

WHISTLER

AGENDA

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, JUNE 6, 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 June 6, 2017.

ADOPTION OF MINUTES

Adoption of the Regular Council minutes of May 23, 2017.

PUBLIC QUESTION AND ANSWER PERIOD

PRESENTATIONS/DELEGATIONS

Mature Action
Community Update

A presentation by Stacy Murl, President, Mature Action Community regarding an update on Whistler's Mature Action Community.

Annual Report
and Corporate
Plan

A presentation by Mike Furey, Chief Administrative Officer regarding the Annual Report and Corporate Plan.

MAYOR'S REPORT

INFORMATION REPORTS

2017 Community
Housing Survey
Report No. 17-058
File No. 2150

A presentation by municipal staff.

That Information Report to Council No.17-058 regarding the 2017 Community Housing Survey Report dated May 29, 2017 be received

ADMINISTRATIVE REPORTS

Implementation of A New
Solid Waste Bylaw
Report No. 17-066
File No. 6700

A presentation by municipal staff.

That Council consider giving first, second and third readings to "Solid Waste Bylaw 2139, 2017".

Companion Bylaw
Amendments To
Support Solid Waste
Bylaw
Report No. 17-059
File No. RZ001134

That Council consider giving first and second readings to “Zoning Amendment Bylaw (Solid Waste Facilities) No. 2154, 2017”; and

That Council consider giving first, second and third readings to “Land Use Procedures and Fees Amendment Bylaw (Solid Waste Storage and Separation Facilities) No. 2155, 2017”; and further

That Council authorize staff to schedule a public hearing regarding “Zoning Amendment Bylaw (Solid Waste Facilities) No. 2154, 2017”.

Aviation Firefighting
Resources In The
Resort Municipality of
Whistler
Report No. 17-060
File No. 850

A presentation by municipal staff.

That Council refer organizations wanting to provide aviation firefighting resources in the Resort Municipality of Whistler to the British Columbia Wildfire Service for their consideration.

Comprehensive
Emergency
Management Plan –
Annex 6 Community
Recovery Plan
Report No. 174-061
File No. 850

A presentation by municipal staff.

That Council endorse the Comprehensive Emergency Management Plan – Annex 6 Community Recovery Plan, attached as Appendix A to Administrative Report to Council No. 17-061.

Whistler 2017
Transportation Action
Plan Recommendation
Report No. 17-062
File No. 546

A presentation by municipal staff.

That Council direct staff to proceed with the 2017 Summer Transportation Action Plan as recommended in Administrative Report to Council 17-062; and,

That Council authorize staff and the Day Lot Operating Committee to spend up to \$510,000 from the Community Transportation Initiative Fund reserve in 2017 to allow the implementation of this plan.

Tender Award – 2017
Road and Trail
Reconstruction Program
Report No. 17-063
File No. 523.1

A presentation by municipal staff.

That Council authorize the Mayor and Municipal Clerk to execute the contract with Alpine Paving (1978) Ltd. for the 2017 Road and Trail Reconstruction Program in the amount of \$2,910,000; and

That Council consider the alternate tender offering included with the bid from Alpine Paving (1978) Ltd. as described in the May 23, 2017 Administrative Report to Council No.17-052.

Gas Tax Strategic
Priorities Fund - Grant
Application
Endorsement
Report No. 17-064
File No. 8516 and 155

That Council endorse submission of an application to the UBCM's Federal Gas Tax Strategic Priorities Fund for funding assistance for the Artificial Turf Field and the Asset Management Investment Plan and Staff Capacity Building projects as set out in the 2017-2021 Five Year Financial Plan.

Municipal Corporations
Director Changes 2017
Report No. 17-065
File No. VAULT/4256

That Council adopt the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept the resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for Whistler Village Land Co. Ltd.; and

That Council adopt the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept the resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for Emerald Dreams Conservation Co. Ltd.; and

That Council adopt the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept and resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for 591003 BC Ltd.; and further,

That Council accept the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept and resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for Decigon Developments Ltd.

MINUTES OF COMMITTEES AND COMMISSIONS

Whistler Bear Advisory
Committee

Minutes of the Whistler Bear Advisory Committee meeting of April 12, 2017.

BYLAWS FOR FIRST AND SECOND READINGS

Zoning Amendment
Bylaw (Solid Waste
Facilities) No. 2154,
2017

That Council consider giving first and second readings to Zoning Amendment Bylaw (Solid Waste Facilities) No. 2154, 2017.

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Land Use Procedures
and Fees Amendment
Bylaw (Solid Waste
Storage and Separation
Facilities) No. 2155,
2017

That Council consider giving first, second and third reading to Land Use Procedures and Fees Amendment Bylaw (Solid Waste Storage and Separation Facilities) No. 2155, 2017.

Solid Waste Bylaw No. 2139, 2017 **That** Council consider giving first, second and third reading to Solid Waste Bylaw No. 2139, 2017.

BYLAWS FOR THIRD READING

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

BYLAWS FOR ADOPTION

Land Use Contract Discharge and Zoning Amendment Bylaw (4962 Horstman Lane) No. 2109, 2016 **That** Land Use Contract Discharge and Zoning Amendment Bylaw (4962 Horstman Lane) No. 2109, 2016 be adopted.

Zoning Amendment Bylaw (Maury Young Arts Centre and Institution and Assembly Uses in the LNI Zone) 2129, 2017 **That** Zoning Amendment Bylaw (Maury Young Arts Centre and Institution and Assembly Uses in the LNI Zone) 2129, 2017 be adopted.

Liquor Licence Application Processing Fee Bylaw No. 2149, 2017 **That** Liquor Licence Application Processing Fee Bylaw No. 2149, 2017 be adopted.

OTHER BUSINESS

CORRESPONDENCE

Squamish Lillooet Regional District (SLRD) Regional Growth Strategy Amendment Bylaw No. 1514-2017 – Notice File No. 9213 Correspondence from Claire Daniels, Planner, SLRD dated May 17, 2017, regarding Squamish Lillooet Regional District (SLRD) Regional Growth Strategy Amendment Bylaw No. 1514-2017 – Notice.

Meadow Park Sports Centre Parking Suggestions File No. 3009 Correspondence from Tom J. DeMarco dated May 26, 2017, requesting consideration of paid parking at Meadow Park Sports Centre.

Fire and Litter Signage,
Bus Stop Shelters and
Crosswalk Marking
Suggestions
File No. 3009

Correspondence from Eleanore Elton, dated May 27, 2017, regarding her suggestions for more fire and litter signage, more bus stop shelters and crosswalk marking.

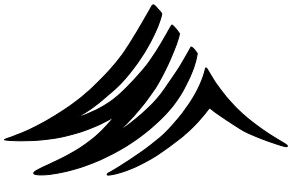
Transportation Action
Plan Support
File No. 546

Correspondence from Fumiko Toyoshima, dated May 30, 2017, regarding her support for the Transportation Action Plan.

Transportation Action
Plan Support
File No. 546

Correspondence from Tim Wake, dated May 31, 2017, regarding his support for the recommendations from the Transportation Action Plan.

ADJOURNMENT



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, MAY 23, 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
Municipal Clerk, L. Schimek
Manager of Communications, M. Comeau
Director of Planning, M. Kirkegaard
Utilities Group Manager, M. Day
Capital Projects Manager, T. Shore
Transportation Demand Management Coordinator, E. DalSanto
Acting Manager of Protective Services, L. Debou
Recording Secretary, M. Kish

ABSENT: Councillor A. Janyk

ADOPTION OF AGENDA

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

That Council adopt of the Regular Council agenda of May 23, 2017.

CARRIED

ADOPTION OF MINUTES

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

That Council adopt the Regular Council minutes of May 9, 2017.

CARRIED

PUBLIC QUESTION AND ANSWER PERIOD

Dani Twogood, Sarajevo Drive, Whistler

Ms. Twogood commented that in general with all the grand schemes around trying to make public transportation a lot easier and using the funding

elsewhere to try and help everyone else get around what about those in the greater community who need transport to get to town. Ms. Twogood asked why we are paying money that we don't need to be paying right now.

Mayor Wilhelm-Morden thanked Ms. Twogood and recognized that she was aware that she had only caught the last few minutes of the information meeting in the lobby on the transportation plan. Mayor Wilhelm-Morden informed that the General Manager of Infrastructure Services, James Hallisey will be presenting on the transportation system and will be showing that our system needs to be looked at and has been looked at by the Transportation Advisory Group for the past 18 months to make it easier for residents, guests and employees to get around. Mayor Wilhelm-Morden continued that we are looking at all the transportation issues not just parts of it and that we are not just focusing on transit or just focusing on congestion we are looking at the whole issue and coming up with solutions that will make it easier for everyone to get around.

Mayor Wilhelm-Morden informed that there will be free transit in the summer, more transit hours, more parking availability, less congestion on the highway due to some measures being taken and that we are looking at intersections and how they operate on Highway 99.

Mayor Wilhelm-Morden informed that there is a cost to doing all this and that it is about \$500,000 for the 2017/2018 season which will be funded by parking revenues and not by property taxes. Mayor Wilhelm-Morden commented that we are very aware of the fact that for some people who live here there is a real affordability challenge. Mayor Wilhelm-Morden continued that one of things we are looking at is more free transit in the summer paid for, to a certain extent by parking revenues and to make those transit fees cheaper for employees such as one dollar a day only in the busy seasons.

Ms. Twogood asked what about local businesses paying for parking for their staff saying it is difficult for staff carrying equipment for construction work or for meetings and the concern is that the cost will be passed on to the businesses for parking. Ms. Twogood commented that it is difficult to run errands, popping in and out of the village for different reasons or to go to the movies and to shop and that it is just another cost. Ms. Twogood continued that as well it does not help those who want to do things during the week and affects travelling during the winter as not everyone lives on a bus route. Ms. Twogood commented that this situation does not apply to her luckily but that she is here on behalf of the people who don't live on the bus route and asks why they will have to pay for a cost that they are not going to see.

Mayor Wilhelm-Morden informed that parking lots 1- 5 will be free after 5:00 p.m. so somebody who wants to come in to see a movie can do so at no cost and surface lots in the Village will be free after 7:00 p.m. instead of 9:00 p.m. Mayor Wilhelm-Morden informed that they are cognizant of affordability issues saying that for Lots 4 and 5 users will pay in the high season but not in the shoulder season. Local businesses have been represented through the Whistler Chamber of Commerce on the Transportation Advisory Group panel since the beginning and are promoting the interests of business and are in support of the recommendations that are included in the plan. Mayor

Wilhelm-Morden commented that the CEO of the Whistler Chamber and the Chamber President were both here earlier today at the information meeting.

Mayor Wilhelm-Morden commented that this is a multi-faceted issue that is going to take attention from everyone in the community: business, Government, employees and residents. Mayor Wilhelm-Morden continued that we are trying to be as inclusive as we possibly can and have consulted over the last 18 months and are positive that we will come up with solutions.

MAYOR'S REPORT

Mayor Wilhelm-Morden informed that this past May long weekend had Whistler's Great Outdoors Festival. This is the fourth year the festival has taken place. The event has become a popular family friendly celebration of the convergence of summer and winter outdoor activities. The resort was very busy over the weekend and the atmosphere was positive. The weather cooperated and was essentially our first real summer weekend. The police presence was amplified to ensure zero tolerance for rowdy behaviour on a weekend that historically attracted a party atmosphere. Mayor Wilhelm-Morden commented that she thought the message has been heard that we will not tolerate any mischief making. Mayor Wilhelm-Morden thanked the May Long Weekend Committee and the festival and event organization and all of our staff and our partners who were involved in the weekend.

Mayor Wilhelm-Morden thanked everyone who attended the Ironman meeting on May 9. The meeting shared information about this year's event and had staff on hand to answer questions and receive feedback.

Mayor Wilhelm-Morden thanked the 75 people who attended the meeting on May 10 about upcoming changes to the Solid Waste Bylaw. The meeting covered how the separation of organic waste will affect businesses and stratas, and introduced new resources to make changes to operating procedures easier. For more information about the bylaw's implementation on June 6, and to download free resources, visit whistler.ca/wastereduction.

Mayor Wilhelm-Morden commented that approximately 30 people came to the open house for the Transportation Advisory Group Information session tonight before this Council meeting at Maury Young Arts Centre. Mayor Wilhelm-Morden thanked everyone who took the time to attend and commented that from what she heard most people were in support of the strategies laid out in the plan.

Mayor Wilhelm-Morden informed that the two new parks in the Rainbow neighbourhood have been named. They are "Alpenglow" and "Boulder". These names were suggested by two members of the public, who will receive a one-month Meadow Park Sports Centre pass each. Mayor Wilhelm-Morden commented that there were about 130 people who participated and there were some great names. Mayor Wilhelm-Morden thanked everybody who contributed.

Mayor Wilhelm-Morden reported that The Resort Municipality of Whistler is continuing the wildfire management project with fuel thinning on four point

six hectares above the Brio subdivision. The fuel thinning is to reduce the risk of wildfire in our community. It includes removing ground brush and debris, as well as pruning branches and removing specific trees. It is light-touch on the land base. This work began in 2016 and recommenced today. It will continue until June 15. This spring's work will be removing or chipping wood from the 2016 thinning.

Mayor Wilhelm-Morden informed that the community is invited to attend the Student Council meeting in celebration of Local Government Awareness Week on Thursday, May 25 from 9:00 a.m. to 10:00 a.m. here at the Maury Young Arts Centre. Ten Grade 5 students will enact the roles of mayor, council, three members of staff and two student letters will be considered by the Student Council. Mayor Wilhelm-Morden commented that last year was the first year we had a Student Council meeting and it was inspiring to watch these future leaders make decisions. We actually implemented the ideas that worked for Whistler. In preparation for the competition, municipal staff contacted all the schools within Whistler and made presentations about local government at Myrtle Philip Community School, Spring Creek Community School, and Whistler Waldorf School.

Mayor Wilhelm-Morden informed that Whistler will be hosting the official opening ceremony of B.C. Culture Days from September 28 to October 1. Everyone in Whistler with a passion for arts, culture and heritage is invited to help plan the performances and programs that will take place over the Culture Days. The planning will take place on Wednesday, May 31 from 2:00 p.m. to 4:00 p.m. or 7:00 p.m. to 9:00 p.m. here at the Maury Young Arts Centre.

Mayor Wilhelm-Morden informed that Community members are invited to a Cheakamus Community Forest open house on Monday, June 5 at Myrtle Philip Community School lounge. The open house will have a presentation to inform the public about harvesting plans, the access management plan and wildfire fuel reduction projects. The meeting will run from 4:30 to 7:00 p.m., with the presentation at 5:30 p.m. Cheakamus Community Forest is managed and operated by a partnership between the Lil'wat and Squamish First Nations and the Resort Municipality of Whistler.

Mayor Wilhelm-Morden on behalf of Council and the Resort Municipality of Whistler, Mayor Wilhelm-Morden shared her condolences with the family and friends of Jack Spettigue who passed following an accident.

Mayor Wilhelm-Morden on behalf of Council offered condolences to the victims of the attack in Manchester and expressed heartfelt thoughts and prayers for victims of the Manchester terror attack and their families.

Mayor Wilhelm-Morden thanked and gave best wishes to Laure-Anne Schimek. Otherwise known as LA, she began her career with the RMOW in 1996 as a Revenue Clerk with the Finance Department, progressing to a Senior Accounting Clerk in 1999. In July, 2006, she moved to a permanent position as the Legal Services Coordinator. The position was reclassified as the Deputy Corporate Officer in 2011 and in February 2016, the position changed to Municipal Clerk. I would like to thank LA for her 20 years of

service to the municipality and wish her all the very best in her future endeavours.

Councillor Crompton congratulated Naomi Prohaska and her father Rich who are summiting Mt. Logan at the moment. If they are successful Naomi will be the youngest person to ever summit Mt. Logan.

Councillor Maxwell thanked Simon Fraser University for providing her with a scholarship to attend the Renewable Cities Conference that was just held in Vancouver. Councillor Maxwell commented that it was great to meet people from cities all around the world who have been pursuing their renewable energy goals. Councillor Maxwell hopes to share what she learned with Council later and that it is a great opportunity for us to work with some of the other cities in that network. Councillor Maxwell commented that it was great to see other residents of Whistler at the conference some of who were speaking.

INFORMATION REPORTS

Whistler 2017
Transportation Action
Plan Recommendation
Report No.17-051
File No. 546

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

That Council receive Information Report to Council No.17-051 regarding the recommended Whistler 2017 Transportation Action Plan.

CARRIED

ADMINISTRATIVE REPORTS

Tender Award – 2017
Road and Trail
Reconstruction Program
Report No.17-052
File No. 523.1

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

That the Tender Award for the 2017 Road and Trail Reconstruction Program be postponed until the next Council meeting to allow for Council and staff to review further.

CARRIED

Tourist Accommodation
Review – Proposed
Council Policy, Zoning
Amendment Bylaw,
Business Regulation
Bylaw And Municipal
Ticket Information
System Amendment
Bylaw
Report No.17-057
File No.7651, Bylaws
2140, 2142, 2152

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

That Council endorse Council Policy: Tourist Accommodation Properties Zoning and Covenant Use Provisions attached as Appendix “A” to Report to Council No. 17-057; and

That Council consider giving first and second readings to “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017”; and

That Council consider giving first, second and third readings to “Tourist Accommodation Regulation Bylaw No. 2142, 2017”; and

That Council consider giving first, second and third readings to “Municipal Ticket Information System Amendment Bylaw No. 2152, 2017”; and further

That Council authorize staff to schedule a public hearing regarding “Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017”.

CARRIED

2017 Emerald Estates
Water Disinfection
System Upgrades
Report No.17-053
File No. 271.4

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

That Council award the contract in the amount of \$1,492,170.42 (exclusive of GST) to Kingston Construction Ltd. in accordance with their tender proposal dated May 4, 2017 for construction of the Emerald Estates Water Disinfection System Upgrades.

That Council direct staff to amend the Five-Year Financial Plan 2017–2021 to reflect this award, as well as updated cost estimates and Clean Water and Wastewater Fund grant amounts.

CARRIED

Liquor Licence
Application Processing
Fee Bylaw No. 2149,
2017
Report No.17-055
File No. 8292.02.01

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

That Council consider giving first, second, and third readings to Resort Municipality of Whistler “Liquor Licence Application Processing Fee Bylaw No. 2149, 2017”.

CARRIED

Whistler Village Land Co.
Ltd. – 2017 Annual
Report
Report No.17-056
File No. VAULT

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

That Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolves that the Municipality, as sole shareholder of the Whistler Village Land Co. Ltd. pass the 2017 consent resolutions of the shareholders of the Whistler Village Land Co. Ltd., a copy of which is attached to Administrative Report to Council No 17-056 as Appendix “A”, and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Forest and Wildland
Advisory Committee

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

That minutes of Forest and Wildland Advisory Committee meeting of April 12, 2017 be received.

CARRIED

May Long Weekend
Committee

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

That minutes of the May Long Weekend Committee meeting of April 12, 2017 be received.

CARRIED

BYLAWS FOR FIRST AND SECOND READINGS

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

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

That "Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017" receive first and second readings.

CARRIED

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Liquor Licence
Application Processing
Fee Bylaw No. 2149,
2017

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

That "Liquor Licence Application Processing Fee Bylaw No. 2149, 2017" receive first, second and third readings.

CARRIED

Municipal Ticket
Information System
Amendment Bylaw No.
2152, 2017

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

That "Municipal Ticket Information System Amendment Bylaw No. 2152, 2017" receive first, second and third readings.

CARRIED

Tourist Accommodation
Regulation Bylaw No.
2142, 2017

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

That "Tourist Accommodation Regulation Bylaw No. 2142, 2017" receive first, second and third readings.

CARRIED

OTHER BUSINESS

Mayor Wilhelm-Morden congratulated Jordan Sturdy for his reelection as our MLA at the Provincial elections two weeks ago.

CORRESPONDENCE

PRIMECorp 2016-2017
Annual Report Updates
File No. 3009

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

That correspondence from Clayton J.D. Pecknold, Chair, PRIMECorp Board of Directors dated May 3, 2017, regarding updates to PRIMECorp's 2016-2017 Annual Report be received.

CARRIED

Ironman and Future
Planning for Whistler
File No. 3009

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

That correspondence from John Wood, dated May 6, 2017, regarding his opposition to the approval of the Ironman event extension be received and referred to staff.

CARRIED

Ironman Canada Event
and the Pemberton
Community
File No. 3009

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

That correspondence from Sarah Stewart, Secretary, Pemberton Farmer Institute dated May 8, 2017, requesting that road improvements are provided to Pemberton Meadows Road should the Ironman event be extended be received and referred to staff.

CARRIED

Built Green Proclamation
File No. 3009.1

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

That correspondence from Jennifer Christenson, Executive Director and Karen Podolski, Communications and Program Coordinator for Built Green Canada dated May 9, 2017, requesting that June 7, 2017 be proclaimed Built Green Day be received and proclaimed.

CARRIED

Access Awareness Day
Proclamation
File No. 3009.1

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

That correspondence from Lorraine Copas, Executive Director, SPARC BC received May 10, 2017, received May 10, 2017 requesting that June 3, 2017 be proclaimed Access Awareness Day be received and proclaimed.

CARRIED

Proposed Revisions
Smoking Bylaw
File No. 3009

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

That correspondence from Mark Lysyshyn, Medical Health Officer, North Shore and Sea to Sky, Vancouver Coastal Health dated April 19, 2017, regarding support for the proposed revisions to the RMOW's Smoking Regulation Bylaw No. 2136, 2017 be received and referred to staff.

CARRIED

ADJOURNMENT

Moved by Councillor J. Crompton

That Council adjourn the May 23, 2017 Council meeting at 7:47 p.m.

CARRIED

Mayor, N. Wilhelm-Morden

Municipal Clerk, L. Schimek

DRAFT



REPORT | INFORMATION REPORT TO COUNCIL

PRESENTED: June 6, 2017

REPORT: 17-058

FROM: Chief Administrator's Office

FILE: 2150

SUBJECT: 2017 COMMUNITY HOUSING SURVEY REPORT

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the Chief Administrative Officer be endorsed.

RECOMMENDATION

That Information Report to Council No.17-058 regarding the 2017 Community Housing Survey Report dated May 29, 2017 be received.

REFERENCES

Appendix A – 2017 Community Housing Survey Report dated May 29, 2017.

PURPOSE

The purpose of the report is to provide Council with the results of the 2017 Community Housing Survey which was initiated at the request of the Mayor's Task Force on Resident Housing. In particular, this report responds to the survey's objectives which were to provide more depth of understanding about Whistler's workforce, their current household situation and expectations for the future, how residential properties are currently being utilized and the community's perspective with regard to a variety of different possible opportunities.

DISCUSSION

The Whistler Community Housing Needs Survey Report outlines the detailed results of the survey questionnaire that was put to the community during March 2017.

The survey is one of the many initiatives that have been and are continuing to be progressed by the Mayor's Task Force on Resident Housing since its inception in November 2016. The Mayor's Task Force on Resident Housing was established to leverage the collaborative task force process, the interest and involvement of local businesses and relevant member organizations, as well as leveraging municipal governance and jurisdiction toward the following primary community goals:

1. Ensuring that Whistler continues to meet its minimum local labour force target (i.e. 75% of the Whistler labour force resides within Whistler); and,
2. Ensuring both market housing and resident restricted housing supply is effectively supporting Whistler's community housing affordability and labour force goals.

Despite the provision of 6,200 resident restricted beds throughout the Whistler community, significant inflationary and other changes in the housing and accommodation environment,

economic conditions and fluctuations in staffing levels mean the community needs to continue to look at new ways to plan for workforce housing. This survey seeks to garner insights to enable more informed municipal and community decision making with regard to provision of housing for the workforce. In particular, more insight into workforce groups being permanent residents, both owners and renters, seasonal residents and commuting residents; how residential properties are currently being utilized by the workforce and their anticipated future living arrangements; and perspectives on various potential policy considerations.

The survey results will be further used in determining specific types and quantity of any new housing developments in the resort, and as input to the development of policy for Council consideration.

Other initiatives that have been progressed with the support of the Mayor's Task Force on Resident Housing are as follows:

- Transfer of multi-million dollars in value of lands to Whistler Housing Authority to enable construction of additional rental housing for Whistler's workforce.
- Increasing investigations and enforcement of property owners who use their residential homes for tourist rentals illegally.
- Introduction of new Council policy and bylaws to protect the visitor accommodation bed base, while reinforcing regulations and enforcement of illegal tourist accommodation activities.
 - o Business Regulations to be amended to prohibit marketing of illegal rentals and adopt available adjudication processes
 - o Addition of infractions for illegal property use to the Municipal ticketing processes with corresponding fines of \$1,000 per day – including carry on tourist accommodation business without a license, relating to premises not permitted, and to market property for tourist accommodation where zoning does not permit.
- Development of a new rental housing program, Home Run, to connect home owners with under utilized, or vacant, properties to leasing opportunities with local businesses for their staff

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Resident Housing	Whistler has a sufficient quantity and appropriate mix of quality housing to meet the needs of diverse residents	Aligned with Mayor's Task Force terms of reference
Resident Housing	The planned flexibility within neighbourhood design, housing form, and housing tenure enables the adaptability to meet changing housing needs and future affordability considerations	Changing real estate environment, economic conditions, and demand for housing has created challenges with the current supply
Economic	A skilled workforce supports the local economy and the local economy supports the skilled workforce	Housing needs are critical to ensuring appropriate workforce supply to local businesses

OTHER POLICY CONSIDERATIONS

The Mayor's Task Force on Resident Housing operates consistent with processes and procedures for select committees of Council.

BUDGET CONSIDERATIONS

The costs to prepare the 2017 Whistler Community Housing Survey and the report were budgeted in the 2017 municipal project budget under the Mayor's Task Force on Resident Housing. All internal costs are accommodated within the annual operating budget of the municipality.

COMMUNITY ENGAGEMENT AND CONSULTATION

The Mayor's Task Force on Resident Housing is composed of participant representation from across the community, including the following organizations:

- Whistler Housing Authority
- Hotel Association of Whistler
- Restaurant Association of Whistler
- Real Estate Association of Whistler
- Whistler Association of Retailers and Merchants
- Whistler Chamber of Commerce
- Tourism Whistler
- Whistler Blackcomb
- Whistler Community Services Society
- Resort Municipality of Whistler staff and Council
- And two community members at large

Progress updates for key housing initiatives arising from the Mayor's Task Force on Resident Housing will continue to be reported publicly. Additionally, it is envisaged that the community will be further consulted on key policy directions during the second half of 2017.

SUMMARY

This 2017 Community Housing Survey was initiated at the request of the Mayor's Task Force on Resident Housing. Specifically, this report responds to the survey's objectives which were to provide more depth of understanding about Whistler's workforce, their current household situation and expectations for the future, how residential properties are currently being utilized and the community's perspective with regard to a variety of different possible opportunities, to inform and support future policy direction.

Respectfully submitted,

Toni Metcalf
ECONOMIC DEVELOPMENT OFFICER
for
Mike Furey
CHIEF ADMINISTRATIVE OFFICER



Resort Municipality of Whistler

Community Housing Survey

Presented by **MDB Insight**
May 2017



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Executive Summary



A mixed method series of surveys was conducted consisting of 401 random computer assisted telephone interviews (CATI) and 356 random in-person intercept interviews with people that work in the Resort Municipality of Whistler or that own property in Whistler but do not work here. Two types of surveys were conducted; one with 556 people that work in Whistler (termed “workforce”), and a different survey for 201 people that own property in Whistler but who do not work here (termed “non-workforce”). The key findings of both surveys are summarized below.

The workforce survey distinguished between different workforce components according to residential status. These distinctions included permanent resident renters, permanent resident owners, seasonal residents, commuter renters, and commuter owners.

Some key demographic learnings for permanent resident renters are that they are predominantly under the age of 35 (71%), have lived in Whistler on average (mean) for 7.8 years, have a median individual income of \$35,000 per year, and are about 60% male. By contrast, for permanent resident owners, 50% are between 35 and 54 years old. Further, permanent owners have lived in Whistler for 17.7 years on average, typically earn about \$55,000 individually per year, and are 55% female to 45% male.

Seasonal residents are almost entirely under 35 years old (over 95%), with 73% earning less than \$25,000 per year.

Commuters are also distinguished as renters and owners, with over 75% of commuter renters being under 35, and nearly 70% of owners being between 35 and 54 years old. Similarly, median individual incomes are \$28,000 for renters and \$65,000 for owners. Gender distributions are similarly skewed toward high male populations regardless of commuter type, at 63% and 68% male, respectively, for renters and owners.

For non-workforce property owners, 87% are over 55 years old. They have typically owned their properties for more than 15 years (70%), and have a median individual income of \$95,000 per year.



Executive Summary



Most commonly, renters in the workforce rent a suite in a house (34%), followed by a condo (20%), or townhouse (17%). Meanwhile, home owners most commonly own a single detached family house (52%), followed by townhouses (22%), condos (17%), or duplexes (10%). For non-workforce property owners, the top choice is also single family detached (37%), but the second most common is a condo (32%), rather than townhouse.

General Living Arrangements

While it is most common for workforce property owners to have two bedrooms in their homes, for non-workforce property owners it is more common to have three bedrooms. For workforce permanent renters, renters are equally likely to occupy either a studio or one bedroom unit (34%) or a two bedroom space (also 34%). In fact, permanent resident renters rarely have more than two bedroom locations (only about 20%), regardless of number of people living in the space. Meanwhile, for permanent owners, as the number of residents increases the number of rooms also increases.

While for workforce property owners the majority of people within each household range between two and four people (25% and 22%, respectively), for non-workforce owners, two-person households constitute 47% of the distribution, with four person households constituting only 13%. Most commonly, permanent renters have two people living in their residences (13%), while permanent owners are equally likely to have either two or four people living there (7% and 8% respectively).

While a large cluster of non-workforce owners live mainly with family members (48%), workforce-based households are divided more between those that live with non-family members (33%) and those with only family members (30%). Working permanent resident owners are more likely to live with family members than any other workforce resident relationship (18%), while permanent renters are more likely to live among non-family members (16%). Though non-workforce property owners aged 55 and over are more likely to be couples with no children than people aged 35 to 54 (32% to 4%, respectively), 50% of people over 55 years live with family members. This appears counter-intuitive, given the popular assumption that many people over the age of 55 are likely to be “empty nesters” or retired couples. It may be explained by the respondents revealing who “uses” the property as opposed to who “lives” in the property, given this group do not work in Whistler but own here.



Executive Summary



Satisfaction with Living Arrangements

Overall, workforce members of the community are satisfied with their current living arrangements, with a collective 82% being somewhat or very satisfied. The least satisfied workforce group are seasonal renters, of which 34% express some level of dissatisfaction, followed by permanent renters (22%). The younger people are, the less likely they are to be satisfied, and those making below \$25,000 individually per year are least likely to be satisfied. Taken together, and knowing that the majority of seasonal residents and permanent resident renters do not earn comparatively high individual incomes relative to permanent owners or commuter owners, and are often under the age of 35, it is understandable why a larger proportion of seasonal and permanent renters expresses dissatisfaction than other workforce members. For non-workforce members, a collective 96% indicate some degree of satisfaction.

Among workforce members of the community, price or cost of housing was more than twice as commonly listed as the main reason for dissatisfaction (53%) than the next most frequent reason, which was not enough space/too small (25%). Cost was the number one reason used by all workforce groups except for permanent resident owners, who more frequently indicated space/too small as the reason (38%), or type of housing (33%).

Rental Prospects

Only 30% of workforce-related property owners having suites on their properties, and only 17% of non-workforce participants have them. The majority of workforce-related property owners with suites rent them to a Whistler resident or residents that are working in Whistler (68%), followed by those that rent to Whistler resident/s working elsewhere (14%). 10% indicate they are not renting their suites at all. Most commonly, non-workforce property owners also rent their suites to Whistler residents that are working in Whistler (69%), with 24% not currently renting them at all. For both workforce and non-workforce survey participants, the main reason for not renting their suites is because they are currently being used privately for friends or family (small sample sizes prevent any measures of significance).



Executive Summary



71% of non-workforce property owners are aware that they can rent their properties to business owners for up to a year, with the remainder not being aware of this option but were made aware. Despite this knowledge, the willingness to rent to seasonal workers or permanent workers is still evaluated at “not at all likely” by 77% and 75% of non-workforce owners, respectively.

Future Housing Plans

The majority of workforce members anticipate a change in their living arrangements sometime in the foreseeable future (59%). Most commonly, people anticipate a change within the next 1 to 3 years (27%), immediately (21%), or in the next 3 months (19%). Collectively, 40% of the workforce anticipates a change within the next three months. A combined 84% of seasonal residents anticipate a change in living arrangements either immediately or within the next 3 months. Meanwhile, nearly 60% of permanent resident renters also expect a change within the next year, compared to only 15% of permanent resident owners.

Those people that anticipate a change in living arrangements are most commonly interested in remaining in Whistler (54%), followed by moving elsewhere in British Columbia (11%) and Pemberton (10%). Affordability (22%), a need for more space (16%), and current home no longer being available (11%) are the primary reasons for people anticipating a change. Nearly 15% of workers who anticipate a change are permanent resident renters looking to buy a property (either as restricted-use or as housing market). Over 80% of people who anticipate moving to another city other than Whistler indicate they would stay if they could afford to rent or buy in Whistler.

For non-workforce property owners, a slim majority (54%) expect to keep their current property indefinitely. Most commonly, non-workforce owners anticipate using their property as a vacation property in the future (40%), followed by using it as a permanent home (27%). Only 10% intend to use it to produce revenue through renting or selling.

In total, 72% of property owners anticipate using their properties in the same way as they currently are. A combined 6% of people that live in Whistler more than six months per year (2%), less than six months per year (2%), or use their property as a vacation home (2%) expect to use their property as a permanent residence in the future.



Executive Summary



Overall, 60% of workforce members indicate some level of dissatisfaction with the Mayor's Task Force on Residential Housing. Permanent renters are least satisfied with the Task Force (75% somewhat or very dissatisfied), followed by seasonal residents (66%). Property owners from the workforce are least dissatisfied, at 44%. Individuals earning less than \$25,000 are most likely to be very dissatisfied compared to other income groups (40%). Meanwhile, 73% of non-workforce related property owners are somewhat or very satisfied with the Mayor's Task Force on Resident Housing.

Generally, both workforce and non-workforce indicated strong support for the various density initiatives that were offered as potential opportunities to address the current housing shortage. The top housing initiatives supported by workforce-based community members include:

- Allowing additional new resident-restricted housing developments (92%)
- Allowing 2 smaller detached dwellings instead of 1 larger dwelling (89%)
- Allowing a duplex on a lot zoned for a single family residence (88%)

The top housing initiatives supported by non-workforce-based property owners include:*

- Allowing additional employee resident housing development (87%)
- Allowing a duplex dwelling or a single family home on an existing lot (77%)
- Allowing redevelopment of older properties into higher density (e.g. multi-family four-plexes, apartments) in select areas with close proximity to employment and amenities (75%)

The top incentive identified by workforce residents for encouraging people to work in Whistler is increasing salary or wages (which captured a preference score of 4.1 on 5). Second most common was the provision of subsidized housing (3.7 on 5), followed by ski passes (paid or subsidized) (3.6 on 5). Further research found that, the lower the age, the more important salary and wages are to workforce members, with 47% of people under 35 ranking salary as their top priority, compared to 42% in the 35-54 age group and 33% of people 55 years and older. Subsidized housing was rated more highly among seasonal residents (19%) compared to other workforce groups (all 11% or lower).



Executive Summary



Finally, workforce participants were asked, “Should access to purchasing resident-restricted housing be prioritized based exclusively on the length of time an applicant has been on the Housing Waitlist?” In all, 58% of permanent renters agree, along with 66% of permanent owners, 65% of seasonal residents, 85% of commuter renters, and 55% of commuter owners. Those that answered “no”, were asked a series of follow up questions:

- Should a lower household income gain priority access to resident restricted housing over a higher household income?
- Should a larger family size gain priority access to resident restricted housing over a smaller family size?
- Should the greater number of hours worked per annum gain priority access to resident restricted housing over a fewer number of hours worked per annum?
- Should the greater number of years worked in Whistler gain priority access to resident restricted housing over a fewer number of years worked in Whistler?

It was found that permanent renters are most likely answer yes to the question “Should the greater number of years worked in Whistler gain priority access to resident restricted housing over a fewer number of years worked in Whistler?” (82%), while seasonal residents are most divided in agreement, with 48% agreeing and 52% disagreeing.

This question about prioritizing number of years worked in Whistler for resident restricted housing was answered ‘yes’ more than any other question by 82 % of permanent renters, 67% of permanent owners, and 54% of commuter owners. Meanwhile for seasonal residents, the statement with the highest agreement was “Should a lower household income gain priority access to resident restricted housing over a higher household income?” (66%).

Background, Objectives & Methodology



Background & Objectives



In recent years, the Resort Municipality of Whistler has experienced positive economic growth, and along with this growth have emerged many positive benefits for the community and the surrounding region.

This growth together with other external factors, has also given rise to a number of challenges such as increased housing costs and a constrained residential market. A Mayor's Task Force on Residential Housing was assembled to address these and other related concerns.

To this end, a primary research project has been initiated and completed to provide greater insight into the following:

1. How residential properties are currently being utilized by residents
2. How the workforce housing needs are being met now and implications for the future
3. The communities' expectations for accessibility and availability of housing

A mixed methodology approach was developed to capture perspectives of people that work in Resort Municipality of Whistler and those who do not work but who own property in Whistler.



Methodology



Two forms of outreach were employed in order to maximize stakeholder outreach and two forms of survey were administered depending on the type of respondent. The respondent types for the two different surveys fell into either of the following audiences:

1. People who work in Whistler and who are permanent residents (either renters or owners), seasonal residents, or people who commute to Whistler but live in another community (either renters or owners)
 - This group was termed “workforce”
2. People who own property in Whistler but who do not work in Whistler
 - This group was termed “non-workforce” and given a different survey

Based on a series of screening questions, respondents were filtered into either of the above categories or were not retained in the survey if they did not fit within either.

A mixed methodology was employed to capture survey participants based on:

- Computer Assistant Telephone Interview (CATI) methodology, which randomly contacted 401 participants via a landline phone number or mobile phone number between March 23rd and March 29th
- Intercept methodology, where 356 in-person survey interviews were administered by a team positioned throughout Whistler at different high-traffic locations and at different times of the day between March 29th and March 31st, with results being captured on android tablets

556 participants fell into the “workforce” category. With results being significant to 95% with a margin of error of +/- 4.2%. Meanwhile, 201 people fell into the “non-workforce” survey category, at 95% confidence and a margin of error of +/- 7.1%.



Methodology



In the past, researchers could rest assured that their random samples were accurate simply by calling residences and surveying respondents; however, since the advent of mobile technology, an increasing number of Canadians have opted to go without a landline telephone service and use their cellphones exclusively. Consequently, it was important that the sample frame include both landline and mobile phone numbers. By building this into the sample framework, it has been easier to capture a more reliable and realistic sample distribution.

Surveys were administered only with people aged 18 or older. A good mix of male and female respondents was obtained in order to reflect Whistler's demographic distribution (45% female, 55% male). For telephone participants, survey recorders asked for the person who had the most recent birthday in the household, over the age of 18.

Interpreting the Results

This report presents results from both the resident workforce survey and the non-workforce property owner survey.

The graphs, tables and text boxes pertaining to the **workforce** survey have been coloured in **BLUE** tones

The graphs, tables and text boxes pertaining to the **non-workforce property owner** survey have been coloured in **PINK/PURPLE** tones



Key Findings

Key Findings

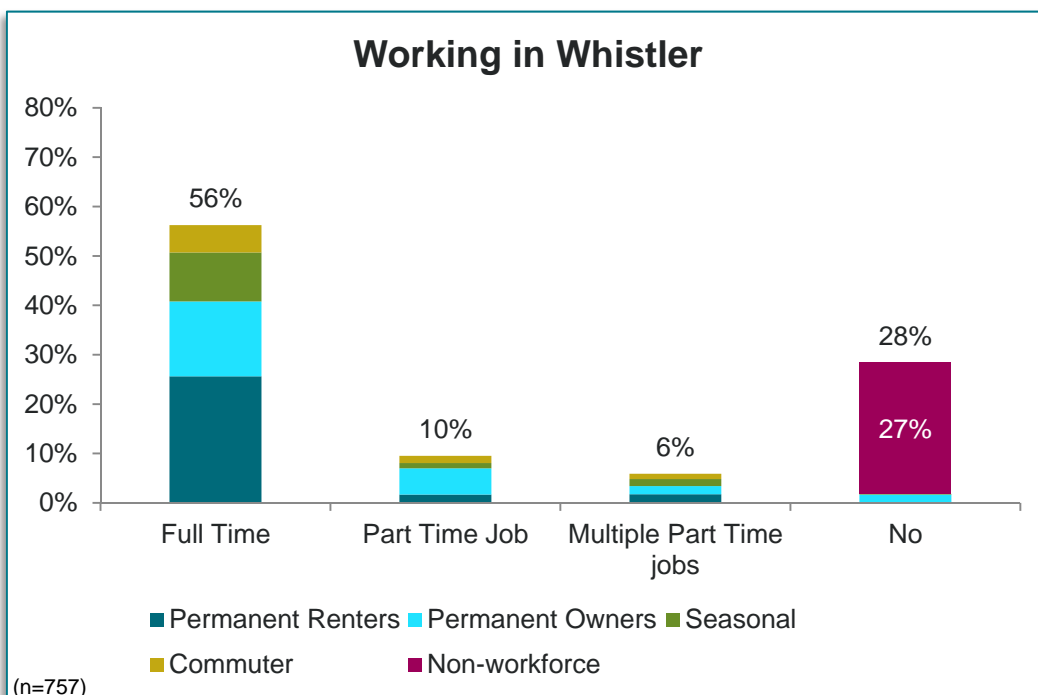
Screening Criteria Results



Screening Criteria Results



The majority of participants work full time in Whistler (77%), with a combined further 21% working either one or more part time jobs in Whistler. Just over one quarter of participants did not work in Whistler (28%), but 27 of 28% were non-workforce property owners.



79% of people under the age of 35 were likely to work fulltime, compared to 69% of people 35 to 54 and 13% of people 55 and over. Meanwhile, people 55 and over were the most likely to not be working in whistler (at 78%).

Also, the higher the individual income, the less likely the individual is to work in Whistler, with 57% of people earning individually more than \$85,000 not working in Whistler, and declining proportions for each successive income bracket.

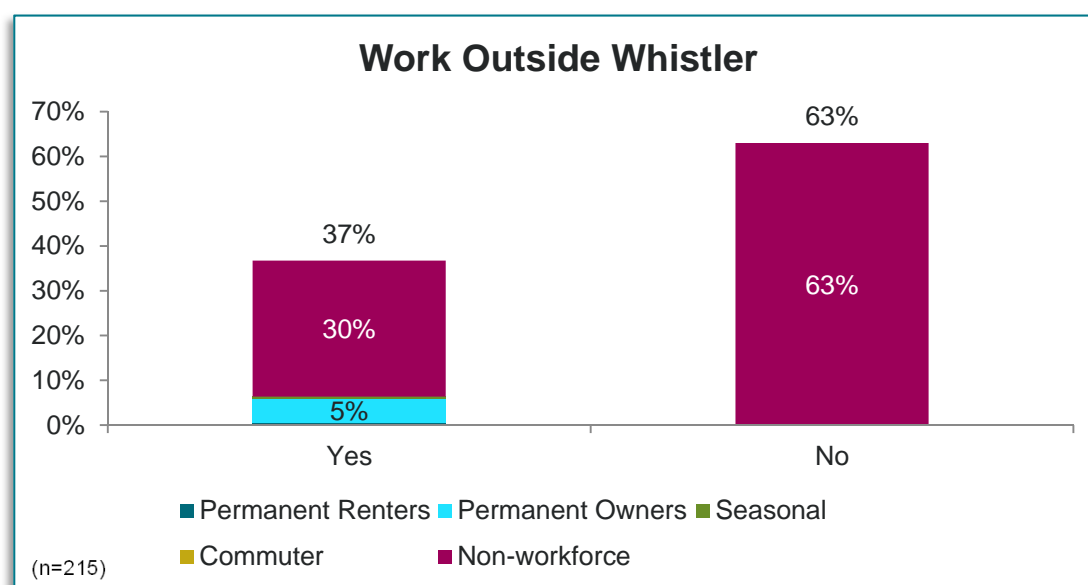
	35 and under	35-54	55+	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K+
Full Time	79%	69%	13%	70%	71%	64%	34%
Part Time Job	11%	9%	7%	14%	9%	6%	6%
Multiple Part Time jobs	9%	7%	2%	12%	7%	2%	3%
No	1%	15%	78%	5%	13%	28%	57%
Total	100%	100%	100%	100%	100%	100%	100%



Screening Criteria Results



For individuals that indicated they did not work full or part-time in Whistler, 37% worked outside of Whistler full or part-time, with the remaining 63% (136 people) answering “no”. This includes people that do not live in whistler.



People in the highest individual income bracket (\$85,000 and over) were equally split on working outside of Whistler and not working outside Whistler. Meanwhile, a significant majority of people in the \$25,000-\$54,000 income bracket did not work outside of Whistler.

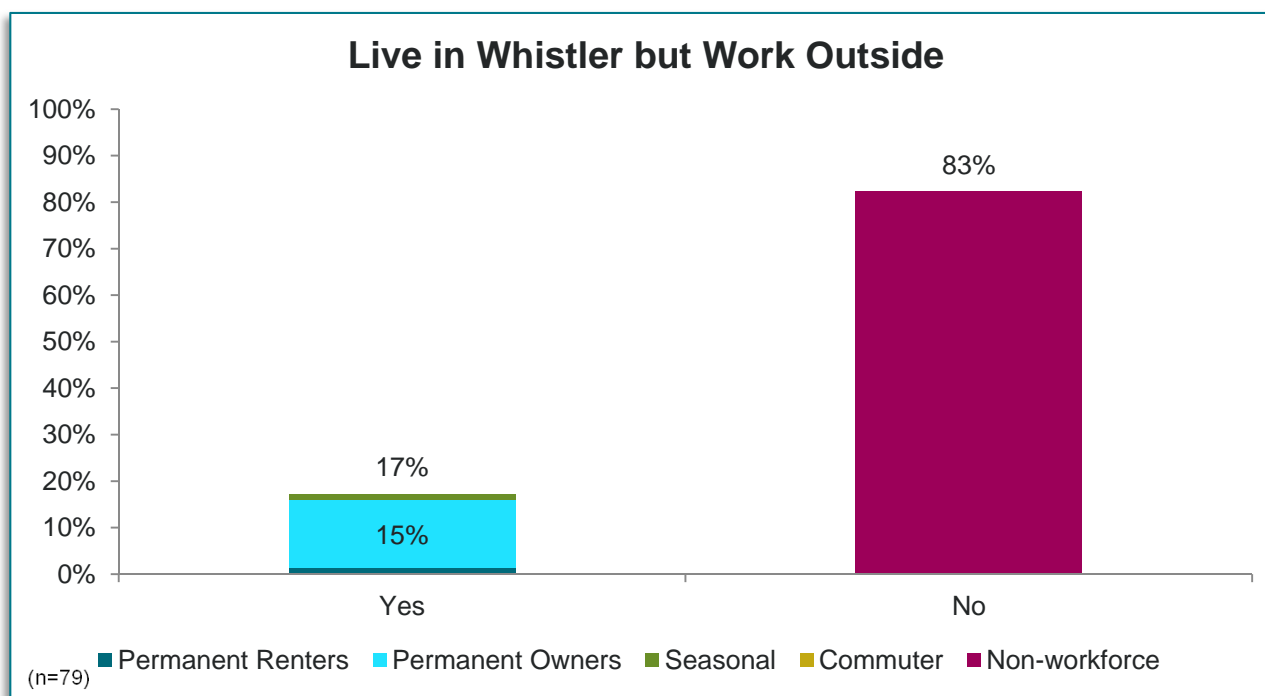
	35 and under	35-54	55+	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Yes	100%	79%	28%	52%	52%	52%	52%
No	0%	21%	72%	52%	52%	52%	52%
Total	100%	100%	100%	52%	52%	52%	52%



Screening Criteria Results



Of the 79 people previous question that answered “no” to working outside whistler, 17% currently live in Whistler but work outside of the community, with 83% not living in Whistler.

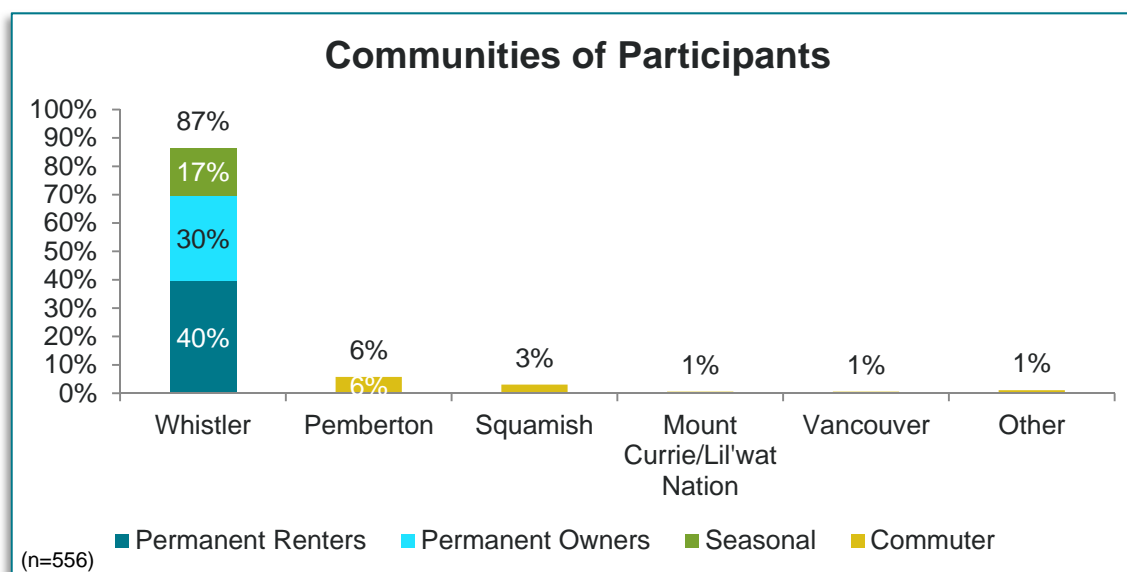




Screening Criteria Results



The majority of participants (87%) live in Whistler, with the remainder most notably coming from Pemberton (6%) or Squamish (3%).



A larger proportion of commuters to Whistler own properties in Pemberton (59%), as opposed to renting (44%).

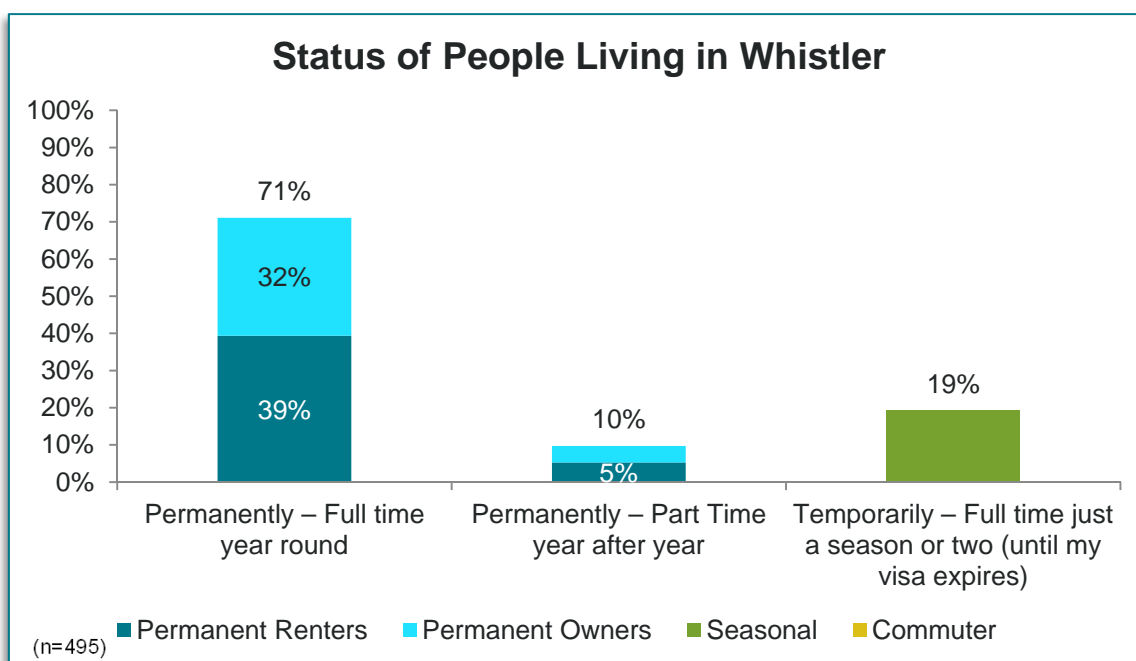
	Commute (rent)	Commute (own)
Pemberton	44%	59%
Other areas	56%	41%
Total	100%	100%



Screening Criteria Results



Those living in Whistler are mainly there permanently full time (71%), compared to 10% who live there only part time year after year, and 19% who are temporarily living in Whistler.



People under the age of 35 were most likely to be temporarily living in Whistler, with 32% of the age group falling into this category, compared to less than 5% of any other age group.

98% of those earning between \$55 and \$94k (household income) live permanently year round in Whistler.

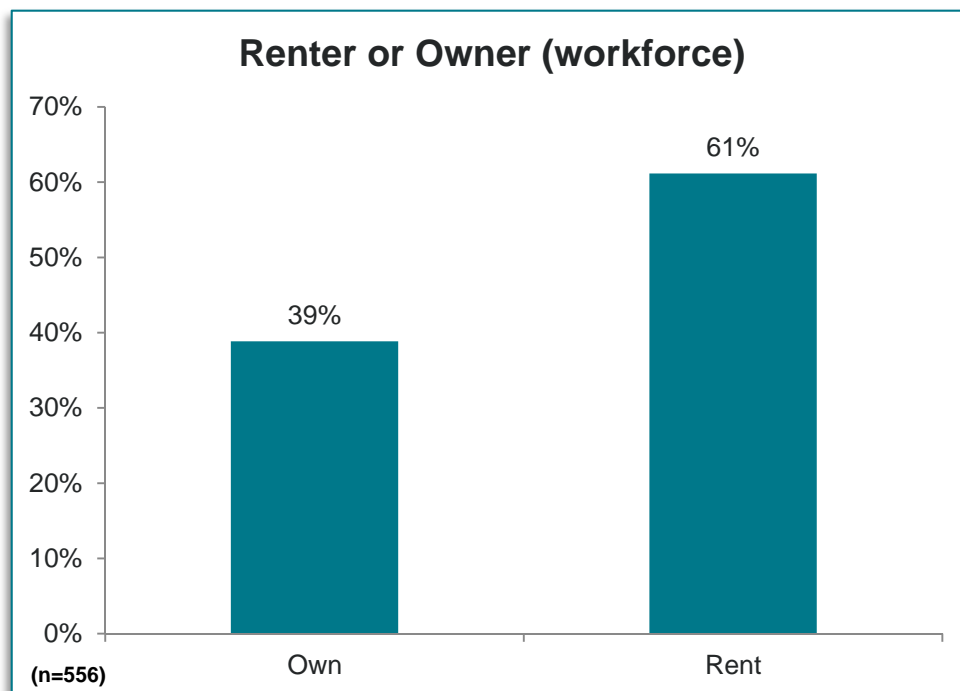
	35 and under	35-54	55+	Under \$55K	\$55K-\$94K	\$95K +
Permanently – Full time year round	58%	93%	81%	85%	98%	89%
Permanently – Part Time year after year	10%	7%	17%	2%	2%	9%
Temporarily – Full time just a season or two	32%	1%	2%	13%	0%	2%
Total	100%	100%	100%	100%	100%	100%



Screening Criteria Results



Most people that work in Whistler rent their home (61%), with the remainder (39%) owning their place of residence.



The older the person, the more likely they are to own their place of residence.

Also of significance, the higher the individual and household income, the more likely the person owns their property as opposed to renting it.

Taken together, it can be inferred that people who own property most commonly are above 35 years old, or have a personal income greater than \$55,000, or household income greater than \$95,000, or some combination thereof.

	35 and under	35-54	55+	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K +	Under \$55K	\$55K-\$94K	\$95K +
Own	15%	71%	78%	16%	31%	60%	79%	29%	42%	82%
Rent	85%	29%	22%	84%	69%	40%	21%	71%	58%	18%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Key Findings

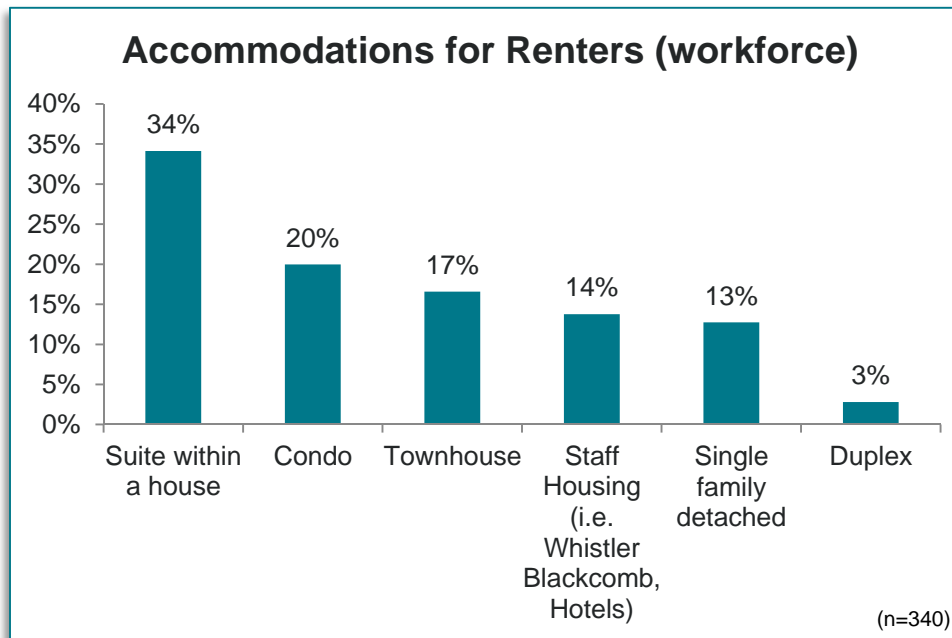
General Residence Arrangements



General Work and Living Arrangements



Most commonly, workforce members that rent occupy a suite in a house (34%), followed by condos (20%), townhouses (17%), staff housing (14%) and single family detached homes (13%). The least occupied form of housing is a duplex (3%).



The younger the person, the more likely they are to live in staff housing.

The lowest income group (under \$25,000) is most likely to live in staff housing. By contrast, people in the \$55,000 to \$84,000 bracket were most likely to rent a suite in a house. Notably, this is considered a medium-income bracket.

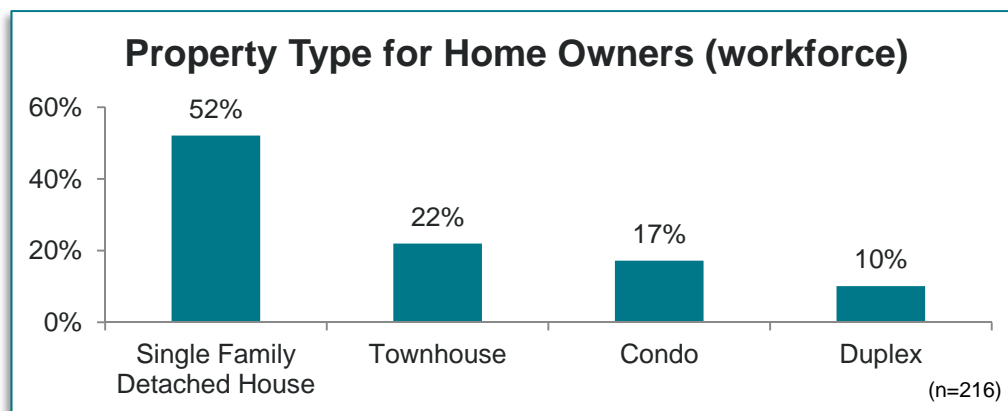
	35 and under	35-54	55+	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Suite	15%	3%	10%	19%	6%	8%	4%
Condo	32%	42%	33%	28%	38%	63%	18%
Townhouse	20%	22%	20%	21%	23%	13%	22%
Staff Housing	16%	19%	16%	15%	16%	4%	44%
Single detached	3%	5%	0%	3%	2%	4%	4%
Duplex	14%	8%	20%	13%	14%	9%	10%
Total	100%	100%	100%	100%	100%	100%	100%



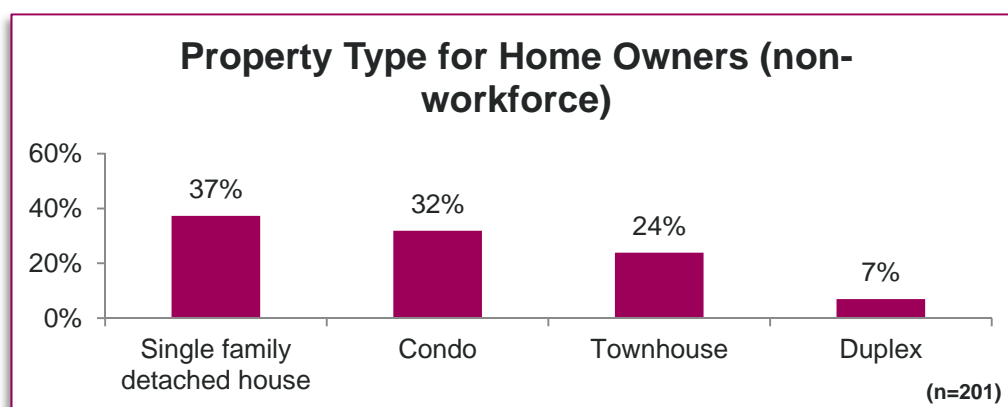
General Work and Living Arrangements



Most commonly, home owners within the workforce own a single detached family house (52%), followed by townhouses (22%), condos (17%), and duplexes (10%). For non-workforce owners, the top choice is also single family detached (37%), but the second most common is a condo (32%).



People 55 years of age or older are most likely to own a single family detached house (68%). Generally, equal proportions of people under 35 and between 35 and 54 own single family detached houses (49%).



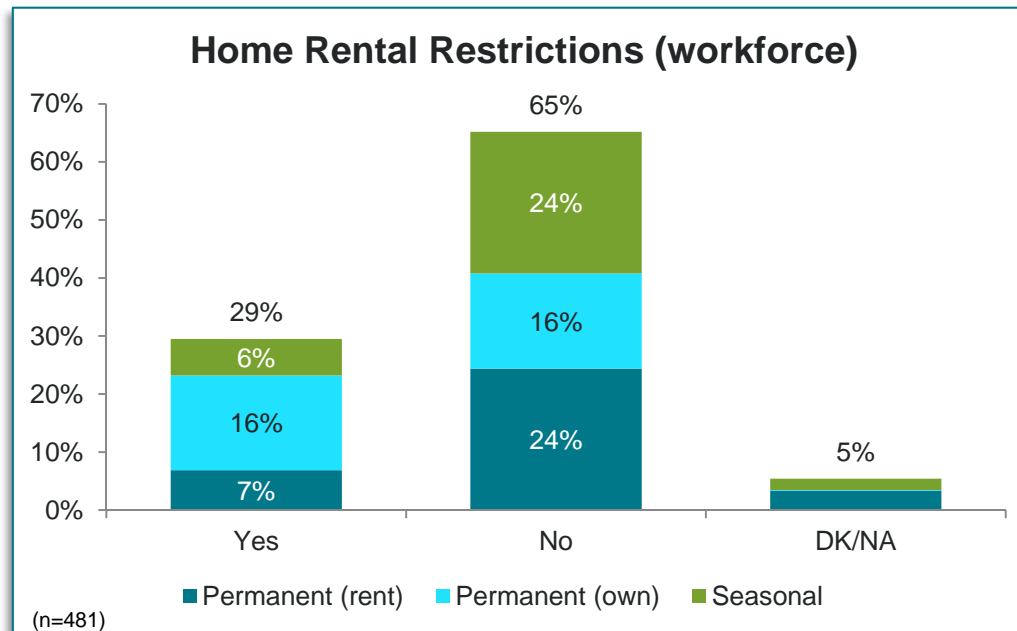
	35 and under	35-54	55+
Condo	18%	17%	11%
Townhouse	10%	28%	16%
Duplex	25%	6%	5%
Single Family Detached House	46%	49%	68%
Total	100%	100%	100%

There is no significant variation across demographic markers in this category.



General Work and Living Arrangements

29% of workforce members are in housing that is restricted to employees only. Equal proportions of permanent owners have restricted and non-restricted housing (16% each). Only 7% of permanent renters are in restricted housing. Meanwhile, a combined 48% of workforce participants living in Whistler are seasonal residents (24%) and permanent resident renters (24%) that do not live in restricted housing.

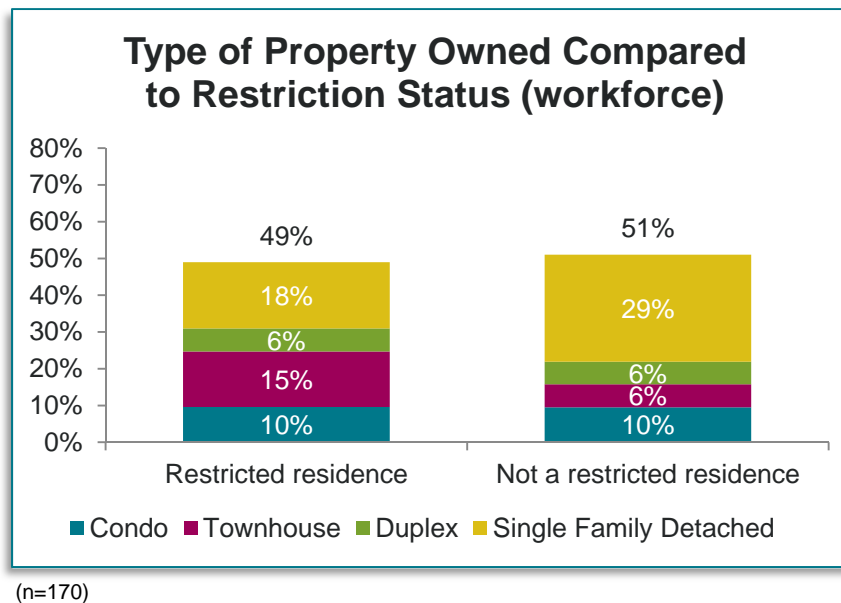


Females are slightly more likely than males to live in restricted housing (36% to 26% respectively).



General Work and Living Arrangements

Probing a little further into the type of property occupied by property owners relative to restrictions on home use, results indicate that those occupying restricted residences are predominantly single family detached residences (18%), which is also the predominant housing type that is unrestricted (29%). A larger proportion of restricted housing exists for townhouse owners (15%) than for those not in a restricted residence (6%).

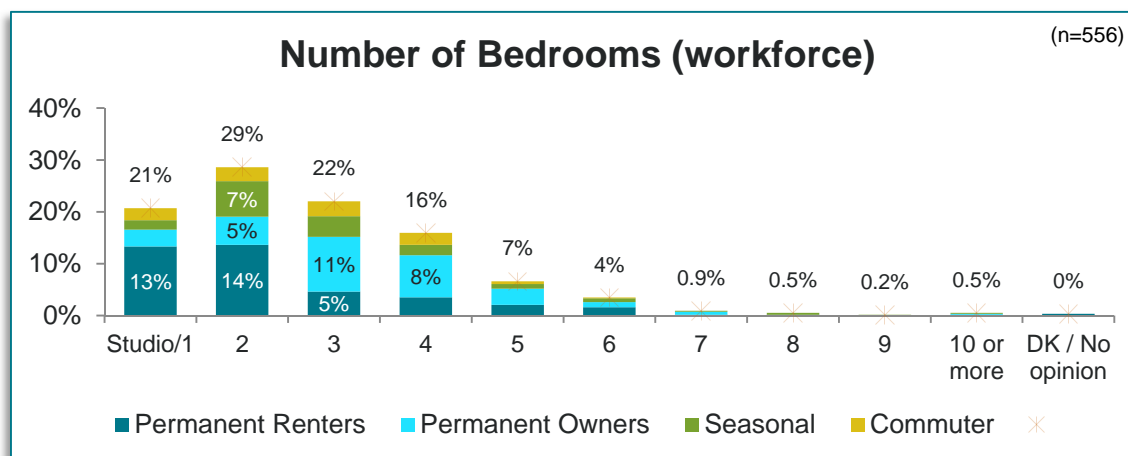




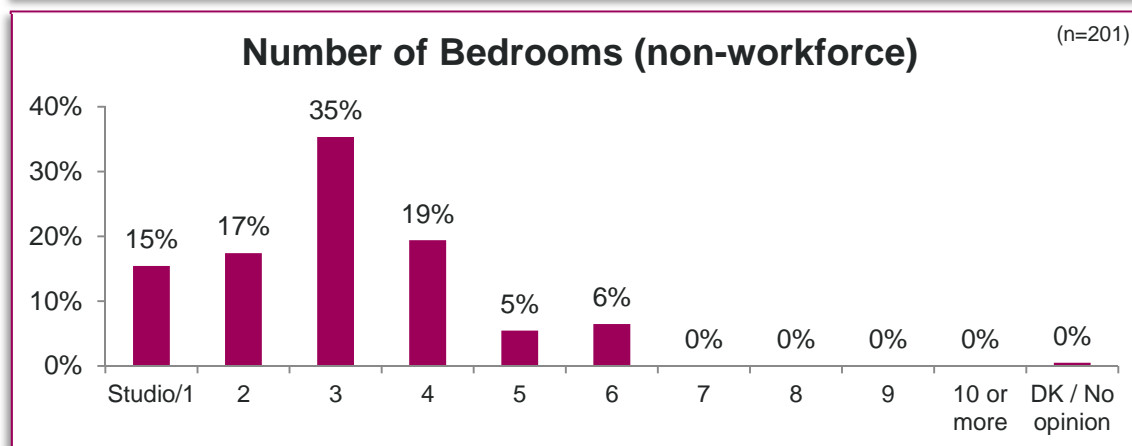
General Work and Living Arrangements



Most commonly for workforce members, residences have 2 bedrooms (22%). For non-workforce members the most common number of bedrooms is 3 (35%).



