow up on BC Transit.

A discussion led by S. Dolson regarding GBS activities.

Get Bear  
Smart  
Society

- Educational article requests for new home buyers and Whistler activity guides.
- Ironman, proposal for Whistler Events. Modeled after the Wind River Institute model for the 24 Hours of Adrenaline Race.
- Life-sized bear signs update: Will be installed at the Passive house, Upper village and Olympic rings. Support from the Fairmont Chateau Whistler.
- Three BC Hydro boxes are being updated with bear images and bear smart information.

A discussion led by L. Holmstol regarding Wind River Institutes activities and large outdoor events in Whistler.

- Adventure events are on the rise and there have been negative encounters. A pre-day sweep of area and prioritizing areas that should be monitored, can help mitigate potential problems.
- Lost Lake is a potential area of conflict. Different time of year, seasonal (spring and summer) and the highest quality habitat. High risk areas based on line of sight, plants and berries.
- Confirmed to be working with Ironman and Whistler Half Marathon.
- Wind River will potentially be working with Tough Mudder.
- COS will be there as an on-call basis, otherwise it may limit capacity. Working with a third party option may be better.
- Ironman will be working with Carney's.
- L. Holmstol received Habitat Conservation Trust Fund funds and is looking for a suitable bear to collar

ACTION: Lost Lake area information to L. Holmstol from S. Gravel, COS.

## **ADJOURNMENT**

Moved by P. Kindree

That the Whistler Bear Advisory Committee adjourn the May 10, 2017 meeting at 10:16 a.m.

CARRIED

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CO-CHAIR: S. Dolson

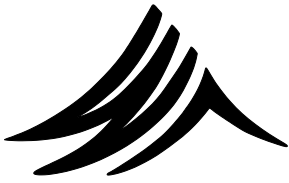
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RECORDING SECRETARY: A. Paris



**APPENDIX A. Bear Hazard Assessment Review Points (provided by S. Maxwell)**

1. Where are we at on the number of unsecured waste containers since the BHA? Should we do a check?
2. Is there still the same degree of hand-feeding (or any)? If so, should we add an action?
3. How can we integrate consideration of bears and habitat into trail planning (it still seems to be missing)?
4. Have we done an assessment of bear attractant plants in the Village area and if so, how much more replacement of plants is needed?
5. What can be done to reduce the tolerance of food-garbage infractions?
6. BHA notes grizzlies almost extinct here. We may wish to plan for an increase in population or the potential for it. Not sure exactly what actions those would be.
7. For residents without cars, include the recommendations from the WBAC work done on this.
8. Still a need for education for construction/demo sites
9. We should have actions on events (both for attractants and preventing encounters)?
10. Do bear tour guides still have safety training?
11. Anything to add from more recent studies (local and other)?
12. With upgraded, busier highway and evidence that Banff highway wildlife crossings are working, do we need to look at that model?



# WHISTLER

## MINUTES

### REGULAR MEETING OF THE MAY LONG WEEKEND COMMITTEE

TUESDAY, MAY 16, 2017, STARTING AT 11:00 A.M.

In the Piccolo Room

4325 Blackcomb Way, Whistler, BC V0N 1B4

#### PRESENT:

Chair, Councillor A. Janyk  
RMOW General Manager, Corporate and Community Services, Norm McPhail  
Accommodation Sector Representative, General Manager, Delta Whistler, Jeff Kennedy  
Liquor Primary Sector Representative, Director of Bars and Pubs, Gibbons Hospitality, Terry Clark  
Retail Merchants Sector Representative, Keir Fine Jewellery, Nicole Shannon  
RCMP Representative, RCMP Cst. Steve LeClair  
Acting RMOW Manager of Protective Services, Lindsay DeBou  
RMOW Manager, Village Animation and Events, Bob Andrea  
RMOW Supervisor, Village Animation and Events, Christa Vandenberg  
Recording Secretary, Rose Lawrence

#### REGRETS:

Restaurant Sector Representative, Earls Kitchen & Bar, Kevin Wallace  
Member at Large, Marlene Coleman  
RMOW Manager of Protective Services, Shannon Story

