

WHISTLER

AGENDA

**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**

ADOPTION OF AGENDA

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

ADOPTION OF MINUTES

Adoption of the Regular Council minutes of May 9, 2017.

PUBLIC QUESTION AND ANSWER PERIOD

MAYOR'S REPORT

INFORMATION REPORTS

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

A presentation by municipal staff.

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

ADMINISTRATIVE REPORTS

Tender Award – 2017
Road and Trail
Reconstruction Program
Report No.17-052
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 Administrative Report to Council No. 17-052.

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

A presentation by municipal staff.

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.

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

A presentation by municipal staff.

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”.

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

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

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

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.

MINUTES OF COMMITTEES AND COMMISSIONS

Forest and Wildland
Advisory Committee

Minutes of the Forest and Wildland Advisory Committee meeting of April 12, 2017.

May Long Weekend
Committee

Minutes of the May Long Weekend Committee meeting of April 12, 2017.

BYLAWS FOR FIRST AND SECOND READINGS

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

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

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Liquor Licence
Application Processing
Fee Bylaw No. 2149,
2017

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

Municipal Ticket
Information System
Amendment Bylaw No.
2152, 2017

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

Tourist Accommodation
Regulation Bylaw No.
2142, 2017

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

OTHER BUSINESS

CORRESPONDENCE

PRIMECorp 2016-2017
Annual Report Updates

Correspondence from Clayton J.D. Pecknold, Chair, PRIMECorp Board of Directors dated May 3, 2017, regarding updates to PRIMECorp’s 2016-2017 Annual Report.

Ironman and Future
Planning for Whistler
File No.

Correspondence from John Wood, dated May 6, 2017, regarding his opposition to the approval of the Ironman event extension.

Ironman Canada Event
and the Pemberton
Community
File No.

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.

Built Green Proclamation
File No. 3009.1

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.

Access Awareness Day Proclamation File No. 3009.1	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.
Proposed Revisions Smoking Bylaw File No.	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.

ADJOURNMENT



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, MAY 9, 2017, STARTING AT 5:30 P.M.**

**In the Franz Wilhelmsen 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, A. Janyk,
S. Maxwell

Chief Administrative Officer, M. Furey
General Manager of Infrastructure Services, J. Hallisey
General Manager of Corporate and Community Services, N. McPhail
Acting General Manager of Resort Experience, M. Kirkegaard
Municipal Clerk, L. Schimek
Manager of Communications, M. Comeau
Senior Planner, M. Laidlaw
Transportation Demand Management Coordinator, E. DalSanto
Environmental Stewardship Manager, H. Beresford
Manager of Village Animation, B. Andrea
Manager of Building Department, J. Mooney
Planning Analyst, K. Creery
Planner, F. Savage
Recording Secretary, M. Kish

ADOPTION OF AGENDA

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

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

CARRIED

ADOPTION OF MINUTES

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

That Council adopt the Regular Council minutes of April 25, 2017.

CARRIED

PUBLIC QUESTION AND ANSWER PERIOD

There were no questions from the public.

PRESENTATIONS/DELEGATIONS

May Long Weekend Update

A presentation was given by RCMP Constable Steve LeClair regarding an update for the May Long Weekend and Bob Andrea, Manager of Village Animation regarding Whistler's Great Outdoors Festival (GO Fest).

MAYOR'S REPORT

Mayor Wilhelm-Morden informed that The Resort Municipality of Whistler has now completed the purchase of the 200-acre parcel of land adjacent to the north end of Green Lake. The site includes the historical Parkhurst town and Soo Valley Logging Company areas. The acquisition of this river and lake frontage complements Council's priorities to acquire park land and retain green space, develop parks and recreation opportunities and maintains a site of historical significance. Mayor Wilhelm-Morden informed that the plans for the area will be developed over time to include green space, a waterfront park, and a community heritage site. Mayor Wilhelm-Morden acknowledged Jan Jansen, the General Manager of Resort Experience, for his work securing the property.

Mayor Wilhelm-Morden thanked everyone who attended the Emergency and Wildfire preparedness booth outside Nesters on Saturday. The event was hosted by RMOW Emergency Program staff, paid on call firefighters (including Sparky the fire dog), the Insurance Bureau of Canada and Canadian Red Cross volunteers. Mayor Wilhelm-Morden reported that many residents stopped at the booth, and 10 property owners registered for FireSmart Home Assessments. Staff answered lots of questions as well about campfire permits, garden debris permits and free yard waste drop-off dates this weekend. In addition, 15 properties signed up for free tree debris removal and chipping for Wildfire Community Preparedness Day, and 18 cubic meters of debris was removed from home owners' FireSmart activities. Based on the success of this, staff are discussing the possibility of running a similar program in the future. Learn more about FireSmart at whistler.ca/firesmart.

Mayor Wilhelm-Morden informed that Municipal staff visited Grade 5 classrooms to share information about Whistler's local government in preparation for Local Government Awareness Week from May 21 to 27. The students have been invited to enter the Student Council Contest for the chance to win a role as Mayor, Councillor or municipal staff member in the upcoming Student Council meeting. The students, as well as parents, the public and the media are all invited to watch the Student Council meeting on Thursday, May 25 at 9:00 a.m. here at Maury Young Arts Centre.

Mayor Wilhelm-Morden encouraged homeowners to clear their yards of waste to help reduce Whistler's wildfire risk. Garden debris burning is from April 28 to May 15 and upcoming yard waste drop-off for May 12–14. Homeowners can obtain a permit to safely burn garden debris until May 15 and may drop off yard waste for free from May 12 to 14.

Mayor Wilhelm-Morden reported that business and strata managers are invited to a meeting about changes to the solid waste bylaw on Wednesday,

May 10 at 3:00 p.m. at the Delta Suites Hotel's Whiski Jack Conference Room. Information will be provided about the upcoming changes that require businesses and stratas to separate organic waste from other types of waste. Guests can RSVP at whistler.ca/wastereduction.

Mayor Wilhelm-Morden commented that to help protect trees, residents and visitors are encouraged to use slackline posts installed in five Whistler parks, including:

- Lost Lake on the beach
- Alpha Lake Park
- Rainbow Park
- Meadow Park
- Millar's Pond Park
- Lakeside Park

Mayor Wilhelm-Morden congratulated the Pique Newsmagazine for winning five gold, seven silvers and two bronze awards at the BC and Yukon Community Newspaper Association Awards.

Mayor Wilhelm-Morden also congratulated the Whistler Question for winning a silver award for the Wishes magazine publication.

Councillor Crompton informed that he attended the Howe Sound Community Forum last Friday where they received a presentation of the Ocean Watch Report which provides well researched and useful direction for the communities that surround the Howe Sound going forward.

Councillor Ford thanked the organizing committee and the participants of the Father Daughter Dance which happened last weekend. Councillor Ford commented that it was very well attended and is a great fundraiser for the community.

On behalf of Council and the Resort Municipality of Whistler Mayor Wilhelm-Morden shared her condolences with the family and friends of Shane Bennett who passed away suddenly last weekend. He has left behind his wife and four children.

INFORMATION REPORTS

2017 Draft
Transportation Action
Plan – Community
Feedback
Report No.17-043
File No. 546

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

That Information Report to Council No.17-043 regarding community feedback related to the Transportation Advisory Group's 2017 Draft Transportation Action Plan be received.

CARRIED

Planning And Building
Departments Application
Activity Report – 2017
1st Quarter
Report No. 17-044
File No. 7076.01

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

That Council receive Information Report to Council No.17-044 summarizing the Planning Department and Building Department application activity for the

first quarter of 2017, with Table A–4 amended to change the total 2016 and 2017 Applications in Process 2017 – Q1 from 691 to 907.

CARRIED

ADMINISTRATIVE REPORTS

DP 1555 – Unit 20 -
4308 Main Street –
Brickworks Patio
Report No. 17-045
File No. DP 1555

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

That Council approve the issuance of Development Permit DP1555 for the proposed outdoor patio at Unit 20 – 4308 Main Street as per the architectural plans A1.0, A2.1-A2.4, A3.1 and A3.2, prepared by Stark Architecture, dated April 26, 2017, attached as Appendix “B” to Administrative Report to Council No.17-045, and a condition of the permit is a summer and winter site plan for the patio and associated terms with specified dates of May 1 to October 31 for summer and November 1 to April 30 for winter; and further

That Council direct staff to advise the applicant that prior to issuance of DP1555, the following matters shall be completed to the satisfaction of the General Manager of Resort Experience:

1. Submission of landscaping details to address curb and ground level materials and all finishes.
2. Submission of an acceptable winter site plan that addresses snowshed.
3. Submit a landscape estimate prepared by a landscape architect for the hard and soft landscaping. Provide a letter of credit in the amount of 135% of the approved landscape estimate as security for completion of the works.
4. Adhere to the Whistler Village Construction Management Strategy including provision of a construction site management plan, pre-construction meeting, good neighbor agreement and construction sign posted during construction.
5. A condition of the business licence be that the covered pedestrian walkway be open during the winter from November 1st to April 30th each year.

CARRIED

LLR 1274 – Brickworks
Pub New Liquor Primary
Patio
Report No. 17-046
File No. LLR 1274

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

That Council pass the resolutions attached as Appendix “A” to Administrative Report to Council No.17-046 providing Council’s recommendation to the Liquor Control and Licensing Branch regarding an Application from Brickworks Pub for a Structural Change to Liquor Primary Licence No. 305846 to add a new outdoor patio with an occupant load of 41 persons.

CARRIED

LLR 128 – Canada Day
Temporary Use Area
Event At World Cup
Plaza
Report No. 17-047
File No. LLR 128

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

That Council approve a Temporary Use Area (TUA) liquor licensed event for more than 500 people to be held at World Cup Plaza at Whistler Creek on Saturday, July 1, 2017.

CARRIED

Invasive Species: SLRD
Bylaw Proposal and
Program Update
Report No. 17-048
File No. 8374

Moved by Councillor A. Janyk
Seconded by Councillor J. Crompton

That the RMOW provide consent in principle regarding the Regional Invasive Species Service Establishment Bylaw attached as Appendix “A” to Administrative Report to Council No 17-048.

CARRIED

Whistler Housing
Authority Ltd. - 2017
Annual Filing
Report No. 17-049
File No. VAULT

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

That the Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolve that the Municipality, as the sole shareholder of Whistler Housing Authority Ltd., pass the consent resolutions of the Whistler Housing Authority Ltd. shareholders, which is attached to Administrative Report to Council No.17-049 as Appendix “A”, and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

CARRIED

POLICY REPORTS

Amendments To
Municipal Liquor
Licensing Council
Policy G-17
Report No.17- 050
File No. 8292.03

Moved by Councillor A. Janyk
Seconded by Councillor J. Grills

That Council adopt Council Policy G-17 Municipal Liquor Licensing Policy as amended and attached as Appendix “A” to Policy Report to Council No.17-050.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Liquor Licence Advisory
Committee

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

That minutes of the Liquor Licence Advisory Committee meeting of March 9, 2017 be received.

CARRIED

Advisory Design Panel

Moved by Councillor J. Ford
Seconded by Councillor A. Janyk

That minutes of the Advisory Design Panel meeting of February 15, 2017 be received.

CARRIED

BYLAWS FOR ADOPTION

2017 Property Tax And
Utility Rate Bylaws

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

That Council adopt the following bylaws:

"Tax Rates Bylaw No. 2143 2017"

"Sewer Tax Bylaw No. 2144, 2017"

"Water Tax Bylaw No. 2145, 2017"

"Sewer User Fee Amendment Bylaw No. 2146, 2017"

"Solid Waste/Recycling Rates Amendment Bylaw No. 2147,
2017"

CARRIED

OTHER BUSINESS

There were no items of Other Business.

CORRESPONDENCE

Pedestrian Hazard at
Hwy 99 and Village
Gate Boulevard(Blvd)
File No. 3009

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

That correspondence from Tom Demarco dated April 20, 2017, requesting that the shoulder be widened at Village Gate Blvd and Highway 99 for pedestrians to access when crossing the Highway from Whistler Cay be received and referred to staff.

CARRIED

Artificial Turf Opposition
File No. 3009

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

That correspondence from Dave Duncan dated April 22, 2017, regarding his opposition to the artificial field proposal be received and referred to staff.

CARRIED

National Missing
Children's Month and
Missing Children's Day
Proclamation
3009.1

Moved by Councillor A. Janyk
Seconded by Councillor J. Grills

That correspondence from Crystal Dunahee, President, Child Find BC dated April 29, 2017, requesting that May be proclaimed as "Missing Children's Month" and "May 25th as Missing Children's Day" be received and proclaimed.

CARRIED

ADJOURNMENT

Moved by Councillor J. Crompton

That Council adjourn the May 9, 2017 Council meeting at 7:37 p.m.

CARRIED

Mayor, N. Wilhelm-Morden

Municipal Clerk, L. Schimek

DRAFT



REPORT | INFORMATION REPORT TO COUNCIL

PRESENTED: May 23, 2017

REPORT: 17-051

FROM: Infrastructure Services

FILE: 546

SUBJECT: WHISTLER 2017 TRANSPORTATION ACTION PLAN RECOMMENDATION

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

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

REFERENCES

Appendix A – Report to Council No.17-043 Transportation Advisory Group's 2017 Draft Transportation Action Plan – Community Feedback Summary.

Appendix B – Whistler 2017 Transportation Action Plan Table, May 2017.

PURPOSE OF REPORT

The purpose of this report is to inform Council and the public 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 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	Start July 1
Day Lots 4 & 5	Daily \$5 Resident & Employee Only Monthly Pass \$30 Max stay 24 hrs	<u>Peak seasons only</u> winter & summer 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	Transportation preferences and options are developed, promoted and supported so that inter-community mobility minimizes the negative impacts of traditional modes of travel. Residents, businesses and visitors are increasingly aware of the importance and benefits of preferred transportation choices.	<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 short, medium and long-term actions.</p> <p>Many of the proposed actions will need participation from stakeholders to refine and implement. The TAG members have hosted a Transportation Community Forum in January 2017 and further input has been received through an online survey hosted on www.whistler.ca/MovingWhistler for three weeks following the forum.</p>
Partnership	Partners work together to achieve mutual benefit. Partners meaningfully engage stakeholders and practice “good governance” guided by Whistler’s Partnership Principles.	
Economic	Effective partnerships with government and tourism organizations support economic health. The Whistler community shares resources and works together to compete in the destination resort market. Whistler is an integral part of the region’s economy and works collaboratively with stakeholders.	
Finance	The long-term consequences of decisions are carefully considered. Whistler lives within its financial means	
Visitor Experience	Communications, travel and services are accessible, seamless and convenient at all phases of visitors’ trips, from prior to departure until after returning home.	
Learning	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.	
Resident Affordability	Residents have access to affordable goods and services that meet their needs.	

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 parking availability requires further explanation.

The suite of recommended actions to improve 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.

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
Lots 1, 2, and 3	\$500,000 (including rate increases)	Amounts from Daily & Monthly passes available to CTI Funds
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	

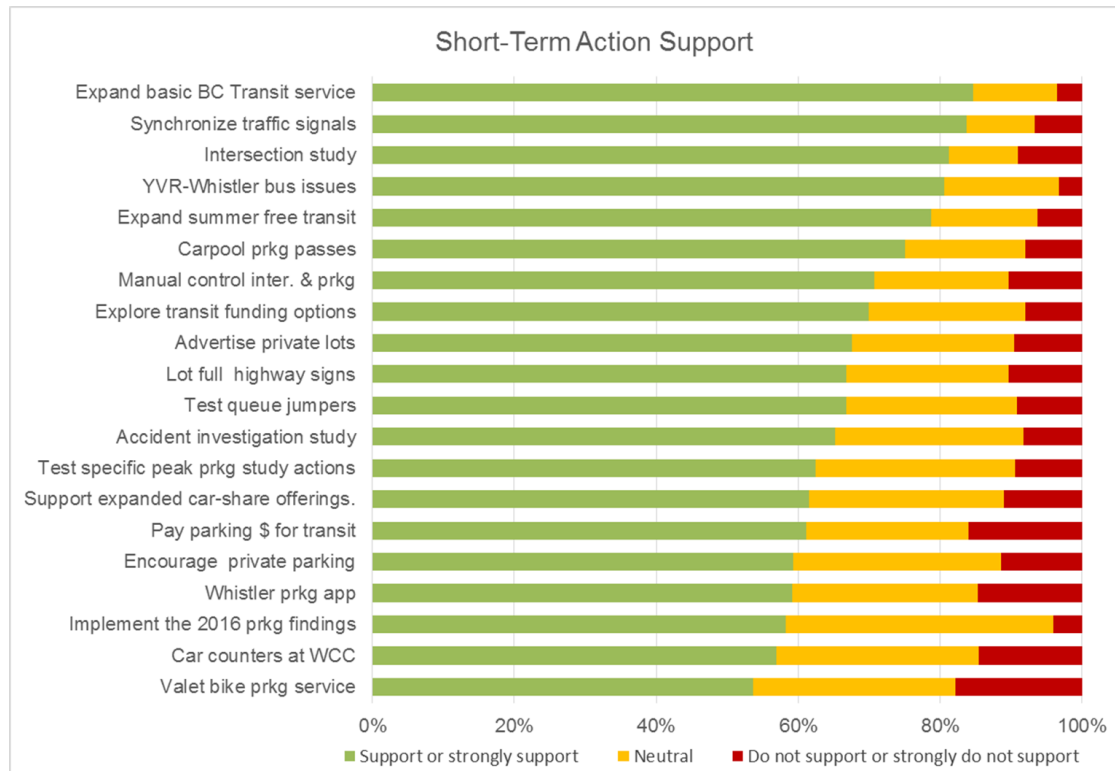
COMMUNITY ENGAGEMENT AND CONSULTATION

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.

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 DaISanto
TDM COORDINATOR
for
James Hallisey, P.Eng.
GENERAL MANAGER OF INFRASTRUCTURE SERVICES



REPORT | INFORMATION REPORT TO COUNCIL

PRESENTED: May 9, 2017

REPORT: 17-043

FROM: Infrastructure Services

FILE: 546

SUBJECT: 2017 DRAFT TRANSPORTATION ACTION PLAN – COMMUNITY FEEDBACK

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Information Report to Council No.17-043 regarding community feedback related to the Transportation Advisory Group's 2017 Draft Transportation Action Plan be received.

REFERENCES

Appendix A – 2017 Draft Transportation Action Plan – Community Engagement Summary Phase 1, April 4, 2017

PURPOSE OF REPORT

The purpose of this report is to update Council on the community engagement and feedback related to the Transportation Advisory Group's (TAG) proposed 2017 Transportation Action Plan.

DISCUSSION

The Transportation Advisory Group (TAG) is a Select Committee of Council formed to provide advice and recommendations regarding the assessment of, planning for, and implementation of strategic options to resolve transportation related issues affecting the resort community from a social, environmental and economic point of view. TAG is composed of a group of diverse stakeholders representing the Resort Municipality of Whistler (RMOW), Whistler Blackcomb, Tourism Whistler, the Whistler Chamber of Commerce, BC Transit, the Ministry of Transportation and Infrastructure, and four citizens-at-large.

On December 6, 2016, RMOW staff provided an update to Council on the Transportation Advisory Group's proposed 2017 transportation action plan. Council passed the following motion:

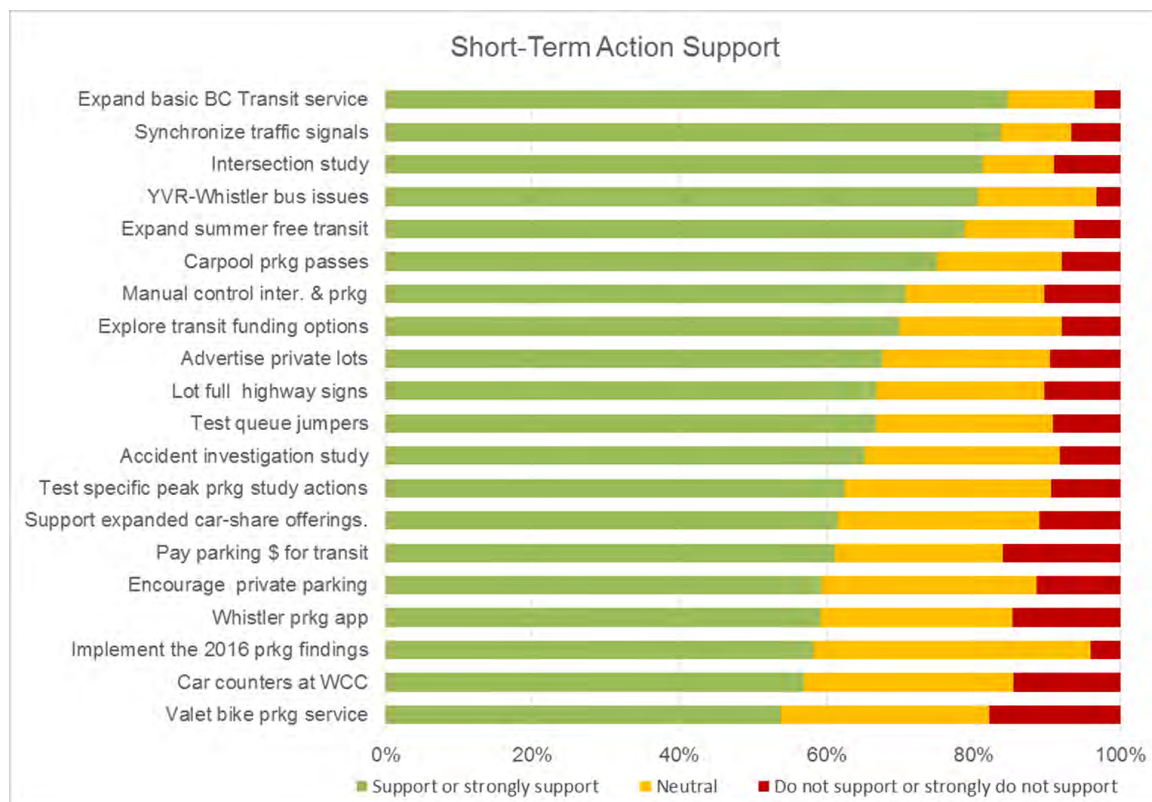
***That** Council direct the General Manager of Infrastructure Services to organize a Community Forum focused on Transportation in partnership with the Transportation Advisory Group for early 2017.*

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 feedback has been summarized in the 26 page report attached as Appendix A - 2017 Draft Transportation Action Plan – Community Engagement Summary Phase 1 - April 4, 2017. 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.



The majority of Community Transportation Forum participants and online survey respondents supported or strongly supported all of 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 Improve Transit strategies. All actions were supported by more than half of respondents, 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. 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 summary report.

A recurring theme throughout the online and forum comments was ensuring that actions complemented each other and worked toward the goal of easing congestion on Highway 99 and in the Village parking lots.

The Transportation Advisory Group has met to review the input and has been working at revising the proposed Transportation Action plan based on the feedback.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Transportation	Transportation preferences and options are developed, promoted and supported so that inter-community mobility minimizes the negative impacts of traditional modes of travel. Residents, businesses and visitors are increasingly aware of the importance and benefits of preferred transportation choices.	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 short, medium and long-term actions. Many of the proposed actions will need participation from stakeholders to refine and implement. The TAG members have hosted a Transportation Community Forum in January 2017 and further input has been received through an online survey hosted on www.whistler.ca/MovingWhistler for three weeks following the forum.
Partnership	Partners work together to achieve mutual benefit. Partners meaningfully engage stakeholders and practice “good governance” guided by Whistler’s Partnership Principles.	
Economic	Effective partnerships with government and tourism organizations support economic health. The Whistler community shares resources and works together to compete in the destination resort market. Whistler is an integral part of the region’s economy and works collaboratively with stakeholders.	
Finance	The long-term consequences of decisions are carefully considered.	
Visitor Experience	Communications, travel and services are accessible, seamless and convenient at all phases of visitors’ trips, from prior to departure until after returning home.	
Learning	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.	
Resident Affordability	Residents have access to affordable goods and services that meet their needs.	

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Finance	Whistler lives within its financial means.	There are costs associated with hosting public events and conducting surveys. However, these are considered minor compared to the benefits gained from a shared vision and comprehensive action plan.

BUDGET CONSIDERATIONS

Expenses related to the Community Transportation Forum and online survey, including RMOW staff and consultant time, venue rental, advertising and notification costs were either part of the 2017 Infrastructure Services operations budget or the capital program included in the 2017 – 2021 Five-year Financial Plan for traffic studies to support TAG.

