

WHISTLER

AGENDA

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, JULY 26, 2016, STARTING AT 5:30 P.M.**

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

ADOPTION OF AGENDA

Adoption of the Regular Council agenda of July 26, 2016.

ADOPTION OF MINUTES

Adoption of the Regular Council minutes of July 12, 2016.

PUBLIC QUESTION AND ANSWER PERIOD

PRESENTATIONS/DELEGATIONS

Whistler Chamber of
Commerce Labour and
Workforce Survey

A presentation by Val Litwin, Chief Executive Officer Whistler Chamber of
Commerce (WCC) regarding WCC Labour and Workforce Survey.

MAYOR'S REPORT

INFORMATION REPORTS

Planning And Building
Departments Application
Activity Report – 2016
Second Quarter
Report No. 16-089
File No. 7076.01

A presentation by municipal staff.

That Information Report No.16-089 summarizing the Planning Department and
Building Departments application activity for the second quarter of 2016 be
received.

ADMINISTRATIVE REPORTS

DVP 1122 - 3359
Lakeside Road Setback
Variance
Report No. 16-090
File No. DVP1122

A presentation by municipal staff.

That Council approve Development Variance Permit Application DVP 1122 to
vary the front setback for a basement below an attached garage at 3359 Lakeside
Road from 7.6 metres to 5.0 metres as described in Report No. 16-090 and

illustrated in Architectural Plans D1.01, D1.02, D1.03, D1.06, D1.07 A2.01, A2.03, and A2.04, prepared by Peter Rose Architecture and Interiors dated November 11, 2015.

DVP1113 – 1597 &
 1599 Tynebridge
 Lane Setback
 Variance
 Report No. 16-091
 File No. DVP 1113

That Council approve the issuance of Development Variance Permit DVP 1113 to vary the minimum permitted setback from the front property line at 1597 & 1599 Tynebridge Lane from 2 meters to 0 meters for a retaining wall, and vary the maximum permitted height of a retaining wall from 0.6 meters to 3.85 meters, in order to accommodate an existing retaining wall, as shown on the survey plan prepared by Douglas J. Bush, dated September 16, 2015, attached as Appendix B to Report No. 16-091.

LLR 1256 – Coast
 Mountain Brewing
 Company – Brewery
 Lounge Endorsement
 Report No.16-092
 File No. LLR 1256

A presentation by municipal staff.

That Council pass the resolutions attached as Appendix “A” to Administrative Report No.16-092 providing Council’s recommendation to the Liquor Control and Licensing Branch regarding an Application from the Coast Mountain Brewing Company for an endorsement for a manufacturer (brewery) lounge with an occupan load of 27 persons.

Land Use Procedures
 and Fees Amendment
 Bylaw (Fees for Home-
 based Artist Studios) No.
 2122, 2016
 Report No. 16-094
 File No. 7647.01

That Council consider giving first, second and third readings to Land Use Procedures and Fees Amendment Bylaw (Fees for Home-based Artist Studios) No. 2122, 2016.

Community Energy and
 Climate Action Plan
 Report No. 16-093
 File No. A05001

A presentation by municipal staff.

That Council endorse the 2016 Community Energy and Climate Action Plan as attached as Appendix A to Administrative Report No. 16-093.

MINUTES OF COMMITTEES AND COMMISSIONS

Transportation Advisory
 Group (TAG)

Minutes of the Transportation Advisory Group meeting of June 9, 2016.

Forest and Wildland
 Advisory Committee

Minutes of the Forest and Wildland Advisory Committee meeting of June 8, 2016.

Whistler Bear Advisory
 Committee

Minutes of the Whistler Bear Advisory Committee meeting of June 8, 2016.

BYLAWS FOR FIRST, SECOND AND THIRD READINGS

Land Use Procedures
and Fees Amendment
Bylaw (Fees for Home-
based Artist Studios)
No. 2122, 2016

That Council consider giving first, second and third readings to Land Use Procedures and Fees Amendment Bylaw (Fees for Home-based Artist Studios) No. 2122, 2016.

BYLAWS FOR THIRD READING

Zoning Amendment
Bylaw (Whistler RV) No.
2110, 2016

That Council consider giving third reading to 'Zoning Amendment Bylaw (Whistler RV) No. 2110, 2016'.

OTHER BUSINESS

Whistler Housing
Authority Ltd Director
Changes

That the written resignation of Sharon Fugman (which has been received at the Company's registered office) as director of the Company be accepted;

That Mike Furey, having consented in writing to act as director of the Company, be appointed as director of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and

That the Board of Directors is therefore now composed of the following seven (7) persons:

Jonathan Decaigny
Jennifer C. Ford
Jack Crompton
Mike Furey
Michael Hutchison
Brian Good
John Grills

ITEMS TO BE BROUGHT FORWARD TO A REGULAR MEETING

CORRESPONDENCE

District Energy System
(DES) Issues
File No. 3009

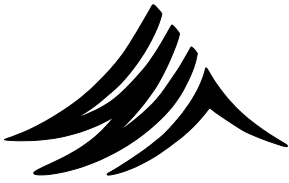
Correspondence from Gavin Phillipson dated June 16, 2016, regarding issues with his DES.

Whistler Blackcomb
Renaissance Project
Trail Access Concerns
File No. 3009

Correspondence from Rupert Mercer dated July 5, 2016, regarding Whistler Blackcomb's Renaissance Project and trail access concerns.

Whistler Seawolves Swim Club Pool Use Co-operation File No. 3009	Correspondence from Stan Kranjc on behalf of Club Members dated July 5, 2016, regarding the successful resolution with the RMOW Recreation Department for ongoing pool lane allocations at Meadow Park Sports Centre.
Road Management in Construction Zones File No. 3009	Correspondence from Scott Brick, dated July 7, 2016, regarding issues in management of roads in construction zones in Whistler.
Union of British Colombian Municipality Convention Meeting Appointments and Invitations File No. 3009	Correspondence from Selina Robinson, MLA, Opposition Spokesperson for Local Government, Seniors and Sports dated July 5, 2016, regarding meeting appointments and invitations at the upcoming UBCM convention.
UBCM FireSmart Grant – Strategic Wildfire Prevention Initiative File No. 3009	Correspondence from Danyta Welch, Policy and Programs Officer, Union of British Columbia Municipalities dated July 11, 2016, regarding the successful grant application for the Strategic Wildfire Prevention Initiative.
Community Foundation of Whistler - 2015 Environmental Legacy Fund Statement File No. 3009	Correspondence from Carol Coffey, Executive Director Community Foundation of Whistler dated July 15, 2016, regarding the 2015 Environmental Legacy Fund statement and grant distribution through the Community Foundation of Whistler.

ADJOURNMENT



WHISTLER

MINUTES

**REGULAR MEETING OF MUNICIPAL COUNCIL
TUESDAY, JULY 12, 2016, STARTING AT 5:31 P.M .**

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

PRESENT:

Mayor N. Wilhelm-Morden

Councillors: S. Anderson, J. Grills, A. Janyk, S. Maxwell

ABSENT: Councillor J. Crompton, Councillor J. Ford,

Chief Administrative Officer, M. Furey
General Manager of Infrastructure Services, J. Hallisey
General Manager of Corporate and Community Services, N. McPhail
General Manager of Resort Experience, J. Jansen
Municipal Clerk, L. Schimek
Manager of Communications, M. Comeau
Director Corporate, Economic and Environmental Services, T. Battiston
Transportation Demand Management Coordinator, E. Dal Santo
Planning Analyst, R. Licko
Recording Secretary, M. Kish

ADOPTION OF AGENDA

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

That Council adopt of the Regular Council agenda of July 12, 2016.

CARRIED

ADOPTION OF MINUTES

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

That Council adopt the Regular Council minutes of June 21, 2016 and the
Public Hearing minutes of May 17, 2016.

CARRIED

PUBLIC QUESTION AND ANSWER PERIOD

There were no questions from the public.

MAYOR'S REPORT

Mayor Wilhelm-Morden shared her condolences on behalf of Council and expressed her deep and profound sadness with the family of Gordon McKeever. Gordon contributed greatly to our community over many years. Gordon served as a member of municipal council for two terms from 2002 through 2008. During that time he was active on several Council committees and board appointee positions including:

- Tourism Whistler
- Chamber of Commerce
- The Whistler Public Library
- Governance and Ethics Standing Committee
- Emergency Executive Committee

Most recently he was the Chair of Council's Forest and Wildland Advisory Committee, having taken on this role in 2009. He served on the committee since 2002. Gordon served as the Chair of the Whistler Housing Authority Board for two years and served on the board for a total of four years. His knowledge and commitment to housing in Whistler are reflected in the book he co-authored "The Whistler Housing Story: A History of Affordable Housing in Whistler". A long-time resident, Gordon was also well-known for his incredible work as Chair of the Sea to Sky Trail Society and project manager for the Sea to Sky Trail. Both projects have been a significant benefit to the recreation community and ecotourism in the Sea to Sky corridor. Gordon was also involved in the business community through his property management company, Rainbow Retreats. Mayor Wilhelm-Morden commented that she worked with Gordon on the 2005-2008 Municipal Council and that he was very diligent in his approach to Municipal politics saying he was always thoughtful and respectful in his comments and very generous of himself and his time. His passing is a significant loss for our community. He will be sadly missed and leaves a true legacy. Mayor Wilhelm-Morden said our thoughts are with his wife Libby and daughters.

Councillor Grills commented that he was recently nominated by Gord to join an astute group of gentlemen called the Whistler Literary Society saying as a sponsor he raised the level of their friendship. Councillor Grills related that at their first dinner Gord imparted the rule "That you have to have an opinion. It doesn't have to be correct but you have to be willing and able to defend it". Councillor Grills commented that after they had all learned of Gord's passing they were at a loss for words and a comment was made that that would be totally unacceptable to Gord McKeever. Councillor Grills further informed that there will be a Celebration of Life Service but that as per Libby McKeever's request please do not return from holidays to attend as Gord would want everyone to carry on with their life.

Gord's Celebration of Life will be held at the Whistler High School on Saturday July 23 from 11:00 a.m. to 1:00 p.m. if you would like to attend.

Councillor Janyk remarked that Gord was a good friend and a committed citizen of this community. Councillor Janyk relayed that she had the privilege of being a School Trustee when his children were attending the High School and she said that she always valued his input. Councillor Janyk

also commented that she had the opportunity to work alongside him and his wife Libby and acknowledged that they gave a lot to this community and that he will be dearly missed.

Mayor Wilhelm-Morden noted that we recently celebrated a wonderful Canada Day weekend here in Whistler. Mayor Wilhelm-Morden commented how amazed she was at the number of people who came out to celebrate. The hundreds of people and businesses that came and participated in the community's wonderful Canada Day Parade to the six-thousand people who attended the evening performance of the Vancouver Symphony Orchestra saying it was a truly remarkable weekend that demonstrated why Whistler is always one of the best places in the country to celebrate Canada.

Mayor Wilhelm-Morden thanked the Vancouver Symphony Orchestra and Maestro Bramwell Tovey for their two performances. Our community has seen a huge benefit over the past five years the Vancouver Symphony Orchestra has come to perform in Whistler. They provided us with a world class performance and an experience that is unparalleled for residents and visitors in Whistler. Mayor Wilhelm-Morden thanked them for their ongoing partnership. Mayor Wilhelm-Morden also thanked the Province of British Columbia for their funding for the Canada Day events through the Resort Municipality Initiative funding (RMI). This funding from the Province increases our ability as a resort community to increase events and amenities, tourism, investment, employment for residents and our municipal tax revenue and we value their ongoing support.

The first week of July was also a second very successful year for the Vancouver Symphony Orchestra Institute at Whistler. It has successfully developed an internationally renowned orchestral residence program for students from around the world. Mayor Wilhelm-Morden mentioned how pleased everyone is with this year's program, from the music that filled the Village through small chamber performances to the finale performance directed by VSO Maestro Bramwell Tovey Tuesday, July 5 in Olympic Plaza. Despite rain during the initial part of the performance, around 500 people attended the concert. Mayor Wilhelm-Morden congratulated all who took part in this wonderful partnership.

Looking ahead, Mayor Wilhelm-Morden mentioned we have an action packed lineup of events throughout the rest of the summer saying there is excitement building about the Whistler Presents Concert Series, funded by the Resort Municipality Initiative. The Program includes a fantastic line up of Canadian and international artists that will take the stage free of charge at Whistler Olympic Plaza. Now in its sixth year, the series has become a large part of the excitement and vibe of visiting Whistler in the summer and a positive contributor to our tourism industry and local economy. Mayor Wilhelm-Morden said she looked forward to these performances and encouraged all attendees to enjoy in a safe and responsible manner.

Mayor Wilhelm-Morden mentioned that the next few weeks will be very busy in terms of events and the number of visitors who choose to spend their vacation in Whistler. This week the Pemberton Festival will bring thousands through the Sea to Sky corridor to our neighboring community and the

following week will bring the Subaru Ironman Canada Race to Whistler. Tomorrow afternoon and evening, the Pemberton Music Festival will be kicking off here in Whistler, with a free show at Olympic Plaza featuring the Arkells, The Givers and Funk Hunters. Mayor Wilhelm-Morden welcomed these events and took the opportunity to remind everyone that weekends are busy on both the roads and in the Village especially on summer weekends.

There are many opportunities to take part in reducing traffic congestion at these times. Mayor Wilhelm-Morden encouraged people to take transit into the Village and to use the Valley trail by bike when possible. As our parking lots fill up quickly – Mayor Wilhelm-Morden encouraged people to leave themselves plenty of time if they are going to drive to the Village, and to consider other underground parking lots instead of just the day lots. Additionally, this weekend the Blackcomb Excalibur gondola will be running and additional parking will be available in Lots 6, 7 and 8. We encourage people to take advantage of this parking as well and enjoy a scenic and stress-free gondola ride to the Village. Mayor Wilhelm-Morden encouraged everyone to know before you go. More information about parking in lots 6, 7 and 8 as well as BC Transit info will be available on our website at www.whistler.ca. Check the Pemberton Festival and Subaru Ironman Canada websites for detailed accessibility and transportation information about those weekends.

Mayor Wilhelm-Morden noted that our fantastic schedule of events is one of the reasons Whistler is growing as a popular summer resort destination. Mayor Wilhelm-Morden shared the recent news that Whistler has been recognized by “TripAdvisor” as one of the “Ten Most Popular Summer Rental Spots in Canada” for 2016. The list was compiled from an analysis of vacation rental interest for stays between June 2016 and August 2016. Whistler was recognized as the fifth most popular destination. As well, Whistler was recently recognized by “U.S. News” a global digital news company as number seven on the top nine “Best Vacations in Canada.” The website combined traveller’s opinions as well as expert analysis to produce the ranking. With 2015 being a banner summer for tourism in Whistler this news furthers our reputation as a world-class year round destination.

Mayor Wilhelm-Morden thanked and recognized “Divers for Cleaner Lakes”, a group of residents who held the annual lake clean-up of Lost Lake and Alta Lakes this past weekend. Their efforts removed almost 340 pounds of garbage from the lakes. Mayor Wilhelm-Morden thanked all the volunteers locally and from the organization for their time for this wonderful effort to help keep Whistler’s lakes clean. Mayor Wilhelm-Morden acknowledged Roger McCarthy former member of Council for his efforts in creating this initiative which is now a successful annual event on the community calendar and encouraged residents and visitors to make their trips to our lakes, rivers and parks as garbage-free as possible.

Mayor Wilhelm-Morden commented that she was happy to participate in a news conference several weeks ago regarding a major funding announcement making the Spearhead Huts Program a reality. Several funders are helping to make this project including the Kees Brenninkmeyer Foundation who announced their \$900,000 donation last month. The

Municipality is providing a grant of 150-thousand dollars from the provincial Resort Municipality Initiative to the program to help enable the construction of three backcountry huts in Garibaldi Provincial Park. Mayor Wilhelm-Morden said she was pleased to support this important project that will make this spectacular skiing and hiking experience accessible to more people and increase safety by providing shelter for travellers in the backcountry.

As a vibrant, growing community Mayor Wilhelm-Morden commented that she is pleased to announce new programs for some of our youngest residents through the Municipality's Recreation Department. This fall, our pre-school aged children will have new courses to encourage their development through physical literacy and music. "Follow me to Physical Literacy" will help children master fundamental movement skills and essentials to build their motivation and confidence. "Music and Art" will be led by our fantastic early year's educator Cynthia Higgins. Both music and arts literacy are key to early years development and we are excited about offering this program in the community this fall.

Mayor Wilhelm-Morden informed that the RMOW recently held the annual Council Recognition Fiesta June 29 to acknowledge the contributions of the many Council committee members who volunteer their time and knowledge to our 16 committees of Council. It was a beautiful evening in Florence Petersen Park. Mayor Wilhelm-Morden thanked everyone for coming and for their involvement in important matters and decisions that affect our community and work toward our shared success.

Mayor Wilhelm-Morden announced the appointment of Tom Bunting to the Board of Variance for a three year term. Mayor Wilhelm-Morden congratulated Tom on this appointment and thanked Alan Maten who served two terms on the Board. The Board of Variance is independent from Council and deals with appeals for minor variances to Whistler's Zoning Bylaw. They meet the last Monday of every month.

Mayor Wilhelm-Morden took a moment to thank Val Litwin, CEO of the Whistler Chamber of Commerce for his years of service and leadership at the Chamber and congratulated him on his new position as CEO of the B.C. Chamber of Commerce. The expanded profile of his new position obviously speaks to the outstanding work he has done leading the Whistler Chamber of Commerce for the past three years. The Whistler Chamber of Commerce is a valued partner of the Resort Municipality and we appreciate the work Val has done with us on a number of challenging issues facing our community's businesses. Mayor Wilhelm-Morden wished him great success in his new position and looks forward to his leadership at the provincial level.

Councillor Janyk relayed that she attended the Whistler Children's Festival with her grandchildren and thanked the organizers for a great event. She commented that luckily the weather held up and that she saw many happy faces.

ADMINISTRATIVE REPORTS

License Plate
Recognition System
Report No.16-084
File No.1512

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

That Council direct staff to bring forward a subsequent amendment to the 2016-2020 Five-Year Financial Plan to include additional funds in 2016 from the Day Lot Capital Reserve in the amounts of \$49,627.20 to purchase a mobile license plate recognition system.

CARRIED

SEC0017 – 8628
Driftwood Close
Report No.16-085
File No. SEC0017

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

That Council grant an exemption in accordance with section 524 of the *Local Government Act* – “Requirements in Relation to Flood Plain Areas”, to allow a storage use in the existing basement of the dwelling at 8628 Driftwood Close; and further,

That Council authorize the Mayor and Municipal Clerk to execute a Section 219 covenant on the title of the subject property for this exemption, attaching the geotechnical reports prepared by Hay and Company Consultants, dated July 31, 2008, and Cordilleran Geoscience, dated May 7, 2015 confirming that the property is safe for the intended use.

CARRIED

Whistler Transit System
Expansion MOU and
Regional Transit Study
MOU
Report No.16-086
File No. 536

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

That Council authorize the General Manager of Infrastructure Services to execute the Expansion Memorandum of Understanding (MOU) between BC Transit and the Resort Municipality of Whistler dated June 13, 2016 regarding the Whistler Transit System as attached in Appendix A to Administrative Report No.16-086; and,

That Council authorize staff to endorse BC Transit's Sea to Sky Transit Corridor Study Memorandum of Understanding dated June 14, 2016 as attached in Appendix B to Administrative Report No.16-086.

CARRIED

2016 Updated Summary
of Key Findings and
Economic Planning
Report
Report No. 16-088
File No. 2041

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

That Council endorse the 2016 Updated Summary of Key Findings & Economic Planning Report as attached as Appendix A to Administrative Report No. 16-088.

CARRIED

Whistler Village Land
Co. LTD – 2016 Annual
Report

Moved by Councillor A. Janyk
Seconded by Councillor S. Maxwell

Report No.16-087
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 2016 consent resolutions of the shareholder of the Whistler Village Land Co. Ltd., a copy of which is attached to Administrative Report No 16-087 as Appendix "A", and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

CARRIED

MINUTES OF COMMITTEES AND COMMISSIONS

Forest and Wildland
Advisory Committee

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

That minutes of the Forest and Wildland Advisory Committee meeting of May 11, 2016 be received.

CARRIED

Recreation Leisure
Advisory Committee

Moved by Councillor A. Janyk
Seconded by Councillor S. Maxwell

That minutes of the Recreation Leisure Advisory Committee meeting of March 23, 2016 be received.

CARRIED

OTHER BUSINESS

Bylaw Enforcement
Officer Appointments

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

Whereas the Council of the Resort Municipality of Whistler ("Whistler") wishes to appoint Norm McPhail as a Bylaw Enforcement Officer pursuant to section 36 of the *Police Act*, R.S.B.C. 1996, c 367, and upon Norm McPhail swearing the oath pursuant to section 1(b) of Police Oath/Solemn Affirmation Regulation, B.C. Reg. 136/2002 before a Commissioner for taking Affidavit in the Province of British Columbia, Whistler hereby appoints Norm McPhail as a Bylaw Enforcement Officer to perform the functions and duties specified in the Bylaw Officers job descriptions.

Whereas the Council of the Resort Municipality of Whistler ("Whistler") wishes to appoint Shannon Story as a Bylaw Enforcement Officer pursuant to section 36 of the *Police Act*, R.S.B.C. 1996, c 367, and upon Shannon Story swearing the oath pursuant to section 1(b) of Police Oath/Solemn Affirmation Regulation, B.C. Reg. 136/2002 before a Commissioner for taking Affidavit in the Province of British Columbia, Whistler hereby appoints Shannon Story as a Bylaw Enforcement Officer to perform the functions and duties specified in the Bylaw Officers job descriptions.

Whereas the Council of the Resort Municipality of Whistler ("Whistler") wishes to appoint Derek Tsui as a Bylaw Enforcement Officer pursuant to section 36 of the *Police Act*, R.S.B.C. 1996, c 367, and upon Derek Tsui swearing the oath pursuant to section 1(b) of Police Oath/Solemn Affirmation Regulation, B.C. Reg. 136/2002 before a Commissioner for taking Affidavit in the Province

of British Columbia, Whistler hereby appoints Derek Tsui as a Bylaw Enforcement Officer to perform the functions and duties specified in the Bylaw Officers job descriptions.

Whereas the Council of the Resort Municipality of Whistler ("Whistler") wishes to appoint Sabina Smith as a Bylaw Enforcement Officer pursuant to section 36 of the *Police Act*, R.S.B.C. 1996, c 367, and upon Sabina Smith swearing the oath pursuant to section 1(b) of Police Oath/Solemn Affirmation Regulation, B.C. Reg. 136/2002 before a Commissioner for taking Affidavit in the Province of British Columbia, Whistler hereby appoints Sabina Smith as a Bylaw Enforcement Officer to perform the functions and duties specified in the Bylaw Officers job descriptions.

CARRIED

CORRESPONDENCE

District Energy System
(DES) Issues
File No. 3000

Moved by Councillor A. Janyk
Seconded by Councillor S. Maxwell

That correspondence from John Moen dated June 16, 2016, regarding issues with his DES be received and referred to staff.

District Energy System
(DES) Issues
File No. 3000

That correspondence from Karen Thomson dated June 16, 2016, regarding issues with her DES and requesting reimbursement for out of pocket expenses be received and referred to staff.

District Energy System
(DES) Issues
File No. 3000

That correspondence from Claire Mozes dated June 17, 2016, regarding her DES and requesting action from Council be received and referred to staff.

District Energy System
(DES) Issues
File No. 3000

That correspondence from Peter and Pat Dagg dated June 17, 2016, regarding issues with their DES and requesting action from Council be received and referred to staff.

CARRIED

Renaissance and
Further Growth in
Whistler
File No. 3000

Moved by Councillor A. Janyk
Seconded by Councillor S. Maxwell

That correspondence from John and Karen Wood, dated June 17, 2016, regarding Whistler Blackcomb Renaissance Project and further growth in Whistler be received and referred to staff.

CARRIED

Boulder Ridge Right of
Way Vegetation
Pruning
File No. 3000

Moved by Councillor A. Janyk
Seconded by Councillor S. Maxwell

That correspondence from Ross Clark dated June 17, 2016, regarding excessive vegetation pruning on a right of way trail on his property be received and referred to staff.

CARRIED

Electric Car Charging Stations in Cheakamus Crossing File No. 3000	Moved by Councillor A. Janyk Seconded by Councillor S. Maxwell That correspondence from David Lord dated June 18, 2016, requesting that a charging station for electric cars be installed in the Cheakamus neighbourhood be received and referred to staff. CARRIED
Street Name Change for Squaw Valley Crescent File No. 3000	Moved by Councillor A. Janyk Seconded by Councillor S. Maxwell That correspondence from Joan Marie Cubbon dated June 18, 2016, requesting that Council consider changing the name of Squaw Valley Crescent in Whistler Creek be received and referred to staff. CARRIED
Trail Maintenance Feedback File No. 3000	Moved by Councillor A. Janyk Seconded by Councillor S. Anderson That correspondence from Nance Bass dated June 20, 2016, regarding their appreciation of trail work done between the Highway 99 and Northlands Boulevard be received. CARRIED
Event Tent Issues in Residential Neighbourhood File No. 3000	Moved by Councillor J. Grills Seconded by Councillor S. Anderson That correspondence from Marie Pupo dated June 20, 2016, regarding Whistler Lodge use of an event tent to host large parties be received. CARRIED
2016 Community Recognition Awards Call For Nominations File No. 3000	Moved by Councillor A. Janyk Seconded by Councillor S. Maxwell That correspondence from Lynn Embury-Williams, Executive Director, Wood Works! BC dated June 22, 2016, regarding nominations for recently completed civic buildings or structures with wood use be received and referred to staff. CARRIED
UBCM Resolution Support - Tenant Evictions Through Renovations File No. 3000	Moved by Councillor J. Grills Seconded by Councillor S. Maxwell That correspondence from Jonathan Cote, Mayor New Westminster dated June 24, 2016, requesting support for a Resolution for Tenant Evictions through renovations at the 2016 UBCM Annual General Meeting be received. CARRIED
Access to One Duck Lake Trail Complaint File No. 3000	Moved by Councillor A. Janyk Seconded by Councillor S. Maxwell

That correspondence from Ursel Brown dated July 1, 2016, requesting that access to One Duck Lake in Emerald Estates be created be received and referred to staff.

CARRIED

UBCM Resolution
Support – Diagnosis of
Work Related Mental
Health Injuries Among
First Responders
File No. 3000

Moved by Councillor A. Janyk
Seconded by Councillor S. Anderson

That correspondence from Jay Gilbert, City Clerk for the City of Coquitlam dated July 4, 2016, requesting support for a Resolution for Diagnosis of Work Related Mental Health Injuries Among First Responders at the 2016 UBCM Annual General Meeting be received.

CARRIED

ADJOURNMENT

Moved by Councillor S. Maxwell

That Council adjourn the July 12, 2016 Council meeting at 6:35 p.m.

CARRIED

Mayor, N. Wilhelm-Morden

Municipal Clerk, L. Schimek



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 26, 2016
FROM: Resort Experience
SUBJECT: PLANNING AND BUILDING DEPARTMENTS APPLICATION ACTIVITY
REPORT – 2016 SECOND QUARTER

REPORT: 16-089
FILE: 7076.01

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That Information Report No.16-089 summarizing the Planning Department and Building Departments application activity for the second quarter of 2016 be received.

REFERENCES

Appendix A – Table A.1: Planning Department New Applications By Type
Table A.2: Planning Department Application Processing Status
Table A.3: Building Department New Applications By Type
Table A.4: Building Department Application Processing Status
Table A.5: Summary of Active Rezoning and Development Permit Applications

PURPOSE

The purpose of this report is to present a summary of Planning Department and Building Departments application activity for the second quarter of 2016. This report also provides additional information on active rezoning and development permit files.

DISCUSSION

Background

Early in 2015, Council requested regular and on-going reporting of statistics on Planning and Building Department applications. The 2015 first quarter report was presented to Council on May 3, 2016.

Activity Report

Summary tables presenting the number of applications by type of application, and their status as either active or approved, are presented in Appendix “A” for both the Planning Department and the Building Department.

Planning Department

As shown in Appendix A.1, in the 2nd quarter of 2016 the Planning Department received 65 new applications. Of the application types, development permit applications (19) continue to represent the largest number of applications, consistent with previous quarterly updates. Previous quarterly update trends have shown that the 1st and 2nd quarters of each year are the busiest quarters for receipt of new applications into the Planning Department. Total intake of new applications in the 1st and 2nd quarters of 2016 (110) is down 17% from the 1st and 2nd quarters of 2015 (132).

Appendix A.2 shows three tables that provide the processing status of new Planning Department applications received in the first two quarters of 2016, outstanding applications from 2015 and their processing status at the end of the 2nd quarter of 2016, and lastly, the total volume of applications being processed in the 2nd quarter of 2016. In total, the Planning Department had 104 applications in process during the 2nd quarter of 2016, compared to 71 in process in the 1st quarter of 2016. Of the combined total of 175 applications being processed in the 1st and 2nd quarters of 2016, 76 were approved, 7 were denied, 12 were withdrawn or cancelled, and 80 remained in progress at the end of the 2nd quarter. 65 of the 175 applications (representing 37%) were carry overs from applications received in 2015.

Building Department

Appendix A.3 shows that in the 2nd quarter of 2016 the Building Department had 393 new files. Of the application types, information requests (151) and building permits (111) continue to represent the largest number of applications, consistent with previous quarterly updates. Previous quarterly update trends have shown that the 2nd and 3rd quarters are the busiest quarters for intake of new files into the Building Department. Total intake of new files in the 1st and 2nd quarters of 2016 (699) is up 20% from the 1st and 2nd quarters of 2015 (584).

Appendix A.4 shows three tables that provide the processing status of new Building Department files received in 2016, outstanding applications from 2015 and their processing status at the end of the 2nd quarter of 2016, and lastly, the total volume of applications being processed in the 2nd quarter of 2016. In total, the Building Department had 1,133 files in process in the 1st and 2nd quarters of 2016, of which 516 were approved, 0 denied, 15 withdrawn or cancelled, 373 completed or granted occupancy, and 229 remained in progress at the end of the 2nd quarter. 434 of the 1,133 applications (representing 38%) were carry overs from applications receive in 2015.

Rezoning and Development Permit Files

As requested by Council staff have also prepared a summary table of rezoning and development permit files, including a brief description of the nature of the file, the property location, and processing status. This is intended to give Council more insight into files which are in process and will require Council approvals. This table is presented as Table A.5 in Appendix A.

Of the 42 files, 17 are under active review, 1 is on hold, and 24 are with the applicant to address staff and/or ADP comments, issuance conditions, or bylaw adoption conditions.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	The built environment is attractive and vibrant, reflecting the resort community's character, protecting viewscales and evoking a dynamic sense of place.	The municipality's Planning and Building policies, regulations and application processes uphold and support these DOS. Quarterly reporting provides information on activity that furthers the DOS.
Built Environment	The built environment is safe and accessible for people of all abilities, anticipating and accommodating wellbeing needs and satisfying visitor expectations.	
Partnership	Residents, taxpayers, businesses and local government hold a shared vision for the resort community and work in partnership to achieve that vision.	

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

Planning and building applications are processed consistent with established municipal procedures and legislated requirements. The Planning and Building Departments maintain on-going project tracking to monitor and manage work flow and project assignments.

BUDGET CONSIDERATIONS

The preparation of these quarterly reports is provided for within the existing operating budgets of the Planning and Building Departments. Review and monitoring of application volumes factor into staff resourcing.

The processing of applications by the Planning and Building Departments also generates revenues to the municipality associated with these processing activities.

COMMUNITY ENGAGEMENT AND CONSULTATION

This report provides publicly available information regarding Planning and Building Department application activity on a regular and on-going basis.

SUMMARY

This report presents Council with summary information on Planning and Building Department application activities for the 2nd quarter of 2016. This report also provides additional information on active rezoning and development permit files.

Respectfully submitted,

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

Table A.1
Planning Department
New Applications Received By Type

Type	Q2-2016	Q1-2016	Total 2016 YTD	Total 2015
Antenna Siting	0	0	0	1
Blackcomb Benchland Permit	0	0	0	1
Board of Variance	1	3	4	15
Covenant Modification	4	8	12	18
Crown Referral	6	3	9	3
Development Permit	19	10	29	69
Development Variance Permit	1	5	6	21
Land Use Contract	10	0	10	33
Liquor Licence	11	0	11	1
Official Community Plan	0	0	0	0
Rezoning	2	8	10	15
Section 910 (Floodplain)	0	1	1	5
Sign Permit	11	7	18	38
TOTAL Planning	65	45	110	220

Table A.2
Planning Department
Application Processing Status

New Applications Received 2016 - Q1 thru Q2

Type	Q2-2016	Q1-2016	Total 2016 YTD	Approved	Denied	Withdrawn/ Cancelled	In Progress
Antenna Siting	0	0	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0	0	0
Board of Variance	1	3	4	1	3	0	0
Covenant Modification	4	8	12	2	0	0	10
Crown Referral	6	3	9	5	0	0	4
Development Permit	19	10	29	15	1	1	12
Development Variance Permit	1	5	6	1	0	2	3
Land Use Contract	10	0	10	0	0	0	10
Liquor Licence	11	0	11	9	0	0	2
Official Community Plan	0	0	0	0	0	0	0
Rezoning	2	8	10	3	0	1	6
Section 910 (Floodplain)	0	1	1	0	0	0	1
Sign Permit	11	7	18	14	1	1	2
TOTAL	65	45	110	50	5	5	50

2015 Applications Processed in 2016 Q1 thru Q2

Type	Q2-2016	Q1-2016	Total 2016 YTD	Approved	Denied	Withdrawn/ Cancelled	In Progress
Antenna Siting	0	0	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0	0	0
Board of Variance	1	1	2	2	0	0	0
Covenant Modification	5	3	8	3	0	0	5
Crown Referral	0	2	2	2	0	0	0
Development Permit	13	5	18	6	0	2	10
Development Variance Permit	8	3	11	3	2	0	6
Land Use Contract	0	0	0	0	0	0	0
Liquor Licence		1	1	1	0	0	0
Official Community Plan	0	0	0	0	0	0	0
Rezoning	6	5	11	6	0	1	4
Section 910 (Floodplain)	0	2	2	0	0	0	2
Sign Permit	6	4	10	3	0	4	3
TOTAL	39	26	65	26	2	7	30

Total 2015 and 2016 Applications in Process 2016 Q1 thru Q2

Type	Q2-2016	Q1-2016	Total 2016 YTD	Approved	Denied	Withdrawn/ Cancelled	In Progress
Antenna Siting	0	0	0	0	0	0	0
Blackcomb Benchland Permit	0	0	0	0	0	0	0
Board of Variance	2	4	6	3	3	0	0
Covenant Modification	9	11	20	5	0	0	15
Crown Referral	6	5	11	7	0	0	4
Development Permit	32	15	47	21	1	3	22
Development Variance Permit	9	8	17	4	2	2	9
Land Use Contract	10	0	10	0	0	0	10
Liquor Licence	11	1	12	10	0	0	2
Official Community Plan	0	0	0	0	0	0	0
Rezoning	8	13	21	9	0	2	10
Section 910 (Floodplain)	0	3	3	0	0	0	3
Sign Permit	17	11	28	17	1	5	5
TOTAL	104	71	175	76	7	12	80

Table A.3
Building Department Department
New Applications Received By Type

Type	Q2-2016	Q1-2016	Total 2016 YTD	Total 2015
Building Permit	111	79	190	271
Comfort Letter	1	4	5	9
Fireplace Permit	4	0	4	16
Information Request	151	136	287	496
Red File	6	3	9	16
Plumbing Permit	93	60	153	238
Demolition	12	15	27	39
Site Alteration	15	9	24	6
TOTAL Building	393	306	699	1091

Table A.4
Building Department
Application Processing Status

New Applications Received 2016 - Q1 thru Q2

Type	Total 2016 YTD	Approved	Denied	Withdrawn / Cancelled	Completed/ Occupancy	In Progress
Building Permit	190	95	0	3	9	83
Comfort Letter	5	0	0	0	5	0
Fireplace Permit	4	2	0	0	0	2
Information Request	287	0	0	0	259	28
Red File	9	0	0	0	2	7
Plumbing Permit	153	82	0	4	8	59
Demolition	27	24	0	0	0	3
Site Alteration	24	14	0	0	0	10
TOTAL Building	699	217	0	7	283	192

2015 Applications Processed in 2016 - Q1 thru Q2

Type	Total 2016 YTD	Approved	Denied	Withdrawn / Cancelled	Completed/ Occupancy	In Progress
Building Permit	222	154	0	6	44	18
Comfort Letter	0	0	0	0	0	0
Fireplace Permit	0	0	0	0	0	0
Information Request	17	0	0	0	17	0
Red File	8	0	0	0	3	5
Plumbing Permit	178	139	0	2	25	12
Demolition	4	2	0	0	1	1
Site Alteration	5	4	0	0	0	1
TOTAL Building	434	299	0	8	90	37

Total 2015 and 2016 Applications in Process 2016 - Q1 thru Q2

Type	Total 2016 YTD	Approved	Denied	Withdrawn/ Cancelled	Completed/ Occupancy	In Progress
Building Permit	412	249	0	9	53	101
Comfort Letter	5	0	0	0	5	0
Fireplace Permit	4	2	0	0	0	2
Information Request	304	0	0	0	276	28
Red File	17	0	0	0	5	12
Plumbing Permit	331	221	0	6	33	71
Demolition	31	26	0	0	1	4
Site Alteration	29	18	0	0	0	11
TOTAL Building	1133	516	0	15	373	229

File #	Address	Subject	Application Date	Status
DP001033	VILLAGE GREEN 4154 7	ND: Village - expansion to Beacon Pub (former Citta)	6-Aug-08	Staff reviewing concurrently with RZ1102. Refer to status of RZ1102.
DP001291	BLACKCOMB WAY 4295 201	ND: Village - Mongolie Grill covered patio	5-Apr-13	Under review.
DP001337		ND: Function Junction - First Nations Lands - development of vacant site with 4 buildings for light industrial, commercial services and office uses	29-Jan-14	Application on hold. Requires OCP amendment to proceed.
DP001340	VILLAGE STROLL 4250	ND: Village - Executive Inn Entrance Canopy	12-Feb-14	Applicant addresssing 16-Dec-15 ADP comments.
DP001408	INDIGO LANE 8413	ND: Rainbow - 12 unit condo development	18-Nov-14	Approved for issuance by Council on 15-Sep-15 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001433	GLACIER DR 4700	ND: Benchlands - Pinnacle Ridge - renovations to units 3, 4, 36, 37, 38 (DPA#5 + LUC development approval)	10-Mar-15	Approved for issuance by Council on 28-Apr-15 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001434				
DP001435				
DP001439				
DP001440	GOLFERS APPROACH 4111	ND: Village - Tapley's - patio expansion & improvements	8-Apr-15	Applicant addressing 8-Jun-16 staff comments.
DP001442	BLACKCOMB WAY 4295	ND: Village - Whistler Village Centre building and landscape enhancements	20-Apr-15	Approved for issuance by Council on 17-May-16 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001480	MONS RD 8018	ND: Riverside Campground - Amenity Yurt	27-Oct-15	Approved for issuance by Council on 5-Apr-16 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001487	SUNRISE ALLEY 4333 121	ND: Village - Pangea Pod Hotel redevelopment	20-Jan-16	Approved for issuance by Council on 17-May-16 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001489	NESTERS RD 7600	ND: Nesters Road - phase 1 site development for new garbage/recycling depot	16-Feb-16	RMOW initiated. Approved for issuance by Council on 21-Jun-16 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001492	GLACIER DR 4700 9	ND: Benchlands - Pinnacle Ridge - building additions and deck additions	3-Mar-16	Approved for issuance by Council on 3-May-16 subject to conditions. Applicant is working on fulfilling issuance conditions.
DP001494	VILLAGE GATE BLVD 4313	ND: Village - Gateway Loop Reconstruction	9-Mar-16	RMOW initiated. Addresssing 16-Mar-16 ADP comments and 29-Jun-16 staff comments.
DP001508	BLACKCOMB WAY 4295 101B	ND: Village - Earl's entrance canopy	26-May-16	Applicant addressing 5-Jul-16 staff comments.
LUC00002		Land Use Contract termination and rezoning to meet Division 16 Section 548 of Local Government Act.	11-Apr-16	RMOW initiated. Under review.
LUC00003				
LUC00004				
LUC00005				
LUC00006				
LUC00007				
LUC00008				
LUC00009				
LLUC0010				
LUC00011				
RZ001003	MONS CRT 8069	Mons - Pomroy Property rezoning for existing non-permitted uses and proposed new uses	22-Apr-08	Awaiting response from applicant to 2013 request.
RZ001009	GONDOLA WAY 2501	Whistler Creek -Bunbury lands rezoning for revised 5 lot subdivision, no new BUs required	11-Jan-06	New information received on 22-Feb-16. Under review.
RZ001069	MOUNTAIN VIEW DR 8328	Alpine Meadows - LUC discharge, zoning & lot reconfig. at 8328, 8332 & 8340 Mountainview Drive	20-Feb-13	3rd reading on 22-May-15. Applicant working on fulfilling conditons of bylaw adoption.
RZ001073	MONS RD 8021	Mons - Sabre Property rezoning to legitimize siting and proposed additional uses and GFA	26-Mar-13	Applicant adresssing 14-Apr-16 staff comments.
RZ001077		GFA Exclusion Regulation Amendment	16-Jan-14	RMOW initiated. Update to Council on 21-Jun-16. Under review.
RZ001094	MCKEEVERS PL 8104	Alpine - Alpine Cafe & Market rezoning for additional GFA, change of use	10-Jul-14	Applicant addressing 12-Jun-15 staff comments.
RZ001102	VILLAGE GREEN 4154 7	Village - Crystal Lodge Restaurant Expansion	30-Jan-15	Applicant addressing 13-Jun-16 staff comments.
RZ001104	LAKE PLACID RD 2121	Creekside - rezoning to permit continued use of existing triplex	20-Feb-15	3rd reading on 9-Jun-15. Applicant working on fulfilling conditions of bylaw adoption.
RZ001112	HORSTMAN LANE 4914	Benchlands - discharge LUC and rezone to RS3	1-Oct-15	3rd reading on 16-Jan-16. Applicant working on fulfilling conditions of bylaw adoption.
RZ001117		Whistler RV Park and Campground rezoning	4-Jan-16	1st & 2nd reading on 21-Jun-16. Public Hearing scheduled for 26-Jul-16.
RZ001118	HORSTMAN LANE 4962	Benchlands - discharge LUC and rezone to RS3	13-Jan-16	3rd reading on 5-Apr-16. Applicant working on fulfilling conditions of bylaw adoption.
RZ001122	BLACKCOMB WAY 4335	Public Gallery Sales	9-Feb-16	RMOW initiated. Under review.
RZ001125		Zoning Amendment Bylaw for Liquor Retail Sales	13-Apr-16	RMOW initiated. Under review.
RZ001126	CLOUDBURST DR 1350	Cheakamus Crossing - rezoning to transfer gross floor area from adjacent Lot 1 to Lot 2	28-Apr-16	Applicant addressing outstanding submittal requirements.
RZ001128	BEAR PAW TRAIL 8200	Rainbow Commercial - rezoning to remove restriction that office be limited to health practitioner	4-Jul-16	Under review.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 26, 2016

REPORT: 16-090

FROM: Resort Experience

FILE: DVP 1122

SUBJECT: DVP 1122 – 3359 LAKESIDE ROAD SETBACK VARIANCE

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council approve Development Variance Permit Application DVP 1122 to vary the front setback for a basement below an attached garage at 3359 Lakeside Road from 7.6 metres to 5.0 metres as described in Report No. 16-090 and illustrated in Architectural Plans D1.01, D1.02, D1.03, D1.06, D1.07 A2.01, A2.03, and A2.04, prepared by Peter Rose Architecture and Interiors dated November 11, 2015.

REFERENCES

Location: 3359 Lakeside Road
Legal: Lot 6, Block C, District Lot 4750 Plan 10167
Owners: 1049242 B.C. Ltd., Inc. No. BC1049242
Zoning: RS1 (Single Family Residential One)

Appendix A – Location Plan

Appendix B – Diagrams

Appendix C - Correspondence

PURPOSE OF REPORT

This report seeks Council's consideration to vary the front setback for a basement area below an attached garage from 7.6 metres to 5.0 metres at 3359 Lakeside Road in Whistler's Alta Vista subdivision.

Sections 498 and 499 of Division 90 of the Local Government Act allow Council the authority to vary regulations contained in a Zoning Bylaw by way of a development variance permit.

DISCUSSION

As shown in Appendix A, the subject lands form a large parcel on the west side of Lakeside Road. The lot slopes downhill from the street and backs onto the shore of Alta Lake. Historically, the lands were comprised of two lots, 3359 and 3363 Lakeside Road; however these two lots were consolidated in 2015 resulting in the one large parcel seen currently.

The existing cabins on the two parcels were demolished under Demolition Permit DEM00497 in the winter and spring of 2016. Construction of a new dwelling was authorized under Building Permit BP3638 on May 24, 2016. BP3638 shows an attached garage at 5 metres from the front parcel line, basement area below the garage respecting the 7.6 metres building setback, and crawlspace area

below the portion of the garage that lies between 5.0 metres and 7.6 metre from the front parcel line, all permitted by the Zoning Bylaw.

The applicants wish to replace the crawlspace area below the garage with a full basement. The area is proposed to be used as a theatre. Appendix B, attached to this report, shows the complete proposal. The area in question will be fully below grade and therefore not visible from the street or neighbouring properties.

Applicable regulations are shown in the table below:

Zoning Bylaw Section	Regulation	Comments
Subsection 1(13) of Part 12	The minimum permitted front setback is 7.6 metres	This is the section requiring the variance from 7.6 m to 5.0 m for proposed conversion of crawlspace to basement. .
Subsection 14(1) of Part 5	In all RS, RI and RT Residential Zones...an auxiliary or attached building for garage or carport use may be set back a minimum of 5 metres from the front parcel line.	Attached garage is located 5 metres from the front parcel line. This application requests Council's consideration to permit a basement below the garage also located 5 metres from the front parcel line.

As shown in the table, an attached garage is permitted to be closer to the front parcel line than the rest of the dwelling.

The RS1 Zone actually contemplates/ permits gross floor area associated with a garage at the 5 metre mark, but only for an auxiliary residential dwelling unit. Staff are reviewing this, as some other zones permit gross floor area associated with a garage at the 5 metre mark without requiring that it be used exclusively for an auxiliary residential dwelling unit.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	Apart from the requested variance, the project conforms to all requirements of the Zoning Bylaw in terms of siting, density, height, and parking.
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	None	

DVP CRITERIA

The proposed variance is consistent with established criteria as described in the table below:

Potential Positive Impacts	Comment
Complements a particular streetscape or neighbourhood.	The proposed variance is not visible from the street.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	N/A
Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	N/A
Results in superior siting with respect to light access resulting in decreased energy requirements.	N/A
Results in superior siting with respect to privacy.	N/A
Enhances views from neighbouring buildings and sites.	The proposal will have no impact on views from neighbouring buildings and sites.

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	The proposed variance is not visible from the street, and does not affect neighbourhood character in any way.
Increases the appearance of building bulk from the street or surrounding neighbourhood.	The affected area is entirely below grade and does not increase the appearance of bulk from the street.
Requires extensive site preparation.	N/A
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	The affected area is entirely below grade and does not affect adjacent lands in any way.
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	N/A
Requires a height variance to facilitate gross floor area exclusion.	N/A
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	N/A

OTHER POLICY CONSIDERATIONS

Zoning Bylaw

Other than the variance request described in the Discussion section of this report, all other aspects of the proposed development comply with Zoning Bylaw requirements.

Official Community Plan

The Lands do not lie within a Development Permit Area and a DP is not required.

Riparian Area Regulation

This site was reviewed by Cascade Environmental Services at the time of Building Permit. Streamside Protection Enhancement Area ("SPEA") fencing was installed under Cascade's supervision prior to commencing construction.

Precedent

On January 13, 2015, Council supported a similar variance to ratify a fully buried basement area below a garage located 5 metres from the front parcel line at 3804 Sunridge Place under file DVP1094.

BUDGET CONSIDERATIONS

Applicable fees provide for the recovery of costs associated with this application.

COMMUNITY ENGAGEMENT AND CONSULTATION

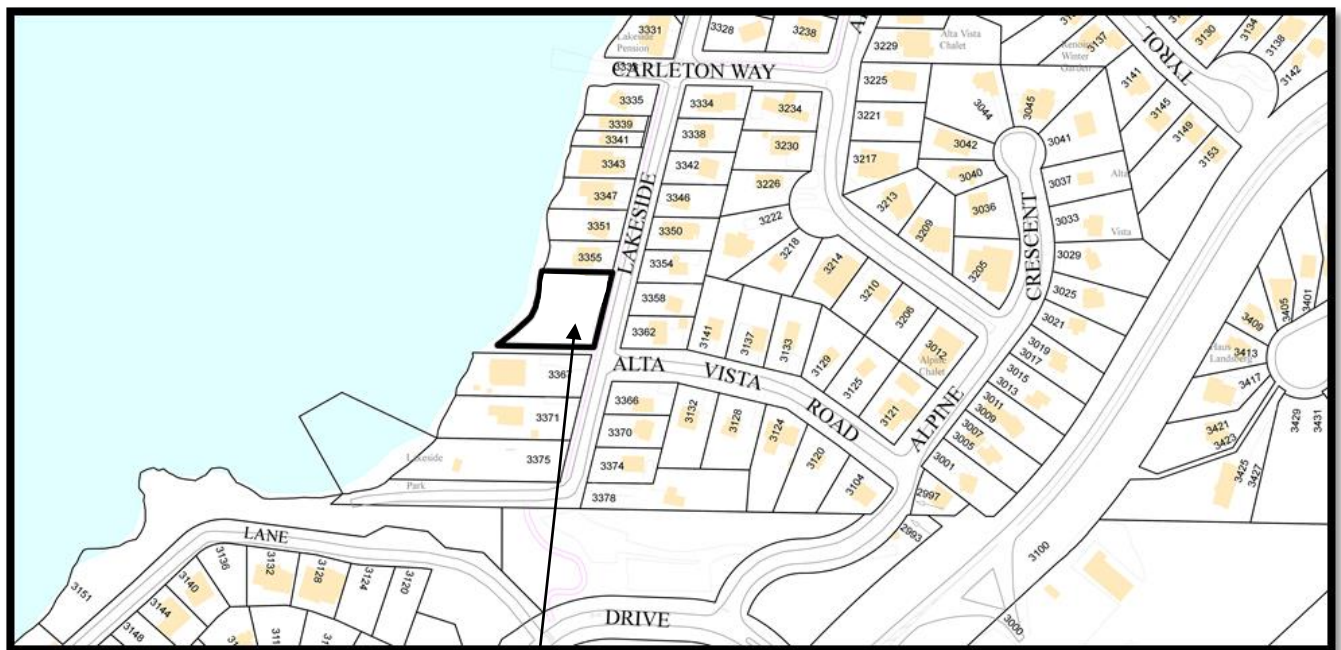
A sign describing DVP 1122 has been posted on the property for the duration of this application. Notices were sent to surrounding property owners on June 23rd, 2016. As of July 13th, one response has been received. The complete communication record is attached to this report as Appendix C.

SUMMARY

Development Variance Permit DVP 1122 requests Council's consideration to vary the front setback for a basement located below an attached garage from 7.6 m to 5.0 m at 3359 Lakeside Road. The proposed variance is entirely below grade and does not affect the streetscape nor is it visible from neighbouring properties.

Respectfully submitted,

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



Subject Lands:
3359 Lakeside Road

THIS DRAWING AS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF PETER ROSE ARCHITECTURE + INTERIORS, AND MAY NOT BE REPRODUCED WITHOUT THE ARCHITECT'S PERMISSION.

ALL INFORMATION SHOWN ON THIS DRAWING IS FOR USE ON THIS SPECIFIC PROJECT ONLY AND SHALL NOT BE USED OTHERWISE WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON THE JOB AND THIS OFFICE SHALL BE INFORMED OF ANY DISCREPANCIES AND VARIATIONS SHOWN ON THE DRAWINGS.

GENERAL NOTES:

1. ALL WORK TO CONFORM TO BCBC 2012, PART 9, WITH MAJOR OCCUPANCY CLASSIFICATION AS RESIDENTIAL C.

2016.05.25 Issue for DVP

NO. DATE DESCRIPTION

REVISIONS

**PETER
ARCHITECTURE
+
INTERIORS
ROSE**

1041 W. 8TH AVENUE,
VANCOUVER, B.C. V6H 1C3
TEL: 604.736.7939 FAX: 736.7969
WEB: PROSEARCHITECT.CA

PROJECT

CHANG RESIDENCE
3359 LAKESIDE ROAD, WHISTLER, B.C.

TITLE

**SITE PLAN:
SUBMITTED**

DATE Nov. 11, 2015

JOB NO. # 2015-021

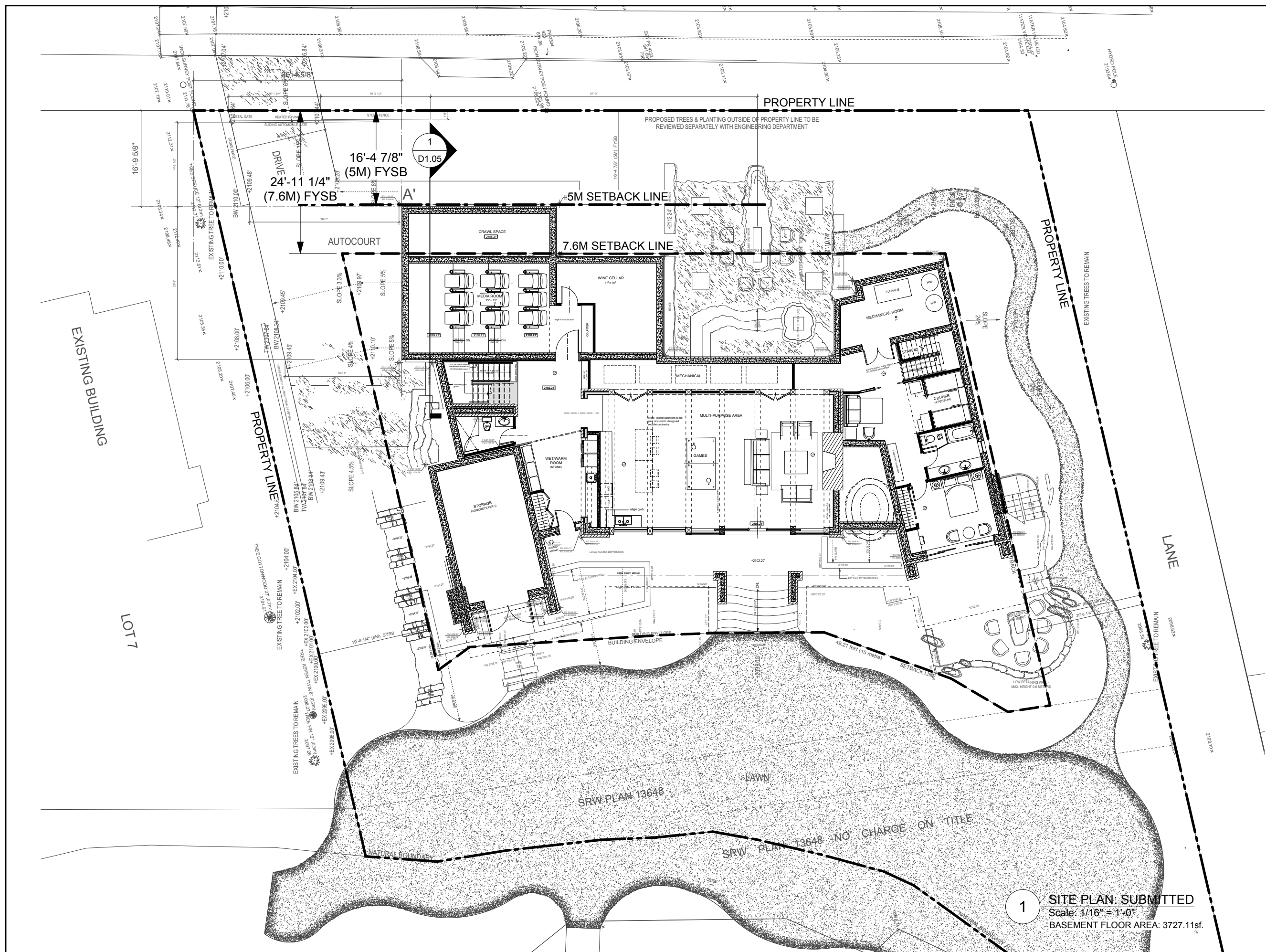
DRAWN dfl

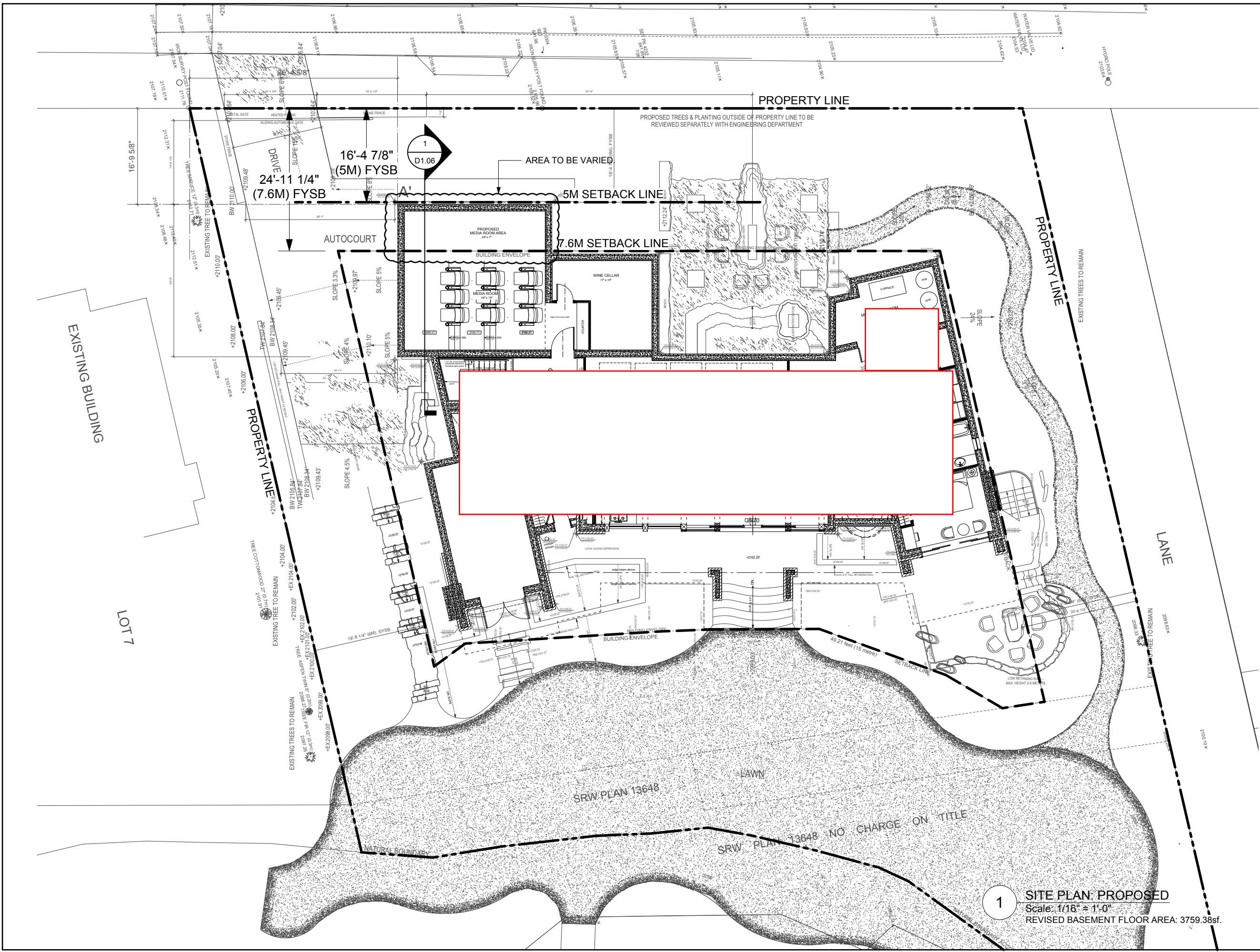
SCALE

CHECKED

SHEET

D1.01





THIS DRAWING AS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF PETER ROSE ARCHITECTURE + INTERIORS, AND MAY NOT BE REPRODUCED WITHOUT THE ARCHITECT'S PERMISSION.

ALL INFORMATION SHOWN ON THIS DRAWING IS FOR USE ON THIS SPECIFIC PROJECT ONLY AND SHALL NOT BE USED OTHERWISE WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON THE JOB AND THIS OFFICE SHALL BE INFORMED OF ANY DISCREPANCIES AND VARIATIONS SHOWN ON THE DRAWINGS.

GENERAL NOTES:

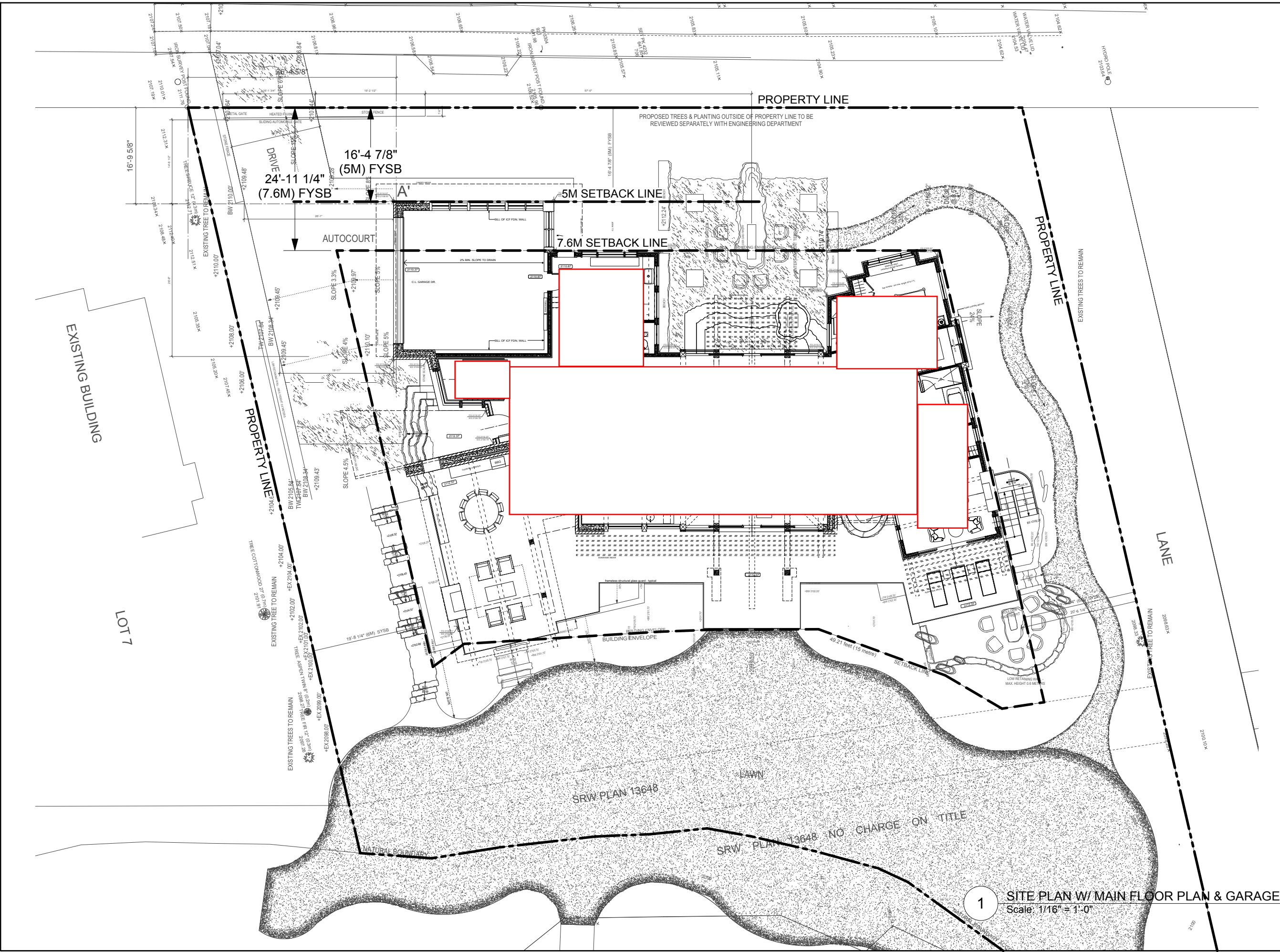
1. ALL WORK TO CONFORM TO BCBC 2012, PART 9, WITH MAJOR OCCUPANCY CLASSIFICATION AS RESIDENTIAL C.

2016.05.25	Issue for DVP	
NO.	DATE	DESCRIPTION
REVISIONS		

**PETER
ARCHITECTURE
+
INTERIORS
ROSE**

1041 W. 8TH AVENUE,
VANCOUVER, B.C. V6H 1C3
TEL: 604.736.7939 FAX: 736.7969
WEB: PROSEARCHITECT.CA

PROJECT		
CHANG RESIDENCE 3359 LAKESIDE ROAD, WHISTLER, B.C.		
TITLE		
SITE PLAN: PROPOSED		
DATE	Nov. 11, 2015	SHEET D1.02
JOB NO.	# 2015-021	
DRAWN	dfi	
SCALE	CHECKED	



THIS DRAWING AS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF PETER ROSE ARCHITECTURE + INTERIORS, AND MAY NOT BE REPRODUCED WITHOUT THE ARCHITECT'S PERMISSION.

ALL INFORMATION SHOWN ON THIS DRAWING IS FOR USE ON THIS SPECIFIC PROJECT ONLY AND SHALL NOT BE USED OTHERWISE WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON THE JOB AND THIS OFFICE SHALL BE INFORMED OF ANY DISCREPANCIES AND VARIATIONS SHOWN ON THE DRAWINGS.

GENERAL NOTES:

1. ALL WORK TO CONFORM TO BCBC 2012, PART 9, WITH MAJOR OCCUPANCY CLASSIFICATION AS RESIDENTIAL C.

2016.05.25	Issue for DVP	
NO.	DATE	DESCRIPTION
REVISIONS		



1041 W. 8TH AVENUE,
VANCOUVER, B.C. V6H 1C3
TEL: 604.736.7939 FAX: 736.7969
WEB: PROSEARCHTECT.CA

PROJECT		
CHANG RESIDENCE 3359 LAKESIDE ROAD, WHISTLER, B.C.		
TITLE		
SITE PLAN W/ MAIN FLOOR PLAN & GARAGE		
DATE	Nov. 11, 2015	SHEET D1.03
JOB NO.	# 2015-021	
DRAWN	dfi	
SCALE	CHECKED	

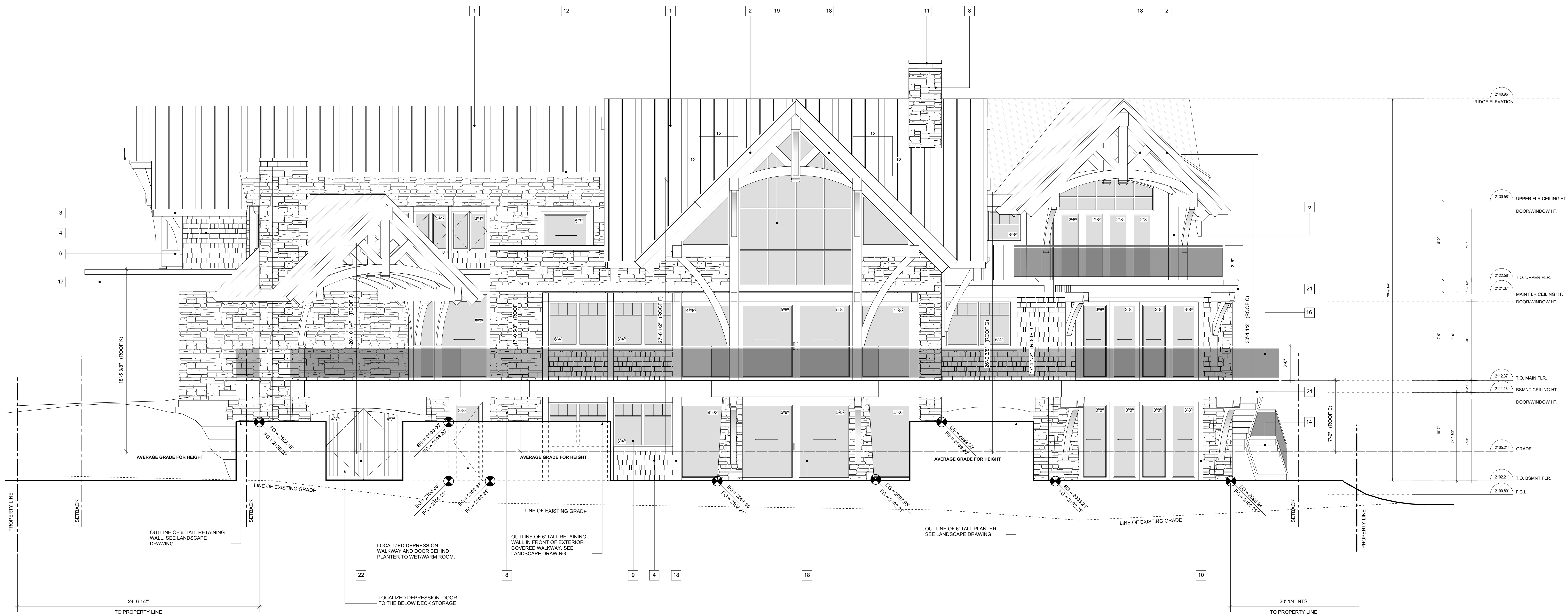
THIS DRAWING AS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF PETER ROSE ARCHITECTURE + INTERIORS. AND MAY NOT BE REPRODUCED WITHOUT THE ARCHITECT'S PERMISSION.