#### ADOPTION OF AGENDA

Moved by S. LeClair  
Seconded by N. Shannon

**That** the May Long Weekend Committee adopt the May Long Weekend Committee agenda of May 16, 2017.

CARRIED

#### ADOPTION OF MINUTES

Moved by J. Kennedy  
Seconded by S. LeClair

**That** the May Long Weekend Committee adopt the May Long Weekend Committee minutes of April 12, 2017.

CARRIED

#### PRESENTATIONS/REPORTS

## Security

Private security coverage is organized for May 19-21. There will also be enhanced Bylaw Services resources as well as Fire Services Paid on Call. Hotels will have extra security: some will be locked down and some are booked with other events. Minimum night stays are in place for some hotels. Whistler Hotel Loss Prevention Association (WHLPA) is on board with the extra security measures. Pubs and clubs are looking forward to a normal weekend with extra vigilance, for example in checking for minors. There will be scheduled road blocks as well as extra staff patrolling the Village on foot, by bicycle and in vehicles. The message will be zero tolerance. The retail sector will be following the same protocols as last year. Overnight security will be in place for the festival sites.

## 2017 Plans

GO Fest registration for activities has had a positive response from attendees as well as service providers. The event is being promoted in the Vancouver area and on social media. Council is encouraged that the weekend has evolved in a positive way. The weather might play a factor in how the weekend plays out.

**If a policing matter refer to the RCMP. If a logistics matter refer to the RMOW.**

Bylaw Services is partnering with provincial conservation officers in order to monitor animal attractant issues that may arise over the weekend.

**Report bear sightings in residential areas by phoning the BC Conservation Officer Service (COS) at 1-877-952-7277 or 604-905-BEAR.** Whistler Conservation Officers are notified daily about sightings and immediately in emergencies.

**For calls related to Recreation sites call the Natural Resource Violation reporting line at 1 877 952-7277.**

## OTHER BUSINESS

## Next Meeting

A discussion regarding timing of the next meeting.

## ADJOURNMENT

Moved by T. Clark

**That** the May Long Weekend Committee adjourn the May 16, 2017 meeting at 11:24 a.m.

CARRIED

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N. McPhail on behalf of Chair A. Janyk

---

Recording Secretary, R. Lawrence

**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:

This Bylaw may be cited for all purposes as “Zoning Amendment Bylaw (Whistler Golf Course) No. 2157, 2017”.

1. Zoning and Parking Bylaw No. 303, 1983 is amended as follows:
2.
  - (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
3.
  - (i) adding “Recreation 10 – LR10” in alphanumerical order under the “Leisure Zone” Heading.

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 \_\_ day of \_\_\_\_, 2017.

GIVEN SECOND READING this \_\_ day of \_\_\_\_, 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.

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Nancy Wilhelm-Morden,  
Mayor

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Nikki Best,  
Acting Municipal Clerk

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

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Nikki Best,  
Acting 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

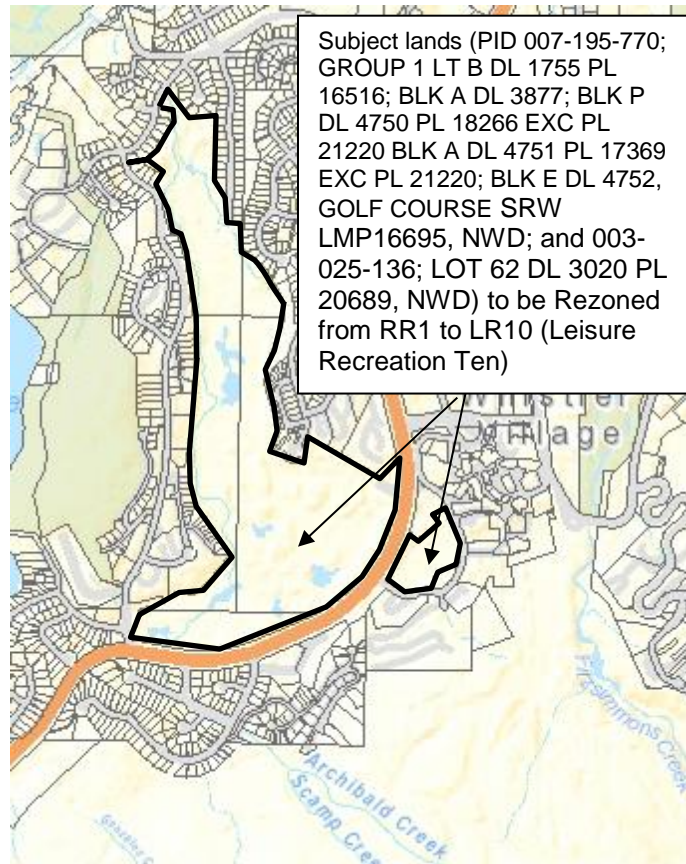
- 7) The minimum permitted building setback is 7.6 metres from all exterior parcel boundaries.