COMMUNITY ENGAGEMENT AND CONSULTATION

This report is a summary of 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.

SUMMARY

In December 2016, Council authorized staff to organize a community transportation forum in early 2017. The Transportation Advisory Group (TAG) hosted the Community Transportation Forum on January 17, 2017 at the Whistler Conference Centre followed up with an online survey to review the proposed 2017 Transportation Action Plan. The community feedback received is summarized in Appendix A – 2017 Draft Transportation Action Plan – Community Engagement Summary Phase 1, April 4, 2017.

TAG has met to review the input and revise the 2017 Whistler Transportation Action Plan based on the feedback received.

Respectfully submitted,

Emma DaSanto
TDM 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

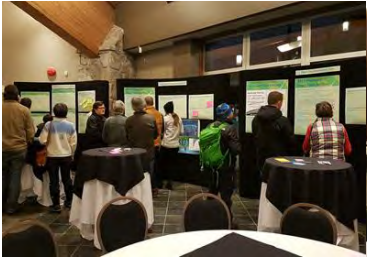
TAG and the RMOW engaged the community to seek input on their recommended short-term 2017 transportation actions. The actions were categorized under five strategies and a general 'other' category. Recognizing that some solutions may require a longer planning horizon, input was sought in this other category 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.

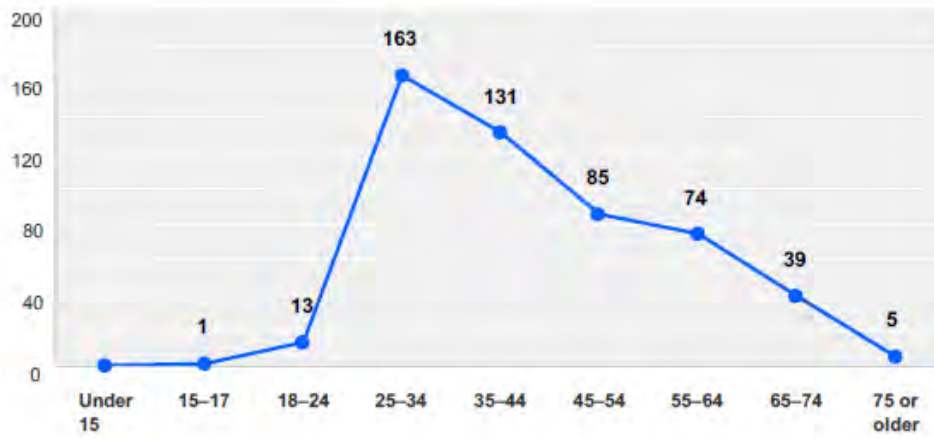
Survey participant gender was biased slightly toward females (53% of participants), with males making up 47% of survey participants.

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

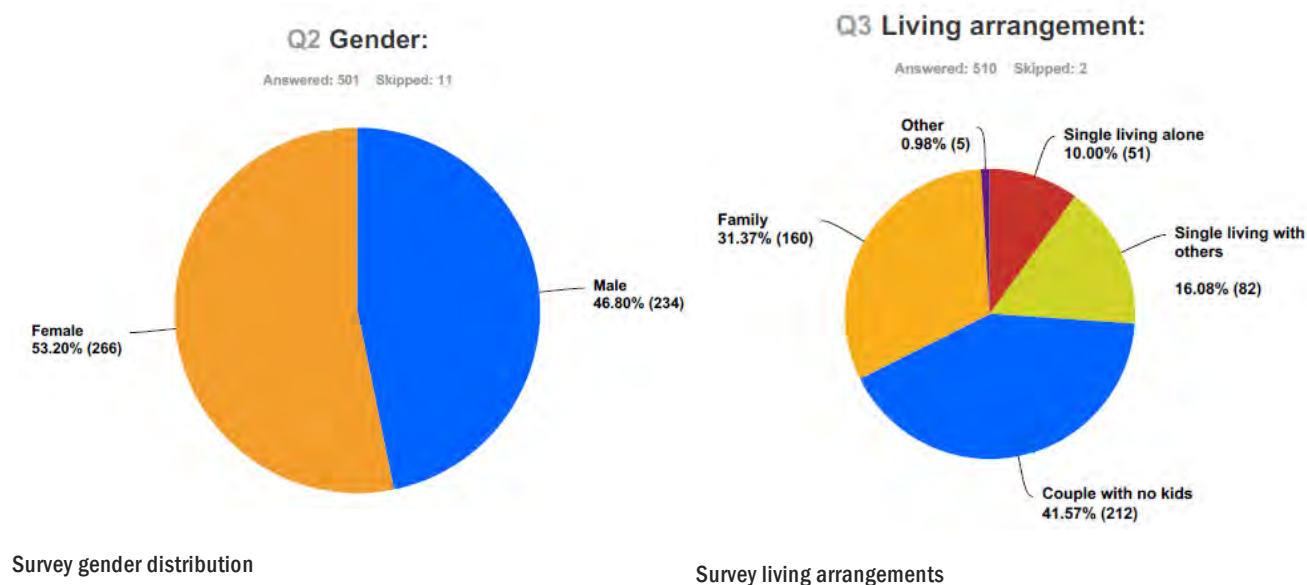


Survey age profile

Age Distribution



Whistler Age Distribution, Census Data



What Was Said: Summary of Feedback

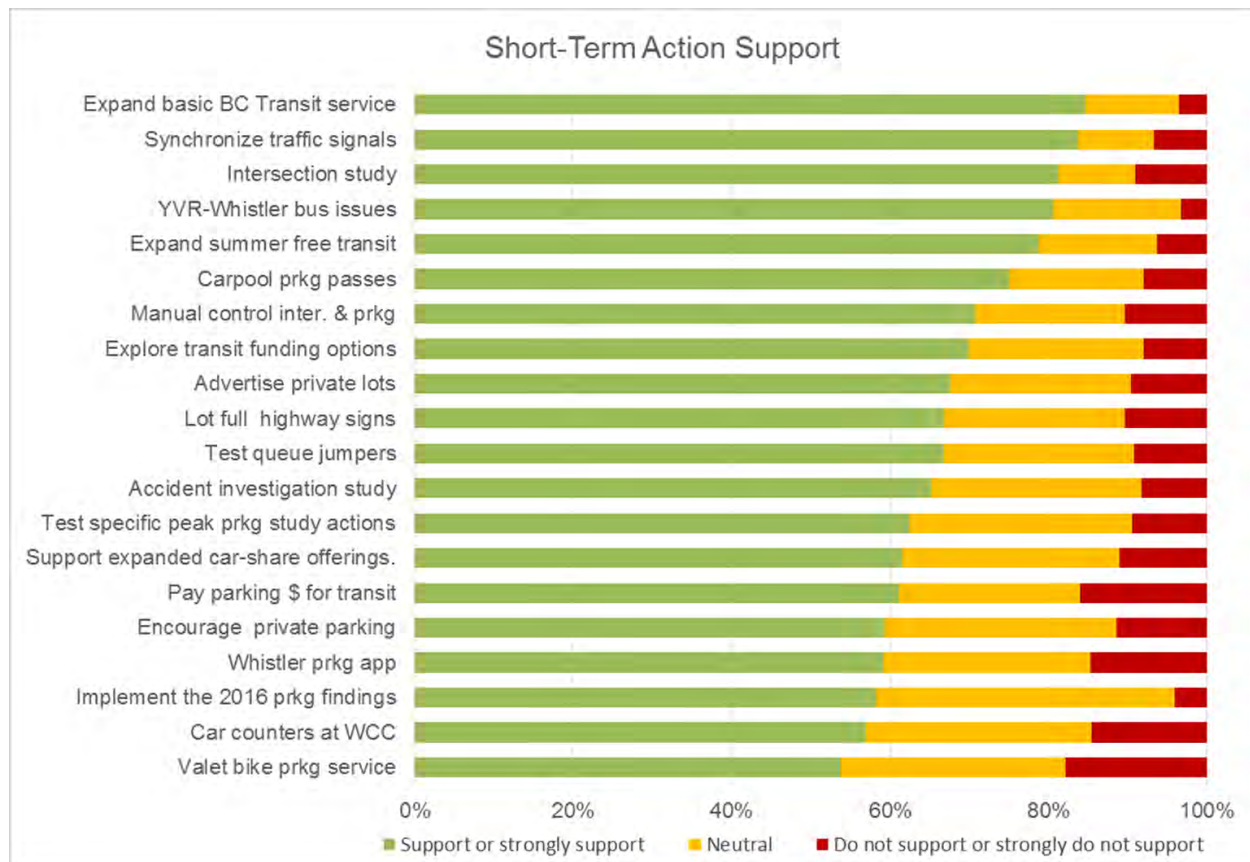
OVERVIEW

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

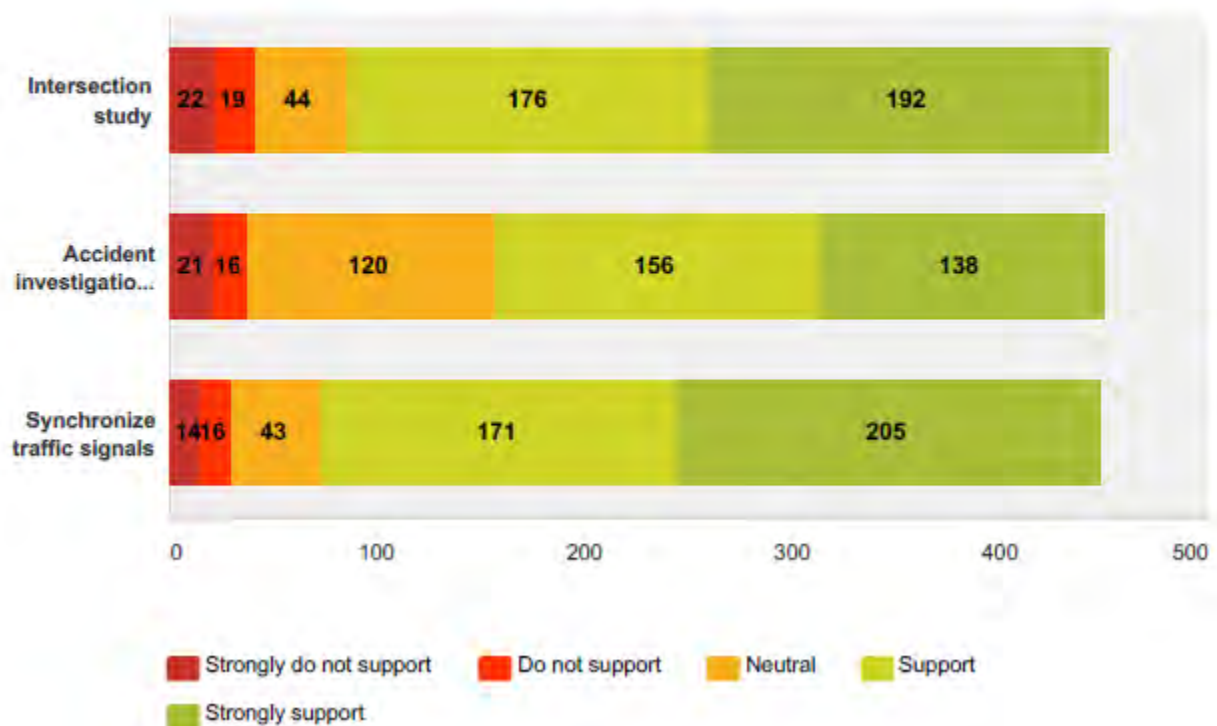
SURVEY FEEDBACK

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:

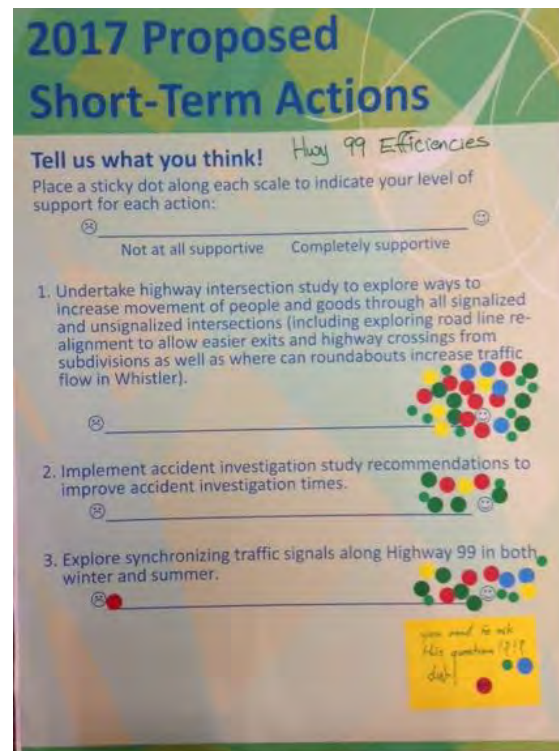
Answered: 453 Skipped: 59



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

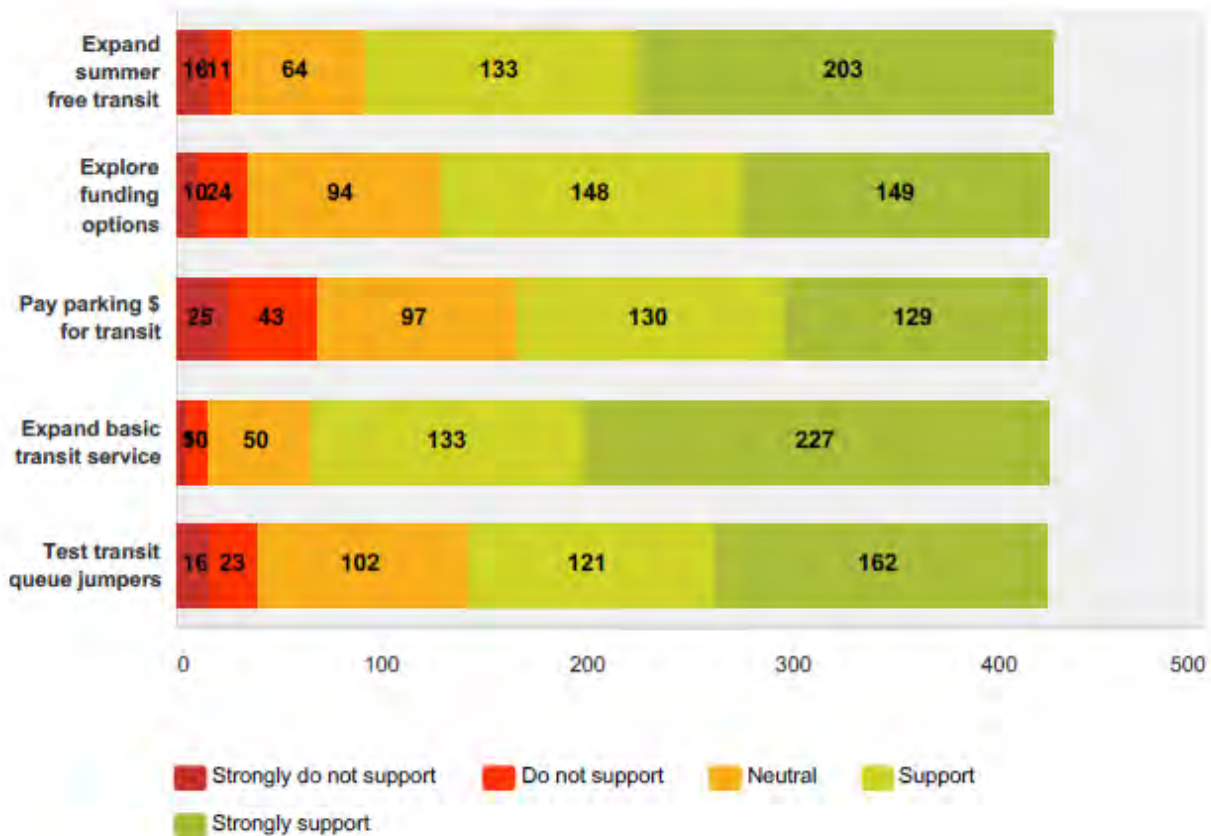
SURVEY FEEDBACK

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



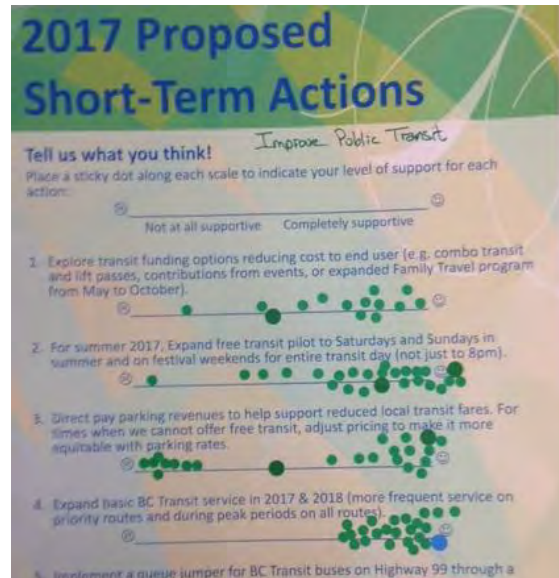
SUMMARY OF “WHAT WOULD MAKE IT MORE EFFECTIVE?”

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.

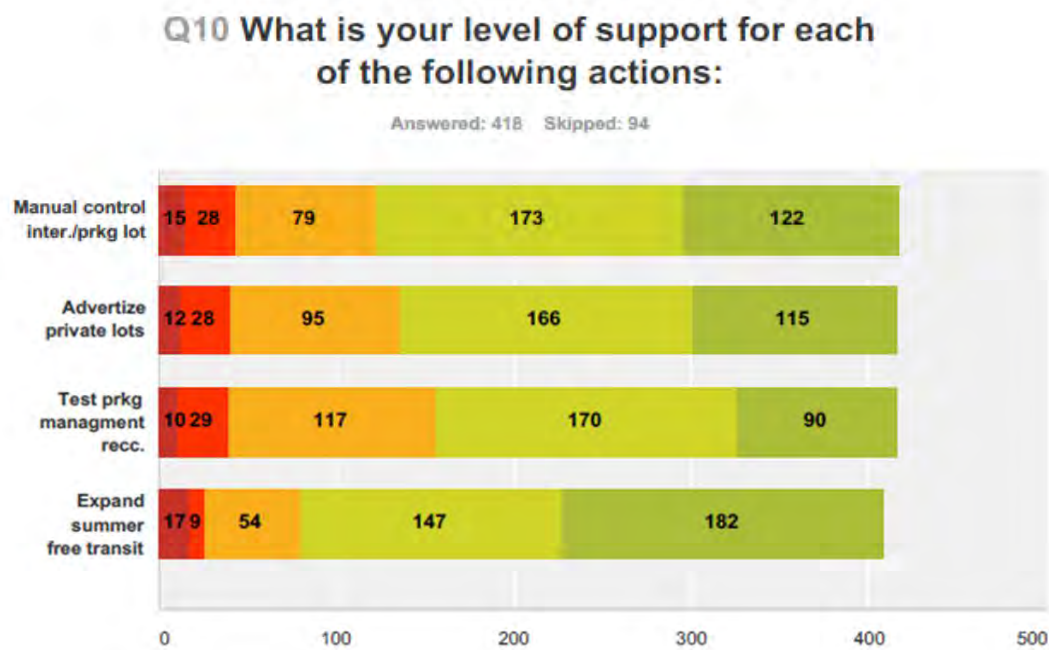
Communication actions for transit improvements included promoting existing services locally (e.g. family travel program) and regionally to visitors, making the Whistler Transit System schedule more user friendly, promoting the 'thanks for the brake' rules and using social media.

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)

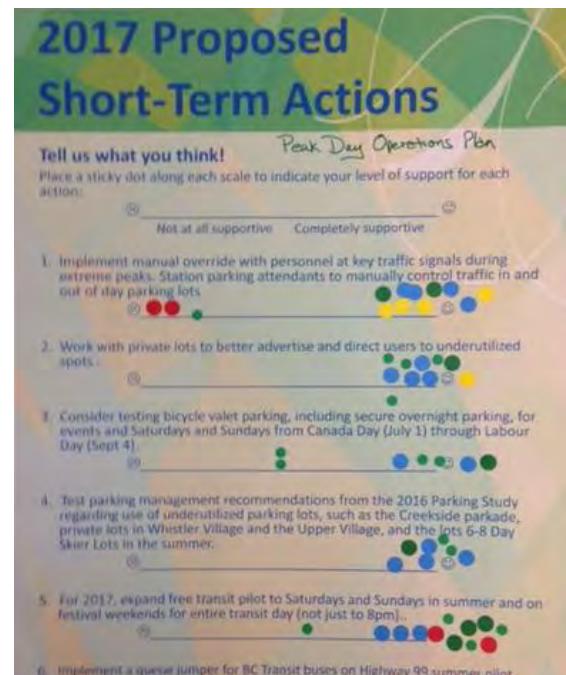
- a. Free (with ski pass) (8 comments)
 - b. Improve services (3 comments)
 - c. Highway express (1 comment)
 - d. Smaller shuttles for subdivisions (1 comment)
 - e. Reduce fares (1 comment)
 - f. Train (1 comment)
- Park in lots 6-8 in summer with gondola access / shuttle bus (12 comments)
- Park and 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.

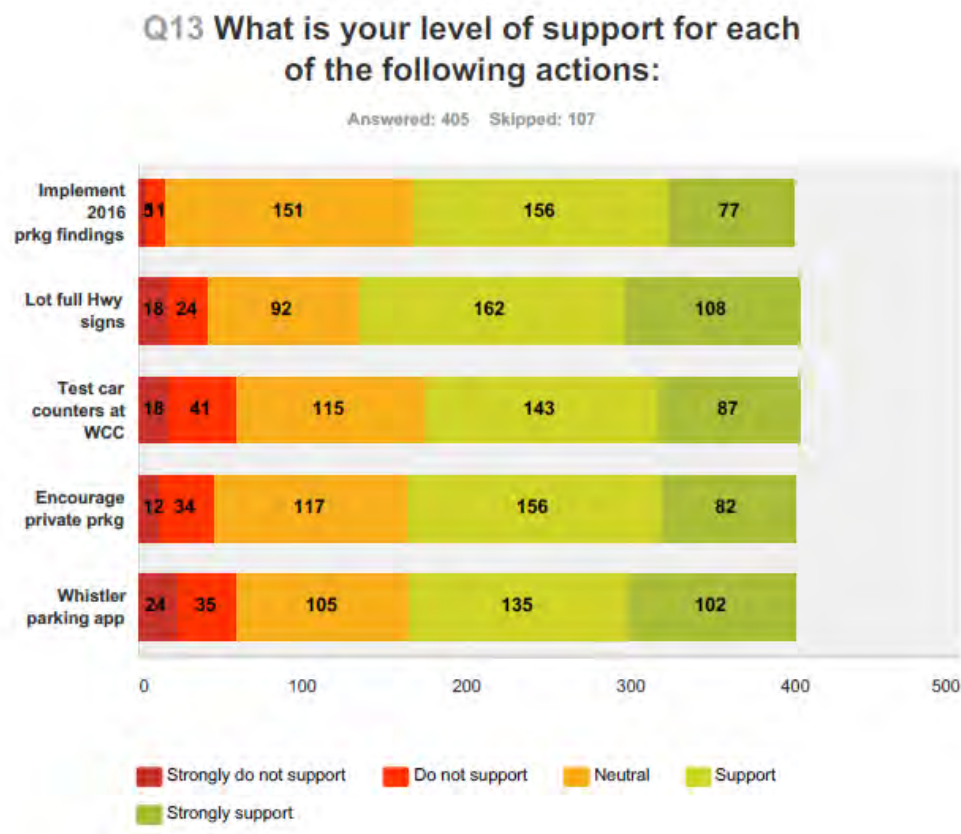
Top medium to long term actions included a median barrier to reduce traffic incidents on the highway and adding counter-flow lanes.

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.