While permanent renters were the dominant workforce group that had 3 bedroom residences (11%), owners represented the larger proportion to occupy studio and 2 bedroom spaces (13% and 14% respectively).





General Work and Living Arrangements



Additional discussion points about the number of bedrooms presented on the previous page are further outlined below.

A larger proportion of people under 35 (34%) are likely to have 2 bedroom homes than any other age group (22% of 35 to 54 year olds, and 16% over 55 years).

	35 and under	35-54	55+
Studio/1	21%	22%	12%
2	34%	22%	16%
3	19%	25%	34%
4	12%	21%	24%
5	7%	6%	9%
6	4%	3%	2%
7	1%	1%	0%
8	1%	0%	0%
9	0%	0%	0%
10 or more	1%	0%	2%
DK / No opinion	0%	0%	0%
Total	100%	100%	100%

Males are more likely than females to have a studio or 1 bedroom location at 19% to 11%, respectively.

58% of non-workforce owners with a household income below \$55,000 have studio or 1 bedroom properties.

	Male	Female	Household under \$55K	Household \$55K-\$94K	Household \$95K or +
Studio/1	19%	11%	58%	7%	13%
2	16%	19%	8%	14%	13%
3	35%	35%	25%	57%	40%
4	17%	23%	8%	14%	18%
5	6%	5%	0%	7%	6%
6	7%	5%	0%	0%	10%
7	0%	0%	0%	0%	0%
8	0%	0%	0%	0%	0%
9	0%	0%	0%	0%	0%
10 or more	0%	0%	0%	0%	0%
DK / No opinion	0%	1%	0%	0%	0%
Total	100%	100%	100%	100%	100%

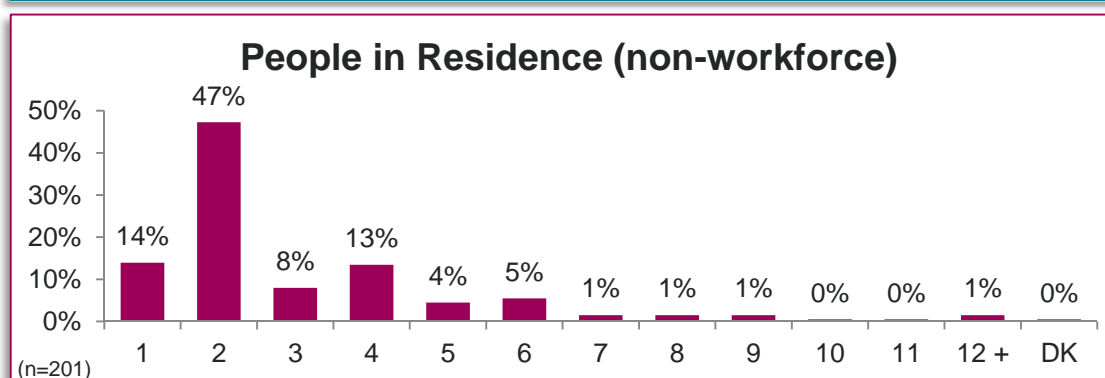
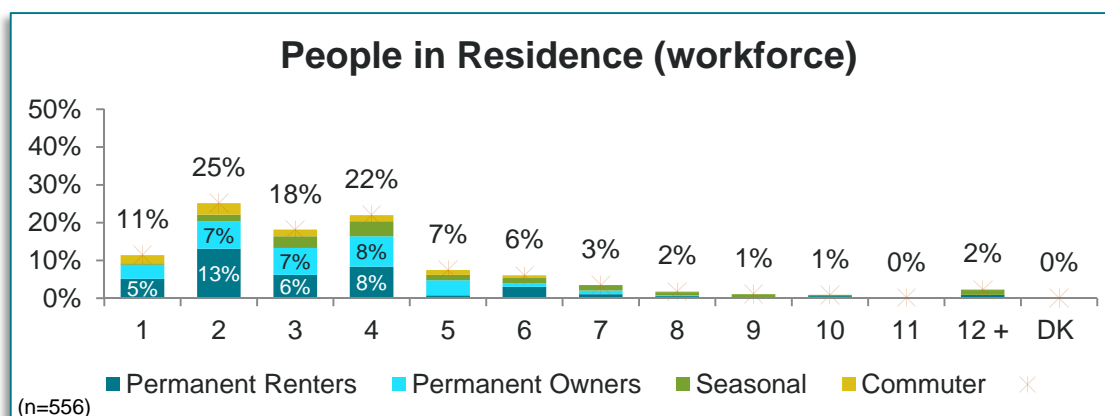


General Work and Living Arrangements



Most commonly for workforce members, households have 2 people living in them (25%), followed by 4 people (22%), and 3 people (18%). For non-workforce members there is a significant cluster of two person residences (47%).

Notably, seasonal residents are less likely than any other group to have only one other person in the residence work in Whistler. Meanwhile, commuters are least likely have four other people working in Whistler.





General Work and Living Arrangements



These items continue discussions related to the number of people per residence, which began on the previous page.

Larger proportions of people under 55 years of age are more likely to have 4 people per household (24% under 35 and 23% between 35 and 54), while a larger proportion of people 55 and over are likely to have 2 people per household (39.5%).

	35 and under	35-54	55+
1	9%	12%	17%
2	23%	25%	39.5%
3	17%	18%	23%
4	24%	23%	12%
5	4%	15%	4%
6	8%	4%	1%
7	4%	2%	1%
8	2%	0%	3%
9	2%	0%	0%
10	2%	0%	0%
11	0%	0%	0%
12 +	4%	1%	0%
DN	0%	0%	0%
Total	100%	100%	100%

People that are 55 years or older are more likely to live alone, constituting 15% of that age group's distribution.

People aged 35 to 54 are more likely to have 4 people living in their residence than those that are 55 and over (33% to 11%, respectively).

	35 and under	35-54 years	55 or +
1	0%	0%	15%
2	33%	13%	53%
3	0%	21%	7%
4	0%	33%	11%
5	33%	8%	4%
6	33%	13%	4%
7	0%	4%	1%
8	0%	8%	1%
9	0%	0%	2%
10	0%	0%	1%
11	0%	0%	1%
12 +	0%	0%	2%
DK	0%	0%	1%
Total	100%	100%	100%



General Work and Living Arrangements

Because survey questions addressed the number of bedrooms in each residence and the number of people that live in each, it is possible to overlay these two variables for each type of respondent in the workforce survey. The results are the four cross tabulation tables below and on the next page, where the number of residents per household (rows) are compared to the number of rooms in the residence (columns). The darker the green the higher the proportion.

Permanent (rent)(n=221)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
1 person	10%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0.5%
2 People	20%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3 People	3%	6%	3%	0%	2%	0%	0%	0%	0%	0%	0%
4 People	1%	10%	5%	5%	0%	0%	0%	0%	0%	0%	0%
5 People	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
6 People	0%	3%	1%	1%	2%	1%	0%	0%	0%	0%	0%
7 People	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
8 People	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
9 People	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10 or more	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0.5%

Permanent (own) (n=179)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
1 person	5%	1%	1%	4%	0%	0%	1%	0%	0%	0%	0%
2 People	3%	7%	7%	4%	2%	0%	0%	0%	0%	1%	0%
3 People	1%	5%	10%	5%	1%	0%	0%	0%	0%	0%	0%
4 People	0%	3%	12%	6%	3%	0%	0%	0%	0%	0%	0%
5 People	0%	0%	1%	6%	3%	2%	0%	0%	0%	0%	0%
6 People	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%
7 People	0%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%
8 People	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
9 People	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10 or more	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%



General Work and Living Arrangements

Seasonal (n=95)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
1 person	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2 People	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3 People	2%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%
4 People	1%	17%	3%	2%	0%	0%	0%	0%	0%	0%	0%
5 People	0%	1%	5%	1%	1%	0%	0%	0%	0%	0%	0%
6 People	0%	2%	3%	2%	1%	0%	0%	0%	0%	0%	0%
7 People	8%	0%	2%	3%	0%	2%	0%	1%	0%	0%	0%
8 People	0%	1%	2%	2%	0%	0%	0%	0%	0%	0%	0%
9 People	0%	0%	2%	2%	1%	0%	0%	0%	0%	0%	0%
10 or more	0%	0%	1%	1%	0%	4%	0%	2%	1%	1%	0%

Commuter (all) (n=61)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
1 person	13%	5%	0%	2%	0%	0%	0%	0%	0%	0%	0%
2 People	8%	8%	5%	5%	2%	0%	0%	0%	0%	0%	0%
3 People	0%	7%	7%	2%	2%	0%	0%	0%	0%	0%	0%
4 People	0%	0%	10%	3%	2%	0%	0%	0%	0%	0%	0%
5 People	0%	2%	5%	3%	0%	2%	0%	0%	0%	0%	0%
6 People	0%	2%	0%	5%	0%	0%	0%	0%	0%	0%	0%
7 People	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8 People	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
9 People	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10 or more	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%



General Work and Living Arrangements

The preceding tables reveal some interesting findings.

First, permanent renters tend to have smaller amounts of space (i.e. fewer bedrooms) with more people in them relative to permanent owners. For example, 16% of permanent renters have 2 bedroom spaces with between 3 and 4 people in them, while for permanent owners only 8% of bedroom spaces have 3 to 4 people living in them. By contrast, a combined 22 % of owners have 3 to 4 people in a 3 bedroom location compared to 8% of permanent renters.

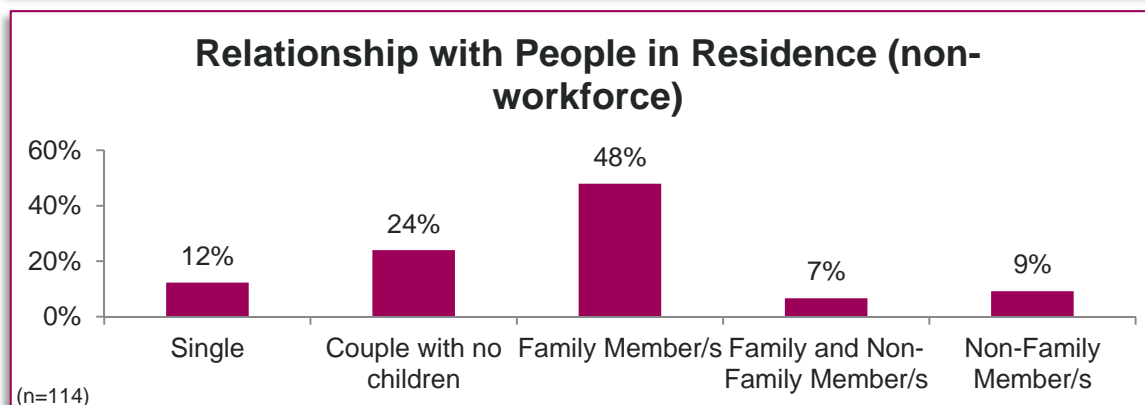
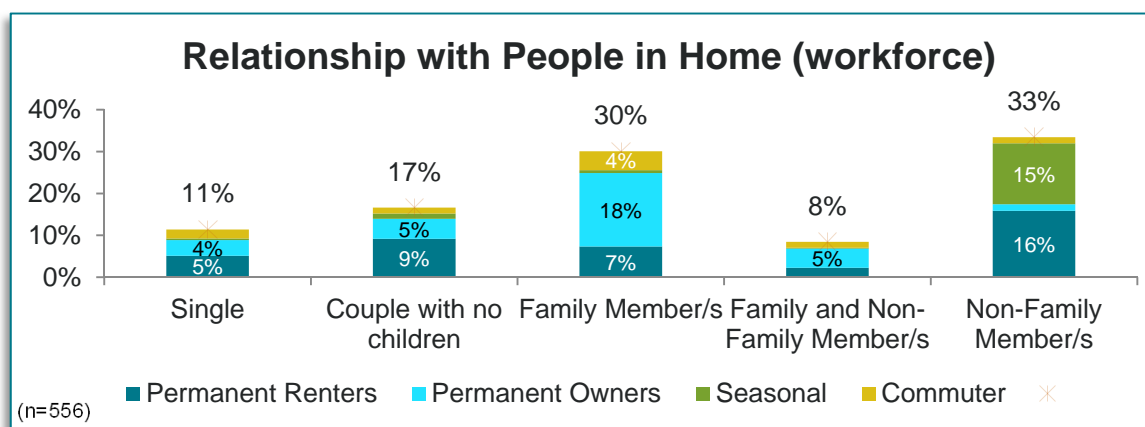
Also notable is that permanent owner distributions are similar to commuter distributions, while seasonal resident distributions are more comparable to permanent renters; with the exception of a notable cluster of 8% of seasonal residents sharing a studio/1 bedroom space among 7 people.



General Work and Living Arrangements



Among workforce members, most commonly, households are composed of non-family members (33%), followed by just family members (30%). For non-workforce property owners, the majority (48%) share their residence with family members. Meanwhile, for workforce community members, 31% share a space with non-family members (i.e. renters, whether they be permanent or seasonal staff), while for non-workforce property owners this is only 9%.





General Work and Living Arrangements



The discussions below are based on further elaboration of results related to the previous page concerning the types of relationships that survey participants have with other people in their residences.

The lower the personal income the more likely the residence is rented to non-family members. Meanwhile the higher the individual income, the more likely the space is occupied only by family members.

	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Couple with no children	11%	24%	30%	17%
Family Member/s	15%	33%	40%	66%
Family and Non-Family Member/s	4%	16%	10%	7%
Non-Family Member/s	70%	27%	20%	11%
Total	100%	100%	100%	100%

Predictively, people aged 55 and over are more likely to be couples with no children than people aged 35 to 54 (32% to 4%, respectively); however, 50% of people over 55 years still live with family members.

	35 and under	25-54 years	55 or +
Couple with no children	33%	4%	32%
Family Member/s	67%	83%	50%
Family and Non-Family Member/s	0%	8%	7%
Non-Family Member/s	0%	4%	11%
Total	100%	100%	100%



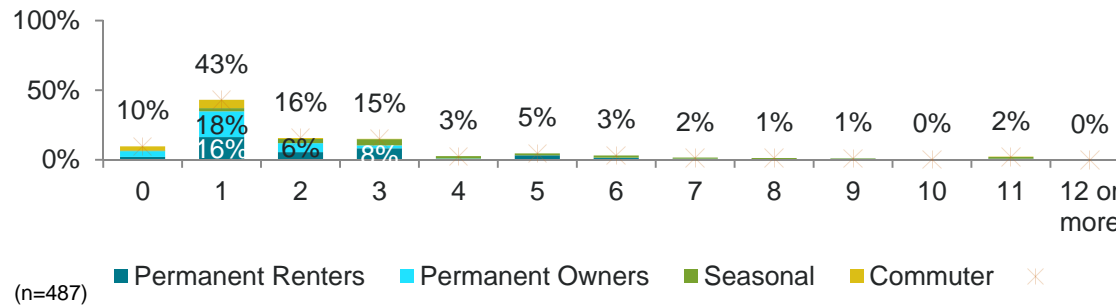
General Work and Living Arrangements



Most commonly among workforce community members, households have only one additional person working in Whistler (43%), followed more distantly by those with 2 or 3 people working (16% and 15%, respectively). Fewer than 10% have more than 6 residents working in Whistler. An additional 10% had no additional residents working in Whistler.

Twice as many permanent owners as permanent renters had no additional people working in Whistler (5% by 13%). By contrast, virtually no seasonal residents (3%) are in a living situation where no other member of the residence works in Whistler.

Additional People in Home Working in Whistler (workforce)



	Personal Income			
	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K or +
0	4%	6%	10.5%	26%
1	26%	51%	69%	43%
2	13%	18%	10%	22%
3	20%	18%	8%	6%
4	4%	1%	3%	0%
5	14%	2%	0%	0%
6	7%	0%	0%	0%
7	3%	1%	0%	2%
8	3%	0%	0%	0%
9	1%	2%	0%	0%
10	0%	0%	0%	0%
11	5%	1%	0%	2%
12 or +	0%	0%	0%	0%
Total	100%	100%	100%	100%

The lower the personal income level, the more likely people are to have one or more additional people working in Whistler.

A larger proportion of people that earn \$85,000 or more (26%) have no additional people in the household working in Whistler than any other income groups, with the next closest being \$55,000 to \$84,000 at 10.5%.



General Work and Living Arrangements



Taking the number of additional people working in Whistler by the number of rooms, the following tables are presented over the next two pages, with a brief discussion to follow.

Permanent (rent) (n=193)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
None	1%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	24%	16%	1%	0%	0%	0%	0%	0%	0%	1%	0%
2 other	1%	6%	3%	1%	3%	1%	0%	0%	0%	0%	0%
3 other	1%	7%	7%	6%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	3%	1%	1%	2%	1%	0%	0%	0%	0%	0%
6 other	0%	1%	0%	1%	1%	1%	0%	0%	0%	0%	0%
7 or more others	0%	0%	1%	2%	1%	2%	1%	1%	0%	0%	1%

Permanent (own) (n=158)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
None	0%	3%	4%	4%	2%	0%	0%	0%	0%	0%	0%
1 other	5%	13%	26%	12%	1%	0%	0%	0%	0%	1%	0%
2 other	0%	2%	5%	4%	6%	2%	1%	0%	0%	0%	0%
3 other	0%	0%	1%	2%	2%	1%	0%	0%	0%	0%	0%
4 other	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%

Part 1



General Work and Living Arrangements



Seasonal (n=93)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
None	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%	0%
1 other	5%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%
2 other	2%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%
3 other	1%	17%	3%	2%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	1%	4%	3%	1%	0%	0%	0%	0%	0%	0%
5 other	0%	2%	3%	1%	1%	0%	0%	0%	0%	0%	0%
6 other	0%	2%	3%	0%	2%	0%	1%	0%	0%	0%	0%
7 or more others	0%	1%	5%	4%	1%	4%	0%	2%	1%	0%	0%

Commuter (all) (n=49)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	Don't know
None	0%	2%	16%	8%	2%	0%	0%	0%	0%	0%	0%
1 other	10%	20%	12%	12%	4%	2%	0%	0%	0%	0%	0%
2 other	0%	0%	4%	2%	0%	0%	0%	0%	0%	0%	0%
3 other	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Part 2



General Work and Living Arrangements



A larger cluster of permanent renters have one other person working in their residence and occupy a 1 or 2 bedroom space than permanent owners (40% to 18%, respectively). Owners are more likely to have 1 other person working but have a 3 or 4 bedroom home, compared to permanent renters (38% to 1%, respectively).

Seasonal residents tend to have a larger proportion of 2 to 3 other residents working in Whistler while occupying a 2 bedroom space (29%) compared to any other group.

Finally, commuters to Whistler tend to have a maximum one other person in the residence that also works in Whistler, regardless of the size of the residence.



General Work and Living Arrangements



In addition to conducting cross-tabulations according to the type of workforce participant for the number of additional people in the residence also working in Whistler relative to number of bedrooms, cross-tabulations were also conducted for the different types of property for both renters and owners. These are provided in turn and discussed.

Staff Housing Renters (n=44)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
1 other	0%	7%	0%	0%	1%	0%	0%	0%	0%	2%	0%
2 other	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%
3 other	2%	31%	9%	2%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	4%	4%	0%	2%	0%	0%	0%	0%
7 or more others	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%	0%

Suite in House Renters (n=95)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	38%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%
2 other	1%	5%	2%	2%	0%	2%	0%	0%	0%	0%	0%
3 other	1%	6%	0%	7%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	0%	1%	2%	0%	1%	0%	1%	0%	0%	0%

Staff housing renters tend to be clustered within two bedroom spaces with between 1 and 3 other people, with 54% of people living in this kind of arrangement and others more diversely distributed across different sizes of accommodation and number of additional people working in Whistler. By contrast, for people living in suites, most commonly they either share a space with one other person working in Whistler in a single suite (38%), or with 1 to 3 others in a two bedroom location (28%).

Part 1



General Work and Living Arrangements



Condo Renters (n=59)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	27%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%
2 other	3%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3 other	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	11%	3%	0%	2%	2%	0%	0%	0%	0%	0%
6 other	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%

Condo Owners (n=28)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0%	6%	5%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	34%	35%	5%	5%	0%	0%	0%	0%	0%	0%	0%
2 other	1%	1%	8%	0%	0%	0%	0%	0%	0%	0%	0%
3 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Condo renters most typically have spaces with no more than 2 bedrooms; however, the range of people living in these spaces is broad between 1 additional person working in Whistler and 5 others.

By contrast, 90% of condo owners have no more than one additional person working, regardless of size.

Part 2



General Work and Living Arrangements



Townhouse Renters (n=51)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	4%	10%	4%	0%	0%	0%	0%	0%	0%	0%	0%
2 other	0%	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%
3 other	2%	2%	21%	4%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	1%	4%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	4%	2%	0%	0%	0%	0%	0%	0%
6 other	0%	4%	0%	0%	0%	4%	0%	0%	0%	0%	0%
7 or more others	0%	0%	8%	2%	2%	4%	2%	0%	0%	0%	0%

Townhouse Owners (n=42)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0%	6%	11%	0%	1%	0%	0%	0%	0%	0%	0%
1 other	2%	27%	28%	2%	0%	0%	0%	0%	0%	0%	0%
2 other	0%	6%	5%	3%	0%	0%	0%	0%	0%	0%	0%
3 other	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%

Townhouse renters show some general trends associated with a increasing number of bedrooms relative to increases in the number of people working in Whistler. By contrast, 90% of condo owners have no more than one additional person working, regardless of size. Those renting townhouses are therefore distinct from those that own them, as the trend identified among townhouse renters is not duplicated among townhouse owners.

The greater the number of townhouse renters working in Whistler, the more likely they are to occupy spaces with more rooms; whereas for townhouse owners, there is no relationship between increased number of workers and increased number of rooms.

Part 3



General Work and Living Arrangements



Single Family Detached Renters (n=41)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	2%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2 other	0%	5%	2%	0%	12%	0%	0%	0%	0%	0%	0%
3 other	0%	14%	3%	7%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	2%	2%	7%	2%	5%	0%	5%	0%	0%	0%

Single Family Detached Owners (n=28)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0%	6%	5%	0%	0%	0%	0%	0%	0%	0%	0%
1 other	34%	35%	5%	5%	0%	0%	0%	0%	0%	0%	0%
2 other	1%	1%	8%	0%	0%	0%	0%	0%	0%	0%	0%
3 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6 other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7 or more others	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Single family detached house renters are generally distributed diversely among different workforce numbers and bedroom sizes. While there is some evidence of a trend that is similar to townhouse renters shown on the previous page, it is less pronounced and more diffused.

By contrast, single family detached house owners mirror nearly exactly townhouse and condo owners, with 90% having one or no other people working in Whistler. Most commonly, there is one additional person for a one or two bedroom single detached house (69% combined). The result is counter-intuitive, given that most single family detached homes often have more than 2 bedrooms.

Part 3



General Work and Living Arrangements



Duplex Renters (n=10)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0	0	0	1	0	0	0	0	0	0	0
1 other	1	1	0	0	0	0	0	0	0	0	0
2 other	0	0	1	0	0	0	0	0	0	0	0
3 other	0	0	0	2	0	0	0	0	0	0	0
4 other	0	0	0	0	0	0	0	0	0	0	0
5 other	0	0	1	0	0	0	0	0	0	0	0
6 other	0	0	1	0	1	0	0	0	0	0	0
7 or more others	0	0	0	0	0	1	0	0	0	0	0

Duplex Owners (n=17)	1 / Studio	2	3	4	5	6	7	8	9	10 or more	DK
None	0	0	1	1	1	0	0	0	0	0	0
1 other	0	1	9	5	0	0	0	0	0	0	0
2 other	0	0	0	0	0	0	0	0	0	0	0
3 other	0	0	0	0	0	0	0	0	0	0	0
4 other	0	0	0	0	0	0	0	0	0	0	0
5 other	0	0	0	0	0	0	0	0	0	0	0
6 other	0	0	0	0	0	0	0	0	0	0	0
7 or more others	0	0	0	0	0	0	0	0	0	0	0

Note that the Duplex rental and owner results are not provided in percentages (%), because there are only 10 and 17 people, respectively, in this accommodation category, which is likely to skew results if demonstrated as percentages.

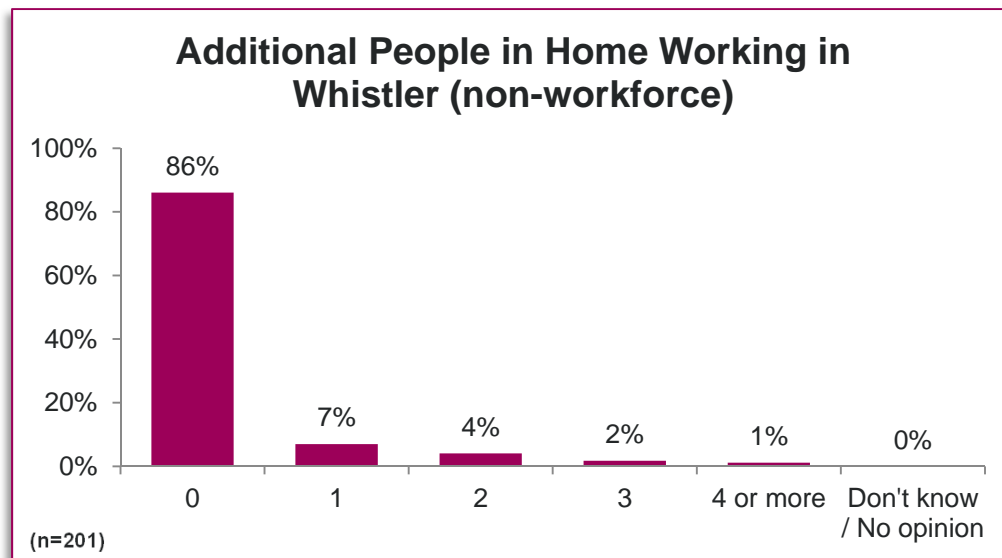
The degree of fragmentation is greater among duplex renters than owners, with owners being more homogenous. The majority of people have no more than one additional person working in Whistler but have between 3 and 4 bedrooms (14 people).



General Work and Living Arrangements



Overwhelmingly, 86% of non-workforce members have no other people in their household working in Whistler. The largest portion of respondents that have someone else working in Whistler is 7% who indicated one person works in the community.



Females were more likely than males to indicate one other person in the household works in Whistler (11.5% to 3%, respectively).

People in \$55,000 to \$84,000 personal income bracket were the most likely to indicate no other person works in Whistler (at 95%, with no other group being greater than 84%).

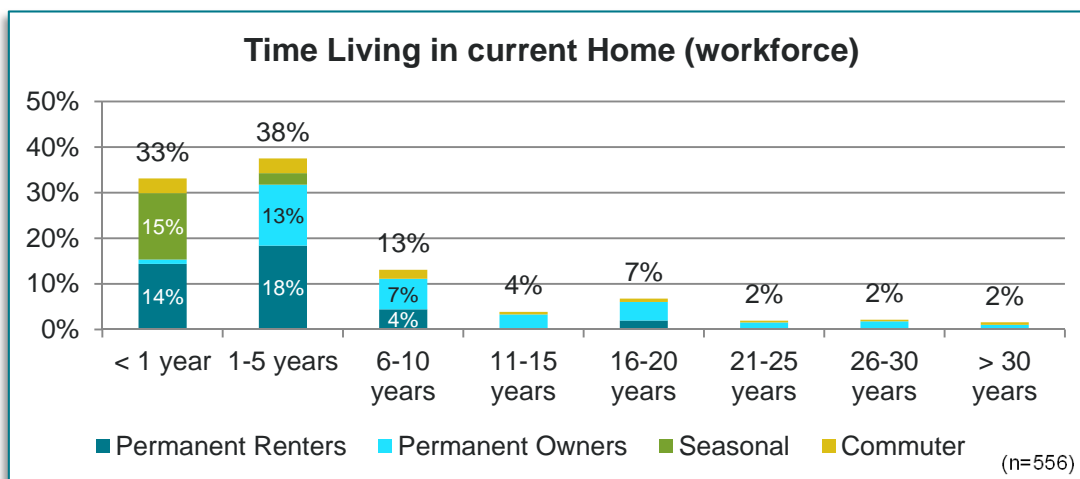
	Male	Female	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
0	89%	82%	80%	67%	95%	85%
1	3%	12%	0%	14%	0%	11%
2	5%	3%	0%	14%	5%	2%
3	2%	1%	20%	5%	0%	2%
4 or more	0%	3%	0%	0%	0%	2%
Total	100%	100%	100%	100%	100%	100%



General Work and Living Arrangements



Most commonly, workforce members have lived in their current residence between 1 and 5 years (38%), followed by having lived there for less than a year (33%), or between 6 and 10 years (13%). In total, 16% of residents have lived in their current residence for 11 years or longer.



85% of seasonal residents have lived in their current residence for less than a year, which can be expected given the transient nature of the workforce. Equal proportions of commuters have lived in their residence for a year or less (30%) and between 1 and 5 years (30%).

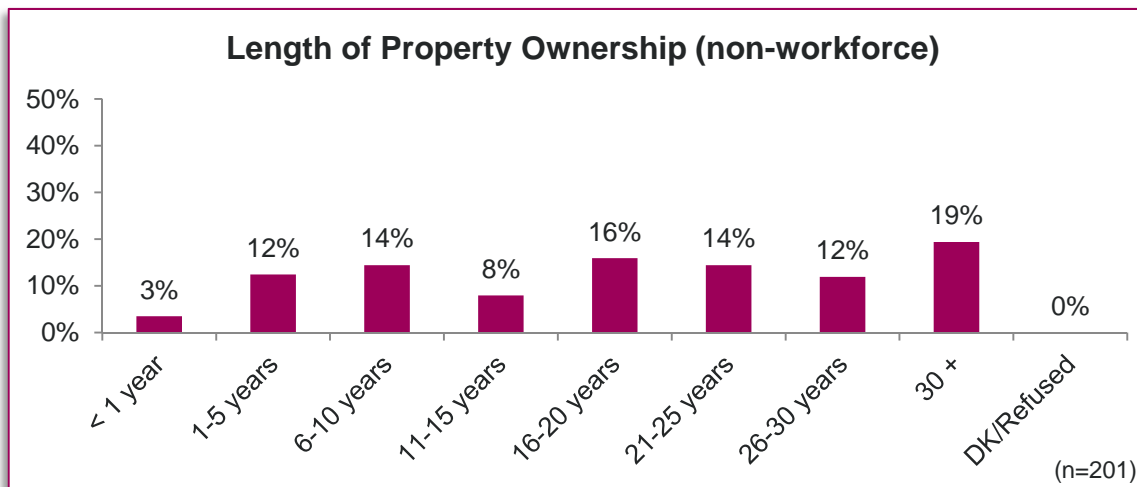
	Permanent (Rent)	Permanent (Own)	Seasonal	Commuter
Less than 1 year	36%	3%	85%	30%
1-5 years	46%	42%	15%	30%
6-10 years	11%	21%	0%	18%
11-15 years	1%	9%	0%	5%
16-20 years	5%	13%	0%	7%
21-25 years	1%	4%	0%	3%
26-30 years	0%	5%	0%	3%
Over 30 years	0%	3%	0%	5%
Total	100%	100%	100%	100%



General Work and Living Arrangements



Results indicate there is diversity in the length of time that non-workforce members have owned their properties. Most frequently, 19% of people have owned them for longer than 30 years, followed closely by 16% who have lived there between 16 and 20 years, and 14% who have lived there between 6 and 10 years. The median length of time that people have owned their property is 20 years, with 61% having owned theirs for more than 15 years.



	35 and under	35-54	55+
< 1 year	0%	8%	3%
1-5 years	33%	33%	9%
6-10 years	67%	25%	12%
11-15 years	0%	4%	8%
16-20 years	0%	13%	17%
21-25 years	0%	13%	14%
26-30 years	0%	0%	14%
> 30 years	0%	4%	21%
Total	100%	100%	100%

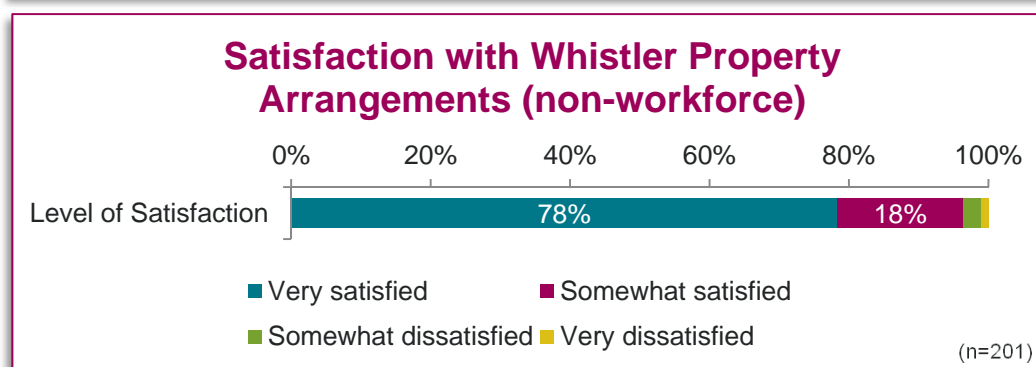
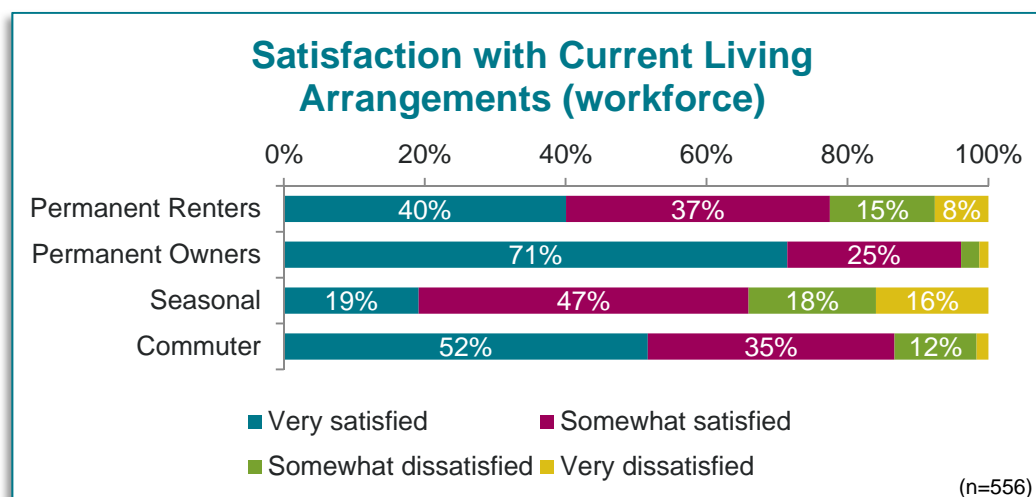
While a larger portion of people that are aged 35 to 54 was likely to have owned a property for 26 to 30 years than people aged 55 and older (17% to 6.5%, respectively), the inverse is evident for those who have owned their properties for greater than 30 years (14% to 26%, respectively)



General Work and Living Arrangements



Overall, workforce members are satisfied with their current living arrangements. Seasonal residents had the largest proportion of people that were somewhat or very dissatisfied (34%). For non-workforce members, a collective 96% indicate some degree of satisfaction.





General Work and Living Arrangements



The discussions below pertain to aspects of the content in the previous page regarding satisfaction with living arrangements.

While 96% of home owners indicate they are either somewhat or very satisfied, only 77% of renters felt the same way.

The higher the *household* income, the more likely people are to be very satisfied.

All people in the bottom two *individual* income categories indicate they are either somewhat or very satisfied; though other income categories also rated their level of satisfaction positively (at 95.5% for \$55,000 to \$84,000, and 93% for those at \$85,000 or more).

	Permanent (rent)	Permanent (own)	Under \$55K	\$55K-\$94K	\$95K and +
Very satisfied	40%	71%	40%	50%	73%
Somewhat Satisfied	37%	25%	40%	40%	21%
Somewhat dissatisfied	15%	3%	15%	10%	4%
Very dissatisfied	8%	1%	5%	0%	3%
Total	100%	100%	100%	100%	100%

Permanent Renters	Under \$55K	\$55K-\$94K	\$95K and +
Very Satisfied	12%	17%	14%
Somewhat Satisfied	13%	22%	5%
Somewhat Dissatisfied	7%	6%	1%
Very Dissatisfied	2%	0%	1%

The cross-tab indicates that permanent renters have higher levels of satisfaction in the middle income range, and are least satisfied in the lower income range.

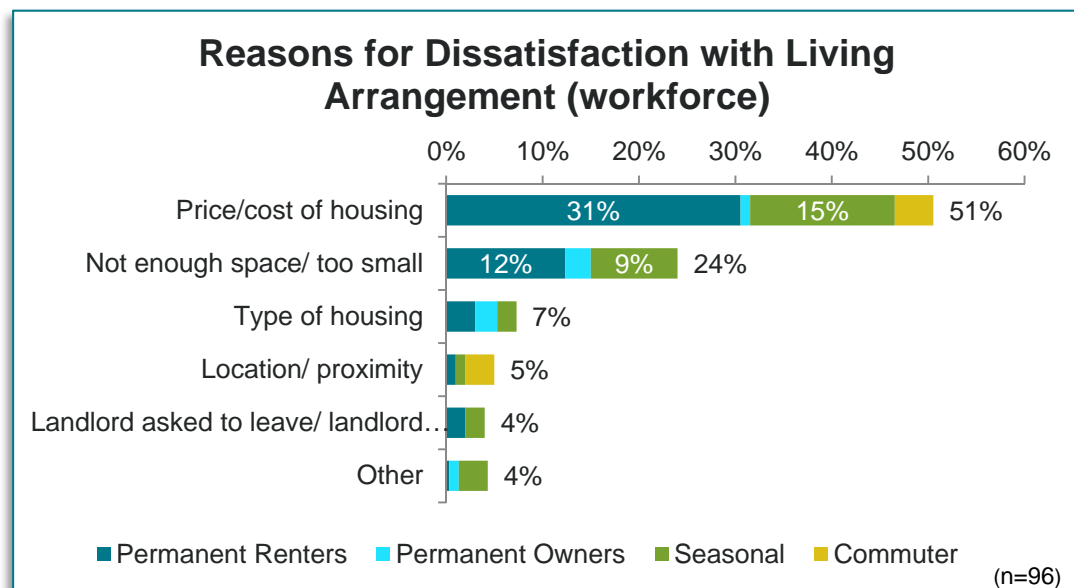
	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K +
Very satisfied	100%	75%	77%	77%
Somewhat satisfied	0%	25%	18%	16%
Somewhat dissatisfied	0%	0%	5%	6%
Very dissatisfied	0%	0%	0%	1%
Total	100%	100%	100%	100%



General Work and Living Arrangements



Price or cost of housing is more than twice as commonly listed as the main reason for dissatisfaction (53%) among workforce members as the next most frequent reason, which is *not enough space/too small* (25%).



97% of respondents with a household income lower than \$55,000 identified price or cost of housing as the main reason for dissatisfaction, compared to 14% of respondents with household incomes between \$55,000 and \$94,000 and above \$95,000 (28%).

	Under \$55K	\$55K-\$94K	\$95K +
Price/cost of housing	97%	14%	28%
Not enough space/ too small	3%	72%	22%
Type of housing	0%	0%	46%
Location/ proximity	0%	0%	0%
Landlord asked to leave/ landlord moving back in/ rude landlord	0%	0%	0%
Other	0%	14%	4%
Total	100%	100%	100%

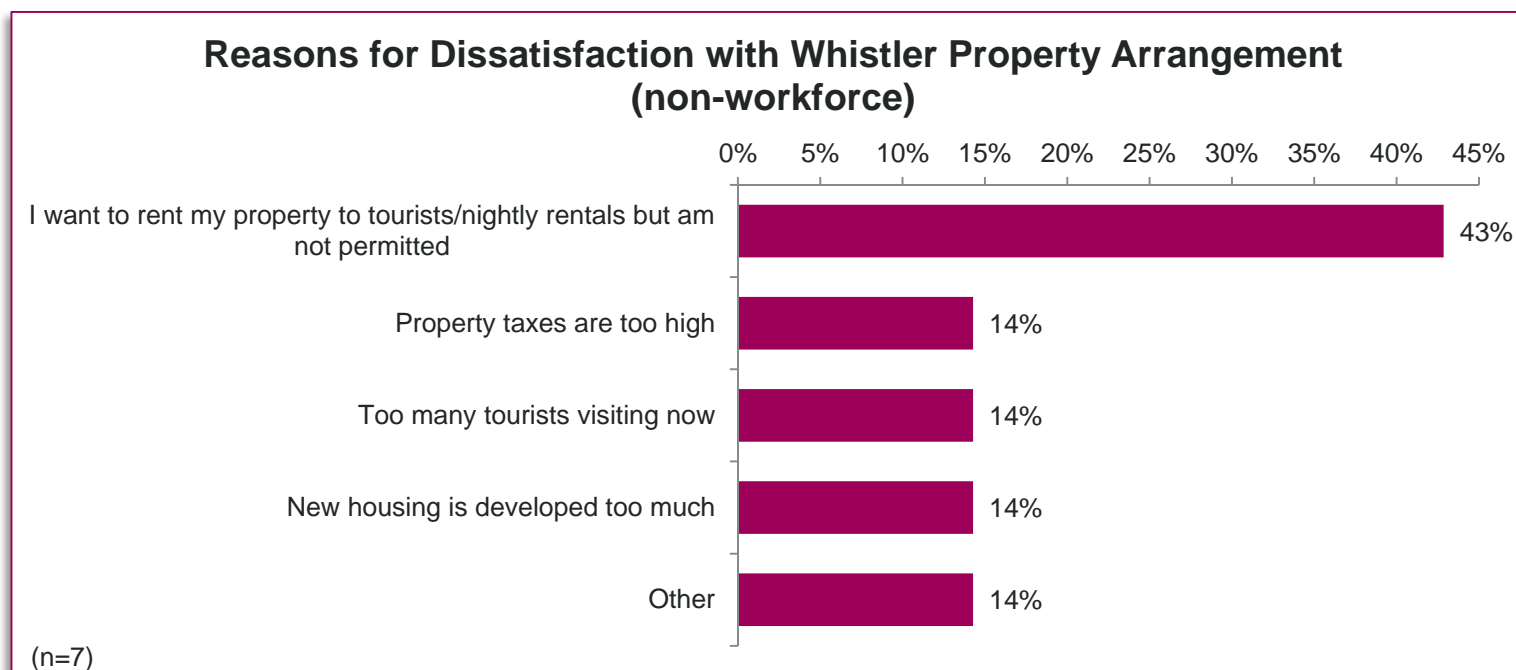


General Work and Living Arrangements



Due to the fact that only 7 people fell within this category, i.e. less than 3% of the respondents, there are no means of evaluating statistical significance of the results below. All distinctions must be understood as anecdotal.

The top reason listed for dissatisfaction among non-workforce property owners is because residents want to be able to rent their properties to tourists or for nightly rentals but are not permitted.



S24. What is the main reason you are dissatisfied with your current Whistler property arrangements?:

Key Findings

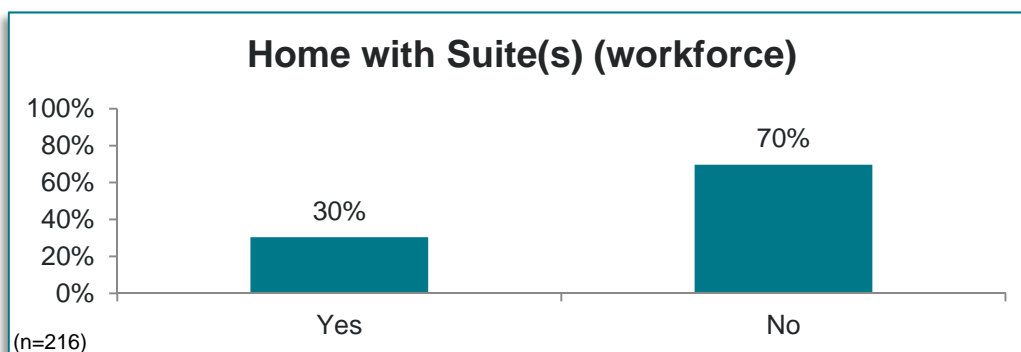
Rental Prospects



Rental Prospects

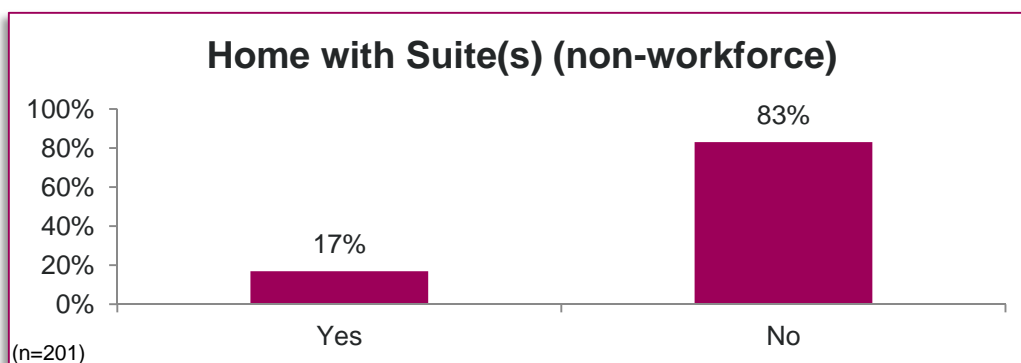


30% of homeowners (workforce survey) indicate they have a suite available in their home. Meanwhile, only 17% of non-workforce property owners have a rental suite available at their property.



Middle income households (making between \$55,000 and \$94,000) were least likely to have a suite for rent (86% indicated “no”).

	Under \$55K	\$55K-\$94K	\$95K +
Yes	55%	13%	35%
No	45%	87%	65%
Total	100%	100%	100%



Notably, only 1 person in the below age 35 group had a suite available for rent.

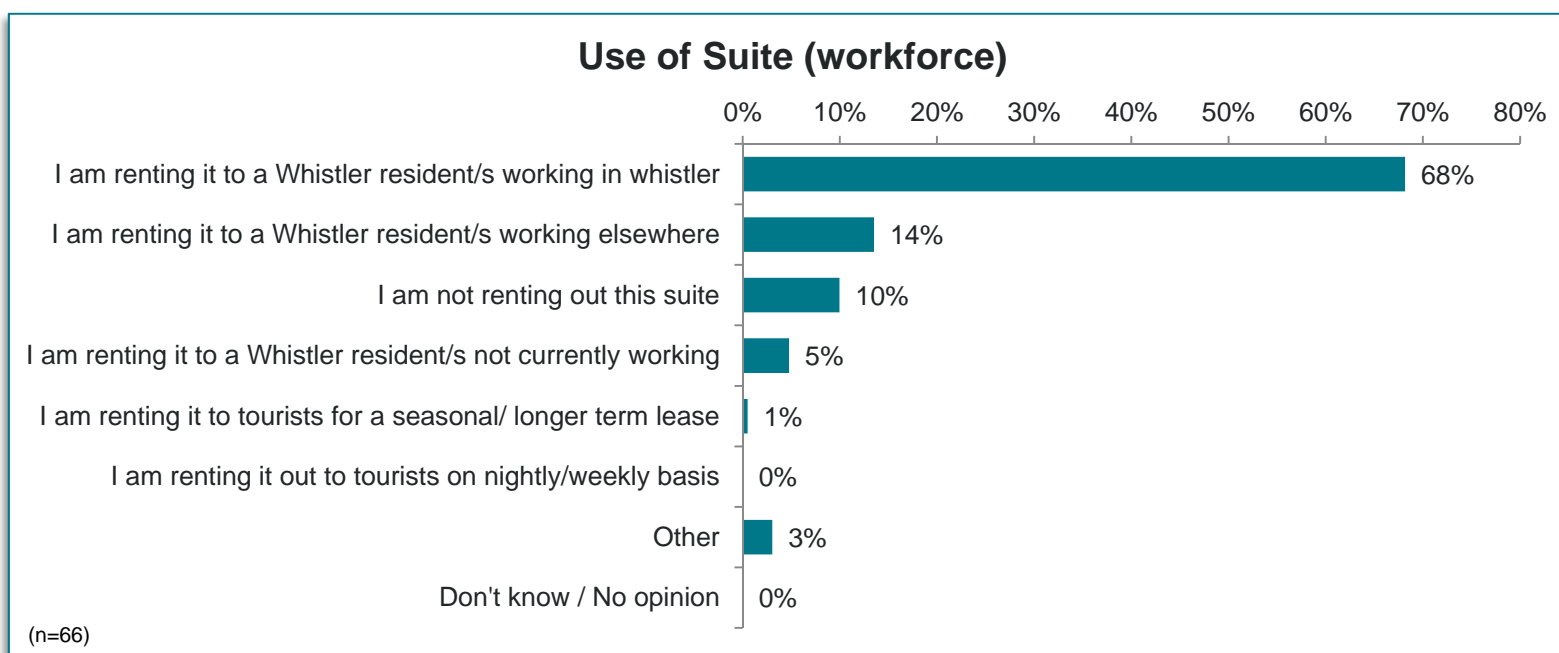
	25 and under	25-54 years	55 or +
Yes	1	5	28
No	2	19	141
Total People	3	24	169



Rental Prospects



The majority of workforce property owners with suites rent them to a Whistler resident or residents working in Whistler (68%), followed by those that rent to Whistler resident/s working elsewhere (14%), and those not renting the suite (10%). All other responses gained total fewer than 10%.





Rental Prospects



The older workforce residents are, the more likely they are to be renting to a resident or residents working in Whistler (though the majority of all age groups indicate this as well).

70% of people with household incomes below \$55,000 indicated they are renting to a resident that works elsewhere.

	35 and under	35-54	55+	Under \$55K	\$55K-\$94K	\$95K +
I am renting it to a Whistler resident/s working in whistler	58%	69%	90%	5%	91%	80%
I am renting it to a Whistler resident/s not currently working	0%	5%	6%	15%	0%	3%
I am renting it to a Whistler resident/s working elsewhere	33%	6%	0%	69%	0%	6%
I am renting it to tourists for a seasonal/ longer term lease	0%	0%	3%	0%	9%	0%
I am renting it out to tourists on nightly/weekly basis	0%	0%	0%	0%	0%	0%
I am not renting out this suite	5%	17%	0%	0%	0%	8%
Other	5%	3%	0%	10%	0%	3%
Total	100%	100%	100%	100%	100%	100%

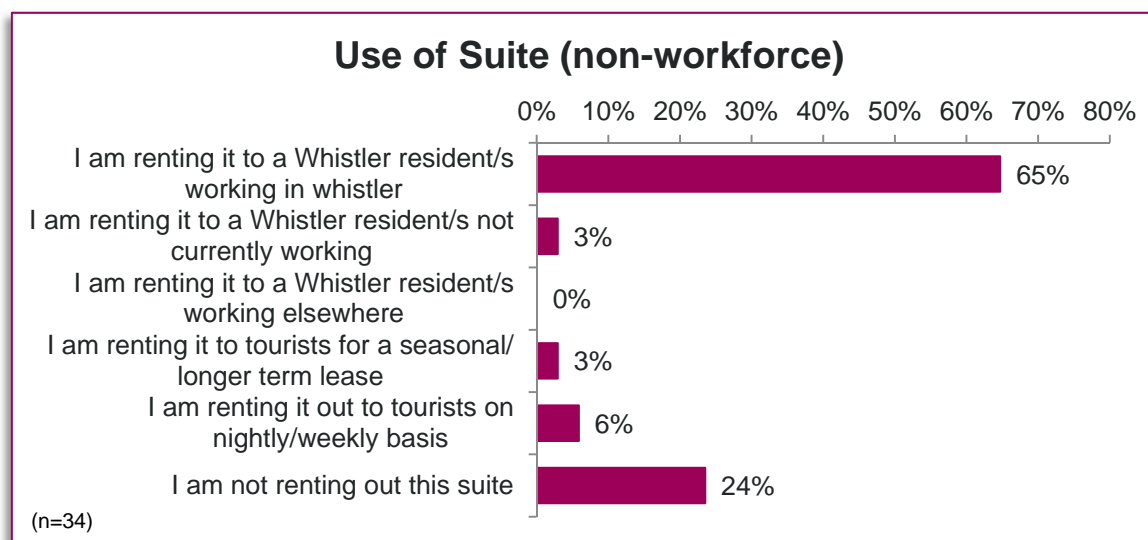


Rental Prospects



Sample size limitations mean that results for this survey question must be studied only anecdotally.

Most commonly, non-workforce property owners rent their suites to Whistler residents that are working in Whistler (69%). Interestingly, 24% of people with rental suites indicate they are not currently renting them.

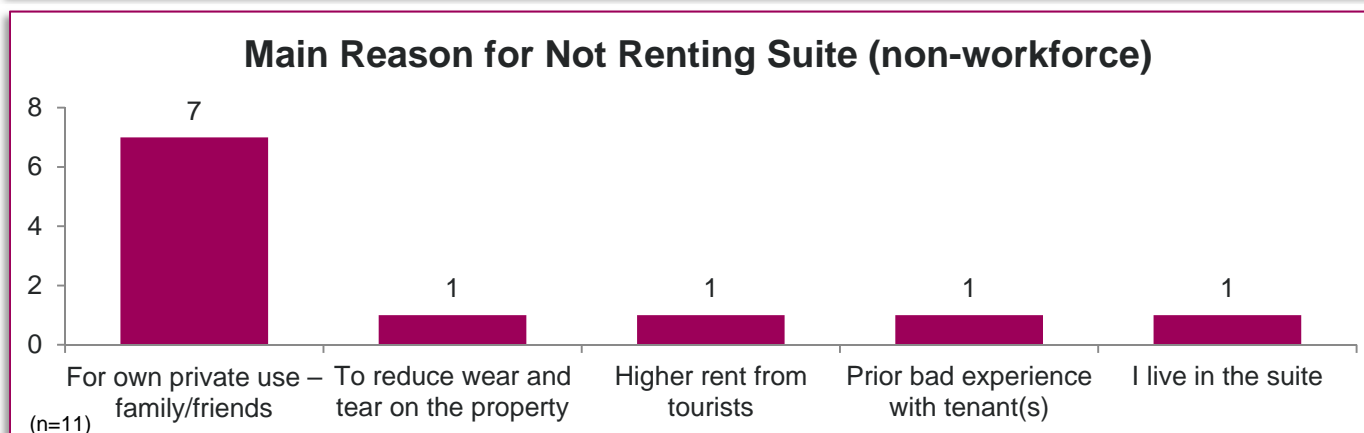
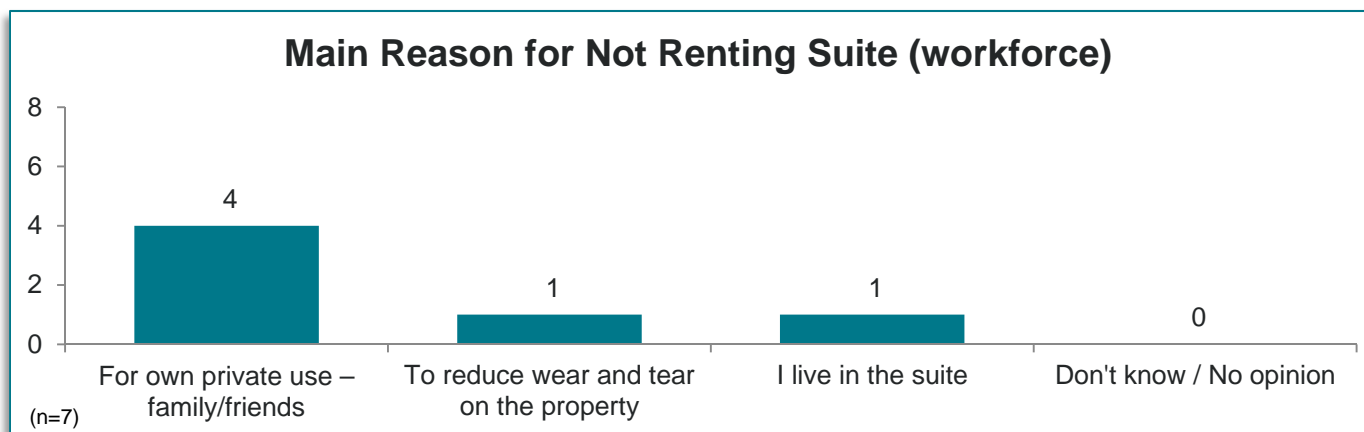




Rental Prospects



This question had only 7 workforce and 11 non-workforce respondents and therefore cannot be tested for significance. Anecdotally, participants in both surveys most commonly indicate the main reason for not renting their suites is because they are using them for private use (i.e. among family and friends).



56 19. What is the main reason for not wanting to rent out your suite to a Whistler resident? (Read all before coding response) [Asked only to people that answered d, e or f in Q18]; S12. What is the main reason for not wanting to rent out your suite to a Whistler resident? [Asked to people that have a suite but do not currently rent it]

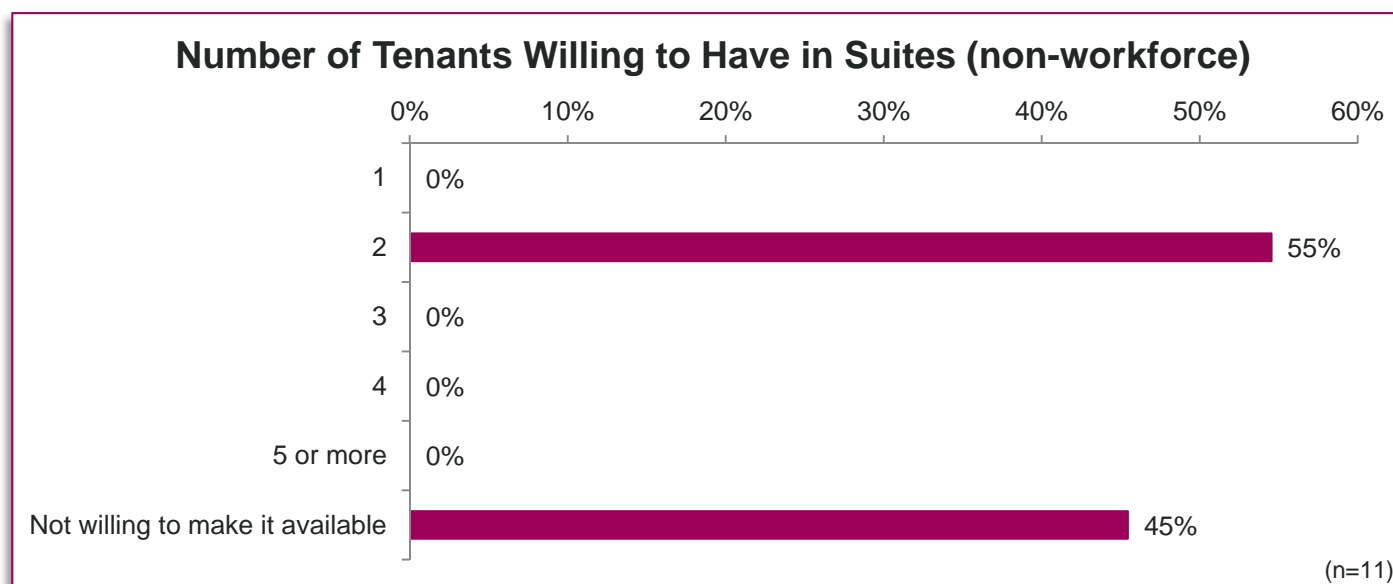


Rental Prospects



Due to the fact that only 11 people fell within this category, there is no means of evaluating statistical significance for this question among non-workforce members. All distinctions must be understood as anecdotal.

For non-workforce members, 55% of people that have a suite available (6 people) indicated they would be willing to have 2 tenants in their suites, while 45% (5 people) reiterated they would not be willing to make it available.

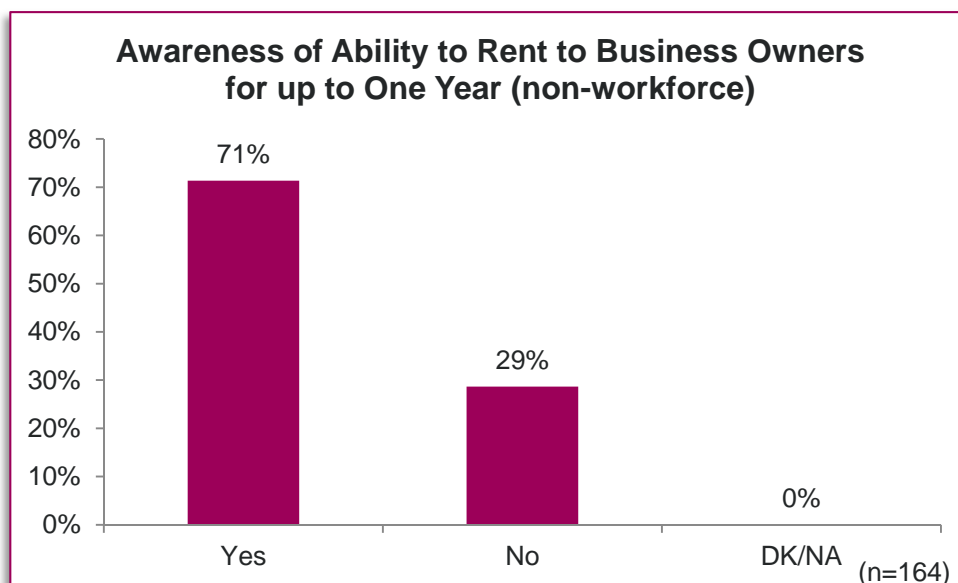




Rental Prospects



71% of non-workforce property owners indicated that they are aware that they are permitted to rent their accommodation to a business owner for up to a year.



Results indicate there is no significant variation across different demographic variables. Results are therefore homogenous.

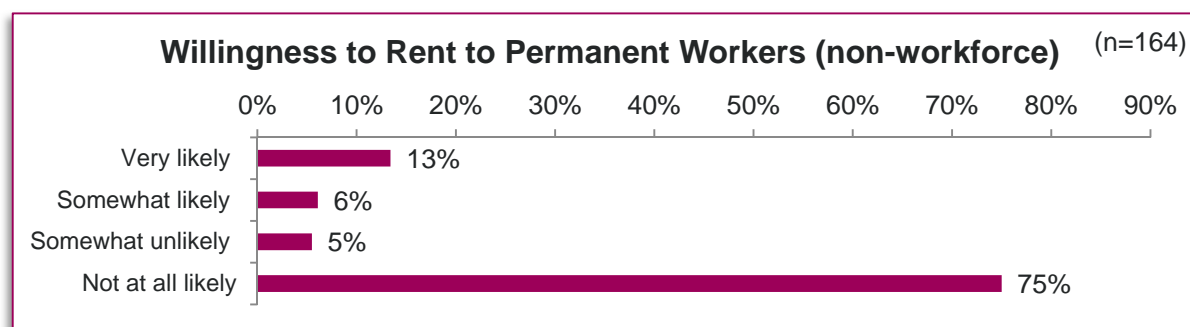
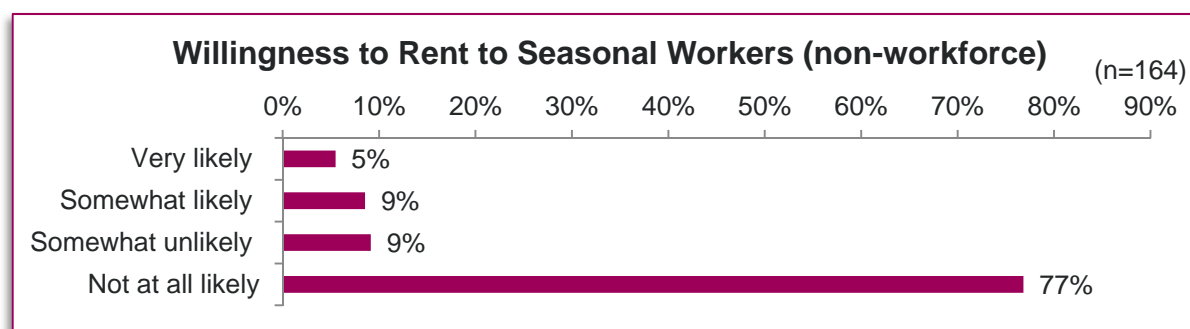
58 S14. Were you aware that you can rent your property/suite for a full year or part thereof, to business owners who will take full responsibility for a lease with you.? They will ensure your property is maintained, rent is paid and with a professional licensed property manager to support you if desired.



Rental Prospects



Given the added information that residences could be rented to businesses, 77% of non-workforce members indicate they are not at all likely to rent to *seasonal workers*. Combined, those that were somewhat unlikely and not at all likely constitute 86% of respondents. The results are almost identical for *permanent workers*, where collectively 80% are somewhat unlikely or not at all likely to rent.



S15a. Does knowing this change your likelihood to rent your property to Seasonal Workers? Would you be? [Read options] S15b. And how about for Permanent Workers, would you be:[Read options]



Rental Prospects



Continuing with the discussion from the previous page, the following additions provide some additional insight into results relate to demographic indicators.

Seasonal Workers

Taking those that are somewhat unlikely and not at all likely together, males are more likely to favour these responses at 91% to 79.5%, respectively.

	Male	Female
Very likely / Somewhat Likely	9%	21%
Somewhat unlikely / not at all likely	91%	79%
Total	100%	100%

Permanent Workers

Those with an individual income of less than \$25,000 were least likely to rent (100%, with all other brackets having lower than 79%).

	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Very likely / Somewhat Likely	0%	32%	22%	19%
Somewhat unlikely / not at all likely	100%	68%	78%	81%
Total	100%	100%	100%	100%

S15a. Does knowing this change your likelihood to rent your property to Seasonal Workers? Would you be? [Read options] S15b. And how about for Permanent Workers, would you be:[Read options]

Key Findings

Future Housing Plans

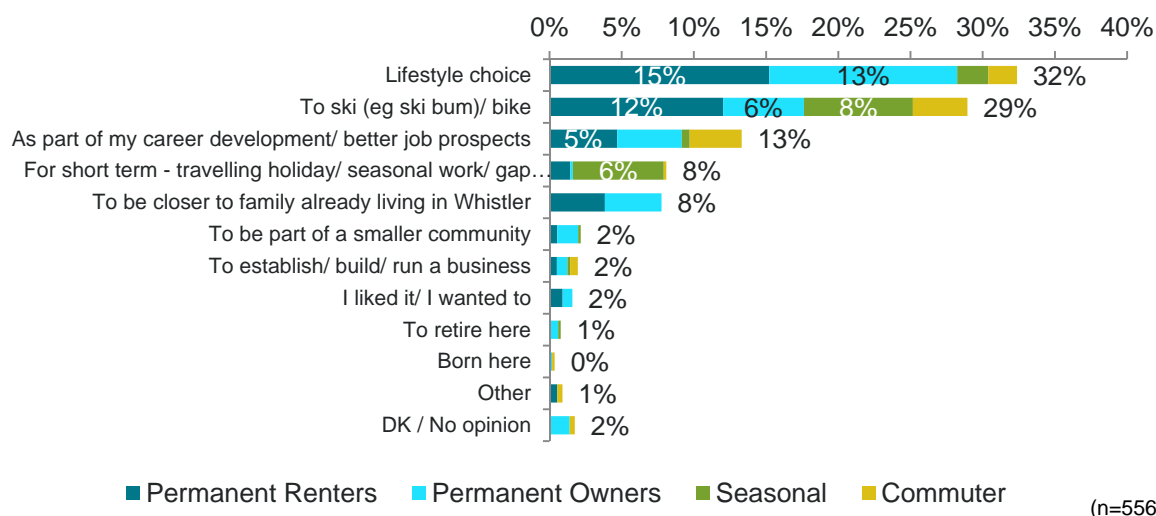


Future Housing Plans



The top three reasons why workforce community members live or work in Whistler are lifestyle choice (32%), skiing or biking (29%), or as part of their career development or better job prospects (13%).

Reasons to Live/Work in Whistler (workforce)



For permanent residents (owners and renters) the most common response was lifestyle choice (39%), while for seasonal residents it was most commonly to ski or bike (44%). Commuters were most likely to indicate skiing/biking (34%) or for career development.

People under 35 were most likely to indicate for skiing (35%), while people 35 to 54 were most likely to indicate lifestyle choice (48%).