#### 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.”

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**

<b>Property Name</b>	<b>Plan Number</b>	<b>Subdivision Lot Numbers (Accommodation Units)</b>
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 6<sup>th</sup> day of June 2017.

Given THIRD reading this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

Approved by the Minister of Transportation this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

ADOPTED by the Council this \_\_\_ day of \_\_\_\_\_ 2017.

\_\_\_\_\_  
Nancy Wilhelm-Morden,  
Mayor

\_\_\_\_\_  
Nikki Best,  
Acting 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.

\_\_\_\_\_  
Nikki Best,  
Acting Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER  
ZONING AND PARKING AMENDMENT BYLAW (CC1 – MOUNTAINSIDE LODGE)  
NO. 2150, 2017**

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

**WHEREAS** Council may, in a zoning bylaw pursuant to *Section 479 of the Local Government Act*, divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zones, regulate the use of land, buildings and structures within the zones, and require the provision of parking spaces for uses, buildings and structures;

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

1. This Bylaw may be cited for all purposes as “Zoning Amendment Bylaw (CC1 Zone - Mountainside Lodge) No. 2150, 2017”.
2. Zoning and Parking Bylaw No. 303, 2015 is hereby amended in Part 9, section (3), in row “P”, under column “Gross Floor Area (square metres)”, by replacing “5,484” with “5,670”, being the maximum permitted Gross Floor Area for Site Description: Lot B, District Lots 1920 and 4610, Plan 18125.
3. If any section or phrase of this Bylaw is for any reason held to be invalid by a decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this Bylaw.

GIVEN FIRST and SECOND READINGS this 20<sup>th</sup> day of June, 2017.

*Pursuant to Section 464 of the Local Government Act, notice given that a Public Hearing was waived as per Section 467 of the Local Government Act.*

GIVEN THIRD READING this \_\_\_ day of \_\_\_\_, 2017.

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

ADOPTED by the Council this \_\_\_ day of \_\_\_\_, 2017.

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Nancy Wilhelm-Morden,  
Mayor

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Nikki Best,  
Acting Municipal Clerk

I HEREBY CERTIFY that this is a true copy of “Zoning Amendment Bylaw (CC1 Zone – Mountainside Lodge) No. 2150, 2017.”

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Nikki Best,  
Acting Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER  
ZONING AND PARKING AMENDMENT BYLAW (PARKING – R11 ZONE) NO. 2156, 2017**

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

**WHEREAS** Council has adopted a zoning and parking bylaw and wishes to amend the bylaw;

**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 and Parking Amendment Bylaw (Parking - R11 Zone) No. 2156, 2017”.
2. Zoning and Parking Bylaw No. 303, 2015 is hereby amended in Part 6, by:
  - (a) Deleting subsection 1 (3) and replacing it with;

“This Part is enacted pursuant to Section 525 of the Local Government Act and may be amended without a public hearing.”
  - (b) Deleting subsection 2 (6) and replacing it with;

“Except in the RS, R11, RTA, RM25, RM55, RT or TB zones, all manoeuvring required to gain access to a parking or loading space shall occur within the parcel on which the parking or loading is located so that it is not necessary for vehicles to back into any street or public right-of-way.”
  - (c) Deleting subsection 2 (7) and replacing it with;

“In the RS, R11 and RT zones, a maximum of one required off-street parking space per dwelling unit which requires three or more off-street parking spaces may be provided as a tandem parking space.”
  - (d) Deleting subsection 4 (9) and replacing it with;