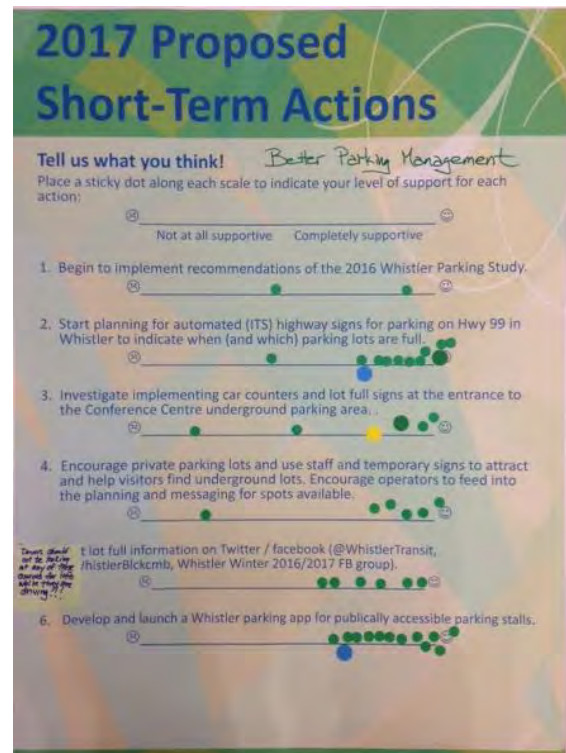
- Parking app (19 comments)
 - a. No app (12 comments)
 - b. Incorporate in existing app (4 comments)
 - c. Support (3 comments)
- Parking availability signs on highway (11 comments)

- 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.

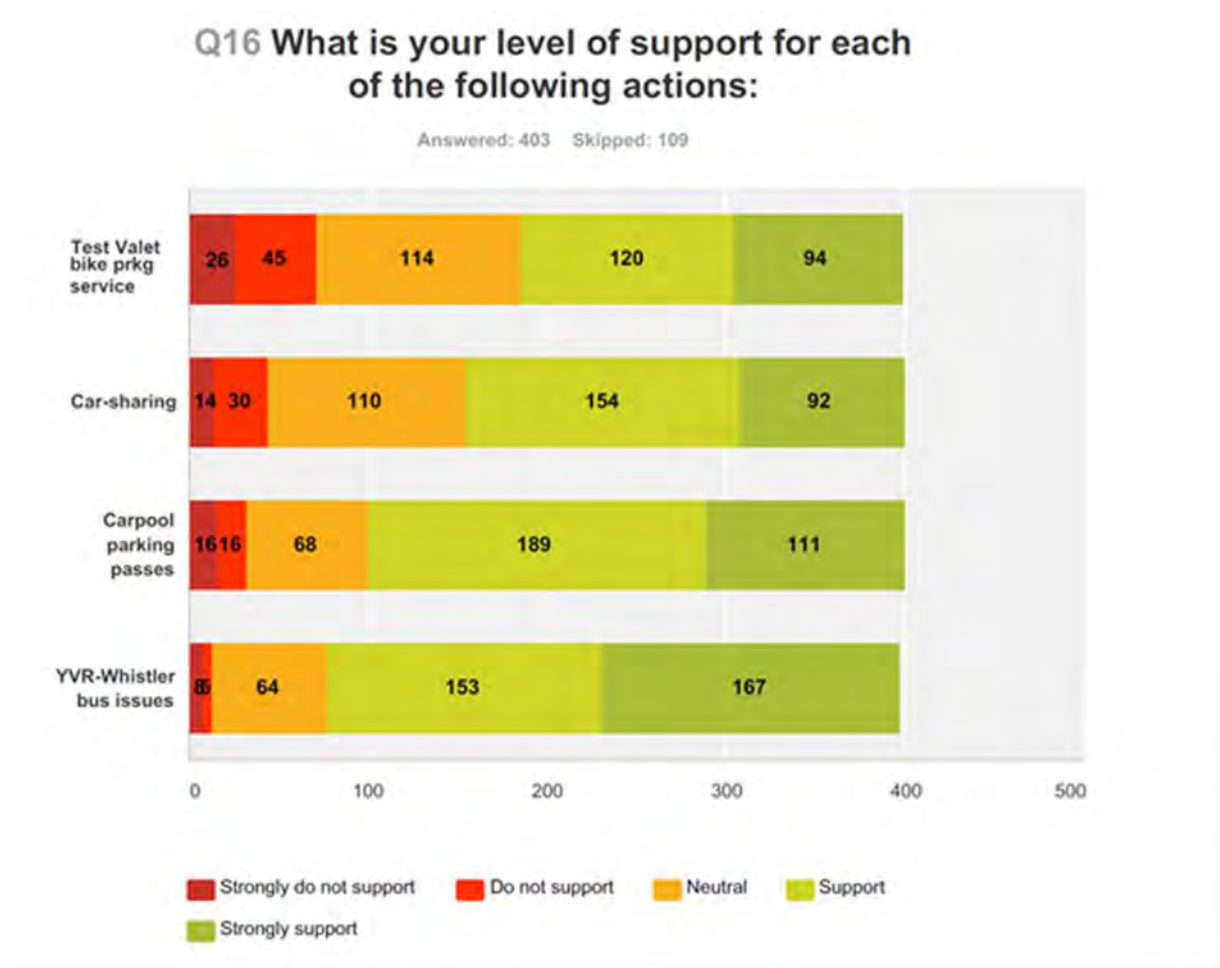
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PREFERRED TRANSPORTATION OPTIONS

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?”

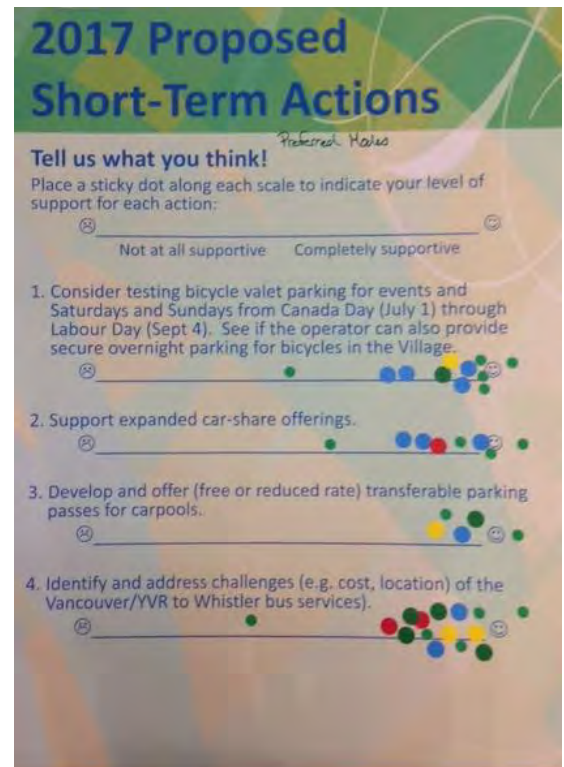
Preferred transportation action comments were quite diverse with most suggestions focusing on better connections to Metro Vancouver and the airport (YVR) as well as improved communications strategies for city/local people to leave their cars at home. Other frequent comments stressed train services or 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 <ul style="list-style-type: none"> 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: May 23, 2017

REPORT: 17-052

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 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.

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 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. Additional road segments listed as optional items in the tender can be completed if the alternate tender is accepted where asphalt is produced in Whistler instead of Squamish.

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.

Table 3: Cost Comparison for Alternate Plant Location	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: May 23, 2017

REPORT: 17-053

FROM: Infrastructure Services

FILE: 271.4

SUBJECT: 2017 EMERALD WATER DISINFECTION SYSTEM UPGRADES

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

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.

PURPOSE OF REPORT

The purpose of this report is to inform Council of the process and outcomes of the 2017 Emerald Water Disinfection System Upgrade tender process, and to request approval to proceed with 2017 construction work for the new Emerald UV Disinfection Station totalling the amount of \$1,492,170.42 (exclusive of GST), with increases to the 2017 budget to reflect additional costs for construction of the new Station.

In addition, the report discusses the \$2,085,810 Clean Water and Wastewater Fund (“CWWF”) grant for this project, and the resulting net effect of the grant and revised cost to the Water reserve fund.

DISCUSSION

The Resort Municipality of Whistler’s (RMOW) Emerald water system currently utilizes three groundwater wells, two of which have been recently confirmed to be under the influence of surface water (GUDI). The use of these 2 wells has been minimized over the past several years, and extracted groundwater is combined and disinfected with chlorine at the water pump station in Emerald Park. The use of chlorine only provides a portion of the multi-barrier protection against pathogens required by Vancouver Coastal Health and recommended in the Health Canada drinking water guidelines. As a result, Vancouver Coastal Health has mandated overdosing with chlorine to partially mitigate the identified pathogen risks until the new Ultra-Violet Light (UV) Disinfection Station is constructed.

In addition, corrosion in the Emerald water system has been identified as a potential significant local concern and asset management issue.

Staff have also identified issues with the existing water control and treatment station at Emerald Park (the “Pump Station”), which is nearing its end of life and is in need of electrical and safety-related upgrades.

As a result, a two phase project was included in the 2017-2021 financial plan, with the first phase being construction of a new water treatment facility (the “UV Station”) near the existing Emerald Reservoir, and the second phase being to rehabilitate the well and controls at the Pump Station in Emerald Park.

The new UV Station will house the new ultra-violet light disinfection reactors, new chlorination systems, and include provision for future corrosion control. The water from the three wells will continue to be combined in the existing Pump Station. The existing pumps will pump the untreated water through the existing raw water pipe to the new UV Station. This project will improve drinking water quality in the area by eliminating health risks from groundwater consumption and meeting the Coastal Health Authorities drinking water requirements. Furthermore, a future corrosion control system may be implemented to improve the lifespan of the Emerald water system.

As part of our water system operating permit, the RMOW is required to provide a multi-barrier treatment system by 2017 for the Emerald Estates water system to protect against the elevated risk of groundwater under the influence of surface water (GUDI). This project will allow the supply of safe groundwater to the community while also improving RMOW’s asset management costs as corrosion in water system will be mitigated by the future corrosion control system. Finally, the upgrade will allow the RMOW to significantly reduce its use of chlorine for disinfection.

The Emerald water disinfection system upgrades have been divided into two phases of work:

- Phase 1 is the UV Station construction and;
- Phase 2 is the Pump Station upgrades.

The key objectives for this project in 2017 are:

- Complete Phase 1 work by implementing the new UV Station and;
- Completing Phase 2 design for the Pump Station upgrade work.

2015 - 2016 COMPLETED PROJECT WORK

Detailed engineering design was completed by Opus consultants in 2015 and 2016 for Phase 1 work. This included outlining the initial plan to replace the existing pump station with a new treatment plant and pump station adjacent to the Highway location.

The initial proposal was to locate a new treatment building 25 m south of the existing location, 4.5 m offset from the Highway right of way. However due to difficulties with the site at the highway location it was decided to change the location for the new UV Station to the Emerald reservoir site.

2017 - 2018 PROJECT WORK

The final engineering designs were completed for the Phase 1 UV Station work in early 2017 as well as the Issued for Construction drawings and tender documents.

The works at the Emerald reservoir site will include:

- Constructing a new UV Station near the existing Emerald Reservoir

- Connecting the new UV Station to the existing 200 mm raw water main
- Extending power supply and communication lines to the new UV Station site

The UV Station will include a treatment and electrical room and a separate chemical room. Both rooms will be equipped with double exit doors on the south wall and are connected with a single door on the north side of the interior wall. The building will have a total footprint of 14 m x 11.6 m which will provide space for a future corrosion control system, capacity for 6 months of chemical storage, and the required emergency shower.

The Phase 2 design work at the Pump Station is planned for the summer and fall of 2017, with the intent to issue the tender for construction in late 2017.

Construction of the Phase 2 work is planned for spring 2018 at the Pump Station. This work consists of improvements to a well head, upgrading electrical and control equipment, and reducing confined space issues.

TENDER RESULTS

The tender for construction for the new UV Station (Phase 1) was publicly advertised from April 12 to May 4, 2017. A non-mandatory site meeting was held for this project on April 12, 2017 with 8 contractor or sub-contractor representatives in attendance.

Note: All costs stated in this discussion and subsequent sections are exclusive of GST.

Four complete tenders were received as follows:

Bidder	Total Tender Amount UV Station Construction
Kingston Construction	\$1,492,170.42
Tritech	\$1,631,330.00
CHB Services	\$1,682,145.20
CS Jackson	\$2,220,916.00

The tender process was public and competitive, and the lowest bidder is well qualified to do the work.

The project engineer has recommended the RMOW accept the lowest bid at \$1,492,170.40.

Staff recommends Council accept the low bid for the work, and award the contract to Kingston Construction Ltd.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Finance	<ul style="list-style-type: none"> • Whistler lives within its financial means 	The tendering process was competitive due to the large scope of work and number of responses: four bids were received, all from qualified bidders.

	<ul style="list-style-type: none"> The resort community effectively and efficiently balances its costs and expenditures The long-term consequences of decisions are carefully considered 	
Water	Whistler's potable water supply system delivers water of excellent quality, which meets or exceeds all relevant health standards, and meets benchmark aesthetic standards whenever possible.	Completion of this project will allow the RMOW to have a multi-barrier treatment system in place consisting of UV and chlorination resulting in higher quality water in Emerald Estates.
Water	Water supply, wastewater management and flood control infrastructure minimize energy requirements, and favour sustainably managed materials and resources.	Due to new guidelines from Health Canada the new treatment facility will have space for a future corrosion control system.
Water	With respect to water resources, capital and long-term costs are managed in a financially prudent and fiscally responsible manner.	More durable materials, better design will result in lower long term costs, tendering process competitive due to large scope of work.

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

OTHER POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

CWWF Grant

A Federal-Provincial grant was announced in late March 2017 awarding funds to the RMOW that will cover a significant portion of the UV Station and Pump Station project costs. The grant amounts are \$1,256,512 and \$829,298 from the federal and provincial governments respectively for a total of \$2,085,810.

The two phases of this project fulfill the requirements of the CWWF grant program in a number of ways, including:

- 1) Reduced green-house gas emissions and environmental impacts related to a reduction in chlorine usage.
- 2) Improving the safety and quality of the drinking water.
- 3) Extending the useful life of existing assets.
- 4) Mitigating risk to the existing assets.

As a result of the tender process and additional refinement of the engineering estimates and project plan, project costs are now estimated to be higher than estimated at the time of the 2017-2021 Budget.

Major changes affecting the current revised cost forecast have been in the following areas:

- Engineering design costs due to the site re-location from the pump station location to the Emerald reservoir crown tenure land area.
- Engineering design costs to include provision for corrosion protection.
- Changes necessitated to the control system communications infrastructure.

These changes were included in the CWWF grant application, and so are eligible and required expenses under the grant program.

The current approved budget is as follows:

RMOW Budget Current (in Agresso)	2016	2017	2018	2019	Total
Engineering	\$172,000	\$525,600			\$697,600
UV Stn Construction		\$1,050,000			\$1,050,000
Well and CI Upgrades			\$702,400	\$50,000	\$752,400
Total	\$172,000	\$1,575,600	\$702,400	\$50,000	\$2,500,000

The updated cost forecast is:

RMOW Budget Planned Revision	2016	2017	2018	2019	Total
UV Stn Engineering	\$172,000	\$366,250			\$538,250
UV Stn Construction Award		\$1,492,170			\$1,492,170
UV Stn 10% Construction Contingency		\$149,217			\$149,217
PHASE I TOTAL	\$172,000	\$2,007,637			\$2,179,637
Pump Station Engineering		\$84,350	\$75,000		\$159,350
Pump Station Construction			\$702,400		\$702,400
PHASE II Total	\$0	\$84,350	\$777,400		\$861,750
Total	\$172,000	\$2,091,987	\$777,400		\$3,041,387

Kingston Construction's low bid of \$1,492,170.42 does not include any contingency for indeterminate amounts such as additional rock removal or mass concrete. The project team has added a 10% contingency amount to account for these unknowns and other risks during construction. The total estimated construction amount for Phase 1 work is therefore \$1,641,388.

The total cost change from current to proposed budget by year is:

RMOW Budget Delta Planned-Current	2016	2017	2018	2019	Total
UV Stn Engineering	\$0	(\$159,350)	\$0	\$0	(\$159,350)
UV Stn Construction	\$0	\$591,387	\$0	\$0	\$591,387
Pump Station Engineering		\$84,350	\$75,000	\$0	\$159,350
Pump Station Upgrades	\$0	\$0	\$0	(\$50,000)	(\$50,000)
Total	\$0	\$516,387	\$75,000	(\$50,000)	\$541,387

The total planned budget revision for both Phases represents an increase of \$541,387 versus the approved budget. When the CWWF Grant amount is taken into account, however, the total reserve demand is decreased significantly vs. the current budget: total RMOW cost drops from \$2,500,000 to \$955,577, a saving of \$1,544,423.

RMOW Budget <i>Grant Benefit Analysis</i>	2016	2017	2018	2019	Total
Cost per current approved Budget	\$172,000	\$1,575,600	\$702,400	\$50,000	\$2,500,000
Updated RMOW Cost w/o Grant	\$172,000	\$2,091,987	\$777,400	\$0	\$3,041,387
CWWF Grant	\$142,760	\$1,736,350	\$206,700	\$0	\$2,085,810
Net RMOW Cost w/ Grant	\$29,240	\$355,638	\$570,700	\$0	\$955,577

Staff recommend Council support an amendment to the 2017-2021 Five Year plan to reflect both the additional costs and grant amounts identified in this report, which will result in a reduction in RMOW total project cost from \$2,500,000 to \$955,577 over the two phases of the project.

COMMUNITY ENGAGEMENT AND CONSULTATION

The access to the UV Station (Reservoir) lands is via a utility easement over private property. RMOW staff are actively engaged with the property owner with regards to this project.

SUMMARY

The tender process was public and competitive, and the lowest bidder is well qualified to do the work.

The project engineer has recommended the RMOW accept the lowest bid at \$1,492,170.40 exclusive of GST.

Staff recommends Council accept the low bid for the work, and award the contract to Kingston Construction Ltd.

Staff recommend Council support an amendment to the 2017-2021 Five Year plan to reflect both the additional costs and grant amounts identified in this report, which will result in a reduction in RMOW total project cost from \$2,500,000 to \$955,577 over the two phases of the project.

Respectfully submitted,

Michael Day, P. Eng.
UTILITIES GROUP MANAGER
for

James Hallisey, P. Eng.
GENERAL MANAGER, INFRASTRUCTURE SERVICES



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: May 23, 2017

REPORT: 17-057

FROM: Resort Experience

FILE: 7651

Bylaws 2140/2142/ 2152

SUBJECT: TOURIST ACCOMMODATION REVIEW – PROPOSED COUNCIL POLICY, ZONING AMENDMENT BYLAW, BUSINESS REGULATION BYLAW AND MUNICIPAL TICKET INFORMATION SYSTEM AMENDMENT BYLAW

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

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”.

REFERENCES

Appendix A: Proposed Council Policy: Tourist Accommodation Properties Zoning and Covenant Use Provisions

Appendix B: Tourist Accommodation Review – Tourism and Accommodation Trends

Appendix C: Tourist Accommodation Review – Accommodation Inventory Database Overview

Appendix D: Zones and Land Use Contract Areas with Tourist Accommodation Permitted Uses

PURPOSE

This report presents priority outcomes of the Tourist Accommodation (TA) Review that was initiated June 21, 2016 and has been conducted consistent with Council direction. The priority outcomes are: 1) a new proposed Council Policy that is intended to provide clarity regarding various zoning and covenant provisions that apply to Whistler’s tourist accommodation bed base (Appendix A); 2)

a proposed zoning amendment bylaw that reinforces use, management and operations provisions for specified properties that have Phase 2 type rental pool covenants or are limited to hotel use; 3) a proposed business regulation bylaw that addresses business license requirements for tourist accommodation businesses, establishes prohibitions against rental and marketing activities without a license, and includes provisions that address operating and services requirements for hotel businesses; and 4) a proposed municipal ticket information system amendment bylaw that adds infractions corresponding to the proposed business regulation bylaw. The report also presents supporting materials developed through the TA Review process.

DISCUSSION

Background

At its regular meeting on June 21, 2016, Council passed a resolution directing staff to proceed with the TA Review project as presented in the staff report to Council (Administrative Report to Council #16-080). The purpose of the project is to review and modify/develop Resort Municipality of Whistler (RMOW) policies, regulations and other legal mechanisms governing Whistler's tourist accommodation properties as may be needed to address a number of key issues and factors, including:

- Trends in accommodation booking and operations;
- Visitor trends and expectations for accommodation types, amenities and services;
- Pressures on the supply and utilization of Whistler's tourist accommodation units; and
- Pressures on the supply and utilization of Whistler's residential properties for illegal nightly rentals and paid visitor stays.

The work program has been completed over the past ten months and has involved confidential stakeholders interviews, research into tourism and accommodation trends, creation of a comprehensive database of Whistler's tourist accommodation properties, and an extensive review of existing applicable policies, zoning, land use contracts, and rental pool and development covenants along with related legal advice. Materials that have been developed represent the situation analysis that was conducted; these materials are summarized in Appendices B to D of this report.

The remainder of this report presents the four priority outcomes of the TA Review. The first is the proposed Council Policy: Tourist Accommodation Properties Zoning and Covenant Use Provisions; the second is Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017; the third is Tourist Accommodation Regulation Bylaw No. 2142, 2017; and the fourth is Municipal Ticket Information System Amendment Bylaw No. 2152, 2017.

Proposed Council Policy

The proposed Council Policy: Tourist Accommodation Properties Zoning and Covenant Use Provisions is presented in Appendix A. The proposed policy provides guidance as to how the RMOW will apply zoning and covenant provisions to specific tourist accommodation properties, within four general categories:

1. Hotel and Phase 2 Rental Pool Accommodations;
2. Tourist Accommodation Dwellings with Phase 1 Rental Pool;
3. Tourist Accommodation Dwellings with No Rental Pool; and
4. Residential Use Only Accommodations.

The properties included within each category are specified within the policy.

In general, the policies for each category are based on high level policy directions for each, as follows.

Hotel and Phase 2 Rental Pool Accommodations

The properties within this category are generally hotel, inn or lodge developments that have hotel use or Phase 2 covenants registered on title and are intended to be used to maximize the number of persons able to visit and stay in Whistler. These accommodations are recognized as the core tourist accommodation base.

The proposed applicable policies seek to mirror and reinforce existing zoning and covenant provisions. The policies maintain the key existing rental pool requirements and reinforce the requirement for a single, integrated rental pool for all units within a property. Provisions requiring municipal approval of a particular rental pool or rental agreement have not been included.

The proposed policies recommend maintaining the existing covenanted owner use provisions. Units are to be made available for rental to members of the public at all times, except for limited owner use as provided for within the covenants registered on the title of each property. These provisions typically permit booked owner use of up to 56 days per calendar year (no more than 28 days in the winter season (November 15th to April 16th) and no more than 28 days in the summer season (April 16th to November 15th)). They also prioritize visitor use over additional booked owner use. The covenanted owner use provisions are maintained through the exceptions listed in the proposed zoning amendment bylaw.

Existing zoning general regulations that establish requirements for auxiliary uses for hotel, inn, lodge and tourist accommodation properties (i.e., lobby, assembly, restaurant, entertainment and retail) would be maintained and reinforced with provisions that support visitor experience and guest service through integrated services that commonly exist for these properties (i.e., common lobby and front desk facilities with 24 hour service, uniform key entry system, central telephone system, and housekeeping and building maintenance services).

For these properties, a single business license would generally be required for the single, integrated rental pool for all accommodation units within the property. Business licenses would not be issued for individual units, and individual units would not be permitted to be booked or rented outside of the single, integrated rental pool.

Tourist Accommodation Dwellings with Phase 1 Rental Pool

The properties within this category represent a range of dwelling types including condos, townhomes and chalets, which have a Phase 1 type rental pool covenant registered on title and are intended to maximize occupancy for use by owners and visitors. These properties have zoning with specified uses that permit temporary lodging or temporary accommodation and include a wide range of provisions for owner use and rental pool requirements which generally permit greater owner use than the Hotel and Phase 2 Rental Pool Accommodations. When not in owner use, the covenants generally require that the accommodation units be made available to the general public through a rental pool. These requirements support the 'warm bed' objectives of the resort community.

For these properties, the proposed policy recommends a *status quo* approach that maintains existing zoning and covenanted owner use provisions and rental booking requirements for each property. The policy does not recommend ‘standardizing’ a uniform set of provisions and requirements across all properties through zoning or business regulation amendments.

With respect to rental pool requirements, the policy supports multiple rental booking and unit management arrangements within a property, for properties where the covenant does not specify a single, integrated rental pool. Individual unit owners may determine booking and management arrangements for their unit on an individual basis, subject to strata bylaws and owner agreements.

Effective approaches to support visitor experience and guest services for these properties would be determined at the strata level for each property. Coordinated provision of visitor services through coordinated rental reservation platforms, lobby and check-in services, uniform key systems, and emergency services would be encouraged and effective models communicated through resort partners and stakeholders.

Individual unit owners engaged in rentals of their individual unit outside of a common rental pool would require a business license. If the unit is rented through a common rental pool or by an independent property management company, then this activity may be covered under the business license of that company, and an individual license would not be required.

