



REGULAR MEETING OF MUNICIPAL COUNCIL  
REVISED AGENDA

Tuesday, November 17, 2020, 5:30 p.m.

Remote Meeting

To attend via Zoom go to [www.whistler.ca/CouncilMeetings](http://www.whistler.ca/CouncilMeetings)

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1. CALL TO ORDER

2. ADOPTION OF AGENDA

That Council adopt the Regular Council Meeting Agenda of November 17, 2020.

3. ADOPTION OF MINUTES

That Council adopt the Regular Council Meeting Minutes of November 3, 2020.

4. PRESENTATIONS AND DELEGATIONS

4.1. Parcel A Update

A presentation by Whistler 2020 Development Corporation Board Member Eric Martin regarding the Parcel A update.

4.2. 2020 Employee Recognition Week Awards

Employee Recognition Week Awards - presented by CAO V. Cullen.

5. PUBLIC QUESTION AND ANSWER PERIOD

6. MAYOR'S REPORT

7. INFORMATION REPORTS

7.1. Community Energy and Climate Action Plan Report - Q3, 2020 Report No. 20-113 File No. A05001

*A presentation by municipal staff.*

That Council receive Information Report No. 20-113 regarding quarterly progress on implementing the 2016 Community Energy and Climate Action Plan (CECAP).

8. ADMINISTRATIVE REPORTS

8.1. DVP01199 - 2931 Big Timber Court - Retaining Wall Height Variance Report No. 20-114 File No. DVP01199

*No presentation.*

That Council approve the issuance of Development Variance Permit DVP01199 for the proposed development located at 2931 Big Timber Court to vary the height of a retaining wall located in a side setback area from 0.6 metres to 1.1 metres, as shown on Architectural Plans ID 9 and ID 12 dated March 16, 2020, prepared by Upward Construction, and Site Survey dated February 26, 2020, prepared by Doug Bush Survey Services Ltd., attached as Appendices "B" and "C" to Administrative Report to Council No. 20-114.

**8.2. Whistler Transportation Action Plan 2020 Monitoring Report and Next Steps Report No. 20-115 File No. 546**

*A presentation by municipal staff.*

**That** Council receive the update for the TAG Community Engagement February – March 2020 Summary Report attached as Appendix “A” to Administrative Report to Council No. 20-115;

**That** Council receive the update for the Whistler Transportation Action Plan 2020 monitoring program attached as Appendix “B” to Administrative Report to Council No. 20-115;

**That** Council authorize staff to work with the Day Lot Operating Committee, RMOW staff and TAG members to implement the next steps for the Whistler Transportation Action Plan as recommended by the Transportation Advisory Group at the October 8, 2020 meeting; and further

**That** Council direct staff to advertise for applications for the four Citizen-at-Large positions on the Transportation Advisory Group to be appointed by Council at the January 19, 2021 Closed meeting of Council.

**8.3. Council Meetings During the COVID-19 Pandemic Report No. 20-117 File No. 0519**

*A presentation by municipal staff.*

**That** Council direct staff to continue with Option Three: Electronic meetings, as described in this report, such that Regular meetings of Council continue to be held by electronic means with electronic participation by Councillors, staff and the public;

**That** pursuant to Ministerial Order No. M192, the RMOW affirm that it is excluding in-person public attendance at its Regular Council meetings on the basis that full public attendance in a manner consistent with public health orders and recommendations cannot be accommodated at this time and the RMOW is ensuring openness, transparency, accessibility and accountability at these meetings by the following means:

- Providing draft agendas and minutes on the RMOW’s website;
- Providing clear communication to Council, staff and members of the public on the ways people can hear, or see and hear, Regular Council meetings;
- In addition to our regular avenues for receiving Council correspondence, providing the opportunity for members of the public to email in questions for Public Q&A up to 4:00 p.m. on the Council meeting day;
- Providing for members of the public to “attend” meetings via Zoom webinar and participate in Public Q&A via their phone or computer;
- Continued livestreaming of Regular Council meetings; and
- Providing videos of Regular Council meetings as available on the RMOW’s new interactive website for viewing on an on demand basis;

**That** Council direct staff to return with an updated report in four months’ time, or when the Province enters Phase Four of the Provincial Restart Plan, or when current public health orders change to allow increased attendance at in-person meetings, whichever occurs first; and

**That** Council direct staff to continue to hold Public Hearings by electronic means with electronic participation by Councillors, staff and the public.

**8.4. Emerald Dreams Conservation Co. Ltd. - 2020 Annual Filing Report No. 20-118 File No. VAULT**

*No presentation.*

**That** the Council of the Resort Municipality of Whistler (the “Municipality”) in open meeting assembled, hereby resolves that the Municipality, as sole shareholder of Emerald Dreams Conservation Co. Ltd. (the “Company”), pass the consent resolutions of the sole shareholder of the Company; a copy of which is attached as Appendix “A” to this Administrative Report No. 20-118, and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

**9. MINUTES OF COMMITTEES AND COMMISSIONS**

**9.1. Transit Management Advisory Committee**

Regular meeting minutes of the Transit Management Advisory Committee of September 28, 2020.

**That** Council receive the regular meeting minutes of the Transit Management Advisory Committee of September 28, 2020.

**10. BYLAWS FOR ADOPTION**

**10.1. Liquor Licence Application Processing Fee Amendment Bylaw (Temporary Expanded Service Areas) No. 2302, 2020**

**That** Liquor Licence Application Processing Fee Amendment Bylaw (Temporary Expanded Service Areas) No. 2302, 2020 be adopted.

**10.2. Land Use Procedures and Fees Amendment Bylaw (Temporary Outdoor Patios) No. 2301, 2020**

**That** Land Use Procedures and Fees Amendment Bylaw (Temporary Outdoor Patios) No. 2301, 2020 be adopted.

**10.3. Council Procedure Amendment Bylaw (COTW Chair) No. 2300, 2020**

**That** Council Procedure Amendment Bylaw (COTW Chair) No. 2300, 2020 be adopted.

**11. OTHER BUSINESS**

**12. CORRESPONDENCE**

**12.1. Alta Lake Road Sewer File No. 3009**

Correspondence from the following individuals, regarding the Alta Lake Sewer Extension Petition:

- David Ashby; and
- Bob and Connie Griffiths.

**12.2. Adoption Awareness Month File No. 3009**

Correspondence from Cory Heavener regarding Adoption Awareness Month.

**12.3. Lakeside Park Concession File No. 3009**

Correspondence from Dan Wilson regarding the Lakeside Park Concession.

**12.4. 2020 Transportation Report File No. 3009**

Correspondence from Brendan Ladner regarding the 2020 Transportation Report.

**12.5. White Gold Utility Undergrounding Project File No. 20-111**

Correspondence from the following individuals, regarding the White Gold Utility Undergrounding Project:

- Karen Ford;
- Hugh Oswald;
- Rob Third and family; and
- Monique Wilberg.

**12.6. Universal Broadband Fund Launch File No. 3009**

Correspondence from MP Patrick Weiler regarding the Universal Broadband Fund Launch.

**12.7. Food Banks Canada Rural and Northern Capacity Fund File No. 3009**

Correspondence from MP Patrick Weiler regarding the Food Banks Canada Rural and Northern Capacity Fund.

**12.8. Early Learning and Child Care Innovation Program File No. 3009**

Correspondence from MP Patrick Weiler regarding the Early Learning and Child Care Innovation Program.

**13. TERMINATION**

**That** the Regular Council Meeting of November 17, 2020 be terminated.



**REGULAR MEETING OF MUNICIPAL COUNCIL  
MINUTES**

Tuesday, November 3, 2020, 5:30 p.m.

Remote Meeting

To attend via Zoom go to [www.whistler.ca/CouncilMeetings](http://www.whistler.ca/CouncilMeetings)

**PRESENT:**

Mayor J. Crompton  
Councillor A. De Jong  
Councillor R. Forsyth  
Councillor J. Ford  
Councillor J. Grills  
Councillor D. Jackson  
Councillor C. Jewett

**STAFF PRESENT:**

Chief Administrative Officer, V. Cullen  
General Manager of Corporate and Community Services, T. Battiston  
General Manager of Infrastructure Services, J. Hallisey  
Interim General Manager of Resort Experience, T. Metcalf  
Director of Planning, M. Kirkegaard  
Manager of Communications, G. Robinson  
Municipal Clerk, B. Browning  
Deputy Municipal Clerk, A. Banman  
Manager of Planning, Melissa Laidlaw  
Capital Projects Manager, Tammy Shore  
Climate Action Coordinator, L. Burhenne  
Legislative Services Administrative Assistant, L. Wyn-Griffiths  
Council Coordinator, N. Cooper

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**1. CALL TO ORDER**

*Mayor J. Crompton recognized that the Meeting is being held on the traditional territories of the Lil'wat Nation and the Squamish Nation.*

**2. ADOPTION OF AGENDA**

Moved By Councillor R. Forsyth  
Seconded By Councillor A. De Jong

**That** Council adopt the Regular Council Meeting Agenda of November 3, 2020 as amended to move the presentation regarding Parcel A Update to the Regular Council Meeting of November 17, 2020; and add seven items of correspondence regarding the White Gold Utility Undergrounding Project. **CARRIED**

### 3. **ADOPTION OF MINUTES**

Moved By Councillor R. Forsyth

Seconded By Councillor C. Jewett

**That** Council adopt the Regular Council Meeting Minutes of October 20, 2020.

CARRIED

### ~~4. PRESENTATIONS AND DELEGATIONS~~

#### ~~4.1 Parcel A Update~~

### 5. **PUBLIC QUESTION AND ANSWER PERIOD**

*Questions were asked during the Meeting via Zoom.*

**Brenda Haycanan, 2070 Garibaldi Way**

**RE: 2077 Garibaldi Way**

Ms. Haycanan asked in regards to the amendment of the new OCP Bylaw, Schedule A 'Land-Use' Map for 2077 Garibaldi Way, how the old OCP shows 2077 Garibaldi Way as multi-family residential.

Mayor J. Crompton advised that Council will not be considering this item tonight, but that it will be coming to a future meeting.

Director of Planning M. Kirkegaard responded that the OCP designation for the property previously provided for residential accommodation, which also provided for multiple-residential. This was understood when the property came forward for rezoning. Through the OCP process, the intention was not to change the designation to preclude multi-family residential. The property for multi-family residential will require rezoning, which is a process that is before Council.

Ms. Haycanan asked if the Schedule A shows the correct zoning for this piece of property.

Director of Planning M. Kirkegaard responded that Schedule A is the future land-use map within the OCP. It is not the zoning of the property. The zoning of the property is specified according to the Zoning Map and to the RMOW Zoning Bylaw. The OCP is intended to show future land-use potential and the intention of the OCP was not to restrict it to a single-family residence. To change it from the current zoning would require rezoning.

Mayor J. Crompton advised that the rezoning will follow full public process and a public hearing.

Ms. Haycanan asked if Council were aware that there is no sign posted for this new proposal on the property.

Mayor J. Crompton responded that Council will ensure that staff are advised that the sign is missing.

Ms. Haycanan asked for a copy of the Riparian Report for this property and the permits to log it.

Mayor J. Crompton responded that this information will be provided as part of the public process.

**Karen Ford, 7486 Ambassador Crescent**

**RE: Zoom Chat Box Function**

Ms. Ford asked if there is a chat box open on the Zoom platform.

Mayor J. Crompton responded that there is not. Only the raise hand feature.

**Karen Ford, 7486 Ambassador Crescent**

**RE: White Gold Utility Undergrounding Project**

Ms. Ford asked if this was the time to ask a question regarding the White Gold Utility Undergrounding Project.

Mayor J. Crompton responded advising that now is the time.

Ms. Ford raised concerns with the project moving forward. Ms. Ford wondered if there will be the opportunity about having a revote.

Mayor J. Crompton responded that there will be a discussion later in the meeting. All of Council have the letters and information received leading up to today.

**Russ Ptolomey, 7101 Nancy Green**

**RE: White Gold Utility Undergrounding Project**

Mr. Ptolomey asked if his property is part of the White Gold Utility Undergrounding Project.

General Manager of Infrastructure Services J. Hallisey confirmed that properties on the west side of Fitzsimmons Creek are not included.

**Pete Davidson, 7277 Fitzsimmons Rd South**

**RE: White Gold Utility Undergrounding Project**

Mr. Davidson asked why the extension on the project response was given and what were the reasons for extending it.

General Manager of Infrastructure Services J. Hallisey advised that the extension was granted in September because, due to COVID 19, several of the petition packages had not been delivered to owners overseas.

Mr. Davidson said that this seems unreasonable and given that the cost is unknown, is the Municipality going to bankroll during COVID times?

Mayor J. Crompton advised that this will be discussed later in the meeting.

Mr. Davidson asked is there any recourse for those who do not want the project to go ahead.

General Manager of Infrastructure Services J. Hallisey advised that the Municipality had heard that people wished to change their minds and so letters were sent to the 93 people that responded in favour if they wished to change their minds.

Mr. Davidson asked Council to please extend and delay this.

**Donna Green, 7334 Toni Sailor Lane**

**RE: White Gold Utility Undergrounding Project**

Ms. Green spoke in support for this project and advised that for her this is a safety project, not a beautification project.

**Keith Auchinachie, 7445 Ambassador Crescent**

**RE: White Gold Utility Undergrounding Project**

Mr. Auchinachie asked why the value of a property was factored into the voting process.

Mayor J. Crompton advised that the program looks for 50% of total properties and 50% of value and this petition received both.

Mr. Auchinachie advised that he is concerned with tenancies and upgrades to his system and the lack of definition on what is required is the issue.

**Karen Ford, 7486 Ambassador Crescent**

**RE: White Gold Utility Undergrounding Project**

Ms. Ford asked when the opportunity to rescind was and has the petition closed.

General Manager of Infrastructure Services J. Hallisey advised that the petition has closed and today there are decisions being made.

Ms. Ford advised that the area is on a floodplain and is this prohibitive.

General Manager of Infrastructure Services J. Hallisey advised that it is a flood plain but with the dykes and so there is no issue.

Ms. Ford noted that there is too much mis-information.

**Pete Davidson, 7277 Fitzsimmons Rd South**

**RE: White Gold Utility Undergrounding Project**

Mr. Davidson asked if Council is aware of the fatality in the Tapley's area.

Mayor J. Crompton advised that Council knows now.

## **6. MAYOR'S REPORT**

### **COVID-19**

Mayor J. Crompton noted that masks are now mandatory at all indoor municipal facilities to help prevent the spread of COVID-19. He noted that there are many good reasons to wear a mask and would like to hear from the community 'Why'. He encouraged everyone in the community to submit a photo wearing their favourite mask and the reason they wear a mask in Whistler. One entry will be chosen to win a Whistler Staycation package

(valued over \$1,500). He noted that entries will be accepted until November 9, 2020 at noon. Visit [whistler.ca/wewearmasks](https://whistler.ca/wewearmasks) for details.

### **Snow Making**

Mayor J. Crompton noted that Whistler Blackcomb will begin snow making as Whistler transitions into the new season.

### **Remembrance Day**

Mayor J. Crompton noted that November 11 is a time for the public to recognize the sacrifice and demonstrate love and appreciation for Veterans' service. He encouraged everyone to show their support by placing a poppy in their windows at home and join others in two minutes of silence at 11 a.m., wherever they are. He noted that a live stream of the Remembrance Day ceremony will be available at [whistler.ca/remembranceday](https://whistler.ca/remembranceday). He also noted that to comply with COVID-19 guidelines, the ceremony at the Cenotaph will not be open to the public.

### **Whistler Public Library**

Mayor J. Crompton noted that the Whistler Public Library team launched 30-minute express visits for in-person browsing, borrowing, and computer access last week. He noted that the library is open six days a week for express visits, Monday through Saturday. Visit [whistlerlibrary.ca](https://whistlerlibrary.ca) to learn more about this new service.

### **Winter Parking Regulations**

Mayor J. Crompton noted that Whistler's Winter Parking regulations are in effect from November 1 to March 31, and to visit [whistler.ca/winterparking](https://whistler.ca/winterparking) for more information.

### **2021 Budget Open House**

Mayor J. Crompton noted that the 2021 virtual budget open house is scheduled take place on Monday, November 16, 2020 at 5:30 p.m. He noted that members of the public can learn about the budget process at [Whistler.ca/budget](https://Whistler.ca/budget). Mayor J. Crompton added that the Open House will take place virtually via Zoom. Following the presentation, community members will be able to ask questions of staff and Council, and there will be breakout rooms in Zoom for further discussion and questions. He noted that COVID-19 has had a significant impact on municipal finances, and encouraged everyone to join Council and staff at the Open House to learn more or to view the presentations on the RMOW's website if they are unable to make the Open House. Visit [Whistler.ca/budgetopenhouse](https://Whistler.ca/budgetopenhouse) for more information including a Zoom link, and a video of the presentations will be posted after November 16.

### **Cheakamus Community Forest**

Mayor J. Crompton noted that Cheakamus Community Forest wildfire fuel reduction work is being conducted late November to Spring 2021. He noted that this is the third and final phase of the joint RMOW and Cheakamus Community Forest project that began in 2018. Cheakamus Lake forest service road will have a closure in effect until spring 2021.

### **World Junior and U23 Nordic Ski Championships**

Mayor J. Crompton noted that the World Junior and U23 Nordic Ski Championships will be held at Whistler Olympic Park in 2023. He advised that he is proud to see the

continued use of Whistler's legacy venues including Whistler Olympic Park. He looks forward to welcoming these elite athletes alongside family, friends, coaches, teammates, and other supporters during the Championships in 2023.

**Councillor C. Jewett**

Councillor C. Jewett provided an update on the following events:

- 'Think It Over' Art Show at MYAC until December 13, 2020;
- 'Here and Now' Music Festival (online) hosted by Arts Whistler;
- Mini-exhibition currently at the Audain Art Museum;
- Upcoming Rebecca Belmore exhibition at the Audain Art Museum;
- Arts Whistler and the RMOW's 'Tour De Pumpkins' was a great success; and
- 'The Field of Screams' in Pemberton Meadows sold out shows to benefit PAWS.

**Councillor R. Forsyth**

Councillor R. Forsyth provided an update on the following events:

- The Whistler Public Library is open for express visits and adult programs; and
- Connect Whistler - includes a week of virtual and in-person events for people new to the community.

**Condolences**

**Brian Sherk**

On behalf of Council and the Resort Municipality of Whistler, Mayor J. Crompton shared his condolences with the family and friends of Brian Sherk.

**Peter Oleski and River Leo**

On behalf of Council and the Resort Municipality of Whistler, Mayor J. Crompton shared his condolences with the family and friends of Peter Oleski and River Leo. His thoughts are with the Lil'wat Nation, and all those that assisted in the search.

## 7. ADMINISTRATIVE REPORTS

### 7.1 CleanBC Communities Fund Application for Sea to Sky Electric Vehicle Network Expansion Report No. 20-109 File No. 5290

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

**That** Council direct staff to submit an application to the CleanBC Communities Fund to fund 73.3 per cent of the proposed Sea to Sky Electric Vehicle Network Expansion project; and

**That** if the Sea to Sky Electric Vehicle Network Expansion project is successfully funded by the CleanBC Communities Fund in 2021-2022, the RMOW commits to funding a maximum of \$544,934 of project costs over four years from its capital reserves to cover 26.7 per cent of proponent share of eligible costs under the program.

*OPPOSED: (1): Councillor R. Forsyth*

CARRIED

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

**That** Council direct staff to return to Council with a Report on cost recovery (operating and capital costs) scenarios.

CARRIED

*Councillor J. Grills left the Meeting at 7:11 p.m.*

**7.2 Temporary Outdoor Patios for Food and Beverage Establishments Report No. 20-110 File No. 7108.16**

Councillor J. Grills declared a conflict on this item. (Owns commercial properties which are leased to food and beverage outlets where one or more of these outlets may apply for the renewal of a Temporary Expanded Service Area authorization.)

Moved By Councillor R. Forsyth

Seconded By Councillor C. Jewett

**That** Council consider giving first, second and third readings to "Liquor Licence Application Processing Fee Amendment Bylaw (Temporary Expanded Service Areas) No. 2302, 2020"; and

**That** Council consider giving first, second and third readings to "Land Use Procedures and Fees Amendment Bylaw (Temporary Outdoor Patio Renewals) No. 2301, 2020"; and further

**That** Council direct staff to prepare proposed amendments to "Business Licence and Regulation Bylaw No. 2253, 2019" to specify business regulations that apply to food and beverage businesses related to the operation of a food or beverage business in an outdoor or temporary building service area.

CARRIED

*Councillor J. Grills returned to the Meeting at 7:30 p.m.*

Interim General Manager of Resort Experience T. Metcalf stated "I've been involved in this project in my personal capacity as a resident of White Gold, and to maintain that separation, I am going to leave for this portion of the meeting".

*Interim General Manager of Resort Experience T. Metcalf left the Meeting at 7:30 p.m.*

**7.3 White Gold Utility Undergrounding Project No. 20-111 File No. T07801-2020**

Moved By Councillor R. Forsyth

Seconded By Councillor A. De Jong

**That** Council direct staff to proceed with the White Gold Utility Undergrounding Project, including the next steps of detailed design and construction; and

**That** Council direct staff to prepare a Local Service Area Bylaw that will enable the relocation of overhead utility services in the White Gold neighborhood, and prepare the Loan Authorization (White Gold Utility Undergrounding) Bylaw required for this project.

*OPPOSED: (1): Councillor J. Ford*

CARRIED

*Interim General Manager of Resort Experience T. Metcalf returned to the Meeting at 8:50 p.m.*

**7.4 Council Procedure Amendment Bylaw (COTW Chair) Bylaw No. 2300, 2020  
Report No. 20-112 File No. 2300**

Moved By Councillor D. Jackson

Seconded By Councillor J. Grills

**That** Council consider giving first, second and third readings to "Council Procedure Amendment Bylaw (COTW Chair) No. 2300, 2020".

*OPPOSED: (2): Councillor R. Forsyth, and Councillor J. Ford*

CARRIED

**8. MINUTES OF COMMITTEES AND COMMISSIONS**

**8.1 Forest and Wildland Advisory Committee**

Moved By Councillor A. De Jong

Seconded By Councillor D. Jackson

**That** Council receive the Regular Meeting Minutes of the Forest and Wildland Advisory Committee of September 9, 2020.

CARRIED

**8.2 Recreation and Leisure Advisory Committee**

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

**That** Council receive the Regular Meeting Minutes of the Recreation and Leisure Advisory Committee of March 12 and July 16, 2020.

CARRIED

**8.3 Transportation Advisory Group**

Moved By Councillor R. Forsyth

Seconded By Councillor C. Jewett

**That** Council receive the Regular Meeting Minutes of the Transportation Advisory Group of October 3, 2019 and June 3, 2020.

CARRIED

**8.4 Whistler Bear Advisory Committee**

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

**That** Council receive the Regular Meeting Minutes of the Whistler Bear Advisory Committee of August 12, 2020.

CARRIED

#### **8.5 Zero Waste Select Committee**

Moved By Councillor C. Jewett

Seconded By Councillor A. De Jong

**That** Council receive the Regular Meeting Minutes of the Zero Waste Select Committee of June 25, 2020.

CARRIED

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

*Councillor J. Grills left the Meeting at 9:00 p.m.*

#### **9.1 Liquor Licence Application Processing Fee Amendment Bylaw (Temporary Expanded Service Areas) No. 2302, 2020**

Councillor J. Grills declared a conflict on this item. (Owns commercial properties which are leased to food and beverage outlets where one or more of these outlets may apply for the renewal of a Temporary Expanded Service Area authorization.)

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

**That** "Liquor Licence Application Processing Fee Amendment Bylaw (Temporary Expanded Service Areas) No. 2302, 2020" be given first, second and third readings.

CARRIED

#### **9.2 Land Use Procedures and Fees Amendment Bylaw (Temporary Outdoor Patios) No. 2301, 2020**

Councillor J. Grills declared a conflict on this item. (Owns commercial properties which are leased to food and beverage outlets where one or more of these outlets may apply for the renewal of a Temporary Expanded Service Area authorization.)

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

**That** "Land Use Procedures and Fees Amendment Bylaw (Temporary Outdoor Patios) No. 2301, 2020" be given first, second and third readings.

CARRIED

*Councillor J. Grills returned to the Meeting at 9:01 p.m.*

**9.3 Council Procedure Amendment Bylaw (COTW Chair) No. 2300, 2020**

Moved By Councillor C. Jewett

Seconded By Councillor D. Jackson

**That** "Council Procedure Amendment Bylaw (COTW Chair) No. 2300, 2020" be given first, second and third readings.

*OPPOSED: (1): Councillor R. Forsyth*

CARRIED

**10. BYLAWS FOR ADOPTION**

**10.1 Five-Year Financial Plan 2020-2024 Amendment Bylaw No. 2294, 2020**

Moved By Councillor C. Jewett

Seconded By Councillor J. Grills

**That** "Five-Year Financial Plan 2020-2024 Amendment Bylaw No. 2294, 2020" be adopted.

CARRIED

**11. OTHER BUSINESS**

**11.1 Appointment to the Whistler Off Road Cycling Association Board of Directors**

Moved By Mayor J. Crompton

Seconded By Councillor R. Forsyth

**That** the Council appointment to the Whistler Off Road Cycling Association Board of Directors be deferred to after the Council Strategic Planning Session.

CARRIED

**11.2 Notification of Library Board of Trustees Appointments**

Mayor J. Crompton announced that Karen Laughland, Sheilagh Martin and Christine Young were appointed to the Library Board of Trustees.

## 12. CORRESPONDENCE

### 12.1 Highway 99 Capacity and Safety Review File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor D. Jackson

**That** correspondence from Steve Anderson regarding the Highway 99 Capacity and Safety Review be received and referred to staff and the Transportation Advisory Group.

CARRIED

### 12.2 Lakeside Park Concession Support File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

**That** correspondence from Crosland Doak regarding Lakeside Park Concession Support be received and referred to staff.

CARRIED

### 12.3 Alta Lake Road Sewer File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

**That** correspondence from J'Anne Greenwood regarding the upcoming Alta Lake Road Sewer be received and referred to staff.

CARRIED

### 12.4 Alta Lake Road and Access Road to Tyrol Lodge File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

**That** correspondence from Bruce Gunn regarding the Alta Lake Road and Access Road to Tyrol Lodge be received and referred to staff.

CARRIED

**12.5 2019 Community Child Care Planning program (Whistler Child Care Planning Project) File No. 3009**

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

**That** correspondence from Sasha Prynne regarding the 2019 Community Child Care Planning program (Whistler Child Care Planning Project) be received and referred to staff.

CARRIED

**12.6 White Gold Utility Undergrounding Project File No. 20-111**

Moved By Councillor R. Forsyth

Seconded By Councillor C. Jewett

**That** correspondence from the following individuals, regarding the White Gold Utilities Underground be received and referred to staff:

- Jeffrey and Donna Green;
- Rhonda Millikin;
- Corinne and Bob Allison;
- Don Armour and Barbara Instance;
- Karen Ford;
- Rod Grange;
- Kathi and Derek Jazic;
- Ortrun Seger;
- Rod Thompson;
- Pamela Thompson;
- Lorraine Vollmer;
- Pete Davidson and Irene Wood;
- Friderika Noc;
- Ian Reith;
- Tom Thomson;
- Donna Rooney;
- Joe and Marie Chau;
- Chris and Monique Wilberg;
- Gordon Ahrens;

- Leslie Alexander;
- Bob Hall; and
- Claire Thornthwaite and Tom Prochazka.

CARRIED

**13. TERMINATION**

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

**That** the Regular Council Meeting of November 3, 2020 be terminated at 9:09 p.m.

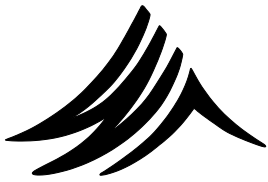
CARRIED

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Mayor, J. Crompton

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Municipal Clerk, B. Browning



## REPORT | INFORMATION REPORT TO COUNCIL

**PRESENTED:** November 17, 2020

**REPORT:** 20-113

**FROM:** Resort Experience

**FILE:** A05001

**SUBJECT:** COMMUNITY ENERGY AND CLIMATE ACTION PLAN (CECAP) REPORT – Q3 2020

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**That** Council receive Information Report No. 20-113 regarding quarterly progress on implementing the 2016 Community Energy and Climate Action Plan (CECAP).

### REFERENCES

Appendix “A” – CECAP Performance Tracking – Q3 2020

### PURPOSE OF THE REPORT

The purpose of this report is to provide an update on the RMOW’s progress implementing the CECAP from July through September 2020. (See Appendix A).

### DISCUSSION

#### Background

Protecting Whistler’s natural beauty and environmental resources are a priority issues, and the municipality is committed to mitigating the impacts and restoring habitat, where possible, by careful land management and better understanding of the species that live here. As a resort community dependent on outdoor activities for its economic success and quality of life, Whistler is concerned with the issue of climate change. The RMOW regularly tracks emissions and monitors its progress on actions to mitigate and adapt to climate change.

For a number of years prior to adoption of the CECAP, the RMOW tracked the energy and GHG emissions performance trends for the community as well as the RMOW’s internal corporate operations and reported annually. For example, the [2019 Annual Energy and Emissions Performance Report](#) provides background on energy and emissions planning in Whistler, historical information, a review of associated targets for each section, with specific detail on 2019 energy consumption and emissions

trends at both the community and corporate scale, and insights regarding key drivers of change over time.

As directed by Council, this quarterly report summarizes implementation progress on [CECAP](#) actions during the period July 1st 2020 – September 30th 2020. The checklist of actions and their respective status is based on input provided by every department in the organization.

The intent of the CECAP Quarterly Report is to provide regular updates to energy and climate change adaptation performance across the organization and community. A significant achievement in Q3 was the wrap up of the community FireSmart program for 2020. The FireSmart program supported 10 neighborhood (strata) projects and the chipper service removed 130+ tonnes of woody vegetation from the community, servicing 200+ properties. FireSmart Assessments will continue into the winter and throughout the year. Additionally, the RMOW purchased carbon off set credits for the 2019 year from the Cheakamus Community Forest and has now maintained its carbon neutral status every year since 2010.

The RMOW increased collaboration with neighboring Sea to Sky communities and the SLRD on climate related issues. Throughout Q3, work has been underway with District of Squamish, Village of Pemberton and the Lil'wat Nation on a grant proposal for a regional expansion of the corridor Electric Vehicle charging network. With transportation emission reductions and improved transit continuing to be a priority item, further additions to the Route 10 bus schedule were implemented in September 2020. The successful high school transit pass program has been continued for a second year.

To assist with prioritizing actions that have the most impact, staff have developed a draft Big Moves strategy and it is currently being finalized with community input, and will be presented to council in the coming weeks. This will allow the RMOW and community to hone in on the priority issues affecting GHG emissions and continue to work towards reductions in a more focused way. A GHG analysis is currently underway to evaluate the RMOW fleet of vehicles, to consider financial investment vs GHG emission reduction per year and over the lifetime of the fleet. In addition to this, a feasibility study for a biomass heating system at Meadow Park Sports Centre is currently being completed.

The RMOW continues to move toward its Zero Waste goal and reduce upstream emissions. The Solid Waste Coordinator engaged with commercial stratas to help remove barriers to successful food waste diversion programs. After a temporary closure due to COVID 19, the Re-Build-It Centre and Re-Use it Centre facilities are open again.

Although work is progressing, many actions remain unchanged or yet to be initiated. With the appointment to the new RMOW Climate Action Coordinator role in 2019, the upcoming Big Moves strategy which prioritizes initiatives, and with continued hard work from existing staff and community members, increased progress is, and will continue to be made towards our overarching goals of energy and emission reduction.

See Appendix A for a complete listing of all actions, current status and comments.

### **Official Community Plan**

Whistler's vision is to be a place where the community thrives, nature is protected, and guests are inspired. This ongoing work aims to reduce GHG emissions, remove the barriers for the community and guests to shift to lower carbon transportation, and help to achieve Whistler's climate goals. Therefore, this work is in alignment with Whistler's vision.

## Goals, Objectives and Policies

The Community Energy and Climate Action Plan speaks to many goals, objectives and policies within Whistler's Official Community Plan (OCP).