“Each parcel zoned RS, R11, RT or TB shall have no more than 5 parking spaces and no more than one driveway connecting to a public street and this driveway shall be no wider than 11 metres.”
  - (e) Deleting subsection 4 (12) and replacing it with;

“In all RM, R11, RS and TP Zones, asphalt, gravel, paved or other hard surfaces located within the front setback area shall not be greater than 60% of the front setback area.”
  - (f) Deleting subsection 7 (1) and replacing it with;

“The construction standards in this Part apply to all zones other than the RS, R11, RT, IS1, IL2, TB, RM25, RM48 or RR1 zones.”
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, SECOND and THIRD READINGS this 20<sup>th</sup> day of June, 2017.

ADOPTED by the Council this \_\_\_ day of \_\_\_\_\_, 2017.

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Nancy Wilhelm-Morden,  
Mayor

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Nikki Best,  
Acting Municipal Clerk

I HEREBY CERTIFY that this is a true  
copy of "Zoning Amendment Bylaw (RI1  
Zone – Parking) No. 2156, 2017."

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Nikki Best,  
Acting Municipal Clerk

Submitted on Tuesday, June 20, 2017 - 23:17 Submitted by anonymous user: 184.151.231.137  
Submitted values are:

Full Name: Greg Link

Mailing Address: B1 13525 96 Avenue Surrey, BC V3V1Y8 Civic address if different from mailing address:

Email Address: [greglink4@gmail.com](mailto:greglink4@gmail.com)

Phone Number: 780-381-0928

Your Message:

Dear Mayor and Council,

I was informed by way of letter left on the windshield of my bus yesterday of the coming changes to bus parking here at Whistler beginning this July 1st.

I have been a professional driver for 30 years and this is an extremely concerning change, with significant implications. I am sure my fellow drivers are feeling the same and would endorse the sentiments below. While this change might seem to cause nothing more than a small inconvenience to us drivers (and our passengers), the truth is the ramifications reach far beyond that. Your proposed new location creates some significant logistical issues for all of us in the tour industry. As follows:

- Access

On any given tour, a driver is at Whistler for anywhere from two hours to two days. The current parking location is, for the most part, central. It is a relatively short walk to most of the hotels we stay at. Having the ability to access our buses within a short distance is a huge factor to us in our role and responsibilities. We often need to return to our buses for cleaning and repairs, or to retrieve items such as cellphones, glasses, medications, etc for passengers, and as well other items for our Tour Leaders.

- Time is precious

Many tours have itineraries that make for a very long day for drivers. Our days can be anywhere from 10-16 hours, and even longer. Those are the hours WITH passengers aboard and do not include the additional hours WITHOUT passengers, once leaving them at their hotel. As it is, with the parking in the current location, by the time we get to our hotel rooms after dropping passengers, getting to parking, and then cleaning and washing the bus, we are often pushing the limits set by the Department of Transportation (DOT), by whom we are strictly governed. Those limits dictate that we MUST have 8 hours of rest between finish time and start time the following day. If we are now required to be significantly farther away, and will need to access an extension of transportation such as a city bus, cab or walking, this will cut into our hours of rest, as well as being most inconvenient, not to mention adding to the exhaustion of back-to-back long days for many days at a time. An extra half hour to an hour or more for a bus or cab, in each direction, will add precious time to already long days.

- Time is diminished by availability

How long might we have to wait for a cab when Whistler is at its busiest, or when a bus is running late or is a no show?

- Time is safety

This essentially becomes a safety issue; sleep deprivation is a safety issue. Sure, we might be able to legally stay within the parameters of 8 hours rest from the time we step off and then back onto our buses, but once you factor in delays with travel, eating, checking in, ironing uniforms, etc, that quickly gets reduced to only 5-6 hours of actual sleep. Getting adequate rest is imperative to the safety of our passengers.

- Safety can ruin

Safety becomes a livelihood issue. Safety infractions in our industry can ruin the employability of a driver. The Safety Record is the first thing prospective employers ask for, and any marred record is a very real factor in being employed again in the future.

- Costs

Who will reimburse drivers for the taxis or city buses to and from the new parking? Some companies will not pay for any transportation to and from the bus. A driver is out of his own pocket to get to the hotel or wherever he needs to go. Should he have to return to his bus more than once (again, often the case), that becomes costly.