Tourist Accommodation Dwellings with No Rental Pool

The properties within this category also represent a range of dwelling types including condos, townhomes and chalets, as well as bed and breakfasts, pensions, hostels, campgrounds and recreational vehicle parks; they have zoning with specified uses that permit temporary lodging or temporary accommodation, which permit short-term rentals to visitors and paying guests, but are not subject to any rental pool requirements. A majority of the dwellings have zoning that permits both residential use and tourist accommodation use when the dwelling is not being used for residential purposes. The objective for properties in this category is to maximize both residential and visitor use, including supporting Whistler’s housing needs. Rental activities and arrangements are at the discretion of the unit owners, subject to any strata bylaws. Rentals to visitors and paying guests would be subject to obtaining a business license, either by the unit owner if they are conducting the rental activities, or by a property management company if this is the arrangement.

Residential Use Only Accommodations

The proposed policy also addresses the related issue of rentals to paying guests in residential properties that are not zoned for this use. Any rentals that do not meet the definition of residential use, which pertains to these properties, is illegal and may be enforced against. Residential is defined to be a fixed place of living, where there is an ongoing residential use and intent to return, and excludes any temporary accommodation defined as less than four consecutive weeks. The policy maintains a strong position against visitor rentals in residential zoned areas of the resort community to maintain the residential character of Whistler’s neighbourhoods, to maximize the availability of residential accommodations for Whistler’s housing needs, and to direct visitor rentals to the large number of properties within the RMOW that are zoned for this purpose.

The RMOW has actively been pursuing enforcement against illegal rentals of residential properties including working with rental booking platforms (AirBnB) and obtaining injunctions against property

owners through court proceedings. The policy recommends continued enforcement and development of further tools to support enforcement and compliance including amendments to business license regulations and the municipal ticket information system bylaw to prohibit marketing of illegal rentals and adopting available adjudication processes. For reference, the zones and land use contract areas that permit some form of rentals to paying guests, including temporary lodging or temporary accommodation, are listed in Appendix D.

Proposed Zoning Amendment Bylaw

The proposed Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017 is a key priority of the Council Policy for the properties within the Hotel and Phase 2 Rental Pool Accommodations category. The bylaw supports the rental pool requirements and ensuring availability of units under a single professional rental pool manager providing integrated booking, reception, cleaning, laundry, and other services. A significant concern is individual unit owners seeking to operate outside of the common rental pool and management arrangement for a strata property. The municipality takes the position that for these properties, which are zoned for and have been developed and operate as hotels, inns and lodges, it is the intention of the covenants and existing zoning that every accommodation unit on the property be placed or listed in a single, integrated rental pool through which the units will be made available for rental to the public. This provides for the orderly and assured management of reservations and use of units by the public and unit owners.

The proposed bylaw maintains the existing covenanted owner use provisions. In particular, it provides for 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 R MOW.

Additionally, the bylaw provides for existing time share arrangements within these properties. Any such documented time share arrangements in place prior to first reading of the proposed bylaw would continue to be permitted under the proposed bylaw.

The proposed bylaw also addresses the provision of other commonly existing services that are considered to be essential to visitor experience and guest services including 24 hour lobby and front desk services, uniform key entry system, housekeeping and building maintenance services and a central telephone system. These are consistent with the proposed Council Policy as described above.

The proposed bylaw adds these provisions to existing General Regulations under Part 5, Section 18 of the municipality's Zoning and Parking Bylaw No. 303, 2015. The existing regulations, which pertain to hotel, inn, lodge and tourist accommodation uses, specify minimum gross floor area requirements for lobby, restaurant, assembly, entertainment and retail auxiliary uses that are to be made available for public use within each of these accommodation types. The added provisions will apply uniformly to all of the properties and accommodation units that are listed in Table 5B included in the proposed bylaw amendment.

The bylaw has been developed with legal counsel. Information related to the current zoning, applicable development and rental pool covenants, development history and current operations for the subject properties has also been considered. The bylaw language pertaining to rental arrangements and required services has also been developed having regard to zoning bylaws in other resort communities that address hotel-type operations and visitor experience and guest service objectives.

Proposed Business Regulation Bylaw

The proposed Tourist Accommodation Regulation Bylaw No. 2142, 2017 addresses: business license requirements for tourist accommodation business activities; prohibitions against such activities without a license, including rental and marketing activities; and provisions that pertain to various types of tourist accommodation businesses including hotel businesses, bed and breakfasts and vacation rental businesses.

Consistent with existing business licensing, a business license would be required for properties conducting tourist accommodation businesses, including vacation rentals and hotels; also rental activities for an accommodation unit that are conducted by a property management or rental management company may be conducted under the license of that company and a separate license is not required.

Tourist accommodation business activities conducted independently by a unit owner as a vacation rental business would require a business license. This requirement is covered by the existing business regulation bylaw, but is not explicitly stated and has not been the usual practice.

For properties that are defined in the bylaw to be a hotel, all units are to be operated under a single hotel business license. Individual unit owners will not be eligible to obtain a business license to conduct a tourist accommodation business outside of the single hotel business license. For strata titled properties that are subject to the *Strata Property Act*, a 3/4 resolution of the strata authorizing the application is required. Hotel businesses are also required to have the specified front desk, housekeeping and building maintenance services.

The proposed bylaw also defines existing time share premises, and where such premises are located within a hotel, these premises may have a separate hotel business license, but are also required to provide the specified front desk, housekeeping and building maintenance services.

Proposed Municipal Ticket Information System Amendment Bylaw

The proposed Municipal Ticket Information System Amendment Bylaw No. 2152, 2017 adds infractions that correspond to the provisions in the proposed Tourist Accommodation Regulation Bylaw No. 2142, 2017.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Visitor Experience	- Visitors perceive Whistler products, services and activities to be excellent value.	A primary objective of the TA Review is ensuring that the visitor experience continues to be exceptional.
Economic	- The Whistler economy provides opportunities for achieving competitive return on invested capital. - Whistler's core accommodation base and long-term investments made in the community are protected.	The proposed regulations protect the viability of Whistler's core accommodation properties.
Economic	- Whistler proactively seizes economic opportunities that are compatible with tourism,	The TA Review and proposed regulations aim to address the external trends being experienced in

	and effectively adapts to changing external conditions.	the online booking and accommodation sectors.
Economic	- Whistler holds competitive advantage in the destination resort marketplace as a result of its vibrancy and unique character, products and services.	The TA Review and proposed regulations aim to maintain Whistler's competitive advantage by supporting a diverse offering of accommodations to meet visitor needs.
Visitor Experience	- Whistler proactively anticipates market trends.	The TA Review and proposed regulations aim to address the external trends being experienced in the online booking and accommodation sectors.
Economic	- Locally owned and operated businesses thrive and are encouraged as an essential component of a healthy business mix.	The TA Review aims to maximize the economic benefit to the resort community as a whole and minimize any potential negative impacts on local businesses that may result from changes to tourist accommodation regulations.
Resident Housing	- Whistler has a sufficient quantity and appropriate mix of quality housing to meet the needs of diverse residents (Target: 75% of Whistler employees live in the resort community).	The proposed regulations continue to prohibit nightly rentals in residential areas (i.e., properties not zoned for temporary lodging or temporary accommodation).
Partnership	- Decisions consider the community's values as well as short and long-term social, economic and environmental consequences.	The TA Review is aligned with Whistler's values and long-term goals.
Built Environment	- To maintain vibrancy, Whistler Village is the core of the resort community.	The TA Review reinforces locating the majority of Whistler's core accommodation base for visitor use in Whistler Village.

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

OTHER POLICY CONSIDERATIONS

The proposed Council Policy and zoning amendment bylaw are consistent with the municipality's historic objectives for creating and maintaining a 'warm bed' base or secure supply of tourist accommodation for visitors to Whistler, helping to achieve and sustain the resort community's year-round destination tourism economy. The policies are also consistent with the policies of the current Official Community Plan and the updated Official Community Plan that stands at third reading.

BUDGET CONSIDERATIONS

There are no direct budget implications associated with the proposed policies. The proposed zoning amendment bylaw is provided for within the Planning Department's operating budget. Implementation of business license requirements for individual unit owner marketing and rental activities would be expected to result in new business license fees; these fees are established on a cost recovery basis for related administration and processing requirements. The Municipal Ticket

Information System Amendment Bylaw No. 2152, 2017 supports the tourist accommodation business regulations. Budget considerations associated with implementation of specific enforcement actions that may entail additional resource requirements would be evaluated in advance of implementation.

COMMUNITY ENGAGEMENT AND CONSULTATION SUMMARY

The proposed Council Policy and zoning amendment bylaw have been informed by a comprehensive situation analysis that was conducted. Key components of this analysis included meetings with senior staff from Whistler's resort partners – Tourism Whistler, Whistler Chamber of Commerce, and Whistler Blackcomb – as well as extensive confidential interviews conducted with individuals representing various stakeholder groups and perspectives. Issues of concern identified informally by individual parties leading up to and during the course of the TA Review have also been taken into consideration. Staff also met with representatives from AirBnB and consulted with other resort communities. Information related to illegal tourist accommodation rentals in residentially zoned neighbourhoods has also been shared and discussed with the Mayor's Task Force on Resident Housing, with support for the proposed related policies. Consultation with legal counsel has been on-going.

The proposed zoning amendment bylaw is subject to statutory public hearing requirements, which will provide members of the public the opportunity to share their views on the proposed bylaw. This report recommends that Council authorize scheduling of this public hearing consistent with statutory requirements. Notice of the public hearing will be conducted in accordance with the *Local Government Act*.

The proposed business regulation bylaw is also subject to the requirement pursuant to s. 59(2) and (3) of the *Community Charter* to give notice of the RMOW's intention to adopt the bylaw, and to provide a reasonable opportunity for persons who consider themselves affected to be heard by Council. Generally, this opportunity to be heard may be through written or oral submissions, and it is proposed that Council accept both written and oral submissions, to be coordinated with the public hearing process for the zoning amendment.

SUMMARY

This report presents a summary of key findings and the priority outcomes for the TA Review project: 1) proposed Council Policy: Tourist Accommodation Properties Zoning and Covenant Use Provisions; 2) proposed Zoning Amendment Bylaw (Hotel and Phase 2 Rental Pool Accommodations) No. 2140, 2017; 3) Tourist Accommodation Regulation Bylaw No. 2142, 2017; and 4) Municipal Ticket Information System Amendment Bylaw No. 2152, 2017. This report recommends that Council endorse the proposed Council Policy, consider giving first and second readings to the proposed zoning amendment bylaw, consider giving first, second and third readings to the proposed business regulation bylaw and municipal ticket information system amendment bylaw, and authorize staff to schedule a public hearing for the proposed zoning amendment bylaw.

Respectfully submitted,

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



THE RESORT MUNICIPALITY OF WHISTLER COUNCIL POLICY

POLICY NUMBER:	DATE OF RESOLUTION:
NAME: Tourist Accommodation Properties Zoning and Covenant Use Provisions	

1.0 SCOPE OF POLICY

This policy applies to all properties within the municipality that are zoned or are regulated by a land use contract to allow tourist accommodation or temporary lodging as a permitted use. The policy also addresses illegal rentals of residential accommodations that are not permitted tourist accommodation or temporary lodging.

2.0 PURPOSE

In broad terms, this policy is intended to clarify the Resort Municipality of Whistler's (RMOW's) position on provisions included in tourist accommodation covenants, and to provide direction on regulations that will be used to either maintain, clarify and/or reinforce those provisions.

With respect to Phase 1 covenanted properties, the policies are intended to *clarify* the covenant provisions aimed at achieving the guiding principles below. For Phase 2 covenanted properties, the policies herein are intended to *reinforce* the covenant provisions aimed at achieving the guiding principles.

3.0 BACKGROUND

3.1 Historic 'Warm Bed Policy' and Covenant Approach

Whistler's early plans created the foundation for the success of Whistler's tourism and visitor accommodation offerings – helping to ensure: an adequate supply; a mix of types in appropriate locations; and their active use (i.e., warm beds). Whistler's early Official Community Plans (OCPs) articulated the 'warm bed policy' for public beds (i.e., tourist accommodation) by stating the intent to "ensure that all tourism commercial accommodation will be maintained in the form of public beds through the registration and enforcement of restrictive covenants under the Land Titles Act...".

The early OCPs refer to the property covenants on title as the mechanism for achieving warm beds; called rental pool covenants, they help to ensure accommodations are available for visitor use by limiting owner use. The 'warm bed policy,' also supported by zoning restrictions, has helped to achieve a secure supply of overnight accommodation available to Whistler's visitors in proximity to its amenities.

Whistler's visitor accommodation mix and inventory, established over 30 to 40 years ago, now includes a diverse offering of commercial accommodations such as hotels, inns and lodges, as well as accommodations that may be used for either residential use or visitor use. This mix is important to providing the diversity of offerings to meet visitor needs, and hotels (including

Phase 2 properties), which have the most restrictive rental pool covenants to ensure availability for visitor use, are critical to Whistler's 'warm bed policy' and to a number of visitor markets such as the conference, Asian, and group markets.

The RMOW now has a variety of regulations that currently guide the way the many different accommodation types can be used and rented, and the supply, mix and availability of the inventory has generally been working well to meet diverse visitor needs and to support Whistler's tourism economy.

In recent years, Whistler's commercial accommodation sector has been experiencing stronger economic performance than before: higher occupancy rates, higher average daily room rates (ADR), and positive Returns on Investment (ROI) for unit owners.

- Paid occupancy continues to increase for both summer and winter seasons, and the number of days over 85% occupancy is increasing. At 60-65% occupancy, properties are making a good ROI and are able to reinvest/renovate.
- Visitor satisfaction is high for all accommodation types.
- Spending in the visitor accommodation sector has grown (Economic Partnership Initiative 2016 report).

3.2 Tourist Accommodation Review Project

While Whistler's accommodation inventory is working well to support visitor demand and the resort economy, trends in tourism and accommodation booking have evolved over the past five years with the proliferation of online booking platforms and their rapid growth in accommodation listings and guest bookings. The RMOW Tourism Accommodation (TA) Review project, undertaken in 2016-17, was initiated to address these evolving market trends, and a number of other drivers, including:

- Trends in accommodation booking and operations.
- Visitor trends and expectations for accommodation types, amenities and services.
- Pressures on the supply and utilization of Whistler's tourist accommodation units.
- Pressures on the supply and utilization of Whistler's residential properties for illegal nightly rentals and paid visitor stays.

The project purpose was to review and modify existing and/or develop new RMOW policies, regulations and other legal mechanisms governing Whistler's tourist accommodation properties to better meet the changing needs of Whistler's visitors and the resort community.

The project included a detailed situation analysis prior to policy and regulation review and revisions/development. The situation analysis included these key elements: a scan of the trends affecting Whistler's tourist accommodation sector; a review of Whistler's tourist accommodation policies and regulations; the development of a detailed inventory of Whistler's tourist accommodation properties; and interviews with key resort community partner organizations (Tourism Whistler, Whistler Chamber of Commerce, and Whistler Blackcomb) and tourist accommodation sector stakeholders to better understand the situation from first-hand experience.

3.3 Tourist Accommodation Inventory Overview

The TA Review project inventory process resulted in a database of properties where the zoning or land use contract permitted some form of tourist accommodation. The database includes attributes for each property, such as BC Assessment information (e.g., assessment class and assessed value), zoning, property type (strata or non-strata) and the registration numbers of rental pool covenants. In total the database comprises approximately 7,700 records each representing a titled property.

Whistler's tourism accommodation inventory, according to the three accommodation categories outlined in this policy and described below, includes: approximately 4,024 units and 31 properties within the "Hotel and Phase 2 Rental Pool Accommodations" category (hotels and Phase 2 properties); approximately 3,132 units and 55 properties within the "Tourist Accommodation Dwellings With Phase 1 Rental Pool" category (properties with Phase 1 rental pool covenants); and approximately 2,263 units and 104 properties within the "Tourist Accommodation Dwellings With No Rental Pool" category (properties without rental pool covenants).

Accommodation Categories	Properties	Accommodation Units
Hotel and Phase 2 Rental Pool Accommodations	31	4,024
Tourist Accommodation Dwellings With Phase 1 Rental Pool	55	3,132
Tourist Accommodation Dwellings With No Rental Pool	104	2,263
Total	190	9,419

4.0 GUIDING PRINCIPLES

The principles listed below guided the TA Review project and are the foundation of this Council Policy. They were drawn from existing RMOW policies, regulations and plans.

- Protect the visitor accommodation bed base.
- Maintain 'warm beds'.
- Support the visitor experience and service quality levels.
- Provide a range of accommodation types and arrangements to meet diverse visitor demographics and needs.
- Support efficient property management, operations, maintenance and reinvestment in accommodation offering.
- Provide clarity and certainty regarding tourist accommodation use requirements and rental arrangements.
- Remove RMOW from involvement in tourist accommodation property management issues.
- Prohibit nightly rentals in residential areas (i.e., properties not zoned for temporary lodging or temporary accommodation).

5.0 POLICIES

5.1 General Policies

1. Recognize, maintain and clarify distinctions within the tourist accommodation inventory for accommodation use requirements, based on specified policy objectives, guiding principles, zoning, rental pool and development covenants, and development approvals.
2. Clarify the municipality's position on various rental pool covenant provisions that are registered in favour of the municipality:
 - a) Secure provisions that are essential to maximizing the availability and use of Whistler's core accommodation base for visitor use.
 - b) Support existing owner use provisions.
 - c) Do not exercise provisions requiring municipal approval of a particular rental pool or rental agreement.
3. Where possible, implement "housekeeping" amendments to clarify and simplify existing zoning regulations.
4. Recognize and specify policies for four general categories of accommodations and identify specific properties within each, as follows:
 - a) Hotel and Phase 2 Rental Pool Accommodations category is comprised of properties listed in Schedule "1" attached, which exhibit one or more of the following characteristics:
 - i. The zoned or land use contract permitted use is hotel, inn, lodge or tourist accommodation;
 - ii. A "Phase 2" rental pool covenant is registered on title in favour of the Resort Municipality of Whistler;
 - iii. A development covenant specifying hotel use is registered on title in favour of the Resort Municipality of Whistler; and/or
 - iv. The property was developed as a hotel, inn, lodge or tourist accommodation as per the approved Development Permit.
 - b) Tourist Accommodation Dwellings With Phase 1 Rental Pool category is comprised of properties listed in Schedule "2" attached, for which the zoning or land use contract for the property permits "temporary lodging" or "temporary accommodation" and a "Phase 1" rental pool covenant is registered on title in favour of the Resort Municipality of Whistler.
 - c) Tourist Accommodation Dwellings With No Rental Pool category is comprised of properties listed in Schedule "3" attached, for which the zoning or land use contract for the property permits "temporary lodging" or "temporary accommodation" and the property is not included in either a) or b) above.
 - d) Residential Use Only Accommodations category is comprised of all properties for which the zoning permits a residential building or dwelling and does not permit any form of "temporary lodging" or "temporary accommodation".

5.2 Hotel and Phase 2 Rental Pool Accommodations

1. Recognize properties in this category as the core accommodation base for visitor use; maximize the number of persons able to visit and stay in these accommodations.
2. Secure essential use, management and operating aspects of this category by utilizing zoning and business regulations to support covenant provisions.
3. Achieve an equitable approach and consistency in applicable provisions across all properties in this category. Seek to mirror existing provisions and typical operations.
4. Amend and apply zoning and business regulations as follows:
 - a) Secure the requirement for all accommodation units within these properties to be managed and operated as a single, integrated entity.
 - b) Require all owner use and visitor use to be booked through a single, integrated rental pool.
 - c) Ensure all units are made available for rental to the public at all times except when booked for permitted owner use.
 - d) Maintain existing covenanted owner use provisions, which typically permit booked owner use of up to 56 days per calendar year (no more than 28 days in the winter season (November 15th to April 16th) and no more than 28 days in the summer season (April 16th to November 15th)) and prioritize visitor use over additional booked owner use.
 - e) Provide for existing time share arrangements that have been approved by the RMOW for select accommodation units.
 - f) Maintain existing zoning requirements under general regulations for auxiliary lobby, restaurant, assembly, entertainment and retail uses.
 - g) Secure essential facilities and services including: common lobby and front desk facilities with 24 hour service; uniform key entry system; central telephone system; housekeeping service; and building and facility maintenance.
 - h) Require a single business license for all accommodation units under the single management agreement. Do not issue or permit licensing for units on an individual basis. Require every applicant for a hotel business license for a hotel that is subject to the *Strata Property Act* to provide a resolution passed by a $\frac{3}{4}$ vote under the *Strata Property Act* authorizing the applicant to operate the hotel business.
 - i) Strictly enforce against any residential use of these properties.
 - j) Support zoning and business regulations through municipal ticketing and available adjudication processes.

5.3 Tourist Accommodation Dwellings With Phase 1 Rental Pool

1. Seek to maximize occupancy of these accommodations by owners and visitors.
2. Maintain existing covenanted owner use provisions and rental booking requirements for each property. Do not seek to establish uniform provisions across all properties through zoning or business regulations.

3. Allow for multiple rental booking and unit management arrangements for properties where the covenant does not specify a single rental pool; individual unit owners may determine booking and management arrangements for their unit on an individual basis, subject to strata bylaws and owner agreements.
4. Encourage coordinated provision of visitor services through coordinated rental reservation platforms, lobby and check-in services, uniform key systems, and emergency services. Operating models for each property are determined at the strata level.
5. Work with resort partners and stakeholders to help communicate and advance effective property management and visitor services models.
6. Require individual accommodation unit owners to obtain a business license for any tourist accommodation rental and marketing activities associated with their unit. If the activity is being conducted by an independent property management company, then this activity may be covered under the business license of that company, and an individual license is not required.
7. Monitor utilization of the units in this category on an on-going basis, to maximize use and maintain covenant warm bed objectives.

5.4 Tourist Accommodation Dwellings With No Rental Pool

1. Maintain existing zoning and permitted uses for these properties.
2. Recognize and help promote the attractiveness of unit types in this category for extended stays, and larger group and family business.
3. Encourage full utilization of these units for residential use and visitor rentals as zoning permits.
4. Require individual accommodation unit owners to obtain a business license for any tourist accommodation rental and marketing activities associated with their unit. If the activity is being conducted by an independent property management company, then this activity may be covered under the business license of that company, and an individual license is not required.

5.5 Residential Use Only Accommodations

1. Maintain and reinforce existing zoning restrictions and business regulations to prohibit any tourist accommodation or temporary lodging use of properties in this category. Limit to residential use only consistent with existing residential use definitions.
2. Seek to maximize utilization of residential properties to support employee housing needs.
3. Implement regulatory changes that will facilitate active enforcement against prohibited visitor rentals.
4. Work with property management companies and rental booking platforms and service providers to support the municipality's zoning and business regulations.
5. Enforce against illegal rentals using available tools and legislative powers. Amend business regulations to prohibit marketing of illegal rentals and adopt available adjudication processes.

6. Recognize and maintain existing bed and breakfast and pension zoned properties within residential areas. Do not support additional bed and breakfast and pension properties. Amend zoning for bed and breakfasts to have an onsite manager or operator.