**10.1. Goal** – Municipal decision-making is well-structured to achieve energy efficiency goals and GHG reduction targets

**10.1.1. Objective** – Leverage community-wide GHG reduction targets to track and motivate action.

10.1.1.6. Policy – Advance the implementation of the CECAP and ensure it is updated regularly.

**10.5. Goal** – Increase the resilience of Whistler's infrastructure, natural environment and socio-economic assets from the potential impacts of a changing climate.

**10.5.1. Objective** – Ensure that climate adaptation planning is integrated in community decision-making.

10.5.1.3. Policy – Ensure that strategic directions related to climate change risk management and climate change adaption objectives are routinely considered in decision-making processes and well-integrated with the CECAP

## Other Relevant Policies

Whistler CECAP commits to regular public reporting on progress, and quarterly reporting is a directive of Council.

## BUDGET CONSIDERATIONS

The tracking and reporting of CECAP actions on a quarterly basis does not have direct budget implications beyond the dedication of staff time.

## COMMUNITY ENGAGEMENT AND CONSULTATION

CECAP quarterly reports will be posted on whistler.ca for public access and review, and may be used in community open houses and other engagement as appropriate. Community engagement has been occurring on other related climate work, the Big Moves Strategy, and this will inform the final strategy that will be presented to council.

## SUMMARY

The RMOW continues to advance many of the actions and to liaise with other community and provincial stakeholders involved in emissions reduction and climate change adaptation. As highlighted in recent international reports and global meetings, it is imperative that we all take action to reduce our impacts on climate. The CECAP action list is broad and extensive, and staff continues to advance as many of the projects as possible, with greater focus in progress to drive more impactful outcomes in the short term through the upcoming Big Moves Strategy.

Respectfully submitted,

AMY SEFTON  
ENVIRONMENTAL COORDINATOR

For  
HEATHER BERESFORD  
MANAGER, ENVIRONMENTAL STEWARDSHIP

For  
TONI METCALF  
GENERAL MANAGER, RESORT EXPERIENCE

APPENDIX A

APPENDIX A

CECAP QUARTERLY UPDATE: July - September 2020						
ACTION #	RECOMMENDED ACTION	TIMING	RMOW LEAD	Progress since last update	Action Status	Update Q3
MITIGATION						
6.1 Mobile Energy Use – Transportation-based GHG Emissions						
6.1.1 Design Land Use for Location Efficient Living, Working and Playing						
6.1.1.1	Continued commitment to ensuring that Whistler is made up of increasingly complete and compact neighborhoods.	Short	RMOW REX	Yes	In Progress	Rezoning application for Cheakamus Crossing Phase 2 is in progress.
6.1.1.2	Investigate raising the target for the number of employees, especially full-time employees, living locally (i.e. > than the current 75%)	Short	RMOW REX	Unchanged	Not Initiated	Not Initiated
6.1.1.3	Adhere to the Whistler Urban Development Containment Area (WUDCA) as a means of reducing automobile trip distances.	Short	RMOW REX	Unchanged	Ongoing	The WUDCA remains an important and ongoing growth management tool within the OCP.
6.1.1.4	Ensure that whenever possible, new development or significant redevelopment is concentrated in existing neighborhoods or settled areas that are well-served by transit, pedestrian and cycling routes, amenities and services; and are characterized by increased residential density.	Short	RMOW REX	Yes	In Progress	Rezoning application for Cheakamus Crossing Phase 2 is in progress.
6.1.1.5	Explore opportunities to expand live-work use designations within existing zones where this inclusion would not have adverse impacts on the neighborhood's character.	Short	RMOW REX	Unchanged	Ongoing	This is an ongoing initiative with no specific updates for Q3.

6.1.1.6	Proposals for significant new development or redevelopment should be required to quantify future GHG emissions and energy consumption impacts (including transportation-based) and incorporate measures to minimize and/or mitigate projected increases.	Short	RMOW REX	Yes	In Progress	Climate Action Coordinator securing quotes for developing a GHG quantification tool.
<b>6.1.2 Advance Local and Regional Mass Transportation Service</b>						
6.1.2.1	Work with regional passenger carriers and provincial regulatory bodies to encourage greater frequency and more affordable choices for regional bus travel	Short	RMOW IS	Unchanged	In Progress	TAG reviewing its proposals against Climate Strategy to ensure alignment.
6.1.2.2	Support the expansion, promotion and increased convenience of mass transportation services between Vancouver and Whistler	Short	RMOW IS	Yes	In Progress	Staff met with the Minister of Transportation during the UBCM meetings to re-iterate the importance of regional transit in the Sea-to-Sky corridor.
6.1.2.3	Develop a public realm with improved multi-modal integration and comfortable, convenient transition areas – Bus Loop/taxi loop	Short	RMOW IS	Unchanged	Complete	Gateway Loop is in operation.
6.1.2.4	Advance a community-based social marketing research project to determine the key perceived barriers and benefits of increased use of mass transit transportation. Based on the associated results, develop and execute targeted community-based social marketing campaign and other relevant, practical solutions to increase use of mass transit	Short	RMOW IS	Yes	In Progress	Held a low key Maytober Challenge in 2020 and a Fall GoByBikeWeek.

6.1.2.5	Advance all potential opportunities to avoid increases in local transit fares.	Short	RMOW IS	Yes	In Progress	Year 2 of the high school transit pass program has been implemented. An additional discount to the Spirit Transit pass is being considered.
6.1.2.6	Continue to pass the infrastructure, maintenance, congestion, environmental and land costs of road and parking infrastructure onto users.	Med	RMOW IS	Yes	In Progress	A minor increase to the Village street parking rates has been implemented. (this was in Q2)
6.1.2.7	Optimize the road network and highway to prioritize the flow of high occupancy vehicles (HOVs).	Med	RMOW IS	Yes	In Progress	The Highway 99 Capacity and Safety Review has been completed by MOTI and was presented to council October 20, 2020.
6.1.2.8	Strategically expand transit system service levels and frequency where possible and affordable	Med	RMOW IS	Yes	In Progress	Further additions to the Route 10X schedule were implemented in September 2020.
6.1.2.9	Explore and consider opportunities to link Whistler Blackcomb and other local business products with (discounted) local and regional mass transit passes.	Med	RMOW IS	Unchanged	Not Initiated	No specific initiative led by RMOW staff at this time
6.1.2.10	Continue to encourage the provincial government and private sector to pursue the return of higher-volume, affordable and more frequent passenger rail service to Whistler.	Long	RMOW REX	Unchanged	Not Initiated	
6.1.2.11	Ensure that any potential investigation into new regional air service or a new airport facility includes a full assessment of the GHG emissions balance of the proposed project.	Long	RMOW REX	Unchanged	Not Initiated	

<b>6.1.3 Activate Walking, Biking and other Forms of Healthy Transportation</b>						
6.1.3.1	Prioritize the recommendations of and regularly update the Whistler Transportation Cycling Plan and the Whistler Recreational Cycling Plan in planning for the pedestrian and bicycle network.	Short	RMOW REX	Yes	Ongoing	Internal discussion underway to apply for active transportation grant to identify detailed active transportation strategies and actions to support the related OCP policies, and to update the Transportation Action Plan. Construction of 1.2km Millar Creek Valley Trail underway. Planning for future Valley Trail segments ongoing.
6.1.3.2	Consider opportunities to permit the repurposing of existing village parking to other purposes to support preferred modes of transportation (i.e. bike parking, end of trip facilities)	Short	RMOW IS	Unchanged	In Progress	Maintained Whistler Bike Valet program for summer 2020 with no expansion.
6.1.3.3	Advance a community-based social marketing research project to determine the key perceived barriers and benefits of increased use of active transportation. Built upon the findings of the research, develop and execute targeted community-based social marketing campaign and other practical relevant solutions to increase use of active transportation.	Short	RMOW IS	Yes	Ongoing	Internal discussion underway to apply for active transportation grant to identify detailed active transportation strategies and actions to support the related OCP policies, and to update the Transportation Action Plan.
6.1.3.4	Where opportunities exist, prioritize the optimization and enhancement of pedestrian infrastructure and safety throughout the community	Med	RMOW REX/IS	Yes	In Progress	The on-shoulder section of Valley Trail on Nesters road was improved with new pavement, better lines, and a better connection at the south end in August 2020. Ongoing Valley Trail safety improvements.

<b>6.1.4 Support Electrification, and the Adoption of other Low Carbon Transport Options</b>						
6.1.4.1	Support the development of, and increased access to, reduced-carbon mobile fuel options such as natural gas, appropriate biofuels, and electrical charging stations across the community.	Short	RMOW REX	Yes	Ongoing	EV charging station installation complete. Officially launched on September 22, 2020. New funding application for Sea to Sky EV chargers underway in partnership with Lil'wat Nation, Pemberton and Squamish.
6.1.4.2	RMOW to aggressively advance the average fleet GHG and energy efficiency of the municipal vehicle fleet.	Short	RMOW IS	Yes	In Progress	Climate Action Coordinator is currently performing a GHG analysis to evaluate financial investment vs GHG emission reduction per year and over the lifetime of the RMOW fleet vehicle.
6.1.4.3	Champion and support inter-community travel providers (including airlines) that are progressive leaders in energy and GHG innovation through preferred marketing relationships and other in-kind partnership opportunities	Short	RMOW REX	Unchanged	Not Initiated	
6.1.4.4	Integrate electric vehicles into existing private and public fleets (transit/delivery/taxis/shuttles)	Med	RMOW REX	Unchanged	Ongoing	RMOW staff have received no new updates from BC Transit on the arrival of electric buses in Whistler.
6.1.4.5	Support the use of 'appropriate' electric assist bicycles on Whistler's roads, and Valley Trail network, and support appropriate opportunities to increase secure storage and charging infrastructure in the Village.	Med	RMOW REX/ IS	Yes	In Progress	Valley Trail monitoring completed over Q2 and Q3.

6.1.4.6	Explore opportunities to structure local incentives to support electric vehicle use within and to/from Whistler.(i.e. preferred or reduced parking fees for electric vehicles)	Med	RMOW REX	Yes	Ongoing	NRCan Zero Emission Vehicle Awareness Initiative funding application submitted in September. Purpose is to engage community to better understand opportunities and barriers to increased ZEV use.
6.1.4.7	Profile ultra-low emission private vehicle fleets (hotels, commercial recreation, as appropriate).	Med	RMOW IS	Unchanged	In Progress	RMOW staff waiting for appropriate time to visit electric bus fleet and advance this action.
6.1.4.8	Increase the enforcement of the Whistler anti-idling bylaw.	Med	RMOW CCS	Unchanged	Complete	
6.1.4.9	Invest in electric vehicle integration across municipal fleet	Med	RMOW IS	Yes	Ongoing	Climate Action Coordinator is currently performing a GHG analysis to evaluate financial investment vs GHG emission reduction per year and over the lifetime of the RMOW fleet vehicle
6.1.4.10	Encourage local commercial recreation and leisure operators to minimize the GHG emissions associated with their activities.	Med	RMOW REX	Unchanged	Ongoing	Supported through ongoing commercial recreation Crown land referral processes.
6.1.4.11	Develop a social marketing initiative to drive the use and purchase of more efficient vehicles.	Long	RMOW REX	Yes	Ongoing	Staff applied for funding to conduct a Zero Emission Vehicle Awareness program. If funding secured, program will launch Q1 2021.
6.1.4.12	Explore opportunities to effectively support and encourage the development of a new car coop/sharing program in Whistler, in addition to promoting ride-share and carpool programs.	Long	RMOW IS	Unchanged	In Progress	Car pool parking pass still available as a more cost effective option, encouraging carpooling.

<b>6.2 Stationary Energy Use – Buildings &amp; Infrastructure GHG Emissions</b>						
<b>Existing Residential Buildings</b>						
6.2.1.1	Continue to support and enhance the social marketing campaign to increase uptake of enhanced incentive programs and associated energy efficiency performance improvements.	Short	RMOW REX	Yes	Ongoing	Incentive program and top up program uptake remains low. Double rebates are available on certain upgrades between Oct 1 and Dec 31.
6.2.1.2	Support and encourage Energuide energy labeling on homes for sale	Short	RMOW REX	Unchanged	In Progress	
6.2.1.3	Expand the integration of climate change, energy efficiency and water conservation literacy into school programs and curriculum.	Short	RMOW REX	Yes	Ongoing	Environmental Stewardship continues to partner with and support AWARE as it delivers climate and environmental programs at Whistler Secondary.
6.2.1.4	Profile a deep energy retrofit as an example of what can be done to promote energy efficient retrofits in existing homes	Short	RMOW REX/CC S	Unchanged	Not Initiated	
6.2.1.5	Continue to optimize performance outcomes of the Cheakamus Crossing DES and apply learning to future projects	Short	RMOW IS	Yes	In Progress	Modelling work has confirmed the existing DES system has capacity for all the new buildings in Cheakamus Crossing Phase 1, and the Parcel A buildings in Cheakamus Crossing Phase 2.
6.2.1.6	Advance opportunities to reduce the direct heating of outdoor areas (i.e. heated driveways, heated stairs, patio heaters, outdoor gas fireplaces).	Long	RMOW REX	Unchanged	Ongoing	OCP policy 10.3.1.3 give direction for advancing regulatory approaches for reducing the use of outdoor area heating. Keeping covid-19 business sensitivities in mind, patio extensions with heaters are required to be electric.

6.2.1.7	Encourage existing multi-tenant or multi-owner residential buildings to maintain or add individually metered energy consumption for individual properties (i.e. encourage user-pays principle)	Long	RMOW REX	Yes	Ongoing	
<b>Existing Commercial Buildings and Infrastructure</b>						
6.2.1.8	Actively investigate the development of new district energy system for Whistler Village that increases energy efficiency, increases the share of energy production from renewable sources, reduces operating costs and decreases GHG emissions.	Short	RMOW REX	Unchanged	Not Initiated	
6.2.1.9	Develop and implement a social marketing campaign with incentives to increase audits, uptake of incentive programs and associated energy efficiency performance improvements.	Short	RMOW REX	Unchanged	Not Initiated	
6.2.1.10	Support and improve staff training on energy efficiency practices across hotel operations (start-up practices etc....)	Short	RMOW REX	Unchanged	In Progress	Planning for workshop of key energy stakeholders put on hold due to COVID 19
6.2.1.11	Advance a system of voluntary and mandatory energy benchmark reporting across Whistler's large energy consumers (leverage NRCAN Portfolio Manager updates into Canada).	Short	RMOW REX	Unchanged	Not Initiated	
6.2.1.12	Promote increased awareness of Energy Performance Contracting and other energy efficiency opportunities for commercial sector properties.	Short	RMOW REX	Unchanged	Not Initiated	

6.2.1.13	Support the reestablishment of the former Whistler Facility Managers Association (WFMA)	Short	RMOW REX	Unchanged	Ongoing	Engagement of the hotel sector has been put on hold due to COVID 19.
6.2.1.14	Encourage approaches that reduce the direct heating of outdoor areas such as through open shop doors, patio heaters and heated driveways (i.e. explore the potential to create and enforce a closed door - energy waste bylaw in commercial and retail zones).	Med	RMOW REX	Yes	Ongoing	OCP policy 10.3.1.3 give direction for advancing regulatory approaches for reducing the use of outdoor area heating. Keeping covid-19 business sensitivities in mind, patio extensions with heaters are required to be electric.
6.2.1.15	Encourage existing multi-tenant or multi-owner commercial buildings to maintain or add individually metered energy use (i.e. encourage user-pays principle).	Med	RMOW REX	Unchanged	Not Initiated	
6.2.1.16	Catalogue and develop strategies for maximizing the re-use of waste heat resources across the resort community.	Med	RMOW REX	Unchanged	Not Initiated	
<b>6.2.2 Ensure the Most Energy Efficient and Comfortable New Buildings and Infrastructure as Possible</b>						
<b>New Residential Buildings</b>						
6.2.2.1	Support the trades, sub-trades, developers and building community with programs and initiatives designed to increase the uptake of energy efficient residential building designs, programs and technologies in Whistler.	Short	RMOW REX	Yes	In Progress	Exploratory conversations with Canadian Home Builders Association.
6.2.2.2	Streamline the development of passive house-certified, and net-zero residential buildings using tools such as accelerated permit processing.	Short	RMOW REX	Unchanged	In Progress	

6.2.2.3	Explore the feasibility for requiring energy modeling for new residential buildings and significant renovations at building permit phase.	Med	RMOW REX	Unchanged	Ongoing	
6.2.2.4	Maintain and update the RMOW Green Building Policy to require higher energy performance standards during rezoning for new residential buildings	Long	RMOW REX	Unchanged	In Progress	Development of Green Building Policy in budget for 2021.
6.2.2.5	Encourage new multi-tenant or multi-owner residential buildings to have individually metered energy use (i.e. encourage user-pays principle)	Long	RMOW REX/CC S	Unchanged	Not Initiated	
<b>Existing Commercial Buildings and Infrastructure</b>						
6.2.2.6	Designate Whistler Village as a District Energy Investigation Area to encourage flexible building systems for future potential DES connectivity.	Short	RMOW REX	Unchanged	Complete	
6.2.2.7	Streamline the development of certified high-performance commercial buildings and/or significant renovations using tools such as accelerated permit processing.	Short	RMOW REX/CC S	Unchanged	Not Initiated	
6.2.2.8	Explore the feasibility of requiring energy modeling for new commercial buildings and significant renovations at building permit phase.	Med	RMOW REX	Unchanged	Ongoing	Internal planning under way to introduce Step 2 for Part 3 Buildings. This can be combined with the update of the Green Building Policy with support of the Climate Action Coordinator.

6.2.2.9	Support the trades, sub-trades, developers and building community with programs and initiatives designed to increase the uptake of energy efficient commercial building designs, programs and technologies in Whistler.	Med	RMOW REX/CC S	Yes	In Progress	Internal planning under way to host workshop with representatives from the CHBA on building related initiatives of the Big Moves strategy.
6.2.2.10	Maintain and update the RMOW Green Building Policy to modernize the framework and ensure that opportunities to increase energy performance outcomes are identified and leveraged during permit approval and rezoning processes (commercial, institutional and residential).	Long	RMOW REX/CC S	Unchanged	In Progress	Development of Green Building Policy in budget for 2021.
6.2.2.11	Encourage new multi-tenant or multi-owner commercial buildings to have individually metered energy use (i.e. encourage user-pays principle).	Long	RMOW REX/CC S	Unchanged	Not Initiated	
<b>6.3 Renewable Energy and Energy Supply Alternatives</b>						
6.3.1.1	Encourage the use and fair commodity pricing of 'renewable' natural gas.	Short	RMOW REX	Unchanged	Not Initiated	
6.3.1.2	Investigate and advance opportunities to incent electric heat pump systems to replace existing gas/propane/basic electric heating systems	Short	RMOW REX	Yes	Ongoing	Double rebates available from October 1 to December 31. • Up to \$4000 for heat pump space heaters • Up to \$2000 for heat pump water heaters. These updates are before municipal top ups are added.

6.3.1.3	Evaluate the potential for including support for local renewable energy installations within future energy and/or climate related community-based social marketing campaigns.	Short	RMOW REX	Yes	Ongoing	Feasibility Study underway to explore the use of biomass boilers in the MPSC.
6.3.1.4	Support provincial building code extensions and other tools that maximize the extent that local building regulation can require or support renewable energy systems in local development and construction.	Short	RMOW REX	Yes	In Progress	Building permit and inspections for new builds ongoing.
6.3.1.5	Develop a Renewable Energy Strategy to move Whistler toward the new 100% renewable energy target.	Med	RMOW REX	Unchanged	Not Initiated	The Climate Action Big Moves strategy includes renewable energy policies. Staff will not be developing a stand-alone Renewable Energy Strategy.
6.3.1.6	Undertake a research study to evaluate the best opportunities for developing and expanding renewable energy production in Whistler.	Med	RMOW REX	Yes	Ongoing	Feasibility study for biomass heating system at the Meadow Park Sport Center is currently being completed.
6.3.1.7	Develop and/or expand renewable energy pilot installations on appropriate municipal buildings and facilities.	Med	RMOW REX	Yes	Ongoing	Feasibility Study underway to explore the use of biomass boilers in the MPSC.
<b>Encourage the Addition of Responsible, Regional Renewables</b>						
6.3.2.1	Support local and regional renewable electricity production opportunities that include a careful assessment of potential negative impacts on ecosystem function, air quality, community character and visual aesthetics.	Short	RMOW REX	Unchanged	Not Initiated	No specific initiative led by RMOW staff at this time.

6.3.2.2	Partner with utilities to provide feedback on the Integrated Resource Plans, and advocate for the inclusion of renewable energy provisions.	Med	RMOW REX	Unchanged	Not Initiated	No current IRP engagement at present (on mailing list).
<b>6.4 Solid Waste System-based GHG Emissions</b>						
<b>6.4.1 Materials Minimization and Diversion</b>						
6.4.1.1	Support the implementation of a strong SLRD Solid Waste Management Plan - with strong targets and actions, regional collaboration, and continued avoidance of waste/garbage incineration as part of the Plan.	Short	RMOW IS	Unchanged	In Progress	
6.4.1.2	Support the expansion of local compost diversion programs (marketing, education, pricing, infrastructure, etc....)	Short	RMOW IS	Yes	In Progress	RMOW Solid Waste Coordinator has been engaging with commercial strata's to help remove barriers to successful food waste diversion programs.
6.4.1.3	Evaluate opportunities to require new development or significant redevelopment to incorporate meaningful measures to minimize solid waste during design and construction, deconstruct rather than demolish, and encourage alternative and evolving methods of waste diversion during building operation.	Short	RMOW REX	Unchanged	Not Initiated	No specific initiative led by RMOW staff at this time.
6.4.1.4	Continue moving towards the Zero Waste goal endorsed in 2005 and update the municipal solid waste strategy to advance zero-waste goals, planning and actions.	Med	RMOW IS	Unchanged	In Progress	

6.4.1.5	Support and promote the increased use of the Sustainable Events Guide and monitor performance outcomes for all key events.	Med	RMOW REX	Unchanged	Ongoing	
6.4.1.6	Evaluate and support implementation of efficient and convenient methods of collecting solid waste, recyclables and compost for people utilizing preferred methods of transportation.	Med	RMOW IS	Unchanged	Complete	
6.4.1.7	Encourage the private sector to develop and/or participate in innovative, cost-effective and environmentally sustainable solid waste and recycling programs in support of achieving our Zero Waste goal.	Med	RMOW IS	Yes	In Progress	RMOW Solid Waste Coordinator has been engaging with commercial strata's to help remove barriers to successful food waste diversion programs.
6.4.1.8	Implement standardized SLRD signage across Whistler to improve recycling and composting rates.	Med	RMOW IS	Unchanged	Complete	Standard signage is included on all new bins.
<b>6.4.2 Reduce Upstream Emissions from Goods and Services</b>						
6.4.2.1	Support the creation of a 'sharing economy' working group to explore the best opportunities for sharing locally available skills and equipment as a means of increasing affordability, reducing new consumption and decreasing local waste production.	Short	RMOW IS	Unchanged	In Progress	
6.4.2.2	Encourage the use of the Re-Build-It Centre and Re-Use it Centre for the reuse of building materials, products and to support community services.	Short	RMOW IS	Unchanged	Complete	Facilities are open again.

6.4.2.3	Promote opportunities for education and learning related to food production and associated GHG and environmental impacts.	Short	RMOW REX	Unchanged	In Progress	
6.4.2.4	Promote and facilitate opportunities to shorten food supply chains and that support less GHG intensive food growing and menu choices.	Short	RMOW REX	Yes	In Progress	
<b>6.5 Enabling Energy Reduction and Climate Change Mitigation</b>						
<b>6.5.1 Ensure Adequate Governance and Funding for ongoing Climate Action progress</b>						
6.5.1.1	Create a 'Climate Leadership Committee' as a standing committee of Council	Short	RMOW REX	Unchanged	In Progress	Early conversations are underway regarding what such a committee would look like.
6.5.1.2	Investigate and advance opportunities to fund expanded local energy efficiency incentive programs with the annual RMOW corporate carbon tax rebate (CARIP).	Short	RMOW REX	Yes	In Progress	Numerous RMOW initiatives included in the 2021 budget. Updating the council policy directing how CARIP funds can be more efficiently allocated is on the 2021 work plan.
6.5.1.3	Create a Climate Action Coordinator position on municipal staff to lead the coordination and implementation of this CECAP and related energy and climate management responsibilities at the RMOW.	Short	RMOW REX	Unchanged	Complete	
6.5.1.4	Review and consider the implementation of a FortisBC franchise fee and dedicate the incremental funds to EE programs	Short	RMOW REX	Unchanged	Not Initiated	No specific initiative led by RMOW staff at this time.

6.5.1.5	Consider use of cash-in-lieu parking fees for improvement of pedestrian, cycling, and transit infrastructure.	Short	RMOW IS	Unchanged	In Progress	
<b>6.5.2 Actively Work With Other Levels of Government to Advance Shared Climate Goals</b>						
6.5.2.1	Lobby the Provincial government for further systematic increases in the BC Carbon Tax, and for a shift toward VKT-based car insurance structures (vehicle-kilometers-travelled-based).	Short	RMOW REX	Unchanged	Not Initiated	
6.5.2.2	Lobby the Provincial government for further systematic improvements to the BC Building Code that focus on building envelopes and energy efficiency.	Short	RMOW REX	Unchanged	Not Initiated	
6.5.2.3	Lobby senior governments to encourage increased energy and GHG innovation in the automotive and aviation sectors.	Short	RMOW REX	Unchanged	Not Initiated	No specific initiative led by RMOW staff at this time.
6.5.2.4	Increase collaboration with neighboring S2S communities and the SLRD on climate-related issues.	Short	RMOW REX	Yes	In Progress	DOS, Pemberton and Lil'wat Nation are partnering with RMOW on a S2S corridor EV charger installation funding application.
6.5.2.5	Work with other groups and jurisdictions (i.e. BC Mayors Climate Leadership Council, City of Vancouver and other leading communities) toward advancing Whistler's 100% renewable energy goals.	Med	RMOW REX	Yes	Ongoing	

<b>6.5.3 Support High Quality, Third-Party Verified Local Offset Products</b>						
6.5.3.1	Encourage local organizations to support local carbon reduction projects like the Cheakamus Community Forest offset project.	Short	RMOW REX	Unchanged	Ongoing	No further community promotion on purchasing carbon offsets from the CCF at this time. Will consider as part of broader climate communications messaging.
6.5.3.2	Encourage local accommodation providers and booking companies to provide options for purchasing local offset products.	Short	RMOW REX	Unchanged	Ongoing	Internal staff discussions on engaging associations to offer and promote local carbon offset projects
6.5.3.3	Continue to meet municipal carbon neutral commitments through the purchase of locally and regionally sourced high quality, externally verified offset products (i.e. Cheakamus Community Forest)	Short	RMOW REX	Unchanged	Ongoing	The RMOW has maintained its carbon neutral status every year since 2010. Annual offset purchases are now 100% sourced from the Cheakamus Community Forest. RMOW purchased offset credits for 2019 year.
<b>ADAPTATION</b>						
<b>8.5.1 Minimize Wildfire Threats</b>						
8.5.1.1	Continue to implement the Community Wildfire Protection Plan, including emphasis on public education and engagement.	Short	RMOW CCS / REX	Yes	Ongoing	FireSmart Community Chipper Service removed +130 tons of woody vegetation from the community (servicing +200 properties in this time). FireSmart program supported 10 Neighborhood (strata) FireSmart projects. Valley Trail forest treatment work undertaken between: Alpine Meadows and Rainbow subdivision, Lorimer Rd access to Myrtle Philip, Emerald Forest to Alpine Meadows, RMOW land adjacent to Linkside/Fairway. Assessments continuous and ongoing.

8.5.1.2	Prioritize the implementation of the landscape-level wildfire management plan for the Cheakamus Community Forest area.	Short	RMOW REX	Yes	In Progress	CCF confirmed that Forest Enhancement Society BC will fund further fuel break project along Cheakamus Lake Road. Work scheduled to begin in November.
8.5.1.3	Increase municipal and collaborative efforts around wildfire prevention with key corridor partners (i.e. MFLNRO, Sea to Sky fire rescue services, SLRD, Vancouver Coastal Health).	Short	RMOW CCS/ REX	Yes	Ongoing	RMOW organized interagency wildfire meeting for October. Objective is to coordinate all wildfire risk reductions plans and projects for next 2-3 years.
8.5.1.4	Continue to review and update pre-incident and emergency response plans and communication protocols for wildfire situations.	Short	RMOW CCS	Yes	Ongoing	
8.5.1.5	Develop private property wildfire risk reduction guidelines and implement through municipal policy and/or procedures.	Short	RMOW CCS	Unchanged	Complete	
8.5.1.6	Review existing and consider more restrictive campfire and backyard fire bans and increase the enforcement of fire bans and ticketing/fines for offenses during high fire risk periods.	Short	RMOW CCS	Unchanged	Ongoing	Council enacted Fire and Life Safety Bylaw 2201, 2019 December 17th, 2019, which replaces Fire Protection and Fireworks Bylaw 2046, 2014. Related to campfire burning, the language is similar however, the fines have been increased including Bylaw Notice processes. Garden Debris fires 6.11, which was contained in Bylaw 2046, 2014 has been eliminated in Bylaw 2201, 2019
8.5.1.7	Consider creating Development Permit Areas for wildfire protection.	Short	RMOW REX	Yes	In Progress	Staff are finalizing processes for implementing the Wildfire DPA efficiently.
8.5.1.8	Lobby Provincial and Federal governments to increase funding for community and landscape level wildfire fuel reduction and response.	Med	RMOW REX	Yes	Ongoing	RMOW staff held meeting with BCWS and Mountain Resorts provincial staff during UBCM conference to discuss funding issues and requests.