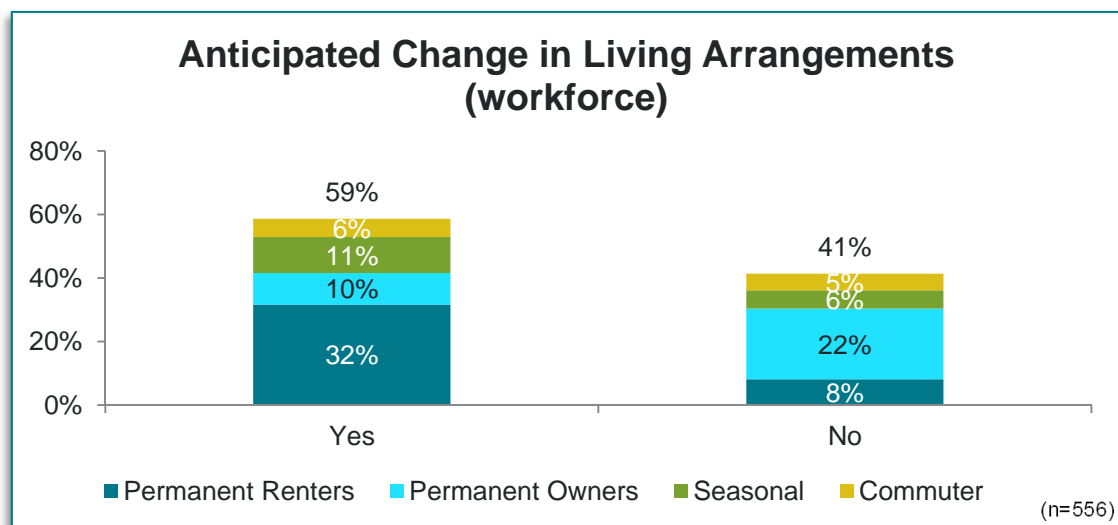
	Permanent Residents	Seasonal	Commuter	35 and under	35-54	55+
Lifestyle choice	39%	13%	18%	36%	18%	23%
To ski (eg ski bum)/ bike	24%	44%	34%	11%	17%	18%
As part of my career development/ better job prospects	13%	3%	33%	14%	1%	2%
Others combined	22%	40%	11%	30%	13%	25%
DK	2%	0%	3%	0%	4%	2%
Total	100%	100%	100%	90%	52%	70%



Future Housing Plans



The majority of workforce members living or working in Whistler anticipate changing their living arrangements (59%).



70% of people earning less than \$25,000 anticipate a change in living arrangements, with other income groups being 58% or less.

Similarly, 70% people in the youngest age group (35 or younger) anticipate a change compared to 46% or lower in other age groups.

	35 and under	35-54	55+	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Yes	70%	46%	38%	71%	58%	54%	49%
No	30%	54%	62%	29%	42%	46%	51%
Total	100%	100%	100%	100%	100%	100%	100%

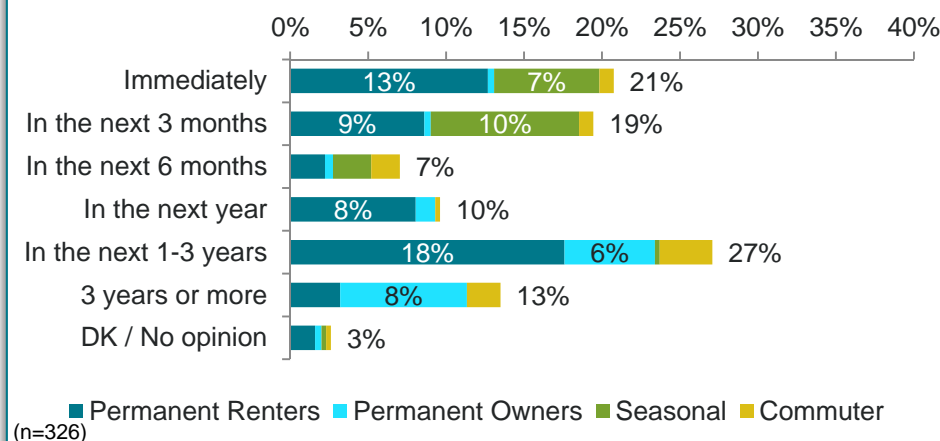


Future Housing Plans



Of workforce members that anticipate a change in living arrangements, most commonly people anticipate a change within the next 1 to 3 years (27%), immediately (21%), or in the next 3 months (19%). Collectively, 40% anticipate a change within the next three months.

**Timeframe for Anticipated Change
(workforce)**



A combined 84% of seasonal residents anticipate a change in living arrangements either immediately or within the next 3 months.

48% of home owners only anticipate a change beyond the next three years.

People with a personal income of \$85,000 or more are most likely to anticipate a change in the next 1 to 3 years (47%).

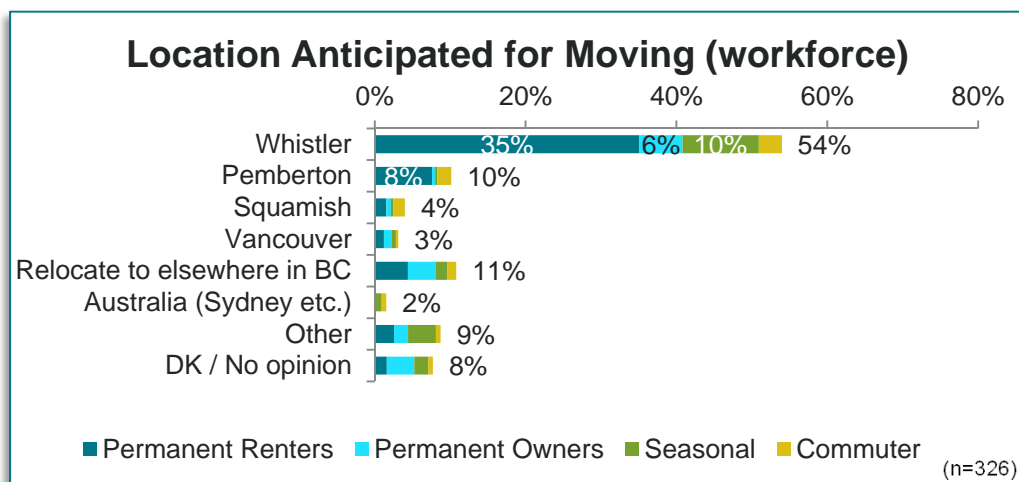
	Permanent (rent)	Permanent (own)	Seasonal	Commuter	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Immediately	23%	2%	35%	9%	31%	17%	20%	9%
In the next 3 months	16%	2%	49%	9%	32%	11%	6%	7%
In the next 6 months	4%	3%	13%	19%	8%	8%	8%	1%
In the next year	15%	7%	0%	3%	12%	9%	14%	4%
In the next 1-3 years	33%	34%	2%	34%	9%	44%	19%	47%
3 years or more	6%	48%	0%	22%	5%	10%	24%	31%
DK / No opinion	3%	2%	2%	3%	3%	1%	9%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%



Future Housing Plans



Those people that anticipate a change in living arrangements are most commonly interested in remaining in Whistler (54%), followed elsewhere in British Colombia (11%) and Pemberton (10%).



Those most likely to relocate somewhere else in British Columbia are in the 55 years or older age group (35%).

Those with a personal income of \$25,000 to \$54,000 are most likely to indicate they would relocate to Pemberton.

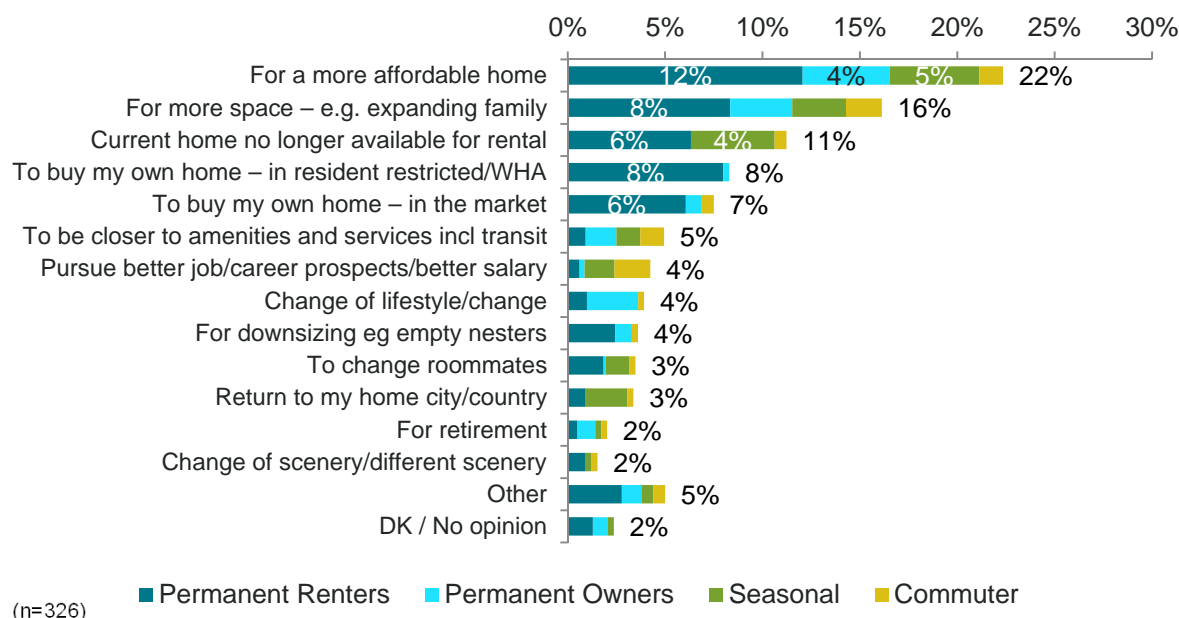
	35 and under	35-54	55+	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Whistler	54%	57%	42%	58%	54%	52%	59%
Pemberton	12%	9%	1%	4%	20%	14%	3%
Squamish	4%	1%	5%	3%	5%	8%	3%
Vancouver	3%	2%	3%	4%	0%	4%	5%
Relocate elsewhere in BC	10%	7%	31%	9%	11%	8%	10%
Australia (Sydney etc.)	2%	0%	0%	2%	3%	0%	0%
Other	7%	10%	12%	10%	5%	10%	10%
DK / No opinion	7%	13%	6%	11%	3%	3%	10%
Total	100%	100%	100%	100%	100%	100%	100%



Future Housing Plans



Reasons for Seeking a Different Home (workforce)



The top three reasons for seeking a different home include for affordability (22%), to buy a home - either WHA or market (19%) and for more space (16%). Taken together, “to buy my own home – in resident restricted/WHA” and “to buy my own home – in the market” demonstrate a combined 19%. That is, nearly 20% list buying some kind of property as the primary reason for seeking a different home.

While there is no discernable difference between types of resident (i.e. permanent, seasonal, and commute, etc.) and their number one reason for seeking a different home, seasonal residents indicated their current home was no longer rentable (22%) to almost the same proportion as the number one choice (24%), whereas others did not have any other options clustered within 10% of affordability.

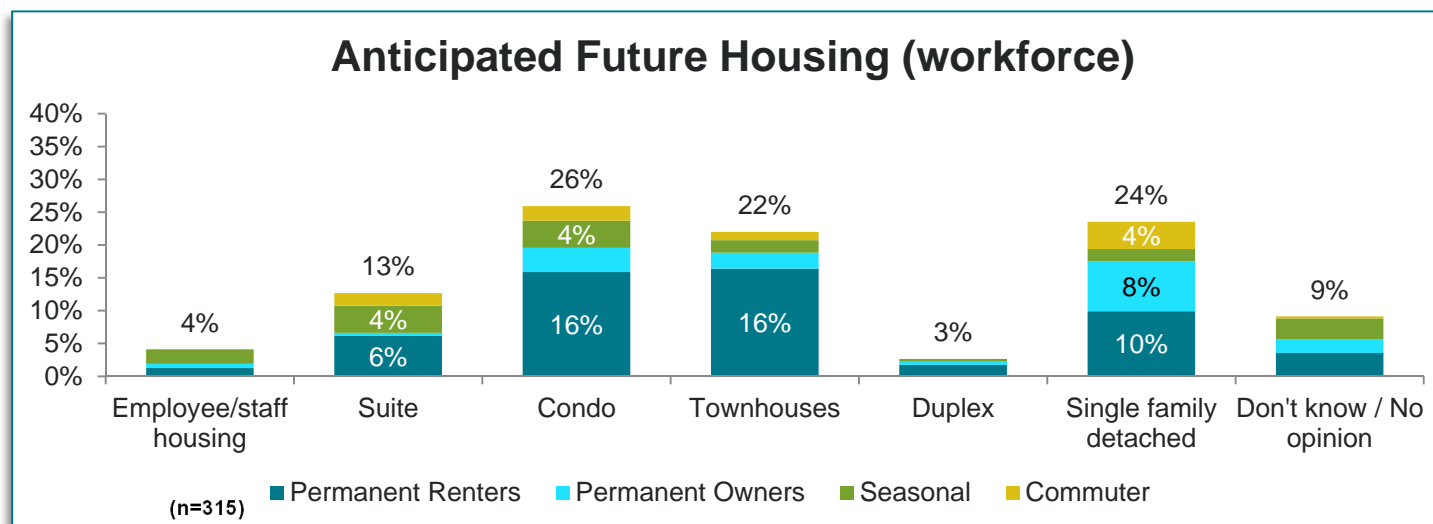
Top Three	Permanent (Rent)	Permanent (Own)	Seasonal	Commuter
For a more affordable home	22%	26%	24%	13%
For more space – e.g. expanding family	15%	19%	14%	19%
Current home no longer available for rental	12%	0%	22%	6%
All others	50%	55%	40%	63%
Total	100%	100%	100%	100%



Future Housing Plans



Three kinds of housing draw similarly high proportions of anticipated future need, including condos (26%), single family detached (24%), and townhouses (22%). The most common type sought by permanent renters are condos or townhouses (16% each), while for permanent owners it is single family detached (8%).



While the lowest household income groups most commonly cited a need for suites (25%), the \$55,000 to \$94,000 group most commonly cited townhouses (50%), and those earning \$95,000 or greater most commonly cited single family detached.

	Under \$55K	\$55K-\$94K	\$95K +
Employee/staff housing	3%	5%	1%
Suite	25%	0%	2%
Condo	16%	20%	14%
Townhouses	29%	50%	18%
Duplex	0%	2%	5%
Single family detached	27%	23%	57%
Don't know / No opinion	0%	0%	3%
Total	100%	100%	100%



Future Housing Plans



Future anticipated housing types (columns) are compared to existing housing type in the cross-tabulations presented below. Current home owners are divided primarily amongst people that are looking to downsize from single family detached to Condos (17%) or who wish to move from one single family detached house to another. Renters are primarily looking to upgrade from suites to condos (13%) or from one condo to another (12%). Seasonal residents are mostly interested from moving from one suite to another (15%).

Permanent (own) (n=55)	Employee/ Staff	Suite	Condo	Townhouse	Duplex	Single Family	Don't know
Condo	0%	0%	2%	4%	1%	5%	0%
Townhouse	2%	1%	2%	6%	2%	19%	2%
Duplex	0%	0%	0%	1%	0%	7%	10%
Single Family Detached	1%	2%	17%	3%	1%	13%	1%

Permanent (rent) (n=173)	Employee/ Staff	Suite	Condo	Townhouse	Duplex	Single Family	DK
Staff Housing	1%	3%	1%	2%	0%	2%	2%
Suite within a house	2%	3%	13%	11%	2%	6%	0%
Condo	0%	4%	12%	7%	1%	1%	1%
Townhouse	0%	1%	2%	8%	1%	4%	3%
Duplex	0%	0%	0%	1%	0%	1%	0%
Single family detached	0%	1%	2%	1%	0%	5%	1%

Seasonal (n=55)	Employee/ Staff	Suite	Condo	Townhouse	Duplex	Single Family	DK
Staff Housing	5%	2%	5%	2%	0%	2%	7%
Suite within a house	5%	15%	4%	2%	0%	2%	2%
Condo	2%	2%	5%	4%	0%	0%	2%
Townhouse	0%	4%	5%	4%	2%	2%	4%
Duplex	0%	2%	0%	0%	0%	2%	2%
Single family detached	0%	0%	2%	0%	0%	4%	2%

Part 2

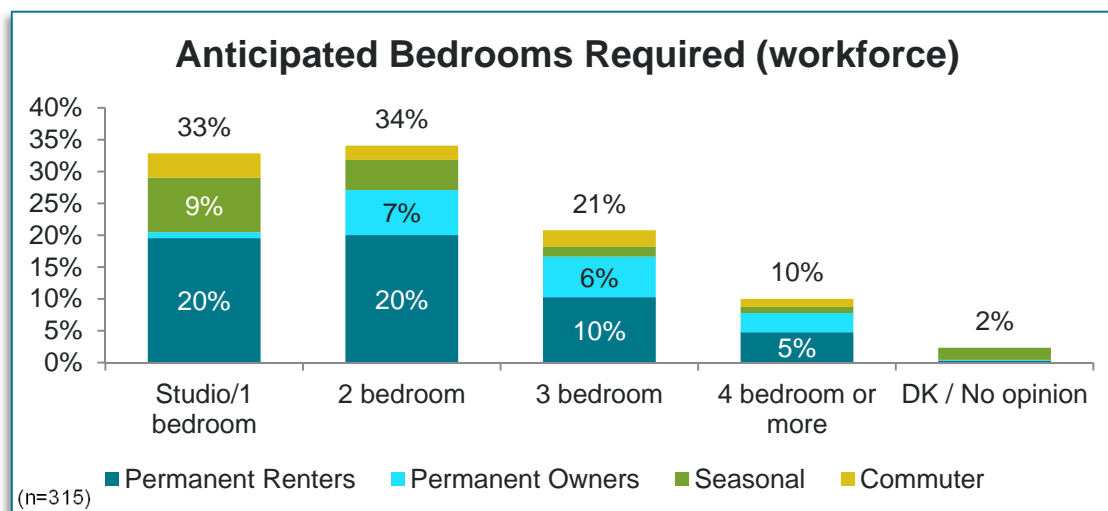
25. What is your future expected housing type? [Those that anticipate changing their home arrangements but not returning to their home city /country]



Future Housing Plans



Most commonly, people are in search of 2 bedroom (34%), studio/1 bedroom (33%), or 3 bedroom (21%) residences to move to.



Significantly higher proportions of seasonal and commuter renters (47% and 55%, respectively) are in search of studio/1 bedroom locations than permanent renters (36%).

Households earning greater than \$95,000 are most likely to require 3 bedrooms, while those earning between \$55,000 and \$94,000 are most likely to require 2 bedrooms, and those earning below \$55,000 require studio/1 bedroom spaces.

	Permanent (rent)	Permanent (own)	Seasonal	Commuter	Under \$55K	\$55K-\$94K	\$95K +
Studio/1 bedroom	36%	5%	48%	39%	53%	5%	8%
2 bedroom	36%	40%	27%	23%	31%	46%	28%
3 bedroom	19%	36%	9%	26%	6%	41%	36%
4 bedroom or more	9%	17%	5%	13%	8%	8%	27%
DK / No opinion	1%	1%	11%	0%	2%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%

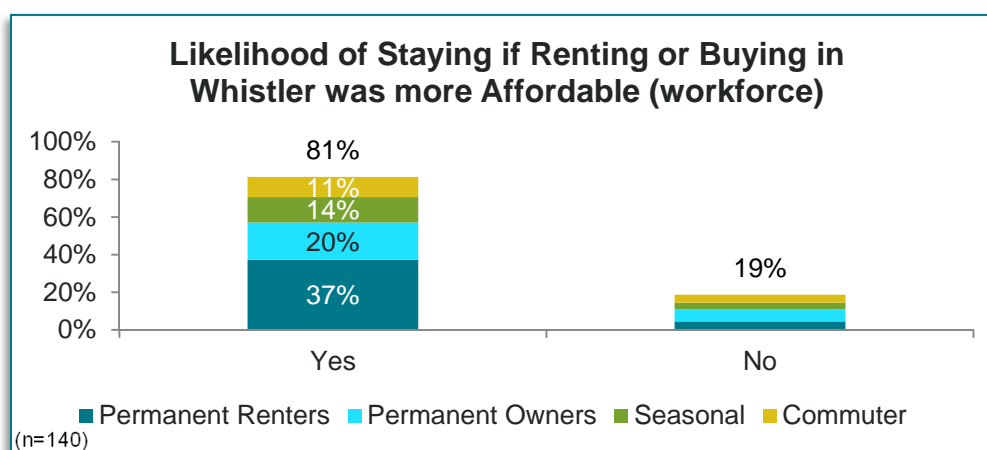
26. How many bedrooms do you require? [Those that anticipate changing their home arrangements but not returning to their home city /country]



Future Housing Plans



Over 80% of people who anticipate moving to another city other than Whistler indicated they would stay if they could afford to rent or buy in Whistler.



Commuters who rent are most likely to stay if renting or buying is more affordable in Whistler (91%), while permanent owners are least likely (76%).

53% of people aged 55 and over said “no”, compared to 40% of people aged 35 to 54, and only 9% of people below aged 35.

	Permanent (rent)	Permanent (own)	Seasonal	Commuter (rent)	Commuter (own)	35 and under	35-54	55+
Yes	89%	76%	79%	92%	44%	91%	68%	46%
No	11%	24%	21%	8%	56%	9%	32%	54%
Total	100%	100%	100%	100%	100%	100%	100%	100%

27. Would your decision to find alternative housing elsewhere change if you were able to afford to buy or rent in Whistler?

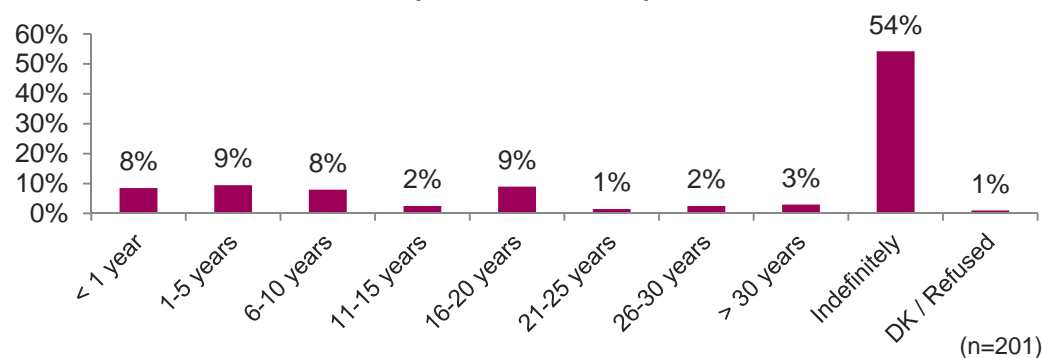


Future Housing Plans



The majority of non-workforce property owners anticipate keeping their property indefinitely (54%). Only 8% of people anticipate changing their property within the next year.

**Anticipation for Keeping Property in Whistler
(non-workforce)**



Those with a household income of greater than \$95,000 were more likely than those with an income between \$55,000 and \$94,000 to indicate they would stay indefinitely (at 62% to 50%, respectively).

	Household under \$55K	Household \$55K-\$94K	Household \$95K or +
< 1 year	8%	7%	10%
1-5 years	33%	21%	3%
6-10 years	8%	7%	7%
11-15 years	8%	0%	1%
16-20 years	8%	0%	7%
21-25 years	0%	0%	1%
26-30 years	17%	0%	4%
> 30 years	0%	7%	1%
Indefinitely	8%	50%	62%
DK / Refused	0%	7%	1%
Total	0%	0%	0%

S25. How long do you anticipate to continue to own your Whistler property?



Future Housing Plans



For each type of property-types among non-working property owners, the length of occupancy of the property was compared with the anticipated future length of time people expect to remain in their property. The tables are presented below and on the following page.

Findings indicate that most consistency, regardless of the property type or how long people have lived there, people anticipate remaining at their current residence for at least 30 years or indefinitely.

Condo owners are more likely than other owner types to have owned for less time and to have plans to keep their property for less time.

Condo (n=65)	Less than 1 year	1-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	Over 30 years/ Indefinite
Less than 1 year	2%	0%	0%	0%	0%	0%	0%	5%
1-5 years	3%	3%	0%	0%	2%	0%	0%	5%
6-10 years	5%	3%	3%	0%	0%	0%	0%	3%
11-15 years	0%	2%	5%	0%	2%	0%	0%	6%
16-20 years	0%	3%	3%	2%	0%	0%	0%	8%
21-25 years	0%	5%	0%	0%	3%	0%	2%	6%
26-30 years	0%	0%	0%	0%	3%	0%	0%	3%
Over 30 years	2%	2%	3%	3%	0%	0%	0%	8%

Townhouse (n=47)	Less than 1 year	1-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	Over 30 years/ Indefinite
Less than 1 year	0%	0%	0%	0%	0%	0%	0%	2%
1-5 years	0%	0%	2%	2%	2%	2%	0%	6%
6-10 years	4%	0%	0%	0%	0%	0%	0%	13%
11-15 years	0%	0%	0%	0%	2%	0%	0%	2%
16-20 years	0%	4%	0%	2%	2%	0%	0%	21%
21-25 years	2%	0%	2%	0%	2%	0%	2%	13%
26-30 years	0%	0%	0%	0%	0%	0%	0%	11%
Over 30 years	0%	0%	0%	0%	0%	0%	0%	0%

Part 1

S25. How long do you anticipate to continue to own your Whistler property? S22. How long have you owned this property in Whistler?



Future Housing Plans



Duplex (n=14)	Less than 1 year	1-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	Over 30 years/ Indefinite
Less than 1 year	0%	0%	0%	0%	0%	0%	0%	0%
1-5 years	0%	0%	0%	0%	0%	0%	0%	7%
6-10 years	0%	0%	7%	0%	0%	0%	0%	7%
11-15 years	0%	0%	0%	0%	0%	7%	0%	7%
16-20 years	7%	0%	0%	0%	14%	0%	0%	0%
21-25 years	0%	0%	7%	0%	0%	0%	0%	0%
26-30 years	0%	0%	0%	0%	0%	0%	0%	14%
Over 30 years	0%	0%	0%	0%	0%	0%	0%	21%

Single Family Detached (n=73)	Less than 1 year	1-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	Over 30 years/ Indefinite
Less than 1 year	0%	0%	1%	0%	0%	0%	0%	0%
1-5 years	1%	0%	0%	0%	0%	0%	1%	8%
6-10 years	1%	0%	0%	0%	3%	0%	0%	10%
11-15 years	1%	0%	0%	0%	0%	0%	0%	3%
16-20 years	3%	0%	0%	0%	0%	0%	0%	4%
21-25 years	0%	3%	0%	0%	1%	1%	1%	4%
26-30 years	0%	3%	1%	1%	0%	0%	1%	11%
Over 30 years	1%	3%	1%	1%	1%	0%	0%	26%

Part 2

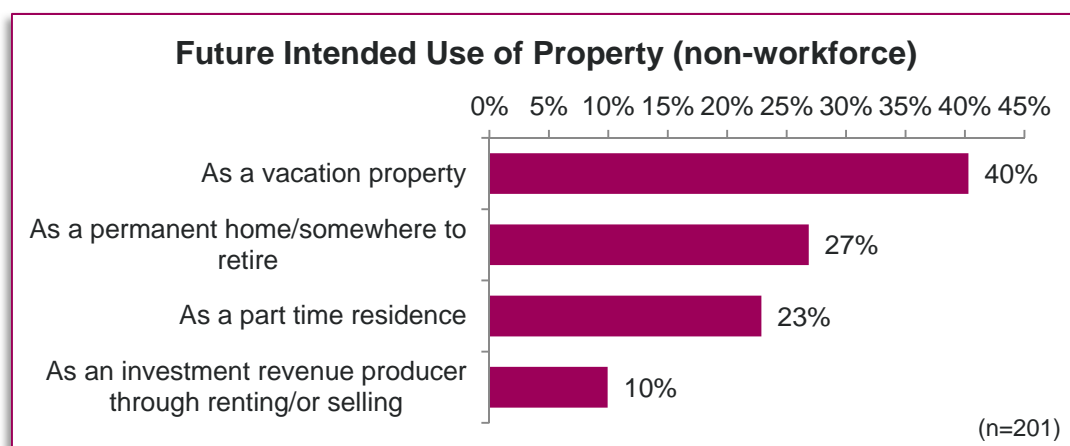
S25. How long do you anticipate to continue to own your Whistler property? S22. How long have you owned this property in Whistler?



Future Housing Plans



Most commonly, non-workforce owners anticipate using their property as a vacation property in the future (40%), followed by using it as a permanent home (27%).



People aged 55 or older are more likely than those between 35 and 54 to anticipate using their property as a permanent home or somewhere to retire (28% to 21%, respectively), whereas the inverse is the case concerning using it as a vacation property, with 45% of people between 35 and 54 years old indicating this compared to 19.5% of people aged 55 or older.

	Under 35	35-54	55+
Vacation property	33%	25%	43%
Permanent home/ retire	0%	21%	28%
Part time residence	33%	46%	20%
Investment revenue (renting/selling)	33%	8%	9%
Total	100%	100%	100%



Future Housing Plans



The figure below compares non-workforce property owners' current use of their property with their future expected use.

While 17% of people currently living in Whistler less than six months per year also expect to be part-time residents in the future (i.e. remain the same), an additional 10% of them expect to treat their properties as vacation homes, indicating a transition. In most other categories (i.e. currently live there year round, use it as a vacation home, or use it as an investment property), the majority of people believe they will remain in the same category.

In total, 72% of property owners anticipate using their properties in the same way as they currently are. A further 10% are people that live in Whistler less than six months per year who expect to transition their properties to vacation homes. A combined 6% of people that live in Whistler more than six months per year (2%), less than six months per year (2%), or who use their property as a vacation home (2%) expect to use their property as a permanent residence in the future.

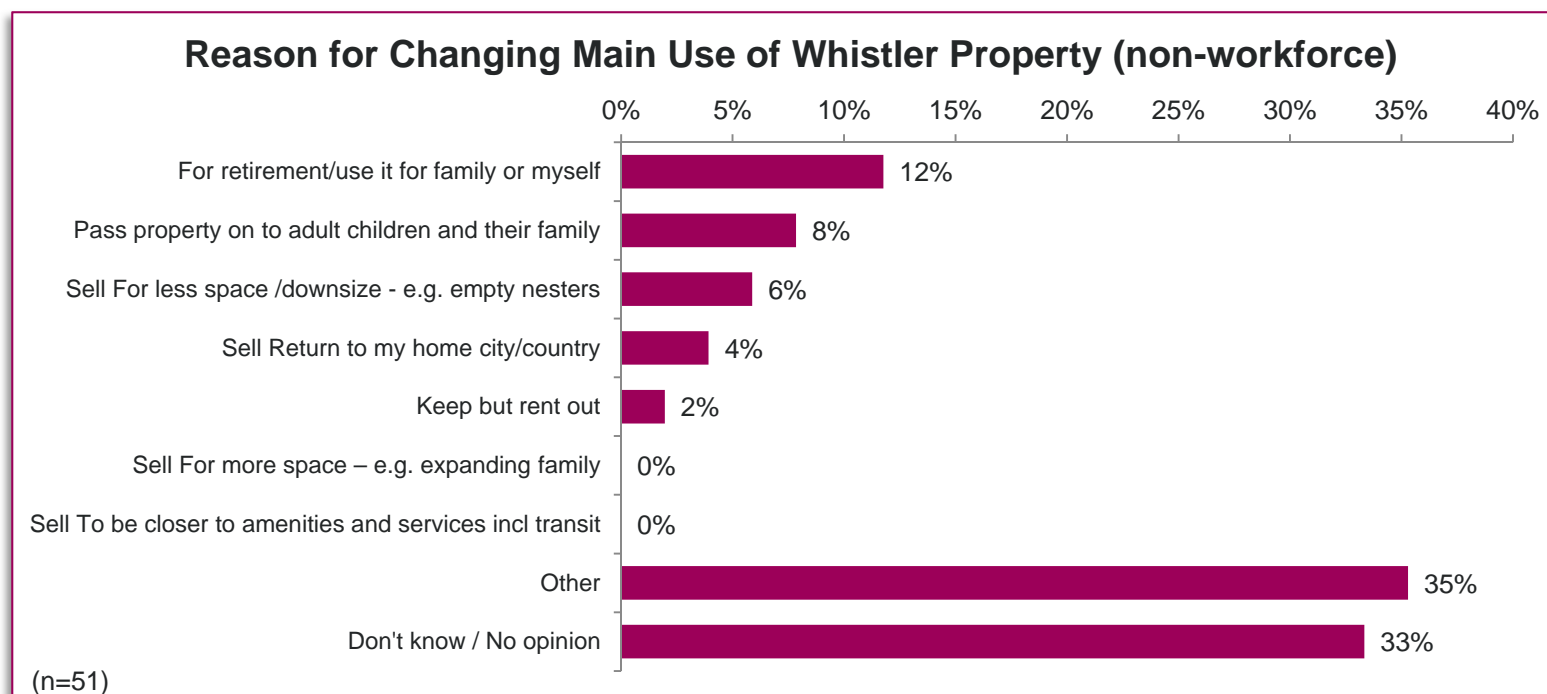
		Future Intended Property Use			
		Permanent Residence	Part-time Residence	Vacation Property	Investment Property
Current Property Use	Year Round	19%	1%	0%	0%
	> 6 months / year	2%	1%	0%	0%
	< 6 Months / year	2%	17%	10%	0%
	Vacation home only	2%	2%	27%	0%
	Investment property	0%	1%	3%	9%



Future Housing Plans



Non-workforce members that indicated a different future use for their property than their current use were asked a follow-up question about the reason for changing its use. This subgroup represented 25% (51 people) of the original survey sample. A large portion of this sample each had unique answers falling under “other” (35% of the 51 people). The finding indicates significant variety in individual circumstances that are not broadly generalizable to other people. In other words, reasons for changing property use are diverse.



S27. What is your reason for changing your main use for your Whistler property? [ask to those who intend to use their property in the future differently from how they currently utilize their property in Whistler]

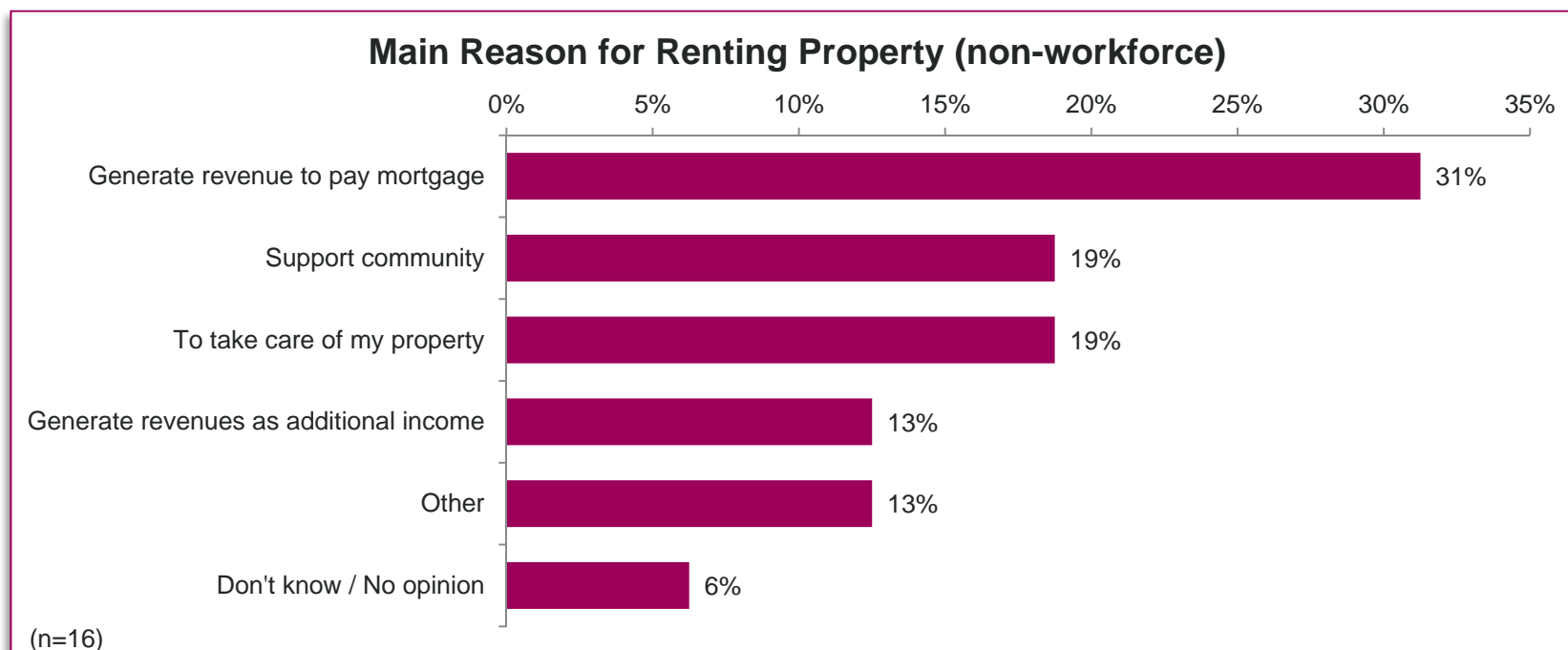


Future Housing Plans



Due to the fact that only 16 people fell within this category (or 8% of total non-workforce owners), there are no means of evaluating statistical significance. All distinctions must be understood as anecdotal.

Most commonly, non-workforce members that intend to rent their properties in the future would do so to generate revenue to pay for their mortgages (31%), followed by equal proportions (19% each) that would do so to support the community or to take care of their properties.



S28. What is your main reason for renting your property to people working in Whistler?

Key Findings

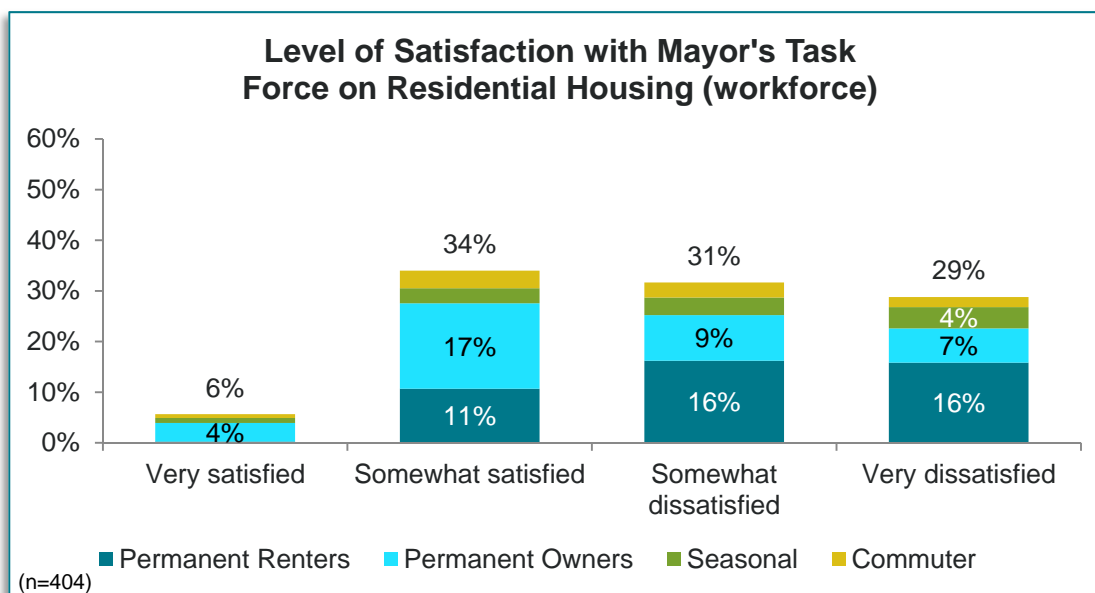
Perspectives on Initiatives



Perspectives on Initiatives



Overall, 60% of workforce members indicate some level of dissatisfaction with the *Mayor's Task Force on Residential Housing*, compared to 40% who expressed some level of satisfaction.



Permanent resident renters and seasonal renters are nearly identical in being most likely to be very dissatisfied (37% and 36%, respectively) compared to permanent resident owners and commuters. Permanent resident owners are most likely to be somewhat satisfied (47%) and very satisfied (10%), compared to other resident types.

People earning a personal income of less than \$25,000 are the most dissatisfied (40%).

Note: 22% of the 519 that were asked the question indicated "don't know/ not applicable." They are not shown in the above figure.

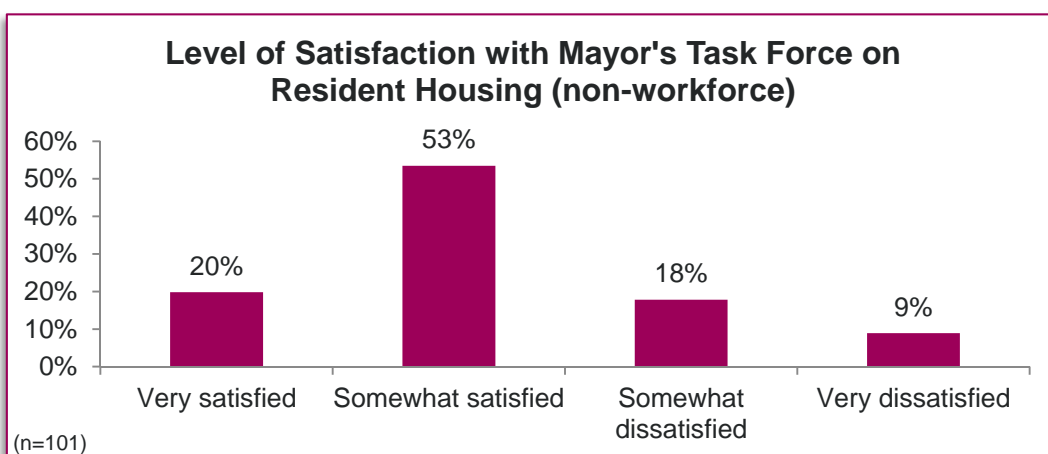
	Permanent (rent)	Permanent (own)	Seasonal	Commuter	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Very satisfied	1%	10%	9%	8%	3%	6%	3%	13%
Somewhat satisfied	25%	46%	26%	38%	25%	34%	38%	28%
Somewhat dissatisfied	38%	25%	30%	32%	32%	37%	31%	31%
Very dissatisfied	37%	19%	36%	22%	40%	23%	27%	28%
Total	100%	100%	100%	100%	100%	100%	100%	100%



Perspectives on Initiatives



Notably, 73% of non-workforce related property owners are somewhat or very satisfied with the *Mayor's Task Force on Resident Housing*.



Controlling for people that indicated don't know/not applicable, 93% of people with a personal income of between \$55,000 and \$84,000 are somewhat or very satisfied, compared to those making between \$25,000 and \$54,000 (69%) and those making more than \$85,000 (70%).

Note: 45% of the 185 that were initially asked this question indicated "don't know/not applicable." They are not shown in the above figure.

	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Very satisfied	0%	31%	20%	22%
Somewhat satisfied	100%	38%	73%	48%
Somewhat dissatisfied	0%	25%	7%	15%
Very dissatisfied	0%	6%	0%	15%
Total	100%	100%	100%	100%

S29. How satisfied are you with the initiatives coming from the Mayor's Taskforce on Resident Housing will contribute to alleviating the current housing shortage over time...would you say you are:

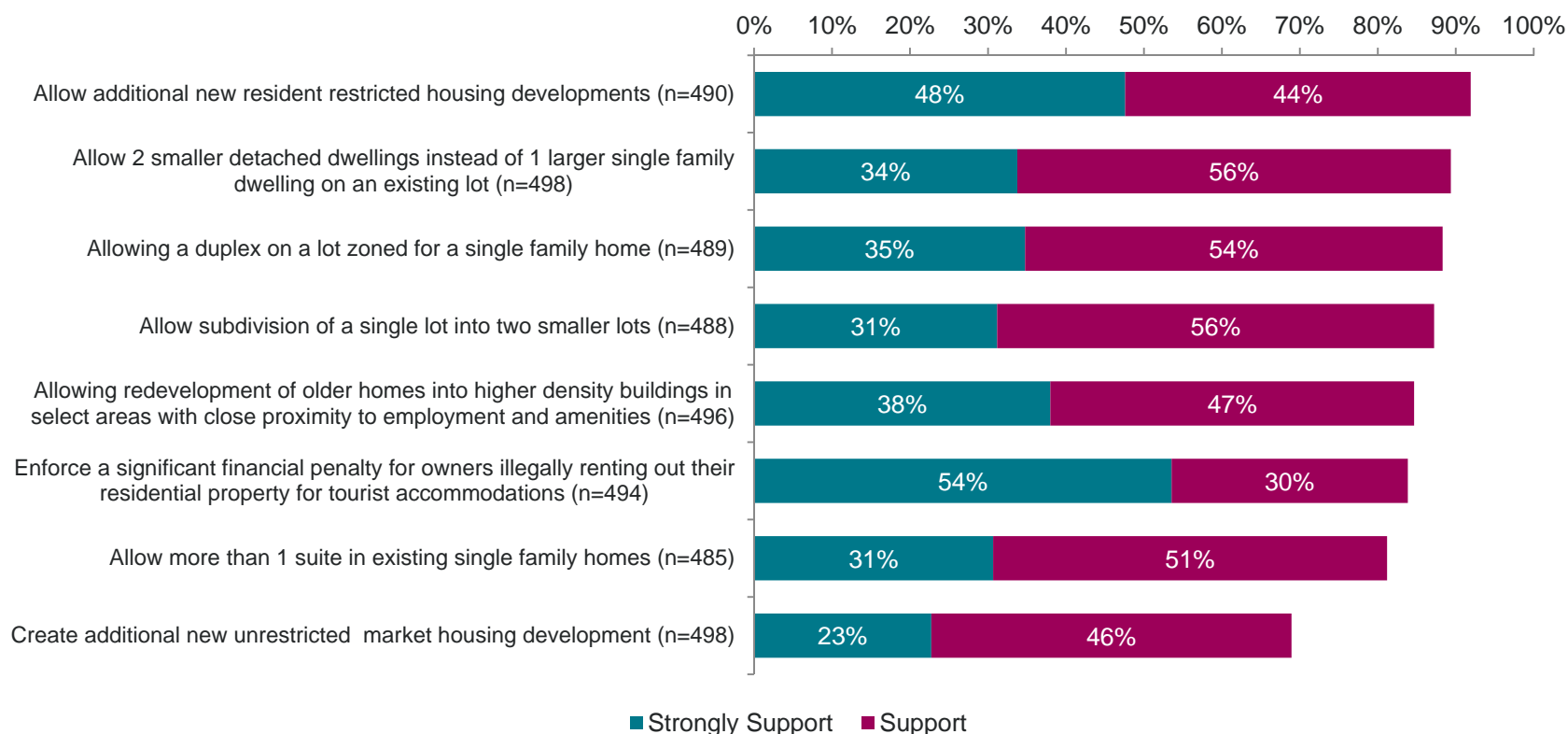


Perspectives on Initiatives



The top housing initiatives supported by workforce-based community members include allowing additional resident-restricted housing developments (92%), allowing 2 smaller detached dwellings instead of 1 larger dwelling (89%), and allowing a duplex on a lot zoned for a single family residence (88%).

Support for Housing Initiatives (workforce)



29. Please rate your support for each of the following initiatives aimed at improving the availability of affordable housing:?



Perspectives on Initiatives



The contents below provide a continuation of the materials discussed on the previous page, relative to some key demographic markers related to levels of support toward key initiatives.

Overall, those who most strongly support allowing additional new resident-restricted housing developments were commuter-owners (60%).

People who most strongly supported allowing 2 smaller detached dwellings instead of 1 larger dwelling are renting commuters (41%).

Those who most strongly supported allowing a duplex on a lot zoned for a single family home were permanent renters (40%).

Top three	Permanent (rent)	Permanent (own)	Seasonal	Commuter (rent)	Commuter (own)
Strongly support - new resident restricted housing developments	51%	51%	31%	33%	60%
Strongly support - Allowing 2 smaller detached instead of 1 larger	35%	36%	22%	41%	32%
Strongly support - Allowing a duplex on a lot zoned for a single family home	40%	33%	25%	30%	37%

29. Please rate your support for each of the following initiatives aimed at improving the availability of affordable housing:?

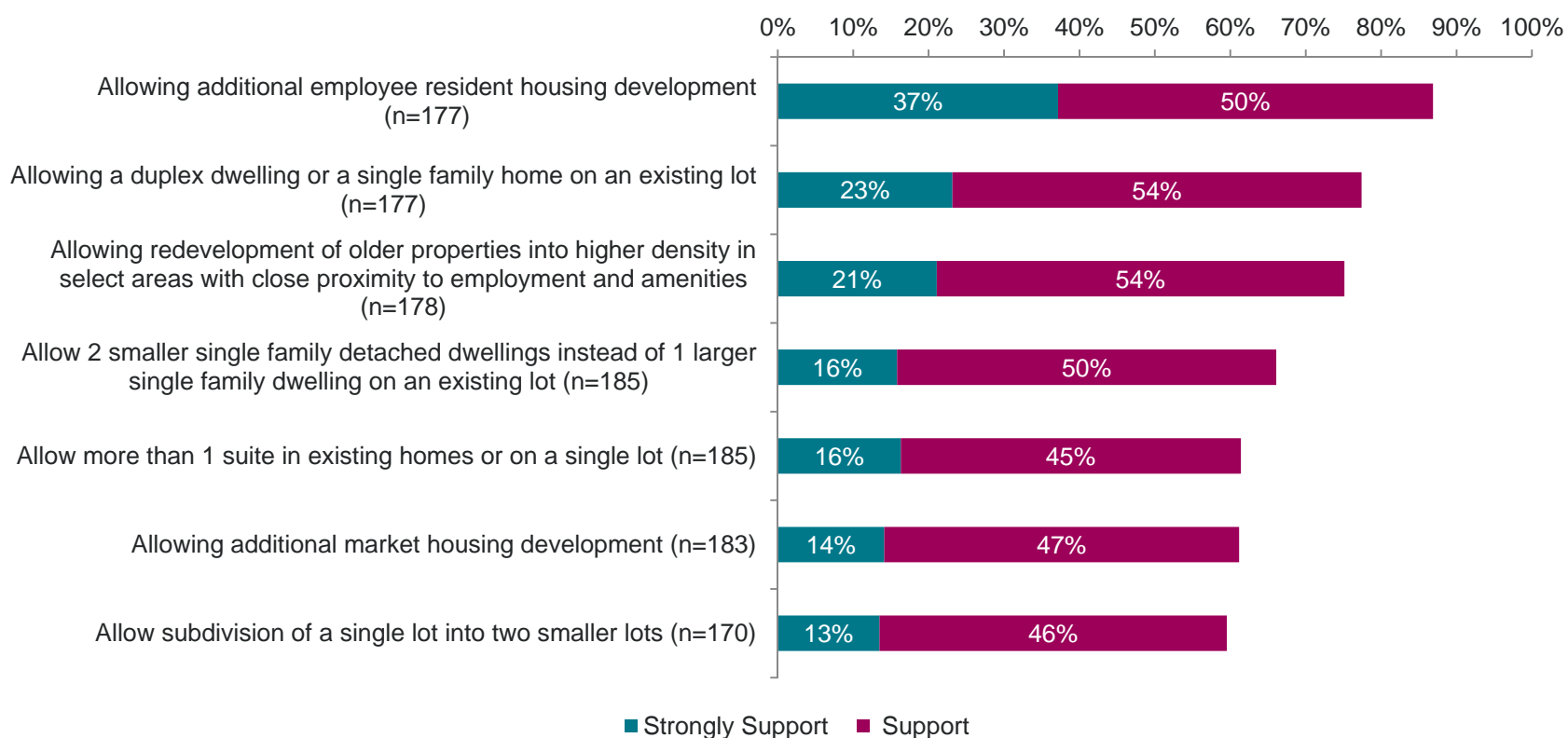


Perspectives on Initiatives



Overall, no housing initiative was viewed in a predominantly negative way by non-workforce property owners, with the lowest ranking initiative being supported by 60% of property owners (“Allow subdivision of a single lot into two smaller lots”).

Support for Various Housing Initiatives (non-workforce)



S30. Would your decision to sell, or change the use of your property, change if any of the following were considered in the future:



Perspectives on Initiatives



The contents below provide a continuation of the materials discussed on the previous page, relative to some key demographic markers associated with support or opposition to key initiatives. They are pertinent to non-workforce property owners.

For the least supported initiative (“Allow subdivision of a single lot into two smaller lots”), opposition is strongest among people aged 55 or older (43% oppose/strongly oppose).

Opposition to the highest rated initiative (“Allowing additional employee resident housing development”) is strongest among the highest individual income bracket (16%, compared to the next highest bracket which is 5%)

	Under 35	35-54	55+
Strongly support / support - Allow subdivision of a single lot into two smaller lots	67%	83%	57%
Oppose / strongly oppose - Allow subdivision of a single lot into two smaller lots	33%	17%	43%

	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K or +
Strongly support / support - Allowing additional employee resident housing development	83%	96%	95%	84%
Oppose / strongly oppose - Allowing additional employee resident housing development	17%	4%	5%	16%

S30. Would your decision to sell, or change the use of your property, change if any of the following were considered in the future:

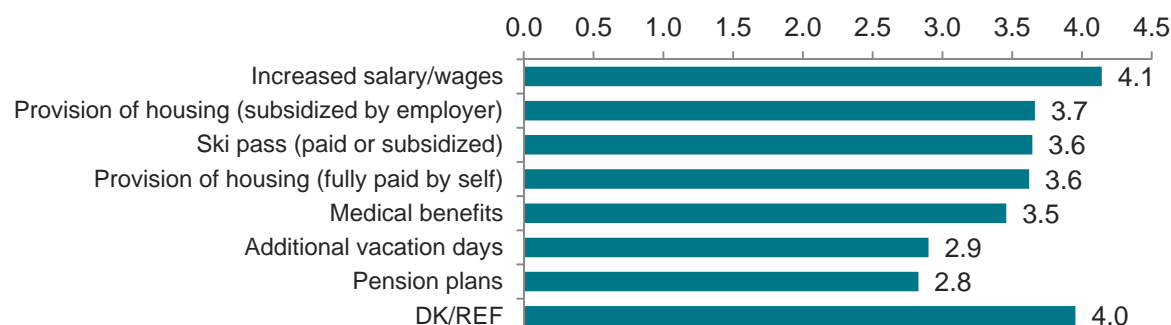


Perspectives on Initiatives



Based on rank, increased salary/wages is viewed as most important (4.1 out of 5) to workforce residents who anticipate moving but not returning home or whose decision to find alternative housing elsewhere would change if buying or renting were more affordable. Second most commonly was provision of housing (3.7 out of 5), followed by ski pass (paid or subsidized) (3.6 out of 5). It should be noted that two types of provisional housing actually had generally high ratings of importance (3.7 for subsidized and 3.6 for fully paid by staff), which indicates that housing is a multifaceted concern.

**Level of Importance for Different Employment Incentives
(workforce)**



Top Three	Permanent (rent)	Permanent (own)	Seasonal	Commuter	35 and under	35-54	55+
Increased salary/wages	51%	41%	36%	39%	47%	42%	33%
Provision of housing (fully paid by self)	13%	12%	25%	11%	16%	11%	15%
Provision of housing (subsidized by employer)	11%	8%	19%	11%	11%	9%	19%

Permanent resident renters are most likely to rank increased salary/wages first as a priority (51%), although for all resident types this is the top rated priority.

The lower the age, the more important salary/wages are.

The strongest support for provision of housing (subsidized by employer) is expressed by seasonal residents (20%), while the strongest support for ski passes is also from this group (25%).

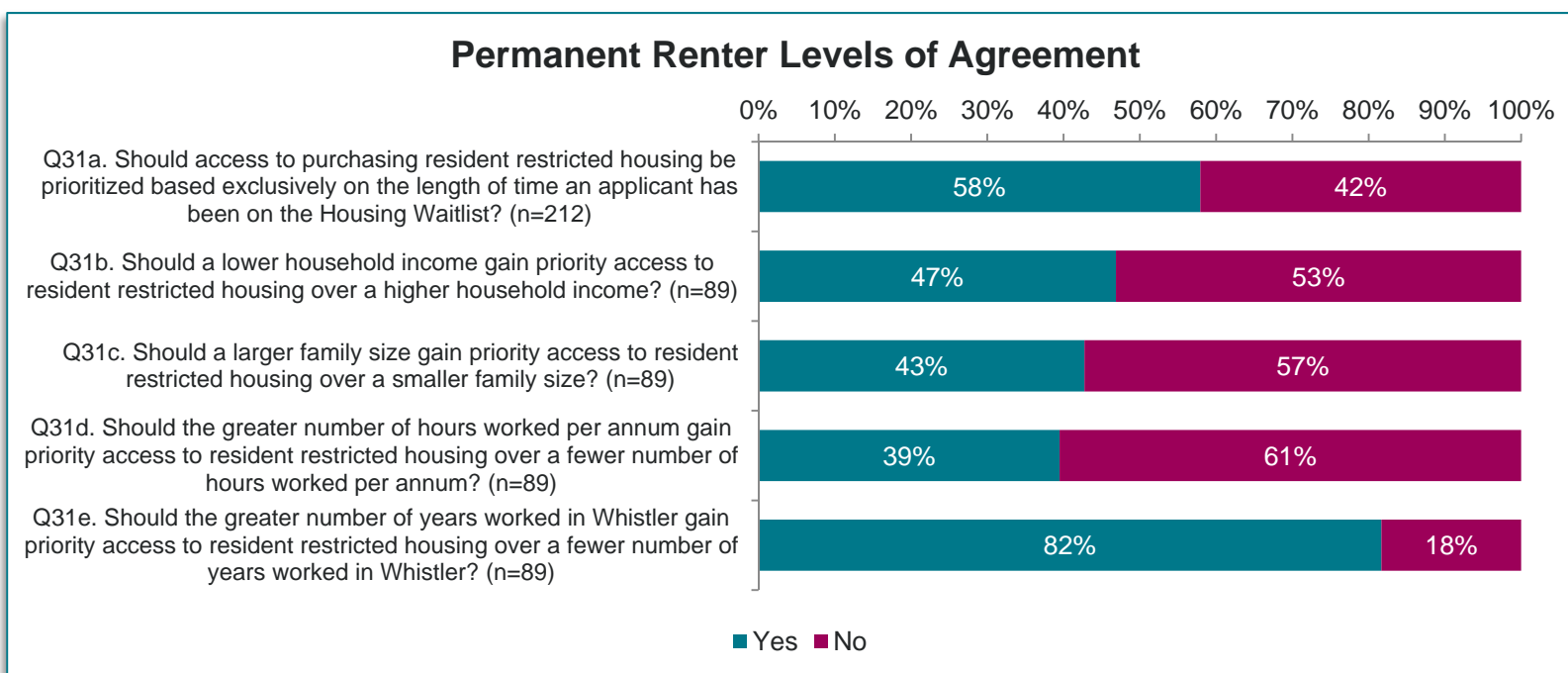


Perspectives on Initiatives



A series of housing priority questions were asked to workforce members. If people responded “no” to the first question, a series of follow-up questions were asked. The figures below provide insight into how each workforce group responded to the housing priority questions.

For **permanent resident renters**, of 212 people that answered the first question, 42% indicated “no” (89 people), which moved them to the subsequent questions. The majority of renters do not agree with most statements, with the exception that the greater number of years worked in whistler should gain priority over the fewer number of years worked in Whistler (82%).



31a-e. Questions provided in figure above.

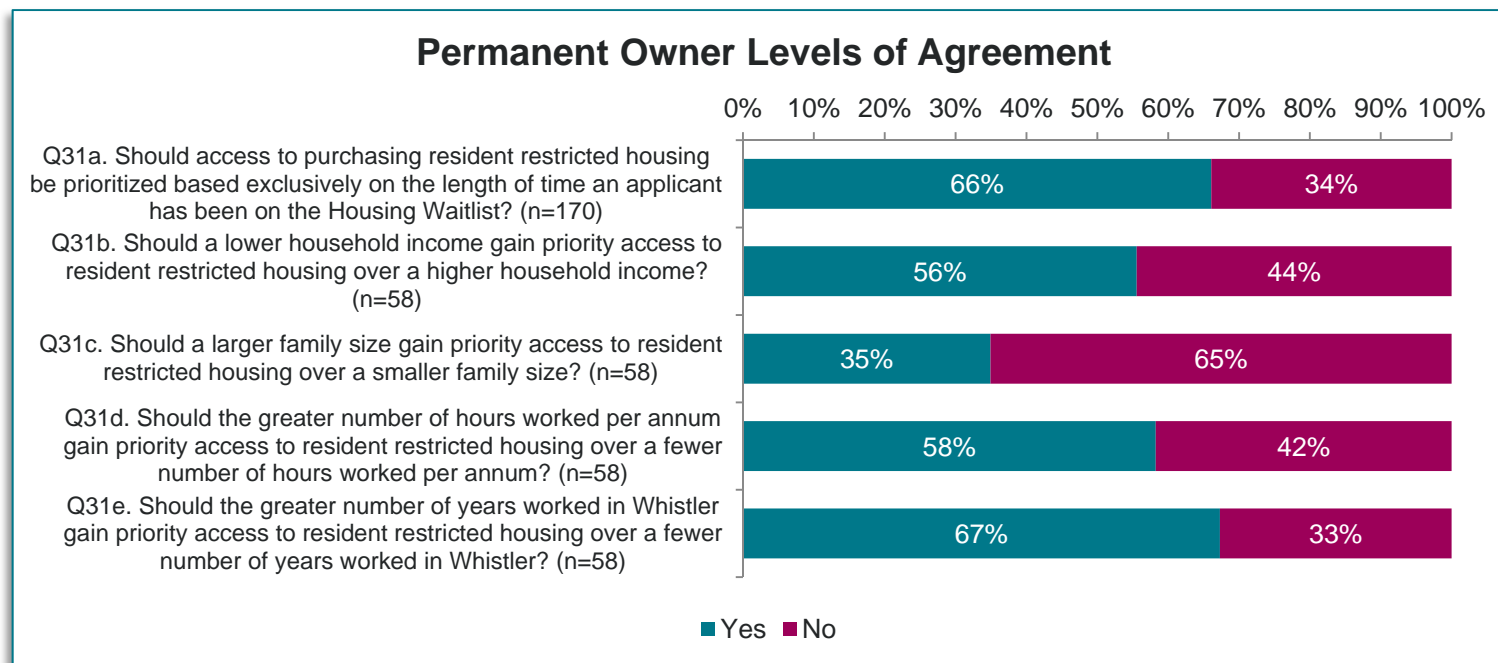


Perspectives on Initiatives



For **permanent resident owners**, of 170 people that answered the first question, 34% indicated “no” (i.e. 58 people), which moved them to the subsequent questions.

The majority of owners agree with statements B, C and E, with stronger opposition to statement C, concerning the size of the family being a determinant for prioritization, where 65% indicated “no”. Support was strongest for the number of years having worked in Whistler (67%).



31a-e. Questions provided in figure above.

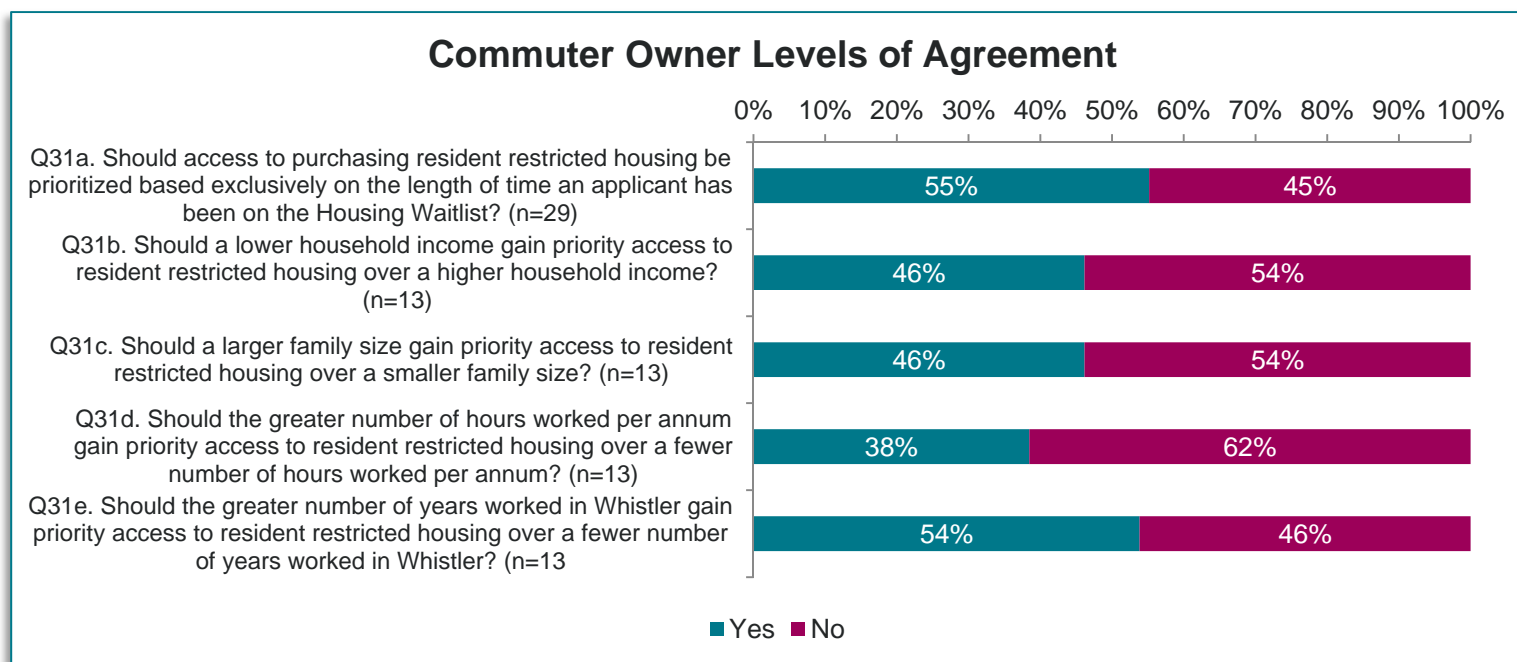


Perspectives on Initiatives



For **commuter owners**, of 29 people that answered the first question, 45% (i.e. 13 people) indicated “no”, which moved them to the subsequent questions. This approximates half, given the margin of error of +/- 10% for this size of sample.

Results indicate that commuter-property owners are generally divided on most statements, with the exception of statement D, where 62% disagree.



31a-e. Questions provided in figure above.



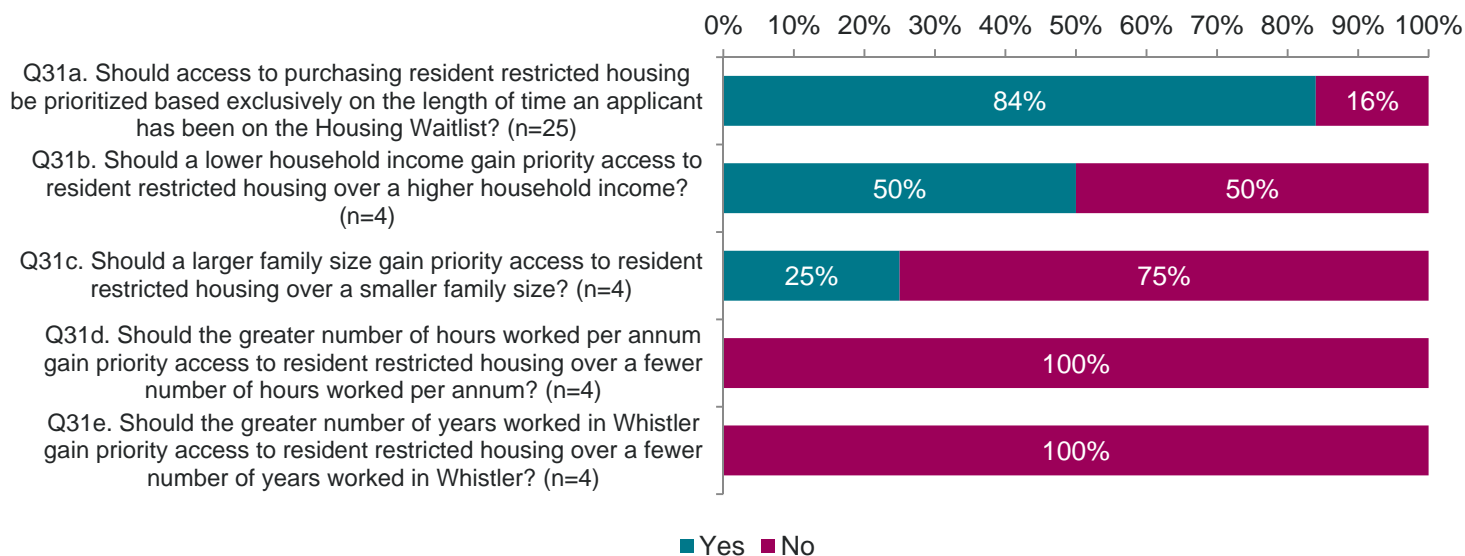
Perspectives on Initiatives



For **commuter renters**, of 25 people that answered the first question, only 16% indicated “no” (i.e. 4 people), which moved them to the subsequent questions. This pool of respondents is too small to assign any measures of significance; however, the results can be looked at anecdotally.

All respondents disagreed with statements D and E, and three quarters disagreed with Statement C.

Commuter Renter Levels of Agreement



31a-e. Questions provided in figure above.