An average bus driver's wages range from about \$12-\$20 per hour. Many do not make a lot of money. Add these additional transportation costs to meals, which are regularly out of pocket as companies provide inadequate or non-existent meal per diems - I receive \$30/day for three meals a day and many of our stops are tourist attractions, where economical options for meals are few and far between - then having to shell out more for cab fares would certainly cut further into a driver's daily wage.

Another issue is the cost associated with the suggested BC Transit parking. Who is going to pay for that? Most companies rarely reimburse for parking. We get left to fend for ourselves most of the time to find a location to leave the bus, and are out of pocket if there is no free option.

- A place to go

With the current location, when we are on a day trip or shorter, we can go into the village to find a meal, have a coffee, or take a rest. In order for us to be deemed legally 'off duty', we cannot be on our buses or even in their vicinity. DOT monitors us closely. At your proposed new parking, where are we to go in order to do these things and remain legal in our duties?

- Timeliness

Should there be any delays in getting back to our buses due to cab availability, transit breakdowns/no shows, etc, this would only domino into us being late to pick up our passengers. Most itineraries have very tight schedules and do not allow for any such delays or added distances to parking. Starting off the day late translates to a stressful day trying to get back to the set schedule. How do we explain being late to our Tour Leaders, passengers and employers?

Right now, with the current parking, we are able to gauge getting to our bus without the risk of being late.



- Whistler revenue - the economics of it

Your current bus parking has spaces for 11 full sized buses. Capacity of each bus is usually between 52-56 passengers. One bus space would make way for 2-3 cars/trucks depending on their size. If you are to average out passenger numbers, a generous guess would be 3 people per non-bus vehicle for a total of 9 visitors per spot. Multiply that by the 11 bus spots for a total of 99 visitors accommodated by all of those spaces if small vehicles used them. If you were to calculate an average passenger count per bus @ 45, that would be 495 visitors. Should there not be more consideration given to this larger number of paying visitors and their transportation needs? The money our customers bring to Whistler's economy far exceeds what the few visitors in those small vehicles might bring. When you consider the thousands of passengers we bring to you by bus over the course of a calendar year and the millions of dollars they spend (as well as what we spend ourselves) between lodging, food, activities, retail items, services, etc, there really ought to be every consideration given to making a tour bus's logistics as facilitated as possible. Parking out of town will have the opposite effect.

- Maintenance

What about snow removal? Your parking lots already have in place snow removal contracts. Would this new parking receive the same kind of attention? Would it be secondary in priority? Where would we go if we were to show up only to find that the new location has yet to be plowed because the current lots are being done first?

- Shared use?

One also wonders if the new location will be used to dump plowed snow, or eventually shared with other uses, and how much this will impede access or affect the amount of space available.

Having said all of this, we will still have to bring our client's customers to Whistler. Tourists will always come here and we ourselves still have to make a living. We have no choice and are being put in a predicament. Whistler's decision to move us to the new location is not a good one at all.

This does not appear to have been carefully thought through to see the negative impact it will have on the tourism transportation industry.

Without a proper consultation process, or unless you have lived some time as a professional motor coach operator, you would not have the perspective that these points raise concern about.

Whistler Village has acres of parking area. Is it at all unreasonable to ask that a very small portion of it remain designated for our buses?

Just how much of a difference would it actually make if that small area is converted to car parking? I would suggest hardly any at all and yet, for us, the change would have a major impact on the tasks, timing, and compliance required by our profession.

The repercussions detailed above are very real for us drivers, and impact us at the core of our work.

I ask all parties involved in this decision to revisit the parking relocation plan and give every consideration to leaving it as is. I will go further to ask that you even increase it just a few more spaces as it is no longer adequate for the number of buses that come here.

Thank you for your review and consideration in this matter.

Respectfully,

Greg Link  
30 year professional driver

Please sign the form by entering your initials: GL

*June 20, 2017*

*Cc: Melissa Kish*

Dear Mayor and Council,

On behalf of the BC Injury Research and Prevention Unit (BCIRPU), in cooperation with Parachute Canada, please accept this letter as my formal request to light up the Fitzsimmons Covered Bridge for National Injury Prevention Day on July 5, 2017.

