

# WHISTLER

## AGENDA

**COUNCIL WORKSHOP  
A SPECIAL MEETING OF COUNCIL  
MONDAY, JULY 4, 2011 STARTING AT 9:00 A.M.**

In the Franz Wilhelmsen Theatre at Maurice Young Millennium Place  
4335 Blackcomb Way, Whistler, BC V0N 1B4

### **APPROVAL OF AGENDA**

Approval of the Council Workshop agenda of July 4, 2011.

### **PRESENTATION/DISCUSSION**

OCP Update Roundtable

Chapter Presentations with Q&A

- Growth Management
- Climate Action and Energy
- Transportation, Infrastructure and Resources

Next Steps

### **ADJOURNMENT**

# MEMO

**DATE:** June 30, 2011

**ATTENTION:** RMOW Council

**FROM:** Kevin Damaskie

**RE: Council Workshops on OCP update Policies, July 4-5, 2011**

As requested, please find in this a package of all policy revisions for your information and discussion at the upcoming workshops. All the relevant input has been integrated into this version. In most cases, policy-level changes have been tracked. Council received a First Draft policy binder April 5, 2011. Please use that binder as a baseline to track policy revisions where changes are not tracked in the SECOND DRAFT.

The Quality of Life Chapter we will workshop July 5 has received a bit different treatment: input on specific policies has been highlighted below the first draft policies, with a recommended action below that. Staff is seeking your feedback on the recommended action at the workshop.

Also in the package you will find a consolidated, summary report of the consensual advice provided the RMOW by the OCP update Community Advisory Group.

OCP chapter leads will sit with Council at the workshop table as requested. As in our June 14 workshop, an overview of each chapter will be presented and we will follow that with Questions and Answers. We have budgeted an hour for each chapter area.

The DRAFT policies for Economic Viability and Land Use and Development (Visitor and Resident Accommodation), were reviewed at the June 14 workshop, so those chapters will not be on the workshop table for these sessions. Council's input from these workshops will be integrated into the SECOND DRAFT and will be shared with Council when the entire DRAFT OCP update is presented to Council in August 2011.

## COMMUNITY ADVISORY GROUP

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### CONSENSUAL ADVICE SUMMARY REPORT

The Two most significant pieces of consensual work that came out of the year-long process of advising on the OCP update are:

**MOTION #1:** *CAG moves to make a strong recommendation that we maintain the existing bed cap at 61,234.*

*12 in favour, 1 not in favour*

**MOTION #2:** *The criteria for increasing the bed cap would be if a, b, c, d (from current OCP) are deemed to be met by Council then the proposal will go to the community for a “vote”.*

*12 in favour, 1 non-voting member*

#### Background to these Motions:

#### CAG Meeting 4.2: Balanced Resort Community Capacity

- Optimize what we have and make it as viable as we can; we need policies to support this.
  - We need to understand what the constraints are to optimizing what we have. From there we can better understand how can we use our existing capacities to their fullest?
  - We need to work to even out the “peaks” and “valleys” to ensure quality experiences.
  - We need to be innovative with how we are going to sustain the Whistler Experience.
- No more growth is a community consensus.
  - There are absolute limits to growth; we have to understand and respect the comfortable carrying capacity of the resort community.
- The Community is still interested in retaining the bed unit measure and the bed cap.
  - Why the bed unit term is important and needs to be maintained: #1 item to keep a watch on this community.



- Bed units are a simple mechanism, let's keep it simple.
- The bed unit cap is not supposed to be expanded; we need to ensure that the bed unit cap is respected and keep it as a final cap.
- We don't need any new accommodation to be built in Whistler over the next 5 years.
- Group Agreed:
  - We need a mechanism in place for community to have a say in bed unit increases.
  - How do we keep control of this in the future; is what we have in place too open; have we come far enough down the road that we need to control more? We need a mechanism that goes into the OCP that tightens up potential for expansion (ex. Referendum).
- The community also needs to be brought into discussions about what are “community benefits” that are worthy of raising the bed unit cap. Protecting key pieces of nature and a perform and reward system were mentioned.
- It should be noted that some members were concerned about the cost of a “vote”. Perhaps another option is more ideal. The main piece of advice is that the bed unit cap needs to be maintained and respected to a much greater extent and that the community needs to be better engaged in any decisions to raise the bed unit cap.

#### Key consensual pieces from all meetings:

#### CAG Meeting 4.1: Defining the Whistler Experience

##### Resort Community Asset Mapping

- > Key Assets identified at this session (Please see meeting minutes appended for more detailed description, key challenges, and opportunities to enhance these assets)

Valley Trail Network	Parks & Beaches	Playing Fields & Rec Centre
Lost Lake Park & Trails	Nature in Community	Recycling Transfer Stations
Whistler Village	Mountain Bike & Hiking Trails	Learning
Whistler Blackcomb Ski Area	Olympic Venues	Water Sources & Supply

The Lakes & Lake Front	Community Schools & Spaces (Library, Community Centres)	

## CAG Meeting 3: ORID Process

### Key Discussion Points

#### Objective

- Repurposing space for new uses (ex learning).
  - What are the real vs. perceived needs particular to built environment and operations?
- PAN is a tool to control/restrict development of RR1 lands.
  - Absence of PAN and the perception that we have lots of green space- but really we have very little that is actually protected.
  - PAN needs to be adopted.
  - PAN should be a primary component of OCP discussions; the largest piece is excluding from our discussions.
  - We have been focused on the built environment, but what about all the undeveloped land?
- Process of amending the OCP has been reactive rather than proactive, and this is not a healthy way to plan.
  - How OCP would be amended important; flexibility, filters, criteria; what is the process for amending; why so many amendments and how are they achieved; what safe guards exist to protect the OCP but still allow for flexibility?
- What are the consequences of growth?
  - Expanding footprint encroaching on our environment.
  - There has been a lack of control re growth- this needs to be addressed in this OCP.
- We want to start with a new brush, feeling restricted; lets try to be more visionary; we need to be more communal rather than selective in this corridor.



## Reflective

### *Negative*

- Spatial Expansion of our development footprint.
  - The way the current land use plan has been implemented.
  - Uncertainty of potential development in Whistler.
- Potential expansion of commercial in the Valley; delusion of the commercial (ex. Rainbow, Mons).
- What does extraordinary circumstance mean?
- Transportation connectivity and usability.
- Accessible waste, recycling, composting infrastructure.
- We are not meeting our energy reduction targets; why are we moving backwards? We need to address this.

### *Positive*

- PAN, and the attempt to identify the ecological areas.
- Community services.
- Partnerships.
- What we don't see: strip malls, bill boards, etc.
- 79% of the work force is able to live here.
- Inventory of our natural assets that surround us.
- Value of the natural environment largely recognized by the community.

## Interpretive

*What is missing from our current land use planning?*



- Our current capacity: institutions, operations, facilities, attractions; need to know for each type of infrastructure.
- Need to understand our resort community's opportunities and constraints.
- Climate Change and potential impact; how can we adapt and mitigate; need to have answers and ideas today to ensure the resiliency of our community.
- Preserve space and features for different types of transport; keep flexibility for future ways we might transport people.

*What is missing in Whistler?*

- Supportive living environments: elderly, disabled, etc.
- Food sovereignty: community greenhouses and gardens.
- Accessibility in the Village.
- Tools/mechanisms to address strata ownership and under-utilized spaces; the ability to repurpose spaces in general.
- Visitor services and transportation hub.
- Post-secondary education facility in Whistler.
  - Need a central core to be the hub of Whistler's learning centre; we have so much infrastructure, we are just missing the central core space.
  - We need to align this facility with our core values.
  - There exist great opportunities to establish partnerships with existing buildings.
  - Value for learning and skills development heightened.
- Opportunities for clean energy to be developed here.
- Systems to encourage water security, sourcing and conservations.
- Sport and Cultural Tourism Strategy.



## CAG Meeting 2: Current Reality Session

Resort Satisfaction (Net Promoter Score), Growth Management and Land Use shared current reality were developed. This was a capacity building session to enable the CAG to give informed advice from a shared understanding of where we are at.

## CAG Meeting 1: Roles, Responsibilities, and the OCP update

What is the role of CAG within the process? The CAG is to advise the RMOW Coordinating Team as outlined in the Terms of Reference.

Minutes will be taken by Claire Daniels, and then distributed back to the group. These could then go into a written report for Council and the RMOW Coordinating Team, if this is desired by the group

### Key Themes

- Shared values are the strength of this community.
- Environment and Opportunity most used when describing values.

### Key Issues

- Visitor experience: how can we create an exceptional visitor experience; connect the dots between the economy (tourism) and our lifestyles here.
- Remembering where we came from.
- Controlling our destiny; idea of limits to growth, we cannot grow our way out of our problems; need to be very careful about this; need to look at comfortable carrying capacity and layer this into land use planning and tools.
- Need to plan for zero waste.
- Everyone senses a maturity about Whistler; integration and thoughtfulness of overlay is important more so now that we are a mature resort community.
- Diversify the economy- need for cultural and other low-impact ways to maintain our tourist economy.
- Effective protection of natural areas.
- All issues need to come back to Whistler2020; need to ensure all issues are being framed within our vision.





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FIRST DRAFT Official Community Plan update  
Growth Management

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## CURRENT REALITY

The resort community has undergone tremendous growth and expansion in its relatively short history and is reaching buildout of the approved development capacity. Throughout the OCP update process, the community has expressed the following common concerns and desires:

- Concern over further growth and expansion and potential impacts on Whistler's character, experience, quality of life and property values.
- Desire to look for new, diverse opportunities to strengthen the local tourism-based economy.
- Desire to have a forward looking plan that provides some certainty: sets limits to growth, anticipates and proactively identifies desired future land use and development
- Desire to better utilize and enhance existing investments in our built environment that is progressive, optimizes space/usage and flexibly evolves.

To manage Whistler's growth and guide the type, location, amount and timing of future land use and development to achieve the resort community's vision, relevant priorities and descriptions of success as expressed in Whistler2020, this OCP update will give the resort community certainty through a set of robust Growth Management Goals, Objectives and Policies.



## 1. GOAL: GUIDE WHISTLER'S NEXT PHASE OF EVOLUTION AS A MATURING RESORT COMMUNITY FOCUSED ON ENHANCEMENT AND OPTIMIZATION OF EXISTING AND APPROVED LAND USE AND DEVELOPMENT AS OPPOSED TO GROWTH AND EXPANSION.

### 1.1. Objective: Establish and adhere to community-determined growth limits through this Plan.

1.1.1. Policy: Work with the provincial government, local governments and the First Nations to prevent any new settlement areas and restrict urban development<sup>1</sup> within the Whistler region of interest (generally described as being north of the District of Squamish municipal boundary and south of the Village of Pemberton municipal boundary).

1.1.2. Policy: Contain Whistler's urban development within the boundary of the *Whistler Urban Development Containment Area (WUDCA)* shown in Figure 1 (generally described as Cheakamus Crossing and Function Junction to the south and Emerald Estates to the north).

**Description:** Policies 1.1.1 and 1.1.2 give direction to prevent sprawl of settlement areas and urban development within Whistler's region between Squamish and Pemberton and to contain Whistler's urban development within its existing developed corridor. The Whistler Urban Development Containment Area (WUDCA) is the area within which Whistler wishes to contain all residential, commercial, industrial, institutional and recreational urban development. Not all lands within the containment area are designated for urban development. This area also includes lands designated as protected areas, open space and park. Land use designations for all lands within the WUDCA are shown on Figure 2 - Whistler Land Use Map and are described in Section 4.

**Rationale:** These policies establish limits to expansion of human settlement and urban development within Whistler. This is consistent with goals and strategic policy directions established by the Regional Growth Strategy to which Whistler is a party. The policies support a compact regional and local urban development pattern that results in: distinct community boundaries reinforcing community identity; uninterrupted natural areas supporting biodiversity and scenic quality; efficiency in the provision of infrastructure and services minimizing costs to taxpayers; efficiency in transportation reducing energy requirements and GHG emissions; and consistency in regulations and policies guiding the character and quality of development

<sup>1</sup> Development is defined to mean the construction of a building or a structure, or a change in use of land, a building or structure. Urban development is defined to be any development for which any of the following conditions apply: 1) development is connected to municipal water and sanitary sewer service, or 2) development density of greater than one dwelling unit per 40 hectares, or 3) construction of a building or structure larger than 465 m<sup>2</sup>, or 4) land disturbance for any non-resource use affecting an area of greater than 1.0 hectare.



supporting the municipality's vision and values. Protecting the undisturbed and uninterrupted natural landscape in outlying areas and along the Highway corridor supports the predominance of nature and the power of the experience important to Whistler's character and success.

### 1.1.3. Policy: Restrict Whistler's accommodation capacity to a maximum of 61,750 bed units<sup>2</sup>.

**Description:** This policy is an absolute limit or 'hard cap' on the total amount of accommodation capacity approved for development within the resort community, for the life of this plan (ten years). Accommodation refers to both visitor accommodation and residential accommodation. The municipality's accommodation capacity at year end 2009 was estimated at 61,273 bed units based on current zoning, development approvals and bed unit allocations. All of these bed units are allocated to specific parcels of land, except for ~~146~~<sup>134</sup> units which remain in the Whistler Blackcomb inventory and may be allocated to unspecified parcels of land subject to rezoning. The maximum capacity of 61,750 bed units, established within the municipality's Long Term Financial Plan, allows for an estimated additional 477 bed units that *may* be allocated by the municipality for new rezoning proposals that have special circumstances or achieve clear public benefit and are consistent with the goals, objectives and policies of this plan. Any such proposals are to be determined and evaluated through the formalized annual land use and development priorities review process established under policy 3.3.1 of this Growth Management chapter. The municipality will also develop a Council policy to insure that this allocation is utilized sparingly to help facilitate opportunities that complement and enhance the existing built and natural environment as opposed to new expansion. This policy may include guidelines on the number of bed units that may be allocated to a particular proposal or to the number allocated on an annual basis. Also see related policies under Objective 3.3 for evaluation of OCP and zoning amendments.

**Rationale:** The bed unit measurement was introduced in Whistler's OCP adopted in 1976 as a means to manage the future growth of Whistler and its accommodation development capacity to

**Comment [mkirkega1]:** WB Inventory total is 134 bed units following allocation of 12 bed units to Bunbury per December 2010 transfer.

<sup>2</sup> The bed unit measure is defined within the OCP to be "a measure of development intended to reflect servicing and facility requirements for one person." Different accommodation types and sizes are allocated a specified number of bed units – 6 bed units for single family detached and duplex dwellings, and 2 to 4 bed units for multifamily dwellings and commercial accommodation units based on the gross floor area of the unit.

The municipality tracks bed units within its Accommodation Land Use Inventory and allocates an estimated number of bed units for each property whose zoning permits accommodation as a principle use. For developed properties the number of bed units allocated is based on the number of units by unit type shown on the approved development permit or building permit drawings. For undeveloped properties the allocation is estimated based on the expected future development of the property, which is tied to zoning and any further restrictions. The estimate is typically based on conceptual plans considered for the development at the time of rezoning. As the development is approved for construction through the development permit and building permit stages of approval the estimate may be revised based on the approved plans.

~~Ultimately, it~~ must be recognized that bed units represent the estimated development potential for a property. The actual amount and density of development is determined by the municipality's zoning bylaw and any further development covenants registered on the title of the property.

For further background on bed units please refer to Council Policy G-21 Residual Bed Units and Growth Management and Policy Report to Council, Report #05-112 presented to Council August 2, 2005.



be consistent with infrastructure capacity, highway capacity and ski lift capacity. Through ensuing OCP updates, bed units have become enshrined as a critical measure and tool for achieving a progression of municipal growth management and community development objectives such as major resort amenities, land acquisition and employee housing. Bed units have also become a key reference point for the resort community's understanding of and expectations for Whistler's ultimate size and capacity.

The 1993 OCP recognized the municipality had a large supply of approved accommodation capacity. The plan specified that any proposals that would significantly increase the capacity would only be approved under very special circumstances, subject to providing clear and substantial benefits to the community and the resort; the support of the community in the opinion of Council; and not causing any unacceptable impacts. Subsequent additions to the development capacity were approved for employee restricted housing, acquisition of the Emerald Forest and First Nations Legacy Lands Agreement development.

The 1993 plan did not set a hard capacity limit, which has been expressed as a concern by community members through this OCP update process. To provide greater certainty for the community and adherence to a policy to prevent further on-going expansion, the proposed policy establishes a hard capacity limit that may only be increased by an amendment to this OCP as specified in Policy 3.3.3.