ALL INFORMATION SHOWN ON THIS DRAWING IS FOR USE ON THIS SPECIFIC PROJECT ONLY AND SHALL NOT BE USED OTHERWISE. WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON THE JOB AND THIS OFFICE SHALL BE INFORMED OF ANY DISCREPANCIES AND VARIATIONS SHOWN ON THE DRAWINGS.

NOTE:

- 1.SEE PAGE A7.01 FOR ROOF HEIGHT CALCULATIONS.
2. SPATIAL SEPARATION NOT APPLICABLE AS FACES LAKE.



1 WEST ELEVATION - LAKE SIDE
SCALE: 1/4"=1'-0"

FINISH AND COLOUR SCHEDULE

1 STANDING SEAM METAL ROOF: - COLOUR: GREY	5 WOOD BOARD & BATTEN SIDING	9 METAL CLAD WOOD WINDOWS:	13 FIELDSTONE DECK: - STYLE:	17 FLAT METAL ROOF/CANOPY - COLOUR:	21 BUILT UP WOOD FASCIA - PAINT COLOUR:
2 2 x 12 BARGE BOARD: - COLOUR:	6 WOOD PANEL: - STAINED	10 5 1/2" WOOD WINDOW/DOOR CASING	14 EXTERIOR STAIR	18 EXPOSED TIMBER FRAME: - STAINED	22 CUSTOM CURVED WOOD DOORS
3 2 x 10 FASCIA BOARD: - COLOUR:	7 EXT. GLASS SLIDING DOORS:	11 PRECAST CONCRETE CHIMNEY CAP - COLOUR: DARK GREY	15 OPEN DRAIN WOOD DECK	19 TIMBER CURTAIN WALL - SPECIFY BY OTHERS	23 WOOD CORBELS
4 WOOD SHINGLE SIDING (6" EXP.)	8 5" GRANITE FACING	12 PRECAST CONCRETE COPING: - COLOUR: GREY	16 FRAMELESS STRUCTURAL GLASS GUARD @ 42" AFF - COLOUR: CLEAR	20 2" x 9 1/4" TIMBER PERGOLA: - STAINED	24 CUSTOM GARAGE DOORS

2016.03.18	Issue for BUILDING PERMIT
2016.03.10	Issue for structural use.
2016.02.17	Issue for consultant use.
2016.01.28	Issue for client review
2016.01.27	Issue to Cascade Environmental
2016.01.14	Issue for client review
2016.01.09	Base Drawing Issue
2015.12.10	Issue for client review
2015.12.03	Issue for client review
2015.11.27	Issue for client review
2015.11.19	Issue for client review
2015.11.11	Issue for client review

NO.	DATE	DESCRIPTION
1	2015.11.11	Issue for client review



1051 W. 8TH AVENUE
VANCOUVER, B.C. V6H 1C3
TEL: 604.736.7939 FAX: 736.7969
WEB: PROSEARCHITECT.CA

PROJECT
CHANG RESIDENCE
3359 LAKESIDE ROAD, WHISTLER, B.C.

TITLE
WEST ELEVATION

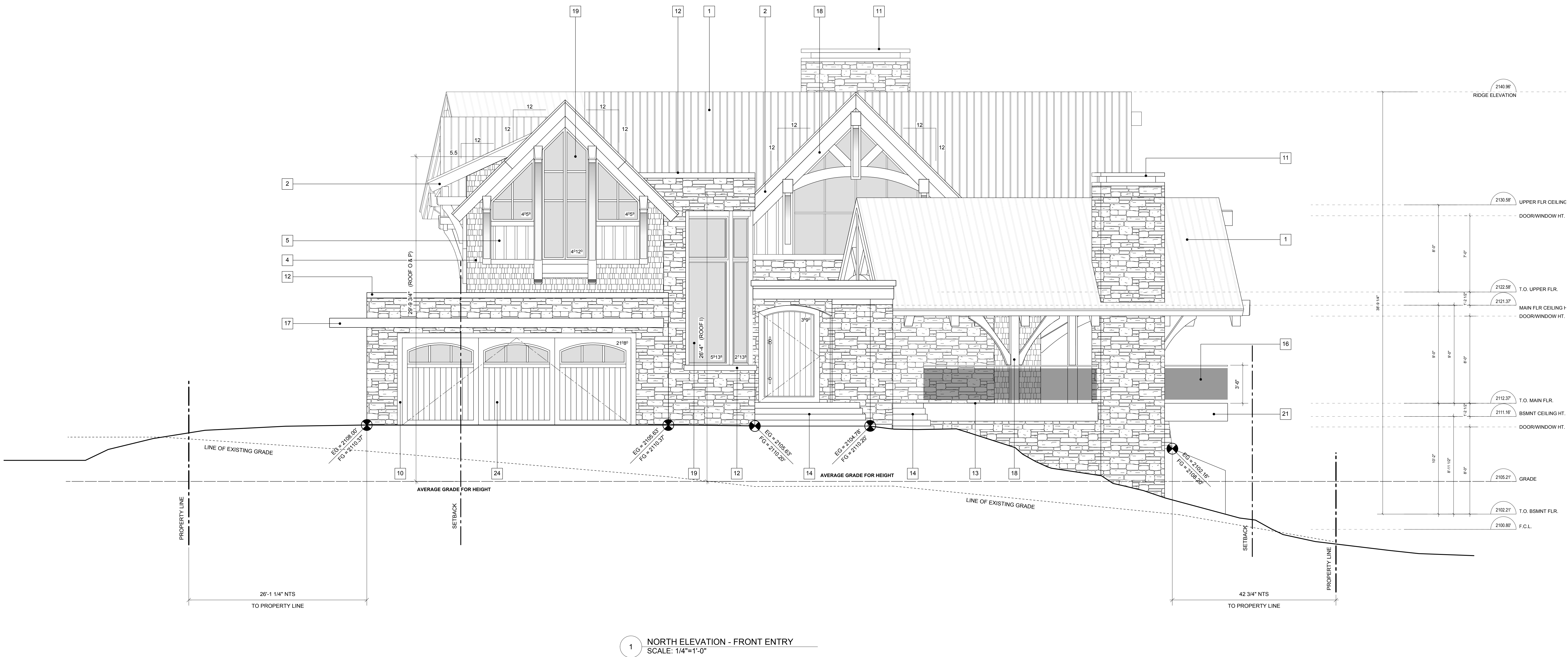
DATE	Nov. 11, 2015	SHEET
JOB NO.	# 2015-021	A2.01
DRAWN	dfl	
CHECKED		
SCALE		

THIS DRAWING AS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF PETER ROSE ARCHITECTURE + INTERIORS. AND MAY NOT BE REPRODUCED WITHOUT THE ARCHITECT'S PERMISSION.

ALL INFORMATION SHOWN ON THIS DRAWING IS FOR USE ON THIS SPECIFIC PROJECT ONLY AND SHALL NOT BE USED OTHERWISE. WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON THE JOB AND THIS OFFICE SHALL BE INFORMED OF ANY DISCREPANCIES AND VARIATIONS SHOWN ON THE DRAWINGS.

NOTE:
1.SEE PAGE A7.01 FOR ROOF HEIGHT CALCULATIONS.



FINISH AND COLOUR SCHEDULE

1 STANDING SEAM METAL ROOF: - COLOUR: GREY	5 WOOD BOARD & BATTEN SIDING	9 METAL CLAD WOOD WINDOWS:	13 FIELDSTONE DECK: - STYLE:	17 FLAT METAL ROOF/CANOPY - COLOUR:	21 BUILT UP WOOD FASCIA - PAINT COLOUR:
2 2 x 12 BARGE BOARD: - COLOUR:	6 WOOD PANEL: - STAINED	10 5 1/2" WOOD WINDOW/DOOR CASING	14 EXTERIOR STAIR	18 EXPOSED TIMBER FRAME: - STAINED	22 CUSTOM CURVED WOOD DOORS
3 2 x 10 FASCIA BOARD: - COLOUR:	7 EXT. GLASS SLIDING DOORS:	11 PRECAST CONCRETE CHIMNEY CAP - COLOUR: DARK GREY	15 OPEN DRAIN WOOD DECK	19 TIMBER CURTAIN WALL -SPECIFY BY OTHERS	23 WOOD CORBELS
4 WOOD SHINGLE SIDING (6" EXP.)	8 5" GRANITE FACING	12 PRECAST CONCRETE COPING: - COLOUR: GREY	16 FRAMELESS STRUCTURAL GLASS GUARD @ 42" AFF - COLOUR: CLEAR	20 2" x 9 1/4" TIMBER PERGOLA: - STAINED	24 CUSTOM GARAGE DOORS

NO.	DATE	DESCRIPTION
2016.03.18		Issue for BUILDING PERMIT
2016.03.10		Issue for structural use.
2016.02.17		Issue for consultant use.
2016.01.28		Issue for client review
2016.01.27		Issue to Cascade Environmental
2016.01.14		Issue for client review
2016.01.09		Base Drawing Issue
2015.12.10		Issue for client review
2015.12.03		Issue for client review
2015.11.27		Issue for client review
2015.11.19		Issue for client review
2015.11.11		Issue for client review

**PETER
ARCHITECTURE
+
INTERIORS
ROSE**

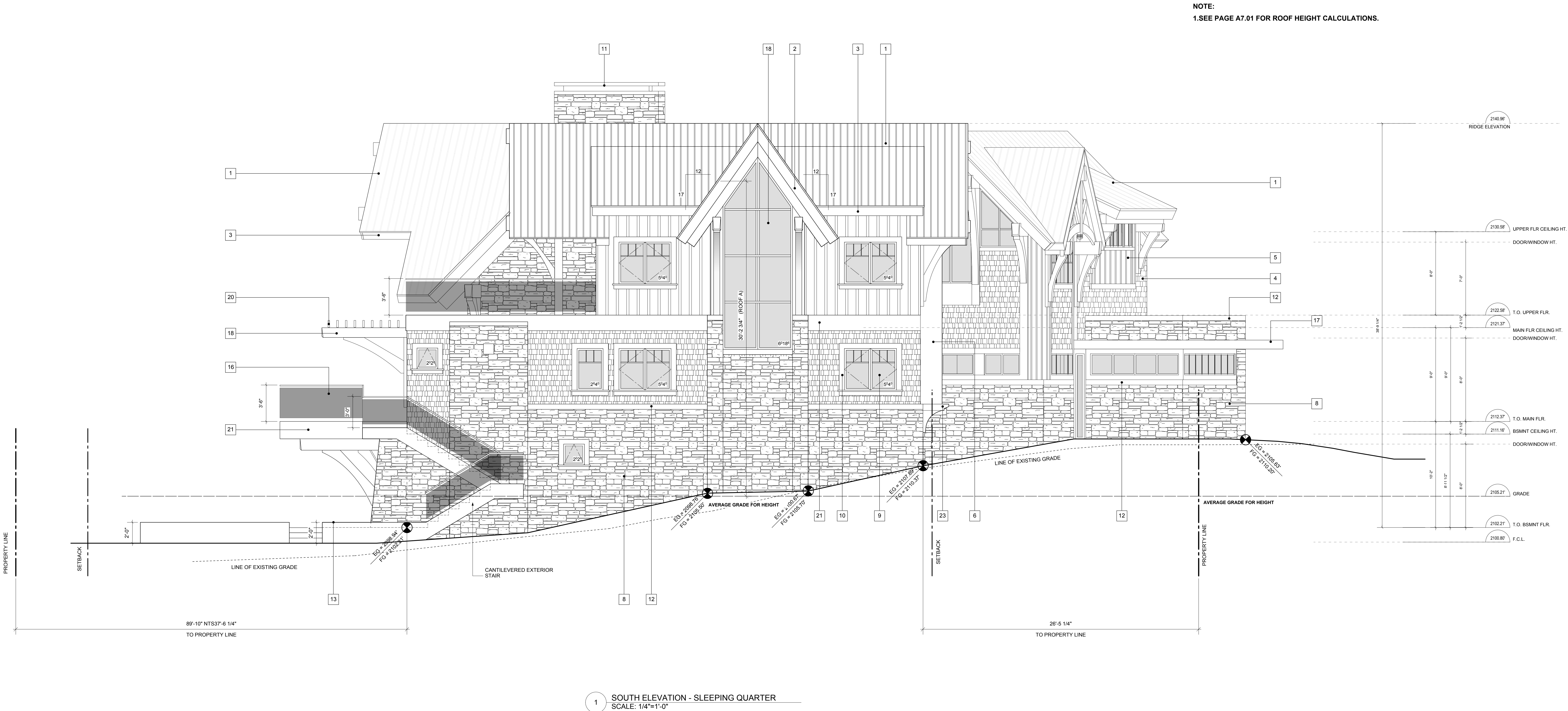
1051 W. 8TH AVENUE
VANCOUVER, B.C. V6H 1C3
TEL: 604.736.7939 FAX: 736.7969
WEB: PROSEARCHITECT.CA

PROJECT	
CHANG RESIDENCE 3359 LAKESIDE ROAD, WHISTLER, B.C.	
TITLE	
NORTH ELEVATION	
DATE	Nov. 11, 2015
JOB NO.	# 2015-021
DRAWN	dfl
CHECKED	
SCALE	
SHEET	
A2.03	

THIS DRAWING AS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF PETER ROSE ARCHITECTURE + INTERIORS. AND MAY NOT BE REPRODUCED WITHOUT THE ARCHITECT'S PERMISSION.

ALL INFORMATION SHOWN ON THIS DRAWING IS FOR USE ON THIS SPECIFIC PROJECT ONLY AND SHALL NOT BE USED OTHERWISE. WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

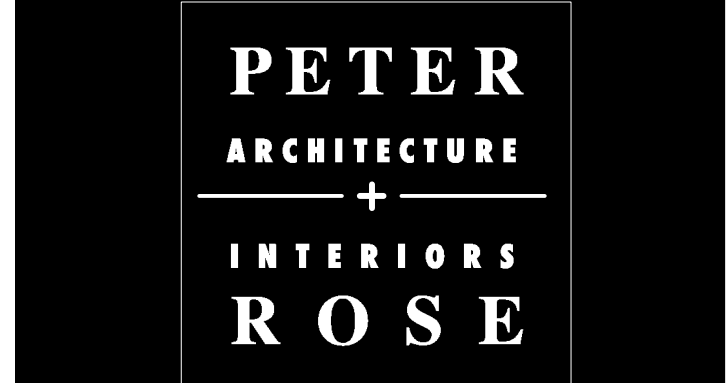
CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON THE JOB AND THIS OFFICE SHALL BE INFORMED OF ANY DISCREPANCIES AND VARIATIONS SHOWN ON THE DRAWINGS.



FINISH AND COLOUR SCHEDULE

1 STANDING SEAM METAL ROOF: - COLOUR: GREY	5 WOOD BOARD & BATTEN SIDING	9 METAL CLAD WOOD WINDOWS:	13 FIELDSTONE DECK: - STYLE:	17 FLAT METAL ROOF/CANOPY - COLOUR:	21 BUILT UP WOOD FASCIA - PAINT COLOUR:
2 2 x 12 BARGE BOARD: - COLOUR:	6 WOOD PANEL: - STAINED	10 5 1/2" WOOD WINDOW/DOOR CASING	14 EXTERIOR STAIR	18 EXPOSED TIMBER FRAME: - STAINED	22 CUSTOM CURVED WOOD DOORS
3 2 x 10 FASCIA BOARD: - COLOUR:	7 EXT. GLASS SLIDING DOORS:	11 PRECAST CONCRETE CHIMNEY CAP - COLOUR: DARK GREY	15 OPEN DRAIN WOOD DECK	19 TIMBER CURTAIN WALL -SPECIFY BY OTHERS	23 WOOD CORBELS
4 WOOD SHINGLE SIDING (6" EXP.)	8 5" GRANITE FACING	12 PRECAST CONCRETE COPING: - COLOUR: GREY	16 FRAMELESS STRUCTURAL GLASS GUARD @ 42" AFF - COLOUR: CLEAR	20 2" x 9 1/4" TIMBER PERGOLA: - STAINED	24 CUSTOM GARAGE DOORS

NO.	DATE	DESCRIPTION
2016.03.18		Issue for BUILDING PERMIT
2016.03.10		Issue for structural use.
2016.02.17		Issue for consultant use.
2016.01.28		Issue for client review
2016.01.27		Issue to Cascade Environmental
2016.01.14		Issue for client review
2016.01.09		Base Drawing Issue
2015.12.10		Issue for client review
2015.12.03		Issue for client review
2015.11.27		Issue for client review
2015.11.19		Issue for client review
2015.11.11		Issue for client review



1081 W. 8TH AVENUE
VANCOUVER, B.C. V6H 1C3
TEL: 604.736.7939 FAX: 736.7969
WEB: PROSEARCHITECT.CA

PROJECT	CHANG RESIDENCE 3359 LAKESIDE ROAD, WHISTLER, B.C.
TITLE	SOUTH ELEVATION
DATE	Nov. 11, 2015
JOB NO.	# 2015-021
DRAWN	dfl
CHECKED	
SCALE	
SHEET	A2.04

Roman Licko

From: Roman Licko
Sent: Friday, June 24, 2016 1:55 PM
To: 'Blachut, Jan'
Subject: RE: New construction on Lakeside Road

Mr. Blanchut,

Thank you for your correspondence. I will ensure that it forms part of the Council Report for DVP1122.

Truly,

Roman Licko
RESORT MUNICIPALITY OF WHISTLER
TEL: 604-935-8173

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

From: Blachut, Jan [mailto:blachut@mail.ubc.ca]
Sent: Friday, June 24, 2016 10:15 AM
To: Roman Licko
Subject: New construction on Lakeside Road

Hello Roman,

Thank you for meeting with me on June 20 to answer my questions regarding the Application for Variance related to the construction on the double lot on the water side of Lakeside Road. This site is 2 properties south from my cabin at 3351 Lakeside Road.

I understand that your involvement on the part of the Municipality relates to the Application for Variance and not to the overall building permit. Still, I was glad to be able to express my concerns to you about the height of the foundation of the building and the impact of this building on users of the Valley Trail which runs along Lakeside Road in front of this new building. I am amazed that the city is allowing the foundations (basement) to be placed so high above the obvious natural grade. This is especially evident on the southern part of the construction (towards Lakeside Park) where the foundation appears to be higher by a good fraction of one meter even though the natural terrain is lower towards the south. By the time a 2 storey structure is placed on this foundation which spans 2 properties, people walking along the valley trail will have no chance to peek down at the lake or up at the mountains to the west as they do when passing other homes along this road.

Yours truly,

John



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 26, 2016
FROM: Resort Experience
SUBJECT: 1597 & 1599 TYNEBRIDGE LANE SETBACK AND RETAINING WALL
VARIANCE

REPORT: 16-091
FILES: DVP 1113

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council approve the issuance of Development Variance Permit DVP 1113 to vary the minimum permitted setback from the front property line at 1597 & 1599 Tynebridge Lane from 2 meters to 0 meters for a retaining wall, and vary the maximum permitted height of a retaining wall from 0.6 meters to 3.85 meters, in order to accommodate an existing retaining wall, as shown on the survey plan prepared by Douglas J. Bush, dated September 16, 2015, attached as Appendix B to Report No. 16-091.

REFERENCES

Location: 1597 & 1599 Tynebridge Lane
Legal: PLAN BCS161, LOT 26, DISTRICT LOT 7924, NEW WESTMINSTER DISTRICT, GROUP 1, TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT, AS SHOWN ON FORM 1 OR V, AS APPROPRIATE
Owners: Andrew Patrick Sinnett, Kenneth Robert Nightingale
Zoning: RS7 Zone (Single Family Residential Seven)

Appendix A – Location Map

Appendix B – Survey Plan (September 16, 2015)

PURPOSE OF REPORT

This report seeks Council's consideration to grant a front setback and height variance at 1597 & 1599 Tynebridge Lane in order to accommodate an existing retaining wall. Sections 498 and 499 of Division 9 of the *Local Government Act* allow Council the authority to vary regulations contained in a Zoning Bylaw by way of a development variance permit.

DISCUSSION

The subject property is a 0.5 hectare parcel of land located at the end of Tynebridge Lane (see Appendix A). As part of the original subdivision and building scheme, the original layout for the lot called for a short, steep driveway leading directly from Tynebridge Lane to the building site. In the course of construction, however, the property owners determined that a longer driveway incorporating a switchback worked more effectively with the steep terrain. In order to support the switchback required for the longer driveway, a retaining wall was constructed featuring a reinforced structural shotcrete wall and shored sections. In the course of the building permit process, building

department staff identified that the new retaining wall did not meet the requirements of the Zoning Bylaw and a variance was required.

Small portions of the retaining wall were also built on common property (See Appendix B). This issue has been reviewed by the strata manager and consent has been given for the location and dimensions of the wall. An engineer's memo has been received certifying the safety of the wall.

Development Variance Proposal

Staff received a development variance application on November 23, 2015 for the retaining wall. The final documents required to process the application were received on June 29, 2016.

Section 7 of Part 5 of Zoning and Parking Bylaw 303, 2015 reads, in part, as follows:

'(1) The following features are permitted in setback areas:

(d) landscape features including planters, stairs, walkways, decks, retaining walls and decorative walls, provided such features are not greater than 0.6 metres in height above any point of the adjacent grade and are set back at least one metre from any side parcel line and at least two metres from the front and rear parcel lines.'

The DVP 1113 proposes the following variances:

- (1) Vary the front setback for retaining walls from 2.0 metres to 0 metres.
- (2) Vary the maximum height permitted for retaining walls within the front setback from 0.60 metres to 3.84 metres.

Figure 1. Retaining Wall



Legal Documents

The proposed variances are consistent with all covenants on title.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	Limits to growth are understood and respected.	The proposal conforms to all Zoning Bylaw regulations in terms of density.
	The built environment is attractive and vibrant, reflecting the resort community's character, protecting views and evoking a dynamic sense of place.	The driveway and retaining wall are considered to be consistent with the neighbourhood character.
	Continuous encroachment on nature is avoided.	There is an extensive area of tree preservation along the rear and side of the parcel. This area will remain unaffected by this application.
W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
	none	

OTHER POLICY CONSIDERATIONS

DVP Criteria

The proposed variance is consistent with established criteria as described in the table below:

Potential Positive Impacts	Comment
Complements a particular streetscape or neighbourhood.	The retaining wall is designed to blend with the natural environment.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	The longer driveway, switchback and retaining wall work better with the topography than the short steep driveway originally proposed.
Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	Stone bluffs are retained below the house.
Results in superior siting with respect to light access resulting in decreased energy requirements.	N/A
Results in superior siting with respect to privacy.	N/A
Enhances views from neighbouring buildings and sites.	N/A

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	The wall is consistent with the neighbourhood character and natural environment.

Increases the appearance of building bulk from the street or surrounding neighbourhood.	N/A
Requires extensive site preparation.	Extensive site preparation was required for driveway installation at this site.
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	N/A
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	N/A
Requires a height variance to facilitate gross floor area exclusion.	N/A
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	N/A

Zoning and Parking Bylaw 303

The property is zoned RS7 (Residential Single Family Seven). The requested variances to “Zoning and Parking Bylaw 303, 1983” are described in the Discussion section of this report.

The proposal meets all other regulations of Zoning and Parking Bylaw 303, 2015.

BUDGET CONSIDERATIONS

Development Variance Permit application fees provide for the recovery of costs associated with processing this application.

COMMUNITY ENGAGEMENT AND CONSULTATION

A sign describing DVP 1120 has been posted on the site throughout the duration of this application.

Notices were sent to surrounding property owners in June 2016. At the time of writing this report, no responses have been received.

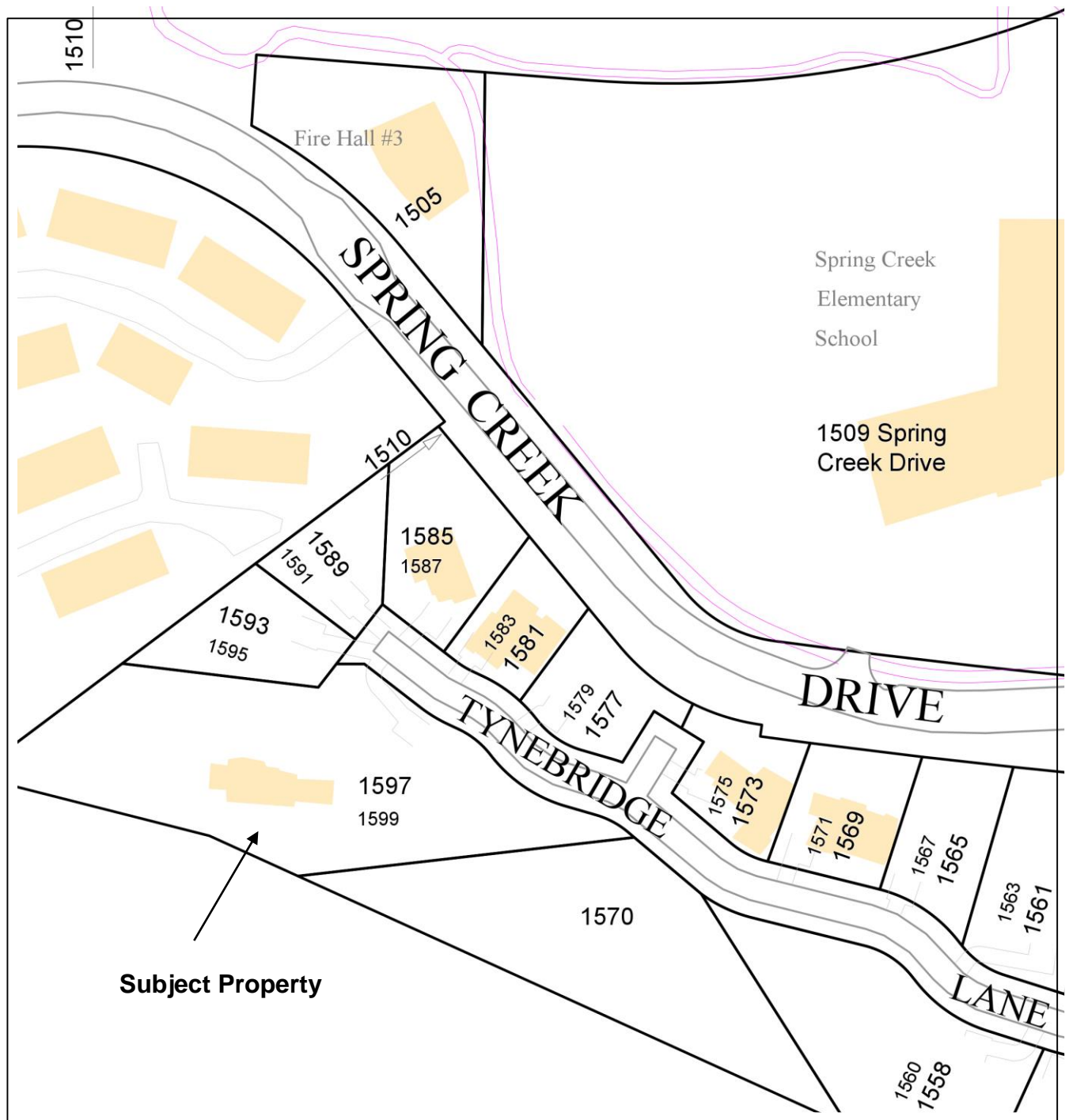
SUMMARY

This report seeks Council's consideration to grant a front setback and height variance at 1597 & 1599 Tynebridge Lane in order to accommodate an existing retaining wall. Sections 498 and 499 of Division 9 of the *Local Government Act* allow Council the authority to vary regulations contained in a Zoning Bylaw by way of a development variance permit.

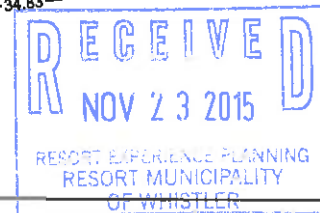
Respectfully submitted,

Amica Antonelli
PLANNER
for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

1597 & 1599 Tynebridge Lane



APPENDIX B



S:\DATA15\J15133\WORK\15227B.DWG



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 26, 2016
FROM: Resort Experience
SUBJECT: LLR 1256 – COAST MOUNTAIN BREWING COMPANY – BREWERY LOUNGE ENDORSEMENT

REPORT: 16-092
FILE: LLR 1256

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council pass the resolutions attached as Appendix “A” to Administrative Report No.16-092 providing Council’s recommendation to the Liquor Control and Licensing Branch regarding an Application from the Coast Mountain Brewing Company for an endorsement for a manufacturer (brewery) lounge with an occupant load of 27 persons.

REFERENCES

Applicant: Coast Mountain Brewing Company
Location: #2 – 1212 Alpha Lake Road

Appendices:

- “A” – RMOW Resolution – Brewery Lounge Endorsement
- “B” – Location Plan
- “C” – Letter from applicant dated March 16, 2016
- “D” – Floor plan drawing of brewery
- “E” – Occupant load stamped plan for interior brewery lounge
- “F” – Minutes of July 14, 2016 LLAC Meeting (relevant excerpts)
- “G” – E-mail from Shelly Bortolotto dated July 3, 2016

PURPOSE OF REPORT

This report presents an application from the Coast Mountain Brewing Company to add a brewery lounge endorsement to its liquor manufacturing licence. For this type of licence endorsement the provincial Liquor Control and Licensing Branch (LCLB) requires local government comment in the form of a resolution from Council addressing prescribed regulatory criteria and a recommendation as to whether the licence endorsement should be approved.

DISCUSSION

Liquor Manufacturer (Brewer) Licence

The Coast Mountain Brewing Company is constructing a craft brewery at #2/3 – 1212 Alpha Lake Road in Function Junction (shown on Appendix “B”) and has applied to the LCLB for a liquor manufacturing licence to brew beer. They have also applied for endorsements to conduct tours and to sell beer and related non-liquor products to the public. Appendix “C” is a letter from the applicant describing the proposed craft brewery and services, and Appendix “D” is a floor plan drawing of the brewery. The LCLB recently granted “Approval In Principle – Pending Final Inspection” for the

construction of the brewery. Construction completion of the brewery is planned for mid-summer 2016, and once final inspection is complete, the brewery may:

- Manufacture beer at the facility,
- Provide tastings of beer samples and conduct tours of the brewery area, and
- Sell beer produced at the facility to the public for consumption off site.

The brewery property must be appropriately zoned for the uses proposed, but the LCLB does not require any specific local government approval for the above activities.

Application for Brewery Lounge Endorsement

In early 2013 the provincial government introduced regulations to support the growing craft brewing industry in showcasing its products. The new regulations allowed breweries to apply for an endorsement for a lounge area where patrons could consume liquor produced at the site. (In 2015 the LCLB announced a further change to allow breweries to sell up to 20% of the total value of liquor sold to be from other manufacturers.) A brewery lounge is an indoor and/or patio area on a licensed manufacturing site where customers may purchase and consume the liquor. Without a lounge endorsement a brewery can only offer samples at no charge or sell a maximum of 375 ml per patron per day.

Coast Mountain Brewery has applied to the LCLB for a brewery lounge endorsement to its beer manufacturing licence. Appendix “E” is an occupant load stamped plan drawing of the interior lounge, which is the same area as the on-site store and tasting room shown in Appendix “D”. (The applicant letter and the occupant load stamped plan also identify an outdoor lounge patio area, which is not part of the current application but may be included in a future licence amendment application.) The LCLB completed its initial review of the brewery lounge application and has sent a letter and Application Summary report to the RMOW requesting local government comment.

Details of the brewery lounge application are:

- Hours of liquor service: 11:00 a.m. to 1:00 a.m.
- Occupant load (capacity) of interior lounge: 27 persons; no patio
- Minors permitted when accompanied by a parent or guardian
- Food and non-alcoholic beverages must be available at reasonable prices

LCLB Review Criteria and Process

The LCLB process for reviewing an application for a brewery lounge endorsement is very comprehensive and is similar to that of a new liquor primary licence. For this type of application the LCLB requires local government comment in the form of a resolution from Council addressing the following regulatory criteria:

1. The location of the brewery lounge;
2. The proximity of the brewery lounge to other social or recreational facilities and public buildings;
3. The person capacity and hours of liquor service of the brewery lounge;
4. The number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the brewery lounge;
5. The impact of noise on the community in the immediate vicinity of the brewery lounge; and
6. The impact on the community if the application is approved.

Local government must gather the views of residents and include in their resolution:

- The views of the residents,

- The method used to gather the views of the residents, and
- Its comments and recommendations respecting the views of the residents.

Based on its assessment of the above criteria, local government must also include in its resolution a recommendation as to whether the brewery lounge endorsement should be approved.

Municipal Review Process

For a new brewery lounge Council Policy G-17 *Municipal Liquor Licensing Policy* specifies a 30-day public advertising period, a Liquor Licence Advisory Committee (LLAC) referral/report/recommendation and a staff report to Council with a resolution to the LCLB in a prescribed format. Also part of the municipal review is a referral of the proposed floor plan drawing of the brewery lounge to the municipal Building Department for building code compliance and to the Fire Services Department for a determination of occupant load. Whistler Fire Rescue Service has stamped the plan drawing of Appendix “E” with an interior brewery lounge occupant load of 27 persons.

Liquor Licence Advisory Committee Review Process

A summary of the applicant’s proposal was referred by e-mail to LLAC members on June 16, 2016 and members were asked to provide their initial comments. Staff then prepared a report, which was presented at the July 14, 2016 meeting of the committee. The report addressed the LLAC review criteria regarding the need for the licence endorsement and the potential impacts on the resort community. The applicant provided a further rationale for the proposed licence endorsement and addressed LLAC member questions about the application. (Relevant excerpts of the minutes of the LLAC meeting are attached herein as Appendix “F”.) The committee then passed the following motion:

That the Liquor Licence Advisory Committee supports the application from Coast Mountain Brewing for an endorsement for a new 27 person capacity interior brewery lounge.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Visitor Experience	The resort community’s authentic sense of place and engaging, innovative and renewed offerings attract visitors time and time again	Craft breweries have become popular in British Columbia and the Pacific Northwest. The brewery lounge as part of the Coast Mountain Brewery will serve to attract residents and visitors to Function Junction, raising awareness of the other services available in area. The brewery lounge would provide an opportunity to purchase and consume the beer produced at the brewery – beyond the limitations of a brewery tasting room.
Economic	The Whistler economy provides opportunities for achieving competitive return on invested capital	The brewery lounge endorsement will permit the local business an enhanced opportunity to showcase its craft brewing products to residents and visitors.

Recreation & Leisure	Recreation and leisure is a core contributor to the Whistler economy	There are currently no neighbourhood pubs or lounges in Function Junction or the surrounding area, the nearest being at Whistler Creek. The proposed 27-person brewery lounge would provide an amenity within reasonable walking distance for residents of the Cheakamus Crossing neighbourhood.
----------------------	--	--

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Built Environment	Visitors and residents can readily immerse themselves in nature, free from noise and light pollution	Noise from the 27-person lounge is not likely to be a problem. Planned normal closing for the lounge is by 10:00 p.m., but the applied for closing of 1:00 a.m. should not be a problem because there are few residents living in the commercial /light industrial area in the immediate vicinity of the brewery. The nearest residential complex is The Lofts Resident Housing building, 630 m away. The brewery is subject to the provisions of the RMOW Noise Control Bylaw No. 1660, 2004. The Good Neighbour Agreement commits the applicant to limit noise disturbances, to close doors and windows by 10:00 pm and to comply with the municipal Noise Control Bylaw.
Health & Social	Community members eat healthy food, exercise and engage in leisure and other stress relieving activities that assist in preventing illness and they avoid the abusive use of substances that evidence indicates have negative effects on physical and mental health	Any new liquor service establishment has the potential for over-service and/or excessive consumption. Brewery management has signed a Good Neighbour Agreement that commits it to procedures and training to avoid potentially adverse effects of their products and services.

OTHER POLICY CONSIDERATIONS

Under policies developed and supported by the Liquor Licence Advisory Committee and in Council Policy G-17 *Municipal Liquor Licensing Policy*, an application for a new brewery lounge specifies a public advertising period, a good standing review, a LLAC referral/report/recommendation, a staff report to Council and a Council resolution to the LCLB in a prescribed format.

COMMUNITY ENGAGEMENT AND CONSULTATION

In compliance with municipal policy the applicant advertised the proposed brewery lounge endorsement in the June 9 and June 16, 2016 editions of Pique Newsmagazine, and they posted a sign at the brewery (commencing June 9, 2016) in order to provide opportunity for public comment. The advertisements and sign requested that any comments be provided in writing to municipal staff on or before July 9, 2016. One comment was received and is discussed below.

Attached as Appendix “G” is an e-mail comment received from a resident of 1430 Alpha Lake Road at the north end of Function Junction, a distance of 630 m from the brewery. The comment requested an increase in transit service to and from Function Junction to encourage patrons to use transit and to not drink and drive. There is currently hourly northbound transit service to and from Whistler Village and beyond from a bus stop near the brewery until 2:30 a.m. Additional northbound buses can be accessed near the intersection of Cheakamus Lake Road and Highway 99, a

reasonable walking distance of 450 m from the brewery. The correspondence has been forwarded to the municipal transit coordinator for consideration of future transit needs.

At its July 14, 2016 meeting LLAC members acknowledged the growing and diverse commercial uses in Function Junction and the resulting increase in traffic volume from the area. The new brewery and proposed lounge are among those new uses. More frequent transit service could provide a viable transportation alternative for employees and patrons of Function Junction businesses, including the new brewery. Following a discussion the committee passed the following motion, which should be conveyed to the Transportation Advisory Group and to the Transit Management Advisory Committee:

That the Liquor Licence Advisory Committee supports the provision of additional transit service to and from Function Junction to support the additional business, activities, variety of uses and attractions in Function Junction; the LLAC would like this recommendation to be referred to the Transportation Advisory Group for consideration.

SUMMARY

This report presents an application from the Coast Mountain Brewing Company to add a brewery lounge endorsement to its beer manufacturing licence. The report also provides a resolution in support of the application for Council's consideration that addresses criteria specified by the LCLB. This resolution is a result of the application of municipal policy and consultation with the community.

Respectfully submitted,

Frank Savage
PLANNER
for
Jan Jansen
GENERAL MANAGER OF RESORT EXPERIENCE

APPENDIX A

General Manager,
Liquor Control and Licensing Branch

RE: Application for a brewery lounge endorsement at Coast Mountain Brewing Company at #2 – 1212 Alpha Lake Road in Whistler.

At the Council meeting held on July 26, 2016 the Council passed the following resolution with respect to the application for the above named manufacturer licence lounge endorsement:

“Be it resolved that:

1. The Council recommends the issuance of the brewery lounge endorsement for the following reasons:

The proposed licensing will provide for improved customer service for both visitors and residents and will not have any significant negative impacts on the resort community. The applicant has entered into a Good Neighbour Agreement and Noise Mitigation Plan with the Municipality.

2. The Council’s comments on the prescribed considerations are as follows:

- (a) The location of the brewery lounge:

The Coast Mountain Brewing Company brewery is located in Units #2 and #3 of a building at 1212 Alpha Lake Road in the commercial/light industrial area of Function Junction in Whistler. Immediate neighbouring businesses are a bike shop and dance studio on either side and an automobile repair shop across the street. The direct distances to the nearest residences are:

- The Lofts Resident Housing building at 1430 Alpha Lake Road, 630 m away,
- Other commercial buildings in Function Junction have a small number of residential suites.
- Residence on Cheakamus Lake Road – 650 m,
- Bear Ridge resident housing complex in Spring Creek – 800 m,
- Nearest residential lot in Cheakamus Crossing – 900 m.

Distances by road are longer.

- (b) The proximity of the brewery lounge to other social or recreational facilities and public buildings:

Direct distance from the brewery lounge to other social or recreational facilities and public buildings:

- Bayly Park in Cheakamus Crossing – 840 m,
- Spring Creek Fire Hall – 1,020 m,
- Mountain Minis Childcare in Cheakamus Crossing – 1,100 m,
- Spring Creek Community School – 1,170 m,
- Whistler Sport Legacies Athlete Centre and High Performance Centre – 1,200 m,
- Whistler Community Services Society building in Spring Creek – 1,320 m.

Distances by road are longer.

- (c) The person capacity and hours of liquor service of the brewery lounge:

The proposed person capacity of the interior brewery lounge is 27 persons.

The proposed hours of liquor service of the brewery lounge are: 11:00 a.m. to 1:00 a.m., Monday through Sunday. These hours conform to the municipal hours of liquor service guidelines for brewery lounges in Council Policy G-17 *Municipal Liquor Licensing Policy*.

- (d) The number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed brewery lounge:

The direct distance to the nearest liquor primary establishments:

- Roland's Creekside Pub (neighbourhood pub) – 3.2 km
- Dusty's Bar and BBQ (neighbourhood pub, après ski) – 3.3 km
- Many pub/lounges/nightclubs located in Whistler Village – 6.5 km away

Distances by road are longer.

- (e) The impact of noise on the community in the immediate vicinity of the brewery lounge:

Noise from the 27-person lounge is not likely to be a problem. Planned normal closing for the lounge is by 10:00 p.m., but the applied for closing of 1:00 a.m. should not be a problem because there are few residents living in the commercial /light industrial area in the immediate vicinity of the brewery. The nearest residential complex is The Lofts Resident Housing building, 630 m away. The brewery is subject to the provisions of the RMOW Noise Control Bylaw No. 1660, 2004. The Good Neighbour Agreement commits the applicant to limit noise disturbances, to close doors and windows by 10:00 pm and to comply with the municipal Noise Control Bylaw.

- (f) Traffic, parking and zoning:

Traffic: The 27-person lounge will have minimal impact on traffic.

Parking: The parking places allotted for the brewery should be adequate to serve the small 27-person lounge. The usual tasting room/lounge hours may be somewhat later than the operating hours of many surrounding businesses. Some patrons will walk or take transit to the brewery lounge.

Zoning: The Coast Mountain Brewery is located in IS1 Zone (Industrial Service One), which permits, "establishments licensed for the sale and consumption of alcoholic beverages on the premises including neighbourhood public house." The operation of the proposed brewery lounge conforms to this permitted use.

- (g) The impact on the community if the application is approved:

If the application is approved the impact on the community will likely, on balance, be positive by meeting the service expectations of both visitors and residents. Negative impacts on the community are not anticipated as a result of the requested brewery lounge endorsement to the Coast Mountain Brewing Company manufacturing licence.

3. The Council's comments on the views of residents are as follows:

Council believes that residents are in favour of the application and that residents are not opposed to the application. The method used to gather the views of residents was placement of an information sign at the front of the brewery for thirty days commencing

June 9, 2016 and advertisements in the June 9 and June 16, 2016 editions of Pique Newsmagazine. One comments was received, suggesting that transit service to the commercial/light industrial area be increased to encourage patrons of the lounge not to drink and drive. Currently, there is transit service to Whistler Village within walking distance of the brewery approximately every half hour each evening until 2:30 a.m., with increased service in winter months. This level of service provides a reasonable alternative to driving for patrons of the proposed brewery lounge.

The municipal Liquor Licence Advisory Committee, a committee of municipal Council comprising various community representatives, voted to support the application.”

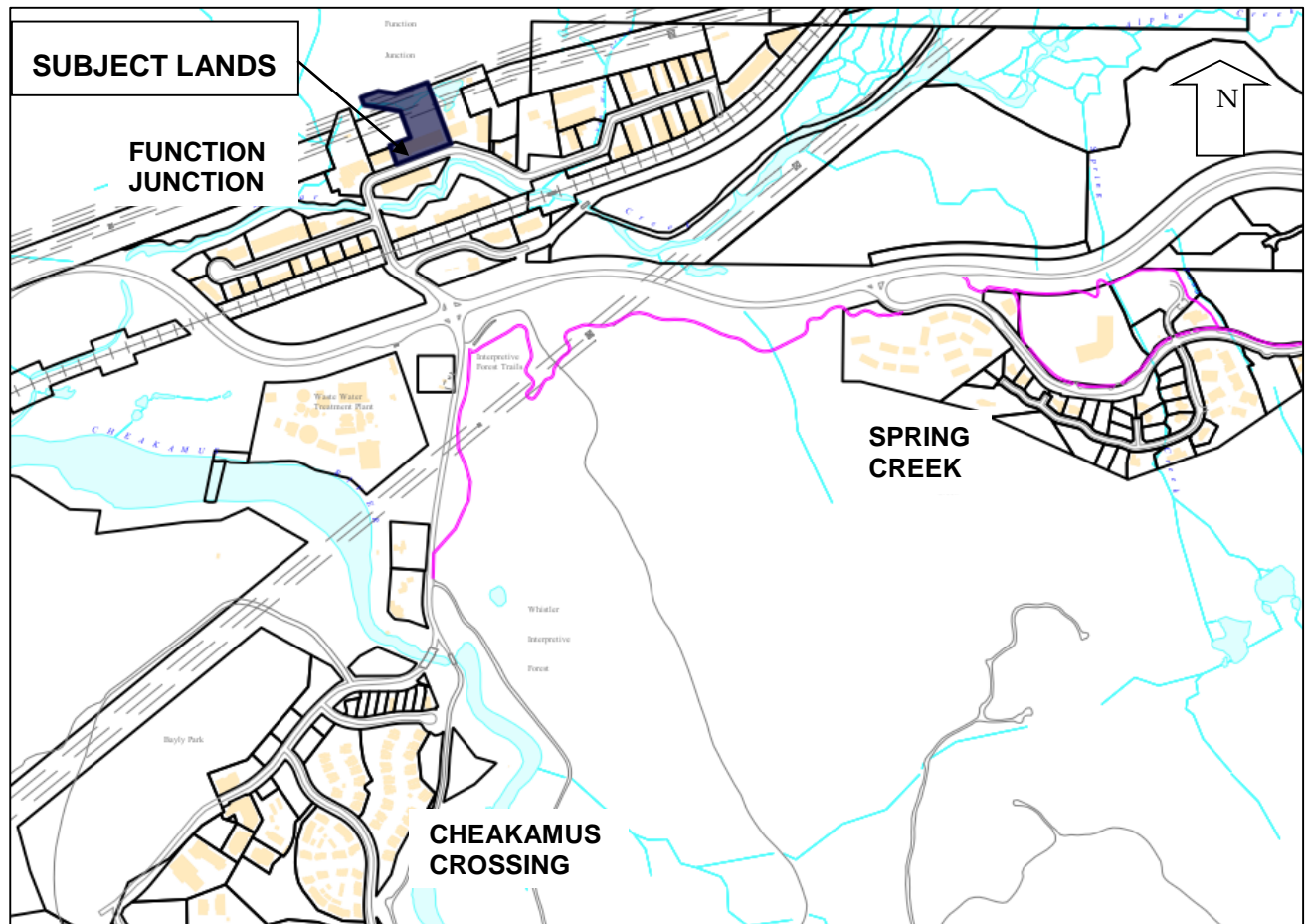
The undersigned hereby certifies the above resolution to be a true copy of the resolution passed by the Council of the Resort Municipality of Whistler on July 26, 2016.

Sincerely,

Laurie Anne Schimek
MUNICIPAL CLERK
Resort Municipality of Whistler

APPENDIX B

LOCATION PLAN – COAST MOUNTAIN BREWING COMPANY



To whom it may concern,

March 16, 2016

Coast Mountain Brewing will be a small community craft brewery located in Function Junction of Whistler, BC. Projected to open to the public June 1st, 2016. Coast Mountain Brewing plans to capitalize on the growing popularity of craft beer throughout the province, as well as other markets in North America. We are applying for the BC Manufacturer's Licence, Agency Licence, as well as an On-Site Retail store Licence to produce and sell our beer in-house and throughout BC. We are also applying for additional 'endorsements' for the ability to run brewery tours in our manufacturing facility and operate our tasting room as a Brewery Lounge.

The business strategy will focus on converting the local market to become fans of craft beer by appealing to them with high quality beer that is not outside of their comfort zone. Coast Mountain Brewing plans to introduce unique and trendy recipes that are popular among the larger craft beer community. To compliment a great beer product, Coast Mountain Brewing will plan a significant focus on community involvement; purchasing local ingredients and working on collaborations with other local businesses and events. Our staff will be highly trained in the products we serve with offerings regularly changing to keep our clientele's interests peaked. We will operate as a walk-up to order and pay for your products at the bar whether they are for in-house tastings or off sale packaged goods such as bottles, cans or growlers to go. Offerings to be consumed on our proposed patio will be brought to our guests by our staff for their enjoyment on our picnic tables with direct views of Black Tusk, Whistler and Blackcomb mountains.

The team at Coast Mountain Brewing will be led by Kevin Winter. Kevin is an internationally recognized award winning brewer (Gold Medal, European Pilsner, 2014 Canadian Brewing Awards; Gold Medal Stout, 2015 Vancouver International Brewing Awards; Bronze Medal, Stout 2015 BC Beer Awards; Bronze Medal, Blonde Ale, 2015 Vancouver International Brewing Awards; Gold Medal, Smoke-Flavoured Ale, 2015 North American Brewing Awards) and industry professional with over 17 years of experience in the brewing, restaurant and hospitality service.

Coast Mountain Brewing has secured a great location at #2 -1212 Alpha Lake Road in Function Junction; joining the established and growing BC Craft Beer industry in 2016. The brewery's 2335 square foot building with state of the art 17 Hectolitre 4 vessel brewhouse system will initially brew approximately 1600HL (1 x HL = 100L) per year and will largely focus on 'on-site' sales through a proven 'growler fill' model commonly used in many of the Vancouver craft breweries. The brewery will also feature an on-site tasting room, where draft beer will be sampled and sold, as well as a retail area that will offer bottled and canned product to go, glassware, branded apparel and promotional items. Coast Mountain Brewing additionally will have 2 x local BC wines on tap, available by the glass, for those visiting who may not be a beer connoisseur and as an added

revenue source. The business will be driven both by a passion for making quality beer and a commitment to the local community. We intend to be open to the public Monday through Thursday's 1PM to 8PM. Friday and Saturday's 12PM to 10PM and Sundays 11AM closing at 8PM. We are applying for our licence for service between the hours of 11AM and 1AM - 7 days per week should we need or want to adjust our operating hours for busier event driven dates or holidays that may increase or decrease customer business.

We expect no adverse effects on the community as we will actively work with Local RCMP and Liquor Board representatives to promote a clean and safe environment for all while adhering to the Good Neighbour Agreement. Our aim is to increase the visual appeal around Coast Mountain Brewing. And we will monitor customer parking closely as not to infringe on other businesses in the area. We can expect little to no impact of noise on the surrounding community as we are a small establishment. We mainly conduct business indoors in an area zoned as light industrial with no residential areas close enough to be affected. Our small proposed patio which operates seasonally during the summer months will be closed by 10PM daily. Any and all doors and windows will be kept closed to reduce any noise or impact from then onwards.

Our mission will be to provide Whistler with an authentic experience of local hand-crafted beer, by allowing residents and tourists to come in and experience the product first-hand and purchase on-site for home consumption. We want to offer the same unique craft beer experience to the Whistler market that people have grown to love in Vancouver. A smaller locally connected business which thrives in its location, Coast Mountain Brewing plans to establish itself as a positive and contributing member to the Resort Municipality of Whistler and business community. Our business strategy will focus on building strong, long term relationships with residents and other like-minded businesses, and will support various initiatives through sponsorship and product donations.

Whistler is an international tourist destination receiving approximately 2.1 million overnight and non-overnight visitors each year. These tourists come to Whistler for its world-class skiing, downhill and cross country mountain biking, golfing, Zip-Trekking, bungee-jumping, snowmobiling, etc. and spend well over a billion and a half dollars annually in the area. Coast Mountain Brewing plans to capitalize on these tourism dollars and will add to the list of available offerings, with brewery tours, in house tastings and off-sales. Thirty minute instructional tours and tastings through the brewing facility will offer tourists and locals alike, the chance to develop an appreciation for the artisanal process, while at the same time enriching Coast Mountain Brewing's brand appreciation and loyalty.

All the best

Cheers,
Kevin Winter 604-905-8008

DATE MAY 12/16

Maximum Capacity:

Unless otherwise approved by the General Manager, Liquor Control and Licensing, approval is subject to the terms and/or conditions specified in the approval letter(s) dated:

PSA _____ PCA _____ AIP May 13/16

[illegible][illegible]

Main Entrance

LEGEND:

- EXISTING BASE & EXTERIOR WALL EXTERIOR GLASS DOORS & COLUINS TO REMAIN
- NEW CONSTRUCTION

EXISTING GARDEN

ARCHITECTURE
INTERIOR
DESIGN
PLANNING

Copyright Reserved

The 2.4-megapixel sensor, designed and fabricated in-house, is a 100-million-pixel CMOS active pixel sensor (APS) that uses a 1.5- μm pixel pitch and a 1.5- μm pixel size. The sensor is a 100-million-pixel APS that uses a 1.5- μm pixel pitch and a 1.5- μm pixel size.

Disclosures
The Commission staff wrote all disclosures, and no individual is responsible for any consequences associated with the original disclosure. DO NOT INCLUDE DISCLOSURE.

GENERAL NOTES / CONSTRUCTION NOTES:

1. *What is the main purpose of the study?*

© 1999 by John Wiley & Sons, Inc. All rights reserved. This publication is a U.S. Government work and, as such, is in the public domain in the United States of America.

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 105–112

3. THE RE-ELIGIBILITY OF AN INDIVIDUAL AS A MEMBER OF THE BOARD OF DIRECTORS OF THE CORPORATION SHALL BE DETERMINED BY THE BOARD OF DIRECTORS OF THE CORPORATION.

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 101–108

...the ... of ...

Reproduction of this document is prohibited without the written permission of the copyright owner.

© 2005 Blackwell Publishing Ltd, *Journal of Internal Medicine* 258: 103–110

STATUS OF DATA/ACCURACY APPRAISAL	1.E	4.E	16 OF 18
Intend	By	Appl.	STAFF/JO

1. The first step is to identify the key components of the system. This involves understanding the inputs, outputs, and internal processes. For example, in a manufacturing system, the inputs might be raw materials and labor, the outputs might be finished products, and the internal processes might involve assembly and quality control.

SCHEMATIC DESIGN FOR LIQUOR

LICENSE REVIEW AND APPROVAL
PURPOSE ONLY

NOT FOR BUILDING PERMIT
APPLICATION OR CONSTRUCTION

Client / Project

**INTERIOR TENANT IMPROVEMENT
TO EXISTING BUILDING FOR
COAST MOUNTAIN BREWING COMPANY**

UNIT 22 - 1212 ALPHA LAKE ROAD,
WHISTLER, BC

Title	
-------	--

FLOOR PLAN

Project No. **#8176** Scale **1/4" = 1'-0"**

Design No.	Spec	Remarks
A2.2	of	

LIQUOR CONTROL & LICENSING
COMMISSIONER

RECEIVED

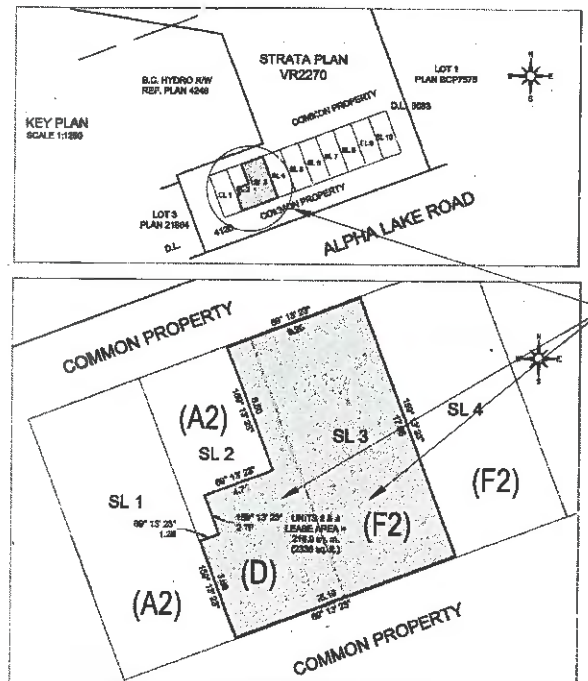
FEB 29 2016

FEB 23 2010

• **REPARAÇÃO**

LIQUOR CONTROL & LICENSING
RECEIVED
FEB 29 2016

PLAN SHOWING LEASE AREA OVER PARTS OF STRATA LOTS 2 & 3, D.L.'S 4120 & 6083, GP. 1, N.W.D., STRATA PLAN VR2270



NOTE:
• LEASE AREAS ARE MEASURED AND CALCULATED TO BONA FIDE STANDARDS WHICH IS TO THE INSIDE FACE OF EXTERIOR WALLS AND TO THE CENTRE LINE OF CHARGED WALLS.
• BEARINGS ARE DERIVED FROM L.T.O. RECORDS.
• STRATA LOT LINES ARE REPRESENTATIVE ONLY.

CERTIFIED CORRECT
Doug Bush
Douglas J. Bush, A.S.T., 1989
Applied Science Technology
This 10th day of December, 2015

SCALE: 1:200 All Dimensions are in Metres

CIVIC ADDRESS: UNIT 2 & 3, FIRST FLOOR, 1212 ALPHA LAKE ROAD, WHISTLER, B.C.

PROPERTY IDENTIFIER: 012-088-883 SL 2 & 012-088-883 SL 3

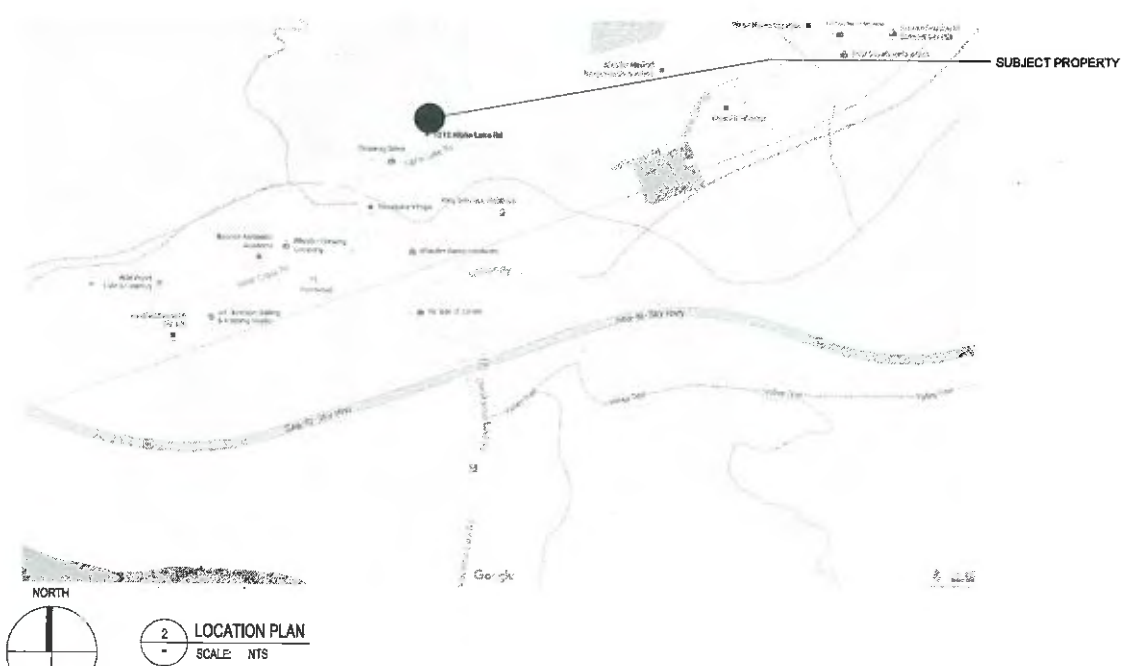
PERMIT NO. LEASE AREA

DOUG BUSH SURVEY SERVICES LTD.
UNIT 16, 1870 ALPHA LAKE RD, WHISTLER, B.C. V0N 1M1
PHONE: 855-3334 / FAX: 855-0038 d.bush@dsbs.ca

FILE NO. JH0021
PLAN NO. 18002A

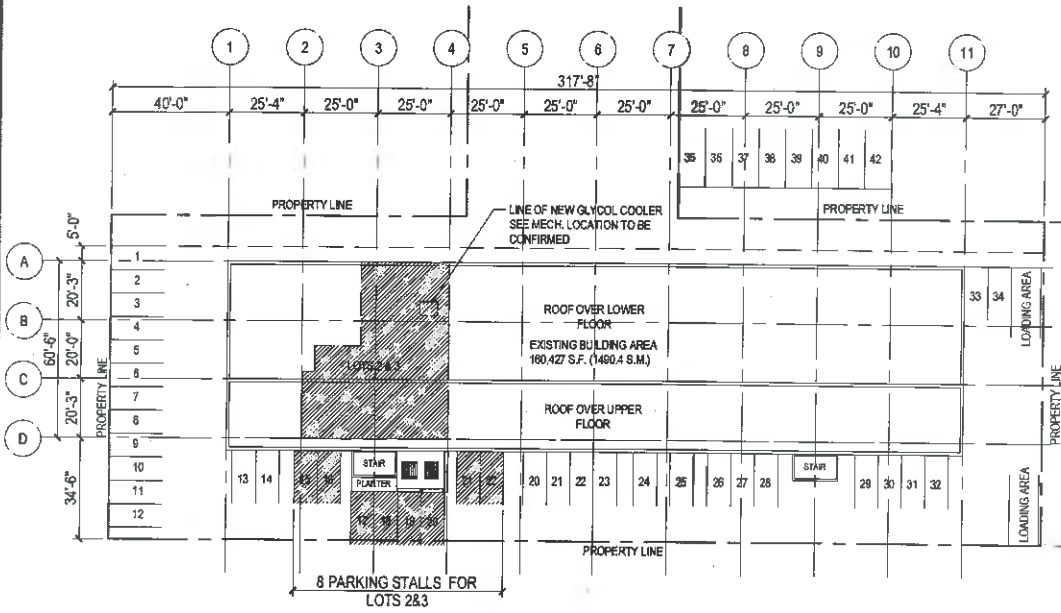
STRATA LOTS 2 & 3

Apr. 12/16 Interior
Whistler Fire Rescue Service
Bill
Occupant Load # 27 persons

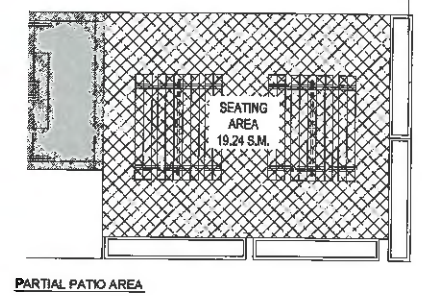
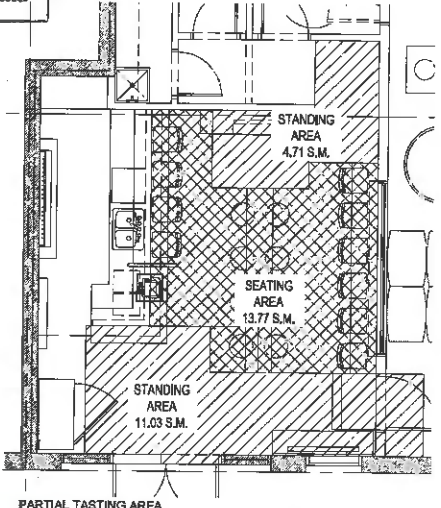


2 LOCATION PLAN
SCALE: NTS

1 SURVEY PLAN
SCALE: NTS



4 SITE PLAN
SCALE: 1/32" = 1'-0"



PARTIAL PATIO AREA

CIVIC ADDRESS:
COAST MOUNTAIN BREWING COMPANY
UNIT 2, FIRST FLOOR 1212 ALPHA LAKE ROAD
WHISTLER, BRITISH COLUMBIA
V0N 1B8

LEGAL DESCRIPTION:
PARTS OF STRATA LOTS 2 & 3
D.L.'S 4120 & 6083
GP. 1
N.W.D.
STRATA PLAN VR2270

ZONING BYLAW: IS1 ZONE (LIGHT INDUSTRIAL USE)

CODE REFERENCE:
BUILDING CODE ANALYSIS BASED ON 2012 B.C. BUILDING CODE
MAJOR OCCUPANCY 3.1.2.1.
GROUP D - TASTY AREA (PER 3.1.2.6)
GROUP F DIVISION 2 - BREWERY

EXISTING 2 STOREY WAREHOUSE/OFFICE BUILDING
- GROUP F DIVISION 2 (COMBUSTIBLE)
RESORT MUNICIPALITY OF WHISTLER
ZONING & PARKING BYLAW NO. 303, 2015 1.2.(X)

AREA:
LEASE AREA: 2,413 S.F.
AREA OF RENOVATION: 2,413 S.F.

TASTING AREA: 597 S.F. (55.46 S.M.)
BREWERY AREA: 1,816 S.F. (168.72 S.M.)
TOTAL AREA: 2,413 S.F. (224.18 S.M.)

OCCUPANCY LOAD:
TABLE 3.1.17.1
(A2) SEATING BY AREA: 13.77 SQM @ 1.20 SQM/PERSON = 11.48 : 11
(A2) STANDING BY AREA: 15.74 SQM @ 0.95 SQM/PERSON = 16.56 : 16
(A2) TASTING ROOM STAFF: 3
(A2) FUTURE PATIO: 19.24 SQM @ 1.20 SQM/PERSON = 16.03 : 16
(F2) BREWERY STAFF: 4
TOTAL: 50 PEOPLE

* SEE LETTER OF OPERATION.
** COUNTED TO SHOW WASHROOM COMPLIANCE FOR FUTURE PATIO.

PROJECT DATA:	EXISTING (APPROVED BY PREVIOUS BP)	NEW (THIS TB BP APPLICATION)
SITE AREA:	2,954.3 S.M. (31,800 S.F.)	NO CHANGE
SPRINKLERED:	YES	NO CHANGE
FIRE ALARM:	YES	NO CHANGE
STREET FACING:	1	NO CHANGE
BUILDING HEIGHT:	2 STOREY	NO CHANGE
ZONING:	IS1	NO CHANGE
MAJOR OCCUPANCY:	D & F2	NO CHANGE
CONSTRUCTION ASSEMBLY:	3.2.2.73, (NC)	3.2.2.26 (NC)
FLOOR RATING:	2 HR.	NO CHANGE
GROUND FLOOR AREA:	15,040 S.F. (1,397.3 S.M.)	NO CHANGE
2ND FLOOR OFFICE AREA:	4,506.5 S.F. (416.7 S.M.)	NO CHANGE
2ND FLOOR SUITE AREA:	506.5 S.F. (47.1 S.M.)	NO CHANGE
TOTAL FLOOR AREA:	20,053 S.F. (1,863 S.M.)	NO CHANGE
TENANT SPACE AREA:	2,413 S.F. (224.18 S.M.)	NO CHANGE

PARKING CALCULATIONS:
TABLE 6-A (BYLAW NO. 733)

REQUIRED:
TASTING AREA: 11 SPACES/ 100 S.M.
BREWERY AREA: 1 SPACE/ 100 S.M.