8.5.1.9	Encourage private operators to implement wildfire prevention best practices for outdoor tourism and recreation facilities, particularly in and around high-risk interface areas.	Med	RMOW REX	Unchanged	Not Initiated	Nothing specific to private operators has been initiated but significant information is being shared with the general public.
8.5.1.10	Enhance collaborative efforts with regional partners to prevent and respond to wildfires (i.e. MFLNRO, Sea to Sky fire rescue services, SLRD, Vancouver Coastal Health).	Long	RMOW CCS	Yes	Ongoing	Operational Evacuation Plan draft completed by ISL. Review by MOTI required for final approval
8.5.1.11	Lobby the Province to incorporate FireSmart principles into the BC Building Code.	Long	RMOW REX	Unchanged	Not Initiated	
<b>8.5.2 Minimize Congestion on Highway 99</b>						
8.5.2.1	Facilitate, develop and promote alternative and mass transportation options to and from Whistler.	Short	RMOW IS	Yes	In Progress	Staff met with the Minister of Transportation during the UBCM meetings to re-iterate the importance of regional transit in the Sea-to-Sky corridor.
<b>8.5.3 Minimize Damage from Heavy Rain Events</b>						
8.5.3.1	Continue to conduct annual assessments of significant waterways to identify and mitigate high risk flood locations while respecting in-stream and riparian habitat regulations.	Short	RMOW IS	Yes	In Progress	New flood hazard mitigation information was reviewed with the design consultant.
8.5.3.2	Complete and implement a comprehensive update of the Whistler Integrated Storm water Management Plan (ISMP) that accounts for future climate change and related hydrologic changes within the lifespan of all existing and new infrastructure, buildings and developments. The ISMP should include key components of leading best practices in storm water management planning and risk assessment.	Med	RMOW IS	Unchanged	In Progress	

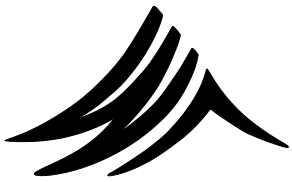
8.5.3.3	Complete and/or update floodplain mapping for all significant Whistler watersheds. Amend zoning and/or policies as needed to reflect adequate flood protection measures.	Med	RMOW IS	Yes	In Progress	New flood hazard mitigation information was reviewed with the design consultant.
8.5.3.4	Follow changes in risk-based insurance premiums and overland flood insurance and adapt as needed to changing context and regulations.	Med	RMOW IS	Unchanged	In Progress	No changes required yet.
8.5.3.5	Review and adapt as appropriate emergency planning protocols for extreme weather occurrences and related impacts, in consideration of projected climate changes.	Med	RMOW IS	Unchanged	In Progress	
8.5.3.6	Improve the design and maintenance of current and future outdoor recreation assets to better absorb heavy rain events (i.e. trails, roads and other activity infrastructure).	Med	RMOW REX	Unchanged	Ongoing	Parks - being considered in Parks Master Plan
8.5.3.7	Consider improvements to signs and lighting for Highway 99 and municipal bridges with respect to weather and flooding alerts. Explore new or additional tools for monitoring at-risk areas.	Med	RMOW IS	Unchanged	Not Initiated	

8.5.3.8	Update relevant policies and plans aimed at protecting Whistler's potable water supply from contamination (i.e. 21 Mile Watershed Protection Plan and Groundwater Protection Plan) to consider additional potential impacts related to projected local climate changes.	Long	RMOW IS	Unchanged	Ongoing	
8.5.3.9	Explore opportunities to improve sediment and erosion control requirements during development and construction.	Long	RMOW IS	Unchanged	Complete	Complete
8.5.3.10	Join the UN campaign "My City's Getting Ready!"	Long	RMOW REX	Unchanged	Not Initiated	
<b>8.5.4 Ensure Adequate Water Supply</b>						
8.5.4.1	Continue to update and prioritize implementation of the Comprehensive Water Conservation and Supply Plan focused on municipal conservation and infrastructure improvements, in addition to relevant regulations, policies and enforcement. The plan should be updated as needed to include or consider best practices in water conservation and supply management.	Short	RMOW IS	Yes	In Progress	Water meter installation completed in Function Junction neighborhood, integration of water meter data into Tempest still ongoing.
8.5.4.2	Enhance public engagement, communications and social marketing initiatives to optimize water conservation efforts and emergency preparedness related to water shortages.	Short	RMOW IS	Unchanged	In Progress	

8.5.4.3	Explore opportunities to improve municipal irrigation systems to maximize efficiency.	Short	RMOW REX	Yes	In Progress	Submitted Parks Irrigation Strategy to capital budget process for 2022.
8.5.4.4	Consider opportunities to increase and promote rainwater and grey water capture and use in public and private infrastructure.	Long	RMOW IS	Unchanged	Not Initiated	Will consider in Parks Irrigation Strategy.
<b>8.5.5 Enhance Weather Independent Tourism Opportunities</b>						
8.5.5.1	Consider the development of a comprehensive resort-wide product enhancement, communications and marketing strategy to improve and promote the range of weather-independent and all-season tourism and recreation opportunities.	Short	RMOW Economic Development	Unchanged	Ongoing	Ongoing - work continues to progress in line with Economic Partnership Initiative (EPI) work plan.
8.5.5.2	Explore possibilities to secure additional appropriate waterfront areas for parks and recreation as needed (according to carrying capacity research) to support long-term growth in summer visitation, while preserving the environmental values of new site(s).	Short	RMOW REX	Yes	Ongoing	
8.5.5.3	Continue to advance both cultural tourism development and the expansion of complementary learning and education initiatives.	Short	RMOW REX	Yes	In Progress	Valley wide interpretive rejuvenation program in second of four years.
8.5.5.4	Explore opportunities to develop easily-accessible and affordable non-skiing, snow-based winter activities above the valley.	Med	RMOW REX	Unchanged	Not Initiated	No specific initiative led by RMOW staff at this time.

8.5.5.5	Explore opportunities to accelerate Whistler Blackcomb Bike Park and other multi-use trail expansion in both physical footprint and length of season.	Med	RMOW REX	Unchanged	Ongoing	
8.5.5.6	Place emphasis in relevant municipal policies on re-purposing existing under-used space to diversify tourism economy and provide non-snow-dependent recreation opportunities; remove barriers and encourage innovation.	Med	RMOW REX	Unchanged	Ongoing	Parks Master Plan underway, delayed by COVID 19 response and recovery. Anticipate completion Q4 2020.
<b>8.5.6 Improve Ski Infrastructure for Weather Variability</b>						
8.5.6.1	Anticipate snowline changes and consider building, improving and/or moving lifts, trails and other infrastructure accordingly to maintain and enhance terrain quality and user experience.	short	RMOW REX	Unchanged	Not Initiated	Not RMOW lead.
8.5.6.2	Continue to improve summer/fall grooming, trail surfacing and snowmaking operations at lower elevations to facilitate more effective snow management in low-snow conditions for alpine and cross-country ski trails.	med	RMOW REX	Unchanged	Not Initiated	Not RMOW lead.
8.5.6.3	Consider the potential to offer a Whistler Blackcomb combination ski/bike park pass and promote the overlap of recreation offerings earlier and later in the respective seasons.	long	RMOW REX	Unchanged	Not Initiated	Not RMOW lead.
8.5.6.4	Investigate potential land exchanges to optimize potential ski terrain.	long	RMOW REX	Unchanged	Not Initiated	Not RMOW lead.

8.5.6.5	Investigate opportunities to develop and/or improve policies related to alpine land use and development, with emphasis on enhancing recreation offerings and protecting the environment.	long	RMOW REX	Yes	Ongoing	Grizzly Bear Conflict Mitigation Strategy complete and recommendations implemented for Mt. Sproatt and Rainbow Mountain.
<b>8.5.7 Minimize Threats to Ecosystems, Biodiversity and the CCF</b>						
8.5.7.1	Improve invasive species management efforts related to increasing pressures associated with a changing climate.	Short	RMOW REX	Unchanged	Ongoing	SSISC has largely completed its 2020 monitoring, public education and control program.
8.5.7.2	Develop and implement a Biodiversity Conservation Strategy that considers climate change and includes recommendations to monitor and protect ecosystem health and biodiversity from pressures including climate change.	Med	RMOW REX	Unchanged	In Progress	Consultant and Environmental Stewardship staff continue to develop priority habitat protection framework.
8.5.7.3	Conduct research and modify Cheakamus Community Forest management plans and practices to minimize risks related to climate change.	Med	RMOW REX	Unchanged	Complete	CCF continues to review options for making forest more resilient to climate change and wildfire.



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** November 17, 2020  
**FROM:** Resort Experience  
**SUBJECT:** DVP01199 – 2931 BIG TIMBER COURT – RETAINING WALL HEIGHT VARIANCE

**REPORT:** 20-114  
**FILE:** DVP01199

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**That** Council approve the issuance of Development Variance Permit DVP01199 for the proposed development located at 2931 Big Timber Court to vary the height of a retaining wall located in a side setback area from 0.6 metres to 1.1 metres, as shown on Architectural Plans ID 9 and ID 12 dated March 16, 2020, prepared by Upward Construction, and Site Survey dated February 26, 2020, prepared by Doug Bush Survey Services Ltd., attached as Appendices “B” and “C” to Administrative Report to Council No. 20-114.

### REFERENCES

Location: 2931 Big Timber Court  
Legal: PID 025-424-611 Strata Lot 6 District Lot 7798 Group 1 New Westminster District  
Strata Plan LMS4695  
Owner: Simon, Tamara R  
Zoning: RTA11 (Residential/Tourist Accommodation Eleven)  
Appendices: A - Location Map  
B - Architectural Plans  
C - Site Survey

### PURPOSE OF REPORT

This Report seeks Council's consideration to vary a height provision in “Zoning and Parking Bylaw No. 303, 2015” for an existing retaining wall at 2931 Big Timber Court.

Council has the authority to vary “Zoning and Parking Bylaw No. 303, 2015” through Section 498 of the *Local Government Act*.

### DISCUSSION

#### Background

As shown in Appendix “A”, the subject parcel is located in the Kadenwood neighbourhood. The parcel slopes downward from Kadenwood Drive.

The existing detached dwelling is currently undergoing major renovations under Building Permit BP004710. On August 13, 2020, the Building Inspector issued a stop work order for a retaining wall that was constructed without a permit, with no further building inspections scheduled until the owner obtains the necessary permit.

### **Description of Proposal**

The owner is seeking a height variance for the existing retaining wall at 2931 Big Timer Court to authorize the retaining wall. The renovations under Building Permit BP004710 include excluded basement gross floor area (GFA) however, the retaining wall does not facilitate excluded GFA.

The owner's rationale for the variance notes the desire to access an outdoor patio and hot tub area. The retaining wall allows for a proposed door to access this outdoor area. The retaining wall is 1.1 metres in height, and is located 4.58 metres from the side property line.

The requested variance is described below:

<b>Variance Request</b>	<b>Zoning and Parking Bylaw No. 303, 2015 Regulation</b>						
1. Vary the height of a retaining wall located in a side setback area from 0.6 metres to 1.1 metres.	<p>Section 5.7.1 – The following features are permitted in setback areas:</p> <p>(d) landscape features including planters, stairs, walkways, decks, retaining walls and decorative walls, provided such features are not greater than 0.6 metres in height above any point of the adjacent grade and are set back at least one metre from any side parcel line and at least two metres from the front and rear parcel lines. (Bylaw No. 916)</p> <p>Section 12.21 – Setbacks*</p> <p>(15) The minimum permitted side setback for the principal building is dependent on the size of the parcel as follows:</p> <table> <tr> <th>Parcel Area (Square Metres)</th><th>Minimum Side Setback (Square Metres)</th></tr> <tr> <td>1399 or less</td><td>4.0 metres</td></tr> <tr> <td>More than 1399</td><td>6.0 metres</td></tr> </table>	Parcel Area (Square Metres)	Minimum Side Setback (Square Metres)	1399 or less	4.0 metres	More than 1399	6.0 metres
Parcel Area (Square Metres)	Minimum Side Setback (Square Metres)						
1399 or less	4.0 metres						
More than 1399	6.0 metres						

\*The parcel area is approximately 2025 square metres.

## **POLICY CONSIDERATIONS**

### **Development Variance Permit Criteria**

The Resort Municipality of Whistler (RMOW) has established criteria for consideration of development variance permits. The proposed variance is considered to be consistent with these criteria as described in the table below.

<b>Potential Positive Impacts</b>	<b>Comment</b>
Complements a particular streetscape or neighbourhood.	Not applicable. The small retaining wall is not visible from the street.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	Yes, this is a minor encroachment into the setback area that does not affect the natural terrain on the remainder of the property.

Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	Not applicable.
Results in superior siting with respect to light access resulting in decreased energy requirements.	The retaining wall enables a new door on the south side of the dwelling, improving light access into the dwelling.
Results in superior siting with respect to privacy.	Not applicable.
Enhances views from neighbouring buildings and sites.	The retaining wall is not visible from neighbouring sites.

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	The retaining wall is not visible from neighbouring properties.
Increases the appearance of building bulk from the street or surrounding neighbourhood.	Not applicable.
Requires extensive site preparation.	Not applicable.
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	The retaining wall is not considered to affect the use and enjoyment of adjacent lands.
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	Not applicable.
Requires a height variance to facilitate gross floor area exclusion.	Not applicable.
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	The retaining wall will not impact services.

### **Zoning and Parking Bylaw No. 303, 2015**

The property is zoned RTA11 (Residential/Tourist Accommodation Eleven). The requested variance to “Zoning and Parking Bylaw No. 303, 2015” is described in the Discussion section of this report.

The proposal meets all other regulations of “Zoning and Parking Bylaw No. 303, 2015”.

Zoning Amendment Bylaw (Retaining Walls) No. 2033, 2020, as given first and second readings by Council on October 20, 2020, would permit the retaining wall that is the subject of this variance request.

### **Official Community Plan Bylaw No. 2199, 2018**

The recommended resolutions included within this Report are consistent with the goals, objectives and policies included within “OCP Bylaw No. 2199, 2018”. The applicant is exempt from needing to obtain a Development Permit prior to completing this project.

### **BUDGET CONSIDERATIONS**

There are no significant budget implications with this proposal. Development Variance Permit application fees provide for recovery of costs associated with processing this application.

### **COMMUNITY ENGAGEMENT AND CONSULTATION**

A sign describing DVP01199 is posted on the property.

Notices were sent to surrounding property owners in October 2020. At the time of writing this Report, no correspondence has been received.

Any letters received following the preparation of this Report will be presented to Council at the time of consideration of the application.

## **SUMMARY**

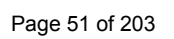
Development Variance Permit DVP01199 requests Council's consideration of a variance to "Zoning and Parking Bylaw No. 303, 2015" to vary the height of an existing retaining wall at 2931 Big Timber Court.

Respectfully submitted,

Brook McCrady  
PLANNING ANALYST

For  
Mike Kirkegaard  
DIRECTOR OF PLANNING

For  
Toni Metcalf  
INTERIM GENERAL MANAGER OF RESORT EXPERIENCE





ISSUE FOR CONSTRUCTION  
11.03.2019

REVISIONS:

DATE:	REVISION:
16/03/2020	ELEVS & FINISHES

PROJECT CONSULTANTS

INTREPID INTERIORS  
WHISTLER, BC  
1.604.935.7786

STUDIO OAK INTERIOR DESIGN  
WHISTLER, BC  
1.604.902.0440

UPWARD CONSTRUCTION  
NORTH VANCOUVER, BC  
1.778.340.1355

DRAWING NAME

EXTERIOR ELEVATION  
SOUTH

PROJECT TITLE

2931 BIG  
TIMBER COURT  
WHISTLER, BC

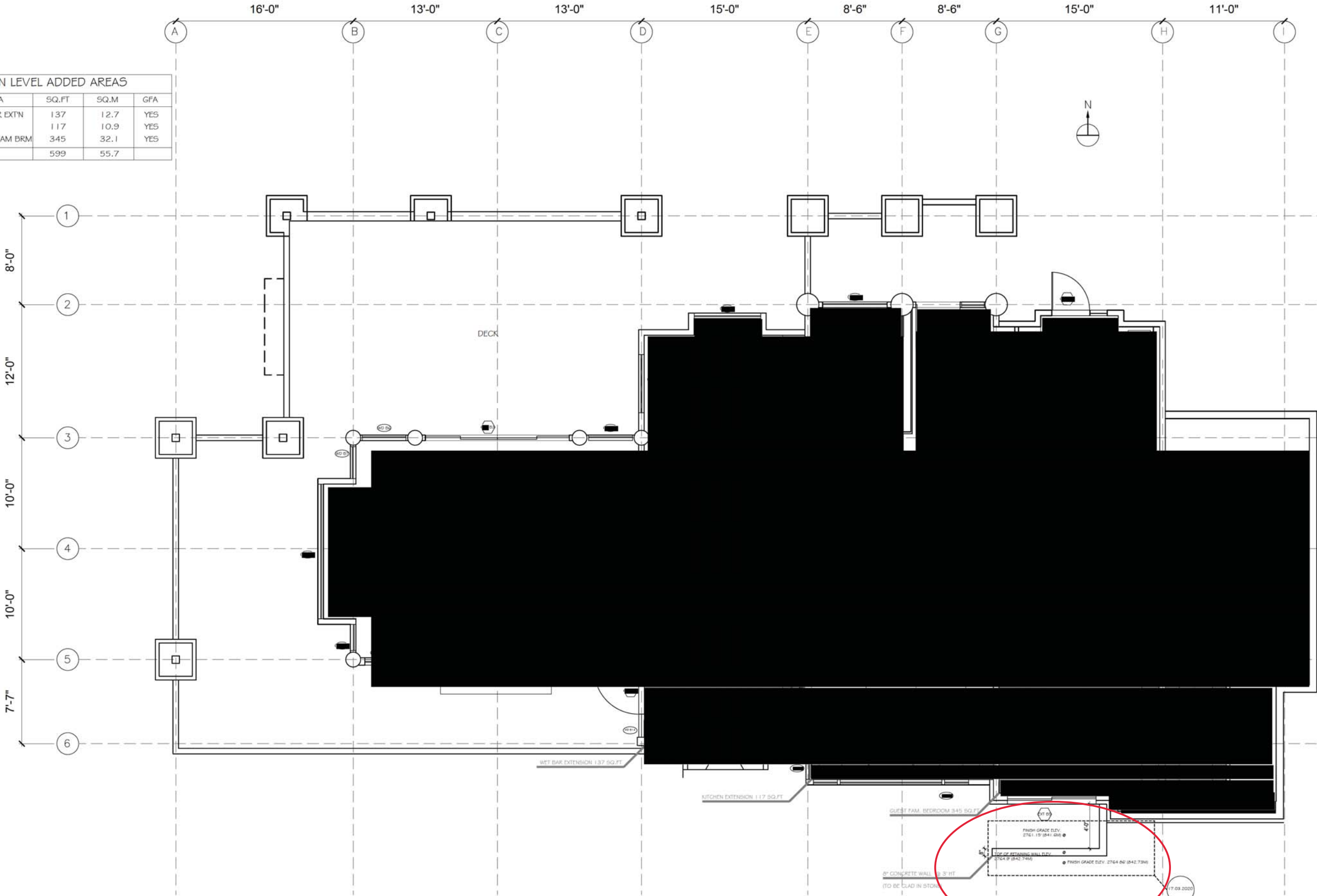
DATE: 11/03/2020  
SCALE: AS NOTED  
DRAWING NO.

1  
ID-9

EXTERIOR ELEVATION SOUTH

SCALE: 1/4" = 1'-0"

MAIN LEVEL ADDED AREAS			
AREA	SQ.FT	SQ.M	GFA
WET BAR EXT'N	137	12.7	YES
KITCHEN	117	10.9	YES
GUEST FAM BRM	345	32.1	YES
TOTAL	599	55.7	



ISSUE FOR CONSTRUCTION  
11.03.2019

REVISIONS:	
DATE:	REVISION:
16/03/2020	ELEVS & FINISHES

PROJECT CONSULTANTS

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1.604.935.7786

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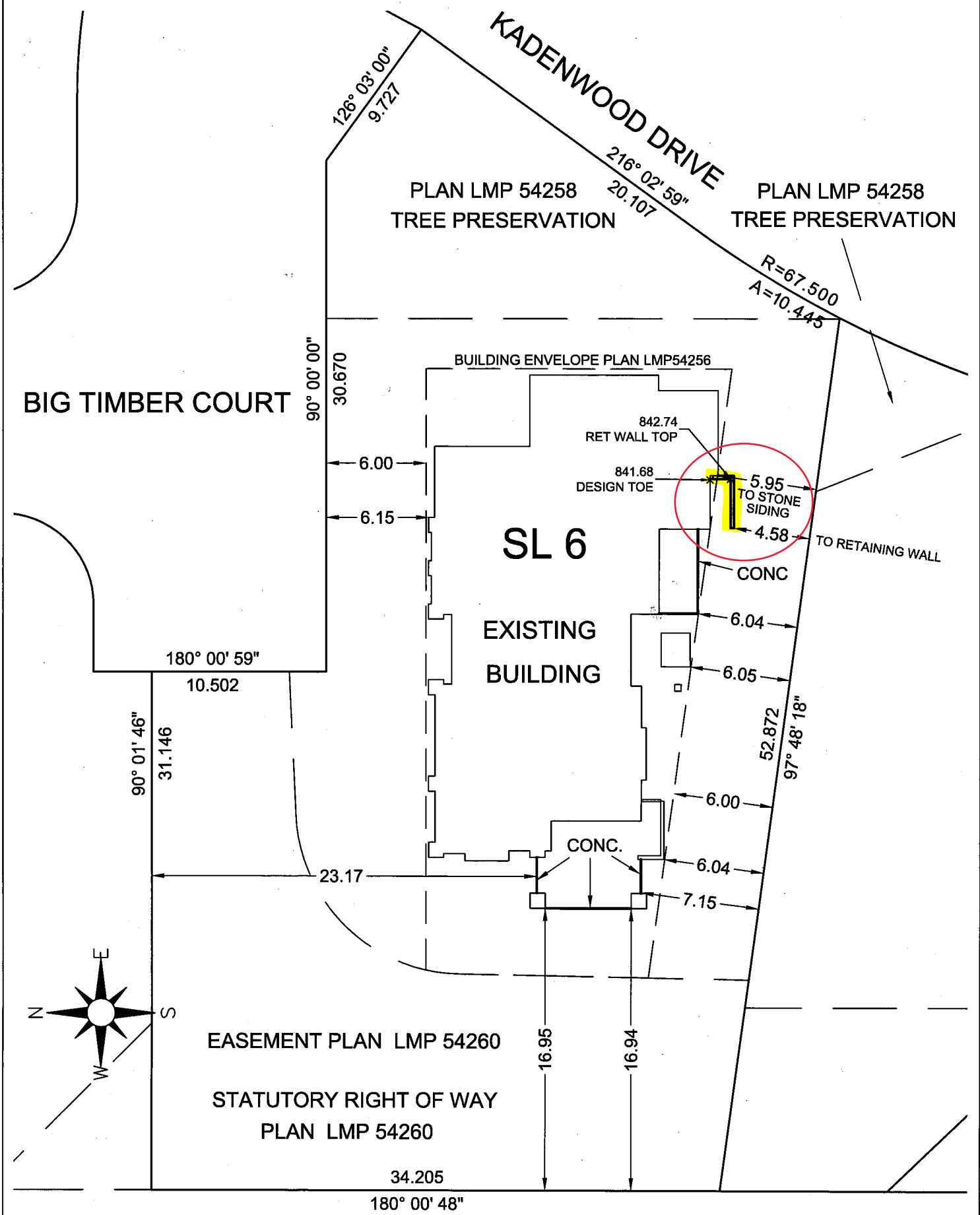
DRAWING NAME  
MAIN LEVEL GFA PLAN

PROJECT TITLE  
2931 BIG  
TIMBER COURT  
WHISTLER, BC

DATE: 11/03/2020  
SCALE: AS NOTED  
DRAWING NO.

1  
10-12  
MAIN LEVEL GFA PLAN  
SCALE: 1/4" = 1'-0"

PLAN SHOWING THE LOCATION OF IMPROVEMENTS SITUATED UPON  
S.L. 6, D.L. 7798, GP. 1, N.W.D., STRATA PLAN LMS4695



NOTE : - DIMENSIONS TO FOUNDATION ARE TO OUTSIDE FACE OF PROPOSED CONCRETE.  
- DIMENSIONS TO BUILDING ARE TO OUTSIDE FACE OF STONEWORK AND SIDING.  
- FOR EXISTING BUILDING LOCATION SEE ORIGINAL SURVEY BY OTHERS.  
- ELEVATIONS ARE GEODETIC CVD28

The location of the features certified by this plan has been determined from existing survey monumentation and does not purport to be a location certified in relation to the property boundaries.

*Doug Bush*  
Douglas J. Bush ASCT, RSIS  
Applied Science Technologist (Geomatics)  
This 26th day of February, 2020

SCALE 1:300 All Distances are in Metres		ISSUED TO: RESORT MUNICIPALITY OF WHISTLER	
CIVIC ADDRESS: 2931 BIG TIMBER COURT WHISTLER, B.C.		PROPERTY DIMENSIONS ARE FROM LAND TITLE OFFICE RECORDS	
PROPERTY IDENTIFIER 025-424-611		© 2020 Doug Bush Survey Services Ltd. All Rights Reserved, No reproductions or distribution permitted. No responsibility accepted for unauthorized use.	
PERMIT NO. BP 4710 FOUNDATION			
<div><div><div>DOUG BUSH SURVEY SERVICES Ltd.</div><div>UNIT 18, 1370 ALPHA LAKE RD, WHISTLER, B.C. V8E 0H9</div><div>PHONE 932-3314 / FAX 932-3039 dought@dbss.ca</div></div><div><div>FILE NO. J20057</div><div>PLAN NO. 20027A_FDN</div></div></div>			



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** November 17, 2020  
**FROM:** INFRASTRUCTURE SERVICES  
**SUBJECT:** WHISTLER TRANSPORTATION ACTION PLAN 2020 MONITORING REPORT AND NEXT STEPS

**REPORT:** 20-115  
**FILE:** 546

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**That** Council receive the update for the TAG Community Engagement February – March 2020 Summary Report attached as Appendix “A” to Administrative Report to Council No. 20-115;

**That** Council receive the update for the Whistler Transportation Action Plan 2020 monitoring program attached as Appendix “B” to Administrative Report to Council No. 20-115;

**That** Council authorize staff to work with the Day Lot Operating Committee, RMOW staff and TAG members to implement the next steps for the Whistler Transportation Action Plan as recommended by the Transportation Advisory Group at the October 8, 2020 meeting; and further

**That** Council direct staff to advertise for applications for the four Citizen-at-Large positions on the Transportation Advisory Group to be appointed by Council at the January 19, 2021 Closed meeting of Council.

### REFERENCES

Appendix “A” – TAG Community Engagement February – March 2020 Summary Report

Appendix “B” – Transportation Action Plan 2020 Results

### PURPOSE OF REPORT

The purpose of this Report is to provide Council with an update on implementing the TAG Transportation Action Plan 2018-2028 including highlights from the 2020 transportation monitoring program and recommended next steps.

### DISCUSSION

#### **Background**

On October 2, 2018 Council received and endorsed the Transportation Advisory Group (TAG) Whistler Transportation Action Plan 2018-2028 (the Plan) and directed staff to work with TAG members, partners and stakeholders to continue implementing the medium-term (2018 and 2019) transportation actions and to start implementing the long-term (2020 to 2028) actions outlined in the Plan.

It was also recommended that TAG continue to meet in the spring and fall to review the progress of the implementation of the transportation action plan based on the indicators listed in Appendix “A” of the Plan, as well as review and comment on the prioritized implementation schedule.

At the November 5, 2019 Council meeting, Council authorized staff to share recent progress and next steps for the Whistler Transportation Action Plan with the Whistler community in partnership with the Transportation Advisory Group in early 2020. Attachment A “TAG Community Engagement February – March 2020 Summary Report” summarizes the engagement process and results.

The report describes the community input on the Whistler Transportation Action Plan actions, which was gathered through an online survey, social media and a community open house in February and March 2020, prior to the effects of COVID-19 directly affecting Whistler. The purpose of the engagement was: 1) To gather constructive feedback on the actions undertaken over 2017-2019 as identified by the Whistler Transportation Action Plan, and; 2) To gauge community support for transportation-based climate actions for 2020 and beyond.

Overall, over 800 individuals provided input on the transportation topics. There were 732 survey responses: 80% of the respondents work in Whistler; 36% of them were homeowners. The largest age demographic of respondents was in the 25-34 years-old category.

Key Findings are:

**Greenhouse Gas Emissions (GHG):**

- Broad support for reducing GHG emissions from passenger vehicles, including increasing transit services and regional transit.

**Parking:**

- Slight majority would prefer not increasing parking fees to fund increased transit (perceived as unfairly targeting locals).
- ~50% Whistler residents supported increase in parking fees compared to 30% non-residents, and 64% of non-residents did not support increase.

**Transit**

- Strong support for regional transit
- Support for expanding Route 10 – Valley Express
- Current transit system working for most users

The Transportation Advisory Group received and reviewed the Engagement report at their June 2020 meeting as well as an update on how COVID-19 and the BC Restart Plan has affected tourism and transportation in Whistler. At the June TAG meeting, it was recommended that all pricing changes for transit and parking be suspended for summer 2020 but be considered for winter 2020/2021 after reviewing the summer monitoring results.

TAG reviewed the 2020 transportation monitoring results and winter 2020/2021 forecasts for visitation and travel at their October meeting.

**Key 2020 Transportation Action Plan Results**

- Village lots met the occupancy target (< 85%) both winter and summer 2020.
- Day lots exceeded the occupancy target (< 90%) in winter and on one of six days in summer.
- Transit ridership and revenue were continuing to grow in the winter. COVID-19 affected transit ridership and the Whistler Transit System ridership is currently at approximately 50% of 2019.
- Summer 2020 Free transit ridership was just under 50% of previous year's with daily ridership patterns similar to previous summers. Saturdays had the highest ridership, followed by Sundays and then weekdays.

- Summer 2020 secure bike parking provided through the Whistler Bikevalet saw slightly fewer users. The usage profile shifted in 2020 with more Metro Vancouver users than Whistler users.

The full Transportation Action Plan 2020 Results can be found in Appendix B and will be posted on [www.whistler.ca/MovingWhistler](http://www.whistler.ca/MovingWhistler).

Both in June and October, TAG members discussed the essential transportation actions to support the community during the COVID-19 recovery and how to build back better in Whistler while following the Climate Action Big Moves. Based on summer results and the forecasted visitation for winter 2020/21, the Transportation Advisory Group at their October 8, 2020 meeting recommended the following actions, that were suspended for summer 2020, be pursued for winter:

- Reduce the Spirit Transit Pass Price
  - ✓ 6-month pass \$220 (\$37/month) – was \$240 or \$40/month
  - ✓ 12-month pass \$410 (\$35/month) – was \$450 or \$37.50/month
- No global change to transit fares and passes (cash fare remains \$2.50 and monthly pass remains \$50/month)
- Proposed increase in Day Lot 1-5 day rates
  - ✓ Day Lots 1-3 to \$15/day (from \$10)
  - ✓ Day Lots 4/5 to \$6/day (from \$5)
  - ✓ Have PayByPhone fee added to the rate (\$0.30/transaction)
- Conference Centre and Library Underground parking
  - ✓ Consider small increase in fees by \$5 for December 1
    - monthly parking increase to \$70 from \$65
    - Increase day rate to \$20 from \$15

The Day Lot Operating Committee (DLOC) received the results from the TAG Community Engagement February – March 2020 Summary Report, the 2020 Transportation Action Plan 2020 Results reports as well as the Transportation Advisory Group recommendations. DLOC is currently considering these recommendations and results are expected in time for the staff presentation of this report.

### **Next Steps**

TAG is in the process of reviewing and reprioritizing the long-term transportation actions outlined in the Whistler Transportation Action Plan 2018-2028 using the lens of the recently adopted Climate Action Big Moves strategy. The Transportation Advisory Group is scheduled to next meet in spring 2021. However, with COVID-19 disruption to the economy, it is felt that TAG will need to meet more than twice per year to accomplish this task in our changing economy.

The TAG terms of reference indicate that the Citizens-at-Large appointments are for two years terms, it is recommended that Council authorize staff to advertise for interested members of the public (including current members) to join TAG and the appointments be made before TAG recommends the revised priorities for transportation actions for summer 2021.

## **POLICY CONSIDERATIONS**

### **Official Community Plan**

#### **Community Vision**

- We protect the land – the forests, the lakes and the rivers, and all that they sustain.
- We value our relationships and work together as partners and community members.

These two statements in our Community Vision relate to the Transportation Advisory Group and the Transportation Action Plan. The first statement “we protect the land” needs to be kept in mind when considering expanding our infrastructure and using the existing transportation infrastructure to optimize the movement of people. The RMOW values our relationship with our community and this is demonstrated by the membership on the Transportation Advisory Group and the high level of community engagement that took place in the development of the Transportation Action Plan.

## **Goals, Objectives and Policies**

The goals, objectives and policies in Whistler’s OCP transportation chapter were developed in conjunction with the Whistler Transportation Action Plan and input from the Transportation Advisory Group and are directly relevant to the recommended winter 2020/2021 transportation actions.

### **10.2. Goal**

**Substantially reduce GHG emissions from vehicles and transportation.**

#### **10.2.2. Objective**

Prioritize infrastructure development and policies that support seamless, convenient and affordable access to preferred modes of transportation for intra-community travel.

##### **10.2.2.1. Policy**

Use every reasonable opportunity to further the use of preferred modes of transportation.

##### **10.2.2.2. Policy**

Continue to support transportation demand management strategies that pass the infrastructure, servicing, environmental and land use opportunity costs of parking onto parking users.

### **11.1. Goal**

**Provide a quality travel experience for all visitors, *employees* and residents, and promote a culture of safety and accessibility for pedestrians, cyclists and motorists.**

#### **11.1.3. Objective**

**Improve the physical environment for everyone using the transportation system.**

##### **11.1.3.1. Policy**

Prioritize the preferred modes of transportation in the following order to achieve a balanced transportation system:

- (a) walking;
- (b) cycling;
- (c) mass transit (local transit, highway coaches, smaller shuttle buses) and the movement of goods;
- (d) publicly accessible transportation (ridesharing, shared vehicles, etc.);
- (e) private automobile (high occupancy motor vehicles and leading low-environmental-impact technologies); and
- (f) private automobile (single occupancy motor vehicles, traditional technology).

#### **11.4. Goal Support the increased use of preferred modes of transportation for all travel purposes to reduce dependence on private motor vehicles.**

##### **11.4.1. Objective**

Give priority to walking, cycling, transit and other preferred modes over the single occupant vehicle and private automobile.

##### **11.4.1.3. Policy**

Encourage residents and visitors to shift from private motor vehicles to preferred modes of transportation through incentives, removal of hidden subsidies, education and awareness.