This is a new annual recognition day to help build awareness of the devastating impact of injury. Injury is the number one killer of Canadians aged 1 – 44, where one child dies every nine hours.

We are asking major landmarks to show their support and light up their buildings in the Parachute green colour on July 5. Lightings are confirmed at the CN Tower (Toronto), Calgary Tower, Vancouver's Science World and City Hall, and more.

I have attached a Landmark Lighting Request Form, as well as some social media messaging around the event. You can learn more about Parachute and National Injury Prevention Day at <http://www.parachutecanada.org/nipd>.

Please feel free to contact me at [sbruin@bcchr.ca](mailto:sbruin@bcchr.ca) if you have any questions. I look forward to hearing from you.

Regards,

Samantha Bruin  
Communications Coordinator  
BC Injury Research & Prevention Unit  
[sbruin@bcchr.ca](mailto:sbruin@bcchr.ca)



## Landmark Lighting Request Form

Please complete the form and scan/email to [corporate@whistler.ca](mailto: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	Samantha Bruin
Organization	BC Injury Research and Prevention Unit (BCIRPU)
Business Address	F508 – 4480 Oak Street
City/Province/Postal Code	Vancouver, BC, V6H 3V4
Business Phone Number	604-875-2000 ext 6707
Business Email	sbruin@bcchr.ca
Website Address	<a href="http://www.injuryresearch.bc.ca/">http://www.injuryresearch.bc.ca/</a>
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>	National Injury Prevention Day: July 5, 2017. This is a new annual recognition day to help build awareness of the devastating impact of injury. Injury is the number one killer of Canadians aged 1 – 44, where one child dies every nine hours. This day is brought to you by Parachute Canada.
Optional: Social Media Campaign Title <i>(include hashtags)</i>	#NIPD #StoptheClock
Landmark Choice <i>(Only Fitzsimmons Bridge offers sign allocation)</i>	<input type="checkbox"/> Fitzsimmons Covered Bridge <input type="checkbox"/> Village Gate Inuksuk <input type="checkbox"/> Town Plaza Gazebo
Date of Event	July 5, 2017
Colour Request	Lime Green

Signature: 

Date: June 20, 2017

National Injury Prevention Day July 5<sup>th</sup>, 2017  
[#NIPD](#) [#StopTheClock](#)

Pre-tweets [#NIPD](#):

- Excited to introduce National Injury Prevention Day, a new annual recognition day to raise awareness of the impact of injury! [#NIPD](#)



- Parachute is launching [#NIPD](#) to shine the light on predictable and preventable injuries! [#StopTheClock](#) <http://ht.ly/JTAz30cqM82>
- On July 5th, 2017 major landmarks across Canada will be lit up in Parachute 'green' to support National Injury Prevention Day! [#NIPD](#)
- Help us to make National Injury Prevention Day a success! Visit <http://ht.ly/LLvp30cqN5s> for more information and help us to [#StopTheClock](#)!
- Join the conversation using [#NIPD](#) and [#StopTheClock](#) and help us to spread the word about [#injuryprevention](#)! Visit <http://ht.ly/8sHN30cqNxH>
- Thanks Health Canada for recognizing Parachute's inaugural National Injury Prevention Day <http://ht.ly/poVq30cqOmn> [#NIPD](#)
- On July 5, 2017 CN Tower will be lit in [@parachutecanada](#) 'green' to support inaugural National Injury Prevention Day! Share [#NIPD](#) <http://ht.ly/EH7l30cqOLb>
- What is [#NIPD](#)? Visit <http://ht.ly/rIPb30cqPiL> and help us to work towards the goal of an injury-free Canada! [#StopTheClock](#)



Flag raising ceremony at Toronto City Hall:

- Join us at Toronto City Hall on July 5th, 12:30 pm, for an official Parachute National Injury Prevention Day flag raising ceremony! [#NIPD](#)
- Look up Toronto! Check out Parachute's National Injury Prevention Day flag for awareness on a very important cause. [#NIPD](#) [\[insert photo of event\]](#)
- Today is the day. National Injury Prevention Day. [#NIPD](#) [\[insert photo\]](#)
- Injuries can be life changing, you can take action to prevent an injury from occurring! [#NIPD](#) [#StopTheClock](#)
- Come help us raise the flag for National Injury Prevention Day at Toronto City Hall, July 5th, 12:30 pm! [#NIPD](#) [<insert photo of flag>](#)
- Shine a light on National Injury Prevention Day! Send us your selfie with a landmark lit up in Parachute green today for [#NIPD](#)
- We want your selfies! Snap a pic with a landmark lit up in green today for National Injury Prevention Day! [#NIPD](#)
- For [#Canada150](#), let's look at a brief history of Injury Prevention in Canada! [<insert 2 infographics>](#)
- Happy Birthday Canada & Happy 5<sup>th</sup> Anniversary to us! July 5 @ParachuteCanada commemorates 5 years of Injury Prevention [#Canada150](#) [#NIPD](#)

**From:** Vanessa Woznow (United Way) [<mailto:VanessaW@uwlm.ca>]  
**Sent:** Friday, June 23, 2017 8:54 AM  
**To:** Melissa Kish <[MKish@whistler.ca](mailto:MKish@whistler.ca)>  
**Subject:** RE: Proclamation request

Hi Melissa,

Please see attached a poster with information on our upcoming campaign for Council's review and consideration. Below is my formal address to Council.

Many thanks for your help!  
Vanessa

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Mayor and Council,

My name is Vanessa Woznow and I am a Marketing and Communications Strategist with United Way of the Lower Mainland (UWLM). I am writing to formally request a proclamation of September 21, 2017 as "United Way Day" in the Resort Municipality of Whistler.

Please see attached our draft proclamation for your review.

For over 87 years United Way has been supporting children, families, and seniors in Southwest BC. Currently UWLM funds 13 organizations that offer 20 programs and services in Whistler that help children, families and seniors.

This proclamation coincides with, and will build momentum around the launch of UWLM's fall 2017 fundraising campaign, which officially launches on September 21. We believe that a strong line of sight between UWLM and our partner municipalities helps strengthen public awareness and understanding our work and our impact. The more people know about us and what we do in their neighbourhoods and communities, the more we are able to ignite change in the districts and cities that we serve!

Please let me know if you have any questions or if I can provide any additional information. We would require the proclamation to be made no later than the beginning of the week of September 18<sup>th</sup>.

All of my contact information can be found below.

Best regards,

**Vanessa Woznow, MA**

Marketing & Communications Strategist

**United Way of the Lower Mainland**

4543 Canada Way, Burnaby, BC V5G 4T4

[VanessaW@uwlm.ca](mailto:VanessaW@uwlm.ca) | P 604.294.8929 ext.2230

# "UNITED WAY DAY"

- WHEREAS United Way of the Lower Mainland builds communities and brings people together to create positive and lasting social change;
- AND WHEREAS United Way helps kids be all they can be, moves families from poverty to possibility and creates strong and healthy communities for all;
- AND WHEREAS For 87 years, United Way has collaborated with social service agencies, government, unions, universities and advocacy groups to tackle key social issues affecting our community;
- AND WHEREAS United Way funds 13 organizations that offer 20 programs and services in Whistler to help children, families and seniors;
- AND WHEREAS The Resort Municipality of Whistler and United Way together strive to build a city where everyone can access opportunity to reach their full potential, no matter where they live or where they are from;
- AND WHEREAS United Way's work is made possible through the generosity of donors and the support of volunteers;
- AND WHEREAS Momentum is building for a successful fall 2017 fundraising campaign so that United Way can help vulnerable people in our communities;
- AND WHEREAS Our community is a better place when more people live with hope and opportunity:
- NOW, THEREFORE, I, Nancy Wilhelm-Morden, Mayor of the Resort Municipality of Whistler, DO HEREBY PROCLAIM  
Thursday, September 21st, 2017 as  
**"UNITED WAY DAY"**  
in the Resort Municipality of Whistler.