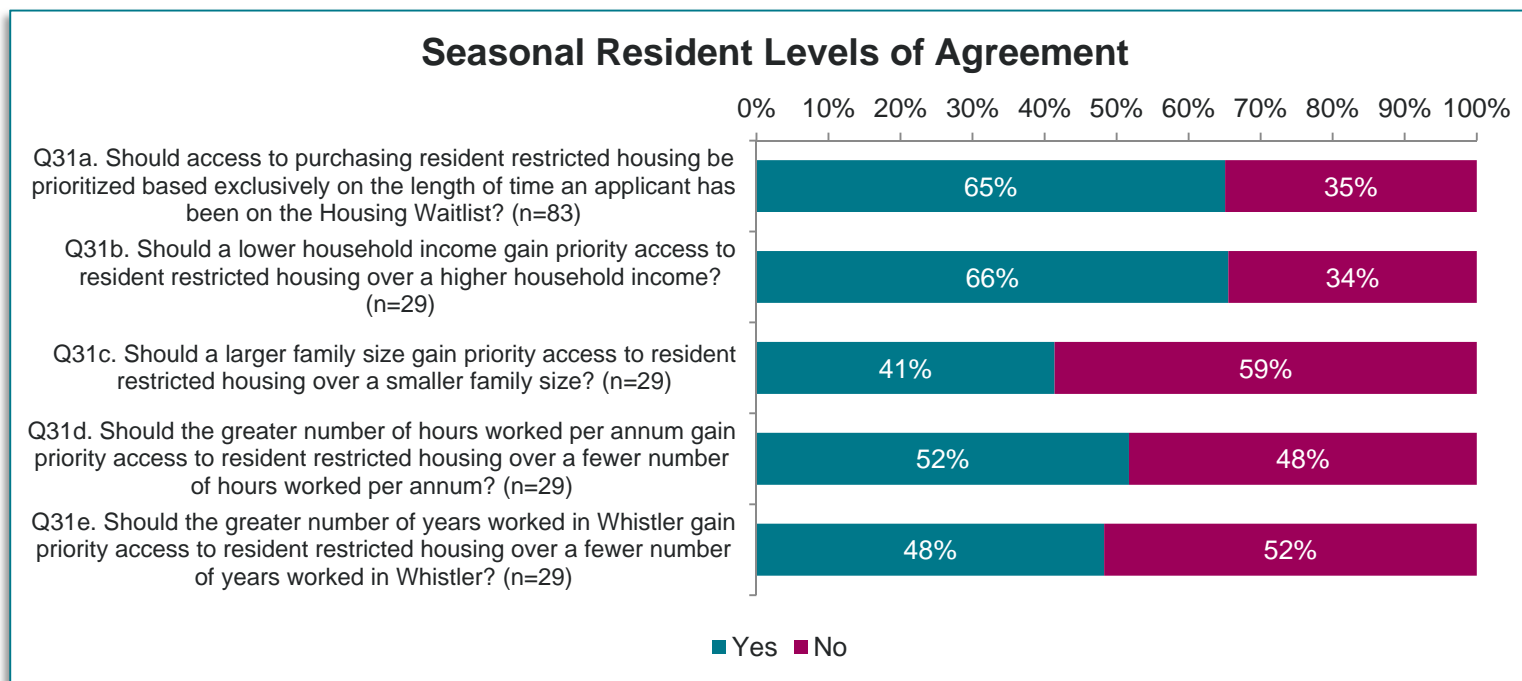


Perspectives on Initiatives



For **seasonal residents**, of 83 people that answered the first question, 35% indicated “no” (i.e. 29 people), which moved them to the subsequent questions.

The majority of owner agree with statement B (66%), that a lower household income should determine access. Meanwhile, statement E (concerning the number of years working in Whistler) has a nearly even level of support and opposition (48% to 52% respectively), indicating a possible area of stakeholder contention.



31a-e. Questions provided in figure above.



Perspectives on Initiatives



Length of time being on the Housing Waitlist is most commonly acknowledged as a priority by commuter-renters (84%), than any other stakeholder group. People with a personal income of below \$25,000 are also most likely to acknowledge this (74%) than any other income group.

Permanent resident renters are more likely than permanent resident owners to believe the number of years worked in Whistler should be a priority (82% to 67%, respectively). Seasonal workers are nearly evenly split on this priority with 48% in favour and 52% opposed.

The lowest personal income bracket (under \$25,000) is most likely to agree that household income should be a priority (70%).

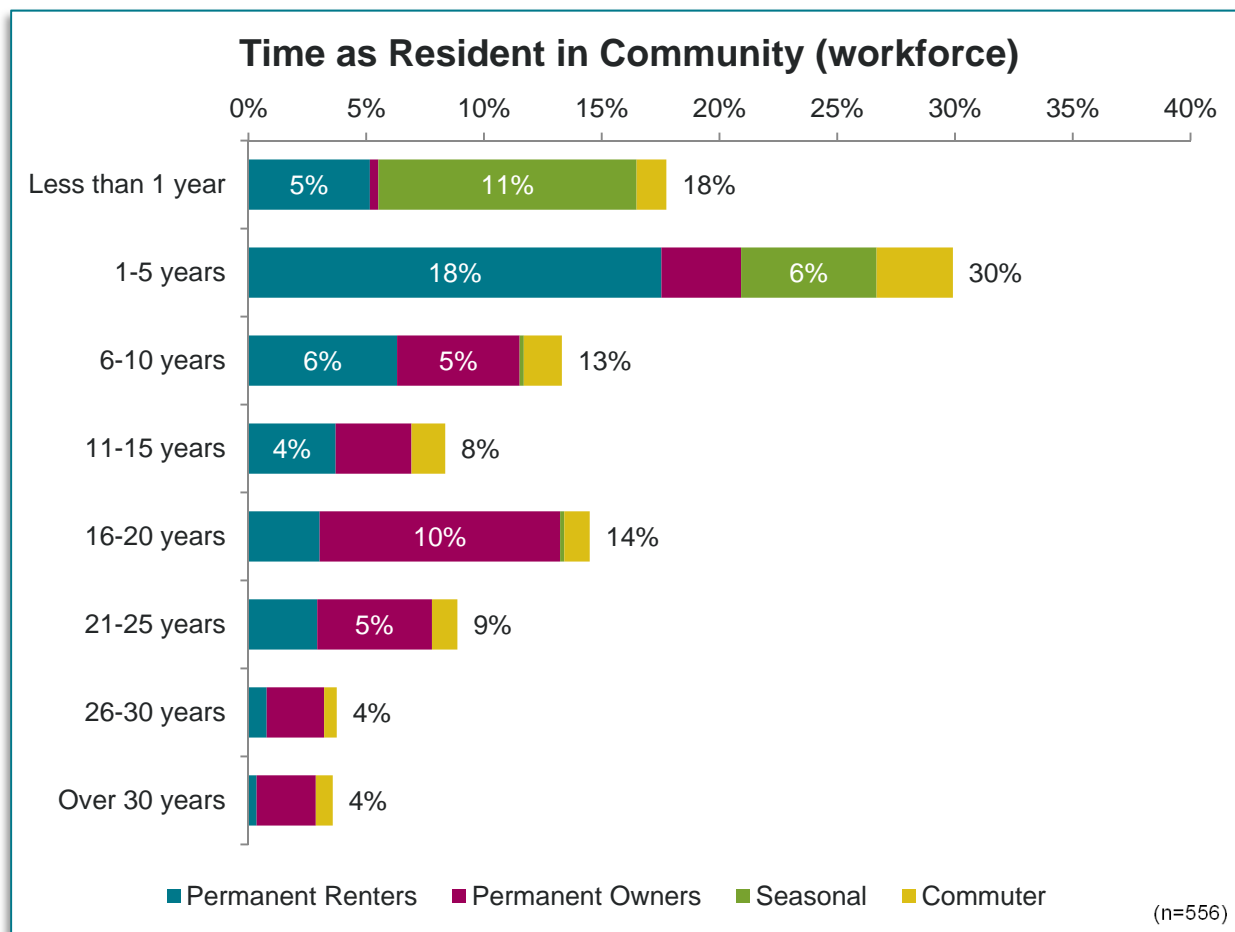
	Permanent (rent)	Permanent (own)	Seasonal	Commuter (rent)	Commuter (own)	Under \$25K	\$25K-\$54K	\$55K-\$84K	\$85K
Length of time? Yes	58%	66%	65%	84%	55%	74%	55%	62%	67%
Length of time? No	42%	34%	35%	16%	45%	26%	45%	38%	33%
Years worked? Yes	82%	67%	48%	0%	54%	25%	55%	19%	16%
Years worked? No	18%	33%	52%	100%	46%	14%	27%	4%	4%
Household income? Yes	47%	56%	66%	50%	46%	71%	44%	38%	50%
Household income? No	53%	44%	34%	50%	54%	29%	56%	62%	50%

31. a-e per the previous charts

Demographic Profile

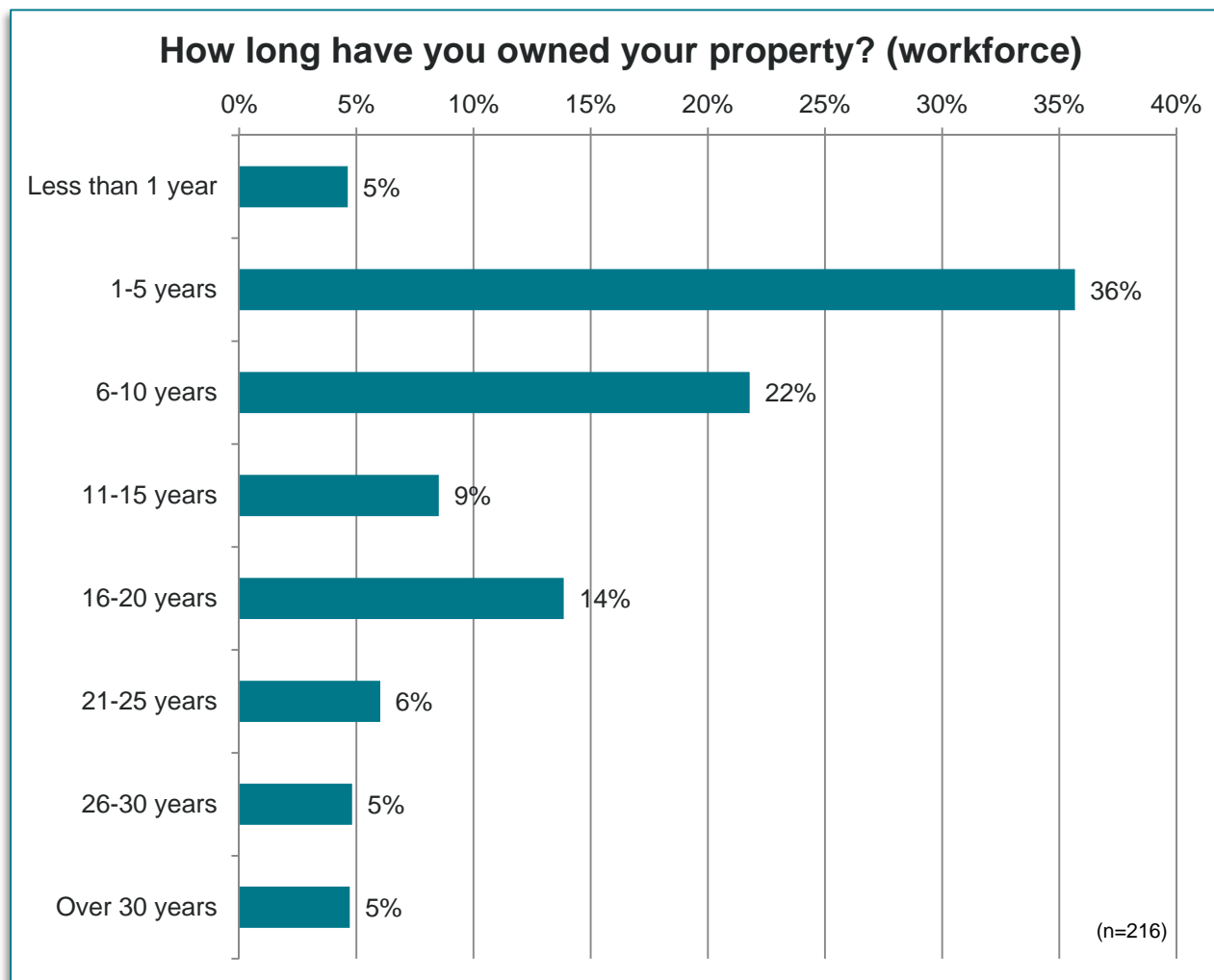


Demographics Profile



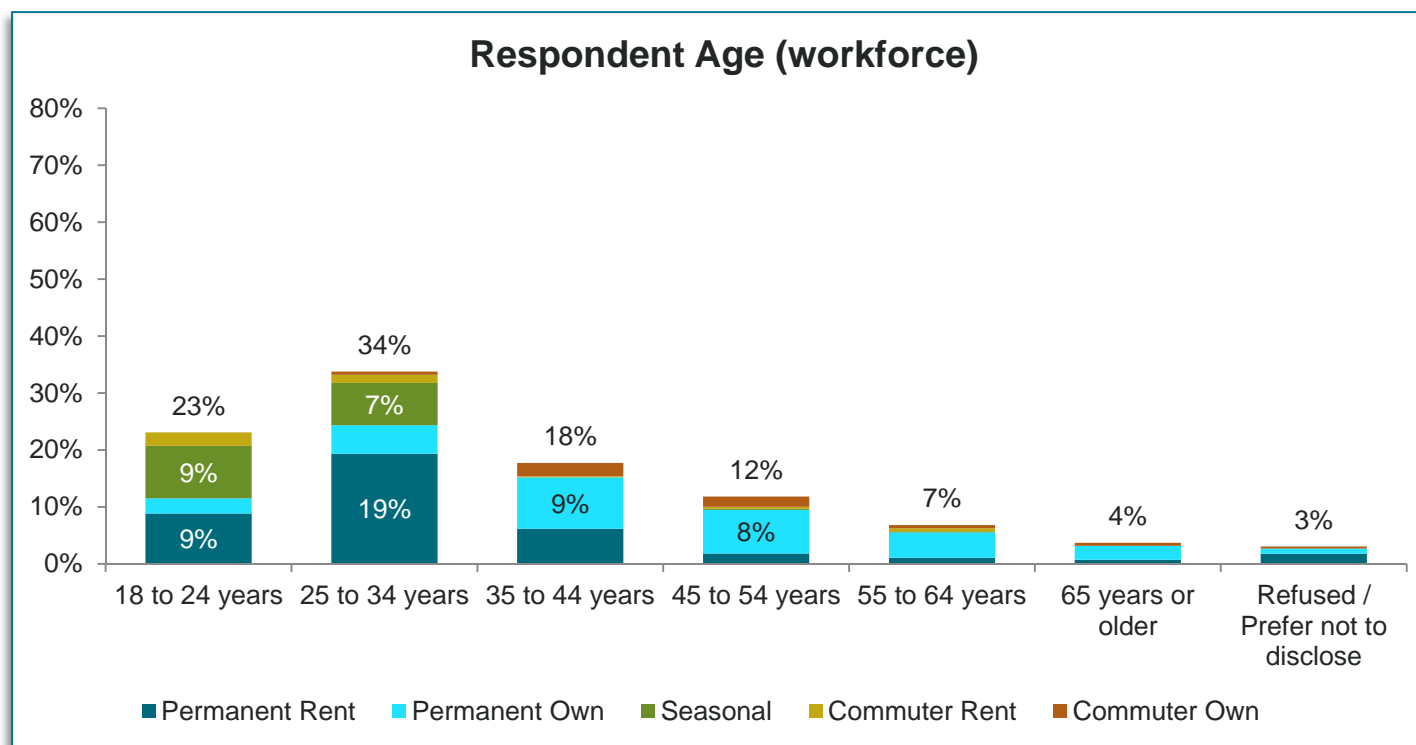


Demographic Profile





Demographic Profile



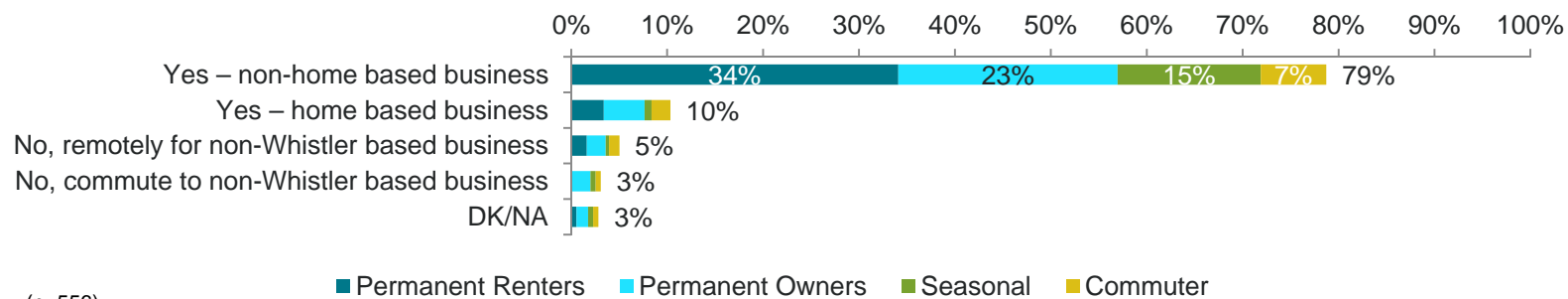
(n=556)



Demographic Profile

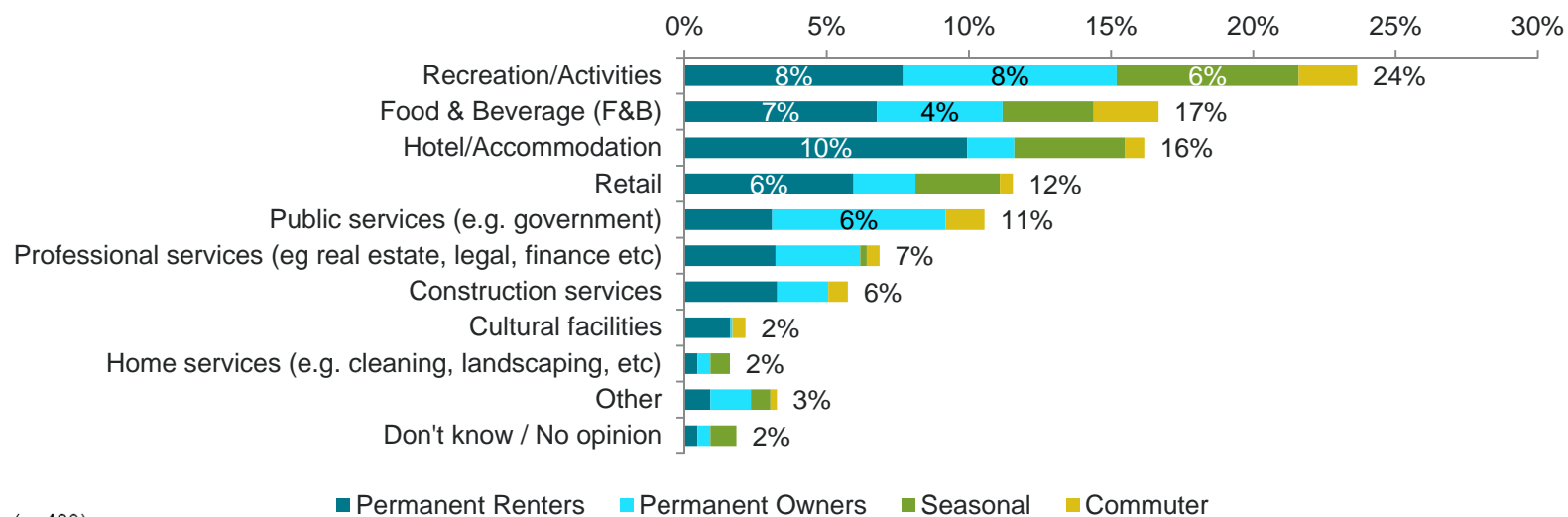


Place of Work (Workforce)



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Sector of Employment (workforce)



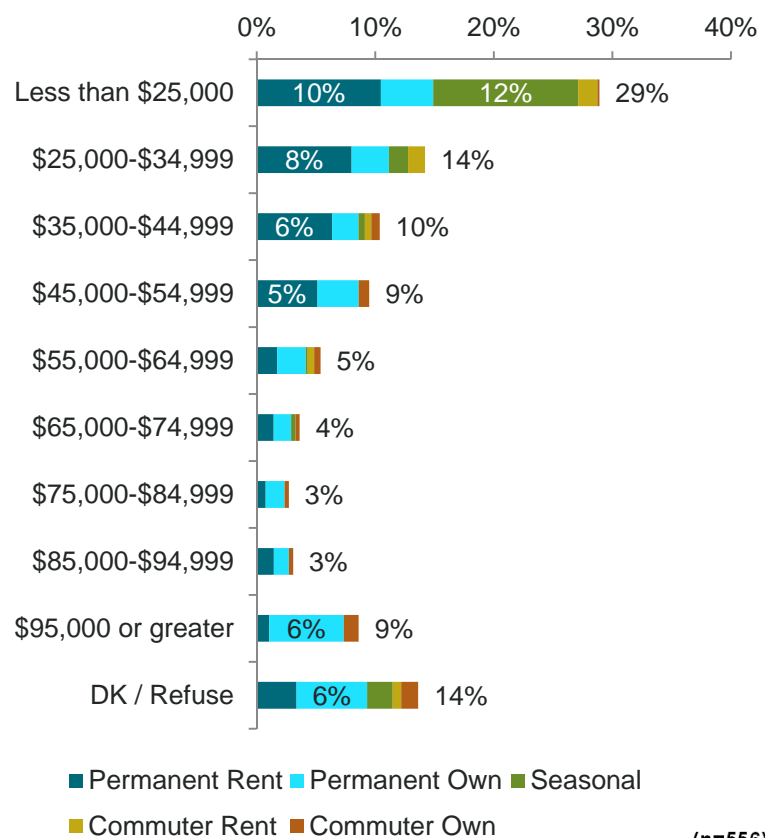
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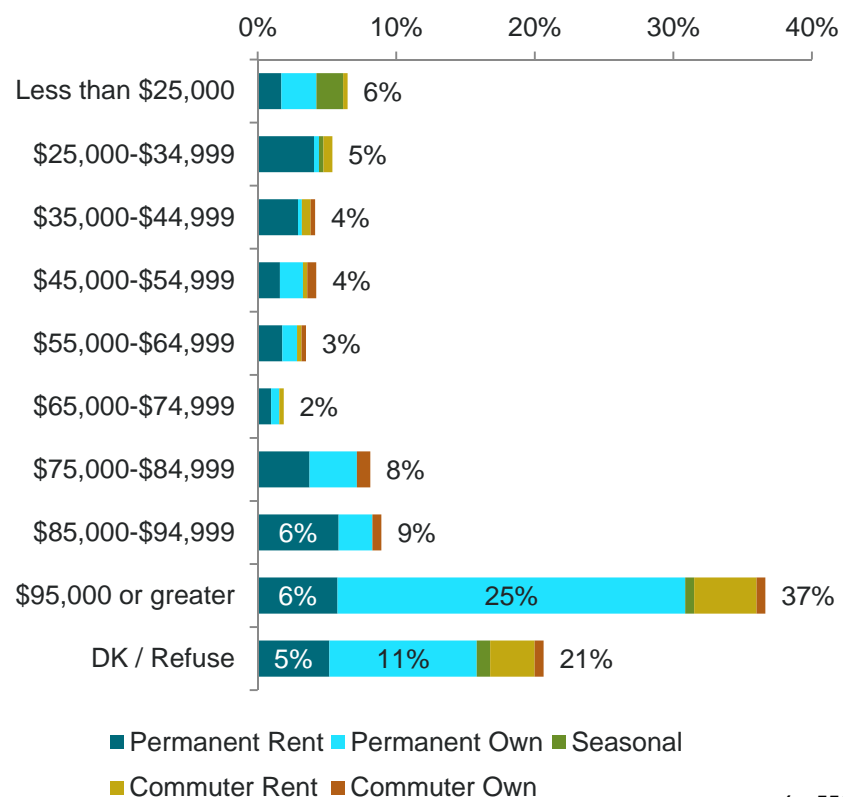
Individual (gross) Income



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(Median = \$35,000)

Household (gross) Income (workforce)

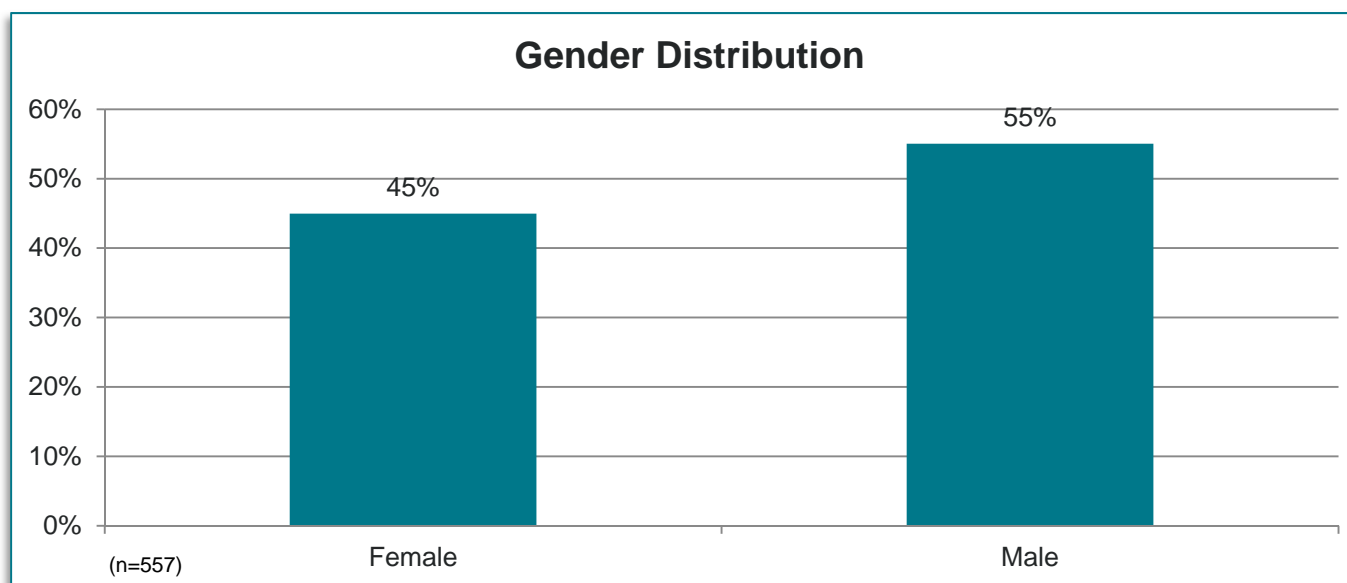


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(Median = \$91,000)

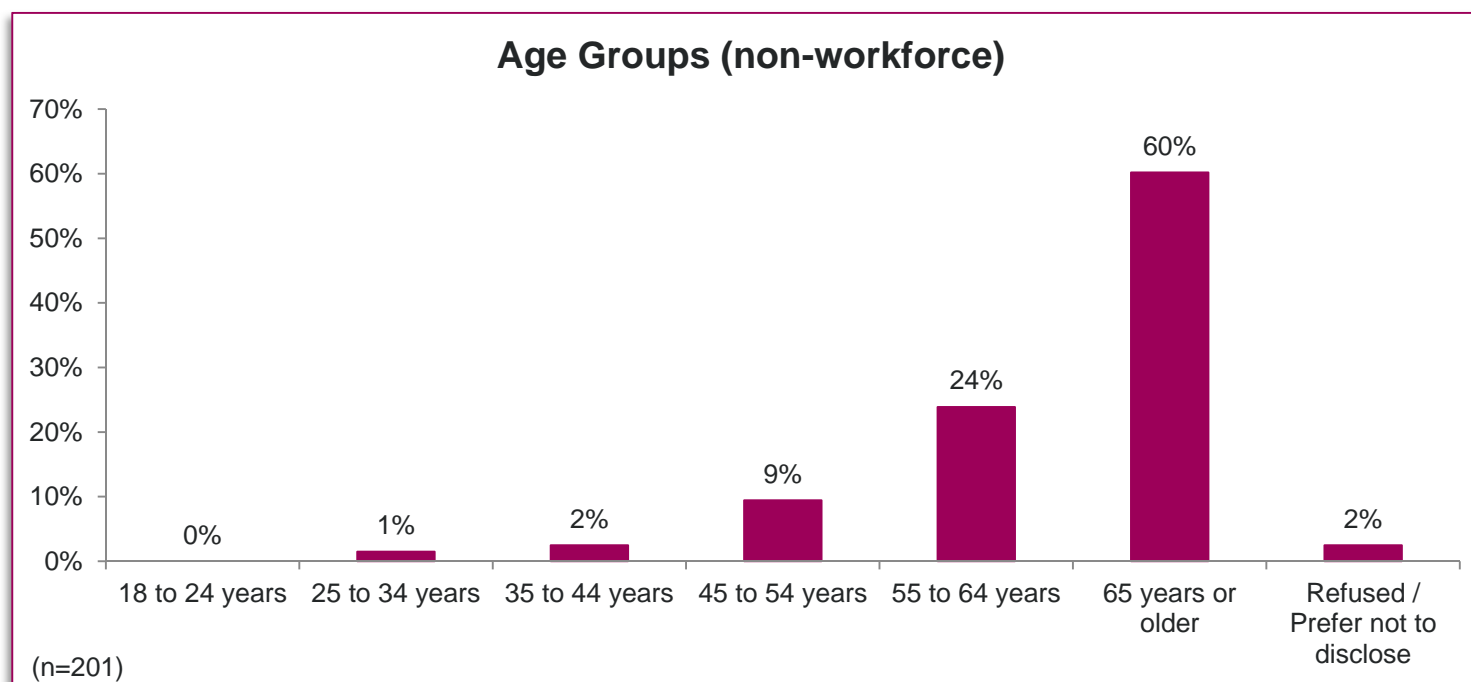


Demographic Profile





Demographic Profile

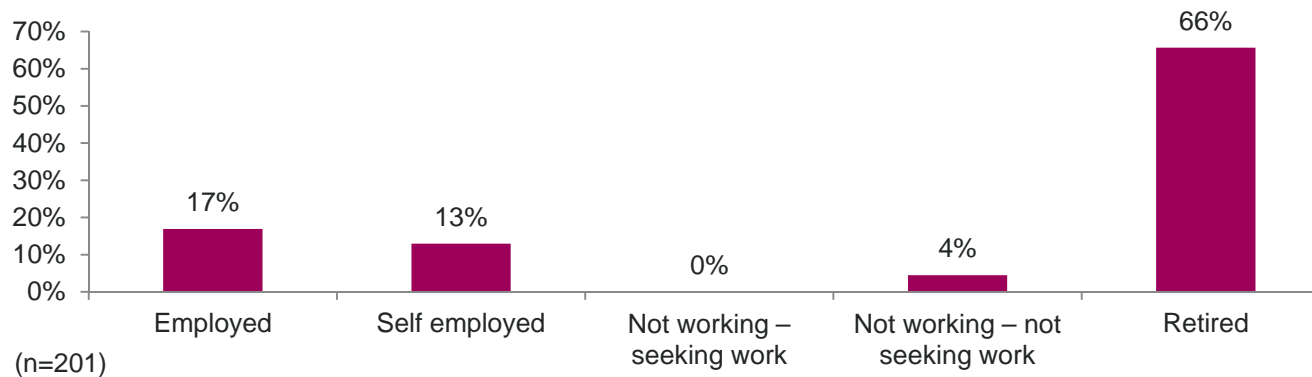




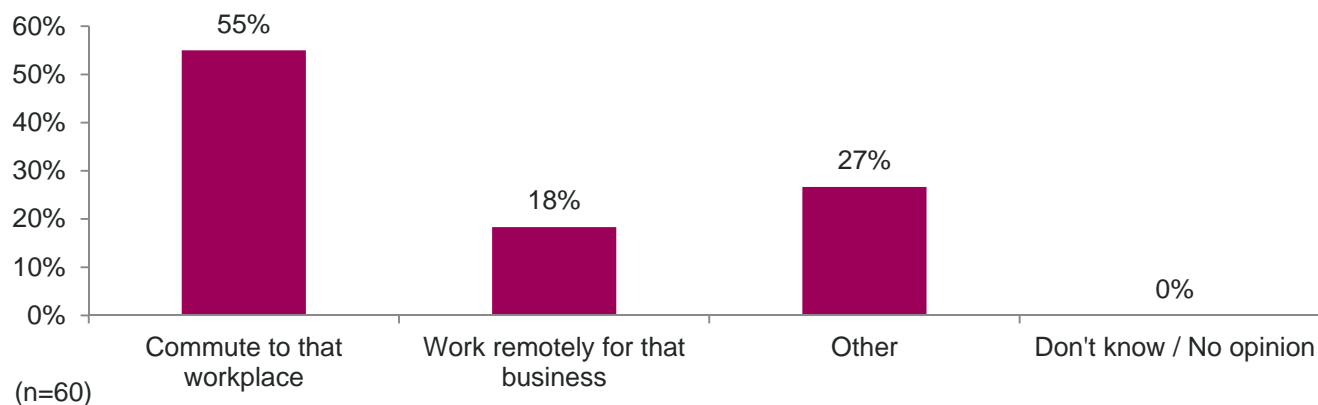
Demographic Profile



Employment Status (non-workforce)



Place of Work (Outside of Whistler) (non-workforce)

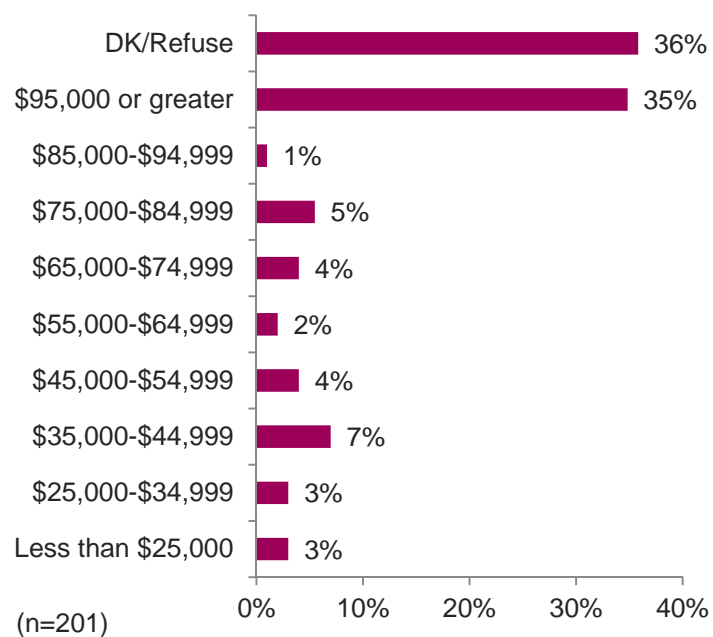




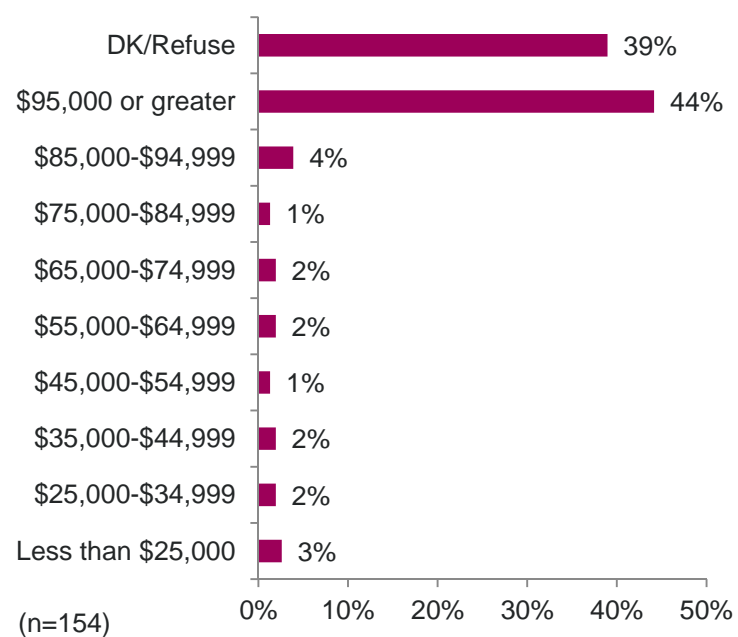
Demographic Profile



Individual (gross) Income (non-workforce)

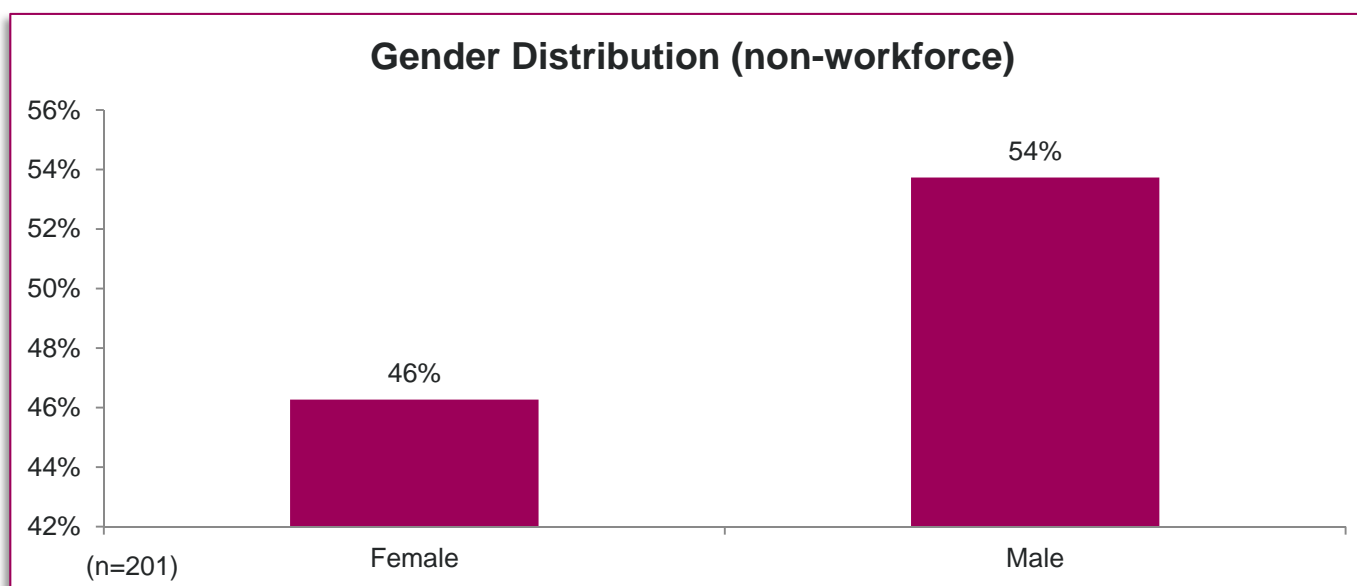


Household (gross) Income (non-workforce)





Demographic Profile





REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017

REPORT: 17-066

FROM: Infrastructure Services

FILE: 6700

SUBJECT: IMPLEMENTATION OF A NEW SOLID WASTE BYLAW

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council consider giving first, second and third readings to “Solid Waste Bylaw 2139, 2017”.

REFERENCES

Appendix A – Solutions Guide and Tools

Solid Waste Management Strategy (not attached)

PURPOSE OF REPORT

This report presents a new Solid Waste Bylaw highlighting how business and multifamily strata’s will handle their waste to ensure diversion of food scrap organics and recyclables from becoming landfill waste, while minimizing attracting Wildlife.

DISCUSSION

BACKGROUND

Council received an update on the progress of the Whistler Solid Waste Management Strategy (SWMS) in July 2015. The SWMS, approved by Council in 2013, consisted primarily of five actions to improve waste diversion and reduce solid waste costs. The five actions recommended in the SWMS were:

1. Restructuring of the municipal solid waste service contracts to align with the RMOW’s solid waste goals;
2. Modifications to compost infrastructure to improve capacity;
3. Updates to garbage disposal bylaws to improve organics diversion;
4. Participation in the new province-wide residential recycling program (MMBC); and
5. Long-term financial reorganizing of the solid waste utility to make it self-sufficient.

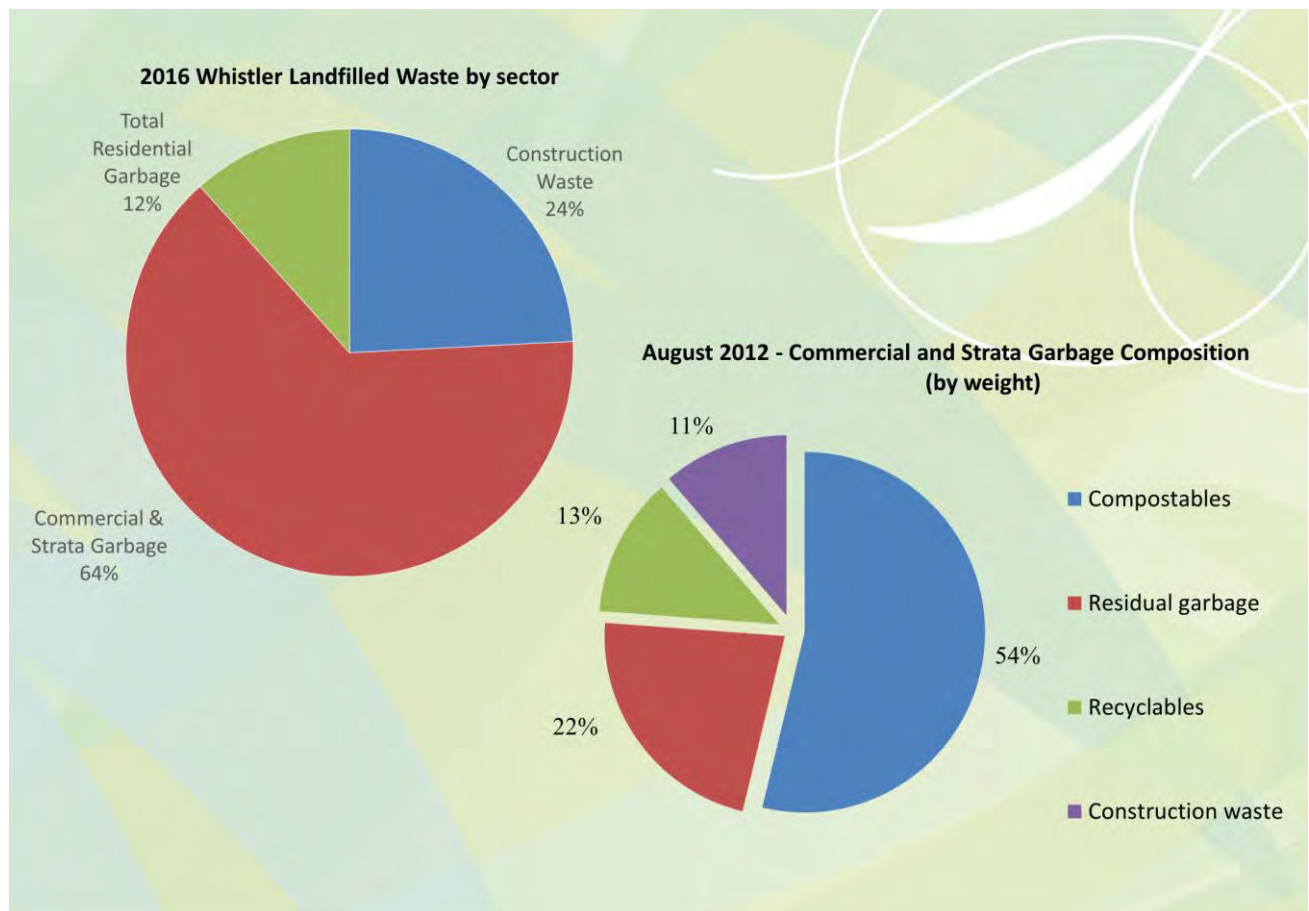
This report addresses Item 3 from this list.

The changes described in this report are proposed as part of the new Solid Waste Bylaw that is brought forward to Council for consideration and approval.

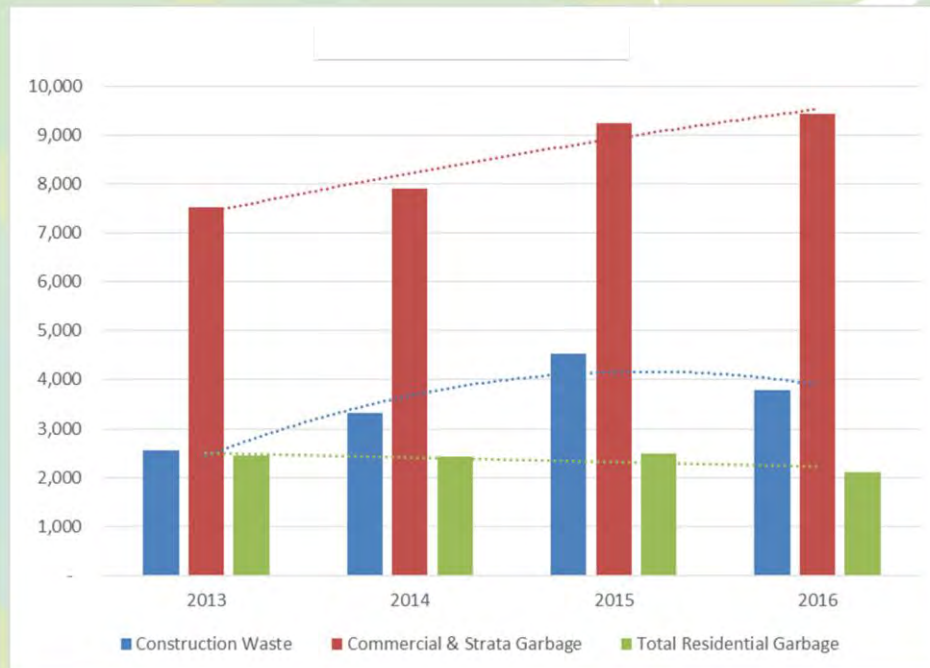
The majority of the garbage that Whistler sends to landfill is generated by the commercial sector and multiple residential housing sectors (Reference Whistler Solid Waste Management Strategy Update

to Council – July 2015). It was recommended that these types of development were to be the main focus of waste reduction efforts, to reduce their greenhouse gas contribution, to improve Whistler's waste diversion rate and to reduce the costs of solid waste disposal; keeping food scrap organics out of the landfill.

The following graphs demonstrate who is generating the waste in Whistler and why improving diversion in the commercial and multi-family sector is so important.



Garbage by Sector – 4 year trend



In 2015 the Association of Whistler Area Residents for the Environment (AWARE) was contracted by the RMOW to undergo an outreach and business support program relating to proposed bylaw changes that would mandate all commercial and multifamily residential strata properties to separate food scrap organic and recyclable materials from their landfill waste materials. Some Whistler businesses and strata's were already on-board with separating the various materials so it was important to understand the challenges preventing others from committing to this change. 40 business and strata's in Whistler were engaged, and their feedback on the proposed Bylaw amendments was considered.

The actions that have been identified to help stakeholders make this transition easier include:

1. Attending meetings with relevant local associations (restaurant, hotel, and retail sectors);
2. Creating tools to assist businesses on how to prepare for the new bylaw; and
3. Time to directly assist individual businesses with their transition plan.
4. Remove hardships when applying to modify or increase solid waste storage space for the separation of organics from landfill waste.

AWARE presented their findings of their outreach to representatives of the RMOW Infrastructure Services, Planning and Environmental Stewardship Departments. The group was joined by a Carney's Waste Systems representative prior to visiting existing garbage and recycling storage rooms within existing developments in Whistler Village.

As a result of the site visits, considerations for change were discussed for inclusion into a Zoning Amendment Bylaw:

- Increased gross floor area exemptions for garbage, food scraps and recycling facilities within buildings (except for those located in single family and duplex dwellings);
- Allowances for a parking space reduction (up to 2 spaces) for conversion of parking to recycling and food scraps facilities;
- Exempt the fee in lieu for stalls converted to recycling and food scraps facilities.

2017 Action

Open House

On May 10 2017 an open house was held to update businesses and property management groups on the coming bylaw and zoning amendments that may affect them. Representatives from the SLRD, RMOW and from AWARE presented findings on why it is important to keep food scrap organics and recycling from becoming landfill waste. Attendees were also exposed to newly developed tools that will assist them in reducing the waste being generated by the business; setting up proper storage areas and educating staff to support the owner's decision to improve diversion.

Future Outreach to business owners

Outreach will continue to business owners by the RMOW with support from AWARE in the fall of 2017. Presentations to stakeholder groups that did not attend the May open house will have a second opportunity to discuss how the bylaw will affect them and what support they may need to achieve compliance with the new Solid Waste bylaw.

New Solid Waste Bylaw

The new Solid Waste bylaw will replace the existing Garbage Disposal and Wildlife Attractant Bylaw. The major differences between the new Solid Waste Bylaw and the current bylaw will be:

- Updated waste stream definitions;
- Requirement for business owner (which includes events), to submit a solid waste management plan as a component of the business license application process. Requesting this plan will demonstrate to the RMOW that the business group understands the responsibility to handling solid waste generated through business activities;
- Requirement for business owner (which includes events), to report back to the RMOW on the performance of their Solid Waste Management Plan as a component of business license renewal application;
- Requirement for business and multi-family strata sector to separate waste into a minimum of three (3) streams:
 - Landfill waste,
 - food scraps organics, and
 - recyclables;
- The intent of the penalties and enforcement will be similar to the existing bylaw with exceptions.
 - Waste stream load contamination of greater than 25% by weight or by volume will be charged at the tipping fee rate of "Mixed Waste"
 - Submitting a Solid Waste Management Plan and the follow up Solid Waste Management Plan - Performance Report will be a requirement for the approval of a Business License in Whistler.

Companion Zoning Bylaw Amendment

Since the proposed Solid Waste Bylaw will regulate how businesses and strata's handle their waste, there may be a need to provide additional space in their development for garbage, food scraps and recycling bins.

To simplify the process of creating additional space some obstacles within the existing zoning bylaw will be amended. To do this a companion zoning bylaw amendment will be presented to Council by the Planning Department at the same time as the new Solid Waste Bylaw.

The Zoning amendments will:

- Provide no limit on gross floor area exemptions for solid waste separation and storage space in buildings in compliance with the RMOW Solid Waste Bylaw No. 2139, 2017, and a Solid Waste Management Plan.
- Allow for reductions of up to two parking stalls in the higher density commercial core zones of Whistler in compliance with the RMOW Solid Waste Bylaw No. 2139, 2017, and a Solid Waste Management Plan.
- By default, the amendment described above will exempt properties in the CC1 zone from having to pay the \$20,000 fee in lieu/parking stall for a parking variance.

Municipal Ticketing Information Program

An amendment to the Municipal Ticket Implementation Bylaw will be made at a later date.

Business Regulation Bylaw

An amendment to the Business Regulation Bylaw will be made at a later date.

Support Tool to Business Owners

Solutions Guide: Recycling and Reducing Food Waste in Commercial Properties;

The RMOW retained AWARE through their fee for service program, to develop a document that provides educational information and direction to businesses and strata's on how to effectively divert recycling and food scrap organics from becoming landfill waste. The material found in the document was generated using AWARE's 2015 outreach material. Worksheets to conduct waste assessments and to track food scrap waste were also developed. All this material can be found at www.whistler.ca/wastereduction

Solid Waste Management Plans

To demonstrate that businesses are effectively diverting waste from the landfill, the RMOW will request a Solid Waste Management Plan when applying for or renewing a business license. This will provide an opportunity for business owners to create an action plan describing how they will handle waste generated by their business.

Solid Waste Management Performance Reports

When businesses are renewing business licenses a Performance report will be requested by the RMOW. This simple document will summarize how the business performed in reducing, diverting or

reusing waste material generated over the year. Based on prior year waste diversion outcome amendments to the businesses Solid Waste Management Plan may be required.

SCHEDULE

Step:	Date:
Education and Transition Program	Spring 2017
Bylaw adopted and in effect	August 2017
Bylaw enforcement through education	August 2017 to August 2018
Bylaw enforcement through fines	August 2018 onwards
MTI amendment	August 2017
Business Regulation Bylaw amendment	August 2017

WHISTLER 2020 ANALYSIS

OTHER POLICY CONSIDERATIONS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Materials & Solid Waste	Whistler is well on its way to achieving its "zero waste" goal.	The proposed bylaw will enhance waste diversion and reduce costs
	The community is committed to providing infrastructure capable of continually decreasing our residual wastes	Several recent upgrades to Whistler's solid waste infrastructure, made as part of Whistler's SWMS have improved waste diversion in Whistler.
Finance	Whistler lives within its financial means	The recommendations in the SWMS are expected to result in overall reduction of solid waste operating costs.
	The resort community effectively and efficiently balances its costs and expenditures	The costs and benefits of many potential changes to the solid waste system have been reviewed, and only those with a positive cost-benefit result have been recommended.
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
None.		

BUDGET CONSIDERATIONS

Once the new Solid Waste Bylaw is in effect, it is expected that between 3200 and 6400 tonnes of garbage to landfill contamination will be diverted to either food scrap organics or recycling each year. This represents the range between the Solid Waste Bylaw being 50% successful and 100% successful in getting commercial and strata food scrap organics and recycling out of the garbage to landfill. Removing this contamination adds capacity to the municipal process of handling landfill waste each year without the commitment of additional resources.

The tipping fees for solid waste covers a large percentage of handling and disposal costs to businesses, so savings from the implementation of the new Solid Waste bylaw will be realized when the waste hauling companies pay for heavy food scrap organics that contains little to no contamination at the lower tipping fee, rather than the higher fees for landfill waste. It is understood however that there will be a cost for the additional food scrap organic collection waste stream bin rental and servicing.

COMMUNITY ENGAGEMENT AND CONSULTATION

Elements on diverting food scrap organics from becoming landfill waste was presented to business owners and property managers at an open house on May 10 2017.

Lynda Flynn, CAO of the Squamish Lillooet Regional District (SLRD) and Whistlers' municipal councillor Sue Maxwell lead the presentation on why it's important to keep food scrap organics out of the landfill. AWARE's Executive Director Claire Ruddy presented on the outreach work they did with local businesses; with a mandate to understand the challenges business owners may have in separating food scrap organics out of landfill waste. Claire also presented the new educational tools developed to assist business owners and strata's' when making decisions around how they can cost effectively separate food scrap organics from landfill waste.

After the presentations attendees were able to speak with planning and building department staff and learn how they can apply to modify existing spaces or to add space for storing waste. Sea to Sky Soils and the SLRD discussed issues with waste stream contamination and how it can impact the composting process and AWARE used the opportunity to display containers used to store food scrap organics and to discuss how to use the Solutions Guide and supporting tools.

SUMMARY

This report requests Council to approve first, second and third reading of the new Solid Waste Bylaw 2139, 2017 that will highlight how business and multifamily strata's handle their waste to ensure diversion of food scrap organics and recyclables from becoming landfill waste, while minimizing attracting Wildlife. Improving diverting in the Commercial and Multi-family sectors was a recommended action item in the Whistler Solid Waste Management Strategy approved by council in 2013. This sector was identified as a major contributor to landfill waste generated in Whistler; a major component of this waste was considered to be food scrap organics and recycling.

In 2015 AWARE reached out to businesses with a mandate to understand the challenges in reaching compliance with a new proposed Solid Waste bylaw. The outreach also identified that the zoning bylaw should be amended to improve the process to modifying or adding space for solid waste storage. As a result a companion zoning bylaw amendment will be brought before council at the same time as the new Solid Waste bylaw.

An open house was held in May that presented new initiatives and educational tools to businesses and strata groups. It was an opportunity to explain why food scrap organics do not belong in the landfill and to receive additional feedback on some of the challenges groups may face. Additional presentations will be held later in 2017 to continue the communication and education with stakeholder groups effected by the act of segregating food scrap organics from the landfill waste.

The new Solid Waste Bylaw contains improvements over the existing Garbage Disposal and Wildlife Attractants Bylaw such as;

- Updated waste stream definitions;
- Requirement for business owners (which includes special events), to submit a solid waste management plan and performance report as a component of the business license application process;
- Requirement for ICI and strata sector to separate waste into three (3) streams:
 - food scrap organics
 - recyclables
 - garbage (landfill waste);
- Minimize waste stream contamination to not pay Mixed Waste” disposal fees.

Subsequent to approval of Solid Waste Bylaw No 2139, 2017, the Municipal Ticketing Information Bylaw 1719, 2005 and the Consolidated Business Regulation Bylaw No 739, 1989 will be amended to reflect the conditions of this Solid Waste Bylaw.

This report requests Council’s authorization for first, second and third readings of the “Solid Waste Bylaw 2139, 2017”.

Respectfully submitted,

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



A Solutions Guide: **Recycling and Reducing Food Waste in Commercial Properties**



Background

This guide was produced with input from local restaurants, hotels and businesses to help business leaders design, implement and maintain food waste collection and recycling systems. Developed by the Association of Whistler Area Residents for the Environment (AWARE), with support from the Resort Municipality of Whistler (RMOW), this practical guide is intended to equip businesses with the knowledge and skills to adapt to new waste management regulations.

Using This Guide

This guide provides practical solutions to help Whistler businesses keep recyclable and organic materials out of the waste destined for landfill. In addition, the guide provides tools and techniques to reduce the overall amount of waste being generated in commercial properties.

This guide contains information on:

- Section 1** Making the business case for continual improvements to waste management
- Section 2** Evaluating existing waste management practices and identifying areas for improvement
- Section 3** Understanding options for waste segregation infrastructure
- Section 4** Training staff and building in on-going monitoring
- Section 5** Reviewing purchasing to reduce waste and simplify segregation

Making the Business Case for Improved Waste Management.

Understanding the Importance of Waste Reduction

Why Reducing Waste is Good for Business

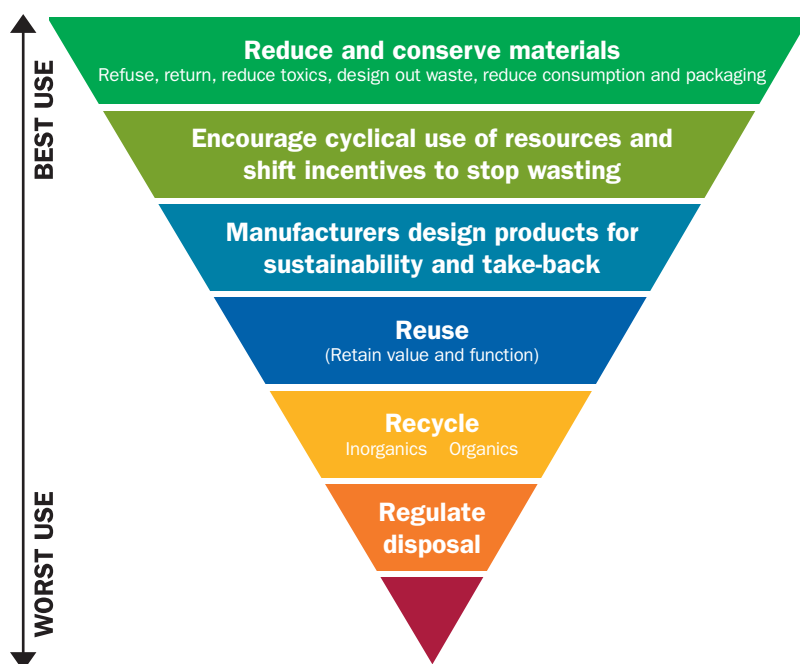
Adopting a 'Zero Waste' approach helps the environment and the business bottom line.

The waste hierarchy is a model for selecting waste management options. To maximize the environmental and financial benefits available, waste reduction efforts should target the top of the waste hierarchy.

Changes to waste tipping fees illustrate increasing costs, even before service charges and bin rental costs are taken into account. In 2017:

- The tipping fee for garbage increased from \$130 to \$140 per tonne.
- The tipping fee for mixed waste — garbage containing more than 25 per cent recyclable materials, clean wood or yard waste — increased from \$260 to \$300 per tonne: more than double the cost of uncontaminated garbage.
- The cost of organic waste will remain at \$75 per tonne.
- Tipping fees for recyclable materials including glass, rigid and film plastic, paper, and cans will continue to be covered through extended producer responsibility (EPR) programs – meaning there is no change in cost to businesses.

Businesses and properties that actively manage waste will be better positioned to reduce waste associated costs and avoid overage charges, now and into the future.



The best way to save money by managing waste is to reduce the amount of waste produced in the first place.

The True Cost of Waste



(Source: Waste Resources and Action Program)

“Zero Waste is a ‘whole systems’ approach that considers the flow of products and materials from the first stages of product and process design, through resource extraction, manufacturing, consumption and disposal.

Waste is seen as more than just garbage – it is seen as a valuable resource.

Given this broader perspective, the Zero Waste approach aims to minimize the consumption of materials at the beginning of the product ‘life cycle,’ in order to reduce the environmental impact of the product at the later stages.”

~ Squamish Lillooet Regional District, Regional Waste Strategy

Why all the Fuss about Food Waste?

The way we manage our waste is changing. Whistler's Organics Diversion Bylaw requires the separation of food waste from the waste destined for landfill. The bylaw applies to all commercial and multi-family accommodation properties and therefore affects residents, visitors and businesses.

Consultations with business owners and residents in the community indicate strong support for keeping food waste out of the landfill, as well as continued action towards the vision of becoming a zero waste community. As the costs associated with the collection, transportation and processing of waste continue to steadily rise, the benefits of reducing waste and keeping it out of landfill become more apparent.

From 2011 to 2016 garbage produced by commercial and multi-family accommodation properties in Whistler increased by 35 per cent, from 7,514 to 10,017 tonnes. Based on current pricing of \$140 per tonne, 2016 waste levels cost over \$1.4 million in tipping fees alone, prior to bin rentals and service charges.

A detailed audit of commercial and multi-family accommodation property garbage in Whistler found that 54 per cent could have been composted.

Sending food waste to composting facilities 'closes the loop' by turning a food waste into compost. Compost can then be added to soil to increase nutrient value, crop yields and plant health. Help close the loop and ensure food waste fuels the growth of future food.



Under the RMOW Organics Diversion Bylaw, commercial and multi-family accommodation properties will need to:

- Collect and divert food waste - it will no longer be accepted in garbage
- Have three-stream waste collection - recycling, compost and garbage
- Manage contamination of all three streams of waste

Contaminated loads of garbage, recycling or organics will be classified as 'mixed garbage' by waste haulers, resulting in costs of \$300 per tonne for disposal, more than double the cost of any other waste stream.

1. As outlined in Whistler 2020, The Resort Municipality of Whistler's Official Community Plan (OCP), Whistler's Solid Waste Management Plan and the Squamish Lilooet Regional District's Solid Waste Management Plan.



Evaluating Existing Waste Practices and Identifying Areas for Improvement

Taking the First Steps to Improved Waste Management

Understanding where and how waste is generated is the first step in identifying opportunities for improvement. The depth and scope of an initial review and ongoing monitoring of waste will depend on available budgets, the flow of waste, and support from staff.

Waste reviews can be as simple as routinely observing the amount and variety of materials ending up in garbage, compost and recycling containers. Understanding the quantity and nature of how waste was generated will help to uncover necessary changes to existing waste management policies and operating practices.

REMEMBER: “If you don’t measure it, you can’t manage it’.

Ongoing monitoring of waste allows businesses to effectively manage service contracts, saving money, increasing recycling performance and reducing Whistler’s collective carbon footprint

Review Current Waste Systems

Engaging supervisors and staff at an early stage will help with identification and understanding of existing waste practices, while also building shared responsibility which improves the likelihood of success when implementing future changes. Invite staff members to become 'champions' of waste management and get them involved in monitoring reduction efforts.

Methods for monitoring waste

1. MAKE VISUAL OBSERVATIONS

- Conduct and record visual checks of garbage, recycling and food scrap bins.
- Use visual clues and discussions with staff to better understand where food waste is coming from, and what contaminants may be present.
- Identify problem areas for food waste generation relating to spoilage, menu preparation and customer plate waste.
- Ask staff to track details about waste being taken out of the business at the end of shift / each day.

2. REVIEW WASTE DATA WITH WASTE HAULER

- Waste haulers should be able to provide a business record of waste data. Reviewing waste weights and collection frequencies can help to identify areas for improvement.
- If the business is located in a shared building, data will be for the whole property. In this situation, working together with neighbouring businesses and strata council will determine whether actions need to be implemented throughout the whole property or just with specific building occupants.

3. CONDUCT A FULL WASTE AUDIT

- Businesses may conduct a full waste audit, and this can be accomplished 'in-house', with the waste hauler, or through an external organization.
- A full audit will identify waste quantities, sources, and contamination levels to identify areas of concern and opportunities for future improvements.



Business Waste Solutions Tool 1

- provides a guide to reviewing existing waste systems.

An important part of reviewing existing waste practices and opportunities for integrating food scraps and organics collection is to understand how products flow through a business:

- What products are being purchased that would go in the organics bin?
- Where is food waste being generated and why?
- How will collection of food waste impact work stations?
- What will staff need to do differently and do they have ideas or concerns regarding changes?
- What products could be confusing for staff / customers to dispose of correctly?

Letting food go to waste is costly.

Food that is in the garbage has cost money to buy, to store and prepare, and then to dispose of when it is thrown away.

Generating waste reduction ideas with staff can often be more fruitful than trying to identify actions alone. Talk to waste hauling service providers and suppliers during the early stages of a waste review, to gather ideas or alternative products that could help to eliminate or simplify waste streams (more on this in section 5). Consider donating food waste that could not be avoided to keep high quality, healthy food out of the garbage.

Food is a valuable resource

Opportunities to donate food and to have food rescued in Whistler are available through:



The Whistler Food Bank – Whistler Community Services Society:

Food is distributed every Monday from 10:00 a.m. - 12:00 p.m.

Donations can be made at collection points or by appointment.

www.mywcss.org/food-bank

British Columbia's Food Donor Encouragement Act protects donors from liability when they donate surplus perishable food, while ensuring recipients' rights are protected.

Ideas for Reducing Food Waste

The following list of common operating principles used in commercial kitchens that support food waste reduction.

Review product orders:

- ✓ Use purchasing guidelines and historical business levels to ensure that all purchases are based on current establishment needs.
- ✓ Plan for variations in business levels that mirror seasonal changes in business levels.
- ✓ Check inventory levels and adjust the quantity and frequency of orders accordingly.

Reduce food spoilage:

- ✓ Ensure food products are shipped and stored in proper condition (for example, dry / temperature controlled conditions).
- ✓ Rotate stocks at every delivery to minimize waste due to spoilage. Keep stock areas organized so that staff can easily implement a 'first in first out' policy.
- ✓ Track inventory levels regularly to ensure that older products are being used first and to identify surplus products that could be reduced in the future.
- ✓ Pre-cool hot foods in an ice bath before placing them in the cooler to prevent premature spoilage of surrounding products.

Minimize over serving of food:

- ✓ Evaluate and adjust the size of meal portions if they are consistently being returned unfinished. This is particularly useful when launching new menu items.
- ✓ Ask for feedback from service staff; is there a dish that no one seems to be able to finish? Are there parts of a dish that are often left uneaten?

Maximize the value of food:

- ✓ Many restaurants provide meals for staff at little or no cost. This puts surplus perishable items to good use and provides a staff benefit.
- ✓ Donate extra food to The Whistler Food Bank (see information box on previous page).

Eliminate unnecessary waste by switching to products that can be reused, recycled or composted – for more on this see the Smart Purchasing guidelines in section 3.



Business Waste Solutions Tool 2

- provides a guide to identifying sources of food waste



(Source: City of Vancouver)

Understanding Options for Waste Segregation Infrastructure

Outfitting the Business – Signage, Bins and Garbage Rooms

Waste sorting areas should be convenient, simple to use, and intuitive in order to maximize recycling and minimize contamination. Think about the way staff and customers ‘flow’ through the business and ensure waste-sorting stations can be seen, easily accessed and used correctly.



Bin and Garbage Room Signage and Education Posters are available for **FREE download** at whistler.ca/wastereduction

Install Clear Signage

Signage throughout the Sea to Sky corridor and into Vancouver is being standardized. Using standard signage will help people successfully sort waste correctly whether they are in the home, workplace, public spaces or at local waste depots because they will be accustomed to seeing consistent signage images and colours. Installing standardised signage saves time and is helpful for both staff and customers..

Figure 2. Below is the standardised colour scheme being adopted for waste signage across the region.



Clear, image-based signs have been created in a variety of formats, which can be used to produce signage, posters, or bin labels. They include:

- Garbage room signage – large format and available in horizontal or vertical format.
- Bin Signage – suitable for dustbins, tall skinny bins, and kitchen catchers. Available with supporting text or just imagery.
- Customizable signage – ideal for stations with only a few specific items or specialized waste.



All of the above signage options are available for **FREE download** at whistler.ca/wastereduction

Consider using Colour Coded Bins

When selecting bins or bin lids consider using three colours of bin to showcase the three streams of collection. This would mean using green for organics, black for garbage to landfill and blue for all other recycling. Signage or labels can then be used to differentiate blue bins.



Business Waste Solutions Tool 3 - highlights a variety of bin options that are widely available in an array of colours and to fit a variety of spaces.

In the Garbage Room

Waste hauling companies supply bins for organic waste and recyclable materials in the main garbage room. The choices made about containers used to collect organics within the business will be specific to the layout of business spaces. Think about the journey waste makes from daily business operations to the garbage room. Are there stairs? How far do staff have to move waste? How is the waste best transported from the business to the garbage room? Does it make sense to collect food scraps in the service bins provided and wheel to the garbage room, or collect in smaller bins and then empty into service bins in the garbage room? Remember – organic waste can be heavy.

Estimated Weights of Standard Bins when Filled with Food Scraps and Organics



In both inside and outside spaces, bins need to be maintained so they can be easily and safely accessed.

Keeping garbage rooms clean, tidy and well-lit will ensure staff are comfortable taking the time to sort waste correctly and sets the expectation that waste should be disposed of responsibly. Waste haulers can help to keep the garbage rooms clean by switching out or cleaning bins that become dirty and also often offer services to power wash garbage rooms.