PROPOSED:
TASTING AREA: 55.74/ 100 x 11 = 6.13 STALLS
BREWERY AREA: 168.43/ 100 x 1 = 1.68 STALLS
TOTAL: 8 STALLS

EXISTING:
REQUIRED IN TOTAL: 42 STALLS
PROVIDED FOR LOTS 2/3: 8 STALLS

Apr. 12/16 Patio
Whistler Fire Rescue Service
Bill
Occupant Load # 16 persons

IMPERIAL ARCHITECTURE
HOLDER OF AN AIBC CERTIFICATE OF PRACTICE
ADDRESS: 756 FRENCH STREET, VANCOUVER, BC, V6P 4Y3
EMAIL: IMPERIAL.ARCHITECT@IMPERIALARCH.COM
TELEPHONE: 778-6885

ARCHITECTURE
INTERIOR
DESIGN
PLANNING

Copyright Reserved
The Copyright to this drawing and its contents is reserved, and remains at all times the exclusive property of Imperial Architecture, and shall not be used, modified, or reproduced without the expressed written consent of Imperial Architecture.

Dimensions
The Contractor shall verify all dimensions, and immediately report any errors under on-site to Imperial Architecture. DO NOT SCALE DRAWINGS.

GENERAL NOTES / CONSTRUCTION NOTES:

- 1- ALL NEW CONSTRUCTION SHALL COMPLY TO THE BRITISH COLUMBIA BUILDING CODE 2012, RELATIVE BYLAW AND LOCAL ENGINEERING GOOD PRACTICE.
- 2- ALL NEW CONSTRUCTION SHALL COMPLY WITH ALL RELATED MUNICIPAL BYLAW.
- 3- ALL DIMENSIONS SHALL BE VERIFIED PRIOR TO STARTING ANY CONSTRUCTION WORK.
- 4- ALL EXISTING SITE CONDITIONS SHALL BE VERIFIED PRIOR TO STARTING ANY CONSTRUCTION WORK.
- 5- ANY DISCREPANCIES ON DRAWINGS SHALL BE COMMUNICATED PROMPTLY TO THE DESIGN PROFESSIONAL & GRANT OWNER FOR CLARIFICATION PRIOR TO CONSTRUCTION AND INSTALLATION.
- 6- NO IMPROVEMENTS SHALL BE UNDERTAKEN TO ANY STRUCTURAL COMPONENTS WITHOUT THE SEAL OF APPROVAL OF A PROFESSIONAL ENGINEER.
- 7- ALL NEW PLUMBING SHALL BE DONE WITH NEW MATERIAL AND SHALL MEET CURRENT LOCAL PLUMBING CODE.
- 8- ALL NEW ELECTRICAL WORK SHALL MEET CURRENT LOCAL ELECTRICAL CODE.
- 9- FIRE EXTINGUISHERS SHALL BE INSTALLED TO MEET LOCAL FIRE FIGHTING REQUIREMENTS.

- 10- SPRINKLER SYSTEM IS TO BE MODIFIED BY LICENSED SPRINKLER CONTRACTOR. SPRINKLER SHOP DRAWINGS AND JOBSHETS TO BE SIGNED AND SEALED BY PROFESSIONAL ENGINEER.
- 11- EXISTING & SCALED DIMENSIONS FROM CONTRACTOR / SUB-TRADE 3 STRUCTURAL ENGINEER TO VERIFY SUSPENDED CEILING & CEILING STRUCTURE & BEAMING INTEGRITY REQUIRED PRIOR TO SUBSTANTIAL COMPLETION.
- 12- CONTRACTOR TO PROVIDE FIRE DAMPER TO ALL DUCTS PENETRATING FIRE RATED WALLS TO COMPLY REQUIREMENTS IN B.C. BUILDING CODE (USE MCCI).
- 13- EXISTING DESIGNER & STRUCT. ASPECT OF 1st FLOOR CEILING & GYPSUM PARTITION TO BE CERTIFIED BY CONTRACTOR'S STRUCT. ENGINEER.

ISSUED FOR LOCAL PERMIT APPLICATION SUBMISSION L.B. 16.03.23
ISSUED FOR BUILDING PERMIT SUBMISSION L.B. 16.03.23
ISSUED FOR PERMIT SUBMISSION L.B. 16.03.23



Client / Project
**INTERIOR TENANT IMPROVEMENT
TO EXISTING BUILDING FOR
COAST MOUNTAIN BREWING COMPANY
UNIT 2 - 1212 ALPHA LAKE ROAD,
WHISTLER, BC**

Title:
**SURVEY, LOCATION PLAN,
PROJECT DATA, & SITE PLAN**

Project No. #8176 Scale N.T.S.
Drawing No. A1.1 Sheet Revision

Minutes of July 14, 2016 LLAC Meeting (Relevant Excerpts)

File No. LLR1256 – Coast Mountain Brewing Company – Brewery Lounge Endorsement

Frank Savage introduced Kevin Winter, owner and brew master of Coast Mountain Brewing. Frank presented the following.

1. Coast Mounting Brewing is opening a craft brewery at 1212 Alpha Lake Rd. This application requests a brewery lounge endorsement to the beer manufacturing licence.
2. The LCLB requires a resolution from local government council addressing the same regulatory criteria as for a new liquor primary licence.
3. The municipal process requires a review by LLAC with a recommendation to municipal Council.
4. Coast Mountain Brewing has applied for a manufacturing licence with endorsements to conduct tours, sell to beer produced on site and related non-liquor products to the public.
5. Approval in principle to construct the brewery has been received from LCLB; manufacturing of beer is pending final inspection.
6. A manufacturing licence permits the production of beer at the site, provide beer samples, conduct tours, and sales for consumption off site.
7. The brewery meets the municipal zoning requirements, but no specific local government approval for a beer manufacturing licence.
8. The application being considered by the LLAC is for a brewery lounge, which can operate somewhat like a neighbourhood pub.
9. Initially there were plans for a lounge patio; the patio will not be proceeding at this time and is not part of the present application. A lounge patio application could be submitted in the future.
10. Hours of service 11:00 a.m. to 1:00 a.m.; occupant load = 27 persons; minors permitted when accompanied by a parent or guardian; food and non-alcoholic beverages must be available at a reasonable price.
11. This application was referred to LLAC members for comment. No comments were received. A newspaper advertisement was placed in the local newspaper as well as a sign at the site. One comment was received from the public, a resident from the Lofts housing complex, suggesting that more transit service to Function Junction is needed to deter drinking and driving.
12. The nearest liquor primary establishments are located at Creekside.
13. Noise impacts, the brewery lounge is planning to close between 9:00 – 10:00 p.m., the licence would permit the lounge to open to 1:00 a.m.
14. Community impacts, craft breweries are becoming more popular, this presents an opportunity for residents and visitors to sample the beer.
15. LLAC criteria, there is no new development associated with this application. There is potential demand for this type of facility for Cheakamus Crossing residents.
16. Is this type of application a potential problem for the community? If properly managed not likely, if not properly managed there could be problems.
17. Parking should be adequate, no problems anticipated during peak parking times of other businesses and during the use of the lounge.
18. No traffic impacts anticipated. Comment received about transit reflected a broader concern about the level of transit service in Function Junction.
19. No policing impacts anticipated.

Kevin Winter presented the following.

20. Background information: Mr. Winter is a professional commercial brewer for eight years, with home brewing many years prior to that. Husband and wife team, have been in Whistler for almost 20 years with many years' experience in the hospitality industry.
21. Coast Mountain Brewing is a small scale community brewery, not a large scale production brewery that utilizes large scale equipment with large trucks driving in and out of the site.

22. Focus will be on the community, involved in community activities. Fill a missing segment of Whistler's craft brewery industry.
23. Anticipate providing product to 20 to 30 Whistler restaurants and pubs. Delivery will be done by Kevin. Intend to maintain 40% of the capacity on site.
24. Brewing experience gained by working for Whistler Brewing Company, then additional brewing and industry exposure gained working with a brewing company in the Fraser Valley, which earned the 2014 Best Pilsner Award at the Canadian Brewing Awards and at the North American Brewing Awards earned Gold for best scotch wheat ale.
25. The planned brewery tours will be educational.
26. Would like Coast Mountain Brewing to become part of the fabric of the community of Whistler and be viewed in a positive light. Engage the neighbours.
27. The location is ideal for this type of business, it will drive further awareness to this area and serves the Cheakamus Crossing residents, giving them family oriented options that are within walking distance.
28. Lounge/retail area is a small cozy room, featuring reclaimed cedar.
29. Partnering with Whistler Cooks for food services.
30. Growlers are an integral part of the business, a large focus and investment. 1 litre or 1.89 litre glass jar available to purchase for consumption off site.
31. The brewery lounge endorsement is also integral to the business; otherwise the licensing restriction is 375 ml per person per day. The tasting rooms have been a major contributing factor to the boom in the craft brewing industry.
32. The brewing equipment and system is custom fabricated by a shop in Maple Ridge.
33. The small scale production will allow for brewing a wide array of beers, this will differentiate Coast Mountain Brewing from other breweries.
34. Wine on tap available in the brewery lounge for consumption on site only; 1 white, 1 red boutique BC wine.

Questions from LLAC members:

1. Q: The road in this area can be dangerous, as there is a lot of drop-off and pick-up traffic at the adjacent Vibe Dance Studio. How will parking be managed?
A: Parents either drop off and leave or wait in their cars. Ongoing discussions with Vibe Dance Studio regarding parking and noise, there hasn't been any negative feedback, only positive feedback. The dance studio has parking in front of their establishment as well as a large amount of parking available to them at the side of the building. Coast Mountain Brewery will have parking in the front. Propose to approach the landlord and request painted parking lines in front of the building to differentiate the parking areas and spaces. Do not anticipate any parking battles. Sidewalks would be helpful and would enhance safety.
2. Q: What are the hours of operation?
A: The licence permits operating hours from 11:00 a.m. to 1:00 a.m. The plan is to open at 1:00 p.m. Monday to Saturday. Sunday opening at 11:00 a.m. Closing time most days at 8:00 p.m. with weekends closing at 10:00 p.m. or later if there is an event such as a hockey game.
3. Q: How many tanks are there?
A: There are six 1,700 litre uni-conical fermentation tanks that produce 34 fifty litre industry standard kegs per batch. four weeks for an ale, six weeks for lager, producing approximately 100 batches per year.
4. Q: In addition to the wine on tap will there be other liquor or spirits offered?
A: Will focus on wine by the glass and do not intend to provide spirits, mixed drinks or cooler type beverages.
5. Q: Whistler Cooks will provide food, is it cold food? Is there any way to heat the food?
A: There is no intent to prepare food, only serve food. Whistler Cooks will be able to provide appealing savoury options that are also available for take away. Food will be placed in a wax paper bag, similar to a muffin purchase from a coffee shop.

6. Q: Are non-alcoholic beverages available?
A: Yes, initially prepackaged sodas will be available. Eventually there will be in-house sodas made by Coast Mountain Brewing.
7. Q: How will you get your product into the local pubs, restaurants and retail stores?
A: A sales rep would enter an establishment and meet with the manager, establish relationships, face time, i.e. door to door sales. Provide point of sales material, sell sheets.
8. Q: Is there involvement with the pub sector? Will the pub sector group accept a non-liquor primary establishment?
A: Pub sector representative response: "Yes"

LLAC member comments:

1. Council representative: support this application; it will add diversity to the community; would like to see public transportation issues to Function Junction addressed as they are becoming a concern and also to reduce local car traffic in the area.
2. Pub sector representative: full support from those that responded to the referral; members are excited that Function Junction is becoming less industrial and is becoming a "place to go for coffee and beer". International guests want to be able to take something home that is from Whistler, another product offering from Whistler will speak volumes.
3. RCMP representative: no concerns.
4. Nightclub sector representative: no comments from the nightclub sector.
5. Whistler Community Services Society Representative: very supportive and excited about this new proposal; no concerns, but would like to stress the increased need for public transportation.
6. RMOW Resort Experience representative: no municipal concerns; the property meets the zoning requirements for the brewery lounge and the other proposed brewery activities.

Moved by Mike Wilson
Seconded by Jackie Dickinson

That the Liquor Licence Advisory Committee supports the application from Coast Mountain Brewing for an endorsement for a new 27 person capacity interior brewery lounge.

CARRIED

Moved by Jackie Dickinson
Seconded by Mike Wilson

That the Liquor Licence Advisory Committee supports the provision of additional transit service to and from Function Junction to support the additional business, activities, variety of uses and attractions in Function Junction; the LLAC would like this recommendation to be referred to the Transportation Advisory Group for consideration.

CARRIED

This application will be presented to municipal Council at the regular meeting on July 26, 2016.

Subject: Comment on brewery application in Function Junction - Coastal Brewing

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

From: Shelly Kidd [mailto:shellykidd@icloud.com]

Sent: Sunday, July 03, 2016 6:06 PM

To: resortexperience

Subject: Comment on brewery application in Function Junction - Coastal Brewing

Hi,

If the brewery application for Coastal Brewing does go ahead, that means there will be two late night drinking establishments in Function Junction. Obviously we want to encourage people to act responsibly and not drink and drive. So can you please enhance the frequency of the bus service in Function? And improve the readability of the schedule? (so that intoxicated people can read it).

Thanks,

Shelly Bortolotto
105-1430 Alpha Lake Road
Whistler BC V0N 1B1

Sent from my iPhone



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 26, 2016

REPORT: 16-094

FROM: Resort Experience

FILE: 7647.01

SUBJECT: FEES FOR HOME-BASED ARTIST STUDIOS

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 Land Use Procedures and Fees Amendment Bylaw (Fees for Home-based Artist Studios) No. 2122, 2016.

REFERENCES

Community Cultural Plan 2013

Economic Partnership Initiative (EPI) 2013

Council Report No. 13-080 - September 3rd 2013 (not attached)

Council Report No. 14-078 - July 2nd 2014 (not attached).

Council Report No. 15-139 - November 17th 2015 (not attached)

PURPOSE OF REPORT

The purpose of this report is to provide an overview of recent stakeholder engagement and policy development undertaken to further implement bylaw amendments that were adopted by Council on January 26th 2016 allowing the RMOW to issue temporary use permits authorizing retail sales from Home-based Artist Studios. Land Use Procedures and Fees Amendment Bylaw (Fees for Home-based Artist Studios) No. 2122, 2016, a bylaw to lower the fee for temporary use permits by \$150, is presented for Council consideration.

DISCUSSION

Background

On January 26th 2016 Council adopted zoning regulations allowing retail sales from Home-based Artist Studios through the issuance of temporary use permits. Amendments to the zoning bylaw included the addition of subsections 31(19) to 31(23) of Part 5, which established a committee to determine if works proposed to be sold from a Home-based Artist Studio constitute art or artisan crafts. The bylaw regulations call for the committee to be comprised of the following representatives:

1. One member of Council.
2. One person appointed by the Whistler Arts Council.
3. One person appointed by the Whistler Chamber of Commerce.
4. One person appointed by Tourism Whistler.

5. One staff person from the RMOW Resort Experience Division, appointed by the General Manager of Resort Experience.

The committee review process was developed in response to stakeholder feedback expressing a desire to ensure that goods sold from Home-based Artist Studios clearly exhibited artistic qualities—i.e. that they were produced on site, unique and skillfully crafted.

Companion amendments were made to the Land Use Procedures and Fees Bylaw setting a \$750 application fee for a temporary use permit, allowing the fee to be paid in three equal installments and setting a renewal fee for a temporary use permit of \$250. The permit fees were set based on the estimated cost to the RMOW to process applications for temporary use permits.

At the public hearing prior to adoption of the bylaws on December 1st 2015, concerns were raised by some stakeholders regarding the temporary use permit application fees and the role of a review committee. When the bylaws were adopted by Council on January 26th 2016, Council directed staff to reengage stakeholders to further explore these concerns. Council also appointed one Councillor to the committee at the same meeting.

After adoption of the bylaws, staff began seeking nominations for the committee. No responses to the request for nominations were received. Staff also began working with Arts Whistler to plan a stakeholder engagement session pursuant to Council's direction. Separately, Arts Whistler had been working on programs to support home-based artists and artisans through marketing, studio tours, funding, capacity building workshops and other services. It was realized that the committee review process could be replaced with a review by Arts Whistler. Prior to the applicant submitting their application, Arts Whistler would review the artist's or artisan's works and provide the artist with a written endorsement that would be included in the application for a temporary use permit. Without the need to administer the committee review process, the overall cost to the RMOW to process applications would be reduced; allowing for lower application fees. The RMOW would continue to review permit applications for compliance with other temporary use permit guidelines and RMOW bylaws and make the final decision on whether or not to issue a permit.

Staff and representatives from Arts Whistler met with stakeholders on May 31st 2016. An overview of stakeholder engagement process used to develop the bylaws, including a review of the principles and ideas that informed the development of the temporary use permit regulations was provided. The revised review process and associated fee reductions were also proposed. Approximately eight stakeholders attended the meeting and were generally supportive of replacing the proposed review process and the reduced application fees. Stakeholders also reiterated the desire for artwork to be "juried" to ensure that the artistic qualities of Whistler cultural offerings would be maintained.

Approval of temporary use permits is delegated to the General Manager of Resort Experience. The existing temporary use permit guidelines are flexible enough to allow the existing committee review process to be replaced with the proposed Arts Whistler endorsement process without a zoning bylaw amendment. However, fees for applications must be set or amended by bylaw. Therefore, reducing the application fee requires an amendment to the Land Use Procedures and Fees Bylaw to be approved by Council.

Proposed Bylaw

The proposed bylaw reduces the application fee for a Temporary Use Permit from \$750 to \$600. Existing provisions in the bylaw allow this fee to be paid in annual installments equal to 1/3 of the application fee; meaning annual installments will be \$200 instead of \$250.

Discussion

The proposed fee reductions resulting from changes to the temporary use permit process will reduce costs and processing time for both the RMOW and studio operators while remaining consistent with the intent of the new regulations approved by Council on January 26th 2016. The proposed fee reduction is equivalent to the cost savings of eliminating the committee review process with the revised fee of \$600 being sufficient to cover the remaining costs for permit review, report writing, public notification, and other application costs.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Arts Culture & Heritage	A range of authentic and creative arts, cultural and heritage opportunities are meaningful, accessible and financially affordable to residents and visitors.	The proposed bylaw supports, cultural offerings that elevate Whistler's overall cultural product by providing a streamlined and affordable application process.
Arts Culture & Heritage	Arts, cultural and heritage opportunities attract visitors and contribute to the experience and local economy.	The proposed bylaw supports a mix of cultural offerings and emerging artists. In turn this will support a diverse product that will attract more visitors.
Arts Culture & Heritage	Arts, culture and heritage, and their local creators and contributors, are appreciated and supported as cornerstones of the resort community's health, vitality and economic prosperity.	Local and emerging artists will benefit from the proposed bylaw through reduced application costs, and a streamlined approval process.
Economic	Locally owned and operated businesses thrive and are encouraged as an essential component of a healthy business mix.	
Visitor Experience	The resort community's authentic sense of place and engaging, innovative and renewed offerings attract visitors time and time again.	Supporting local and emerging artists will support authentic cultural attractions to create an ever-evolving contribution to the visitor experience.

OTHER POLICY CONSIDERATIONS

None

BUDGET CONSIDERATIONS

All costs of preparing the bylaw, can be covered under the existing planning department budget. The reduced application fee is sufficient to cover the cost of processing temporary use permit applications for Home-based Artist Studios.

COMMUNITY ENGAGEMENT AND CONSULTATION

A stakeholder engagement meeting was held on May 31st 2016 and the changes to the review process and associated fee reduction received positive feedback. A public hearing is not required for an amendment to the Land Use Procedures and Fees bylaw.

SUMMARY

This report presents Land Use Procedures and Fees Bylaw Amendment Bylaw (Fees for Home-based Artist Studios) No. 2122, 2016 for Council consideration. If approved by Council, the bylaw would lower the application fee for a temporary use permit from \$750 to \$600 and subsequently reduce the fee for installments from \$250 to \$200. These fee reductions are made possible by changes to the temporary use permit review process where review by a committee of RMOW-appointed representatives would be replaced with an endorsement by Arts Whistler. The change in process does not require a bylaw amendment. Staff are recommending approval of Land Use Procedures and Fees Amendment Bylaw (Fees for Home-based Artist Studios) No. 2122, 2016 as proposed.

Respectfully submitted,

Jake Belobaba
SENIOR PLANNER
For
Jan Jansen
General Manager Resort Experience.

**RESORT MUNICIPALITY OF WHISTLER
LAND USE PROCEDURES AND FEES AMENDMENT BYLAW
(Fees for Home-Based Artist Studios) NO. 2122, 2016**

A BYLAW TO AMEND LAND USE PROCEDURES AND FEES BYLAW NO. 2019, 2012

WHEREAS a local government that has adopted an official community plan bylaw or a zoning bylaw must, by bylaw, define procedures under which an owner of land may apply for an amendment to the plan or bylaw or for the issuance of a permit under this Part; and

WHEREAS a local government may, by bylaw, impose application fees for the issuance of a temporary use permit.

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

1. This Bylaw may be cited for all purposes as "Land Use Procedures and Fees Amendment Bylaw (Fees For Home-Based Artist Studios) No. 2122, 2016 ".
2. Land Use Procedures and Fees Bylaw No. 2019, 2012 is amended by changing the fee for an application for a temporary use permit under Schedule A, item 6, from \$750 to \$600.

Given first, second and third readings this _____ day of _____, 2016.

Adopted by the Council this ____ day of _____ 2016.

Nancy Wilhelm-Morden,
Mayor

Laurie-Anne Schimek
Municipal Clerk

I HEREBY CERTIFY that this is a
true copy of Land Use Procedures
and Fees Bylaw Amendment Bylaw
(Fees for Home-Based Studios)
No. 2122, 2016.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 26, 2016

REPORT: 16-093

FROM: Chief Administrator's Office

FILE: A05001

SUBJECT: Community Energy and Climate Action Plan

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council endorse the 2016 Community Energy and Climate Action Plan as attached as Appendix A to Administrative Report No.16-093.

REFERENCES

Appendix A – Community Energy and Climate Action Plan (2016)

PURPOSE OF REPORT

The purpose of this report is to gain Council's endorsement of the Community Energy and Climate Action Plan (CECAP), and to outline the process by which it was developed.

DISCUSSION

As a mountain resort community where nature and climate stability are central foundations of the resort product, taking action on climate change has long been a priority for the Resort Municipality of Whistler (RMOW). The impacts of a changing climate have the potential to meaningfully affect Whistler's tourism economy and the local natural environment. As such, informed, strategic energy and climate management planning can help to ensure that Whistler is best positioned to remain successful into the future.

Whistler was one of the first communities in British Columbia to set ambitious greenhouse gas (GHG) emission reduction targets (1997), to develop a Community Energy and Emissions Plan (2004), and to become signatories to the BC Climate Action Charter (2007). The RMOW has been actively involved in setting climate protection targets and monitoring energy consumption, GHG emissions and energy expenditures since 2000.

This Community Energy and Climate Action Plan (CECAP) is an update and expansion of the 2004 Integrated Energy, Air Quality and Greenhouse Gas Management Plan. The CECAP responds to the critical fact that **Whistler is not on target to meet its GHG reduction targets as articulated in the Official Community Plan** (Bylaw No 1021, 1993). Furthermore, the CECAP introduces a formal adaptation plan to ensure increased community resilience to projected local climate changes over time.

Detailed modelling and associated analyses have projected the following key climate changes for Whistler over the next 25 to 55 years:

1. Increase in the frequency and intensity of heavy rain events.

2. Longer, hotter and drier summers.
3. Milder winters, with increased precipitation falling as rain near valley bottom, while snow pack at higher elevation sees limited change.

The CECAP articulates a vision of a **resilient, lower carbon Whistler** and confirms community targets for the reduction of GHG emissions, stabilization of community energy consumption and toward significant increases in the use of renewable energy over time.

As detailed in the Community Engagement section below, the CECAP document was collaboratively developed with a Community Advisory Group (CAG), an internal staff content expert team and led by a cross-departmental project management team. There were also several opportunities for public and stakeholder input and relevant input has been integrated into the plan.

The CECAP establishes a series of emission reduction and climate adaptation objectives and priority recommended actions to reduce GHG emissions, and to increase Whistler's resilience in the face of climate change. The effective implementation of these measures will better position Whistler to meet the challenges of a changing climate, reduce community dependence on fossil fuels, and decrease collective energy-related expenditures.

Key recommended energy and GHG reduction initiatives range from support for expanding access to mass transportation services and growing electrification of transportation, to reducing emissions related to solid waste management and to homeowner and commercial sector incentives for improving the energy efficiency of our built environment.

Key recommended adaptation initiatives included range from renewing our integrated storm water management, water conservation and wildfire protection plans, to increasing access to weather independent attractions in the valley and increasing communication and engagement around climate and energy related issues.

The CECAP outlines the targeted implementation timelines, lead organization and general resource implications for each of the recommended actions. For each of the recommended 'Reduction Actions', the CECAP also includes an estimated energy and emissions reduction potential for each identified action. The recommended actions in the plan are the product of a community-wide planning effort and represent a recommended path forward for collectively reducing our emissions footprint and increasing the resort community's resilience in the face of climate change. While each of the recommended actions are presented in association with an identified lead organization, the implementation of most of the initiatives will take the combined input, commitment and, in some cases the resources of multiple partners.

The RMOW is committed to leading a review and update of the CECAP every five years. Progress toward the goals and objectives included within this Plan will be tracked through multiple monitoring and reporting mechanisms, such as direct tracking and reporting by the project management team to Council, reporting on relevant actions through the Corporate Plan processes, and monitoring progress towards key targets through existing mechanisms such as the Community Performance Indicators and the annual Energy Consumption and GHG Performance Trends report.

While the RMOW and the broader resort community have already taken many important steps to addressing climate change, there is still a lot of hard work ahead. The community expects strong action that protects the local natural environment, reinforces our mountain culture, and supports Whistler's tourism-based economy.

The CECAP provides meaningful structure to the RMOW's commitment to climate leadership, and is designed to contribute to Whistler's continued success as a premier mountain resort community.

WHISTLER 2020 ANALYSIS

The development and implementation of the updated CECAP will assist in community movement towards a wide breadth of Whistler2020 Descriptions of Success.

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Built Environment	<p>The new and renovated built environment has transitioned towards sustainable management of energy and materials</p> <p>Streamlined policies, regulations and programs have helped to efficiently and effectively achieve green development</p>	<ul style="list-style-type: none"> The CECAP promotes sustainable management of energy and materials, as well as streamlining and enhancing policies, programs and regulations with respect to supporting a more energy efficient built environment.
Economic	<p>Whistler has a diversified and year-round tourism economy</p> <p>Whistler's energy system maximizes economic opportunities within the energy sector, and optimizes a balance between increasing energy efficiency and generating new supply</p> <p>Whistler proactively seizes economic opportunities that are compatible with tourism, and effectively adapts to changing external conditions</p>	<ul style="list-style-type: none"> The CECAP supports a diverse, year-round economy for Whistler with a focus on ensuring increased resiliency in a changing climate. The CECAP also emphasizes improvements to energy efficiency, decreased utility cost burdens and generating new supply.
Energy	<p>Whistler's energy system is supplied by a mix of energy sources that are local and regional wherever possible</p> <p>Whistler's energy system is transitioning to renewable energy sources</p> <p>Residents, businesses and visitors understand energy issues</p>	<ul style="list-style-type: none"> The CECAP encourages diverse, locally/regionally sourced and renewable energy sources while promoting an understanding of energy issues within the broader context of climate change.
Finance	Whistler has a healthy economy that generates revenue to contribute to the resort's funding base	<ul style="list-style-type: none"> The CECAP aims to maintain or improve the health of Whistler's economy in the face of a changing climate.
Health & Social	The resort community is safe for both visitors and residents and is prepared for potentially unavoidable emergency events	<ul style="list-style-type: none"> The CECAP emphasizes a risk minimization approach with a focus on potential risks related to the climate changes projected for Whistler over the next 25-55 years.
Natural Areas	Community members and visitors act as stewards of the natural environment	<ul style="list-style-type: none"> The CECAP promotes a variety of programs and initiatives that will facilitate environmental stewardship by both residents and visitors.
Partnership	Decisions consider the community's values as well as short and long-term social, economic and environmental consequences	<ul style="list-style-type: none"> The CECAP is based on core community values including environmental stewardship, community life, the resort experience and economic viability.
Recreation & Leisure	The resort is globally recognized as a leader in innovative recreation products and services	<ul style="list-style-type: none"> The CECAP builds upon Whistler's leadership and promotes further innovation in recreation products that are climate-friendly and that recognize the potential pressures of a changing local climate.
Resident Housing	Housing has been developed close to transit, pedestrian and bicycle routes, and amenities and services to reduce auto dependency	<ul style="list-style-type: none"> The CECAP reinforces a land-use planning approach which places housing near transit, bike/pedestrian routes, and amenities/services.

Transportation	Whistler 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 leading low-impact technologies); 4. Private automobile (SOV, traditional technology).	<ul style="list-style-type: none"> The CECAP addresses transportation as one of the key factors in Whistler's GHG emission profile and promotes solutions directly aligned with these descriptions of success.
	Transportation preferences and options are developed, promoted and supported so that inter-community mobility minimizes the negative impacts of traditional modes of travel	
	Whistler's transportation system is transitioning toward renewable energy sources, improving air quality and maintaining ecosystem integrity	
Visitor Experience	The visitor experience is based on practices and systems that efficiently use sustainable materials and energy	<ul style="list-style-type: none"> The CECAP promotes the efficient and sustainable use of energy and materials to support the various aspects of visitor experience (E.g. transportation, recreation).
Water	Water supply, wastewater management and flood control infrastructure minimize energy requirements and favour sustainably managed materials and resources	<ul style="list-style-type: none"> The CECAP's adaptation component addresses storm water management, flood control and potable water supply (quality and quantity) in the context of risk management and environmental protection.
	Effective storm water management and flood control measures are in place and replicate natural hydrological systems and functions as much as possible	
	Flood control systems are maintained at a high level of emergency preparedness, where risks are managed in a financially prudent and fiscally responsible manner	
	Potable water supply source protection is optimized within a multi-barrier approach	

Over the long term, the development and implementation of the updated CECAP has not been associated with community movement away from any of the Whistler2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

The CECAP is structured to assist Whistler achieve its overall vision and relevant policy objectives.

The strongest policy links are to Whistler 2020 (discussed above in the Whistler2020 Analysis) and the RMOW Official Community Plan (Bylaw No 1021, 1993) which establishes greenhouse gas emissions targets for the resort community. The current GHG reduction targets as laid out in the OCP are as follows:

As a signatory to the BC Climate Action Charter the Council of the Resort Municipality of Whistler has expressed its understanding that anthropogenic emissions of greenhouse gases are affecting the global climate; that reducing these emissions is therefore beneficial and important to all citizens; and that governments must act promptly to mitigate climate change.

The Municipality considers it appropriate to adopt targets, policies and actions intended to reduce the emission of greenhouse gases within Whistler and resulting from activities related to the ongoing operation of the resort community. The targets are stated below, along with related policies and actions. Other relevant policies and actions are found throughout the OCP, because the Municipality recognizes that reducing greenhouse gas emissions can be achieved by all sectors of the resort community, and in all aspects of its operation.

TARGET

Compared to GHG emissions measured in tonnes of eCO₂ in 2007, the Municipality has established the following targets for reducing the community's GHG emissions:

- 33% by 2020*
- 80% by 2050*
- 90% by 2060*

Further, the CECAP aligns directly with the RMOW's Corporate Plan Strategy to: "Commit to strategies and practices designed to drive improved environmental performance outcomes".

In addition to these policies, the CECAP aligns itself with other important guiding policy initiatives such as the Economic Partnership Initiative, the Green Building Policy, the Whistler Comprehensive Transportation Strategy and multiple bylaws (E.g. Garbage Disposal and Wildlife Attractants Bylaw No 1861, 2008). The work of the recently revived Transportation Advisory Group relates to the transportation-related GHG reduction aspects of the CECAP.

As a signatory to the Climate Action Charter, the RMOW has demonstrated its commitment to work with the Province of British Columbia and the Union of BC Municipalities to take action on climate change and to reduce greenhouse gas emissions on both a corporate and broader community scale.

Finally, the CECAP also aligns with collaborative regional initiatives such as the Sea to Sky Air Quality Management Plan, implemented in part through the support of the RMOW.

BUDGET CONSIDERATIONS

Overall project management, facilitation and oversight for the development of the CECAP was undertaken with in-house staff resources. Total RMOW planned costs to develop the combined 'reduction' and 'adaptation' CECAP were originally budgeted at \$45,000, with a potential \$30,000 being funded by BC Hydro grants (2015-2019 Five Year Financial Plan). The Plan development has come in under budget with actual costs to develop the Plan totalling approximately \$28,000 with a

further \$10,000 in incentive funding from BC Hydro expected to offset RMOW direct costs later this year (approximate net costs to RMOW: \$18,000). The largest single expense in the Plan development process was the research contract for the Whistler-specific climate modelling undertaken by the Pacific Climate Impacts Consortium at the University of Victoria (\$19,600).

Beyond the direct RMOW budget considerations discussed above, each of the recommended actions in the draft CECAP is associated with an approximate timeline and estimated resource allocation level. Moving forward, it is anticipated that many of the RMOW-led recommended actions in the CECAP will be presented and considered for funding within the regular annual budget development processes.

COMMUNITY ENGAGEMENT AND CONSULTATION

Community input into the CECAP development has been considerable. More than 25 representatives from across the community have collaborated with the RMOW project management team to develop this Plan. While the RMOW has convened and managed the CECAP development process, key resort partners and community stakeholders have played a critical role in sharing their opinions and actively contributing to the development this draft Plan.

Beginning in April of 2015, the CECAP project management team has leveraged the input and engagement of the following groups:

- **Community Advisory Group (CAG)** – The CECAP CAG is comprised of local representatives from a broad spectrum of sectors with a stake in local climate change issues. Appendix A of the CECAP provides a full list of the sectors, organizations and individuals represented on the CAG.

The CECAP CAG first met in June 2015 for an introductory meeting which covered a project overview, community energy and GHG performance trends and anticipated climate changes for Whistler. Throughout the summer, two CAG sub-committees were formed to address *reduction* and *adaptation* planning in separate but related streams. Both sub-committees met separately for workshops in July to discuss early action identification opportunities. In November, a meeting was held with the full CAG, followed by break-out sessions with each sub-committee and culminating in a full CAG summary session designed to refine potential recommended actions and provide direction on the overall report structure. Finally, in addition to these meetings, communications with the CAG have been ongoing, including document review via email and individual discussions with several CAG members.

- **Internal Content Expert Team** – Representation from Infrastructure Services, Resort Experience, Corporate and Community Services and the Chief Administrator's Office.

The CECAP Internal Content Expert Team has met as a group six times since the spring 2015, with additional input gathered via electronic communications and one-on-one discussions with individual members on relevant topics to their expertise.

On January 21, 2016, the RMOW delivered a soft public introduction to the CECAP initiative through a display booth at an event hosted by AWARE: "A Report on COP21 Paris, the UN Climate Conference – with Elizabeth May". Members of the CECAP project management team hosted an information table and spoke directly with numerous community citizens about this Plan aimed at reducing Whistler's GHGs and supporting local resilience to the projected impacts of climate change. A packed house and the eager collaboration of local groups in this event provided a strong indication of the importance of climate change among community members.

With the goal of improving the CECAP further, several opportunities were initiated in spring 2016 to engage the community at large and solicit broader public input into the CECAP. Community-wide input on the draft plan was sought through an **Open House** and an online public comment period which included a detailed survey. Over 40 members of the public attended the June 1 CECAP public Open House, which featured a gallery walk of information boards (24 content posters) and a 45-minute overview presentation of the draft Plan. Attendees also had significant discussion opportunities with key members of the CAG and CECAP project team. Comments were collected via flip charts and from direct conversations with the project team. Flip charts were available with prompts towards generating ideas not already addressed by the plan. Attendees were also urged to complete the online survey.

The online public comment period ran from May 18 to June 20, 2016 at <https://www.whistler.ca/climateaction> and featured the full draft CECAP along with a 12-question feedback survey which included rating and open questions. 60 respondents completed the survey.

Highlights from the CECAP online public survey results include:

- 80% of respondents (agree/strongly agree) believe that climate change is already impacting Whistler and will continue to affect the security of our community and our quality of life.
- 76% of respondents agree/strongly agree that the CECAP is a useful resource that should guide community decision-making over the long term.
- 33% of respondents ranked Transportation Solutions as the most important/exciting to them, followed by Wildfire/Ecosystem Solutions (18%) and Renewable Energy Solutions (16%).
- 85% of respondents (agree/strongly agree) support actions that reduce the use of single-occupancy vehicles throughout Whistler.
- 88% of respondents (agree/strongly agree) expect the RMOW and partner organizations to take a leadership role on climate change action.
- 90% of respondents (agree/strongly agree) are committed to making changes that reduce their GHG footprint to prepare for climate change impacts.

Public input on climate change mitigation and adaptation was also sought at the **RMOW Community Forum** held on June 15. Over 100 citizens attended and participated in round-table discussions on themes including energy and climate change, transportation, wildfire, water, tourism economy and housing issues. Input from the Forum was collected and provided to the CECAP project team for consideration.

Through all of these public input opportunities (Open House, online survey and Community Forum), community citizens provided over 175 comments and action ideas for the CECAP, indicating strong public interest in how the community is addressing the issue of climate change.

In response to the public input received, the CECAP project team considered all comments and made revisions to the plan accordingly

SUMMARY

The RMOW has long demonstrated its commitment to protecting the environment and minimizing Whistler's contribution to global climate change. The CECAP provides a recommended path forward toward reducing Whistler's GHG emissions and increasing community resilience to the potential impacts of a changing local climate.

Respectfully submitted,

Ted Battiston
DIRECTOR, CORPORATE, ECONOMIC AND ENVIRONMENTAL SERVICES
for
Mike Furey
Chief Administrative Officer



COMMUNITY ENERGY AND CLIMATE ACTION PLAN

The Resort Municipality of Whistler | July 2016



TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	1
2	THE CHALLENGE OF CLIMATE CHANGE	5
3	A VISION OF A RESILIENT, LOWER CARBON COMMUNITY	6
3.1	GHG EMISSION TARGETS	6
3.2	ENERGY CONSUMPTION TARGETS	8
3.3	RENEWABLE ENERGY TARGET	9
3.4	ADAPTATION GOALS	9
4	WHISTLER'S HISTORY OF ACTION ON CLIMATE & ENERGY	10
4.1	THE COMMUNITY ENERGY AND CLIMATE ACTION PLAN UPDATE	12
4.1.1	Community Engagement	12
5	WHISTLER'S CURRENT ENERGY & EMISSIONS PROFILE (2000-2015)	14
5.1	GREENHOUSE GAS EMISSIONS TRENDS	14
5.1.1	Key Community GHG Performance Insights	20
5.2	ENERGY CONSUMPTION & EXPENDITURE TRENDS	22
5.2.1	Key Community Energy Consumption & Expenditure Performance Insights	28
6	ENERGY & GREENHOUSE GAS REDUCTION PLAN	30
6.1	MOBILE ENERGY USE – TRANSPORTATION-BASED GHG EMISSIONS	32
6.1.1	Design Land Use for Location Efficient Living, Working and Playing	33
6.1.2	Advance Local and Regional Mass Transportation Service	33
6.1.3	Activate Walking, Biking and other Forms of Healthy Transportation	35
6.1.4	Support Electrification, and the Adoption of other Low Carbon Transport Options	35
6.2	STATIONARY ENERGY USE – BUILDINGS & INFRASTRUCTURE GHG EMISSIONS	37
6.2.1	Improve the Energy Efficiency and Comfort of Existing Buildings and Infrastructure	37
6.2.2	Ensure the Most Energy Efficient and Comfortable New Buildings and Infrastructure as Possible	39
6.3	RENEWABLE ENERGY AND ENERGY SUPPLY ALTERNATIVES	41
6.3.1	Encourage the Use of Renewable Energy across the Community	41
6.3.2	Encourage the Addition of Responsible, Regional Renewables	42
6.4	SOLID WASTE SYSTEM-BASED GHG EMISSIONS	43
6.4.1	Increase Diversion of Recyclables - Especially Compostables	43
6.4.2	Reduce Upstream Emissions from Goods and Services	44
6.5	ENABLING ENERGY REDUCTION AND CLIMATE CHANGE MITIGATION	45
6.5.1	Ensure Adequate Governance and Funding for ongoing Climate Action progress	45
6.5.2	Actively Work With Other Levels of Government to Advance Shared Climate Goals	45
6.5.3	Support High Quality, Third-Party Verified Local Offset Products	46
7	ENERGY & EMISSION FORECASTS	47
7.1	GREENHOUSE GAS EMISSIONS	47
7.1.1	GHG Forecast – Business as Usual (BAU)	47
7.1.2	Recommended CECAP Scenario – Forecasted GHG Emission Levels	48
7.2	ENERGY CONSUMPTION	50
7.2.1	Energy Consumption Forecast – Business as Usual	50
7.2.2	Energy Consumption Recommended Scenario	50
8	ADAPTATION PLAN	52

8.1	CLIMATE ADAPTATION PLANNING	53
8.2	HOW IS WHISTLER'S CLIMATE EXPECTED TO CHANGE?	54
8.2.1	<i>Key Climate Changes Anticipated for Whistler</i>	55
8.3	KEY POTENTIAL IMPACTS	58
8.3.1	<i>Vulnerability and Risk Assessment</i>	58
8.3.2	<i>Key Potential Impacts</i>	60
8.3.3	<i>Impacts Beyond Whistler</i>	62
8.4	ADAPTATION OBJECTIVES	62
8.5	RECOMMENDED ACTION PLAN	63
8.5.1	<i>Minimize Wildfire Threats</i>	64
8.5.2	<i>Minimize Congestion on Highway 99</i>	65
8.5.3	<i>Minimize Damage from Heavy Rain Events</i>	65
8.5.4	<i>Ensure Adequate Water Supply</i>	66
8.5.5	<i>Enhance Weather Independent Tourism Opportunities</i>	67
8.5.6	<i>Improve Ski Infrastructure for Weather Variability</i>	68
8.5.7	<i>Minimize Threats to Ecosystems, Biodiversity and the CCF</i>	68
9	IMPLEMENTATION APPROACH	69
9.1	MEASURING AND REPORTING	70
9.2	ONGOING CLIMATE ADVOCACY	70
10	CONCLUSIONS	71
11	APPENDICES	72

Photography: Robin O'Neill, Mike Crane, Justa Juskova & RMOW staff

1 EXECUTIVE SUMMARY

Whistler's Vision is to be the *premier mountain resort community as we move toward sustainability*. Implied in this vision is a journey — **an understanding that it will take continued commitment to get to our intended destination**. Whistler also understands that on this journey we will have to find a way to do things more efficiently. The good news is that Whistler has already achieved strong progress in this regard, that many practical solutions already exist to take next steps, and that this Plan provides a solid approach to help transition from organizational commitment to real action across the community.

We live in an era of climate responsibility; climate change is a certainty, as is the human responsibility for it. Reducing our greenhouse gas emissions is one of the most significant moral actions we can take as a community to maintain our leadership role in solving the global climate crisis. This era of responsibility is further demonstrated by recent changes in the geo-political landscape as most evidenced by the recent COP21 outcomes. Never before has such shared political will been achieved with respect to the climate challenge.

We as a community expect continued commitment to climate leadership, and this leadership will require ongoing action by all involved – by community members, by business owners and entrepreneurs, by visitors, and by all three levels of government.

Fortunately, as a mountain town, Whistler has long been particularly committed to taking action on climate change. The winter mountain landscape is our greatest asset, both socially and economically. Outdoor tourism-based communities, including ski resorts like Whistler, have economies and cultures that are closely connected to stable environmental conditions and more vulnerable to a changing climate. The impacts of a changing climate have the potential to significantly impact Whistler's primary economic engine – tourism. Informed, strategic planning and a commitment to action will help to ensure that Whistler is best positioned to remain successful into the future.

This Community Energy and Climate Action Plan (CECAP) is an update and expansion of the 2004 Resort Municipality of Whistler (RMOW) Integrated Energy, Air Quality and Greenhouse Gas Management Plan. The CECAP sets out strategic directions and practical actions to reduce Whistler's contribution to climate change, as well as recommending prioritized adaptation strategies to prevent or minimize the key potential impacts of projected local climate changes. More than 30 leaders from across the community have worked together with the RMOW project management team to develop this long-term mitigation and adaptation strategy. The implementation of this Plan will take a similarly broad community commitment to ensure that Whistler moves quickly towards its climate action and energy goals.



The solar thermal and geo-exchange installation at Meadow Park Sports Centre (2009) has reduced facility emissions by more than 400 tCO₂e per year, catalyzed savings of \$125,000 per year, and represents a major reason why the RMOW's corporate emission footprint is now 38% below 2008 levels.

GHG Emissions and Energy Consumption Reduction (Mitigation) Targets are powerful motivating forces for driving action. As such, this Plan reconfirms the existing community greenhouse gas (GHG) emissions and energy reductions targets, and expands current aspirations to include a new renewable energy target. These targets are informed by widespread scientific consensus, community

input, relevant best practices, and Provincial precedents. These targets are established with an acute understanding that continued growth and anticipated expansion of the local economy is directly dependent on a stable climate. In fact, recent research identified 21 countries experiencing positive economic growth since 2000 while at the same time meaningfully reducing carbon emissions – some dramatically.

Specifically, this plan outlines actions to move the community toward the following targets:

- A 33% reduction in GHG emissions by 2020, an 80% reduction by 2050 and a 90% reduction by 2060 – all relative to 2007 levels.
- A 10% reduction in total community energy consumption by 2020 – relative to 2007 levels
- Derive 100% of the energy used in Whistler from renewable sources by 2060

Whistler's progress toward its emission reduction targets started strong (see Section 5). In fact, by 2013, Whistler had already achieved an estimated 18% reduction¹ versus 2007 emissions levels. More recently however, reduction progress has slipped from the earlier pace. 2014 and 2015 data now demonstrate that community emission levels have stalled at approximately 16% below 2007 levels, slipping significantly from the required pace to achieve the 2020 target.

While there are many possible reasons for the recent performance decline (increased visitation, community growth, achievement of low-hanging fruit), the purpose of this Plan is to present a series of practical and ambitious recommended actions to improve Whistler's overall performance and to regain a trajectory toward both the 2020 energy and GHG reduction targets.

Built on a detailed analysis of community energy and GHG emission trends over the last 15 years, this Plan proposes a series of phased initiatives designed to reduce energy consumption and significantly decrease GHG emissions. Progressive initiatives are proposed for all sources and



Key recommended energy and GHG emission reduction initiatives included within this Plan range from support for expanding access to mass transportation services and growing electrification of transportation more broadly, to homeowner and commercial sector incentives for improving the energy efficiency of our built environment. While the reduction of transportation-based emissions associated with passenger vehicle use are the top priority of this Plan, a full list of recommended energy/GHG reduction actions covering all sectors is included in Section 6 of this document.

The reality is that collectively these recommended initiatives can make a meaningful reduction in Whistler's emissions. However, the suite of actions included in this Plan is not forecast to be

¹ And 23% below 2000 levels.

sufficient to meet the community's identified targets. **Without the alignment and collaboration of senior levels of government through federal and provincial programs, regulations, incentives and other jurisdictional tools, as well as the continued committed leadership of the private sector, Whistler will not meet its 2020 emission reduction targets.** Building on current momentum across jurisdictions both within Canada and beyond, a shared commitment to take meaningful action at all levels of government, and across both the public and private sector has never been stronger. Working together, the path toward our shared climate targets is possible. An approach that leverages both existing technologies, ongoing advocacy, partnership and deliberate, informed policies has the collective potential to drive meaningful progress toward all of the energy and emissions goals noted within this Plan.

Climate Change Resilience (Adaptation). Climate change is projected to have significant environmental, economic and social impacts on a global scale, including mountain tourism-based communities. Anticipated climate change impacts present risks to community sectors and values of interest, such as infrastructure, tourism and outdoor recreation, social and cultural values as well as the natural environment and biodiversity. Climate change is a reality, and it is critical that all key community stakeholders continue to take steps to assess the potential local impacts of climate change, and strategically adapt infrastructure, systems and management approaches to increase the resilience of the resort community over time. The CECAP represents Whistler's first formal strategic, consolidated approach to climate change adaptation planning undertaken collectively by the community.

To be relevant and effective, adaptation efforts require an understanding of anticipated future climate changes, vulnerabilities and risks in a way that enables the resort community to confidently adapt, plan and make decisions. Historical rates of climate change and variability are no longer an accurate gauge for forecasting future climate conditions. Detailed climate forecast models specific to Whistler were developed with the assistance of the Pacific Climate Impacts Consortium (PCIC) at the University of Victoria to ensure that this document was based on the best available information, and to support ongoing informed planning.



Detailed modelling and associated analyses has projected the following key climate changes for Whistler over the next 25 to 55 years:

1. Increase in the frequency and intensity of heavy rain events.
2. Longer, hotter and drier summers.
3. Milder winters, with increased precipitation falling as rain near valley bottom, while snow pack at higher elevation sees limited change.

A vulnerability and risk assessment of potential impacts related to these forecasted climate changes was undertaken to distill and prioritize the most pressing potential impacts related to these climate changes for Whistler. To address these key impacts, the CECAP establishes a series of adaptation objectives and priority recommended actions to increase Whistler's resilience in the face of climate

change. The effective implementation of these adaptation measures will position Whistler to meet the challenges of a changing climate as we move toward our broader community goals and Whistler2020 vision.

Key recommended adaptation initiatives included within this Plan range from renewing our integrated storm water management, water conservation and wildfire protection plans, to increasing access to weather independent attractions in the Valley and increasing communication and engagement around climate and energy related issues. More detail on the recommended Adaptation action plan can be found in Section 8 of this Plan.

Summarizing the Approach. Mitigation efforts to reduce GHG emissions are required so as not to contribute further to the problem of climate change, while adaptation efforts are necessary to support our resilience to the climate changes that are expected and already underway. As mitigation and adaptation measures sometimes overlap and complement each other, dual benefit actions are highlighted as a priority within this Plan.

For both mitigation and adaptation, many simultaneous initiatives will be required for effective outcomes. This Plan concentrates on the highest priority strategic actions that will set Whistler on a path towards success in addressing climate change at the local level, while concurrently increasing resilience to future potential changes in our local climate.

Finally, to support the effectiveness of the Plan, and to support related work to advance our community toward our climate action goals, the following Implementation guidelines are intended to apply across all recommended actions. Actions and initiatives:

- a. should be based on the most currently available peer-reviewed scientific data,
- b. should be supported by ongoing performance monitoring and reporting systems,
- c. should seek to maximize co-benefits across other sectors and minimize any potential negative impacts,
- d. should seek to catalyze collective action and shared responsibility across the community, the region, and across our visitor base,
- e. should be both cost effective and affordable, and
- f. wherever possible, the RMOW shall seek to lead by example across its corporate operations.

Navigating this Document. Sections 2 and 3 of this Plan provide an overview of the pressing challenge of climate change, as well as a summary of the vision - including specific targets - for a low carbon resort community. Sections 4 and 5 of the Plan cover a short history of Whistler's climate and energy management progress as well as detailed performance over the last 15-20 years. Sections 6, 7 and 8 include the main body of recommended mitigation and adaptation initiatives as well as the associated rationale. Nearing the end, Section 9 provides an overview of the planned implementation approach including a proposed approach for ongoing monitoring and reporting. Finally, a series of appendices are included for additional detail in support of various sections of the Plan.

2 THE CHALLENGE OF CLIMATE CHANGE

Climate change is a challenge for all communities. Undertaking mitigation initiatives to support local, national and global greenhouse gas (GHG) emissions targets; understanding local implications of changing climate regimes; identifying vulnerabilities and risks of climate impacts and working to improve community resilience – these are complex tasks that require resources, strategic planning, collaboration and commitment. All across BC, Canada and the world, communities like Whistler are taking on the challenge to do their part to take action on climate change.

Addressing climate change requires communities to consider both mitigation and adaptation, two key components of a comprehensive approach. Mitigation entails taking steps to reduce our GHG emissions. Mitigation is necessary to ensure that we don't continue to make the problem worse. Adaptation involves taking action to reduce vulnerability and risks associated with the impacts of climate change. Adaptation efforts increase the resilience of our natural, built and socio-economic systems to the impacts of changes that we know are coming (or are already underway).

Climate modelling projections for Whistler include increased intensity and frequency of rain storms, longer, hotter, drier summers and milder winters with anticipated changes from historic snowfall regimes. Potential impacts of these climate changes may affect the resort community in numerous ways, ranging from risks to the integrity of infrastructure and transportation systems, health and safety risks, threats to the natural environment and biodiversity, and small and large-scale economic impacts.

As a tourism-centred mountain town, Whistler has a particular interest in addressing the issue of climate change. Whistler welcomes over 2.7 million visitors annually and we place significant reliance on snow and weather for our outdoor tourism and recreation-based economy. The potential impacts of a changing climate, such as threat of wildfire, changes in snow conditions, and seasonal weather instability, could put Whistler's economic engine at significant risk. The resort community's special dependence on snow and weather patterns connects us strongly to our shared responsibility to manage greenhouse gas emissions, and renders us more sensitive to the reality of potential impacts if we do not. Furthermore, Whistler may also experience broader effects related to changing tourism trends and other economic patterns associated with the global impacts of changing climate.

Within the challenge of addressing climate change, there also lies opportunity – an opportunity for the RMOW to accelerate Whistler's path toward sustainable solutions, to demonstrate leadership in community energy planning, to increase Whistler's resilience and continued success, to improve collaboration with partners in pursuit of shared local and global sustainability goals, and to advocate for climate action beyond the borders of the resort community.

The Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report concludes that climate change is unequivocal. Changes are observed in all geographic regions: the atmosphere and oceans are warming, the extent and volume of snow and ice are diminishing, sea levels are rising and weather patterns are changing.

Climate Change: Implications for Tourism,
Key Findings from the IPCC AR5
University of Cambridge

3 A VISION OF A RESILIENT, LOWER CARBON COMMUNITY

Plan Vision: *A resilient, lower carbon Whistler*

Whistler is a low-carbon community that is well prepared for, and resilient to, the impacts of climate change. Residents and businesses across Whistler are increasingly reducing energy and emission levels, while thriving as a resort community. Through proactive planning, Whistler is strategically adapting to a changing climate, minimizing risks of potential impacts and protecting key community assets. Whistler effectively delivers higher-quality but lower-energy use experiences for residents and visitors alike – successfully decoupling economic growth with ongoing increases in carbon emissions.

This section includes Whistler's community targets for GHG emissions, energy consumption and renewable energy, in addition to climate change adaptation goals. These targets are informed by widespread scientific consensus, community input, relevant best practices, and Provincial precedents. Moreover, they are established with an acute understanding that continued growth and of the local economy can be achieved at the same time as the community strives to meet its science-based reduction targets. Evidence abounds that economic growth does not need to be premised on increasing emissions. As previously noted, recent research identified 21 countries that demonstrated positive economic growth since 2000 while at the same time meaningfully reducing carbon emissions - some dramatically. It will however take more than vision alone, it will take concerted commitment to make it a reality.

Even with confidence that economic growth can be achieved while concurrently moving toward absolute emissions reductions, Whistler has a structured growth management strategy that establishes a bed unit policy and associated framework for controlling the physical growth of the resort community. This framework is supportive of thoughtful development decisions, and designed to avoid the potential for unrestrained growth and related emissions.

3.1 GHG Emission Targets

Whistler has had formal GHG reduction targets since 1997. The current GHG reduction targets are included in the community's Official Community Plan (Bylaw No 1021, 1993):

As a signatory to the BC Climate Action Charter the Council of the Resort Municipality of Whistler has expressed its understanding that anthropogenic emissions of greenhouse gases are affecting the global climate; that reducing these emissions is therefore beneficial and important to all citizens; and that governments must act promptly to mitigate climate change. The Municipality considers it appropriate to adopt targets, policies and actions intended to reduce the emission of greenhouse gases within Whistler and resulting from activities related to the ongoing operation of the resort community. The targets are stated below, along with related policies and actions. Other relevant policies and actions are found throughout the OCP, because the Municipality recognizes that reducing greenhouse gas emissions can be achieved by all sectors of the resort community, and in all aspects of its operation.

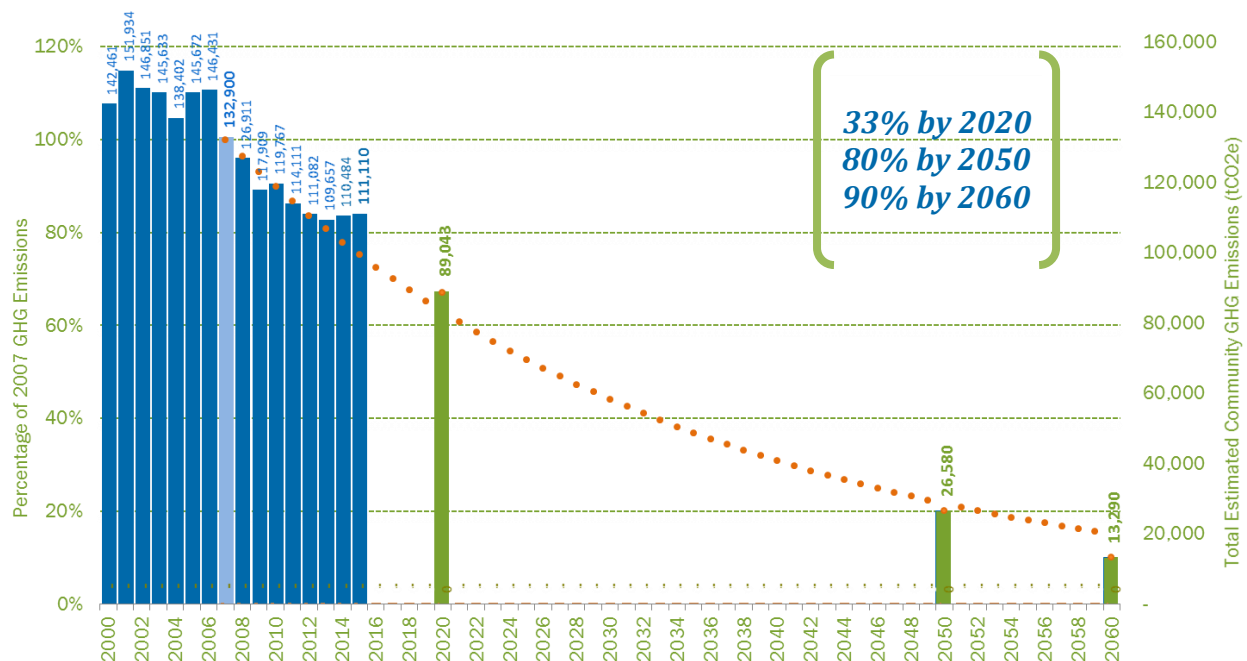
TARGET

Compared to GHG emissions measured in tonnes of eCO₂ in 2007, the Municipality has established the following targets for reducing the community's GHG emissions:

- 33% by 2020
- 80% by 2050
- 90% by 2060

If it is anticipated that the attainment of these targets is achieved at a consistent rate (or pace) over the coming decades, these targets translate into an **annual GHG reduction of approximately 3.5% per year**. The following chart illustrates the potential achievement of this ‘target’ over time. The chart presents the community targets (green bars), the historic community emissions levels (blue bars) as well as an indication of the annual reductions that would be required to achieve the prescribed targets using a constant rate of improvement model (orange dots).

WHISTLER - Total Estimated Community GHG Emissions
(showing OCP targetted reductions and a 3.5% reduction per year performance curve)



As demonstrated on the chart above, the community of Whistler managed to remain generally on pace towards the targets for the first five years of the target period. GHG emission reductions achieved during these five years (2008-2011) were impressive – averaging approximately 4,300 tonnes of reductions annually over the five year period.

It is worth noting however, that the primary sources of the reductions over the first four years were generally **one-time** only events:

- 1) the changes to Whistler's waste management processes (i.e. landfill closure, landfill gas management, organics recycling and the switch to the use of the advanced landfill management systems at Rabanco);
- 2) the switch from piped propane to natural gas across the community;
- 3) the changes brought about through the provincial low-carbon fuel standards for gasoline and diesel;
- 4) the decrease in GHG intensity (GHG/kWh) of BC Hydro supplied electricity, and
- 5) the reduction in diesel consumption associated with the hydrogen transit bus pilot project, (Note that pilot project has since ended, resulting in an increase in diesel consumption in 2014)

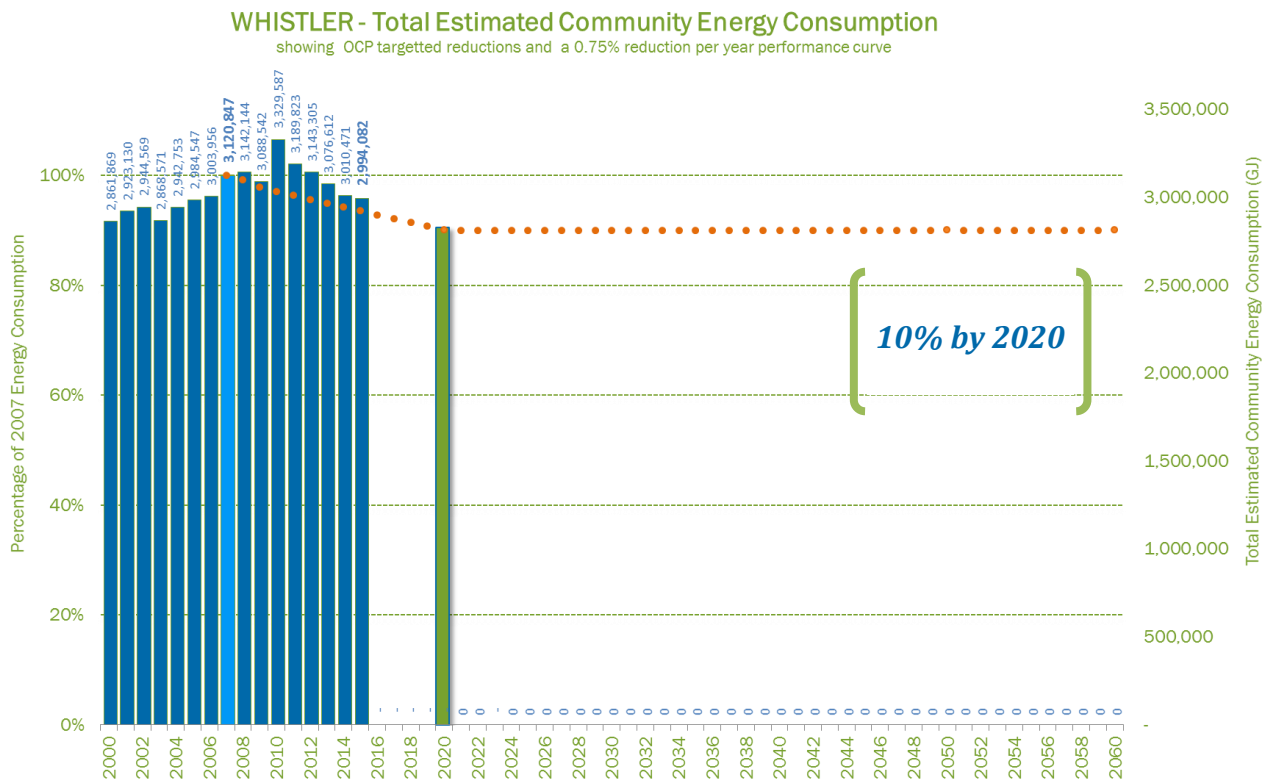
3.2 Energy Consumption Targets

The Official Community Plan (OCP) Amendment Bylaw 1983, 2011 includes the Objective: ‘*Make Energy Conservation the Core Strategy and Highest Priority for Achieving Our Greenhouse Gas Emission Reduction Goals*’. To this end, the OCP Amendment Bylaw also includes a community-scale energy reduction target:

TARGET:

“The municipality will lead a community-wide effort to reduce total energy consumption to a level 10% lower than 2007 by 2020”.

This proposed policy introduces Whistler’s first comprehensive energy reduction target – and one of the first by a local government in BC. Similar to the chart in the section above, if it is assumed that this energy reduction target will be achieved at a consistent pace over the next decade, this target translates into a 0.75% annual energy consumption reduction over the target period (2011 – 2020). A visual presentation of this rate of reduction is included below for clarity.



As evidenced in the chart above, historic energy consumption has not followed the same trajectory as community GHG emissions during the period between 2007 and 2013. **In fact, the 2010, 2011 and 2012 energy consumption levels were the highest three years of energy consumption ever recorded in Whistler.** However, community-wide energy consumption has continued to decrease over the last four years, and if this trend continues the community may meet the anticipated 10% reduction target by 2020. Currently, Whistler’s total energy consumption is still 55,000 GJ higher than target path levels for 2015.

3.3 Renewable Energy Target

Many city and regional governments across the globe are formalizing various types of long-term 100% renewable energy targets (Aspen, Banff, City of Vancouver, as well as many others). Through this Plan, Whistler commits to initiating the journey towards becoming a 100% renewable energy community as well.

TARGET:

“Derive 100% of the energy used in Whistler from renewable sources by 2060” – the same year the community is targeting a 90% reduction in its annual GHG emission levels.

3.4 Adaptation Goals

Adaptation planning recognizes that climate changes are underway and will continue to evolve. As such, it is important for communities to understand the potential impacts of climate change at the local level and prepare accordingly to minimize risks and protect key community assets.

High-level goals are an important means of articulating the extensive aims of climate change adaptation plans. The development and implementation of this Plan is aimed at achieving the following overarching adaptation goals:

1. **Increase the resilience of Whistler’s infrastructure, natural environment, socio-economic systems and assets to the key potential impacts of projected local climate changes in order to avoid, prevent or moderate harm and optimize beneficial opportunities.**
2. **Promote and facilitate the incorporation of climate change information and consideration into the planning and activities of the RMOW and other resort community organizations.**



4 WHISTLER'S HISTORY OF ACTION ON CLIMATE & ENERGY

Whistler2020: Sustainability Planning

The Whistler community understands that sustainability is not just about the environment; that three concepts – ecological integrity, fiscal viability, and social justice – point to a larger and integrated strategy, and that these three concepts are not as strong in isolation as they are when considered together. In 2005 the RMOW adopted Whistler2020, the community's comprehensive, long-term sustainability plan, as direction setting policy.





Whistler2020 is the product of thousands of voices across our resort community coming together to **articulate the vision of the resort community we aspire to be.**

The broad community vision articulated within Whistler2020 is organized around the following five priorities:

1. **Enriching Community Life**
2. **Enhancing the Resort Experience**
3. **Ensuring Economic Viability**
4. **Protecting the Environment**
5. **Partnering for Success**

Whistler2020 imbeds and integrates four science-based Sustainability Objectives premised on the Natural Step principles (see box on the right) into the vision and the framework for making decisions. In this sense, these Sustainability Objectives act as a compass to help frame and guide decision-making and ongoing planning.

Working within the Whistler2020 framework, the community has aimed to steadily integrate the Sustainability Objectives broadly into all aspects of community planning and development strategies – from Energy and Transportation strategies, to Economic and Visitor Experience strategies. Through the consistent application of the four shared Sustainability Objectives, our community is striving to integrate climate change mitigation into all community policies and operational practices.

Whistler's Sustainability Objectives are to:	
	Reduce and eventually eliminate the RMOW's contributions to systematic increases in concentrations of substances from the Earth's crust (e.g. by increasing energy efficiency).
	Reduce and eventually eliminate the RMOW's contributions to systematic increases in concentrations of substances produced by society (e.g. through 100% recycling).
	Reduce and eventually eliminate the RMOW's contributions to systematic physical degradation of nature (e.g. by purchasing certified wood), and
and in that society people are not subject to conditions that systematically...	
	Reduce and eventually eliminate our contribution to systematically undermining the ability of others to meet their basic human needs . (e.g. by purchasing FairTrade).

Community Energy Planning

Whistler committed to its first greenhouse gas emission reduction targets in 1997. In that year, Whistler Council endorsed the Kyoto Protocol target of having our community's emissions at 6% below 1990 levels by the year 2012. For municipal (corporate) emissions, Council also committed to being a part of the "20% Club", committing to reducing corporate emissions 20% below 1990 levels by 2012 – two aspirations that the community of Whistler did not achieve.