Certified Correct:

L. Schimek, Municipal Clerk

Schedule 1 Hotel and Phase 2 Rental Pool Accommodations

Property Name	Plan	Lots
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 Creek Lodge	VAS680	2-45
Whistler Peak Lodge	LMS1847	551-566, 570-589, 591-662, 665-680
Whistler Vale Inn	VAS549	37
Whistler Village Inn + Suites	VAS953	1-31, 33-68
Whistlerview	VAS963	1-9

Schedule 2

Tourist Accommodation Dwellings With Phase 1 Rental Pool

Property Name	Plan	Lots
Aspens On Blackcomb	LMS1151	1-233
Blackcomb Professional Building	VAS1352	2-4
Clubhouse Condominiums at Nicklaus North	LMS2627	1-18
Deer Run	LMS2614	1-3, 5-9, 12-14, 16, 18, 21, 22, 24-33
Evolution	BCS2881	2-71
First Tracks Lodge	BCS104	3-86
Fitzsimmons	VAS847	3-7, 9, 10
Fitzsimmons Walk	BCS3599	2-7, 10-15, 17-20, 23-26, 30-41
Four Seasons Private Residences	BCS1298	2-38
Glacier Lodge	VAS2266	1-41, 43-100
Glaciers Reach	LMS2887	2-127
Gondola Heights	VAS1791	1-31
Gondola Six	LMS2760	1-7
Gondola Village	VAS1469	1-88, 90-165
Granite Court	LMS2834	1-38
Greyhawk Phases I and II	LMS215	1-63
Greystone	VAS2451	1-50
High Pointe	VAS2027	1-22
Highland Condominiums	VAS1364	1-36
Horstman House	LMS4141	1-51
Intrawest Resort Club	LMS1252	1-29, 31-33, 35-123
Ironwood	VAS2558	1-37
Lake Placid Lodge	VAS2411	1, 3-106
Le Chamois	VAS2753	25-85
London Lane	VAS1799	1-14
Lost Lake Lodge	LMS3197	1-100
Marketplace Lodge	LMS1148	1-70, 72-86, 98-123
Montebello	LMS4119	1-85
Northern Lights	LMS286	1-45
Powderview	VAS2010	1-39
Rainbow Building	VAS899	2-8
Ravencrest	VAS2732	1-22
Snoland	VAS802	3-7
St Andrews House	VAS2033	12-13
Stoney Creek Lagoons	LMS2597	1-98

Schedule 2 Continued
Tourist Accommodation Dwellings With Phase 1 Rental Pool

Property Name	Plan	Lots
Stoney Creek Northstar	LMS3005	1-138
Stoney Creek Sunpath	LMS2249	1-54
Sundance	VAS2023	1-57
Symphony	LMS2613	1-50
Tantalus Lodge	VAS739	1-76
Telemark	VAS729	1-26
The Cornerstone Building	LMS2237	2
The Courtyard	VAS2330	1-22
The Hearthstone	VAS790	3-16, 17-23
The Legends	LMS4369	4-124
The Lynx	LMS1824	1-28
The Marquise	VAS2588	1-107
Tyndall Stone Lodge	LMS2383	12-59
Village Gatehouse	VAS2076	6-18
Wedgeview Centre	VAS751	3
Whistler Creek Ridge	VAS2381	1-32
Whistler Town Plaza	LMS2223	1-43, 49-96, 106-168
Wildwood Lodge	VAS2302	1-51
Windwhistle	VAS873	3-14
Woodrun	VAS2892	1-85

Schedule 3 Tourist Accommodation Dwellings With No Rental Pool

Property Name	Plan	Lots
3016 ST ANTON WAY - B&B	LMP26173	1
3137 TYROL CRES - B&B	VAP13210	33
3331 LAKESIDE RD - Pension	18346	A
7177 NANCY GREENE DR - B&B	VAP14075	30
7179 SPRUCE GROVE CIRCLE	LMP38744	28
7231 FITZSIMMONS RD N - B&B	VAP15335	2
7422 AMBASSADOR CRES - B&B	VAP13555	26
8084 PARKWOOD DR - B&B	VAP14311	110
8326 RAINBOW DR - B&B	LMP22315	1
8561 DRIFTER WAY - B&B	VAP12781	81
8597 DRIFTER WAY - B&B	VAP12781	72
ACC - Hostel	19839	46
Alpine Chalet - Pension	VAP12153	37
Alpine Greens	LMS207	1-32
Alpine Lodge - Pension	VAP14981	134
Alta Vista Chalet - Pension	VAP13210	31
AMS Lodge (UBC) - Hostel	19839	56
Arrowhead Point	LMS1691	1-22
At Natures Door	BCS587	3-26
Athlete Centre Accommodation	EPP1290	C
Athlete Centre Lodge	EPP1290	A
BCIT Lodge - Hostel	19839	44
Beau Sejour - B&B	VAP13555	28
Blackcomb Greens	LMS1121	1-46
Blueberry Drive	VAS2476	3, 4
Blueberry Drive Townhomes	LMP11757	12
Blueberry Hill	VAS2097	1, 2, 4-10, 12-27, 29-33, 35, 37-48, 50-53, 55, 56, 58-60
Blueberry Links	VAS2616	1, 3, 4-6, 15-21, 24
Brio Haus - B&B	VAP17377	2
Carleton Lodge	VAS1163	10-27, 29-41
Carney's Cottage - Pension	19023	A
Cedar Creek	LMS1989	A, B, C, D, E, F
Cedar Hollow	VAS2046	1-16
Cedar Ridge	VAS2299	1-27
Chalet Bambi - B&B	VAP18788	21
Chalet Luise - Pension	VAP21388	E
Cheakamus Hostel	EPP277	13

Schedule 3 Continued
Tourist Accommodation Dwellings With No Rental Pool

Property Name	Plan	Lots
Coast Mountain B&B	VAP13555	30
Crystal Ridge	VAS2512	1-16
Cypress at Nick North	BCS3840	1-7, 20
Cypress Drive	BCS3840	4, 8-19, 21-39
Dulacher Hof - Pension	VAP12521	12
Englewood Greens	LMS2720	1-43
Falcon Crescent	22516	2-4, 8, 9
Falcon Crescent	LMS103	13
Falcon Lane	VAS2676	1-3
Falconridge	VAS2775	1-11
Fireside Lodge - Hostel	19839	45
Forest Creek	LMS3736	1-12
Forest Trails	VAS2497	1-40
Foxglove	VAS2337	1-36
Gleneagles	LMS213	1-33
Golden Bear Place	LMS2381	30
Golden Dreams - B&B	VAP19202	4
Goldenwood Townhomes	LMS4158	1-9
Goldenwood Townhomes Phase II	LMS4158	10-24
Green Lake Estates	LMS2050	27-46
Green Lake Estates	LMS2051	1-28
Haus Landsberg - B&B	VAP17791	25
Haus Stephanie - B&B	VAP13555	8
Heron Place	VAS2464	1-3, 5-9
Highland Lodge	LMP50674	B
Horstman Estates	VAS2482	5, 10
Idylwood - B&B	VAP13852	I
Kadenwood	LMS4695	1-60
Lakecrest Townhomes	BCP18822	A
Lorimer Ridge Pension	LMP7996	B
Lot B, DL 2246	2643	B
Market Pavilion	LMS2229	1-29
Mountain Star	LMS3020	1-28
Nita Lake Estates	BCS556	1-14
Nordic	LMP49718	A, B
SFU Club Cabin	19839	61
Olympic Plaza	LMP24001	B
Painted Cliff	LMS657	1-52

Schedule 3 Continued
Tourist Accommodation Dwellings With No Rental Pool

Property Name	Plan	Lots
Pension Edelweiss - Pension	VAP15335	15
Pinnacle Heights	LMS3809	1-9
Pinnacle Ridge	VAS2065	1-44
Powderhorn	VAS2515	1-32
Riverside Campground	LMP43710	1
Snowberry	VAS2301	1-36
Snowbird	VAS2486	1-23
Snowcrest	VAS2296	1-6
Snowgoose	VAS2633	1-22
Snowridge	VAS2049	3, 20
Snowy Creek	VAS2083	1-30
Stancliff House - B&B	VAP17871	9
Stoneridge	VAS2306	1-32
Swiss Cottage - B&B	VAP19710	9
Taluswood	LMS1795	1-50
Taluswood, The Bluffs	LMS4105	1-47
Taluswood, The Heights	LMS4379	1-26
Taluswood, The Lookout	LMS4697	1-10
Taluswood, The Ridge	LMS3036	1-26
Tamarisk	VAS191	1-140
The Gables	VAS2004	1-64
The Inn at Clifftop Lane - Pension	LMP21105	59
The Peak	LMS1248	1-7, 10, 12-19, 24, 25
The Seasons	VAS695	1-13
The Woods	LMS1881	1-59
Treeline	LMS2608	1-38
Twin Lakes Village	VAS905	1-145
Valhalla	LMS920	1-58
Whistler RV Park	LICENCE # 240674	N/A
Whistler-on-the-Lake	VAS1601	1-26
Wintergreen	VAS2303	1-36

TOURIST ACCOMMODATION REVIEW

TOURISM AND ACCOMMODATION TRENDS

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INTRODUCTION

This document provides a high level summary of some of the key trends affecting Whistler's tourist accommodation sector. The information gathered is not comprehensive or exhaustive - it presents relevant external (i.e., global, national, provincial, regional) and local (Whistler) trends from existing research that is readily available online. It contains commentary and conclusions from other research; no primary research was conducted as part of this work.

Alternative accommodations [compared to traditional hotels] have been revolutionizing the travel industry over the past decade. First, HomeAway became the world's leading online vacation rental listing, upending traditional vacation rental management companies. Then, Airbnb disrupted HomeAway's marketplace by offering cheap stays to thrifty travelers – with online transactions built into its model. (Source: Share This! Europe: Private Accommodation and the New Rental Traveler, Phocuswright, 2014)

GLOBAL TRENDS

This section presents relevant trends occurring in the tourism market that may be contributing to some of the changes occurring in the tourist accommodation (TA) sector.

DEMOGRAPHIC TRENDS

MULTIGENERATIONAL TRAVEL

- Families are vacationing together and they want to stay together. Hotels must be able to accommodate full families, which translates to offering villas and suites with three or four bedrooms; or larger and adjoining rooms with extra beds and space for people to gather. "There is a much greater market for standalones, three- or four-bedroom units," said Cate Thero, executive vice president of sales and marketing for Replay Resorts. In the past, the large villas were sold as residences, not offered as rentals. "That is a different kind of product in many markets," she said. (Source: ULI's recent "Hotel and Resort Development: Next Wave of Innovation" conference in La Costa, California)

BOOMER TRENDS

- Ten thousand Boomers turn 65 every single day in the US alone. 65+ is the fastest-growing demographic in the U.S. and the wealthiest demographic in the developed world.
- Vacation properties owned by Retirees are used for a longer period of time – two months or more – compared to all vacation homeowners, who only use their property for two to four weeks.
- Room/home sharing accommodation is only preferred by 3% of US Boomers. While over half prefer full full-service hotels/resorts, 20 and 30 percent also indicated a preference for B&Bs/small inns, homes/villas, timeshare condos/homes and private apartments/condos.
- Airbnb remains low on the list of accommodation preferences for Retirees, however, the company recently announced that more than 1 million of its users are now over 60, and that 10 percent of its hosts are also over the age of 60.

- After free internet access, privacy is the most desirable hotel amenity for the 65+ group of travellers. Vacation properties, especially single-family home accommodations, can offer guests more privacy in the absence of staff, B&B hosts, and other guests. 19% want suites with kitchenettes.
- However, the Resonance Consultancy research on Boomers shows that while seven percent said they'd convert an investment property into a principal residence, only one percent did. It would appear that ambitions changed as retirement approached.

(Source: Resonance Portrait of the US Retiree Traveler 2015).

ACCOMMODATION PREFERENCES

		Gender		Net Worth		
		Male (n=598)	Female (n=549)	<\$250K (n=319)	\$250 - \$999K (n=445)	\$1 Million+ (n=279)
Full service hotel/resort	57%	54%	60% ▲	53%	60%	59%
Stay with friends or family	42%	39%	45% ▲	44%	42%	39%
Cruise ship	38%	37%	40%	32%	39%	41% ▲
Upscale/luxury hotel/resort	31%	32%	31%	25%	29%	44% ▲
Limited service/economy hotel/resort	30%	30%	30%	34%	28%	30%
B&b/small inn	29%	26%	30%	23%	33% ▲	31% ▲
All inclusive resort	27%	26%	27%	27%	25%	28%
Timeshare condo/home	21%	21%	21%	19%	21%	24%
House/villa rental	20%	19%	20%	16%	18%	29% ▲
Apartment/condominium rental	17%	16%	18%	15%	14%	23% ▲
Camping	7%	9%	6%	9% ▲	9% ▲	4%
Airbnb or other room/home sharing service	3%	3%	3%	2%	3%	6% ▲
Hostel	2%	3% ▲	1%	1%	2%	2%
Other	3%	3%	3%	4%	2%	3%

Base: All respondents (n=1,147)

A11. While on vacation, what kind of accommodation do you prefer?

▲ Statistically significantly higher than comparison group(s)

DESIRABLE HOTEL AMENITIES

		Mean
Free Internet access	39% 55%	7.9
Privacy	28% 45%	7.8
Walking distance to shopping/restaurants	17% 34%	7.3
Hotel restaurant	14% 28%	6.8
Proximity to must-see attractions	13% 26%	7.0
Beach	14% 25%	6.0
Swimming pool	13% 23%	5.7
Within walking distance of public transportation	10% 20%	6.0
Suites with kitchenettes	11% 19%	5.7
Unique activities/experiences	9% 19%	6.1
All-inclusive packages	10% 18%	5.5
Casino	10% 16%	4.3
Walking trails	8% 15%	5.4
Lobby lounge and bar	7% 14%	4.8

Base: All respondents (n=1,147)

A12. On a scale of 1-10, rate the desirability of each of the following features and amenities when choosing a place to stay on your vacation, with 1 being "not desirable" and 10 being "very desirable."

■ 10 – Extremely important ■ 9 – Very important

MILLENNIALS

- Millennials represent nearly a quarter of the entire U.S. population and will soon surpass the ageing Baby Boomers in size. (Resonance Consulting, 2015 Portrait of the US Millennial Traveler)
- The number of millennial travellers to Canada grew from about 1.8 million in 2008 to nearly 2.1 million in 2012. Millennials accounted for about 13% of total international arrivals to Canada in 2012. UNWTO estimates that millennials account for about 20% of global travellers. What's more, millennials are one of the fastest-growing travel segments globally. There is an opportunity for Canada to increase its share of the millennial travel market in years to come. (Source: ITS Characteristics, Statistics Canada and UNWTO)
- Why they matter: They are time-rich but cost-conscious: They travel more often and spend more time in their chosen destination, though they are more conscious of price when selecting accommodation and transportation services. Further, they add vibrancy and create a 'buzz' for destinations through their tendency to post everything about their experience online. (Source: Canada Millennial Domestic Travel Summary Report, 2015)
- Canada lacks the same network of affordable accommodation and transportation options available in other destinations that are attractive to millennial travellers, but does have millennial product offerings and a strong tourism industry. (Source: Canada Millennial Domestic Travel Summary Report, 2015)

SINGLE TRAVELLERS

- Visitor travelling alone (single travellers) are looking for more affordable accommodation offerings.
- These 'single travellers' represented 9% of Whistler's summer visitors in 2016, and 10% of winter visitors (2015-16 data).

LUXURY TRAVELLERS

- There is an increase in the demand for larger accommodation in the luxury market.

Rosewood Hotel and Resorts (Interview Excerpt)

Resonance Consulting: *More and more wealthy travelers are vacationing in groups with friends. Is this a consideration in the design of your new hotels (e.g. more suites) or are there examples of programming or amenities you've created that foster "togetherness" or multi-generational experiences?*

Radha Arora, President, Rosewood Hotels and Resorts: *We're seeing an increasingly robust demand for suite and villa accommodations over the last few years. Guests are traveling with their families or large groups of friends, and they want to stay somewhere where they can all be together under one roof. Rosewood has responded to this demand by growing our percentage of larger suites, villas, and residences. Rosewood San Miguel de Allende, for example, features a collection of seven residences which were built for hotels guests only, and Rosewood Castiglion del Bosco boasts 10 stunning villas which are refurbished 17th and 18th century farmhouses. Las Ventanas al Paraiso, A Rosewood Resort in Cabo, also recently built and opened 12 stunning new Signature Villas. And Rosewood London debuted 44 suites when the hotel debuted in 2013. This is a trend that will continue with our forthcoming openings.*

ACCOMMODATION TRENDS

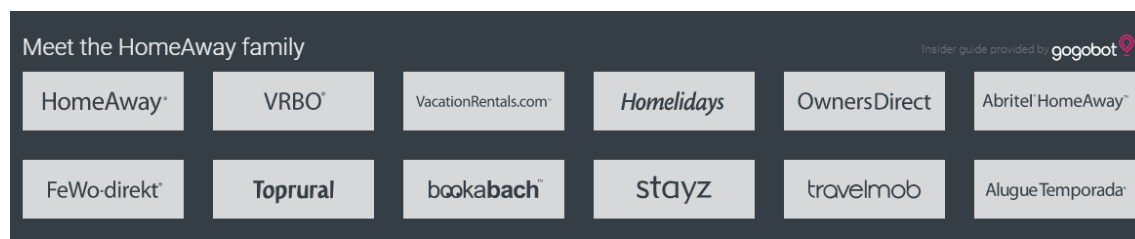
PRIVATE 'VACATION HOME RENTAL' TRENDS

Private accommodation renting is on an absolute growth tear. Back in 2010, only 8% of U.S. leisure travelers rented a private home, apartment or room while on vacation. In 2014, that figure jumped to 25%. No one can argue that Airbnb is at the heart of the recent swell in renting. The sharing economy pioneer built the business model, branded the technology that connected hosts and renters like never before – and helped bring private accommodation rentals into the mainstream. (Source: Hotels to Homes: Opening the Door to the Airbnb Traveler, Phocuswright, 2015)

Airbnb is just one of many online platforms making it easier for people to share space in their homes – or rent their suites and vacation properties on a short-term basis. However, Airbnb has been leading the growth in private accommodation rentals, and it has grown significantly since its launch in 2008. It now has 2,000,000 listings in 191 countries. HomeAway's family of sites (see below) represent 1.2 million paid listings of vacation rental homes in 190 countries.



1 SOURCE: AIRBNB AND THE IMPACT ON THE CANADIAN HOTEL INDUSTRY, 2016



Airbnb's model has been a game-changer in the online property rental platform marketplace. Property owners can list their properties on Airbnb at no charge; instead, the guest is the one who pays for the service at the time of booking. This has helped to enable the very rapid growth in the number of Airbnb listings over such a short period, and the large inventory is why many travellers visit the site when looking to access as many accommodation options as possible when making their travel decisions.

Private accommodation has undergone a remarkable transformation in the U.S. travel market over the past decade. Thanks in large part to services like HomeAway, Airbnb and leading online travel agencies such as Booking.com, the percentage of U.S. travelers who have rented a whole home or apartment has more than doubled within three years. (Source: Rentals Rising: The State of Private Accommodation in U.S. Travel, Phocuswright, 2015)

VHR's in the "Sharing Economy"

The industry, for which no single term has emerged, is considered part of the "sharing economy", which is described on Wikipedia as:

*A **sharing economy** takes a variety of forms, often leveraging information technology to empower individuals, corporations, non-profits and government with information that enables distribution, sharing and reuse of excess capacity in goods and services. A common premise is that when information about goods is shared (typically via an online marketplace), the value of those goods may increase, for the business, for individuals, and for the community.*

The industry has grown far beyond its original status within the "sharing economy." It is no longer just using "excess capacity" -- a spare bedroom or two, the home a family would otherwise leave empty while on vacation, or the second home that owners visit only a few times a year. Many units now listed on these hosting sites previously housed members of the workforce. They were once homes for families, but are now tourist accommodations. They were occupied by their owners or rented long term but are now investor owned and rented for the highest rates achievable as frequently as possible for maximum profits.

2 SOURCE: VACATION HOME RENTAL REPORT, COLORADO ASSOCIATION OF SKI TOWNS, JUNE 2015

REASONS PEOPLE BOOK WITH AIRBNB IN CANADA

According to one Canadian study, the top reasons Canadian guests chose to use Airbnb for booking their accommodation was for location, value, home-like feel, and that they found one they loved that they couldn't pass up.

Why use Airbnb?



FIGURE 3: SOURCE: AIRBNB AND THE IMPACT ON THE CANADIAN HOTEL INDUSTRY (JUNE 2016)

VACATION HOME RENTAL PRESENCE IN MOUNTAIN TOWNS

The tables below present data that was available for Canadian and US mountain towns.

	# Airbnb listings	# VRBO listings	Average rental price (Airbnb)	Price range	Types - Airbnb
Fernie	91	111	\$185	\$30-\$840 (Abnb) \$70-\$603 (vrbo)	Home=74 / Room=17
Golden	80	108	\$175	\$50-\$575 (Abnb) \$58-\$517 (vrbo)	Home=57 / Room=23
Harrison Hot Springs	104	55	\$156	\$18-\$1429 (Abnb) \$100-\$342 (vrbo)	Home=66 / Room=36
Invermere	91	351	\$163	\$21-\$800 (Abnb) \$94-\$512 (vrbo)	Home=74 / Room=14
Kimberley	50	86	\$135	\$21-\$2000 (Abnb) \$59-\$743 (vrbo)	Home=31 / Room=20
Osoyoos	85	152	\$172	\$21-\$309 (vrbo) - lots of very cheap average night units \$35-\$1850 (Abnb)	Home=60 / Room=23
Radium Hot Springs	94	305	\$159	\$30-\$800 (Abnb) \$64-\$477 (vrbo)	Home=66 / Room=40
Revelstoke	109	71	\$210	\$24-\$1500 (boat! - Abnb) \$115-\$729 (vrbo)	Home=75 / Room=34
Rossland	60	19	\$131	\$24-\$595 (Abnb) \$66-\$444 (vrbo)	Home=38 / Room=23
Sun Peaks	111	116	\$135	\$21-\$1279 (Abnb) \$97-\$539 (vrbo)	Home=64 / Room=43
Tofino	298	175	\$165	\$39-\$1200 (Abnb) \$68-\$773 (vrbo)	Home=200 / Room=43
Ucluelet	92	81	\$178	\$75-\$350 (Abnb) \$76-\$348 (vrbo)	Home=73 / Room=21
Valemount	28	11	\$142	\$40-\$600 (Abnb) \$62-\$308 (vrbo)	Home=16 / Room=12
Whistler	306	1396	\$244	\$46-\$1526 (Abnb) \$43-\$16,874 (!) (vrbo)	Home=300+ / Room=51

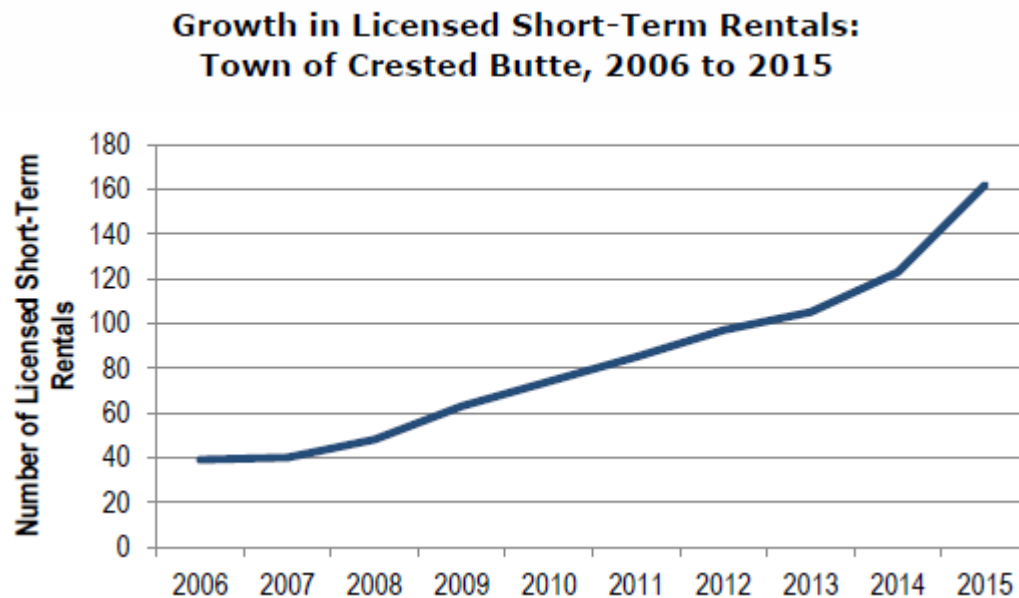
FIGURE 4: BC RESORT MUNICIPALITY AIRBNB AND VRBO LISTINGS (COLLECTED SPRING 2016 FOR RMI MEETINGS)

VHR's Compared to Housing Units

	Total Housing Units 2014 Estimates	VHR Listings 2014	Percent of Units Listed
Breckenridge	7,187	2,911	41%
Crested Butte	1,098	170	15%
Durango	7,234	73	1%
Estes Park	4,176	301	7%
Frisco	3,167*	184	6%
Jackson	4,736	N/A	N/A
Mt. Crested Butte	1,575	819	52%
Ouray	802	97	12%
Park City	9,471*	2,547	27%
Steamboat Springs	9,991	696	7%

*2000 Census figures; 2014 estimates for other towns from Colorado State Demographer.

The detail available for Crested Butte below shows the sharp rise in the number of licenced short-term/vacation property rentals available between 2006 and 2015.