##### **11.4.2. Objective**

Make public transit affordable, convenient, safe and enjoyable throughout the year.

##### **11.4.2.6. Policy**

Work with the provincial government and local stakeholders to improve transit frequency and affordability.

#### **Other Relevant Policies**

Sea to Sky Transit Future Plan – Reducing the cost of local transit is one of the policies included in the plan along with local and regional transit service and infrastructure recommendations.

#### **BUDGET CONSIDERATIONS**

Budget to support the Transportation Advisory Group is in the 2020, 2021 and 2022 capital budgets under program T061.

The cost of reducing the price of the Transit Spirit Pass is included in the Community Transportation Initiative Fund budget which is created through the revenues collected from the parking fees in Day Lots 1-5.

#### **COMMUNITY ENGAGEMENT AND CONSULTATION**

The Transportation Advisory Group is a committee of Council that represents a wide cross section of the community and has been guiding engagement with the Community. The most recent community engagement took place in early 2020 is outlined in Attachment “A” – TAG Community Engagement February – March 2020 Summary. TAG also received information from the BC Transit On-board surveys conducted in February 2020 in the Sea to Sky region.

The actions for summer and winter 2020 were identified in the community engagement related to the development of the OCP and the Sea to Sky Transit Future Plan and were more closely looked at in February and March 2020 engagement outlined in Appendix “A” – TAG Community Engagement February – March 2020 Summary Report.

#### **SUMMARY**

In February and March 2020 staff, in partnership with the Transportation Advisory Group (TAG), shared the recent progress and next steps for the Whistler Transportation Action Plan with the Whistler community. Attachment A “TAG Community Engagement February – March 2020 Summary Report” summarizes the engagement process and results. TAG considered the results of the engagement as well as how COVID-19 and the BC Restart Plan has affected tourism and transportation in Whistler when it recommended that all pricing changes for transit and parking be suspended for summer 2020, but be considered for winter 2020/2021 after reviewing the summer monitoring results.

At the October TAG meeting, having reviewed the winter and summer 2020 transportation action results, TAG recommended moving forward with several of the suspended transportation actions including further reducing the price of the Spirit Transit Pass and small adjustments to the day rates in Day Lots 1-5 as well as in the Conference Centre and Library Underground Lots. The Day Lot Operating Committee is currently considering these recommendations.

Over the winter 2020/2021, TAG will continue to review transportation action results, the Climate Action Big Moves and the ongoing updates to the BC Restart Plan to guide the reprioritization of the long-term action plan and recommendations for summer 2021. It is also recommended that Council authorize staff to advertise for the Citizen-at-large positions on TAG and that new appointments be made prior to the next TAG meeting.

Respectfully submitted,

Emma Dal Santo  
TRANSPORTATION DEMAND MANAGEMENT COORDINATOR  
for  
James Hallisey  
GENERAL MANAGER OF INFRASTRUCTURE SERVICES

# TAG COMMUNITY ENGAGEMENT

February – March 2020



## SUMMARY REPORT

March 23, 2020

Final Draft

*Prepared for* the Resort Municipality of Whistler  
Transportation Advisory Group

Prepared by:





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## 1. Executive Summary

This Engagement Summary Report describes the community input on the Whistler Transportation Action Plan actions, which was gathered through an online survey, social media and a community open house in February and March 2020. The purpose of the engagement was: 1) To gather constructive feedback on the actions undertaken over 2017-2019 as identified by the Whistler Transportation Action Plan, and; 2) To gauge community support for transportation-based climate actions for 2020 and beyond.

Overall, over 800 individuals provided input on the transportation topics. There were 732 survey responses: 80% of the respondents work in Whistler; 36% of them were homeowners. The largest age demographic of respondents was in the 25-34 years category.

While most of the social media comments focused on areas where people would like to see change (e.g. reduced parking fees and improved transit service), survey responses were varied, and generated the following main themes:

- There is general support for reducing GHG emissions from passenger vehicles, and for more improvements to transit; however, increasing parking fees to support those initiatives received mixed responses.
- There was general agreement that the Whistler transit system (routes, schedule, frequency – especially the winter service, Nextride app) works well.
- There was strong support for a regional transit system, but differing opinions on how the system would be funded: 38% of respondents supported a fuel tax; 24% supported an increase in property taxes; and 32% did not indicate support of either. Many respondents pointed to taxing tourism (tourists or tourism businesses) as a revenue source.
- There were a number of suggestions on how to improve the transit system including increased frequency on certain routes, additional routes, and payment systems.
- Respondents would like to see additional infrastructure to support use of preferred transportation methods, for example, safer routes to bus stops, more storage/lockers for bikes, and improved clearing of trails.

There were also many suggestions on how to improve communications, including key messages to encourage more transit use, and communications avenues and tactics.

The tremendous response to the online survey indicated that transportation in Whistler is an important topic to the community. As the survey took place during the winter transit service period when transit service was at peak levels, a survey conducted during the summer service period may yield some different results, and would be worth considering.

## 2. Introduction

### Purpose

This report presents the results of the community engagement effort that took place over February and March 2020. The purpose of this engagement was twofold: 1) To gather constructive feedback on the actions undertaken over 2017-2019 as identified by the Whistler Transportation Action Plan, and; 2) To gauge community support for transportation-based climate actions for 2020 and beyond.



## 3. Project Context

### What is the Whistler Transportation Action Plan?

The [Whistler Transportation Action Plan 2018–2028](#) is the long-term transportation plan for the community approved by Resort Municipality of Whistler (RMOW) Council on 2 October 2018. It articulates short, medium and long-term actions for realizing the following vision and goals:

#### *Vision:*

Whistler's Transportation System efficiently and affordably moves people and products to, from, and within Whistler while delivering a high quality experience and minimizing impacts on natural areas.

#### *Goals:*

- Provide a quality travel experience for all visitors, employees, and residents, and promote a culture of safety and accessibility for pedestrians, cyclists, and motorists.
- Integrate the transportation system with land-use planning to minimize the need for travel by motor vehicle.
- Minimize greenhouse gas (GHG) emissions created by the transportation system.
- Support the increased use of preferred modes for all travel purposes to reduce dependence on private automobiles.
- Ensure that the transportation system cost-effectively meets and anticipates the resort community's future needs and population growth.
- Ensure the resiliency of Whistler's transportation system by providing viable alternative road, railway, water, and air transport routes to, from, and within the resort community.
- Ensure that the transportation system respects Whistler's natural environment, minimizes climate impacts, and improves the liveability of the resort community.

## Who developed the Plan?

The Transportation Action Plan was developed by the Transportation Advisory Group (TAG), a Select Committee of Council that advises on strategic options to resolve transportation related issues affecting the resort community. TAG is composed of a group of diverse stakeholders representing the Resort Municipality of Whistler (RMOW), Whistler Blackcomb, Tourism Whistler, the Whistler Chamber of Commerce, BC Transit, the Ministry of Transportation and Infrastructure, and four citizens-at-large.

## 4. Engagement

### Notification

#### RMOW Outreach

Notification of the TAG online survey was done via:

- Whistler Today (email);
- Direct mail to members of :
  - The Transportation Advisory Group
  - The Transit Management Advisory Committee ( TMAC)
  - The Day Lot Operating Committee( DLOC)
- RMOW Communications paid boost for Facebook/Twitter post (41 click throughs of the over 3000 views);
- RMOW Facebook/Twitter/Instagram;
- Whistler Transit Twitter @whistlertransit;
- Emails sent to all 6- and 12-month pass holders (950 emails – some duplicates);
- Notice in the Chamber of Commerce weekly eblast;
- Email to all RMOW staff; Whistler Blackcomb staff.



#### Media

News of the TAG online survey was promoted via:

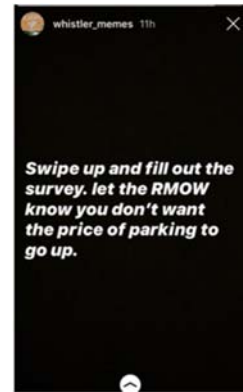
- Pique on-line (Feb 26);
- Pique Newsmagazine (Feb 27). Headlines included:
  - "RMOW proposes day lot parking fee increase";
  - "A big shout-out to Whistler bus drivers";
  - "No money for regional transit in provincial budget";
  - "How to get more people on transit – GD Maxwell".

The TAG open house was promoted via a paid advertisement in the Pique Newsmagazine on February 13, 2020.

### *Email & Social Media (Community Members)*

The TAG online survey was also shared via community members' emails and social media:

- 24 hour Instagram story, "Whistler meme " (22K followers) (February 27);
- Whistler Secondary School and Waldorf School sent email to all parents with .pdf ad about survey (March 3);
- AWARE sent out newsletter with Transportation Survey as a story (March 3);
- Whistler Blackcomb memo to all staff in staff newsletter (March 4 & 5);
- Cathy Jewett's Facebook page;
- Whistler Politico;
- Pique Newsmagazine Twitter/Facebook;
- Whistler Winter Facebook page.



## Methods & Participation

### *Online Survey (Feb. 20 – March 15)*

- 732 responses

### *Social Media (Feb. 20 – March 15)*

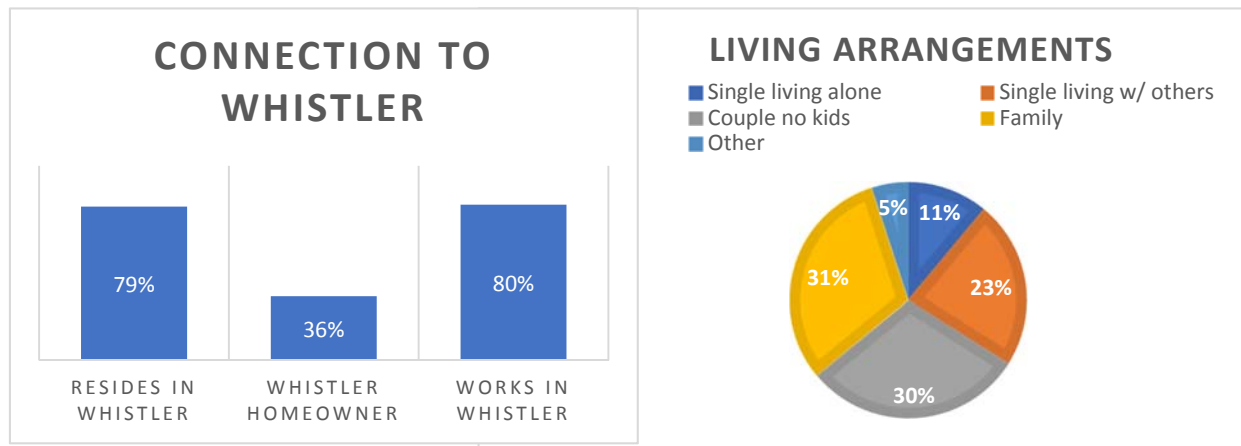
- ~300 comments

#### **Note:**

The online survey was conducted in middle of winter transit service, when service levels were at the maximum.

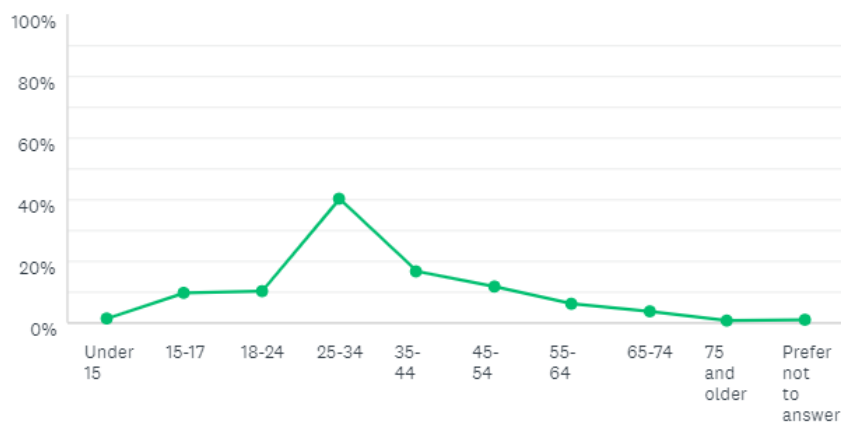
## 5. Who Responded? Survey Respondent Profile

Survey respondents were close to equally split between male (49%) and female (47%), and 3% preferred not to self-identify.

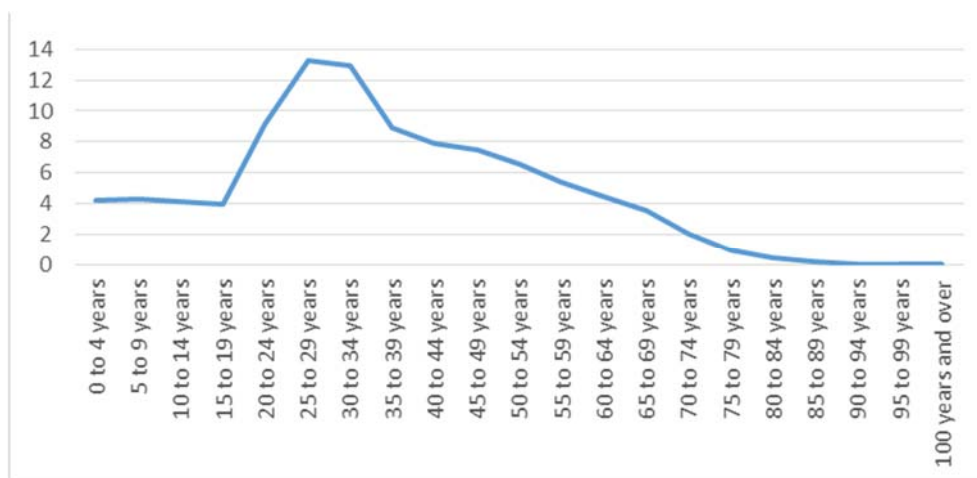


### Age profile

The age profile of survey respondents is generally reflective of Whistler's community age distribution.



Survey age profile



Whistler Age Distribution, Census 2016

## 6. Summary of responses

### GHG

- Broad support for reducing GHG emissions from passenger vehicles, including increasing transit services and regional transit.

### Parking

- Driving is still perceived as cheaper, and more convenient, than taking the bus.
- Community is divided on increasing daily parking fees to support increased transit.
  - Slight majority would prefer not increasing parking fees to fund increased transit (perceived as unfairly targeting locals); many suggested taxing non-locals or large businesses in some way instead

### Transit

- Strong support for prioritizing regional transit, especially between Whistler and Pemberton.
  - Preferred funding mechanism for regional transit is a fuel tax increase.
- The current local transit system is working for most users, in particular, the following:
  - Transit app (NextRide tool)
  - Frequency, schedule and routes
  - Free high school pass program
  - #10 Valley Express
- The transit system could be improved by:
  - Increasing the frequency of buses on all routes
  - Increasing route #10 Valley Express, especially in the summer
  - Making it cheaper or free for locals (not just seniors / students)
  - Offering a cashless payment option on board (e.g. credit/debit tap, compass card)
  - Tweaking Transit App/NextRide tool (improving Plan My Trip function and accuracy)
  - Making the schedules easier to read
  - Making it safer (pedestrian over/underpasses, safer routes to bus stops)
  - Making it more accessible (better snow clearing of trails and sidewalks)
- The current local transit system is not working well for:
  - Shift workers
  - Out of town workers / visitors
  - People who are running errands / have multiple stops
  - People carrying gear, groceries, baby equipment, recycling, etc.
  - Folks in some neighbourhoods (Alta Lake Rd., Bayshores, Tapleys)

### Additional suggested improvements:

- Park & Ride (parking lots to the south of Whistler)
- Increase bike / ski storage on buses
- Increase lockers / storage space in Village for transit users
- Make buses pet-friendly

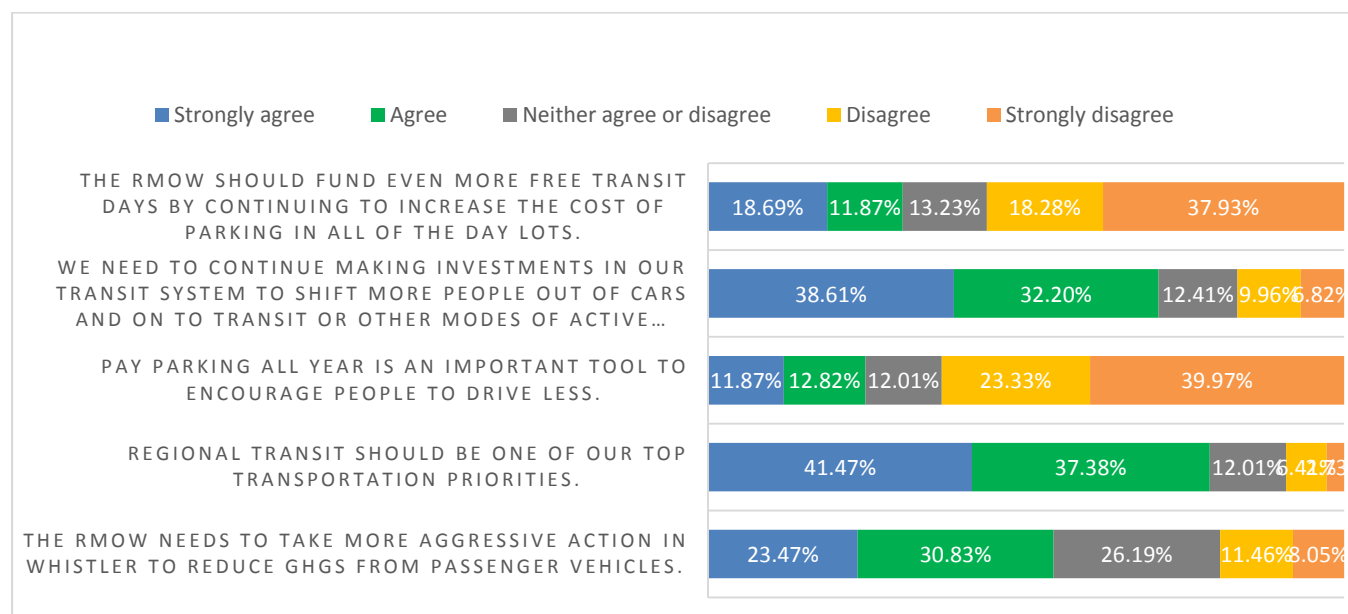
### Support for EV infrastructure is split

- Those who support it want a user pay system, a greater number of charging stations and faster charging stations
- Those opposed are concerned about increasing congestion

## 7. Key Findings

### 7a. Survey

#### Q1. Level of agreement with transportation statements



#### Takeaways

- Respondents are generally supportive of actions by the RMOW to reduce GHG emissions from passenger vehicles (54% agree or strongly agree).
- Respondents strongly support increased transit (78% agree or strongly agree with regional transit as a top priority and 70% agree or strongly agree with continued investment in transit); however, respondents are generally not supportive of funding transit using pay parking.
- There is strong support for prioritizing regional transit, especially increasing frequency of Whistler to Pemberton route.

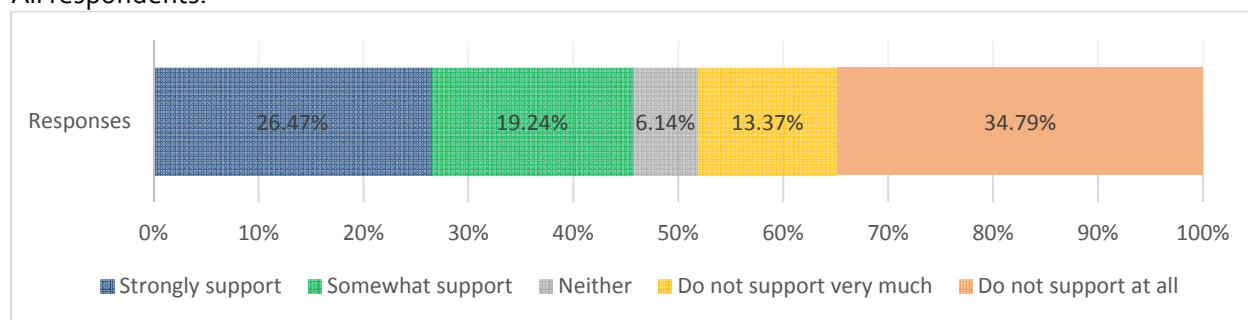
*I live in Squamish but work in Whistler so a bus from Whistler to Squamish would be amazing. There are a lot of people I know who would use this and they often ask why is it not an option.*

#### Q4. Increasing daily parking fees

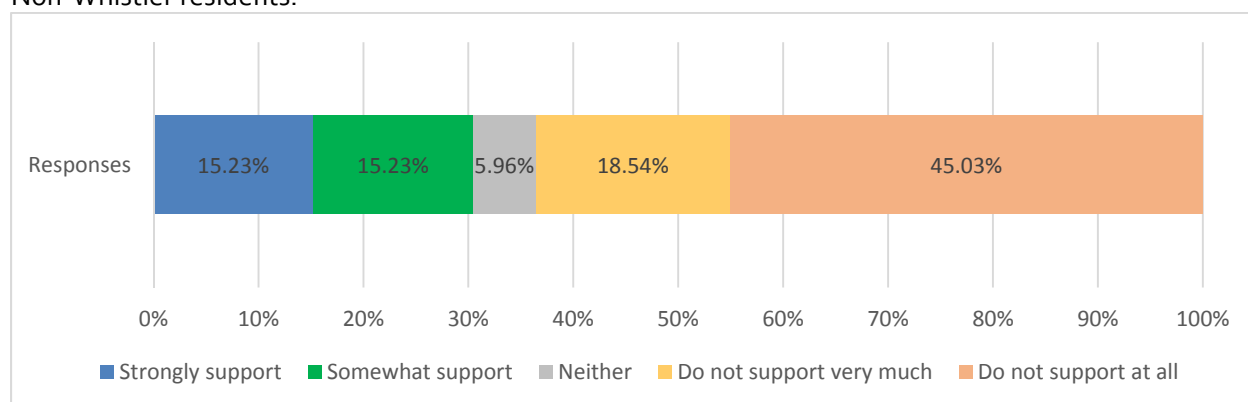
What is your level of support for increasing daily parking fees to support increased transit and active transportation services?

47% of all respondents either supported or strongly supported increasing daily parking fees, and 48% did not support an increase. Close to 50% of Whistler residents supported an increase in parking fees (44% did not support), whereas 30% of respondents who do not live in Whistler indicated support for increasing parking fees and 64% did not support an increase.

All respondents:



Non-Whistler residents:



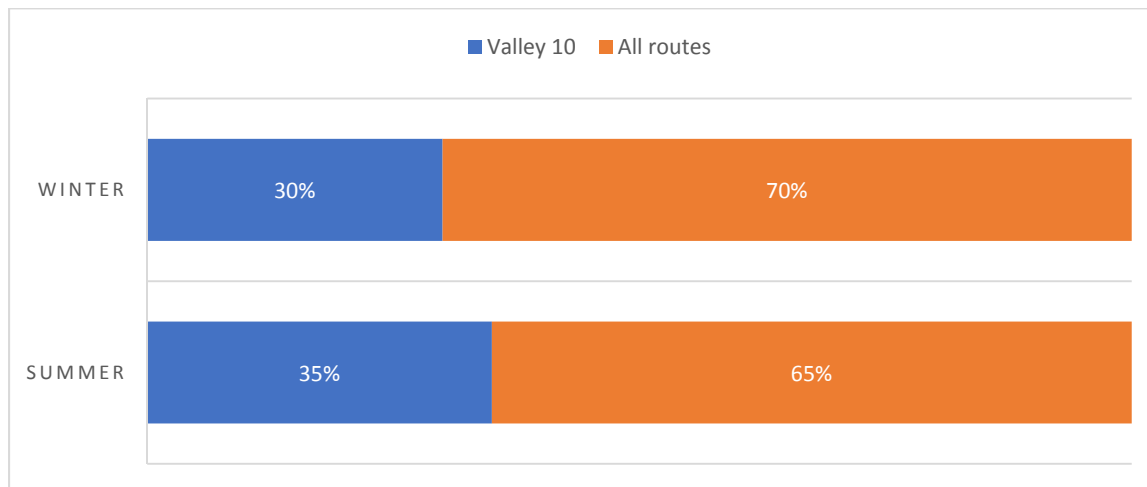
### Takeaways

- There is slightly more opposition (48%) to increasing daily parking fees than support for pay parking increases (45%); however, 7% do not oppose or support.
- There was a much higher percentage of Whistler residents supporting an increase in parking prices than non-Whistler residents (50% vs 30%).
- Pay parking is a polarizing issue with strong views on both sides of the debate.
- There is strong support for cheaper or free transit for locals. Many want to see visitors or homeowners with empty homes taxed in some way rather than increasing daily parking fees, which has an impact on locals.

*Charge more for pay parking, make public transport free and more frequent.*

*Increasing parking cost will only affect locals and who need to drive to work— once again, locals finish last. Tourists aren't affected, they are happy paying tourist prices. The bus pass should be half price for locals if you want everyone to stop driving.*

## Q5. Expanding basic transit service

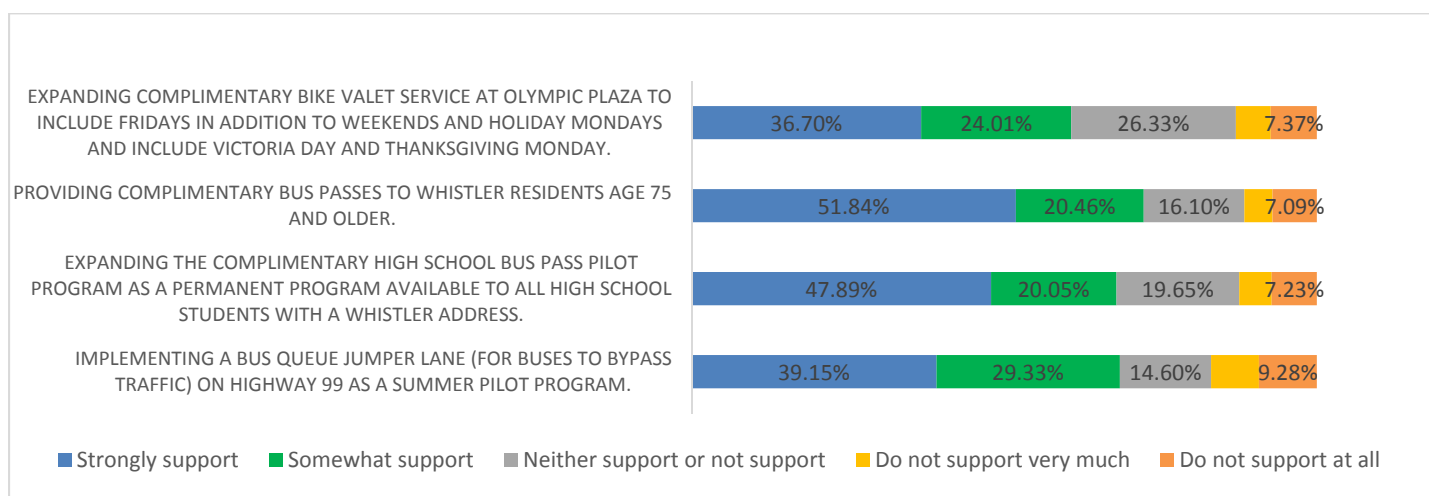


### Takeaways

- There is significant demand for increasing basic service on all routes year round.
- Demand is greater for increasing service on all routes in the winter, and for expanding Valley 10 route service in the summer.
- More options for shift workers and out of town workers is needed.

*Living south of the village, the transit system is excellent. But for friends living north of the village (esp. Alpine) the system is much more limited and currently encourages more private vehicle use. Buses are often very full in ski season, which suggests more frequent services could help.*

## Q6. Support for other transportation initiatives



## Takeaways

- Considerable support (average 67%) for all new proposed initiatives.
- Providing complimentary bus passes to residents 75 and older had the most support.
- Expanding the bike valet service, though supported by the majority of respondents, had less support than the other options presented.
- This is further evidence of respondents' strong support for expanding transit services and other active modes of transportation (when not asked to consider the source of funding for such initiatives).

*The pilot program for the high school students is great as it causes them to bus more and drive less. If increasing the day lot prices would support the environment it would be very beneficial for all future residents of Whistler.*

## Q7. Aspects of transit that currently work well

WORKING WELL	# MENTIONS
<b>Routes / Schedule General</b>	<b>98</b>
Spring Creek (#21)	3
Nordic	4
Valley Express (#10)	24
Creekside	13
#31	2
Alpine (#30)	7
Whist. Village (#20)	9
Rainbow (#32)	6
Spruce Grove	2
Free Benchlands shuttle (#5)	16
Staff Free Bus (#7)	5
Tapley's / Blueberry	1
Route #4	1

Service	
Daytime	1
Nighttime Service	4
Winter service	16
Summer Service	8
Free weekends	8
Reasonable Price	13
Reliability / On time	11
Proximity of Stops	32
Capacity	1
Free Transit - students	18
App & online schedule	62
Cleanliness - Buses	1
Cleanliness - Shelters	1
Drivers	7
Bus Temperature	2
Valley Trail	14
Affordable parking cost	8

## Top 5 responses

1. Frequency/schedule & routes – generally good, even on some night routes
2. Online tools & app (NextRide)
3. Proximity of stops
4. #10 Valley Express -convenient
5. Winter / peak season service

*I am very satisfied with Whistler's current transit system. I live very close to two bus stops and five minutes from a third, so I have access to multiple routes. I think the frequency is reasonable for the size of our town and number of*

*We sold a vehicle thanks to the convenience of the number 10 bus. Free rides for children with paying adult a good perk.*

## Q8. Changes needed to improve transit system

NEEDS IMPROVEMENT	# MENTIONS
<b>Routes / Schedules – insufficient, inconvenient</b>	<b>75</b>
Spring Creek (#21)	8
Nordic	1
Valley Express (#10)	20
Creekside	6
Nesters & Alpine (#30)	6
Whist. Village (#20)	4
Rainbow (#32)	6
Spruce Grove	3
Tapleys/ Blueberry (#6)	5
White Gold to base	1
Alta Vista / Brio	2
<b>Schedules unclear</b>	<b>5</b>
<b>Inadequate for shift workers</b>	<b>5</b>
<b>Late / unreliable</b>	<b>14</b>
<b>Nighttime Service - insufficient</b>	<b>10</b>
<b>Daytime Service - earlier routes needed</b>	<b>2</b>
<b>Winter Service</b>	<b>5</b>
<b>Summer Service - long waits</b>	<b>6</b>
<b>Make it cheaper</b>	<b>38</b>
<b>Free to students / seniors</b>	<b>8</b>
<b>Make it free to locals</b>	<b>36</b>
<b>Offer a cash-free payment option</b>	<b>15</b>
<b>Eliminate free service</b>	<b>1</b>
<b>Dedicated bus lanes</b>	<b>8</b>

<b>Bike lanes</b>	<b>1</b>
<b>Proximity of stops- too far / few</b>	<b>5</b>
<b>Capacity – too full</b>	<b>1</b>
<b>Dangerous – crossing the highway / walking along highway</b>	<b>12</b>
<b>Schedules/app – not working/user friendly/hard to read</b>	<b>12</b>
<b>Drivers – rude</b>	<b>4</b>
<b>Shelters – not dry, more needed</b>	<b>2</b>
<b>Allow garbage carry-on/drop-off</b>	<b>1</b>
<b>Allow pets</b>	<b>6</b>
<b>Village storage</b>	<b>3</b>
<b>Bike / Ski Storage</b>	<b>11</b>
<b>Park &amp; ride</b>	<b>7</b>
<b>Valley Trail - poor snow clearing</b>	<b>2</b>
<b>Bike share</b>	<b>1</b>
<b>Increase options for multi-stop journeys</b>	<b>3</b>
<b>Increased Service needed</b>	<b>3</b>
Pinecrest/Black Tusk Village	4
Alta Lake Rd	3
West Side Road	2
Bayshores	5
Tapleys/ Blueberry	3
<b>Increase in parking rates</b>	<b>8</b>
<b>Regional Transit</b>	<b>24</b>
Whistler-Pemberton	50
Whistler-Squamish	24
<b>Offer a Train – regional</b>	<b>6</b>

### Top 6 "Needs Improvement" suggestions

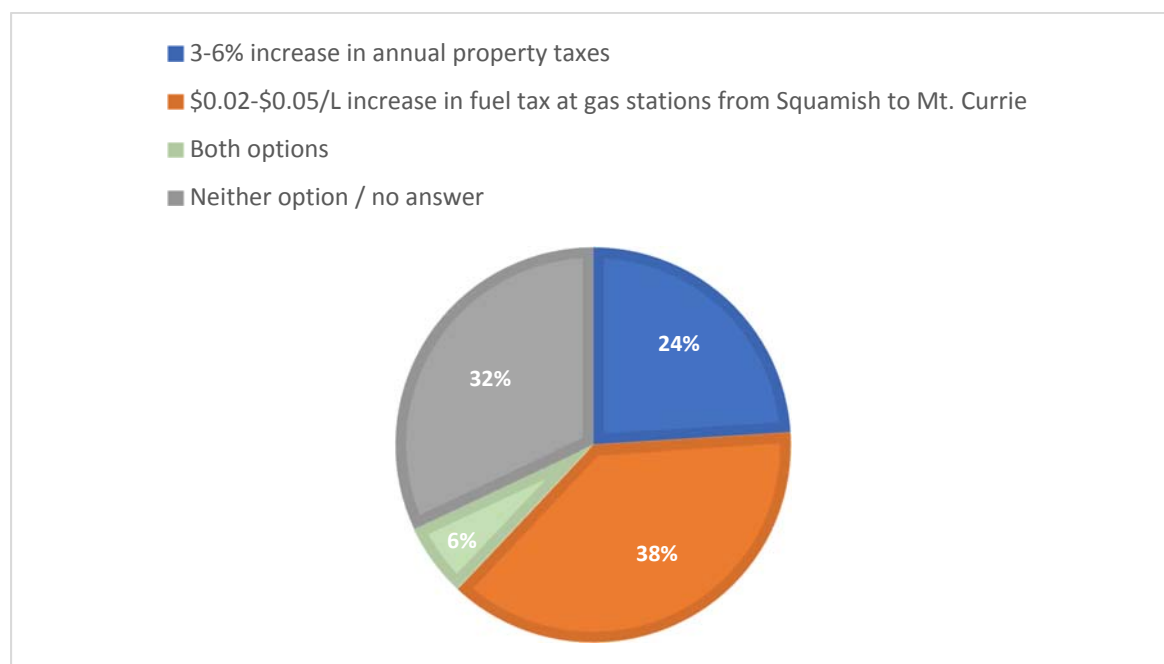
1. Increase local service - especially #10 Valley Express
  - Increasing frequency will improve reliability
2. Increase regional service - especially between Whistler and Pemberton
3. Make transit cheaper or, better yet, free for locals
4. Offer a cash-free on-board payment option (like compass card)

5. Make it safer (eliminate need to cross highway to catch bus, snow clearing, safe routes to bus stops) & keep tweaking app to ensure accuracy and full functionality
6. Need more night-time service

### Top responses from non-Whistler residents

1. Regional transit/more frequent service from Pemberton and Squamish (more responses identified service between Pemberton and Whistler).
2. Less expensive buses from Pemberton.
3. More frequent service within Whistler, especially south of Village.
4. More options from Vancouver to Whistler, including a train.