Following up on these commitments, the RMOW initiated involvement within the Federation of Canadian Municipalities' (FCM) Partners for Climate Protection (PCP) program. The PCP program was launched by FCM as an extension of ICLEI's (Local Governments for Sustainability) Cities for Climate Protection program in the United States. Partner cities become members in a network of municipalities that began working toward the achievement of the five management-based milestones of the program. The milestones were designed to create tools and processes that were easy to understand and implement, and also provide effective guidance for municipalities to take serious steps toward climate action.

To meet the commitments of the Partners for Climate Protection program process, the RMOW developed the first Integrated Energy, Air Quality, and Greenhouse Gas Management Plan in Canada in 2004.

In September of 2007, at the Union of BC Municipalities (UBCM) conference in Vancouver, Whistler was one of original sixty-two² local governments in BC that signed on to the Province's voluntary BC Climate Action Charter. The Charter opens with the following statement, agreed to by all signatories, **"Scientific consensus has developed that increasing emissions of human caused greenhouse gases (GHG), including carbon dioxide, methane and other GHG emissions, that are released into the atmosphere are affecting the Earth's climate."**³ Currently approximately 180 BC communities have become signatories to the Charter. By signing, local governments agreed that the Charter is a voluntary agreement designed to bring local government support for the Province's broader overall climate action strategy of reducing emissions 33% (from 2007 levels) by 2020.

Enacted in 2008, Bill 27, *the Green Communities Act*, requires local governments to include (among other things) greenhouse gas emission targets, policies and actions in their Official Community Plans and Regional Growth Strategies. In response to the *Green Communities Act*, the RMOW has integrated specific targets (discussed later in this report), policies, and actions within its Official Community Plan, and developed a Carbon Neutral Operations Plan.

Current detailed performance tracking indicates that Whistler is not expected to meet existing OCP targets related to energy and GHG emissions reduction. This updated Plan is required to identify the appropriate steps to achieve our targets, as well as to ensure that the community undertakes adaptation planning that protects critical infrastructure and relevant community systems from the likely impacts of a changing climate.

FCM/ICLEI Partners for Climate Protection

The five milestones of the Partners for Climate Protection program are:

1. Create a greenhouse gas emissions inventory and forecast;
2. Set an emissions reductions target;
3. Develop a local action plan;
4. Implement the local action plan or a set of activities; and
5. Monitor progress and report the results.

In 2007, the Resort Municipality of Whistler became the first community in Canada to complete all five milestones for both community and corporate emissions.

² The BC Climate Action Charter was eventually signed by more than 170 local governments across British Columbia.

³ The British Columbia Climate Action Charter, Section 1.

Climate Change Adaptation Planning

This Plan represents Whistler's first effort to comprehensively and strategically examine and address the potential impacts of climate change for the resort community. That said, many activities already underway within the resort community are helping to increase Whistler's resilience to climate change, such as municipal integrated storm water management, invasive species management, water conservation, emergency preparedness and wildfire protection measures. Furthermore, some key resort partners have already taken deliberate, significant steps toward climate change adaptation. For example, Whistler Blackcomb released its *Climate Change and Resource Efficiency Strategy* in 2013, which aims to address the impacts of climate change on the ski area and beyond through assessment, action (both reduction (mitigation) and adaptation) and advocacy.

This Plan takes a comprehensive approach to identify key issues and recommend priority strategic adaptation actions to prepare for and manage the projected impacts of climate change. Through the implementation of the Plan, Whistler will become more resilient to the impacts of climate change and maintain progress toward the broader community vision; Whistler2020.

4.1 The Community Energy and Climate Action Plan Update

The CECAP represents an update of the 2004 RMOW Integrated Energy, Air Quality and Greenhouse Gas Management Plan. This Plan sets out strategic directions for mitigating Whistler's contribution to climate change as well as recommending adaptation strategies to prevent and minimize the risks of potential climate change impacts.

Climate change adaptation is a new addition to the Plan and reflects recognition of the need for the resort community to understand and prepare to adapt to the potential impacts of local climate changes.

It should be noted that air quality is not considered in the CECAP, as it was in the 2004 plan. The Sea to Sky Clean Air Society has taken regional leadership on air quality issues in the airshed and the RMOW participates as a member of this organization, actively supporting the implementation of the Sea to Sky Air Quality Management Plan (AQMP). It is anticipated that many of the recommended actions in this Plan which target climate change mitigation and adaptation will contribute to long-term positive air quality results. To ensure focused efforts on air quality issues in Whistler, the RMOW and the Sea to Sky Clean Air Society will meet at biannually to review local AQMP implementation, including alignment and coordination with CECAP recommendations and other related initiatives.

The CECAP was initiated in early 2015 and developed through the leadership of the RMOW and the support of a community-wide advisory group.

4.1.1 Community Engagement

The impacts of climate change potentially affect all sectors of the resort community. Although the RMOW convened the CECAP process, resort partners and community stakeholders have a critical role to play in developing and implementing the Plan to help ensure Whistler's continued success. To facilitate the engagement of these important stakeholders, an external Community Advisory Group (CAG) was assembled in April 2015 to support the development of the CECAP. The CAG is comprised of representatives from a broad spectrum of sectors with a stake in local climate change mitigation and adaptation issues. Appendix A provides a list of the sectors and organizations represented on the CAG. The CAG has met several times since its inception, both as a full group and in the form of mitigation and adaptation sub-committees with a focus on specific issues.

Community-wide public input on the plan also was sought through a public Open House and an online public comment period which included a detailed survey. Over 40 members of the public attended the CECAP public Open House, which featured a gallery walk of information boards (24 content posters) and a 45-minute overview presentation of the draft Plan. Attendees also had significant discussion opportunities with key members of the CAG and CECAP project team. Comments were collected via flip charts and from direct conversations with the project team. Flip charts were available with prompts towards generating ideas not already addressed by the Plan. Attendees were also urged to complete the online survey.

The online public comment period ran from May 18 to June 20, 2016 at <https://www.whistler.ca/climateaction> and featured the full draft CECAP along with a 12-question feedback survey which included rating and open questions. 60 respondents completed the survey.

Here are some highlights from the CECAP online public survey results:

- 80% of respondents (agree/strongly agree) believe that climate change is already impacting Whistler and will continue to affect the security of our community and our quality of life.
- 76% of respondents agree/strongly agree that the Plan is a useful resource that should guide community decision-making over the long term.
- 33% of respondents ranked Transportation Solutions as the most important/exciting to them, followed by Wildfire/Ecosystem Solutions (18%) and Renewable Energy Solutions (16%).
- 85% of respondents support actions that reduce the use of single-occupancy vehicles throughout Whistler.
- 88% of respondents (agree/strongly agree) expect the RMOW and partner organizations to take a leadership role on climate change action.
- 90% of respondents (agree/strongly agree) are committed to making changes that reduce their GHG footprint to prepare for climate change impacts.

Public input on climate change mitigation and adaptation was also sought at the RMOW Community Forum held on June 15. Over 100 citizens attended and participated in round-table discussions on themes including energy and climate change, transportation, wildfire, water, tourism economy and housing issues. Input from the Forum was collected and provided to the CECAP project team to consider suggestions and comments relevant to the CECAP draft.

Through all of these public input opportunities (Open House, online survey and Community Forum), community citizens provided over 175 comments and action ideas for the CECAP, indicating strong interest in how the community is addressing the issue of climate change. In response to the public input received, the project team has considered all comments and made revisions to the Plan accordingly.

5 WHISTLER'S CURRENT ENERGY & EMISSIONS PROFILE (2000-2015)

Since the year 2000, RMOW staff have tracked and compiled community energy consumption, energy expenditure and GHG emission data. At the community level, primary sources of data to support this inventory are accessed from local utilities (BC Hydro and FortisBC), as well as from local traffic counter data (both provincial and municipal) and annual RMOW waste and recycling performance tracking. The following section of this Plan summarizes the most current performance trends for the resort community.

The energy and emission performance outcomes presented within this section of the Plan are based on carbon accounting practices consistent with the BC Ministry of Environment's *BC Best Practices Methodology for Quantifying Greenhouse Gas Emissions (Including Guidance for Public Sector Organizations, Local Governments and Community Emissions)*. The Best Practices outlined within the BC Methodology Guidance:

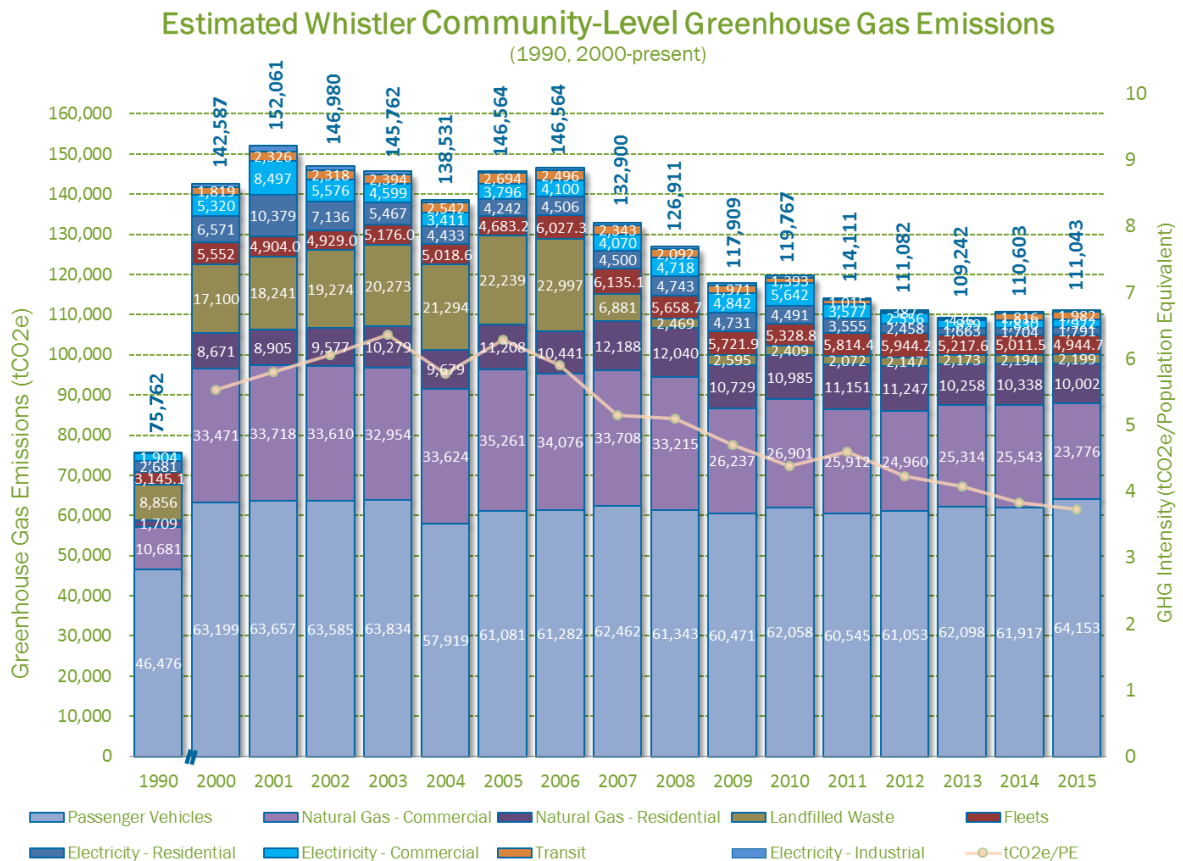
...draws heavily on protocols established by the World Resources Institute and the Climate Registry, and published emission factors from authoritative sources such as: Natural Resources Canada, Environment Canada, the US Environmental Protection Agency and the UK Department of Environment, Food and Rural Affairs.

BC Methodology for Quantifying Greenhouse Gas Emissions, 2012



5.1 Greenhouse Gas Emissions Trends

Total community emissions in 2015 were estimated to be **111,042 tCO₂e⁴**. This level is approximately 16.5% lower than 2007 levels, 22% lower than 2000, but **0.5% above 2014 levels** and above our current community target levels.



From a GHG emissions intensity perspective, 2015 GHG emissions per population equivalent⁵ decreased to 3.7 tCO₂e/PE. This level is 3% below 2014 levels and the lowest annual per capita measure since detailed record keeping began in 2000. This is primarily driven by an increase in population equivalent in the 2015 year. Stated another way, while total community emissions went up somewhat, the number of people in the resort increased more significantly, hence the ratio, or the emissions/person went down.

As noted above, the primary drivers of reductions in previous years have been the changes to the local waste management system (especially landfill gas capture); the switch from piped propane to piped natural gas, the BC Transit Hydrogen Transit Fleet pilot project (which has since ended), and

⁴ Note that the final 2015 emission level may be slightly revised once BC Hydro releases their annual 2015 emission intensity. Current estimates are based on a rolling three year average intensity rate with an estimated 2015 value used as a placeholder until the final rate is received.

⁵ The nature of Whistler being a tourism community means the number of people in Whistler on any given day is generally far greater than the population counts provided Canada Census or BC Statistics estimates. The total Population Equivalent is an estimate of the total number of people in Whistler on an average annualized basis. The indicator is often used in 'per capita' measures to normalize the data and make it comparable to other communities. More detail on the composition of the Population Equivalent can be found at:

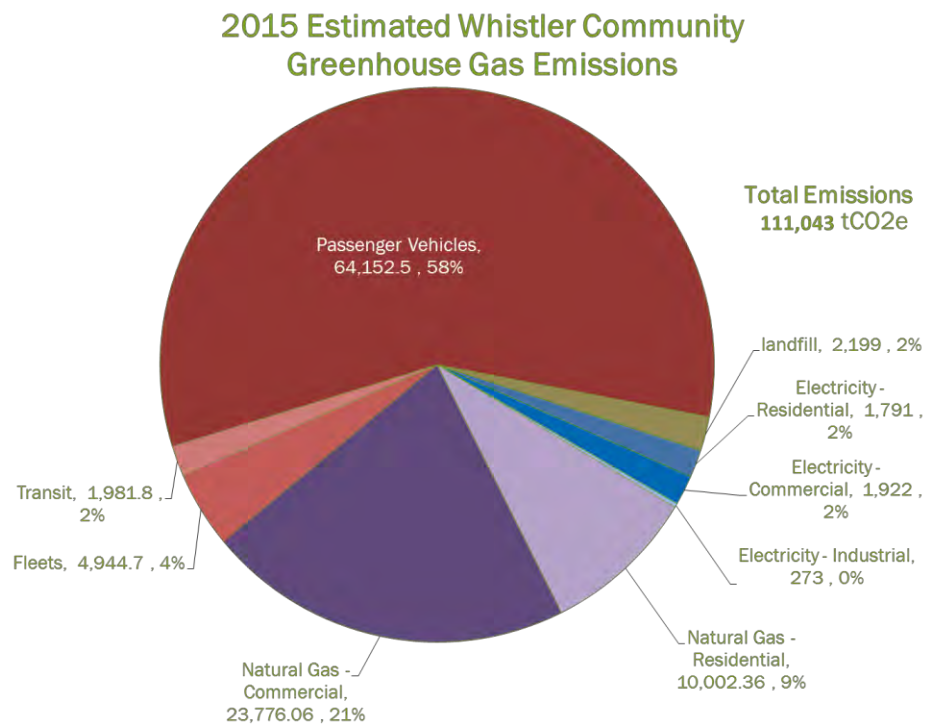
<http://www.whistler2020.ca/whistler/site/genericPage.acds?instanceid=2985334&context=2985223>

more recently, the provincial low carbon fuel standards and the decreasing GHG intensity of BC Hydro electricity.

As further one-time changes such as those noted above become less available to our community, **Whistler will no longer achieve reductions without substantive, community-wide 'energy conservation' becoming the core driver of further emission reductions.**

Distribution of Emissions

Greenhouse gas emissions in Whistler are made up of emissions from stationary sources (buildings and infrastructure systems), mobile sources (passenger vehicles, fleets, and transit), as well as emissions from landfill waste. The approximate share of each of these sources is presented in the following chart.



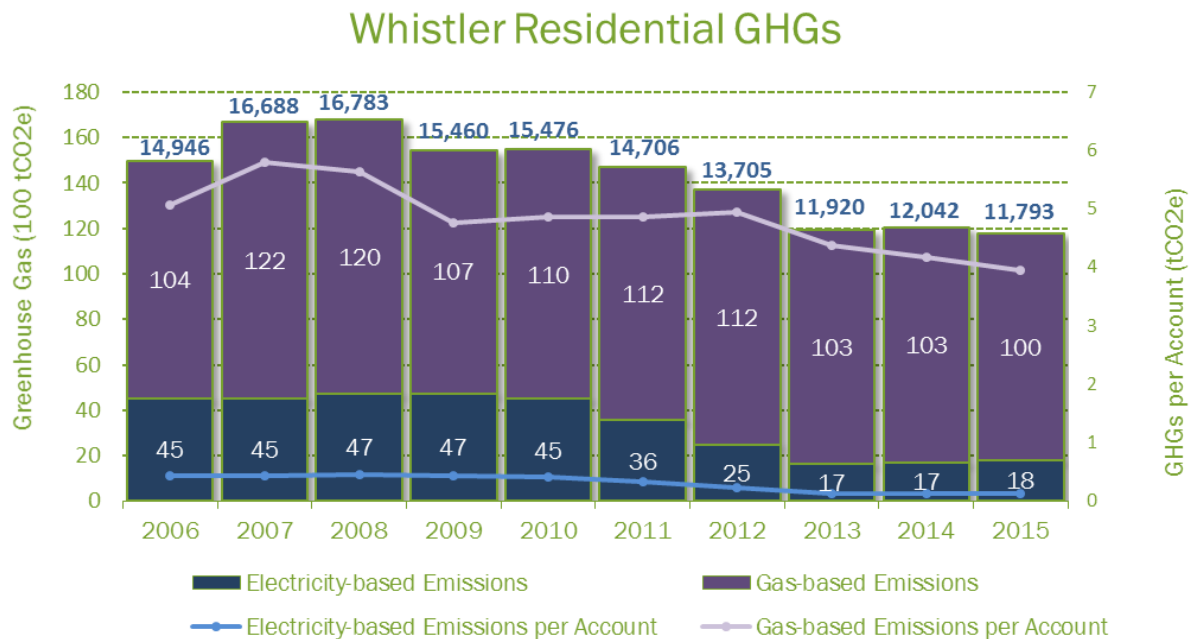
Passenger Vehicles

Passenger vehicle transportation within RMOW boundaries continues to represent the largest share of the overall emission footprint (58%), followed by natural gas consumption at 30% (primarily used for space and water heating).

Whistler Buildings - GHGs

The following two charts show the changes in greenhouse gas emissions from key segments of the community building inventory.

Residential GHG Emissions



Residential Natural Gas Emissions

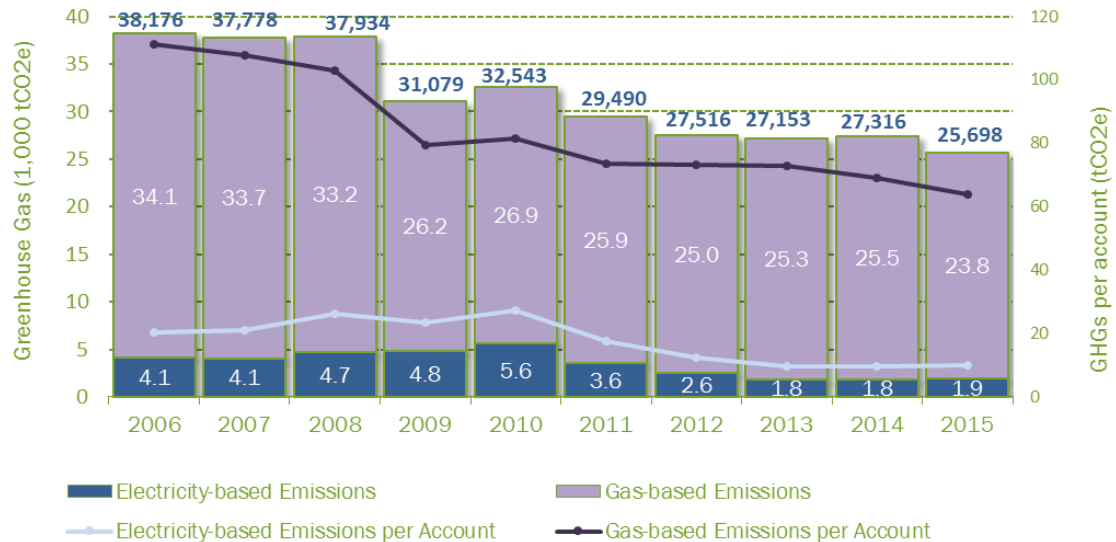
Natural gas based GHG emissions across the residential sector have decreased by 3% year over year. Additionally, 2015 natural gas emissions per residential account decreased year over year, and due to a larger reduction in 2014, this figure is currently the lowest on record.

Residential Electricity Emissions

Electricity-based emissions have increased in the residential sector on both a total basis, as well as an emissions per account basis. While total electrical consumption decreased in 2015 (-1%), the primary driver of decreasing electricity-based emissions over the past few years is the reduction in system-wide BC Hydro GHG emissions intensities.

Commercial GHG Emissions

Whistler Commercial Sector GHGs



Commercial Natural Gas Emissions

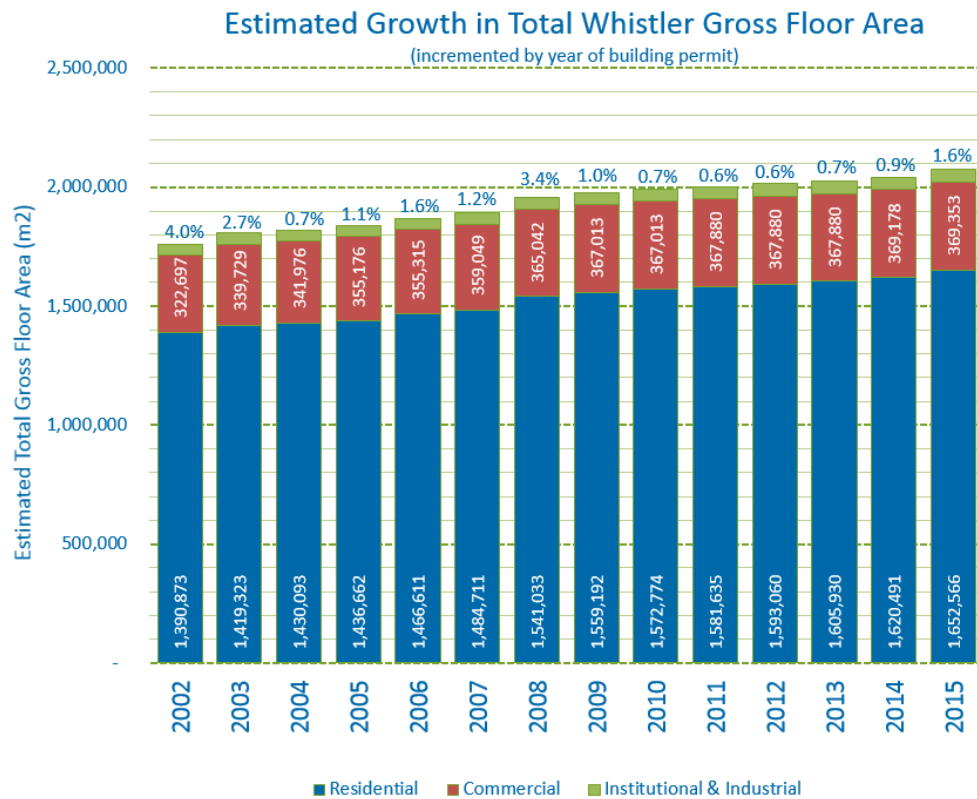
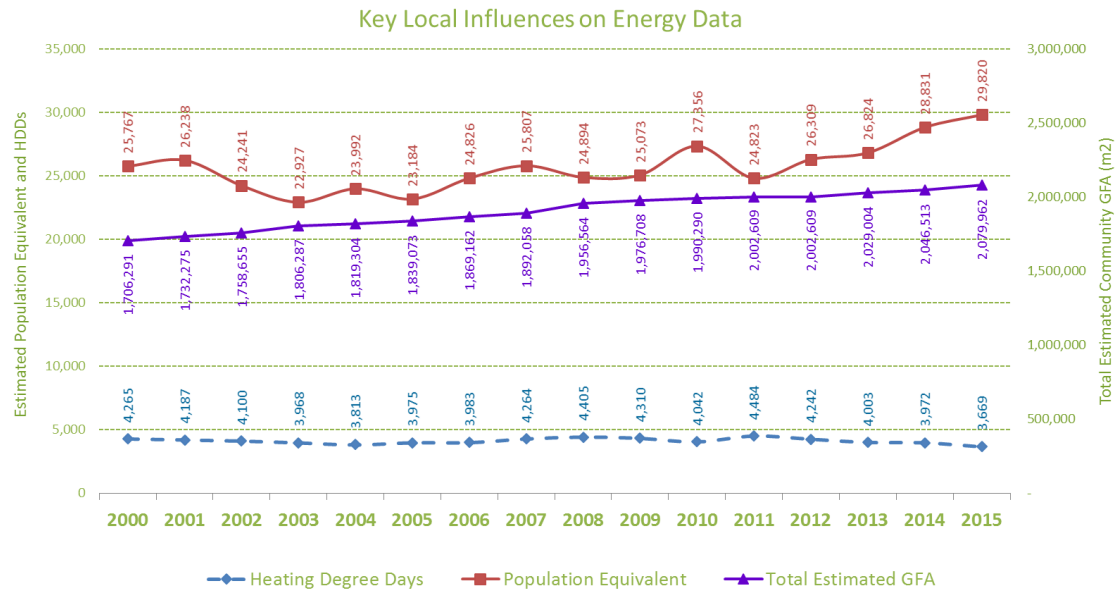
Commercial sector GHG emissions have decreased substantially since the conversion from propane to natural gas was finalized in 2009 (commercial heating gas emissions have declined by 28% versus 2006 levels). Most recently however, commercial natural gas emissions have remained steady during 2012-2014 and remained approximately 27% lower than pre conversion 2007 levels. 2015 levels had a large decrease of 6% year over year, which is 32% below 2007 levels. This may reflect the fact that it was less cold and that building are becoming more energy efficiency due to improvements. Commercial heating gas emissions per account are also currently at all-time lows.

Commercial Electricity Emissions

Over the last 10 years, GHG emissions from electricity consumption remained relatively steady until the 2010 Olympic Games year. Since the Games year, emission levels have decreased substantively for each of the following three years. These reductions are partially driven by a small drop in electrical consumption post Games (though still higher than pre-2010), but are primarily driven by generally decreasing GHG intensity levels across the BC Hydro system (i.e. reductions driven by forces outside our community).

Emissions per account have followed patterns similar to that described above.

The following three charts provide detail regarding the primary influences on energy consumption and emissions trends over time. These data are useful for the exploration of possible explanations for observed change over time. It is however important to note that Whistler's **emission reduction targets are set at total emission levels** – targets are not at set at per-capita or per-ft² intensity levels. In the end, intensity measure may help us understand which factors are driving changes in performance, but it is only the total parts-per-million (ppm) of carbon in the atmosphere that defines and shapes the impacts of climate change. It is for this reason that Whistler chose to set total emission targets rather than emission intensity targets.


BC Hydro Emission Factor Comparison (tCO₂e/GWh)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
3 year rolling average	40.7	34.7	23.7	24.7	26.3	24.7	26.0	25.3	25.3	19.0	13.7	10.0	10.7


5.1.1 Key Community GHG Performance Insights

To assist with interpretations, throughout this section red arrows indicated insights of concern, green arrows denote positive trends while yellow arrows are points of caution that will require ongoing monitoring.



Total GHG Emissions

- 58% of all estimated community-level emissions (~64,000 tonnes annually) are produced by passenger vehicle transportation within municipal boundaries. The passenger vehicle sector provides a critically important opportunity for future community emission reductions.
-  • For the second year in a row, emission levels have risen year over year, resulting in the fact that **the community is no longer on the anticipated statistical path to achieve our 2020 emission reduction goals.**
- Moreover, the lack of additional, significant one-time changes (i.e. low hanging fruit like the propane to natural gas conversion project) will mean that future progress toward our 2020 target is possible but will require broader involvement from the entire community.

Commercial Buildings GHG Emissions

- Total emissions and emissions per commercial account are the lowest since detailed record keeping began (74 tCO₂e/commercial acct).
-  • Collectively, commercial building emissions have decreased by 32% from the 2007 year – as such this sector is maintaining a strong trajectory toward the 2020 target (-33%). There was a slight decrease in commercial building emissions in 2015 (6%).

Residential Buildings GHG Emissions

-  • Total residential GHGs have dropped from 2007 levels by 29% (primarily due to the shift to natural gas from propane and the decrease in BC Hydro GHG intensity – collectively cleaner fuels). This level of progress positions the residential building sector well for meeting the 33% reduction by 2020. However, year over year emissions remained relatively steady at a decrease of 2%, and further reductions will be required to remain on target.
- The primary source of emissions across the residential inventory remains natural gas consumption (~85%).
-  • The shift to natural gas (from propane), and the decreasing GHG-intensity of BC Hydro electricity are the primary reasons for the strong GHG reductions in this sector. It should be noted that energy consumption across the sector has only decreased by 10% since 2007 (highlighting the role that cleaner fuels have contributed to the 29% GHG reduction noted above).

Transportation GHG Emissions

- [Low carbon fuel standards](#) have helped to mitigate the emissions from both gasoline and diesel consumption (5% ethanol blend in gasoline, and 4% biodiesel blend in diesel).
- Estimated total vehicle kilometers travelled (VKT) in Whistler (locals and visitors combined) has continued to increase over the last 10 years
- The average fuel efficiency of BC registered vehicles has only improved by ~3-4% over the last 10 years. This change has slowly reduced emission levels per kilometer driven from 2000 levels, but not by enough to cause sector-wide reductions in total estimated emissions. Moreover, recent trends indicate that lower gasoline prices may be contributing to an increase in the purchase of light duty trucks and SUVs, and a concurrent decrease in smaller passenger vehicle – a trend that works counter to the increased efficiencies noted above.
- The new fuel standards and the increases in vehicle efficiency are still far too small to move passenger vehicle emissions to the targeted reduction levels. Much more efficient vehicles, fuel

switching to lower carbon fuel sources, and/or a decrease in VKT per person will be required to catalyze required emission reductions in this sector.



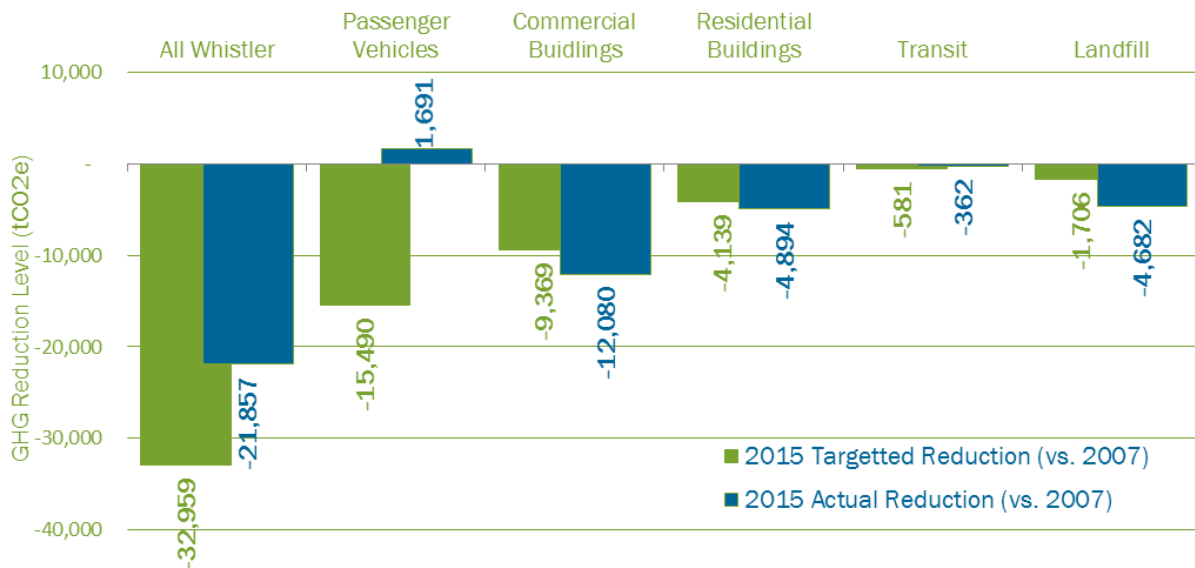
- **Estimated passenger vehicle emissions have remained at the same level as 2007 base year (vs. the 24.8% interim target level).** This difference (17,181 tCO₂e in unmet reductions) represents the single largest reason why the community is failing to maintain interim target reduction levels.

Looking Ahead

- As previously noted, the key challenge for our community moving forward, will be regaining the rate of reduction achieved over the five years of the commitment period. This is due to the fact that further 'one-time changes' are, for the most part, no longer readily available.
 - Future reductions will need to be primarily premised on actual energy conservation and efficiency rather than one-time technological changes in community systems.
 - As seen in the chart below, the greatest need (and opportunity) for ongoing emission reductions is in the **passenger vehicle sector**.

Whistler 2015 GHG Reductions vs. the 2007 Base Year

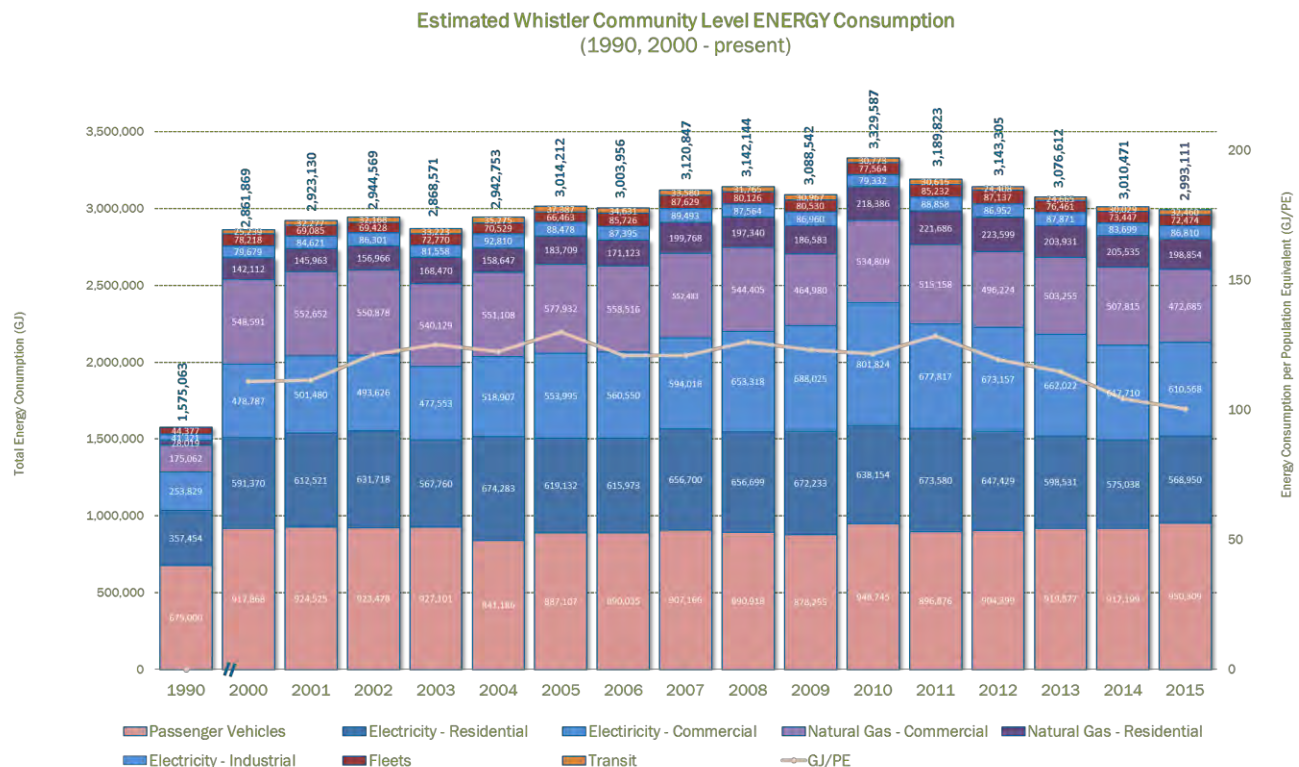
Interim Reduction Target vs. Actual Reduction Performance, by Sector



Finally, emissions from our corporate and community inventories are not the only emissions related to the activities of our community – as a community premised on destination tourism, there are significant emissions associated with the travel to, and from Whistler. While precise data on the scale of these emissions is difficult to quantify, the research undertaken during the creation of our existing Integrated Energy, Air Quality and GHG Emissions Management Plan did endeavor to estimate the approximate level of these emissions. By using visitor point-of-origin data from Tourism Whistler research and applying typical distance-based emission factors for various travel modes, a total estimate of ‘inter-community’ estimated GHG emissions was calculated for the year 2000. Assuming a relatively stable point-of-origin mix, and then applying total annual visitation numbers, inter-community travel emissions have been coarsely estimated for each year from 2001 through 2014. In approximate terms, inter-community travel emissions likely represent 5-10 times the total footprint included within our community inventory. Given its scale and relation to our community economic engines, this is an issue that should not be overlooked within Whistler's ongoing discussions of climate mitigation and adaptation approaches.

5.2 Energy Consumption & Expenditure Trends

Energy consumption in Whistler includes consumption from stationary sources (buildings and infrastructure), as well as mobile sources (passenger vehicles, fleets, and transit). Total community energy consumption in 2015 was estimated to be **2.99 million GJ** (down 4% from 2007 levels, and 0.6% below 2014 levels). Energy consumption per population equivalent has decreased over the last few years as well, with 2015 showing a marked improvement over the 10 year average, and the single best performance level since detailed reporting began in 2000.

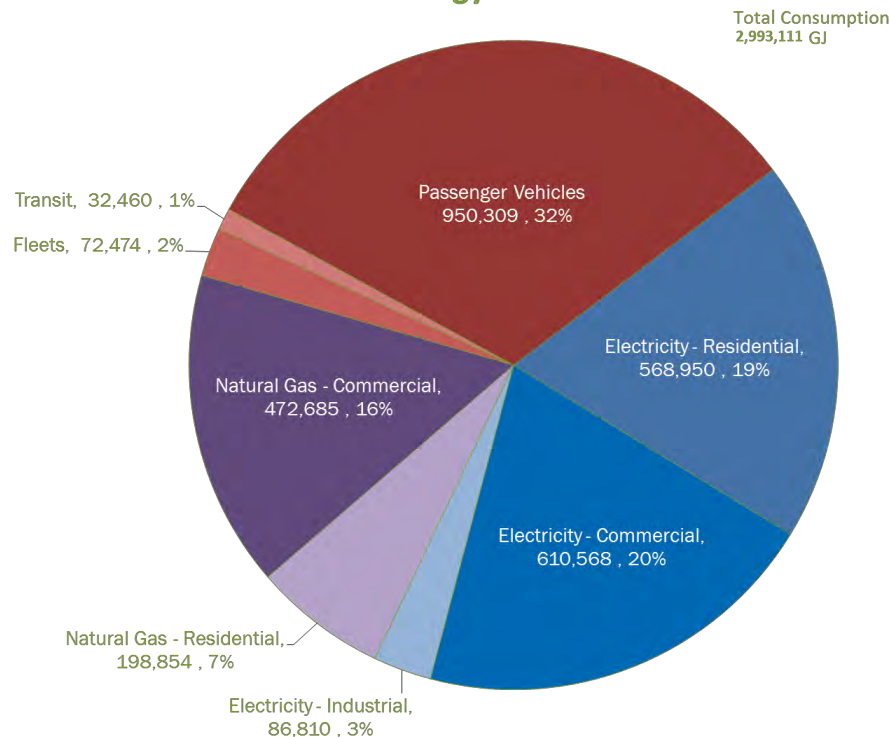


To summarize, 2015 total energy consumption is lower than the 10 year average and the current trend suggests that it is possible to meet our 2020 goal if this improvement continues. Year over year consumption continues to show signs of modest improvement (~0.6%/yr), and per population equivalent levels have improved over each of the last three years.

Electricity is the most prevalent type of energy consumed in Whistler at 42% of the total consumption (slightly down from previous year), followed by vehicle fuels (~35%), and natural gas at approximately one quarter of total consumption. It is worth noting that due to the fact that different energy sources have differing carbon content, GHG emissions are much more heavily associated with consumption of fossil fuels (i.e. gasoline, diesels, and natural gas). This fact accounts for the differences in relative proportions depicted in this chart as compared to the similar chart presented in Section 3.1.2.

Though overall energy consumption has decreased year over year (0.6%), GHG emissions have increased (0.4%). In 2015, there was a decrease in consumption of natural gas (~42,000 GJ, -2,000 tCO₂e) and a decrease in electricity consumption (~10,000GJ, +200 tCO₂e). Additionally, there was a small decrease in fleet vehicle usage (down ~1,000 GJ, ~70 tCO₂e). Passenger vehicle usage increased substantially by ~33,000 GJ, which corresponded with a 2,000 tCO₂e increase in emissions. There was also an increase in consumption by Transit buses (~2,000 GJ), which was also associated with an increase in emissions (+200 tCO₂e).

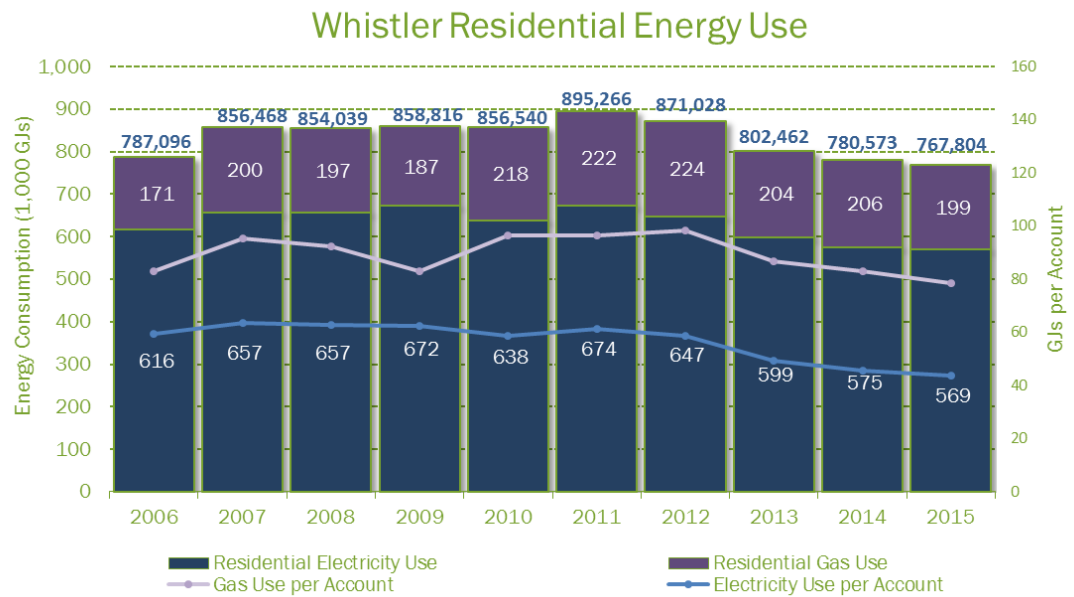
2015 Estimated Whistler Community Energy Use



Whistler Buildings – Energy Consumption

Total energy consumption across Whistler's buildings is presented in the following two charts.

Residential Building Energy Consumption



Residential electricity consumption decreased in 2015 both in total volume and on a per account basis. Total 2015 residential energy consumption was the lowest since 2005 at 767,804 GJ (down 9% versus the average of the previous 5 years). This change reflects decreases in both electricity and gas consumption across the residential sector and may be partially explained by a slightly warmer winter in 2015 versus the average of the previous five seasons.

Residential Natural Gas

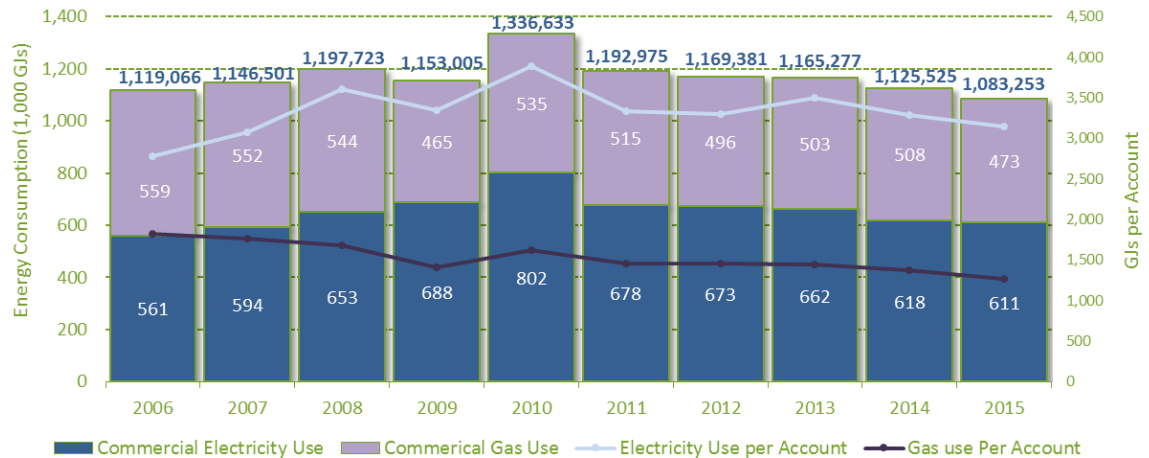
2015 natural gas consumption per account is 13% below the 10 year average consumption levels. Currently, the data may be beginning to suggest that Whistler homes served by natural gas are, on average, becoming slightly more (gas) efficient over time.

Residential Electricity

Residential electricity consumption per account decreased in 2015 to the lowest levels in the last decade.

Commercial Building Energy Consumption

Whistler Commercial Sector Energy Use



2015 results indicated that there has been a 4% decrease year over year in overall energy consumption by the commercial sector.

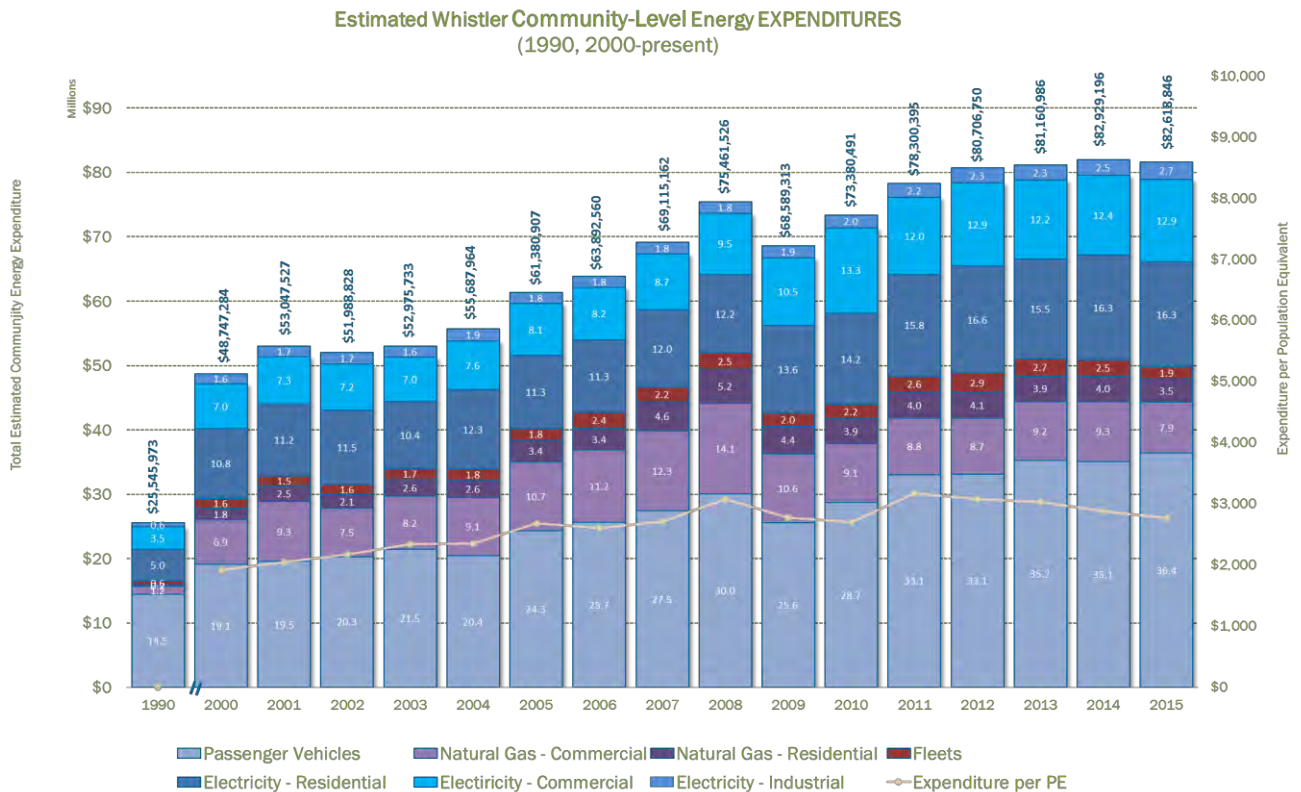
Commercial Natural Gas & Electricity

The period from 2003 through to 2008 saw a significant shift in commercial energy consumption trends. This period saw decreases in propane use at the same time as commensurate increases in electricity use across the sector. In sum, energy consumption was little changed, but the 'fuel-shift' did lead to lower overall GHG emissions. The primary reason for this shift was likely attributable to the increased use of hybrid electric boilers for space and water heating loads in the large hotel sector (i.e. a fuel shift from natural gas/propane to electricity for space and water heating loads in the commercial sector).

Given the recent change in rate structures in Whistler, it will be important to track this trend into the future. It is quite possible that a shift back to natural gas from electricity may occur. If this effect is observed, the net effect would likely be an increase in GHGs associated with this sector.

Energy Expenditures

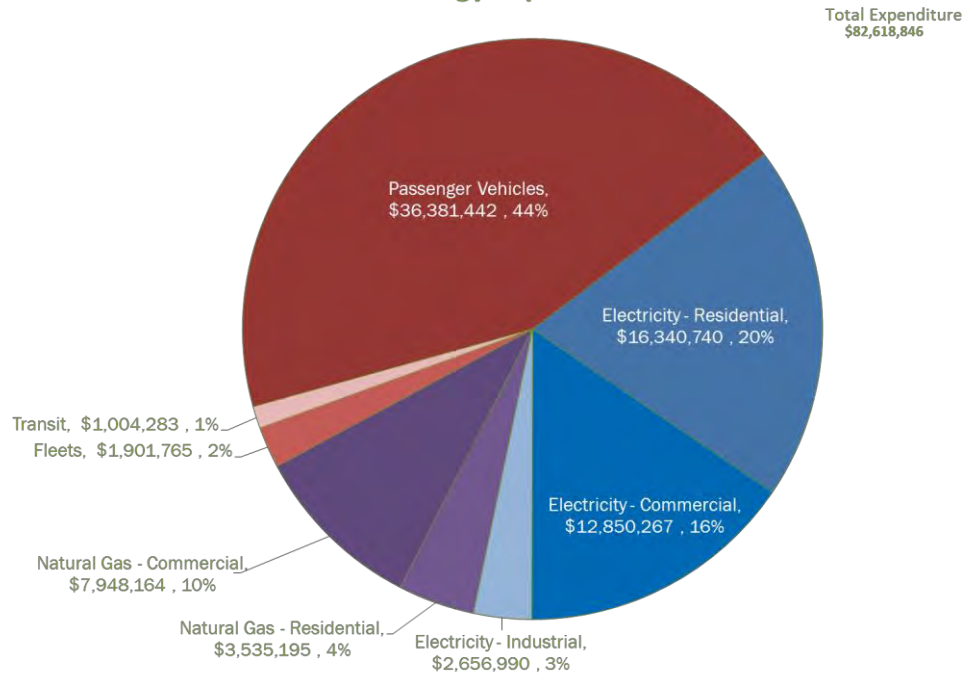
The estimated annual collective energy expenditure within Whistler⁶ has increased by more than \$34 million between 2000 and 2015 (\$83 million vs. \$49 million). Increases in energy rates continue to outpace the rate of inflation, so **it is expected that the collective community energy expenditure will continue to rise faster than our collectively ability to pay for it – a trend that underscores the importance of increasing both energy conservation and energy efficiency across the community.**



Energy expenditures for buildings (both commercial and residential) have remained relatively constant since 2008 at approximately \$42-44 million/year with electricity expenditures increasing by a margin nearly equal to the drop in natural gas expenditures. Fuel prices for gasoline increased markedly in 2012 and 2013, resulting in significant increases in total passenger vehicle estimated expenditures (2013: \$35M vs. 2009: \$25.5 M). However, gasoline prices dropped in the latter half of 2014, which resulted in constant expenditures for passenger vehicle fuels year over year. Gas prices were low in 2015, however the increase in passenger vehicle traffic may have led to the increase in expenditure in this area.

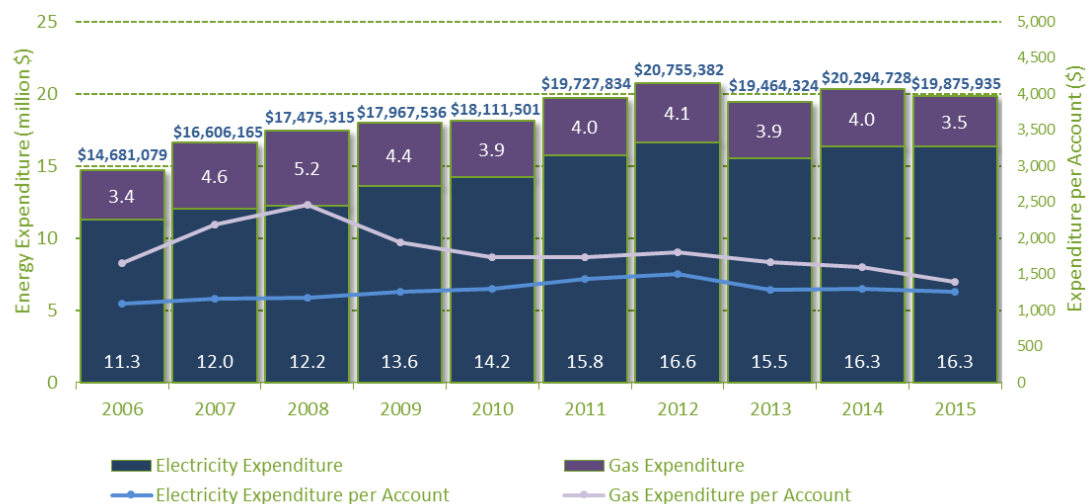
⁶ Note that this number includes an estimate of the consumption of gasoline for all vehicle kilometres travelled within Whistler's municipal boundaries. As such it includes a portion (i.e the portion within municipal boundaries) of the incurred costs of energy consumption associated with both visitors arriving by automobile, as well as commuting employees from neighbouring communities.

2015 Estimated Whistler Community Energy Expenditures



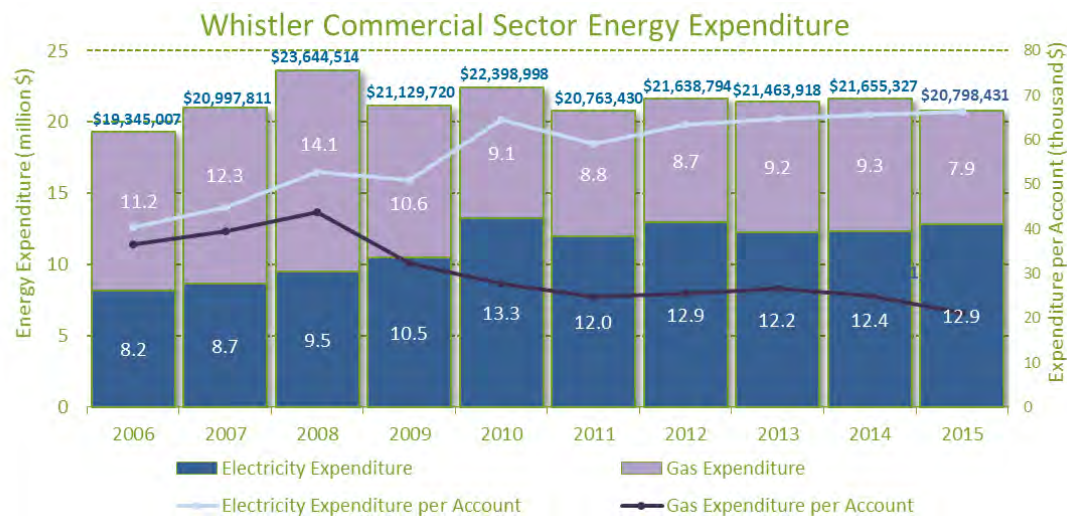
The final two charts in this section present the ten-year trend in cumulative energy expenditures across Whistler's key building inventory. Despite the decrease in the price of natural gas (versus propane) in 2009 and 2010, 2014 total expenditures in the residential sector continued to demonstrate an upward trend. Residential expenditures exceed \$20 million/year, and commercial expenditures were slightly above \$21 million. In 2015, there was a decrease in expenditure in both commercial and residential sectors.

Whistler Residential Energy Expenditure



Rate escalation expected electricity over the next number of years will average approximately 5% per annum. However, given the recent British Columbia Utilities Commission (BCUC) amalgamation ruling, it seems that a 30-40% reduction in local natural gas pricing has begun its three year-phase-in process (Jan, 2015).

Residential building expenditures decreased in 2013 for the first time in a decade due to a reduction in total energy consumption across this sector. However, expenditures increased again in 2014 despite a continued reduction in overall consumption. This is due to the fact that rates increased (primarily electricity) by a margin in excess of the per cent reduction in 2014 consumption levels. In 2015, expenditures decreased. Electricity remained constant, however gas expenditure decreased by \$500,000.



Total commercial energy expenditures remained constant 2012 - 2014 despite continued reductions in overall consumption. There was a small decrease in 2015 commercial building energy expenditures of 5% year over year. There was an increase of electricity expenditure by 4% year over year, and a decrease in natural gas expenditure by 15%.

5.2.1 Key Community Energy Consumption & Expenditure Performance Insights

Total Energy Consumption



- Total community energy consumption decreased each of the last five years. 2015 levels were 0.6% below 2014 levels.
- Community energy consumption trends were on track to meet OCP targeted levels if the community continues to reduce consumption by ~2% each year. Reductions slowed to below 1% in 2015 and if this is continued (or increased), the community will miss the 2020 target.
- Current community energy consumption levels (2.99 million GJ/yr) are approximately 7% higher than the recommended forecast in the RMOW's 2003 Integrated Energy Plan.

Residential Energy Consumption



- 2015 residential energy consumption decreased in both total terms, as well as on a per account basis.

- 2015 was the lowest level of residential energy consumption since 2003 – this trend is driven primarily by lower levels of electricity consumption in the sector, as gas consumption remains slightly higher than the 10-year average.

Commercial Consumption



- 2015 commercial consumption levels have decreased by 3.8% year over year and are slightly below the 10-year average.
- There was a marked shift from natural gas consumption to electricity consumption in the commercial sector between 2005 and 2012, then in 2013 and 2014 natural gas consumption increased while electricity consumption decreased. This trend changed in 2015 and natural gas was at its lowest levels since 2009 with a 7% year over year decrease in emissions.

Passenger Vehicles



- Despite increases in vehicle fuel efficiencies, estimated energy consumption associated with passenger vehicles has not changed significantly since 2000. In 2015, there was a 3.6% year over year increase – this is the primary reason that GHGs within this sector have lagged so far behind all other sectors with respect to meeting the reduction targets.

Total Energy Expenditures



- Though overall consumption levels continue to decline, low fuel and electricity rates have combined to be the first year since 2009 that saw a drop in total energy expenditures (\$82.6M/yr)
- Gasoline expenditures associated with passenger vehicle increased slightly year over year. Despite a marked drop in gasoline prices in 2015, yearly expenditure rose to ~\$36.4M.
- Declining natural gas rates contributed to lower total natural gas expenditures over the years since the conversion to natural gas from propane (now at \$11.4 M/yr).

Residential Building Sector Expenditures



- 2015 residential electricity expenditures remained level year over year making this year one of the second highest year on record (\$16.3M/yr).
- Residential gas expenditures decreased by \$0.5M/yr.

Commercial Building Sector Expenditures



- Total 2015 commercial energy expenditures decreased by \$900,000.
- 2015 commercial electricity increased by 4% year over year despite a decline in the price of natural gas.
- Due to low natural gas rates, gas expenditure decreased by 15% year over year.

Looking Ahead



- The data suggests that there is some increasing energy efficiency in the residential sector, but more years of consistent trend data is required to confirm. Opportunities exist to catalyze further gains in this sector.



- The commercial sector has made progress toward decreased energy intensity across its collective inventory. However, further energy reduction initiatives are required to keep this sector on track to meet 2020 goals.



- **Passenger vehicle trends have fallen far behind targeted levels of reductions – this fact represents a critically important opportunity to target future improvements.**

6 ENERGY & GREENHOUSE GAS REDUCTION PLAN

Thorough review of Whistler's energy and emission performance trends, input from staff and community advisory group experts, as well as a review of best practices from leading jurisdictions, resulted in the series of phased actions recommended within this Plan.

All actions included are presented alongside key lead organizations, an estimate of the required implementation resources, as well as the estimated annual greenhouse gas and energy reductions associated with the successful execution of the recommended action. It should be noted that the modeling process for each action was done carefully and with the best available data. However, large variability remains inherent within the modeling process. The modeling process evaluated the forecasted impact of each of the recommended actions. Sector-specific assumptions were applied to each action to estimate the total energy and emissions reductions that would be associated with each. Assumptions varied in terms of the size of the

















target population that the action would impact (physical form, zone, age or user group); the likely uptake levels based on precedent projects; the fuel type (and associated emission intensity), background rates of technology or policy change (building code, federal standards) as well as the estimated performance improvements themselves.

Despite this analytical effort, the greatest strength of the modeling process is in demonstrating the relative difference between recommended actions. The specific modeled value should be understood in all cases to be an 'estimate', and caution should be used when interpreting the specific estimates included within the following tables.

All estimated energy and emission reductions are presented consistent with the following legend:

Action Impact Legend⁷

GHG Reduction Potential (per year)			Energy Reduction Potential (per year)		
	2%+	2,000 tCO ₂ e+		2%+	60,000 GJ +
	1%-2%	1,000 - 2,000 tCO ₂ e		1%-2%	30,000 – 60,000 GJ
	0.5-1%	500 – 1,000 tCO ₂ e		0.5-1%	15,000 – 30,000 GJ
	0.2%-0.5%	200 – 500 tCO ₂ e		0.2%-0.5%	6,000 – 15,000 GJ
	<0.2%	< 200 tCO ₂ e		<0.2%	< 6,000 GJ
	0%	0 tCO ₂ e		0%	0 GJ
	Foundational – no direct reductions			Foundational - no direct reductions	

Phasing and Resource Legend

Lead	The organization identified to 'lead' the execution of the associated action. All acronyms used in the following tables are outlined in Appendix A. <i>Note that other organizations will often need to be involved in project design, support and delivery in order to successfully execute on many of the recommended action opportunities.</i>	
Timing	Short: Initiate within 2 years Med: Initiate within 2-5 years Long: Initiate in 5 years or later	
Resources		primarily time
		relative expenditure level
	\$	< \$25,000
	\$\$	\$25,000 - \$100,000
	\$\$\$	> \$100,000
Dual Benefit		This symbol indicates that the recommended action will help move the community to both identified energy/GHG reduction goals and climate adaptation goals.

⁷ tCO₂e refers to tonnes of CO₂ equivalent – the accepted unit employed to compare the relative emissions footprint of a wide variety of greenhouse gas impacts. GJ refers to the metric unit of gigajoules – one GJ is approximately the same amount of energy as 25 litres of gasoline. Finally, Foundational elements are those recommended actions that are designed to strategically 'enable' further progress towards energy and emissions reductions, but do not, of themselves, result in direct emission reductions.

6.1 Mobile Energy Use – Transportation-based GHG Emissions

The most significant source of emissions in Whistler is associated with the use of mobile fuels for passenger vehicles and fleet vehicles. Reduction actions recommended within this section target both reductions in the total amount of vehicle-kilometers travelled (i.e. increasing use of mass and self-propelled transportation options, compact land use patterns, avoided trips etc.) as well as reductions in the emissions produced per kilometer travelled (i.e. lower carbon fuel options, electrification, higher efficiency vehicles, etc.).















In addition to the actions outlined in Section 6.1 below, the community of Whistler must also maintain projects, strategies and initiatives that have proven results; a successful local transit system, a commitment to the self-propelled Valley Trail system, support for electric vehicle charging infrastructure, and parking controls, to name just a few.

It is also important to recognize that actions recommended within this section of the Plan have, in many cases, significant co-benefits that include: improved public health, air quality improvements, traffic congestion reduction, personal fitness gains, and quite often both individual and public cost savings.







Over the ten year modeling period, **mobile emissions are targeted to reduce community-based emissions by more than any other single source.** As such, Whistler's ability to meet its long-term reduction targets is very much dependent on successfully achieving reductions in the mobile fuel sector. In order to meet Whistler's long-term targets, it is clear that there will need to be large-scale shifts to clean/low carbon vehicles, as well as significant reductions in in total number of vehicle-kilometers travelled.



6.1.1 Design Land Use for Location Efficient Living, Working and Playing

Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.1.1.1 Continued commitment to ensuring that Whistler is made up of increasingly complete and compact neighbourhoods.			\$	Short	RMOW REX
6.1.1.2  Investigate raising the target for the number of employees, especially full-time employees, living locally. (i.e. > than the current 75%) ⁸			\$	Short	RMOW REX
6.1.1.3 Adhere to the Whistler Urban Development Containment Area (WUDCA) as a means of reducing automobile trip distances.			\$	Short	HAW
6.1.1.4  Ensure that whenever possible, new development or significant redevelopment is concentrated in existing neighbourhoods or settled areas that are well-served by transit, pedestrian and cycling routes, amenities and services; and are characterized by increased residential density.			\$	Short	RMOW REX
6.1.1.5 Explore opportunities to expand live-work use designations within existing zones where this inclusion would not have adverse impacts on the neighbourhood's character.			\$	Short	RMOW REX
6.1.1.6 Proposals for significant new development or redevelopment should be required to quantify future GHG emissions and energy consumption impacts (including transportation-based) and incorporate measures to minimize and/or mitigate projected increases.			\$	Short	RMOW REX

6.1.2 Advance Local and Regional Mass Transportation Service


Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.1.2.1 Work with regional passenger carriers and provincial regulatory bodies to encourage greater frequency and more affordable choices for regional bus travel. ⁹			\$\$	Short	RMOW IS
6.1.2.2 Support the expansion, promotion and increased convenience of mass transportation services between Vancouver and Whistler. ¹⁰			\$\$	Short	RMOW IS, TW
6.1.2.3 Develop a public realm with improved multi-model integration and comfortable, convenient transition areas – Bus Loop/taxi loop. ¹¹			\$	Short	RMOW IS

⁸ It is possible that this action may lead to more significant reductions in emissions as well as energy savings within other jurisdictions.









⁹ It is possible that this action may lead to more significant reductions in emissions as well as energy savings within other jurisdictions.

¹⁰ It is possible that this action may lead to more significant reductions in emissions as well as energy savings within other jurisdictions.









¹¹ It is possible that this action may lead to more significant reductions in emissions as well as energy savings within other jurisdictions.