5 SHORT-TERM VACATION HOME RENTALS – IMPACTS ON WORKFORCE HOUSING IN BRECKENRIDGE, JUNE 2016

HOW PRIVATE VACATION HOMES DIFFER FROM TRADITIONAL ACCOMMODATION

When compared to traditional hotel accommodation, private accommodation rentals generally fall short on a number of criteria:

- Licencing for home-sharing and individual vacation rental often does not exist
- Most home-owner insurance policies likely don't cover home-sharing activities
- Accommodations are not ensured to meet minimum quality or safety standards
- Generally do not collect sales and lodging taxes
- Are not limiting rentals to locations within permitted zones
- Commercial property taxes paid by hotels and other commercial accommodation providers are considerably higher than the residential rates paid by those sharing their homes.

(Source: Vacation Home Rental Report, Colorado Association of Ski Towns, June 2015; Airbnb and the Impact on the Canadian Hotel Industry, Ryerson University, 2016)

WHISTLER TRENDS

Most of the information contained in this section comes from Tourism Whistler and is presented as summary statements since the data is confidential.

COMMERCIAL ACCOMMODATION SECTOR PERFORMANCE

Whistler's commercial accommodation sector is currently experiencing stronger economic performance than in recent years: higher occupancy rates, higher average daily room rates (ADR), and a better return on investment for unit owners (Commercial accommodation data collected by Tourism Whistler is confidential).

- Paid occupancy continues to increase for both summer and winter seasons, and the number of days over 85% occupancy is increasing
- At 60-65% occupancy, properties are making a good ROI and are able to reinvest/renovate
- Visitor satisfaction is high for all TA types
- Spending in the visitor accommodation sector has grown (see below)

VISITOR ACCOMMODATION SPENDING

When the consumer spending is broken down by key sectors of the commercial sector, the research shows that:

- Commercial spending in 'Visitor Accommodations' has grown \$83M to \$320M (from \$237M), an increase of 35% with an annual growth rate of 10.6%, as shown in Table 2 below.
- 50% of the commercial spending increase is from 'Visitor Accommodations'.
- 'Restaurant and pub' spending indicates an increase of \$22M.

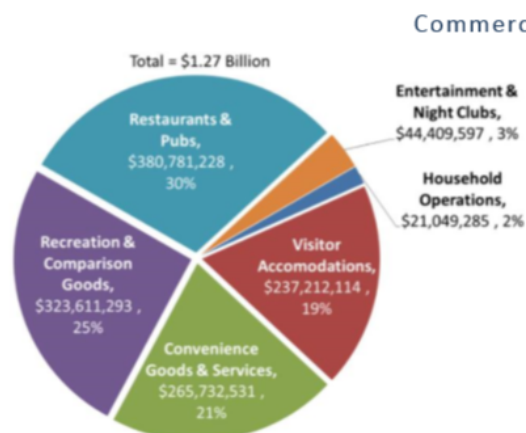


Figure 5: 2011/2012 Annual Spending by Sector

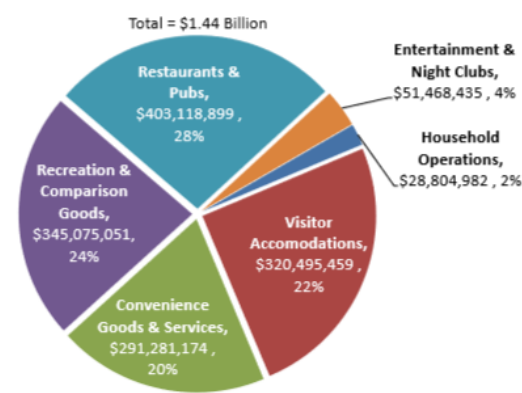


Figure 6: 2014/2015 Annual Spending by Sector

**Excludes spending on non-commercial items such as most shelter, education, transportation, and healthcare categories.*

VISITOR ACCOMMODATION PREFERENCES

SUMMER

- While most visitors stay in hotels, condos, or rented houses, recent years have seen up to 1 in 10 visitors staying with friends or relatives.
- Campground visitors, although a small share of visitors, have also increased two points since 2011
- 2016 saw fewer day trip visitors, down eight points from 2011. The majority of this decrease was among destination visitors.
- Average length of stay has now risen for the second consecutive summer and is up an entire night from the 2010 season.
- Specific types of accommodation that have seen increasing lengths of stay are hotels, condos, and campgrounds.

WINTER

- The breakdown for type of accommodation has remained consistent with 'hotels/condos' making up the majority of accommodation type.
- Length of stay has remained consistent with no evident trends. When looking at only destination markets, length of stay has remained consistent with a slight dip in winter 2015/16 (which may be driven by an increase in day visitors during a strong snow year).
- There has been a rising trend of day trippers from the regional market over the past few winters. Again, this would be influenced by snow quality.

PARTY SIZE

SUMMER

- Overall party size has seen a small decrease, which has been even across all accommodation types.
- Number of kids per party has decreased for the third consecutive year, while the share of those who have kids has remained the same.
- The small decrease in party size is evident in both regional and destination visitors.
- The small decrease in party size is evident across all booking channels.
- VRBO books the largest party size while direct bookings have the smallest. This may be due to the fact that VRBO units are typically larger.

WINTER

- Party size has dipped slightly over the past three years, with the decrease coming entirely from regional visitors.
- VRBO has the largest party size, while OTA (online travel agency, e.g. Expedia, Hotwire) bookings have the smallest party size.

BOOKING CHANNEL TRENDS

SUMMER

- In summer 2016 VRBO bookings accounted for 14% of all paid accommodation bookings.
- VRBO popularity has increased for both regional and destination visitors. Markets with shorter stays may be less likely to use VRBO due to minimum night stays in many VRBO rentals.
- VRBO stay length decreased in summer 2016.

WINTER

- Winter VRBO bookings have remained flat at 15% for the two years we have collected the data.

VISITOR SATISFACTION & FRONT DESK SERVICE IN VACATION HOME RENTALS

Whistler visitor satisfaction with 'vacation home rental' accommodation was found to be consistent with other booking types across many different satisfaction metrics. Tourism Whistler's visitor surveys have also included questions about the existence of and guest satisfaction with front desk service.

Regarding the **existence of front desk service**, of those staying in paid accommodation it was found that:

- Roughly 60% have 24 hour on-site front desk service
- The remaining guests are spread fairly evenly between accommodation that offers the following:
- Limited front desk service
- Offsite front desk service
- No front desk service (most of these visitors are staying in a condo/chalet/house)

With respect to guest **satisfaction with the front desk service**, the survey information indicates that:

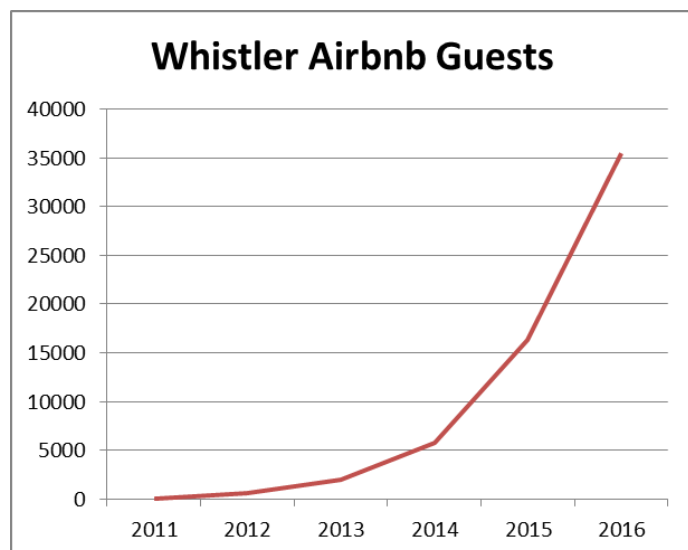
- Most visitors, in recent summer and winter seasons, were satisfied with their overall accommodation experience in Whistler
- Overall accommodation experience is consistently among the top 10 most satisfying aspects of a visitors' experience in Whistler
- Front desk service has been one of the most satisfying aspects in the accommodation sector
- When satisfaction levels are broken down by those with 24h onsite front desk service, and those that had no front desk service, the two groups did not show statistically significant differences in the overall satisfaction with their accommodation
- Visitors' satisfaction with the overall Whistler experience is very high, regardless of whether their accommodation offers front desk service

WHISTLER AIRBNB TRENDS AND PROFILES

Whistler Airbnb data is presented below because the Airbnb data was readily available, thanks to the company's willingness to collaborate and share information. It represents only a portion of the online short-term vacation home rentals occurring in Whistler. While there are many other online platforms used by Whistler property owners to rent their units (e.g., VRBO, HomeAway, Owner Direct, etc.), more and more vacation home owners and property management companies are using the Airbnb platform due to its ease of use and mobile-friendly application.

The number of Whistler guests booking through Airbnb increased exponentially in just four years, growing from 60 in 2011 to 35,500 in 2015. It should be noted that many of the professional property management companies market and book units through Airbnb's platform, so this growth is not only a reflection of the growth in rental by individuals. Further,

It is also important to note that of the approximately 800 active listings (according to 2016 data), nightly rental listings on Airbnb in residential zones (where nightly rentals are not permitted) represented just 67, according to a rough count done in winter 2016-17.



Hotel Market Disruptors are Top of Mind

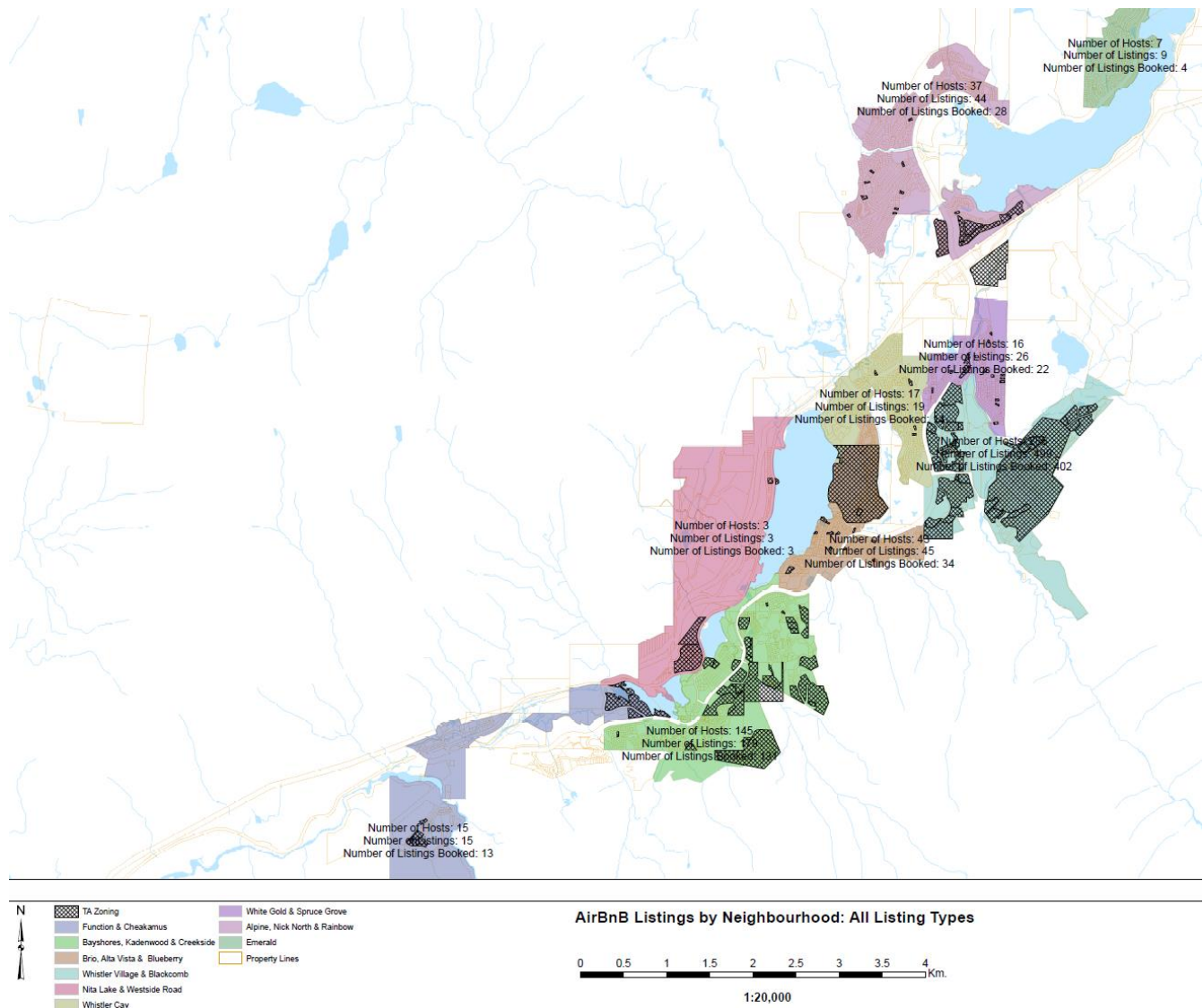
The popularity of AirBNB and other hotel-alternative services could begin to impact lodging demand in major markets globally. The conversation on these services as a threat to the traditional lodging industry will rise.

Industry disruptors are top of mind. Fresh off the previous decade-long battle with online travel agencies (OTAs), new innovations such as AirBNB are rapidly transforming the way travelers book their accommodations. While these innovations are providing some benefit to the consumer, it has yet to be determined what impact these alternative distribution channels will have on traditional hotel performance. Owners of assets in secondary and tertiary markets for the most part do not see this as a major issue. However, the fundamental challenge is that this channel is not currently monitored and regulated.

Source: Colliers International Hotels 2016 Canadian Hotel Investment Report

AIRBNB LISTINGS BY WHISTLER NEIGHBOURHOOD

The map below indicates the number of Airbnb hosts, listings and listings booked for groupings of Whistler neighbourhoods. The hatched areas indicate zones where nightly tourist accommodation is permitted. At this time, the data cannot indicate whether the Airbnb listings are within those permitted zones or not. As previously mentioned, there were only about 67 illegal Airbnb listings in residential zones according to a rough count done at one point during winter 2016-17.



PROFILE OF WHISTLER AIRBNB GUESTS (2016)

- The average age is 35 years
- The average group size is 3.2 people
- Most (81%) come from North America; 9% from Europe; 5% from Australia

AVERAGE GROUP SIZE

3.2 people

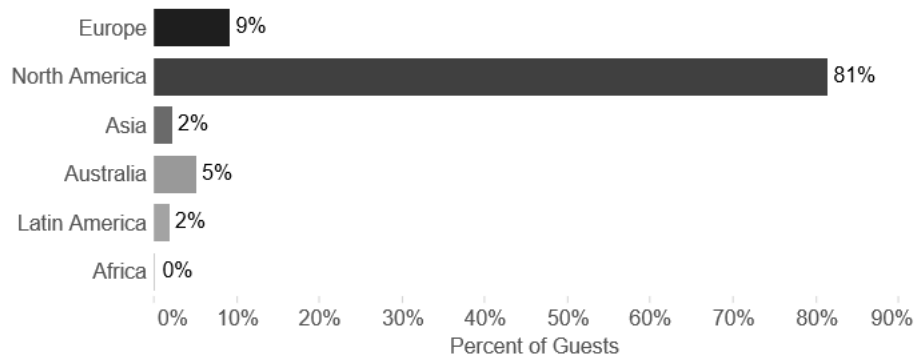
PERCENTAGE OF TRIPS THAT
INVOLVE 4 OR FEWER
GUESTS

87%

AVERAGE AGE OF BOOKING
GUESTS

35

GUEST ORIGIN



Note: All data above is drawn from Airbnb proprietary bookings data. Data based on the one year period preceding May 1, 2016



Overview of the Airbnb Community in Whistler, British Columbia, Canada

The following page captures the Airbnb community in Whistler, British Columbia, Canada



HOSTS

AVERAGE HOST AGE

43

ANNUAL EARNINGS FOR A
TYPICAL HOST

\$11,100

GUESTS

INBOUND GUEST ARRIVALS IN
THE PAST YEAR

31,000

AVERAGE LENGTH OF STAY
PER GUEST

3.6 nights

OUTBOUND GUEST ARRIVALS
IN THE PAST YEAR

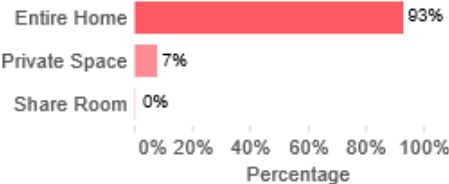
4,000

LISTINGS

ACTIVE LISTINGS

803.0

CURRENTLY ACTIVE LISTINGS BY TYPE



NIGHTS HOSTED PER YEAR
FOR A TYPICAL LISTING

45

Appendix C

Tourist Accommodation Review – Accommodation Inventory Database Overview

Purpose and Overview

The Tourist Accommodation (TA) database is intended to be an inventory of properties zoned to permit tourist accommodation, specifically properties with “Phase 1”, “Hotel Use Only” or “Phase 2” covenants (collectively called “rental pool covenants”). The database includes attributes for each property, such as BC Assessment information (e.g., assessment class and assessed value), zoning, property type (strata or non-strata) and the registration numbers of rental pool covenants. In total, the database comprises approximately 7,700 records each representing a titled property¹. The database also includes a summary page where individual titled properties are grouped and summarized by “accommodation property” and, if one exists, strata plan. For example, all strata units in the Westin are grouped under that name and strata plan.

Data Sources

The following were used as primary data sources for the TA database (i.e., they form the foundation of the database to which other data was “joined”):

1. An inventory of tourist accommodation properties obtained from Tourism Whistler.
2. Property data from the Resort Municipality of Whistler’s (RMOW’s) GIS and Tempest systems. This included zoning information, legal plan number, property type² and Property Identification (PID) numbers.

The following were used as secondary data sources for the TA database (i.e., this data was linked to the primary data noted above by a common field (usually the PID):

1. BC Assessment data compiled for assessment profiles (e.g., building type, use and land value).
2. Covenant information related to rental pool covenants including the covenant registration number and a hyperlink to a copy of the document.
3. Data recorded during the course of the TA review including property attributes (e.g., front desk and amenities), number of properties operating within a rental pool, services (e.g., 24 hour front desk staffing) and others.

The RMOW’s bed unit inventory was also used as a validation tool to ensure properties had not been omitted from the database. Unit totals in the TA database were compared to bed unit totals in the bed unit inventory. If the totals were different, staff reviewed RMOW GIS and Tempest systems, building plans and strata plans to determine if tourist accommodation units had been omitted from the TA database or if units that were not used for tourist accommodation (e.g., retail space) had inadvertently been included in the inventory.

¹ A titled property constitutes a property that can be bought and sold and can be either a strata property or non-strata property.

² This is either non-strata or strata, which was determined by the plan number prefix. Plan numbers containing the letters “r” or “s” are strata plans, and all others are non-strata plans.

Rental Pool Covenants

Identifying properties with rental pool covenants was one of the most important reasons for compiling the TA database. The Land Title and Survey Authority of British Columbia (LTSA) is the official repository of covenant information in British Columbia. Property/covenant information in the LTSA database can only be searched through a two-step process that first involves purchasing PDF copies of property titles and then purchasing the covenants registered on those titles. Conclusively determining which of the approximately 7,700 properties have rental pool covenants would require obtaining copies of all 7,700 titles, then obtaining copies of all covenants registered on those titles, and finally reviewing all the covenants to identify which ones are rental pool covenants and which titles they are registered on. Such a search was determined to be cost prohibitive³. Instead, a grouping principle and process of elimination was used. The grouping principle presumed that if an accommodation property was stratified (e.g., the Westin) and a covenant was found on one strata unit, that same covenant was likely registered on all strata units in the same strata plan (e.g., all strata units in the Westin would be subject to the same rental pool covenant). There was no need to apply this principle to non-strata properties (e.g., the Fairmont), as these properties have only a single title. Once it was determined that an accommodation property had a rental pool covenant, it was excluded from further searches. The search method was a three step process of elimination. Each step is outlined below.

Step One: Paper Record Search

The RMOW has hard-copy catalogues of some covenants which include information about the covenants' purpose (e.g., rental pool), and the properties to which they apply. These catalogues were reviewed to determine if an accommodation property was noted as having a rental pool covenant. If the catalogues indicated an accommodation property had a rental pool covenant, all titled properties that made up the accommodation property were deemed to have the covenant registered on the title. The covenant was also reviewed to confirm if it was in fact a rental pool covenant. In this step, rental pool covenants were found for approximately 24% of accommodation properties and these properties were excluded from steps two and three.

Step Two: Title and Covenant Scan

In step two, a sample of titles from each accommodation property was compiled and scanned using a text recognition process. The text recognition process created a list of all covenants registered in favour of the RMOW (approximately 600 covenants in total). These covenants were then scanned using a separate text recognition process to identify covenants with typical rental pool covenant terms (e.g., "rental pool"). Covenants in the resulting list were reviewed by a planner to confirm they were rental pool covenants. A sub-list of these covenants was compiled and the titles noted above were scanned again, this time to determine which titles had one or more of the identified rental pool covenants registered on the title. When a title was found to have a rental pool covenant, all titled properties in the corresponding accommodation property were determined to have that covenant and excluded from step three. In this step, rental pool covenants were found for approximately 28% of accommodation properties.

³ Copies of titles cost \$11/title and copies of covenants cost \$25-90/covenant. Typically a title has 2-6 covenants registered in favour of the RMOW. Purchasing titles for all 7,700 properties in the TA database would cost approximately \$85,000 and the cost of obtaining copies of covenants registered on those titles would range from \$400,000-1,000,000, for a total cost of approximately \$485,000-\$1,085,000.

Step Three: Manual Review

As a final step, the titles of properties from step two where rental pool covenants were not found were run through a “manual” version of step two. Each title was reviewed by a planner to identify covenants registered in favour of the RMOW. The planner then reviewed each of those covenants to identify which were rental pool covenants. As with step two, when titles had a rental pool covenant, all properties from the corresponding accommodation property were assigned the same covenant. However, no rental pool covenants were identified in step three (this was not unexpected as step three was technically redundant). Approximately 48% of accommodation properties were searched in step three (meaning they were also searched in steps one and two) and were determined not to have a rental pool covenant.

Appendix D

Zones and Land Use Contract Areas with Tourist Accommodation Permitted Uses

The following zone designations and land use contracts permit a specified tourist accommodation use that allows temporary lodging and temporary accommodation for paying guests. The specific use permitted and associated regulations are specified in the Resort Municipality of Whistler Zoning and Parking Bylaw 303, 2015 or the applicable land use contract registered on the title of the property. This list is subject to change as a result of zoning amendment applications.

COMMERCIAL ZONES – PART 9

Commercial Core One – CC1
Commercial Core One Employee – CC1-E
Commercial Core Two – CC2
Commercial Core Three – CC3

LEISURE ZONES – PART 11

Leisure Recreation One – LR1
Leisure Recreation Two – LR2
Leisure Recreation Four – LR4
Leisure Recreation Six – LR6
Leisure Recreation Eight – LR8
Leisure Recreation Nine – LR9

RESIDENTIAL TOURIST ACCOMMODATION ZONES – PART 12

Residential Tourist Accommodation One – RTA1
Residential Tourist Accommodation Two – RTA2
Residential Tourist Accommodation Three – RTA3
Residential Tourist Accommodation Four – RTA4
Residential Tourist Accommodation Five – RTA5
Residential Tourist Accommodation Six – RTA6
Residential Tourist Accommodation Seven – RTA7
Residential Tourist Accommodation Eight – RTA8
Residential Tourist Accommodation Nine – RTA9
Residential Tourist Accommodation Eleven – RTA11
Residential Tourist Accommodation Thirteen – RTA13
Residential Tourist Accommodation Fourteen – RTA14
Residential Tourist Accommodation Fifteen – RTA15
Residential Tourist Accommodation Sixteen – RTA16
Residential Tourist Accommodation Seventeen – RTA17
Residential Tourist Accommodation Eighteen – RTA18
Residential Tourist Accommodation Nineteen – RTA19
Residential Tourist Accommodation Twenty – RTA20
Residential Tourist Accommodation Twenty-One – RTA21
Residential Tourist Accommodation Twenty-Two – RTA22
Residential Tourist Accommodation Twenty-Four – RTA24
Residential Tourist Accommodation Twenty-Five – RTA25
Residential Tourist Accommodation Twenty-Six – RTA26
Residential Tourist Accommodation Twenty-Eight – RTA28
Comprehensive Residential Tourist Accommodation One – RTA-C1

Appendix D, Continued
Zones and Land Use Contract Areas with Tourist Accommodation Permitted Uses

RESIDENTIAL MULTIPLE ZONES – PART 13

Residential Multiple Fourteen – RM14
Residential Multiple Forty – RM40
Residential Multiple Fifty-Three – RM53
Residential Multiple Fifty-Six – RM56

TOURIST ACCOMMODATION ZONES – PART 15

Tourist Vehicle One – TV1
Tourist Vehicle Two – TV2
Tourist Accommodation One – TA1
Tourist Accommodation Two – TA2
Tourist Accommodation Three – TA3
Tourist Accommodation Four – TA4
Tourist Accommodation Seven – TA7
Tourist Accommodation Eight – TA8
Tourist Accommodation Nine – TA9
Tourist Accommodation Ten – TA10
Tourist Accommodation Eleven – TA11
Tourist Accommodation Twelve – TA12
Tourist Accommodation Thirteen – TA13
Tourist Accommodation Fourteen – TA14
Tourist Accommodation Fifteen – TA15
Tourist Accommodation Sixteen – TA16
Tourist Accommodation Seventeen – TA17

TOURIST PENSION ZONES – PART 16

Tourist Bed and Breakfast One – TB1
Tourist Pension Four – TP4

LANDS NORTH ZONES – SECTION 16

Commercial Residential One – CR1
Commercial Residential Two – CR2
Commercial Residential Four – CR4
Commercial Mix One – CM1
Local Convenience One – LC1
Local Convenience Two – LC2
Local Convenience Three – LC3
Lodge Accommodation One – LA1
Lodge Accommodation Two – LA2
Lodge Accommodation Three – LA3
Hotel Accommodation One – HA1
Hotel Accommodation Two – HA2
Lands North Residential Tourist Accommodation One – LNRTA1
Lands North Residential Tourist Accommodation One – LNRTA2
Lands North Residential Tourist Accommodation One – LNRTA3

LAND USE CONTRACTS as specified within contract provisions
Bayshores, Blackcomb, Blueberry, Whistler Creek Lodge, Whistler Vale Inn



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: May 23, 2017

REPORT: 17-055

FROM: Resort Experience

FILE: 8292.02.01

SUBJECT: LIQUOR LICENCE APPLICATION PROCESSING FEE BYLAW NO. 2149, 2017

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, second, and third readings to Resort Municipality of Whistler "Liquor Licence Application Processing Fee Bylaw No. 2149, 2017".