# Changing lives. Building community.

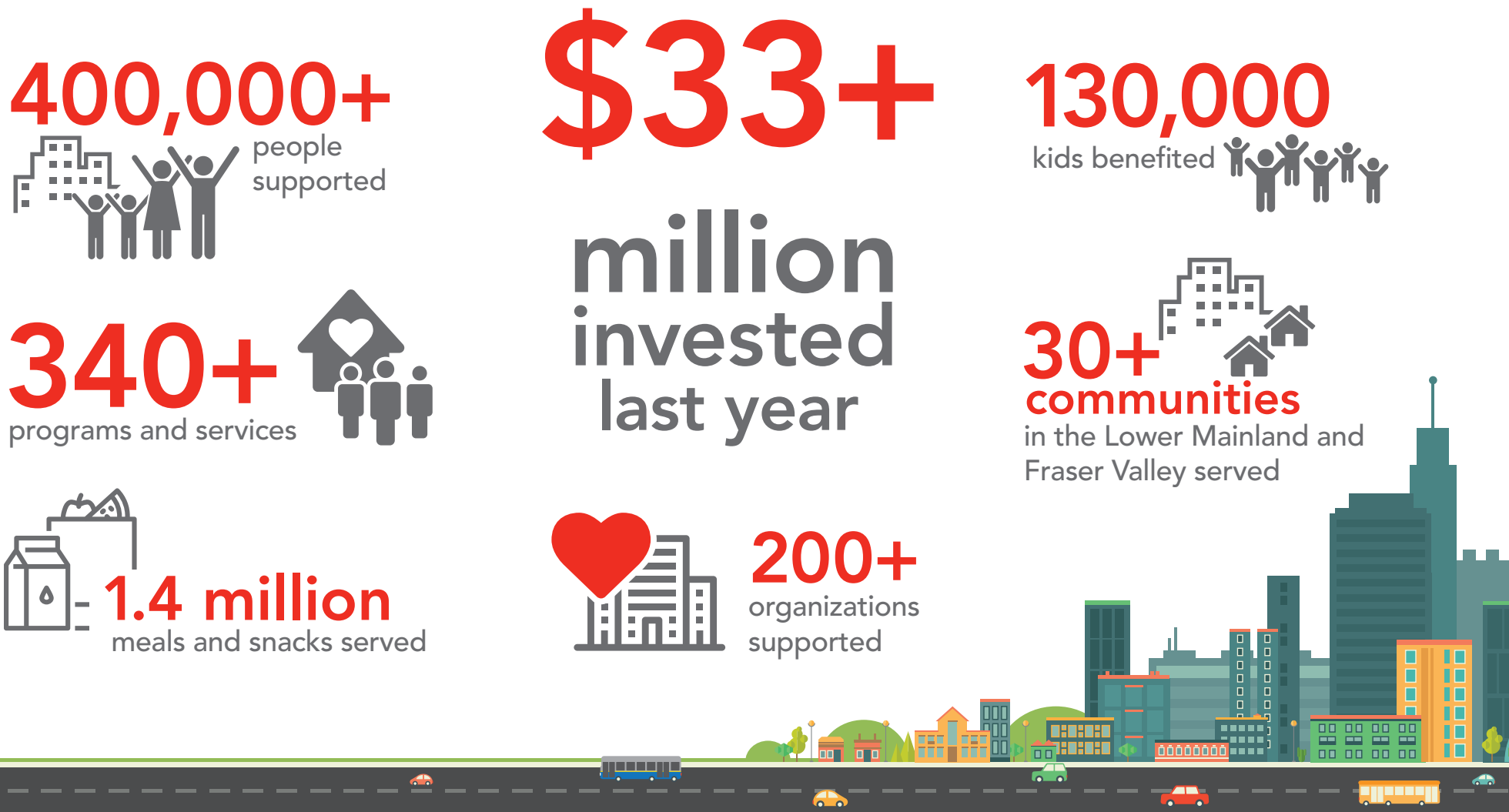
We're building strong, healthy communities for today and tomorrow. We can't do it without you.

With your help, we are:

 Helping kids be all they can be

 Moving people from poverty to possibility

 Building strong and healthy communities



## But too many people are still struggling.



Sources: Statistics Canada – 202-0802 Persons in low income families; Real Estate Board of Greater Vancouver – Home Price Index for Lower Mainland, Apr 2017; Canadian Community Health Service Survey – Healthy Aging, 2008/2009



# United Way

[uwlm.ca](http://uwlm.ca)