The capacity limit that has been established provides an allowance of 477 additional bed units; this provides the municipality with some limited flexibility that may be utilized for special circumstances or to achieve recognized public benefits. Current priorities relate to protecting and enhancing the existing built and natural environment, such as land dedications for protection of natural areas, major renovation and redevelopment projects in high profile areas of the resort community or new resort offerings that strengthen the local economy. No need exists for additional capacity for employee housing as the existing inventory provides an adequate supply for the next 10 years. The proposed formalized annual review process would provide a focused approach to evaluating and ranking of any proposals to achieve the greatest benefit for the resort community. The intent is that this allowance will be used sparingly for complementary development, as opposed to new expansion (such as development of a new residential subdivision).

#### 1.1.4. Policy: ~~Investigate~~ ~~Make modifications to~~ Modify the bed unit allocation by development type for new developments to address larger size multifamily and commercial accommodation units.

**Description:** The municipality's OCP establishes the bed unit allocations for various development types and sizes. Historically, there has been a maximum of 4 bed units allocated for multi-family and commercial accommodation units, which applies for any units larger than 100 square metres. There are recent examples of much larger units being developed, similar in size to ~~typical~~ single family and duplex dwellings. ~~(The bed unit allocations for these dwellings types is 6 bed units).~~

**Rationale:** The current allocation assigning a maximum of 4 bed units provides an incentive for larger unit sizes to maximize development potential and density of development with no recognition of additional capacity and servicing requirements. The policy recommends that these allocations be reviewed, and any potential modifications applied to new development.



1.1.5. Policy: Strive to achieve specified targets for key indicators of Whistler's environmental, economic and social sustainability, established as follows:

- Percentage of total area within the Whistler Urban Containment Area that is undeveloped. Target: Minimum of 56% of total area.
- Whistler Blackcomb ~~Daily~~ Visitor Capacity. Target: ~~Maximum of 38,000 visitors per day~~ 2.8 million annual visits.
- Average Annual Commercial Accommodation Occupancy. Target: Minimum of 65%.
- Net Promoter Score. Target: Minimum of 8.5 out of 10.
- Percentage of Whistler Employees Residing in Whistler. Target: Minimum of 75%.
- Green House Gas Emissions. Target: 33% below 2007 levels.
- Energy Use. Target: 10% below 2007 levels.
- Average Potable Water Consumption. Target: Maximum of 425 litres/person/day.
- Solid Waste Disposal. Target: Zero waste.

**Rationale:** Community-wide targets for key indicators provide overall goals and focus efforts for achieving Whistler's success and sustainability. These indicators are supportive of the Whistler 2020 indicator and monitoring program and relate most specifically to the goals, objectives and policies contained within this plan.

**Comment [mkirkega2]:** Include definition of Zero Waste adopted by Whistler 2020 Material & Solid Waste Task Force.

1.2. **Objective: Optimize the use and function of existing and approved development.**

1.2.1. Policy: Support the concepts of flexibility, diversity, adaptability and efficiency in land use and development to derive the greatest benefit for the resort community from existing development.

**Rationale:** As the resort community seeks to evolve, diversify, remain competitive and continue to deliver a high quality of life there needs to be an open attitude to consideration of new opportunities, uses and approaches that add value and generate positive benefit for the resort



community as a whole. Overall the proposed use or development must result in positive benefit to the resort community as a whole, as opposed to maximizing individual interests. Consideration of positive benefit is relative to the goals, objectives and policies of this plan.

1.2.2. Policy: Consider, and apply where deemed appropriate, creative solutions for optimizing land use and respective interests such as land exchanges, dedications, amenity zoning and transfers of development rights.

**Rationale:** This policy gives support to actively seeking ways to facilitate the use of particular lands within the municipality to ensure potential land uses and development are located where they are best-suited and derive the greatest public benefit to the resort community.

1.2.3. Policy: Ensure new land use and development proposals are complementary and supportive of existing development and add to Whistler's ongoing success; avoid further expansion and duplications that contribute to oversupply, diminish the success of existing uses and development, and create additional burdens on the resort community's limited resources.

1.2.4. Policy: Support reinvestment, renovation and redevelopment of aging properties in need of upgrades within Whistler's core commercial areas, as a means to enhance the Whistler experience and building performance, which are recognized as public benefits.

**Description:** This policy specifically calls out the need to facilitate upgrades of properties within Whistler's high profile core commercial visitor areas – Whistler Village, the Upper Village and Whistler Creek. Support and approval must be subject to achieving a high quality of urban design, architecture, landscape architecture, green building, and visitor and resident experience, consistent with applicable municipal policies, design guidelines and standards.

**Rationale:** Whistler's core commercial areas, and in particular Whistler Village, are highly important to Whistler's tourism economy and the success of the resort community.. Many properties are in need of major upgrades requiring large capital investments.

1.2.5. Do not support land use and development proposals that will have unacceptable negative environmental, social or economic impacts on the resort community.



## 2. GOAL: MANAGE LAND USE AND DEVELOPMENT TO STRENGTHEN THE LOCAL ECONOMY, PROTECT THE NATURAL ENVIRONMENT, ENHANCE THE MOUNTAIN RESORT COMMUNITY CHARACTER AND QUALITY OF LIFE, AND SUPPORT EFFICIENT USE OF INFRASTRUCTURE AND FACILITIES

### 2.1. Objective: Reinforce and enhance Whistler's mountain resort character, compact development pattern, social fabric, vitality and diversity.

2.1.1. Policy: Maintain the natural forested mountain character and scenic quality of Whistler and its surrounding areas in recognition of the importance of these natural assets and their role in Whistler's success.

2.1.2. Policy: Support land uses and development that contribute to a diversified tourism economy compatible with Whistler's resort community character and values.

2.1.3. Policy: Respect and reinforce Whistler's single Town Centre concept, complemented by designated sub-centres each with a defined role, scale, mix of uses and development character as established within the Commercial and Light Industrial Land Use chapter of this plan.

**Description:** This policy provides high level direction for reinforcing the hierarchy and pattern of multiple use commercial centres within Whistler, with Whistler Village being recognized as the primary centre.

**Rationale:** Adherence to the single Town Centre concept established within Whistler's initial Official Community Plan has been fundamental to the success of the resort community.

2.1.4. Policy: Support a diversity of attractive and distinct residential neighborhoods with varying densities and dwelling types that fit the natural landscape, are separated by green buffers and conservation areas and are linked by trail networks.





**Description:** This policy provides high level direction for the overall pattern of development and character of Whistler's residential neighborhoods. Further specific policies for residential development are provided within the Residential Accommodation Land Use and Quality of Life chapters of the plan.

**Rationale:** A diversity of neighborhoods supports diversity, variety and choice within the community and prevents homogeneity. In considering neighborhood densities and policies concerning infill and compact forms of development, Whistler's character and mountain context must be taken into consideration. Development must fit not overpower the natural landscape. The natural landscape should remain predominant. Green buffers between neighborhood pods contribute to neighborhood identity, pride and social well-being, and provide easy access to nature. Trail networks provide connections and promote walkability. They also extend access into nature for peace and tranquility, recreation, leisure and healthy living. Easy access to nature is fundamental to Whistler's quality of life and should be a primary consideration in development and protection of Whistler's residential neighborhoods.

#### 2.1.5. Policy: Protect and rehabilitate natural areas critical to local biodiversity and ecological form and function, as described within the Natural Environment chapter of this plan.

**Description:** This policy addresses the life-supporting systems of the natural environment. The policy provides high level direction for protecting natural areas that are deemed to be critical in maintaining the full diversity of plants and animals that are native to Whistler, in sustainable populations. This policy connects with more detailed policies within the Natural Environment chapter that identify and locate Whistler's sensitive and important ecosystems that are important to local biodiversity, and establish policies and procedures for their protection, including policies for Whistler's Protected Areas Network.

**Rationale:** Sustaining local ecosystems and biodiversity are fundamental to sustaining life. A rich and diverse plant and animal community also contributes to the quality of Whistler's natural experience for its visitors and residents, and strengthens humanity's connection to nature.

#### 2.1.6. Policy: Minimize land disturbance and conversion of remaining undisturbed natural areas to development.

**Description:** This policy provides high level direction for the location and design of new development. As a general rule new development should be located on sites that have already been cleared or disturbed by previous land use and development activity. ➔

**Rationale:** This supports protection of Whistler's green areas and the values described above for related policies.

#### 2.1.7. Policy: Reinforce land use and development patterns that support the Transportation and Infrastructure chapter of this plan, Green House Gas



emissions and energy consumption targets, and efficient use of infrastructure and services capacity.

#### 2.1.8. Policy: Enhance and maintain the high visual quality along the Highway Corridor through Whistler.

- Prevent continuous sprawl of contiguous urban development.
- Maintain and reinstate vegetative buffers and screening of development.
- Maintain a minimum 20 metre buffer area.
- ~~Work with the province and SLRD to a~~Address signage proliferation and excessive lighting.
- Develop a Highway Corridor enhancement plan and development design guidelines.

**Description:** This policy provides high level direction to actively manage and enhance the visual quality of the Highway Corridor through Whistler. This direction is reinforced by further more specific policies within the Land Use, Transportation and Quality of Life chapters of this plan. The policy seeks to protect green buffers between development along the corridor and address issues related to existing development that currently detract from the visual quality and may be mitigated through vegetative screening. It also addresses haphazard proliferation of highway signage and excessive lighting associated with some specific developments.

**Rationale:** The Highway Corridor through Whistler is the front door to Whistler and is critical to the impression of Whistler and its experience.

### 3. **GOAL:** Guide the type, location, amount and timing of land use and development to achieve the resort community's vision, priorities and descriptions of success.

#### 3.1. **Objective: Strategically target and plan land use and development within the Whistler Urban Development Containment Area to support, complement and better capitalize upon Whistler's existing development and remaining natural areas.**



### 3.1.1. Policy: Establish and maintain a Whistler Land Use Map for all parcels of land within the Whistler Urban Development Containment Area that designates the land uses that are supported by this plan for each parcel.

- Establish Figure 2 as the current Whistler Land Use Map. (Land use designations are provided at the end of this section)
- Require an amendment to this plan and the Whistler Land Use Map for any proposed use that is not provided for by the designation for the subject parcel on the current map.
- Community facilities, parks, schools, daycare facilities and places of worship may be located anywhere within the municipality subject to municipal zoning.

**Description:** The Whistler Land Use Map establishes the land uses that are supported by this plan for all lands within the Whistler Urban Development Containment Area. All lands are given a general land use designation. The designations and general categories of land use and development for each are defined in Section 4 of this Chapter. The uses identified are the principal permitted uses.

**Rationale:** The Land Use Map provides strategic direction, certainty and transparency for land use and development within the municipality. The map establishes general categories of land use designations providing some flexibility for more detailed zoning and development permit regulations that are customized for specific parcels of land to meet the goals, objectives and policies of this plan.

### 3.1.2. Policy: Establish the Cheakamus Crossing neighborhood as the **priority primary** location for any new resident restricted residential development.

**Rationale:** This area is a master planned neighborhood with a significant undeveloped land base that is owned by the municipality and committed to employee housing use under the Community Land Bank agreement with the Province. The neighborhood has been developed with additional infrastructure and services capacity to meet future demand. Municipal ownership of the land and available infrastructure capacity provide for the most cost effective delivery of additional resident housing within the municipality and supports existing investments. Any employee housing obligations associated with other developments as required under the municipality's policies and bylaws should be directed to this site. The Phase 1 area of the Cheakamus Crossing neighbourhood has the potential for an additional 166 dwelling units estimated at 695 bed units. The Phase 2 residential reserve lands have the potential for an additional 419 dwelling units or 1,674 bed units under existing zoning. This area is currently undeveloped; develop should proceed only as needed and according to a phased master plan for this area.



### 3.1.3. Policy: Develop ~~master~~-sub area plans for the Whistler Village, Whistler Creek and Function Junction subareas as delineated on the Whistler Land Use Map.

**Description:** The Whistler Village, Whistler Creek and Function Junction subareas are delineated on the Whistler Land Use Map. The delineation shows an expanded area for Whistler Village that encompasses the Original Village, Village North, the Upper Village, and the Montebello amenity site. This larger village area should be planned as an integrated Town Centre area to enhance linkages, coordinate and target programming and uses of public spaces, coordinate amenities and facilities, and introduce and evolve the concept of distinct but complementary neighborhoods within the subarea. The same sub\_area planning is proposed for Whistler Creek and Function Junction.

**Rationale:** These three subareas are Whistler's predominant multiple use centres. Whistler Village and Creekside have developed according to previous master plans prepared for the distinct phases of development in these areas. These master plans have been the basis for the success of these areas. Function Junction has also developed according to distinct zones districts within the area. Preparing updated and current plans for these subareas will focus the successful evolution of these areas to maximize their benefit to the resort community.

## 3.2. Objective: Seek to coordinate land use and development within and adjacent to the municipality to maximize consistency with Whistler's vision, policies and bylaws.

### 3.2.1. Policy: Proactively build upon and further develop partner relationships with all relevant agencies and stakeholders that have interests or authority in Whistler or the Sea to Sky corridor.

### 3.2.2. Policy: Recognize and support the on-going implementation of the Squamish-Lillooet Regional District Regional Growth Strategy.

**Description:** The SLRD Regional Growth Strategy is an initiative of the SLRD, the Resort Municipality of Whistler, the District of Squamish, the Village of Pemberton and the District of Lillooet. The purpose of the strategy under Part 25 of the Local Government Act is to "promote human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land and other resources." The plan supports collaborative planning and consensus-based problem solving across the region.

**Rationale:** The Regional Growth Strategy establishes high level goals or strategic directions for land use and development in the region that are consistent with Whistler's vision and values and are supported by the municipality. The strategy provides a framework for decision-making and collaborative relations within the region.

### 3.2.3. Policy: Support and continue to implement directions established within the Provincial Sea to Sky Land and Resource Management Plan (LRMP).

**Description:** The Sea to Sky LRMP was adopted by the Province in April 2008 and provides strategic direction for the management of all public lands and natural resources within the plan area which covers almost 1.1 million hectares stretching from Lions Bat to D'Arcy. The plan establishes direction for values such as water, culture, wildlife and recreation, and identifies land use zones to guide the management of resources including The Frontcountry Area, Cultural management Areas, Wildland Zones and Protected Areas each with different use and protection emphases.

**Rationale:** Crown lands comprise the vast majority of lands in Whistler's region outside of its Urban Development Containment Area and within the municipal boundary (approximately 90%). The use and protection of these lands is critical for maintaining Whistler's success and in particular visual quality and recreation values.

### 3.2.4. Policy: Restrict land use and development outside of the *Whistler Urban Development Containment Area* to protection of environmentally sensitive and hazard lands, public open space, non-urban very low density residential and low impact recreation use, and carefully managed resource use, with the following provisos:

- Recognize the municipality's commitment under the Legacy Land Agreement with the First Nations for potential development of the Callaghan Valley Lands for golf course and outdoor recreation facilities, as provided for within that agreement.
- Support development of a small scale lodge facility and auxiliary uses for overnight accommodation of athletes and visitors as part of the Whistler Olympic Park legacy development.
- ~~Support development of Whistler and Blackcomb Mountain on-mountain facilities as may be approved by provincially adopted Master Plan Update for each mountain.~~ These will be reviewed subject to consistency with Whistler2020, this Official Community Plan, municipal zoning and building permit regulations, employee housing requirements and infrastructure and services capacity limits prior to the creation of a Master Development Agreement between mountain operators and the Province.
- Support municipal co-management of provincially directed timber resource harvesting through its participation in the Cheakamus Community Forest.
- Establish and maintain an inventory of Crown Land Tenures and associated Master Plans within the region.

- Update and apply procedures and guidelines by which to review and provide comment on referrals by the provincial government in respect of applications for Crown land tenures.
- Work with all relevant agencies and stakeholders to prepare a sub-area plan for the Callaghan Valley.
- Amend the Rural Resource One zone to allow only non-urban land uses and development densities.

**Description:** This policy represents Whistler's vision for the use, development and management of lands outside its Urban Development Containment Area and within its region, and recognizes current agreements and supported developments.

**Rationale:** The use and development of lands outside of Whistler's containment area is critical to Whistler's success and sustainability and the goals and objectives of this plan. It is important to articulate Whistler's vision for these lands. This policy supports policy 1.1.1 and Whistler's limits to growth and the desire to prevent any new settlement areas and restrict urban development outside the containment area. Definitions for development and urban development are provided in Footnote 1 to this section.

**Comment [mkirkega3]:** Development is defined to mean the construction of a building or a structure, or a change in use of land, a building or structure. Urban development is defined to be any development for which any of the following conditions apply: 1) development is connected to municipal water and sanitary sewer service, or 2) development density of greater than one dwelling unit per 40 hectares, or 3) construction of a building or structure larger than 465 square metres, or 4) land disturbance for any non-resource use affecting an area of greater than 1.0 hectare.