	Recommended Action	Reduction Potential				
		GHG	Energy	Resources	Timing	Lead
6.1.2.4	 Advance a community-based social marketing research project to determine the key perceived barriers and benefits of increased use of mass transit transportation. Based on the associated results, develop and execute targeted community-based social marketing campaign and other relevant, practical solutions to increase use of mass transit.			\$\$	Short	RMOW IS, TW, WB
6.1.2.5	 Advance all potential opportunities to avoid increases in local transit fares.			\$	Short	RMOW IS
6.1.2.6	Continue to pass the infrastructure, maintenance, congestion, environmental and land costs of road and parking infrastructure onto users.			\$	Med	RMOW IS, WB
6.1.2.7	 Optimize the road network and highway to prioritize the flow of high occupancy vehicles (HOVs).			\$\$\$	Med	RMOW IS, BC MOTI
6.1.2.8	 Strategically expand transit system service levels and frequency where possible and affordable.			\$\$\$	Med	RMOW IS
6.1.2.9	Explore and consider opportunities to link Whistler Blackcomb and other local business products with (discounted) local and regional mass transit passes.			\$\$	Med	RMOW IS, WB
6.1.2.10	Continue to encourage the provincial government and private sector to pursue the return of higher-volume, affordable and more frequent passenger rail service to Whistler.			\$\$\$	Long	RMOW Chamber
6.1.2.11	Investigate the opportunity for a Whistler, Pemberton or Squamish Airport. Ensure that the investigation includes a full assessment of the GHG emissions balance of any potential site.			\$	Long	RMOW TW

















6.1.3 Activate Walking, Biking and other Forms of Healthy Transportation

Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.1.3.1 Prioritize the recommendations of and regularly update the Whistler Transportation Cycling Plan and the Whistler Recreational Cycling Plan in planning for the pedestrian and bicycle network.			\$\$	Short	RMOW IS, HAW
6.1.3.2 Consider opportunities to permit the repurposing of existing village parking to other purposes to support preferred modes of transportation (i.e. bike parking, end of trip facilities).			\$	Short	RMOW IS, HAW
6.1.3.3 Advance a community-based social marketing research project to determine the key perceived barriers and benefits of increased use of active transportation.					
Built upon the findings of the research, develop and execute targeted community-based social marketing campaign and other practical relevant solutions to increase use of active transportation			\$\$	Short	RMOW IS
6.1.3.4 Where opportunities exist, prioritize the optimization and enhancement of pedestrian infrastructure and safety throughout the community.			\$\$	Med	RMOW IS

6.1.4 Support Electrification, and the Adoption of other Low Carbon Transport Options

Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.1.4.1 Support the development of, and increased access to, reduced-carbon mobile fuel options such as natural gas, appropriate biofuels, and electrical charging stations across the community.			\$\$	Short	RMOW CAO
6.1.4.2 RMOW to aggressively advance the average fleet GHG and energy efficiency of the municipal vehicle fleet.			\$	Short	RMOW IS
6.1.4.3 Champion and support inter-community travel providers (including airlines) that are progressive leaders in energy and GHG innovation through preferred marketing relationships and other in-kind partnership opportunities. ¹²			\$	Short	RMOW CAO/REX, TW, WB, HAW
6.1.4.4 Integrate electric and/or lower carbon fuel vehicles into existing private and public fleets (transit/delivery/taxis/shuttles).			\$\$	Med	TAXIs, HAW, WB

¹² It is possible that this action may lead to more significant reductions in emissions as well as energy savings within other jurisdictions.

Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.1.4.5 Support the use of 'appropriate' electric assist bicycles on Whistler's roads, and Valley Trail network, and support appropriate opportunities to increase secure storage and charging infrastructure in the Village.			\$	Med	RMOW IS
6.1.4.6 Explore opportunities to structure local incentives to support electric vehicle use within and to/from Whistler.(i.e. preferred or reduced parking fees for electric vehicles)			\$	Med	RMOW CAO/IS, HAW, WB
6.1.4.7 Profile ultra-low emission private vehicle fleets (hotels, commercial recreation, as appropriate).			\$	Med	RMOW IS/CAO, WB, HAW
6.1.4.8 Increase the enforcement of the Whistler anti-idling bylaw.			\$	Med	RMOW CAO/IS
6.1.4.9 Invest in electric vehicle integration across municipal fleet.			\$	Med	RMOW IS
6.1.4.10 Encourage local commercial recreation and leisure operators to minimize the GHG emissions associated with their activities.			\$	Med	RMOW CAO
6.1.4.11 Develop a social marketing initiative to drive the use and purchase of more efficient vehicles.			\$	Long	RMOW CAO
6.1.4.12 Explore opportunities to effectively support and encourage the development of a new car co-op/car-sharing program in Whistler, in addition to promoting ride-share and carpool programs.			\$	Long	WCSS, RMOW IS AWARE

6.2 Stationary Energy Use – Buildings & Infrastructure GHG Emissions















Buildings contribute approximately one third of all GHG emissions in Whistler. Reduction actions recommended within this section target existing buildings as well as new buildings across both the residential and commercial/institutional sectors.

In addition to the actions outlined in Section 6.2 below, the community of Whistler must also continue to commit to the type of initiatives that have led to strong performance in the stationary energy use sector over the past decade - green building support and innovation (both in public sector and private), municipal energy assessment rebates, preliminary public education and communication programs, low carbon district energy development as well as aggressive efficiency upgrades to municipal buildings and infrastructure.






Much like in the mobile energy use section above, it is important to recognize that actions recommended within this section of the Plan also have ancillary benefits that can include: healthier indoor air quality, increased comfort levels, and significant utility cost reductions.

6.2.1 Improve the Energy Efficiency and Comfort of Existing Buildings and Infrastructure

Existing Residential Buildings











Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.2.1.1 Continue to support and enhance the social marketing campaign to increase uptake of enhanced incentive programs and associated energy efficiency performance improvements.			\$\$	Short	RMOW CAO, Utility Partners
6.2.1.2 Support and encourage EnerGuide energy performance labeling on homes for sale.			\$	Short	Whistler Realtors
6.2.1.3 Expand the integration of climate change, energy efficiency and water conservation literacy into school programs and curriculum.			\$	Short	SD48
6.2.1.4 Profile a deep energy retrofit as an example of what can be done to promote energy efficient retrofits in existing homes.			\$	Short	RMOW CAO, CHBA
6.2.1.5 Continue to optimize performance outcomes of the Cheakamus Crossing District Energy System and apply learning to future projects.			\$	Short	RMOW IS, 2020 Dev
6.2.1.6 Advance opportunities to reduce the direct heating of outdoor areas (i.e. heated driveways, heated stairs, patio heaters, outdoor gas fireplaces).			\$	Long	RMOW CAO/REX, Chamber, CHBA
6.2.1.7 Encourage existing multi-tenant or multi-owner residential buildings to maintain or add individually metered energy consumption for individual properties (i.e. encourage user-pays principle).			\$	Long	RMOW CAO, Utility Partners

Existing Commercial/Institutional Buildings and Infrastructure

Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.2.1.8 Actively investigate the development of new district energy system for Whistler Village that increases energy efficiency, increases the share of energy production from renewable sources, reduces operating costs and decreases GHG emissions.			\$\$	Short	RMOW CAO, HAW
6.2.1.9 Develop and implement a social marketing campaign with incentives to increase audits, uptake of incentive programs and associated energy efficiency performance improvements.			\$\$	Short	RMOW CAO
6.2.1.10 Support and improve staff training on energy efficiency practices across hotel operations (start-up practices, etc).			\$	Short	RMOW CAO, HAW
6.2.1.11 Advance a system of voluntary and mandatory energy benchmark reporting across Whistler's large energy consumers (leverage NRCAN Portfolio Manager updates into Canada).			\$	Short	RMOW CAO, WB, HAW
6.2.1.12 Promote increased awareness of Energy Performance Contracting and other energy efficiency opportunities for commercial sector properties.			\$	Short	RMOW CAO, HAW
6.2.1.13 Support the reestablishment of the former Whistler Facility Managers Association (WFMA).			\$	Short	RMOW CAO, HAW, TW
6.2.1.14 Encourage approaches that reduce the direct heating of outdoor areas such as through open shop doors, patio heaters and heated driveways (i.e. explore the potential to create and enforce a closed door - energy waste bylaw in commercial and retail zones).			\$	Med	RMOW CAO
6.2.1.15 Encourage existing multi-tenant or multi-owner commercial buildings to maintain or add individually metered energy use (i.e. encourage user-pays principle).			\$\$	Med	RMOW CAO
6.2.1.16 Catalogue and develop strategies for maximizing the re-use of waste heat resources across the resort community.			\$	Med	RMOW CAO














6.2.2 Ensure the Most Energy Efficient and Comfortable New Buildings and Infrastructure as Possible

New Residential Buildings

Recommended Action	Reduction Potential		Resources	Timing	Lead
	GHG	Energy			
6.2.2.1 Support the trades, sub-trades, developers and building community with programs and initiatives designed to increase the uptake of energy efficient residential building designs, programs and technologies in Whistler.			\$	Short	RMOW CAO/REX, CHBA
6.2.2.2 Streamline the development of passive house-certified, and net-zero residential buildings using tools such as accelerated permit processing.			\$	Short	RMOW REX
6.2.2.3 Explore the feasibility for requiring energy modeling for new residential buildings and significant renovations at building permit phase.			\$	Med	RMOW REX
6.2.2.4 Maintain and update the RMOW Green Building Policy to require higher energy performance standards during rezoning for new residential buildings.			\$	Long	RMOW CAO/REX
6.2.2.5 Encourage new multi-tenant or multi-owner residential buildings to have individually metered energy use (i.e. encourage user-pays principle).			\$\$	Long	RMOW CAO, Utility Partners



New Commercial/Institutional Buildings








	Recommended Action	Reduction Potential		Resources	Timing	Lead
		GHG	Energy			
6.2.2.6	Designate Whistler Village as a District Energy Investigation Area to encourage flexible building systems for future potential District Energy System connectivity.			\$	Short	RMOW REX
6.2.2.7	Streamline the development of certified high-performance commercial buildings and/or significant renovations using tools such as accelerated permit processing.			\$	Short	RMOW CAO/REX
6.2.2.8	Explore the feasibility of requiring energy modeling for new commercial buildings and significant renovations at building permit phase.			\$	Med	RMOW REX
6.2.2.9	Support the trades, sub-trades, developers and building community with programs and initiatives designed to increase the uptake of energy efficient commercial building designs, programs and technologies in Whistler.			\$\$	Med	RMOW CAO/REX, CHBA
6.2.2.10	 Update the RMOW Green Building Policy to modernize the framework, and ensure that opportunities to increase energy performance outcomes are identified and leveraged during permit approval and rezoning processes (commercial, institutional and residential).			\$	Long	RMOW CAO/REX
6.2.2.11	Encourage new multi-tenant or multi-owner commercial buildings to have individually metered energy use (i.e. encourage user-pays principle).			\$\$	Long	RMOW CAO, Utility Partners


6.3 Renewable Energy and Energy Supply Alternatives

Renewable energy development has the potential to significantly reduce the carbon content of existing fuels and energy sources in Whistler. Renewable energy is generally defined as energy that is collected from resources which are naturally replenished on a human timescale, such as sunlight, wind, rain, tides, waves, and geothermal heat. Renewable energy often provides energy in four important areas: electricity generation, air and water heating/cooling, transportation, and rural (off-grid) energy services. Technology improvements have advanced to the point that many renewable energy options are cost competitive with current energy sources while concurrently reducing associated emissions. Options are available at both the building-level and grid or system level, and each can contribute to the positive benefits of this growing sector.



This Plan includes the stated aspiration that by the year 2060 Whistler would access 100% of its energy requirements from renewable energy sources. Achievement of this target will require progress at all levels of renewable energy deployment and across all key energy consuming systems and fuel types. While this Plan recommends initial steps along this journey to 100% renewable energy, a more detailed and comprehensive planning process will be required to accelerate the changes needed to achieve this ambitious goal.

6.3.1 Encourage the Use of Renewable Energy across the Community

Recommended Action	Reduction Potential				
	GHG	Energy	Resources	Timing	Lead
6.3.1.1 Encourage the use and fair commodity pricing of 'renewable' natural gas.		—	\$	Short	RMOW CAO
6.3.1.2 Investigate and advance opportunities to incent electric heat pump systems to replace existing gas/propane/basic electric heating systems.			\$\$	Short	RMOW CAO
6.3.1.3 Evaluate the potential for including support for local renewable energy installations within future energy and/or climate related community-based social marketing campaigns.		—	\$\$	Short	RMOW CAO
6.3.1.4 Support provincial building code extensions and other tools that maximize the extent that local building regulation can require or support increased energy efficiency or renewable energy systems in local development and construction.		—	\$	Short	RMOW CAO/REX
6.3.1.5 Develop a Renewable Energy Strategy to move Whistler toward the new 100% renewable energy target		—	\$	Med	RMOW CAO
6.3.1.6 Undertake a research study to evaluate the best opportunities for developing and expanding renewable energy production in Whistler.		—	\$	Med	RMOW CAO

Recommended Action	Reduction Potential				
	GHG	Energy	Resources	Timing	Lead
6.3.1.7 Develop and/or expand renewable energy pilot installations on appropriate municipal buildings and facilities		-	\$	Med	RMOW CAO

6.3.2 Encourage the Addition of Responsible, Regional Renewables







Recommended Action	Reduction Potential				
	GHG	Energy	Resources	Timing	Lead
6.3.2.1 Support local and regional renewable electricity production opportunities that include a careful assessment of potential negative impacts on ecosystem function, wildlife values, air quality, community character and visual aesthetics.		-	\$	Short	RMOW CAO
6.3.2.2 Partner with utilities to provide feedback on the Integrated Resource Plans, and advocate for the inclusion of renewable energy provisions.		-	\$	Med	RMOW CAO







6.4 Solid Waste System-based GHG Emissions

Emissions associated with Whistler's solid waste management systems represent approximately 2% of the community's total emission. Despite this relatively small share of the community's emission profile, the upstream emissions from the material refining, product production, and shipping of products contributes significant impacts to global emissions and associated environmental footprints. As such, reductions from the 'materials, and solid waste' sector can be achieved through improvements in materials management (especially the diversion of compostable material from the landfill stream), but also includes potential reduction in material throughput within our community. Decreasing consumptive lifestyle habits through increases in the re-use of products, the use of more durable products and growth of the sharing economy can all contribute positively to emission reductions within this sector¹³.









6.4.1 Increase Diversion of Recyclables - Especially Compostables

Recommended Action	Reduction Potential				
	GHG	Energy	Resources	Timing	Lead
6.4.1.1 Support the implementation of a strong SLRD Solid Waste Management Plan - with strong targets and actions, regional collaboration, and continued avoidance of waste/garbage incineration as part of the Plan.		—	\$	Short	RMOW IS
6.4.1.2 Support the expansion of local compost diversion programs (marketing, education, pricing, infrastructure, etc.)		—	\$	Short	RMOW IS, Carney's S2S Soils
6.4.1.3 Evaluate opportunities to require new development or significant redevelopment to incorporate meaningful measures to minimize solid waste during design and construction, deconstruct rather than demolish, and encourage alternative and evolving methods of waste diversion during building operation.		—	\$	Short	RMOW REX
6.4.1.4 Continue moving towards the Zero Waste goal endorsed in 2005, and update the municipal solid waste strategy to advance zero-waste goals, planning and actions.		—	\$	Med	RMOW IS
6.4.1.5 Support and promote the increased use of the Sustainable Events Guide and monitor performance outcomes for all key events.		—	\$	Med	RMOW REX
6.4.1.6 Evaluate and support implementation of efficient and convenient methods of collecting solid waste, recyclables and compost for people utilizing preferred methods of transportation.		—	\$	Med	RMOW IS

¹³ Despite the potential for upstream emission reductions noted above, it should be noted that that the reduction potential presented in the tables below refers only to the emission reduction potential associated with Whistler's direct emissions (i.e. Scope 1 emissions).

Recommended Action	Reduction Potential			Timing	Lead
	GHG	Energy	Resources		
6.4.1.7 Encourage the private sector to develop and/or participate in innovative, cost-effective and environmentally sustainable solid waste and recycling programs in support of achieving our Zero Waste goal.			\$	Med	RMOW IS, HAW, Strata Mgmt WB
6.4.1.8 Implement standardized SLRD signage across Whistler to improve recycling and composting rates.			\$	Med	RMOW IS

6.4.2 Reduce Upstream Emissions from Goods and Services¹⁴

Recommended Action	Reduction Potential			Timing	Lead
	GHG	Energy	Resources		
6.4.2.1 Support the creation of a 'sharing economy' working group to explore the best opportunities for sharing locally available skills and equipment as a means of increasing affordability, reducing new consumption and decreasing local waste production.			\$	Short	AWARE, WCSS Library
6.4.2.2 Encourage the use of the Re-Build-It Centre and Re-Use it Centre for the reuse of building materials, products and to support community services.			\$	Short	WCSS, RMOW
6.4.2.3 Promote opportunities for education and learning related to food production and associated GHG and environmental impacts.			\$	Short	AWARE, EarthSave Whistler, Farmer's Market, RAW
6.4.2.4 Promote and facilitate opportunities to shorten food supply chains and that support less GHG intensive food growing and menu choices.			\$	Short	AWARE, EarthSave Whistler, Pemberton Farmer's Institute, Farmer's Market, RAW

¹⁴ These actions mostly focus on reducing manufacturing/production emissions and are outside the scope of municipal climate planning. These emissions can be significant, and empowered consumers can dramatically reduce these emissions through personal purchasing choices.

6.5 Enabling Energy Reduction and Climate Change Mitigation

A host of activities and resources are required to catalyse the GHG reduction and mitigation objectives outlined above. Some of the activities which are controlled by other levels of government may in fact have a greater impact on local reductions than the actions recommended above. Enabling actions include activities for governance, funding mechanisms, support from other levels of government, ongoing advocacy, alliances and partnerships.






Whistler has been successful working on these types of initiatives over the years, with examples including the carbon offset development with the Cheakamus Community Forest, energy utility support and alignment, Provincial and Federal funding programs, UBCM and FCM involvement as well as a series of engagements and work between public and private stakeholders throughout the community and the region.

6.5.1 Ensure Adequate Governance and Funding for ongoing Climate Action progress







	Recommended Action	Reduction Potential				
		GHG	Energy	Resources	Timing	Lead
6.5.1.1	Create a 'Climate Leadership Committee' as a select committee of Council.	▲	▲	\$	short	RMOW CAO
6.5.1.2	Investigate and advance opportunities to fund expanded local energy efficiency incentive programs with the annual RMOW corporate carbon tax rebate (CARIP).	▲	▲	\$	short	RMOW CAO
6.5.1.3	Create a Climate Action Coordinator position on municipal staff to lead the coordination and implementation of this CECAP and related energy and climate management responsibilities at the RMOW.	▲	▲	\$\$	short	RMOW CAO
6.5.1.4	Review and consider the implementation of a FortisBC franchise fee and dedicate the incremental funds to energy efficiency programs.	▲	▲	\$	short	RMOW CAO, FortisBC
6.5.1.5	Consider use of cash-in-lieu parking fees for improvement of pedestrian, cycling, and transit infrastructure.	▲	▲	\$	short	RMOW IS

6.5.2 Actively Work With Other Levels of Government to Advance Shared Climate Goals

	Recommended Action	Reduction Potential				
		GHG	Energy	Resources	Timing	Lead
6.5.2.1	Lobby the Provincial government for further systematic increases in the BC Carbon Tax, and for a shift toward VKT-based car insurance structures (vehicle-kilometers-travelled-based).	▲	▲	\$	short	RMOW CAO
6.5.2.2	Lobby the Provincial government for further systematic improvements to the BC Building Code that focus on energy efficiency.	▲	▲	\$	short	RMOW CAO/REX
6.5.2.3	Lobby senior governments to encourage increased energy and GHG innovation in the automotive and aviation sectors.	▲	▲	\$	short	RMOW CAO/IS

	Recommended Action	Reduction Potential		Resources	Timing	Lead
		GHG	Energy			
6.5.2.4	 Increase collaboration with neighbouring Sea to Sky communities and the SLRD on climate-related issues.			\$	short	RMOW AWARE
6.5.2.5	Work with other groups and jurisdictions (i.e. BC Mayors Climate Leadership Council, City of Vancouver and other leading communities) toward advancing Whistler's 100% renewable energy goals.			\$	med	RMOW

6.5.3 Support High Quality, Third-Party Verified Local Offset Products

	Recommended Action	Reduction Potential		Resources	Timing	Lead
		GHG	Energy			
6.5.3.1	Encourage local organizations to support local carbon reduction projects like the Cheakamus Community Forest offset project.			\$	Short	CCF, Whistler Chamber
6.5.3.2	Encourage local accommodation providers and booking companies to provide options for purchasing local offset products.			\$	Short	RMOW CAO, TW, WB, HAW, CCF
6.5.3.3	Continue to meet municipal carbon neutral commitments through the purchase of locally and regionally sourced high quality, externally verified offset products (i.e. Cheakamus Community Forest).			\$	Short	RMOW CAO

7 ENERGY & EMISSION FORECASTS

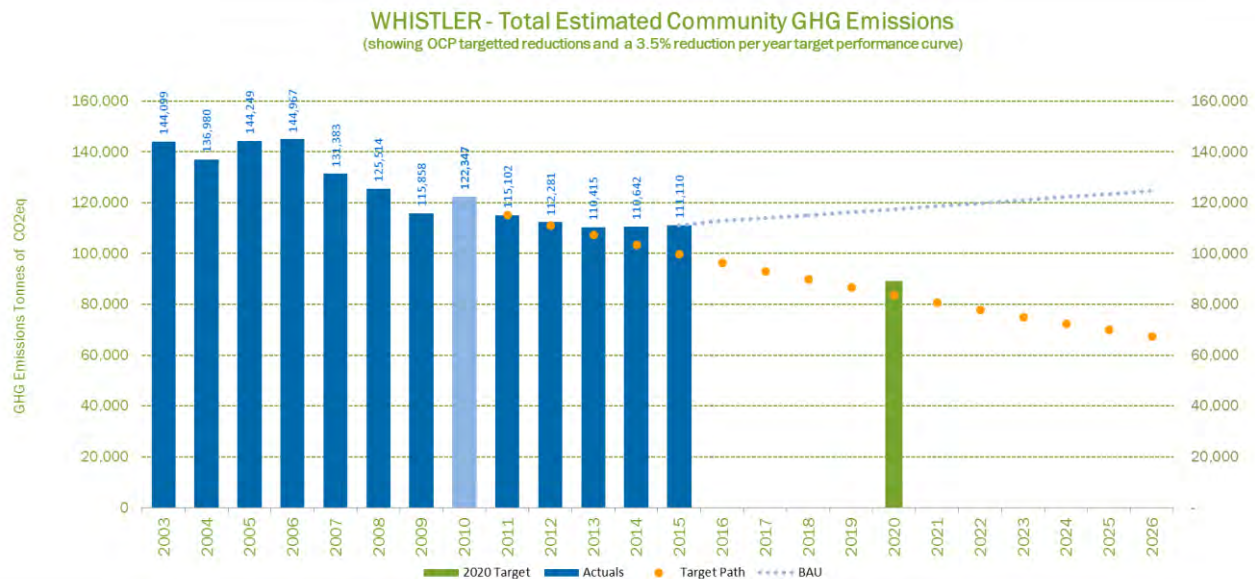
The following section provides an overview of the collective forecasted impact of the recommended actions outlined within this Plan.

7.1 Greenhouse Gas Emissions

7.1.1 GHG Forecast – Business as Usual (BAU)

The following chart shows Whistler historic GHG emission levels (2000 to present) as well as the most probable ‘business-as-usual’ (BAU) forecast for the community. The BAU forecast considers current and historic emissions trends, forecasted growth in visitation to the resort, the impact of ongoing new construction consistent with the community’s current Official Community Plan and associated growth management plans, as well as conservative assumptions related to future technological improvements.

All considered, it is estimated that the BAU emission increases average approximately 1% per annum for the duration of the planning period (to 2026). See the chart below for a visual representation of the forecasted ‘business-as-usual’ scenario.



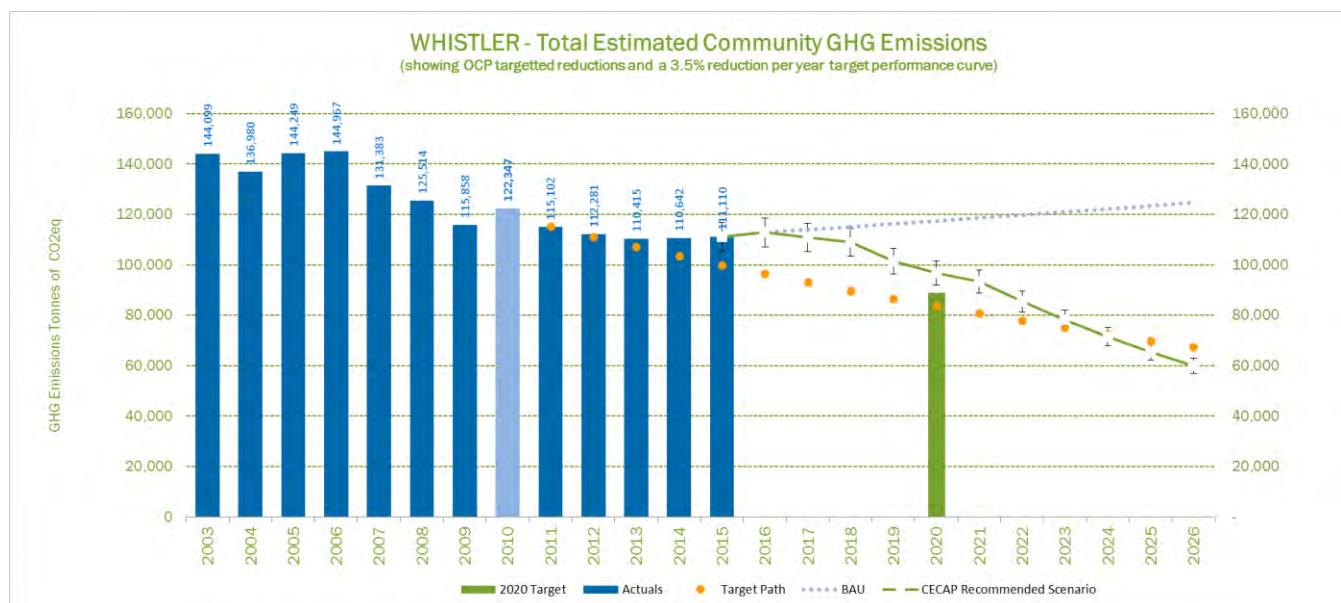
As can be seen in the chart above, without substantive incremental action within the community, Whistler is not expected to meet its 2020 greenhouse gas emission reduction target (89,000 tCO₂e, or 33% below 2007 levels).

7.1.2 Recommended CECAP Scenario – Forecasted GHG Emission Levels

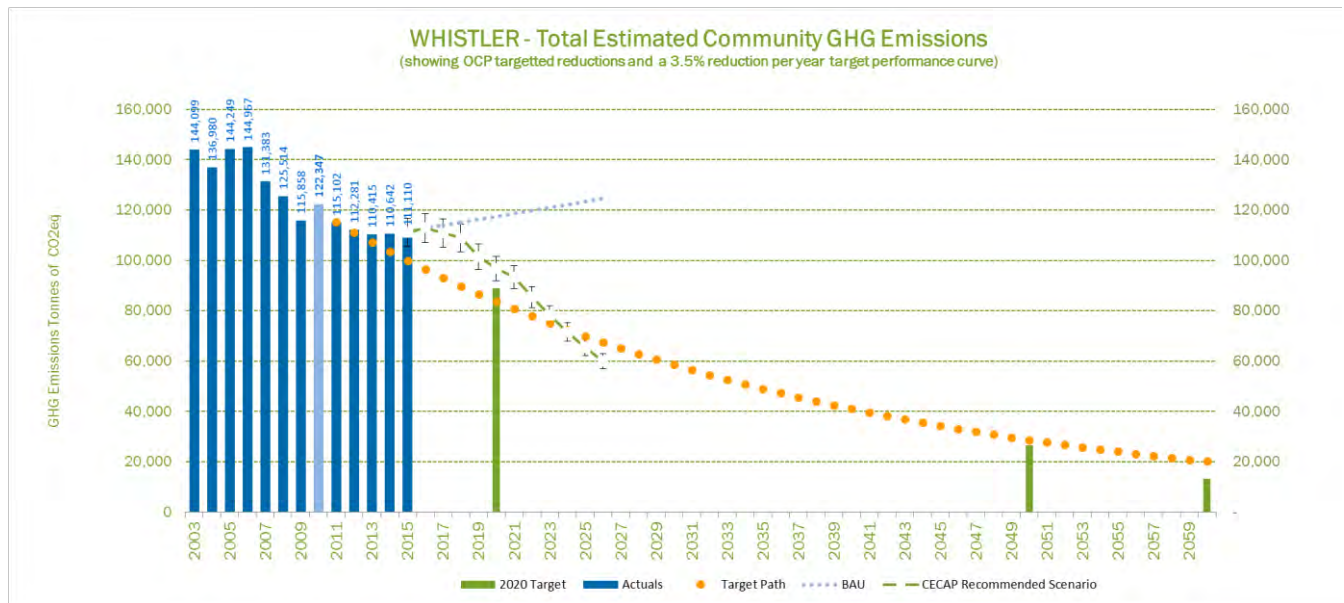
The chart below indicates the anticipated cumulative net result of implementing the actions recommended within this Plan. The results are based on the suggested phasing included within the Plan as well as the individual and collective reductions estimated for each of the recommended actions.

It should be noted that the modeling process for each action was done carefully and with the best available data. However, large variability remains inherent within the modeling process. The specific modeled value should be understood in all cases to be an 'estimate', and caution should be used when interpreting the specific estimates.

Importantly, the cumulative action scenario recommended within this Plan is estimated to fall short of the 2020 GHG reduction Target by approximately 2-3 years, but may regain alignment with the broader target reduction curve by the end of the planning period (2026).



A longer term representation of the same modeled outcomes is shown below.



The table below outlines the cumulative anticipated resultant reductions associated with the full implementation of the entire suite of actions recommended within this Plan (by emission source). Note that the results are subject to the same cautionary interpretation notes as outlined above.

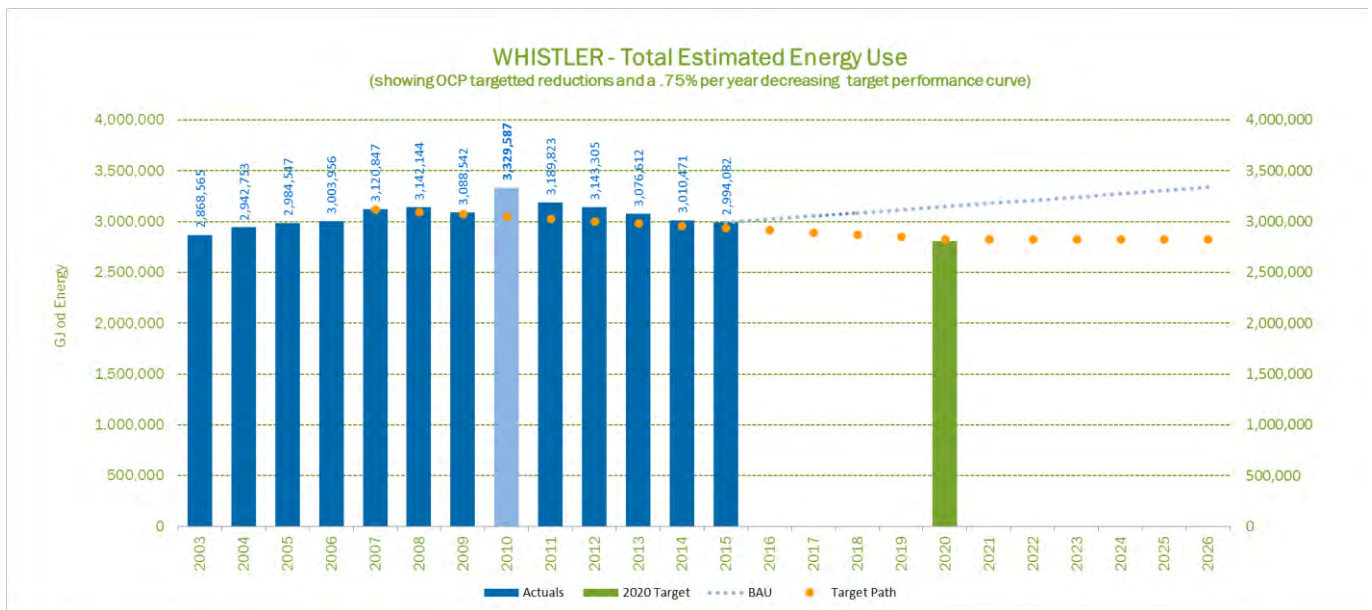
As seen in the table, the Action Plan initiates with shorter-term outcomes associated with stationary reductions and then builds toward more significant mobile reductions by 2020 and beyond.

Reduction Source	Estimate Annual GHG Reductions (Tonnes CO ₂ e)			Remaining (Tonnes CO ₂ e)
	2018	2020	2026	2026
Mobile	-2,000	-12,000	-44,000	33,000
Stationary	-4,000	-8,000	-20,000	25,000
Solid Waste	-100	-1,000	-1,300	1100
Grand Total	-6,000	-21,000	-65,000	59,000

7.2 Energy Consumption

7.2.1 Energy Consumption Forecast – Business as Usual

Similar to the ‘business-as-usual’ emissions forecast presented above, without concerted incremental energy reduction programs and initiatives, the community of Whistler is expected to increase total energy consumption by approximately 1% per year (primarily driven by increased visitation). Note that the chart below includes all types of energy (mobile fuels, electricity and thermal gases).

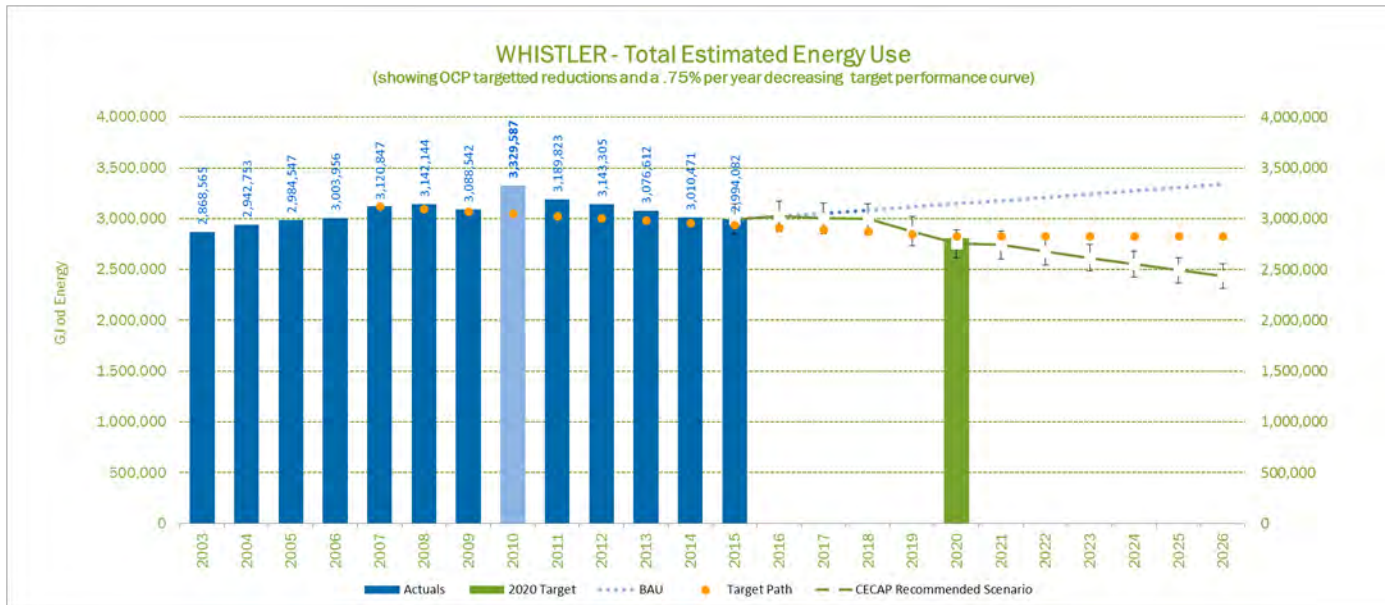


7.2.2 Energy Consumption Recommended Scenario

The chart below presents the anticipated result of implementing the entire suite of actions recommended with this Plan. As shown below, current modeling forecasts indicate that successfully implementing the full suite of actions included within this Plan is likely sufficient to meet the community energy consumption targets by 2020.

Moreover, reducing energy consumption to the levels forecasted within the Action Plan scenario would avoid an estimated total of \$200 million in energy costs spent between 2017 and 2026 – approximately \$40 million from in building-based savings and approximately \$160 million in parallel transportation-based energy savings¹⁵

¹⁵ Assumes a 2% increase in annual energy rates from now until 2026.



Note that additional detail related to energy source-specific BAU and recommended scenario forecasts are included for reference and consideration in Appendix B.

8 ADAPTATION PLAN

Although global mitigation efforts are taking place to curb greenhouse gas emissions, climate change is already underway and communities must take action to adapt to the changes that are already in motion, as well as those anticipated in the future.

Climate change adaptation refers to actions taken to respond to the impacts of climate change by taking advantage of potential opportunities or reducing potential risks. The most widely used definition of climate change adaptation is from the Intergovernmental Panel on Climate Change:

Adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.

The Intergovernmental Panel on Climate Change (IPCC) definition of adaptation states:

- adaptation involves “adjustment,” or change;
- both natural and human systems adapt;
- systems adapt to climate change and/or to its impacts;
- adaptation includes adjusting to actual climate change after the fact, and also preparing for expected climate change before it happens; and
- adaptation can moderate harm or take advantage of new opportunities (IPCC 2007).

In general, climate change adaptation planning is aimed at:

- preventing the risk of damage/impacts posed by key climate change impacts;
- minimizing the extent of damages/impacts posed by key climate change impacts; and
- reducing vulnerability and increasing resilience by preparing adequately to deal with lesser risks and opportunities presented by climate change.

Climate change adaptation engages an extensive range of issues, such as emergency management, health, environmental management, economic drivers and infrastructure improvements related to the vulnerability and resilience of communities to key climate change impacts. There is significant overlap between climate change adaptation, mitigation and sustainability measures, such as those found in Whistler2020, Moving Toward a Sustainable Future.

Adaptation Vision

The Plan establishes the following simple Adaptation Vision for the resort community:

A resilient, lower carbon Whistler

The development and implementation of the Plan is targeted at achieving the following adaptation goals:

1. **Increase the resilience of Whistler’s infrastructure, natural environment, socio-economic systems and assets to the key potential impacts of projected local climate changes in order to avoid, prevent or moderate harm and optimize beneficial opportunities.**
2. **Promote and facilitate the incorporation of climate change information and consideration into the planning and activities of the RMOW and other resort community organizations.**

8.1 Climate Adaptation Planning

Increasing awareness of the effects of climate change are spurring communities and countries around the globe to prepare climate adaptation plans. The adaptation component of this Plan will support Whistler in effectively dealing with the impacts, risks and opportunities posed by a changing climate. It does not reduce the need to mitigate the causes of climate change. However, scientific evidence indicates that, no matter how successful mitigation efforts are, the impacts of climate change will be felt for a long time, possibly beyond the next century. As such, adaptation planning and actions are needed now and into the future. The adaptation component of this Plan addresses the key climate changes and key impacts facing Whistler. It prioritizes these impacts, establishes objectives and recommends a comprehensive action plan to increase Whistler's resilience in the face of climate change.

Climate change affects the entire municipality and will continue to affect it over the long term.

Adaptation planning is not the domain of any specific department or agency but requires considerable cooperation across the community. The adaptation actions recommended here are similarly spread over the entire municipality. The recommendations of the CECAP will find their way into other municipal planning documents, such as emergency preparedness plans, transportation plans, and the economic development strategy, as well as into the plans and activities of other Whistler organizations.

For local governments, putting climate change adaptation into practice means enhancing the resilience of the built and natural environments within their jurisdictions, managing risk, making sound capital investments, managing infrastructure costs, ensuring service continuity, advancing public health and safety, reducing liability, and maintaining or enhancing the liveability of communities. For private and other community organizations, many of these aspects of climate change adaptation are also very relevant.

Adaptation actions can include changes in local government policy, technology, behaviour, management, or regulation. While many of the tools used by local government and other organizations to adapt to climate change will be familiar ones, there are some important considerations:

- The time horizon for adaptation planning will in many cases be much longer than the typical five-year cycles of official community plans or financial plans;
- The past will no longer be a reliable indicator of the future, particularly with respect to natural hazards and conditions and the demands they place on infrastructure;
- While there is uncertainty about future climate change impacts, scientific information about trends is available and in most cases enough to begin preparing; and
- Community consultation and engagement in solutions will be more important than ever, particularly because of the potential trade-offs that will be required.¹⁶

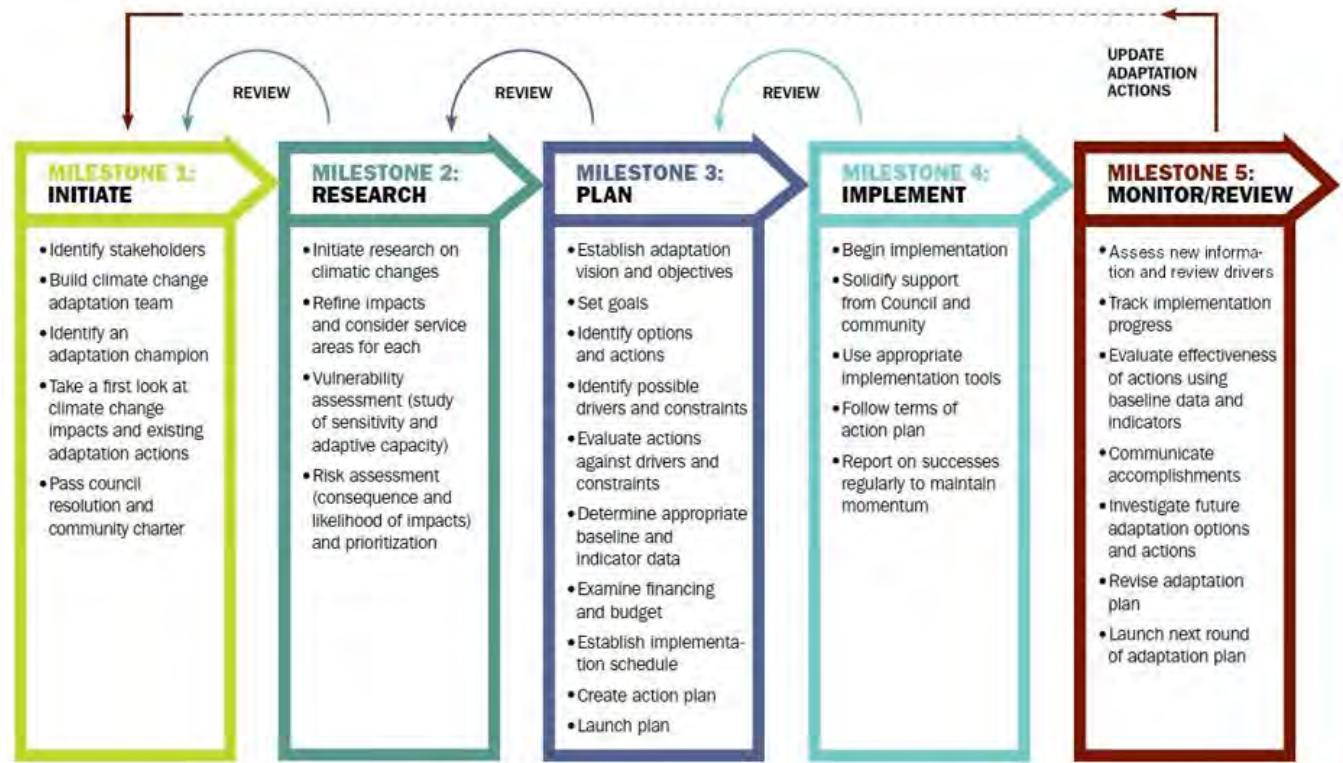
Planning Model

This development of this Plan benefited significantly from the climate adaptation planning methodology and resources developed by the International Council for Local Environmental Initiatives (ICLEI). ICLEI was founded in 1990 with the goal of connecting leaders, accelerating action and acting as a gateway to environmental and sustainability solutions. ICLEI's Five Milestones for Climate

¹⁶ Preparing for Climate Change: An Implementation Guide for Local Governments in British Columbia, 2012, http://wcel.org/sites/default/files/WCEL_climate_change_FINAL.pdf

Adaptation methodology provides a structured approach to adaptation planning which guides a local government through a series of defined, progressive milestones-based steps.

A conceptual overview of the ICLEI methodology is provided below:



8.2 How Is Whistler's Climate Expected to Change?

To be relevant and effective, adaptation efforts require an understanding of potential future climate changes for a region or community. The RMOW contracted the Pacific Climate Impacts Consortium (PCIC) to develop future climate projections specific to the Whistler area.

PCIC is a regional climate service centre at the University of Victoria that provides practical information on the physical impacts of climate variability and climate change in the Pacific and Yukon region. PCIC performs quantitative research on the regional impacts of climate change and provides analytical tools to provide a better understanding of climate change within British Columbia. Map-based products provide overlays of historical climate and climate projections for a variety of scenarios. PCIC's work supports stakeholders by supplying practical localized information needed to develop adaptation plans to reduce risks associated with climate change.

Throughout this Plan, PCIC's climate change projections for Whistler are based on a 30-year historical baseline period from 1971-2000 and all future projections are forecasted averages between 2041 and 2070.

Climate Forecast Assumptions. PCIC's modeling analysis for Whistler is based on a subset of relevant global climate models selected from the Coupled Model Inter-comparison Project Phase 5, following the Representative Concentration Pathway 8.5 (RCP 8.5). RCP 8.5 corresponds to the scenario with

the highest greenhouse gas emissions of the formal IPCC future emission scenarios and is often referred to as the “business as usual” estimate of future greenhouse gas emissions. RCP 8.5 combines assumptions about high population, modest rates of technological change and energy efficiency improvements and minimal climate change policies, resulting in continually increasing emissions. The conservative nature of this scenario makes RCP8.5 the most appropriate scenario to use for climate adaptation planning.

Additional information regarding PCIC’s modelling outcomes can be found in Appendix C.

8.2.1 Key Climate Changes Anticipated for Whistler

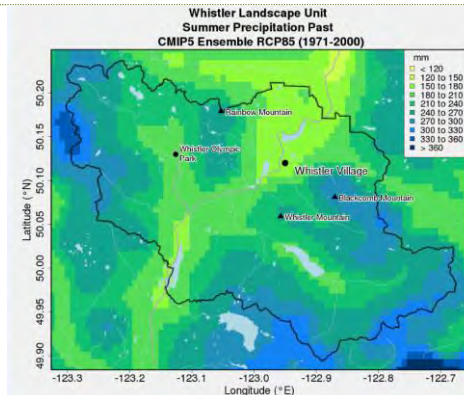
Adaptation to climate change in the Whistler area requires specific information such as how warming and changes in precipitation may differ throughout the seasons and how it will translate into indices of climate extremes. BC and Whistler’s climate is already changing and even more significant change is anticipated in the future.

PCIC’s modeling results project the following three key climate changes for Whistler over the next 25 - 55 years:

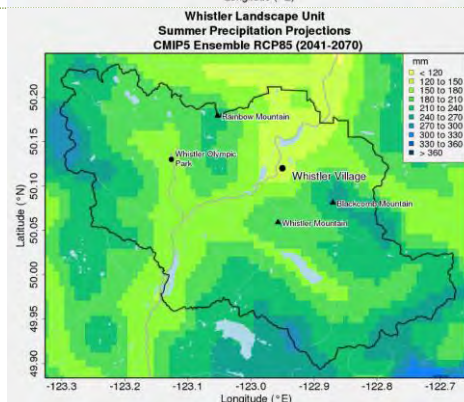
- 1. Increase in the frequency and intensity of heavy rain events.**
- 2. Longer, hotter and drier summers.**
- 3. Milder winters, with increased precipitation falling as rain near valley bottom, while snow pack at higher elevation sees limited change.**

Overall, the annual average temperature in the Whistler region is projected to warm by about 3°C by the 2050s compared to the recent past. Annual precipitation is projected to increase by 7%. Despite increased winter precipitation, milder winters outweigh potential gains in snowpack on average – an effect concentrated at valley-bottom elevations. In Whistler Village, the 2040 - 2070 average snowpack is projected to decrease by 60-70% from historical values. At higher elevations, projected decreases in snowpack become much smaller (0 - 10%) as these locations remain cold enough on average that the great majority of precipitation falls as snow (small increases in both snowpack and rainfall in the alpine are possible in the future).

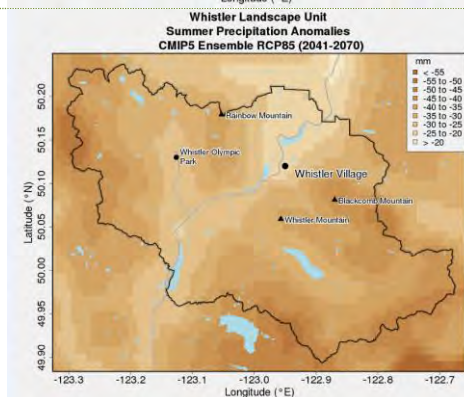
An example of the PCIC climate model outputs (summer average precipitation) is shown below for reference. More detail is provided in Appendix C for reference.



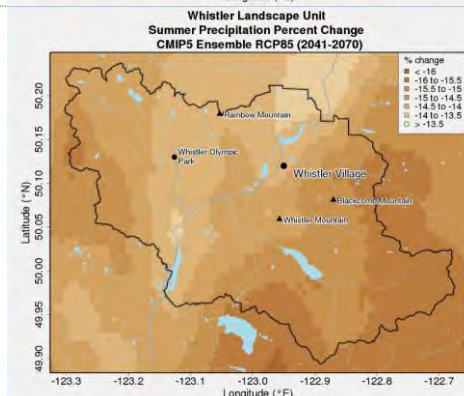
Average daily summer precipitation levels
(June – Aug).
1971-2000



Forecasted average daily summer daily
precipitation levels (June – Aug).
2041-2070



Difference in average daily summer
precipitation levels (mm) between the
historic and forecasted periods.



Difference in average daily summer
precipitation levels (%) between the
historic and forecasted periods.

The following table provides a snapshot of key projected climate changes for Whistler. Note that all relative references compare the historical dataset from 1971 - 2000 with the forecasted period between 2041 and 2070.

Climate Variable

Snapshot of Projected Changes

1. Increase in the frequency and intensity of heavy rain events



- Total annual precipitation is projected to increase by approximately 100mm per year (~7%)
- Maximum 5-day total precipitation levels are projected to increase by 4-6mm, or 8 - 10%
- Maximum 1-day total precipitation levels projected to increase by approximately 2 mm, or 10%
- The total annual amount of precipitation that is projected to fall in one-day events greater than or equal to the 95th percentile one day event from the historic period is expected to increase by 30 - 40%
- Total winter precipitation is projected to increase by 3 - 4% (25 - 40mm)
- The size of the one-day precipitation event that will constitute a one-in-20 year event is projected to increase by 25-30% (i.e. current one-in-20 events are projected to happen considerably more often than 5% of the time)

2. Longer, hotter and drier summers.



- Average annual daily maximum temperatures are projected to increase by 2.8 to 2.9 °C
- Average summer daily maximum temperatures are projected to increase by 2.2 to 2.3 °C
- Total summer precipitation levels are projected to decrease by approximately 15%
- Projections forecast a 171% increase in number of summer days above 25 °C, from 10 days historically to 27 days projected
- Cooling degree days are projected to increase by 25 - 30%
- Maximum length of dry spells projected to increase by 15%
- The size of the one-day maximum temperature event that will constitute a one-in-20 year event is projected to increase by approximately 4.5 °C (i.e. current one-in-20 events are projected to happen considerably more often than 5% of the time)
- Growing Degree Days (GDDs) are forecasted to increase by 35-50% across the valley bottom

3. Milder winters, with increased precipitation falling as rain near valley bottom, while snow pack at higher elevation sees limited change.



- Average annual daily minimum temperatures are projected to increase by 2.9 to 3.0 °C
- Average winter daily maximum temperatures are projected to increase by 3.6 to 3.7 °C
- Average winter daily minimum temperatures are also projected to increase by 2.9 to 3.0 °C
- At Whistler Village elevation (675m), snowpack is projected to decrease by 60-70% from historical values, however changes in the alpine are only projected to decrease by 0-10%.
- 25% decrease in annual number of days with frost, from 212 days historically to 159 days projected
- 39% decrease in annual number of icing days (when the daytime high is below freezing) from a 80 days historically to a 49 days projected

It is important to note that climate variability is ongoing and will continue (i.e. short-term climate patterns rising above/below long-term trend lines, such as the El-Niño Southern Oscillation). All forecasted changes noted above and within this Plan must always be interpreted as an average over a 30-year period and that there will always be short-term variability that may affect any given year. Despite this ongoing short-term variability, the longer-term trends included within this research provide critical, proactive management insights to dominant trends and changes expected within the region.

8.3 Key Potential Impacts

Through internal and external consultation, a preliminary list of potential impacts related to the three key climate changes projected for Whistler was developed. Discussions about potential impacts were organized around the following community sectors:

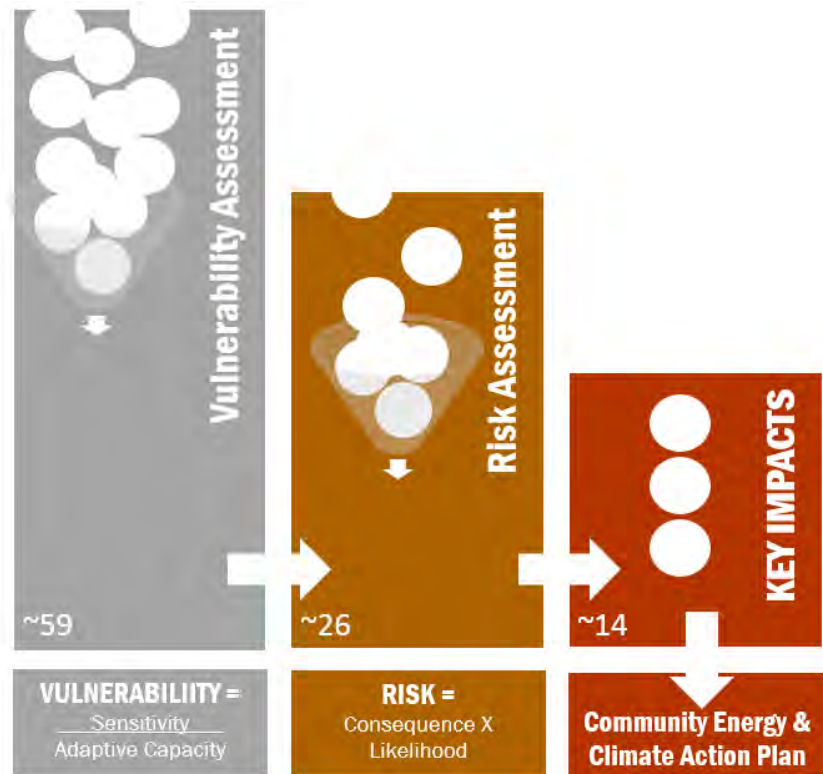
- **Land Use and Built Environment** – housing and accommodation, commercial cores, transportation infrastructure and other buildings.
- **Public Health and Safety** – health issues related to climate change impacts, emergency management systems and services.
- **Water Infrastructure and Management** – water supply, water quality, wastewater management, storm water, flood levels, hydrology.
- **Recreation, Tourism and Economic Development** – skiing, golfing, hiking, biking, water-based recreation, parks, festivals and events, Cheakamus Community Forest management, Olympic sport legacies, affordability, asset protection and management.
- **Ecology** – biodiversity and ecosystem health, watershed hydrology, species at risk, invasive species, conservation areas, wildlife and habitat.
- **Energy Systems** – heating and cooling, power, non-renewable and renewable sources, efficiency initiatives.



8.3.1 Vulnerability and Risk Assessment

A preliminary list of 59 potential impacts across the six sectors listed above was developed in relation to the three key climate changes anticipated for Whistler. A vulnerability and risk assessment was then conducted to prioritize the key impacts to be addressed in this Plan.

Process Model for
Prioritizing Key
Impacts of a
Changing Climate



The initial **vulnerability** component of the assessment considered the **sensitivity** of each identified potential impact as well as the **adaptive capacity** of the community to respond or adapt to the impact. Each impact was considered over the entire period extending to 2070.

Sensitivity rating scale:

- 1 = low chance of harm
- 5 = very high chance of harm

Adaptive capacity rating scale:

- 1 = cannot adapt and/or very high cost
- 5 = straight forward and/or relatively low cost

$$\text{VULNERABILITY} = \frac{\text{Sensitivity}}{\text{Adaptive Capacity}}$$

After the vulnerability assessment, the potential impacts that were rated *Medium*, *High* or *Very High* advanced to the structured risk assessment phase. Through this process, 26 impacts moved to the risk assessment phase. Concurrent with this process, further efforts were undertaken to refine and distill the impacts and their wording to minimize redundancy increase clarity, with 21

Potential impacts were evaluated through the risk assessment phase. The **risk** component of the assessment considered both the severity of the **consequence** and the **likelihood** of occurrence for each impact. Each impact was considered over the period extending to 2070.

Through this process, each potential impact was evaluated with respect to the level of ‘consequence’ that each potential impact, if realized, would be likely to exert across each of the following five independent sectors:

- Public safety
- Local economy and growth
- Community and lifestyle
- Environment and sustainability
- Public administration

Consequence severity rating scale:

- 1 = negligible
- 5 = catastrophic

Likelihood rating scale:

- 1 = rare
- 5 = almost certain

RISK =
Consequence X
Likelihood

The risk and vulnerability assessment resulted in an overall numerical risk rating for each of the potential impacts (see ranking scale below). All potential impacts rated *Medium Low* or higher on the rating scale were then identified as the highest priority impacts for further management evaluation. It should be noted that no impacts were rated *High*, *Very High* or *Extreme* as a result of the risk assessment.



Figure 5: Risk assessment ranking scale

8.3.2 Key Potential Impacts

Ultimately, the following 14 potential impacts were identified through the vulnerability and risk assessment as the highest priority impacts to be addressed by this Plan. The following summary table is colour coded such that each of the 14 identified ‘Key Potential Impacts’ are associated with the primary climate change impact.



Key Climate Changes

1. Increase in frequency and intensity of heavy rain events (blue)
2. Longer, hotter and drier summers (orange)
3. Milder winters, with increased precipitation falling as rain near valley bottom, while snow pack at higher elevation sees limited change (green)

	KEY POTENTIAL IMPACTS	RISK RATING
1	Increased wildfire and interface fire threats to property, infrastructure, and human health and safety, including: <ul style="list-style-type: none"> - air and water supply quality impacts from smoke and ash - loss of tourism and recreation revenue (i.e. campfire bans, smoke, trail closures) - associated costs of prevention, response and damages 	Medium High
2	Substantially increased summer traffic on Highway 99 leading to increased travel times, more congestion, and decreased highway travel satisfaction	Medium High
3	Civic infrastructure damage and transportation disruptions from flooding, landslides, debris flow and storm water overflows	Medium High
4	Water supply shortages and associated impacts (i.e. firefighting capacity, potable water provision)	Medium High
5	Significantly increased demand on spring and summer recreation assets, especially waterfront parks	Medium
6	Private property damage and associated costs from flooding, landslides, debris flow and storm water overflows	Medium
7	Degradation of recreational assets due to the impacts of extreme rain events	Medium
8	Economic impacts related to the changing nature of alpine and cross-country ski season and terrain, including: shorter ski season; less skiable terrain at lower elevations; stranded lower elevation assets, variable skiing conditions; reputational risks; and/or associated revenue loss	Medium
9	Less opportunity for non-skiing snow-based outdoor activities in the valley	Medium
10	Tourism revenue loss from bad weather and associated media coverage	Medium
11	Increased threats from invasive species, pests and disease outbreaks and associated risks to ecosystems, biodiversity and Cheakamus Community Forest assets	Medium
12	Opportunities provided by increased demand for summer season tourism offerings, marketing and associated potential increase in tourism revenues	Medium Low
13	Shorter river recreation season due to low flows	Medium Low
14	Wildfire threats to species, habitat and biodiversity	Medium Low

8.3.3 Impacts Beyond Whistler

The scope of this Plan is limited to the Whistler region in terms of its assessment of key climate changes, potential impacts and recommended actions. However, discussions throughout the development of this Plan often touched on climate change impacts occurring outside of Whistler but that have the capability of impacting the resort community.

For example, if food production sources were significantly impacted by climate-related events or trends, Whistler's food supply could be at risk and as such it may be prudent for the resort community to increase its capacity for self-sufficient food production and/or supporting regional agriculture.

Another aspect of broader global climate change is the potential for tourism trends to change and potentially impact Whistler's visitor numbers, origins and characteristics. To name one possible example, increasingly expensive air travel may reduce certain visitor segments while regional visitor numbers may increase. If impacts are distributed unevenly across competing resort destinations (disrupting core products in other jurisdictions), it may also be possible that visitation pressures could increase.

The likelihood of climate and weather events causing disruption to certain areas of the world is high and many types of support should be anticipated. Whistler may be well-positioned to provide leadership and/or offer various forms of support to those significantly affected by climate change. Although these types of considerations may have impacts on Whistler in the future, they are difficult to anticipate and are not currently within the scope of this Plan.

8.4 Adaptation Objectives

In order to meet the challenges of climate change and achieve Whistler's adaptation vision and goals as laid out in this Plan, a series of adaptation objectives are presented. **These objectives directly respond to the key potential impacts to Whistler as refined and prioritized through the risk assessment process and reflect the current highest priority climate change adaptation issues facing Whistler.** In Section 8.5, each objective is followed by a series of recommended actions. The actions form the core content of the adaptation plan and include proposed lead implementation organizations, timing, as well as an estimate of the resourcing requirements for each action.

The **adaptation objectives** are as follows, not in prioritized order:

1. Minimize the threats posed by wildfire and interface fire to human health and safety, private property, infrastructure, wildlife, habitat and biodiversity.
2. Minimize traffic congestion and delays on Highway 99 through emphasis on mass transit and alternative transportation solutions.
3. Prevent and minimize damage and disruptions to civic infrastructure, private property and recreational assets caused by heavy rain events and associated effects.
4. Ensure adequate drinking water and firefighting water supply at all times through expanded water conservation measures and infrastructure upgrades.
5. Enhance, diversify and promote Whistler's supply of weather-independent and all-season tourism and recreation opportunities.
6. Adjust and improve alpine and nordic ski infrastructure, services, events and communications in consideration of winter weather variability and climate change.
7. Minimize threats such as invasive species, pests and disease posed by climate change to ecosystems, biodiversity and the Cheakamus Community Forest.

8.5 Recommended Action Plan

To meet the adaptation Vision, address the key potential impacts related to anticipated climate changes, and to deliver on the adaptation objectives noted above, a series of recommended actions have been developed. These actions are presented beneath the objective that each action primarily addressed (it should be noted that some actions support multiple objectives).

Phasing and Resource Legend

Lead	The organization identified to 'lead' the execution of the associated action. All acronyms used in the following tables are outlined in Appendix A. <i>Note that other organizations will often need to be involved in project design, support and delivery in order to successfully execute on many of the recommended action opportunities.</i>
Timing	Short: Initiate within 2 years Med: Initiate within 2-5 years Long: Initiate in 5 years or later
Resources	 primarily time  relative expenditure level <div> <div>\$</div> <div>< \$25,000</div> </div> <div> <div>\$</div> <div>\$25,000 - \$100,000</div> </div> <div> <div>\$</div> <div>> \$100,000</div> </div>
Dual Benefit	 This symbol indicates that the recommended action will help move the community to both identified energy/GHG reduction goals and climate adaptation goals.