REFERENCES

Appendix "A" – Minutes of April 13, 2017 LLAC Meeting (relevant excerpts)

PURPOSE OF REPORT

This report explains the proposed Resort Municipality of Whistler "Liquor Licence Application Processing Fee Bylaw No. 2149, 2017" to replace the existing "Liquor Licence Application Processing Fee Bylaw No. 2035, 2013".

DISCUSSION

The provincial Liquor Control and Licensing Act provides local governments with an opportunity to comment on decisions regarding the issuance of new and amended liquor licences. The Act also allows local government to charge a fee to recover the costs of providing such comments and allows for different fees depending on the type of licence and methods of assessing applications. The Municipality's liquor licence application fees were most recently revised in 2013. Since that time the Liquor Control and Licensing Branch (LCLB) conducted a major liquor policy review and implemented a number of changes to provincial regulations and policies.

Council Policy G-17, *Municipal Liquor Licensing Policy*, establishes a framework for municipal policies, decisions and comments/recommendations to the LCLB regarding liquor sales, service, licensing and consumption. On May 9, 2017 Council adopted amendments to the policy, which includes the municipal processing requirements and municipal fees for various types of liquor licence applications. The updated municipal processing fees for all liquor licence applications types are included in the Liquor Licence Application Processing Fee Bylaw No. 2149, 2017. Existing Liquor Licence Application Processing Fee Bylaw No. 2035, 2013 will be repealed when the new bylaw is adopted.

Municipal Liquor Licence Application Processing Fees

The fees in proposed Bylaw No. 2149, 2017 are structured to recover the cost of municipal staff time to process liquor licence applications and provide comments and recommendations to the LCLB. The fees are unchanged from those included in previous Bylaw No. 2035, 2013, with the exceptions that are listed below.

The new bylaw includes application fees for:

- New and permanent changes for ski hill and golf course Temporary Use Area (TUA) endorsements
- New and permanent changes for winery lounges
- Temporary extensions of licensed area at existing food primary or liquor primary establishments for events with more than 500 people
- Temporary changes to brewery, distillery and winery lounges
- Special Event Permit (SEP) licensed events requiring Council approval (SEPs used to be called Special Occasion Licences)
- Temporary Use Area events which require approval by Council
- Providing an occupant load stamp for an existing licensed establishment, not related to one of the other application types

Liquor Licence Advisory Committee Review Process

At its regular meetings since October 2016 the municipal Liquor Licence Advisory Committee (LLAC) has been involved in the development of the guiding principles and policy guidelines of the amended Council Policy G-17, which Council adopted on May 9, 2017. At its April 13, 2017 meeting the LLAC considered the amended Council Policy G-17 and also considered the proposed amendments to the Liquor Licence Application Processing Fee Bylaw (relevant excerpts of the minutes of the meeting are attached herein as Appendix "A".) The final version of the fee bylaw was sent by e-mail to LLAC members on April 20, 2017, and the following motion was unanimously passed by LLAC members in an e-mail vote:

That the Liquor Licence Advisory Committee support the adoption of the Liquor Licence Application Processing Fee Bylaw No. 2149, 2017.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Finance	The resort community effectively and efficiently balances its costs and expenditures	The proposed liquor licence application processing fees are based on a cost recovery principle so that the applicant pays for the cost of processing the application.

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

The amended Council Policy G-17 *Municipal Liquor Licensing Policy*, adopted by Council on May 9, 2017, includes the municipal processing requirements and municipal fees for various types of liquor licence applications. The recommended fees in Bylaw No. 2149, 2017 take into consideration the policy statements, processes and fees of Council Policy G-17.

COMMUNITY ENGAGEMENT AND CONSULTATION

A discussion on the liquor licence application process and fees was held at the April 13, 2017 meeting of the LLAC. As noted above the LLAC supports the amended municipal fee schedule.

SUMMARY

This report provides a summary of the proposed "Resort Municipality of Whistler Liquor Licence Application Processing Fee Bylaw No. 2149, 2017" along with rational to support the proposed bylaw. Adoption of the bylaw, along with the amended Council Policy G-17, will permit to the Municipality to recover the cost of staff time to process the full range of liquor licence applications requiring municipal oversight.

Respectfully submitted,
Frank Savage

PLANNER
for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

Minutes of April 13, 2017 LLAC Meeting (Relevant Excerpts)

File No 8292.03 – Amendments to Council Policy G-17, Municipal Liquor Licensing Policy

Frank Savage presented to the LLAC the proposed amendments to Council Policy G-17, *Municipal Liquor Licensing Policy*:

Council Policy G-17

- Council Policy G-17 defines the role of Council and that of the LLAC and is the guiding document for liquor licensing and policy matters for the community.
- The municipal policy was last updated in 2013 and during this period there has been significant changes to provincial liquor policy.
- Both Council and the LLAC have been regularly updated on the implementation of provincial liquor policy changes.
- The majority of the provincial policy changes have been implemented and it is now time to update the municipal liquor policy.
- There are now two new types of liquor licence applications that may be received:
 - Applications for a dual licence (both a food primary licence and a liquor primary licence)
 - Applications from other types of businesses for a food primary licence or a liquor primary licence
- The new licences could result in an increase in applications for more liquor primary seats and new policy is needed to be able to manage such potential capacity increases.
- At the March 9th LLAC Meeting, the guiding principles for licensing decisions (Section 3.0) were discussed and were then presented at the Committee of The Whole on March 21st.
- As a result of staff review, there were changes incorporated into several of the Guiding Principles of Section 3.0. The revised wording maintained the intent of decision making framework and was satisfactory to LLAC members.
- There was a discussion about Section 5.0 Policy for Hours of Liquor Service regarding hours of service for movie theatres. It was agreed that staff would review the policy for hours of service for event-driven liquor primary licences.
- There was a discussion of Section 10.0 Policy for Occupant Load for Temporary Outdoor Licensed Events and its applicability to temporarily licensed events on existing patios. It was decided to retain the wording of existing Council Policy G-17, Schedule 3.
- There was discussion of the format of the charts of Section 13.0 and the intent of making the application review process more readable for the applicants. In addition, new language was added to reflect the application type in terms of high, medium and low potential impacts to the community. It was suggested that the policy include potential applications for winery lounges, in addition to brewery and distillery lounges.
- Section 13.0, Schedule C includes a provision for a process and fee in the event that an existing licensed establishment requests an occupant load stamp not related to another application type.
- Section 13.0, Schedule D: Temporary Changes to an Existing Licence will require Council approval and a fee if an existing establishment wants a temporary extension of licensed area for more than 500 people. This would be similar to the requirement for other large temporarily licensed events.
- Section 13.0, Schedule F: Temporary Use Area (TUA) will impose a fee on TUA events with more than 500 people, similar to the one charged for large Special Event Permit and catering licensed events.

Liquor Licence Application Processing Fee Bylaw No. 2035, 2013:

- Existing bylaw must be amended to match the fees in the amended Council Policy G-17
- A new fee bylaw will be submitted for adoption by Council once the amended liquor policy is adopted

LLAC Member Questions and Comments:

- Q: Can exotic dancing and gaming be allowed if alcohol isn't being served?
A: The existing two bylaws refer only to licensed establishments
- Q: Is there a clear definition of exotic dancing?
A: The definition is in the Exotic Dancing Control Bylaw No. 1408, 1999.
- Q: What is considered gaming?
A: A definition is in the Business Regulation Bylaw
- Q: If no one from the public comes forward against a liquor licence application proposal, does that mean the community is in support?
A: Municipal policy allows for a 30-day public notification period with two newspaper ads and a sign at the site. If there are no written comments submitted during that period, then it is concluded that there is not opposition to the application and that the community supports it.
- Q: If a business is licensed liquor primary, why must it be family friendly?
A: Municipal staff and Council support having a range of food and beverage establishments, including pubs and lounges, which will provide food service to families with minors until 10 p.m. The choice to permit minors into a liquor primary establishment is still up to that establishment.
- Q: Who determines whether an application is "high impact"?
A: Current Council Policy G-17, supported by the LLAC and Council, has determined that certain types of liquor licence applications, including all that involve increases in liquor primary capacity, should have a full review and recommendation by the LLAC prior to being considered by Council. The proposed amended policy Section 13 Schedule A refers to these as "applications with high potential for impacts." Applications for permanent changes to hours of liquor sales within municipal policy guidelines have been determined by the LLAC and Council to have a lower potential for impact and undergo a streamlined LLAC review (two-week e-mail referral to LLAC members for comment) prior to being considered by Council. The proposed amended policy Section 13 Schedule B refers to these as "applications with medium potential for impacts."

Next Steps for Amendments to Council Policy G-17

During the discussion of the proposed amended policy, there had been several potential changes that required staff review prior to seeking final support from the LLAC. Therefore, it was agreed that staff would prepare changes to the draft Council Policy G-17 and Liquor Licence Application Processing Fee Bylaw and submit the revised documents for an e-mail vote by LLAC members prior to seeking Council adoption of the policy and bylaw.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: May 23, 2017

REPORT: 17-056

FROM: Legislative Services Department

FILE: VAULT

SUBJECT: WHISTLER VILLAGE LAND CO. LTD. – 2017 ANNUAL REPORT

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council of the Resort Municipality of Whistler in open meeting assembled, hereby resolves that the Municipality, as sole shareholder of 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.

REFERENCES

Appendix A – 2017 Shareholders’ Resolutions

Appendix B – 2016 Financial Statements

Appendix C – 2017 Directors’ Consent Resolution

PURPOSE OF REPORT

The purpose of this report is to seek Council’s approval for the Mayor and Municipal Clerk to execute the annual Shareholders’ Resolutions of Whistler Village Land Co. Ltd.

DISCUSSION

The filing of the 2017 Annual Report of Whistler Village Land Co. Ltd. with the Registrar of Companies is now due. To file the annual report, the company’s consent shareholders’ resolutions must be approved by Council, which are attached as Appendix A to this report.

This company was incorporated in 1978. In 1983 the company was transferred to W.L.C. Development Ltd., a provincially owned company.

The original purpose of the company when it was incorporated in 1978 was for the land management and development of crown land that is in Whistler Village. This structure gives the municipality control over the design and development of the Village.

In 1988 the company was transferred back to the municipality for the purpose of acquiring underground parking facilities and the Whistler Village Mall.

POLICY CONSIDERATIONS

Pursuant to Section 182 of the *Business Corporations Act*, the shareholder may consent to all the business required to be transacted at the Annual General Meeting of the Company.

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

BUDGET CONSIDERATIONS

There will be minimal costs incurred for the filing of the documents with the Registrar of Companies. All costs associated with the filing of the documents will be accommodated within existing Legislative Services budgets.

SUMMARY

The 2017 Annual Report of Whistler Village Land Co. Ltd. must be filed with the Registrar of Companies. This report seeks Council's approval of the Shareholders' Resolutions of Whistler Village Land Co. Ltd. as attached in Appendix A to this report.

Respectfully submitted,

Nikki Best
LEGISLATIVE AND PRIVACY COORDINATOR
for
Laurie-Anne Schimek
MUNICIPAL CLERK
for
Ted Battiston
DIRECTOR, CORPORATE, ECONOMIC & ENVIRONMENTAL SERVICES

WHISTLER VILLAGE LAND CO. LTD.
(the "Company")

**RESOLUTIONS OF SHAREHOLDER IN WRITING
AND
WAIVER OF ANNUAL GENERAL MEETING**

WHEREAS the Resort Municipality of Whistler is the sole shareholder of the Whistler Village Land Co. Ltd.

Pursuant to the provisions of Section 182 of the *Business Corporations Act* (British Columbia), the following resolutions are passed by the shareholder of the Company entitled to attend and vote at the annual general meeting of the Company.

FINANCIAL STATEMENTS

RESOLVED that the report of the Directors to the Shareholder on the affairs of the Company and the financial statements dated December 31, 2016 be accepted and that all acts and proceedings of the Directors since the date of the last Annual General Meeting be confirmed and approved.

APPOINTMENT OF DIRECTORS

RESOLVED that Nancy Wilhelm-Morden, Laurie-Anne Schimek and Ken Roggeman, having consented in writing to act as directors of the Company, be elected directors of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office.

WAIVER OF APPOINTMENT OF AUDITORS

RESOLVED that pursuant to Section 203 of the *Business Corporations Act* (British Columbia) in respect of the current financial year, the appointment of an auditor is hereby waived.

WAIVER AND CONSENT

RESOLVED that pursuant to Section 182 of the *Business Corporations Act* (British Columbia), the Resort Municipality of Whistler, being the sole shareholder of the Company entitled to attend and vote at the annual general meeting, does hereby waive the holding of the said meeting and does consent in writing to all of the foregoing resolutions, which constitute proceedings in lieu of the 2016 Annual General Meeting of the Company and does specify April 7, 2017 as being the date on which the 2016 Annual General Meeting shall be deemed to have been held, as evidenced by the signatures of the Mayor and Corporate Officer hereto.

DATED this _____ day of _____, 2017.

RESORT MUNICIPALITY OF WHISTLER by its
authorized signatories:

Mayor:

Municipa Clerk:

WHISTLER VILLAGE LAND CO. LTD.**FINANCIAL STATEMENTS***DECEMBER 31, 2016**Unaudited*

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Statement of Revenue and Expenditures	2

These Financial Statements are prepared for internal management purposes.

WHISTLER VILLAGE LAND CO. LTD.**BALANCE SHEET***AS AT DECEMBER 31, 2016*

UNAUDITED

	2016	2015
ASSETS		
Cash	14,164	7,706
Accounts Receivable	2,801	4,297
	16,965	12,003
Capital assets, at cost	15,472,794	15,998,091
	\$15,489,758	\$16,010,094
LIABILITIES		
Due to Resort Municipality of Whistler	196,061	160,622
	196,061	160,622
EQUITY		
Share Capital	1	1
Equity in Capital Assets -Contributed Surplus	15,472,793	15,998,090
Unallocated Surplus	(179,098)	(148,619)
	15,293,696	15,849,472
	\$15,489,758	\$16,010,094

WHISTLER VILLAGE LAND CO. LTD.**STATEMENT OF REVENUE AND EXPENDITURES**
YEAR ENDED DECEMBER 31, 2016

Page 2

UNAUDITED

	2016	2016	2015
	Budget	Actual	Actual
REVENUE			
Parkade User Fees	123,044	123,081	123,043
Interest	0	88	56
Patio Licence Fees	36,967	41,679	36,967
Recoveries	52,500	56,371	52,500
	\$212,511	\$221,218	\$212,567
EXPENDITURES			
Amortization	0	525,297	525,297
Utilities	45,379	48,680	44,253
Repairs and Maintenance	170,521	199,217	177,074
Administration and Other	6,600	3,799	4,891
Capital expenditures			
	\$222,500	\$776,994	\$751,515
EXCESS REVENUE OVER EXPENDITURES FOR THE YEAR	(9,989)	(555,776)	(538,948)
Beginning Surplus	\$15,849,472	15,849,472	16,388,420
BALANCE, END OF YEAR	\$15,839,483	\$15,293,696	\$15,849,472

Incorporation No. BC0173471

WHISTLER VILLAGE LAND CO. LTD.

("Company")

DIRECTORS' RESOLUTIONS

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

RESOLVED THAT:

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


Nancy Wilhelm-Morden	- President
Laurie-Anne Schimek	- Secretary
Ken Roggeman	- Treasurer; and

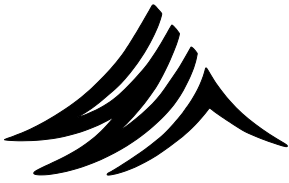
2. the financial statements of the Company for the financial year ended December 31, 2016 be approved and that any two directors of the Company be authorized to sign the balance sheet included in the financial statements as evidence of such approval.

DATED this 1 day of MAY, 2017.


NANCY WILHELM-MORDEN


LAURIE-ANNE SCHIMEK


KEN ROGGE MAN



WHISTLER

MINUTES

REGULAR MEETING OF FOREST & WILDLAND ADVISORY COMMITTEE

WEDNESDAY, APRIL 12, 2017, STARTING AT 3:00 P.M.

In the Flute Room

4325 Blackcomb Way, Whistler, BC V0N 1B4

File: 8221.03

Name	Meetings to Date: 4
Present:	
AWARE, Claire Ruddy, Chair	3
Member at Large, Derek Bonin	4
Member at Large, Arthur DeJong	4
Member at Large, Johnny Mikes	4
Member at Large, Trevor Burton	3
Member at Large, Mac Lowry	2
Member at Large, Colin Rankin	3
Member at Large, Candace Rose-Taylor	2
Councillor Andree Janyk	1
Regrets:	
WORCA, Todd Hellinga	2
Member at Large, Kathi Bridge	2
Recording Secretary	
Heather Beresford	4

Adoption of Agenda

ADOPTION OF AGENDA

Moved by C. Rose-Taylor
Seconded by M. Lowry

That the Forest & Wildland Advisory Committee adopt the Forest & Wildland Advisory Committee agenda for April 12, 2017.

CARRIED

Adoption of Minutes

ADOPTION OF MINUTES

Moved by D. Bonin
Seconded by A. DeJong

That the Forest & Wildland Advisory Committee adopt the Forest & Wildland Advisory Committee minutes for March 8, 2017.

CARRIED

Verbal Reports

AWARE:

- Planning and summer hiring stages.

WORCA:

- N/A

RMOW:

- Proposals received for Alpine Meadows/CCF5 fuel thinning project
- Brio site will be completed in spring
- RMOW received funding from Forest Enhancement Society for completion of Callaghan road fuel thinning in spring 2017
- RMOW and CCF developing a Memorandum of Understanding for conducting fuel thinning on CCF tenure.

C. Rankin arrived at 3:12 p.m.

- Parkhurst property purchased by RMOW. Discussion re: considering environmental values when considering development options
- Organize FWAC field trip for late May. Include wildfire thinning site

A. Janyk and T. Cole arrived at 3:30 p.m.

Council:

- Gateway project underway; asphalt plant tenure referral; artificial turf; Parkhurst purchase

Cheakamus Community Forest:

- T. Cole making presentation

Presentation by Tom Cole regarding the Cheakamus Community Forest.

Cheakamus Community Forest Project Updates

CCF 2017 Harvesting/Fuel Thinning Update:

Wedge 08

- Completed in January. Dead pine being cleared from Wedgewood property. Two openings in W08C postponed due to road costs. Will consider for fuel thinning project.
- Wedge 02 – completed. Still some post-treatment and road deactivation to occur in May. FWAC suggested CCF share information on that site with public.
- 8,000 m3 removed from Wedge to date.
- Parkhurst property adjacent. Discussion regarding involving community in discussion on future development of site.

Callaghan FSR (R06 & R07)

- Fuel thinning will continue in spring

- Sqomish wants to add 4-4.5 hectare opening (A01H) to offset road costs. Not on current CCF plans. An opening over 2 hectares receives increased tree retention. Adds ~2500 m3 additional volume.

P07

- Lil'wat reviewing options. Expensive to develop.

Cheakamus 15 (a, b)

- Will reopen road for harvesting in spring 2017

I05 (near Loggers Lake)

- May be considered for fuel thinning in future

Cheakamus Lake Road

- FLNRO preparing prescriptions in 2017, RMOW will apply for funding to thin in 2018
- Blackwell preparing 3 year fuel thinning plan for CCF area

ACTION: Present 3 year fuel thinning plan to FWAC.

Access Management Planning:

- FWAC March 8 comments received
- T. Cole continues to meet with stakeholders (commercial rec operators, BC Hydro, REX Operations, FLNRO, BC Parks)
- CCF scheduling open house for spring 2017 and will share draft plans with public
- CCF would like FWAC to review list of priority roads and provide comments

Road Transfers:

- MOF requesting CCF take responsibility for some roads that no longer meet Forest Service Road standards/criteria.
- FWAC reviewed CCF road recommendation spreadsheet
- Cheakamus Section 6 (Basalt Valley) goes through quarry and is a critical piece to retain access to so that CCF can avoid using Loggers Lake road.
- Callaghan, 16 Mile and Cheakamus Lake roads still meet FSR standards. CCF & FLNRO discussing opportunities to share maintenance resources.

Discussion:

- FWAC will review map and provide comments. CCF will review/revise map and share at open house, then take to CCF Board.
- FWAC suggested renaming this map/report to Coordinated CCF Road Plan (or similar) because FWAC is concerned that the plan does not represent a comprehensive access plan and that referring to it as such with stakeholders could lead to misinterpretation.

ACTION: T. Cole to provide table with rationales or embedded comments in map for FWAC's review.

T. Cole noted that CCF Forest Stewardship Plan is being updated this year.

Other Business

OTHER BUSINESS

N/A

Future Agenda Items:

- TBD: Presentation by Bob Cunneyworth, FLNRO Compliance and Enforcement Officer
- May: M. Pardoe, RMOW Parks Planner – RLAC & TPWG update
- May: T. Hellinga, WORCA 10-year Plan; and ACC plans

ADJOURNMENT

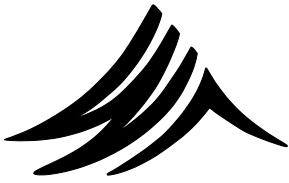
Moved by J. Mikes

That the Forest & Wildland Advisory Committee adjourn the April 12, 2017 meeting at 5:01 p.m.

CARRIED

CHAIR: C. Ruddy

RECORDING SECRETARY: H. Beresford



WHISTLER

MINUTES

REGULAR MEETING OF THE MAY LONG WEEKEND COMMITTEE

WEDNESDAY, APRIL 12, 2017, STARTING AT 1:00 P.M.

In the Piccolo Room

4325 Blackcomb Way, Whistler, BC V0N 1B4

PRESENT:

Acting Chair, RMOW General Manager, Corporate and Community
Services, Norm McPhail
Liquor Primary Sector Representative, Director of Bars and Pubs, Gibbons
Hospitality, Terry Clark
Restaurant Sector Representative, Earls Kitchen & Bar, Kevin Wallace
RCMP Representative, RCMP Cst. Steve LeClair
Acting RMOW Manager of Protective Services, Lindsay DeBou
RMOW Manager, Village Animation and Events, Bob Andrea
Recording Secretary, Rose Lawrence

REGRETS:

Chair, Councillor A. Janyk
Accommodation Sector Representative, General Manager, Delta Whistler,
Jeff Kennedy
Retail Merchants Sector Representative, Keir Fine Jewellery, Nicole
Shannon
Member at Large, Marlene Coleman
RMOW Manager of Protective Services, Shannon Story

ADOPTION OF AGENDA

Moved by S. LeClair
Seconded by T. Clark

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

CARRIED

ADOPTION OF MINUTES

Moved by B. Andrea
Seconded by T. Clark

That the May Long Weekend Committee adopt the May Long Weekend
Committee minutes of July 4, 2016.