## Q9. Funding mechanism for regional transit



### Takeaways

- 68% of respondents supported funding regional transit through one or both of the proposed funding mechanisms.
- The majority of respondents (38% all respondents; 50% non-Whistler residents) supported an increase in fuel tax at gas stations from Squamish through Mt. Currie to fund regional transit.
- 32% of the respondents (236) did not indicate support for either option, but provided suggestions for other funding ideas.
- Other funding ideas included (in order of frequency):
  - tourism tax on everything/tax tourists more
  - businesses/hotels (whoever benefits should pay)
  - higher regional bus pass prices/user pay
  - higher/year round day lot parking fees

- all parking should be paid, including Creekside and Base 2
- highway toll
- increase fuel by \$0.15/L and property tax increase to property valued over \$1.5m (tax the rich)
- empty homes tax
- government grants
- funding from seasons pass / Vail
- toll on rental cars and non-resident vehicles
- charge \$5 for concerts at Olympic Plaza
- % alcohol sales

## Q10. Suggestions for communications and promotions to help make transportation actions most effective.

### What to say – key messages

- Describe the benefits of any transit / parking changes to locals (especially workers).
  - Need to counter narrative that parking fee increases = cash grab.
- Transit service changes – cancelations/delays, full buses (Nordic) etc.
- Transit service offerings – better promotion of seasonal changes, free offerings.
- Push the message that increases in day lot parking rates results in improvements to transit service, therefore reducing congestion and GHG emissions.
- Transit is safer than driving (re: drinking, accidents).
- How to plan trip using multiple modes (public & private).
- Parking capacity in Village (electronic signs).

### How to say it

- With real time updates, bus tracking tools, chat bots.
- With push notifications, app text alerts (re: service changes).
- Actions speak louder than words - news of free / cheaper transit will spread virally.
- Coordinated with partners (car/rideshare, transit providers, hotels, businesses and other municipalities).
- With positive and progressive messaging.
- Transparently (breakdown costs, timelines for capital improvements).
- Through eco-friendly means to be consistent (avoid printed materials).

*Talk about the future and vision for our transit system as something to be proud of, something that is seen as progressive and inclusive not only by those who live here, but by those who visit Whistler.*

### Where to say it

- Instagram – Whistler meme
- Facebook – Whistler winter/ summer
- Twitter
- Print - Pique
- Posters (around town and bus stops)

- Email blasts / newsletters
- Radio – Mtn. FM
- Transit app – text alerts & notifications
- Bus signage (on board and at stops)
- Electronic highway

### **Who should be targeted re: communications**

- Locals – to better understand value / benefits of transit changes.
- Visitors to Whistler – prior to arrival to leave the car at home.
- Young people – to start good active travel habits and to spread messaging to families.

### **Who are important communications partners?**

- Tourism Whistler.
- Hotels, Travel Agencies, Car Rental agencies and others connecting with visitors.
- Schools.
- Other transit partners (corridor municipalities).

*Encouraging visitors to take available transit or to park while in Whistler with alternative transit will require every business along the guests' journeys to play their part. Get buy in from travel agents, car rental companies, hotels, and private transit companies.*

### **Events**

- What about an explore transit day? Transit is free and there are activities in all corners of the valley that are only free to those who arrive on transit.
- During bike to work week have a festival in the village that celebrates fossil fuel free, active transportation.

### **Promotions / Discounts**

- Improve advertising of free weekends, summer service.
- Target behaviour change & habit formation.
  - Parking discount if carpooling.
  - Use contests and prizes to prompt and reward behaviour change and advertise new transit service options.

### **Other communications suggestions**

- Improve reliability of NextRide.
- Improve clarity and accuracy of printed schedules and Bus Guide.
- Improve community engagement.
  - Go to where the people are (pubs not town halls). Talk to locals on the bus.
  - Improve promotions and advertising (e.g. TV ads, billboards, flyers, posters) and keep open till 10% of population completes survey.
- Provide a booth in Village / or add to Village Host transit info.

### **Q11. Do you have any other ideas or suggestions to enhance transportation in Whistler?**

The majority of these open-ended responses were similar or the same as the comments in Question 8.

### **Reiteration of Common Themes**

- Need for greater frequency / capacity across all routes, especially #10.
- Very strong support for making transit cheaper or free for locals, especially workers and young people.
- Opposition to increasing parking fees (many want parking even cheaper).
- Very strong support for improving regional transit.
- Support for a cash-free on-board payment system.
- Desire for more bike / ski storage on buses and lockers in Village.
- Allow pets on buses.

### **New Themes**

- Reduce highway congestion by:
  - HOV lanes
  - bus lanes
  - counter lanes
  - reverse lanes
  - enforcing winter tire laws
- Strong support for Park & Ride with lots to the south of the Village connected via transit.
- Improve highway traffic light coordination, especially at Bayshores.
- Desired Improvements to Valley Trail:
  - Expand to accommodate volume
  - Better snow clearing / de-icing, esp. near bus stops
  - Better lighting (near Mons)
- Support for a reusable (reloadable) bus pass option.
- Encourage / support car sharing and bike sharing.
- Offer a carpooling lot / preferred parking.

*Paint the buses with traditional art from the Squamish and Lil'wat Nations*

*The monthly pass should be a card that you can top up with the pass, day pass or money. Instead of using plastic paper that you have to put in the bin every month.*

## **7b. Open House**

The February 18 open house at the Maury Young Arts Centre was an opportunity to highlight the proposed transportation action items to be implemented in 2020. The open house preceded the Council meeting, and introduced the online survey and information on the website.

### Alignment with survey:

- Strong support for climate action and decreasing GHG emissions from passenger vehicles.
  - Bolder action desired
- Increase frequency of transit & make it faster
- Expand #10 Valley Express
  - Start there and work your way to Cheakamus with above south bound village gate
  - Preference for increasing route #10 over May to November rather than December to April.
- Support for increasing regional service, even though respondents would only use it sometimes
  - Important for low income households throughout the corridor
  - Preferred funding mechanism is the \$0.02 to \$0.05 / Litre increase in fuel tax at gas stations from Squamish through Mt. Currie
- Support for transit only lanes & queue jumper configuration
  - Support for Creekside and elsewhere.
- Support for transit free to Super Seniors (75+)
- Support for free passes for students
- Support for summer free weekends
- Support for bike valet services



## Additional comments:

### Transit improvements

- Intersection improvements on highway to make transit faster
- Improve sidewalk + lighting too from bus stops
- Underground pedestrian crossing at Creekside
- Recent improvements appreciated
- Have protected bus lane out of intersection exits at Village Gate Blvd.

*Given that Vancouver residents will drive, (really-they will) can we have a pay lot created south of function and then bus people into the village to ease upon lots 1-5 being full on weekends (easily traffic in the village and the entrances and exits from subdivisions)*

### Parking

- On the whole, open house respondents were strongly supportive of increasing daily parking fees to fund transit
- Parking fees need to be more than the bus pass. Some respondents indicated parking fees are too inexpensive.
- Some respondents indicated that parking fees were too high.
- They indicated support for the commuter pass, but stated more work is needed to match commuters.

### Accessibility

- Better snow and ice clearing needed on sidewalks.
- Snow clearing around rainbow stop was particularly bad. Not wheelchair or senior person accessible.

### App & Schedules

- Next ride still needs work.
- Schedules are hard to read.

### EV infrastructure

- While respondents strongly support prioritizing EV infrastructure, they raised concerns about adding EVs to the roads and the resulting congestion.
- They also flagged that many renters can't get a plug-in at home.
- Faster chargers are needed.

*How long until an electric bus fleet is realistic?*

## 7c. Social Media

There were approximately 300 comments on social media related to transportation and the survey questions. While most of the comments were in response to others, some key themes emerged.

### Improving transit:

- Increase local transit service
  - Increasing frequency will improve reliability

- #10 Valley Express
  - Keep as express bus, but increase stops near Village
- Increase regional service
  - Offer light rail train service from Vancouver to Whistler
- Make transit cheaper or, better yet, free for locals
  - Fund through foreign homeowners tax
- Offer transit only lanes
- Make it more convenient by offering a cash-free on-board payment option (like compass card)
- Make it safer
  - Improve safety of routes and trails to get there; better snow clearing
- Bus shelters (more and more comfortable)
- Allow dogs on buses
- Make it easier for people who need to transport recycling and groceries
- Provide additional routes – Alta Lake Road
- Need better transit options for people making multiple stops (errands) on a single journey

### *Highway improvements*

- Left turn/centre lanes (Alpine, Nordic)
- Widen highway (4 lanes from Function to Alpine)
- Pedestrian overpass at Village Gate/Blackcomb Way

### *Parking*

- Increasing fees unfairly targets locals
- Other resorts offer free parking – Whistler should too
- If parking fees go up, better alternatives to driving must be instantly available
- Parking prices for village spaces too high
- Parking lot outside of town and shuttle in
- Increase parking prices significantly in day lots
- Differentiate parking prices between lots 1,2,3

### *EV infrastructure*

- Offer more EV charging stations, including fast chargers
- Needs to be user pay system

### *Bikes*

- There is a need for more bike racks throughout community

### *Storage*

- Lockers / storage for seasons pass holders

### *Other*

- Many people are carpooling up the corridor (most are families)

- Hard to get people to take transit when hard to leave cars parked at home (not enough parking, snow removal requirements, ticketed for leaving car on street)
- Day & weekend visitors (Vancouver, Washington) have no car-free alternatives
  - Also need their vehicles for carrying gear, supplies, groceries etc.
- Clear parking lots at Provincial Parks in winter so people can park (not on highway)

## 8. Sample of responses

### 8a. Sample of survey open-ended comments

*The interactive online tool has made it easier to plan my route. The express has been a great addition to shorten the time to get to the village from Function Junction.*

*The winter bus schedule on the 20/21/25 is great, the high frequency really encourages me to use transit.*

*NEXTRide has been a great addition too, although the "plan a trip" function still isn't perfect.*

*Bus routes and bike routes are awesome*

*The village shuttles are great for a Pemberton resident who has to park in the pay lots. More practical transit times for out of town village workers and pleasure trippers would be great*

*I think our bus system is great. Frequency of the number 10 in winter would be great. In summer, there are more alternatives for transport (riding bikes, going for a jog, walking in the sun), so I think the focus should be on winter bus routes over summer.*

*I think we have a great bus system. Reducing the monthly bus pass to \$45 is a great initiative. Increasing the number 10 bus for all of us who are working the Monday to Friday 8am to 5pm hustle! And if increasing bus frequencies, the focus should be on winter rather than summer as, in summer, there are more alternatives such as riding one's bike.*

*The drivers are fantastic. Don't underestimate the value those individuals add to the service. Please keep them happy!!!*

*Love the free bus on weekends and think that should be year round*

*Not much; buses need to be dog friendly*

*Better connection to and from Pemberton. I commute 6 days a week from D'Arcy so it would be good to be able to take the bus more often.*

*I live in Squamish and work in Whistler Village so transit in Whistler is not that valuable to me.*

*Getting safely to and from transit stops. Drivers merging into traffic and not waiting for it to be safe. For example, the buses will try to merge when you are next to them or pull out right in front of your vehicle when there's no cars behind you.*

*I start work at 530. There is no bus to get me to work to start at that time. The bus schedule online is a pain to navigate*

## **8b. Sample of social media comments**

*Yes, increase parking and monthly parking passes but only if the alternatives are improved - expand transit service and reduce the cost of transit; make it easy for people to choose transit over their vehicle*

*Actively trying to decrease day trips by increasing parking fees when there are no viable 'leave the car at home' options for Lower Mainland residents is idiotic.*

*And now if you want a monthly pass you'll have to walk over to the municipal office to get it. AND that rate is no longer posted with the daily and hourly rates so the 'visitors' and less informed will pay the higher rate..? Cash grab!!*

*So the locals who are already paying exorbitant rent, buying overpriced groceries and now even higher parking can rest easy knowing their money is helping the environment?*

*De-incentivizing car travel only works if there are attractive, realistic alternatives. For a family of three, taking the bus there and back costs more than parking and is a lot less convenient. I would by far prefer to take transit but it just doesn't make sense.*

*Meanwhile many of our former visitors have permanently moved on to other destinations because of the increased costs of almost everything from lift tix to pay parking*

*Take a B.C. resort town that's already ridiculously expensive, add new mountain ownership that drives lift ticket prices into the stratosphere and for the cherry on top - hose BC residents for parking who simply want to ski there ...*

*Everybody we know that commutes up down on Saturday or Sunday from Van has a full vehicle, typically multiple families. That's a data point about the single occupant assertion.*

*Get a train that runs from Vancouver in the AM and back in the PM. It should run quickly and on a schedule that allows people to ski the day. It should also be reasonably priced. Then tell me not to take my car. In the meantime, Mt. Washington, Manning, Sasquatch, the north shore, Big White, Silver Star, Revy, Baker, Sun Peaks, and others will provide free parking. After Fail's exorbitant lift ticket (tied to the \$USD), and food prices (I prefer to eat at locally owned establishments), increasing parking fees sends a clear message. Locals go away.*

*No transit from Squamish, very limited options. Corridor wide transit will help.*

*My wife, 3 kids (6, 3 & 1), 2 which are skiing, took the bus in today. With 3 pairs of skis, boots and a baby it wasn't easy, but we managed. If the car was available, we definitely would've taken it!*



# **Transportation Action Plan 2020 Results**

28 October 2020

Prepared by Drdul Community Transportation Planning  
for the Resort Municipality of Whistler

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# 1 Introduction

This report presents the results of the short-term and medium-term actions in Whistler's Transportation Action Plan, which were implemented in 2017 through 2020. Results from previous years are documented in the following reports:

- *Transportation Action Plan 2019 Results*, 30 December 2019.
- *Transportation Action Plan 2018 Results*, 31 December 2018.
- *Transportation Action Plan Summer 2017 Results*, 9 November 2017

## 1.1 Whistler Transportation Action Plan

The Whistler Transportation Action Plan 2018–2028 is the long-term transportation plan for the community, approved by the Resort Municipality of Whistler Council on 2 October 2018. The Transportation Action Plan identifies a range of priority transportation actions to be implemented in the short-, medium- and longer-term. The Action Plan was developed in response to increasing issues affecting transportation to, from and around Whistler. With an increasing permanent population and more visitors to Whistler, transportation is more of a challenge than ever, especially parking availability, traffic congestion and transit capacity. To identify the best strategies and actions to address these issues, Council reactivated the Transportation Advisory Group (TAG) in 2015 to provide advice and recommendations on the development of a Transportation Action Plan.

TAG is composed of a group of diverse stakeholders representing Tourism Whistler, the Whistler Chamber of Commerce, Whistler-Blackcomb, BC Transit, the Ministry of Transportation and Infrastructure, and four citizens-at-large, plus representatives of various municipal departments. These stakeholders worked together to develop a Transportation Action Plan that identified short, medium and long-term actions to address transportation issues. TAG initially focused on refining and prioritizing actions that could be implemented in 2017. The draft Action Plan was presented to Council in December 2016 and was followed by an extensive public engagement process in January and February 2017. The 2017 Transportation Action Plan was adopted by Council in June 2017, and the first phase of the Action Plan was implemented in summer 2017.

The Action Plan supports TAG's vision that Whistler's transportation system efficiently and affordably moves people and products to, from and within Whistler, while delivering a high-quality experience and minimizing impacts on natural areas. Recommended actions in the short- and medium-term plans are separated into five strategy areas:

- Highway 99 efficiencies, which include an accident investigation assessment, an intersection investigation, and a capacity review examining the potential for additional lanes, intersection upgrades, and other changes to improve capacity of the highway.
- Transit improvements, including increased transit service on key routes at key times, free transit on summer weekends and holiday Mondays, reduced monthly pass prices, a new Spirit

Transit Pass, and an expanded Family Travel Program. Parking revenues are used to offset the costs of transit improvements.

- Peak day operations plans to help control the flow of traffic into and out of municipal parking lots, and secure bicycle parking to encourage more trips by bicycle instead of by automobile.
- Better parking management, including actions to improve parking availability, and better information regarding parking.
- Preferred transportation modes are supported with actions to improve bicycle parking and Valley Trail linkages, encourage car-sharing and upgrade the Gateway bus loop.

Concurrently with the development of the Transportation Action Plan, a Short-Term Action Plan (2017) and a Medium-Term Action Plan (2018–2019) were developed and approved by RMOW Council. Further actions in 2020 and later years were under consideration at the time that the COVID-19 pandemic began in March 2020, and most summer 2020 actions were subsequently deferred. The Transportation Advisory Group (TAG) is currently reprioritizing medium and long-term transportation actions in consideration of COVID-19 recovery plans and the recently adopted Whistler Climate Action Plan Big Moves.

### **1.1.1 Summer 2017 Actions**

The summer phase of the Action Plan was implemented on 1 July 2017. Improvements to transit service in summer 2017 included:

- Free transit operated on Saturdays, Sundays and holiday Mondays all summer, all day. This was a continuation of the successful pilot project in summer 2016 that operated on six Saturdays from the BC Day weekend to the Labour Day weekend.
- The frequency of transit service was increased on Routes 1 and 2 to provide 15-minute service from both the north and the south ends of Whistler.
- The price of the monthly transit pass was reduced by \$15 to \$50 per month, to match the new price of a monthly parking pass.
- The Family Travel Program was expanded to allow any fare paying adult to travel with up to three children aged 12 for free. Previously, the program was only available to adult pass holders.

More bicycle parking was available in the summer. Additional bicycle racks were installed in the Village, and a free secure bicycle valet parking service was provided in the Village on weekends.

Changes to parking prices and regulations in the Day Lots included:

- Pricing was introduced for parking in Lots 4 and 5 at \$5 per day, in effect for peak summer months from 1 July through 4 September 2017.
- The price in Lots 1, 2 and 3 was increased from \$8 to \$10 per day.
- New 1-month and 2-month parking passes were available for employees and residents to park in Lots 4 and 5, priced at \$30 per month.

- In Lots 1, 2 and 3, the price of the 1-month general parking pass was increased by \$20 to \$50 per month, to match the new reduced price of a monthly transit pass. The 3-month and 6-month parking passes that were sold previously were eliminated in summer 2017.
- Oversize vehicles such as RVs and vehicles with trailers were relocated to the eastern half of Lot 3, and a new price of \$20 per day was applied to oversize vehicles. Previously, there was not a higher rate for oversized vehicles regardless of how many parking stalls were occupied.
- Commercial buses that in previous summers had parked in Lot 4 were relocated out of the Day Lots to several locations near the Village. Removing the bus parking area that had a capacity of up to 10 buses created an additional 58 general purpose parking stalls in Lot 4.

Changes to parking prices and regulations in the Village included:

- The time limits for parking on Main Street, at Village Green, at the municipal hall and in the surface lot at the Conference Centre were reduced from 4 hours to 2 hours.
- The time limits at Gateway Loop, the Visitor Centre and on Sundial Crescent were reduced from 2 hours to 1 hour. The 10 parking stalls at the Gateway Loop were not available during winter 2017-18 as they were occupied by construction equipment and vehicles.
- Parking in municipal lots in the Village was free after 7:00 pm, two hours earlier than in previous years when pay parking was in effect until 9:00 pm.

### **1.1.2 Winter 2017-18 Actions**

Action Plan initiatives implemented in summer 2017 were maintained in winter 2017-18, including changes to parking time limits and pricing. New actions included:

- A \$5 per day price for Lots 4 and 5 was in effect for the peak winter season from 15 December 2017 through 15 April 2018.
- An area of Lot 4 was designated for commercial bus parking, with capacity for up to 12 buses. Bus parking was priced at \$5 per hour to a maximum of \$25 per day.
- A carpool pass program was introduced for Lots 4 and 5, allowing passholders to register up to five vehicles per pass (only one of which could be parked at a time).
- A GIS-based web map identifying parking locations, hours and rates. The parking section of the Tourism Whistler app was also enhanced with additional information.
- A discounted Spirit Transit Pass was introduced as a benefit to people that completed the Chamber of Commerce's Whistler Experience customer service training program.

Significant changes were made to transit service in winter 2017-18. The bus route network was simplified, most noticeably with the former Valley Connector (route 1) separated into two routes north and south of the Village. Other routes were renamed and renumbered to better indicate the network structure and route destinations, and to prepare for future service expansions. The frequency of transit service was also increased during all time periods.

Active transportation options were supported by increased snow clearing on the Valley Trail, promoting the existing track set trail for cross-country skiing from Alpine Meadows to the Village, as well as a new online map indicating snow-cleared routes.

### **1.1.3 Summer 2018 Actions**

The key Action Plan initiatives implemented in summer 2017 returned again in summer 2018, including peak season pay parking in Day Lots 4 and 5, free transit service on weekends and holiday Mondays, and a free bike valet service at the Farmers' Market and special events in the Village. For summer 2018 the summer peak season was defined as June 15 to September 15. New changes to parking pricing and regulations in summer 2018 included:

- Pay parking was introduced for the 25 spaces on Blackcomb Way in the Upper Village, and was priced the same as in the Village (\$1 for the first hour and \$2 for the second hour).
- Free parking was provided in the 13 stalls at Gateway Loop, with a 15-minute time limit.
- The capacity of the commercial bus parking area in Lot 4 was increased to 14 buses.

### **1.1.4 Winter 2018-19 Actions**

Action Plan initiatives implemented in 2017 and 2018 were maintained in winter 2018-19, including changes to parking time limits and pricing. New actions included:

- A new Route 10 "Valley Express" service was introduced in December 2018, operating between Emerald Estates and Function Junction/Cheakamus Crossing with a scheduled travel time of 30 minutes. This pilot project is intended to better connect neighbourhoods north and south of the Village during peak periods by providing a one-seat trip with no need to transfer buses in the Village. Travel times are minimized as Route 10 does not detour into Whistler Village or Whistler Creekside but serves these areas with new bus stops along Highway 99.
- Carpool passes for Lots 4 and 5 could also be purchased on-line (in addition to purchasing in person at the Municipal Hall).
- Six stalls in Day Lot 4 were converted to Singing Pass Trail parking stalls where parking is permitted up to three days with a BC Parks reservation number.

### **1.1.5 Summer 2019 Actions**

Summer 2019 continued the same initiatives as in the two previous summers, including peak season pay parking in Day Lots 4 and 5, free transit service on weekends and holiday Mondays, and a free bike valet service at the Farmers' Market and special events at Whistler Olympic Plaza in the Village. As in the previous year, the summer peak season was defined as 15 June to 15 September. New changes to parking pricing and regulations in summer 2019 included:

- The free bike valet service provided at evening concerts in Whistler Olympic Plaza was expanded to include Saturday daytime from 11 am to 6 pm. This meant that on seven Saturdays the service was available from 11 am through to 10 pm.

- Secure bicycle parking was available in an enclosure in the Library parking lot from 16 April through 16 October, with a capacity of 30 bicycles.
- The Route 10 Valley Express service continued through the spring/summer/fall transit season at a reduced service level.
- The free transit service on weekends and holiday Mondays ended on Labour Day (2 September) consistent with the last day of summer service on Route 8 Lost Lake Shuttle.
- Motorcycle parking areas were implemented in Day Lots 3 and 4, with the motorcycle parking price at half of the vehicle price (applicable in the motorcycle parking areas only).
- A dynamic parking availability sign was installed at the end of July at the entrance to the underground parking at the Whistler Conference Centre, indicating the number of available parking stalls.
- The number of parking stalls in the Conference Centre surface lot was increased when the lot was restriped, adding 6 additional general stalls and one additional accessible stall.
- The number of parking stalls in Day Lots 4 and 5 was reduced due to Transport Canada requirements for emergency helicopter landing areas associated with the Health Centre Heliport. Parking stalls on the north side of Lot 4 were closed, reducing the total capacity from 640 to 618 stalls. Most of the unpaved north part of Lot 5 was closed to parking, reducing the capacity of Lot 5 by approximately 115 vehicles.
- The company managing Smart Park technology ceased operation, and as a result on 15 June the municipality stopped accepting payments for parking in the Village using Smart Park meters.
- PayByPhone became available as a means of paying for parking in municipal lots in the Village in summer 2019.
- On-line purchase of carpool passes for Day Lots 4 and 5 was available beginning in June 2019.

### **1.1.6 Winter 2019-20 Actions**

Action Plan initiatives implemented in 2017 through 2019 were maintained in winter 2019-20, including changes to parking time limits and pricing. New actions included:

- Service on the Route 10 Valley Express was increased with additional buses during the midday.
- A free bus pass was implemented for high school students, beginning with 500 students registered at Whistler Secondary School and the Waldorf School as of 6 January 2020.
- The price of the general parking pass for Day Lots 1–3 was increased from \$50 to \$60 as of 1 December 2019. In an effort to reduce the number of parking passes in use, sales of parking passes at ticket machines was discontinued as of 5 March 2020.
- A consistent rate of \$2 per hour was implemented in municipal parking lots in the Village, which means that the price for the first hour of parking increased from \$1 to \$2. This change was implemented on 1 February 2020.

- The time period for pay parking on Blackcomb Way was changed in December 2019 to begin at 8:00 am (from the previous 10:00 am) to be consistent with parking times in the Day Lots.

### **1.1.7 Summer 2020 Actions**

Price increases for the Day Lots were planned to take effect on 15 June, but were postponed due to the COVID-19 pandemic. The planned new prices were \$12 per day in Lots 1, 2 and 3 (a \$2 increase) and \$6 per day in Lots 4 and 5 (a \$1 increase).

The additional revenue that would have been generated by these parking price increases was intended to fund expansion of the free weekend transit service and bike valet service to Fridays. These expansions of service were also postponed.

Service levels on the Route 10 Valley Express were increased in the spring, summer and fall to bring them closer to winter service levels.

Fourteen new dual-port, Level-2 EV charging stations were added in Day Lots 1, 2 and 4 and in the Conference Centre surface parking lot, and were operational on 10 September. These additional charging stations represent a six-fold increase in charging capacity at primary parking lots in the Village.

## **1.2 COVID-19 Pandemic**

The first cases of COVID-19 emerged globally at the end of 2019, and the first case in BC was confirmed at the end of January 2020. By mid-March there were more than 60 new COVID-19 cases in BC, and the pandemic began having an effect in Whistler. Vail Resorts closed the Whistler-Blackcomb resort on 15 March. A provincial state of emergency was declared on 18 March, border closures were expanded to include the U.S. on 20 March, and domestic non-essential travel was discouraged on 25 March. The Resort Municipality of Whistler closed playgrounds, several parks and trails, and gathering areas in other parks on 22 March. The Province closed all provincial parks on 8 April.

Although all levels of government urged the public to stay home and only make essential trips, outdoor activity was still permitted in BC and some people continued to travel to Whistler. On 25 March, Whistler's mayor publicly asked people not to come to Whistler until further notice (officials in other Sea-to-Sky communities made similar statements).

Numbers of COVID-19 cases and hospitalizations declined through April, and on 6 May the Province announced the BC Restart Plan, describing a phased approach to mitigate the impacts of COVID-19. Phase 1 permitted essential travel only and required many businesses to close. Phase 2 began on 18 May, and allowed many businesses to reopen but continued the previous travel restrictions. Phase 3 began on 24 June, and permitted non-essential travel and tourism, as well as the reopening of schools.

The municipality reopened all parks and trails on 19 May. On 27 July, Garibaldi and Stawamus Chief Provincial Parks reopened with a free day pass reservation system through to 12 October (Joffre Lakes Provincial Park did not reopen in summer 2020).

Shortly after Phase 3 of the BC Restart Plan began, the Whistler-Blackcomb resort reopened on 29 June, including the gondolas and mountain bike park (the Peak Chair did not open in summer 2020). The Whistler Gondola operated to Labour Day (7 September). The Blackcomb Gondola, Creekside Gondola and Peak-to-Peak gondola operated daily through to 7 September and on weekends from 12 through 27 September. The Whistler Mountain Bike Park operated daily until 12 October.

Almost all events planned in Whistler in late winter and summer 2020 were cancelled, including:

- Provincial Luge Championships (was 18–19 March)
- Canadian Skeleton Championships (was 28 March)
- Whistler Cup (was 16–19 April)
- World Ski and Snowboard Festival (was 16–26 April)
- Whistler Canada Cup XCO (was 20 June)
- Children's Festival (was 10–12 July)
- Crankworx (was 5–16 August)
- GranFondo (was 12 September)

The Ironman and Wanderlust events had previously announced prior to the COVID-19 pandemic that they would not return to Whistler in 2020.

The timeline of transportation facilities and services in Whistler includes:

- From 20 March through 31 May transit was free within Whistler, with rear door boarding only. On 30 March the maximum bus capacity was reduced to 20 passengers.
- Winter transit service ended and spring/summer/fall base transit service began on 27 March, five days earlier than the planned 1 April date. Weekend extra buses were suspended on 15 March, and the annual Late Winter Extra service was suspended for 2020.
- On 1 June transit fares and front door boarding were reinstated, and the maximum bus capacity was increased to 40 passengers.
- From Canada Day (1 July) through to Labour Day (7 September) transit was free on weekends and holidays, and the free Lost Lake shuttle was in service. These free services were originally planned to begin on 19 June.
- Regional coach services to Whistler from Metro Vancouver and the Vancouver International Airport were significantly reduced through the summer, and some service such as Epic Rides and Skylinx suspended their scheduled services during April and May.