Leaving waste on the floors or on top of bins can lead to overage charges. Be sure to keep an eye on invoices and work with waste haulers to review collection frequency as well as the number of bins needed.

Need to rethink waste collection spaces?

As the way we manage waste changes, there may be the need to update existing internal and external infrastructure. This may include retrofitting existing garbage rooms, re-evaluating how spaces are used, and expanding or building new garbage rooms.

In order to support these efforts and to help businesses and properties future-proof their garbage spaces, the RMOW is providing guidance in designing and retrofitting garbage spaces. Options may include making use of underground spaces and/or retrofitting above-ground spaces.

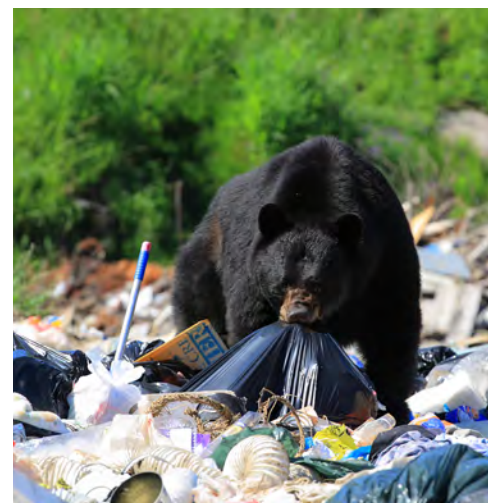
For some properties that are particularly spatially constrained (like those in the Village core) there may be a need to think outside the box – what are the opportunities to work with neighboring properties to share space that allows for recycling and organics collection?

Points to bear in mind when storing waste:

For the safety of people and wildlife, Whistler's 'Garbage Disposal and Wildlife Attractants Bylaw' requires all properties and businesses to 'put all garbage and recycling in **wildlife-proof containers or enclosures**'.

Vancouver Coastal Health's Guidelines on Solid Waste requires that waste 'must be handled, **stored and removed in a sanitary manner** and picked up as often as necessary to prevent an accumulation, or attract pests'.

The RMOW Building Code requires that **waste be collected regularly** and that combustible materials including waste paper, cardboard and plastic, and non-combustible materials such as glass and metallic containers be separated from the remainder of the building by a **fire separation** and that the area be covered by **water sprinklers**.



Outfitting Businesses – Inside Spaces

Separating food scraps and organics shouldn't take any more time than dealing with general garbage, as long the right bins are selected, placed in the right places, and managed with suitable collection arrangements. Identifying where to place waste infrastructure within the business will require input from staff and an understanding of where waste is generated.

Setting up for success

- Plan to pair food waste bins with garbage and recycling bins to encourage full separation.
- Identify areas where waste collection is needed, for example food prep stations, on the line, in dish pits and front of house stations.
- Providing centralized waste collection points can make it easier for supervisors to monitor and review waste levels and contamination.
- Use clear, colour-coded labels to ensure users can identify where waste needs to go.
- Post information on waste sorting, such as educational posters or updates on new product and their disposal, in high traffic areas such as the kitchen, staff information boards or the employee break room.



Business Waste Solutions Tool 3 - highlights a variety of bin options that are widely available in an array of colours and to fit a variety of spaces.

Picking the right bins

Worktop Food Scraps Collection - Existing equipment or containers (such as trays, empty food containers, buckets or bowls etc.) are commonly used to collect food waste in commercial kitchens. These smaller containers are easily cleaned and can be emptied into a larger food waste bin located in a convenient central position. If preferred, small kitchen catchers can be purchased and some options are included in the Business Waste Solutions Tool 3.

Floor Level Bins – Bins commonly used for collecting food waste, recycling and organics include:

- Worktop-height 'slim' style bins designed to take up minimal floor space – these are available with or without lids;
- Traditional garbage bins that can accommodate a large amount of waste but take up space and become heavy when full;

Ensure bins are appropriate to staff workflow and the space available. See Appendix 3 for a range of bin options.

Points to consider when reviewing collection stations:

Identifying bin locations - Ensure food waste collection is as near to where the waste is produced as possible. The best areas include preparation benches, plate return/plate scrape areas, areas used for tea and coffee making, bars, and cooking stations.

Identifying the number of bins needed - For the containers used in the kitchen, think about the space available, the type and quantity of food waste produced in each area, and how frequently the bins will be emptied. It may be better to have more small bins that are easy to handle than one or two large bins that become challenging to move.

The use of lids - As food waste bins are often in constant use in food preparation areas, it's impractical to have a lid in place at all times. Lids can be an area for cross-contamination. If lids are desired, consider using a foot-operated pedal bin or lids with holes in the top. When moving food waste to the garbage room it is a good idea to cover the waste or make sure it is properly wrapped to prevent spills.

The use of bin liners – In smaller organics bins or kitchen catcher the use of liners can be avoided, which can be easier and cheaper. Plan to wash containers used to collect organics regularly (normally daily). If using liners ensure they are certified compostable not biodegradable (see section 5 for more on this). Compostable liners will often be provided in garbage room organics bins where the larger bins are difficult to wash.

Emptying bins - Food scraps bins should be emptied at the end of each day of service; this keeps the bins as light as possible and reduces the amount of time food waste is in the kitchen. Don't overfill food scraps bins as they can get heavy very quickly. When food waste is moved from the kitchen to the garbage room, keep it covered or properly wrapped to prevent spills. Consider the use of trolleys for moving heavy food waste from a kitchen to the garbage room, especially if there is some distance to travel.

Keeping bins clean - Include the cleaning of food waste containers on daily cleaning checklists. If using food scraps bins with lids make sure to disinfect hand contact surfaces or touch points.

Keeping systems consistent –Installation of new bins, signage and waste management staff training has helped many local companies and organizations set up for success. Consistent systems in front and back of house operations are essential.



Training Staff and Building in Monitoring

Making Sure People put the Right Things in the Right Bins

Once food scraps collection processes are established, monitoring and quality control are the most important aspects to maintaining the business waste management program. A long-term commitment to improvement is necessary.

Involve Staff

Helping staff understand the reasons why food waste is separated can often result in staff becoming more diligent. Include a description of food waste and recycling systems during orientation for all new staff, and provide regular feedback updates to the team during staff briefings. Even better, show the system in action or discuss problem areas 'in-situ' to achieve better results.

There is no such thing as “away.”

When we throw anything away it must go somewhere.

- Annie Leonard

Help Staff Understand the Importance of Correct Waste Segregation

When waste is contaminated it becomes extremely difficult for recycling facilities to process, which can result in batches of recyclable materials being sent to landfill. Depending on the equipment at facilities, the level of contamination that is acceptable in waste will vary. Helping staff understand why contamination affects recycling can increase buy-in.

Below are some simple waste management concepts to share with staff, which will help building understanding of the importance of correct segregation of waste:

Glass and metals

- Glass and metals materials are melted down to be recycled, with impurities burning off or floating to the surface as a scum that can be scraped off.
- Glass and metals are highly recyclable, meaning a glass jar can be recycled into a new glass jar.
- These materials should be cleaned before recycling to prevent the attraction of pests and wildlife but labels do not need to be removed.

Plastics

- Plastic recycling is a chemical process where plastic polymers form new bonds to make new products. There are 7 different types of plastic and each type needs to be separated for optimum recycling. Not all plastics are recyclable. Ensure the plastic product has a recycling triangle before putting it in the recycling.
- Plastics are continuously down-cycled. This means a plastic bottle can never be recycled into a new plastic bottle.
- Contamination has a huge impact on plastic recycling as it interferes with the chemical 'bonding' process. This is why it is very important that plastic recycling is clean.

Paper and cardboard

- Both paper and cardboard are recycled through a water-based process, which creates a 'pulp' that can be used to form new paper and cardboard.
- Paper and cardboard are down-cycled, as the lengths of the product 'fibres' are shortened through recycling. Printer paper will eventually become toilet paper.
- Oils, fats and food products interfere with the process, which is why greasy pizza boxes should go in the compost not the cardboard.

Refundable beverage containers

- Beer bottles are cleaned and re-used an average of 5 times before being recycled.
- Recycling an aluminum can uses less energy and resources than making a new can.

Plastic film, polystyrene, tetra pak

- Plastic film, polystyrene and tetra pak products are challenging to recycle due to high contamination rates resulting from the way these products are used (often in contact with food, etc.).
- These products each need to be clean and separated for recycling and the cost of recycling these materials is high.

A full guide of how to handle materials for recycling is available for download at www.awarewhistler.org/wastereductiontools

Keep it Simple

Allow staff to adapt the system to suit their workflow. For example, a staff member may require a container on or beside their workspace while completing a certain task with the understanding that that container will be emptied into the main organics bin once finished. Ensure changes aren't being made that would impact or confuse other members of the team who are also trying to segregate waste (for example, if one employee wheels the main organics bin next to their workstation the rest of the team may simply start putting food scraps in the garbage as a result of being unable to quickly locate the organics bin).

Plan for Continued Education

Once the organics collection system is in place, plan to continuously engage and educate staff. Continually reinforcing the importance of adhering to waste management systems will increase the likelihood of its success, especially in teams with high turnover.

Include information on waste in training, staff briefings, in staff areas, and over e-mail. Focus on information that gives practical guidance (for example, what goes where), creates interest (for example, why the commitment to waste reduction is important to the business), shares tips for success (for example, how to approach customer conversations) and highlights results (for example, successes or areas for improvement).

If customers need to separate waste in front of house areas, provide posters, information, the right equipment, and adequately sized containers to help them get it right. Posters can also be used to advertise the environmental benefits of organics collection and recycling to both staff and customers.



◀ The Whistler Public Library reduced waste contamination from 37% to 11% by changing locations and signage of bins. The bulk of this improvement was in front of house areas, which are heavily used by visitors, seasonal residents and long-term residents.

Build in Monitoring

Periodically check that staff members are clear about how to use the food scraps and recycling bins. Check in at staff meetings for waste related questions or issues. Plan to intermittently review how much food waste is being produced and which processes are leading to wastage (see Appendix 2 provides guidance on a simple monitoring process to identify sources of food waste). Consider integrating monitoring into daily staff checklists – this will allow for the source of contaminants to be easily identified and prevented.



The Business Waste Solutions Tool 7 provides a ‘What’s In, What’s Out’ composting poster which can be used for training and ongoing education

Keeping garbage rooms clean, tidy and well-lit will ensure staff are comfortable taking time to sort waste correctly and sets the expectation that waste is disposed of responsibly.

Clear signage helps staff quickly identify which materials go where.



Review Purchasing to Reduce Waste and Simplify Segregation

Selecting Products with Waste Management in Mind

Once 3-stream waste segregation is in place there needs to be a process of continual review, this will allow identification of opportunities to reduce waste and to any areas where waste streams are being contaminated.

Reducing Waste is the Number One Goal

Opportunities to reduce waste can often be identified through conversations with staff, suppliers, waste hauler service providers and peers in any given sector. Periodic reviews of the items being brought into a business will ensure options to reduce or eliminate waste are capitalized on. For example, rather than purchasing disposable ramekins choose a metal product, which can be washed repeatedly, and will not break or chip like ceramic.

3. Extract from the RMOW's Sustainable Purchasing Guide

How Purchasing Choices Ease Waste Management

When purchasing products aim to consolidate the number of different waste types staff and customers have to differentiate between to correctly dispose of. A simple coffee cup can be plastic-lined or bio-lined, have a plastic lid or a compostable lid, have a cardboard sleeve, have

Some Examples of Smart Purchasing :

Look for opportunities to buy in bulk

- Buy and use dispenser beverages in concentrate or bulk form
- Use refillable condiment bottles that can be restocked with bulk purchased condiments
- Use washable ramekins and bulk purchased condiments for sides of butter, jam, peanut butter, ketchup, salad dressing, etc.
- Avoid pre-portioned individually packaged products

Choose green products

- Use reusable coasters instead of paper napkins when serving beverages
- Use high efficiency hand dryers instead of paper towel in your washrooms. Paper towel can be composted but is bulky and can fill bins quickly.
- Use concentrated cleaning products – don't pay for the water added to a product.
- Package take away food in tinfoil or compostable packaging – avoid plastic and Styrofoam

Distribute wisely

- Distribute condiments, cutlery and accessories from behind the counter instead of offering them self-serve. Studies have shown people to take more than needed when left out in the open.
- Join AWARE's Straw Wars Whistler Campaign. Move to an 'on request' model for straws or better yet, eliminate them all together.

Avoid single use items

In today's convenience society, single use items have been accepted as the norm. A plastic lined paper cup for a coffee to go, a petroleum based straw in a hand crafted cocktail or a plastic water bottle – all of these items are used for a brief amount of time and last for a lifetime. As people become more conscious of the environmental and societal impacts of waste generated from these single-use, throw away items a flow of new products seeking a place in the growing 'greener product market' are flooding in. Appendix x has been created as a tool to navigate through, which products are truly the green choice and, which ones are not.

Avoid Items that are Forever Landfilled

These include commonly used items such as:

- Rubber gloves
- Plastic/ stretch Wrap (for example, Saran Wrap)
- Ceramics
- Pyrex
- Thermal Paper
- Tatterware (commonly used in Whistler this brand of biodegradable cutlery contains plant-based material and a binding resin that is not organic making the product neither compostable nor recyclable.)

Understand Compostable Certifications

Looks like plastic and feels like plastic but it's an entirely different product. Understand product labels with the help of the information below and ensure processes are in place to guarantee compostable plastic goes in the organics bin not the plastic recycling.

Biodegradable ≠ compostable! All compostable items are biodegradable, but not all biodegradable items are compostable. To be a certified compostable, products have to break down over a certain period of time (normally 180 days or less) and cannot leave any toxic residue behind. Biodegradable plastics breakdown into small fragments of plastic, which make them near impossible to remove from the environment.

Plastics to avoid:

Polystyrene foam (styrofoam)

- Made from fossil fuels and synthetic chemicals which can leach into the food within
- It does not breakdown, only breaks up into smaller and smaller pieces which can be ingested by animals
- Expensive to ship and recycle which deters its reuse

Plastic wrap (saran wrap)

- Recycling plastic wrap requires removing the resin which gives the product its stretch – a process which is very energy inefficient and costly leading to very few who accept it. Try reusable containers or tinfoil instead.

IS IT A CERTIFIED COMPOSTABLE PLASTIC?

If it looks like it contains plastic, it must be a certified "bio-plastic" to be safe for soils.

✓ Products that appear to contain plastic must be certified compostable by the following certifications:



COMPOSTABLE
IN INDUSTRIAL FACILITIES



COMPOSTABLE
www.compostable.info



OK compost



VINCOTTE



Must have letters PLA

ASTM D6400

ASTM D6868

✗ These do **NOT** mean compostable:

BIODEGRADABLE
MADE WITH RECYCLED MATERIAL
MADE FROM PLANTS
MADE FROM PLANT STARCH
OXO-DEGRADABLE
NATURAL
BIO
ECO
ECO-FRIENDLY
EARTH-FRIENDLY
GREEN
CERTIFIED GREEN



Association of
Wishfor Asset Residents
for the Environment

A Solutions Guide: Recycling and Reducing Food Waste in Commercial Properties

Page 23





Business Waste Solutions

Tool 1 - Reviewing Existing Waste Practices

Conducting a visual waste assessment:

Waste reviews can take a variety of forms, differing in the level of detail they provide, the cost of conducting a review and the level of support for implementing improvements. A good starting point to understand business waste is to conduct a visual review to identify gaps in the waste management system. Use the following checklist to observe the contents and flow of waste through any business.

Checklist

Equipment to use:

- Camera – to visually document bin contents
- Tape measure – to determine bin fullness levels

People to involve:

- Managers and Supervisors
- Staff who can implement system changes, eg. Head Chef
- Staff who would like to champion waste reduction initiatives

Areas to cover:

- ☐ **Site waste infrastructure**
 - ☐ Internal – front of house, office and kitchen
 - ☐ External – garbage room
 - ☐ Access (from internal to external bins and for collection of external bins)
 - ☐ Space
 - ☐ Frequency of waste collection by your hauler
- ☐ **Effectiveness of current waste disposal system**
 - ☐ Waste segregated correctly
 - ☐ Adequacy of container provision
- ☐ **Communication**
 - ☐ Staff
 - ☐ Customers
 - ☐ Signage
 - ☐ Training

Site Review Details Date Time Reviewer

Date	
Time	
Reviewer	

People Committing to Help Identify & Support Waste Management Improvement

Managers and supervisors	
Other department leads	
Other contact(s) and positions(s)	

Effectiveness of current waste disposal system and communications

	Is the waste segregated correctly? Potential Improvements?	Internal Signage	External Signage
<i>E.g: Food Scraps and Organics</i>	Over 25% contamination. High levels of garbage and plastic. Improve by switching plastic straws to compostable in the bar and educating staff that stretch wrap belongs in the garbage to landfill bin. Improve signage.	<input type="radio"/>	<input type="radio"/>
Food Scraps and Organics		<input type="radio"/>	<input type="radio"/>
Cardboard		<input type="radio"/>	<input type="radio"/>
Printed Paper and Paper Packaging		<input type="radio"/>	<input type="radio"/>
Mixed Containers		<input type="radio"/>	<input type="radio"/>
Glass		<input type="radio"/>	<input type="radio"/>
Styrofoam		<input type="radio"/>	<input type="radio"/>
Soft Plastics		<input type="radio"/>	<input type="radio"/>
Oil		<input type="radio"/>	<input type="radio"/>
Garbage to Landfill		<input type="radio"/>	<input type="radio"/>
Other (state)		<input type="radio"/>	<input type="radio"/>

Notes:

What training is in place for staff regarding the waste management system? If none, consider pre-shift sessions that target troublesome items or a specific recycling stream, set up a white board for question items that come up throughout the day or hold a waste specific training session.

How effective is this training? (Speak with staff members to understand their knowledge of the existing or proposed systems and how they should be using them.)

		Internal Infrastructure			External Infrastructure			
	Material	Location	Size	Quantity	Size	Quantity	Frequency of Collection	Capacity Usage
	Food Scraps and Organics							
	Cardboard							
	Printed Paper and Paper Packaging							
	Mixed Containers							
	Glass							
	Styrofoam							
	Soft Plastics							
	Fats, Oils and Grease							
	Garbage							
	Other (state)							



Business Waste Solutions

Tool 2 - Identifying Food Waste Sources

Tracking Food Waste Sources

The following page can be used as a tracking sheet to record the primary sources of food waste generated in your business. We recommend tracking for at least three days to collect an accurate representation of the source and quantity of food waste being generated. The monitoring period can be extended beyond three days for a more thorough understanding of food waste sources.

Tipping fees for food scraps and organics are less than a third of the cost of mixed waste destined for landfill. Sorting waste correctly reduces a business's vulnerability to the rising costs associated with contaminated waste. It is always important to remember that the best way to lower waste associated costs is to first reduce the amount of waste generated across all streams.

1. To gain insights into where food waste is being generated in your business identify and commit your team to three-days of separating and monitoring food waste. Focus on the three main food waste sources:
 - a. Food spoilage waste
 - b. Food preparation waste
 - c. Customer plate waste

Separate waste from each source by collecting waste into three separate bins. Place bins in areas relevant to the waste type being generated to ensure your staff can still easily handle waste, e.g. ensure line cooks know which bins are to be used for food waste resulting from preparation, as opposed to food that has spoiled while in storage.

2. Collect visual or metric data for each of the three food waste sources, either by
 - a. Weighing the amount of food waste generated (kg) daily from each sourceOR
 - b. Record the number of times per day the bins collecting waste from each of the three sources (spoilage / preparation / plate waste) are emptied and the proportion to which each was full (e.g. $\frac{3}{4}$ full).
 - i. Unsure of a bin's size? Estimate the volume by counting how many 1 litre containers of water it takes to fill the bin.
 - ii. Once you know a bin's volume you can multiply this by 0.55 (a standard factor used to convert volume to weight).
3. Consider placing all contaminants in a separate bin during this exercise to better identify trouble items.

WASTE FROM FOOD SPOILAGE				
Day	Date	Total Bins Filled	Volume (l) *	Weight (kg) **
1				
2				
3				
TOTAL				

WASTE FROM PREPARATION WASTE				
Day	Date	Total Bins Filled	Volume (l) *	Weight (kg) **
1				
2				
3				
TOTAL				

CUSTOMER PLATE WASTE				
Day	Date	Total Bins Filled	Volume (l) *	Weight (kg) **
1				
2				
3				
TOTAL				

Cumulative Results	Weight (kg) **	Percentage (%) (Total weight from each waste stream divided by TOTAL food waste and multiplied by 100)
Total Food Waste from Spoilage		
Total Food Waste from Preparation		
Total Food Waste from Plate Waste		
TOTAL		

* Not needed if weight calculated -> Volume Daily Total = Number of bins filled x bin volume

** Weight Daily Total = sum of all food waste weights (If calculated based on volume, weight = volume x 0.55)



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017
FROM: Resort Experience
SUBJECT: COMPANION BYLAW AMENDMENTS TO SUPPORT SOLID WASTE BYLAW

REPORT: 17- 059
FILE: RZ001134

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 (Solid Waste Facilities) No. 2154, 2017”; and

That Council consider giving first, second and third readings to “Land Use Procedures and Fees Amendment Bylaw (Solid Waste Storage and Separation Facilities) No. 2155, 2017”; and further

That Council authorize staff to schedule a public hearing regarding “Zoning Amendment Bylaw (Solid Waste Facilities) No. 2154, 2017”.

REFERENCES

None.

PURPOSE OF REPORT

This report presents companion bylaw amendments to support the municipality’s proposed Solid Waste Bylaw No. 2139, 2017. The companion bylaw amendments include: 1) a proposed zoning amendment bylaw to facilitate improved solid waste segregation space in buildings, and 2) a proposed land use procedures and fees amendment bylaw to enable development permits for new buildings or structures for solid waste segregation space conforming to the municipality’s Solid Waste Bylaw No. 2139, 2017 to be delegated to the General Manager of Resort Experience for issuance.

DISCUSSION

Background

The municipality’s proposed new Solid Waste Bylaw No. 2139, 2017 will require industrial, commercial, institutional and multiple residential developments to separate waste into three streams:

- garbage to landfill,
- organics, and
- recyclables.

At its regular meeting on November 15, 2016, Council received Information Report No. 16-122 which provided an update on the progress of a new Solid Waste Bylaw and a summary of

information learned during the outreach that had occurred to that date. The report acknowledged that the outreach and site visits identified the following constraints and process requirements for properties that may need to increase their solid waste segregation space:

- Limited or no space available above ground for solid waste separation and storage space expansion, limited or undetermined spaces in underground parking;
- Zoning Bylaw only excludes up to 20m² of floor area in a building for garbage and recycling rooms regardless of the size of the development;
- Zoning Bylaw parking requirements. i.e. expanding solid waste separation and storage space into underground parking may require a Development Variance Permit for a parking variance if the building is currently only meeting the minimum required number of parking stalls;
- Zoning Bylaw requires a \$20,000 fee in lieu/stall for parking variance in the CC1 zone;
- Expanding solid waste separation and storage space into underground parking may require parking lease modifications for some buildings in the original Whistler Village;
- Development Permit (approved by the General Manager) required if a solid waste separation and storage space expansion affects the exterior of a building;
- Building Permit required for new and expanded solid waste separation and storage space in buildings or structures.

The zoning bylaw regulations identified above were acknowledged to represent constraints to the success of the proposed new Solid Waste Bylaw to mandate waste stream segregation, and it was proposed that a companion zoning amendment bylaw be brought forward in conjunction with the new Solid Waste Bylaw.

Initial thoughts for inclusion into a companion zoning amendment bylaw included:

- Increased gross floor area exemptions for solid waste separation and storage space within buildings (except for those located in single family and duplex dwellings);
- Allowances for a parking reduction (up to a certain number) for conversion of parking to solid waste separation and storage space;
- Exempt the fee in lieu for stalls converted to solid waste separation and storage space.

Since November, staff have met with representative from Carney's, looked at other local government initiatives supporting diversion and presented the proposed companion zoning amendments described in the November 15, 2016 Information Report and permit process requirements for increasing solid waste separation and storage space to the attendees of the Organics Diversion Open House held on May 10, 2017.

Proposed Zoning Amendment Bylaw

Zoning Amendment Bylaw (Solid Waste Facilities) No. 2154, 2017 proposes to:

- Provide no limit on gross floor area exemptions for solid waste separation and storage space in buildings in compliance with RMOW Solid Waste Bylaw No. 2139, 2017, and a Solid Waste Management Plan as defined in that bylaw. This amendment applies to all buildings except detached dwellings and duplex dwellings and utilizes the same principle as that used to exclude mechanical equipment as gross floor area. This amendment will make it easier for owners of buildings that are already built to their maximum gross floor area to expand their space requirements for solid waste separation and storage if they decide they need to in order to comply with the new Solid Waste Bylaw.

- Allow for reductions of up to two parking stalls in the higher density commercial core zones of Whistler in compliance with RMOW Solid Waste Bylaw No. 2139, 2017, and a Solid Waste Management Plan in compliance with that bylaw. This amendment will give property owners the option to expand their space requirements for solid waste separation and storage into their parking if they decide they need to in order to comply with the new Solid Waste Bylaw without requiring a development variance permit. This will save time and money for property owners, as well as free up staff time that would otherwise be required to process development variance permits.
- By default, the amendment described above will exempt properties in the CC1 zone from having to pay the \$20,000 fee in lieu/parking stall for a parking variance, as it would eliminate the need for a parking variance for up to two parking stalls to be converted to solid waste separation and storage space.

Proposed Land Use Procedures and Fees Amendment Bylaw

Land Use Procedures and Fees Amendment Bylaw (Solid Waste Storage and Separation Facilities) No. 2155, 2017 is a simple housekeeping amendment that will enable the approval process for solid waste separation and storage space to continue to be streamlined, such that development permits and land use contract development approvals for such can be approved by the General Manager of Resort Experience.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Materials & Solid Waste	<p>Whistler is well on its way to achieving its “zero waste” goal.</p> <p>The resort community is ‘closing the loop’ by providing appropriate and convenient opportunities for reducing, reusing and recycling materials.</p> <p>The community is committed to providing infrastructure capable of continually decreasing our residual wastes.</p>	The proposed zoning amendment bylaw and land use procedures and fees amendment bylaw are companion bylaws to support the success of the waste diversion requirements of the municipality’s proposed new Solid Waste Bylaw.
Finance	Financial principles, practices and tools employed by both the public and private sectors encourage behaviour that moves Whistler toward success and sustainability.	The proposed zoning amendment bylaw and land use procedures and fees amendment bylaw will streamline and reduce costs related to approval processes for properties that may need to expand solid waste segregation space in their buildings.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Transportation	Whistler policy, planning and development prioritizes preferred modes 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 leading low-impact technologies), 4. private automobile (SOV, traditional technology).	The allowance to utilize up to two parking spaces for solid waste separation and storage space is not expected to significantly impact parking supply and availability.

OTHER POLICY CONSIDERATIONS

The proposed bylaw amendments are consistent with the policies of the current Official Community Plan and the updated Official Community Plan that stands at third reading, and support the municipality's Waste Management Strategy.

Specific to the limited parking relaxation for solid waste separation and storage space proposed in the zoning amendment bylaw, the 2016 Whistler Parking Study indicates that private lots available for public use in the village had available capacity even on peak weekends and that there is sufficient parking in Whistler Village, Upper Village and Creekside. The allowance to utilize up to two parking spaces for solid waste separation and storage space is expected to have impact on parking supply and availability.

BUDGET CONSIDERATIONS

The proposed bylaw amendments are provided for within the Planning Department's operating budget.

Currently, the owner of a property in the CC1 zone must pay to the municipality a \$20,000 payment in lieu of the number of on-site parking spaces otherwise required, which is typically applied to new development based on required parking generated by the number of new accommodation units or amount of new commercial gross floor area. The new spaces required for solid waste storage and separation are not considered gross floor area and do not trigger additional parking requirements. The proposed allowance for properties in the CC1 zone of up to two parking spaces for solid waste separation and storage space as proposed by "Zoning Amendment Bylaw No. 2154, 2017", is consistent with this approach and helps to achieve the municipality's solid waste objectives. There is an estimated \$400,000 savings per year to the municipality if the proposed new Solid Waste Bylaw is 50% successful in diverting organics and recycling.

COMMUNITY ENGAGEMENT AND CONSULTATION

AWARE was contracted to provide a transition program to assist businesses and stratas to prepare for the changes to the municipality's proposed new Solid Waste Bylaw. Feedback from this engagement process was considered when drafting the proposed zoning amendment bylaw and proposed land use procedures and fees amendment bylaw.

Staff presented the proposed companion zoning amendments described in the November 15, 2016 Information Report and permit process requirements for increasing solid waste segregation space to the attendees of the Organics Diversion Open House held on May 10, 2017.

SUMMARY

This report presents companion bylaw amendments to support the municipality's proposed new Solid Waste Bylaw No. 2139, 2017. This report recommends that Council consider giving first and second readings to the proposed zoning amendment bylaw, consider giving first, second and third readings to the proposed land use procedures and fees amendment bylaw, and authorize staff to schedule a public hearing for the proposed zoning amendment bylaw.

Respectfully submitted,

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



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017
FROM: Corporate and Community Services
SUBJECT: AVIATION FIREFIGHTING RESOURCES IN THE RESORT MUNICIPALITY OF WHISTLER

REPORT: 17- 060
FILE: 850

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council refer organizations wanting to provide aviation firefighting resources in the Resort Municipality of Whistler to the British Columbia Wildfire Service for their consideration.

REFERENCES

- Bruce A. Blackwell, B.A. Blackwell & Associates Ltd. 2016. *Resort Municipality of Whistler Wildfire Protection Strategy*. Retrieved from RMOW website:
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PURPOSE OF REPORT

The purpose of this report is to provide rationale and background information to support the recommendation of the General Manager of Corporate and Community Services in Administrative Report 17- 060. The two main objectives of the report include; detailing the current extensive processes for wildfire response in the Resort Municipality of Whistler (RMOW) and to explain why British Columbia Wildfire Service (BCWS) is the most appropriate organization to consider

proposals for additional aviation firefighting resources. To meet these objectives the report provides an overview of the RMOW wildfire response resources, procedures and risk mitigation initiatives, the BCWS wildfire response resources, procedures and fire suppression activities and expertise, and the jurisdictional authority for wildfire suppression within, and outside, of the RMOW including supporting mutual aid agreements.

DISCUSSION

The RMOW is a wildland/urban interface, an area in which homes, infrastructure and businesses are found adjacent to the forest. This proximity to the forest places the community at high risk of wildfire. Whistler has experienced many wildfires through the years, and a significant portion of the valley has burned in the last century (Whistler Museum, 2016). The RMOW considers the protection of Whistler from wildfire a high priority, and has demonstrated leadership in aspects of wildfire prevention, mitigation, planning, response, and community involvement and education (Bruce A. Blackwell, 2016). The RMOW works collaboratively with the BCWS to ensure that all wildfires in and around Whistler are extinguished as quickly as possible and that both agencies can provide assistance at the other's request and at the same time respect the jurisdictional authorities that exist between these local and provincial agencies.

Fire Risk Mitigation

The RMOW is committed to reducing the risk of wildfire in our community. In January, 2017 Council adopted a Wildfire Protection Strategy, which integrates the municipality's Community Wildfire Protection Plan (CWPP) and Landscape Scale Fire Behaviour Model report into a comprehensive strategic plan that includes recommendations for planning, fuel reduction and outreach programs to move Whistler toward its wildfire risk reduction goals. The RMOW continues to reduce fuels in high priority forested areas near neighbourhoods and to create fuel breaks along forest service roads. The RMOW employs a FireSmart Coordinator to deliver fuel reduction projects and to provide free assessments, information and support for private homeowners in Whistler.

Wildfire Planning and Response

The Whistler Fire Rescue Service (WFRS) is responsible for structure fire and wildfire suppression within the RMOW; with the exception of wildfire suppression on Crown Land. The WFRS is trained and equipped to respond to wildfires that can be accessed from a municipal road, including gravel roads. WFRS has 85 personnel trained in Wildland Firefighter 1 (SPP-WFF 1), with an additional 65 RMOW staff trained in basic fire suppression. WFRS has two wildfire response vehicles and sprinkler protection capabilities for 25 homes.

WFRS and BCWS have a long history of working together on the prevention, detection, and suppression of wildfires in the Whistler area. BCWS will support the WFRS quickly when a wildfire within RMOW firefighting jurisdiction exceeds the capability or access of WFRS; this is important from a fire suppression and a resource perspective, as BCWS has a large pool of wildland firefighting resources to draw from. Additionally, at the request of WFRS, BCWS will assume responsibility for fire suppression within WFRS area of jurisdiction, allowing WFRS to shift their focus and resources to the protection of people, infrastructure, and public and private property. It is likely that if a wildfire is near a neighborhood, WFRS resources will be needed for door to door notifications, evacuations, traffic control, and operating sprinkler protection units on public and property and that fire suppression activities will be assigned to BCWS with input from WFRS under a unified command structure.

In addition to WFRS tactical response, the RMOW has an Emergency Program that is responsible for preparing for wildfire response at the community level, including evacuation plans and inter-agency coordination and training and exercises with WFRS, BCWS, Whistler Blackcomb(WB), and other partner agencies. A wildfire within, or in close proximity to Whistler, that is not immediately contained will initiate the activation of the Emergency Operations Centre (EOC) at Municipal Hall.

The EOC will have representatives from partner agencies and will coordinate the notification and evacuation of people during wildfires, meet the immediate needs of people displaced by wildfires, and provide timely public information.

In addition to RMOW, WFRS and BCWS resources, WB has an on-mountain wildfire reporting process and response team as well as access to snowmaking equipment and water. WB train many summer staff members in basic fire suppression.

British Columbia Wildfire Service

BCWS is responsible for wildfire suppression on Crown Land; including Crown Land within the RMOW municipal boundary. BCWS has six regional fire centres in BC. The RMOW is located within the Coastal Fire Centre, the wildland fire dispatch and operations centre for South Coastal BC. The Coastal Fire Centre is further divided into six local zones; the RMOW is within the Pemberton Zone coordinating directly with the Pemberton Fire Base on Airport Road. During the fire season, Pemberton Fire Base is home to three Initial Attack Crews (three members each), two Unit Crews (20 members each) and three Fire Officers.

In addition to ground crews, BCWS use fixed and rotary winged aircraft as part of wildfire response. While aircraft are a highly visible part of wildfire response, they do not put out wildfires but rather provide initial attack and assist with containment until ground crews arrive to extinguish the fire. During the fire season, BCWS operate a provincial fleet of 16 airtankers, eight bird-dog aircraft, four Air Tractor AT-802F "Fire Boss" amphibious airtankers, and have exclusive access to five medium lift and one light lift helicopter, with many more available on short-term contracts as needed (BC Wildfire Service website, 2017). In addition, BCWS has agreements in place with other provinces and countries to access personnel, resources, equipment and aircraft and also contracts private aviation services as necessary. BCWS is a fluid organization that scales its resources up or down based on fire hazard and activity. BCWS will move resources (personnel, equipment, and aircraft) around depending on fire hazard, weather (potential for lightning strikes), fire indexes, and other potential risks for fire starts and will assign resources based on expected fire behaviour. BCWS will never deplete resources in any zone and resources deployed to other areas will be called-back if the fire hazard increases. During times of high or extreme fire hazard BCWS may put crews and aircraft on standby, meaning the aircraft, pilot, and crew must be ready for immediate lift off. In addition, if there is concern that weather or human activity is high for fire starts, BCWS will patrol an area looking for smoke and flames. In some cases patrols are completed for weeks following significant lightning activity or unconfirmed reports of wildfires.

Wildfires in BC are reported to the Provincial Wildfire Reporting Centre in Victoria (*5555 or 1-800-663-5555). The reporting centre gathers detailed information from the caller and immediately transmits the information to the appropriate fire centre. In the case of a wildfire in or near Whistler, the Coastal Fire Centre will dispatch the best and closest resource depending on fire indexes, fire behaviour and the quality and number of reports. If the fire behavior predictions are severe, and the report is creditable or confirmed, the Coastal Fire Centre will dispatch multiple resources prior to an initial assessment if it is thought that immediate response will reduce significant fire spread and damages. This initial dispatch could include air tankers, multiple helicopters for aerial bucketing, water trucks, experienced Incident Commanders in light aircraft, Initial Attack crews in intermediate helicopters, ground crews, and any other required resources. Typically, when conditions are such that immediate dispatch is required, many of these resources are working other fires in the area or are on standby and ready for immediate dispatch; this was the case when four heavy helicopters were dispatched immediately following reports of a fire on Blackcomb Mountain in 2009.

BCWS Aviation Safety Program

BCWS has a rigorous Aviation Safety Program which outlines how the Province manages aviation resources from a safety perspective, with the goal of preventing midair collisions, aircraft accidents, accidents involving firefighting crews and public on the ground, and to ensure the efficient use of aviation resources. As part of this program, all air carriers, aircraft, and pilots engaged in BCWS flying must meet mandatory minimum requirements and pilots must attend BCWS-specific training. Pilots are trained in radio communications specific to BCWS (aircraft to aircraft communication on specific frequencies, communication with fire centres, and contact with ground crews) to avoid the high potential of air space conflicts and midair collisions. In addition, when bucketing, the pilot must receive permission to bucket from the Incident Commander (IC) or through the Fire Center Dispatch and must establish radio contact with ground crews prior to commencing bucketing and ensure that they are clear of the intended drop zone. Given the high-traffic in many of the RMOW's recreation and trail systems, this is particularly important in this area to avoid harm to people on the ground. Finally, if a pilot flying for BCWS sees other aircraft or drones in the air over a fire, BCWS aviation firefighting operations may be delayed until the aircraft can be identified, communicated with, or moved out of the area, potentially delaying the assistance of BCWS air and ground crews.

Mutual Aid Agreements between BCWS and Local Governments

The jurisdictional authorities for wildfire suppression for WFRS and BCWS are well-defined. The WFRS is responsible for structure fire and wildfire suppression within the municipal boundary, with the exception of wildfire suppression on Crown Land. BCWS is responsible for wildfire suppression on Crown Land, including Crown Land within the municipal boundary. However, given the co-operative partnership that exists between BCWS and local governments in BC, BCWS has a province-wide mutual aid agreement with local fire departments, including WFRS, to assist each other as requested.

Where a wildfire exists within RMOW firefighting jurisdiction, and the wildfire exceeds the capability of WFRS, the BCWS will assist with fire suppression at the request of the WFRS. Suppression efforts undertaken by BCWS and costs associated with those efforts will be the responsibility of the BCWS, on behalf of the Province. The WFRS will be responsible for their own costs which they incur suppressing fires within their area of jurisdiction.

Equally, where a wildfire occurs on Crown Land within the RMOW boundary and the WFRS takes action, WFRS is entitled to compensation from the Province, provided the action was pre-approved by the Coastal Fire Centre.

Notice to Airmen (NOTAM)

When smoke or flame are identified in a wildland area the surrounding airspace automatically becomes flight restricted under the authority of Section 601.15 of the Canadian Aviation Regulations (CARs). As per Section 601.17 of CARs, all air traffic wishing to access the restricted air space of a wildfire incident may do so only with the permission of the agency responsible for fire suppression in that jurisdiction. Specifically, section 601.15 of the (CARs) provides no unauthorized person is able to operate an aircraft over a forest fire area, or over any area that is located within five (5) nautical miles (NM) of one, at an altitude of less than 3,000 feet above ground level (AGL). The NOTAM does not need to be issued for an airspace restriction to be in effect, but is automatically in place.

To put this in context, aircraft (BCWS or otherwise) cannot legally enter WFRS area of jurisdiction without permission from WFRS. Comparatively, aircraft (WFRS or otherwise) cannot legally enter BCWS firefighting jurisdiction without permission from the Coastal Fire Centre. Ignoring a NOTAM could contribute to the risk of an in-air collision and could disrupt or delay the work of BCWS suppression crews.

Synopsis

The information in the previous paragraphs is meant to provide the background information in support of the recommendation that Council refer organizations wanting to provide aviation firefighting resources in the RMOW to the BCWS for their consideration. BCWS is the most appropriate agency to review the proposals for aviation firefighting resources for many reasons including:

- BCWS has a deep resource pool provincially, federally, and internationally through both public and private aviation service providers. BCWS is in the best position to identify the need and requirements for additional aviation resources and to ensure that any acquired aviation resources meet the requirements of the Aviation Safety Program and are integrated with BCWS to avoid miscommunication, accidents and injuries, and delay in response;
- Aircraft are a highly visible part of wildfire response but do not put out wildfires. Aircraft provide initial attack and assist with containment until ground crews arrive to extinguish the fire. BCWS aircraft are supported by ground crews to extinguish wildfires;
- When WFRS request the support of BCWS for a wildfire response within the WFRS jurisdiction, the Province will fund all costs incurred by BCWS including ground crews and aviation resources. This provincial assistance relieves the RMOW from incurring costs related to provincial wildfire suppression activities within the RMOW's jurisdiction. If the RMOW contracts the resource directly without the permission of the Coastal Fire Centre, the RMOW will be responsible for the cost of the resource, keeping in mind that wildland fire suppression is very expensive;
- If a wildfire is threatening a Whistler neighborhood, BCWS can take the lead on fire suppression activities so that WFRS can focus on the protection of people, infrastructure, and public and private property if required; and
- BCWS has the legal authority for fire suppression on Crown Land, including Crown Land within the RMOW boundary. The RMOW does not have jurisdictional authority to dispatch an aircraft on Crown Land and the vast majority of forested areas in Whistler are Crown Land.

BCWS has an exceptional reputation in Canada and internationally for their knowledge and expertise fighting wildfires, including the use of aircraft when fighting fires. BCWS has access to many aircraft through the fire season and are in the best position to know what resources should be acquired and how to integrate them with BCWS response operations.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Health and Social	The resort community is safe for both visitors and residents, and is prepared for potentially unavoidable emergency events	A significant wildfire event would present extremely serious safety issues for both residents and visitors. Reducing risk, and preparing for possible wildfire events is prudent. Maintaining a strong relationship with BCWS is vital so that wildfires that exceed the capability of WFRS are responded to appropriately and without delay.
Natural Environment	Community members and visitors act as stewards of the natural environment	It is our responsibility to reduce the threat of wildfire and protect the natural environment.
Finance	Whistler lives within its financial means	Allowing the Province to fund provincial firefighting efforts within the RMOW boundary

		decreases the response costs for the RMOW and WFRS during a wildfire response.
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W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
None.		

OTHER POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

As mentioned above, if a wildfire occurs within WFRS firefighting jurisdiction that exceeds, or threatens to exceed, the capability of WFRS (due either to access or size) BCWS will assist with fire suppression at the request of the WFRS. Suppression efforts undertaken by BCWS and costs associated with those efforts will be the responsibility of the BCWS, on behalf of the Province. If the RMOW contracts the resources directly without permission from the Coastal Fire Centre, the RMOW and WFRS will be responsible for the cost of the resource.

COMMUNITY ENGAGEMENT AND CONSULTATION

At the Tuesday, April 25th, 2017 Committee of the Whole meeting Robert Dombowsky, Forest Protection Officer for BC Forest Service, Geoff Playfair, Fire Chief and Erin Marriner, Emergency Program Coordinator presented an update to Council regarding the RMOW and BCWS wildfire response.

SUMMARY

The RMOW is a provincial leader in wildfire protection and planning and has a dedicated and skilled fire department capable of responding to wildfires within their area of jurisdiction. BCWS has an exceptional reputation in Canada and internationally for their knowledge and expertise fighting wildfires, including the use of aircraft when fighting fires. The collaborative partnership between WFRS and BCWS means that BCWS will step-in with additional and support and expertise when a wildfire exceeds the capacity or access of WFRS and the Province will fund it. BCWS has access to many aircraft through the fire season and are in the best position to know what resources should be acquired and how to integrate them with BCWS response operations. For this reason, as well as the reasons provided in the discussion above, staff recommend that Council refer organizations wanting to provide aviation firefighting resources in the RMOW to BCWS for their consideration.

Respectfully submitted,

Erin Marriner
EMERGENCY PROGRAM COORDINATOR
for
Norm McPhail
GENERAL MANAGER OF CORPORATE AND COMMUNITY SERVICES



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017
FROM: Corporate and Community Services
SUBJECT: COMPREHENSIVE EMERGENCY MANAGEMENT PLAN – ANNEX 6
COMMUNITY RECOVERY PLAN

REPORT: 17- 061
FILE: 850

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council endorse the Comprehensive Emergency Management Plan – Annex 6 Community Recovery Plan, attached as Appendix A to Administrative Report to Council No. 17- 061.

REFERENCES

Appendix A - Comprehensive Emergency Management Plan – Annex 6 Community Recovery Plan

PURPOSE OF REPORT

The purpose of this report is to provide Council with the final draft of the Comprehensive Emergency Management Plan – Annex 6 Community Recovery Plan (attached as Appendix “A”) and to seek Council’s endorsement of the plan.

DISCUSSION

The Community Recovery Plan is an annex to the Resort Municipality of Whistler (RMOW) Comprehensive Emergency Management Plan. In British Columbia, as required by the BC *Emergency Program Act*, local governments are responsible for coordinating emergency plans, including recovery plans. The purpose of the Community Recovery Plan is to provide a mechanism to identify and coordinate local recovery resources and match them with the recovery needs of people after an emergency.

The objectives of the Community Recovery Plan are to:

- Identify the community organizations (public, private, and non-profit) with a role in recovery and to better understand the local resource pool;
- Identify how these community organizations will coordinate their recovery work and what process will be followed;
- Make the best use of the recovery resources and expertise of community organizations involved in recovery and avoid duplication of effort and services;
- Establish a process to connect people requiring support after an emergency with community organizations that have recovery support services to offer;
- Use public information to deter the donation of unsolicited physical goods and promote the donation of money (to recognized emergency relief funds) or specifically requested goods and services;

- Encourage individuals interested in volunteering their services to affiliate with a recognized response or recovery organization; and
- Formalize the transition from response to recovery based support networks.

Scope

The Community Recovery Plan focuses on the emotional and physical recovery of people after emergencies. The plan will be used when residents are displaced or impacted by an emergency and could benefit from community support to assist with their recovery. For some emergency events, where damage is minimal and/or people affected have sufficient resources and/or sufficient insurance, the Community Recovery Plan may not be required. Each emergency will be reviewed on a case by case basis and activation of the plan will be based on need.

Concept for Recovery

It is recognized that people may need assistance after an emergency. It is also recognized that there are many resources available locally from willing organizations to meet the needs of people post-emergency. However, there is currently no mechanism to cohesively match the needs of people with available resources; the Community Recovery Plan aims to fill this gap.

The concept of recovery for Whistler is the establishment of a Community Recovery Committee to bring together community organizations with a role in recovery to coordinate the recovery process through a cohesive and planned framework. The goal of the Community Recovery Committee is to understand available needs and resources to be able to connect people with community based support networks to assist with their needs.

Phases of Recovery

The Community Recovery Plan process is broken into three phases; Response and Immediate Recovery Needs, Transition to Recovery, and Recovery Support and Referral to Available Services. Phase one, Response and Immediate Recovery Needs is focused on connecting people with resources to meet their immediate recovery needs including food, shelter, clothing, transportation, and emotional support; these services are provided immediately through Emergency Social Services, the Canadian Red Cross Society, and Victim Services. The second phase is Transition to Recovery which includes a Community Recovery Meeting where residents impacted by the emergency are provided with facts and updated information about the emergency response. The Community Recovery Meeting includes a Critical Incident Stress Defusing to help residents impacted by the emergency defuse some of the thoughts, emotions, and experiences associated with the emergency and provide validation of possible reactions. In addition, volunteers are on-hand to complete client needs assessments to understand the scope of impact and assistance required. Phase three, Recovery Support and Referral to Available Services involves matching the needs identified through the client needs assessment process with local services and recovery resources.

Donations

Donation of Second-hand Goods

Contributions of unsolicited second-hand goods following a disaster has the potential to overwhelm the recovery effort. Management of unsolicited second-hand goods can be very costly and creates significant amounts of work. A large proportion of what is donated is unusable but considerable effort is still required to unpack, sort, store and distribute the donated goods; disposal is also costly and time consuming. As a result, unsolicited second-hand goods will not be accepted by the RMOW or the Community Recovery Committee post-emergency. The Community Recovery Committee will do their best to match the needs of clients with available local services and resources. If assessment indicates that needs cannot be filled through available local resources or

if there is a need for specific items, targeted appeals asking only for the required goods may be initiated.

If other organizations choose to collect in-kind donations of physical goods for people impacted by the emergency that is to their digression but they will need to connect with displaced people directly to distribute the goods; the Community Recovery Committee will not coordinate the transport, sorting, storing, or distribution of these goods.

Monetary Donations

The Community Recovery Committee agrees that money is the most useful donation post-emergency because it provides flexibility and choice to meet immediate needs. After an emergency or disaster, if required by those impacted, the Community Foundation of Whistler (CFOW) will collect monetary donations and work with the Whistler Community Services Society (WCSS) to allocate donated funds to disaster clients according to their needs. If the amount of monetary donations exceeds the need of disaster clients, the remaining donated funds will remain in the general CFOW Emergency Fund for distribution, based on need, during future emergencies and disasters. In very large scale emergencies, where the capacity of the CFOW and WCSS are not able to collect and distribute large amounts of donated funds, the Community Recovery Committee may request the Canadian Red Cross Society to assist with collecting and dispersing donated funds to support people affected by the emergency.

Corporate Donors

Corporate sector donations of goods and services can be of great value to disaster affected people and play a significant role in the recovery process. Corporate donors usually provide new and good quality items. They may provide vouchers that allow families to meet immediate needs or ease the burden on affected communities by sponsoring community projects to boost morale during difficult times (e.g. by providing tickets to events)

When clients complete the client needs assessment form, they will be given an opportunity to consent to have their name and contact information shared with businesses and organizations wanting to offer corporate donations. Corporate donors wishing to donate gift cards, replace people's sporting equipment, provide pet food, etc. can get a list from ESS of the clients who have consented, and get in touch with them directly. The RMOW and the Community Recovery Committee will not collect corporate donations.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Health & Social	The resort community is safe for both visitors and residents, and is prepared for potentially unavoidable emergency events.	The purpose of the Community Recovery Plan is to assist people post-emergency by connecting them with local resources to maximize the success of their recovery.
Partnership	Partners work together to achieve mutual benefit.	The Community Recovery Plan and Committee demonstrates partnership between the RMOW and non-profit agencies.

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
All	None.	The Community Recovery Plan will not move the RMOW away from W2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

Emergency plans are a requirement of the Local Authority Emergency Management Regulation of the *B.C. Emergency Program Act*. The responsibility to develop and maintain municipal emergency plans, including community recovery plans, falls to the Emergency Program, a department within Protective Services.

BUDGET CONSIDERATIONS

No budget considerations at this time. During emergency response and recovery the Province will cover eligible response and recovery costs.

COMMUNITY ENGAGEMENT AND CONSULTATION

The Community Recovery Plan will become a public document available on the RMOW web-site. The Emergency Planning Committee, a Committee of Council, endorsed the Community Recovery Plan on March 2, 2017.

SUMMARY

The Community Recovery Plan provides a mechanism to identify community organizations with a role in recovery and outlines a process for bringing these organizations together to meet the needs of people post-emergency and in turn help them recover faster and more effectively.

Respectfully submitted,

Erin Marriner
EMERGENCY PROGRAM COORDINATOR
for
Norm McPhail
GENERAL MANAGER OF CORPORATE & COMMUNITY SERVICES

Annex 6

Community Recovery Plan

Community Recovery Plan

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1. INTRODUCTION

1.1 Purpose of Plan

The Community Recovery Plan is an annex to the Resort Municipality of Whistler (RMOW) Comprehensive Emergency Management Plan. In British Columbia, as required by the BC *Emergency Program Act*, local governments are responsible for coordinating community recovery from emergencies within their jurisdictional area. The purpose of the Community Recovery Plan is to provide a mechanism to identify and coordinate local recovery resources and match them with the recovery needs of people after an emergency.

The objectives of the Recovery Plan are:

- To identify the community organizations (public, private, and non-profit) with a role in recovery and to better understand the local resource pool;
- To identify how these community organizations will coordinate their recovery work and what process will be followed;
- To make the best use of the recovery resources and expertise of community organizations involved in recovery and avoid duplication of effort and services;
- Establish a process to connect people requiring support after an emergency with community organizations that have recovery support services to offer;
- To use public information to deter the donation of unsolicited physical goods and promote the donation of money (to recognized emergency relief funds) or specifically requested goods and services;
- To encourage individuals interested in volunteering their services to affiliate with a recognized response or recovery organization; and
- To formalize the transition from response to recovery based support networks.

2.1 Scope of Plan

The Community Recovery Plan focuses on the emotional and physical recovery of people after emergencies. The Community Recovery Plan will be used when residents are displaced or impacted by an emergency and could benefit from community support to assist with their recovery. For some emergency events, where damage is minimal and/or people affected have sufficient resources and/or sufficient insurance, this plan may not be required. Each emergency will be reviewed on a case by case basis and activation of the plan will be based on need.

3.1 Concept of Recovery

It is recognized that people may need assistance after an emergency. It is also recognized that there are many resources available locally from willing organizations to meet the needs of people post-emergency. However, there is currently no mechanism to cohesively match the needs of people with available resources.

The concept of recovery for Whistler is the establishment of a Community Recovery Committee (herein referred to as the Community Recovery Committee or the Committee) to bring together community organizations with a role in recovery to coordinate the recovery process through a cohesive and planned framework. The goal of the Community Recovery Committee is to understand available needs and resources to be able to connect people with community based support networks to assist with their needs.

2. COMMUNITY RECOVERY COMMITTEE

2.1 Role of the Community Recovery Committee

The Community Recovery Committee will oversee the Community Recovery Plan and will coordinate the community recovery process outlined in this plan. This Committee is tasked with understanding what recovery resources are available in the community, evaluating the needs of displaced people after an emergency, and matching needs with available community resources.

2.2 Membership of the Community Recovery Committee

The Committee will be comprised of representatives from various community organizations, public, private and non-profit, that may perform recovery work, have recovery resources, or who have strong relationships with sections of the population that may require specific types of resources during recovery. A list of organizations and agencies that may make up the Community Recovery Committee is provided below along with an explanation of their specific mandate and resources. Not all organizations with recovery resources to offer will necessarily be on the Committee, but the Committee will survey local organizations to understand what is available.

Agency	Mandates	Resources
RMOW Emergency Program	<ul style="list-style-type: none">Broad mandate of “recovery” through the BC Emergency Program Act	<ul style="list-style-type: none">Cost recovery from Emergency Management BCSupport toConnect with RMOW resources like Council, Communications, etc.Will coordinate Recovery meetingWill know if Disaster Financial Assistance is approved for the event
Emergency Social Services (Contract Red Cross for events ≤ 25 people)	<ul style="list-style-type: none">Legislated requirement to Immediate support for first 72 hours	<ul style="list-style-type: none">Food, clothing, lodging, basic toiletries, over-the-counter drugs for 72 hours, essential baby items for 72 hours, pet food.Through the registration process, ESS will identify clients who may need recovery assistance and collect contact information. Will get an idea of the scope of assistance required.
Canadian Red Cross	<ul style="list-style-type: none">Immediate support for first 72 hours <25Client needs assessments	<ul style="list-style-type: none">Food, clothing, lodging, basic toiletries, over-the-counter drugs for 72 hours, essential baby items for 72 hours, per food.Referrals to Whistler Community Services Society, RCMP Victim Support Services, insurance informationRed Cross has access to additional supplies like hygiene kits, cots, blankets, medical equipment, etc.Short-term Medical Equipment Loan Program
Whistler Community Services Society	<ul style="list-style-type: none">Free confidential support and referral	<ul style="list-style-type: none">FoodbankRe-use it Centre vouchersOutreach services
Community Foundation of Whistler	<ul style="list-style-type: none">Emergency Fund	<ul style="list-style-type: none">CFOW has a flow-through fund to support people impacted by emergenciesIf necessary, will make an emergency appeal for donations to assist people impacted by emergencies.

2.3 Key Functions of the Community Recovery Committee

The Committee has planning responsibilities that will be on-going prior to emergencies, and will have specific key functions once an emergency occurs and the recovery process is required.

Prior to the emergency the Committee will meet regularly to develop and maintain this plan, understand who it doing what, and meet with local organizations to understand their mandate, discuss and confirm what function or services they are prepared to provide post-emergency, and catalogue it with contact names and resources available. See Appendix B: Recovery Resource Questionnaire on page 21 to see the [Recovery Resource Questionnaire](#) and the completed questionnaires. In addition to knowing what resources are available in the community, this allows organizations with a role in recovery to understand what the recovery needs of the community may be and allows the organizations time to do internal preplanning.

Responsibilities once an emergency has occurred to coordinate community recovery services:

- The Committee will meet and develop a recovery action plan;
- The Committee will see that client needs assessments are completed to understand how the emergency impacted people and what recovery support they require;
- The Committee will determine what resources are required and available;
- The Committee will match community recovery needs with available resources;
- The Committee will plan for a transition to existing community services;
- The Committee will manage expectations regarding donated funds, goods, services, and spontaneous volunteers; and
- The Committee will dissolve (from a specific event, not the committee in general) once there is no longer a need for regular multi-agency co-ordination and any remaining issues can be dealt with by individual agencies as a part of their normal business.

3. RECOVERY PROCESS

The concept for recovery is broken into three phases: Response and Immediate Recovery Needs, Transition to Recovery and the Client Needs Assessment, and Referral to Available Services.

A [Recovery Quick Reference Guide](#), containing a detailed list of suggested activities has been developed to help organize the recovery process; see Appendix A: Recovery Quick Reference Guide on page 19.

3.1 Phase 1 – Response and Immediate Recovery Needs (First 0-24 hours)

- Some recovery needs are urgent. Food, shelter, clothing, emotional support, etc. RMOW first responders deal with emergency incidents. ESS is typically the first line of response for people's immediate needs post-disaster; ESS will provide for the immediate needs of displaced people
- Through the registration process, ESS identifies the clients who may need assistance with recovery and will have an idea of numbers of people that may require recovery assistance. ESS will collect the contact information of people displaced
- Victim services will be called to provide emotional support on-site if required
- ESS will provide a [Recovery Package](#) to evacuees so they begin to understand what recovery resources are available; see Appendix E: ESS Recovery Package on page 34 for a list of items available in the package
- ESS will notify the Community Recovery Committee that an event has occurred and will provide a preliminary overview of the level of recovery assistance that may be required
- First response agency in charge (usually fire) will provide an impact assessment to ESS. An impact assessment is a preliminary onsite evaluation of damage or loss caused by the emergency. The impact assessment will record the number of units impacted, the extent of damage, estimates time for repair, and other details that will assist the recovery committee in understanding the length of time people will be displaced.

In some cases the Recovery Process will not exceed past this point. If people are able to access insurance or have the resources to recover themselves, that is fine and will be respected.

3.2 Phase 2 – Transition to Recovery (24-48 hours)

This phase is focused around a Recovery Meeting, which is the best way to communicate with affected residents. At a Recovery Meeting, information is provided to all affected residents at one time, which is the first step in guiding people into an effective recovery. This Recovery Meeting shifts the focus from saving lives and providing for basic needs to restoring livelihoods and understanding the scope of people's recovery needs. At this point, people have had support of ESS and are now looking (or need to be looking) to their recovery. This phase will offer support to evacuees and a client needs assessment is completed, as it provides the groundwork for understanding what type of support people require to get back on their feet. The Recovery Meeting (sometimes called a townhall meeting) will be in the form of a "RITS" or Rest, Information, Transition, Services.

The Recovery Meeting is scalable depending on the number of people displaced and the level of support required. The Recovery Meeting could be as casual as a short meeting over coffee with the ESS Coordinator and one or two displaced people to a full community room with hundreds of people and several speakers.

THE RITS

The Committee has chosen to follow the “RITS” structure for the Recovery Meeting to ensure people have an opportunity to get information, understand what took place, and transition into recovery in an environment without judgment or criticism.

The RITS will include:

- A brief presentation on the operational components of the response – essentially reviews “what happened”; see the [Potential List of Speakers for Operations Response \(“What Happened”\)](#) on page 6. Helps to remove the myths and stop the rumors. Information is given to participants through a one-way announcement. Also called the “Fact Phase.”
- Information on stress and stress management including a Critical Incident Stress Defusing.
- A rest period with food and fluids (no caffeine, no alcohol). This is the formal point in the meeting where response formally concludes and the remainder of the meeting is focused on recovery.
- A brief period of instructions on transitional/recovery services (“what next”); see the [Potential List of Speakers for Transitional Services \(“What’s Next”\)](#) on page 6. Also called the ‘Education Phase.’
- Identification of those who need additional support and completion of client needs assessment (done individually not as a large group). See section titled [Client Needs Assessment](#) on page 7 for more details about this process; see Appendix C: Client Needs and Assessment Form on page 19.

The Community Recovery Committee will coordinate the meeting and if necessary, will put together an information package that contains copies of handouts from the presenters.

Potential List of Speakers for Operations Response (“What Happened”)

- **RMOW** - Mayor or designate (CAO, Fire Chief, General Manager) from the RMOW will act as Chair of the meeting and will make introductions. This person will set out the ‘ground rules’ for the meeting.
- **Incident Commander/Fire Chief/Public Works** – This person describes “what happened” from an emergency event perspective. The person giving the facts about the incident needs to be a representative of that agency involved. This person needs to be able to dispense the facts without elaboration or opinion, and with enough authority as to be respected.
- **Emergency Social Services** - At the time of the initial recovery meeting most people with immediate needs will have already met with ESS staff. The purpose, process and duration ESS should be briefly addressed.
- **Other potential agencies** – Depending on the nature of the event other agencies may be brought in to speak. These may include Environment Canada, Ministry of Transportation and Infrastructure, etc.
- **Response question & answer session.** At this stage in the meeting the floor can be opened up to address questions or concerns regarding the response issues. The questions should be limited to response items only. All questions should be directed to the chair person, who in turn passes the question forward to the appropriate person for response. All questions and answers are directed to the chairperson who should act as a mediator and will ensure the meeting is kept at a professional level.

Potential List of Speakers for Critical Incidents Stress Management

- **Victim Services, Whistler Blackcomb Critical Incident Stress Management (CISM) Team, or Provincial Disaster Psychosocial Team** – CISM debriefing and support is an important part of the meeting. A Q&A session is focused on reactions to event; this discloses to CISM team target needs for group. CISM team members will be listening to, and assessing the group of participants in this phase of the meeting, being aware of the level of CISM support required and any participants who may potentially need further care.

Potential List of Speakers for Transitional Services (“What is Next”)

- **RMOW** – Mayor or designate should speak if evacuation alerts or evacuation orders are still in place at the time of the meeting to clarify when the alert or order will be lifted and how people will be notified.

- **Rapid Damage Assessment** – A representative from RMOW Building Services or Infrastructure Services should speak to the Rapid Damage Assessment (RDA) process and clearly explain the implication of the placards placed on people's homes and businesses especially for the yellow (Restricted Entry) and Red Tags (Unsafe).
- **Building Inspections** - A representative from RMOW Building Services should inform people about building permits, which are required to ensure the safety of property owners. The speaker should address when a permit is required including what items can be removed or replaced without a permit and when permits are required. Explain how permits can be obtained, the process, time frame and costs that are associated with required permits and inspections.
- **Utilities Information** – Information specific to Utilities should be provided, such as how to safely turn the power back on and the type of damage that water can do to outlets and switches. It should be made clear what is needed to turn on Utilities, such as a professional gas technician to turn the gas back on.
- **Vancouver Coastal Health or Public Health Department** - Address the immediate health risks. Provide some suggestions regarding disinfecting products, water and food safety, etc.
- **Insurance Bureau of Canada or an Insurance Representative** - There are a variety of insurance products available and the key is to determine if the damages are considered an insurable loss. Recommend contacting either the Insurance Bureau of Canada or a local insurance broker to provide insight into what types of water damage insurance products are reasonably and readily available within the community. If no representative from the insurance industry is able to participate a representative from EMBC (DFA) will address insurance coverage issues and what may or may not trigger insurance coverage.
- **Emergency Management BC (Disaster Financial Assistance)** - The Province may declare the event eligible for Disaster Financial Assistance which is a program to assist with uninsurable losses. The guidelines should be reviewed in brief. The review should outline eligibility (ie. home owner or residential tenant must show that the home is their principal residence). Emphasis should be placed on the fact that DFA is disaster aid. It will not restore 100% of losses and is limited to essential items only. It should also be explained that assistance is provided for each accepted recovery claim at 80 percent of the amount of total eligible damage that exceeds \$1,000, to a maximum claim of \$300,000.
- **Canadian Red Cross** - Canadian Red Cross will speak to the Client Needs Assessment process.
- **Other potential agencies** – Depending on the nature of the event other agencies may be brought in to speak. These may include municipal waste management personnel (disaster debris instructions), Strata Management Company, restoration company, Recovery Centre Manager, etc.

Note: Realize that these are mere guidelines, not concrete rules. The Recovery Meeting will differ depending on the emergency, whether or not the damaged property was a Strata, the cause, whether injuries or deaths occurred to people or pets, scope of property loss, and numbers of people affected. Not all of the speakers listed be needed for each emergency.

Client Needs Assessment

The purpose of a Client Needs Assessment is to identify how the emergency impacted individuals and their families in order to coordinate recovery assistance. To complete a Client's Needs Assessment, clients are interviewed by trained personnel using a client needs assessment form. Using the information gained from the client needs assessment process, the Community Recovery Committee will, in a cooperative effort, agree on steps that can and should be taken to assist each client, and assign responsibility for doing so; see Appendix C: Client Needs and Assessment Form on page 19.

Identifying Clients: A majority of clients will identify themselves once they know where to seek support and learn what information is required. However, some people affected may not make an effort to seek assistance. This may reflect a sense of pride and self-sufficiency, or that the recovery effort is not widely understood in a community. An "outreach" effort may be needed to inform all affected individuals.

3.3 Phase 3 – Recovery Support & Referral to Available Services

Now that response has ended and the client needs assessment process is complete, this phase involves formulating a plan to match needs with resources. To do this, the Committee will develop a Recovery Action Plan.

Recovery Action Plan

Community Recovery Committee will meet and develop a [Recovery Action Plan](#); see Appendix D: Recovery Action Plan on page 33 for the template. The Recovery Action Plan specifies the actions required by the Committee to meet certain recovery objectives including (but not limited to):

- Understanding the needs of the clients
- Identifying available resources
- Developing a strategy to match clients directly with resources (Recovery Centre, outreach, etc.)
- Identifying gaps in recovery
- Communications strategy (committee will provide input into public and media communication)

In addition to the Recovery Action Plan the Committee will:

- Review the client needs assessment and determine if there are outstanding needs
- Identify community and out-of-community resources and liaise with these service organizations
- Identify how clients may directly access recovery services

Community Recovery Centre or Linking Station

In a large scale emergency, where there are many people that require assistance, the local government may establish a Recovery Centre. The Community Recovery Centre serves as a one-stop-shop of community disaster recovery information, and as a drop-in-centre where clients can ask questions and pick up information materials in person. The Recovery Centre will host all service providers, private, non-profit and government in one central location to quickly answer clients questions about a range of recovery issues including insurance information, debris disposal, building permits, how to access financial assistance. Depending on the situation, the Community Recovery Centre may also serve as the location where the Critical Incident Stress Management is provided and the Client Needs Assessment takes place.

4. RECOVERY COSTS

The financial costs of recovery may be eligible for cost-sharing with the province when Disaster Financial Assistance has been authorized (80 percent province – 20 percent local authority). Local government recovery expenditures that are eligible for provincial cost-sharing include:

- Incremental Costs – When the RMOW employs its own staff and utilizes community-owned office space and equipment, overtime and other incremental costs that are over and above normal community operational costs;
- Contracting for Staff – additional contract staff that are needed to support recovery; and
- Equipment/Facility Rental Costs – Rental costs of non-government offices, warehouses, meeting rooms, equipment, or other similar resources.

4.1 Funding Options

Provincial Disaster Financial Assistance

Provincial Disaster Financial Assistance (DFA) may be available for individuals, families, small businesses, farms, and charitable organizations when insurance is not available. This is an important distinction, as it has a direct impact on the level of financial support available to local governments, businesses, homeowners and tenants, and charitable organizations. DFA is only authorized for events that meeting the definition of disaster under the BC Emergency Program Act. The decision to authorize DFA is made by the Assistant Deputy Minister after considering the scope and scale of the disaster.

Private Funding and Donations

Private donations will often fund a significant proportion of the support required by individuals and families. Recovery leadership is a prerequisite to the fair collection and equitable distribution of donated funds. No legislation controls either the solicitation or the disbursement of such donations. Private donations are discussed in depth in the following section.

5. DONATIONS

After a disaster, people want to help and are often keen to donate to those impacted by the disaster. Public generosity and care following a disaster plays a significant role in individual and community recovery. It reflects broader community sentiment and helps those affected to feel supported, and more positive and confident about the rebuilding tasks ahead.

This section of the document applies to monetary donations and donated goods and outlines the Community Recovery Committee's strategy for both. The term 'donated goods' refers to goods donated by the public or corporate sector following an emergency. Goods may include material items (new or second hand), vouchers to buy goods, goods on tenure (car rentals), tickets for entertainment or recreation opportunities.

5.1 Donations Strategy

Donation of Second-hand Goods

Contributions of unsolicited second-hand goods following a disaster has the potential to overwhelm the recovery effort. Management of unsolicited second-hand goods can be very costly and creates significant amounts of work. A large proportion of what is donated is unusable but considerable effort is still required to unpack, sort, store and distribute the donated goods; disposal is also costly and time consuming. The administration of unsolicited second-hand goods diverts resources away from supporting disaster affected people.