CARRIED

PRESENTATIONS/REPORTS

- 2016 Review A review of May Long Weekend 2016 was given. Last year some hotels had security patrols. Consensus was that it was quieter than prior years. Businesses, hotels and food and beverage were slightly quieter than previous years.
- Festival Schedule A verbal update by B. Andrea was given regarding the 2017 festival schedule and a discussion was held. The focus is on a responsible good time for all demographics, while keeping the athletic nature of the weekend. A mass participation event in future years could be considered.
- Event details are on the website: <http://www.greatoutdoorsfest.com/>
- 2017 Plans A round table update regarding plans for 2017 was held. With Gateway Loop under construction special consideration will be given to transportation flow and security. Police focus will be on high visibility in all areas, and zero tolerance. Bike patrols will be in force. Hotel prices are higher and lots of corporate events have been scheduled during this time. Police will reach out to the schools with messaging. Bylaw Services will be in full force with patrols.

OTHER BUSINESS

- Next Meeting A discussion regarding timing of the next meeting.

ADJOURNMENT

Moved by K. Wallace

That the May Long Weekend Committee adjourn the April 12, 2017 meeting at 1:48 p.m.

CARRIED

Acting CHAIR: N. McPhail

Recording Secretary, R. Lawrence

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 _____ day of _____, 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

Laurie-Anne Schimek,
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.

Laurie-Anne Schimek,
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 \$1,500.00
entertainment (may also include hours of sale past midnight)
 - f. New basic food primary licence: hours of sale up to midnight and no \$350.00
patron participation entertainment
4. Applications for a Permanent Change to an Existing Liquor Licence
 - a. Permanent (structural) change to liquor primary licence with new interior \$1,500.00
area or increase in capacity to existing interior area (may also include
change in hours of sale)
 - b. Permanent (structural) change to liquor primary licence with new patio \$1,500.00
area or increase in capacity to existing patio area (may also include
change in hours of sale)
 - c. Permanent (structural) change to brewery, distillery or winery lounge \$1,500.00
and/or special event area (may also include change in hours of sale)
 - d. Change to Temporary Use Area endorsement to add new area or \$1,500.00
increase capacity of an existing area
 - 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 \$1,300.00
hours of sale past midnight)
 - h. Permanent (structural) change food primary licence to add new interior \$350.00
area or to increase capacity of existing interior area
 - i. Permanent (structural) change food primary licence to add new patio \$350.00
area or to increase capacity of existing patio area

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 __ day of _____, 2017

ADOPTED by the Council this __ day of _____, 2017

Nancy Wilhelm-Morden,
Mayor

Laurie-Anne Schimek,
Municipal Clerk

I HEREBY CERTIFY that this is a true
copy of "Liquor Licence Application
Processing Fee Bylaw No. 2149, 2017".

Laurie-Anne Schimek,
Municipal Clerk

RESORT MUNICIPALITY OF WHISTLER

MUNICIPAL TICKET INFORMATION SYSTEM AMENDMENT BYLAW NO. 2152, 2017

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

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

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

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

NOW THEREFORE, the Council of the Resort Municipality of Whistler, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as the "Municipal Ticket Information System Amendment Bylaw No. 2152, 2017".
2. The Municipal Ticket Information System Bylaw No. 1719, 2005 is hereby amended by:
 - (a) replacing the term "B18" with "B19" in sections 3.3 and 3.4
 - (b) adding the following to column 1 of Schedule A:

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

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

Given FIRST, SECOND and THIRD READINGS this _____ day of _____, 2017.

ADOPTED by Council on _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Laurie-Anne Schimek,
Municipal Clerk

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

Laurie-Anne Schimek,
Municipal Clerk

SCHEDULE B19

Tourist Accommodation Regulation Bylaw No. 2142, 2017

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

RESORT MUNICIPALITY OF WHISTLER

TOURIST ACCOMMODATION REGULATION BYLAW NO. 2142, 2017

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

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

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

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

1. This Bylaw may be cited for all purposes as “Tourist Accommodation Regulation Bylaw No. 2142, 2017”.

PART 1: INTRODUCTION

1. In this Bylaw:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PART 2: REGULATION OF TOURIST ACCOMMODATION BUSINESSES

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

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

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

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

PART 3: COMPLIANCE

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

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

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

PART 4: OFFENCES and TICKETING

20. A person who:

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

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

PART 5: GENERAL

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

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

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

Given FIRST, SECOND and THIRD READINGS this _____ day of _____, 2017.

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

ADOPTED by Council on _____, 2017.

Nancy Wilhelm-Morden,
Mayor

Laurie-Anne Schimek,
Municipal Clerk

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

Laurie-Anne Schimek,
Municipal Clerk

From: Melissa Yeo <Melissa.Yeo@PrimeBC.ca>

Sent: Wednesday, May 3, 2017 3:37 PM

To: info

Subject: PRIMECorp Budget

May 4, 2017

Mayor Wilhelm-Morden
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC
V0N 1B4

Dear Mayor Wilhelm-Morden and Council,

As reported to local government and police leadership over the past four years through our Annual Report and other outreach, the Board of Directors has been focused on advancing PRIMECorp in key areas such as financial stewardship, technological resiliency, service and security. We have made substantial advancement in all areas. On behalf of the Board of Directors, I write to you today with the purpose of providing updates on two key items in advance of the publication of PRIMECorp's 2016-2017 Annual Report, which will come later in the year.

At its most recent Board of Directors meeting, the Board passed Operating and Capital budgets for the period April 1, 2017-March 31, 2018. The provincial per officer levy will be \$1093.00, which represents a 3% increase in the current levy (approximately \$32 per officer). This is in alignment with the three-year forecasts PRIMECorp first communicated to you in 2014. At that time, the Board committed to maintaining a maximum 3% per officer levy through to the end of fiscal 2017-2018 and I am very pleased to report this has occurred each year. The levy includes 2% to cover current operating costs and 1%, which will continue to be put toward a reserve (accumulated surplus) for future required investments.

The Board's support of the reserve approach, combined with the operating surpluses from the past few years, has had a significant positive impact on our ability to undertake critical projects such as a geo-redundant data centre outside the Lower Mainland and a new Data Extraction Service without requiring a substantial increase in levies. PRIMECorp continues on its positive financial path and we remain committed to our goal to provide funders with certainty and stability with regard to projected levies so that they can be contemplated in future municipal budget cycles.

I also write with regard to the recent release of the report of the Office of the B.C. Auditor General on a 2016 IT security audit of PRIME-BC. As noted in our response letter to the Auditor General and published in its report, securing and protecting the information that British Columbia's police agencies enter into the PRIME-BC system is PRIMECorp's top priority.

The OAG advised PRIMECorp in 2013 that PRIME-BC was protected from external cyberattacks and we were pleased that the OAG again concluded in its 2016 audit that there are adequate perimeter controls protecting PRIME-BC from external attacks launched from the Internet. We have further work to do with regard to internal controls and have appreciated the OAG's acknowledgment of the significant improvements made over the past few years. We will continue to work to maintain vigilance with regard

to the prevention, early detection and swift mitigation of any threat, internal or external, that may impact PRIME-BC.

The PRIMECorp board of directors has accepted all the recommendations of the OAG, and will, on a quarterly basis, monitor the progress of the implementation of the remaining recommendations, which are anticipated to be complete by the end of 2017.

As the custodians of the police information entered into the PRIME-BC shared system, PRIMECorp understands the special role it plays in maintaining the security of that information for both public safety and officer safety. The work completed by the Auditor General will help PRIMECorp and all British Columbia police agencies face the increasing, and always evolving, security threats that face all organizations and governments in today's cyber world.

We look forward to providing you a more fulsome report and all financial highlights in our 2016-2017 Annual Report.

Sincerely,



Clayton J.D. Pecknold
Chair, PRIMECorp Board of Directors

PRIMECorp
3301 Pender Street
Vancouver, BC
V5K5J3

Cc: Chief Superintendent Ray Bernoties, Chair, BC Association of Chiefs of Police
Deputy Commissioner Brenda Butterworth-Carr, RCMP E-Division
Municipal Police Chiefs
Officers in Charge, RCMP Detachments
PRIMECorp Board of Directors

- Denis Boucher, Chief Superintendent, RCMP
- Brenda Butterworth-Carr, Deputy Commissioner, RCMP
- Derek Corrigan, Mayor, City of Burnaby
- Bob Downie, Chief Constable, Saanich Police Department
- David Guscott, CEO, E-Comm
- Dave Jones, Chief Constable, New Westminster Police Department
- Peter Milobar, Mayor, City of Kamloops
- David Stuart, CAO, District of North Vancouver
- Daryl Wiebe, Superintendent, Vancouver Police Department

From: John and Karen Wood [<mailto:jkwood2@shaw.ca>]
Sent: Saturday, May 06, 2017 8:23 PM
To: Mayor's Office <mayorsoffice@whistler.ca>
Subject: Ironman and future planning for Whistler

Dear Mayor and Council,

While we have enjoyed and been fascinated by the ironman events over the last 5 years I cannot support approval of another 5 year commitment. The ironman event is perhaps the epitome of the tourism industry members of our community to monopolize the entire Whistler valley. Residents tolerate even welcome and volunteer for such events enjoying them as part of the variety that makes Whistler what it is. Unfortunately the corporate members of our community seem to feel there is no limit to what other occupants of the valley should accept in their pursuit of ever bigger and more frequent events. They seem to care little that the ironman event causes major disruption to not only residents and wildlife of the Whistler valley but to our neighbor community of Pemberton plus anyone else wishing to use provincial highway 99 to travel north or south through here.

At some point even Whistler residents, including our feathered and furry members, may wish some time when the tourist industry and their now 3 million guests are not monopolizing every aspect of life here. The residents have shown strong support for major events like Ironman and we want our community business to do well and the guests to enjoy visiting our valley. Many of the concerns about Ironman are actually coming from within the business community itself who find themselves mowed over by the scale of this event. Perhaps there was determined to be a universal publicity payoff of the ironman event 5 years ago for the community but publicity is hardly in short supply for Whistler anymore. Perhaps the benefits of Ironman to our community have been achieved and the event should move to where it can do more good for another location.

Our corporate community member may not want to accept it but there is a limit to what residents (wildlife and human) and even some members of the business community find a tolerable level of monopolization of the valley. What I feel is missing now is a clear vision of a sustainable balanced future for the corridor. I have been disappointed to hear senior levels of our political leadership state that they ponder "when is enough, enough?" or "how big is too big?". All individuals entrusted with the responsibility to plan the future of this valley should know exactly what the answers to those questions are. If they do not then we are running in the dark. The smart thing to do when you find yourself in that position is to stop until you can figure out where you are lest your next step lead to a serious fall or worse. Even Ironman athletes who do not learn how to pace themselves do not make it to the finish line. Whistler council needs to realize that approving ironman for another 5 years at this time is a step into the dark. This community needs to hold up and regroup and decide where we are going before taking on large projects like Ironman. Renaissance would be another example.

Thanks as always for considering my thoughts,

Yours truly,

John Wood
8573 Drifter Way
Whistler, BC
V0N 1B8
604 932-5109

J cell 604-916-8735
K cell 604-910-5276 (KARN)

jkwood2@shaw.ca

From: Rootdown Farm <info@rootdownfarm.net>
Sent: Monday, May 8, 2017 10:14 PM
To: info; Wanda Bradbury; Mayor's Office
Subject: IronMan Canada Event and the Pemberton Community

Please find attached a letter from the Pemberton Farmers Institute addressing our concerns about the renewal of the event for another 5 years.

Thank you,

Sarah.

--

Rootdown Organic Farm
8425 Pemberton Meadows Road
Pemberton BC
V0N 2L2

604-894-5929
rootdownfarm.net



Resort Municipality of Whistler
4235 Blackcomb Way
Whistler, BC
V0N 1B4

8th May, 2017

Dear Mayor, Council and staff,

The Pemberton Farmers Institute would like to address their position on the renewal of the Iron Man event. While we recognize the benefit to the Whistler community, we have failed to see the benefit to the Pemberton community, particularly to the residents of the Pemberton Meadows. It is hard for us to support the event going forward as a result.

Our concerns are as follows:

- From April to July each year, the Pemberton Meadows Rd sees large numbers of cyclists training for the event and as the road is narrow and shoulder-less in many places, causing constant travel delays for residents and farmers on a daily basis throughout that time period.
- On the event day, road closures make it hard for farmers to move from property to property and conduct regular business and those who rely on public access to farm gate sales are impacted negatively, as well as those we need to access the Whistler Farmer Market, which itself sees a huge reduction in shoppers due to road closures, often reducing sales by half.
- Businesses in Pemberton in general take a hit financially due to road closures preventing people coming to the community to spend their money
- Safety is always a concern in terms of moving about on the event day. While we realize extensive emergency plans are in place for such serious emergencies, we feel there is also a concern for non-immediate emergency situations that hinders our community from moving about freely on the day.

While this event inconveniences us in the above ways, we have not seen any community contributions and would suggest that if the event goes ahead, a paved shoulder is provided on the Pemberton Meadows Rd, at the very least as a benefit to the participants and in-turn making life on the Meadows Road safer and more usable for farmers and residents living along side of this event.

Regards,

Sarah Stewart

Secretary, Pemberton Farmer Institute

From: Karen Podolski [<mailto:kpodolski@builtgreencanada.ca>]
Sent: Tuesday, May 09, 2017 8:57 AM
To: Melissa Kish <MKish@whistler.ca>
Cc: 'Jenifer Christenson' <jchristenson@builtgreencanada.ca>
Subject: Request for Proclamation

Dear Mayor and Council,

We're reaching out to request the Resort Municipality of Whistler again proclaim June 7 BUILT GREEN® Day. This will be the fourth year we have proclaimed this as BUILT GREEN® Day, coinciding with National Environment Week. We use the proclamation to raise awareness about the importance of sustainable building practices and to challenge municipalities across the country to encourage green building as part of their sustainable building policies.

Given the Resort Municipality of Whistler encourages sustainable building practices, this is a complementary effort that we trust you would want to support. It also helps to acknowledge those in your community showing sustainable leadership in the residential building sector, while reflecting your efforts to support industry—including the BUILT GREEN® builders in Whistler—and homeowners.

As you know, the demand for sustainable building continues to increase. Homebuyers and citizens alike increasingly have expectations of private and public institutions around their sustainable practices. And, we recognize this is top of mind as the Government of British Columbia prepares to roll out their BC Energy Step Code in the coming months.

We will be issuing a news release across the country, and have included a link to last year's news release: <http://builtgreencanada.ca/built-green-canada-launches-third-annual-challenge-to-municipalities?id=1456>

For convenience, we have included a draft proclamation here, should you choose to participate:

Draft of proclamation:

WHEREAS, the Resort Municipality of Whistler is committed to sustainable growth and responsible stewardship of our natural environment;

AND WHEREAS, Built Green Canada is a national organization that advocates for sustainable environmental practices in the residential building sector;

AND WHEREAS Built Green Canada delivers programs to assist builders in building more sustainably using the latest technologies to create healthier, more efficient, and durable homes;

AND WHEREAS the Resort Municipality of Whistler is dedicated to protecting our natural resources and encourages sustainable development;

THEREFORE I, MAYOR NANCY WILHELM-MORDEN DO HEREBY PROCLAIM, JUNE 7, 2017, "BUILT GREEN® DAY" IN WHISTLER, BRITISH COLUMBIA.

Should you require additional information at this time please do let us know.

We're looking forward to hearing back.

Thanks again.

Encl.: Resort Municipality of Whistler Application to Request City Council Proclamation

We offer programs for single family, renovation, and high density. Since our inception, builders have worked with us to complete over 28,240 BUILT GREEN® certified homes represented in Alberta, British Columbia, Saskatchewan, and Ontario—including the units in multi-storey projects, the total is over 29,950. Together, we are leading the way in sustainability performance for residential home construction.

Jenifer Christenson
Executive Director

Karen Podolski
Communications & Program Coordinator
Built Green Canada

Phone 780.485.0920

Toll Free 855.485.0920

Email kpodolski@builtgreencanada.ca

Web www.builtgreencanada.ca

Twitter [@BuiltGreenCan](https://twitter.com/BuiltGreenCan)

8615 - 104 Street
Edmonton, AB T6E 4G6

BUILDING ON SUSTAINABILITY



Dear Mayor and Council:

RE: Access Awareness Day – June 3, 2017 – Accessible Communities are Inclusive Communities

June 3, 2017 marks SPARC BC's 20th annual Access Awareness Day! Access Awareness Day gives each of us an opportunity to look at our community and to think about how to make it more accessible and inclusive for everyone. The theme for this year's Access Awareness Day is "Accessible Communities are Inclusive Communities". As part of this year's focus, our goal is to draw attention to the different ways that communities can come together to promote greater accessibility and inclusion. The series of posters enclosed as part of this letter show the many different ways that accessibility is part of community life.

There are a number of different ways that your community can take part in Access Awareness Day. This includes passing a proclamation, hosting an accessibility event, or sharing information about some of your recent efforts to help make your community as accessible and inclusive as possible. As part of this package of materials we have also included a survey to learn more about local accessibility priorities and about the different types of accessibility-related initiatives that you have implemented in your community.

In 2016, forty-three different local governments passed a proclamation or wrote a letter of support recognizing the importance of accessibility and the role that it plays in building inclusive communities. Accessibility is not just about physical access and technical devices; it is also about ensuring that everyone has the right to share their talents, experience and abilities, and to engage in all aspects of community life. We hope that you will consider joining us in celebrating Access Awareness Day this year.

To help to support you in your efforts, we have included a number of different posters that can be used to build increased public awareness and support around the importance of working together to ensure that our communities are as accessible and inclusive as possible. As well, we have a limited amount of funding (small grants of \$500 per community) to help promote and support local accessibility events. To request additional posters or to suggest possible ways to partner around Access Awareness Day please do not hesitate to reach out to us by calling 604.718.7736 or by sending an email to mycommunity@sparc.bc.ca.

We know that true accessibility and inclusion is achieved by people and communities working together. By looking at ways to achieve greater accessibility, we are also building stronger, healthier and more inclusive communities. As part of this year's Access Awareness Day activities, our goal is to demonstrate the many different ways that communities across British Columbia have been successful in building accessibility and in creating communities where everyone is included! Please take a moment to reach out and to share your stories or ideas! We look forward to hearing from you.

Sincerely,



Lorraine Copas
Executive Director, SPARC BC

Access Awareness Day Proclamation

- WHEREAS** Accessibility and inclusion are essential for ensuring that all community members have access to opportunities, and the ability to fully participate in community life; and,
- WHEREAS** Accessibility should be part of all aspects of community life—physical, social and economic including employment, transportation, recreation and housing; and,
- WHEREAS** We all have a role to play in ensuring that our communities are as accessible and inclusive as possible.

THEREFORE BE IT RESOLVED:

The citizens of this community recognize the rights of all individuals with disabilities and the importance of ensuring that they have access to the opportunities that are important to them and that give their lives meaning.

IN WITNESS WHEREOF

I hereto set my hand to this signed _____

(Mayor/Chairperson)

This _____ day of _____, 2017.



Accessible Communities
are **Inclusive Communities**



sparc bc
people. planning. positive change

Community Accessibility Survey

1. In general, how well is your community doing in meeting its accessibility needs?

- ☐ **Very well**
☐ **Reasonably well**
☐ **Ok**
☐ **Not very well**
☐ **Not at all well**

2. Has your community engaged in any age-friendly or disability-friendly initiatives in the past year?

- ☐ **Yes**
☐ **No**
☐ **Unsure**

If yes, please describe:

3. Thinking about the accessibility-related needs in your community, what would you say are the top 3 priority areas? (Please check three)

- | | | |
|---|--|---|
| <input type="checkbox"/> Sidewalks & pathways | <input type="checkbox"/> Transportation/Public transit | <input type="checkbox"/> Community amenities |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Housing | <input type="checkbox"/> Social and cultural activities |
| <input type="checkbox"/> Employment | <input type="checkbox"/> Food & agriculture | <input type="checkbox"/> Parks and recreation |

4. What if any actions have you taken in the past year to achieve specific accessibility-related goals in the priority areas that you identified above?

Priority Area 1
Priority Area 2
Priority Area 3
Other Priority Areas

5. Does your community have any accessibility-related policies/priorities included in your Official Community Plan?

- ☐ **Yes**
☐ **No**
☐ **Unsure**

If yes, please describe:

6. **Adaptable/Accessible Housing:** Thinking of the needs in your community, how successful has your community been in meeting the existing and future need for adaptable and accessible housing in your community?

- ☐ **Very successful** ☐ **Reasonably successful** ☐ **Ok** ☐ **Not very successful** ☐ **Not at all successful**

7. **Adaptable/Accessible Housing:** Does your community have specific policies or guidelines in place to increase the supply of accessible housing?

- ☐ **Yes** ☐ **No** ☐ **Unsure**

If yes, please describe the specific initiatives that your community has put in place.

--

8. **Parks and Recreation:** Does your community have any accessible parks, trails, or other outdoor recreation areas?

- ☐ **Yes** ☐ **No** ☐ **Unsure**

If yes, please tell us more about the types of initiatives or activities that you have introduced to promote greater accessibility in your parks, trails or outdoor activities?

--

9. **Accessible Tourism:** Does your community have any initiatives that are focused on promoting accessible tourism?

- ☐ **Yes** ☐ **No** ☐ **Unsure**

If yes, please tell us more about the types of initiatives or activities that you have introduced to promote accessible tourism?

--

10. **Accessible Transportation:** Has your community introduced any specific initiatives that make it easier for people with disabilities or health and activity limitations to get around?

- ☐ **Yes** ☐ **No** ☐ **Unsure**

If yes, please tell us more about the types of initiatives or activities that you have introduced to promote accessible transportation and to make it easier for people with disabilities to get around their community?

--

11. Tell us about yourself:

Name:	
Community:	
Position:	
Phone No.	Email:



Accessible Communities are Inclusive Communities

Want to work with us to make our communities more accessible? Visit
SPARC BC at www.sparc.bc.ca or call 604.718.7734

 **sparc bc**
people planning positive change



Accessible Communities are Inclusive Communities

Want to work with us to make our communities more accessible? Visit
SPARC BC at www.sparc.bc.ca or call 604.718.7734



Accessible Communities are Inclusive Communities

Want to work with us to make our communities more accessible? Visit
SPARC BC at www.sparc.bc.ca or call 604.718.7734

The background of the flyer features a vibrant sunset with orange and yellow clouds. In the foreground, the silhouette of a person riding a bicycle is visible on the right side. A large, white, stylized arrow points from the left towards the right, partially overlapping the sunset and the cyclist. The arrow has a thick, rounded body and a simple triangular head.

Accessible Communities are Inclusive Communities

Want to work with us to make our communities more accessible? Visit
SPARC BC at www.sparc.bc.ca or call 604.718.7734

April 19, 2017

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

Dear Mayor, Council, & Staff,

Re: Proposed revisions to Smoking Regulation Bylaw No. 2136

I am writing to you as Howe Sound's Medical Health Officer to express my support for the proposed revisions to the Resort Municipality of Whistler's Smoking Regulation Bylaw No. 2136 which, if passed, will be the most comprehensive smoking bylaw in Canada to date.

The inclusion of a 25 metre buffer from parks, children's play equipment, the Valley Trail, public plazas, and transit stops will protect those who are using public spaces and taking public transit from harmful second-hand smoke and vapour. The extension of the current 6 metre buffer from windows, doorways and air intakes to 10 metres will sufficiently decrease second-hand smoke exposure in buildings. Additionally, the inclusion of the term vapourizing in the definition of smoking will protect bystanders from the known health risks related to exposure of second-hand vapour from nicotine, cannabis and other substances that are heated not burned. All three of these revisions are essential measures to decrease or eliminate harmful second-hand smoke and vapour exposure to residents and visitors of Whistler.

Second-hand smoke is a known carcinogen that causes cancer and coronary heart disease in non-smoking adults. It is especially dangerous to children as it increases the risk of serious respiratory problems in children, and increases the severity and frequency of asthma attacks and respiratory tract infections. There is no safe level of exposure to second-hand smoke and comprehensive smoking bans are the most effective method to protect the health of non-smokers.

Sincerely,



Mark Lysyshyn, MD, MPH, FRCPC
Medical Health Officer, North Shore & Sea to Sky
Vancouver Coastal Health