- Peak season parking rates in Day Lots 4 and 5 were originally planned to begin on 15 June, but were delayed to 1 July. They remained in effect through to 15 September.
- The free bike valet secure parking service was available in Olympic Plaza on Canada Day, Saturdays and Sundays from 1 July through 6 September. In previous years the bike valet was at the farmers' market on Sundays, but in summer 2020 the farmer's market relocated to the Squamish Lil'wat Cultural Centre, where there was not sufficient space for the bike valet.
- A free shuttle bus operated to Rainbow Park from the Village and Creekside on the BC Day long weekend from 1 through 3 August, and on the following weekend 8 and 9 August. Ridership declined significantly on the second weekend and as a result the shuttle bus service was discontinued.
- Passengers were encouraged to wear face coverings while riding transit during the spring and summer. On 24 August, BC Transit together with TransLink and other transportation agencies, mandated the use of face coverings on buses in Whistler and communities across the province.

### 1.3 Conditions 2016–2020

In considering the changes resulting from the Transportation Action Plan, it is useful to compare activity levels in 2020 with the previous four years when parking surveys were conducted (2016 through 2019) as well as years before then.

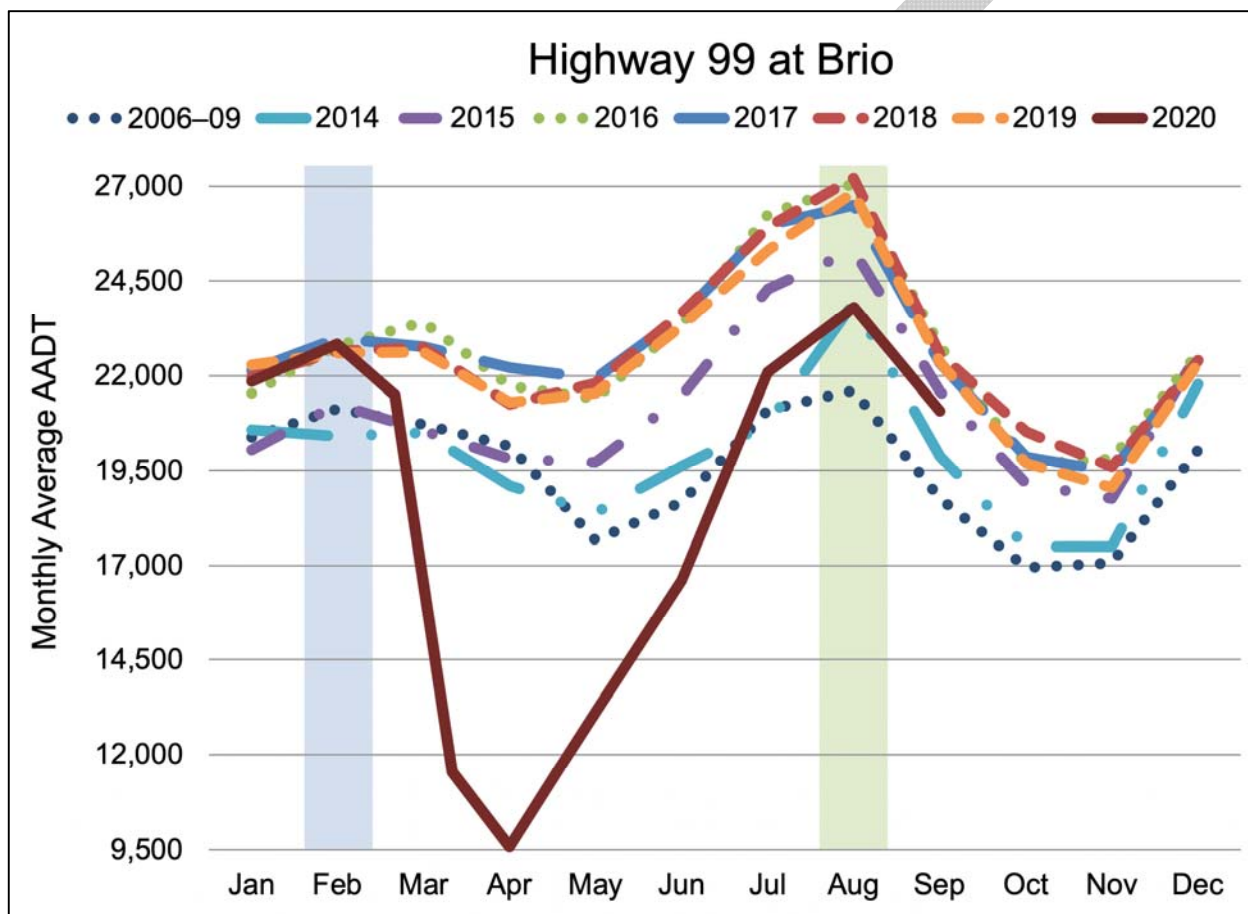
- In 2006 through 2009, average daily summer traffic volumes were only 3% higher than winter volumes. By 2019, the difference increased to 16% more traffic in the summer than the winter. Even during the summer shoulder months (June and September), traffic volumes are higher than during any of the winter months.
- Traffic volumes in summer 2020 were highest on the BC Day long weekend, averaging 25,550 vehicles per day Friday through Sunday. This amounts to 90% of the average 28,250 AADT on the BC Day long weekend the previous year.

Figure 1.1 illustrates average daily traffic volumes on Highway 99 at Brio, by month through to September 2020. February and August are the months when parking surveys are conducted, and are highlighted in Figure 1.1 in blue and green, respectively. Figure 1.2 provides a more detailed weekly chart of the increase in traffic volumes from the early days of the COVID-19 pandemic (the chart begins on 30 March) through the week beginning 5 October (ending 11 October). Significant changes in traffic patterns on Highway 99 include:

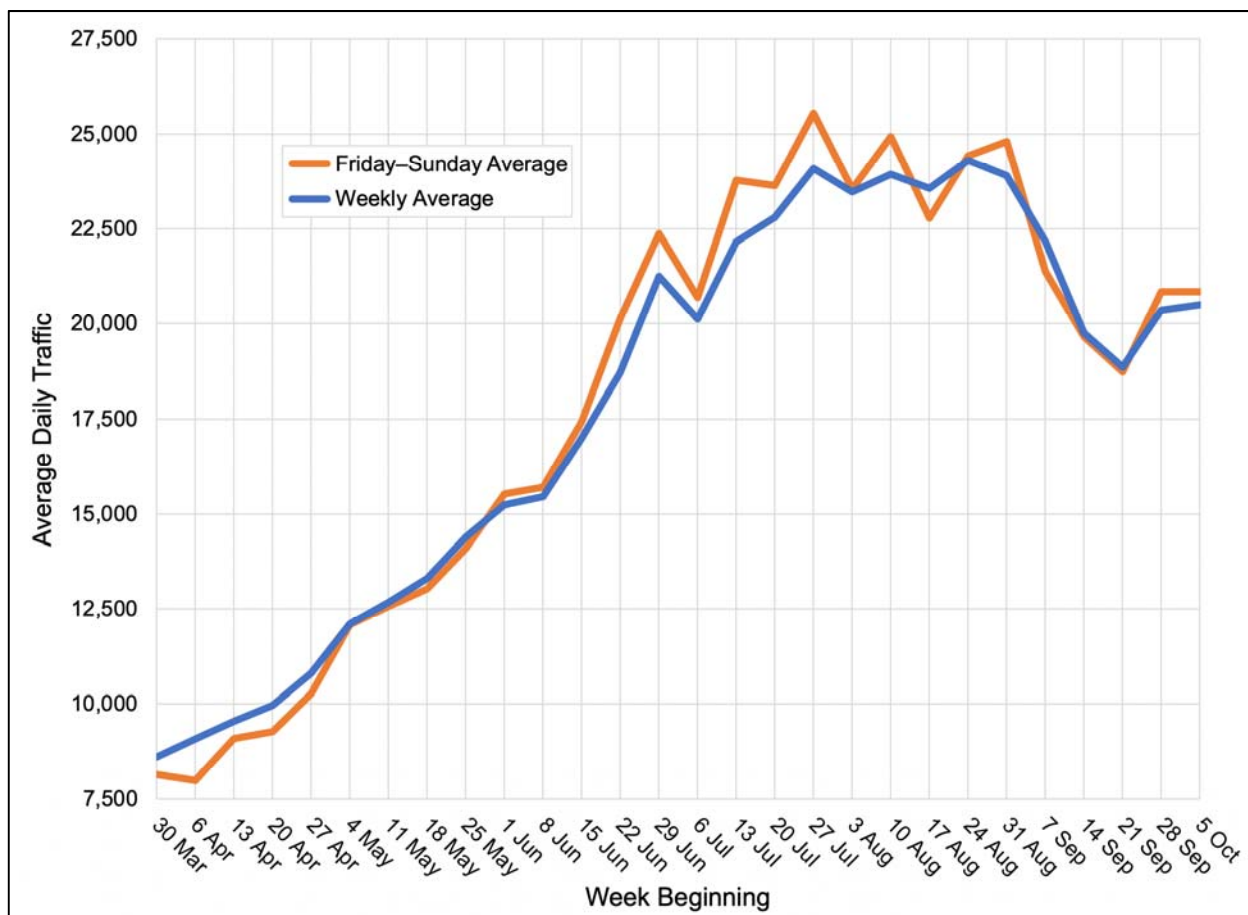
- Winter traffic volumes increased approximately 10% in 2016 as compared to previous years, but did not increase significantly since then, remaining consistent over the past five years. The average daily traffic volume was only 0.4% higher in February 2020 as compared with the February average for the previous four years
- Summer traffic volumes increased steadily from 2006 through to 2016, and remained consistent from 2016 through 2019. Traffic volumes decreased in March 2020 to less than 50% of previous years, but by summer 2020 volumes had rebounded to almost 90% of the average volumes in the previous four years.

- In 2006 through 2009, average daily summer traffic volumes were only 3% higher than winter volumes. By 2019, the difference increased to 16% more traffic in the summer than the winter. Even during the summer shoulder months (June and September), traffic volumes are higher than during any of the winter months.
- Traffic volumes in summer 2020 were highest on the BC Day long weekend, averaging 25,550 vehicles per day Friday through Sunday. This amounts to 90% of the average 28,250 AADT on the BC Day long weekend the previous year.

**Figure 1.1 – Highway 99 average daily traffic at Brio to September 2020**



**Figure 1.2 – Highway 99 average daily traffic at Brio, March through October 2020**



Tourism Whistler reported that hotel occupancy levels in February 2020 were the same on weekends (when the parking surveys were undertaken) as in February 2019. The situation was much different in summer 2020 as a result of the COVID-19 pandemic. Hotel occupancy in July and August was less than two-thirds of the occupancy level in the previous year. Approximately 90% of visitor room nights from May through August were from BC, compared to 44% in the same months in 2019, reflecting the travel restrictions in effect during the pandemic.

These comparisons indicate that the winter months from November 2019 through mid-March 2020 were similar to winters in 2016 through 2019 in terms of activity, as measured by highway traffic and hotel occupancy. This means that for winter 2020, observed differences in parking, transit use and other transportation services over the past three years are likely due to the Transportation Action Plan rather than other external factors.

On the other hand, conditions in summer 2020 were much different than previous years. Although there was almost as much traffic as in previous years, travel restrictions due to the COVID-19 pandemic meant that most visitors were from BC. Consequently, it is not possible to assess the effects of the Transportation Action Plan on parking and other transportation facilities and services during summer 2020.

### 1.3.1 Transportation to Work

The Community Life Satisfaction Survey is conducted almost every year on behalf of the municipality, and monitors success at meeting goals that relate to community life, economic success and partnerships, the municipality's corporate plan as well as annual budgets. The survey was conducted in February 2020 prior to the COVID-19 pandemic.

One of the significant findings in 2020 is that permanent residents identified transportation as the second-most important issue facing their community that should receive the greatest attention from municipal leaders.

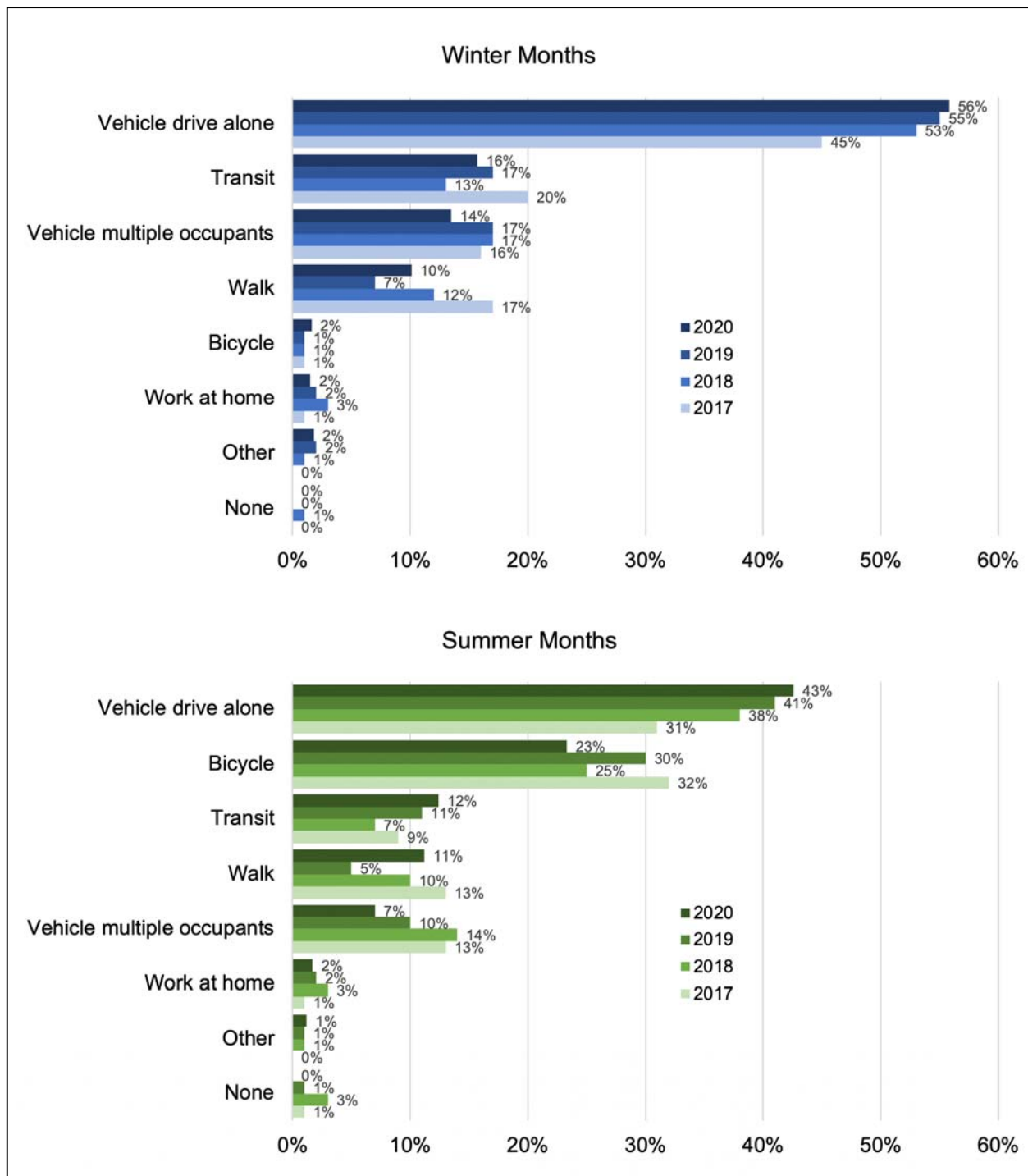
The majority of permanent residents (71%) and second homeowners (84%) indicated they were satisfied with local transit services, which represents a decrease from 79% and 87% respectively in 2019, but an increase from 2018 and 2017.

Figure 1.3 presents the findings of the 2017, 2018, 2019 and 2020 surveys regarding transportation modes that permanent residents use to travel to and from work (data are not available for 2016 as the Community Life Satisfaction Survey timing moved that year from October/November to January/February).

Results for 2020 show a continuing trend of increased driving alone to work, offset by reductions in some other modes, most notably carpooling, and to a lesser extent walking in the winter and cycling in the summer. It is important to recognize that data based on self-reported travel behaviour are not as reliable as observed data, and in this case observed data shows a consistent level of traffic and parking demand, and increased transit ridership over the same period.

Anecdotal reports from permanent residents that they are driving alone to work more often may be due in part to the success of the Transportation Action Plan. Improving parking availability has not only benefited visitors, but also residents, with the result that more permanent residents may perceive driving to work as an attractive option. Residents have also observed that the \$30 monthly price of a resident/employee parking pass is less expensive than a transit pass, and have reported driving for this reason. As discussed in Section 4, this "side effect" of the Action Plan can be remedied by adjusting the relative prices of parking (particularly monthly parking passes) and other transportation modes, so that transit and other modes are more attractive to residents commuting to work, and driving alone is less attractive.

**Figure 1.3 – Transportation to/from work, 2017-20**



Source: Community Life Satisfaction Survey, May 2020

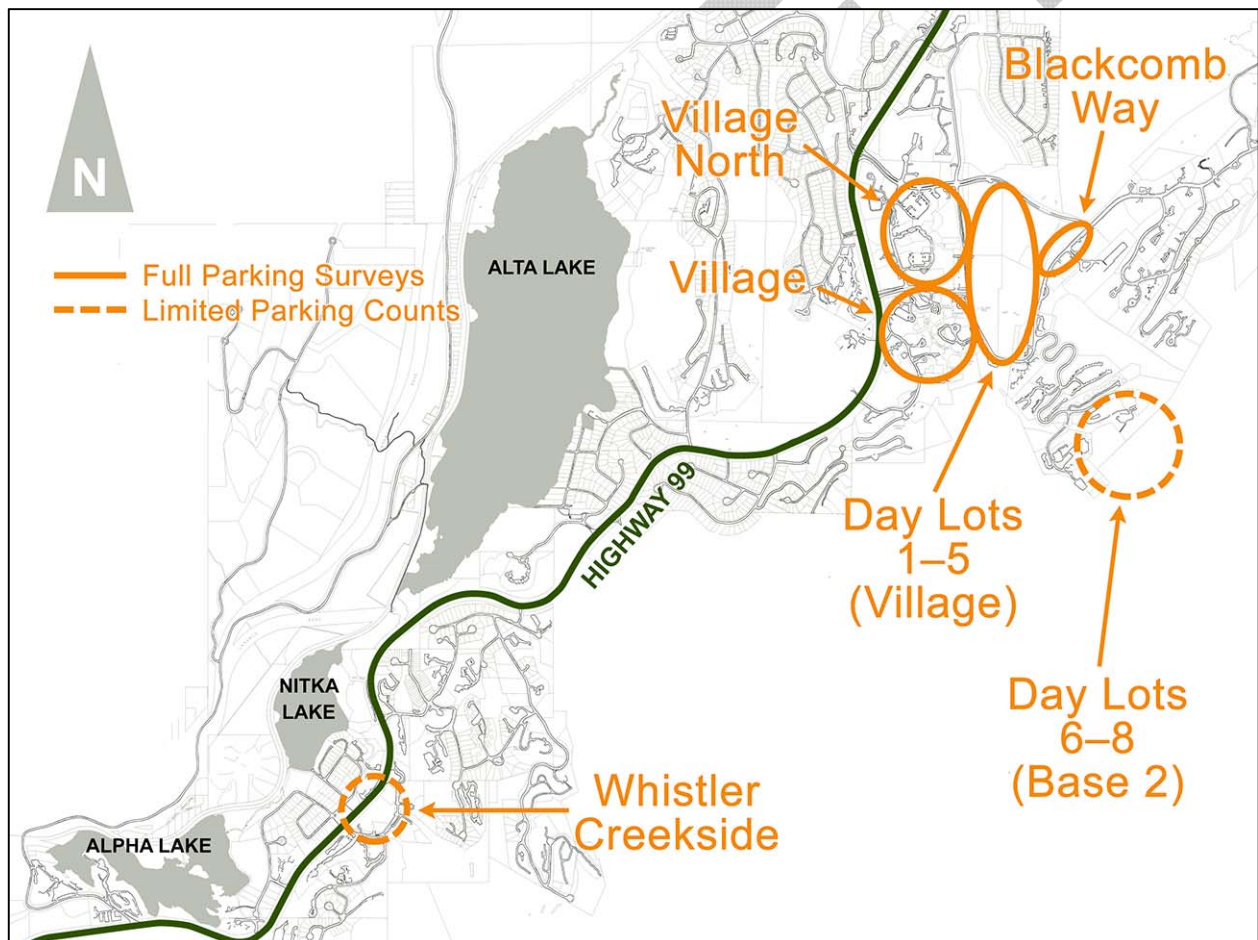
## 2 Parking

This report presents the results of parking surveys undertaken in winter and summer 2020. These are compared to the results of similar parking surveys undertaken in 2016 through 2019 to identify changes in parking usage and patterns that can be attributed to the Transportation Action Plan.

### 2.1 Parking Data

Parking surveys were undertaken in public and private lots in Whistler Village. Limited counts of parked vehicles and buses were also undertaken at Whistler Creekside and during the winter in Lots 6, 7 and 8 at Base 2. These locations are illustrated in Figure 2.1.

**Figure 2.1 – Parking survey locations, winter and summer 2020**



The scope of the surveys was limited to publicly-accessible parking, which is parking that any member of the public can use on a casual, non-reserved basis. This includes:

- 383 to 396 parking spaces in municipal parking lots and street parking in the Village, in winter and summer respectively, including parking on Main Street, at the Conference Centre, library and other locations, and street parking on Blackcomb Way in the Upper Village.
- 1,485 to 1,538 parking stalls in Day Lots 1 through 5 in Whistler Village, in summer and winter respectively.
- 1,080 parking spaces in Day Lots 6 through 8 at Base 2 during the winter.
- 1,458 stalls in the Whistler Creekside parkade during the winter, and 882 stalls during the summer when levels P3 and P4 are closed.
- Motorcycle parking provided in the Conference Centre surface lot, and in Day Lots 3 and 4.
- Over 900 stalls in hotels and other private parking lots in Whistler Village that are open to the general public, plus 276 stalls in the parking lot at Marketplace, which is privately operated.

### 2.1.1 Parking Inventory

Table 2.1 provides a summary of all publicly accessible parking locations in Whistler Village, Base 2 and Whistler Creekside available during the winter and summer, including municipal parking lots and street parking, as well as private lots accessible to the general public. The last column of the table indicates the facilities where parking surveys were conducted. Notes regarding the numbers in Table 2.1 include:

- Eight stalls in the Conference Centre parking lot are blocked off during the winter due to a risk of falling snow from the Conference Centre roof and are not available for parking.
- Day Lots 6, 7 and 8 are not paved, and consequently the numbers of parking spaces indicated in Table 2.1 are estimated based on the area of each lot and observed parking patterns.
- The numbers of parking stalls in hotel lots that are available to the public varies depending on how the hotel allocates parking among general public parking and other uses such as guest parking, valet parking, employee parking and parking reserved for other uses.
- The Creekside parkade includes 1,279 all-day parking stalls on levels P1 through P4, plus 78 overhead stalls and 101 stalls for 15-minute, 1-hour and 2-hour parking on the top surface level. During the summer, parking in the parkade is available on levels P1 and P2 only (703 stalls plus surface stalls). Ten parking stalls designated for daycare drop-off and pick-up, and 10 stalls designated for taxi and bus parking are not included in the numbers in Table 2.1.

**Table 2.1 – Inventory of publicly accessible parking, 2020**

Location	Lot	Surface	Under-ground	Parking Stalls		2020 Surveys
				General	Access	
Village	Conference Centre surface (w/s)	✓		62/70	4	✓
	Conference Centre underground		✓	153	0	✓
	Gateway bus loop	✓		13	0	✓
	Gateway visitors centre	✓		6	1	✓
	Village Green	✓		8	1	✓
	Sundial	✓		4	2	✓
				246/254	8	
	Pan Pacific Village Centre		✓	338		✓
	Westin		✓	345		✓
	Pan Pacific Mountainside		✓	110		
Village North	Main Street	✓		78	3	✓
	Library		✓	17	2	✓
	Municipal hall	✓		28	2	✓
				123	7	
	Marketplace	✓		273	3	✓
	Brewhouse		✓	47	1	✓
	Town Plaza		✓	92	0	✓
				412	4	
	Day Lot 1	✓		205	5	✓
	Day Lot 2	✓		259	9	✓
Day Lots	Day Lot 3 West	✓		172	10	✓
	Day Lot 3 East (winter/summer)	✓		107/73	0	✓
	Day Lot 4	✓		618	6	✓
	Day Lot 5	✓		122	4	✓
				1,483/1,449	34	
	Blackcomb Way s/o Chateau	✓		25	0	✓
	Glacier Lodge		✓	16		
Upper Village	Le Chamois		✓	92		
				133	0	
	Day Lot 6 (winter only)	✓		380		✓
	Day Lot 7 (winter only)	✓		360		✓
Base 2	Day Lot 8 (winter only)	✓		340		✓
				1,080/0	0	
Creekside	15-min, 1-hour and 2-hours	✓		98	3	✓
	Overheight	✓		78		✓
	Levels P1–P4 (winter/summer)		✓	1,269/693	10	✓
				1,445/869	13	
<b>Totals (Winter/Summer)</b>				<b>5,715/4,003 + 66</b>		

## 2.1.2 Parking Surveys

The parking demand and associated problems are not as severe in the winter as in the summer, and consequently parking surveys are undertaken every two years in the winter rather than every year as they are in the summer. Full parking surveys were undertaken in winter 2016 and 2018, and these were supplemented in winter 2019 with a small number of surveys in selected locations.

Full parking surveys were undertaken in February 2020 on three consecutive weekends, consistent with previous winter surveys:

- Saturday and Sunday 15 and 16 February, which is the Family Day long weekend in Canada and the Presidents Day long weekend in the U.S. While this is typically a peak weekend in terms of visitor numbers, it is only a “near-peak” weekend in terms of parking demand.
- Saturday and Sunday 22 and 23 February represent a “near-peak” weekend with parking demand higher than on the previous 17/18 February weekend but not as high as on the following weekend.
- Saturday 29 February and Sunday 1 March represent a peak weekend with the highest parking demand of the three survey weekends.

The ski season ended early in 2020 due to the COVID-19 pandemic, with the last day of winter skiing on Saturday 14 March rather than Sunday 19 April as originally planned. Additional parking surveys were undertaken in late June and early July to assess whether parking demand and activity levels had returned to normal:

- Saturday and Sunday 20 and 21 June (Fathers Day).
- Wednesday 1 July (Canada Day).
- Saturday and Sunday 4 and 5 July.

Full parking surveys were undertaken in summer 2020 on three weekends, consistent with the two survey weekends in previous summers, plus a third weekend in July to capture the effects of the COVID-19 pandemic in early summer:

- Saturday and Sunday 4 and 5 July.
- Saturday and Sunday 1 and 2 August, which is the BC Day long weekend and a peak weekend during the summer.
- Saturday and Sunday 29 and 30 August, the weekend prior to the Labour Day weekend.

For 2020, manual parking surveys were limited to occupancy surveys, in which counts were undertaken of the numbers of vehicles in parking lots were undertaken at regular intervals:

- In municipal parking lots in the Village, counts were undertaken every two hours from 10:00 am to 4:00 pm in winter, and from 11:00 am to 5:00 pm in summer.
- In Day Lots 1 to 5, counts were undertaken every two hours from 9:00 am to 5:00 pm in the winter, and from 10:00 am to 6:00 pm in the summer.

- On Blackcomb Way in the Upper Village, counts were undertaken every two hours from 9:00 am to 5:00 pm in the winter, and from 10:00 am to 6:00 pm in the summer.
- In private lots with publicly-accessible parking, counts were undertaken every four hours.

Duration surveys were not undertaken in 2020. These surveys involve recoding licence plate numbers at 30-minute or hourly intervals to determine the amount of time that vehicles are parked. Duration surveys undertaken from 2016 through 2019 showed little variation in results, and it was therefore expected that duration surveys would not show different results in 2020, and for that reason there would be no benefit in undertaking the surveys.

Data from the parking surveys was supplemented with data from the following sources:

- The municipality provided data regarding parking transactions in the Day Lots and municipal parking lots in the Village, plus numbers of monthly parking passes sold.
- Whistler-Blackcomb undertook daily counts of vehicles parked in the Creekside parkade, Lots 6, 7 and 8 at Base 2 (during winter), and Lots 1 through 5 in the Village.
- Occupancy data was recorded by the parking counter system in the Conference Centre underground parking.

## 2.2 Parking Availability

Availability is a key concept in any discussion of parking. Availability refers to the number or percentage of unoccupied parking stalls that are available at any given time for a motorist to park in. Parking surveys typically measure occupancy, which is the number or percentage of parking stalls in a facility that are occupied at any given time. It is preferable, however, to consider availability rather than occupancy, as availability is what motorists looking for parking experience, and the lack of availability is what generates complaints from the visitors, residents and businesses.

Ensuring adequate availability is the primary objective in managing parking facilities. The goal is to:

- Maximize the use of a valuable resource (parking) and maximize revenue.
- Maintain adequate availability of parking to attract visitors and customers, and positively affect their experience.
- Minimize or avoid negative impacts associated with parking, such as congestion and motorist frustration.

A general “rule of thumb” in the parking industry is that the optimum occupancy of a parking facility is 85%, which is equivalent to 15% availability. This is an appropriate target for street parking and shorter-term lots such as those in the Village. For parking lots where people park for longer periods of time, such as the Day Lots, the target occupancy can be as high as 90%, which is equivalent to 10% availability. In any case, when occupancy exceeds 90% (meaning availability is less than 10%) it indicates a problem and a need for action to improve availability.

The 10% and 15% availability targets recognize that at any given moment the availability in a specific parking lot could be higher or lower than 10% or 15%. Parking surveys are typically conducted at one-hour intervals (sometimes at 30-minute intervals, and sometimes every two or more hours). This means that if a parking survey at 1:00 pm measured 15% availability and the next survey at 2:00 pm measured 15% availability, even though the actual availability between 1:00 and 2:00 pm could have been lower than 15% at times, availability was likely adequate for much of the hour.

Over time, data collected from parking surveys and other sources will help staff and decision makers assess the suitability of the 10% and 15% availability targets to conditions in Whistler. For example, it might be that during the winter a 5% availability target is appropriate for the Day Lots, as most people park for the day to go skiing, while during the summer there is greater turnover in the Day Lots and the 10% availability target would remain the appropriate target.

The other question that can be answered over time is on how many days is it acceptable for availability during peak times to be less than target levels. Roads and other transportation facilities are typically designed to accommodate “near peak” demands rather than the worst day of the year, and the same approach can be used in managing parking. Staff and decision makers may consider it acceptable for parking availability to be less than the target level during special events, holidays and on long weekends, if there is adequate availability on other days.

## **2.3 Results Winter 2019-20**

Figure 2.2 indicates daily parking revenues for municipal parking lots in the Village and the Day Lots on weekends and holidays during the ski season from 28 November 2019 through 14 March 2020. Days on which parking surveys were undertaken are indicated in Figure 2.2 with light blue columns and asterisks. Parking revenues on the first survey weekend (the Family Day/Presidents Day long weekend) were higher than any other weekend during the winter. It is important to note that there is no direct correlation between daily parking revenues and daily parking demand, as parking passes are not reflected in daily revenues, yet they account for a significant proportion of parking activity (as discussed in detail later in this section).