3.2.5. Policy: Evaluate and pursue, as deemed appropriate, expansion of the municipal boundary taking into consideration the municipality's interests and the associated responsibilities and their fiscal impacts.

3.2.6. Policy: Establish municipal OCP policy and zoning regulations for any boundary expansion lands that are incorporated within the municipal boundary.

**3.3. Objective: Establish clear, objective and appropriate procedures, criteria and guidelines for consideration of proposed land uses and developments.**

3.3.1. Policy: Conduct a formalized annual process to review planned land use and development, establish priorities and determine any new resort community needs/amenities or development opportunities that may be considered appropriate or necessary for further consideration.



**Description:** This policy calls for an annual review of land use and development potential to set priorities and identify and filter and new proposals worthy of further consideration.

For reference purposes the municipality will also maintain a map and associated narrative description that highlights Whistler's Future Development Potential. This map and narrative will provide an on-going current summary of Whistler's remaining development potential that is zoned and is currently undeveloped or is supported by the municipality for further consideration. This information will support planning purposes and help give the community an understanding and clear expectations for future land use and development parcels. It will highlight the location of approved potential development, the character of development, supported land uses, the density of development and any other special requirements or considerations for specific parcels with Future Development Potential.

**Rationale:** This provides focus, transparency and efficiency in the consideration and review of new land use and development proposals, and provides a vehicle for any new proposals/opportunities to be considered in a timely fashion.

3.3.2. Policy: Any proposed OCP or zoning amendment must address and be evaluated against all relevant goals, objectives and policies within this OCP, relevant descriptions of success contained within Whistler 2020, and any other relevant policies or bylaws of the municipality.

3.3.3. Policy: Any land use or development proposal that does not conform to the Whistler Urban Development Containment Area Map, the Bed Unit Limit or the current Whistler Land Use Map should not be favorably considered unless it is determined to be a strategic opportunity that demonstrates extraordinary benefits to the resort community and will substantially alter Whistler's course towards achieving its vision.

**Description:** This policy specifically addresses the consideration of proposals that do not conform with the municipality's over-riding growth management mechanisms that define Whistler's limits to growth – the Whistler Urban Development Containment Area, the Bed Unit Limit, and the Whistler Land Use Map.

**Rationale:** This policy adds strength to the key growth management measures established within this plan. It is intended to force a higher standard test for resort community benefit and the level of consideration for any proposals that are not in conformance with these measures. This plan and the policies contained herein have been arrived at through an extensive community process. There is a strong desire within the community to protect the fundamental tenets of the plan and the community-determined limits to growth.

3.3.4. All evaluations required for the purposes of considering land use and development proposals shall be conducted by the applicant, or at the applicant's expense, by independent qualified professionals acceptable to the municipality.





3.3.5. All required evaluations are deemed to be advisory, for the purpose of providing staff and Council with the information need to evaluate a proposed land use and development proposals. Council will be guided by the evaluations but is not bound by them.


## 4. LAND USE DESIGNATIONS


This map shows the type, general location and intensity of land use in both developed and undeveloped parts of the Municipality. Land use designations are categorized according to dominant use, but may allow and support a mix of uses and other activities. For example, the Core Commercial designation is predominantly commercial development, but allows residential tourist accommodation and medium-density residential. Land use designation boundaries are general and do not necessarily conform to property lines.


### Land Use Designations

 **OPEN SPACE:** Largely undeveloped resource lands that generally fall outside Whistler's *Urban Development Containment Area*. With a few small exceptions, they are Crown lands supporting a variety of non-urban uses and tenures including residential, commercial, public and commercial recreation activity, as well as forestry, mining and material extraction as permitted through Provincial legislation. Many of the lands exhibit topographic, ecological or natural resource constraints and are not physically accessible; however, they do form an integral visual backdrop for the valley as part of the *Whistler Experience*, and allow for recreation access to the surrounding front and backcountry area.

 **PROTECTED NATURAL AREAS:** Natural areas protected by zoning, development permit area conditions, covenants, provincial regulations or other means to ensure long term non-urban use. These lands are intended for nature conservation and passive open space uses; they may provide recreational access for winter and/or summer activities, or limited to no access given sensitive ecological or environmental conditions of the lands.

 **PARKS & RECREATION:** Municipal parks and natural areas designated for public enjoyment and recreation as well as private recreational facilities such as golf courses. Parks and Recreation areas generally support outdoor gathering and assembly use, and may also permit institutional uses and facilities or hostel accommodation in some areas. These lands may contain, but are not limited to, pedestrian or cycling trails, auxiliary buildings, playgrounds and other structures or recreational facilities, and may also provide water access for recreation use.

 **RESIDENTIAL—VERY LOW (DETACHED):** Very low density residential lands consisting of detached housing on large parcels. Much of this land is undeveloped, with a few developed large estate-lot subdivisions such as Stonebridge.

 **RESIDENTIAL—LOW TO MEDIUM (DETACHED):** Residential lands characterized by low-to mid density "ground-oriented" housing primarily accommodating single or two family (duplex) dwellings with smaller lots.





**RESIDENTIAL–MEDIUM (MULTIPLE):** Residential lands accommodating medium-density attached townhouse and apartment development, generally close to commercial, recreational, institutional, transit and trail connections.



**RESIDENTIAL–RESERVE:** Lands designated primarily for restricted housing use with some ancillary uses as outlined in the Community Land Bank Agreement.



**RESIDENTIAL–TOURIST ACCOMMODATION:** Residential lands that provide both temporary tourist accommodation and residential use. Rental uses depend on conditions specified under the zoning, land use contracts, covenants or phasing agreements with the Municipality.



**CORE COMMERCIAL:** Whistler Village and Whistler Creek multiple-use commercial centres. These tourism-oriented gateway nodes anchor the mountain base areas and serve adjacent visitor accommodations and residential neighbourhoods. The land use designation includes a diverse mix of retail, business, office, service, food and beverage, entertainment, institutional and accommodation uses and associated parking areas as well as parks and leisure space to deliver an authentic and dynamic resort experience for residents and visitors.



**TOURIST COMMERCIAL:** These lands provide commercial accommodation outside of the core commercial areas, consisting primarily of tourist accommodation, bed and breakfast, pension, hostel style lodgings and club cabins, campground facilities as well as associated limited commercial use.



**CONVENIENCE COMMERCIAL:** Neighbourhood-oriented convenience commercial providing for Whistler's day-to-day goods and services needs, without adversely affecting the role and function of designated core commercial areas. Uses include retail sales, restaurant, office, and personal service functions. *Convenience commercial centres at Nesters Square and Rainbow are scaled for an expanded market area beyond the immediate neighbourhood. Conveniently located neighbourhood convenience commercial at Cheakamus Crossing and Alpine Market serve their respective neighbourhood nodes; potential also exists for additional small-scale convenience commercial to strengthen residential neighbourhoods.*



**INSTITUTIONAL:** Public and private institutional lands for civic use (Municipal Hall, RCMP, Fire Hall No. 1 and Health Care Centre), schools, libraries, places of worship, cultural and athletic centres. These lands are used for a variety of government and non-government activities. Some of these lands may include an ancillary residential component. For example, the residential units associated with the Whistler Athlete Center for visiting athletes, educational or cultural groups at Cheakamus Crossing.



**LIGHT INDUSTRIAL—MONS:** Centrally located service commercial and light industrial area for transportation infrastructure, distribution, maintenance, storage and rental of equipment along with related activities for a variety of 'Back-of-House' uses requiring significant yard space, circulation and storage requirements.



**INDUSTRIAL SERVICE COMMERCIAL—FUNCTION:** General-purpose business district and light industrial service-commercial area. Includes wholesale, warehousing and storage as well as retail, office, studio and workshop spaces and personal services that do not fit the form, character and function of the core commercial centres. This designation also permits auxiliary residential uses and employee housing. Function serves Whistler residents and businesses and is expected to evolve to support the extended day to day needs of the Cheakamus Crossing neighborhood. *This designation acknowledges the concrete manufacturing facility on Lot 8; Plan 21984 at 1310 Alpha Lake Road.*



**RESOURCE EXTRACTION:** Industrial lands that accommodate areas reserved for aggregate (rock, gravel and sand) extraction.



**TRANSPORTATION & UTILITIES:** Lands designated for transportation, utilities and communication uses. This designation includes the BC Transit facility, municipal heliport and Whistler Health Care Centre helipad, parking areas, the municipal waste transfer station and community waste and recycling facilities, reservoirs, Hydro substations and telecommunication facilities.



**WHISTLER/BLACKCOMB CONTROLLED RECREATION AREA (CRA):** Crown land leased to Whistler Blackcomb for alpine skiing and related indoor/outdoor uses/amenities including but not limited to ski lifts, ski trails, hiking/mountain biking trails, tube park and auxiliary uses (parking, restaurant, retail, skier service facilities, mountain operations facilities, snow school facilities, [base area and](#) mountain lodges [and accommodations](#)). The CRA totals 6,039 hectares (ha).

**Proposed Whistler Urban Development Containment Area (WUDCA):** The area within the Municipal boundary within which Whistler wishes to contain all residential, commercial, industrial, institutional and recreational urban development. This area also includes lands designated as protected areas, open space and park that are not designated nor intended for urban development. *WUDCA is an integral component of Whistler's growth management strategy. See associated OCP policies for detailed information.*

DRAFT

FIRST DRAFT Official Community Plan update

# Commercial, Business and Light Industrial

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## CURRENT REALITY

### COMMERCIAL

Existing commercial space is concentrated within Whistler's primary commercial nodes in Whistler Village (66,414 m<sup>2</sup> or 46% of all commercial space), the Upper Village (16,712 m<sup>2</sup> or 12%), as well as Whistler Creek (14,333 m<sup>2</sup> or 10%). Another 23,264 m<sup>2</sup> of commercial service is situated in Function Junction, accounting for 16% of all commercial area. Neighbourhood-serving commercial centres include Nesters (total developed commercial 2,266 m<sup>2</sup>), Rainbow (approved undeveloped commercial area of 2,100 m<sup>2</sup>) and Cheakamus Crossing (1,076 m<sup>2</sup> built within total approved commercial of 1,780 m<sup>2</sup>)<sup>1</sup>. Additional small local commercial areas exist at Alpine South (483 m<sup>2</sup>) and Mons (1,993 m<sup>2</sup>).

Since 2000, commercial floor area has grown by 27,688 m<sup>2</sup>, with the largest area changes in personal service, food/restaurant and recreation/tourism uses. Additions include Franz's Trail commercial, Nita Lake Lodge, Scandinave Spa, Cheakamus Crossing/Athlete Centre, as well as additions to support Whistler-Blackcomb operations and the new Peak 2 Peak terminal building.

### INDUSTRIAL

Approximately 68% (18,520m<sup>2</sup>) of Whistler's total industrial floor space (27,197 m<sup>2</sup>) is located in Function Junction; another 2,175m<sup>2</sup> is focused at a secondary node at Mons. Remaining area is scattered throughout the municipality within maintenance facilities and on-mountain operations space.

Industrial area has increased by 4,274 m<sup>2</sup> since 2000, predominantly due to a shift in use to wholesale/storage primarily in Function Junction as well as an addition of approximately 680 m<sup>2</sup> of new storage and light manufacturing capacity.

Additional remaining undeveloped non-residential floor area potential as part of Whistler's already committed and approved capacity includes:

4,360 m<sup>2</sup> (~47,000 ft<sup>2</sup>) of commercial (Rainbow, RMOW Olympic Plaza Lot 9, and an additional allowance of 20 m<sup>2</sup> per CC1 properties within Whistler Village);

2,300 m<sup>2</sup> (~25,000 ft<sup>2</sup>) of public/institutional (Whistler Olympic Plaza Lot 1 - Master Plan estimate); and,

32,516 m<sup>2</sup> (350,000 ft<sup>2</sup>) of light industrial, service commercial, restricted office and restricted retail (Function Junction)<sup>2</sup>.

*This does not include commitments under the First Nations Legacy Land Agreement for tourism and resort-related opportunities in the Callaghan Valley (potential for golf course and outdoor recreation facilities excluding accommodation development) and existing gravel pit operations at the Cougar Pit Lands. There are also a number of rezonings currently in process that seek to add to Whistler's capacity. Rezoning currently under review include Mons Light Industrial, Tennis Resort Lands, and Rainbow Commercial<sup>3</sup>.*

<sup>1</sup> Under the new parcel-specific zoning for Cheakamus Crossing, a total of 1,500 m<sup>2</sup> is permitted for local service commercial, personal service, neighbourhood public house, restaurant and retail (with a limit of 250m<sup>2</sup> of retail), as well as 280m<sup>2</sup> of professional office space, per Zoning Amendment Bylaw No. 1937, 2010, which was adopted October 5, 2010.

<sup>2</sup> Note, this is the maximum potential. Industrial uses typically do not build to the maximum permitted densities, due to parking, loading and storage requirements.

<sup>3</sup> Recent application has been made to amend the Commercial Development One (CD1) Zone to increase maximum commercial GFA from 2,100 m<sup>2</sup> to total of 3,023 m<sup>2</sup>, increasing service station convenience store to 223 m<sup>2</sup> and increasing commercial by 800 m<sup>2</sup> to accommodate proposed increase in neighbourhood grocery store from initially proposed 8,000-10,000 ft<sup>2</sup> to 19,375 ft<sup>2</sup>.

## **1. GOAL: WHISTLER HAS AN AUTHENTIC EXPERIENCE UNIQUE TO OUR MOUNTAIN RESORT COMMUNITY AND A STRONG LOCAL ECONOMY FEATURING A HIERARCHY OF COMPLEMENTARY COMMERCIAL AND LIGHT INDUSTRIAL CENTRES EACH POSITIONED WITH ITS OWN DISTINCT ROLE, CHARACTER AND MIX OF USES.**

### **1.1.Objective: Achieve a balanced supply of commercial space and reinforce Whistler’s historic nodal development pattern, existing commercial hierarchy and mountain resort community character.**

1.1.1. Policy: In the short term period over the next five years, limit additions of new commercial space that is not currently zoned, in support of the optimization and ongoing success of existing commercial developments.

1.1.2. Policy: Require any proposed rezoning for additional commercial space be subject to an assessment of consistency with the intended purpose and role of its location and potential impacts on the vitality and success of other existing commercial developments.

1.1.3. Policy: Avoid further commercial development and strip commercial along Highway 99.

1.1.4. Policy: Develop updated master plans for the Whistler Village, Whistler Creek and Function Junction sub-areas as delineated on the Whistler Land Use Map. These master plans will address land use, parking and circulation, form and character of development, green building standards, facilities and amenities, and programming.

1.1.5. Policy: Apply development permit guidelines to achieve a high quality of urban design, architecture and landscape architecture and green building that reinforces Whistler’s west coast mountain resort character.

## **2. GOAL: WHISTLER’S COMMERCIAL, BUSINESS, SERVICE COMMERCIAL AND LIGHT INDUSTRIAL SUB-AREAS AND**

## **NODES ARE POSITIONED AND OPTIMIZED BY APPLYING THE OBJECTIVES POLICIES FOR EACH, AS FOLLOWS.**

**2.1. Whistler Village Objective: Whistler Village will continue to be reinforced as Whistler's Town Centre, functioning as the commercial and social hub of the resort community and focused on delivering an authentic and dynamic resort experience for residents and visitors. This area shall remain the primary centre for a wide variety of retail, business, office, service, food and beverage, entertainment, leisure, institutional, cultural and accommodation uses.**

2.1.1. Policy: Work with resort partners and stakeholders to prepare an updated master plan for Whistler Village that addresses land use, parking and circulation, the form and character of development, green building standards, facilities and amenities and programming.

2.1.2. Policy: Reinforce and protect Whistler Village as the primary centre for retail, office, service, food and beverage, entertainment, recreation, leisure, institutional, cultural and visitor accommodation uses.

2.1.3. Policy: Establish and build upon the concept of distinct neighbourhood areas within the Village, each with a unique character and offering, applying principles for successful place-making, and working collaboratively to achieve success within neighbourhood.

2.1.4. Policy: Investigate potential tools and mechanisms for encouraging unique local businesses.

2.1.5. Policy: Do not support expansion of large size retail or wholesale stores, other than grocery.

2.1.6. Policy: Support and protect important food and beverage locations that support the Whistler Experience and enhance Village vitality.

2.1.7. Policy: Support and facilitate use of the Village's network of squares, plazas and public spaces for a wide array of festivals, events, and programming, consistent with the unique characteristics of each location and context.

2.1.8. Policy: Facilitate the ongoing evolution of the retail streetscape to create a visually interesting and dynamic environment reflecting Whistler's west coast mountain resort character.