8.5.1 Minimize Wildfire Threats

Objective 1	Potential Impacts Addressed by this Objective			
	Primary	Secondary		
Minimize the threats posed by wildfire and interface fire to human health and safety, private property, infrastructure, wildlife, habitat and biodiversity.	1. Increased wildfire and interface fire threats to property, infrastructure, and human health and safety 14. Wildfire threats to species, habitat and biodiversity	n/a		
Recommended Action		Resources	Timing	Lead
8.5.1.1	Continue to implement the Community Wildfire Protection Plan, including emphasis on public education and engagement.	\$\$\$	short	RMOW CCS RMOW CAO RMOW COM
8.5.1.2	Prioritize the implementation of the landscape-level wildfire management plan for the Cheakamus Community Forest area.	\$\$\$	short	RMOW CAO
8.5.1.3	Increase municipal and collaborative efforts around wildfire prevention with key corridor partners (i.e. MFLNRO, Sea to Sky fire rescue services, SLRD, Vancouver Coastal Health).	\$\$	short	RMOW CCS VCH
8.5.1.4	Continue to review and update pre-incident and emergency response plans and communication protocols for wildfire situations.	⌚	short	RMOW IS RMOW CCS
8.5.1.5	Develop private property wildfire risk reduction guidelines and implement through municipal policy and/or procedures.	\$	short	RMOW CCS
8.5.1.6	Review existing and consider more restrictive campfire and backyard fire bans and increase the enforcement of fire bans and ticketing/fines for offenses during high fire risk periods.	⌚	short	RMOW CCS
8.5.1.7	Consider creating Development Permit Areas for wildfire protection.	⌚	short	RMOW REX RMOW CCS
8.5.1.8	Lobby Provincial and Federal governments to increase funding for community and landscape level wildfire fuel reduction and response.	⌚	med	RMOW CCS
8.5.1.9	Encourage private operators to implement wildfire prevention best practices for outdoor tourism and recreation facilities, particularly in and around high-risk interface areas.	\$ ⌚	med	RMOW REX Private
8.5.1.10	Enhance collaborative efforts with regional partners to prevent and respond to wildfires (i.e. MFLNRO, Sea to Sky fire rescue services, SLRD, Vancouver Coastal Health).	⌚	long	RMOW CCS
8.5.1.11	Lobby the Province to incorporate FireSmart principles into the BC Building Code.	⌚	long	RMOW CCS

8.5.2 Minimize Congestion on Highway 99

Objective 2		Potential Impacts Addressed by this Objective		
		Primary	Secondary	
Minimize traffic congestion and delays on Highway 99 through emphasis on mass transit and alternative transportation solutions.		2. Substantially increased summer traffic on highway 99	n/a	
Recommended Action		Resources	Timing	Lead
8.5.2.1	Facilitate, develop and promote alternative and mass transportation options to and from Whistler.	\$\$\$	short	RMOW IS TAG

8.5.3 Minimize Damage from Heavy Rain Events

Objective 3		Potential Impacts Addressed by this Objective		
		Primary	Secondary	
Prevent and minimize damage and disruptions to civic infrastructure, private property and recreational assets caused by heavy rain events and associated effects.		3. Civic infrastructure damage and transportation disruptions from flooding, debris flow and storm water overflows 6. Private property damage and associated costs from flooding, debris flow and storm water overflows 7. Degradation of recreational assets due to the impacts of extreme rain events	8. Economic impacts related to the changing nature of alpine and cross-country ski season and terrain 10. Tourism revenue loss from bad weather and associated media coverage	
Recommended Action		Resources	Timing	Lead
8.5.3.1	Continue to conduct annual assessments of significant waterways to identify and mitigate high risk flood locations while respecting in-stream and riparian habitat regulations.	\$	short	BC MFLNRO RMOW IS RMOW REX
8.5.3.2	Complete and implement a comprehensive update of the Whistler Integrated Stormwater Management Plan (ISMP) that accounts for future climate change and related hydrologic changes within the lifespan of all existing and new infrastructure, buildings and developments. The ISMP should include key components of leading best practices in stormwater management planning and risk assessment.	\$\$\$	med	RMOW IS RMOW REX
8.5.3.3	Complete and/or update floodplain mapping for all significant Whistler watersheds. Amend zoning and/or policies as needed to reflect adequate flood protection measures.	\$ ⌚	med	RMOW IS
8.5.3.4	Follow changes in risk-based insurance premiums and overland flood insurance and adapt as needed to changing context and regulations.	⌚	med	RMOW IS
8.5.3.5	Review and adapt as appropriate emergency planning protocols for extreme weather occurrences and related impacts, in consideration of projected climate changes.	\$	med	RMOW IS
8.5.3.6	Improve the design and maintenance of current and future outdoor recreation assets to better absorb heavy rain events (i.e. trails, roads and other activity infrastructure).	\$ ⌚	med	RMOW REX Private

8.5.3.7	Consider improvements to signs and lighting for Highway 99 and municipal bridges with respect to weather and flooding alerts. Explore new or additional tools for monitoring at-risk areas.	\$\$	med	RMOW IS BC MOTI
8.5.3.8	Update relevant policies and plans aimed at protecting Whistler's potable water supply from contamination (i.e. 21 Mile Watershed Protection Plan and Groundwater Protection Plan) to consider additional potential impacts related to projected local climate changes.	\$	long	RMOW IS VCH
8.5.3.9	Explore opportunities to improve sediment and erosion control requirements during development and construction.	\$	long	RMOW IS RMOW REX
8.5.3.10	Join the UN campaign "My City's Getting Ready!"	🕒	long	RMOW REX

8.5.4 Ensure Adequate Water Supply

Objective 4	Potential Impacts Addressed by this Objective		Resources	Timing	Lead
	Primary	Secondary			
Ensure adequate drinking water and firefighting water supply at all times through expanded water conservation measures and infrastructure upgrades.	1. Increased wildfire and interface fire threats to property, infrastructure, and human health and safety 4. Water supply shortages and associated impacts	n/a			
Recommended Action			Resources	Timing	Lead
8.5.4.1	Continue to update and prioritize implementation of the Comprehensive Water Conservation and Supply Plan focused on municipal conservation and infrastructure improvements, in addition to relevant policies, community-wide regulations and enforcement. The plan should be updated as needed to include or consider best practices in water conservation and supply management.		\$\$	short	RMOW IS
8.5.4.2	Enhance public engagement, communications and social marketing initiatives to optimize water conservation efforts and emergency preparedness related to water shortages.		\$	short	RMOW IS RMOW COM
8.5.4.3	Explore opportunities to improve municipal irrigation systems to maximize efficiency and reduce irrigation needs.		\$\$	short	RMOW REX RMOW IS
8.5.4.4	Consider opportunities to increase and promote rainwater and grey water capture and use in public and private infrastructure.		\$	long	RMOW IS RMOW REX

8.5.5 Enhance Weather Independent Tourism Opportunities

Objective 5	Potential Impacts Addressed by this Objective			
	Primary	Secondary		
Enhance, diversify and promote Whistler's supply of weather-independent and all-season tourism and recreation opportunities.	9. Less opportunity for non-skiing snow-based outdoor activities in the valley 10. Tourism revenue loss from bad weather and associated media coverage 12. Increased demands for summer season tourism offerings	8. Economic impacts related to the changing nature of alpine and cross-country ski season and terrain 13. Shorter river recreation season due to low flows		
Recommended Action		Resources	Timing	Lead
8.5.5.1	Consider the development of a comprehensive resort-wide product enhancement, communications and marketing strategy to improve and promote the range of weather-independent and all-season tourism and recreation opportunities.	\$	short	RMOW CAO RMOW COM TW Chamber
8.5.5.2	Explore possibilities to secure additional appropriate waterfront areas for parks and recreation as needed (according to carrying capacity research) to support long-term growth in summer visitation, while preserving the environmental values of new site(s).	\$\$\$	short	RMOW REX
8.5.5.3	Continue to advance both cultural tourism development and the expansion of complementary learning and education initiatives.	\$	short	RMOW REX
8.5.5.4	Explore opportunities to develop easily-accessible and affordable non-skiing, snow-based winter activities above the valley.	\$	med	RMOW REX WB
8.5.5.5	Explore opportunities to accelerate Whistler Blackcomb Bike Park and other multi-use trail expansion in both physical footprint and length of season.	\$	med	RMOW REX WB
8.5.5.6	Place emphasis in relevant municipal policies on re-purposing existing under-used space to diversify tourism economy and provide non-snow-dependent recreation opportunities; remove barriers and encourage innovation.	⌚	med	RMOW REX

8.5.6 Improve Ski Infrastructure for Weather Variability

Objective 6	Potential Impacts Addressed by this Objective			
	Primary	Secondary		
Adjust and improve alpine and nordic ski infrastructure, services, events and communications in consideration of winter weather variability and climate change.	8. Economic impacts related to the changing nature of alpine and cross-country ski season and terrain	7. Degradation of recreational assets due to the impacts of extreme rain events 10. Tourism revenue loss from bad weather and associated media coverage		
Recommended Action		Resources	Timing	Lead
8.5.6.1	Anticipate snowline changes and consider building, improving and/or moving lifts, trails and other infrastructure accordingly to maintain and enhance terrain quality and user experience.	\$\$\$	short	WB RMOW REX Private
8.5.6.2	Continue to improve summer/fall grooming, trail surfacing and snowmaking operations at lower elevations to facilitate more effective snow management in low-snow conditions for alpine and cross-country ski trails.	\$\$	med	RMOW REX WB Private
8.5.6.3	Consider the potential to offer a Whistler Blackcomb combination ski/bike park pass and promote the overlap of recreation offerings earlier and later in the respective seasons.	⌚	med	WB
8.5.6.4	Investigate potential land exchanges to optimize potential ski terrain.	⌚	long	WB
8.5.6.5	Investigate opportunities to develop and/or improve policies related to alpine land use and development, with emphasis on enhancing recreation offerings and protecting the environment.	\$	long	WB RMOW REX

8.5.7 Minimize Threats to Ecosystems, Biodiversity and the CCF

Objective 7	Potential Impacts Addressed by this Objective			
	Primary	Secondary		
Minimize threats such as invasive species, pests and disease posed by climate change to ecosystems, biodiversity and the Cheakamus Community Forest.	11. Increased threats from invasive species, pests and disease outbreaks and associated risks to ecosystems, biodiversity and Cheakamus Community Forest assets	n/a		
Recommended Action		Resources	Timing	Lead
8.5.7.1	Improve invasive species management efforts related to increasing pressures associated with a changing climate.	\$\$	short	RMOW REX SSISC
8.5.7.2	Develop and implement a Biodiversity Conservation Strategy that considers climate change and includes recommendations to monitor and protect ecosystem health and biodiversity from pressures including climate change.	\$\$	med	RMOW REX
8.5.7.3	Conduct research and modify Cheakamus Community Forest management plans and practices to minimize risks related to climate change.	\$	med	CCF RMOW REX

9 IMPLEMENTATION APPROACH

The recommended actions included within this Plan are the product of a community-wide planning effort and represent the best way forward to increase the resilience of Whistler in the face of climate change. As such, the execution of these actions will be shared by organizations and businesses across the community, and not by any one entity on its own.

The previous sections have identified actions recommended to help move Whistler toward its stated energy and climate change reduction and adaptation goals and objectives. While each of these actions are presented in association with a 'lead organization,' the implementation of many of them will take the combined input, support and, in many cases, resources of multiple partners.

Each organization represented on the CECAP CAG possesses skills, experience, qualifications, and both in-kind and financial resources – individually and in some cases across their broader memberships. It will take commitment across varying levels of these organizations to effectively ensure the ongoing implementation of this Plan.

The coordinating and monitoring role of Whistler's municipal government is an important one as outlined within this Plan. The ability to successfully execute on the required coordination, tracking and leadership responsibilities will require both coordinated and dedicated resources within the municipal team.

The phased approach included in this Plan outlines the targeted implementation timelines, lead organizations, and general resource implications for each of the recommended actions. The RMOW will assume responsibility for managing the Plan, coordinating internal initiatives and maintaining momentum for action among stakeholders.

Annual reporting on implementation progress and results will be completed (see Section 9.1). In addition to annual reporting, the CECAP will be comprehensively reviewed and revised every five years and subsequent iterations will evaluate progress and include changes in approach, climate modeling projections, and other content as needed. The phasing of actions will also be re-evaluated and revised upon each update of the Plan. This approach is consistent with international climate change planning organizations.

Coordinating, monitoring and reporting on CECAP implementation will be a primary responsibility of a municipal staff member, as per recommended action 6.5.1.3.

The RMOW will update the OCP to further address climate change and drive mitigation and adaptation solutions that align with the vision and priorities of the community, and it will encourage other communities in the Sea to Sky corridor to do the same. The RMOW will also regularly update the OCP to reflect new information generated through CECAP.

The RMOW will develop indicators (process-based and/or outcome-based) to monitor the implementation and effectiveness of climate reduction and adaptation measures to help develop future measures, and incorporate them into the Community Monitoring program as appropriate.

9.1 Measuring and Reporting

Progress toward the goals and objectives included within this Plan will be tracked through multiple monitoring and reporting mechanisms. Broadly speaking, these mechanisms fall into two categories: those that track action implementation and those that monitor progress towards key performance outcomes and associated targets.

Action implementation will be tracked via the following two methods:

1. The recommended actions that are included within this Plan will be tracked by the CECAP Project Management Team and by associated lead organizations where relevant. The Project Management Team will monitor and report implementation progress to Council on a regular basis. These progress reports will be available to the public.
2. Actions that are integrated into the RMOW Corporate Plan will be tracked and reported annually through the existing established Corporate Plan reporting processes.

With respect to monitoring progress towards key targets (primarily relating to the GHG emissions and energy reduction aspects of the plan), reporting will occur through existing mechanisms such as the Community Performance Indicators program (whistler.ca/monitoring) and the annual Energy Consumption and GHG Performance Trends report. As such, energy and emissions performance will benefit from annual, specific targeted energy and climate action reporting mechanisms as well as broader community monitoring programs and engagements initiatives. Should additional indicators become relevant, they may be integrated into the Community Performance Indicators program.

As implementation progress and results become evident, it will be critical to take an adaptive management approach. Monitoring and results will help inform us about the effectiveness of specific actions and where improvements or modifications to the plan may be necessary.

9.2 Ongoing Climate Advocacy

Whistler's significant international profile, and its commitment to sustainability and the initiatives born around this commitment, have often positioned the resort community in a leadership role, where the power of advocacy is possible and tangible. The legitimacy formed by Whistler's sustainability initiatives to date help form a basis from which to address the significant issue of climate change at a local level and beyond.

While fairly new to comprehensively addressing climate change adaptation, Whistler has shown much leadership to date in reducing GHG emissions. Through this Plan, Whistler reaffirms climate change as a key issue facing the resort community and beyond. The resort community recognizes the need to allocate the necessary resources to maintain a leadership role in local climate change mitigation and adaptation.

With this important step of addressing climate change issues at the community level, Whistler can also leverage its status as a premier mountain resort and its economic contribution to the Province of BC to elevate the climate change conversation and inspire and support action by others. Whistler embraces the opportunity to play a role in promoting lower carbon, climate-smart initiatives.

As part of this advocacy, the RMOW will develop and deliver a communications and engagement program to promote a clear understanding about the potential impacts of climate change to Whistler, the community's progress and responsibility to reduce emissions and increase energy efficiency, and targeted calls to actions for resort community residents and visitors. Moreover, the Whistler community needs to both understand and leverage the potential that hosting 2.7 million visitors annually presents for raising climate literacy and energy efficiency leadership.

10 CONCLUSIONS

As previously stated, Whistler has long been committed to taking action on climate change. The winter mountain landscape is our greatest asset, both socially and economically. Natural resource-based communities, including ski resorts like Whistler, have economies and cultures that are closely connected to stable environmental conditions and more vulnerable to a changing climate. The impacts of a changing climate have the potential to significantly impact Whistler's primary economic engine – tourism. As such, informed, strategic planning and a commitment to action will help to ensure that Whistler is best positioned to remain successful into the future.

We as a community expect continued commitment to climate leadership, and this leadership will require ongoing action by all involved – by community members, by business owners and entrepreneurs, by visitors, and by all three levels of government. The implementation of this Plan will take a similarly broad community commitment to ensure that Whistler moves quickly towards its climate action and energy goals.

This Plan sets out strategic directions and practical actions to reduce Whistler's contribution to climate change, as well as recommending prioritized adaptation strategies to prevent or minimize the key potential impacts of projected local climate changes.

The actions recommended within this Plan can make a meaningful reduction in Whistler's emissions footprint. However, the suite of actions included in this Plan is not forecast to be sufficient to meet the community's identified targets. Without the alignment and collaboration of senior levels of government through federal and provincial programs, regulations, incentives and other jurisdictional tools, as well as the continued committed leadership of the private sector, Whistler will not meet its 2020 emission reduction targets. This fact further underscores the urgency of encouraging and advocating other levels of government action on the climate challenge and leadership toward a renewable energy future.

Fortunately, technical and policy-based solutions are available, and Whistler has historically been a leader on this front. This Plan presents an important description of the path forward toward both continued climate leadership and ongoing community economic success.

As a community we accept this challenge, understand the importance of the issues at hand to our viability, and collectively commit to climate change action.

On behalf of the Resort Municipality of Whistler, we would sincerely like to recognize and thank the generous individual contributions of the Community Advisory Group members. Without their commitment to this community, to informed climate and energy management planning and to the ongoing spirit of partnership, the development process and the contents of this Plan would not have been possible.

11 APPENDICES

Appendix A	CECAP Community Advisory Group Members
Appendix B	Summary of Key Organizational Acronyms Used within the Plan
Appendix C	Summary of Key Emission Factors
Appendix D	Summary of Additional Reduction Modeling – Recommended Scenario
Appendix E	PCIC Memo – Summary of Climate Projections for Whistler
Appendix F	PCIC Climate Modeling Maps

Appendix A. CECAP Community Advisory Group Members

Sector	Organization	Name
Alpine ski operators	Whistler Blackcomb	Arthur DeJong
Forestry	Cheakamus Community Forest	Sue Maxwell
Local government	RMOW Council	Sue Maxwell
ENGO – general	AWARE	Claire Ruddy
Golf	Whistler Golf Course	Stu Carmichael
Development	Canadian Home Builders Association	Derek Venter
Real estate	Real Estate Association of Whistler	Ray Longmuir
Commerce / Business	Chamber of Commerce	Val Litwin
Community Health	Vancouver Coastal Health	Laura Chow / Marta Jaeckel
ENGO – invasive species	Sea to Sky Invasive Species Council	Clare Greenberg
Utilities	BC Hydro	Robyn Wark
Utilities	Fortis BC	Vladimir Kostka
Hotel / Accommodation	Hotel Association of Whistler	Peter Humig / Douglas Hart
Food & Beverage	Restaurant Association of Whistler	Kevin Wallace
Retail	Whistler Association of Retail Merchants	James Retty
ENGO – air quality	Sea to Sky Clean Air Society	Kim Slater
Resort Planning	Brent Harley and Associates	Carlos Zavarce
Environmental consulting	Cascade Environmental Resource Group	Dave Williamson
Motorized winter recreation	Powder Mountain Snowmobile Club	Ryan Thorley
Cross-country ski operators	Whistler Olympic Park	Soren Robinson
Facilities	Whistler Facilities Managers Association	Mark Wrightson
Community sustainability planning	Whistler Centre for Sustainability	Dan Wilson
	Whistler Resort Management /	
Property management	Summit Strata	Barry Burko
Energy management	Energy Assessment/ Management Professionals	Luke Dolan
Citizen at Large	Provincial GHG expert	Colin Rankin
	Resident / professional planner (risk hazard management)	
Citizen at Large		Jessica Shoubridge
	Resident / Durfeld Construction / Board of Canadian	
Citizen at Large	Passive House Institute West	Lydia Durfeld

Appendix B. Summary of Key Organizational Acronyms used within the Plan

Acronym	Organization
AWARE	Association of Whistler Area Residents for the Environment
BC MFLNRO	BC Ministry of Forests, Lands and Natural Resource Operations
BC MOTI	BC Ministry of Transportation and Infrastructure
CAG	Community Advisory Group
CCF	Cheakamus Community Forest
Chamber	Whistler Chamber of Commerce
CHBA	Canadian Home Builders Association
HAW	Hotel Association of Whistler
IS	RMOW Infrastructure Services Division
RAW	Restaurant Association of Whistler
RMOW	Resort Municipality of Whistler
RMOW CAO	RMOW Chief Administrative Officer Division
RMOW CCS	RMOW Corporate and Community Services Division
RMOW COM	RMOW Communications Department
RMOW IS	RMOW Infrastructure Services Division
RMOW REX	RMOW Resort Experience Division
SD#48	School District #48
SSISC	Sea to Sky Invasive Species Council
TAG	Transportation Advisory Group
TW	Tourism Whistler
VCH	Vancouver Coastal Health
WB	Whistler Blackcomb
WCSS	Whistler Community Services Society

Appendix C. Summary of Key Emission Factors

Summary of Emission Factors								
based on 2012 BC Best Practices Methodology for Quantifying GHG Emissions, BC Ministry of Environment (Sept, 2012)								
Stationary Emissions								
Source Fuel	TOTAL (Petro)							Key Conversion
	t CO ₂ e/GJ	tCO ₂ e/litre						
Natural Gas	0.0503	n/a						
Propane	0.0610	0.001544						0.025310 GJ/litre
Diesel (B0)	0.0728	0.002790						0.038300 GJ/litre
Mobile Emissions								
Light Duty Vehicles								
Source Fuel	TOTAL (Petro)		TOTAL (Bio)		TOTAL (All)			Key Conversion
	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre		
Gasoline (E0)	0.0709	0.00248	0.00000	0.0000	0.0709	0.002483		0.03500 GJ/litre
E5 Gasoline	0.0675	0.00236	0.00319	0.0001	0.0707	0.002436		0.03500 GJ/litre
E10 Gasoline	0.0641	0.00224	0.00638	0.0001	0.0705	0.002389		0.03500 GJ/litre
Diesel (B0)	0.0713	0.00273	0.00000	0.0000	0.0713	0.002732		0.03830 GJ/litre
B4 Diesel (RLCFR)	0.0685	0.00262	0.00275	0.0001	0.0713	0.002722		0.03830 GJ/litre
B5 Diesel	0.0678	0.00260	0.00343	0.0001	0.0712	0.002720		0.03830 GJ/litre
B10 Diesel	0.0643	0.00246	0.00687	0.0002	0.0711	0.002707		0.03830 GJ/litre
B20 Diesel	0.0572	0.00219	0.01373	0.0003	0.0710	0.002681		0.03830 GJ/litre
Propane	0.0605	0.00153	0.00000	0.0000	0.0605	0.001532		0.02531 GJ/litre
Natural Gas	0.0562		0.000000	0.0000	0.0562			0.05379 GJ/kg
Light Duty Trucks (incl. SUVs & Minivans)								
Source Fuel	TOTAL (Petro)		TOTAL (Bio)		TOTAL (All)			Key Conversion
	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre		
Gasoline (E0)	0.0720	0.00252	0.00000	0.0000	0.0720	0.002519		0.03500 GJ/litre
E5 Gasoline	0.0685	0.00240	0.00319	0.0001	0.0717	0.002471		0.03500 GJ/litre
E10 Gasoline	0.0650	0.00228	0.00638	0.0001	0.0714	0.002422		0.03500 GJ/litre
Diesel (B0)	0.0713	0.00273	0.00000	0.0000	0.0713	0.002733		0.03830 GJ/litre
B4 Diesel (RLCFR)	0.0685	0.00262	0.00275	0.0001	0.0713	0.002722		0.03830 GJ/litre
B5 Diesel	0.0678	0.00260	0.00343	0.0001	0.0713	0.002720		0.03830 GJ/litre
B10 Diesel	0.0643	0.00246	0.00687	0.0002	0.0712	0.002707		0.03830 GJ/litre
B20 Diesel	0.0572	0.00219	0.01373	0.0003	0.0710	0.002681		0.03830 GJ/litre
Propane	0.0605	0.00153	0.00000	0.0000	0.0605	0.001532		0.02531 GJ/litre
Natural Gas	0.0562		0.000000	0.0000	0.0562			0.05379 GJ/kg
Heavy Duty Vehicles								
Source Fuel	TOTAL (Petro)		TOTAL (Bio)		TOTAL (All)			Key Conversion
	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre		
Gasoline (E0)	0.0672	0.00235	0.00000	0.0000	0.0672	0.002352		0.03500 GJ/litre
E5 Gasoline	0.0640	0.00224	0.00319	0.0001	0.0672	0.002235		0.03500 GJ/litre
E10 Gasoline	0.0607	0.00212	0.00638	0.0001	0.0671	0.002117		0.03500 GJ/litre
Diesel (B0)	0.0708	0.00271	0.00000	0.0000	0.0708	0.002712		0.03830 GJ/litre
B4 Diesel (RLCFR)	0.0680	0.00260	0.00275	0.0001	0.0708	0.002722		0.03830 GJ/litre
B5 Diesel	0.0673	0.00258	0.00343	0.0001	0.0707	0.002720		0.03830 GJ/litre
B10 Diesel	0.0638	0.00244	0.00687	0.0002	0.0707	0.002707		0.03830 GJ/litre
B20 Diesel	0.0568	0.00218	0.01373	0.0003	0.0705	0.002681		0.03830 GJ/litre
Off Road Vehicles								
Source Fuel	TOTAL (Petro)		TOTAL (Bio)		TOTAL (All)			Key Conversion
	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre	t CO ₂ e/GJ	tCO ₂ e/litre		
Gasoline (E0)	0.0675	0.00236	0.00000	0.0000	0.0675	0.002361		0.03500 GJ/litre
E5 Gasoline	0.0642	0.00225	0.00319	0.0001	0.0674	0.002243		0.03500 GJ/litre
E10 Gasoline	0.0609	0.00213	0.00638	0.0001	0.0673	0.002125		0.03500 GJ/litre
Diesel (B0)	0.0785	0.00301	0.00000	0.0000	0.0785	0.003007		0.03830 GJ/litre
B4 Diesel (RLCFR)	0.0754	0.00289	0.00275	0.0001	0.0782	0.002722		0.03830 GJ/litre
B5 Diesel	0.0746	0.00286	0.00343	0.0001	0.0781	0.002720		0.03830 GJ/litre
B10 Diesel	0.0707	0.00271	0.00687	0.0002	0.0776	0.002707		0.03830 GJ/litre
B20 Diesel	0.0630	0.00241	0.01373	0.0003	0.0767	0.002681		0.03830 GJ/litre

Appendix D. Summary of Additional Reduction Modelling – Recommended Scenario

Energy and emission reduction modelling was completed for ‘Business as Usual’ (BAU) forecasts and for each of the recommended actions in order to help prioritize actions. Actions align with either mobile or stationary reduction strategies, as such the anticipated reduction from each action relies on some base assumptions for modelling.

Base assumptions are consistent across all sectors

- The base year used for modelling was 2014
- BAU growth for both energy and GHG emissions is 1%/year over the planning period for all sectors.
- Growth and reductions are only based on local actions and do not account for significant changes to GHG or energy policy with other levels of government.
- Scope 1 and 2 emissions are the only emissions considered in modeling. It is recognized that some of the actions may have reductions in Scope 3 emissions.
- Hydro emission factors remain consistent across the planning time frame based on 2014 factors.
- Second homeowners are grouped in with residents for modeling impacts of actions.
- Social Marketing actions lead to increasing reductions during the timeframe that they are implemented and reductions stabilize after the implementation time period.
- Estimated reductions for actions are based on the best estimates available at the time using current research from literature review or feasibility work previously completed where feasible.

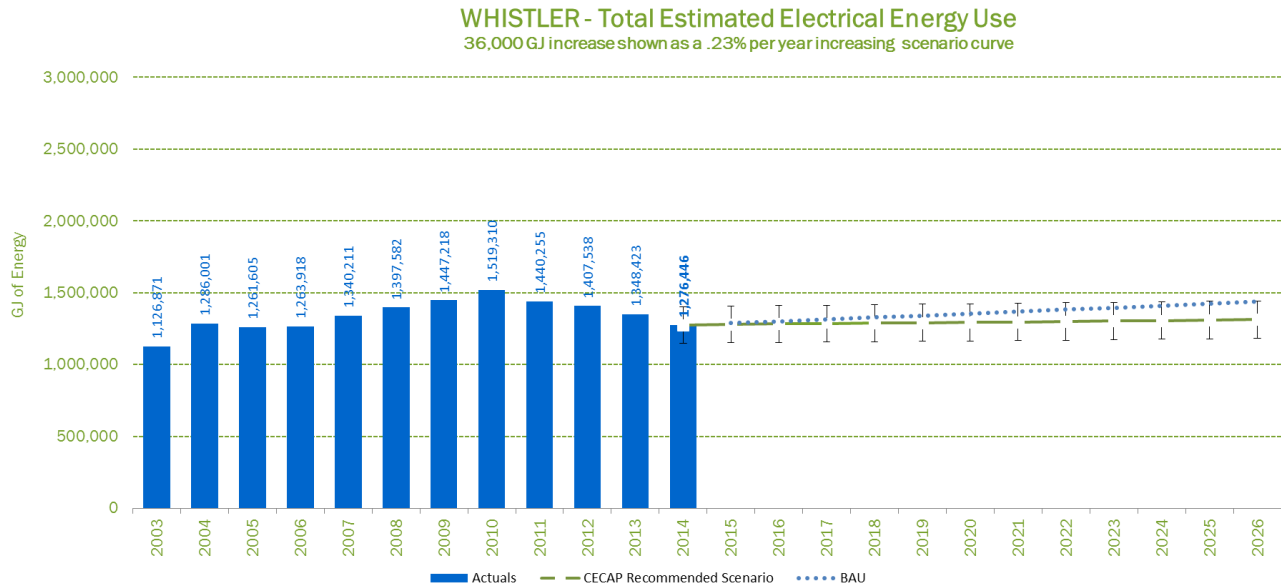
Mobile Emission Reduction Modelling

- Reductions in vehicle emissions are not directly offset by minor increases in emissions from other types of transportation such as transit. It is expected some minor increases might occur as these shifts take place.
- Actions that lead to shifts in vehicle use and GHG reductions are applied to the 60% of locals or 60% visitors who indicate that a vehicle is their primary mode of travel.
- Actions do not take into account synergies or overlap with other actions, this may lead to under or over reporting in modelling the impacts of all actions.
- Reductions only take into account the emissions associated with the target audience impacted by the action. Audiences include; visitors, residents/2nd homeowners, commuters

Stationary Emission Reduction Modelling

- Energy and GHG reductions from efficiency actions are split between electricity and natural gas based on the proportion of each energy type used by the sector
- Shifts to renewable energy are split 50/50 between electricity and natural gas despite the proportion of energy type used by each sector.

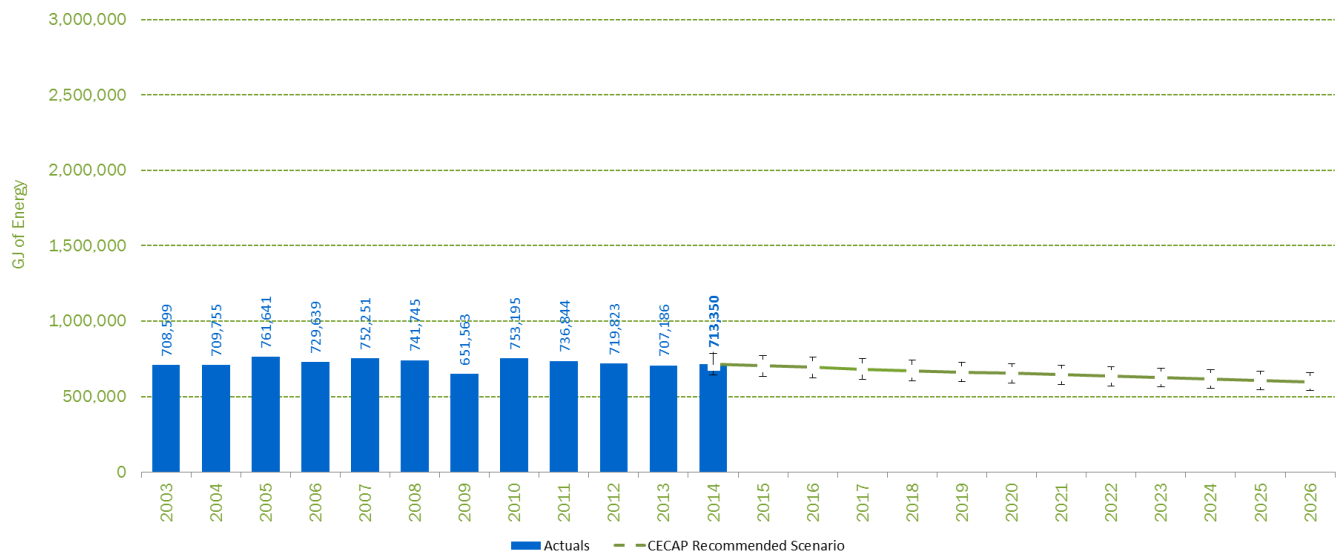
Based on the CECAP recommended scenario, annual electrical demand is expected to grow by approximately 36,000 GJ by 2026 or about .23% per year. The recommended scenario forecasts electricity reductions associated with increased electric energy efficiency and conservation, however the recommended scenario modelling also forecasts new incremental load from electric heat pumps and electric vehicles.



Based on the CECAP recommended scenario, annual natural gas demand is expected to shrink by approximately 115,000 GJ by 2026 or about 1.5% per year. The recommended scenario forecasts natural gas reductions associated with increased efficiency, conservation and some fuel switching to electricity operated heat pumps.

WHISTLER - Total Estimated Natural Gas Energy Use

115,000 GJ decrease shown as a 1.5% per year decreasing scenario curve



Based on the CECAP recommended scenario, annual mobile fuel demand is expected to shrink by approximately 502,000 GJ by 2026 or about 5.5% per year. The recommended scenario forecasts fuel reductions associated with increased vehicle efficiency, modal shifting from cars to buses and/or bike/walking as well a fuel switching to electricity.

WHISTLER - Total Estimated Mobile Fuel Energy Use

502,000 GJ decrease shown as a 5.5% per year decreasing scenario curve



Appendix E. PCIC Memo – Summary of Climate Projections for Whistler Area



Summary of 2050s climate projections for Whistler area

The annual average temperature in the Whistler region is projected to warm by about 3°C by the 2050s compared to the recent past. This projection is based on the average of a set of climate model projections, with projected warming ranging from 1.8°C to 4.0°C. Annual precipitation is projected to increase by 7%, with a range of 0% to 10%.

Adaptation to climate change in the region requires more specific information, however, such as how warming and changes in precipitation may differ throughout the seasons, and how it will translate into indices of climate extremes. To assist with this, the Pacific Climate Impacts Consortium provided maps and tables of projected climate change including indices of extremes for the region to the Resort Municipality of Whistler. For more details see methodology below and http://etccdi.pacificclimate.org/list_27_indices.shtml for definitions of indices.

The purpose of this memo is to summarize some of the key information for adaptation. In particular, projected changes fall into three main categories:

1. increase in the intensity and frequency of heavy rain events
2. longer, hotter, drier summers
3. milder winters with reduced snowpack at lower elevations

For example, despite only a modest increase in annual precipitation, the projected increase in the amount of precipitation that will be received on very and extremely wet days is considerable, 40% (9% to 61%) and 74% (38% to 99%) for the R95p and R99p indices, respectively (these indices reflect the combined effect of changes in the intensity and frequency of heavy precipitation). The increase in the magnitude of annual maximum one-day precipitation (1 year return period) is 13% (6% to 17%), while the 20-year return period event is projected to increase by 32% (11% to 51%). Note that these indices reflect only the intensity of the 1-year or 20-year event.

Despite the projected increase in wet events, the maximum length of dry spells (CDD) is also projected to increase, by about 15% (-2% to +40%), on average. Average summer precipitation is projected to decrease according to most models: by 17% (35% decrease to 2% increase). In addition, the projected warming is associated with an increase in summer days above 25°C (index SU) from 10 days per year on average for the region as a whole in the past to 27 (20 to 36) days per year, an increase of 171% (96% to 242%).

Despite increased winter precipitation, milder winters offset potential gains in (December-January-February) snowpack on average throughout the region. Changes in snowpack depend considerably on elevation. At Whistler Village, for example, total projected decreases are around 50 to 100 cm (about 60% to 70% reductions relative to historical values). At higher elevations, projected decreases in snowpack become smaller in absolute terms as these locations remain cold enough on average that most precipitation falls as snow in future (note that increases in both snowpack and

Pacific Climate Impacts Consortium, University of Victoria, PO Box 1700 STN CSC, Victoria, BC V8W 2Y2 Canada

Tel: (250) 721-6236 Fax: (250) 721-7217 E-mail: climate@uvic.ca



rainfall are possible in these cases). This effect is exaggerated in terms of relative decrease because absolute changes are smaller and these locations have more historical snowfall. At the highest elevation locations with multi-year snowpack and glacier-conditions (shown in white on maps), large reductions in snowfall and snowpack could occur, but the specific numbers at the fringes of the white areas should not be taken as quantitative projections as assumptions in the snowpack model used to produce the maps break down in these locations.

Projected warming in the cold season also translates into changes in several indices of importance to ecosystems: a 30% (19% to 45%) increase in the length of the growing season (GSL) which was historically 141 days per year, a 25% (19% to 32%) decrease in the number of days with frost (FD) from a historical baseline of 212 days per year, and a 39% (35% to 50%) decrease in icing days (when the daytime high is below freezing; ID) from 80 days per year historically.

While the changes projected for Whistler are consistent with the rest of British Columbia in terms of heavy rain, coastal areas in terms of drier and hotter summers, and milder winters with reduced snowpack mostly at the lower elevations, the combination of these three main effects in one area is remarkable.

Methodology

The results in this memo are based on a subset of climate models selected from the Coupled Model Intercomparison Project 5 following the “business as usual” estimate of greenhouse gas emissions, Representative Concentration Pathway 8.5 (RCP8.5). Adaptation planning typically makes use of this business as usual RCP8.5 projections. The historical baseline period is 1971-2000 and the future projections are for the 2050s (2041-2070). All results reported here are averaged over the Whistler Landscape Unit.

The CMIP5 climate models were first screened according to their historical skill and then an ensemble of 12 models was chosen to provide the widest range of projected change for a set of climate parameters. These projections were downscaled to a 10 km grid by making use of a historical daily time series (ANUSPLIN) in conjunction with the climate model projections (using the BCCAQ statistical downscaling which is a hybrid climate analogue / quantile mapping method). Daily temperature and precipitation observations and future projections at 10 km resolution were then draped over an 800 m grid of 1971-2000 average temperature or precipitation to generate high resolution maps. All values reported in this memo are given as the median value projected by the 12 models, with the range given in brackets of the 10th to 90th percentiles. This range arises from both climate variability and climate model uncertainty.

Pacific Climate Impacts Consortium, University of Victoria, PO Box 1700 STN CSC, Victoria, BC V8W 2Y2 Canada

Tel: (250) 721-6236 Fax: (250) 721-7217 E-mail: climate@uvic.ca

Appendix F. PCIC Climate Modeling Maps

Summary of Projections by Key Climate Change

The following pages provide detailed geospatial climate projections¹⁷ for the Whistler Area. Each page includes a presentation of the indicator data for the historic period (1971-2000), the projection period (2041-2070), as well as a summary of the projected change both in real terms (i.e. mm or degrees Celsius), as well as by percentage (%).

Increase in the Frequency and Intensity of Heavy Rain Events

- | | |
|--|---|
| <ul style="list-style-type: none"> • Total Annual Precipitation • Total Winter Precipitation • Annual Maximum 5-Day Precipitation | <ul style="list-style-type: none"> • Annual Maximum 1-Day Precipitation • R99 (99th Percentile) Precipitation • R95 (95th Percentile) Precipitation • 20-Year Precipitation |
|--|---|

Longer, Hotter, Drier Summers

- | | |
|---|---|
| <ul style="list-style-type: none"> • Annual Maximum Temperature • Summer Maximum Temperature • Summer Minimum Temperature • Summer Precipitation • Warm Days | <ul style="list-style-type: none"> • Hottest Days • Growing Degree Days • Cooling Degree Days • 20-Year Maximum Temperature • Annual Minimum Temperature |
|---|---|

Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

- | | |
|--|--|
| <ul style="list-style-type: none"> • Annual Minimum Temperature • Whistler Snowpack • Winter Maximum Temperature • Winter Minimum Temperature • 20-Year Minimum Temperature | <ul style="list-style-type: none"> • Cool Nights • Heating Degree Days • Freezing Degree Days • Coldest Days |
|--|--|

¹⁷ Note that each projection presents the forecast as modeled using CIMP5 Ensemble, RCP85.

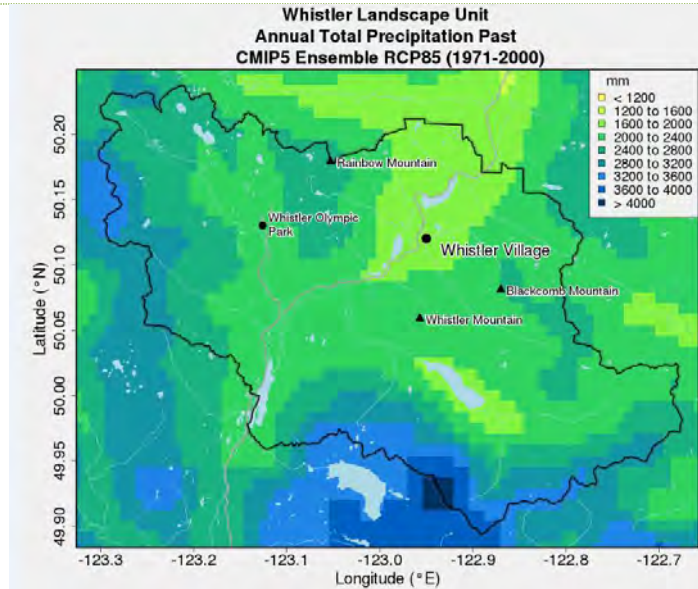
Increase in the Frequency and Intensity of Heavy Rain Events

Total Annual Precipitation

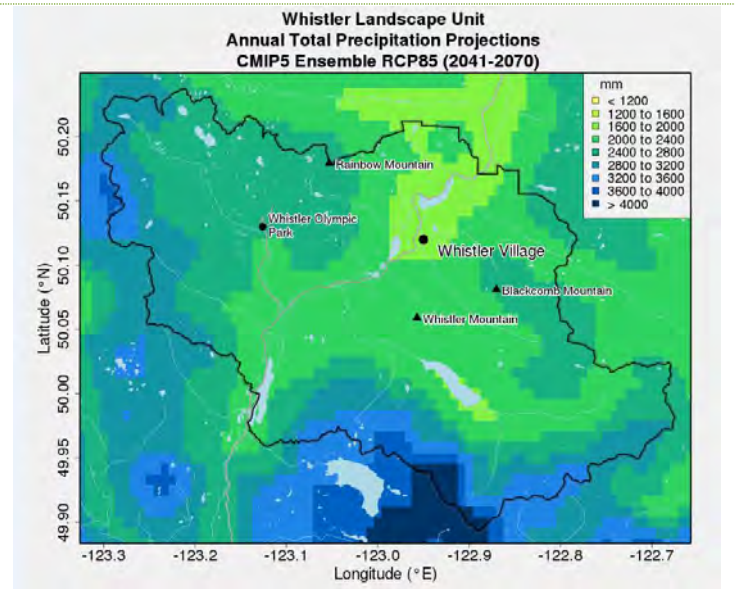
CIMP5 Ensemble RCP85

Total annual precipitation measures the total amount of precipitation falling within the Whistler Landscape Unit over one year (then averaged over the 30 year period shown). Precipitation is defined here as any kind of water that falls from clouds as a liquid or solid.

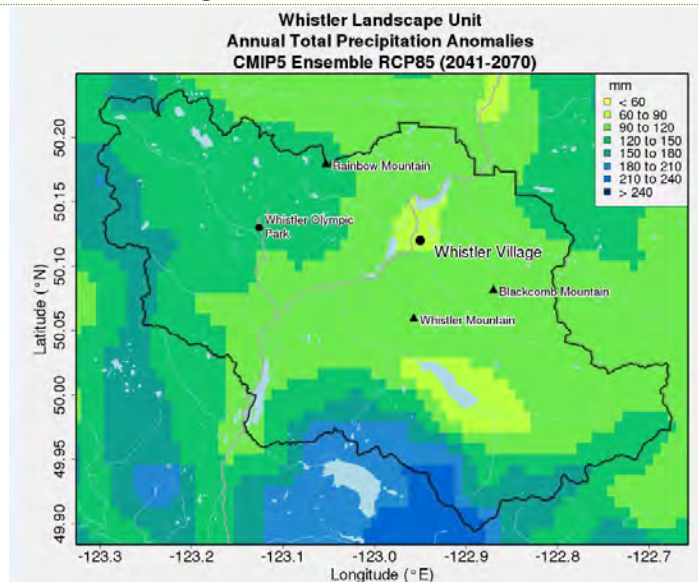
Past (1971 – 2000)



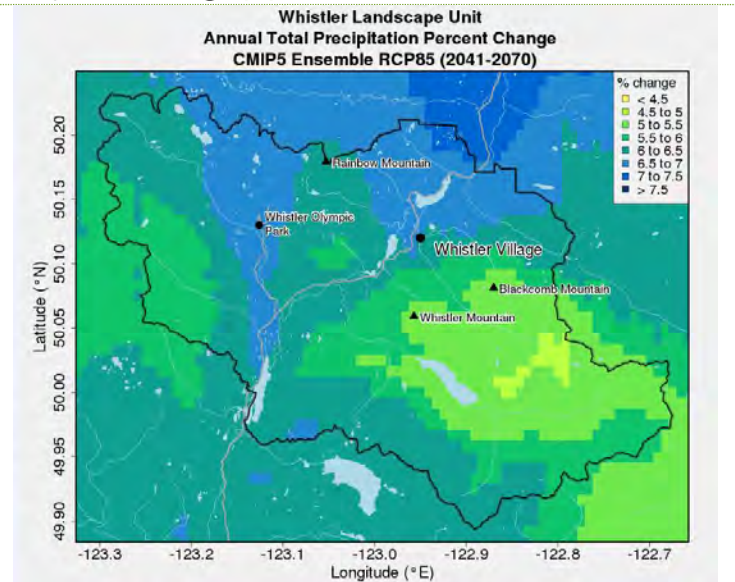
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



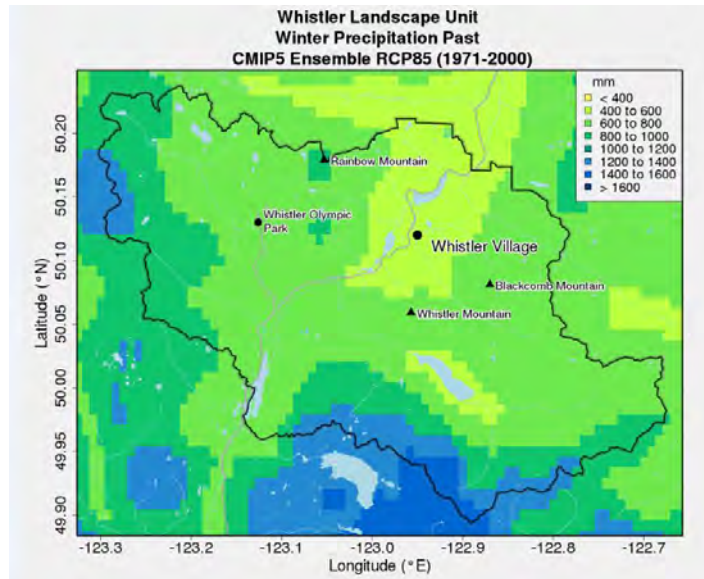
Increase in the Frequency and Intensity of Heavy Rain Events

Total Winter Precipitation

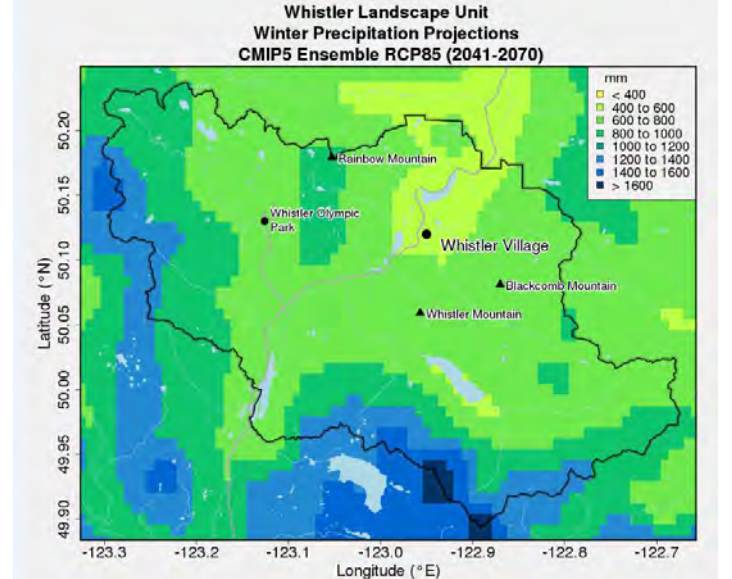
CIMP5 Ensemble RCP85

Total winter precipitation measures the total amount of precipitation (liquid or solid) falling within the Whistler Landscape Unit in December, January and February.

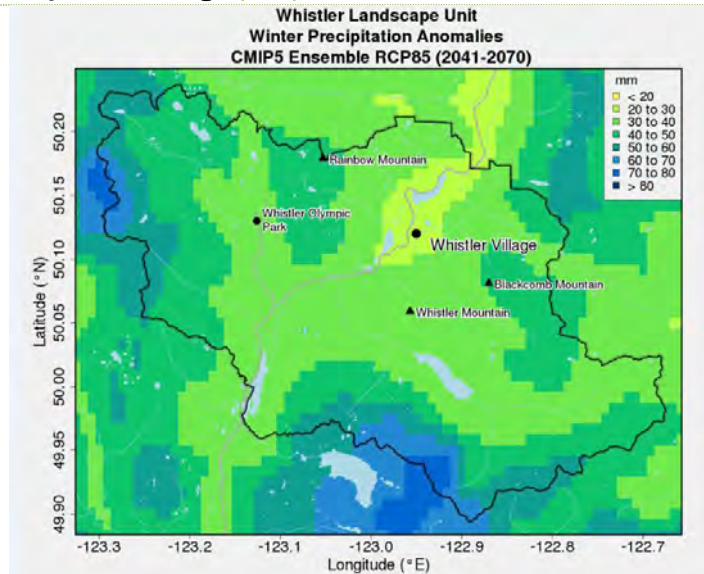
Past (1971 – 2000)



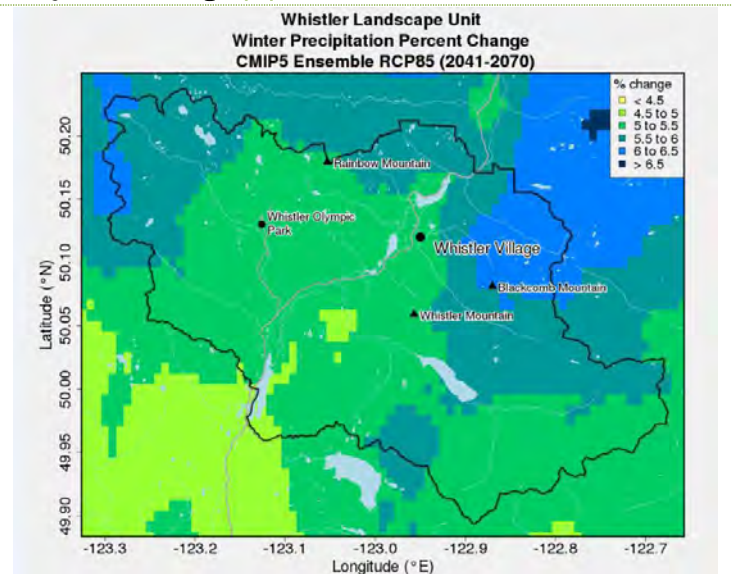
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



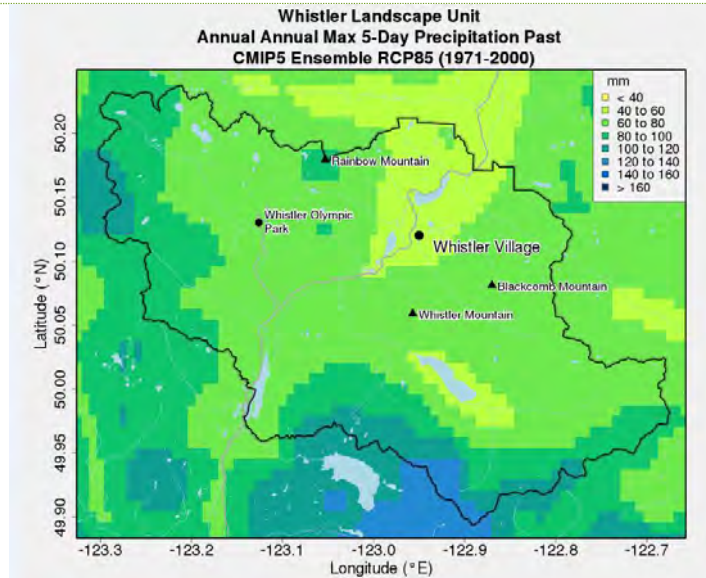
Increase in the Frequency and Intensity of Heavy Rain Events

Annual Maximum 5-Day Precipitation

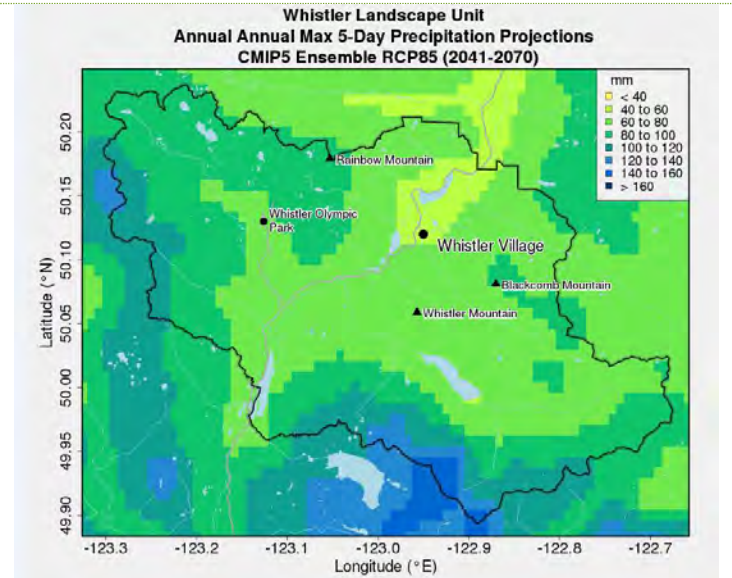
CMIP5 Ensemble RCP85

Annual maximum 5-day precipitation measures the maximum precipitation during a 5-consecutive-day period in a year.

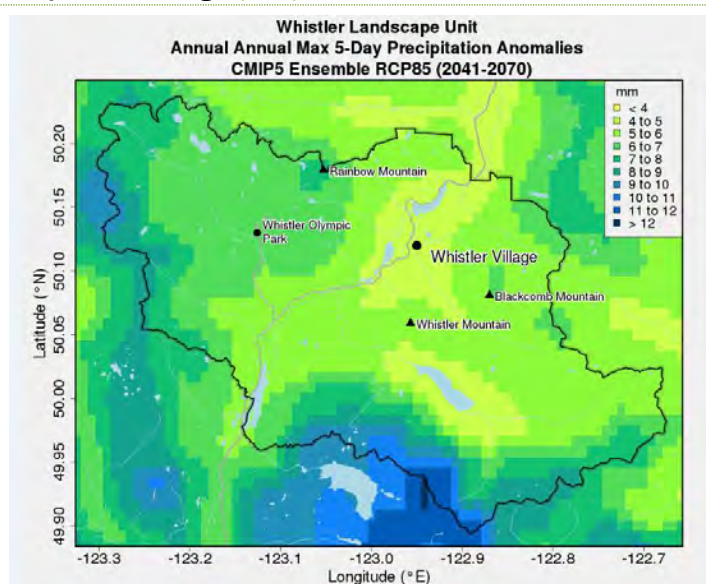
Past (1971 – 2000)



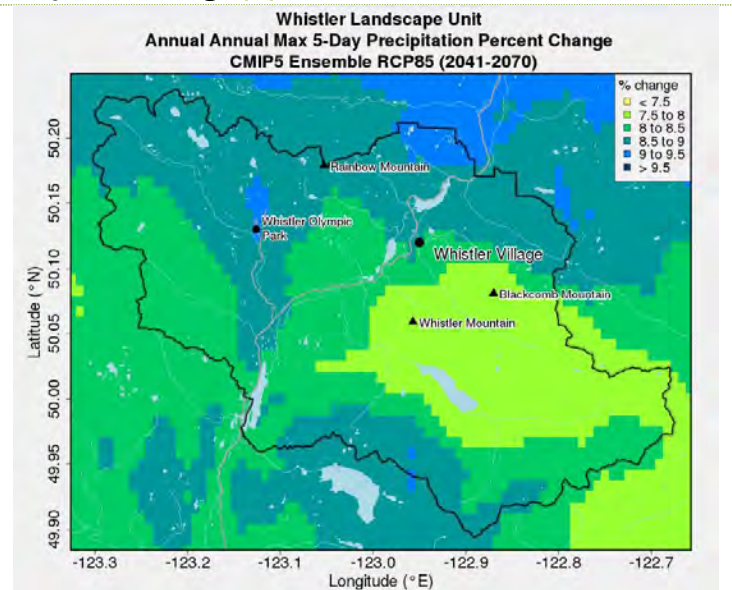
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



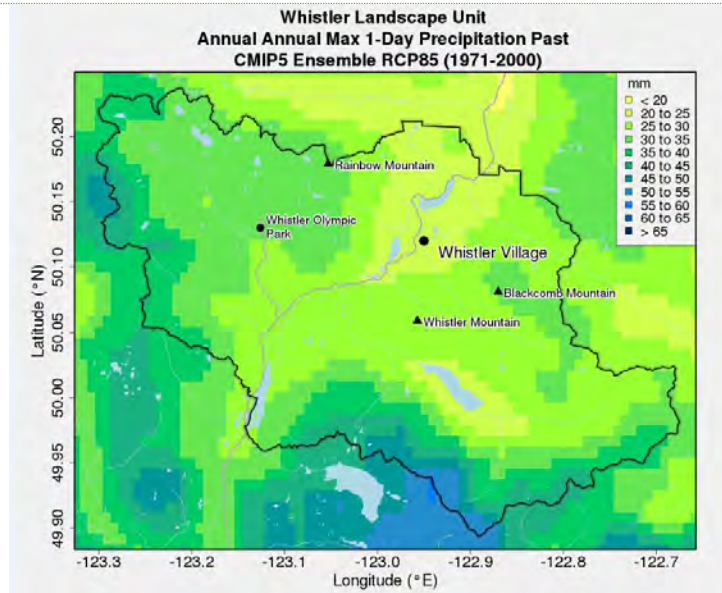
Increase in the Frequency and Intensity of Heavy Rain Events

Annual Maximum 1-Day Precipitation

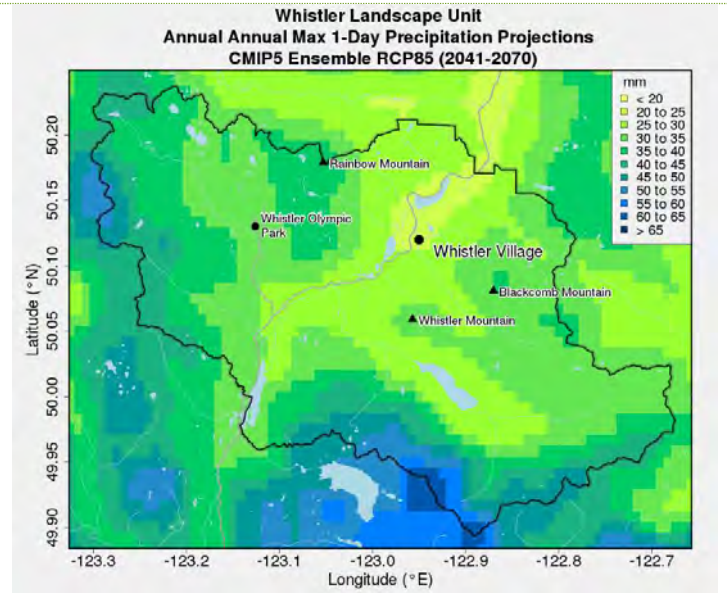
CIMP5 Ensemble RCP85

Annual maximum 1-day precipitation measures the maximum precipitation during a 1-day period over the year.

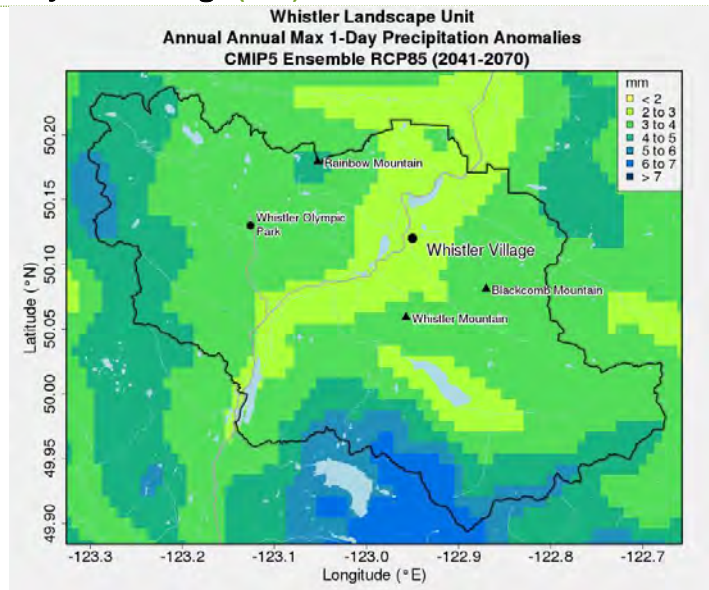
Past (1971 – 2000)



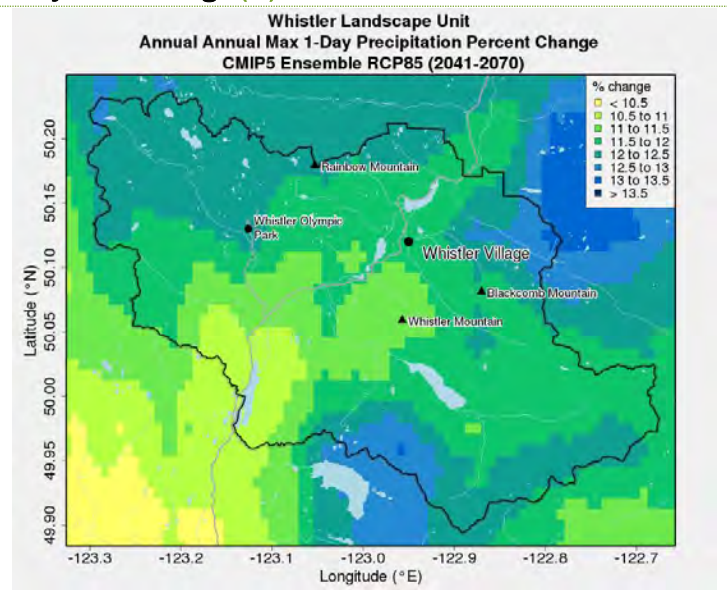
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



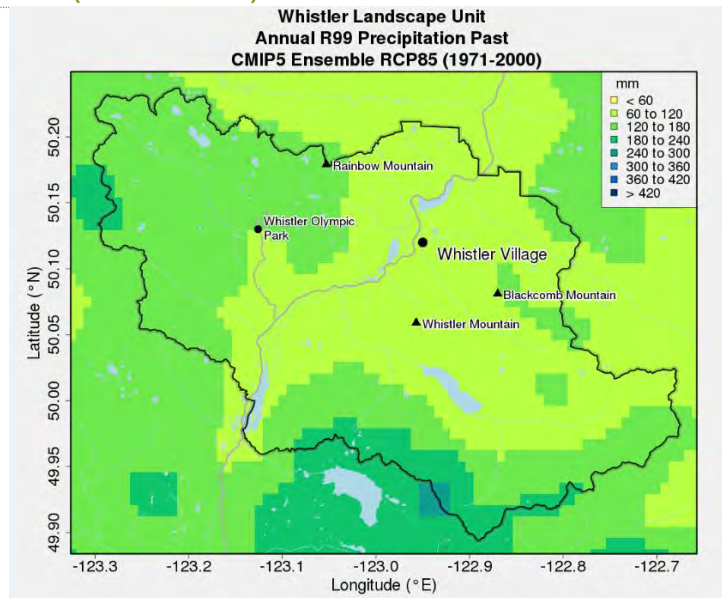
Increase in the Frequency and Intensity of Heavy Rain Events

R99 (99th Percentile) Precipitation

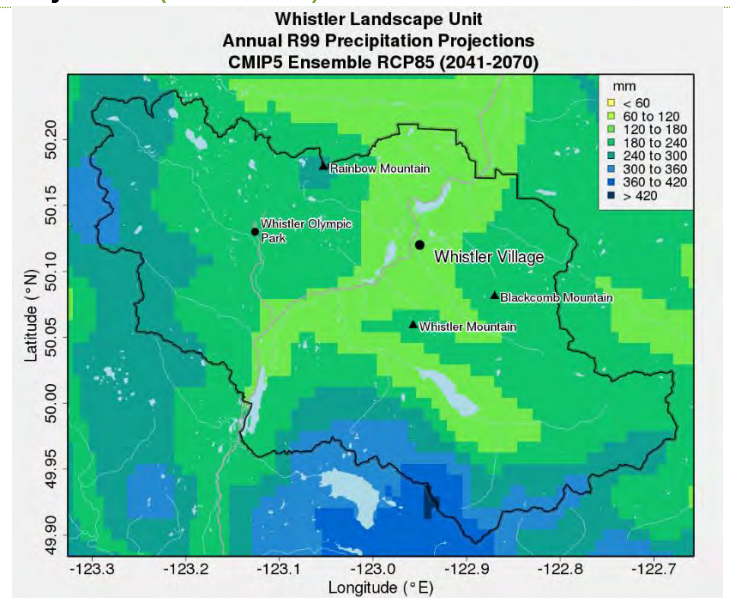
CMIP5 Ensemble RCP85

R99 (99th percentile) precipitation measures the total amount of precipitation that occurs per year during events in which daily precipitation exceeds the 99th percentile of all wet days (with precipitation above 1mm). This measure indicates how much of the total precipitation in a year falls during these heavy events, which is a combination of both how often events occur that exceed baseline 99th percentile and the size of these events.

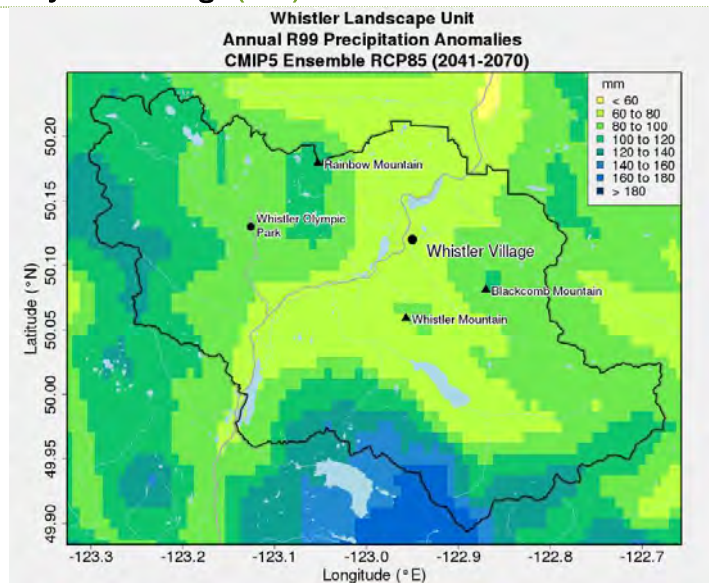
Past (1971 – 2000)



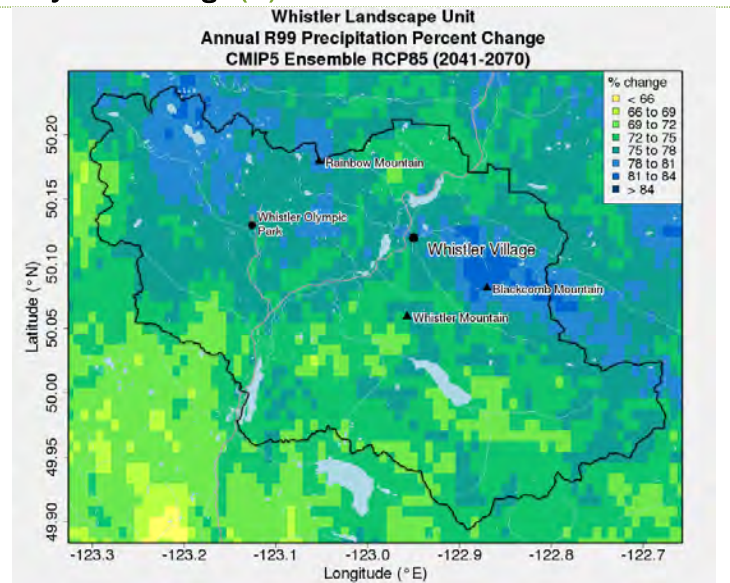
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



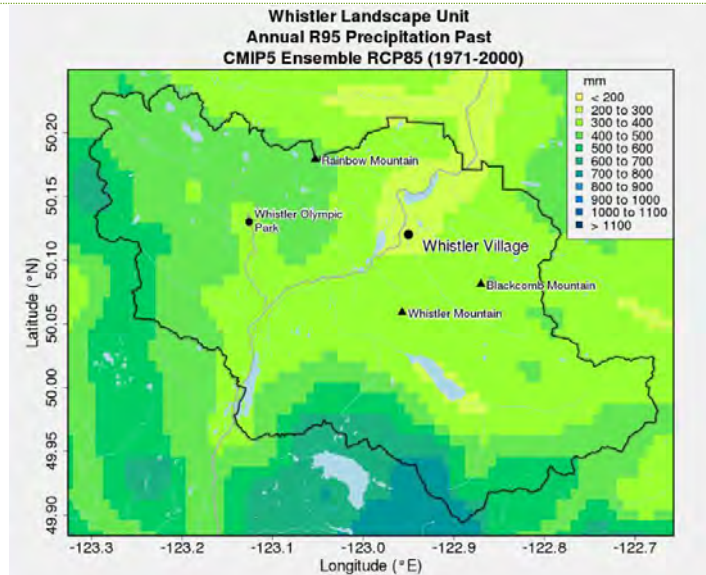
Increase in the Frequency and Intensity of Heavy Rain Events

R95 (95th Percentile) Precipitation

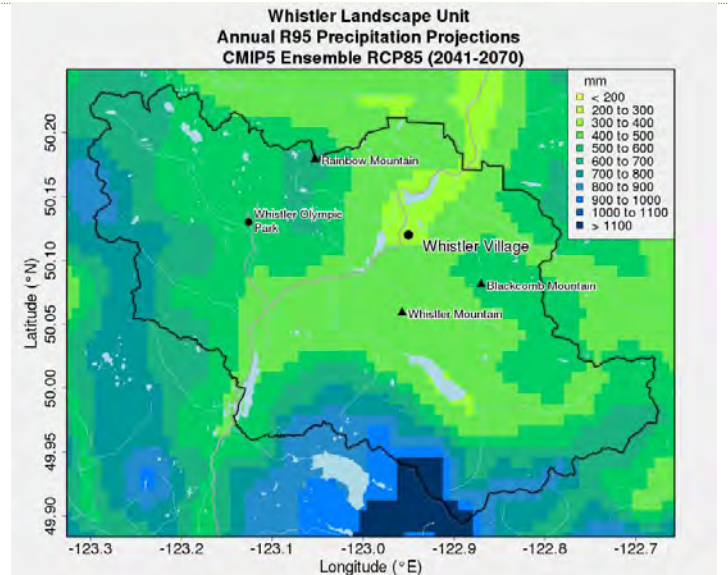
CIMP5 Ensemble RCP85

R95 (95th percentile) precipitation measures the total amount of precipitation that occurs per year during events in which daily precipitation exceeds the 95th percentile of all wet days (with precipitation above 1mm). This measure indicates how much of the total precipitation in a year falls during these heavy events, which is a combination of both how often events occur that exceed baseline 95th percentile and the size of these events.