**Figure 2.2 – Village and Day Lot municipal parking revenue, winter 2019-20**

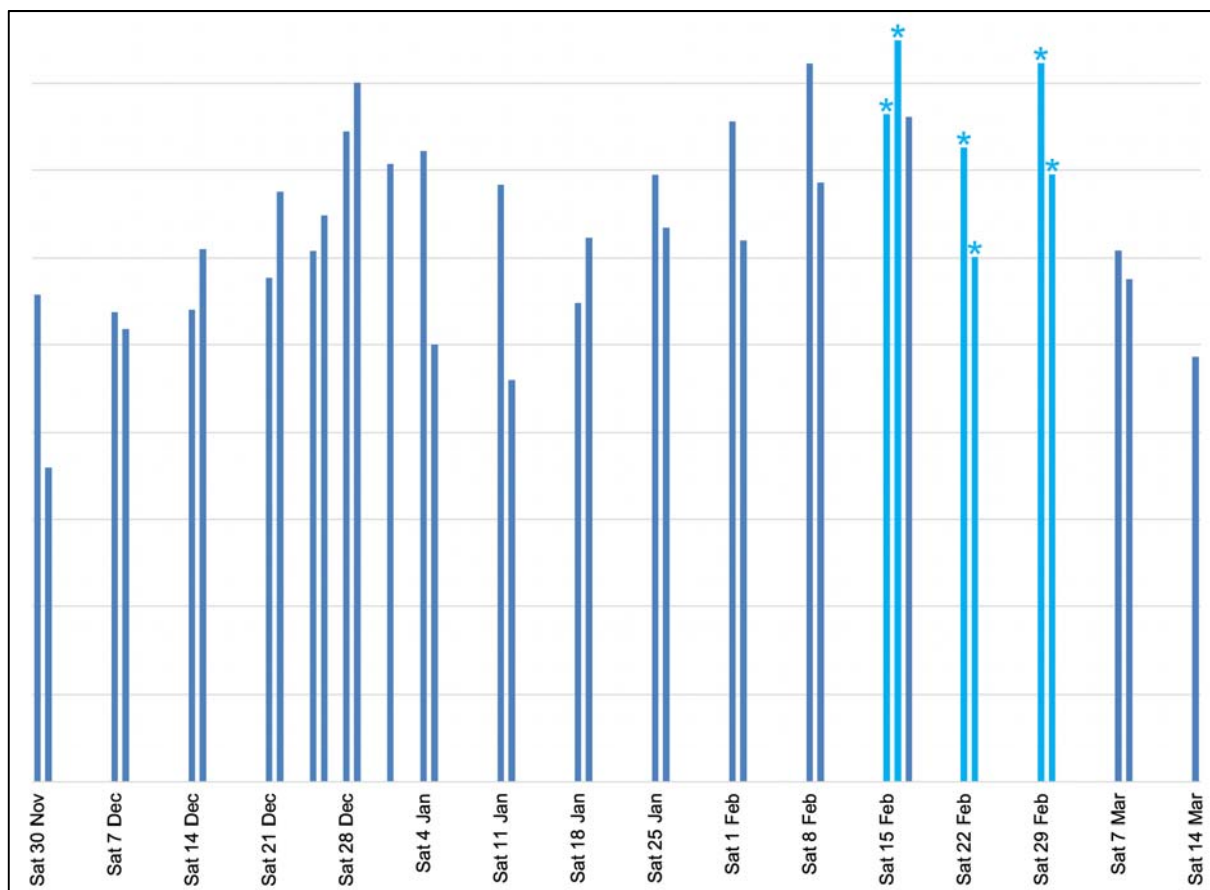


Table 2.2 and Figure 2.3 summarize peak parking occupancies on the six survey days during February and March 2020. Significant results include:

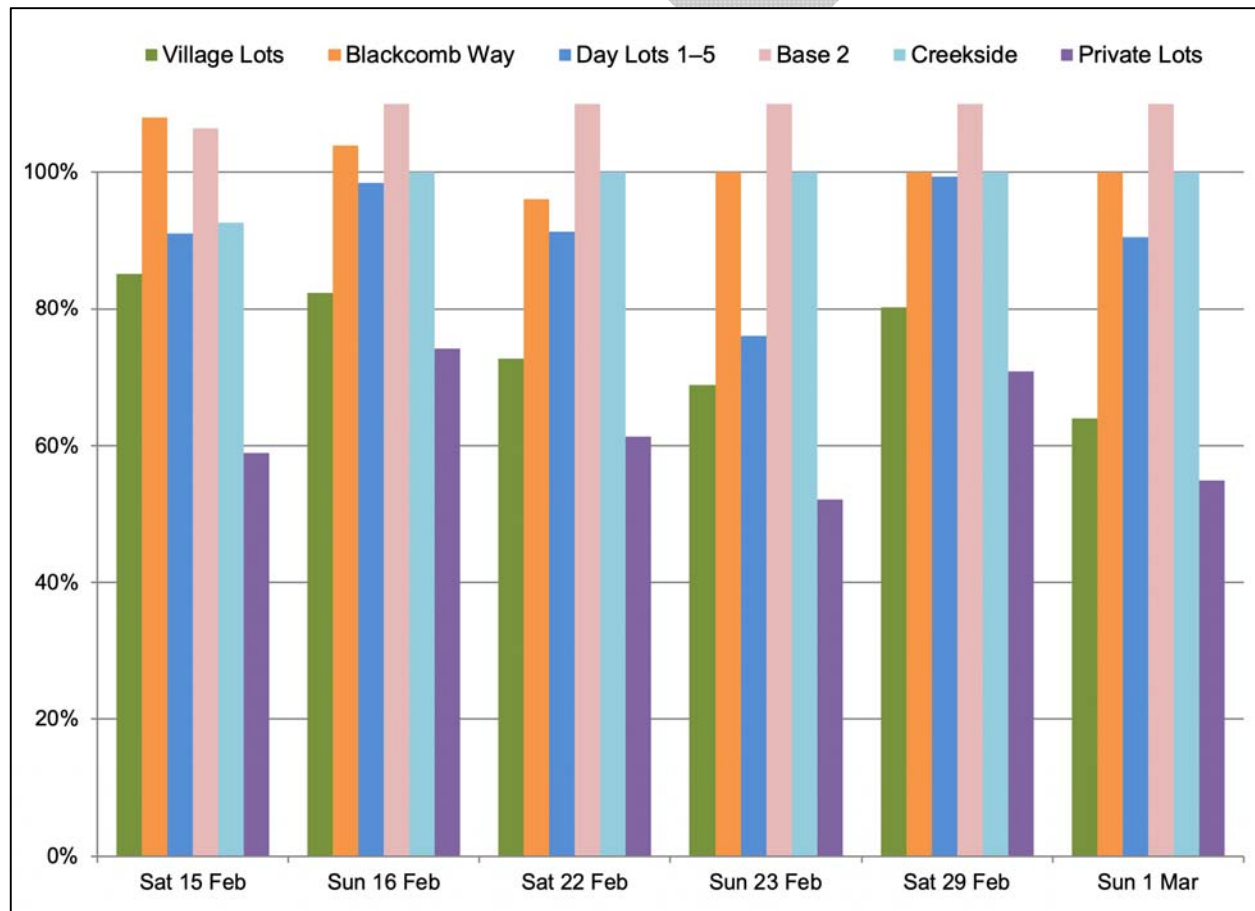
- The overall peak parking occupancy in municipal lots in the Village (surface and underground) was at or below the 85% target on all six survey days.
- The parking on Blackcomb Way in the Upper Village was fully occupied on five of the six survey days, with more than 25 vehicles observed on two days.
- In Day Lots 1 through 5, the overall peak parking occupancy exceeded the 90% target on five of the six survey days, reaching 98% and 99% on two days.
- Day Lots 6, 7 and 8 at Base 2 were full on all the six survey days. While the results suggest the Base 2 lots were more than 100% occupied, these figures are calculated using the nominal capacity for each lot. Because the lots are unpaved and the capacity of each lot depends on how vehicles are parked, on peak days when vehicles are parked close together it is possible to fit more vehicles in each lot than 100% of the nominal capacity.
- Day parking at Creekside (levels P1 through P4 plus overheight parking on the top level) was full on five of the six survey days, and exceeded the 90% target on the remaining day.
- Private lots have limited capacity on all days.

**Table 2.2 – Peak parking occupancies, winter 2020**

	Capacity	Sat 15 Feb	Sun 16 Feb	Sat 22 Feb	Sun 23 Feb	Sat 29 Feb	Sun 1 Mar
Village*							
• Main Street	78	90%	90%	85%	68%	76%	74%
• Conf Centre**	215	84%	86%	84%	74%	90%	65%
• Other Village	76	88%	75%	63%	54%	71%	63%
All Village*	369	85%	82%	73%	69%	80%	64%
Blackcomb Way	25	108%	104%	96%	100%	100%	100%
Day Lots 1–5*	1,483	91%	98%	91%	76%	99%	90%
Base 2 Lots 6–8	1,080	106%	115%	118%	116%	114%	114%
Creekside	1,445	93%	100%	100%	100%	100%	100%
Private lots	1,095	59%	74%	61%	52%	71%	55%

\* Excludes accessible parking stalls      \*\* Surface and underground parking

**Figure 2.3 – Peak parking occupancies, winter 2020**



### 2.3.1 Day Lot Results

There were 1,483 parking spaces available in the Day Lots in Whistler Village (Lots 1 through 5) during winter 2019-20. Figure 2.4 provides a comparison of peak parking occupancies in the Day Lots in winter 2020 compared to winters in 2016, 2018 and 2019. This winter, the maximum occupancy of the Day Lots exceeded the target 90% on five of the six survey days, reaching almost 100% peak occupancy on two days. In comparison, the 90% target was not exceeded in winter 2019, and was only slightly exceeded on one day in winter 2018. The 90% target was exceeded on one of three days in winter 2016, prior to the implementation of the Transportation Action plan, when the maximum occupancy reached 107%.

These results indicate that the improvements in availability in the Day Lots that were achieved in winters 2018 and 2019 as a result of the Transportation Action Plan did not continue in winter 2020. Peak occupancy in the day lots substantially exceeded the 90% target for the first time since the Transportation Action Plan was implemented.

**Figure 2.4 – Day Lot peak parking occupancies, winter 2020 vs. 2019, 2018 and 2016**

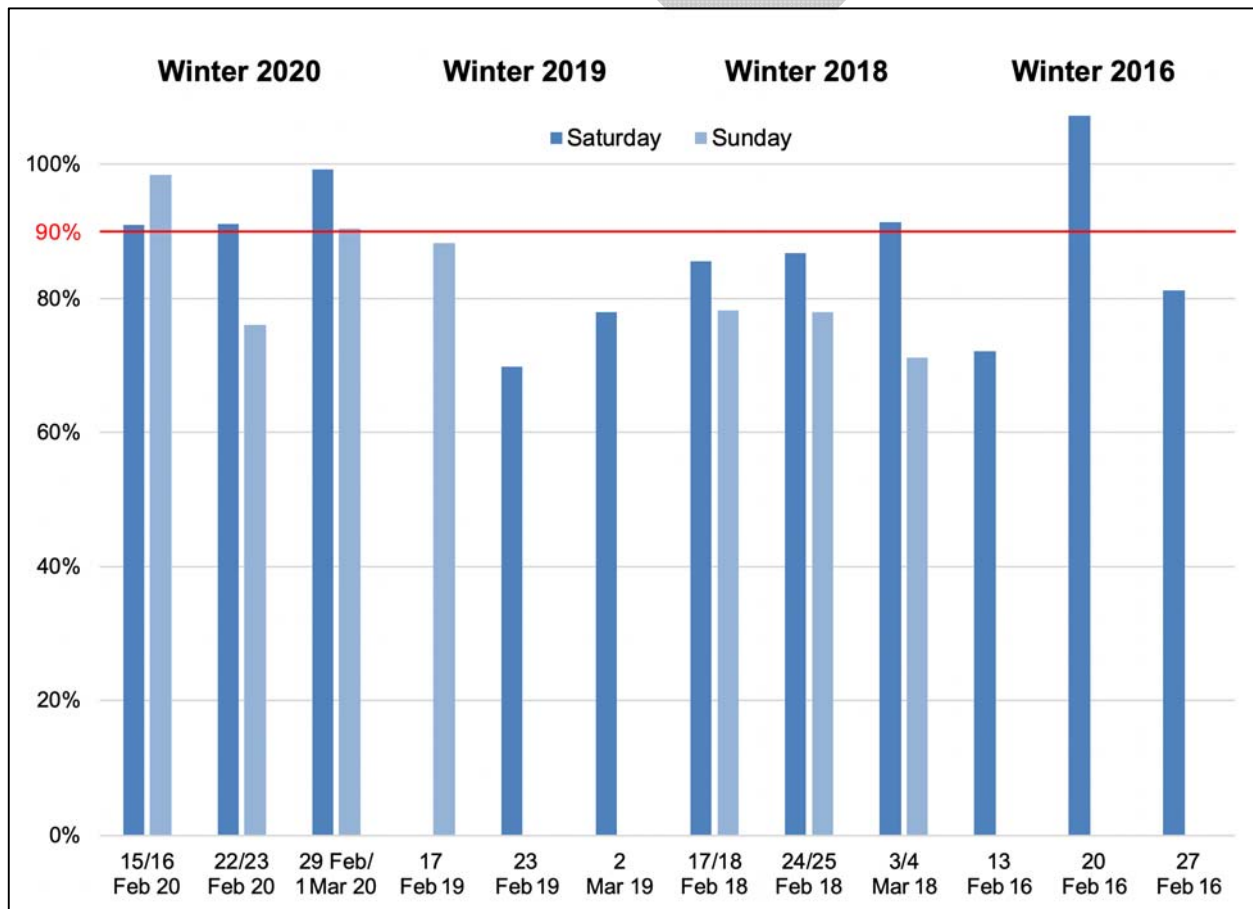


Table 2.3 compares average peak occupancies for winter 2019-20 and the previous winters when parking surveys were undertaken. The overall parking occupancy increased from 56% in winter 2015-16 to 72% in winter 2019-20. Figure 2.5 illustrates average peak occupancies in the Day Lots for winter 2019-20. These percentages are calculated as the average of the observed peak occupancies in each lot on each day over the ski season (28 November 2019 through 14 March 2020).

One of the objectives in the Transportation Action Plan was to make better use of existing parking facilities by shifting the demand for the most convenient parking from Day Lots 1 through 5 in the Village to the Day Lots at Base 2 and the parkade at Whistler Creekside. The results in Table 2.3 indicate that in previous winters (2018 and 2019) this was successful, but in winter 2020 an overall increase in parking activity negated these changes:

- Lot 1 averaged 96% occupancy, exceeding the target 90% occupancy over the winter season for the first time.
- Lot 4 averaged 80% occupancy in 2016 when parking was free. Occupancy dropped to 53% after pay parking was introduced, and has steadily increased to 69% in winter 2020.
- Lot 6 at Base 2 averaged 73% occupancy in 2016, and has increased to 100% in winter 2020.
- Creekside averaged 56% occupancy in 2016, increasing to 72% in winter 2020.

Lots 1 through 3 continued to be well-used, with significantly higher average occupancies in 2020 than in 2016. As discussed below, this is the result of a high number of general parking passes in use in winter 2019-20.

**Table 2.3 – Day Lot season average peak occupancies, winter 2019-20 vs. 2015–2019**

Lot		Capacity* Winter 2020	Average Peak Occupancies			
			Winter 2020	Winter 2019	Winter 2018	Winter 2016
Village	Lot 1	210 vehicles	96%	89%	86%	83%
	Lot 2	268	81%	80%	74%	64%
	Lot 3 E/W	289	57%	34%	37%	24%
	Lot 4	624	69%	53%	53%	80%
	Lot 5	126	59%	31%	29%	48%
	<i>Subtotal</i>	<i>1,517</i>	<i>72%</i>	<i>56%</i>	<i>54%</i>	<i>61%</i>
Base 2	Lot 6	380	100%	99%	93%	73%
	Lot 7	360	82%	76%	76%	56%
	Lot 8	340	59%	59%	47%	34%
	<i>Subtotal</i>	<i>1,080</i>	<i>89%</i>	<i>82%</i>	<i>79%</i>	<i>56%</i>
Creekside**		1,357	68%	63%	58%	52%
<b>All Lots</b>		<b>3,954 vehicles</b>	<b>72%</b>	<b>63%</b>	<b>62%</b>	<b>56%</b>
* Includes accessible parking stalls      ** Excludes 15-min, 1-hour and 2-hour parking stalls						

**Figure 2.5 – Day Lot season average peak occupancies by lot, winter 2019-20**

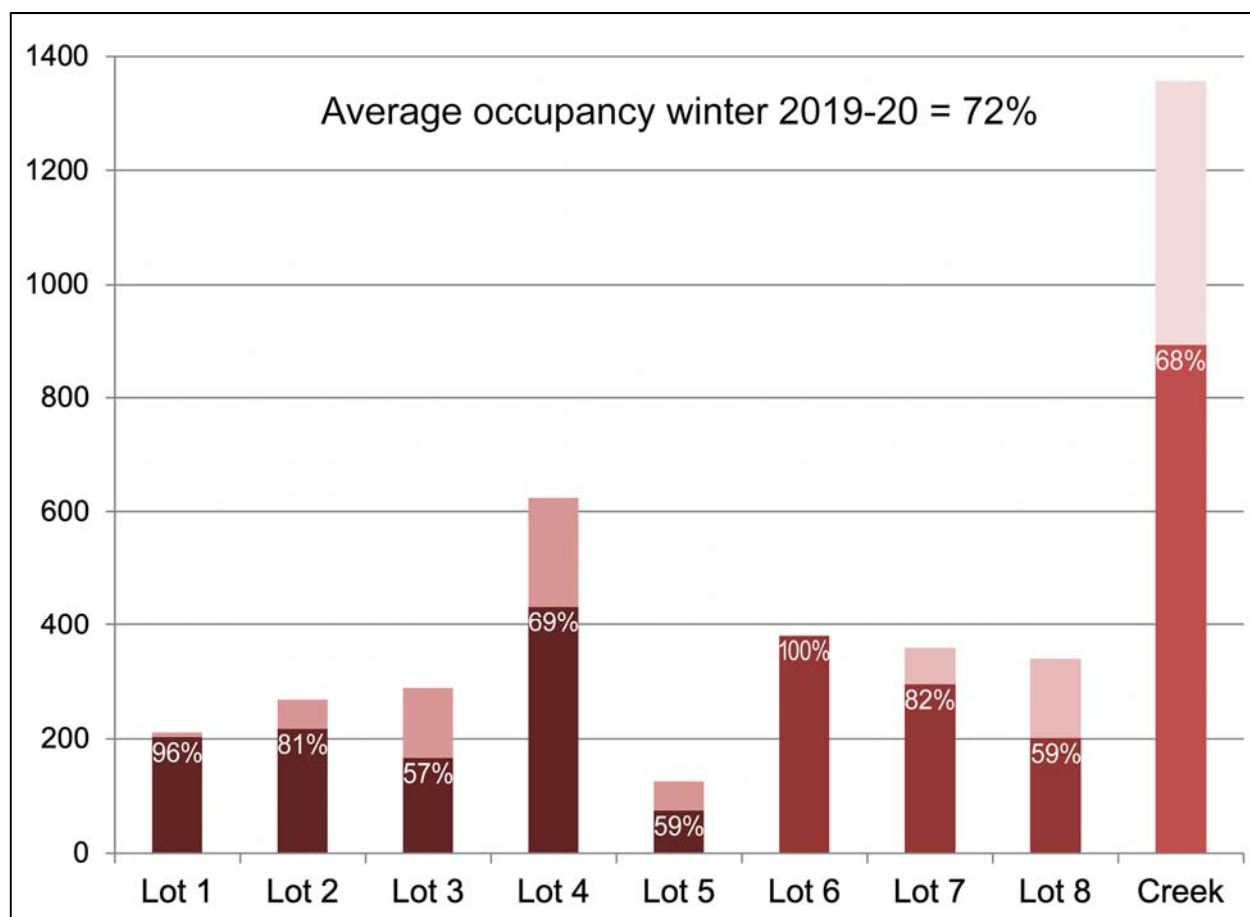


Figure 2.6 illustrates average peak occupancies in the Day Lots (including Base 2 and Creekside) by day of the week for winter 2019-20. The weekday average occupancy was 66%, and the weekend average occupancy was 88%.

**Figure 2.6 – Day Lot season average peak occupancies by day, winter 2019-20**

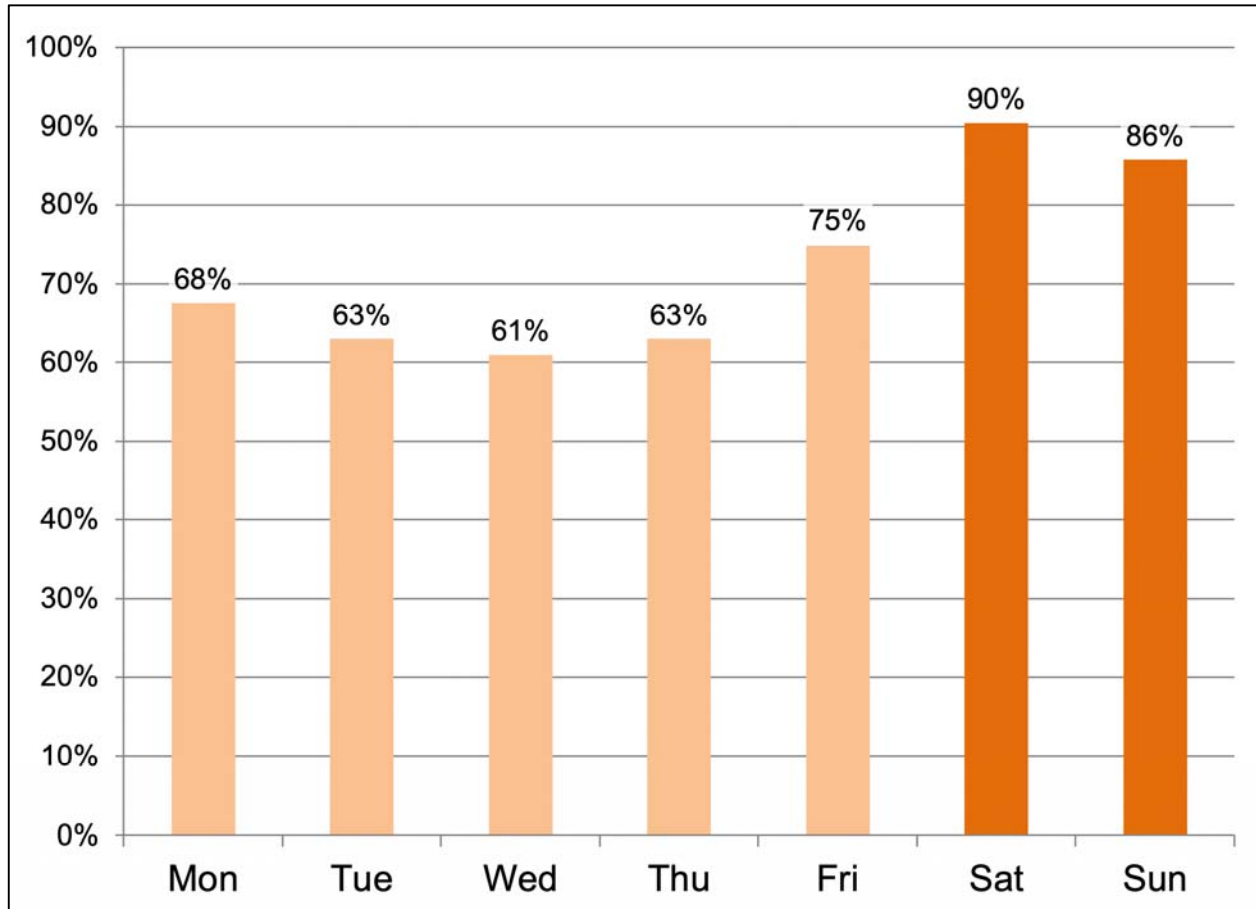
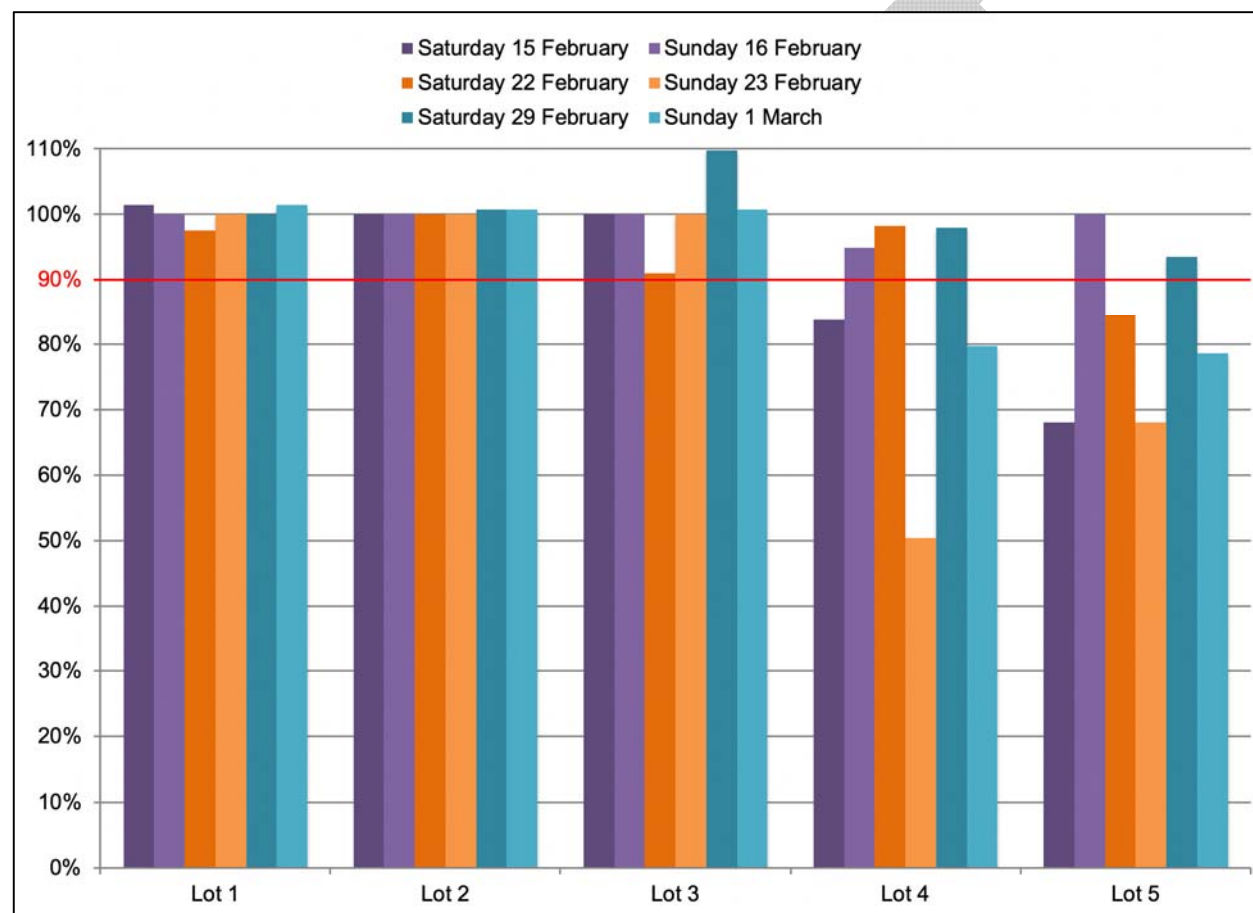


Figure 2.7 illustrates peak parking occupancies in the Village Day Lots on the six survey days in winter 2020. Significant results include:

- Occupancies consistently exceeded the 90% target in Day Lots 1, 2 and 3. A key reason for this is the number of general parking passes that were sold during winter months (discussed in detail below).
- Occupancy only exceeded the 90% target on some days in Day Lots 4 and 5, and was well below 90% on other days.

**Figure 2.7 – Day Lots 1–5 peak parking occupancy by lot, winter 2020**



One of the factors affecting occupancy in the Day Lots is the numbers of parking passes in use, which are summarized in Table 2.4. A general parking pass is priced at \$60 per month and is valid in all Day Lots (and is the only pass valid in Lots 1, 2 and 3). A pass for employees and residents to park in Lots 4 and 5 is priced at \$30 per month.

Table 2.5 summarizes pass sales for the past three winters. A significant number of general parking passes are purchased during winter months, up to 620 passes in December 2019 (although this is a reduction from December 2018, likely as a result of the increase in the pass price from \$50 to \$60, it is greater than in December 2017). There are only 743 parking stalls in Lots 1, 2 and 3, and

with more than 500 passes in circulation in February when the parking surveys were conducted it is not surprising that peak occupancies in Lots 1, 2 and 3 were 100%, as illustrated in Figure 2.7.

A parking pass creates an incentive that is counter to the municipality's objective of shifting trips to other modes. For someone who drives to work five days a week and purchases a \$60 pass, the average daily cost of parking is only \$3, less than a third of the day rate for parking in Lots 1, 2 and 3. If they also ski one day a week, the price drops to \$2.50 per day. More importantly, once someone has bought a parking pass they are incentivized to drive and park as much as possible to get their money's worth, and are less likely to consider transit or other modes.

**Table 2.4 – Parking passes sold in winter 2019-20**

	<b>Lots 1–3</b>	<b>Lots 4–5</b>		<b>Totals</b>
	<b>General Parking</b>	<b>Carpool</b>	<b>Employees/Residents</b>	
	743 stalls	740 stalls		1,483 stalls
November	279	7		279
December	620	40	538	1,198
January	565	46	490	1,101
February	536	42	540	1,118
March	104	4	109	217
<b>Totals</b>	<b>2,104</b>	<b>139</b>	<b>1,677</b>	<b>3,913</b>
<b>Avg. Dec–Feb</b>	<b>573/mo</b>	<b>43/mo</b>	<b>523/mo</b>	<b>1,139/mo</b>

**Table 2.5 – Winter parking pass sales, 2017 to 2020**

	<b>Lots 1–3</b>			<b>Lots 4–5</b>		
	<b>2019-20</b>	<b>2018-19</b>	<b>2017-18</b>	<b>2019-20</b>	<b>2018-19</b>	<b>2017-18</b>
December	620*	704	578	578	595	344
January	565*	760	523	536	529	560
February	536*	560	451	582	450	399
<i>* New rate of \$60/month</i>						

## 2.3.2 Village Results

This section presents the results of surveys of the parking lots and street parking in the Village operated by the municipality.

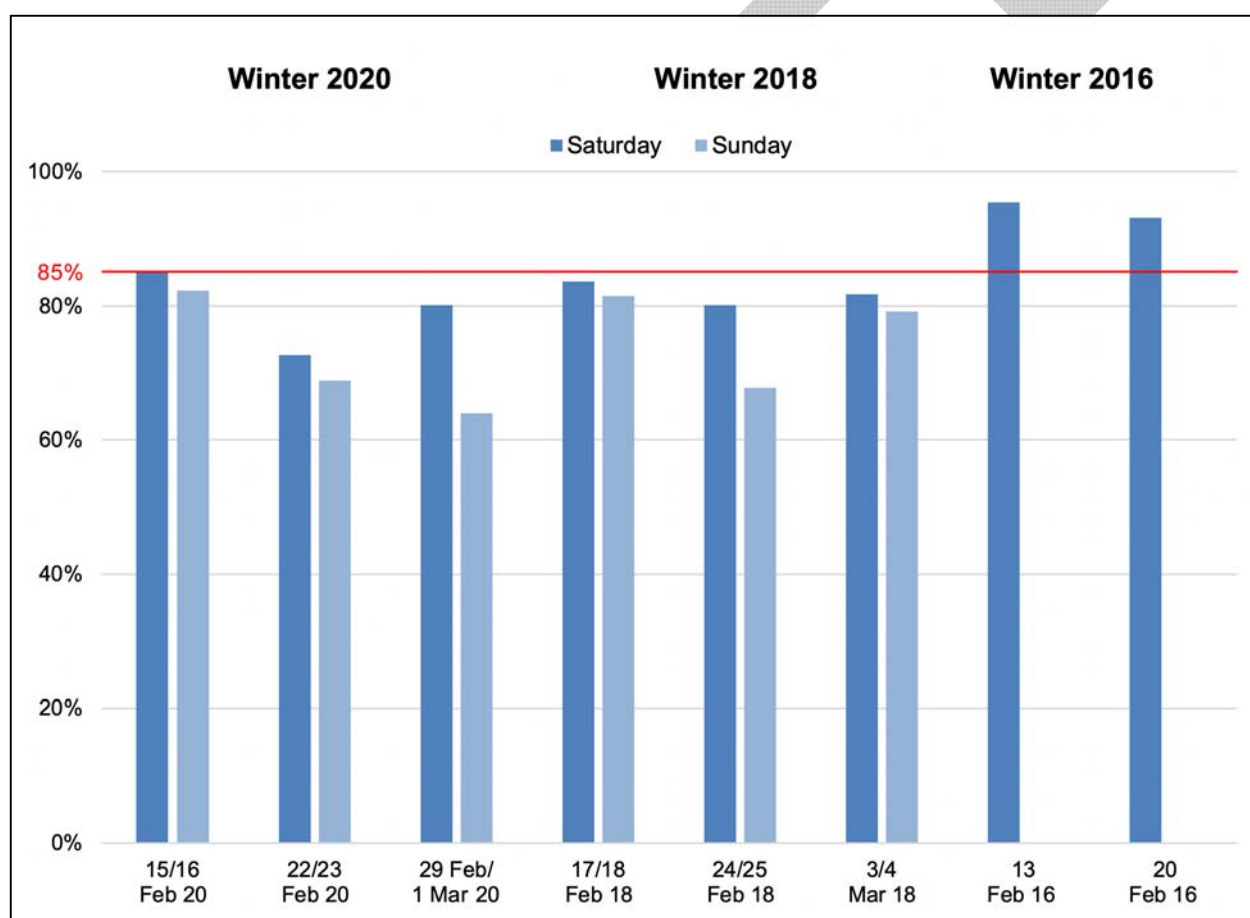
### 2.3.2.1 Municipal Parking in the Village

There was a total of 369 parking stalls available in municipal lots and street parking in the Village during winter 2019-20 (excluding accessible parking). This includes underground parking at the Conference Centre and Library, but does not include parking at Marketplace, which is privately-operated. It also does not include the 25 parking stalls on Blackcomb Way in the Upper Village.