2.1.9. Policy: Support reinvestment, enhancement and redevelopment of Village properties, consistent with the Growth Management policies in this Plan.

2.1.10. Policy: Maintain the commitment to the ongoing maintenance and enhancement of the Village's public spaces to achieve an exceptional and memorable Whistler experience.

2.1.11. Policy: Work collaboratively to maintain a safe and comfortable Village experience.

2.1.12. Policy: Work collaboratively with relevant agencies and stakeholders to address liquor-related issues to reduce negative impacts associated with late night entertainment uses.

**Description:** Designed to support the ongoing success of Whistler Village as the Town Centre and commercial core of the resort community, these policies will reinforce Whistler Village as a key resort community asset.

**Rationale** Whistler Village, its form, character and function are one of the key factors in Whistler's ongoing success as a destination resort community. Oft-copied by our competition, but hard to reflect, the look and feel of Whistler Village will be maintained, enhanced and encouraged to progressively evolve through this Plan.

**2.2. Upper Village Objective: Recognize the Upper Village as a visitor-oriented extension of the Whistler Village pedestrian experience, with retail, dining, food and beverage, entertainment and services uses serving adjacent visitor accommodation and the**

**Blackcomb base area, while also serving as a broader resort community destination.**

2.2.1. Policy: Consider the Upper Village to be a unique extension and a key component of the Whistler Village sub-area.

2.2.2. Policy: Strive to strengthen the pedestrian experience and connections to Whistler Village, the Squamish-Lil'wat Cultural Centre and adjacent amenities.

2.2.3. Policy: Work collaboratively to enhance the quality of the retail streetscape consistent with the character of visitor accommodation developments located within this node.

2.2.4. Policy: Encourage and facilitate programming of public spaces to add vitality and contribute to the experience to the area, such as the Whistler Farmer's Market and the Family Activity Zone.

**Description:** The Upper Village, although separate by space, is a linked, viable component of the overall Whistler Village sub-area and that link should be strengthened.

**Rationale:** The Upper Village, and its special attributes, will add value, variety and validity to the overall Whistler Village sub-area through its inclusion and integration into the Whistler Village master plan.

**2.3. Whistler Creek Centre Objective: The Whistler Creek commercial centre is a gateway to the resort community anchored by the Creekside ski base. It is a mixed use sub-area with restaurants, retail, entertainment, leisure and convenience goods and services, primarily serving adjacent visitor accommodation and residential neighbourhoods in the southern portion of the resort community.**

2.3.1. Policy: Work with resort partners and stakeholders to develop a phased master plan that strengthens the attractiveness, character and experience of the entire commercial subarea. Draw together the



Creekside Base, Franz's Trail, highway gateway commercial, and Lake Placid Road to the Nita Lake Lodge and the train station.

2.3.2. Policy: Encourage renovation and redevelopment of commercial and multiple accommodation properties in the area in need of upgrades to enhance resort experience and quality of life.

2.3.3. Policy: Investigate the longer term potential for Lake Placid Road to evolve into a streetfront district comprised of mixed-use boutique office, streetfront retail, and mixed use live/work residential.

2.3.4. Policy: Encourage programming of the Creekside base area to enhance the visitor experience in this precinct.

**Description:** Historically the gateway to Whistler and the original ski base, Whistler Creek performs a key combination of resort community commercial functions. Small scale business/commercial opportunities exist along Lake Placid Rd and could be realistically integrated into the existing residential form and character of the sub-area. The validity of this concept has not been fully tested to date and this plan supports further investigation of those opportunities.

**Rationale:** Revitalize Whistler Creek to increase the resort community's economic viability, resort experience, quality of life and reinforce the historic value this sub-area has for Whistler.

**2.4. Function Junction Objective: Designated as Whistler’s general purpose business district and ‘Back-of House’ area for the resort community, Function Junction serves as the primary location for business, service commercial, light industrial, wholesale, warehousing and storage. Function Junction also supports retail, office, and service uses that primarily serve the needs of Whistler’s seasonal and full-time residents and businesses that do not fit the form, character and function in the core commercial nodes of Whistler Village and Whistler Creek, or are not able to locate in these nodes. Function Junction is also expected to evolve to support the extended day to day needs of the Cheakamus Crossing neighborhood.**

2.4.1. Policy: Work with resort partners and stakeholders in Function Junction to prepare a master plan for Function Junction that addresses land use, parking and circulation, the form and character of development, green building standards, and facilities and amenities.

2.4.2. Policy: Review and rationalize zoning designations and permitted uses to achieve a cohesive approach that provides flexibility and compatibility for a wide range of desired and needed uses appropriately located in Function Junction.

2.4.3. Policy: Encourage uses that are primarily oriented to serving Whistler’s seasonal and full-time residents, support diversification of the local resort economy, do not detract from the resort image and character, and are compatible with business, light industrial, warehouse, service commercial and office functions.

2.4.4. Policy: Support retail and services uses that provide for the extended day to day convenience needs of the Cheakamus Crossing neighbourhood and that are not well-suited for Whistler’s core commercial areas.

2.4.5. Policy: Ensure Function Junction does not contain additional residential use, beyond limited auxiliary residential.

2.4.6. Policy: ~~Work to rehabilitate~~Rehabilitate and maintain vegetated buffers to screen back of house areas and protect and enhance the visual quality along Highway 99.

2.4.7. Policy: Investigate the potential for Function Junction to have a role as a creative cultural precinct.

2.4.8. Policy: ~~Investigate creating~~Support a Local Service Area to install sidewalks and streetlights in those areas where there is conflict between heavy vehicles, industrial uses and pedestrians.

**Description:** Originally developed as Whistler's industrial area, Function Junction has evolved over time to a mixed use, general business district. This plan will enable a rationalization and reasonable application of ongoing mixed uses for this sub-area that support the resort community in general, and in some cases, the Cheakamus Crossing neighbourhood.

**Rationale:** As Function Junction evolves, so too does its planning context. A commitment must be maintained to focus the "back of house" support for the resort community in this sub-area.

**2.5. Mons Objective: Centrally located pockets of service commercial and light industrial development provide space and facilities for a variety of uses with significant yard space, circulation and storage requirements, serve the resort community and benefit from the central location. Primary location for transportation and resort community infrastructure, works and services.**

2.5.1. Policy: Work to address existing non-conforming uses and associated visual impacts.

2.5.2. Policy: Work to rehabilitate and maintain vegetated buffers to screen developed areas; protect and enhance the visual quality along Highway 99. Work to mitigate and manage noise and disturbance from this sub-area on surrounding residential and commercial neighbourhoods.

2.5.3. Policy: Ensure the appearance and attractiveness of the sub-area is consistent with Whistler's desired resort community image and character.

**Description:** A central, easily accessible from Highway 99, sub-area with the infrastructure and capacity to meet the needs of transportation, maintenance and resort community service providers.

**Rationale:** To support the ongoing development of a centralized, large space to support the resort community, its development and operations.

**2.6.Expanded Convenience Commercial – Nesters Square and Rainbow Objective:** Expanded convenience commercial centres are located and developed at a scale with uses that meet the day-to-day convenience oriented goods and services needs of an expanded market area beyond the immediate neighbourhood. Nesters Square primarily serves neighbourhoods in the central portion of the resort community and Rainbow primarily serves the northern neighbourhoods.

2.6.1. Policy: Do not support any additional Expanded Convenience Commercial areas.

**2.7.Neighbourhood Convenience Commercial – Alpine Meadows and Cheakamus Crossing Objective:** Conveniently located neighbourhood-serving convenience commercial developed at a scale that meets the day-to-day needs of the respective neighbourhood.

2.7.1. Policy: ~~Investigate potential for~~Support additional locations of small-scale convenience commercial that may support and strengthen Whistler's residential neighbourhoods that enhance walkability, social connections and reduce Greenhouse Gas emissions through reduced car trips.

2.7.2. Policy: Limit any other neighbourhood commercial development to small amounts of space for local convenience commercial uses, personal service uses, and food and beverage uses that are neighborhood serving, or are associated with visitor accommodation. These uses should be scaled to meet only the needs of the immediate area.

FIRST DRAFT Official Community Plan update  
**Climate Action and Energy**

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## THE CLIMATE ACTION AND ENERGY CHAPTER ADDRESSES HOW TO REDUCE RESOURCE CONSUMPTION, WASTE AND EMISSIONS, MOVE TO RENEWABLE RESOURCES, AND PROMOTE SUSTAINABLE ENERGY SYSTEMS IN NEW DEVELOPMENT AND REDEVELOPMENT AREAS.

### CURRENT REALITY

As a mountain town, Whistler has long been concerned with the issue of climate change. The community has a special dependence on stable snow and weather patterns which has historically heightened awareness to Whistler's shared responsibility to manage our greenhouse gas emissions – and the potential impacts if we do not.

As a signatory of the BC Climate Action Charter, the Resort Municipality of Whistler (RMOW) has formally expressed its understanding that human-caused emissions of greenhouse gases are affecting the global climate change; that reducing these emissions is therefore beneficial and important to all citizens; and that governments must act promptly to mitigate climate change. In 2010, approximately half of our community greenhouse gas emissions are produced by passenger vehicles (49%), followed by commercial natural gas use (24%), residential natural gas use (10% - other sources include commercial fleets (5%), residential electricity (4%), commercial electricity (4%), and solid waste emissions of approximately 2%.

The good news is that over the last four years, Whistler's estimated community emissions have fallen by approximately 20%. It is important to note however that these reductions are primarily the result of significant infrastructure projects (pipeline conversion, landfill management and increased organics recycling), not community energy conservation. Without significant reductions in total energy consumption (particularly fossil fuels), the future pace of emission reductions in Whistler will slow dramatically. Over the last 10 years community energy consumption has increased by 13%. In fact, total energy consumption has increased steadily since 2003, and as of 2010, electricity-alone is up more than 100 GWhs versus to (enough to power more than 4,000 electrically-heated homes in our climate.

Across Whistler, there are many signs that the community is increasingly taking energy efficiency and climate protection increasingly seriously. Over the last few years, innovative initiatives in the private sector have included Whistler's first net-zero home as well as many other innovative green building projects, increasing residential uptake of the LiveSmartBC and ecoENERGY home energy assessment grants as well as over 1,000 local registrations in BC Hydro's Team Power Smart programs. Moreover, a growing number of local businesses have formally integrated energy and emission inventories into their existing management systems. As the saying goes, for these businesses – what gets measured, gets managed.

Within the public sector, leadership has included LEED certified public buildings, a new PassivHaus certified community building at Lost Lake, an innovative alternative energy-based district energy system at Cheakamus Crossing, substantial energy efficiency upgrades to our community swimming pool. Other large scale emission reduction projects include the cap and capture of landfill methane, a new organics recycling facility as well as work supporting Terasen Gas (now Fortis) Whistler's propane to natural gas conversion and pipeline installation project.

Finally, to remain on the path toward our formal greenhouse gas reduction targets, Whistler must reduce its greenhouse gas emission footprint by 3,000 to 4,000 tonnes each year until 2020 - by any measure, this represents a substantial challenge to the community's current patterns of energy consumption.

# 1. GOAL: SUBSTANTIALLY REDUCE GREENHOUSE GAS EMISSIONS FROM STATIONARY SOURCES

Emissions from Stationary Sources include emissions from commercial and residential buildings as well as for key municipal and community infrastructure.

**1.1.Objective: Prioritize-Make energy conservation as a core strategy and highest possible priority for achieving our greenhouse gas emission reduction goals.**

**1.1.1. Policy: Set a community wide energy consumption target of 10% less than 2007 levels by 2020. The municipality will lead a community-wide effort to reduce energy consumption to levels 10% less than 2007 by 2020.**

**Description:** In 2010 the OCP ~~The current OCP~~ and Integrated Energy Plan each only has a GHG emission reduction target - not an energy reduction target. This policy would set an additional energy reduction target as a tool to drive energy efficiency and conservation (not just fuel switching strategies) as a core strategy for achieving our climate mitigation and energy management targets.

**Rationale:** Reduced energy consumption is the most durable and flexible strategy for reducing long term emissions and ensuring energy affordability as utility prices continue to rise into the future. Whistler's energy consumption per population equivalent (PE) has continued to rise over the last 10 years. While cleaner energy sources (electricity, natural gas and some biofuels) have reduced overall community GHG emission levels, long term emission reductions will require that the community begin to achieve measureable reductions in actual energy consumption in order to achieve our targets.

**1.1.2. Policy: ~~In all~~ All Development Permit Areas, will apply objectives and guidelines for energy and water conservation as well as the reduction of greenhouse gas emissions.**

**Description:** (CURRENT OCP POLICY) As per recent changes to Section 892 the Local government Act, it is now permitted for Development Permit Areas to include objectives and guidelines for energy and water conservation as well as the reduction of GHG emissions. This policy ~~would~~ will ensure that all new DPAs include guidelines that actively pursue this opportunity and strategically integrate guidelines intended to support community GHG and energy conservation targets whenever possible.

**Rationale:** While development area guidelines cannot dictate or regulate the energy performance of neighbourhood buildings (only the Provincial Code has jurisdiction in this respect), DPA guidelines can provide guidance on all aspects of the development outside the exterior walls of the buildings. Within this opportunity, any means of driving increased energy efficiency and reduced emissions should be pursued.



1.1.3. Policy: Maintain, update and apply the RMOW Green Building Policy to reflect the most current trends in energy efficiency and local government jurisdiction and support community wide commitment to GHG reduction and energy performance.

**Description:** Adopted in 2008, the RMOW Green Building Policy sets targets for green building performance for a wide range of building types in Whistler.

**Rationale:** As buildings represent approximately 65% of energy use, and 45% of GHG emissions in Whistler, increasing the energy performance of local buildings is an important opportunity for reducing community-wide emissions and energy consumption. Updating the Green Building Policy would be beneficial whenever there are significant changes to energy performance benchmarks as well as in response to potential changes in local government jurisdiction over building energy performance levels.

1.1.4. Policy: Recognizing that our community's inventory is substantially complete, we will actively encourage ~~Encourage~~ increased uptake of building energy retrofit programs (Provincial, Federal as well as utility-based programs) across the community.

**Description:** The RMOW will support and encourage local participation for available energy efficiency audits, assessments and/or grants and rebate programs designed to increase the efficiency of existing buildings within Whistler. Current and recent examples of this type of program include LiveSmart BC, ecoENERGY, as well as BC Hydro's Team Power Smart.

**Rationale:** While some new building will continue in Whistler for the foreseeable future (some new developments, and ongoing redevelopment), existing buildings within Whistler will continue to constitute the lion's share of the energy use and emission production within the stationary energy sector. Without substantially reducing the energy consumption of existing buildings it is hard to see how local energy and emission reduction targets will be achieved – new green buildings (no matter how efficient), will not be sufficient to achieve our targets.

1.1.5. Policy: ~~Identify and Amend~~ municipal regulations to remove barriers to higher building envelope insulation levels.

**Description:** Develop a policy that would permit gross floor area (GFA) measurements from the middle/interior of exterior walls for any building that incorporates very high levels of insulation for exterior wall construction.

**Rationale:** Currently gross floor area (GFA) in all zones is measured from the outer edge of all exterior walls. This practice creates a situation where builders are discouraged from building thicker walls with higher insulation levels (eg. Passive house construction) due to the fact that it reduces total interior dwelling space for a given permitted GFA. This policy would eliminate this barrier and encourage the construction of exterior walls with higher insulation values, and hence more energy efficient home construction. The City of Vancouver has recently integrated a bylaw similar to this approach.



#### 1.1.6. Policy: Explore and promote opportunities to reduce the direct heating of outdoor environments such as open shop doors and patio heaters.

**Description:** (FROM WORKING GROUP) Direct heating of outdoor environments includes outdoor patio heaters, heat tracing for snowmelt on walkways and stairways, as well as waste heat from open doorways. While there are instances when the direct heating of outdoor environments is directly related to visitor and resident safety, it is an inherently inefficient use of energy as the heat cannot be contained and should be discouraged when possible. Both design, and behavioral opportunities exist for reducing the amount of energy used in Whistler for directly heating outdoor environments.

**Rationale:** Outdoor heating is inherently inefficient due to the inability to keep the heat that is produced contained in an open air environment. For this reason it is expensive, consumptive and in some cases responsible for significant levels of GHG emissions. The avoidance of direct heating for outdoor environments should be promoted, and alternatives supported whenever possible.

### 1.2. Objective: Create a supportive incentive structure to preference energy efficient, low-carbon construction and development practices.

#### 1.2.1. Policy: ~~Investigate the potential for~~ Create and deploying municipal-led energy efficiency incentives designed to catalyze energy efficiency upgrades for existing infrastructure and buildings.