As a result unsolicited second-hand goods will not be accepted by the RMOW or the Community Recovery Committee post-emergency or disaster. The Community Recovery Committee will do their best to match the needs of clients with available local services and resources. If assessment indicates that needs cannot be filled through available local resources or if there is a need for specific items, targeted appeals asking only for the required goods may be an option. Appeals will include precise descriptions of what is required such as 'winter coats in very good or excellent condition, delivered to [insert drop-off location], between the hours of [insert hours].'

Monetary Donations

The Community Recovery Committee agrees that money is the most useful donation because it provides flexibility and choice to meet immediate needs. It also circulates in the community, stimulating faster recovery for the local economy. After an emergency or disaster, if required by those impacted, the Community Foundation of Whistler (CFOW) will collect monetary donations and work with the Whistler Community Services Society (WCSS) to allocate donated funds to disaster clients according to their needs. If the amount of monetary donations exceeds the need of disaster clients, the remaining donated funds will remain in the general CFOW Emergency Fund for distribution, based on need, during future emergencies and disasters.

In very large scale emergencies, where the capacity of the CFOW and WCSS are not able to collect and distribute large amounts of donated funds, the Community Recovery Committee may request the Canadian Red Cross Society to assist with collecting and dispersing donated funds to support people affected by the emergency.

Operating a Financial Appeal for Donations

If, based on a preliminary general needs assessment at the ESS Reception Centre, there is need for financial donations from the public the CFOW will lead, at their discretion and availability, an approved cash donation appeal through their website and social media channels. The appeal will include a description of the emergency and the needs that it has created for people, how a donation can be made, that physical in-kind donations will not be accepted, that financial donations will be distributed to affected people based on need, that no donations to the fund may be earmarked for a particular person, group of persons, or geographic area of Whistler, and that any donated funds that are not distributed will remain in the general CFOW Emergency Fund for distribution, based on need, during future emergencies and disasters.

If the RMOW and WCSS receive inquiries from potential donors, inquiries will be referred to the CFOW. In addition, RMOW and WCSS may share CFOW's appeal for cash donations on their website, social media posts, and press releases. The CFOW will determine when the appeal is complete.

Corporate Donors

Corporate sector donations of goods and services can be of great value to disaster affected people and play a significant role in the recovery process. Corporate donors usually provide new and good quality items. They may provide vouchers that allow families to meet immediate needs or ease the burden on affected communities by sponsoring community projects to boost morale during difficult times (e.g. by providing tickets to events, holiday packages etc).

When clients complete the client needs assessment form, they will be given an opportunity to consent to have their name and contact information shared with businesses and organizations wanting to offer corporate donations. Corporate donors wishing to donate gift cards, replace people's sporting equipment, provide pet food, etc. can get a list from ESS of the clients who have consented, and get in touch with them directly. The RMOW and the Community Recovery Committee will not collect corporate donations.

Note: If other organizations choose to collect in-kind donations of physical goods for people impacted by the emergency that is to their digression but they will need to connect with displaced people directly to distribute the goods; the Community Recovery Committee will not coordinate the transport, sorting, storing, or distribution of these goods.

Part of the communication strategy will be to let people know that unsolicited goods will not be accepted, and that if necessary targeted appeals to the public will be generated. See [Section 6.2 Public Information Strategy for Donations](#) on page 13 for a suggestion of message content and sample messages.

Third-Party Fundraisers

Often times, after a major emergency or disaster, local organizations and businesses raise funds for people impacted. Such events or initiatives are considered 'third party fundraisers.' Third party fundraising events are excellent opportunities for community members to show their care and concern for displaced people. Funds raised through third party fundraising events, and donated to CFOW, will be handled in the same manner as personal cash donations meaning that the donated funds will be distributed to affected people based on need, that donated funds cannot be earmarked for a particular person, group of persons, or geographic area of Whistler, and that if the funds are not distributed will remain in the general CFOW Emergency Fund for distribution, based on need, during future emergencies and disasters. The CFOW will share Third Party Fundraising Agreement at their discretion. The RMOW will not accept cash donations, and will direct people with donations, to the CFOW.

6. SPONTANEOUS VOLUNTEERS

The Community Recovery Plan does not include provisions for coordinating large numbers of spontaneous volunteers.

People that call the Reception Centre, RMOW, or another agency offering to spontaneously volunteer, that are not affiliated with an emergency response or recovery organization will be thanked for their offer to help and told that they will not be needed.

If there is a situation where spontaneous volunteers are used (someone helps out in the Reception Centre) it is essential that they sign the Emergency Management BC Task Form so that they are covered for WorkSafe BC and liability protection under the Emergency Program Act.

If the emergency reaches a scale that overwhelms the official emergency response resources and professional responders are being forced to prioritize, the use of spontaneous volunteers will be considered; targeted appeals asking only for volunteers with specific skills or availability will be issued.

Part of the communication strategy will be to let people know we don't need volunteers at this time. See [Section 6.3 Public Information Strategy for Spontaneous Volunteers](#) on page 14 for a suggestion of message content and sample messages.

7. PUBLIC INFORMATION

The responsive dissemination of public information plays a critical role in the recovery process. Regular communication about recovery efforts reassures the public that public and private agencies are working together to resolve the situation and to bring assistance to those who need it. If no message is given people will go to the affected site or start contacting agencies, particularly those involved in the response.

Initial communications in response phase of the event will be lead by the RMOW and shared by other agencies. As the event progresses and moves into recovery each agency will speak to their specific role as listed in the [Communications Matrix](#) on page 15.

6.1 Initial Public Information

Initial public information will be provided by the RMOW and re-shared as necessary by WCSS, CFOW, Canadian Red Cross Society and others as required. Information will be very general and will include:

- People affected by the emergency should register with ESS
- Reassure the public that the needs of those affected by the emergency are being or have been met
- The situation is being assessed and more details will be given as soon as possible

Sample Messages:

“Our hearts go out to those affected by the disaster. Emergency Social Services volunteers are currently responding to the situation to provide immediate assistance of lodging, food and clothing. Please assist them by staying away; the danger has not yet passed. We are assessing the situation and will give more details as soon as possible.”

6.2 Public Information Strategy for Donations

INITIAL INFORMATION

Initial information in regards to donations will be proactive to control the donations of unwanted goods. We need to get the message out because sometimes the media makes it sound like people desperately need help, and then people offer donations that are not needed. This information will be put out by the RMOW on behalf of the Community Recovery Committee and re-shared as necessary by WCSS, CFOW, Canadian Red Cross Society and others as required.

Information in regards to donations will include:

- Emergency Social Services has provided for people’s immediate needs, including lodging, food, clothing, incidentals, and transportation for the first 72 hours while the extent of the damage is being assessed.
- The on-going needs of people are being assessed
- At this time, donations of goods are not being accepted as we do not yet know what people need and there is no storage space available to hold large quantities of items that may not be needed
- If it is determined that specific items are needed, further details will be provided
- The messages should acknowledge the invaluable support that community members give each other, but is not a call for action.

Sample Messages:

“Thank you for your interest and support in assisting people affected by the emergency. Our priority remains supporting the immediate needs of the people affected by the emergency. At this time, donations of goods are not being accepted as we do not yet know what people need and there is no storage space available to hold large quantities of items that may not be needed. If it is determined that specific items are needed, further details will be provided.”

FOLLOW-UP INFORMATION

If it is determined by the Community Recovery Committee that specific donations would be useful, or a virtual page has been set-up, further information can be provided to the public. This information will be put-out to the public by the organization that is leading the collection of targeted appeals for donation either cash or in-kind and will be re-shared as necessary by others.

Before soliciting an appeal for donations the following things must be confirmed by the Community Recovery Committee:

- Appeals will include precise descriptions of what is required such as “winter coats in very good or excellent condition, delivered to [insert location]. Offerings of other kinds of goods will not be accepted.”
- The agency handling the donations should be the agency that makes the appeal. Other agencies should link to the lead agency’s information and share their updates.
- Confirmation that the items will reach those affected by the emergency, and that any “over flow” items could go into a general donation stream if not needed.
- Key public information regarding donations:
 - What time frame will items be accepted and where.
 - What items are most needed and when.

Sample Messages:

“Thank you for your offers of help and your patience while the needs of the affected people were assessed. Certain items are now required. We are asking for donations of winter coats in very good or excellent condition, delivered to [insert location] between 8 and 5. Please be aware that overflow items will be donated to [insert general donation collection]. Offerings of other kinds of goods will not be accepted. Thank you again for the overwhelming support of the community.”

6.3 Public Information Strategy for Spontaneous Volunteers

- Provide the rationale for declining offer of help. Encourage people to link with organizations they are affiliated with that are part of the Recovery catalogue.

Sample Messages:

“Thank you for your offer of help. Due to the nature of the work our staff and volunteers perform, there are certain training and legislative requirements that must be met. As a result, we are unable to process new volunteers for this emergency. If you are interested in volunteering in future, please register your interest with the Whistler Emergency Program, volunteer information is available at www.whistler.ca/emergencyprogram”

“Thank you for your offer of help. The agencies involved did not require additional volunteers to help in this emergency. If you would be interested in future volunteer opportunities with the Whistler Emergency Program, volunteer information is available at whistler.ca/emergencyprogram...”

Message if we decide we may need volunteers:

“Thank you for your offer of help. We have had an overwhelming response to this emergency. As a result, your offer of help will be registered but may not be taken up. If you are needed, you may be asked to provide proof of a police check, working with children check, license and registration if appropriate.”

6.4 Public Information Strategy for Community Recovery Committee

- The immediate needs of those affected have been met
- The Community Recovery Committee is collaborating to coordinate resources to assist those affected in their recovery

6.5 Recovery Plan Communications Matrix

Below is a Recovery Plan Communications Matrix that lists each agency involved in recovery. The purpose of the matrix is to ensure that all agencies involved in recovery are aware of what each agency plans to comment on and other details.

Recovery Plan Communications Matrix					
Agency	Function	What the Agency May Say	When They May Say It	Where They May Say It	Key Contacts
WFRS	<ul style="list-style-type: none"> • fire suppression • collapse of building and structures • search for occupants • rescue of trapped occupants • evacuation of affected structure • explosions • fire investigation (fire cause) 	<p>May comment on:</p> <ul style="list-style-type: none"> • confirm a fire or incident occurred • confirm which RMOW agencies are responding/on scene (WFRS, ESS, Victim Services, Whistler Transit Ltd.) • confirm that WFRS is following their protocols and doing everything they can to control the blaze 	<p>May comment when:</p> <ul style="list-style-type: none"> • confirmation from WFRS Incident Commander that a fire has occurred; • and/or contact from a media outlet requesting a comment; • and/or increased internet discussions; • and/or higher-than-normal calls to customer service desk, questions to Mayor, etc. • when information is confirmed 	<ul style="list-style-type: none"> • Website • FB • Twitter • Prepared statement for media • Email response to media questions • Update to partners or other stakeholders • Press Release • Media briefing • Interviews 	RMOW Communications Department or Incident Commander
Emergency Social Services (ESS)	<ul style="list-style-type: none"> • Support immediate needs of displaced people (first 72 hours) • care of displaced pets (will refer care of pets to wag if a pet friendly hotel cannot be sourced) 	<ul style="list-style-type: none"> • road closures, detours, changes to transit schedule (if necessary) • disruption to utilities, damage to RMOW infrastructure (if necessary) • location of ESS Reception Centre (RC) and direct displaced people to RC, hours of RC – will encourage people affected to register with ESS 			

Recovery Plan Communications Matrix					
Agency	Function	What the Agency May Say	When They May Say It	Where They May Say It	Key Contacts
		<ul style="list-style-type: none"> • Number of displaced people that have registered with ESS, number of ESS volunteers responding • Where people can find more information (website, phone number, etc.) • Public information listed in Section 7 for response and spontaneous volunteers • Information regarding the date and location of the Recovery Meeting 			
Property Owner, Strata Company	<ul style="list-style-type: none"> • property manager of building • Building is turned back over to property manager once the fire is out and the investigation complete 	Most likely will not comment, will make contact directly with owners			
Whistler Community Services Society	<ul style="list-style-type: none"> • assist in recovery of those displaced by connecting them with additional resources 	May comment on: <ul style="list-style-type: none"> • how people can access WCSS outreach worker if needed • what was provided to displaced people by WCSS 	<ul style="list-style-type: none"> • At the request of the media • If they require that information be shared 	<ul style="list-style-type: none"> • Facebook • Comment directly to media 	Whistler Community Services Society 604-932-0113 admin@mywcass.org

Recovery Plan Communications Matrix					
Agency	Function	What the Agency May Say	When They May Say It	Where They May Say It	Key Contacts
		<ul style="list-style-type: none"> • how people affected can access the WCSS resource pool 			
Community Foundation of Whistler	<ul style="list-style-type: none"> • collecting cash donations (if required) 	May comment on: <ul style="list-style-type: none"> • cash donations (where to donate, how funds are distributed) 	<ul style="list-style-type: none"> • If/when they begin collecting donations for those displaced by the emergency 	<ul style="list-style-type: none"> • On website • Facebook • Prepared statement to media when requested by media 	Executive Director, Carol Coffey 604-935-8080 ccoffey@whistlerfoundation.com

8. APPENDICES

Appendix A: Recovery Quick Reference Guide

When to use this Quick Reference Guide: This guide will be used to guide the Recovery Process for a small-to-medium scale emergency.

Objective: The objective of this Quick Reference Guide is not to be a detailed instruction manual, but to provide a basic, handy reference containing key information needed to begin the recovery process as laid out in this Recovery Plan.

Note: This is a suggested process only, this is not a policy and the process could look very different.

RECOVERY QUICK REFERENCE GUIDE	
DATE:	TIME:
RESPONSE PHASE	ASSIGNED TO:
If not already done, notify the RMOW Emergency Program Coordinator that ESS has been activated and that the Community Recovery Plan may need to be activated. Provide a short briefing to the Emergency Program Coordinator of the level of need of people registering with ESS.	ESS Director
Notify the Community Recovery Committee that an event has occurred and provide a briefing to the committee. Determine, with the Committee, if it is necessary to activate the Recovery Plan based on the preliminary briefing provided by ESS.	ESS Director or Emergency Program Coordinator
Make sure all evacuees receive Recovery Packages.	ESS Director
Once all evacuees have registered, provide contact information to the Emergency Program Coordinator so it is available to plan the Recovery meeting. Make sure email addresses are gathered for evacuees so we can reach them easily.	ESS Director
Request that the Incident Commander provides an impact assessment to the Emergency Program Coordinator (number of people evacuated, how many homes are uninhabitable, total injuries, total fatalities, who is controlling the scene, etc.)	Emergency Program Coordinator Incident Commander
If the public is asking where they can donate goods, or where they can assist in response to the event, request that Communications put out information detailing that we don't know at this time exactly what is needed but we will let people know when we can.	Emergency Program Coordinator
If required, engage in an 'outreach' effort, including public information to reach people affected that have not yet identified. Remember: Strata Management companies are a great resource for information in regards to the demographics of the neighborhood or building – owner occupied, visitor accommodation, long-term accommodation, short-term accommodation, not-primary residence, etc.) A contact list for Property Management companies in Whistler is available in Annex 1 EOC Activation Guide.	Emergency Program Coordinator
TRANSITION TO RECOVERY	ASSIGNED TO:
Determine if a Recovery Meeting and RITS is necessary depending on the situation and resources of the clients.	Community Recovery Committee
Confirm the Community Recovery Committee availability for the Recovery Meeting.	Emergency Program Coordinator
Recovery Meeting	
Confirm agenda for the Recovery Meeting. Determine which speakers are necessary and confirm their attendance. See section titled The RITS on page 6 for a list of potential speakers.	Community Recovery Committee

Confirm location/book room. Organize food. Keep the invoice to submit as part of response claim to EMBC.	Community Recovery Committee
Prepare the client needs assessment forms. Confirm which agency will perform the needs assessment and ensure there are enough trained volunteers to preform interviews.	Community Recovery Committee
Prepare other material that will be distributed at the RITS – Recovery Packages, etc.	Community Recovery Committee
Organize Critical Incident Stress Management team for the RITS.	Community Recovery Committee
RECOVERY SUPPORT & REFERRAL TO AVAILABLE SERVICES	ASSIGNED TO:
Meet and review the client needs assessment and determine the outstanding needs of the clients.	Community Recovery Committee
Determine resources: <ul style="list-style-type: none"> • Identify community and out-of-community resources. • Liaise with service organizations to confirm their services and limitations. • Identify how clients may directly access recovery services. 	Community Recovery Committee
Prepare a Recovery Action Plan to identify objectives and tasks specific to how clients will be matched directly with community service providers. See Appendix D: Recovery Action Plan on page 33 for a Recovery Action Plan template.	Community Recovery Committee (EPC)
Contact and discuss with each client to be sure they understand the services that will continue.	Community Recovery Committee
If necessary, solicit and control donations.	Community Recovery Committee
EXIT STRATEGY	ASSIGNED TO:
Determine at what point the Community Recovery Committee will dissolve (from the specific event, not the committee in general) once there is no longer a need for regular multi-agency co-ordination and any remaining issues can be dealt with by individual agencies as a part of their normal business.	Community Recovery Committee (EPC)
Host a debrief for all agencies to determine lessons learned from the event.	Community Recovery Committee (EPC)

Appendix B: Recovery Resource Questionnaire



Recovery Resource Questionnaire

ORGANIZATION INFORMATION

Name of Organization:

Type of Organization (public, private, non-profit):

Address of Organization:

Office Phone:

Email:

Web Address:

Hours of Operation:

CONTACT INFORMATION

Primary Contact:

Role:

Phone Number:

Alternate Phone Number:

Email:

Alternate Contact:

Role:

Phone Number:

Alternate Phone Number:

Email:

MANDATE & PURPOSE

Mandate and purpose of organization:

DOES YOUR ORGANIZATION HAVE SERVICES TO OFFER PEOPLE AFTER AN EMERGENCY?

Please check where applicable:

- | | |
|--|---|
| <input type="checkbox"/> Short-term accommodation (1-2 weeks) | <input type="checkbox"/> Recreational, art or cultural opportunities for displaced people |
| <input type="checkbox"/> Temporary housing (6 months – 1 year) | <input type="checkbox"/> Outreach services |
| <input type="checkbox"/> Emotional support or counseling | <input type="checkbox"/> Emergency funds or grants |
| <input type="checkbox"/> Multicultural services | <input type="checkbox"/> Accessibility services |
| <input type="checkbox"/> Facility space | <input type="checkbox"/> Animal/pet care |
| <input type="checkbox"/> Assistance with clean-up | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Surge capacity of volunteers | <input type="checkbox"/> Assistance with Disaster Financial Assistance applications |
| <input type="checkbox"/> Employment services | <input type="checkbox"/> Meals in Reception Centre or Group Lodging Facility |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Clothing |
| <input type="checkbox"/> Assistance with insurance claims | <input type="checkbox"/> Damage and needs assessments |

Who is eligible for the services?

Is there a cost to the services? If yes, what is the approximate cost?

ORGANIZATIONAL CONTACTS

Does your organization have existing relationships or linkages with people or groups that may require specialized services after an emergency? Could you help us connect with them?

Please check where applicable:

- | | |
|---|--|
| <input type="checkbox"/> People with specific health-care needs | <input type="checkbox"/> People with young children |
| <input type="checkbox"/> People with disabilities | <input type="checkbox"/> Homeless or under housed |
| <input type="checkbox"/> Elderly | <input type="checkbox"/> People with financial insecurity (low-income) |
| <input type="checkbox"/> Racial and ethnic minorities | <input type="checkbox"/> Travelers and transient populations |
| <input type="checkbox"/> Newcomers to Whistler | <input type="checkbox"/> Victims of domestic violence |
| <input type="checkbox"/> Other | |

Notes:

ADDITIONAL COMMENTS

Additional comments:

Appendix C: Client Needs and Assessment Form

Community Recovery

Capacity Needs and Assessment Form

Community Case File #:

PURPOSE:

The purpose of this assessment is to determine how the disaster impacted you and your family in order that the Community Recovery Organization (as established by the responsible Local Authority – municipality/regional district/First Nation) can coordinate or provide you with assistance to support you in your recovery. The assessment will consider your recovery needs as a result of a disaster.

If at any time during the interview you decide not to provide the information requested or do not wish to proceed with the assessment, you may stop the process and your application will be closed immediately, with no further action taken. If you choose to only provide partial information, the determination of available assistance will be considered based on the information provided. If you do not consent to the information sharing below, you may be required to complete a full assessment with each agency or government on services or support you choose to seek.

IMPORTANT:

This needs assessment form is NOT for the Provincial Disaster Financial Assistance Program.

If your principal residence has been damaged or destroyed and household insurance was not available for the type of hazard that impacted your home (e.g. flood damage) and your community has been declared eligible for Disaster Financial Assistance you may be eligible to apply for Disaster Financial Assistance.

You will need to complete a separate DFA application form for Disaster Financial Assistance. More information is available at the DFA website:

http://www.pep.gov.bc.ca/dfa_claims/dfa.html#applicationforms

GENERAL INFORMATION:

Type of Disaster: *(please check one)*

☐ Flood ☐ Earthquake ☐ Fire ☐ Landslide ☐ Tsunami ☐ Other _____

Date of Damage: _____ Location: _____ (community)

Date of Interview: _____ Interviewer/Agency: _____

Location of Interview: ☐ Home ☐ Recovery Centre ☐ Other - Describe: _____

RESTRICTION:

Concerned family and friends may inquire about you/your family because of the emergency. We would like to provide these people with some information about you. May we disclose your location and the contact information for you and your family members

No ☐ Yes ☐

AUTHORIZATION/CONSENT AND CERTIFICATION:

I, _____ authorize the _____
(Applicant Name) (Community)

Recovery Organization to share all personal information that I provide or is collected about me from this application for assistance with relief organizations, humanitarian agencies and governments that are offering any assistance whatsoever as a result of this disaster. I understand that the information I provide may be verified as part of this application process. Other than for the purposes outlined in this consent, the information contained in this application will be considered to be private and confidential. My consent is valid for **one year** only from the date of signing.

I certify that the information contained in the following application package is true to the best of my knowledge and belief.

Signature of Applicant

Date

AUTHORIZATION/CONSENT TO ISSUE CONTACT INFORMATION TO CORPORATE DONORS

I, _____ authorize the _____
(Applicant Name) (Community)

Recovery Organization to share my name and contact information, as written on this application, with corporate and private donors that are offering good or services to people impacted by this disaster. Other than for the purposes outlined in this consent, my contact information will be considered to be private and confidential. My consent is valid for **one year** only from the date of signing.

No ☐ Yes ☐

Signature of Applicant

Date

SECTION 1: HOUSEHOLD PROFILE

Applicant's Last Name		First Name		Middle
Age (years)	Gender <input type="checkbox"/> M <input type="checkbox"/> F	Employment Status (codes below)		
Address at time of the Disaster (Street Address/Legal Property Description)				
Apt# & Street Address		Community	Province	Postal Code
Mailing Address (if Different from Above)				
		Community	Province	Postal Code
Current Address (if applicable): (check one) <input type="checkbox"/> hotel/motel <input type="checkbox"/> family/friends <input type="checkbox"/> other				
Apt# & Street Address		Community	Province	Postal Code
New Post-Disaster Address (if Different)				
Apt# & Street Address		Community	Province	Postal Code
Contact Information:				
Current Phone: ()		Work Phone: ()	Cell/Other Phone: ()	
E-mail address:				

Additional Household Members living at your address at time of DISASTER

Last Name	First Name	Initial	Age (yrs)	Applicant Relationship (spouse/son/daughter, etc.)	Employment Status (codes below)

Work Codes

EM Employed	RE Retired	DI Disabled	FT Full Time
UN Unemployed	ST Student	DE Dependent	PT Part Time

SECTION 2: COMMUNITY RECOVERY NEEDS

A. EVACUATION (Disaster Response):

1. Were you, or are you currently, evacuated from your home? No ☐ Yes ☐

If yes, what dates were you out of your home? From _____ To _____

2. Are you receiving Emergency Social Services (ESS) support? No ☐ Yes ☐

If yes, ESS File #: _____

Provide Details: _____ _____

3. Have you contacted the provincial Disaster Financial Assistance Office?

Are you receiving Disaster Financial Assistance (DFA) No ☐ Yes ☐

If yes, DFA File #: _____

Provide Details: _____ _____

B. IMMEDIATE RECOVERY NEEDS:

What are the household's recovery priorities, using the below codes?

Recovery Priority Codes:

1 = immediate or emergency need

*2 = need is urgent but not an emergency
desirable*

*3 – needed within a month
resources*

4 = need is uncertain; act if

5 = act whenever there is time or

1. HEALTH: <input type="checkbox"/> _____ Medical <input type="checkbox"/> _____ Counselling <input type="checkbox"/> _____ Special Needs _____ _____ _____ _____	2. HOUSING: _____ Temporary _____ Permanent _____ Clean-up _____ Rebuild/Construct _____ Household Needs _____ _____ _____	3. OTHER: _____ Food _____ Clothing _____ Transportation _____ Child Care _____ Animal / Pet Care _____ Schooling _____ Employment/Livelihood _____ Farm Business
---	---	--

SECTION 3: HOUSEHOLD CAPACITY ASSESSMENT

A. Household Impact Assessment:

1. Will the cost of your recovery have an impact on your access to basic needs and monthly financial commitments (e.g., food, clothing, mortgage, rent, vehicle payments, loans)?

No ☐ Yes ☐

If yes, describe: _____

B. Capacity Assessment - Financial

1. Did your household income change as a result of the disaster? No ☐ Yes ☐

If yes, has the lost income returned to normal?

No ☐ Yes ☐

If no, when is it estimated to return to normal? _____

2. What was the pre-disaster monthly GROSS income of the household? \$ _____

(proof of income not required at time of interview.)

3. What is your current monthly GROSS household income (if different than above)?

Actual \$ _____

4. Can your household contribute to the costs of rebuilding/replacing your home and belongings?

Financially No ☐ Yes ☐

Labour No ☐ Yes ☐

If yes, describe: _____

5. Does your household have access to other funds to assist in your recovery (e.g. borrowing capacity, RRSPs, bonds, personal insurance, employment insurance)? No ☐ Yes ☐

If yes, Type of other funds: _____ Amount: \$ _____

Expected commencement date, if applicable: _____

6. Do you have renter/home owner INSURANCE to cover your loss? No ☐ Unsure ☐

Yes, Completely ☐ Yes, Partially ☐

SECTION 4: RECOVERY PLANS

A . Recovery Plans:

Clean-up to date: _____ _____
Repairs to date: _____ _____
Have you received any assistance or supplies to date? No <input type="checkbox"/> Yes <input type="checkbox"/> If yes, describe: _____ _____ _____
Short-term (0 – 90 days) recovery plans: _____ _____
Long-term (90+ days) recovery plans: _____ _____ _____

SECTION 5: INTERVIEWER'S COMMENTS

Date	Comments	Interviewer's Name (print)

SECTION 6: RECOMMENDED ASSISTANCE

Referrals:

Date	Agency Referred to	For What	Referred by (print)

Work Codes

EM Employed	RE Retired	DI Disabled	FT Full Time
UN Unemployed	ST Student	DE Dependent	PT Part Time

SECTION 2: COMMUNITY RECOVERY NEEDS

A. EVACUATION (Disaster Response):

1. Were you, or are you currently, evacuated from your home? No ☐ Yes ☐

If yes, what dates were you out of your home? From _____ To _____

2. Are you receiving Emergency Social Services (ESS) support? No ☐ Yes ☐

If yes, ESS File #: _____

Provide Details: _____ _____

3. Have you contacted the provincial Disaster Financial Assistance Office?

Are you receiving Disaster Financial Assistance (DFA) No ☐ Yes ☐

If yes, DFA File #: _____

Provide Details: _____ _____

Appendix D: Recovery Action Plan

RECOVERY ACTION PLAN

<i>The purpose of this form is to summarize the actions required by the Committee to meet recovery objectives</i>			
Event/Incident:		Task #:	
Date Prepared:			
Prepared by:	Agency:	Position:	
OBJECTIVES			
<i>List goals (in priority order) which identify what needs to be completed. Use active verbs: acquire, advise, complete, confirm, consult, contact, declare, determine, develop, establish, ensure, gather, identify, issue, notify, obtain, prepare, request, support.</i>			
Objective :			
Tasks to complete this objective		Person or Agency Responsible	
Objective :			
Tasks to complete this objective		Person or Agency Responsible	
Objective :			
Tasks to complete this objective		Person or Agency Responsible	
Objective :			
Tasks to complete this objective		Person or Agency Responsible	

Appendix E: ESS Recovery Package

ESS will give out a recovery package at the time people register for ESS. Purpose of the package is to connect people with local resources for recovery. For those that do not register Recovery Packages will be available at Municipal Hall.



Contents of the kit includes:

- Emergency Social Services/Red Cross business card for follow-up questions with a 24/7 phone number
- A one-pager explaining ESS and what is and is not eligible. Link: http://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/ess/ess-evacuee-notice/embc_ess_evacuees_leaflet_v03.pdf
- Critical incident stress information and a card for RCMP victim services
- One Step at a Time – A Guide to Disaster Recovery; brochure from Emergency Management BC. Link: http://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/embc/preparedbc/one_step_at_a_time_guide_to_disaster_recovery.pdf
- Whistler Community Services Society Brochure with Outreach Worker business card and cell phone number
- A Recovery Postcard with information available at the time. Information about the town hall meeting, RCMP file number, Facebook pages, public information, other assistance opportunities, etc. Things that are specific to the event that can be added at the time
- What To Do After Disaster Strikes, Insurance Bureau of Canada brochure. Link: <http://assets.ibc.ca/Documents/Brochures/What-to-Do-After-Disaster-Strikes.pdf>
- "Insurance can be confusing" postcard linking people with the Insurance Bureau of Canada's Consumer Information Line
- Filing an Insurance Claim, Insurance Bureau of Canada brochure. Link: <http://assets.ibc.ca/Documents/Brochures/Filing-an-Insurance-Claim.pdf>

Appendix F: Sample CFOW Communications for Donated Funds

When community members are forced from their homes by fire, flood, earthquakes or other emergencies, they sometimes need a little help getting back on their feet. Financial donations are the best way to support those who are affected. At this time, community members are requested to hold off on donations of clothing, food and other items until the response teams have had time to assess the needs of those who have been impacted. They will then issue a request for the specific items required.

The Community Foundation of Whistler manages an **Emergency Fund** on behalf of the community. The purpose of the Emergency Fund is to provide emergency financial assistance to individuals living in the Whistler or Pemberton area who have experienced loss due to an emergency.

The Community Foundation of Whistler distributes money from the Emergency Fund through Whistler Community Services Society. The fund helps those who have exhausted all other resources. Any funds not required by those affected by [x incident] will be placed into the Emergency Fund to benefit those impacted in future emergencies. [insert link to donate]

Those in need of assistance are asked to contact Whistler Community Services for information about accessing emergency funding. [WCSS contact info or link]

When an emergency happens, community members want to help. Organizing a fundraiser for those impacted by an emergency is one way to help. You can raise funds for the Emergency Fund and the Community Foundation of Whistler can ensure the funds you raise go help those in need. [Insert link to third party fundraising agreement]. Let us know about your event by emailing info@whistlerfoundation.com.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017
FROM: Infrastructure Services
SUBJECT: WHISTLER 2017 TRANSPORTATION ACTION PLAN RECOMMENDATION

REPORT: 17-062
FILE: 546

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 2017 Summer Transportation Action Plan as recommended in Administrative Report to Council 17-062; and,

That Council authorize staff and the Day Lot Operating Committee to spend up to \$510,000 from the Community Transportation Initiative Fund reserve in 2017 to allow the implementation of this plan.

REFERENCES

Appendix A – Information Report to Council No.17-043 Transportation Advisory Group’s 2017 Draft Transportation Action Plan – Community Feedback.

Appendix B – Whistler 2017 Transportation Action Plan Table, May 2017.

PURPOSE OF REPORT

The purpose of this report is to seek Council’s endorsement of the recommended Whistler 2017 Transportation Action Plan. This short-term plan focuses on actions that can be delivered in 2017. The Plan, developed by the Transportation Advisory Group (TAG) over the past several months with revisions based on extensive community feedback and input from stakeholder groups, will move Whistler towards TAG’s vision for transportation:

“Whistler’s Transportation System efficiently and affordably moves people and products to, from and within Whistler while delivering a high quality experience and minimizing impacts on natural areas”.

DISCUSSION

Background

The Whistler 2017 Transportation Action Plan is the compilation of priority transportation actions to be implemented in the short-term, i.e. in the year 2017. The development of the Action Plan was in response to increasing issues affecting transportation to, from and within the resort community.

With an increased permanent population in Whistler (the community grew to 11,854, an increase of 21% from six years ago) as well as continued increasing visitation numbers, transportation challenges of parking availability and traffic congestion are being felt more than ever. To identify the best strategies and actions to address these pressing issues, the Resort Municipality of Whistler (RMOW) Council reactivated the Transportation Advisory Group (TAG) to provide advice and recommendations on the development of a Transportation Action Plan.

TAG is composed of a group of diverse stakeholders representing Whistler Blackcomb, Tourism Whistler, the Whistler Chamber of Commerce, BC Transit, the Ministry of Transportation and Infrastructure, Resort Municipality of Whistler (RMOW), and four citizens-at-large. The diversity of this group has been a huge asset for bringing forward a wide variety of options and ways to solve problems.

TAG members were the leaders behind the creation of the Whistler 2017 Transportation Action Plan and significant community input was received and incorporated in the development of the Plan. Prior to sharing the draft Plan with Council at the December 6, 2016 meeting, TAG met seven times over the course of 16 months to:

- Identify and confirm the key transportation issues facing the community;
- Commission transportation studies to provide the data and information behind the transportation concerns;
- Review the results of the research and identify the potential short-term actions to address the issues;
- Start identifying medium and long-term actions; and
- Prioritize the key actions for 2017.

As directed by Council at the December 6th meeting, RMOW staff in partnership with the Transportation Advisory Group (TAG) hosted a Transportation Community Forum at the Whistler Conference Centre on January 18, 2017. The event was followed up by an online survey open through February 7, 2017. The purpose of the forum and online survey were to share TAG's purpose and role, to share the highlights of TAG's learnings from the evidence-based research which formed the basis of the proposed 2017 Transportation Action Plan, and most importantly, to gather feedback on the plan. The Community Engagement Summary report was presented to Council on May 9, 2017 and is included as Appendix A.

Since the January forum, TAG has met for two in person and one electronic workshop to review the community feedback on the short-term actions, and revise and confirm the action plan. The recommended Whistler 2017 Transportation Action Plan as outlined in Appendix B is a package developed using a consensus model.

Often, when two potential options were available, TAG chose the option that was most consistent with the other parts of the package and provided a reasonable option for everyone – residents, employees and visitors. If the action could not be executed in 2017, it was moved to the medium (2018-2020) or long-term (2020 and beyond) action lists.

RMOW staff have met with key stakeholders including the Day Lot Operating Committee, Tourism Whistler Board of Directors and the Whistler Chamber of Commerce Board of Directors to further refine the plan.

Winter 2016/2017 Transportation Action Plan Results

At the December 6, 2016 council meeting and at the January Transportation Community Forum, it was noted that several actions were either in process or about to be initiated in the winter.

RMOW staff initiated the Highway Accident Investigation assessment report. The report is scheduled to be presented to Council in June 2017. The first phase of Gateway Loop construction is underway and scheduled to be completed by June 30th with Phase 2 starting up right after Labour Day. RMOW staff added snow clearing to the new valley trail linking Alpine Meadows to the Village providing a winter commuting option for walkers and cyclists from the north.

Prior to the peak winter traffic season, RMOW staff met with Ministry of Transportation and Infrastructure (MoTI) to review and revise the timing plans for the Highway 99 traffic signals from Function through Lorimer Road. MoTI staff implemented the new timings the week of December 20th. The RMOW also worked with Whistler-Blackcomb and MoTI staff to have manual control of intersections from Creekside to Function Junction (and the Creekside parking lot) for nine Sundays and holiday Mondays from January 3 through February 19. Preliminary analysis indicate that there was no measurable increase in vehicle throughput, however traffic was more organized exiting Whistler Creek and many people reported an improved driving experience having traffic control personnel at the intersections. Resort partners continued to promote alternative parking locations and transit/coach travel.

In partnership with BC Transit and Whistler Transit Ltd, additional service hours were added to the winter 2016/2017 schedule, the review of Route 1 Valley Connector was initiated, the review of Routes 4/5 continued through the winter, as did work on the feasibility study of the Sea to Sky Corridor Regional Transit plan. BC Transit is aiming to report out on this work in June so that the recommendations can be included in the upcoming planned transit service expansions.

Over the winter, the RMOW staff and Whistler-Blackcomb staff increased the management of overnight parking in the Day Lots and encouraged people to move to appropriate locations such as the Library or Conference Centre underground lots so as not to interfere with snow clearing operations.

The results of many of the winter actions also feed into the recommended Summer 2017 Transportation Action Plan.

Summer 2017 Transportation Action Plan Recommendations

As indicated in the draft Transportation Action Plan presented to Council in late 2016, the recommended actions have been broken into five strategy areas: Highway 99 Efficiencies, Transit Improvements, Peak Day Operations Plan, Better Parking Management, and Preferred Transportation Modes. A summary table of all the recommended actions can be found in Appendix B, and the details of the recommended action items are as follows:

Highway 99 Efficiencies

- Complete Highway Accident Investigation Assessment – report to Council in June 2017
- Undertake Highway Intersection Investigation – work to start early summer 2017
- Support Highway 99 Capacity Review being undertaken by MoTI. This review will look at additional lanes, intersection upgrades, and other changes to improve capacity of the highway

Transit Improvements

- Provide free transit on 10 summer weekends (Saturdays, Sundays, and holiday Mondays) between July 1 and September 4.
- Add transit service hours where needed most, including during periods of free transit and at the beginning of winter service levels.
- Parking revenue will be utilized to reduce the cost of transit passes and to fund the free summer weekend transit.
- The Family Travel program will be expanded to include any fare-paying adult between May 1 and October 31. Currently this program allows an adult with a transit pass (1-day, 1-,6- or 12-month) to bring up to three children (age 12 and under) for free.

Peak Day Operations Plan

- Parking personnel will be used during special events to help control the flow of traffic into and out of municipal parking lots.
- Secure bicycle parking will be tested during summer events.
- Communications to promote alternative parking locations, including the launch of a parking app, will be used during busy seasons.

Better Parking Management

- A pilot project will utilize changeable message boards with parking information on Highway 99. The goal of these message boards will be to help visitors find parking more easily.
- A “car counter” and message board for the Conference Centre underground parking lot will be tested to provide almost real-time information to let people know when the lot is nearing capacity or is full.
- The strategy to improve parking availability (full details below) will be implemented beginning July 1, 2017.

Preferred Transportation Modes

- The Gateway Loop upgrade will be completed in 2017 to help support increased regional bus traffic.
- RMOW and TAG partners will help support increased car-share offerings that may be offered by private car-share companies.
- The RMOW will continue to improve Valley Trail linkages, specifically with improvements along Parkwood Drive, a section near the Skateboard park, and an extension of the Valley Trail on Whistler Road near the Rimrock restaurant.
- Bicycle parking with additional security features will be tested in Whistler Village starting in July.

The strategy to improve parking availability requires a multi-faceted approach to ensure the success of this action while not having adverse impacts on traffic congestion. Improving parking availability includes actions from other strategy areas including the free transit and more buses on summer weekends, reducing the price of monthly transit passes, adding more transit service, and providing secure bicycle parking in Whistler Village.

As well as providing these incentives for preferred transportation modes, there are recommended changes to parking rates in Day Lots 1, 2, and 3, the Library and Conference Centre parking lots, and charging a discounted rate for parking in Day Lots 4 and 5 during peak seasons (summer and

winter). Reducing allowable parking duration on street and surface parking within the Village area will also help encourage turn over. The tables below illustrate the recommended changes:

<u>Preferred Transportation Modes</u>	Details	When
Free Transit Summer Weekends	Saturday, Sunday and holiday Mondays	Canada Day through Labour Day
Reduced Bus Pass Prices	Reduce monthly pass from \$65 to \$50	Start July
More Transit Service	1,750 more hours of service (1 additional bus in the fleet)	Phase 1 – July 1 Phase 2 – mid-Nov
Bicycle Parking	Secure Bicycle parking in Whistler Village	Start July
Bus Queue Jumper	Pilot a queue jumper for BC Transit buses to bypass congestion at Whistler Creekside	Canada Day through Labour Day

<u>Parking</u>	Details	When
Day Lots 1, 2, and 3	Daily Rate \$10 (was \$8) Monthly Rate \$50 (was \$30) Max stay 24 hrs (Apr - Oct)	Start July 1
Day Lots 4 & 5	Daily \$5 Resident-Employee Only Monthly Pass \$30 Max stay 24 hrs (Apr - Oct)	<u>Winter and Summer Peak seasons only</u> Summer 2017 = Jul 1-Sep 4 Winter = Dec 15 - Apr 15
Other Village Underground and Surface Parking	Increase Conference Centre and Library Parking Rates Surface lots free after 7PM instead of 9PM	Start July 1

It is expected that learnings and insights gained through the implementation of the proposed recommendations will inform future evolution of the initiatives.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Transportation	<p>Transportation preferences and options are developed, promoted and supported so that inter-community mobility minimizes the negative impacts of traditional modes of travel.</p> <p>Residents, businesses and visitors are increasingly aware of the importance and benefits of preferred transportation choices.</p>	<p>Transportation congestion to, from within Whistler is once again an issue both in the winter and in the summer. Transportation infrastructure and policy affect almost all parts of the resort community. The Transportation Advisory Group, which is composed of a group of diverse stakeholders, has been reviewing the current issues as well as data collected related the current issues and has started formulating potential recommended actions. The 2017 Transportation Action Plan are the first steps in improving transportation for everyone. TAG is continuing to develop medium and long-term actions.</p>
Partnership	<p>Partners work together to achieve mutual benefit.</p> <p>Partners meaningfully engage stakeholders and practice “good governance” guided by Whistler’s Partnership Principles.</p>	
Economic	<p>Effective partnerships with government and tourism organizations support economic health.</p> <p>The Whistler community shares resources and works together to compete in the destination resort market.</p> <p>Whistler is an integral part of the region’s economy and works collaboratively with stakeholders.</p>	
Finance	<p>The long-term consequences of decisions are carefully considered.</p> <p>Whistler lives within its financial means</p>	
Visitor Experience	<p>Communications, travel and services are accessible, seamless and convenient at all phases of visitors’ trips, from prior to departure until after returning home.</p>	
Learning	<p>Learning opportunities foster collaboration, trust and community engagement and build the community’s capacity for achieving Whistler’s vision of success and sustainability for future generations.</p>	
Resident Affordability	<p>Residents have access to affordable goods and services that meet their needs.</p>	

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Finance	Whistler lives within its financial means.	The recommended 2017 Transportation Action Plan costs & can be balanced utilizing funds from the Community Transportation Initiative Fund.

OTHER POLICY CONSIDERATIONS

Information sharing between the Transportation Advisory Group and the Mayor's Housing Task Force has been initiated and will continue as these two groups continue progress towards their respective goals.

BUDGET CONSIDERATIONS

The 2017 – 2021 Five-year Financial Plan includes a capital budget of \$100,000 to support TAG studies and initiatives in 2017. The bulk of the recommended actions can be accomplished within this budget, but the strategy to improve transit and parking availability requires further explanation.

The suite of recommended actions to improve transit and parking availability is estimated to cost \$510,000 in 2017, and generate an additional \$210,000 in revenue. The total parking revenue from Day Lots 1 to 5 that is available for use towards Community Transportation Initiatives (CTI) is estimated at \$510,000 in 2017, and is expected to fully fund the costs of the recommended strategy to improve parking availability.

The Day Lot Operating Committee (Whistler-Blackcomb and RMOW representatives) has agreed in principle to the recommended Action Plan and funding proposal, and the details of the estimated costs and revenues will require review and approval from the Day Lot Operating Committee.

The tables below illustrate the anticipated costs and revenues to the Community Transportation Initiatives Fund:

Costs	Estimated Costs (2017)	Description
Free Transit Summer Weekends	\$165,000	Free transit 23 days, increased service & communications
Reduced Bus Pass Prices (including Spirit Product)	\$225,000	Reduced pass price
More Transit Service	\$60,000	RMOW portion of transit costs
Bicycle Parking	\$30,000	Capital cost
Bus Queue Jumper	\$30,000	Capital & operations costs
Total	\$510,000	

Revenues	Estimated Revenues (2017)	Description
Day Lots 1, 2, and 3	\$500,000 (including rate increases)	Amounts from Daily & Monthly passes available to CTI Funds
Day Lots 4 & 5	\$40,000 revenue, but equals startup costs including installing meters	Daily & Monthly passes
Other Village Parking	\$10,000	Increased rates
Total	\$510,000	

COMMUNITY ENGAGEMENT AND CONSULTATION

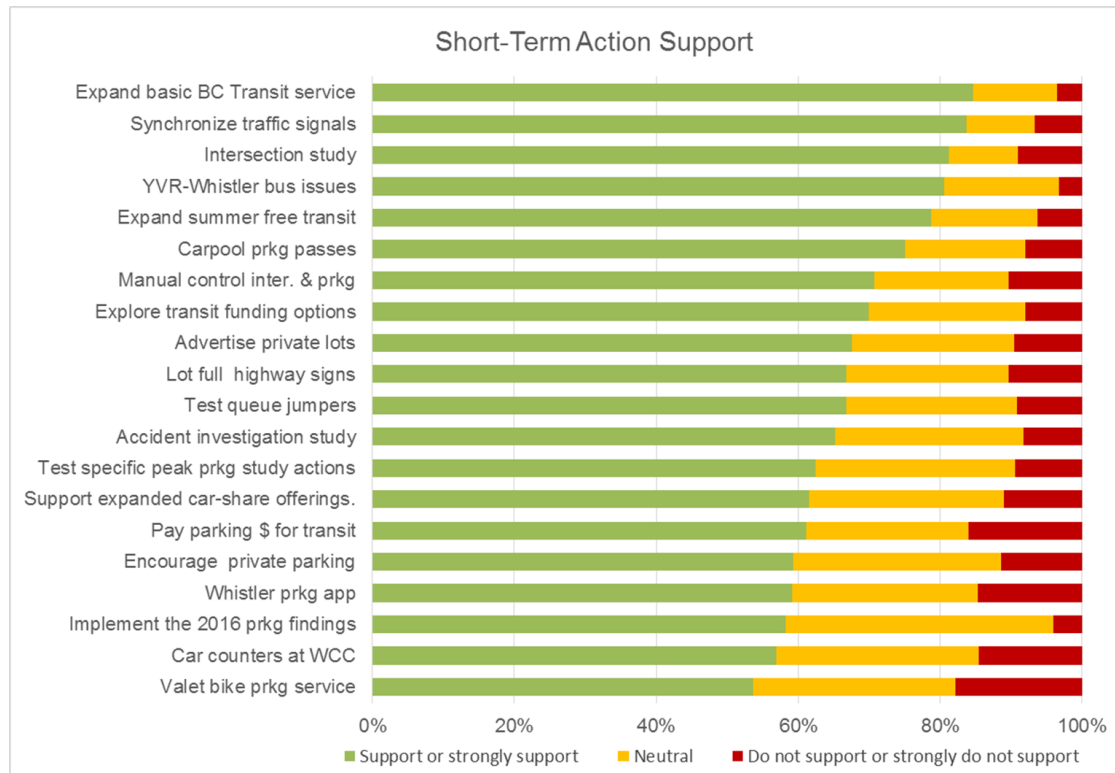
Appendix A is a detailed summary of the community engagement including the January 17, 2017 Community Transportation Forum and the subsequent online survey. All material related to the forum and TAG's work are posted on www.whistler.ca/MovingWhistler.

TAG, with the support of RMOW staff, engaged the community to seek input on the recommended short-term 2017 transportation actions. The actions were categorized under five strategies and a general "other" category. Recognizing that some solutions may require a longer planning horizon, input was sought in this "other" category for both medium-term and long-term actions.

Engagement activities kicked off on January 17, 2017 with a Community Transportation Forum at the Whistler Conference Centre from 5pm to 8pm which attracted more than 200 participants. Community engagement continued until February 7, 2017 via an online survey. A total of 517 people participated in the online survey which consisted of 21 questions and closely mirrored the line of questioning that was used at the Community Transportation Forum.

The majority of Community Transportation Forum participants and online survey respondents supported or strongly supported all of the TAG's proposed 2017 actions as presented. In the online survey, overall support was strongest for short-term actions relating to the Highway 99 Efficiencies and Improve Transit strategies. All actions were supported by more than half of, and more than 80% of respondents were either supportive or neutral regarding all actions. No actions were unsupported by more than 18% of those surveyed. The graph below provides a visual summary of the overall level of support which ranged from 54% to 85% for TAG's proposed 2017 actions.

A recurring theme throughout the online and forum comments was ensuring that actions complimented each other and worked toward the goal of easing congestion on Highway 99 and in the Village parking lots. Details of each strategy area, including a summary of open-ended comments on what could make the actions even more effective, are available in the Community Engagement Summary report.



The Transportation Advisory Group has met to review the input and revise the proposed 2017 Transportation Action Plan based on the feedback.

RMOW staff and TAG members hosted a 2017 Transportation Action Plan Information Session on May 23, 2017 prior to the Council meeting where the Action Plan was presented to Council as an information report. Staff will present a summary of community comments received at the Information Session at the June 6, 2017 Council meeting.

SUMMARY

The 2017 Transportation Action Plan was developed over the course of a year and a half, involving expertise from the TAG members and RMOW staff, transportation studies undertaken by Drdul Community Transportation Planning, and input from the community through a forum and on-line surveys. TAG has met to review the input and revise the 2017 Whistler Transportation Action Plan based on the feedback received. The recommended actions presented in this report are intended to help alleviate the highway and parking congestion issues recently experienced in Whistler.

Respectfully submitted,

Emma DaSanto
TRANSPORTATION DEMAND MANAGMENT COORDINATOR
for
James Hallisey, P.Eng.
GENERAL MANAGER OF INFRASTRUCTURE SERVICES



2017 DRAFT TRANSPORTATION ACTION PLAN

**Summary Community Engagement
Phase 1 – April 4, 2017**

Prepared for the Transportation Advisory Group

**This document was prepared for the Transportation Advisory Group (TAG) and
Resort Municipality of Whistler (RMOW) by**



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Introduction

The Whistler 2017 draft Transportation Action Plan is the compilation of priority transportation actions to be implemented in the short-term, i.e. in the year 2017 developed by the Transportation Advisory Group (TAG).

The development of the draft Action Plan was in response to increasing issues affecting transportation to, from and within the resort community. With an increased permanent population (the community grew to 11,854, an increase of 21% from six years ago) as well as continued increasing visitation numbers year-round, transportation challenges of parking availability, traffic congestion, transit service levels, and opportunities for preferred modes of transportation are being felt more than ever. To identify the best strategies and actions to address these pressing issues, the Resort Municipality of Whistler (RMOW) Council tasked the Transportation Advisory Group (TAG) to provide advice and recommendations on the development of a Transportation Action Plan.

This document is a summary of the community engagement and feedback related to TAG's 2017 draft Transportation Action Plan received from the over 200 attendees at the January 17, 2017 Transportation Community Forum and through the over 500 completed on-line surveys. Comments were received and summarized on the 2017 short-term actions as well as medium and long-term actions. It is clear from the survey participation especially in the thoughtful responses to the open-ended questions that many people want to contribute to this conversation on both short-term and medium/long-term actions.

2017 Draft Transportation Action Plan Engagement Activities

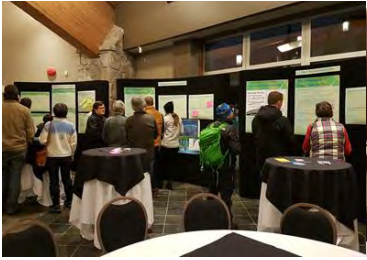
TAG and the RMOW engaged the community to seek input on their recommended short-term 2017 transportation actions. The actions were categorized under five strategies and a general 'other' category. Recognizing that some solutions may require a longer planning horizon, input was sought in this other category for both medium-term and long-term actions.

Engagement activities kicked off on January 17th, 2017 with a Transportation Community Forum and then continued until February 7th, 2017 through an online survey.

Transportation Community Forum

The Transportation Community Forum on January 17th started off with a few speakers from TAG as well as a formal presentation on some of the research that informed the draft strategies and actions. An interactive display provided an opportunity for direct feedback on draft actions throughout the event. Following the presentations, participants were asked to participate in up to two facilitated conversations about the proposed actions in the following strategies: Highway 99 Efficiencies, Transit Improvements, Better Parking Management, Preferred Transportation Options, Peak Day Operations Plan, and other medium and long-term action ideas.

Interactive Displays



Presentations



World Café Roundtables

Online Survey

The online survey ran from January 18th and through to February 7th. The survey consisted of 21 questions and closely mirrored the line of questioning that was used at the Transportation Community Forum. Survey questions sought input on the level of support for specific actions while providing an opportunity for participants to contribute ideas that improved the draft actions and for adding missing actions. Some questions at the end of the survey allowed for open-ended comments.

COMMUNICATIONS

The Transportation Community Forum and the online survey were promoted through the RMOW e-newsletter, social media channels, traditional media and some partner communications channels (e.g. Chamber of Commerce e-newsletter, Tourism Whistler and Whistler Blackcomb electronic channels).

Who Participated?

The Transportation Community Forum approximately 200 participants for the presentations during the first half of the evening, with about 60-70 people remaining to participate in the facilitated roundtable conversations. Approximately 520 people participated in the online survey. Demographic information was not captured during the public forum event, but was captured as part of the online survey.

The online survey demographic results revealed that young adults (above age 24) all the way up to Whistler's seniors participated in the survey. The majority of the participants were clearly in the 25-34 age bracket followed by the 35-44 age bracket, which quite closely resembles Whistler's age profile. There were low survey participation rates in the under 18 and in the 18-24 demographic, and relatively high participation rates in the over 55 demographic.

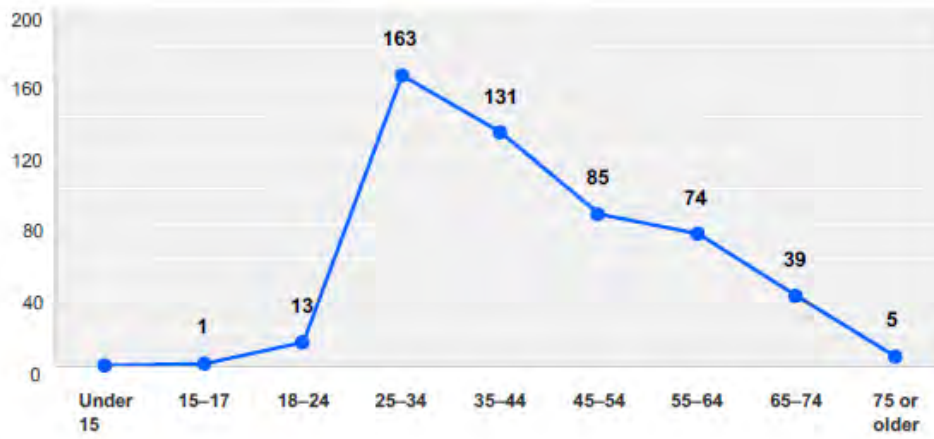
Survey participant gender was biased slightly toward females (53% of participants), with males making up 47% of survey participants.

Most survey participants live with others in a partner (42%) or family relationship (31%), and the remaining participants were single living alone (10%), or single and living with others (16%).



Q1 Age:

Answered: 511 Skipped: 1

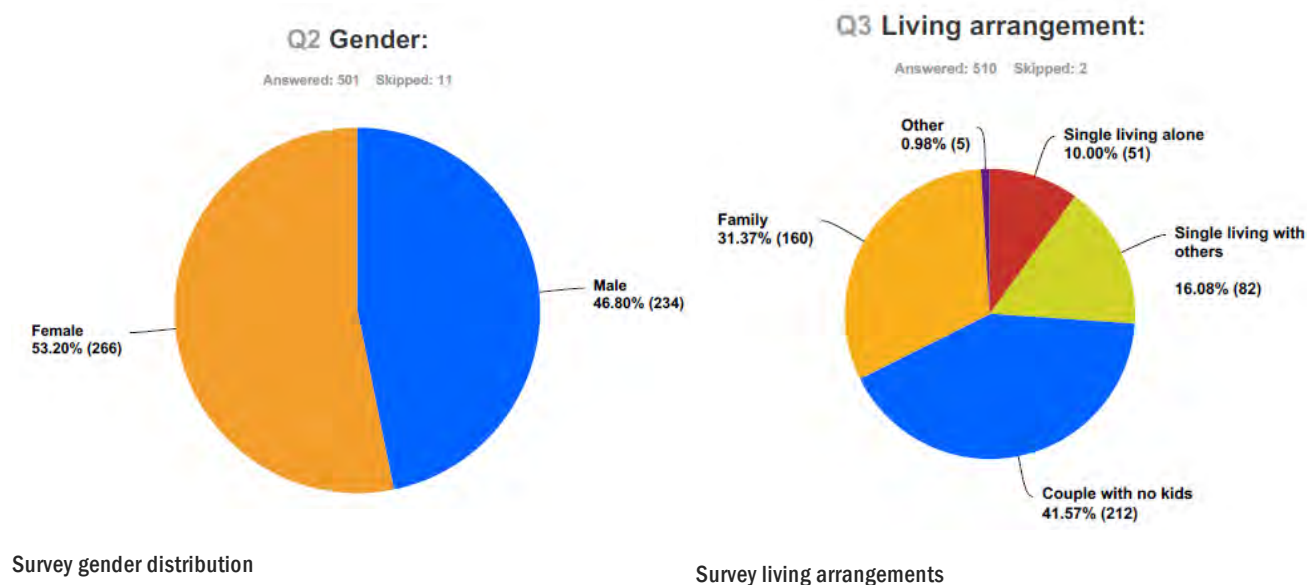


Survey age profile

Age Distribution



Whistler Age Distribution, Census Data



What Was Said: Summary of Feedback

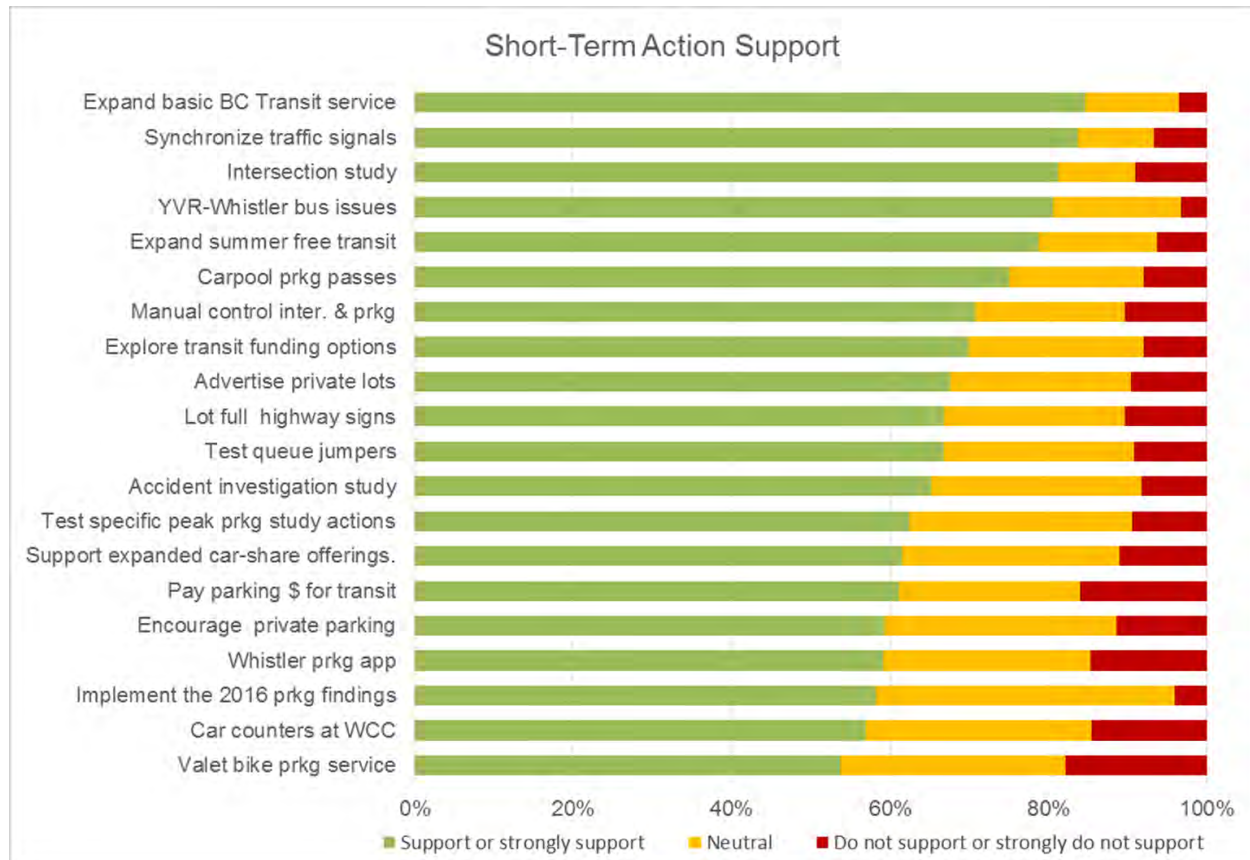
OVERVIEW

The majority of Transportation Community Forum participants and online survey respondents supported or strongly supported the draft short-term strategy actions as presented. In the online survey, overall support was strongest for short-term actions relating to the Highway 99 Efficiencies and Improving Transit strategies. A recurring theme throughout the online and forum comments cautioned that increased parking within existing areas may exacerbate congestion issues on the highway.

Survey participants stuck with the survey most of the way through with 80-95% commenting on all the draft actions. Specific actions receiving the most overall support¹ include: expanding basic BC Transit service in 2017 & 2018; exploring synchronizing the traffic signals on Highway 99; undertaking a highway intersection study; addressing the challenges of the Vancouver/YVR bus service; and expanding the free transit pilot to Saturdays and Sundays and festival weekends. Developing solutions ‘like we had during the Olympics’ was read quite often in the comments.

¹ Question answer responses include strongly do not support, do not support, neutral, support and strongly support. Overall support includes support and strongly support responses.

Other actions receiving over 50% support include: testing bicycle valet parking for events and weekends; investigating car counters and lot full signs for the Whistler Conference Centre parking; implementing the recommendations of the 2016 Whistler Parking Study; encouraging the use of private parking lots by visitors; and developing a parking app.



Survey participants were certainly engaged in this topic with many of them providing detailed comments for each of the strategies and the overall topic of transportation. Many of the comments about existing and new actions spanned across multiple strategies. The comments most frequently suggested were: improving local public transportation (better schedules, lower cost (free), special lanes, YVR/Vancouver train); implementing parking solutions (park and ride bus or gondola, more parking, pay parking, and resident parking options); lanes on Highway 99 through Whistler (counter flow lanes, HOV lanes, more lanes in general); as well as many specific suggestions for intersections. Medium and long-term action suggestions often mirrored the short-term action themes but with additional detail and commitment.

It is clear from the survey participation that that many people want to contribute to this conversation on both short-term and medium/long-term actions.

LEVEL OF FEEDBACK BY STRATEGY

Both the survey and the forum sought feedback on the five strategies and associated actions. A total of 517 people participated in the survey with a large majority of them indicating their level of support for the actions. Feedback on actions was relatively equal among the strategies with about 453 respondents commenting on Highway 99 Efficiencies, 428 commenting on Transit Improvements, 418 commenting on Peak Day Operations Plan, 405 commenting on Better Parking Management, and 403 commenting on Preferred Transportation Options.



Survey participants were also asked to provide open-ended comments to the following questions:

What would make these actions more effective?

And

Are there any short-term actions that are missing from this Strategy Area?

Participation in the open-ended comment questions was generally lower than in the level of support questions. The number of comments varied somewhat between the strategies with Highway 99 Efficiencies receiving the greatest number of comments (304) and Preferred Transportation Options receiving the least at just 115.



The following section provides detailed results for each action under each individual strategy as well as a summary of the comments received.

Detailed Strategy Feedback

HIGHWAY 99 EFFICIENCIES

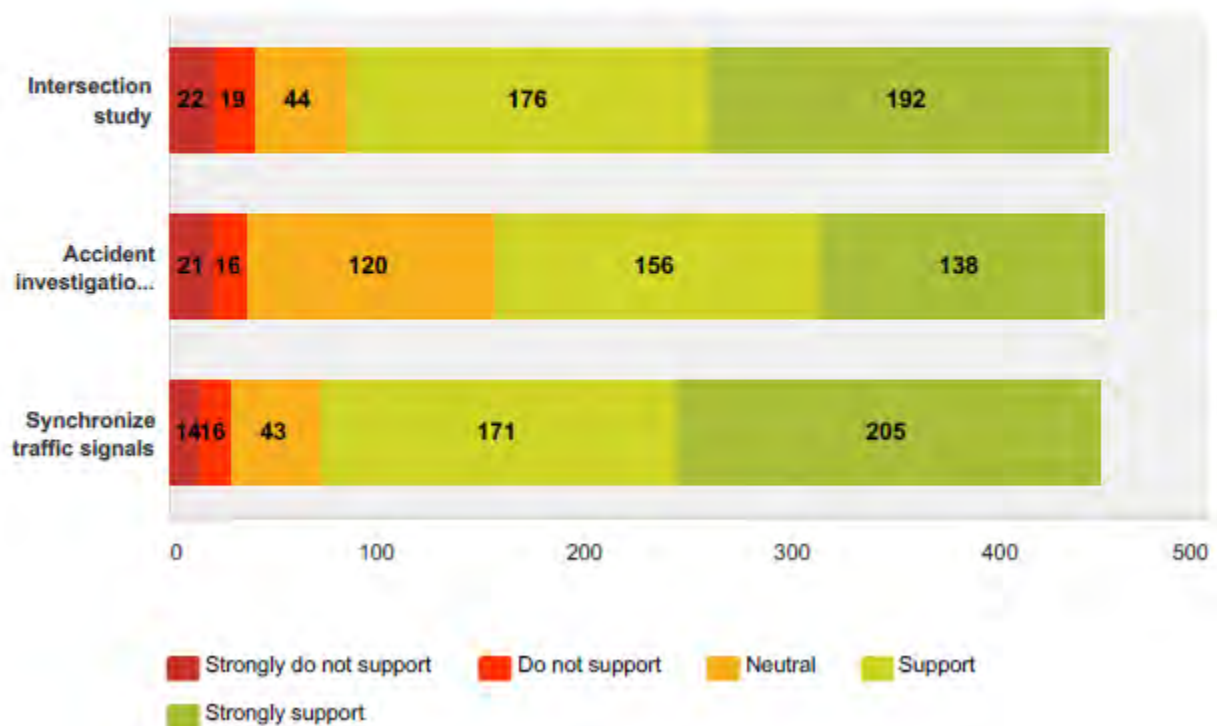
SURVEY FEEDBACK

LEVEL OF SUPPORT

Survey participants were generally supportive of the Highway 99 Efficiencies' actions with the most support for intersection solutions such as an intersection study and synchronizing intersection lights. The majority of participants also supported accident investigation work but support was not as strong as it was for the other two actions. Transportation Community Forum poster feedback (using sticky dots to indicate preferences) were also mostly supportive of the three actions.

Q4 What is your level of support for each of the following actions:

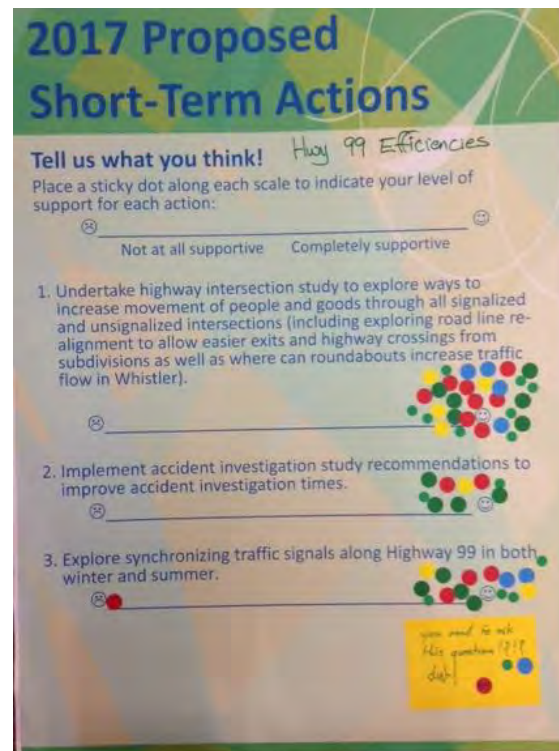
Answered: 453 Skipped: 59



SUMMARY OF “WHAT WOULD MAKE ACTIONS MORE EFFECTIVE?”

Comments mainly provided specific tactics and tools to consider as part of the actions for this strategy. Most comments focused on intersection improvements and there was also a large number of suggestions directed toward improved transit as well as ‘action’ versus more studies.