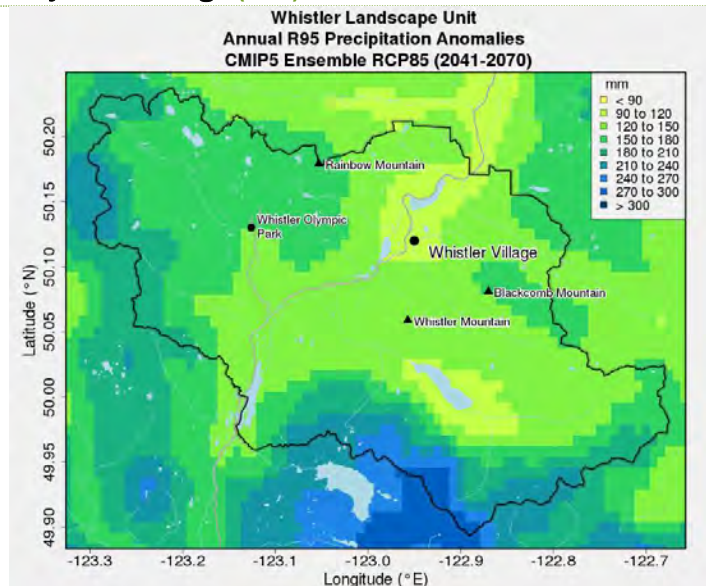
Past (1971 – 2000)



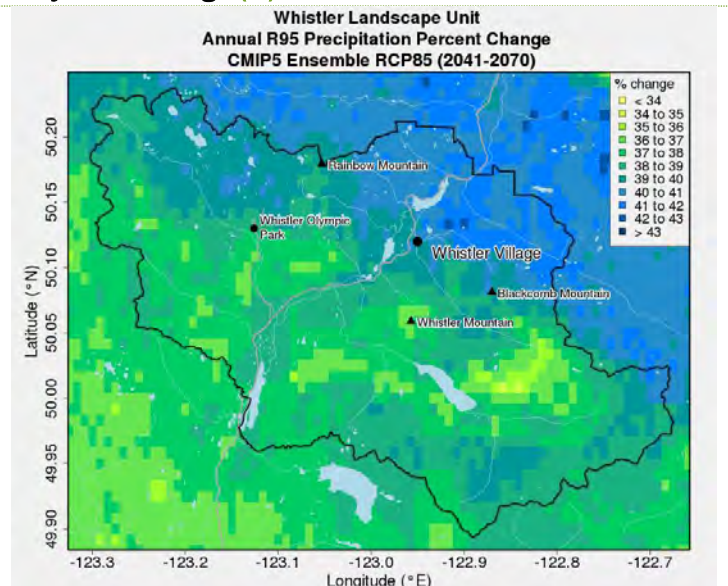
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



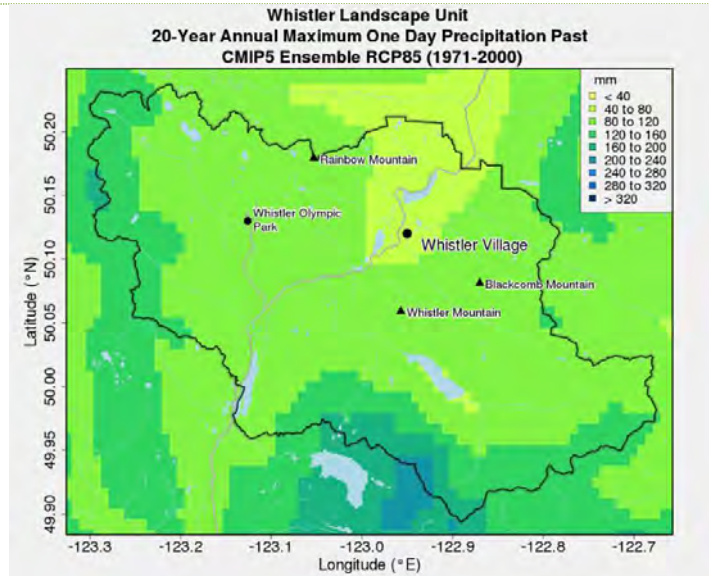
Increase in the Frequency and Intensity of Heavy Rain Events

20-Year Precipitation

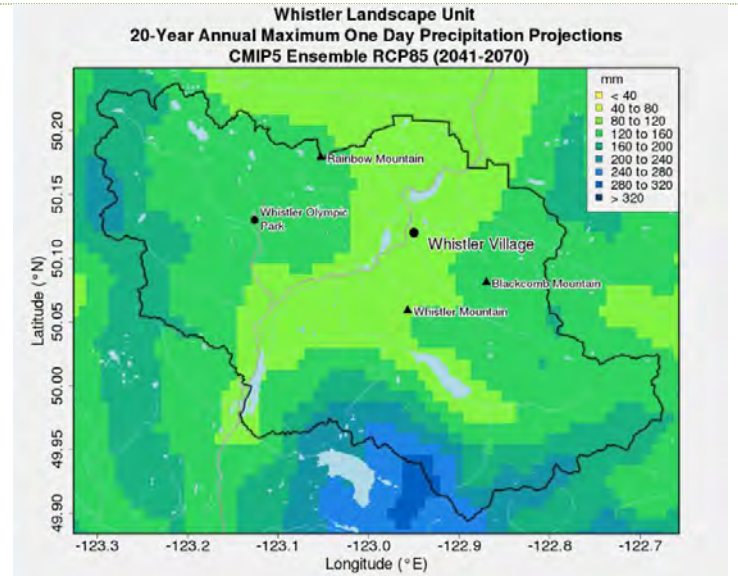
CIMP5 Ensemble RCP85

20-year precipitation measures the maximum daily precipitation expected to occur on average once in 20 years. This index reflects only the intensity of that event.

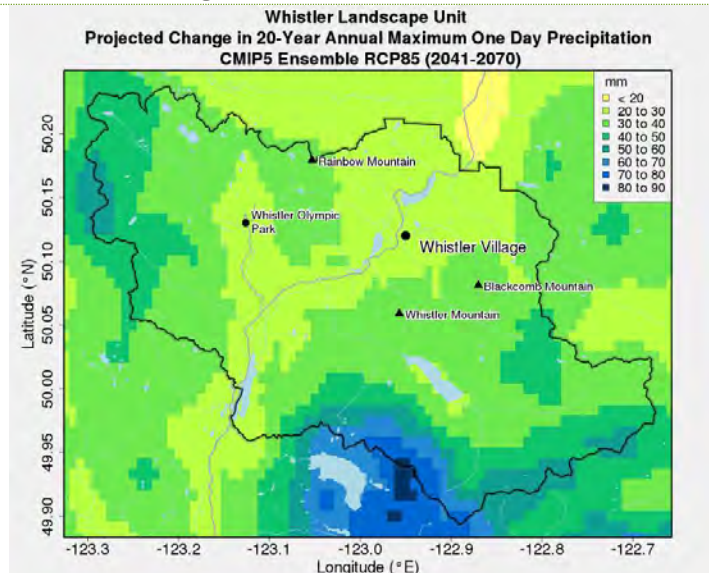
Past (1971 – 2000)



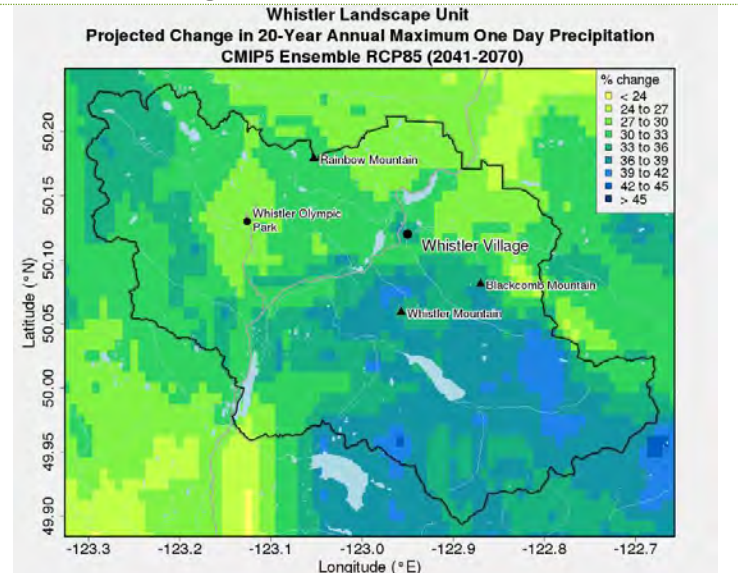
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



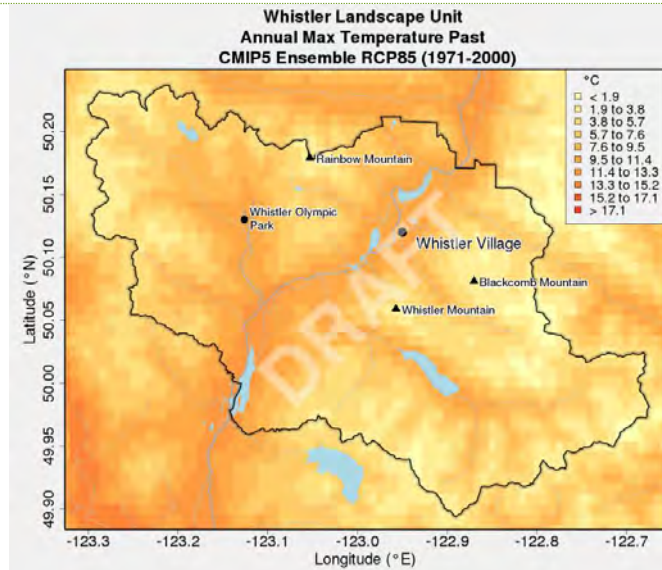
Longer, Hotter, Drier Summers

Annual Maximum Temperature

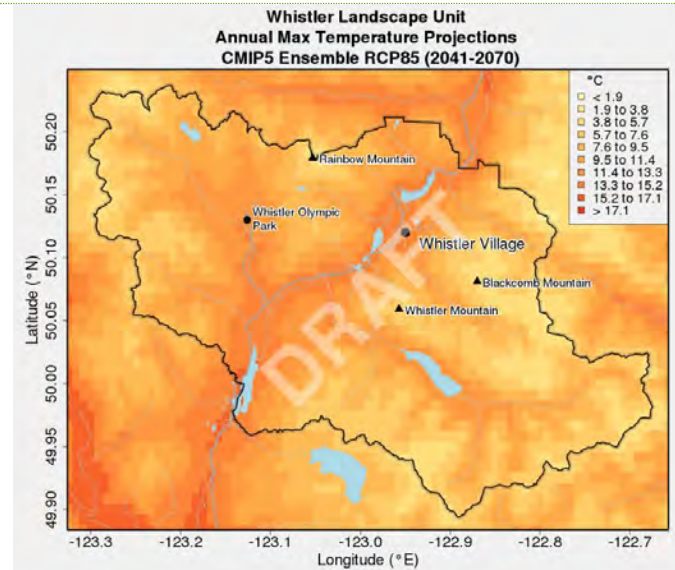
CIMP5 Ensemble RCP85

Annual maximum temperature refers to the maximum daily temperature (daytime high) averaged over the calendar year.

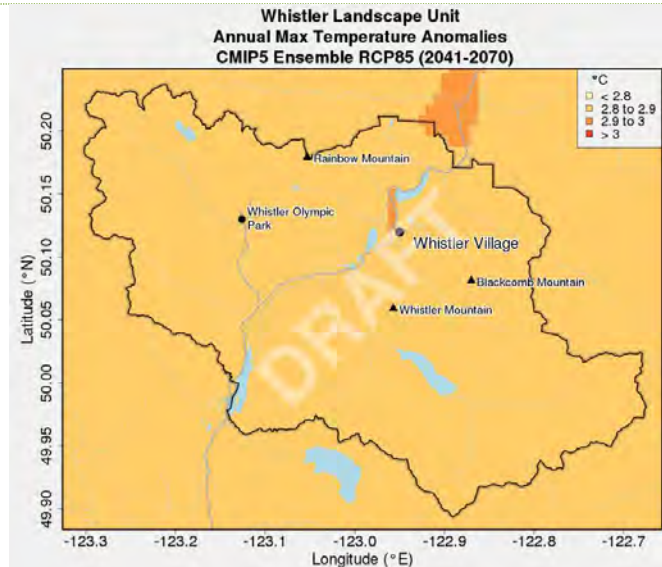
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



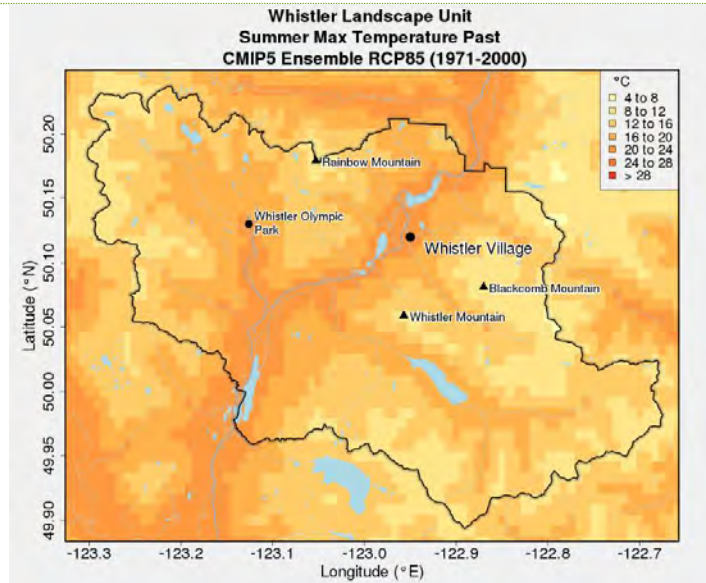
Longer, Hotter, Drier Summers

Summer Maximum Temperature

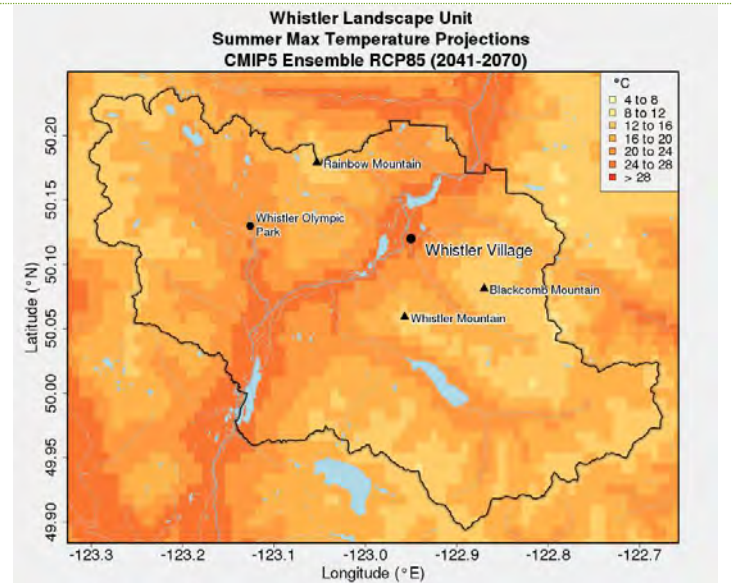
CIMP5 Ensemble RCP85

Summer maximum temperature refers to the maximum daily temperature (daytime high) averaged over all days in June, July and August.

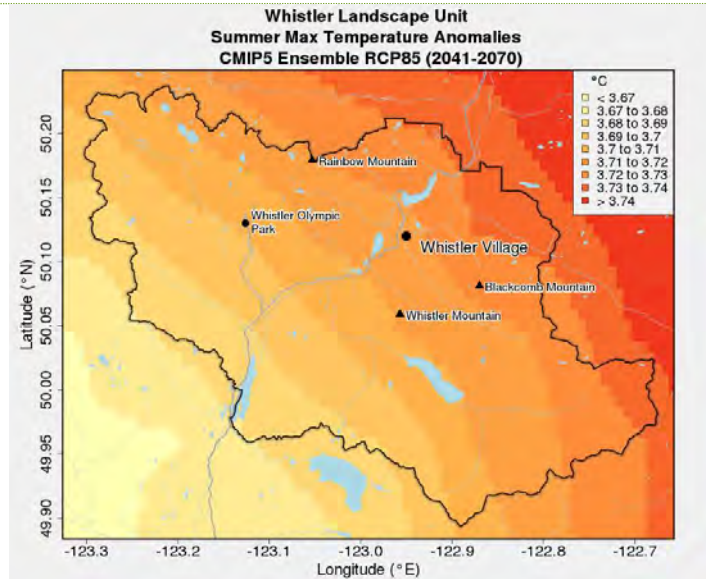
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



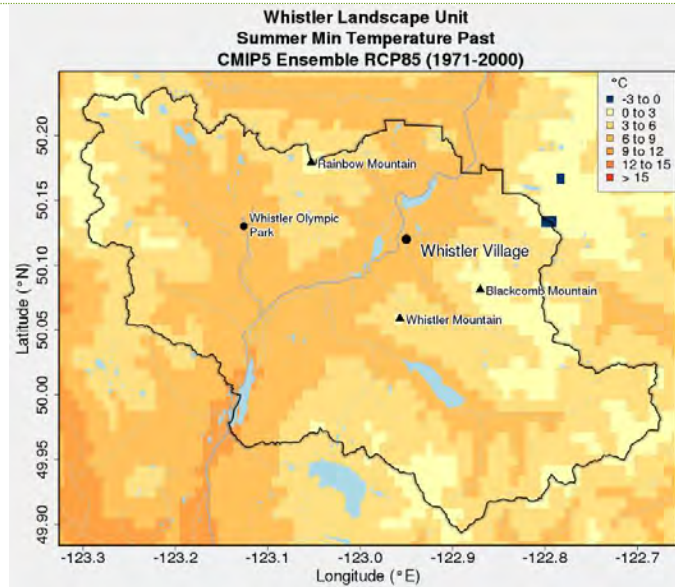
Longer, Hotter, Drier Summers

Summer Minimum Temperature

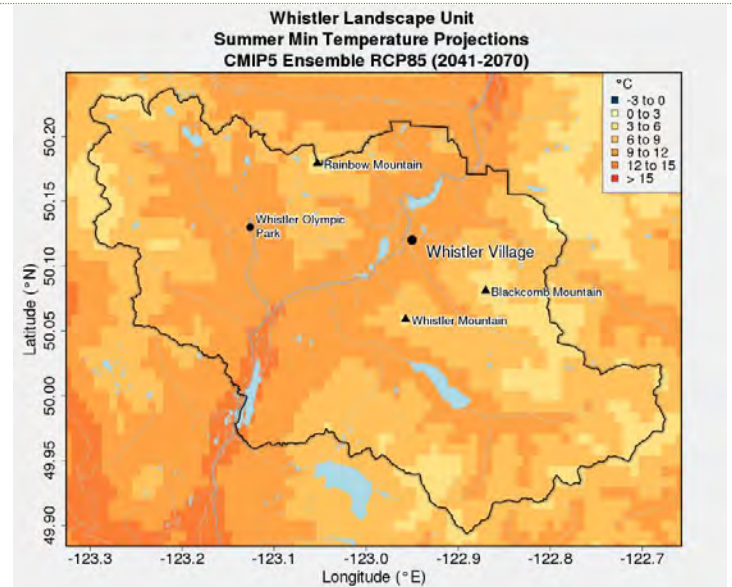
CIMP5 Ensemble RCP85

Summer minimum temperature refers to the minimum daily temperature (night-time low) averaged over all days in June, July and August.

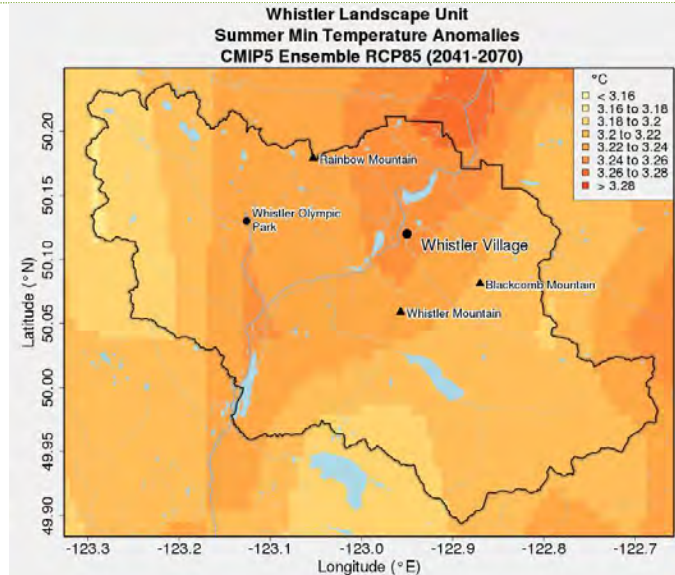
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



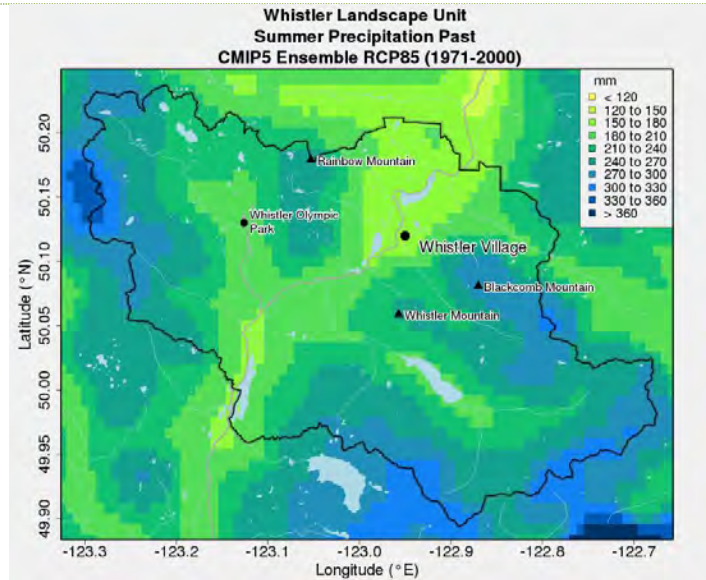
Longer, Hotter, Drier Summers

Summer Precipitation

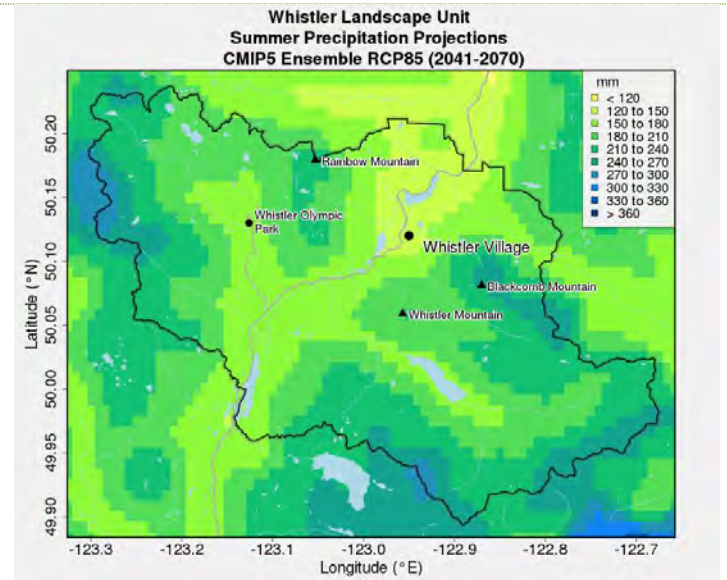
CIMP5 Ensemble RCP85

Summer precipitation measures the total amount of precipitation (liquid or solid) falling within the Whistler Landscape Unit over June, July and August.

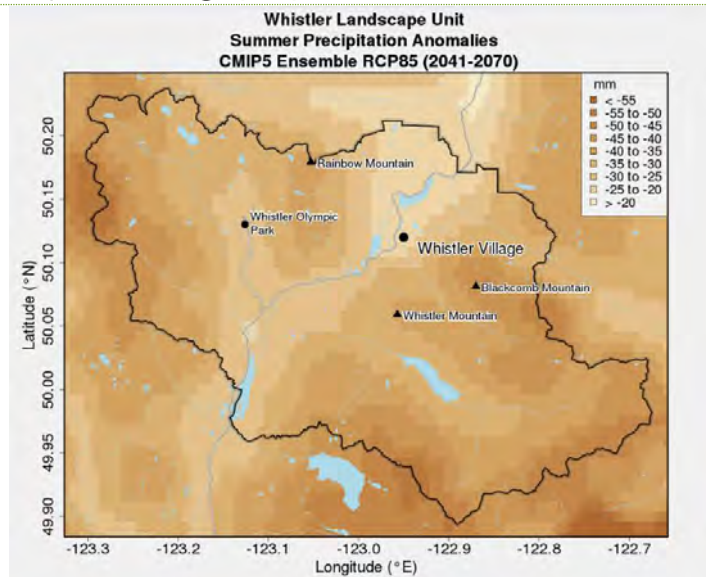
Past (1971 – 2000)



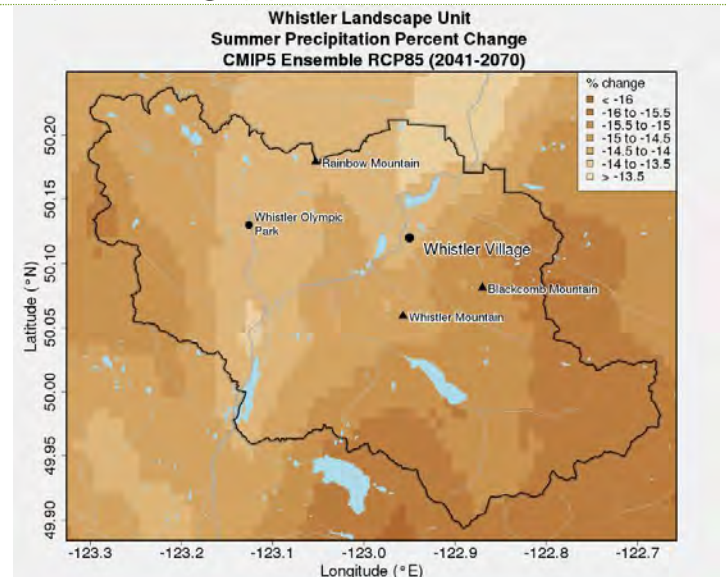
Projections (2041-2070)



Projected Change (mm)



Projected Change (%)



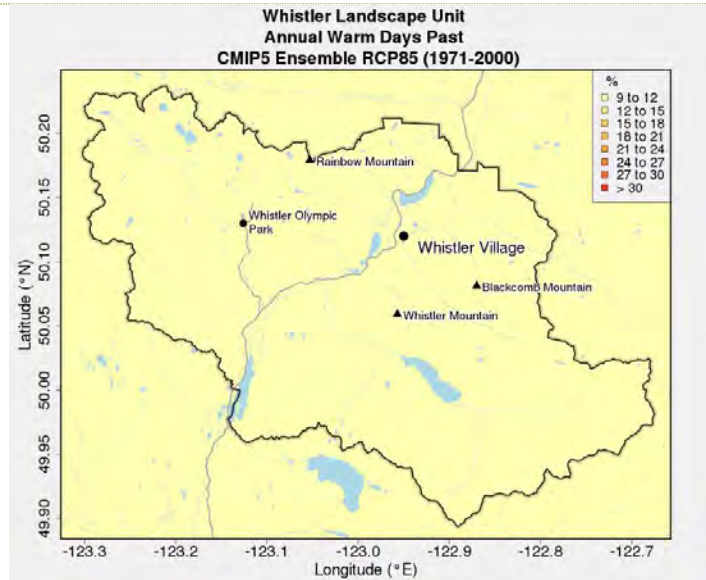
Longer, Hotter, Drier Summers

Warm Days

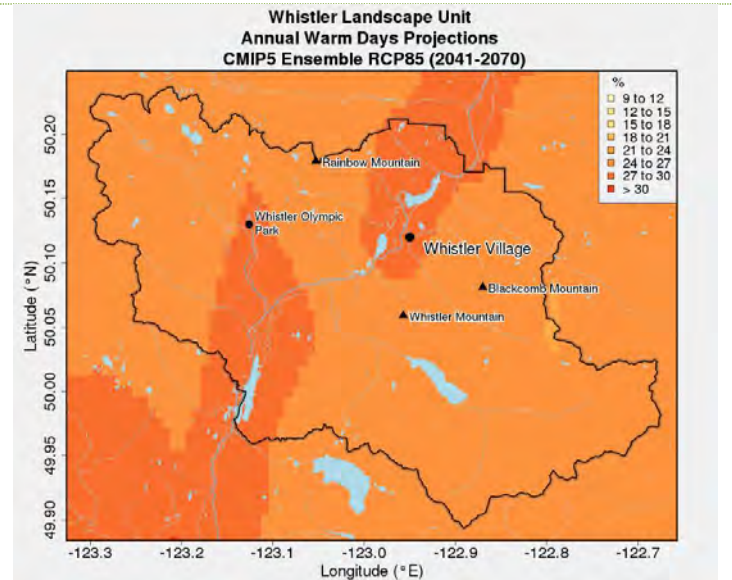
CIMP5 Ensemble RCP85

Warm days measures how often the historical 90th percentile of daytime high temperatures (for each day of the year) occurs on average. By definition, this occurs 10 percent of the time in the past.

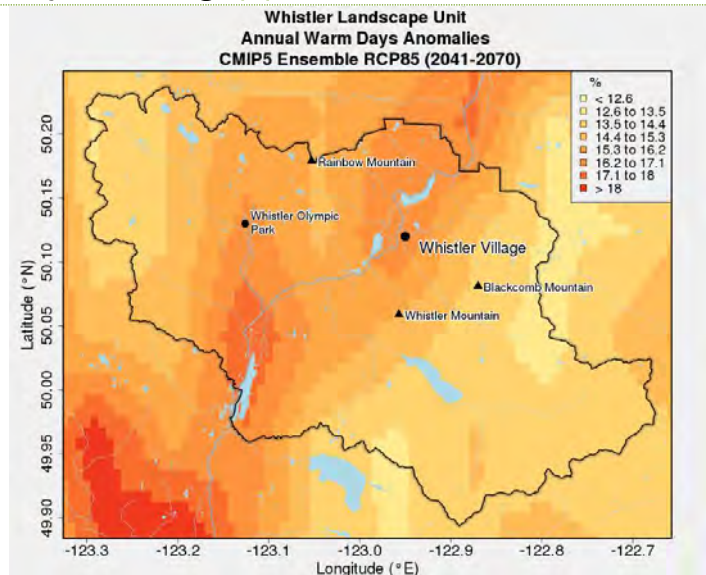
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (%)



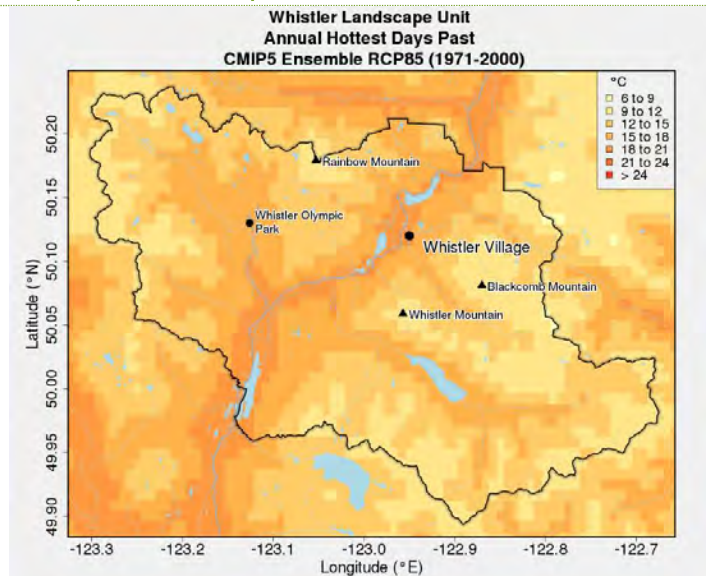
Longer, Hotter, Drier Summers

Hottest Days

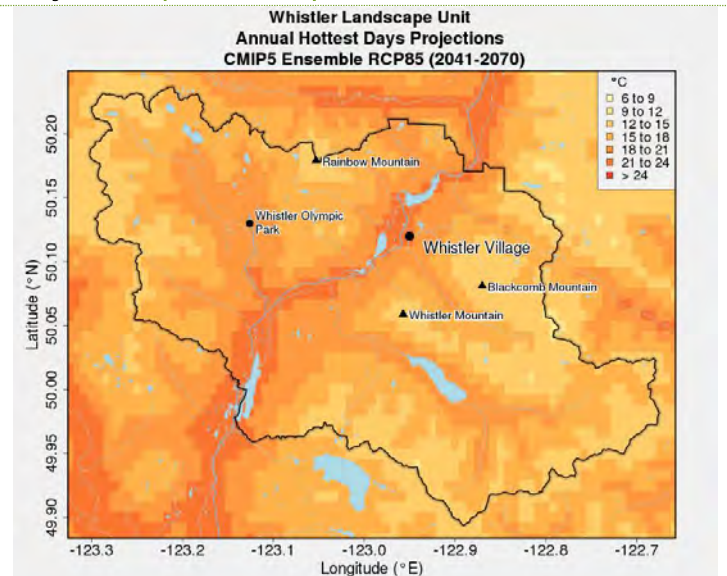
CIMP5 Ensemble RCP85

Hottest days measures the temperature of the hottest day of the year, on average.

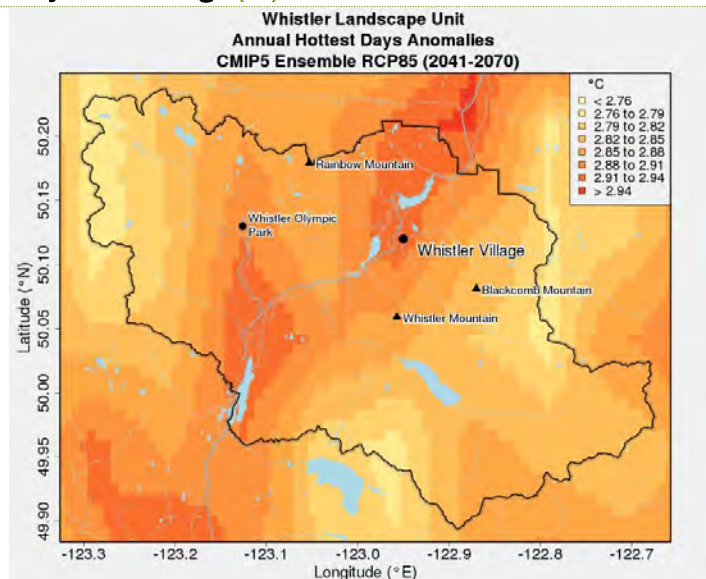
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



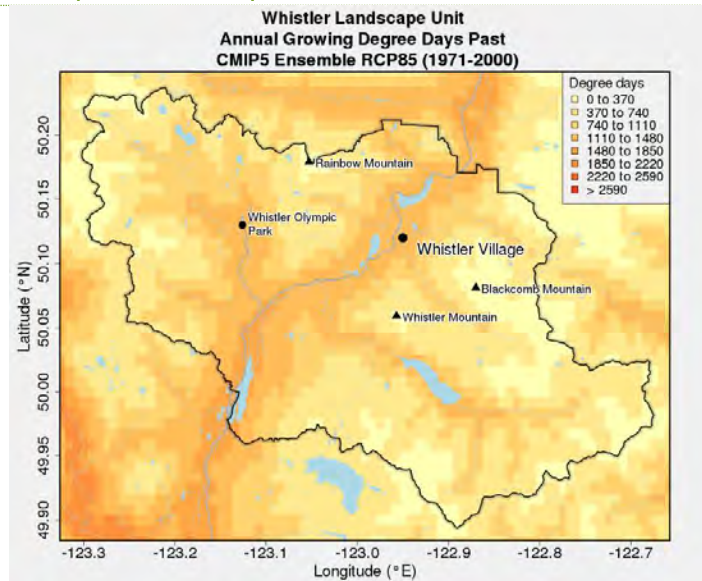
Longer, Hotter, Drier Summers

Growing Degree Days

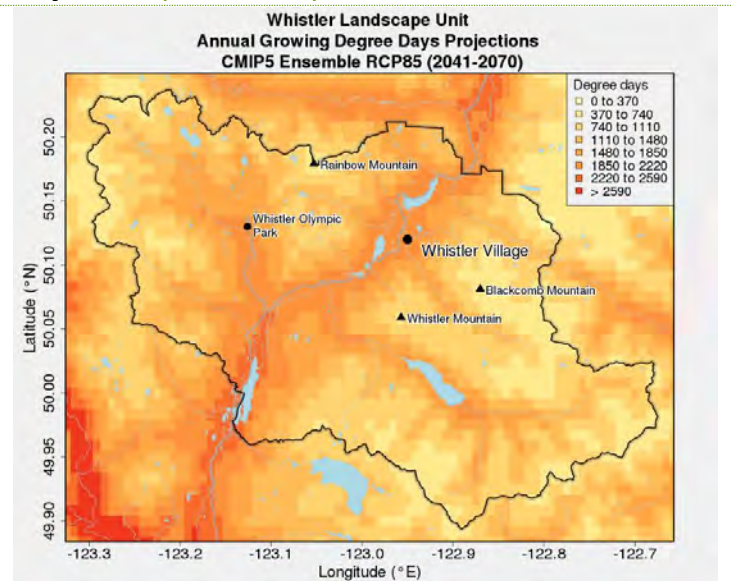
CIMP5 Ensemble RCP85

Growing degree days is a derived variable that measures the total of the number of degrees above 5°C that occur daily, summed over each day of the year, averaged over the period. Growing degree days indicate the amount of heat energy available for plant growth, useful for determining the growth potential of crops in a given area. It is calculated by multiplying the number of days that mean daily temperature exceeded 5°C by the number of degrees above that threshold.

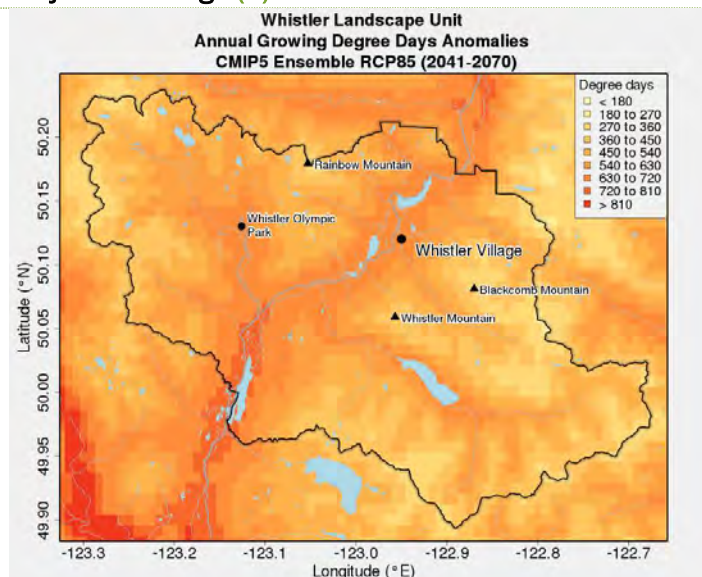
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (#)



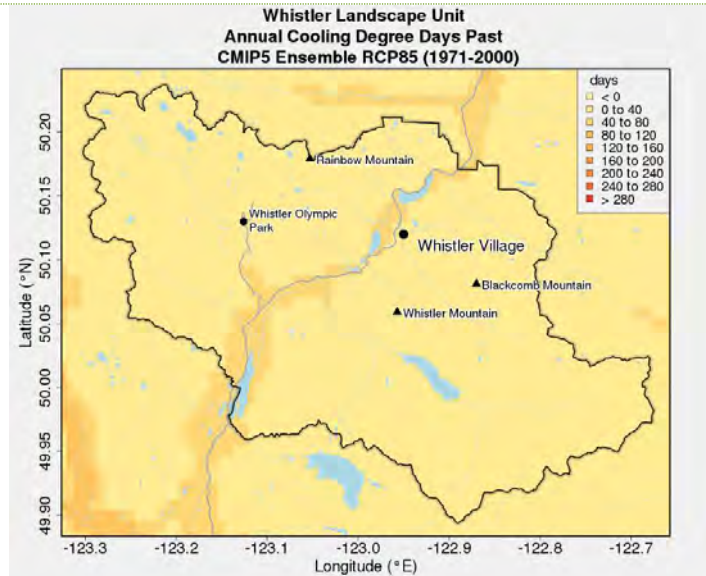
Longer, Hotter, Drier Summers

Cooling Degree Days

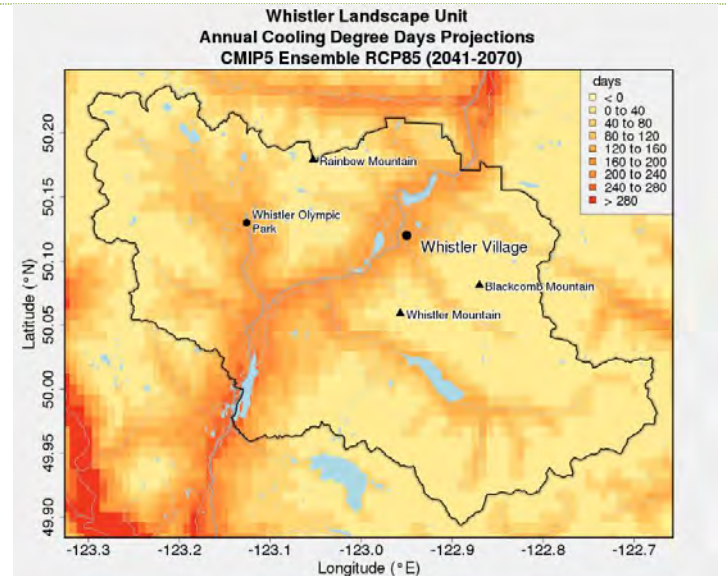
CMIP5 Ensemble RCP85

Cooling degree days measures the total number of degrees above 18°C that occur daily, summed over each day of the year. It is useful as an indicator for cooling demand (i.e. the need to cool homes, etc).

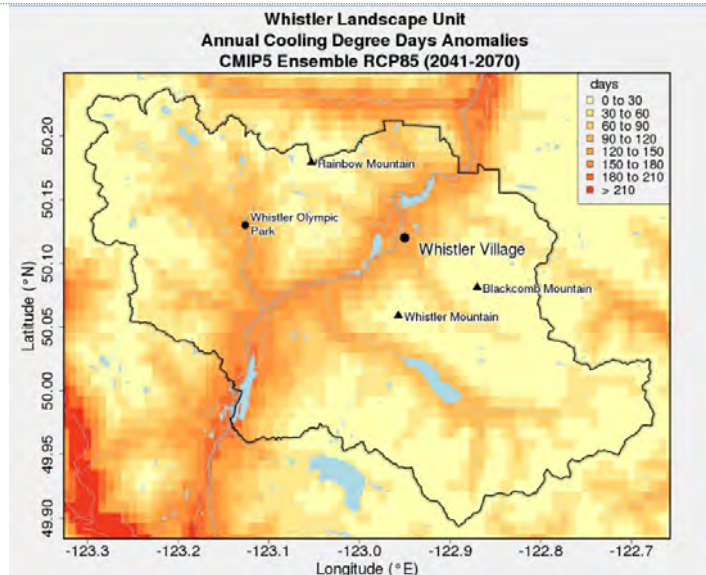
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (#)



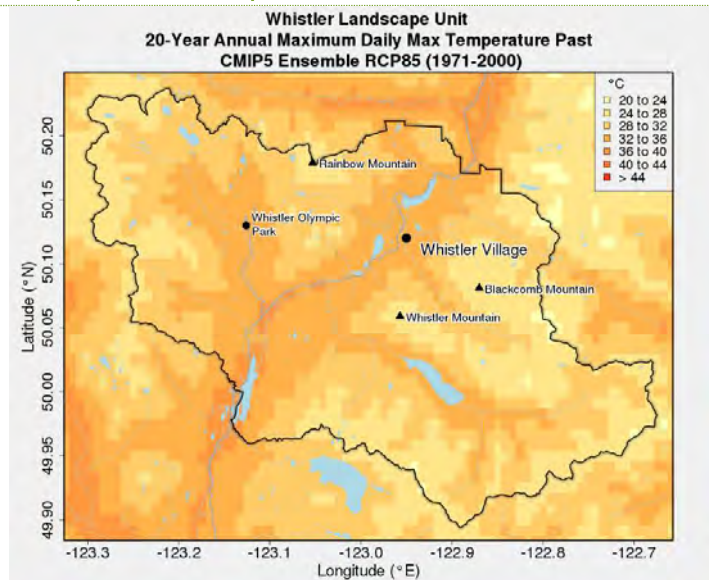
Longer, Hotter, Drier Summers

20-Year Maximum Temperature

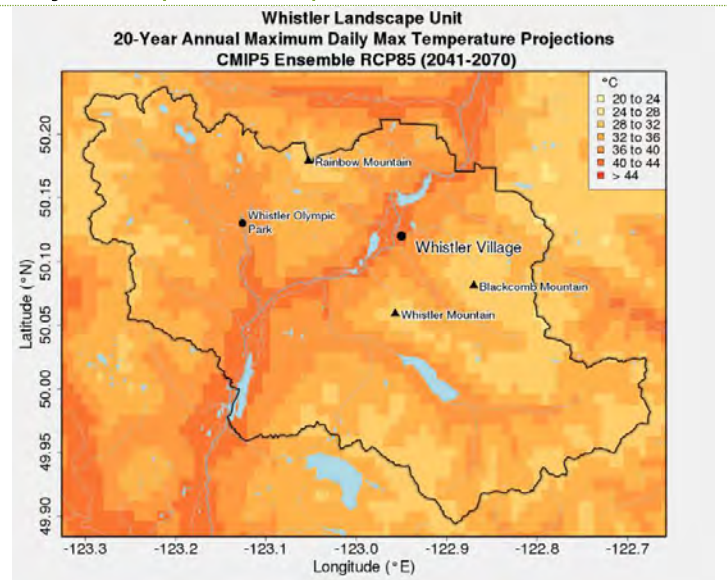
CIMP5 Ensemble RCP85

20-year maximum temperature indicates the maximum daily temperature expected to occur on average once in 20 years.

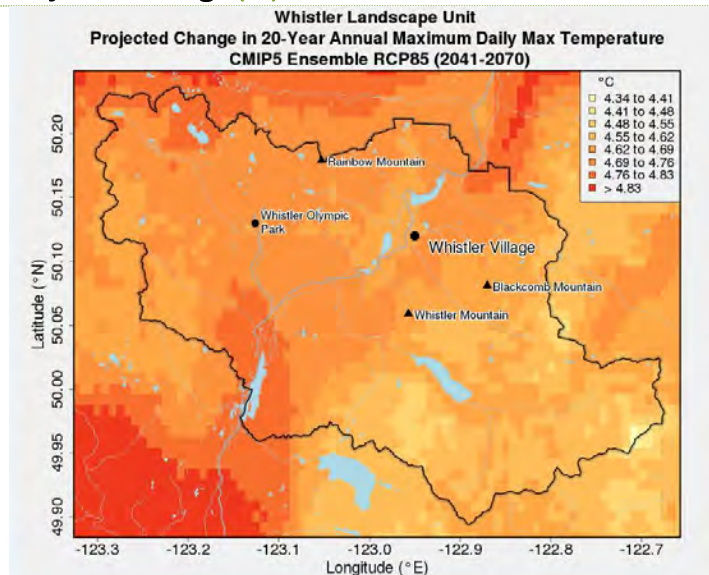
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



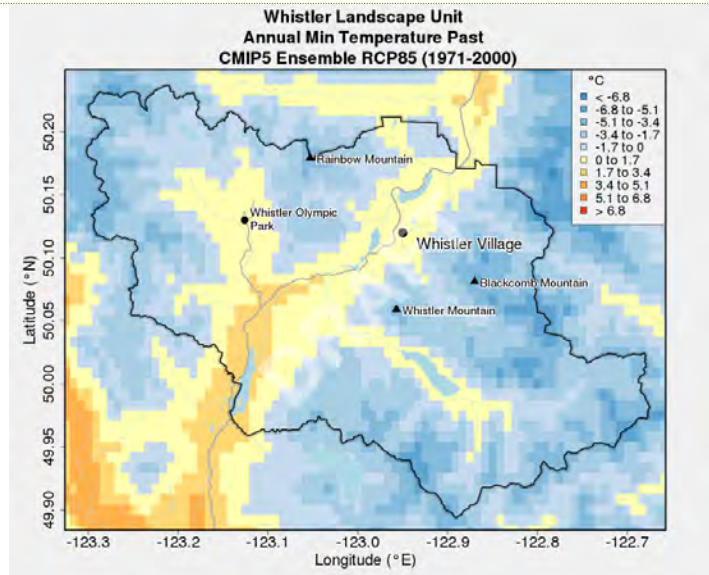
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Annual Minimum Temperature

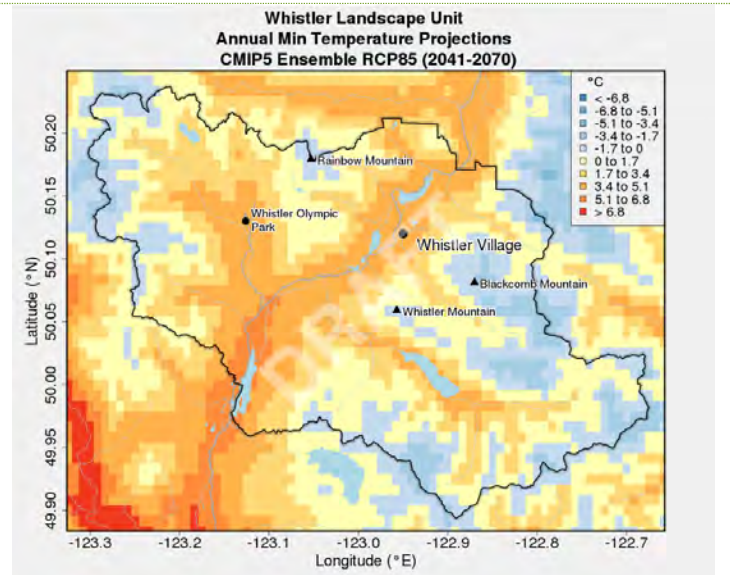
CIMP5 Ensemble RCP85

Annual minimum temperature refers to the minimum daily temperature (night-time low) averaged over the calendar year.

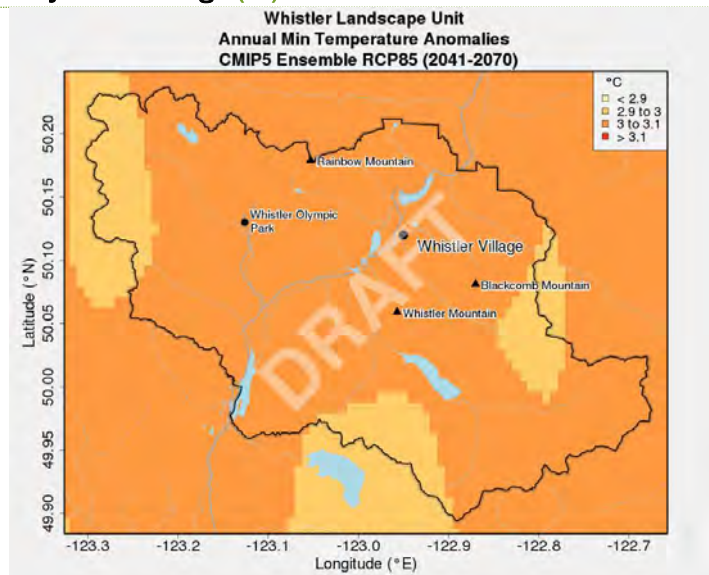
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



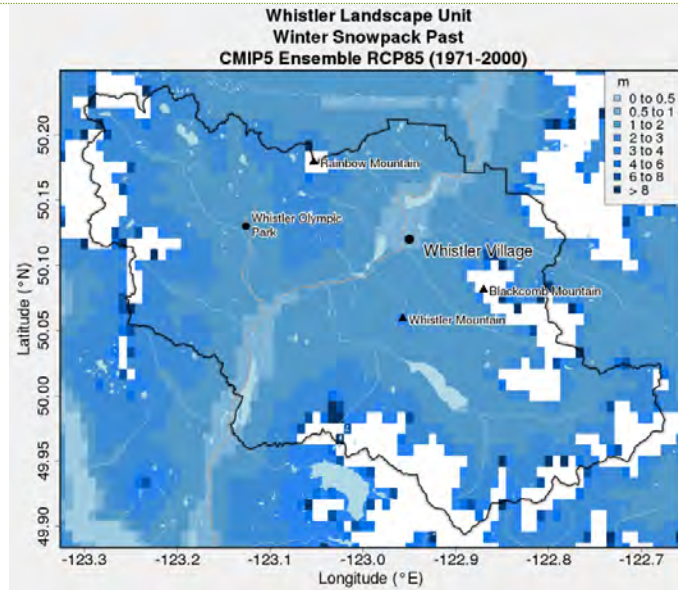
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Whistler Snowpack

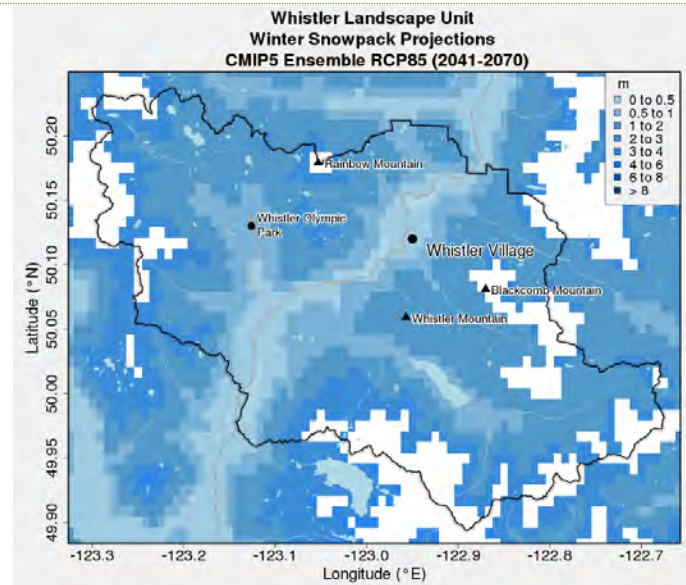
CIMP5 Ensemble RCP85

Whistler snowpack measures the depth of the snowpack in December, January and February.

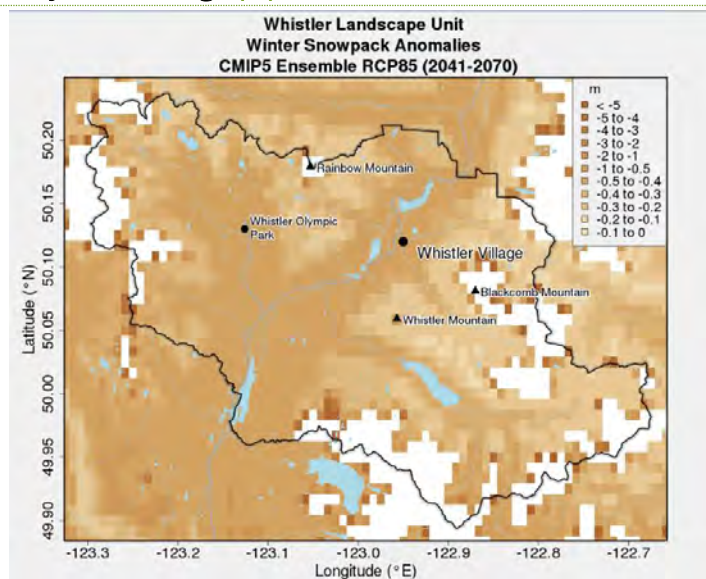
Past (1971 – 2000)



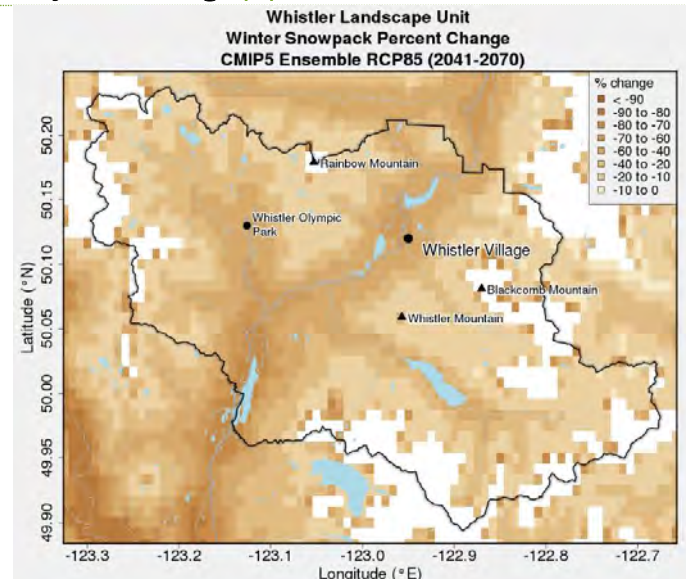
Projections (2041-2070)



Projected Change (m)



Projected Change (%)



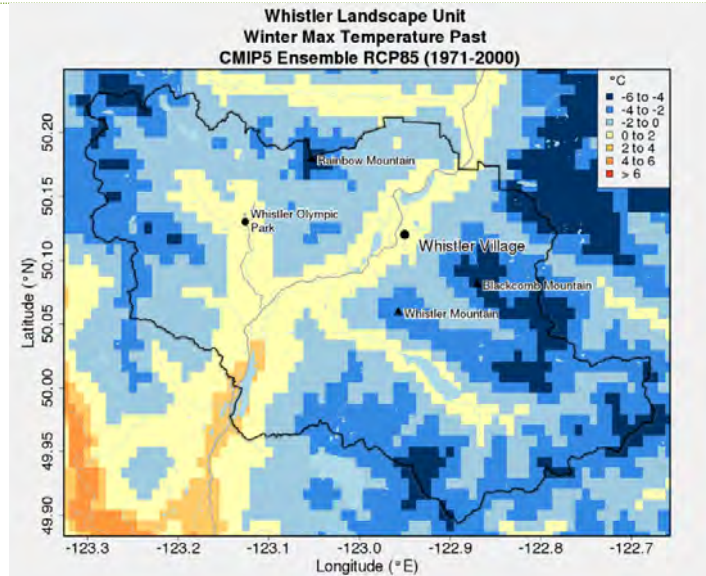
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Winter Maximum Temperature

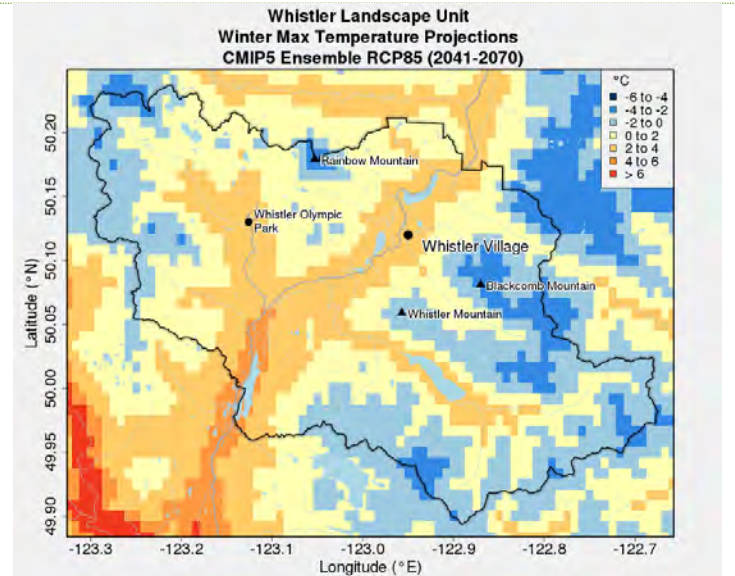
CMIP5 Ensemble RCP85

Winter maximum temperature refers to the maximum daily temperatures (daytime high) averaged over all days in December, January and February.

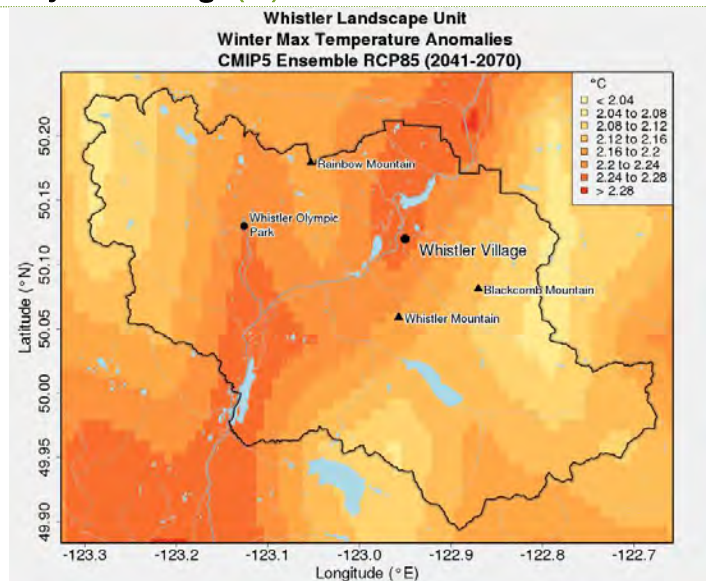
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



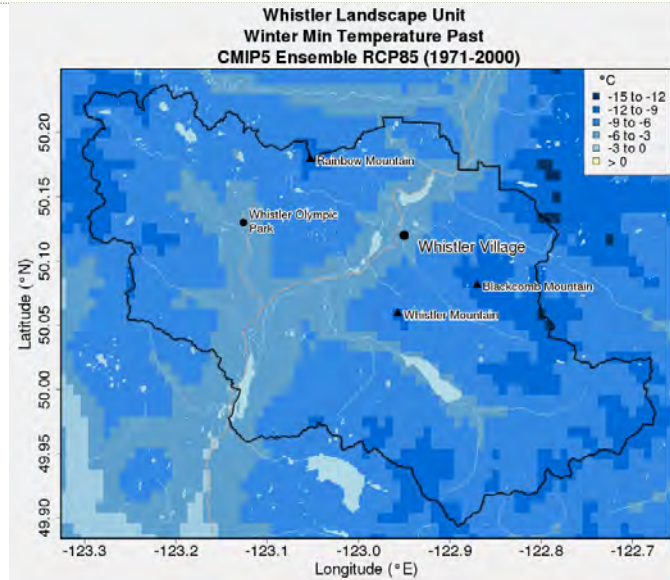
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Winter Minimum Temperature

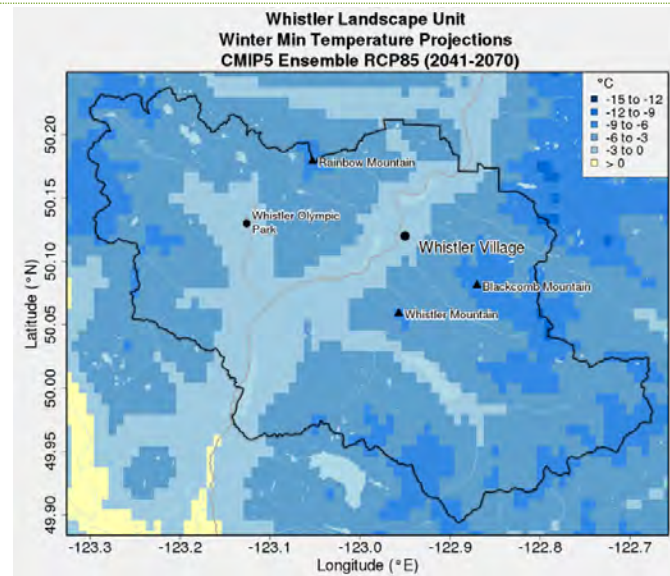
CMIP5 Ensemble RCP85

Winter minimum temperature measures the minimum daily temperatures (daytime high) averaged over all days in December, January and February.

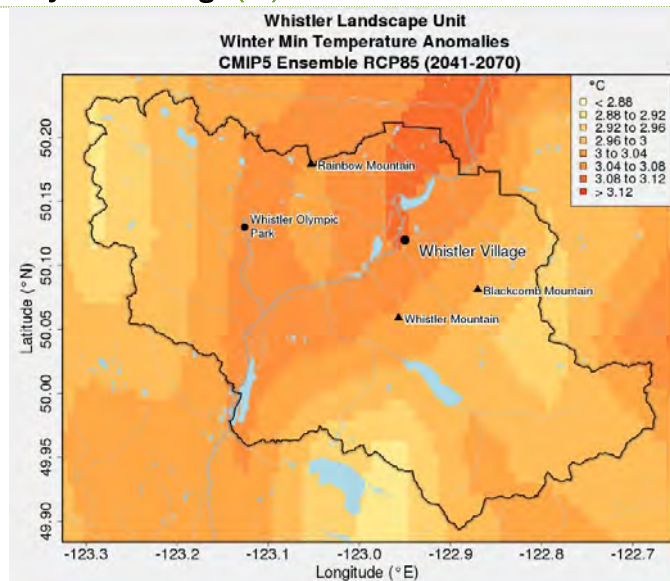
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



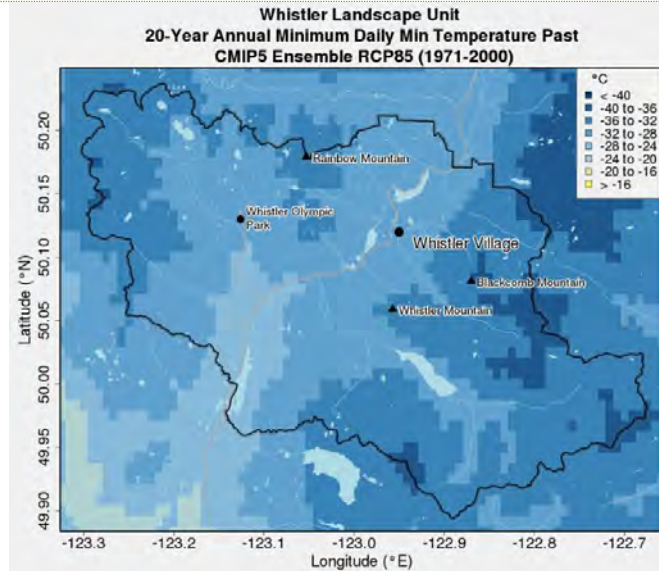
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

20-Year Minimum Temperature

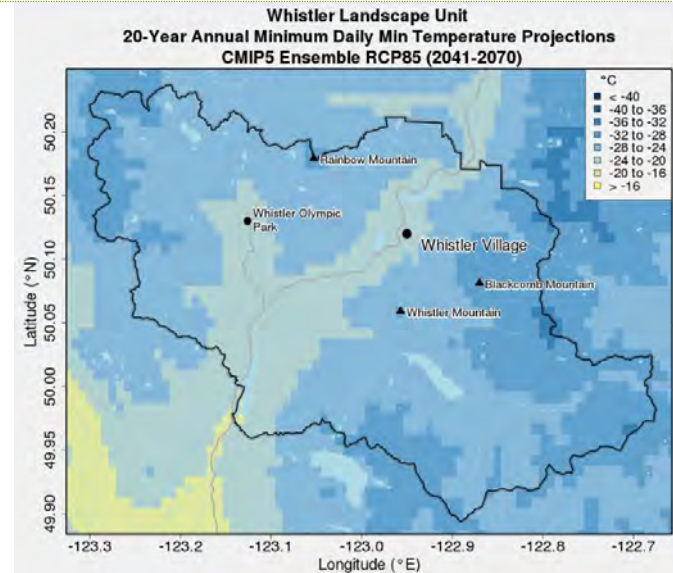
CIMP5 Ensemble RCP85

20-year minimum temperature indicates the minimum daily temperature expected to occur on average once in 20 years.