**Description:** The Municipality will review opportunities to link demonstrated delivery of key high performance energy systems with reduced processing times, preferred permitting fees, cash incentives and rebates, as well as deferred cost mechanisms such as Local Improvement Charges, and other property-accessed (rather than owner-accessed) capital funding loans. In addition, the Municipality will consider revising its Works and Service Charges to encourage land use patterns, site and building design, and infrastructure that minimize net greenhouse gas emissions. This policy seeks to target both residential and commercial buildings.

**Rationale:** The municipality believes that the financial barriers associated with the capital cost of high efficiency and/or renewable energy systems continues to result in slow market absorption of preferred low-impact technologies. As such, the municipality should comprehensively explore potential means of reducing this barrier for owners who choose to install key preferred energy systems (eg. Solar hot water), or meet identified energy performance thresholds (eg. Certified passive house, or LEED gold).

#### 1.2.2. Policy: ~~Investigate revising the Works and Service Charges to encourage development that is designed to result in low environmental impact.~~ Works and Service charges will be modified to encourage development that has lower environmental impacts.

**Description:** Investigate the opportunity of strategically leveraging the existing Works and Service charges as a mechanism for providing a financial incentive for projects to encourage land use patterns, site and building design and infrastructure that minimizes net greenhouse gas emissions and energy use.

**Rationale:** Designed to take advantage of recent changes to legislation governing development cost charges. Local governments typically set DCCs for single detached, multifamily, and commercial/industrial uses, but rarely vary the rates depending on the location of the new development in the jurisdiction even though location is one of the most significant factors that influences the infrastructure cost associated with accommodating growth. According to Bill 27, a local government must take into consideration how development designed to result in low environmental impact may affect the capital cost of infrastructure when setting DCCs in a bylaw. It must also consider whether DCC rates will discourage development designed to result in low environmental impact. This approach is already in place in some communities (e.g. Kelowna & Nanaimo – where DCC in the City-centre are less expensive than suburban neighbourhoods)

### 1.3. Objective: Support the investigation of a potential low carbon district based energy system in Whistler Village.

#### 1.3.1. Policy: Designate Whistler Village as a District Energy Investigation Area.

**Description:** Formally designate Whistler Village as a District Energy Investigation Zone in order to concentrate District Energy resources and investigations on the most suitable area of the community for potential future DES planning and development.

**Rationale:** Due to the concentrated land use density and substantial thermal energy consumption in the Village core, Whistler Village provides the most suitable location for future district energy development. Thorough site investigation and feasibility assessments are required to assess the suitability of this area for the development of potential DE infrastructure in the future.

#### 1.3.2. Policy: The municipality will catalogue and develop strategies for maximizing the re-use of existing waste heat resources across the community.

**Description:** Inventory existing sources of waste heat within Whistler Village and assess the feasibility of waste heat recapture for all significant sources.

**Rationale:** Waste heat is wasted energy. Current research indicates that significant amounts of waste heat are recoverable across BC. Next to reducing demand through energy efficiency and conservation, recovering waste heat is one of the best strategies for reducing community energy demand. Finally, a district energy system provides a good opportunity for recapturing and productively leveraging waste heat sources.

#### 1.3.3. Policy: Where sufficient demand exists support the development of district heating and cooling systems that reduce emissions, promote

energy efficiency and reduced operating costs, and increase the share of total energy requirements met by renewable energy sources.

**Description:** This states the RMOW's support for District Energy approaches to thermal energy sharing, and provides direction as to the system outcomes (reduced emissions, promotion of energy efficiency, and increasing the contribution of renewable energy).

**Rationale:** A DES in Whistler Village could support the increased flexibility of local energy system(s) to proactively accommodate changing supply and technologies over time, reduce community GHG emissions and potentially reduce both energy consumption and energy expenses for buildings in the Village core.

#### 1.4. Objective: Work with senior levels of government to encourage carbon reduction and energy conservation policies for jurisdictional realms within which local governments do not currently have direct regulatory control.

##### 1.4.1. Policy: Support available Provincial building code extensions and other available tools that maximize the extent that local building regulation can require or support renewable energy systems in local development and construction practices.

**Description:** (CURRENT OCP POLICY, not verbatim) In cooperation with other local governments and the provincial Building and Safety Policy Branch, the Municipality will encourage, and whenever possible require, all building construction and renovation to meet high standards for energy efficiency and the increased use of renewable energy.

**Rationale:** Increasing renewable energy share in Whistler is an important strategy for reducing the consumption of higher carbon fuel sources (especially fossil fuels). As the integration of renewable energy infrastructure in building design is not currently within the jurisdiction of local governments to regulate, working with the Province through building code extensions (like solar hot water ready) is currently one of our best strategies for furthering these regulations.

#### 1.5. Objective: Support local and regional low-carbon energy production that includes a careful assessment of all potential negative impacts on ecosystem function, community character and visual aesthetics.

##### 1.5.1. Policy: Encourage increased energy self-sufficiency through on-site renewable energy generation opportunities for existing and new buildings local building stock.

**Description:** In addition to supporting available, building code extensions, explore other means of encouraging and supporting increased installation and integration of renewable energy technologies within local buildings.

**Rationale:** Increasing renewable energy share in Whistler is an important strategy for reducing the consumption of higher carbon fuel sources (especially fossil fuels).

### 1.5.2. Policy: Support a local and/or regional investigation into renewable electricity production opportunities consistent with Objective 1.5.

**Description:** State the RMOWs support for a comprehensive regional investigation into renewable electricity production that includes a careful assessment of all potential negative impacts on ecosystem function, community character (e.g. recreational amenities) as well as visual aesthetics.

**Rationale:** As demand for electricity increases in BC (especially as potentially associated with the electrification of transportation), new electricity generation will be required. New generation should be based on renewable sources, but must still also include a careful assessment of the potential cumulative impacts that new generation (and associated transmission infrastructures) will have on local ecosystems, community character and visual aesthetics.

## 2. GOAL: SUBSTANTIALLY REDUCE GREENHOUSE GAS EMISSIONS FROM MOBILE SOURCES.

**Emissions from Mobile Sources** include the emissions from passenger vehicle transportation, commercial fleets, transit, and visitor transport within municipal boundaries.

### 2.1. Objective: Treat land use as a primary determinant of transportation-based energy use.

#### 2.1.1. Policy: As a means of reducing automobile trip distances, adhere to the Whistler Urban Development Containment Area (WUDCA).

**Description:** Restrict any future residential development to the lands located within an urban containment boundary (Function – Emerald).

**Rationale:** GHG emissions rise predictably when citizens live further from where they work, shop and play. NOTE: more than 50% of all estimated Whistler GHG emissions come from passenger vehicle transportation within municipal boundaries.

In addition to reducing energy use and carbon emissions, concentrating development within our current development footprint maximizes the efficiency of current infrastructure and reduces additional negative impact on local ecosystems.

#### 2.1.2. Policy: Proposals for new development, or significant redevelopment, will be required to quantify future ~~their likely impact on community~~

greenhouse gas emissions and energy consumption, and to incorporate measures that will minimize and/or mitigate projected increases.

**Description:** (CURRENT OCP POLICY) This requirement has been added to the information requirements under Section 4.13.3 in the current OCP.

**Rationale:** Requiring quantification of projected changes to community GHG emission patterns will encourage the development community to understand their proposed developments impact on community emission performance, and should provide a framework that will encourage both private sector and public sector decisions that seek to reduce emissions consistent with our stated targets. Once again, what get's measured, get's managed.

2.1.3. Policy: Where further growth is needed, such as for resident housing,  
Support extended application of RMOW infill policies to  
accommodate approved future growth as a means of reducing  
emissions.

**Description:** States support for RMOW infill policies from a carbon reduction perspective.

**Rationale:** GHG emissions rise predictably when citizens live further from where they work, shop and play. NOTE: more than 50% of all estimated Whistler GHG emissions come from passenger vehicle transportation within municipal boundaries.

In addition to reducing energy use and carbon emissions, concentrating development within our current development footprint maximizes the efficiency of current infrastructure and reduces additional negative impact on local ecosystems.

2.1.4. Policy: As a strategy to reduce commuting emissions, investigate opportunities to include live-work use designations within existing zones where this inclusion would not have adverse impacts to the existing neighbourhood character.

**Description:** A designated live-work use allows a person to reside in a dwelling unit that concurrently permits small scale commercial activity (e.g. studio, professional services, repair services) within the unit.

**Rationale:** Live work zoning is used in many communities as a strategy to reduce negative vehicle commuting impacts associated with the daily travel of residents between their homes and places of employment.

2.1.5. Policy: Consider new development, or significant redevelopment only near existing settled areas that are well-served by transit, pedestrian and cycling routes, amenities and services.

**Description:** (CURRENT OCP POLICY) Concentrates new development into areas that are already supported by infrastructure that can help residents reduce their collective GHG emissions through reduced reliance on personal automobile use. Similarly, this policy seeks to discourage development in areas that increase reliance on personal automobile use.

**Rationale:** Convenient access to preferred modes of transportation as well as nearby amenities and services substantially increases the likelihood that these services will be used by neighbourhood residents thereby supporting reduced emissions and energy use.

#### 2.1.6. Policy: ~~Investigate and consider~~ Reduce regional transportation emissions through the support of opportunities for increasing the production of food within Whistler that do not impede other community objectives.

**Description:** [from WORKING GROUP] The emissions associated with the transportation of food is substantive in current practice. Greenhouses, community gardens and backyard gardens can each provide increase opportunities for local residents and businesses to grow more food locally, thereby reducing the community's dependence on food grown elsewhere and shipped into town.

**Rationale:** Incremental reduction in GHG emissions, promotion of healthy food choices, increased social interaction and community-building are all supported by this Policy.

### 2.2. Objective: Prioritize infrastructure development and policies that support preferred modes of transportation for intra-community travel.

#### 2.2.1. Policy: ~~Set and achieve specific targets for the use of preferred modes of commuter travel within Whistler.~~ Use every reasonable opportunity to further the use of preferred modes of transportation.

**Description:** Directs staff to develop specific targets for increasing the use of preferred modes of transportation within Whistler (i.e. pedestrian, bicycle and other non-motorized means, transit). Targets would be incorporated in other municipal planning documents (e.g. Community Energy & Emissions Plan, Transportation demand management plans etc...).

**Rationale:** More than 50% of all estimated Whistler GHG emissions come from passenger vehicle transportation within municipal boundaries. Whistler will not be able to achieve its stated climate management and emission reduction targets without significantly reducing the use of personal automobiles.

#### 2.2.2. Policy: Continue to support transportation demand strategies that pass the real infrastructure, servicing, environmental and land use opportunity costs of parking onto parking users.

**Description:** States support for a user-pay (rather than community-pay) approach to passenger vehicle parking costs.



**Rationale:** Parking costs money. Consistent with the RMOW's long term financial plan, where possible, the costs of providing a service should be borne by those that use the service. Moreover, user-pay parking more accurately reflects the true cost of personal vehicle use. Again, more than 50% of all estimated Whistler GHG emissions come from passenger vehicle transportation within municipal boundaries. Since more accurate price signals on passenger vehicle use are expected to decrease the use of single occupant vehicle travel in favour of preferred modes, user-pay parking presents a significant opportunity to reduce the collective emissions footprint of passenger vehicles in Whistler.

### 2.2.3. Policy: Direct cash-in-lieu parking fees toward the improvement of pedestrian, cycling, and transit infrastructure.

**Description:** Ensure that any funds received as cash-in-lieu of parking fees are specifically directed to support preferred modes of transportation/mobility with the Municipality.

**Rationale:** Consistent with the new requirements under Bill 27, this policy ensures that cash-in-lieu parking fees (if collected) are used to support preferred modes of transportation (pedestrian, cycling and other non-motorized modes, as well as transit).

### 2.2.4. Policy: Increase year-round ~~pedestrian~~ connectivity throughout the community that supports preferred modes of transportation – especially in areas near convenience services.

**Description:** Ensure that planning processes prioritize pedestrian access and mobility across the community.

**Rationale:** Convenient access to pedestrian and cycling infrastructure supports increased use of non-motorized transportation options, and decreases the use of passenger vehicles for short trips.

### 2.2.5. Policy: ~~Investigate~~ Support potential sites, facility requirements, and alternative funding models for one or more centralized multimodal transportation hubs, potentially including the existing village Visitor Centre, which would serve to enhance the visitor experience and encourage the use of preferred modes of transportation, both locally and regionally.

**Description:** A key strategy for increasing the attractiveness of Whistler to visitors, as well as an amenity for community livability, is to promote opportunities for seamless transportation systems that allow people to use a variety of modes to go easily to, from, and within Whistler, including themselves and their luggage. This will require the full cooperation of a variety of partners, both government and business.

**Rationale:** Supports partnership to promote economic viability and visitor experience with additional environmental benefits.

## 2.3. Objective: Support the integration of lower impact technologies for community mobility.

### 2.3.1. Policy: Integrate support for electric vehicle charging infrastructure into relevant municipal development policies.

**Description:** Develop guidance, regulation and requirements designed to support future electric vehicle infrastructure through the development review process. Similar bylaws currently exist in City of Vancouver.

**Rationale:** Electric vehicles are more efficient than current internal combustion engines, and produce significantly less GHG emissions per km driven. In BC, electric vehicles have the potential to substantially reduce GHG emissions from automobile transportation across the Province. Convenient charging infrastructure is key to the successful absorption of this new technology and is not currently considered in the development review and approval process. Staff should will research best practices, legal contexts, and develop a suitable framework for ensuring that Whistler proactively anticipates the changing requirements associated with the potential near-term widespread electrification of passenger transportation.

### 2.3.2. Policy: Support the development of, and access to, reduced-carbon mobile fuel options such as bio fuels and electricity within the community.

**Description:** States the community's support for increasing access to lower-carbon mobile fuels (e.g. biofuels, electricity etc...). This policy would direct staff, where possible, to use development approval tools to encourage increased availability of lower-carbon mobile fuel options.

**Rationale:** Once again, more than 50% of Whistler GHG emissions come from passenger vehicle use. Increased use of lower carbon fuel sources has the potential to significantly reduce the collective use of passenger vehicles across the community.

### 2.3.3. Policy: Encourage commercial recreation and leisure operators to minimize the greenhouse gas emissions associated with their activities.

**Description:** (CURRENT OCP POLICY) Whenever possible, municipal staff will work to encourage (through regulation, guidelines, referrals, information or other means when available) commercial recreation operators and leisure operators in and around Whistler to reduce the GHG emission footprint of their operations.

**Rationale:** Although typically not tracked in community energy and emission inventories, commercial recreation consumes significant volumes of fossil fuels to support their operations. Reduction of carbon emissions associated with this combustion is consistent with the community's desire to mitigate the impacts of climate change.



### 3. GOAL: SUBSTANTIALLY REDUCE GREENHOUSE GAS EMISSIONS ASSOCIATED WITH SOLID WASTE MANAGEMENT.

#### 3.1.Objective: Continue to develop policies, practices, and targets designed to help Whistler meet its Zero Waste Goal.

3.1.1. Policy: Develop, expand and promote programs and infrastructure that increases local recycling diversion rates – especially the recycling of organics.

**Description:** Develop programs and infrastructure designed to increase Whistler's total diversion rate (TDR).

**Rationale:** Whistler's solid waste management system emits approx. 2,500 – 3,000 tCO<sub>2</sub>e (2-3% of total community emissions). Waste to landfill creates the largest share of these emissions. In fact, most of the emissions are associated with methane production caused by the anaerobic decomposition of buried organics. Reducing waste to landfill (especially organics) has the potential to meaningfully reduce our community's carbon emissions.

### 4. GOAL: GOVERNANCE IS WELL STRUCTURED TO ACHIEVE CLIMATE AND ENERGY GOALS.

#### 4.1.Objective: Commit to aggressive community-level GHG reduction targets.

4.1.1. Compared to 2007 GHG emission levels, the community of Whistler commits to community-level greenhouse gas reductions of: 33% by 2020, 80% by 2050; and 90% by 2060.

**Description:** (CURRENT OCP POLICY) Consistent with the Provincial targets for GHG emission reductions, the RMOW has already committed to the targets as defined in the policy above.

**Rationale:** Through multiple energy and emissions related policies, the RMOW has publicly stated that climate change is supported by scientific consensus; that governments urgently need to implement effective measures to reduce GHG emissions; and that protecting the environment can be done in ways that promote economic prosperity.

4.1.2. Policy: ~~Commit to~~ The RMOW will monitor and report annual monitoring and reporting of on both community-wide and corporate energy and emission inventories, annually.

**Description:** (CURRENT OCP POLICY) The Municipality will continue to monitor community and corporate energy use and greenhouse gas emissions, and share the results in a transparent, consistent and comprehensible format. Already in place, required as part of the RMOW Carbon Neutral Operations Plan and commitments within the BC Climate Action Charter.