- Improve intersections (44 comments)
 - a. Adjust or synchronize traffic signals/lights depending on flow/peak times, remove lights (25 comments)
 - b. Pedestrian bypasses over or under (15 comments)
 - c. Support for roundabouts at intersections, a few unsupportive (13 comments)
 - d. Access to residential subdivisions (6 comments)
- Improved public transportation services and other preferred modes (18 comments)
 - a. Better options (8 comments)
 - b. Trail / Rail options (4 comments)
 - c. Park & Ride (4 comments)
 - d. Bus lane (3 comments)
 - e. Bike lanes (2 comments)
 - f. Free shuttle (1 comment)
- Use 3rd lane as an alternate counter flow lane (13 comments)
- More lanes for traffic, for example like during the Olympics (10 comments)
- Traffic flaggers at peak times (4 comments)
- Improve turn lanes into residential subdivisions (3 comments)
- Better snow removal (2 comments)
- Better snow tire checks (2 comments)
- Avoid highway closures – reduce time (2 comments)
- No left turn during peak times (1 comment)
- Toll highway (1 comment)
- Charge to park in lots 4 & 5 (1 comment)
- Parking and ski base at Cheakamus (1 comment)
- Build a bypass through Westside Road (1 comment for and 1 against)
- Other (43 comments)
 - a. More action, enough studies (19 comments)
 - b. More information needed, study low/peak times (5 comments)
 - c. Accident investigation, mixed support (4 comments)
 - d. Olympic strategy revisited (3 comments)
 - e. Engagement (2 comments)



“Biased lights to improve flow during busy periods. i.e. lights biased southbound from 3pm to 6 Saturdays and Sundays and any other days when an event is on.”

- f. Target priority intersections (1 comment)
- g. Info already available (police reports, DriveBC, ICBC) (1 comment)
- h. General, observations or unclear (7 comments)

SUMMARY OF “ARE THERE ANY SHORT-TERM ACTIONS THAT ARE MISSING FROM THIS STRATEGY AREA?”

The majority of responses to this question fell into one of four categories with the top two number of comments relating to additional lanes/counterflow or improved public transit options. Intersection solutions such as traffic light adjustments or manual traffic control options made up the next most frequented comments.

- Three lanes or more with an alternate counter flow lane or express bus lane (29 comments)
- Public transportation (28 comments)
 - a. Improved / free/reduced price shuttle bus (12 comments)
 - b. Park and ride shuttle bus services (6 comments)
 - c. Train / rail service (5 comments)
 - d. Commuter bus service (3 comments)
 - e. Express bus lane (2 comments)
- Traffic lights (23 comments)
 - a. Synchronize (16 comments)
 - b. Remove delayed left turn at Function (3 comments)
 - c. Other (2 comments)
 - d. Change Function and Creekside lights - longer waits but allow traffic to flow two ways always (1 comment)
- Manual traffic control with flaggers during peak times (20 comments)
- Creekside intersection improvements (6 comments)
- Better snow removal (6 comments)
- Snow tire enforcement (5 comments)
- Roundabouts at intersections (5 comments)
- Pedestrian bypass overpass/underpass (3 comments)
- More action (3 comments)
- Bike lanes on highway / from Cheakamus to Village (3 comments)
- Alta Lake Road bypass route (2 comments)
- Move services from Function closer to the Village (2 comments)
- Gondola access from Cheakamus (2 comments)
- Toll highway (2 comments)
- Traffic law and parking enforcements (2 comments)
- Pay parking in all lots (2 comments)
- Widen highway (2 comments)
- Better road lines / markings (2 comments)
- Use right turn lane to village gate over golf course bridge (2 comments)
- Need long-term plan (1 comment)
- Sign on highway advising of parking limits (1 comment)

“Use the additional lane of the highway (created for the Olympics) as an HOV lane that switches direction based on traffic volume at different times of day”

- Commuter parking lot in Function (1 comment)
- Widen village gate/northlands intersection to allow for right hand merge (1 comment)
- Ensure that bus stops on the highway are aligned with valley trail or other pedestrian access points (1 comment)
- Fix flooding on Highway 99 at Alta Vista (1 comment)
- Coordinate with existing sources of accident information (1 comment)
- Linking neighbourhoods (1 comment)

Notable action additions from the community forum: Incent users to not use private cars; host a local accident investigation team; regional transit.

SUMMARY OF COMMUNITY FORUM TABLE DISCUSSIONS

Similar to the online survey the roundtable conversations indicated the most support for intersection studies and traffic signal synchronization. There was a feeling from the group that accident investigation times can only be improved marginally. Accidents, while having a significant impact on traffic, occur far less frequently than congestion. There was also a feeling by some that light signal changes have been tried in the past with little impact. Action ideas were quite specific and matched the categories of actions captured in the online survey, such as reworking intersections, optimizing traffic signals, adjusting lanes on the highway for traffic or buses, and highway safety improvements.

TRANSIT IMPROVEMENTS

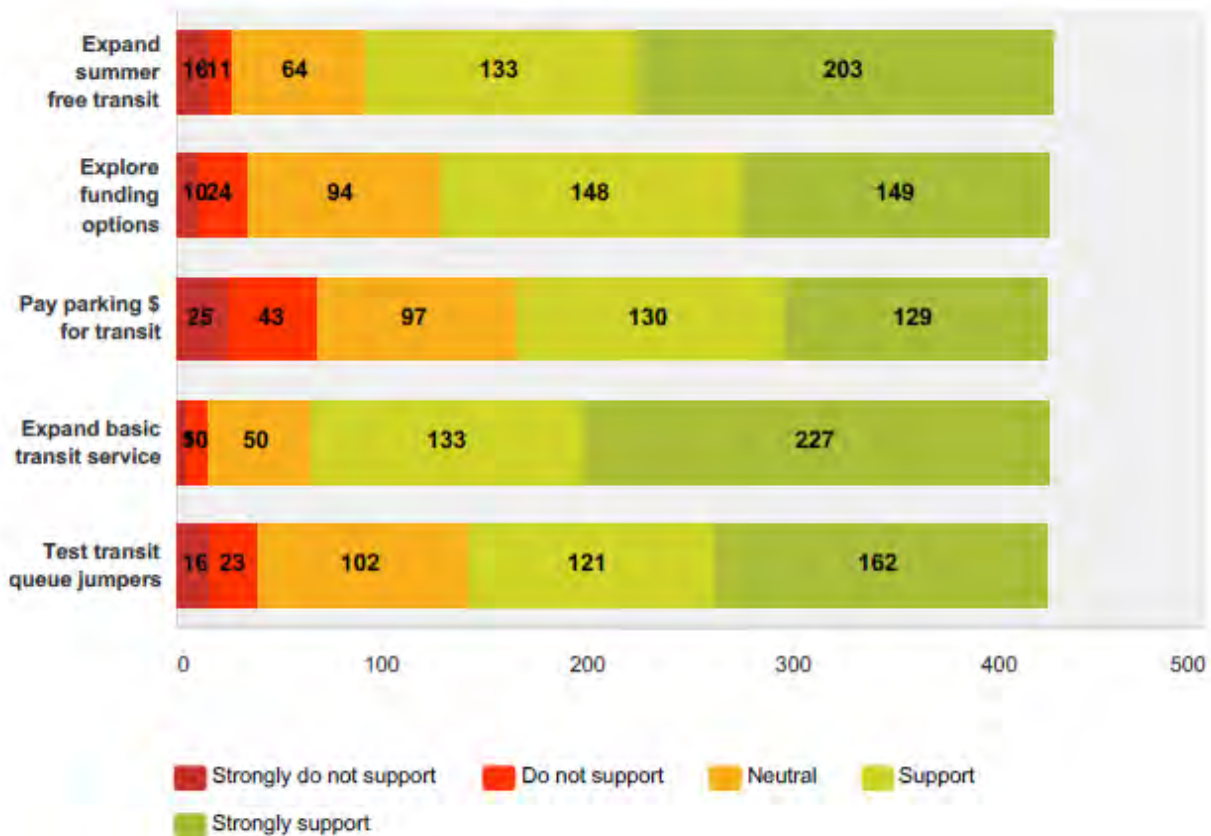
SURVEY FEEDBACK

LEVEL OF SUPPORT

Survey participants were supportive of some of the Transit Improvements actions with the most support for transit expansion actions such as expanding the basic level of service and expanding summer free transit opportunities on weekends. The majority of participants also supported exploring funding options to reduce the cost to users and testing queue jumper lanes in the summer, but support was not as strong as it was for the expansion actions. Using pay parking revenue to reduce transit fares was supported by the majority of respondents (62% supported or strongly supported).

Q7 What is your level of support for each of the following actions:

Answered: 428 Skipped: 84



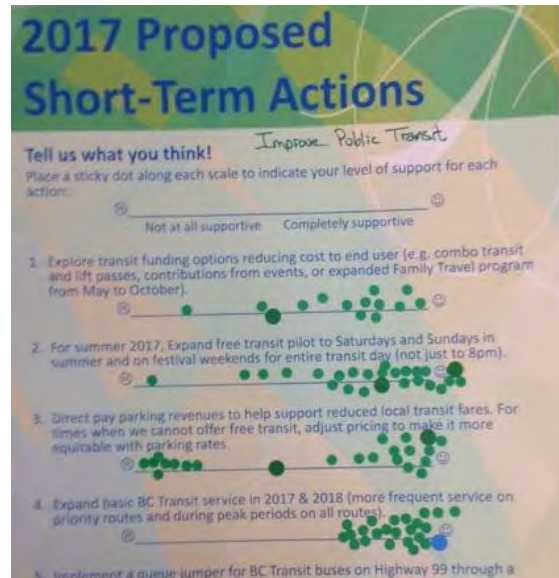
SUMMARY OF “WHAT WOULD MAKE IT MORE EFFECTIVE?”

Not surprisingly, most comments related to changes to bus services. The most frequent comments focused on making the bus service more attractive (especially compared to automobiles), including incentives or less expensive services and improving the frequency of service and schedules both within and to/from Whistler.

- Bus service (62 comments)
 - a. More incentives, cheaper or free service (22 comments)
 - b. Better frequency / scheduling, more consistent seasonally (16 comments)
 - c. Highway express service in Whistler (8 comments)
 - d. More commercial bus services from Vancouver, Squamish and Pemberton (12 comments)
 - e. Park and ride shuttle from Cheakamus (10 comments)
 - f. Should save time and money compared to driving (3 comments)
 - g. Dog friendly (3 comments)
- Expand highway or express lane for busses and cabs (HOV) (19 comments)

- Pay parking in all lots / no free parking (8 comments) [2 comments against pay parking in lots 4&5]
- Monthly parking pass should cost way more than bus pass (4 comments)
- Queue jumping not in favour / won't work (3 comments)
- Train service (2 comments)
- Transit is not the issue / should not be the focus (3 comments)
- Higher capacity buses (1 comment)
- Work with the provincial government and TransLink on expanding the Compass system to BC Transit regions including Whistler, Pemberton, and Squamish. (1 comment)
- Every parking meters and stations should be equipped with a multipurpose contactless reader for mobile (including Apple Pay, Android Pay, Samsung Pay, Microsoft Wallet, Huawei Pay, MI Pay, AMEX Pay, and more) (1 comment)
- Need to enforce queue jumping (1 comment)
- No concerts or events (1 comment)

Notable action additions from the community forum: none



“Transit MUST be the faster, cheaper alternative to driving and parking if people are going to choose it over the status quo.”

SUMMARY OF “ARE THERE ANY SHORT-TERM ACTIONS THAT ARE MISSING FROM THIS STRATEGY AREA?”

The majority of responses focused on adjusting bus services and the expansion of service up and down Highway 99. Counterflow or 3rd lanes for buses were also recommended in order to help facilitate easier transit movement during congested periods.

Public transportation (50 comments)

- h. Better scheduling, more frequent, better routes (14 comments)
- i. Commuter buses to Squamish (Pemberton), not just peak times, affordable (12 comments)
- j. Whistler highway express bus service, Emerald to Function (11 comments)
- k. Free shuttle / cheaper buses (free kids) (9 comments)
- l. More bike racks + kids bikes (4 comments)
- m. Offer more payments options (1 comment)
- n. Spring Creek bus stop (1 comment)
- o. Trains (1 comments)
- p. Safer bus stops on the highway in both directions (shelter) (1 comment)
- q. Study on how to vastly improve highway pedestrian safety where people have to walk along or across the highway to access bus stops. (1 comment)
- r. Allow people to take garbage, compost, and recycling in leak proof containers that can fit on ones lap. (1 comment)

“I’ve always been curious about running a pilot where we get rid of all the bus routes and the schedule and just have all the busses drive up and down the highway via the Village and Creekside”

- 3rd lane contraflow (7 comments)
- HOV lane (including taxis) (7 comments)
- Pay parking in all lots, money funds: public transit improvements, flaggers, 3rd lane (7 comments)
- Park and ride service from Cheakamus (4 comments)
- Tourism strategy tax day-trippers / attract multi-day visitors (4 comments)
- Question about queue jumper / request for definition (3 comments)
- Use Blackcomb gondola + parking in lots 6-8 in summer (2 comments)
- Better communication / awareness building campaign (2 comments)
- Roundabouts at all intersections (1 comment)
- Pedestrian bypass (1 comment)
- Remove bike lanes on highway (1 comment)
- Allow Uber (1 comment)
- Signs on highway in North Vancouver warning of travel times (1 comment)
- How will you do that, give timed receipts on the bus to match parking rates? (1 comment)

Notable action additions from the community forum: valley wide gondola services; better lighting, improved access to bus stops and better bus stop lighting. The remaining additions from the forum primarily relate to Highway 99 efficiencies such as roundabouts; intersection improvements and traffic routing.

SUMMARY OF COMMUNITY FORUM TABLE DISCUSSIONS

Similar to the online survey the roundtable conversations indicated the support for expanding free transit to weekends in the summer for the entire day, and to expand basic transit service in 2017 and 2018. Both groups at the forum were more supportive of implementing a pay parking fund to help support reduced transit fares than the survey respondents. Exploring other funding options received mixed support with more support for funding contributions from events and expanding the family travel program than an approach involving combo lift/transit pass ticket contributions. Queue jumper lane support was also mixed, with support from one group and some concern from the other with respect to how it would increase the wait time for cars.

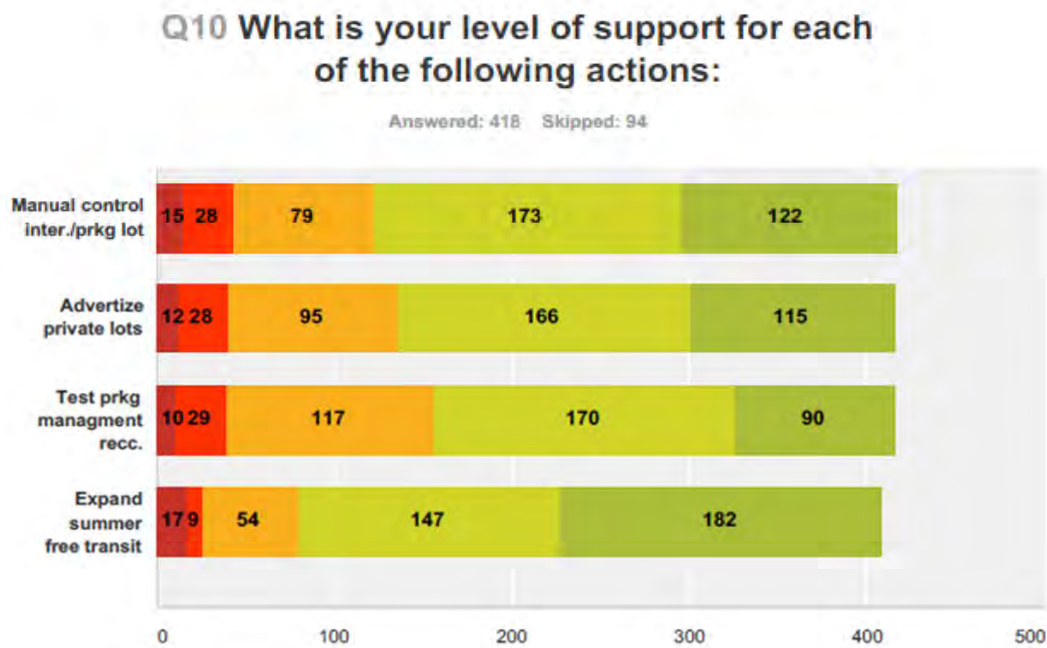
Communication actions for transit improvements included promoting existing services locally (e.g. family travel program) and regionally to visitors, making the Whistler Transit System schedule more user friendly, promoting the 'thanks for the brake' rules and using social media.

PEAK DAY OPERATIONS PLAN

SURVEY FEEDBACK

LEVEL OF SUPPORT

Survey participants were most supportive of expanding summer free transit opportunities, then of manually controlled intersections and parking lots. A large majority of participants also supported working with private parking lots to advertise and direct traffic to underutilized lots. Survey participants were supportive of testing parking management recommendations.



SUMMARY OF “WHAT WOULD MAKE IT MORE EFFECTIVE?”

Both parking and transit/gondola solutions topped the list of comments with parking comments relating to using underutilized lots, pricing that is fair and using gondolas or buses to move people around and to the resort. Many comments focused on solutions to reduce traffic in resort with transit and satellite parking and feel that more or easier parking in resort (Creekside to Village) may work against highway capacity issues.

- Pay parking (15 comments)
 - a. Signs showing availability and pricing of alternate parking (4 comments)
 - b. More at Cheakamus (3 comments)
 - c. Free or reduced employee parking (3 comments)
 - d. Increase costs in busy lots (2 comments)
 - e. Taller underground (1 comment)
 - f. Improve tech (1 comment)
 - g. More free parking (1 comment)
- Public transportation (15 comments)

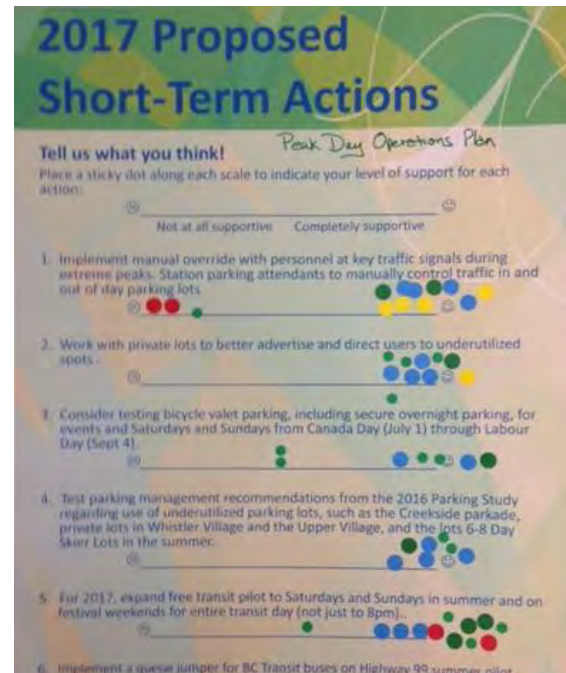
- a. Free (with ski pass) (8 comments)
 - b. Improve services (3 comments)
 - c. Highway express (1 comment)
 - d. Smaller shuttles for subdivisions (1 comment)
 - e. Reduce fares (1 comment)
 - f. Train (1 comment)
- Park in lots 6-8 in summer with gondola access / shuttle bus (12 comments)
- Park and ride (9 comments)
- Signs, apps/website to communicate availability of parking (8 comments)
- Reduce traffic (7 comments)
- Manual light override (5 comments for, and 1 comment against)
- Expand highway (4 comments)
- Flaggers (3 comments for, and 1 comment against)
- Creekside parking issues (flaggers/expand) (2 comments)
- Traffic lights synchronized (1 comment)
- Remove lights from intersections (1 comment)
- Shuttle bus attendant (1 comment)
- Tourist tax (1 comment)
- Other: need long-term plan, don't help commercial lots, negative comments (9 comments)

Notable action additions from the community forum: Adding roundabouts, better transportation options from Vancouver.

SUMMARY OF “ARE THERE ANY SHORT-TERM ACTIONS THAT ARE MISSING FROM THIS STRATEGY AREA?”

Parking availability, free transit and park and ride solutions in south Whistler represent the top short-term action categories to include under this strategy area.

- Parking (18 comments)
 - a. Build new parking lots (4 comments)
 - b. Parking access issues at Creekside (3 comments)
 - c. Employee parking options (2 comments)
 - d. Pay in all lots (2 comments)
 - e. Increase parking costs, especially monthly passes (2 comments)
 - f. Parking attendants (1 comment for, 1 against)



“Using alternative parking just causes more issues further down the highway. Why give out free buses on just the weekend.”

- g. RV only parking area (1 comment)
- h. New parking technology / revenue options (1 comment)
- Public transportation [free] (7 comments)
- Park and ride from Callaghan or Cheakamus (6 comments)
- Communication: benefits of bussing, incentives, traffic news (5 comments)
- Expand highway (4 comments)
- Park in lots 6-8 and use gondola to access in summer (3 comments)
- Incentives: visitors to leave car at home, carpool parking (2 comments)
- Events impact / free shuttle (2 comments)
- Study (rental cars from airport) (2 comments)
- Need new signage (1 comment)
- Expand Valley trail (1 comment)

“Consider a multi-level parking structure south of Whistler that also provides a frequent shuttle service to only 2 stops, Creekside and the Village.”

Notable action additions from the community forum: Increased transit services in Whistler and on Highway 99, ability to bring more items on the bus (e.g. bikes)

SUMMARY OF COMMUNITY FORUM TABLE DISCUSSIONS

Roundtable participants overwhelmingly supported manually controlling both intersections and parking lot flow during peak days to help manage traffic flow in and out of the resort. Testing parking recommendations and free transit on weekends in the summer received the next greatest level of support. Queue jumper lanes and working with private parking lot owners received lower levels of support, with the bicycle valet parking receiving the lowest level of support.

Participants felt that most bike riders are self-sufficient and that a bicycle valet parking service would offer little value and impact. Participants felt that, with the limited amount of road space, queue jumper lanes may lead to an increase in congestion for private vehicles rather than a decrease overall congestion. Support for queue jumpers would increase if it was shown not to impact the existing traffic congestion by limiting space on the road. In fact there was support for implementing a counter flow strategy quickly using cones and personnel to help manage traffic flow on peak days. Other short term actions focused on limiting usage of parking lots for events and on using southern parking lots with shuttle services. Ensuring that accommodation providers communicate the pedestrian nature of the Village to guests before they arrive could also help to reduce the number of visitor private cars on the highway and taking up parking spaces.

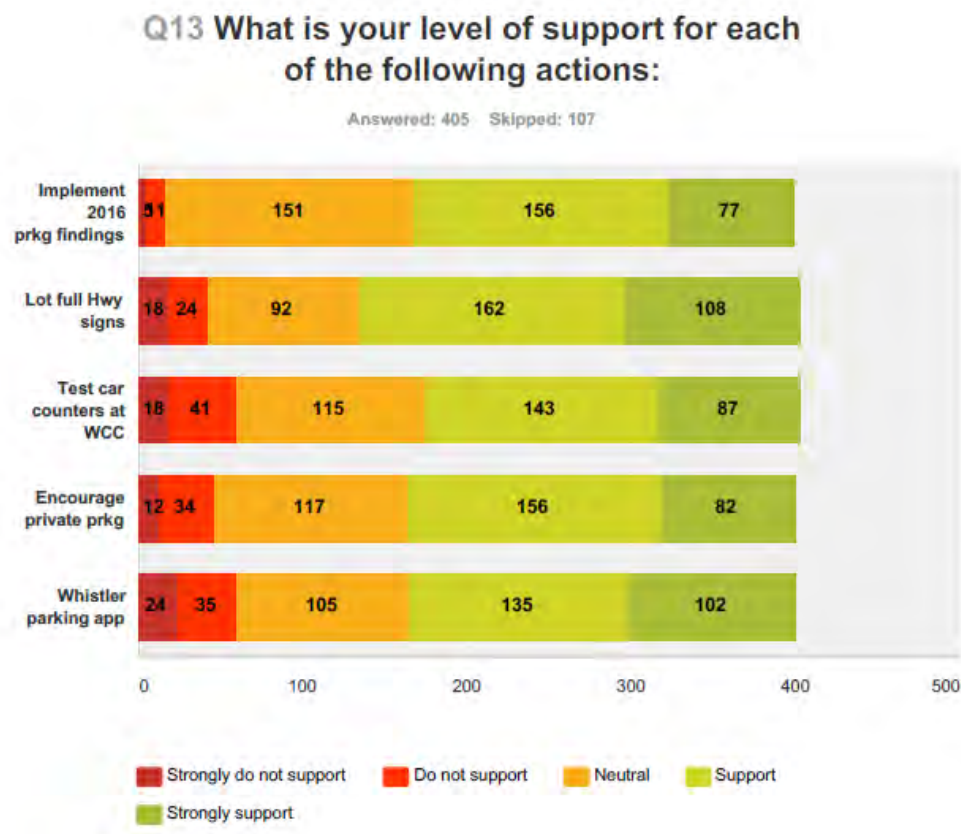
Top medium to long term actions included a median barrier to reduce traffic incidents on the highway and adding counter-flow lanes.

BETTER PARKING MANAGEMENT

SURVEY FEEDBACK

LEVEL OF SUPPORT

A higher percentage of respondents chose Neutral and indicated they wanted more information especially regarding Parking Actions. Adding signs on the highway indicating parking lot vacancy levels received the most support while all the other actions received relatively equal levels of support.



SUMMARY OF “WHAT WOULD MAKE IT MORE EFFECTIVE?”

Parking management comments favoured parking availability signs over parking app solutions and highlighted the importance of less traffic along with park and ride or transit solutions. Comments also included changes to current parking services such as more parking availability, expanding pay parking, local/employee discounts, and enforcing current parking regulations.

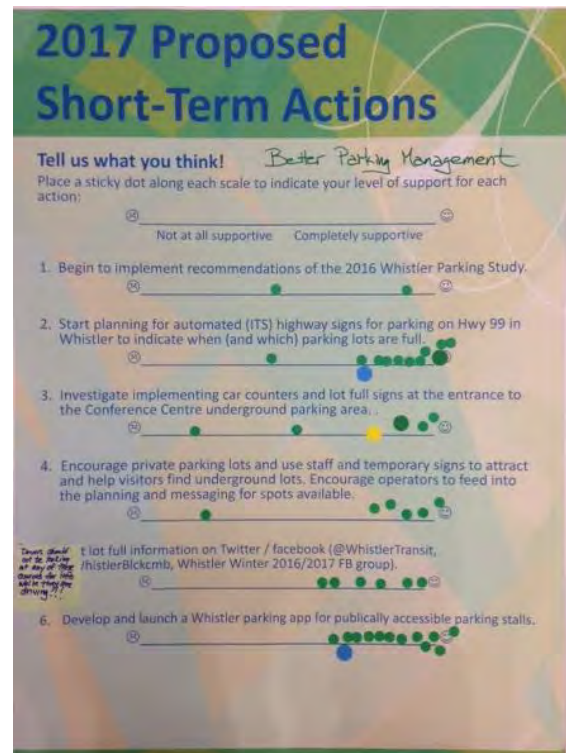
- Parking app (19 comments)
 - a. No app (12 comments)
 - b. Incorporate in existing app (4 comments)
 - c. Support (3 comments)
- Parking availability signs on highway (11 comments)

- Reduce traffic - no more parking (9 comments)
- Park and ride (6 comments)
- Build more parking (5 comments)
- Take action (5 comments)
- Encourage public transit (4 comments)
- Pay parking in all lots / increase price depending on demand (4 comments)
- Offer incentives (3 comments)
- Enforce parking regulations / reduce max time (3 comments)
- Need more info on parking study (3 comments)
- Resident/employee parking area/discount (3 comments)
- Investigate underutilized/non-visible lots (2 comments)
- No more signs (2 comments)
- Parking attendants (1 comment)
- Consistent pay stations (1 comment)
- Day-tripper tax (1 comment)
- Coordinate with private lot owners (1 comment)
- New parking designed with egress in mind (1 comment)
- Expert help (1 comment)
- Gondola (1 comment)

Notable action additions from the community forum: none

SUMMARY OF “ARE THERE ANY SHORT-TERM ACTIONS THAT ARE MISSING FROM THIS STRATEGY AREA?”

- Park and ride (4 comments)
- More parking (3 comments)
- Resident / employee parking options [hotels] (3 comments)
- Highway sign showing availability (2 comment for, and 1 against)
- Take action (2 comments)
- Charge in all parking lots (2 comments)



drivers would need to look at. Visible and up to date signage is more effective. Signage must react to spots being freed up when people leave otherwise everyone will ignore them.”

- Flaggers (2 comments)
- Gondola park in lots 6-8 (2 comments)
- Increase parking prices to match demand (2 comments)
- Public transportation (2 comments)
- WB should be part of the conversation (1 comment)
- Connect Bayshores with Spring Creek (1 comment)
- Day-tripper tax (1 comment)
- Expand highway (1 comment)
- Lot 5 snow removal (1 comment)
- Parking app (1 comment)
- Pay for parking by phone (1 comment)
- Don't use public money to support commercial (1 comments)
- Preferred parking spots for high occupancy vehicles (1 comment)

“Implement pay parking in all of the day lots including an option for passes for workforce, and incentives/ reserves spaces for car poolers. The reality is pay parking will help with turnover and use of parking, and is an incentive to get locals to use other modes of transportation.”

Notable action additions from the community forum: There was concern that some actions especially those related to social media would encourage distracted driving.

SUMMARY OF COMMUNITY FORUM TABLE DISCUSSIONS

Roundtable conversations focused on general parking issues and specifically the details for implementing the recommendations from the Whistler Parking Study. As such, there was general support for implementing the parking study actions. The remaining actions received strong support, though there was some concern that highway signage may contribute to congestion as drivers slow down to read the signs. This strong support for parking management actions differed somewhat from the survey findings, that didn't have as strong support.

Medium-long term actions focused on general support for simple pricing structures in all Whistler lots. There was strong support for varying parking pricing for local employees vs. residents vs. visitors. Other suggestions included good signage for public lots and using the right technology to support parking.

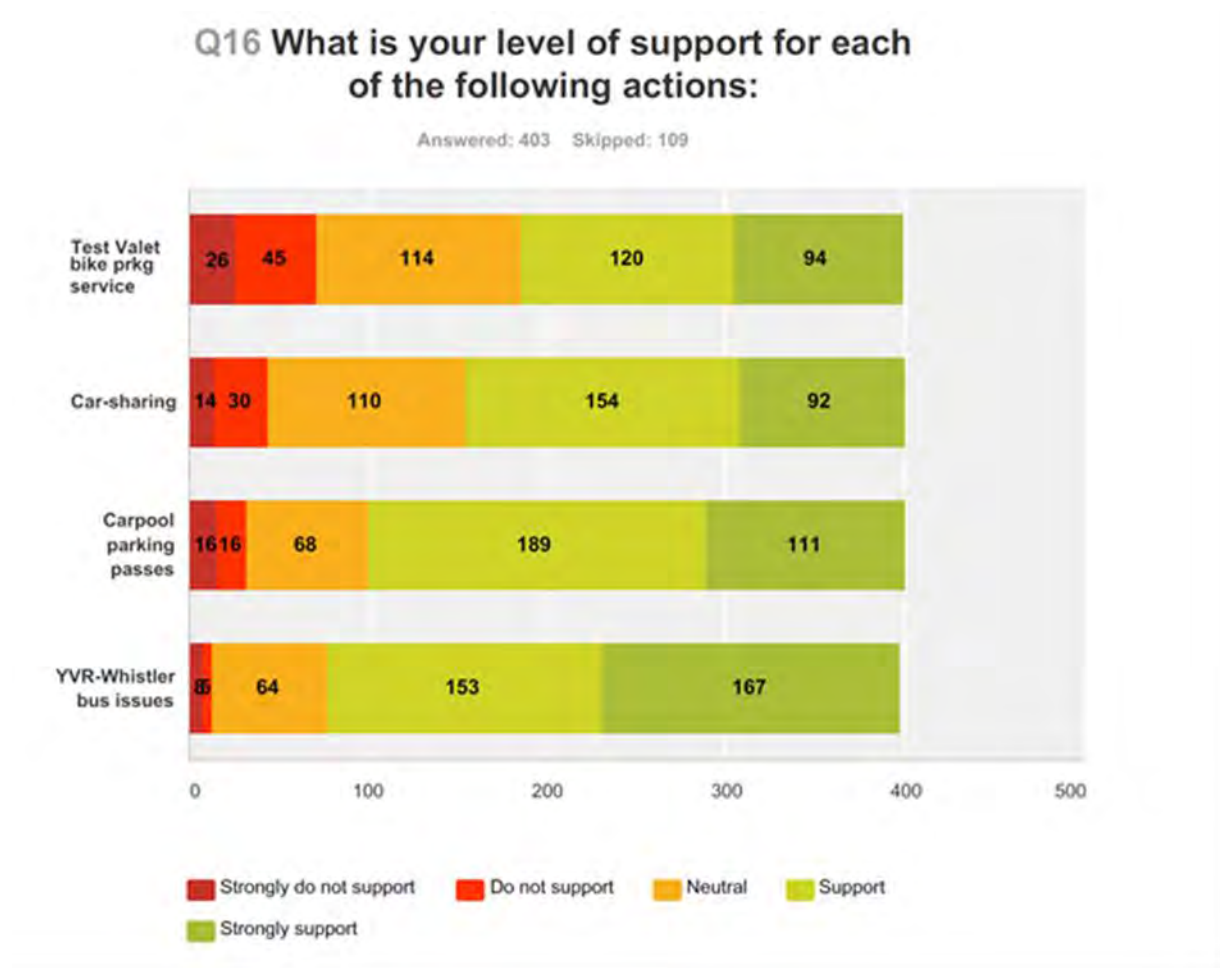
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PREFERRED TRANSPORTATION OPTIONS

SURVEY FEEDBACK

LEVEL OF SUPPORT

The Preferred Transportation Options actions that received the most support were the ones addressing the cost and location of the Vancouver/YVT to Whistler bus services, and for developing reduced rate parking passes for carpools. Survey participants were supportive, though less enthusiastic, of the proposed bicycle valet parking and the support car-share offerings actions.



SUMMARY OF “WHAT WOULD MAKE IT MORE EFFECTIVE?”

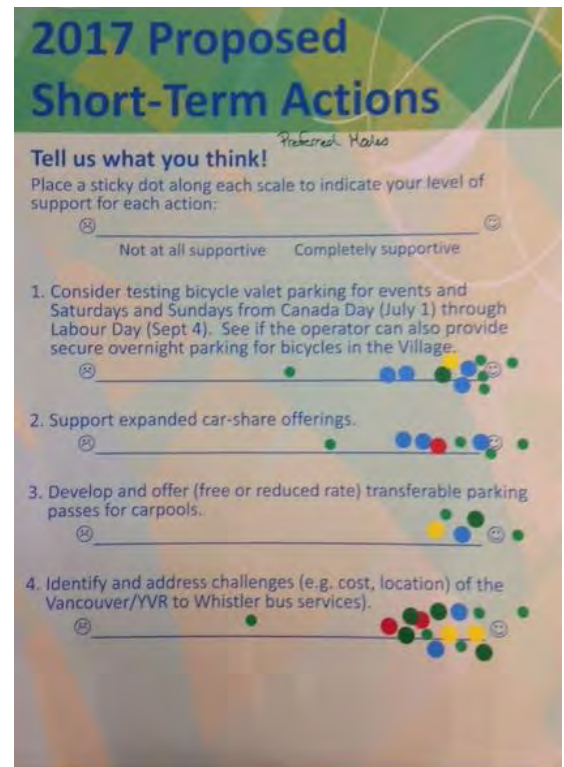
Preferred transportation action comments were quite diverse with most suggestions focusing on better connections to Metro Vancouver and the airport (YVR) as well as improved communications strategies for city/local people to leave their cars at home. Other frequent comments stressed train services or car/ride share programs. Support for the bike valet parking was mixed. People were in favour of “secure” bike parking but felt that a “valet” service involved extra cost and was too restrictive.

- YVR bus service more frequent and affordable (13 comments)
- Use communications strategy to educate people to leave their car at home [city and YVR] (7 comments)
- Train/rail service (6 comments)
- Car/ride share program (5 comments)
- Bike valet (4 comments agree, 5 comments disagree)
- Better bus service from Vancouver (5 comments)
- Transferable carpool parking pass (2 comment for, and 2 comments against)
- More bike racks (4 comments)
- Alternative car rental (Uber, Car2Go) (2 comments)
- Reduce cars (2 comments)
- Higher monthly parking pass costs (1 comment)
- Incentives to walk/bike (1 comment)
- Address local traffic (1 comment)
- Shower are for bikers (1 comment)
- Snow tires on rental cars (1 comment)
- Study local vs. visitor traffic impacts (1 comment)
- Build bus depot at tennis club (1 comment)
- More parking (1 comment)
- Improve Valley/Village commuting bike routes (1 comment)
- Increased safety for pedestrians at intersections, valley trail and highway (1 comment)

Notable actions from the community forum: Emphasis on better bike lanes in subdivisions and raised bike lanes.

SUMMARY OF “ARE THERE ANY SHORT-TERM ACTIONS THAT ARE MISSING FROM THIS STRATEGY AREA?”

- Bike racks, infrastructure, incentives, rentals, valet (6 comments)
- Ride/car sharing (6 comments)
- Train service (6 comments)
- Better, more affordable YVR connections (5 comments)
- Squamish/Pemberton bus connections (3 comments)
- Type of visitor day tripper vs multi-day visitor (2 comments)
- Horseshoe Bay connections (2 comments)
- Improve commuter trails/routes (2 comments)
- Better bus service from Vancouver (2 comments)
- Park and ride (1 comment)
- Free shuttle bus (1 comment)
- All info on RMOW website (1 comment)



“The heart of our problem is too many tourist cars coming into Whistler, both daily and for weekly holidays. If the bus service was better from Vancouver/YVR (cheaper and more frequent - including smaller buses in non-peak hours) then fewer tourist cars will come to Whistler.”

“Better valley trail clearing in the winter to allow safer walking and biking and consider more incentives for bikers.”

- More info needed (1 comment)
- Carpools - make sure they have to prove (by photo) that they had the required passengers that day to get the benefit, otherwise it is ripe for abuse. (1 comment)
- List all YVR and Vancouver bus options on Tourism Whistler website (1 comment)

Notable action additions from the community forum: Planning for electric bikes

SUMMARY OF COMMUNITY FORUM TABLE DISCUSSIONS

Despite identifying a few challenges, the support for preferred transportation actions focused on improved transit service from YVR to Whistler. The bike valet parking for special events action received the least support of the four actions. Car sharing and carpool parking incentives received about equal levels of support at the table discussions.

Low participation rates at previous bike valet parking locations and concern about the convenience of the bike valet parking locations explained the lower levels of support for this action idea. In order to make it more effective it needs to be tested and piloted so users can better understand it.

Ideas for improving the YVR/Vancouver to Whistler bus action included making it a better option than driving, better communication of the services, and a more organized and efficient system.

COMMUNICATIONS

SUMMARY OF “WHAT WOULD MAKE COMMUNICATIONS EFFECTIVE?”

Not surprisingly, survey participants indicated multiple ways and locations to communicate information and messaging around transportation. The top ideas for communication channels included overhead signs on the highway or day lots, websites such as DriveBC and existing Apps such as Whistler Blackcomb's. Social media and more traditional methods such as newspapers and email were also noted. The majority of other ideas were targeted at the specific strategies such as parking, public transportation and expanding the highway.

- Communication strategies (58 comments)
 - a. Signs overhead highway / day lots (12 comments)
 - b. App [WB, existing] (11 comments)
 - c. Website [RMOW, DriveBC] / cams (10 comments)
 - d. Social media (7 comments)
 - e. Newspapers (7 comments)
 - f. Email (3 comments)
 - g. Target visitors / visitors centre (5 comments)
 - h. Radio (3 comments)
 - i. Buses / bus stops (2 comments)
- Parking (14 comments)
 - a. All lots paid + increase cost (4 comments)
 - b. Don't increase cost (2 comments)
 - c. Employee options (2 comments)
 - d. Expand (1 comment)
 - e. More short-term options (1 comment)
 - f. Counter outside lots showing availability (2 comment)
 - g. Disabled space issues (1 comment)
- Public transportation (13 comments)
 - a. Free or cheaper (4 comments)
 - b. Incentives (3 comments)
 - c. Increased frequency, and based on demand (3 comments)
 - d. Readable schedule and tracking apps (3 comment)
 - e. Improved schedule accuracy (2 comments)
 - f. Allow dogs (1 comment)
 - g. Transit lane (1 comment)
 - h. Include in ski pass (1 comment)
 - i. Express bus (1 comment)
- Expand highway (10 comments, 1 no)
- Trains (6 comments)
- Take action (6 comments)
- Park and ride (5 comments)
- Encourage people from Vancouver to bus (3 comments)
- Free shuttle bus (3 comments)

“Bus stop signs, Whistler Facebook pages, Pique news, radio, Tourism Whistler, RMOW and WB websites for how to get to Whistler should list all alternative transportation methods for getting to Whistler and travelling within including e-bikes.”

- Study barriers, traffic flow, etc. (3 comment)
- Offer incentives public transit/walk/bike (4 comments)
- Traffic lights (2 comments)
- Bike valet (2 comments)
- Reduce cars (2 comments)
- YVR bus cheaper/include in ski pass (2 comments)
- Roundabouts (2 comments)
- Gondola + parking in lots 6-8 (2 comments)
- Gondola Cheakamus (1 comment)
- Safe left turns into subdivisions (1 comment)
- Snow tire checks (1 comment)
- Don't close left turn lanes [Creekside] (1 comment)
- Lift ticket includes transit/parking
- No ski drop off area (1 comment)
- Ride share (1 comment)
- Overpass at Bayshores (1 comment)

OTHER: MEDIUM/LONG-TERM ACTIONS BEYOND 2017

SUMMARY OF “SUGGESTIONS FOR MEDIUM AND LONG TERM ACTIONS?”

Survey participants provided 244 comments on medium/long-term transportation actions. Expanding the highway and/or adding a third lane received the most comments with 48 in general support of this idea. Train service also continued to be a popular suggestion with 36 comments, and park/ride and public transportation receiving 23 and 22 comments respectively. Increased parking locations combined with comments on increased prices and ‘all paid’ lots also received 18 comments. The remaining popular suggestions related to overpasses, gondolas and regional public transportation.



- Expand highway / 3rd lane (48 comments. 2 no comments)
- Train service (36 comments)
- Park and ride (23 comments)
- Public transportation cheaper/free/more (22 comments)
- Parking more / increase prices / all paid (18 comments)
- Pedestrian bypasses (13 comments)
- Roundabouts (10 comments, 1 no)
- Gondola from Cheakamus (5 comments)
- Squamish/Pemberton/Horseshoe Bay bus service (5 comments)
- Bypass road [Westside] (3 comments)
- Bike lanes on highway (3 comments)

- Gondola + lots 6-8 (3 comments)
- HOV lane (3 comments)
- Traffic lights (3 comments)
- Congestion / day tripper tax (2 comment)
- Move Function services closer to the Village (2 comments)
- Limit visitors (2 comments)
- Expert input (1 comment)
- Stagger inflow and outflow (2 comments)
- Locker room and lockers in village (2 comments)
- WB pays (1 comment)
- YVR service improvements (1 comment)
- Electric bike rental (1 comment)
- Highway toll (1 comment)
- Railway (1 comment)
- Valley-wide Gondola (1 comment)

Notable action additions from the Community Forum include: none

SUMMARY OF COMMUNITY FORUM TABLE DISCUSSIONS

Actions receiving the most support from the table discussions included: multi-faceted community transit; HOV lanes (all the way to the Village), paid parking directed at transit and a high speed train. Actions receiving the least support from the discussions included: more lanes for cars only; and a regular speed train. Other comments included: limiting development south of Creekside to reduce congestion; moving commercial goods to train; more lanes would just fill up Whistler faster; and reducing trips to Function.

OTHER: GENERAL

SUMMARY OF “DO YOU HAVE ANY OTHER FEEDBACK REGARDING IMPROVING TRANSPORTATION AROUND WHISTLER?”

Like the feedback for many of the other survey questions, public transportation related comments dominated the responses. A highway express bus, safe routes to bus pick up drop of areas, more buses and cheaper fares made up a few of the other top public transportation comments. Widening the highway in some configuration was noted again in this section as were parking actions such as making all parking lots pay for use.

- Public Transport (40 comments)
 - a. Highway express bus (10 comments)
 - b. Pedestrian safety: route to buses (7 comments)
 - c. More buses (6 comments)
 - d. Free/cheaper buses (6 comments)
 - e. Rail system (5 comments)
 - f. Commute services to Pemby and Squamish (4 comments)
 - g. Improve access to bus stops from subdivisions (2 comments)
 - h. Bus lane (2 comments)
 - i. Dogs on buses (2 comments)
 - j. Other: app hard to use, more bike racks, Black Tusk, bus depot, Vancouver service.
- Widen highway (15 comments for, 2 against)
- Take action (11 comments)
- Parking (10 comments)
 - a. All paid lots (4 comments)
 - b. More parking (4 comments)
 - c. Increase prices (1 comment) / Don't increase parking prices (3 comments)
 - d. Seasonal restrictions (1 comment)
- Look after local needs/local traffic routes (10 comments)
- Bike (electric, highway path, storage, promote) (5 comments)
- Focus on visitors traffic/peak times (4 comments)
- Gondola access (4 comments)
- Traffic lights (4 comments)
- Roundabouts (3 comments)
- WB input needed (2 comments)
- Clear foot paths (2 comments)
- Look at leading communities/countries for inspiration (Japan/Europe) (2 comments)
- Toll highway (2 comments)
- At capacity / limit growth (2 comments)
- Improve highway (1 comment)

- Affordable housing near Village (1 comment)
- More engagement (2 comments)
- - Park and ride (5 comments)
- - Reduce traffic (3 comments)
- - Move Function Junction services closer to the Village (2 comments)
- - No more big/free events (2 comments)
- - Traffic law enforcement (2 comments)
- - Ride share (1 comment)
- - Stakeholders ride transit for a week (1 comment)
- - Fences along highway (1 comment)

Whistler 2017 Transportation Action Plan – May 2017

Strategy Areas					
	Highway 99 Efficiencies	Transit Improvements	Peak Day Operations Plan	Better Parking Management	Preferred Transportation Options
2017 Actions	1 Undertake highway intersections study to explore ways to increase traffic movement (including road line re-alignment, highway crossings from subdivisions, and use of roundabouts).	Expand basic BC Transit service in 2017 & 2018 ≠ More frequent service on priority routes from 7am to 10pm (15 minutes in winter, 30 minutes in summer) ≠ 15 minute service on all routes during peak periods	Implement manual override with personnel at key traffic signals during extreme peaks. Station parking attendants as needed to manually control traffic in and out of day parking lots.	Begin to implement recommendations of 2016 Whistler Parking Study: reduced time limits; increased availability of short-term parking in Village; increased daily and monthly rates.	Develop and implement a secure bicycle parking system, including overnight parking, for events and Saturdays and Sundays from Canada Day (July 1) through Labour Day (Sept 4).
	2 Implement accident investigation study recommendations to improve accident investigation times.	Expand the Family Travel program to allow any fare paying adult to take up to three children 12 and under for free from May to October.	Work with private parking lot owners to better advertise and direct users to underutilized spots.	Start planning for automated (ITS) highway signs on Hwy 99 or apps for parking in Whistler to indicate when (and which) parking lots are full.	Work with car share companies to expand their car-share offerings in Whistler.
	3 Implement pilot project to synchronize traffic signals along Hwy 99 in summer and allow for longer green in direction of busier traffic flow.	For 2017, provide free transit for entire transit day on 10 Saturdays and Sundays in summer.	Develop and implement a secure bicycle parking system, including secure overnight parking, for events and Saturdays and Sundays from Canada Day (July 1) through Labour Day (Sept 4).	Investigate implementing car counters and lot full signs at the entrance to the Conference Centre underground parking area.	Develop and offer free or reduced rate transferable parking passes for carpools.
	4 Continue emergency highway closure or congestion protocol.	Implement pay parking fund to help support reduced local transit fares.	Direct Peak Day traffic to underutilized parking lots, such as the Creekside parkade, private lots in Whistler Village and the Upper Village, and the lots 6-8 Day Skier Lots in the summer.	Encourage private parking lots to use staff and temporary signs to attract and help visitors find underground lots. Encourage operators to feed into the planning and messaging for spots available.	Meet with the Vancouver/VVR to Whistler bus service providers to identify and address challenges for riders (e.g. cost, location).
	5 Support MoTI's assessment of options to add capacity to Highway 99 through Whistler.	Meet with WB/Vail to begin discussions about transit and lift combo passes, and contributions from lift tickets to transit. Meet with key event producers to require contributions from events.	For 2017, provide free transit pilot for entire transit day on 10 Saturdays, 10 Sundays and 3 holiday Mondays in summer.	Develop and launch a Whistler parking app for publically accessible parking stalls.	Post speed limits in certain areas on Valley Trail to reduce speeds and improve safety.
	6	Implement a BC Transit bus queue jumper summer pilot project on Highway 99. Improve user-friendliness and readability of bus schedule information.			

Communications Approach:

- ≠ Provide regular updates about the Transportation Actions that are being implemented
- ≠ More effectively promote and share information about transit passes and transit products that offer affordability for families (e.g. Family Travel program)
- ≠ Identify and regularly communicate key messages such as not requiring use of private vehicles in resort
- ≠ Better promote options to driving to and within Whistler (e.g. regional bus services, Valley Trail for commuting)
- ≠ Expand communications program with Resort Partners to share information about traffic numbers, delays and disruptions to Hwy 99; communicate about transportation and parking options on all booking sites
- ≠ Provide better signage on highway and in resort about traffic and parking
- ≠ Raise awareness of Thanks for the Brake legislation
- ≠ Use social media more effectively to post information (on traffic, parking, transit, etc.)
 - @WhistlerTransit
 - @WhistlerBlckmb
- ≠ Whistler Winter 2016/17 FB group, Whistler Summer 2017 FB Group



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017

REPORT: 17-063

FROM: Infrastructure Services

FILE: 523.1

SUBJECT: TENDER AWARD – 2017 ROAD AND TRAIL RECONSTRUCTION PROGRAM

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 contract with Alpine Paving (1978) Ltd. for the 2017 Road and Trail Reconstruction Program in the amount of \$2,910,000; and

That Council consider the alternate tender offering included with the bid from Alpine Paving (1978) Ltd. as described in the May 23, 2017 Administrative Report to Council No.17-052.

PURPOSE OF REPORT

Administrative Procedure D-1 Procurement requires Council approval for any contracts over the value of \$500,000. The purpose of this report is to seek Council's approval for the contract described below.

DISCUSSION

Background

In March 2013, Council endorsed a change to the sequencing of the annual paving works. That change resulted in a three-year cycle, that would address the bulk of our paving needs every three years, with only a minor amount of repairs and urgent work being addressed within the other two years of the cycle.

The goal of this change was to reduce costs by allowing contractors to take advantage of economies of scale, and encourage competition by potentially attracting more bidders, particularly in the more intensive year of the cycle.

On May 23, 2017 a recommendation was presented to council to accept an alternate bid from Alpine Paving to source the asphalt from Whistler and save an estimated 5% (\$145,000 based on the current budget) on shipping costs from the Squamish Alpine Paving plant. Council did not award the alternate tender offering from Alpine Paving and asked for additional time to review the recommendation. Council also requested that the RMOW project team further discuss with the owner of Alpine Paving if there are any options to move the plant from the Cheakamus location to a site further south or north of Whistler, possibly on a temporary basis for this year's contract, and preferably on a permanent basis. The report from the May 23, 2017 Council Package can be viewed at <https://www.whistler.ca/municipal-gov/council/meeting-agendas-and-minutes> .

Project Description

The road reconstruction team completed an analysis of the road segments to be included in the 2017 tender scope. This analysis consisted of a comparison between the 2013 road engineering Stantec reports with the current road conditions including a pavement core sampling program. Each road segment was then given a priority rating based on the current condition, lifecycle and prior studies by Stantec. Seventy road segments were evaluated then rated from one to three where priority one is considered to be in the poorest condition. Of the 70 road segments analyzed, thirty one were rated as being priority 1, sixteen were rated at priority 2, and the remaining twenty-four were rated as priority three. A cost was then applied to each road segment based on the area size and unit rate costs from recent paving tenders. From this analysis, a list of road segments to be included in the 2017 road reconstruction project tender, was developed by matching the total estimated cost of the priority one roads with the current 2017 budget.

The final scope of this tender was limited to the 2017 allotted budget amount. This scope included twenty-four (of the thirty-one) priority 1 areas of road reconstruction, a tennis court, and four areas of trail reconstruction.

The tender was advertised on the BC Bid website and on the RMOW website from April 26 until May 10, 2017.

In 2017 major road works will include the Alpine Meadows neighbourhood (final phase of the Alpine Watermain replacement project), Lorimer Road, Gondola Transit Exchange, portions of Blackcomb Way and a small area in parking lot 5 for a bin transfer station and potential event waste sorting area.

In addition to the road works, some valley trail re-paving and reconstruction is required by the Resort Experience department. Valley trail reconstruction work will include trail sections along Whistler Golf Course, the Skateboard Park, Parkwood Drive and Whistler Road.

The total amount of roads and trail requiring re-paving in 2017 is approximately 90,000 square metres (equal to 17,000 tonnes of asphalt).

The tender stipulated that asphalt produced for this contract must be produced at a facility at least three kilometres from any existing Whistler neighbourhood.

The three-year road reconstruction program will be reviewed this summer to check if the three-year cycle is having the desired economic effects without compromising the condition of Whistler's roads. This year, only one bid was received for this work, and the tender process in 2014 yielded only two bids so the additional scope of work does not appear to be generating more competition for this work. Staff have also observed an apparent increase in the degradation of municipal roads so it is time to check if the three-year road reconstruction cycle is the best way to maintain our road and trail infrastructure.

Project Schedule

The schedule for this project has been broken into two work packages – paving will be completed in the village and on the main thoroughfares of Alpine Meadows before June 30 (ahead of the peak visitation period of the summer). Work on less travelled roads will continue through the summer, with any remaining work completed by the end of September 2017.

Tender Results

One compliant tender was received from Alpine Paving before the tender closing time on May 10, 2017. The addition of individual tender items was checked and the corrected total tender prices are shown below:

Table 1.0 Tender Summary for Alpine Paving (sole tender)	Tender Amounts
Valley Trail and Tennis court Total	\$ 274,345.50
Roads Reconstruction Total	\$ 2,196,494.50
Road and Trails without Optional Items Total	\$ 2,470,840.00
Optional Items Total	\$ 1,008,943.00
Total Tender with Optional Items	\$ 3,479,783.00

The bid from Alpine Paving (1978) Ltd. is 0.8% less than the engineer's estimate for this work, and is within the respective allocated budgets. The engineer's estimate for this work was \$3.51M based on recently submitted tender prices.

Consideration of Alternative Bid

An "alternative bid" was also received from Alpine Paving. The alternative pricing offers a savings of 5%, approximately \$145,500 (based on the \$2.91M budget) if asphalt for the project could be supplied from the Whistler asphalt plant adjacent to Cheakamus Crossing. Staff are recommending that Council accept this alternative tender offer in order to capture the savings due to reduced asphalt transport, but caution Council that this may send a confusing message to the Provincial Government. The RMOW has recently sent a letter to the Province requesting that the license for the quarry and asphalt plant not be renewed, or at least only renewed for a one-year term while the RMOW completes an analysis of long-term housing requirements and potential employee housing developments in the area of the current quarry and asphalt plant.

It is noted that in the past years Council has not accepted alternative tender offerings that would source asphalt from plants within three kilometers of a developed Whistler neighbourhood.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Visitor Experience	The resort is comfortable, functional, safe, clean and well-maintained.	The Annual Road & Trail Reconstruction Program will minimize poor road and valley trail surface conditions, maintaining a positive guest experience.

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 approved budgets 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.	Annual maintenance of the RMOW roads does not prioritize the preferred methods of transportation, but is required for both transit and private automobiles. Maintenance of the valley trail does prioritize the preferred methods of transportation.

BUDGET CONSIDERATIONS

The total allocated budget for the 2017 road and trail reconstruction work is \$2,910,000 including \$2,600,000 for roads and \$310,000 for trails. See Table 2 below.

Table 2: Road Reconstruction and Valley Trail 2017 Budget	
T001 - Road Reconstruction Paving Budget	\$1,500,000
E05503 - Alpine Water Main - Paving Budget	\$1,100,000
T021 - Parks Valley Trail Budget	\$310,000
Total Budget	\$2,910,000

The road reconstruction tender included optional road items that will be completed depending on order of priority (needs based) and RMOW budget amount approved. The optional road and trail portion of the tender is \$1,008,943.

Alternative Bid

The alternative bid submitted by Alpine Paving would manufacture and transport asphalt from the Whistler plant instead of the Squamish plant. This alternative offers a savings of approximately 5%, or approximately \$145,500.

See Table 3 below for a comparison of the alternate bid using Alpine Paving's Whistler vs Squamish plant.

<i>Table 3: Cost Comparison for Alternate Plant Location</i>	Alpine Paving - Squamish Plant	Alpine Paving - Whistler Plant (Alternate Bid)	Variance / Savings
Tender (Inc. Optional Items matching Budget)	\$2,910,000	\$2,764,500	\$145,500

No budget amendment is required however additional road segments would be completed if the alternate bid is accepted and asphalt is produced in Whistler instead of Squamish.

Results from the 2017 roads analysis show that the planned three-year budget will not cover all of the roads considered priority 1 and that an additional paving project should be budgeted for in 2018 to complete the remainder of the priority 1 roads.

SUMMARY

The only bid submitted is from a contractor, Alpine Paving, with many years of experience working in Whistler. Their bid also met all the criteria identified in the tender request and it is expected they will be able to complete the work on schedule. The bid from Alpine Paving (1978) Ltd. is 0.8% less than the engineer's estimate for this work, and is within the respective allocated budgets.

An alternative bid was included with the Alpine Paving (1978) Ltd. bid. It offered a \$145,500 or 5% savings if the asphalt could be sourced from the existing paving plant located in Whistler. Awarding the Annual Road & Trail Reconstruction Program contract to Alpine Paving (1978) Ltd. is recommended, with the alternative tender component.

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: June 6, 2017

REPORT: 17- 064

FROM: Resort Experience

FILE: 8516 and 155

SUBJECT: GAS TAX STRATEGIC PRIORITIES FUND - GRANT APPLICATION
ENDORSEMENT

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Managers of Resort Experience and Corporate and Community Services be endorsed.

RECOMMENDATION

That Council endorse submission of an application to the UBCM's Federal Gas Tax Strategic Priorities Fund for potential funding assistance for the Artificial Turf Field project; the Compost Facility Capacity Upgrade project; and the Asset Management Investment Plan and Staff Capacity Building project as set out in the 2017-2021 Five Year Financial Plan.

PURPOSE OF REPORT

The purpose of this report is to secure Council's endorsement of the applications for funding assistance under the UBCM's Federal Gas Tax Strategic Priorities Fund for three municipal projects. Endorsement is required in order to complete the grant application.

DISCUSSION

The Provincial and Federal governments along with the UBCM have recently opened a new intake period for the Gas Tax Strategic Priorities Fund (SPF). A SPF grant can fund up to 100% of eligible costs of an eligible project up to a maximum federal Gas Tax Fund amount of \$6 million.

There are two funding streams within the Strategic Priorities Fund: 1) Capital Infrastructure Projects and (max two projects) and 2) Capacity Building (max one project). Local governments are permitted to submit applications in both streams. A requirement of the application process is evidence of Council endorsement. The resolutions associated with this report will satisfy this requirement.

For the Capital Infrastructure Projects stream, it is recommended that the Artificial Turf Field project and the Compost Facility Capacity Upgrade project submit applications for funding assistance.

For the Capacity Building stream, it is recommended that the municipality submit an application to further previous work on Asset Management Investment Plan and Staff Capacity Building project.

All of the recommended submissions meet the Strategic Priority Fund's eligibility requirements in terms of scope, type, timing, and current status. Application for funding assistance does not change the current scope of the projects.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Economic	Whistler proactively seizes economic opportunities that are compatible with tourism, and effectively adapts to changing external conditions.	Periodic funding opportunities come up, yielding opportunities for significant cost avoidance for the taxpayers, thereby keeping the Resort Community as affordable as possible.
Economic	Effective partnerships with government and tourism organizations support economic health.	Receiving funding through senior government programs strengthens our partnerships with the Provincial and the Federal Government.
Finance	Senior levels of government recognize the value of the resort community and support its success	Receiving funding through these funding programs Tax strengthens our partnerships with the Province and the Federal Government.

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

OTHER POLICY CONSIDERATIONS

None specific to seeking external funding.

BUDGET CONSIDERATIONS

Funds for all three projects are included in the 2017-2021 Five Year Financial Plan.

COMMUNITY ENGAGEMENT AND CONSULTATION

No further engagement and consultation is required in order to make application for funding assistance. This funding request does not change the scope of the potential projects.

SUMMARY

Up to 100% of eligible project funding is available for select projects via the Gas Tax Strategic Priorities Fund. It is recommended that the municipality apply for funding assistance for three eligible projects as identified within this report. A requirement of the application process is provision of a Council resolution indicating support for the applications. Staff request that Council endorse the three applications as identified within this report.

Respectfully submitted,

Martin Pardoe
MANAGER RESORT PARKS PLANNING
for
Jan Jansen
GENERAL MANAGER RESORT EXPERIENCE
and

Norm McPhail

GENERAL MANAGER CORPORATE AND COMMUNITY SERVICES



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: June 6, 2017

REPORT: 17-065

FROM: Chief Administrator's Office

FILE: VAULT/4256

SUBJECT: MUNICIPAL CORPORATIONS DIRECTOR CHANGES 2017

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council adopt the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept the resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for Whistler Village Land Co. Ltd.; and

That Council adopt the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept the resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for Emerald Dreams Conservation Co. Ltd.; and

That Council adopt the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept and resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for 591003 BC Ltd.; and further,

That Council accept the Shareholders' Resolutions attached as Appendix C to Administrative Report No. 17-065, accept and resignation of Laurie-Anne Schimek and appoint Louis Edward Battiston as a director for Decigon Developments Ltd.

REFERENCES

Appendix A – Resignations of Laurie-Anne Schimek, dated May 25, 2017.

Appendix B – Consents to Act as Director from Louis Edward (Ted) Battiston, dated May 25, 2017.

Appendix C – Shareholders' and Directors' Resolutions for Whistler Village Land Co. Ltd., Emerald Dreams Conservation Co. Ltd., 591003 BC Ltd., and Decigon Developments Ltd.

PURPOSE OF REPORT

The purpose of this report is to have Council accept the resignations of Laurie-Anne Schimek and appoint Louis Edward (Ted) Battiston to various RMOW Corporations.

DISCUSSION

After more than 20 years at the Resort Municipality of Whistler, Laurie-Anne Schimek has chosen to retire from municipal service which now requires a reappointment of directorships for the following municipal companies: Whistler Village Land Co., Emerald Dreams Conservation Co. Ltd., 591003 BC. Ltd. and Decigon Developments Ltd. Ted Battiston, Director of Corporate, Economic and Environmental Services has consented to act as director for all four of the companies.

The Resort Municipality of Whistler is the sole shareholder for Whistler Village Land Co. Ltd., Emerald Dreams Conservation Co. Ltd. and 591003 BC. Ltd. Decigon Developments Co. Ltd. is wholly owned by 591003 BC Ltd. As such, four sets of director changes are hereby presented to Council for approval.

OTHER POLICY CONSIDERATIONS

The director appointments to municipal corporations contained in this report are in accordance with sections 120-125 of the *Business Corporations Act*. The number of required directors is outlined in the Articles of Incorporation for each company, but must not be fewer than three.

BUDGET CONSIDERATIONS

There are minimal costs associated with the change of directors when filing the changes with BC Registry Services. All costs will be accommodated within existing Legislative Services budgets.

SUMMARY

In summary, the purpose of this report is to have Council accept the resignations of Laurie-Anne Schimek and appoint Ted Battiston to the various RMOW Corporations.

Respectfully submitted,

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

RESORT MUNICIPALITY OF WHISTLER
MUNICIPAL CORPORATIONS

RESIGNATION

TO: WHISTLER VILLAGE LAND CO. LTD.
(the "Company")

The undersigned hereby resigns as a Director and Secretary of the Company effective immediately.

DATED 25th day of may, 2017.



LAURIE-ANNE SCHIMEK

RESORT MUNICIPALITY OF WHISTLER
MUNICIPAL CORPORATIONS

RESIGNATION

TO: Emerald Dreams Conservation Co. LTD.
(the "Company")

The undersigned hereby resigns as a Director and Secretary of the Company effective immediately.

DATED 25th day of may, 2017.


LAURIE-ANNE SCHIMEK

RESIGNATION

TO: DECIGON DEVELOPMENTS CORP.
(the "Company")

The undersigned hereby resigns as a Director of the Company effective immediately.

DATED 25th day of may, 2017.



LAURIE-ANNE SCHIMEK

RESORT MUNICIPALITY OF WHISTLER
MUNICIPAL CORPORATIONS

RESIGNATION

TO: 591003 BC LTD.
(the "Company")

The undersigned hereby resigns as a Director and Secretary of the Company effective immediately.

DATED 25th day of may, 2017.



LAURIE-ANNE SCHIMEK

591003 BC LTD.
(the "Company")

CONSENT TO ACT AS DIRECTOR

I hereby consent to act as a director of the Company and acknowledge that I am not disqualified to become or to act as a director under s. 124 of the *Business Corporations Act*, the text of which is set out on page 2 of this consent. My consent is effective until revoked.


Dated this 20 day of may, 2017.

Print name: Louis Edward Battiston

Prescribed address:

3125 MYROL CRES.
WHISTLER, BC
VON B3

Signature:



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

DECIGON DEVELOPMENTS CORP.
(the "Company")

CONSENT TO ACT AS DIRECTOR

I hereby consent to act as a director of the Company and acknowledge that I am not disqualified to become or to act as a director under s. 124 of the *Business Corporations Act*, the text of which is set out on page 2 of this consent. My consent is effective until revoked.

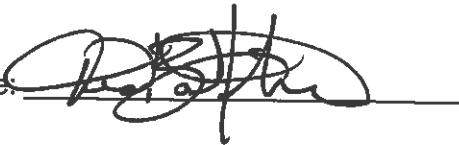
Dated this 20 day of may, 2017.

Print name: Louis Edward Battiston

Prescribed address:

3125 TYROL CRES
WHISTLER, BC
VON 1B3.

Signature: _____



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

WHISTLER VILLAGE LAND CO. LTD.
(the "Company")

CONSENT TO ACT AS DIRECTOR

I hereby consent to act as a director of the Company and acknowledge that I am not disqualified to become or to act as a director under s. 124 of the *Business Corporations Act*, the text of which is set out on page 2 of this consent. My consent is effective until revoked.

Dated this 26 day of MAY, 2017.

Print name: Louis Edward Battiston

Prescribed address:

3125 TYROL CRES
WHISTLER, BC
VON B3

Signature:



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

EMERALD DREAMS CONSERVATION CO. LTD.
(the "Company")

CONSENT TO ACT AS DIRECTOR

I hereby consent to act as a director of the Company and acknowledge that I am not disqualified to become or to act as a director under s. 124 of the *Business Corporations Act*, the text of which is set out on page 2 of this consent. My consent is effective until revoked.

Dated this 26 day of MAY, 2017.

Print name: Louis Edward Battiston

Prescribed address:

3125 TYROL CRES
WHISTLER, BC
VON 1B3

Signature:



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

WHISTLER VILLAGE LAND CO. LTD.

(the "Company")

SHAREHOLDERS' RESOLUTIONS

The undersigned, being the sole shareholder of the Company, hereby consents in writing to the following resolutions to have the same force and effect as if passed at a general meeting of the Company.

BE IT RESOLVED THAT:

1. that the written resignation of Laurie-Anne Schimek (which has been received at the Company's registered office) as director of the Company be accepted;
2. that Louis Edward Battiston, having consented in writing to act as director of the Company, be appointed as director of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and
3. the Board of Directors is therefore now composed of the following three (3) persons:

Nancy Wilhelm-Morden
Ken Roggeman
Louis Edward Battiston

DATED this ____ day of _____, 2017.

RESORT MUNICIPALITY OF WHISTLER
by its authorized signatories:

Mayor: Nancy Wilhelm-Morden

Municipal Clerk:

EMERALD DREAMS CONSERVATION CO. LTD.

(the "Company")

SHAREHOLDERS' RESOLUTIONS

The undersigned, being the sole shareholder of the Company, hereby consents in writing to the following resolutions to have the same force and effect as if passed at a general meeting of the Company.

BE IT RESOLVED THAT:

1. that the written resignation of Laurie-Anne Schimek (which has been received at the Company's registered office) as director of the Company be accepted;
2. that Louis Edward Battiston, having consented in writing to act as director of the Company, be appointed as director of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and
3. the Board of Directors is therefore now composed of the following three (3) persons:

Nancy Wilhelm-Morden
Ken Roggeman
Louis Edward Battiston

DATED this _____ day of _____, 2017.

RESORT MUNICIPALITY OF WHISTLER
by its authorized signatories:

Mayor: Nancy Wilhelm-Morden

Municipal Clerk:

EMERALD DREAMS CONSERVATION CO. LTD.
(the "Company")

DIRECTORS' RESOLUTION

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:

RESOLVED that the Company in its capacity as trustee of the Emerald Forest Trust, a trust formed pursuant to a Trust Settlement Agreement dated November 16, 1999, as sole shareholder of 591003 B.C. Ltd., pass the consent resolutions of the sole shareholder of 591003 B.C. Ltd., a copy of which is attached to this resolution, and that any officer or director of the Company be authorized to execute and deliver the attached resolutions on behalf of the Company in its capacity as trustee of the Emerald Forest Trust.

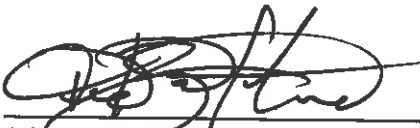
DATED this 26 day of MAY, 2017.