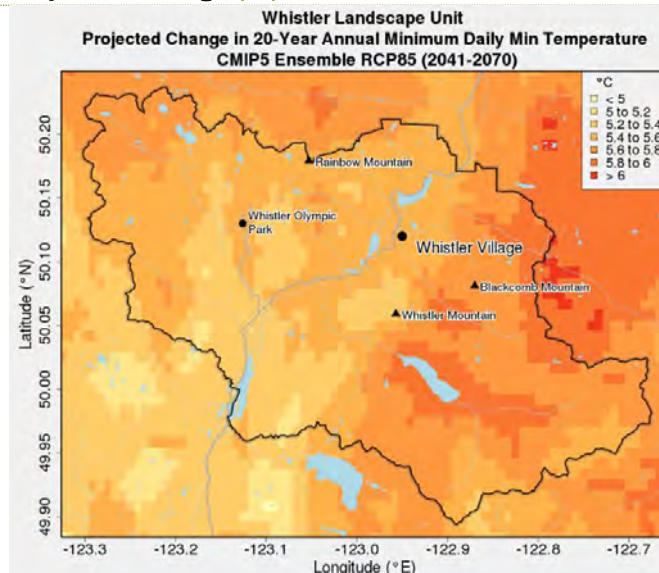
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)



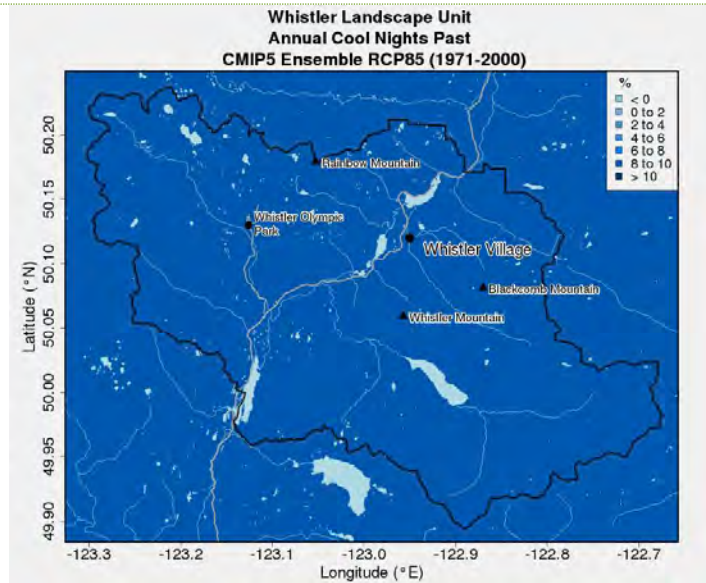
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Cool Nights

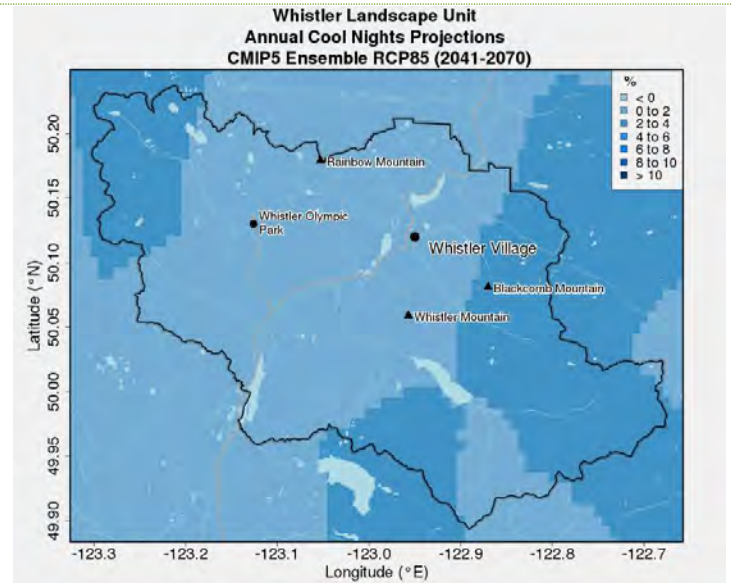
CMIP5 Ensemble RCP85

Cool nights measures how often the historical 10th percentile of night-time low temperatures (for each day of the year) occurs on average. By definition, this occurs 90 percent of the time in the past.

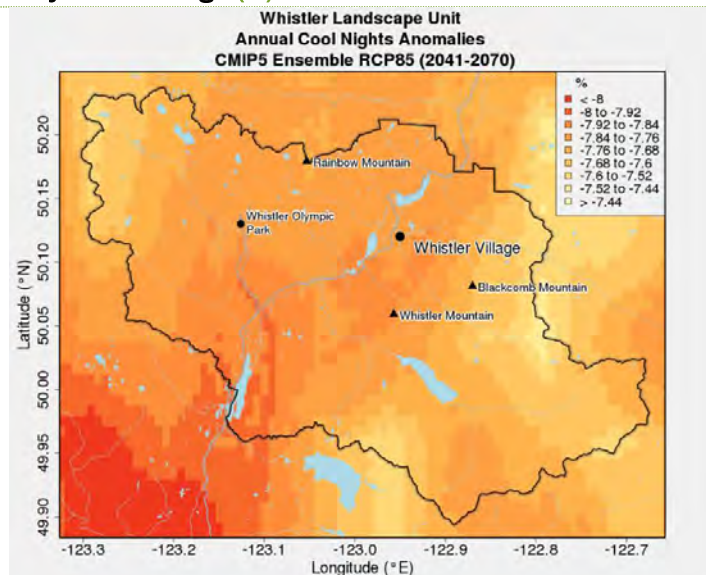
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (%)



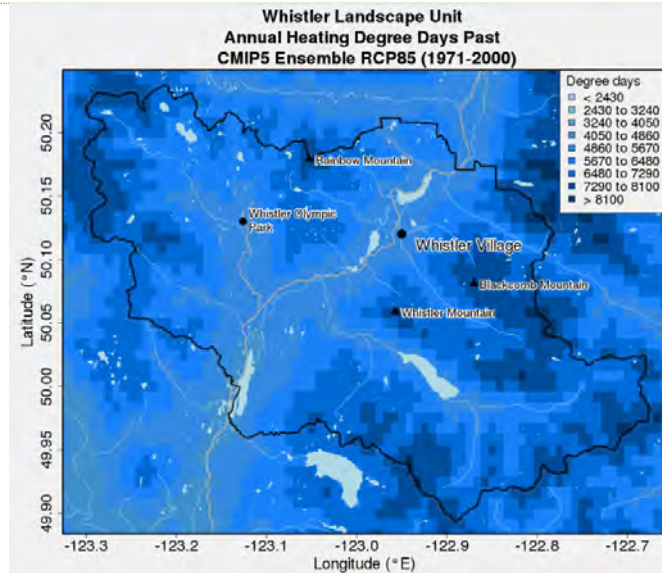
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Heating Degree Days

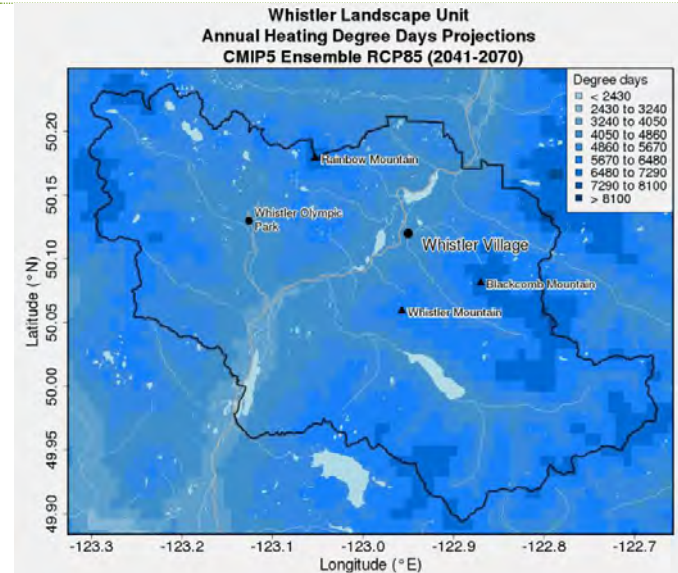
CIMP5 Ensemble RCP85

Heating degree days is a derived variable that can be useful for indicating energy demand (i.e. the need to heat homes, etc). It is calculated by multiplying the number of days that the average daily temperature is below 18 °C by the number of degrees below that threshold.

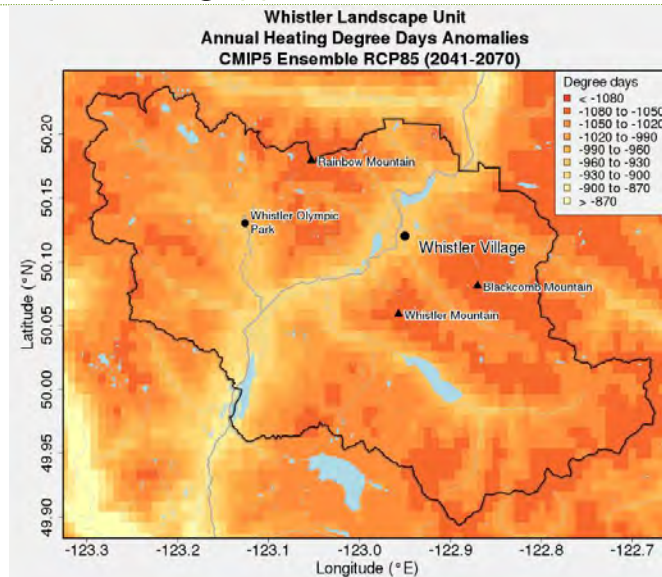
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (#)



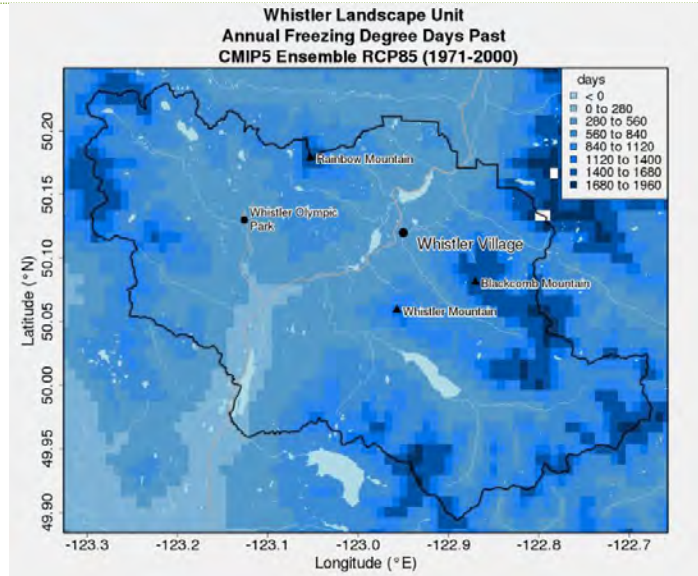
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Freezing Degree Days

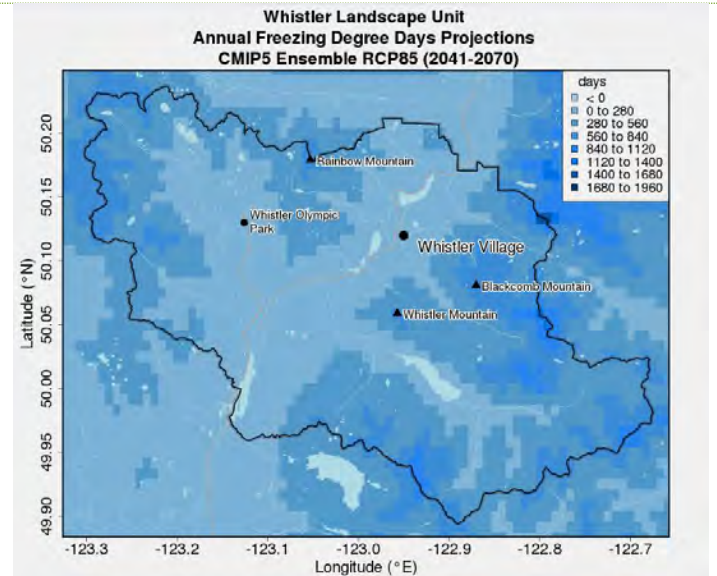
CIMP5 Ensemble RCP85

Freezing degree days is calculated as a sum of average daily degrees below freezing. This is a useful measure of how cold it has been and for how long.

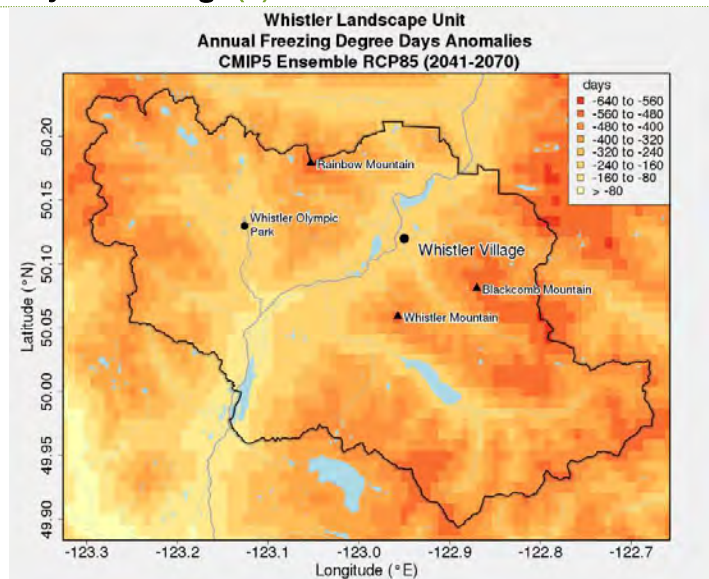
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (#)



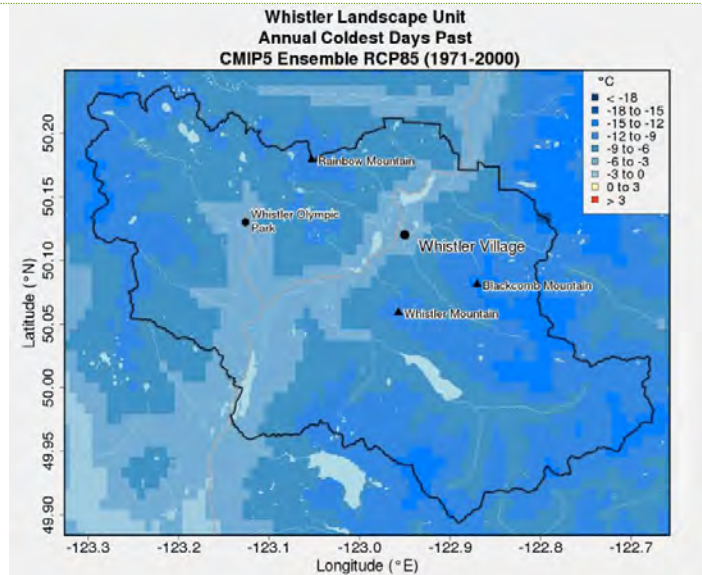
Milder Winters with Increased Precipitation Falling as Rain Near Valley Bottom, while Snow Pack at Higher Elevation sees Limited Change.

Coldest Days

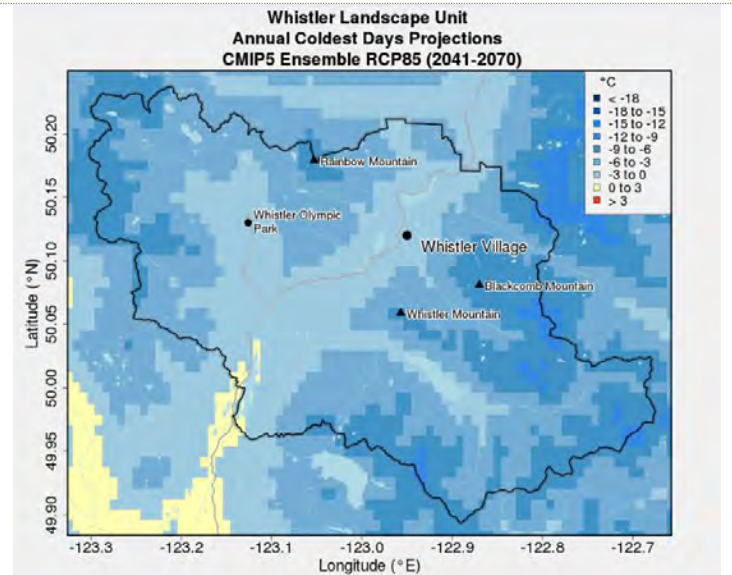
CIMP5 Ensemble RCP85

Coldest days measures the temperature of the coldest day of the year, on average.

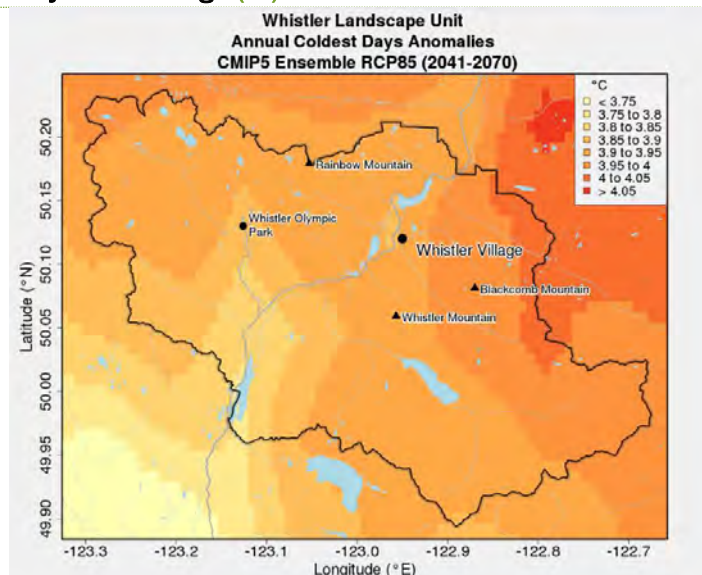
Past (1971 – 2000)



Projections (2041-2070)



Projected Change (°C)

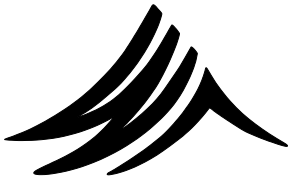


THE RESORT MUNICIPALITY OF WHISTLER

Host Mountain Resort
2010 Olympic and Paralympic
Winter Games

4325 Blackcomb Way
Whistler, BC Canada V0N1B4
www.whistler.ca

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



WHISTLER

File 546

MINUTES

TRANSPORTATION ADVISORY GROUP (TAG) WORKSHOP THURSDAY JUNE 9, 2016, STARTING AT 1:00 p.m.

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

PRESENT:

Nancy Wilhelm-Morden, RMOW Mayor - Chair
Andrée Janyk, RMOW Councillor
Steve Anderson, RMOW Councillor
Bill Murray, Citizen-at-Large
Janusz Sobieniak, Citizen-at-Large
Ben Smith, Citizen-at-Large
Mike Furey, RMOW – CAO
Mark Sedgwick, WB – VP Information Technology
Karen Goodwin, Tourism Whistler – VP Market Development & Sales
Matthew Boyd, BC Transit – Regional Planning Work Lead
Jesse Morwood, Ministry of Transportation and Infrastructure (MOTI) *alternate*
James Hallisey, RMOW – General Manager Infrastructure Services
Emma DaSanto, RMOW – TDM Coordinator

GUESTS:

Richard Drudl, P. Eng. – Community Transportation Planner
Jenn Walczyk – Administrative Assistant & Recording Secretary

REGRETS:

Jan Jansen, RMOW – GM of Resort Experience
Don Legault, MOTI – A/Operations Manager, Howe sound and Sunshine Coast
Val Litwin, Whistler Chamber of Commerce - CEO

ADOPTION OF AGENDA

Moved by Steve Anderson
Seconded by Andrée Janyk

***That the Agenda of the Transportation Advisory Group (TAG) of June 9, 2016
be adopted as circulated.***

CARRIED

ADOPTION OF MINUTES

Moved by Bill Murray
Seconded by Andrée Janyk

***That the Minutes of March 8, 2016 of the Transportation Advisory Group
(TAG) be adopted with minor corrections.***

CARRIED

PRESENTATIONS/DELEGATIONS

Transportation Today Presentation

Richard Drudl, Community Transportation Planner presented a high-level overview of transportation engineering to TAG members. The presentation covered the fundamental questions and definitions:

- What is the capacity of a Road?
 - Capacity is determined by intersections
- What is congestion and how can it be measured?
 - Delay of vehicles vs. delay of people
 - Level of Service of intersections (A through F)
- How can we reduce delay?
 - Methods include: additional lanes at intersections, turn lanes, queue jumpers, signal phasing and timing, considering pedestrian movements, roundabouts, considering the entire corridor
- How can we mitigate congestion?
 - Don't expect to build your way out of congestion
 - Consider Travel Demand Management (shifting demand to other times , other modes) and Managing Local trips (reducing the number and length of trips on highway by moving trips to non-peak times, other modes, inter-neighbourhood connections)
- What can we do now?
 - Corridor Highway Analysis to analyze potential solutions and compare costs infrastructure solutions with cost TDM solutions
 - Work with partners on preferred package of solutions

RMOW staff presented a historical update of the Transportation Monitoring Program and Trigger Points data from 1997 through 2016. It was noted that many Trigger Points need to be reconsidered and updated to reflect the current infrastructure. There have been many upgrades to the transportation infrastructure since the Trigger Points were developed in 1999.

Over the winter 2015/2016, Richard Drudl was hired to update the Whistler parking inventory and utilization study done in 2004. The parking study focused on the publically accessible parking stalls in Whistler Village, Upper Village, Base 2 and Whistler Creek. Publically accessible parking is defined as any parking stall (free or pay, privately owned or owned by the RMOW) that anyone can drive to and park in without having prior access (i.e. not behind a gate). Results of the parking study were reviewed. Surveys will be conducted in the summer as well with a report back to TAG in the fall.

Transportation Tomorrow Exercise

RMOW staff presented the draft vision statement and goals for TAG based on the visioning workshop in March 2016. The group reviewed how these could be summarized in the Plan-on-a-Page format. TAG members requested that the vision statement and goals be circulated and discussed further at the next meeting.

RMOW staff introduced the format for the Community Forum on June 15, 2016. One of the six topics will be *Transportation*. TAG reviewed and commented on the materials and questions related to transportation that will be discussed at the forum. The results of the forum will be shared with TAG.

- Correspondence: *Moved by Steve Anderson*
Seconded by Andrée Janyk
- Transportation Problems in Whistler *That correspondence from Gary Smith dated January 11, 2016, regarding transportation problems in Whistler, be received and referred to staff and that Mr. Smith be invited to participate in the Community Forum on June 15, 2016.*
CARRIED
- Squamish Commute *Moved by Andrée Janyk*
Seconded by Steve Anderson
That correspondence from Neil Hrankowski dated January 13, 2016 regarding the commute to Squamish, be received and referred to staff and that Mr. Hrankowski be invited to participate in the Community Forum on June 15, 2016.
CARRIED
- Updates and Other Business RMOW and MoTI staff gave verbal updates on the following:
- The Sunshine Coast Bridge Study being conducted by the Province.
 - RMOW staff will proceed with Summer 2016 Parking Studies.
 - The Variable Speed signs on Highway 99 are now active.
 - RMOW Bylaw is developing a parking map based on the one circulated at TAG to show guests where to find parking when the Day Lots are full.
 - Highway traffic signals have been reprogrammed for summer operation prioritizing North and Southbound green time between Function to Creekside. The traffic signal at Britannia has also been moved to the maximum setting of 3 minutes cycle time.
 - Recent accidents on Highway 99 are under review including revisiting infrastructure upgrades.
- Next Meeting The next TAG meeting will be scheduled July or August 2016.

ADJOURNMENT

Moved by Bill Murray

That Transportation Advisory Group (TAG) adjourns the June 9, 2016 regular TAG meeting at 4:00 pm.

CARRIED

CHAIR: Nancy Wilhelm-Morden



WHISTLER

MINUTES

REGULAR MEETING OF FOREST & WILDLAND ADVISORY COMMITTEE

WEDNESDAY, June 8, 2016, STARTING AT 3:00 P.M.

In the Flute Room

4325 Blackcomb Way, Whistler, BC V0N 1B4

File: 8221.03

Name	Meetings to Date: 5
Present:	
Rob Davis, Chair	3
Arthur DeJong	5
Derek Bonin	4
John Hammons	3
Craig Mackenzie, WORCA	4
Trevor Burton (started in June)	1
Johnny Mikes	4
Regrets:	
Steve Anderson, Councillor	2
Gordon McKeever, Chair	4
Claire Ruddy (AWARE - March)	2
Candace Rose-Taylor	3
Recording Secretary	
Heather Beresford, RMOW	5

ADOPTION OF AGENDA

Moved by C. Mackenzie

Seconded by D. Bonin

That the Forest & Wildland Advisory Committee adopt the Forest & Wildland Advisory Committee agenda for June 8, 2016.

CARRIED

ADOPTION OF MINUTES

Moved by R. Davis

Seconded by D. Bonin

That the Forest & Wildland Advisory Committee adopt the Forest & Wildland Advisory Committee minutes for May 11, 2016.

CARRIED

VERBAL REPORTS

3. Updates

Council: N/A

AWARE: N/A

WORCA:

Emerald trails **access** cut off by private landowner.

WB experiencing unauthorized trail construction. Working with WORCA and RMOW to resolve through information sharing and application process.

RMOW:

Callaghan fuel thinning project wrapping up

Brio fuel thinning underway (May – June)

Blackwell & Associates preparing comprehensive wildfire management strategy

Cheakamus Community Forest:

Cheakamus 16 harvesting underway

Access Management Planning meeting on June 14

4. CR62 Crown Referral

Presentation by Tracy Napier, RMOW Planner

RMOW received crown land referral for access to private land adjacent to Blackcomb Snowmobile (BS) base area.

Discussion: Proposed access is a new driveway that joins the Brandywine FSR 8079. Note that it the Brandywine FSR is unplowed in winter and used by agreement as a maintained snowmobile trail. RMOW planner noted application includes large storage shed for snowmobiles. FWAC discussed the Cheakamus Community Forest's alternate access proposal either through BS base or by re-opening the decommissioned Brandywine road branch. It's a minor loss to THLB and creates further habitat fragmentation.

MOTION: That the Forest and Wildland Advisory Committee recommends that Council direct staff to provide the following comments to the referral:

- FWAC does not support the primary proposed access because by previous agreement with Recreation Sites & Trails BC, Brandywine FSR 8079 020 is unplowed in the winter to facilitate snowmobile access to the alpine.
- FWAC supports the proponent's alternate access route using Blackcomb Snowmobile base **access**
- FWAC does not support re-opening the decommissioned Brandywine FSR 8079 010 and spur to public snowmobile parking lot.
- FWAC supports access with the shortest distance/least amount of road in order to minimize habitat destruction, fragmentation, and impacts to Cheakamus Community Forest's Timber Harvesting Land Base.

- The access for the site can only be used for residential purposes, not to provide access to a future commercial venture on the site.
- If Highway 99 access is gained in the future, access from the north side of the property should be extinguished and remediated.

Moved by J. Hammons
Seconded by J. Mikes

CARRIED

Presentation by Arthur DeJong

5. Annual Whistler Blackcomb Update

Renaissance proposal updates and adds amenities that are not currently in the WB master plan, and is not approved yet. Purpose is to provide diversified, family-friendly, weather-proof activities.

Master Plan proposals:

Horstman glacier snowmaking project was not successful. Winds were a problem. WB considering improving access between Horstman Glacier and 7th Heaven.

Lift improvements proposed to increase service in upper elevations Whistler Mountain – enhanced access from south and west sides. No timelines attached to any of these proposals.

Renaissance:

Waterpark is the anchor, located between Lots 7 & 8.

WB is cognizant of footprint, traffic and employee housing issues

Mid-Olympic bench improvements for beginners

Improvements to summer on-mountain amenities

Discussion: Request that WB consider snowmaking on lower Crystal Chair. WB has a portion of the necessary bed units and rest to be determined with RMOW.

6. Singing Pass Trail Update

Presentation by John Hammons, Alpine Club Canada, Whistler Chapter

ACC working with other agencies & stakeholders to re-establish Singing Pass Trail access. Ministry has funds to build a new section of bypass trail around slide on existing trail as well as a new, more stable Harmony Creek crossing in 2016 or/2017. ACC wants new trailhead with parking at end of Blackcomb access road at IPP, and proposes coming through the sliding centre; this new trailhead would be connected to the existing Singing Pass Trail from there as well as new Spearhead trails. WB not in agreement due to public and fire safety concerns. Decision postponed until Spearhead trails established.

OTHER BUSINESS

Access management principles added to Council minutes and distributed to CCF Board

Cheakamus Lake **access** road and others need maintenance as they are heavily used by tourists.

MOTION: FWAC recommends the RMOW explore options with partners to improve forestry roads that are important tourism assets.

Moved by D. Bonin
Seconded by J. Hammons

CARRIED

Future Agenda Items:

- Draft Report on CCF 2015 Activities (July)
- MOF Visual Quality Objectives (confirm timelines with MoFLNRO)
- MOF Fire Management Plan (confirm timelines with MoFLNRO)

ADJOURNMENT

Moved by J. Mikes
Seconded by D. Bonin

That the Forest & Wildland Advisory Committee adjourn the June 8, 2016 meeting at 4:59 p.m.

CARRIED



CHAIR: ~~Rob Davis~~

DEREK BONIN.
Acting.



WHISTLER

MINUTES

REGULAR MEETING OF WHISTLER BEAR ADVISORY COMMITTEE

WEDNESDAY, June 8th, 2016, STARTING AT 8:30 A.M.

At Decker Room

RMOW Public Works Yard

PRESENT:

Heather Beresford, RMOW, Co-Chair

Arthur DeJong, WB

Nicole Fitzgerald, Member at Large

Simon Gravel, Conservation Officer Service

Colin Hedderson, Member at Large

Paul Kindree, Carney's Waste Systems

Sue Maxwell, RMOW Council

Chris Riess, RMOW Bylaw Services

Constable Paula Haider, RCMP

Anitra Paris, Bear Smart Program Assistant, Recording Secretary

REGRETS:

Ellie Archer, Public

Sylvia Dolson, GBS, Co-Chair

Lori Homstol, Public

Claire Ruddy, AWARE/C2C Grizzly Bear Initiative

ADOPTION OF AGENDA

Moved by S. Maxwell

Seconded by P. Haider

That the Whistler Bear Advisory Committee adopt the Whistler Bear Advisory Committee agenda of June 8, 2016.

CARRIED

ADOPTION OF MINUTES

Moved by C. Riess

Seconded by S. Maxwell

That the Whistler Bear Advisory Committee adopt the regular Whistler Bear Advisory Committee minutes of May 11, 2016.

CARRIED

PRESENTATIONS/DELEGATIONS

Updates

Bylaw Services - 6 attractant calls. Communications coordinated between COS, Bylaw & BSPA. Half marathon, very clean. Many sightings in Emerald.

RCMP- 9 files in last month, most bears gone on arrival. COS advised on all calls. All RCMP trained by COS in bear aversion. Injured bear on highway 99, COS aware.

Discussion: dead black bear at Rainbow trail. No information. Discussion of letter to council re: hunting in Callaghan. Will be on July agenda.

Carney's- Quiet, nothing to report.

Whistler Blackcomb- Two separate garbage issues at top of Fitzsimmons since bike park opening, rectified. Michael Allen counting 35-40 bears. Green up is one month ahead, very quick upslope. 6 cubs identified, low number. 6 sub-adults. Blonde cub born on mountain.

RMOW Update

Whistler specific bear response and management plan being prepared by COS, GBS and RMOW. Bear website page reorganized and updated.

Action: BSPA to place bear in area signs in Emerald. Door to door education.

Action: H. Beresford distribute hunting regulations and synopsis.

Discussion: Bear population decline

- High drought, bad berry crop years.
- Bears being destroyed.
- Low reproduction.
- Whistler's current food sources can support a high number of bears, due to the creation of artificial habitat like ski slopes and golf courses.

Car-less Residents- document is circulating in draft form.

Action: N. Fitzgerald will follow up on adding bear information to Whistler Spirit video.

Follow up on May Actions:

- Tourism Whistler open to adding bear information on maps.
- Whistler Blackcomb bike park staff training being formalized
- Special events guidelines: concern guidelines are not stringent enough.

Action: H. Beresford to contact District of Squamish re: events guidelines.

Simon Gravel - COS arrived at 9:17am

COS Update

- B. Mueller met with Riverside Campground. Good continuity with staff and bear awareness. Adding virtual education on-site.
Recommendation: provide food storage to walk-in sites with locked bins rather than suspended food caches, campground is currently doing cost assessment.
- Calls in May very low. Increased COS presence in anticipation of increased activity. Employed external COS to conduct audits.
- Restaurants leaving doors open. Gave staff education about finding solutions to improve air circulation but keep bears out.
- Very busy on Callaghan road, bear viewing has likely doubled in the last 5 years. Many people getting too close to bears, approaching them.
 - Short term Callaghan solution: COS and RCMP will increase presence. Concern over public safety and dangerous parking habits.
 - Long term Callaghan: improved signage, connect with more bear viewing businesses. Hiring an aversion conditioning contractor being considered.

Discussion: Bear Tour Companies

- Consider meeting with all the bear tour companies. Consider Bear Smart Tour Certification to increase training and standards.
- Consider planting trees along road shoulder, limit sight of view and food source.
- Dead bear near Rainbow trail head, potentially a road strike. Removed by individual and COS following up.
- Call center not open to responding differently to Whistler calls but the call center must receive all calls.
- Tough Mudder coming soon. Communication protocol with COS in place. No overnight storage of food.

Action: Add wording to RMOW website "Report bear sightings in residential areas, Whistler conservation officers are notified daily".

Discussion: Trophy Hunting Letter to Council

- Trophy hunting is not an official term but related to hunting grizzlies for sport, not food.
- Discussed extending no hunting area full length of Callaghan road. Overlap of recreation and hunting area, cultural clash and safety concerns.
-

Action: H. Beresford to collect information: RMOW boundary, hunting areas, bow hunting, WOP for next meeting.

- Day lots: New bear proof cans. Bigger capacity, WB hired 2 full time staff to manage.


Nicole Fitzgerald
exited at 10:05am

ADJOURNMENT

Moved by S. Maxwell

That the Whistler Bear Advisory Committee adjourn the June 8, 2016 Regular meeting at 10:25 a.m.

CARRIED



CO-CHAIR: Sylvia Dolson

**RESORT MUNICIPALITY OF WHISTLER
LAND USE PROCEDURES AND FEES AMENDMENT BYLAW
(Fees for Home-Based Artist Studios) NO. 2122, 2016**

A BYLAW TO AMEND LAND USE PROCEDURES AND FEES BYLAW NO. 2019, 2012

WHEREAS a local government that has adopted an official community plan bylaw or a zoning bylaw must, by bylaw, define procedures under which an owner of land may apply for an amendment to the plan or bylaw or for the issuance of a permit under this Part; and

WHEREAS a local government may, by bylaw, impose application fees for the issuance of a temporary use permit.

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

1. This Bylaw may be cited for all purposes as "Land Use Procedures and Fees Amendment Bylaw (Fees For Home-Based Artist Studios) No. 2122, 2016 ".
2. Land Use Procedures and Fees Bylaw No. 2019, 2012 is amended by changing the fee for an application for a temporary use permit under Schedule A, item 6, from \$750 to \$600.

Given first, second and third readings this _____ day of _____, 2016.

Adopted by the Council this ____ day of _____ 2016.

Nancy Wilhelm-Morden,
Mayor

Laurie-Anne Schimek
Municipal Clerk

I HEREBY CERTIFY that this is a
true copy of Land Use Procedures
and Fees Bylaw Amendment Bylaw
(Fees for Home-Based Studios)
No. 2122, 2016.

**RESORT MUNICIPALITY OF WHISTLER
ZONING AND PARKING AMENDMENT BYLAW (WHISTLER RV) NO. 2110, 2016**

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

WHEREAS Council may, in a zoning bylaw pursuant to Sections 903 and 906 of the *Local Government Act*, divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zones, regulate the use of land, buildings and structures within the zones, and require the provision of parking spaces for uses, buildings and structures;

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

1. This Bylaw may be cited for all purposes as “Zoning Amendment Bylaw (Whistler RV) No. 2110, 2016”.
2. The Resort Municipality of Whistler Zoning and Parking Bylaw No. 303, 2015 is hereby amended as follows:
 - (a) Part 7 is amended by inserting the following in alphanumerical order under the heading “TA Zones”:

“TV3 Tourist Vehicle and Campground Three”
 - (b) Part 15 is amended by inserting as Section 18 the TV3 (Tourist Vehicle and Campground Three) Zone, attached as Schedule “A” to this Bylaw.
 - (c) The lands legally described as BLOCK A DISTRICT LOT 4097 NEW WESTMINSTER DISTRICT LEASE # 240674, GROUP 1, shown outlined in heavy black on the sketch plan attached as Schedule “B” to this Bylaw, are hereby zoned as TV3 (Tourist Vehicle and Campground Three) Zone.
3. If any section or phrase of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this Bylaw.

GIVEN FIRST READING this 21st day of June, 2016.

GIVEN SECOND READING this 21st day of June, 2016

Pursuant to Section 464 of the *Local Government Act*, a Public Hearing was held this this __ day of _____, _____.

GIVEN THIRD READING this __ day of _____, _____.

Approved by the Minister of Transportation and Infrastructure this __ day of _____, _____.

ADOPTED by the Council this __ day of _____, _____.

Mayor, Nancy Wilhelm-Morden

Municipal Clerk, L. Schimek

I HEREBY CERTIFY that this is a true
copy of "Zoning Amendment Bylaw
(Whistler RV) No. 2110, 2016

Municipal Clerk, L. Schimek

SCHEDULE “A”

18. TV3 Zone (Tourist Vehicle and Campground Three)

Intent

- 1) The TV3 Zone is intended to provide for recreational vehicle park, campground, and service facilities related to such uses.

Permitted Uses

- 2) The following uses are permitted and all other uses are prohibited:
 - a) agriculture limited to gardening, greenhouses, raising of crops, apiaries, and keeping or raising of horses, goats and fowl;
 - b) campground, excluding yurts;
 - c) commercial water bottling;
 - d) detached dwelling;
 - e) recreational vehicle park;
 - f) auxiliary buildings and auxiliary uses to the above; and,
 - g) without limiting (f) the following auxiliary uses to (a) through (e) above:
 - i. auxiliary residential dwelling unit for a caretaker or watchman or other persons similarly employed;
 - ii. office and administration;
 - iii. outdoor recreation;
 - iv. restaurant, catering primarily to the needs of the visitors staying in the recreational vehicle park and campground;
 - v. retail, catering primarily to the needs of the visitors staying in the recreational vehicle park and campground; and
 - vi. sani-dump.

Density

- 3) The maximum number of recreational vehicle pads is 102.
- 4) The maximum number of camping spaces for tents is 50.
- 5) One detached dwelling is permitted per parcel.
- 6) The maximum number of auxiliary residential dwelling units is 1.

- 7) The maximum permitted gross floor area for the total of all buildings for all permitted uses shall not exceed 1555 square metres.
- 8) All uses provided for in Section 1 of the TV3 Zone are subject to the following restrictions:
 - a) the maximum floor area for agriculture use shall not exceed 95 square metres;
 - b) the maximum floor area of an auxiliary building for campground and recreational vehicle park shall not exceed 45 square metres and the aggregate floor area of all auxiliary buildings for campground and/or recreational vehicle park shall not exceed 370 square metres;
 - c) the maximum floor area for commercial water bottling use shall not exceed 95 square metres;
 - d) the maximum floor area for detached dwelling shall not exceed 465 square metres;
 - e) the maximum floor area of an auxiliary residential dwelling unit is 90 square metres;
 - f) the maximum floor area for office or administrative use shall not exceed 105 square metres;
 - g) the maximum floor area for restaurant use shall not exceed 95 square metres;
 - h) the maximum floor area for retail use shall not exceed 145 square metres; and,
 - i) the maximum floor area for storage or maintenance use shall not exceed 95 square metres.

Auxiliary Sani-Dump Requirement

- 9) A sani-dump station may be permitted only if it is connected to a sewage disposal system approved pursuant to the *Health Act* and the regulations thereto.

Height

- 10) The maximum permitted height of a principal use building is 9 metres.
- 11) The maximum permitted height of an auxiliary building is 9 metres.

Setbacks

- 12) The minimum permitted setback from all property lines is 20 metres.

Parcel Size

- 13) The minimum parcel area is 40 hectares.

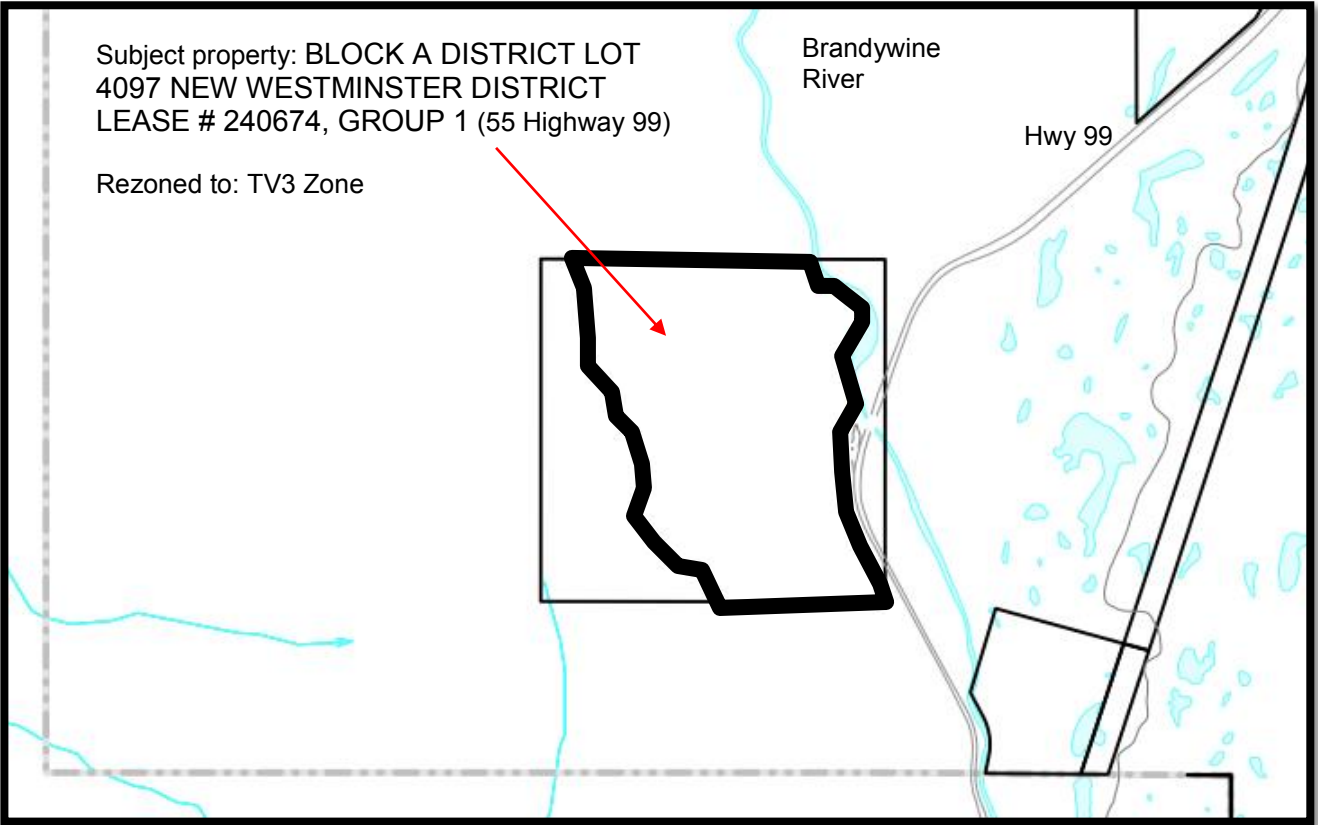
Off-Street Parking and Loading

- 14) 1.25 parking spaces per camping space shall be provided and all other uses shall in addition provide the number of parking spaces as required and determined pursuant to Part 6 of this Bylaw. All parking and loading spaces shall be provided in accordance with the site, size, and access regulations provided in Part 6 of this Bylaw.

Other Regulations

- 15) Uses permitted under Section 2 are subject to the following:
- a) Except for a custodian and residents of the detached dwelling, the occupancy of any lands or buildings for permanent residential use shall be prohibited;
 - b) A camping space shall not be occupied by the same recreational vehicle or tent for more than 30 consecutive days;
 - c) The use of land for either pedestrian trails or vehicular roads within the Brew Creek Community Watershed shall be prohibited except for the existing Forest Service Road that serves as the primary access to the campground;
 - d) All uses shall be screened from Highway 99 by a landscape screen consisting of natural vegetation such that development is not visible from any point of Highway 99 adjacent to the land.

SCHEDULE "B"



WHISTLER HOUSING AUTHORITY LTD.

(the "Company")

SHAREHOLDER'S RESOLUTIONS

The undersigned, being the sole shareholder of the Company, hereby consents in writing to the following resolutions to have the same force and effect as if passed at a general meeting of the Company.

BE IT RESOLVED THAT:

1. that the written resignation of Sharon Fugman (which has been received at the Company's registered office) as director of the Company be accepted;
2. that Mike Furey, having consented in writing to act as director of the Company, be appointed as director of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and
3. the Board of Directors is therefore now composed of the following seven (7) persons:

Jonathan Decaigny
Jennifer C. Ford
Jack Crompton
Mike Furey

Michael Hutchison
Brian Good
John Grills

DATED this _____ day of _____, 2016.

RESORT MUNICIPALITY OF WHISTLER
by its authorized signatories:

Mayor: Nancy Wilhelm-Morden

Municipal Clerk: Laurie-Anne Schimek

RESORT MUNICIPALITY OF WHISTLER MUNICIPAL CORPORATION

WHISTLER HOUSING AUTHORITY LTD.

RESIGNATION OF DIRECTOR

I, Sharon Fugman, hereby resign as Director of the Whistler Housing Authority effective April 1st, 2016.

Sharon Fugman
Signature

Sharon Fugman
Print Name: Sharon Fugman

From: Gavin Phillipson <iamgavinphillipson@hotmail.com>

Sent: June 16, 2016 12:23 PM

To: Nancy Wilhelm-Morden; Jen Ford; Jack Crompton; Steve Anderson; John Grills; Sue Maxwell; Andrée Janyk; Wanda Bradbury

Subject: Cheakamus DES systems

Hello Mayor and Council,

I am writing to you as many of my neighbours are, to communicate my thoughts on the DES system and how the previous council and present Council are dealing with it.

Unfortunately I have spent thousands of dollars on my systems and this money has directly effected my lifestyle. I am a front line employee in Whistler and was ecstatic with the opportunity to be able to buy a home in Whistler through the WHA. With home ownership I understand there are costs that come up. However I was not given any warning that there would be \$1000+ worth of 'regular' maintenance on the DES system plus whatever goes wrong (and stuff goes wrong!).

This money spent comes not from our vacation fund as others have said, this comes from my daughters RESP fund, it comes from our grocery bills and worst of all it comes from my soul. Every time I hear my heat pump turn on I have a moment of stress for the next issue that will happen despite a technician saying "it should be fine now". Every fall, as winter is coming I get excited about the mountain, but, stress about whether we will have heat to come home too.

I have had a bitter experience with Technicians... Western Technical who you appointed to do warranty service and have recommended to the community to use are horrible. Dave (the owner) came in to diagnose why our heat pump was not working. This cost's \$150 he was in our unit for less than 5 minutes and told us we needed a new tekmar unit. This costs \$1200 plus installation. Fortunately I got a second opinion. Our Tekmar was fine and still is 3 years later. Luckily I was only out \$150? It sickens me writing this last sentence.

I respect that Ken Melamed wanted a green Olympics and I would love this system if it was green, affordable, and worked as promised. But none of those are true. This system is inefficient, with the DES tax hydro, and maintenance it is and always has been more then conventional heating and the stress and of it breaking all the time is real!

Former councillor Ralph Forsyth tells me that when talking about this system it was discussed that they should put conventional heating systems in for when this experiment fails. This was not done. Instead you signed us up for a tax that whether we can use the system or not we need to pay and are fighting tooth and nail to put your experiments failure in our laps.

I hope that we can be removed from the DES tax and you fix our systems to the specs required or replace them with a proven functioning system.

This is a stain on the reputation of the WHA and the past and present councils. Please make this right.

Sincerely,
Gavin Phillipson
1161 Whitewater Drive
604-902-4286
iamgavinphillipson@hotmail.com

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

Rupert Merer
2868 Clifftop Lane, Whistler,
BC V0N 1B2

Whistler Blackcomb's Renaissance Project

I have been a full time resident of Whistler since 1999 and I am a member of the Federation of Mountain clubs of BC ("FMCBC"), and a Director of the Spearhead Hut Society. I am also a member of the Municipality's Trails Planning working group. It follows that I am always concerned about Whistler hiking access.

I want to table my concerns about Whistler Blackcomb's ("WB") Renaissance project and the continuing degradation of hiker access to Garibaldi Park.

Few people realise that most of WB's ski area is on land transferred from Garibaldi Park. Before Whistler opened in 1966 the Garibaldi Park boundary ran east-west through the middle of the Red chair on Whistler and one third of the way up Solar Coaster chair on Blackcomb. Without land transfers from the Park, Whistler would be a very small ski resort, if it existed at all. The BC Mountain clubs and hikers gave qualified approval to these transfers provided that access to Garibaldi Park, Singing Pass and the hut at Russet Lake was not compromised.

Until the Fitzsimmons slump in 1991 hikers could drive up an old logging road on the south side of Fitzsimmons creek to a parking lot 5 km above the village, which reduced the return hiking trip to Singing Pass by 10km. After the slump, WB closed the road and built the bike park. Recently BC Parks and other Government departments have recommended allowing vehicle access to a point close to the Park boundary in order to increase park use. The FMCBC and other hikers have been negotiating with WB to achieve this, but without success. WB has refused to allow public vehicles to access the upper valley on the old access road or through the sliding centre.

WB's concern about vehicle access on the south side of the Fitzsimmons valley relates to possible bike/car conflict in the bike park, but the access road passes below the bike park and only two bike trails (out of a total of 73) cross it. These crossings currently require an offset gate to protect hikers from fast moving bikes, and if public vehicle access is re-established this should be enough to protect bikers from slow moving vehicles. Alternatively bike bridges could be constructed at one or both crossings. We estimate that safety measures required would cost about .01% to .02% of the cost of the Renaissance project.

WB is reluctant to allow public access through the sliding centre because, they claim, the road is too steep and the curves too sharp for the public. However the road is not as steep and the curves are not

as sharp as those on the Duffey Lake road, and the gradient and the radius of its corners do not compare to many popular tourist roads in the US and Europe. WB is also concerned about their storage areas in the upper valley. Safety measures required to allow public vehicle access would be small, made up of security gates and minor changes to the traffic management system.

It is therefore an unexpected consequence of the Fitzsimmons slump that hiker access to Singing Pass and Garibaldi Park is now severely restricted. The round trip distance has increased by 10 Km so that a return trip to Russet Lake is now over 31 km and few hikers venture beyond the lake. Hikers can access the pass using WB's gondola, but this is expensive, operating hours are limited and the gondola does not run for 8 or 9 weeks per year.

The Spearhead hut project increases our concern about access. Without vehicle access to the old parking lot or the IPP intake, the hiking distance to the proposed huts will be 10 km (return) further and building costs will increase significantly. This is a project which will benefit everybody; Whistler Blackcomb, Whistler Municipality, BC Parks and the whole Province. Back country skiing is booming while downhill skiing hasn't grown in North America during the last 15 years. The annual benefit to WB will be much greater than the one time cost of any safety measures required to restore vehicle access.

WB has done a superb job of developing skiing and biking on their tenure, and this has benefited Whistler and BC. But the cost and inconvenience of allowing vehicle access to the old parking lot or the IPP intake would be very small.

Approval of the Renaissance project should be contingent on WB resolving hiking access to Garibaldi Park. Whistler is BC's premier mountain resort and Garibaldi Park is one of the jewels of the Park system. Access to the Park should not be restricted in summer.



Rupert Merer



Whistler SeaWolves Swim Club

July 5, 2016

Dear Council and RMOW Staff,

As Whistler SeaWolves Swim Club members (the "Club" or "WSWSC"), we are writing to express our sincere thanks to the RMOW staff and our Board for reaching an equitable resolution to ongoing pool lane allocation negotiations; those discussions having been active since February.

As rate payers, swimmers, and volunteers, we the undersigned are grateful for RMOW and Council's support allowing us to grow and succeed. Specifically for 2016-17, a primary constraint to past growth and a key source of staffing and programming inefficiency for both the Club and Meadow Park has been addressed. Additionally, our discussions allowed both sides to better understand the others' operating initiatives and limitations.

In that regard, we share the following.

What We Offer the Community

The many social benefits we offer the community came to be better understood through the process. As you may know, our non profit Club is inclusive of child, teen, WASP and masters participants. It delivers a community service in training our collective youth a critical life skill. It offers our swimmers an opportunity to excel at the highest levels, or cross train/rehab in a non impact way. Our athletes are the town's future Meadow Park and Renaissance life guards. We are stable fee paying pool tenants. Our events welcome out of town guests who generate spin off revenue. In summary, we actively address RLAC goals.

What We Sought in Discussions and What We Ask You to Continue to Promote

We ask you to maintain your enlightened social policy view on pool lane resource allocation. Specifically we had three requests which were ultimately, in the main, addressed with mutually understanding.

1- **Consistency** across seasons in the times and weekdays the Club is offered lanes, so that both we and the RMOW can market and resource plan proactively. For the first time in our Club's history availability will not be altered quarterly, allowing us to offer consistent year long programming.

2- **Clustering** lanes concurrently, thereby improving Meadow Park's and WSWSC's efficiency in staffing and delivery of services, a worthy goal for the RMOW, the Club, and rate payers. (Anecdotally, the resources we requested in parallel lanes are predominantly not well utilized by others.)

3-**Usability** of hours. The Club recognizes the competing interests for prime weekday after school time slots, and has structured its programs so that teen competitive swimmers continue to utilize pre school time slots to enhance their total training hours, after they have developed a strong foundation in the sport. (Even though pre school hours are less than ideal.)

Our Board has worked diligently with the RMOW to achieve these three vital Club and Meadow Park efficiency objectives, and the RMOW has listened and responded to our needs as community stakeholders, rate payers, and employers. We thank the RMOW, Council and our Club's Board in achieving an equitable resolution for all parties.

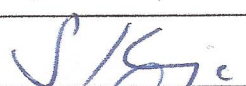
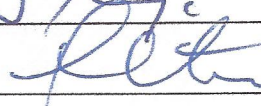
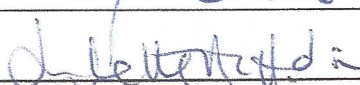

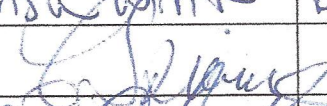







Sincerely yours the undersigned,



Stan Kranjc, on behalf of the representative sample of Club members listed in the attached. 6199 Eagle Drive, Whistler.

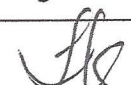






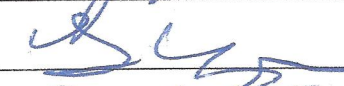
Cc Mayor and Council, Norm McPhail, Roger Weetman, WSWSC Board



Name	Signature	Email
Michelle Pascal		michelle.pascal@shaw.ca
Lori Fynn		lorifynn@gmail.com
Cynthia Higgins		cynthiges@shaw.ca
Barry Smith		bazzlesmith@hotmail.com
Jill Almond		jillalmond@shaw.ca
ROGER MANN		ROGER.MANN@PHDIL.COM
Robbie Duke		lilymerico@icloud.com
Robbie Duke		ROBBIE.DUKE@BCHYAPV.COM
Sandra Baynham		sandra.lutz@hotmail.ca
Gwen Milley		gmilley@telus.net
Martin Gauthrey		MartyGauthrey@gmail.com
LAURA SCULLY		northlandmont@resemblant@yahoo.com

Name	Signature	Email
STAN KRANJC		SKRANJC@COMCAST.NET
Norm Strick		norm@nonnapias.co
J. Lettettzfeld		juliethedunson@shaw.ca
Kristen WINT		Kristeninge@gmail.com.
Christine Spiering		chrislen@telus.net
Darlene Douglas		dardaughase@telus.net.
Stephany Smith		stephany@shaw.ca
Buzz Smith		buzzsmith@hotmail.com
John Minton		John@coronaexcavators.co
Fiona Minton		fionam@shaw.ca
John Teitzel		john.teitzel@hotmail.com
BOB CURRIE.		robertcurrie@shaw.ca.

JOE POLITO		THEDEEPDOW@GMAIL.COM.
LYNDA HARNISH		LHARNISH@AOL.COM

Name	Signature	Email
Tracey Rossiter		Tracey9@telus.net
Cheryl Tuira		ctuir@ Gmail . com
Adam Ward		adamwardlo@hotmail.com
Steve Mastell		mrlci@yahoo.co.uk
M. PeotRidel		mickro@telus.net
David Hessins		Davidh@wrec.com.
GLEN HIGGINS		glen@tripods.ca
Carol Tait		taityde@mac-com

Submitted on Thursday, July 7, 2016 - 21:30 Submitted by anonymous user: 50.92.135.92 Submitted values are:

Full Name: Scott Brick

Mailing Address: 1075 Emerson way North Vancouver B.C. V7H 2B2 Civic address if different from mailing address:

Email Address: SABricktransport@gmail.com Phone Number: 604-617-7293 Your Message:

Dear Mayor and Council,

I am writing to bring your attention to a safety concern I experienced today when I was accessing the Village. I drive a large commercial vehicle and usually access the Village via Whistler Way. I know that the Municipality has been doing work by the Tantalus Lodge with an electronic sign on the highway advising of alternating traffic. Today as I exited the highway I discovered that the road had been closed using a blue metal fence across the road. The fence was positioned out of view from the highway and there had been no indication that the road would be closed prior to committing to the turn.

My concern is that the lack of signage caused a hazard as there was limited room for traffic to turn around and there was no assistance from staff on site. I find this a huge safety concern. My truck is 38 feet long; you can imagine the difficulty turning around with constant traffic turning off the highway finding the same closure as I did. There was no help from the construction crew. In fact I saw them being amused by the confusion of vehicles corralled in this short stretch of roadway. This road is used by the majority of delivery companies with trailers up to a length of 53 feet just for the trailer. As a professional driver with more than 25 years of experience I can tell you that if one of these trailers came in this way it would have required the highway being blocked off or closed to allow the trailer to back out safely.

I have been working in Whistler for 25 years and encourage you to review your traffic management practices at worksites with your Engineering Department and contractors; this is not the first time that it appears little to no thought has been put into traffic flow and traffic warnings when work is being done in the Village.

Please sign the form by entering your initials: S.B.



Selina Robinson, MLA
(Coquitlam-Maillardville)



**Province of
British Columbia**
Legislative Assembly

Selina Robinson, MLA
(Coquitlam - Maillardville)
Victoria Office:
Room 201
Parliament Buildings
Victoria, BC V8V 1X4

Community Office:
102 – 1108 Austin Avenue
Coquitlam, BC V3K 3P5
Telephone: 604 933-2001
Facsimile: 604 933-2002

July 5, 2016

Her Worship Mayor Nancy Wilhelm-Morden and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC V0N 1B4

Dear Mayor Wilhelm-Morden and Councillors,

I hope your summer is going well. I am writing to you in preparation for the UBCM Convention September 26-30. I am pleased to inform you that all of the Opposition MLAs will be at the UBCM Convention and that we would love to meet with you and hear more about your issues and concerns.

In order to book an appointment with an MLA during UBCM please contact my Legislative Assistant Brontë Renwick-Shields at bronte.renwick-shields@leg.bc.ca or call 250-952-7647 and she will be happy to schedule an appointment for you. Please let Brontë know the specific issues or concerns that you would like to address in the meeting so that we can ensure the appropriate MLAs are in attendance.

We would also like to remind you that the Opposition will be hosting a free breakfast on the Friday morning of UBCM in the Crystal Ballroom Room at the Fairmont Empress Hotel, doors open at 6:45 am but please come when you can before 8:30 am. We would love to have you join us, invitations and further information will be included in your Convention package.

Yours sincerely,

Selina Robinson, M.L.A Coquitlam-Maillardville
Opposition Spokesperson for Local Government, Seniors and Sports

Local Government Program Services

...programs to address provincial-local government shared priorities



**The Strategic Wildfire
Prevention Initiative
is managed by the
SWPI Working Group.
For program
information, visit the
Funding Program
section at:**

www.ubcm.ca

LGPS Secretariat

Local Government House
525 Government Street
Victoria, BC, V8V 0A8

E-mail: swpi@ubcm.ca
Phone: (250) 356-2947

July 11, 2016

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

**RE: Strategic Wildfire Prevention Initiative - Approval of 2016
FireSmart Grant (SWPI-572: Whistler FireSmart Activities)**

Dear Mayor and Council,

Thank you for submitting a revised application under the 2016 FireSmart Grant Program for the above noted project.

I am pleased to inform you that the Evaluation Committee has approved funding for your project in the amount of \$10,000.00.

Grant payments will be issued when the approved project is complete and UBCM has received and approved the required final report and financial summary.

The conditions of approval are outlined in the Program & Application Guide and the general Terms & Conditions are attached. In addition, please note the approved grant is also subject to the following requirements:

- (1) The funding is to be used solely for the purpose of the above named funding program and project, and for the expenses itemized in the budget that was approved as part of your application;
- (2) Funds are not transferable to other projects;
- (3) All funded activities are to take place within the 2016 calendar year;
- (4) The final report is required to be submitted within 30 days of project completion and no later than January 31, 2017. The report must include:
 - Completed and signed copy of the final report form
 - Financial summary
 - Copies of any community assessments, FireSmart Community Plans or any other plan that was developed or updated as part of the 2016 SWPI FireSmart grant.

On behalf of the Evaluation Committee, I would like to congratulate you for responding to this opportunity to address community safety issues in your community.

If you have any questions, please contact Local Government Program Services at (250) 356-2947 or by email at swpi@ubcm.ca.

Sincerely,



Danyta Welch
Policy & Programs Officer

cc: *Geoff Playfair, Fire Chief, Resort Municipality of Whistler*

Enclosure



Local Government Program Services

General Funding Terms & Conditions

The purpose of these Terms and Conditions is to provide basic information on grants administered by the Union of BC Municipalities through Local Government Program Services (LGPS). For specific information regarding the terms and conditions of each funding program, please refer to the relevant Program & Application Guide.

1. Definitions

- **Approved Applicant** - In general, LGPS grants are awarded to local governments (regional districts and municipalities). However, under some programs, First Nations can be the approved applicant. The approved applicant is the primary contact for UBCM and is responsible for overall grant management.
- **Approved Partner(s)** - Are organizations that contribute directly to the approved project, are identified in the application and are approved by UBCM. Possible partners include, but are not limited to, boards of education, health authorities, First Nations or aboriginal organizations, non-profit organizations and local governments (other than the applicant).
- **Approved Project** - Is the activity or activities described in the application and approved by UBCM.
- **Cash Expenditures** - Are direct costs properly and reasonably incurred and paid for with money by the approved applicant or approved project partner for the development or implementation of the approved project. For example, catering and consultant fees can be cash expenditures.
- **In-Kind Expenditures** - Are the use of resources of the approved applicant or approved project partner for the development or implementation of the approved project. For example, the use of meeting rooms owned by the applicant or approved partner can be an in-kind expenditure.
- **Program & Application Guides** - Are the application and program materials prepared by UBCM to describe the program and assist applicants in completing and submitting an application. All Program & Application Guides are available at www.ubcm.ca.

2. Eligible & Ineligible Costs

Eligible costs, including cash and in-kind expenditures, are direct costs properly and reasonably incurred by the approved applicant or approved partner as part of the approved project. To be eligible, these costs must be outlined in the detailed budget submitted by the approved applicant as part of the application process and be approved by UBCM. Requests to change the budget must be made to UBCM, in writing, by the approved applicant (see below). Please see the relevant Program & Application Guide for specific notes regarding eligible and ineligible costs.

3. Post-Approval Terms

Notice of Approval

UBCM will inform all applicants of the status of their application by letter. Approved applicants will be informed of specific conditions of the grant approval and if a specified percentage of the approved grant amount will be forwarded to the approved applicant upon approval. The balance of the grant will be paid on satisfactory completion of the project and receipt and approval of all final reporting requirements.

Applicant Responsibilities

LGPS grants are awarded to approved applicants. When collaborative projects are undertaken, the approved applicant remains the primary organization responsible for the grant. Due to this, the approved applicant is the primary contact for UBCM and is responsible for:

- Ensuring that approved activities are undertaken as outlined in the approved application and within the required timeline

- Providing proper fiscal management of the grant and approved project (see below)
- Submitting final reports, using UBCM forms where available, as required by the Program & Application Guide (see below).

Accounting Records

Acceptable accounting records must be kept that clearly disclose the nature and amounts of eligible expenditures (cash and in-kind) incurred as part of the approved project. Financial summaries are required to be submitted as part of the final report and must be signed by a representative of the approved applicant (or as required in the Program & Application Guide).

In all cases, the final project expenditure must be net of any rebates (such as GST/PST) that the approved applicant or approved partner is eligible to receive.

Changes to or Cancellation of Approved Project

Approved applicants need to apply to UBCM, in writing, for any significant variation from the approved project as described in the approved application, including any major changes to:

- Start or end dates
- Project purpose, goals, outcomes or milestones
- Cash and in-kind expenditures or matching funds (when required)
- Project partners

UBCM's approval is required in advance for such changes. If an approved project is cancelled, the approved applicant is responsible for ensuring any grant monies that have been advanced are returned to UBCM within 30 days, or as outlined in the Program & Application Guide.

4. Reporting Requirements

Submission of Reports

Approved applicants are required to submit final reports as outlined in the Program & Application Guide. When UBCM forms or templates are available, they are required to be used. Please note the following when submitting a report:

- When completing a UBCM report form please ensure that each question is answered and that all attachments are complete. Follow any sample templates that UBCM provides.
- When a report form is not required, please ensure that each required component, as outlined in the Program & Application Guide, is addressed in your report and that all attachments are complete.
- Do not bind reports or submit in binders or folders.
- When submitting electronically, submit all documents as Word or PDF files and all digital photos or images as JPEG files.
- When you are ready to submit your report, please e-mail it directly to lgps@ubcm.ca or mail it to Local Government House: 525 Government Street, Victoria, BC, V8V 0A8.

Extensions and Outstanding Reports

In order for an approved project to continue past the approved end date – or for a final report to be submitted after the established deadline – approved applicants must contact UBCM to request and be granted permission for an extension.

Approved applicants that do not request extensions and have outstanding reports may forfeit the final payment of their grant and may not be eligible to apply to future LGPS programs until reports are received.

5. Recognition of Funding and Funders

Approved applicants should contact UBCM for more information on recognizing funding and for information on the appropriate use of logos. Please contact LGPS at (250) 356-2947.



July 15, 2016

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

Dear Mayor and Council,

The Community Foundation of Whistler is pleased to provide you with the enclosed fund statement for the Environmental Legacy Fund. This statement reflects the contributions to your fund, income generated, and grants distributed for the period from January 1, 2015 through December 31, 2015.

Our investment rate of return for 2015 was 8%. As expected, this return is more modest than that experienced in 2014; however, with volatility in the market place continuing, we are pleased with the results. This rate of return exceeds our target of 7%, thus allowing us to meet our distribution requirements while also contributing to fund growth. A fundamental value of the Community Foundation of Whistler is to take the long-term view. This means not paying too much attention to short term fluctuations in the market. Our fund managers manage our portfolio with a long term time horizon and therefore we have not needed to make any adjustments in our asset allocation. As of December 31, 2015 our endowed assets had reached a value of \$5.32 million.

The composition of the Finance and Investment committee remained the same as in 2014 and collectively they bring a total of 187 years of experience in overseeing the finances and investments of the Community Foundation of Whistler. They meet quarterly to review progress and each October they meet annually with our professional fund manager at Cypress Capital Management.

We invite you to view our 2015 Audited Financial Statements on our website at www.whistlerfoundation.com.

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

Together we are growing a thriving community.

Yours truly,

Carol Coffey
Executive Director



Annual Fund Statement - Environmental Legacy Fund

Principal Endowed to Date:	2,405,705.00
Opening Fund Balance- Current Year:	3,224,848.78
Contributions in the year:	0.00
Investment Income:	148,398.50
Unrealized Gains (Losses) in the year	123,767.51
Investment Management Fees:	-12,134.74
Administration Fees:	-50,034.77
Annual Grants:	-128,000.00
Closing Fund Balance:	3,306,845.28

Detailed Grants:

Grantee	Date	Amount
Rotary Club of Whistler	21/04/2015	10,800.00
Sea to Sky Invasive Species Council	21/04/2015	19,009.00
Sea to Sky Invasive Species Council	21/04/2015	7,106.00
Sea to Sky Invasive Species Council	21/04/2015	4,810.00
Stewardship Pemberton Society	21/04/2015	10,000.00
Stewardship Pemberton Society	21/04/2015	1,500.00
Get Bear Smart Society	21/04/2015	7,500.00
Get Bear Smart Society	21/04/2015	5,000.00
Whistler Museum & Archives Society	21/04/2015	17,500.00
AWARE	21/04/2015	12,000.00
AWARE	21/04/2015	2,000.00
Squamish River Watershed Society	21/04/2015	7,515.00
AWARE	21/04/2015	4,500.00
AWARE	21/04/2015	2,500.00
AWARE	21/04/2015	7,500.00
Whistler Fisheries Stewardship Group	21/04/2015	7,260.00
The Board of Education of SD No. 48	21/04/2015	1,500.00
*** Total Grants:		128,000.00