**Rationale:** *‘What get’s measured, get’s managed’*. Complete, accurate data is the cornerstone of strategic decision making and effective performance management. Without good data, our ability to make informed energy and emissions management decisions is substantially compromised, as is our ability to review and evaluate the impact/effectiveness of past decisions/initiatives or policies.

#### 4.1.3. Policy: Respect the community’s adopted GHG reduction target when considering all future changes to development and land use patterns within the community by not giving favourable consideration to land use decisions that have negative GHG impacts.

**Description:** As per the new provincial regulation, ensure that land use decision making is consistent with the OCP’s GHG reduction targets. All land use and development decisions should be reviewed with respect to their potential impact on GHG emissions.

**Rationale:** In order to meet our GHG emission reduction goals, decision making must be aligned with our reduction targets. Land use and development decisions have the potential to significantly affect both stationary (buildings) and mobile (transportation-based) GHG patterns across the community.

#### 4.1.4. Policy: Ensure that the RMOW’s Energy and Climate Action Plan is updated every 5 years, and that the Municipality works to actively implement the recommendations of the Plan.

**Description:** (CURRENT OCP POLICY) The Municipality will revise and update its current Integrated Energy, Air Quality and Greenhouse Gas Plan into an updated Climate Action Plan by 2012. The Climate Action Plan will be consistent with the aforementioned targets, with Whistler2020 and with this OCP. Furthermore, given the importance of ongoing long-term commitment to the community’s GHG emission reduction goals, the Climate Action Plan will be reviewed and updated every 5-7 years.

**Rationale:** In order to achieve our goals of energy and emission reductions, as well as the parallel goals of reduced long term costs, reliability and resilience, a commitment to strategic energy-focused planning is required. An Energy and Climate Action Plan provides an opportunity for structuring detailed energy and emissions planning and implementation approaches that are not currently afforded within existing statutory planning documents such as the OCP.

### 4.2. Objective: Support community marketing and outreach programs that seek to raise awareness about the benefits of reducing personal energy use and decreasing our collective carbon emissions.

#### 4.2.1. Policy: Promote awareness of climate change mitigation, adaption and the importance of energy efficiency through continued community outreach that targets personal energy and emission reduction opportunities.

**Description:** Develop and execute social marketing and associated advertising based on the 'Whistler Way' brand that is designed to raise awareness about personal energy and emission reduction opportunities (e.g. transportation choices, home energy use etc...).

**Rationale:** Awareness is a key driver of personal action and initiative.

### 4.3. Objective: Ensure that active Climate Change Adaptation planning is integrated in community decision making.

#### 4.3.1. Policy: Support and pursue strategic adaptation planning that routinely assesses the potential impacts of climate change, carbon pricing and rising fuel costs on Whistler's tourism economy.

**Description:** [FROM WORKING GROUP] The impact of changing climatic conditions – especially reliable snow patterns – have the potential to substantially impact Whistler's primary economic engine – tourism. Strategic planning that considers and evaluates the impacts of the issues related to climate change and rising fossil fuel costs (on which Whistler's economy is fundamentally dependent) can help ensure that Whistler is best positioned to adapt (if/when required) and ensure future economic success

**Rationale:** Adapting to climate change is a new reality. Despite genuine efforts to mitigate climate change, leading scientists tell us that a changing climate is inevitable and we can expect increasing temperatures, more frequent storms and sea level rise – not to mention rising mobile fuel costs and consequent impact on travel and tourism patterns. Failure to strategically evaluate and act upon these issues could substantially and unnecessarily increase the vulnerability of Whistler primary economic engine - tourism.

#### 4.3.2. Policy: Ensure that strategic directions related to climate change risk management and climate change adaptation policy are considered within Municipal decision-making processes.

**Description:** Municipal decision making to include a careful consideration of community-scale risks that a changing climate presents to municipal and community infrastructure. This risk assessment (likely within the Community Energy and Climate Action Plan) needs to provide the basis for recommended policy regarding informed adaptation strategies.

**Rationale:** Many local governments are already at the centre of this new reality; dealing with the effects of thawing permafrost, damaged infrastructure; more extreme flood events and heat waves. As practitioners of good governance, local governments must develop responses that protect local citizens, infrastructure investments, ecosystem integrity as well as our community's economic engines.

## 5. DEFINITIONS (TO COME)

Building Energy Retrofit Programs	
Building Envelope	
Climate change adaptation	
Climate change mitigation	
Community-wide Greenhouse Gas Emissions	
District based energy systems	
Emissions from Mobile Sources	
Emissions from Stationary Sources	
Energy self-sufficiency	
Greenhouse Gas Emissions	
Infill	
Live-work designation	
Low carbon energy production	
Renewable energy sources	
RMOW Green Building Policy	
Waste heat	
Works & Service Charges	
Zero Waste Goal	



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FIRST DRAFT Official Community Plan update  
Transportation & Infrastructure

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## CURRENT REALITY

Whistler has a high degree of usage of preferred transportation modes (walking, cycling, and transit), relatively low and stable traffic and vehicle ownership levels, and is shifting towards low- and no-impact infrastructure. Examples of this shift include energy efficient lighting, a state-of-the-art sewage treatment facility producing district heat, advanced recycling and composting facilities, and development standards that minimize the impacts of the built form on the community and the environment.

Current challenges include the fact that Whistler's single highest point source of Greenhouse Gas emissions is mobile ~~meaning~~ the amount we drive around the valley day to day. Aging infrastructure, increasing energy and operating costs for transit and infrastructure, system components such as sewer and water pipes reaching capacity, missing links in the sidewalk and trail network, and limited accessibility for those with special needs in some areas.

The community is seeking to be a leader in sustainable transportation and infrastructure in support of Whistler2020 priorities and strategies, while ensuring that initiatives are within the municipality's ability to pay and that community partners contribute to solutions.

## 1. TRANSPORTATION GOAL– PREFERRED MODES: ESTABLISH WALKING, CYCLING, AND TRANSIT AS THE PREFERRED MODES OF TRANSPORTATION TO, FROM, AND WITHIN WHISTLER.

**1.1. Objective:** Create engineering systems and supporting systems, including education, encouragement, and enforcement, that make preferred modes attractive by being affordable, convenient, safe, and enjoyable throughout the year, while minimizing environmental impacts.

**1.1.1. Policy:** ~~Support a move to sustainability by encouraging~~ Encourage a shift by residents and visitors to shift from personal motor vehicles towards the increased use of preferred modes of transportation, through incentives, disincentives, supportive land use, education, and awareness.

**Description:** This is an overarching policy calling for the consideration of the needs of all users while striving to make most destinations in Whistler, such as employment, services, and recreation, accessible by preferred modes.

**Rationale:** Enriches community life and visitor experience, indirectly promoting environmental sustainability.

- 1.1.2. Policy: Collaborate with the Province to enhance the character of Highway 99 in key areas to ensure the highway approach to the resort community is as interesting and vibrant as Whistler itself, including measures such as medians, landscaping, public art, and safe pedestrian, bicycle, and transit facilities, in a manner that is compatible with encouraging preferred modes of transportation.

**Description:** Although Highway 99 currently appears as a rural highway with limited facilities for preferred modes in many parts of Whistler, it is the gateway to the resort community and is used by a wide range of users, including pedestrians, cyclists, transit users, as well as local private and commercial vehicles. Addressing these design features would better facilitate all road users and signal to users that they move through this mountain resort community.

**Rationale:** Reduces resort community impacts of Whistler's major transportation corridor while promoting preferred modes, safety, and the visitor experience.

- 1.1.3. Policy: Work with the Province to upgrade and develop safe crossings for pedestrians and cyclists in the Highway 99 corridor through the improvement of sightline, crossing distances, lighting, visibility and other measures.

**Description:** Whistler has created a unique and extensive pedestrian realm in many parts of the core Village area and has worked to upgrade pedestrian crossings in other areas over time. Still, there are a number of areas where pedestrians and those with special needs have concerns over their safety regarding traffic speed and volumes, limited sightlines, large crossing distances, and lighting and visibility. This policy would call for a review of potential crossing locations and seek to identify measures to increase the comfort and attractiveness of walking and those with mobility challenges.

**Rationale:** Enriches community life and visitor experience.

- 1.1.4. Policy: Monitor crosswalks and intersections in the community to identify safety issues and implement measures, such as improved lighting, that make crossings more comfortable for pedestrians, cyclists, and those in wheelchairs or having other mobility challenges.

**Description:** Whistler has created a unique and extensive pedestrian realm in many parts of the core Village area and is working to upgrade a number of pedestrian facilities in other areas over time. Still, there are a number of areas where pedestrians and those with special needs have concerns over their safety to traffic speed and volumes, limited sightlines, large crossing distances, and lighting and visibility. This policy calls for regular audits of these crossing locations and seeks to identify and implement measures to increase the comfort and attractiveness of walking and mobility for those with challenges.

**Rationale:** Enriches community life and visitor experience.



1.1.5. Policy: Ensure the needs of pedestrians, cyclists, and those ~~in~~using wheelchairs or having other mobility challenges, are given equal consideration to the needs of those using motor vehicles during construction and maintenance activities.

**Description:** Road construction projects by their nature can be disruptive to the community and all road users. This policy ensures that all modes are considered and properly accommodated during these projects to ensure the needs preferred transportation modes are given the same consideration as motor vehicles.

**Rationale:** Enriches community livability, safety, and visitor experience.

1.1.6. Policy: Implement and maintain a pedestrian and bicycle network throughout the valley, as shown in Schedule 4-1“H”, that encourages the year-round use of preferred modes of transportations throughout the resort community.

**Description:** The Valley Trail system and other pedestrian and bicycle linkages are backbone of the preferred mode infrastructure system. This policy seeks to maintain and develop the network, completing missing links, to provide access for pedestrians and cyclists to local destinations.

**Rationale:** Supports economic viability, visitor experience, environmental protection, and community livability.

1.1.7. Policy: ~~Consider~~Use the recommendations of the Whistler Transportation Cycling Plan and the Whistler Recreational Cycling Plan in planning for the pedestrian and bicycle network.

**Description:** These plans contain a number of detailed recommendations for accommodating commuter and recreational cyclists.

**Rationale:** Promotes preferred modes and supports community livability.

~~1.1.8. Policy: Explore options for reducing~~Reduce conflicts between different types of users on sidewalks and the pedestrian and bicycle network, in consultation with community stakeholders.

1.1.8. Policy: Reduce conflicts between different types of users on sidewalks and the pedestrian and bicycle network, and continue to develop bicycle and pedestrian infrastructure in areas with demonstrated need.

**Description:** The pedestrian and bicycle network, including the Valley Trail system, is a unique resource that is strongly supportive of preferred transportation modes. With increasing popularity has come larger numbers of users of all ages and abilities using different modes, such as bicycles, skateboards, wheelchairs, strollers, joggers, walkers, and people with pets. These users travel at significantly different speeds and skill levels on a system that sometimes has significant bends and

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slopes. In order to reduce conflicts that could lead to safety concerns, this policy calls for ongoing efforts to monitor and address potential conflicts between users.

**Rationale:** Enriches community life and visitor experience.

**1.1.9. Policy: Work with resort community stakeholders to develop and implement ongoing outreach and awareness measures to improve the safety of pedestrians, cyclists, motorists and other road users.**

**Description:** While infrastructure is an important component of safety for road users, education and enforcement are also critical for road safety. This policy promotes these elements of road safety

**Rationale:** Improves road safety and promotes community livability and visitor experience.

**1.1.10. Policy: Operate a successful accessible transit system in collaboration with funding and operating partners ~~BC Transit and the operating contractor~~, expanding service area coverage and frequency as demand and resources permit.**

**Description:** Policy calls for the continued operation of the local transit system as a partnership and, where additional resources are available, consider expanding service to new areas or increasing frequency and hours of service.

**Rationale:** Supports visitor experience, economic viability, community livability, and environmental protection. The current model has been successful for providing high levels of transit service at a relatively low cost.

**1.1.11. Policy: Work with the Province and regional partners stakeholders in the development of an equitable regional transit model.**

**Description:** Challenges to funding for public transit have grown in recent years, which can have serious impacts, both for the viability of affordable preferred transportation modes and the economic viability of communities in the service areas. This policy calls for partners to work together to provide the highest possible level of service that is affordable for passengers and communities in a manner that is equitable, i.e., allocates costs in a fair way to beneficiaries.

**Rationale:** Supports partnerships to promote community livability and economic viability.

**1.1.12. Policy: Work with regional passenger carriers and the Provincial regulatory bodies to encourage greater frequency and more affordable ~~and more~~ choices for regional bus travel.**

**Description:** No single transportation provider or government will supply all passenger transportation needs to Whistler. This policy calls for a range of partners businesses and agencies to work together to create and implement a range of services to meet a wide range of needs and provide alternatives to non-preferred modes.



**Rationale:** Supports partnerships to improve the visitor experience, community livability, and indirectly environmental sustainability. By increasing bus transportation, compact and complete land use is supported.

**1.1.13. Policy: Accommodate the staging and parking requirements of buses transporting visitors to, from, and within the community in a manner that minimizes impacts to the community.**

**Description:** Passenger buses are an important mode for moving visitors to and from Whistler and it is expected that this mode may grow greatly in significance in coming years. This policy seeks to ensure that the needs of these buses for parking and servicing are met to support the mode.

**Rationale:** Enriches community livability and safety and visitor experience. Buses are large vehicles with special needs that are not generally compatible with smaller vehicles.

**1.1.14. Policy: Encourage the Province and the private sector, to pursue the return of higher volume affordable and more frequent passenger rail service to Whistler and to continue to develop infrastructure that is compatible with the return of higher volume passenger rail service to the region.**

**Description:** Passenger rail in Whistler is currently limited to tourism operations running limited schedules during limited times of the year. This policy would support working with the Province and rail operators to promote the development of more frequent, year-round rail transportation to access the resort community.

**Rationale:** Supports partnerships to promote visitor experience and economic viability with indirect environmental benefits.

**1.1.15. Policy: Work with local and regional partners, such as the Vancouver International Airport Authority and Tourism Vancouver, to promote a seamless integration of transportation systems for regional visitors to the resort community.**

**Description:** Studies have indicated and community businesses have suggested that an impediment to using preferred modes for travel to, from, and within Whistler is the requirement for multiple ticketing, multiple modes, and the requirement for several luggage transfers, which can be particularly difficult during long-haul travel. This policy supports partnerships to allow visitors to "check in" once at their origin and be able to have single ticketing and luggage transfers to their local accommodation in Whistler.

**Rationale:** Supports economic viability and resort experience.

**1.1.16. Policy: Support the development of fiscally responsible facilities that centralize multi-modal transportation within Whistler Village which**

would enhance ~~Investigate potential sites, facility requirements, and alternative funding models for one or more centralized multimodal transportation hubs, including the existing Whistler Village Visitor Centre, which would serve to enhance the~~ visitor experience and encourage the use of preferred modes of transportation, both locally and regionally.

**Description:** A key strategy for increasing the attractiveness of Whistler to visitors, as well as an amenity for community livability, is to promote opportunities for seamless transportation systems that allow people to use a variety of modes to go easily to, from, and within Whistler, including themselves and their luggage. This will require the full cooperation of a variety of partners, both government and business.

**Rationale:** Supports partnership to promote economic viability and visitor experience with additional environmental benefits.

#### 1.1.17. Encourage the development of the required infrastructure for passenger arrival and departure from all existing and future preferred modes of travel to, from, and within from the resort.

**Description:** A key strategy for increasing the attractiveness of Whistler to visitors, as well as an amenity for community livability, is to promote opportunities for seamless transportation systems that allow people to use a variety of modes to go easily to, from, and within Whistler, including people and their luggage. This will require the full cooperation of a variety of partners, both government and business.

**Rationale:** Supports partnership to promote economic viability and visitor experience with additional environmental benefits.

## 2. TRANSPORTATION GOAL – GENERAL PURPOSE TRAFFIC: ACCOMMODATE GENERAL PURPOSE TRAFFIC IN A WAY THAT SUPPORTS ECONOMIC VIABILITY, ENVIRONMENTAL PROTECTION, AND COMMUNITY LIVABILITY.

### 2.1. Objective: To support appropriate levels of service for general purpose traffic for trips to, from, and within Whistler while minimizing community and environmental impacts.

#### 2.1.1. Policy: Develop a safe Local Network Road System, as shown in Schedule ~~4-2~~"G", which services development anticipated within this



Plan in a way that minimizes negative impacts on existing neighbourhoods, subdivisions, or other developed areas.