MIKE FUREY

Signed original on file

KEN ROGEMAN



LOUIS EDWARD BATTISTON

591003 BC LTD.

(the "Company")

SHAREHOLDERS' RESOLUTIONS

The undersigned, being the sole shareholder of the Company, hereby consents in writing to the following resolutions to have the same force and effect as if passed at a general meeting of the Company.

BE IT RESOLVED THAT:

1. that the written resignation of Laurie-Anne Schimek (which has been received at the Company's registered office) as director of the Company be accepted;
2. that Louis Edward Battiston, having consented in writing to act as director of the Company, be appointed as director of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and
3. the Board of Directors is therefore now composed of the following three (3) persons:

Nancy Wilhelm-Morden
Ken Roggeman
Louis Edward Battiston

DATED this ____ day of _____, 2017.

RESORT MUNICIPALITY OF WHISTLER
by its authorized signatories:

Mayor: Nancy Wilhelm-Morden

Municipal Clerk:

591003 B.C. LTD.

(the "Company")

DIRECTORS' RESOLUTION

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:

RESOLVED that the Company, as sole shareholder of Decigon Developments Corp., pass the consent resolutions of the sole shareholder of Decigon Developments Corp., a copy of which is attached to this resolution, and that any officer or director of the Company be authorized to execute and deliver the attached resolutions on behalf of the Company.

DATED this 26 day of MAY, 2017.



MIKE FUREY

Signed original on file

KEN ROGGERMAN



LOUIS EDWARD BATTISTON

DECIGON DEVELOPMENTS CORP.

(the "Company")

SHAREHOLDERS' RESOLUTIONS

The undersigned, being the sole shareholder of the Company, hereby consents in writing to the following resolutions to have the same force and effect as if passed at a general meeting of the Company.

BE IT RESOLVED THAT:

1. that the written resignation of Laurie-Anne Schimek (which has been received at the Company's registered office) as director of the Company be accepted;
2. that Louis Edward Battiston, having consented in writing to act as director of the Company, be appointed as director of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and
3. the Board of Directors is therefore now composed of the following three (3) persons:

Mike Furey
Ken Roggeman
Louis Edward Battiston

DATED this 26 day of MAY, 2017.

591003 B.C. LTD. by its authorized signatories:



Name: MIKE FUREY



Name: LOUIS EDWARD BATTISTON



WHISTLER

MINUTES

REGULAR MEETING OF WHISTLER BEAR ADVISORY COMMITTEE

April 12, 2017, STARTING AT 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
Conservation Officer Service, S. Gravel
Conservation Officer Service, B. Mueller
RMOW Bylaw Services, T. Lunn
Whistler Blackcomb, A. DeJong
Carney's Waste Systems, P. Kindree
Member at Large, N. Dudley
Recording Secretary, T. Schaufele

Public:

Whistler Wildlife Protection Group, I. Minic-Lukac
Ellie Archer

REGRETS:

RMOW Council, S. Maxwell
Member at Large, C. Hedderson
AWARE/C2C Grizzly Bear Initiative, C. Ruddy
Wind River Bear Institute, L. Homstol

ADOPTION OF AGENDA

Moved by T. Lunn
Seconded by B. Mueller

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

CARRIED

ADOPTION OF MINUTES

Moved by S. Dolson
Seconded by T. Lunn

That Whistler Bear Advisory Committee adopt the Regular Whistler Bear Advisory Committee minutes of March 8, 2017.

CARRIED

VERBAL REPORTS

RMOW Bylaw
Service

N/A

Carney's Waste
Services

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

- Bear activity quiet around transfer station.
- RMOW Taxi Loop upgrade is impacting access to business. Potential attractant issue.
- Tim Horton's is leaving bins on driveway, storage is too small. Bylaw has attended due to open bins; and working with manager to try and find improvements.

ACTION: P. Kindree will connect with James Hallisey.

S. Gravel arrived at 8:48am.

Conservation
Officer Services

A discussion led by S. Gravel regarding COS activities.

- Some sightings in Whistler
- B. Mueller back full time with T. Schumacher and K. Popjes.
- Wildlife Protection Group providing useful information.
- Conservation Agency announcement—hunting licenses fund the new Conservation Agency. Launch will be in fall of 2017 with \$5 million. A new organization (similar to Fisheries model) will be formed to manage wildlife. This won't affect COS, it won't have any role in enforcement or conflict.

Whistler
Blackcomb

A discussion led by A. DeJong regarding WB activities.

- No sightings to report.
- Highest snowpack of year as of April 12, 2017 (3.5m)

RMOW

A discussion led by H. Beresford regarding RMOW activities.

- Council member S. Maxwell is replacing J. Ford on the WBAC.
- Draft Bear Response Plan reviewed—WBAC provided comments.

ACTION: COS, RCMP and H. Beresford make revisions to Draft Bear Response Plan.

- Bear Hazard Assessment—Mike Badry, MOE, suggested WBAC review document. Document was reviewed alongside Human Bear Conflict Plan in 2016.

ACTION: WBAC members review Hazard Assessment and provide comments. Compile for next meeting.

- Discussion regarding last year's recommendation to change hunting regulations along Callaghan Road

ACTION: H. Beresford will follow-up with FLNRO timing and process.

Get Bear Smart
Society

A discussion led by S. Dolson regarding GBS activities.

- Applied for funding to CFOW ELF for funds to provide additional assistance with preventing conflicts at large events.
- S. Dolson will coordinate installation of life size bear signs with RMOW Parks staff.
- Received \$5000 from Habitat Conservation Trust Fund — L. Homstol to radio collar a bear accessing the golf carts to get more data on aversive conditioning efforts.

ACTION: COS and L. Homstol to discuss radio collaring.

Review
Previous
Actions

Anitra, GBS, and H. Beresford will meet to discuss communications. BSPA will meet with COS and Bylaw.

ADJOURNMENT

Moved by S. Gravel

That the Whistler Bear Advisory Committee adjourn the April 12, 2017 meeting at 10:28 a.m.

CARRIED

CO-CHAIR: S. Dolson

RECORDING SECRETARY: T. Schaufele

**RESORT MUNICIPALITY OF WHISTLER
ZONING AMENDMENT BYLAW (SOLID WASTE FACILITIES) NO. 2154, 2017**

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

WHEREAS Council may, by bylaw, divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zone, and regulate the density of use of land, buildings and structures within the zones;

AND WHEREAS Council may, by bylaw, require owners or occupiers of any land, or of any building or other structure, to provide off-street parking and loading spaces for buildings, structures and uses of land, and may make different parking provisions for different classes of uses, or of buildings or other structures.

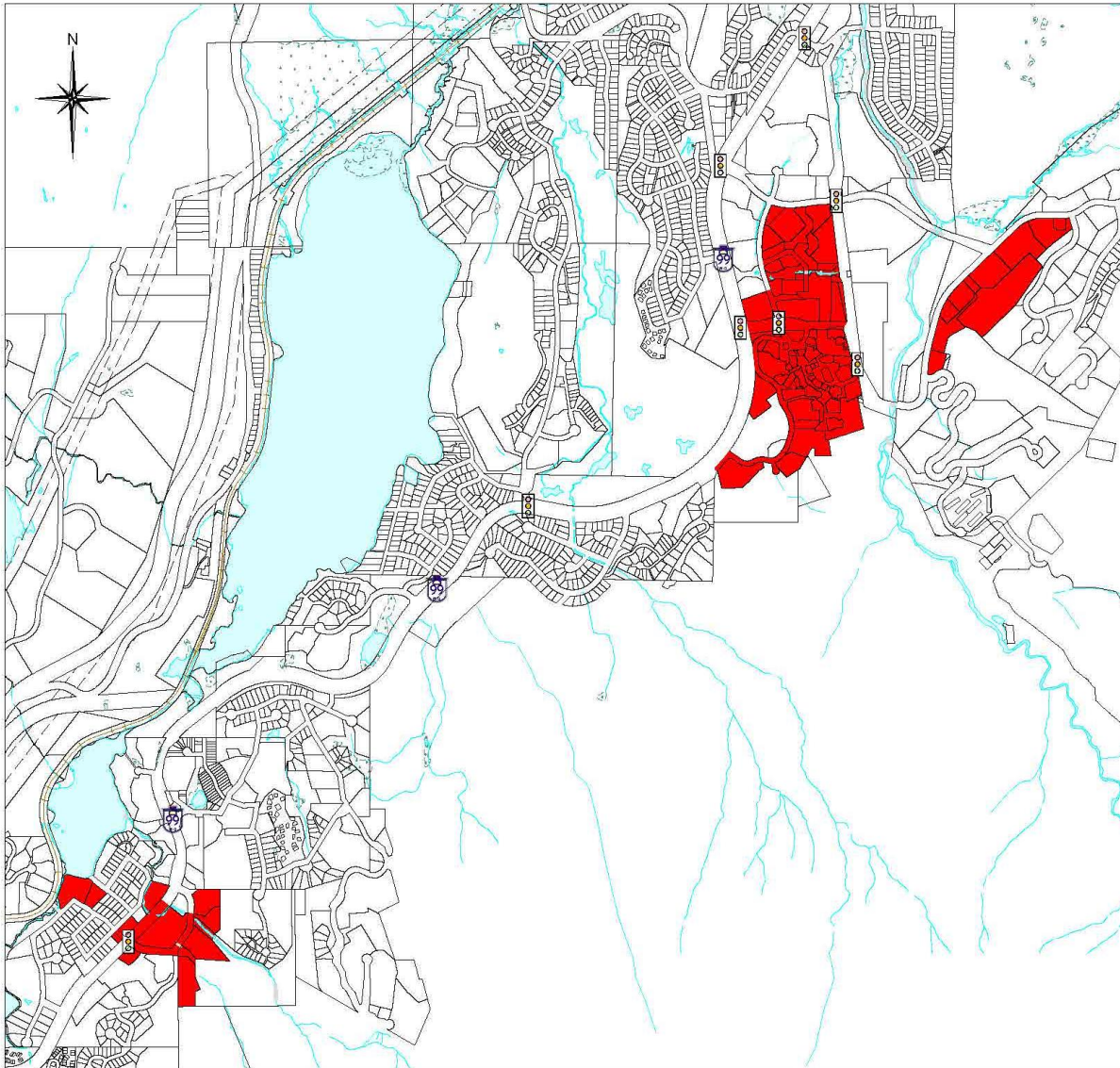
NOW THEREFORE the Municipal Council of the Resort Municipality of Whistler, in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (Solid Waste Facilities) No. 2154, 2017".
2. In Zoning Amendment Bylaw No. 303, 2015, Part 5 – General Regulations is amended by deleting Section 26(1)(b)(vii) and replacing it with the following:

“(vii) solid waste separation and storage facilities, but only if those facilities are designed and sized to facilitate compliance with Resort Municipality of Whistler Solid Waste Bylaw No. 2139, 2017, and a solid waste management plan as defined in that Bylaw.”
3. In Zoning Amendment Bylaw No. 303, 2015, Part 6 – Parking and Loading Requirements is amended by adding the following immediately after Section 1(3):

(4) In the areas shown in red in Figure 6-A the required number of parking spaces for a building, structure or use of land may be reduced by a maximum of two, if an area of the building, structure or land that would have been occupied by those parking spaces is designed and used only for sorting and storing solid waste in compliance with Resort Municipality of Whistler Solid Waste Bylaw No. 2139, 2017, and a solid waste management plan as defined in that Bylaw.

Figure 6-A – Areas Considered for Parking Reduction as per Part 6 Section 1(4)



Given first and second readings this ____ day of _____, 2017.

Pursuant to Section 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 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 (Solid Waste Facilities) No.
2154, 2017.

Nikki Best,
Acting Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER
LAND USE PROCEDURES AMENDMENT BYLAW (Solid Waste Storage and Separation
Facilities) No. 2155, 2017**

A BYLAW TO AMEND LAND USE PROCEDURES AND FEES BYLAW NO. 2019, 2012

WHEREAS a municipal council may, by bylaw pursuant to s. 154 of the *Community Charter*, delegate its powers duties and functions to an officer or employee of the municipality;

NOW THEREFORE the Council of the Resort Municipality of Whistler enacts as follows:

1. This Bylaw may be cited for all purposes as "Land Use Procedures and Fees Amendment Bylaw (Solid Waste Storage and Separation Facilities) No. 2155, 2017".
2. Schedule B to Land Use Procedures and Fees Bylaw No. 2019, 2012 is amended by:
 - a. Deleting the words "New buildings or structures for storage and refuse and recycling facilities conforming to the Resort Municipality of Whistler Garbage Disposal Bylaw No. 1445, 1999" and replacing it with the following:

"New buildings or structures for solid waste separation and storage facilities in compliance with Resort Municipality of Whistler Solid Waste Bylaw No. 2139, 2017"
3. Schedule D to Land Use Procedures and Fees Bylaw No. 2019, 2012 is amended by:
 - a. Deleting the words "New buildings or structures for storage and refuse and recycling facilities conforming to the Resort Municipality of Whistler Garbage Disposal Bylaw No. 1445, 1999" and replacing it with the following:

"New buildings or structures for solid waste separation and storage facilities in compliance with Resort Municipality of Whistler Solid Waste Bylaw No. 2139, 2017"

Given first and second readings and third reading on this ____ day of 2017.

Adopted by Council on this ____ day of _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Nikki Best,
Acting Municipal Clerk

I HEREBY CERTIFY that this is a
true copy of Land Use Procedures
Amendment Bylaw (Solid Waste

Storage and Separation Facilities)
No. 2155, 2017

Nikki Best,
Acting Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER
SOLID WASTE BYLAW NO. 2139, 2017**

**A BYLAW TO REGULATE THE STORAGE AND DISPOSAL OF SOLID WASTE, AND TO ESTABLISH
A PARCEL TAX AND FEES AND CHARGES IN RELATION TO MUNICIPAL SOLID WASTE
SERVICES**

WHEREAS Council wishes to minimize the cost and environmental impact of solid waste management by requiring solid waste to be separated before disposal; and

WHEREAS Council wishes to minimize human – wildlife conflicts by reducing, to the greatest extent possible, the likelihood of solid waste being stored or disposed of in a manner that might reasonably be expected to attract dangerous wildlife; and

NOW THEREFORE the Council of the Resort Municipality of Whistler ENACTS AS FOLLOWS:

TITLE

1. This Bylaw may be cited for all purposes as “Solid Waste Bylaw No. 2139, 2017”

GENERAL DEFINITIONS AND INTERPRETATION RULES

2. The provisions of this Bylaw are intended to be severable. If any section or lesser portion of this Bylaw is held to be invalid the invalid portion should, to the greatest extent possible, be severed and the rest of the Bylaw saved.
3. In this Bylaw, the terms defined in Schedule A shall have the meanings ascribed to them in that Schedule, and the following terms shall have the following meanings:

“composting” means the controlled biological oxidation and decomposition of organic matter

“dangerous wildlife” wildlife that is prescribed as dangerous under the *BC Wildlife Act*

“dwelling unit” means a self-contained set of habitable rooms in a building, including one set of cooking facilities

“detached dwelling” means a residential building containing not more than one principal dwelling unit

“industrial/commercial/institutional (ICI)” means businesses, industries, or commercial operations including stores, offices, hospitals, schools, and other similar operations, and specifically excludes residential premises

“multi-family residential complex” means a building or collection of buildings comprising more than 2 Dwelling Units

“municipal depot” means a waste and recycling depot operated by the RMOW, which as of the date of adoption of this Bylaw are located on Nesters Road and on Lynham Road in Function Junction

"municipal transfer station" means the Waste Transfer Station located on the Brandywine Forest Service Road 15 km south of Whistler off Highway 99

"parcel" means any lot, block or other area in which land is held or into which it is subdivided, but does not include a highway

"solid waste" any discarded or abandoned material. Solid wastes can be solid, liquid, and semi-solid in nature.

"solid waste management plan" means a plan:

- i. prepared in accordance with the RMOW Solutions Guide and appendix tools for developing the content of a solid waste management plan published for the RMOW and updated from time to time;
- ii. including measures to reduce the generation of solid waste that cannot be recycled or composted; and,
- iii. describing how the solid waste generated on a parcel or group of parcels, or by a business or a special event, will be separated, stored and disposed of in accordance with this Bylaw

"solid waste management plan-performance report" means a follow up report that provides information on how successful the business performed in meeting the requirements of the submitted Solid Waste Management Plan.

"special event" includes a sporting, cultural, business or other type of unique activity, occurring for a limited or fixed duration (one-time, annual) and presented to a live audience

"waste hauler" means an individual or business that collects and disposes of solid waste and carries out related duties, in exchange for a fee or other consideration

"wildlife attractant" means any substance that could reasonably be expected to attract wildlife

"wildlife proof container" means a fully enclosed container of sufficient design and strength to prevent access by dangerous wildlife that is securely affixed to the ground or to an immovable object or fixture

"wildlife proof enclosure" means a structure which has enclosed sides, a roof, doors and a self-latching mechanism of sufficient design and strength to prevent access by dangerous wildlife, that is designed and constructed in accordance with the standards and specifications set out in RMOW Garbage Enclosure Guidelines

ADMINISTRATION AND ENFORCEMENT

4. The RMOW Infrastructure Services Staff is authorized to enter on any parcel, at all reasonable times to ascertain whether the regulations and directions of this Bylaw are being observed.
5. Any Bylaw Officer is authorized to enter on any parcel, at all reasonable times to ascertain whether the regulations and directions of this Bylaw are being observed.
6. Every person who violates or fails to comply with a provision of this Bylaw, or an order, direction or notice given under this Bylaw, commits an offence and is liable on summary conviction to a fine not exceeding \$2,000.

7. Each day during which an offence under this Bylaw continues is a new and separate offence.

SOLID WASTE MANAGEMENT PLANS

8. All new or renovated multi-unit residential, and ICI developments requiring an RMOW Development Permit, shall submit a solid waste management plan prior to RMOW Building Permit approval and provide adequate space for the collection of a minimum of 3 stream waste diversion.
9. Every person who applies to the RMOW for permission to host a special event must as part of that application, submit a solid waste management plan. The person who received the permit from the RMOW to host a special event shall disseminate and review the solid waste management plan for the event with every other person involved in organizing, producing or hosting the event.
10. Every ICI who applies for a business licence to the RMOW shall submit a solid waste management plan and performance report upon business licence renewals.

SOLID WASTE STORAGE, SIGNAGE AND TRANSPORT

11. Every multi-family residential complex greater than 11 dwelling units in size and every ICI parcel, must be equipped with a Wildlife Proof Enclosure of a size that is suitable for the amount of Solid Waste management reasonably expected on the parcel.
12. Every multi-family residential complex with less than 12 dwelling units in size, must either be equipped with a Wildlife Proof Enclosure of a size that is suitable for the amount of Solid Waste Management reasonably expected on the parcel or must pay the annual Solid Waste Depot Operations fee found in Schedule C.
13. Every owner or occupant of a parcel shall ensure that any wildlife proof container or a wildlife proof enclosure located on the parcel is kept and maintained:
 - a) in a clean and sanitary condition;
 - b) in a closed and secure manner when solid waste is not being deposited or emptied; and,
 - c) in good working order.
14. Every solid waste generator subject to this bylaw shall install and maintain signage, consistent with the standardized signage guidelines adopted and published by the Squamish Lillooet Regional District, for all solid waste containers and receptacles, and any other components of the solid waste management system, on the parcel.

WILDLIFE ATTRACTANTS

15. No person shall cause, permit or allow any solid waste that may reasonably be expected to attract dangerous wildlife to be stored, kept or otherwise to remain on a parcel except in a wildlife proof container or wildlife proof enclosure.
16. No person shall provide, leave, dispose of, or place a wildlife attractant in, on or about any land or premises in a manner that may attract or be accessible to dangerous wildlife.
17. No person shall install or keep a bird feeder on a parcel unless the bird feeder is inaccessible to any wildlife other than birds (*aves*).

DISPOSAL OF SOLID WASTE

GENERAL REGULATIONS

18. No person shall dispose of solid waste in a manner that may reasonably be expected to cause the solid waste to attract dangerous wildlife, or become a wildlife attractant, and, for clarity, the breadth of this prohibition is not intended to be limited by any of the specific prohibitions or requirements in this Bylaw.
19. No person shall dispose of recyclable material, except by depositing the material in a container, receptacle or other location labelled and designated for the material in question, or in the case of EPR material, in the manner prescribed by the Recycling Council of BC.
20. No person shall dispose of organic material except by:
 - a) depositing the material in a container or other receptacle specifically designed and labelled or otherwise designated for composting;
 - b) composting the material in a wildlife proof container or other receptacle, which container must be located inside a wildlife proof enclosure; or,
 - c) delivering the material to another designated composting facility within the SLRD.
21. No person shall dispose of hazardous waste, except in accordance with the applicable provincial regulations or guidelines.
22. No person shall deposit landfill waste into any container or receptacle labelled or otherwise designated for the collection or disposal of recyclables, organics, or hazardous waste.
23. No person shall deposit solid waste originating from a residential or ICI parcel into a solid waste receptacle or recycling container that is owned or operated by the RMOW, and located on or in a public place other than;
 - a) Residential - Municipal Depot
 - b) ICI – Municipal Transfer Station.
24. At a Municipal Depot, no person shall dispose of solid waste that does not originate from a detached dwelling or from a multi-family residential complex with 11 or less units that does not have access to a wildlife proof enclosure on their parcel which meets the requirements of this bylaw.
25. Any load tipped as mixed waste due to contamination shall be charged at the mixed waste tipping fee.
26. Except as may be authorized from time to time by the General Manager of Infrastructure Services, no Waste Hauler shall dispose of solid waste at a Municipal Depot.

DISPOSAL OF SPECIFIC MATERIALS

27. No person shall dispose of large, bulky items that do not compact efficiently, such as furniture, except at the Municipal Transfer Station or at a location approved by the General Manager of Infrastructure Services.

28. Except as may be authorized from time to time by the General Manager of Infrastructure Services, no person shall dispose of Construction Waste, Clean or Dirty Wood, or other material except at the Municipal Transfer Station.
29. No person shall dispose of Gypsum Board other than at the Municipal Transfer Station, and all Gypsum Board to be disposed of must be accompanied by documentation certifying either that it was manufactured after 1990, or that it has been property tested for asbestos and does not contain asbestos.
30. No person shall dispose of mattresses except by deliver to the Municipal Transfer Station, to a maximum of 5 mattresses per person per day.
31. No person shall dispose of mixed containers or refundable beverage containers except into a receptacle labelled or designated for the particular type of container being disposed of, and which is either:
- a) wildlife proof;
 - b) within a wildlife proof enclosure; or,
 - c) located at a Municipal Depot or Municipal Transfer Station or another facility that receives refundable beverage containers.
32. No person shall dispose of mixed containers or refundable beverage containers unless the containers are empty and rinsed, and the lids have been removed.

SOLID WASTE DISPOSAL FEES AND CHARGES

33. Parcels will be charged appropriate Processing and Solid Waste Depot Operations fees as prescribed in Schedule "C" to this Bylaw.
34. Deliveries of Solid Waste to the Municipal Transfer Station or to the Municipal Waste Water Treatment Plant will be charged tipping fees as prescribed in Schedule "D" of this Bylaw.

REPEAL

35. The Resort Municipality of Whistler "Disposal and Wildlife Attractants Bylaw No. 1861, 2008" as amended, is repealed.

Given FIRST, SECOND and THIRD READINGS this _____ day of _____, 2017.

ADOPTED by Council on _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Nikki Best,
Acting Municipal Clerk

I HEREBY CERTIFY that this is a true copy of
the "Solid Waste Bylaw No. 2139, 2017

Nikki Best,
Acting Municipal Clerk

SCHEDULE A
Solid Waste Bylaw No. 2139, 2017

ADDITIONAL DEFINITIONS

1. In this bylaw:

“biosolids” means waste resulting from the treatment of wastewater which removes the solids (sludge) from the liquid effluent supernatant

“construction waste” means solid waste specifically originating from the construction or demolition of residential or ICI buildings, decks, fences and all other building related appendages and includes but is not limited to: dimensional lumber, electrical wiring, gypsum board, metal, nails, roof materials, plumbing fixtures and other wood types

“clean wood” means wood, including dimensional lumber, that is not pressure treated, painted, stained, glued or soiled

“clean yard waste” means stumps and branches from land clearing or other plant matter but does not include invasive species

“contamination” means unwanted constituents within a specified waste stream

“dirty wood” means wood other than clean wood, and does not include or contain contaminants or recyclables

“extended producer responsibility (EPR) material” means materials included in the provincial EPR programs, as may be updated from time to time, but which include as of the date of adoption of this bylaw, the following materials:

- Used or expired smoke, Carbon Monoxide (CO) and combination smoke and CO alarms;
- Anti-freeze, lubricating oil, oil filters and oil containers;
- Beer bottles;
- Consumer and industrial lead-acid batteries;
- Rechargeable batteries and cell phones;
- Electronic products (<https://www.return-it.ca/electronics/recycling/>);
- Small appliances (accepting over 120 products, ranging in size from toasters and electric toothbrushes to countertop microwaves and vacuum cleaners);
- Residential-use lighting products, ranging from light bulbs to flashlights, table lamps and chandeliers. ICI lamps, ballasts and fixtures;
- Leftover medicines;
- Residential packaging and printed paper recycling ;
- Electrical outdoor power equipment, ranging from lawn mowers to grass trimmers, chain saws and pressure washers
- Paint, flammable liquids, domestic pesticide and gasoline;
- Cellphones;
- Thermostats;
- Mobile handsets and accessories;
- Passenger car and light truck tires, bike tires
- Gypsum Board;

- Mattresses;
- Metal;
- Mixed Containers;
- Refundable Beverage Containers;
- Non compostable or non-Biodegradable plastic bags
- Organics.

“gypsum board” (commonly known as Drywall) means a panel made of calcium sulfate dihydrate with or without additives and normally pressed between a facer and a backer, normally used to make interior walls and ceilings, but excludes gypsum board manufactured before 1990, or removed during demolition or renovation and contaminated with Asbestos

“hazardous waste” means Solid Waste as defined in the British Columbia Environmental Management Act Hazardous Waste Regulation as amended from time to time

“invasive plant species” means plant species defined as invasive by the Invasive Species Council of BC

“landfill waste” means solid waste that is not organic, recyclable or hazardous material

“mixed containers” includes: plastic containers, metal containers, cartons, non-compostable hot and cold beverage cups; aluminum foil; empty aerosol cans

“mixed waste” means any unseparated load, collection or other volume of solid waste which includes materials from more than one of the following categories: recyclables, organics, landfill waste; and in which material from one category makes up less than 75% of the total amount

“organic” or “organic material” means compostable material derived from living plants and animals, and includes, without limitation, the materials listed in column 3 of the table that appears as Schedule B to this Bylaw, but specifically excludes fats, oils and greases;

“plastic bags and plastic film” means a bag made of thin flexible plastic material.

“recyclable” or “recyclable material” means raw or processed material than can be recovered from a waste stream for reuse, and includes, without limitation, the materials listed in column 2 of the table that appears as Schedule B to this Bylaw

“refundable beverage container” means any beverage container which may be returned for a refund, and includes without limitation:

- Aluminum and metal cans;
- Glass bottles;
- Plastic bottles and jugs;
- Drink box and tetra packs;
- Drink cartons;
- Bag-in-a-box.

“wood chips” means clean wood waste that has been processed through a chipper or mill. Wood chips can include bark, sawdust, planer shavings, wood chunks and fines

SCHEDULE B
RMOW Solid Waste Bylaw No. 2139, 2017
TABLE OF MATERIALS

Landfill Waste	Recyclable material	Organic material	Hazardous waste
<ul style="list-style-type: none"> • Construction or Demolition waste that cannot be recycled or composted. • Invasive species • Plastics that cannot be recycled by a EPR program 	<ul style="list-style-type: none"> • Paper • Newsprint • Cardboard and box board • Clean wood waste • Clean yard waste • Gypsum manufactured after 1990 and not containing any asbestos • Clean, dry Mattresses • Metal • Steel • EPR material 	<ul style="list-style-type: none"> • Biosolids • Food scraps, including: meat, fish & bones; coffee grounds and tea bags; wood stir sticks and chopsticks; houseplants and flowers (with soil removed); • Paper napkins and paper towel; • Food-soiled cardboard; • ASTM D6400 certified compostable bags and packaging; • Clean Wood Waste • Yard Waste 	<ul style="list-style-type: none"> • Asbestos, including any asbestos-containing material • Gypsum older than 1990 • Materials considered under the Hazardous Waste Regulation

SCHEDULE C

Solid Waste Bylaw No. 2139, 2017

BIOSOLIDS PROCESSING AND SOLID WASTE DEPOT OPERATIONS FEE/PARCEL/TAX

1. Single Family Residential Detached Dwelling, Multi-Family Residential and ICI parcels shall be charged, on the annual municipal tax notice, a Biosolids Processing – User Fee of one hundred and three dollars seventy three cents (\$103.73) per parcel on the annual municipal tax notice that shall be paid no later than the due date for annual parcel taxes.
2. In addition, Single Family Residential Detached Dwelling unit or Multi-Family Residential Complexes with less than 12 dwelling units shall be charged, on the annual municipal tax notice, a Solid Waste Depot Operations fee Depots – Parcel Tax of One hundred and ninety seven dollars thirty cents (\$197.30) per dwelling unit that shall be paid no later than the due date for annual parcel taxes.

SCHEDULE D
Solid Waste Bylaw No. 2139, 2017
TIPPING FEES

The minimum charge for Solid Waste disposal at the Municipal transfer Station is \$5/Load (with the exception of any material or item indicated as FREE in Table 1).

Table 1. Tipping Fees

SOLID WASTE TYPE	PROPOSED TIPPING FEE	LIMITS
Biosolids	\$130/tonne	
Bulky Items	\$140/tonne	See 5.5
Clean Wood	<ul style="list-style-type: none"> • Unchipped: \$30/tonne • Chipped: FREE 	
Clean Yard Waste	<ul style="list-style-type: none"> • Unchipped: \$30/tonne • Chipped: FREE 	
Dirty Wood	\$80/tonne	
EPR except Tires	FREE	
Landfill Waste	\$140/tonne	
Gypsum Board	\$290/tonne	
Food Scraps or Food Waste	\$75/tonne	
Hazardous Waste	NOT ACCEPTED	
Invasive Plant Species	<ul style="list-style-type: none"> • Garbage to Landfill fee/tonne OR • \$30 per tonne for Landscapers certified within the SSISC and RMOW invasive plant species certification program. 	
Large Household Appliances <ul style="list-style-type: none"> • with refrigerant 	\$25 each	
Large Household Appliances <ul style="list-style-type: none"> • without refrigerant 	FREE	
Mattresses	\$15 each	See 5.15
Mixed Waste	\$300/ tonne	
Packaging & printed paper Recyclables	FREE	
Refundable Beverage Containers	FREE	
Septage A – All Liquid Waste delivered via meter at the WWTP except as identified in “B” and “C” below.	\$30.00/m ³	
B – Septage delivered from residential septic tanks within the RMOW.	\$2.75/m ³	
C – Aerated holding tanks within the RMOW as approved under the RMOW Bylaw No. 551, Septage from RMOW transfer station and Whistler Compost Plant.	\$1.50//m ³	
Passenger and light truck Tires	<ul style="list-style-type: none"> • \$10 per tire • \$25 per tire with a rim 	

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

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 _____ day of _____, 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
LAND USE CONTRACT DISCHARGE AND ZONING AMENDMENT BYLAW (4962 HORSTMAN
LANE) NO. 2109, 2016**

**A BYLAW TO DISCHARGE A LAND USE CONTRACT AND AMEND THE WHISTLER ZONING AND
PARKING BYLAW NO.303, 2015**

WHEREAS Council may, in a zoning bylaw pursuant to Sections 479, 482 and 525 of the *Local Government Act*, R.S.B.C. 2015, c. 1 divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zone, regulate the use of land, buildings and structures within the zones, require the provision of parking spaces and loading spaces for uses, buildings and structures, and establish different density regulations for a zone, one applicable to the zone generally and the other to apply if conditions are met; and

WHEREAS a land use contract may, under s.546 of the *Local Government Act*, be discharged by bylaw with the agreement of the local government and the owner of any parcel of land that is described in the bylaw as being covered by the discharge; and

WHEREAS the owners of the lands legally described as Strata Lot 13, Strata Plan VR. 2482, District Lots 3903 and 4214 have agreed in writing to the discharge of the land use contract charging those lands;

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 "Land Use Contract Discharge and Zoning Amendment Bylaw (4962 Horstman Lane) No. 2109, 2016"
2. Zoning and Parking Bylaw No. 303, 2015 is amended by:
 - (a) amending Schedule "A" Zoning Map by changing the zoning designation of the lands described as Strata Lot 13, Strata Plan VR. 2482, District Lots 3903 and 4214 to RS3 (Residential Single Family Three) as shown in heavy black outline and identified on the plan annexed to this Bylaw as Schedule "1".
3. That certain land use contract registered in the Vancouver Land Title Office under No. G2520 on January 11, 1979, as subsequently modified under No. GB77455, is discharged from the lands described in Section 2(a), and the Corporate Officer shall register a discharge of that land use contract in respect of such lands, together with a certified copy of this bylaw, in the Land Title Office in accordance with the *Land Title Act* and Section 546 of the *Local Government Act*.
4. 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 15th day of March, 2016.

Pursuant to Sections 464 and 465 of the *Local Government Act*, a Public Hearing was held this 5th day of April, 2016.

Given third reading this 5th day of April, 2016

Adopted by the Council this __ day of _____, ____.

Land Use Contract Discharge and Zoning Amendment Bylaw (4962 Horstman Lane) No. 2109, 2016

Nancy Wilhelm-Morden,
Mayor

Nikki Best,
Acting Municipal Clerk

I HEREBY CERTIFY that this is a true
copy of "Land Use Contract Discharge
and Zoning Amendment Bylaw (4962
Horstman Lane) No. 2109, 2016"

Nikki Best,
Acting Municipal Clerk

SCHEDULE 1

**4962 Horstman Lane
(Strata Lot 13, Strata Plan VR. 2482, District Lots 3903 and 4214)
to be zoned RS3 (Residential Single Family Three)**



Subject Lands
4962 Horstman Lane

RESORT MUNICIPALITY OF WHISTLER
Zoning Amendment Bylaw (Maury Young Arts Centre and Institution and Assembly Uses
in the LNI Zone) 2129, 2017

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

WHEREAS Council may in a zoning bylaw pursuant to the *Local Government Act*, divide the whole or part of the municipality into zones, and regulate within a zone, the use of land buildings and other structures, the density of the use of land buildings and other structures, the siting size and dimensions of uses that are permitted on the land and the location of uses on the land and within buildings and other structures;

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 (Maury Young Arts Centre and Institution and Assembly Uses in the LNI Zone) 2129, 2017".
2. Zoning and Parking Bylaw No. 303, 2015 is amended by:
 - (a) adding "assembly" and "institution" to the list of permitted uses in the LNI Zone under subsection 21 (1) of Part 17; and
 - (b) immediately after subsection 21 (2) of Part 17, adding the heading "Other Regulations" and the following text to be numbered subsection 21 (3):

"The maximum floor area for retail sales auxiliary to a recreation and arts facility use is 165 square metres."

Given first and second readings this 21st day of March, 2017.

Pursuant to Section 890 of the *Local Government Act*, a Public Hearing was held this 11th day of April, 2017.

Given third reading this 25th day of April, 2017.

Approved by the Minister of Transportation this 19th day of May, 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 (Institution and Assembly
Uses in the LNI Zone) 2129, 2017.

Nikki Best,
Acting Municipal Clerk

**RESORT MUNICIPALITY OF WHISTLER
LIQUOR LICENCE APPLICATION PROCESSING FEE BYLAW NO. 2149, 2017**

**A BYLAW TO IMPOSE FEES FOR REVIEWING AND PROVIDING COMMENT ON LIQUOR
LICENCE APPLICATIONS**

WHEREAS local government that provides comments and recommendations to the Liquor Control and Licensing Branch on an application for the issue or amendment of a licence under the Liquor Control and Licensing Act may, by bylaw, impose fees on the applicant in order to recover the costs incurred by the local government in assessing the application and the fees imposed may be different for different classes of applications, and different methods used to conduct the assessments, pursuant to Section 41 of the Liquor Control and Licensing Act, SBC 2015, c. 19.

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

1. This Bylaw may be cited as "Liquor Licence Application Processing Fee Bylaw No. 2149, 2017".
2. There are hereby established the following fees in respect of liquor licence applications referred to the Resort Municipality of Whistler:
3. Applications for a New Liquor Licence

a. New or relocated liquor primary licence	\$2,000.00
b. New brewery, distillery or winery lounge and/or special event area	\$2,000.00
c. New Temporary Use Area endorsement for ski hill or golf course	\$2,000.00
d. New or relocated food primary licence with hours of sale past midnight	\$1,300.00
e. New or relocated food primary licence with patron participation entertainment (may also include hours of sale past midnight)	\$1,500.00
f. New basic food primary licence: hours of sale up to midnight and no patron participation entertainment	\$350.00
4. Applications for a Permanent Change to an Existing Liquor Licence

a. Permanent (structural) change to liquor primary licence with new interior area or increase in capacity to existing interior area (may also include change in hours of sale)	\$1,500.00
b. Permanent (structural) change to liquor primary licence with new patio area or increase in capacity to existing patio area (may also include change in hours of sale)	\$1,500.00
c. Permanent (structural) change to brewery, distillery or winery lounge and/or special event area (may also include change in hours of sale)	\$1,500.00
d. Change to Temporary Use Area endorsement to add new area or increase capacity of an existing area	\$1,500.00
e. Permanent change to liquor primary hours of sale	\$900.00
f. Permanent change to food primary hours of sale past midnight	\$900.00
g. Food primary patron participation entertainment (may include change in hours of sale past midnight)	\$1,300.00
h. Permanent (structural) change food primary licence to add new interior area or to increase capacity of existing interior area	\$350.00
i. Permanent (structural) change food primary licence to add new patio area or to increase capacity of existing patio area	\$350.00

5. Applications for a Temporary Change to an Existing Liquor Licence
 - a. Temporary change to an existing food primary or liquor primary licence for hours of sale past 2:00 a.m. \$540.00
 - b. Temporary change to an existing brewery, distillery or winery lounge or special event area for hours of sale past 2:00 a.m. \$540.00
 - c. Temporary extension of food primary or liquor primary licensed area or change in location for 500 or more people \$540.00
 - d. Temporary change to an existing liquor primary licence for hours of sale up to 2:00 a.m. \$240.00
 - e. Temporary change to an existing food primary licence for hours of sale past midnight up to 2:00 a.m. \$240.00
 - f. Temporary change to an existing brewery, distillery or winery lounge or special event area for hours of sale up to 2:00 a.m. \$240.00
 - g. Temporary change to an existing food primary licence to add patron participation entertainment. \$240.00
 - h. Temporary change to an existing food primary or liquor primary licence for an extension of licensed area or change in location for fewer than 500 people \$240.00
 - i. Temporary change to an existing brewery, distillery or winery lounge or special event area licence for an extension of licensed area or change in location for fewer than 500 people \$240.00
6. Special Event Permit (SEP) or Catering Licensed Events
 - a. SEP or catering licensed event with hours of sale past 2 a.m. \$540.00
 - b. Outdoor SEP or catering licensed event for 500 or more people \$540.00
 - c. Indoor SEP or catering licensed event for 500 or more people in normally unlicensed venue \$540.00
7. Temporary Use Area (TUA) Licensed Events
 - a. "Urban" TUA event for 500 or more people \$540.00
8. Other
 - a. Occupant load stamp for an existing licensed establishment, not related to one of the above application types \$200.00
9. If a public hearing is required there will be a fixed cost of \$1,200.00 to cover newspaper advertising and the professional and clerical staff time to arrange and conduct a hearing. All other direct costs associated with the hearing (including notification and legal services) will be billed to the applicant in accordance with Resort Municipality of Whistler Consolidated Land Use Procedures and Fees Bylaw No. 2019, 2012.
10. Each application shall be completed on the appropriate application form and shall be accompanied by the appropriate application fee for the category of application established above.
11. If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this bylaw.
12. "Liquor Licence Application Processing Fee Bylaw No. 2035, 2013" is hereby repealed.

GIVEN FIRST, SECOND AND THIRD READING this 23rd day of May, 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
“Liquor Licence Application Processing Fee Bylaw
No. 2149, 2017”.

Nikki Best,
Acting Municipal Clerk

From: Claire Daniels [<mailto:CDaniels@slrd.bc.ca>]

Sent: Wednesday, May 17, 2017 12:17

To: Wanda Bradbury <WBradbury@whistler.ca>

Subject: Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1514-2017
- NOTICE

Dear Mayor and Council,

This Notice of Initiation follows on and is related to previous SLRD RGS Minor Amendment Notice dated January 20, 2017 (copy enclosed). The Squamish-Lillooet Regional District (SLRD) has opted to proceed with a **major amendment process** of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address specific text amendments in support of the SLRD Regional Growth Strategy (RGS) Goal 1: Focus Development into Compact, Complete, Sustainable Communities. Please find attached written notice, as per section 433 of the *Local Government Act*.

The SLRD Board will be considering first and second reading of the RGS Amendment Bylaw on June 28, 2017 at 10:30 am in the SLRD Boardroom, 1350 Aster Street, Pemberton, BC. Any written comments provided by affected local governments will be considered prior to bylaw readings. **Please provide any comments by June 23, 2017.**

The SLRD Board looks forward to the receipt of any comments from your organization. Should you have any questions, please contact Kim Needham, Director of Planning and Development Services at kneedham@slrd.bc.ca or Claire Daniels, Planner at the SLRD at cdaniels@slrd.bc.ca.

Kind regards,
Claire



Claire Daniels
Planner
CDaniels@slrd.bc.ca
P: 604-894-6371 x235
F: 604-894-6526

www.slrd.bc.ca



Box 219, 1350 Aster Street,
Pemberton, BC V0N 2L0
Ph. 604-894-6371, 800-298-7753
F: 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

May 17, 2017

Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B0
By email: wbradbury@whistler.ca

Dear Mayor and Council:

**RE: Squamish-Lillooet Regional District Regional Growth Strategy Amendment
Bylaw No. 1514-2017 - NOTICE**

This *Notice of Initiation* follows on and is related to previous RGS Minor Amendment Notice dated January 20, 2017 (copy enclosed). Please be advised that the Squamish-Lillooet Regional District (SLRD) has opted to proceed with a **major amendment process** of the *Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008* to address specific text amendments in support of the SLRD Regional Growth Strategy (RGS) *Goal 1: Focus Development into Compact, Complete, Sustainable Communities*. The following resolutions were made by the SLRD Board on April 19, 2017:

THAT in response to and recognition of comments received in letters from the Squamish Nation and Garibaldi At Squamish Inc. with respect to the draft Bylaw 1514-2017 cited as "Squamish-Lillooet Regional District Growth Strategy Bylaw No. 1062, 2008 Amendment Bylaw No. 1514-2017", the Squamish-Lillooet Regional District resolves to initiate a Regional Growth Strategy (RGS) process, as per section 433 of the Local Government Act, and to initiate the RGS amendment as a major amendment to address specific text amendments in support of the SLRD RGS Goal 1: Focus Development into Compact, Complete, Sustainable Communities - specifically to:

- *Replace the first bullet under Strategic Direction 1.1 a) with: Direct growth and settlement development towards Member Municipalities and existing SLRD Master Planned Communities.*
- *Amend the Master-Planned Communities land use designation description by replacing the phrase "Significant future growth will be accommodated in these communities" with:*

- *For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.*
- *New master planned communities and/or urban areas are not supported outside of the established settlement areas.*
- *Remove the Destination Resort language found on pages 24-26 of the RGS Bylaw; and*

THAT the Squamish-Lillooet Regional District Board direct staff to prepare a Consultation Plan regarding the above proposed major amendment as per sections 434(2) and (3) of the Local Government Act.

Enclosed is the SLRD RGS Amendment Bylaw No. 1514-2017. Additionally, the SLRD RGS Bylaw No. 1062, 2008 is available on the SLRD website here:

<http://www.slrd.bc.ca/inside-slrd/bylaws/regional-growth-strategy-bylaw>

Information and staff reports pertaining to the RGS Amendment process to date are available on the SLRD current projects page here: <http://www.slrd.bc.ca/planning-building/planning-development-services/current-projects/rgs-amendment-growth-management-text-amendments>

The proposed amendment has not changed since initially contemplated in December 2016 and written notice provided to affected local governments in January 2017. Only the process by which the amendment is carried out had been altered (Minor to Major Amendment Process). Note a public hearing is proposed to be held as part of the major amendment process.

The proposed text amendments were prepared by the RGS Steering Committee pursuant to a request made at an RGS Elected Officials Forum held November 10, 2016 (attended by representatives of the SLRD, District of Squamish, Resort Municipality of Whistler and Village of Pemberton). As per section 433 of the *Local Government Act*, 30 days written notice is hereby given to each affected local government. The SLRD Board will be considering first and second reading of the RGS Amendment Bylaw on June 28, 2017 at 10:30 am in the SLRD Boardroom, 1350 Aster Street, Pemberton, BC. Any written comments provided by affected local governments will be considered prior to bylaw readings.

Please provide any comments by June 23, 2017.

The SLRD Board looks forward to the receipt of any comments from your organization. Should you have any questions, please contact Kim Needham, Director of Planning and Development Services at kneedham@slrd.bc.ca or Claire Daniels, Planner at the SLRD at cdaniels@slrd.bc.ca.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Needham", with a stylized, flowing script.

Kim Needham,
Director of Planning and Development Services
Squamish-Lillooet Regional District

enclosures: SLRD RGS Amendment Bylaw No. 1514-2017
RGS Minor Amendment Notice – January 20, 2017

SQUAMISH-LILLOOET REGIONAL DISTRICT

BYLAW NO. 1514-2017

A bylaw to amend the Regional Growth Strategy for the Squamish-Lillooet Regional District

WHEREAS the *Local Government Act* provides for a regional district to undertake the development, adoption, implementation, monitoring and review of a regional growth strategy under Part 13,

AND WHEREAS the Squamish-Lillooet Regional District adopted a regional growth strategy on June 28, 2010,

NOW THEREFORE the Board of the Squamish-Lillooet Regional District, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as "Squamish-Lillooet Regional District Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1514-2017".
2. The Squamish-Lillooet Regional District Growth Strategy Bylaw No. 1062, 2008 is amended as follows:
 - (a) By updating the Summary of Amendments table to include this bylaw.
 - (b) By replacing the first bullet under Strategic Direction 1.1 a) in Goal 1 - Focus Development into Compact, Complete, Sustainable Communities, with:

"Direct growth and settlement development towards Member Municipalities and existing SLRD Master Planning Communities."
 - (c) By amending the Master-Planned Communities land use designation description in Goal 1 - Focus Development into Compact, Complete, Sustainable Communities, by replacing the phrase "Significant future growth will be accommodated in these communities" with:
 - "For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.
 - New master planned communities and/or urban areas are not supported outside of the established settlement areas."
 - (d) By deleting the Destination Resorts section in Goal 1 - Focus Development into Compact, Complete, Sustainable Communities.

READ A FIRST TIME this _____ day of _____, 2017.

READ A SECOND TIME this _____ day of _____, 2017.

READ A THIRD TIME this _____ day of _____, 2017.

ADOPTED this _____ day of _____, 2017.



Box 219, 1350 Aster Street,
Pemberton, BC V0N 2L0
Ph. 604-894-6371, 800-298-7753
F: 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

January 20, 2017

Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B0
By email: wbradbury@whistler.ca

Dear Mayor and Council:

RE: Squamish-Lillooet Regional District Regional Growth Strategy Minor Amendment - NOTICE

Please be advised that the Squamish-Lillooet Regional District (SLRD) is proceeding with a minor amendment of the *Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008* to address specific text amendments in support of the SLRD Regional Growth Strategy (RGS) *Goal 1: Focus Development into Compact, Complete, Sustainable Communities*. The following resolutions were made by the SLRD Board on December 14, 2016:

THAT SLRD staff be directed to proceed with a minor amendment of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address the following text amendments:

- *Replace the first bullet under Strategic Direction 1.1 a) with: Direct growth and settlement development towards Member Municipalities and existing SLRD Master Planned Communities.*
- *Amend the Master-Planned Communities land use designation description by replacing the phrase "Significant future growth will be accommodated in these communities" with:*
 - *For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.*
 - *New master planned communities and/or urban areas are not supported outside of the established settlement areas.*

- Remove the Destination Resort language found on pages 24-26 of the RGS Bylaw.

Enclosed is the associated staff report to the SLRD Board. Additionally, the SLRD RGS Bylaw No. 1062, 2008 is available on the SLRD website here:

<http://www.slrd.bc.ca/inside-slrd/bylaws/regional-growth-strategy-bylaw>

The proposed text amendments were prepared by the RGS Steering Committee pursuant to a request made at an RGS Elected Officials Forum held November 10, 2016 (attended by representatives of the SLRD, District of Squamish, Resort Municipality of Whistler and Village of Pemberton). As per the SLRD RGS *Minor Amendment Process* and the *Local Government Act*, 30 days written notice is hereby given to each affected local government. The SLRD Board will be considering first and second reading of the RGS Amendment Bylaw on March 15, 2017 at 10:30 am in the SLRD Boardroom, 1350 Aster Street, Pemberton, BC. Any written comments provided by affected local governments will be considered prior to bylaw readings.

Please provide any comments by February 24, 2017.

The SLRD Board looks forward to the receipt of any comments from your organization. Should you have any questions, please contact Kim Needham, Director of Planning and Development Services at kneedham@slrd.bc.ca or Claire Daniels, Planner at the SLRD at cdaniels@slrd.bc.ca.

Sincerely,



Lynda Flynn,
Chief Administrative Officer
Squamish-Lillooet Regional District

enclosures: SLRD Staff Report – December 14, 2016



REQUEST FOR DECISION

RGS Minor Amendment and Letter/Resolution Regarding
Garibaldi at Squamish

Meeting date: December 14, 2016

To: SLRD Board

RECOMMENDATIONS:

THAT the SLRD Board advise Minister Polak and Minister Thomson of the concerns and unanimous agreement of the SLRD and its member municipalities regarding the proposed Garibaldi at Squamish project, as per the letter found in Appendix A.

THAT SLRD staff be directed to proceed with a minor amendment of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address the following text amendments:

- Replace the first bullet under Strategic Direction 1.1 a) with: *Direct growth and settlement development towards Member Municipalities and existing SLRD Master Planned Communities.*
- Amend the Master-Planned Communities land use designation description by replacing the phrase “Significant future growth will be accommodated in these communities” with:
 - *For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.*
 - *New master planned communities and/or urban areas are not supported outside of the established settlement areas.*
- Remove the Destination Resort language found on pages 24-26 of the RGS Bylaw.

KEY ISSUES/CONCEPTS:

The SLRD RGS 5-year review is underway. As part of this process, an Elected Officials Forum was held on November 10, 2016. At this forum, the RGS Steering Committee was requested to address specific concerns regarding the proposed Garibaldi at Squamish (GAS) project and specific items regarding growth management in advance of the RGS Review amendment process. The above resolutions reflect these specific requests.

The SLRD and its member municipalities continue to have serious concerns regarding the establishment of new urban communities or destination resorts in the SLRD outside of existing community boundaries. As such, by unanimous agreement of those attending the Elected Officials Forum, the SLRD and its member municipalities have directed that a letter be sent to Honourable Mary Polak (Minister of Environment) and Honourable Steve Thomson (Minister of

REQUEST FOR DECISION

RGS Minor Amendment and Letter/Resolution Regarding Garibaldi at Squamish

Forests, Lands and Natural Resources Operations) in order to advise that none of the local governments covered under the SLRD RGS are planning to introduce an amendment to the RGS to support the proposed Garibaldi at Squamish (GAS) project, as such a development is inconsistent with the SLRD's growth management objectives.

Further, SLRD staff is seeking permission to proceed with the preparation of a RGS minor amendment to address GAS and to strengthen existing policies that direct future growth within the Region to existing communities and to eliminate policies regarding the development of destination resorts.

RELEVANT POLICIES:

Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008

BACKGROUND:

As part of the RGS 5-year Review process, an Elected Officials Forum was held on November 10, 2016. This was the second of three forums planned for and committed to in the RGS Review Consultation Plan, and the focus was on growth management. At this forum, the RGS Steering Committee received direction to: prepare a letter to the province regarding GAS and the non-support of the local governments regarding GAS; and prepare a minor amendment of the RGS to strengthen existing policies that direct future growth within the Region to existing communities and to eliminate policies regarding the development of destination resorts.

The letter to the province (see Appendix A), is being brought to the member municipality Council's for endorsement. At the time of writing, no comments have been received. Given the dates of Council meetings at which this letter is to be discussed, SLRD staff will likely be delivering these comments to the Board verbally at the December 14, 2016 Board meeting.

ANALYSIS:

As the proposed amendments (see Appendix B) are text amendments and housekeeping in nature, the RGS Steering Committee recommends that the Board resolve to proceed with a minor amendment process. See Figure 1 and 2 below for details.

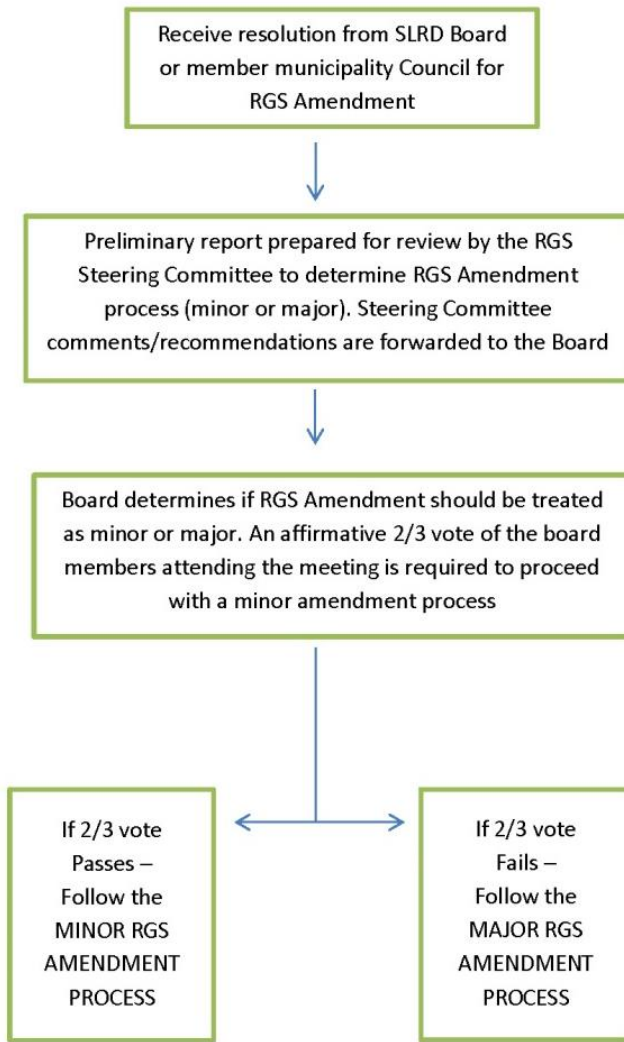


Figure 1: RGS Amendment Process

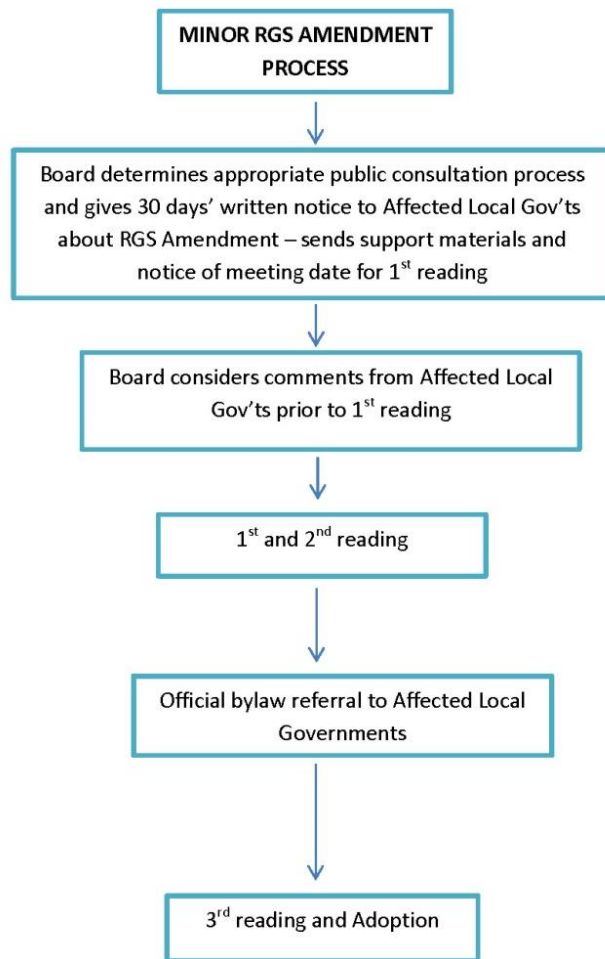


Figure 2: RGS Minor Amendment Process

REGIONAL IMPACTS ANALYSIS:

The SLRD RGS is an initiative of and applies to the four member municipalities and Electoral Areas B, C and D. It is a tool to support collaboration and achievement of *smart growth*. Any amendments to the RGS will impact all those who are signatory to the RGS Bylaw. Further, amendments conducted through the minor amendment process involve referrals to affected local governments.

OPTIONS:

Option 1 (PREFERRED OPTION)

Direct that the letter included in Appendix A be sent to Honourable Mary Polak and Honourable Steve Thomson.

Direct staff to proceed with a minor amendment of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address the following text amendments:

REQUEST FOR DECISION

RGS Minor Amendment and Letter/Resolution Regarding Garibaldi at Squamish

- Replace the first bullet under Strategic Direction 1.1 a) with: *Direct growth and settlement development towards Member Municipalities and existing SLRD Master Planned Communities.*
- Amend the Master-Planned Communities land use designation description by replacing the phrase “Significant future growth will be accommodated in these communities” with:
 - *For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.*
 - *New master planned communities and/or urban areas are not supported outside of the established settlement areas.*
- Remove the Destination Resort language found on pages 24-26 of the RGS Bylaw.

Please see the attached Appendix B for more details as to the rationale of these changes.

Option 2

Revise the letter included in Appendix A and direct staff to send the revised letter to Honourable Mary Polak and Honourable Steve Thomson.

Direct staff to proceed with a minor amendment of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address the text amendments as noted above.

Option 3

Do not send a letter and/or do not support a minor amendment (as noted above) of the RGS Bylaw.

Option 4

As per the Board's discretion.

FOLLOW UP ACTION:

Should the Board resolve to proceed with a RGS minor amendment, SLRD staff will prepare a bylaw for first reading, early in 2017.

Should the Board resolve to send the letter to Minister Polak and Minister Thomson, SLRD staff will send this letter out immediately.

ATTACHMENTS:

Appendix A: Letter to Ministers Re: SLRD Regional Growth Strategy and Garibaldi at Squamish Project

Appendix B: Proposed RGS Amendments

Submitted by: C. Daniels, Planner

Endorsed by: K. Needham, Director of Planning and Development

Reviewed by: L. Flynn, Chief Administrative Officer



December 14, 2016

Honourable Mary Polak,
Minister of Environment, British Columbia
Room 112, Parliament Buildings
Victoria, BC
V8V 1X4

and

Honourable Steve Thomson,
Minister of Forests, Lands and Natural Resource Operations, British Columbia
Room 248, Parliament Buildings
Victoria, BC
V87 1X4

Attention Ministers Polak and Thomson:

Re: SLRD Regional Growth Strategy and Garibaldi at Squamish Project

We write to advise you that the board of the Squamish-Lillooet Regional District (SLRD) has recently instructed the Regional Growth Strategy (RGS) Steering Committee (a committee of SLRD and its member municipalities' planning staff) to include, as part of a scheduled review of the RGS, the strengthening of existing policies that direct future growth within the Region to existing communities and the elimination of policies regarding the development of destination resorts. The purpose of these changes is to emphasize that the RGS does not contemplate the development of new satellite urban areas or destination resorts consisting of residential and tourist accommodation development, such as the proposed Garibaldi at Squamish project at Brohm Ridge.

We would like to highlight that the Reasons for Ministers' Decision dated January 26, 2016 (Reasons) in respect of the Garibaldi at Squamish environmental assessment certificate application were issued despite the fact that the project as proposed is inconsistent with the RGS.

By indicating in the Reasons that the Ministers' decision does not presume how independent statutory decision makers such as the SLRD Board of Directors might approach or decide on separate authorizations for the project, the Reasons appear to assume that an RGS amendment may be initiated to authorize the project. Consistent with the SLRD's RGS amendment process, any amendments to the RGS can only be introduced by the SLRD itself, or by one of its member municipalities – The District of Squamish, the Resort Municipality of Whistler, the Village of Pemberton or the District of Lillooet.

The SLRD and its member municipalities continue to have serious concerns regarding the establishment of new urban communities or destination resorts in the SLRD outside of existing community boundaries. As such, by unanimous agreement, the SLRD and its member municipalities have directed that this letter be sent to your attention, in order to advise that none of the local governments covered under the SLRD RGS are planning to introduce an amendment to the RGS to support the proposed Garibaldi at Squamish project, as such a development is inconsistent with the SLRD's growth management objectives.

Yours truly,

Jack Crompton
Chair, Squamish-Lillooet Regional District

cc: District of Squamish - Attention: Mayor Patricia Heintzman
Resort Municipality of Whistler - Attention: Mayor Nancy Wilhelm-Morden
Village of Pemberton - Attention: Mayor Mike Richman
District of Lillooet - Attention: Mayor Margaret Lampman
Garibaldi at Squamish Inc.
Jordan Sturdy, MLA West Vancouver-Sea to Sky
Peter Fassbender, BC Minister of Community, Sport and Cultural Development

Appendix B: PROPOSED RGS AMENDMENTS

#1: Replace the first bullet under Strategic Direction 1.1 a) with: *Direct growth and settlement development towards Member Municipalities and existing SLRD Master Planning Communities.*

Current RGS

Goal 1: Focus Development into Compact, Complete, Sustainable Communities, includes the following language: *Population growth and settlement development will be primarily directed to compact Urban Areas and Master Planned Communities on the basis of smart growth principles. New urban communities will not be considered outside of the established settlement areas. Non-Settlement Areas that have important agricultural, environmental, backcountry recreational, aesthetic and natural resource values will be protected.*

And Strategic Directions:

1.1 The SLRD and member municipalities agree that:

a) The RGS Settlement Planning Map will be used in conjunction with Official Community Plans to:

- ***encourage compact development within Urban Areas, Master Planned Communities, and Serviced Residential and Rural Communities;***
- *maintain the rural, low density character of Serviced Residential and Rural Residential Areas; and*
- *protect and maintain Non-Settlement Areas.*

Rationale

- The current RGS includes language directing growth and settlement development to urban areas and master planned communities, but this language is buried in the Goal 1 text. Further, the formatting of this introduction section is inconsistent with the approach used in the rest of the RGS Goal chapters.
- The proposed new bullet strengthens the Strategic Direction, emphasizing growth is to take place in Urban Areas and SLRD Master Planned Communities rather than the non-urban settlement areas (Serviced Residential, Rural Residential, Rural Community). This is not clear from the bullets currently under Strategic Direction 1.1 a).

#2: Amend the Master-Planned Communities land use designation description by replacing the phrase “Significant future growth will be accommodated in these communities” with:

- ***For existing SLRD master planned communities, further growth is not supported beyond what is currently contemplated in SLRD Official Community Plans (OCPs) and what is specified in the SLRD Regional Growth Strategy (RGS). Zoning and OCP amendments that propose to increase density or area of existing SLRD master planned communities are not supported.***
- ***New master planned communities and/or urban areas are not supported outside of the established settlement areas.***

Current RGS

The Master Planned Communities designation includes the following language: *Master-planned Communities refers to larger scale developments that are planned on a comprehensive basis within the defined boundaries of Britannia Beach, Furry Creek and Porteau Cove, as shown on the Regional Settlement Planning Map and the Howe Sound Settlement Planning Map 1e. **Significant future growth will be accommodated in these communities.** The objective for these areas is to encourage compact, clustered residential and local commercial, mixed use development with distinct edges and full community water and sewer services.*

Rationale

The current RGS does not explicitly state the intentions behind SLRD Master Planned Communities; clarification will support implementation and the overall achievement of RGS Goal 1.

#3: Remove Destination Resort Language

Current RGS

The current RGS has 3 pages of policy statements contemplating Destination Resorts. See pages 24-26.

Rationale

There are currently no Destination Resort areas designated or supported in the RGS. Further, the development of new Destination Resorts with significant residential development is not aligned with the Goals of the RGS. The proposed Garibaldi at Squamish project has been identified as a regional concern warranting specific attention through the RGS Review; removing the Destination Resort language clarifies that this type of development is not supported in the SLRD at this time. To be clear, the desire (and proposed idea) is not to prevent the development of new recreational amenities (limited to an appropriate scale and location); backcountry recreation is contemplated separately in the RGS.

26.05.2017

Dear Mayor and Council,

re: TAP and paid parking

Particularly as a citizen concerned about safety, health and the environment, I am pleased that the RMOW is finally making tentative progress in the establishment of demand management of personal motor transport in the valley.

I hope that you'll soon also consider initiating paid parking at Meadow Park where currently the facility fees paid by those arriving by foot, bike or bus are subsidizing motorists' "free" parking!

Tom Marco

Thomas J. DeMarco, M.D.
#201-4380 Lorimer Road
Whistler, BC V0N 1B4
tomataalkmd@yahoo.com

From: **Eleanore Elton** <eleanoreelton@gmail.com>

Date: Sat, May 27, 2017 at 2:02 PM

Subject: Signage on the Highway leading into and around Whistler?(Littering and Fines) (Fire Safety)

To: wbradbury@whistler.ca

To The Mayor and Council:

Hello,

We are wondering if there might be a consideration to request more signage in the region regarding "Littering" our Highways and Fines?

We live in Cheakamus Crossing as full time residents and do not see such reminders to visitors that come to Whistler.

Is it possible for our Municipality to request more signs from the Ministry of Highways?

Also,wondering about the reminders of "Fires and the Safety" issue as we move into summer.

Again,we do not feel there is adequate signage on the Highway or in the Village itself to remind those that "smoke" and or consider lighting small fires at campsites etc about this "very important safety issue".

Being in a valley and surrounded by heavily treed mountains that also generates a great deal of wind all year long, this region could be extremely impacted if a major fire was to occur.

We feel there is "not enough" signage on this very important issue. Fire Safety and Reminders.

Next,painting of cross walks and lighting in major pedestrian crossing areas.

Is there a plan to repaint : " All Cross Walks" e.g. the ones that cross from Cheakamus into Function Junction along with all major foot traffic areas that lead into and around Whistler?

There is a great deal of foot traffic along with bicycle traffic, parents,kids,toddlers and babies in strollers that cross in and around the Highway and in the Main Village areas. We would like to see these crosswalks painted and refreshed after the long winter months of snowplowing, which has in many areas diminished the crosswalk paint.

Bus stops.

We believe more "sheltered" bus stops should be provided along the corridor on the highway leading to Whistler from Function Junction and back.

There are a number of stops where there are no shelters.We have witnessed many young workers waiting for their bus commute to go to work in the middle of the winter and not able to be under shelter due to a lack of a bus shelter at some bus stops.

For the young workers that commute by bus to the Village we believe more shelters could and should be considered for both sides of the highway.

Thank you for taking these suggestions to your team for consideration.

Best regards,

Eleanore Elton

#1 - 1030 Legacy Way, Whistler, BC V0N1B1

604-626-8523

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

From: Fumiko Toyoshima [<mailto:fumiko27@outlook.com>]

Sent: Tuesday, May 30, 2017 10:26 PM

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

Subject: Transportation Action Plan

Dear Mayor and Council

I am writing to provide my support for the Transportation Action Plan that was just released last week. We are a family of four, and we own one car. My husband and I both use the car to get to and from work, and to drive our sons to soccer games, but we also take the bus regularly. While we don't like the idea of having to pay for parking in lots 4 and 5 during the peak season, it's a small price to pay to help support transit, and it's a pretty small daily fee, especially compared to other communities. I am very supportive of the proposed transit improvements such as reduced monthly bus pass, and free transit on weekends all summer, and I want to say thank you for making that happen.

Sincerely,

Fumiko Toyoshima

8173 Crazy Canuck Drive

fumiko27@outlook.com

(604)698-7937

Submitted on Wednesday, May 31, 2017 - 09:50 Submitted by anonymous user: 174.7.134.111:

Full Name: Tim Wake

Mailing Address: 1281 Oceanview Road, Bowen Island, BC V0N 1G1 Civic address if different from mailing address: 3113 Tyrol Crescent, Whistler, BC V0N 1B3 Email Address: tim@timwake.ca Phone Number: 6049928634 Your Message:

Mayor and Council

Resort Municipality of Whistler

Kudos to the Transportation Advisory Group, RMOW Staff and consultants for putting together the latest Transportation Action Plan for Whistler. The plan is full of practical recommendations for actions that, if implemented, could promote a much-needed shift away from the persistent increase in private vehicle transportation, towards alternatives like walking, biking and transit.

The most significant piece in this plan, is the opportunity, through more effective parking management, to generate significant revenue from parking that can be utilized to improve transit. Whistler is a leader on so many fronts in resort community development and management, yet we are decades behind when it comes to managing pay parking. It is my hope that Council will take the necessary steps to move forward with the plan, make transit more frequent, effective and affordable, and thereby reduce our traffic congestion woes.

Yours sincerely,

Tim Wake

Please sign the form by entering your initials: TW