**Description:** The Local Network Road System identifies the role and location of existing and future planned components of the road network, outside of Highway 99, that are under the jurisdiction of the Municipality. The road network allows access to local destinations while minimizing community impacts and supporting the role of Highway 99.

**Rationale:** Supports community livability and economic viability.

#### 2.1.2. Policy: Work with the Province to develop the Local Network Road System to provide appropriate access to Highway 99 which minimizes overall delays and congestion.

**Description:** Highway 99, a provincially controlled road, is an integral part of Whistler's transportation system serving both local, regional, and inter-regional (long distance) traffic for many purposes, including personal and commercial purposes. Whistler and the Province understand these multiple roles and work together to ensure that the local uses of the highway are compatible with the regional and inter-regional roles. This policy provides guidance for maintaining this compatibility when providing new connections.

**Rationale:** Supports economic viability, visitor experience, and community livability.

#### 2.1.3. Policy: ~~Assess the following factors~~ Enhance Enable the following priorities when ~~considering reviewing~~ Local Network Road System modifications:

- a. Preserve opportunities to modify Highway 99, such as queue jumper lanes for transit vehicles, while providing for local uses;
- b. Complement the provincial roles and priorities for Highway 99;
- c. Minimize negative circulation impacts on established neighbourhoods and subdivisions resulting from new development projects; and
- d. Avoid modifications that compromise the livability, attractiveness, and economic viability of the Municipality.

**Description:** Highway 99, a provincially controlled road, is an integral part of Whistler's transportation system serving both local, regional, and inter-regional (long distance) traffic for many purposes, including personal and commercial purposes. Whistler and the Province understand these multiple roles and work together to ensure that the local uses of the highway are compatible with the regional and inter-regional roles. This policy provides guidance for maintaining this compatibility and for ensuring that the local road network is implemented in a manner that reduces negative impacts and supports local businesses.

**Rationale:** Supports economic viability, visitor experience, and community livability.

2.1.4. Policy: Provide alternate routes for local traffic in order to provide choice to local residents during periods of congestion on~~reduce traffic volumes and delays on~~ Highway 99, and to provide for emergency access alternatives.

**Description:** Highway 99, a provincially controlled road, is an integral part of Whistler's transportation system serving both local, regional, and inter-regional (long distance) traffic for many purposes, including personal and commercial purposes. Whistler and the Province understand these multiple roles and work together to ensure that the local uses of the highway are compatible with the regional and inter-regional roles. This policy provides guidance for maintaining this compatibility.

**Rationale:** Supports economic viability, visitor experience, and community livability.

2.1.5. Policy: Monitor the utilization of Highway 99 and the Local Network Road System for all transportation modes to identify issues and actions.

**Description:** Volumes of road users, including pedestrians, cyclists, trucks, and general purpose traffic, is important for determining where system needs are and how to allocate resources to achieve priority transportation objectives.

**Rationale:** Supports economic viability, visitor experience, and community livability through identifying problem areas and allocating resources wisely.

2.1.6. Policy: Ensure that construction standards for local roads are consistent with the unique needs of a mountain resort community, such as maintaining a natural setting and facilitating snow clearing and removal.

**Description:** While it is important to apply good engineering design principles, it is also important for a resort community that the public realm, of which the road network plays an important role, is attractive and maintains the natural setting of Whistler to the extent possible.

**Rationale:** Supports economic viability, visitor experience, and community livability.

2.1.7. Policy: ~~Consider evolving~~Evolve technical standards and best practices for more sustainable neighbourhood infrastructure when designing the road network.

**Description:** The road network is highly impermeable and covers a significant part of the Municipality, leading to significant potential impacts, such as contaminated runoff and exacerbating stormwater events. This policy seeks to apply design and construction practices that minimize impacts where feasible, such as permeable pavement, bioswales, etc.

**Rationale:** Supports economic viability and environmental protection.

2.1.8. Policy: Incorporate appropriate traffic calming measures that improve livability when reconstructing existing roads or developing new roadways in accordance with the Municipal Traffic Calming Policy.

**Description:** Traffic speed and volumes can have a significant impact on neighbourhood livability and a sense of safety and security for residents and visitors. This policy calls for an evaluation of traffic impacts during major road projects to determine if and how traffic calming measures should be applied to address these concerns.

**Rationale:** Enriches community livability and safety and visitor experience.

2.1.9. Policy: ~~Evaluate the utilization, circulation, and management~~ Manage parking of parking, including day-visitor parking, in all areas of the resort community ~~to identify issues and assist with actions that~~ in a manner that supports Municipal transportation objectives.

**Description:** Parking is an essential component of both economic viability and Whistler's TDM strategies. The determination of appropriate amounts, types, locations, and cost-recovery models for parking is still as much an art as a science. This policy promotes flexibility in exploring, implementing, monitoring, and evaluating parking strategies over time to help achieve the community's environmental and economic objectives in an equitable manner for locals as well as visitors.

**Rationale:** Supports visitor experience, economic viability, and indirectly environmental protection.

2.1.10. Policy: ~~Investigate the possibility~~ Support the of creating the creation of one or more future satellite skier parking areas at the periphery of the resort community, provided that the construction and operation of this parking facility is supportive of the Municipality's objectives of economic viability, visitor experience, and preferred mode support.

**Description:** Following on the previous policy, as a potential measure to promote park and ride, carpooling, and reduced emissions from reduced congestion during peak periods, this policy protects land for this alternative parking strategy, which would also improve visitor experience.

**Rationale:** Supports visitor experience, economic viability, and indirectly environmental protection.

### 3. TRANSPORTATION GOAL – OTHER MODES: ACCOMMODATE OTHER TRANSPORTATION MODES THAT SUPPORT ECONOMIC VIABILITY, ENVIRONMENTAL PROTECTION, AND COMMUNITY LIVABILITY.



**3.1. Objective: To support appropriate levels of service for transportation modes other than preferred modes and general purpose traffic for trips to, from, and within Whistler while minimizing community and environmental impacts.**

**3.1.1. Policy:** Work with the railway companies and government regulators to improve the safety of railway crossings of roads and the Valley Trail within the Municipality.

**Description:** Whistler's rail crossings include roadways and Valley Trail crossings. This policy seeks to ensure that best practices are continually applied to maximize safety at these locations.

**Rationale:** Supports community safety and visitor experience.

**3.1.2. Policy:** Maintain ownership /leasehold of the Municipal Heliport and continue to work with the Whistler Heliport Society to concentrate helicopter activity at this location as a means of protecting the community from noise and other helicopter traffic impacts.

**Description:** Helicopter operations, while beneficial for the local economy and emergency services, can have significant environmental and community impacts, including noise and emissions. This policy seeks to focus operations, other than for emergency purposes, at one location where these operations have historically taken place at the north end of the resort community.

**Rationale:** Supports economic viability and community livability.

**3.1.3. Policy:** Discourage further helicopter/aircraft facilities within the developed areas of Whistler, particularly the Village and Whistler Creek.

**Description:** Helicopter operations, while beneficial for the local economy and emergency services, can have significant environmental and community impacts, including noise and emissions. This policy seeks to focus operations, other than for emergency purposes, at one location where these operations have historically taken place.

**Rationale:** Supports economic viability and community livability.

**3.1.4. Policy:** Support the operation of the existing float plane site at Green Lake in cooperation with Transport Canada, the aviation community, and the Province as the issuer of Crown Land Tenure for the float plane site.

**Description:** As with helicopter operations, float plane operations, while beneficial for the local economy and emergency services, can have significant environmental and community impacts,



including noise and emissions. This policy seeks to focus operations, other than for emergency purposes, at one location where these operations have historically taken place.

**Rationale:** Supports economic viability and community livability.

### 3.1.5. Policy: Discourage float plane activity at other locations within in the Municipality.

**Description:** As with helicopter operations, float plane operations, while beneficial for the local economy and emergency services, can have significant environmental and community impacts, including noise and emissions. This policy seeks to focus operations, other than for emergency purposes, at one location where these operations have historically taken place.

**Rationale:** Supports economic viability and community livability.

## 4. INFRASTRUCTURE GOAL – SEWER AND DRAINAGE: THE GOAL OF SEWER AND DRAINAGE POLICIES IS TO MANAGE SEWAGE AND STORMWATER BY MAINTAINING AND ENHANCING WHISTLER’S SEWER AND DRAINAGE SYSTEM AND INFRASTRUCTURE IN A WAY THAT IS COST-EFFECTIVE AND MINIMIZES OR ELIMINATES ENVIRONMENTAL IMPACTS.

**4.1. Objective:** Sewer and drainage systems will be developed to service planned development in a manner that is compatible with the environmental sensitivities of the natural areas in Whistler, setting exceptionally high standards consistent with Whistler's standing as a resort community moving toward sustainability.

**4.1.1. Policy:** Maintain an advanced Sewage Collection and Treatment System (“the Sewer System”) to serve existing and planned future development within the ~~Whistler Urban Development Containment~~ Sewer System Service Area, with a sewage treatment facility at the location shown on Schedule ~~4-3~~ “D”.

**Description:** This policy directs that the sewer system be designed and developed to service the development anticipated under the Municipality’s growth management policies.

**Rationale:** Supports economic viability, community livability, and environmental protection.



4.1.2. Policy: Develop the Sewer System capacity required to serve the development identified within this Plan after evaluating the cost-effectiveness of implementing conservation measures compared to the capital and ongoing operating costs of developing new capacity through conventional capital construction.

**Description:** This policy calls for system “capacity” requirements for new development to be met by conservation measures, such as low flush toilets and grey water reuse, in order to prevent future capacity increases in conventional infrastructure, where these are cost-effective.

**Rationale:** Promotes environmental sustainability and economic viability.

4.1.3. Policy: Maintain sewage and drainage systems that minimize impacts upon the natural environment and receiving streams.

**Description:** This high level policy recognizes that the sewer system has potential impacts in the immediate vicinity of their locations but also downstream, as all effluents eventually reach a stream supporting biodiversity.

**Rationale:** Supports environmental protection.

4.1.4. Policy: Require all lands within the Sewer System Service Area, as shown in Schedule 4-3”D”, to be connected to the Sewer System when considering land development applications.

**Description:** The sewer system is a major capital investment intended to ensure that sewage is fully treated and that the resulting effluent is benign for watercourses.

**Rationale:** Supports environmental sustainability and economic viability of infrastructure.

4.1.5. Policy: Do not support development outside of the Sewer Service Area that have sewage disposal systems that will result in a negative impact upon the natural environment. Consider the impacts upon the natural environment resulting from any proposed alternative method of sewage treatment (such as composting toilets or in-ground systems when considering reviewing land development applications not within the Sewer Service Area.

**Description:** Composting toilets and in-ground septic systems, which are “off-grid,” have potential environmental impacts and the liquid waste may not be fully treated, resulting in potential soil and water contamination.

**Rationale:** Supports environmental sustainability and economic viability of infrastructure.



4.1.6. Policy: Assess the capital and long-term operating costs of providing sewer services to areas outside of the ~~Whistler Urban Development Containment Area~~ Sewer System Service Area when reviewing and considering approval of new land development proposals.

**Description:** New infrastructure to areas outside of the existing urban footprint can be very costly to construct and maintain. This policy ensures that these costs are considered during the approval process.

**Rationale:** Support economic viability.

4.1.7. Policy: Implement sewage and stormwater volume reduction measures to reduce impacts on the natural environment and costs to the community.

**Description:** This policy calls for system “capacity” requirements for new development to be met by conservation measures, such as on-site rainwater retention, water re-use, etc., in order to prevent future capacity increases in conventional infrastructure.

**Rationale:** Promotes environmental sustainability and economic viability.

4.1.8. Policy: Operate, maintain, and improve the Sewer System to minimize the impact of odours to residents and visitors to the Municipality.

**Description:** Whistler has done a commendable job of providing a full range of high quality infrastructure to improve the visitor experience in a way that is transparent to the visitor. Odours from sewer system facilities can seriously distract from the resident and visitor experience. This policy seeks to minimize these negative impacts.

**Rationale:** Improve community livability, visitor experience, and economic viability.

4.1.9. Policy: Adhere to the requirements set out in the Liquid Waste Management Plan and update the plan and best practices as required by the Province.

**Description:** This plan, to be updated periodically to ensure current best practices are employed, provide detailed objectives and implementation actions to achieve higher level liquid waste management policies, such as those in this OCP.

**Rationale:** Supports environmental sustainability, protection of natural areas and, indirectly, supports economic viability by sound infrastructure investment planning.

## 5. INFRASTRUCTURE GOAL – WATER SUPPLY: ENSURE SAFE AND RELIABLE DOMESTIC DRINKING WATER AND WATER



**SUPPLIES FOR FIRE PROTECTION FOR THE RESORT COMMUNITY INTO THE FUTURE. THIS WILL BE ACCOMPLISHED CONSIDERING CONSERVATION MEASURES WHILE MAINTAINING AND ENHANCING WHISTLER'S WATER SYSTEM AND INFRASTRUCTURE IN WAY THAT MINIMIZES OR ELIMINATES ENVIRONMENTAL IMPACTS.**

**5.1. Objective: Water systems will continue to produce safe drinking water supplies sufficient for planned growth levels, assuming aggressive conservation measures, in a manner that is compatible with the environmental sensitivities of the natural areas in Whistler, and will set exceptionally high standards consistent with Whistler's standing as a resort community moving toward sustainability.**

**5.1.1. Policy: Maintain a healthy Water Supply System, as shown on Schedule 4-5"E", that is capable of providing high quality water for domestic use and sufficient quantities to provide for fire protection for existing and new development.**

**Description:** Clean water is essential for human health the availability of an adequate supply is important for drinking and cleaning needs as well as fire protection. This policy call for these needs to be met for the projected development levels within the community.

**Rationale:** Supports community livability, health, and safety needs as well as economic viability and visitor experience.

**5.1.2. Policy: Develop the Water Supply System capacity required for planned development after evaluating the cost-effectiveness of implementing conservation measures to provide for that capacity compared to the capital and ongoing operating costs of developing new capacity through capital construction.**

**Description:** This policy calls for system "capacity" requirements for new development to be met by conservation measures, such as on-site rainwater retention, water re-use, etc., in order to prevent future capacity increases in conventional infrastructure.

**Rationale:** Promotes environmental sustainability and economic viability.



5.1.3. Policy: Require all lands within the Water Service Area shown in Schedule ~~4-6"E"~~ to be connected to the Water Supply System for the provision of potable water when considering land development applications.

**Description:** A significant investment has been made in the drinking water distribution system that ensures clean, safe water from reliable sources. This policy requires that properties having access to this resource use it, rather than directly accessing watercourses and underground resources that could be contaminated or affect ecosystems.

**Rationale:** Supports community livability and health while protecting the environment and promoting economic viability.

Policy: Assess the capital and long-term operating costs of providing water supply and treatment services to areas outside of the Whistler Urban Development Containment Area when reviewing and considering approval of new land development proposals.

Comment [JPaul1]: Proposed New Policy

5.1.4. Policy: Pursue water conservation and demand-side management measures in an efficient and cost-effective manner.

**Description:** This policy promotes the use of water conservation measures to reduce the demand for water collection and treatment, provided that these measures can be done in a cost-effective manner. Some systems, such as rainwater harvesting, can reduce demand but can be costly to implement.

**Rationale:** Supports economic viability and environmental protection.

5.1.5. Policy: Implement the recommendations contained within the Groundwater Resource Protection Plan to ensure that groundwater resources are protected.

**Description:** The objective of the groundwater plan is to monitor groundwater conditions and define measures needed to protect this resource. This policy directs that these recommended measures are applied.

**Rationale:** Supports community livability and environmental protection.

5.1.6. Policy: Recognize the importance of Groundwater Resources and address impacts that land uses may have upon the Well Protection Areas by applying the requirements identified in Development Permit Area 4-1, Well Protection Area Guidelines, to those areas shown on Schedule ~~4-7"E"~~.



**Description:** This policy directs that development proposals consider and mitigate any potential impacts on groundwater resources used for drinking water supplies before approval would be considered.

**Rationale:** Supports community livability and environmental protection.

**Policy:** Recognize the importance of limiting human, industrial and commercial activities in the Surface Water Supply zones identified in Schedule “E”.

**Comment [JPaul2]:** Proposed New Policy

**Policy:** As Provincial legislation evolves, and in a manner that takes into consideration the overall capital and operating costs, evaluate the development of infrastructure systems that will allow recycled water to be distributed for non-potable uses.

**Comment [JPaul3]:** Proposed New Policy

## 6. INFRASTRUCTURE GOAL – SOLID WASTE: MOVE PROGRESSIVELY TOWARD ZERO WASTE IN A COST EFFECTIVE, EFFICIENT, AND ENVIRONMENTALLY SOUND MANNER.

**6.1. Objective:** Limit, minimize impacts, and eventually eliminate, Whistler’s contribution of substances and materials returned to the earth in a cost-effective manner.

**6.1.1. Policy:** Continue moving towards a Zero Waste goal as was endorsed in 2005, and continue to monitor and update the Zero Waste indicators, objectives and goals.

**Description:** In 2005, Council endorsed the concept of a Zero Waste goal for the community. We have moved in this direction by establishment and ongoing support for the Re-Use-It Centre, support for the Re-Build-It Centre, improvements to our solid waste and recycling programs, and establishment of the regional composting program.

**Rationale:** Reductions in solid waste move us towards various Whistler 2020 Descriptions of Success. It is recognized that an update to our Zero Waste Plan is necessary as an Action coming from this OCP.



6.1.2. Policy: Operate, and encourage the private sector to participate in, innovative, cost-effective, and environmentally sustainable solid waste and recycling programs, with a goal to achieve Zero Waste.

**Description:** While the community currently supports aggressive waste diversion programs, a significant proportion of the waste stream is still sent to landfill, which has many potential environmental impacts. This policy calls for the continual use of innovation and best practices to reduce the waste stream, with a goal of no net waste going to landfill.

**Rationale:** Supports economic viability, if waste is considered as a resource, and environmental protection.

Make land use decisions that will be adaptable to changing land use needs for residents and businesses, as new public and privately run Solid Waste Reduction programs evolve into the future as we move toward our Zero Waste Goals.

Comment [JPaul4]: Proposed new policy.

6.1.3. Policy: Require new development, or significant redevelopment to incorporate measures that will minimize the generation of solid waste, and encourage alternative and evolving methods of waste diversion.

**Description:** Applications for new development currently include requirements for recycling and waste disposal facilities. New developments, or significant redevelopment, can be required to research and adopt more advanced requirements for on-site facilities that may increase the volumes of solid waste diverted away from the conventional waste stream.

**Rationale:** Aside from reduced costs for the Municipal waste system, this policy would move our resort community in the direction of several Whistler2020 Descriptions of Success.

Require new development to implement waste reduction programs during demolition, construction and land clearing activities.

Comment [JPaul5]: Proposed New Policy

6.1.4. Policy: As the environmental trade-offs required are not acceptable to our community Solid Waste incineration will not be supported.

**Description:** Incineration of Solid Waste is utilized in other jurisdictions as a method of solid waste disposal. In some cases it is used to generate energy. The negative trade-offs include impacts upon air quality, and when energy is being produced, there is a disincentive to divert waste from the incineration stream.

**Rationale:** This method of solid waste disposal and the associated negative aspects, moves our resort community away our zero waste goals and can produce negative health effects. In addition, this type of facility is not compatible with a healthy resort community environment.



6.1.5. Policy: Operate centralized community drop-off facilities for domestic solid waste disposal, recycling and composting at the locations shown in Schedule ~~4-8~~ "C".

**Description:** While alternatives to central drop-off will be explored, there will be an ongoing need for central, full-service facilities to manage the full range of solid waste, including containers with deposits, larger items, and items with potential environmental or health hazards.

**Rationale:** Supports economic viability and environmental protection.

6.1.6. Policy: Evaluate and implement efficient and convenient methods of collecting solid waste, recycling, and compost for those preferring to utilize preferred methods of transportation.

**Description:** Whistler is a strong promoter of the use of preferred modes, it is currently inconvenient for many of those whose primary modes are walking or cycling to access collection facilities and the transit service does not currently allow solid waste to be transported by passengers. This policy promotes alternatives to support preferred mode users.

**Rationale:** Supports community livability and, if trips to and from central collection facilities can be reduced, GHG emission reductions.

6.1.7. Policy: Operate a solid waste Transfer Station and a drop-off facility for commercial, industrial, and institutional solid waste and recycling at the location identified in Schedule ~~4-9~~ "C" in recognition of the special waste disposal need of the business community.

**Description:** Businesses have special needs due to the volume and nature of their solid waste. This policy supports the provision of a facility to meet this need without impacting residential facilities.

**Rationale:** Supports environmental protection and economic viability.

6.1.8. Policy: Continue to operate a regional composting facility at the location shown in Schedule # "C" to process compostable materials from adjacent communities and regional businesses, industries, and institutions recognizing the high proportion of the waste stream that is compostable.

**Description:** Compostable solid waste can be up to 50% of the total waste stream, so providing compost facilities provides a major environmental benefit, also providing natural fertilizer products and generating economic activity. Economies of scale support a larger, regional facility.

**Rationale:** Supports environmental protection and economic viability.



6.1.9. Policy: Manage solid waste in accordance with the RegionalSLRD Solid Waste Management Plan, ~~in a manner that is environmentally acceptable and cost-effective.~~

**Description:** This plan, to be updated periodically to ensure current best practices are employed, provide detailed objectives and implementation actions to achieve higher level solid waste management policies, such as those in this OCP.

**Rationale:** Supports environmental sustainability, protection of natural areas and, indirectly, supports economic viability by sound infrastructure investment planning.

Policy: Continue to participate, advise and collaborate with regional and Provincial agencies and stakeholders regarding Zero Waste issues locally and regionally.

Comment [JPaul6]: Proposed New Policy

6.1.10. Policy: ~~Encourage the development and use of~~ Encourage the use off thea Whistler Community Services Society Re-Build-It Centre by Whistler Community Services Society for the reuse of building materials and support of community services.

**Description:** Support for the use of building materials will reduce the amount of materials needing recycling or disposal.

**Rationale:** Supports environmental protection and can potentially reduce costs for construction.

## 7. INFRASTRUCTURE GOAL – TELECOMMUNICATION AND ENERGY UTILITIES: ENSURE WHISTLER IS ADEQUATELY SERVICED WITH COMMUNICATIONS AND ENERGY SERVICES IN WAY THAT MINIMIZES ENVIRONMENTAL AND RESORT COMMUNITY IMPACTS.

7.1. **Objective:** ~~Provide~~ Support the provision of a full range of high quality energy and telecommunications offerings to support community livability and economic viability while minimizing costs and potential resort community and environmental impacts resulting from infrastructure installations.





7.1.1. Policy: Utilize BC Hydro as the primary supplier of electrical energy within the Municipality while considering that appropriately-scaled, small-scale electrical generation facilities, that are ~~environmentally friendly~~ in alignment with the other Policies (Natural Environment and Climate and Energy Sections) contained within this OCP and do not impose impacts on the community, may be worthy of consideration as technology progresses.

**Description:** This policy supports working with BC Hydro as the supplier of electricity within the Municipality to avoid redundancy and additional costs of multiple suppliers.

**Rationale:** Promote economic viability.

7.1.2. Policy: To avoid redundancy and its inherent costs, Ssupport one primary supplier of piped natural gas within the Municipality.

**Description:** This policy seeks to avoid redundancy and additional costs of multiple suppliers and reduce potential hazards

**Rationale:** Promote economic viability.

7.1.3. Policy: Due to their unsightly nature, Ddiscourage the use of exterior propane containers and tanks for the provision of gas energy for interior cooking and heating in the resort core areas.

**Description:** Large exterior propane bottles are considered to be unsightly and not consistent with the character of the core resort areas. This policy would seek to reduce this impact over time.

**Rationale:** Supports resort experience and community livability.

7.1.4. Policy: Encourage choice in telecommunications for residents and visitors to the community, provided that the number of service providers and the impacts of their infrastructure does not result in degradation of the quality of life for residents, degradation of the Resort Experience, or increasing cost to the Municipality.

**Description:** In modern times, telecommunications has become an important part of our economy and culture and is important for residents, businesses, and visitors. This policy seeks to promote the provision of this key infrastructure in a manner that is low impact and reduces risks to the community.

**Rationale:** Supports community livability and health, visitor experience, and economic viability.



7.1.5. Policy: Recover costs from energy and telecommunications providers, taking into consideration actual ongoing costs to the Municipality, to ensure that telecommunications providers install, maintain, operate, and renew their infrastructure within public lands.

**Description:** While the municipality has limited powers to restrict the introduction of new telecommunications providers, it is able to recover reasonable costs to the public of operating these services and can apply requirements to limit community impacts.

**Rationale:** Supports community livability, visitor experience, and economic viability.

7.1.6. Policy: Protect the beauty of the resort by Prohibiting new overhead telecommunications and electrical energy installations within the resort core areas.

**Description:** Overhead wires and poles are considered to be unsightly and not consistent with the character of the core resort areas. This policy would seek to reduce this impact over time.

**Rationale:** Supports resort experience and community livability.

## 8. INFRASTRUCTURE GOAL – FLOOD PROTECTION: ENSURE THE SAFETY AND PROTECTION OF HUMANS, BUILDINGS, AND INFRASTRUCTURE IN WHISTLER FROM FLOODING EVENTS.

8.1. **Objective:** Flood protection measures will limit exposure to natural hazards through development and construction practices that limit the construction of the built form in hazard areas and through physical measures that protect the built form from natural hazards.

8.1.1. Policy: Collaborate with the Provincial and Federal officials with respect to evolving standards for the operation, maintenance, renewal and restoration of flood-protection infrastructure.

**Description:** Whistler, like many mountain communities, is surrounded by waterways that can, under certain circumstances, present serious risks to persons, property, and infrastructure. As these waterways are usually regulated by senior governments and run through areas of different jurisdictions, it is important to work together with partners to address upstream and downstream flooding issues using best practices and funding mechanisms.



**Rationale:** Supports environmental sustainability, community safety and economic viability.

## 1. SCHEDULES:

Schedule "D" Sanitary Sewer Service Area

Schedule "E" Water System Service Area

Schedule "F" Well Protection Areas

Schedule "G" Transportation Network Plan

Schedule "H" Transportation Cycling Plan

## 2. Development permit areas:

Development Permit Area ~~4-1XX~~ – Well Protection Area Guidelines



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FIRST DRAFT Official Community Plan update  
Resource Extraction

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## CURRENT REALITY

A variety of resource extraction, processing activities and forestry operations exist within Whistler. They are [located at](#) several locations throughout the municipality and nearby area as shown on the Land Use Designation Map. These areas include rock quarrying, rock crushing, sand and gravel extraction and processing, and forestry operations. All contribute directly or indirectly to the local and provincial economy and job market. These activities also have [a large significant](#) potential to impact the environment and the Municipality.

The resort community has areas where resource extraction and timber harvesting uses are occurring or approved.

## 1. POLICIES

### 1. GOAL: PROVIDE FOR LIMITED RESOURCE EXTRACTION AREAS TO SERVE THE RESORT COMMUNITY WITH MINIMAL COMMUNITY AND ENVIRONMENTAL IMPACTS.

**1.1. Objective: Identify areas for sand and gravel extraction within the Municipality, as mandated by the Local Government Act, and implement requirements to ensure extraction activities are compatible with Whistler's vision as the premier mountain resort community moving toward a sustainable future<sup>1</sup>.**

1.1.1. Policy: Limit resource extraction in the locations designated for this use as shown on the Land Use Designation Map in Schedule "XX".

1.1.2. Policy: All resource extraction activities will be subject to all applicable provincial regulations and municipal bylaws.

1.1.3. Policy: Reduce the ~~visual~~ impacts (visual, noise, dust, waste) of extraction operations by requiring rehabilitation of sand and gravel pits and quarries.

1.1.4. Policy: Encourage reclamation of operations within the municipal boundary, subject to the all applicable provincial regulations and municipal bylaws.

**Comment [smcjanne1]:** Community input suggests need to define this, differentiate from rehabilitation in previous policy.

<sup>1</sup> [Gravel extraction and processing activities fall under the jurisdiction of the Provincial government, and as such, local government has limited authority to manage these land uses.](#)



**Description:** Gravel extraction and processing activities fall under the jurisdiction of the Provincial government, and as such, local government has limited authority to manage these land uses.

**Rationale:** Supports economic viability, resort experience, environmental protection and community livability.

## **2. GOAL: WORK WITH THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE (MOTI) AND PROVINCIAL REGULATORS TO ENSURE MATERIAL EXTRACTION ACTIVITIES AND LEASES ~~FOR NON-MUNICIPAL NEEDS~~ ARE CONDUCTED IN A MANNER CONSISTENT WITH MUNICIPAL GOALS, OBJECTIVES AND POLICIES.**

**2.1. Objective: Identify areas for sand and gravel extraction within the Municipality, as permitted directly by the Province on Crown Lands, and implement requirements to encourage extraction activities are compatible with Whistler's vision and objectives as the premier mountain resort community.**

2.1.1. Policy: Limit resource extraction by MoTI in the locations designated for this use, as shown on the Land Use Designation Map in Schedule "XX".

2.1.2. Policy: All resource extraction activities will be subject to all applicable provincial regulations and municipal bylaws.

2.1.3. Policy: Reduce the visual impact of extraction operations by requiring rehabilitation of sand and gravel pits and quarries, where possible.

2.1.4. Policy: Encourage reclamation of operations within the municipal boundary, subject to all applicable provincial regulations and municipal bylaws.

**Description:** Since 1972 MoTI has held two pits known as the Callaghan Pit/Quarry #0170 under the Land Act as a Section 16 Map Reserve for sand, gravel and quarry purposes, as shown on Schedule \*. It has been used on an intermittent basis since then. The Ministry has produced a wide variety of aggregate materials, including riprap for the maintenance, rehabilitation and upgrading of both MoTI and MoF road infrastructure in the corridor. The site is of strategic importance to the Ministry and will continue to be utilized for short, medium and long term (30-60 years) projects. In addition to excavating, loading, drilling and blasting equipment, on site material processing would require the use



of portable gravel/rock crushing operations as well as portable asphalt plants. Ultimate/maximum development would see gravel/rock extraction for the entire area located between the two pits.

**Rationale:** Supports economic viability, resort experience, environmental protection, community livability, and strengthen partnership success.

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### 3. GOAL: ~~TO ACHIEVE A SUSTAINABLE COMMUNITY FOREST WITH A BALANCE~~ INGE-OF FOREST HARVESTING, RECREATION, VISUAL MANAGEMENT, WATERSHED PROTECTION, FIRST NATIONS' CULTURAL VALUES, AND ENVIRONMENTAL VALUES IN THE CHEAKAMUS COMMUNITY FOREST (CCF) AREA.

#### 3.1. Objective: Promote sustainable, efficient and effective uses of the Cheakamus Community Forest lands

3.1.1. Policy: Promote timber harvesting and land management practices within the CCF guided by the Ecosystem-based Management Plan (EBM) on the lands designated for this use, ~~as shown on the Context Map in Schedule "XX".~~

**Description:** In its legal partnership agreement, within which RMOW is listed as a partner, CCF partners committed to managing the land base using Ecosystem Based Management (EBM) practices. The RMOW, as a one third partner, will continue to promote the use of EBM and take active steps to further embed EBM in CCF decisions to compliment Whistler's tourism economy.

**Rationale:** EBM is the management tool that allows the CCF to deliver sustainable forestry that includes community values related to social and environmental issues.

3.1.2. Policy: Encourage the CCF to obtain and maintain its Forest Stewardship Council (FSC) certification as a commitment to and recognition of best management practices.

**Description:** The FSC is an independent agency with international recognition of promoting best management practices for forestry.

**Rationale:** Obtaining and maintaining FSC certification is a clear signal to the community that the CCF is committed to sustainable forestry practices.

3.1.3. Policy: Encourage the CCF to request the provincial government include a broader range of management responsibilities that are reflective of community values such as commercial recreation within Cheakamus Community Forest tenures.

**Description:** The RMOW will encourage the CCF to lobby the provincial government to broaden the mandate of community forests. Currently the tenure (license) only applies to timber harvesting.





**Rationale:** This will allow the management of the community forest to more fully reflect the values of the community.

**Description:** Timber harvesting in the CCF is the responsibility of the CCF nonprofit society. In April 2009, the RMOW, the Lil'wat and Squamish Nations as equal partners in the CCF Society, signed a 25-year tenure license with the Province for the 30,260 hectares of forestland surrounding the RMOW. Of the 30,260 hectares in the CCF, approximately 15,000 hectares are protected from commercial harvesting by provincial mechanisms such as Land & Resource Management Plan Wildland Zoning, Old Growth Management Area status or Ungulate Winter Range status. In the remaining 15,260 hectares, the actual lumber harvesting will be done by contractors in accordance with the Ecosystem-Based Management Plan and the Forest Stewardship Council's (FSC) Forest Stewardship guidelines as set up by the CCF Society. The FSC has developed the only third party forest certification system recognized worldwide by native peoples, environmental groups, labour organizations and industry. This innovative approach to managing the harvestable forested area in and surrounding the Municipality provides more local control to manage this land use.

**Rationale:** Supports economic viability, resort experience, environmental protection, community livability, and strengthen partnership success.

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