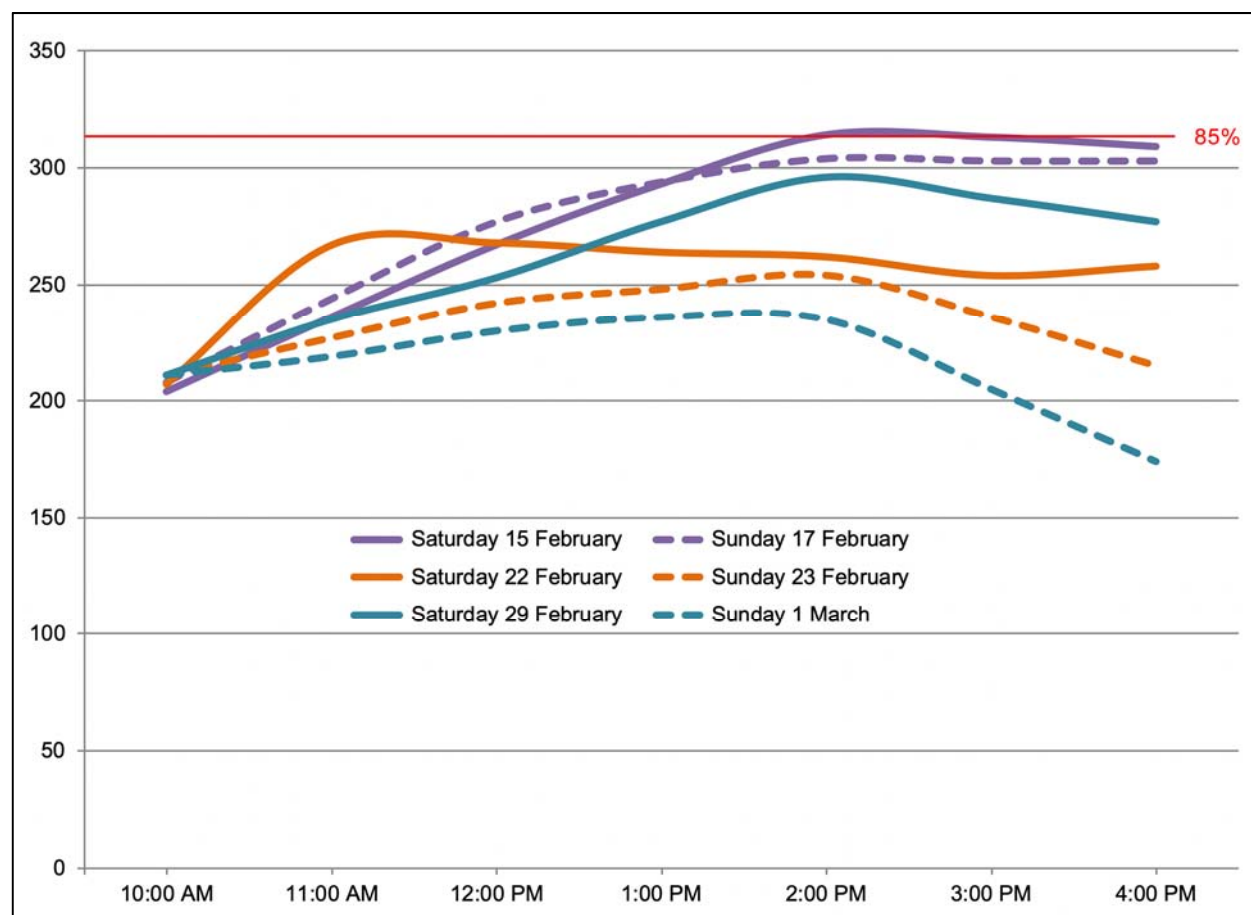
Figure 2.8 provides a comparison of peak parking occupancies in the Village in winter 2020 compared to the previous two years when parking surveys were undertaken. In winter 2020 the maximum occupancy of Village parking lots did not exceed the target 85% on any of the six survey days. This is comparable to the results for winter 2018, when parking occupancies also did not exceed the 85% target. In comparison, occupancies reached 93% and 95% in winter 2019. These results demonstrate that the Transportation Action Plan has had the desired effects on parking demand in the Village, and has successfully achieved the parking availability target.

Figure 2.9 illustrates parking occupancies in the Village by time of day. Only on one day (the Saturday of the Family Day/Presidents Day long weekend) did the parking occupancy slightly exceed the 85% target, and then only for one hour. At all times and on all days it would not have been difficult for a motorist to find available parking in the Village.

**Figure 2.8 – Village peak parking occupancies, winter 2020 vs. 2018 and 2016**



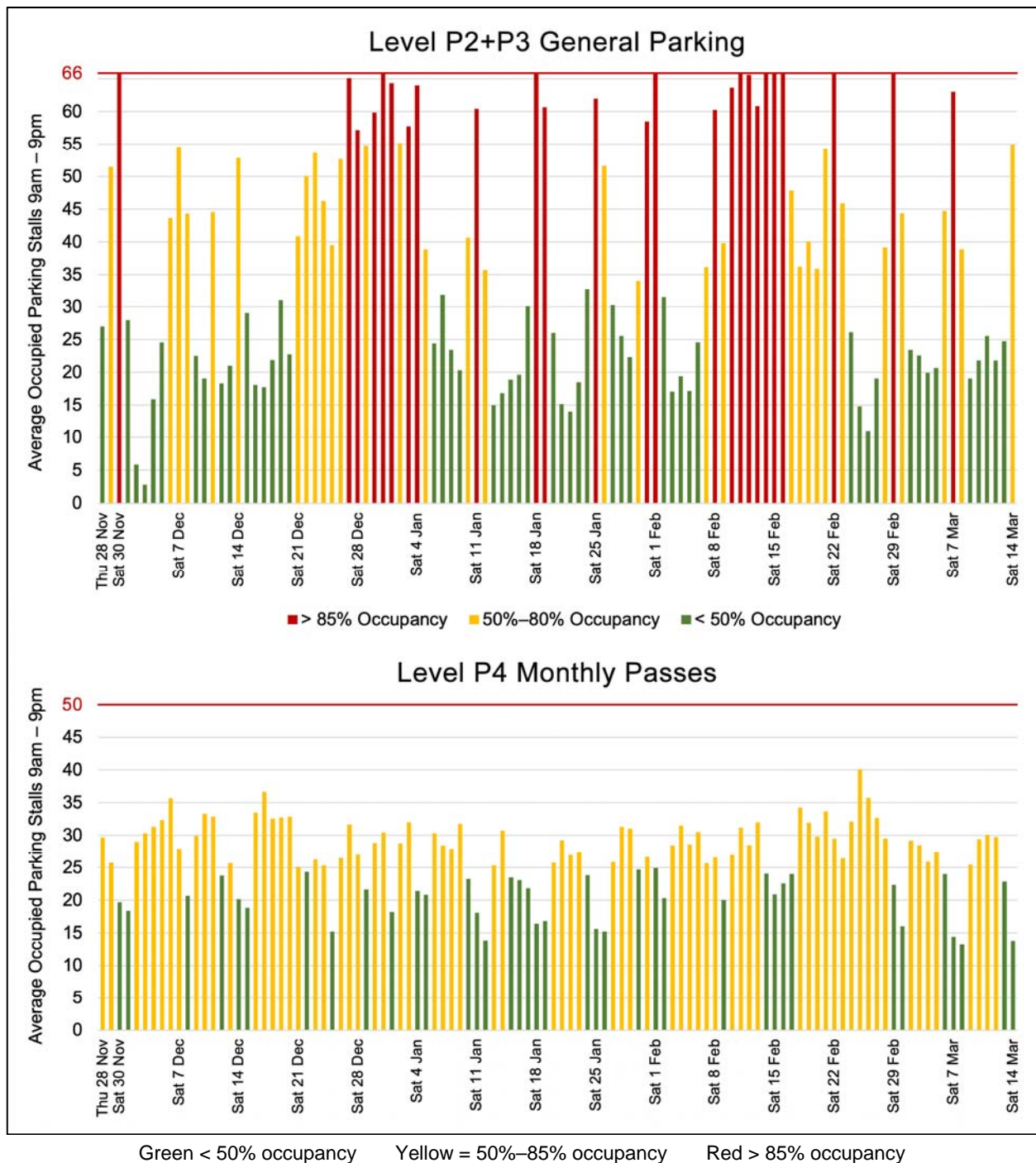
**Figure 2.9 – Village municipal lot parking occupancy by time of day, winter 2020**



A parking counting system was installed in the Conference Centre underground parking in summer 2019, displaying the number of available parking stalls. The system incorporates a vehicle counter on the ramp between levels P1 and P2, and a second counter on the ramp between level P3 and the bottom level P4, which is reserved for monthly passes. The system counts and displays the total number of vehicles parked on levels P2 and P3, and separately counts vehicles parked on level P4. Although parking stalls on level P1 are not counted, at times when there are few parking stalls available on levels P2 and P3 there are likely few or no stalls available on level P1, and therefore there is no need to include them in the displayed count of available stalls. Not counting level P1 simplifies the equipment requirements and reduces the potential for miscalculations.

Figure 2.10 illustrates average occupancies from 9:00 am to 9:00 pm each day over the winter season from 28 November 2019 to 14 March 2020. The total capacity of levels P2 and P3 is 66 vehicles, and the capacity of level P4 is 50 vehicles. The green, yellow and red colours indicate days when the average occupancy was less than 50% occupied (green), 50% to 80% occupied (yellow) or over the target 85% occupancy (red).

**Figure 2.10 – Conference Centre underground parking occupancy, winter 2019-20**



Key results regarding underground parking at the Conference Centre include:

- The average occupancy on levels P2 and P3 (general parking) was 58%. The average occupancy on level P4 (monthly passes) was 53%.
- The occupancy on levels P2 and P3 (general parking) exceeded the 85% target 27% of the time, whereas the occupancy on level P4 (monthly passes) only exceeded the 85% target 2% of the time.
- Parking demand on levels P2 and P3 (general parking) was highest on Saturdays when occupancies exceed 85% for the majority of the day.

The imbalance between occupancies on levels P2 and P3 and level P4 suggests that reserving level P4 for monthly passes results in under-utilization of the 50 parking stalls on the bottom level. The municipality should consider opening part of level P4 to general parking, or could consider eliminating parking passes for the Conference Centre.

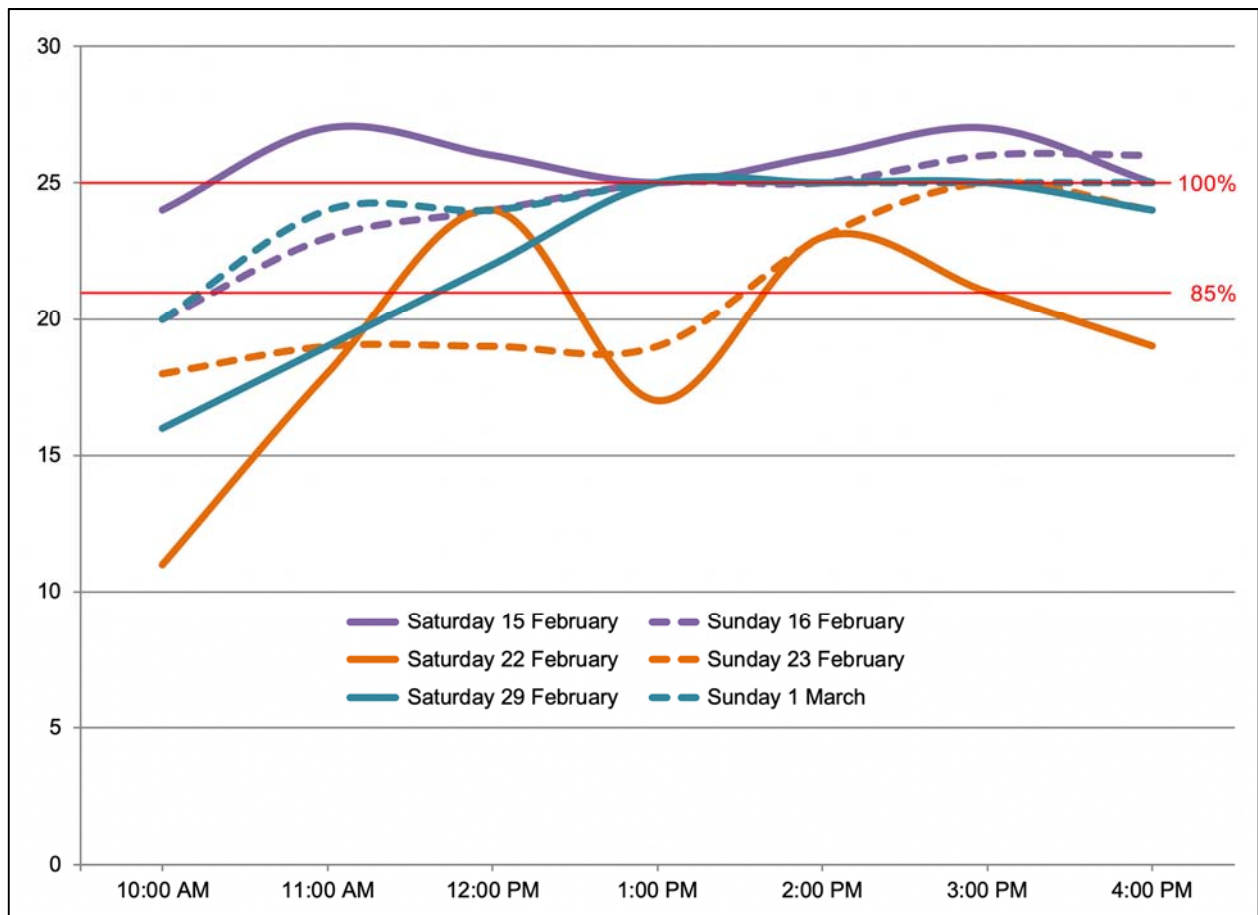
### **2.3.2.2 Street Parking on Blackcomb Way**

There are 25 parking spaces on Blackcomb Way in the Upper Village, on the west (southbound) side of the road across from the Glacier Lodge and Le Chamois hotels. Parking on Blackcomb Way is limited to two hours, and is priced at \$2 per hour, the same as in the Village.

Parking occupancy on Blackcomb Way is illustrated in Figure 2.11. By late morning the occupancy had exceeded the 85% target on all survey days. The maximum occupancy was 108% on the Saturday of the long weekend and 104% on the Sunday, when there was a maximum of 27 and 26 vehicles parked on Blackcomb Way, respectively (additional vehicles typically park beyond the ends of the 2-hour zone in an area signed as “no parking”).

These high occupancies are in part due to vehicles parked for more than the two-hour limit. Last winter almost one-fifth of vehicles were parked overtime beyond the 2-hour time limit, with an average duration for overtime parkers of 3 hours and 51 minutes, and a maximum of 7 hours (parking duration data were not collected this winter).

**Figure 2.11 – Blackcomb Way parking occupancy, winter 2020**



### 2.3.2.3 Private Lots in the Village

Approximately 1,100 parking stalls were surveyed in private parking lots with publicly-accessible parking:

- Hotels – Pan Pacific Village Centre/Peak Lodge and Westin (683 stalls total).
- The Brewhouse lot (48 stalls).
- The Town Plaza lot (92 stalls).
- Marketplace parking lot (276 stalls)

Prices in most private parking lots are significantly higher than in municipal parking lots, up to \$4.25 per hour and up to \$42.50 for 24 hours. The exception is the Pan Pacific Village Centre/Peak Lodge lot where parking costs \$11 per 12-hour day, which is only \$1.00 more than Day Lots 1 through 3, and \$6 more than Lots 4 and 5. Parking at Marketplace is limited to two hours, and is free for the first hour and \$3.00 for the second hour.

Significant results of the parking surveys regarding private parking lots include:

- Daytime parking occupancies in hotels ranged from 46% to 83%.
- Maximum occupancies in the Town Plaza lot ranged from 40% to 91%, and in the Brewhouse lot it ranged from 21% to 91%. Not only is parking in both these lots more expensive than in municipal lots, the lots are not well signed nor prominently identified, and as a result they may be overlooked by many motorists.

## 2.4 Results Summer 2020

Figure 2.12 indicates daily parking revenues for municipal parking lots in the Village and the Day Lots on weekends and holidays during the summer from 1 July through 15 September 2020 (the time period when pay parking was in effect in Day Lots 4 and 5). Days on which parking surveys were undertaken are indicated in Figure 2.9 with dark green columns. One of the survey days was the Sunday of the BC Day long weekend, when parking revenues were the second highest day during the summer (only the Sunday of the Labour Day weekend was higher). It is important to note that there is no direct correlation between daily parking revenues and daily parking demand, as parking passes are not reflected in daily revenues, yet they account for a significant proportion of parking activity (as discussed in detail later in this section).

**Figure 2.12: Village and Day Lot municipal parking revenue, summer 2020**

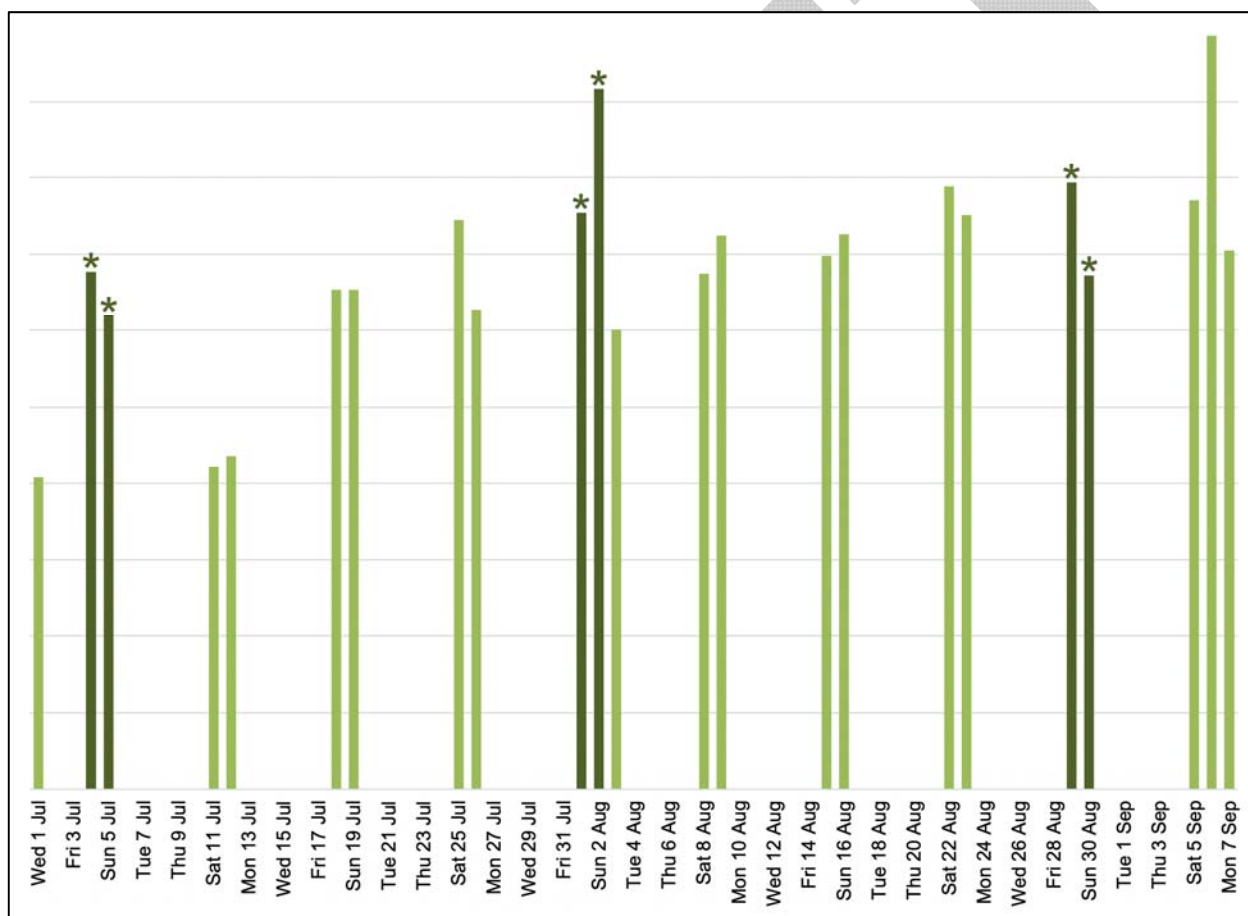


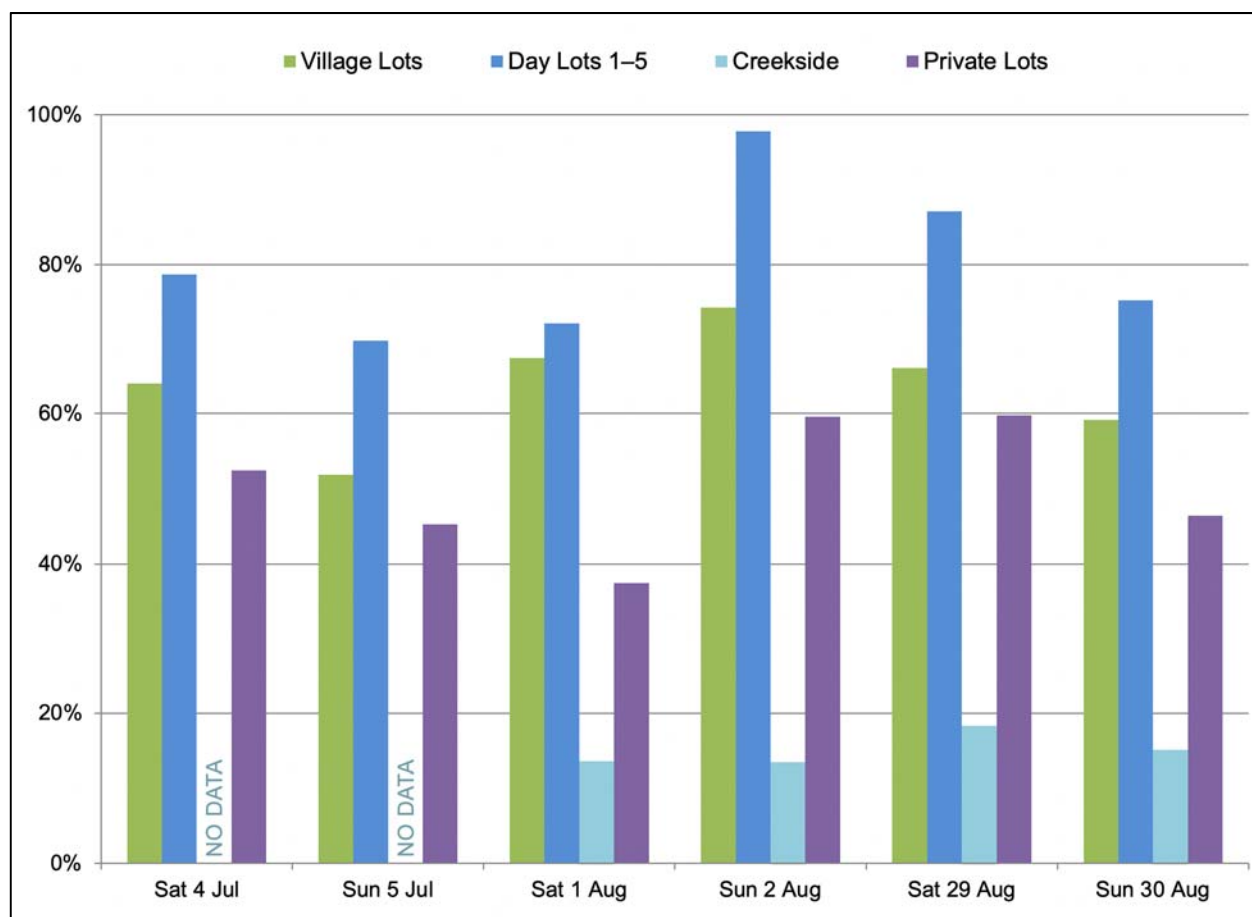
Table 2.6 and Figure 2.13 summarize peak parking occupancies on the six survey days during summer 2020. Significant results include:

- The overall peak parking occupancy in the Village did not exceed the 85% target on any of the survey days.
- In Day Lots 1 through 5, the overall peak parking occupancy only exceeded the 90% target on one of the six survey days, the Sunday of the BC Day long weekend (2 August).
- The peak parking occupancy on Blackcomb Way in the Upper Village exceeded the 85% target on all of the six survey days.
- Day parking at Creekside (levels P1 and P2 plus overheight parking on the top level) reached a maximum of 18% occupancy on the survey days.
- Private lots were only partially full, with peak occupancies ranging from 37% to 60% overall.

**Table 2.6 – Peak parking occupancies, summer 2020**

	Capacity	Sat 4 Jul	Sun 5Jul	Sat 1 Aug	Sun 2 Aug	Sat 29 Aug	Sun 30 Aug
Village*							
• Main Street	78	76%	76%	77%	88%	86%	92%
• Conf Centre**	223	65%	50%	70%	75%	72%	52%
• Other Village	76	55%	49%	50%	63%	61%	58%
All Village*	377	64%	52%	67%	74%	66%	59%
Blackcomb Way	25	100%	100%	88%	100%	96%	100%
Day Lots 1–5*	1,449	79%	70%	72%	98%	87%	75%
Creekside	869	n/a	n/a	14%	13%	18%	15%
Private lots	1,095	52%	45%	37%	60%	60%	46%
* Excludes accessible parking stalls      **Surface and underground parking							

**Figure 2.13 – Peak parking occupancies, summer 2020**



### 2.4.1 Day Lot Results

There was a total of 1,480 parking spaces available in the Day Lots in the Village (Lots 1 through 5) during summer 2020. Figure 2.14 provides a comparison of peak parking occupancies in the Day Lots in summer 2020 compared to the three previous summers. In summer 2020, parking occupancies were lower than in any of the previous four years. The peak parking occupancy exceeded the 90% target on only one day, the Sunday of the BC Day long weekend. In contrast, in summer 2019 the maximum occupancy of the Day Lots exceeded the 100% on all survey days. Although the COVID-19 pandemic suppressed parking demand this summer, it can be expected that without additional actions, the parking demand will return to 2019 levels when the pandemic ends, and will exceed the 90% target on summer weekends.

**Figure 2.14 – Day Lot peak parking occupancies, summer 2020 vs. 2016–2019**

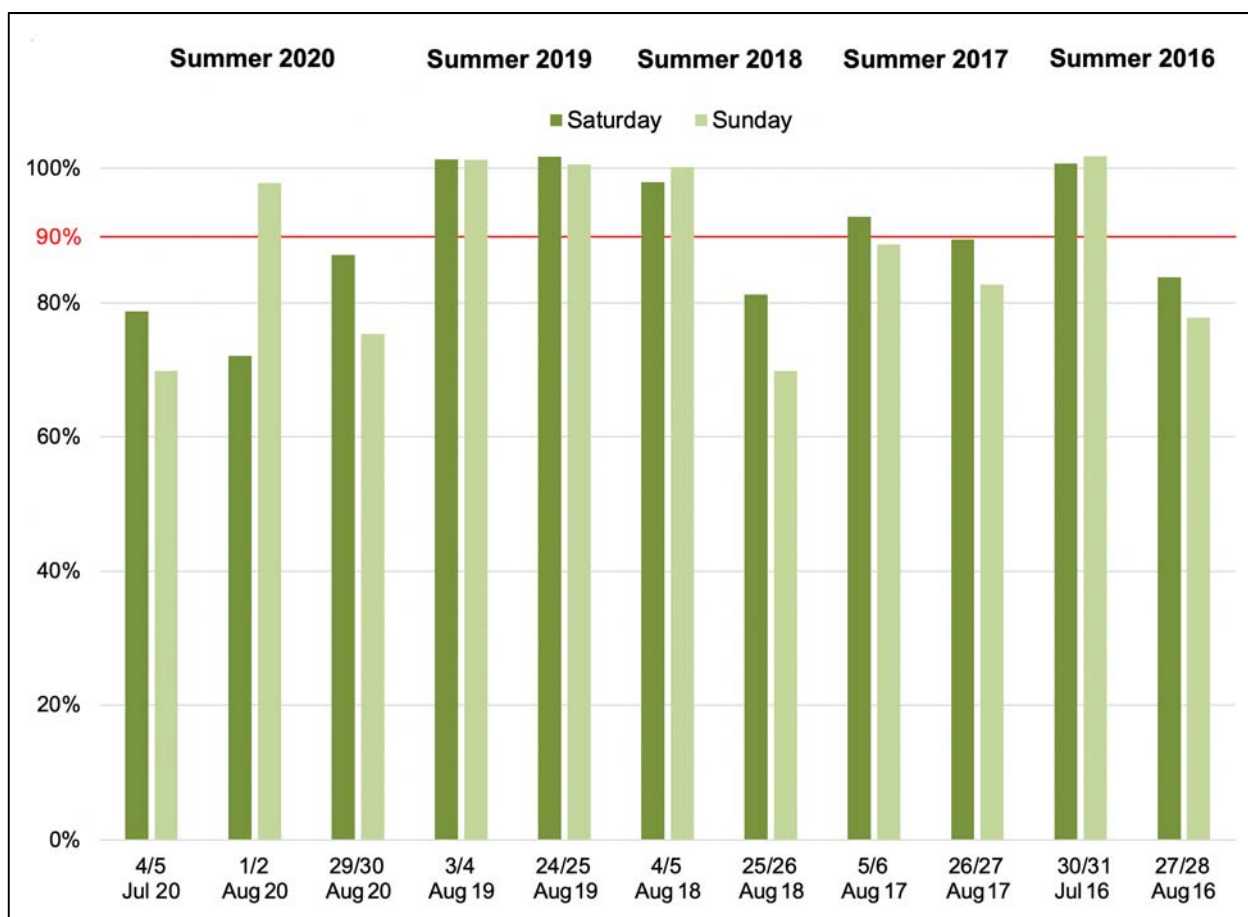


Figure 2.15 illustrates peak parking occupancies in Day Lots 1 through 5 on the six survey days in summer 2020. Lot 3 appears to have the highest occupancy, and this is due to the small numbers of RVs in Lot 3 East, which resulted in two automobiles parked in each of the remaining double-length RV parking stalls, thereby increasing the calculated occupancy of Lot 3.

As in previous summers, Lots 1 through 3 were full or nearly full all days but there was still parking available in Lots 4 and 5, even though the price in Lots 4 and 5 is half the price in Lots 1 through 3. This imbalance in the parking demand can be attributed to the large number of parking passes sold for Lots 1 through 3. This summer, as discussed later in this section, the number of passes sold for Lots 1 through 3 was less than in previous years, but the number of passes was sold for Lots 4 and 5 remained high.

**Figure 2.15 – Day Lots 1–5 peak parking occupancy by lot, summer 2020**

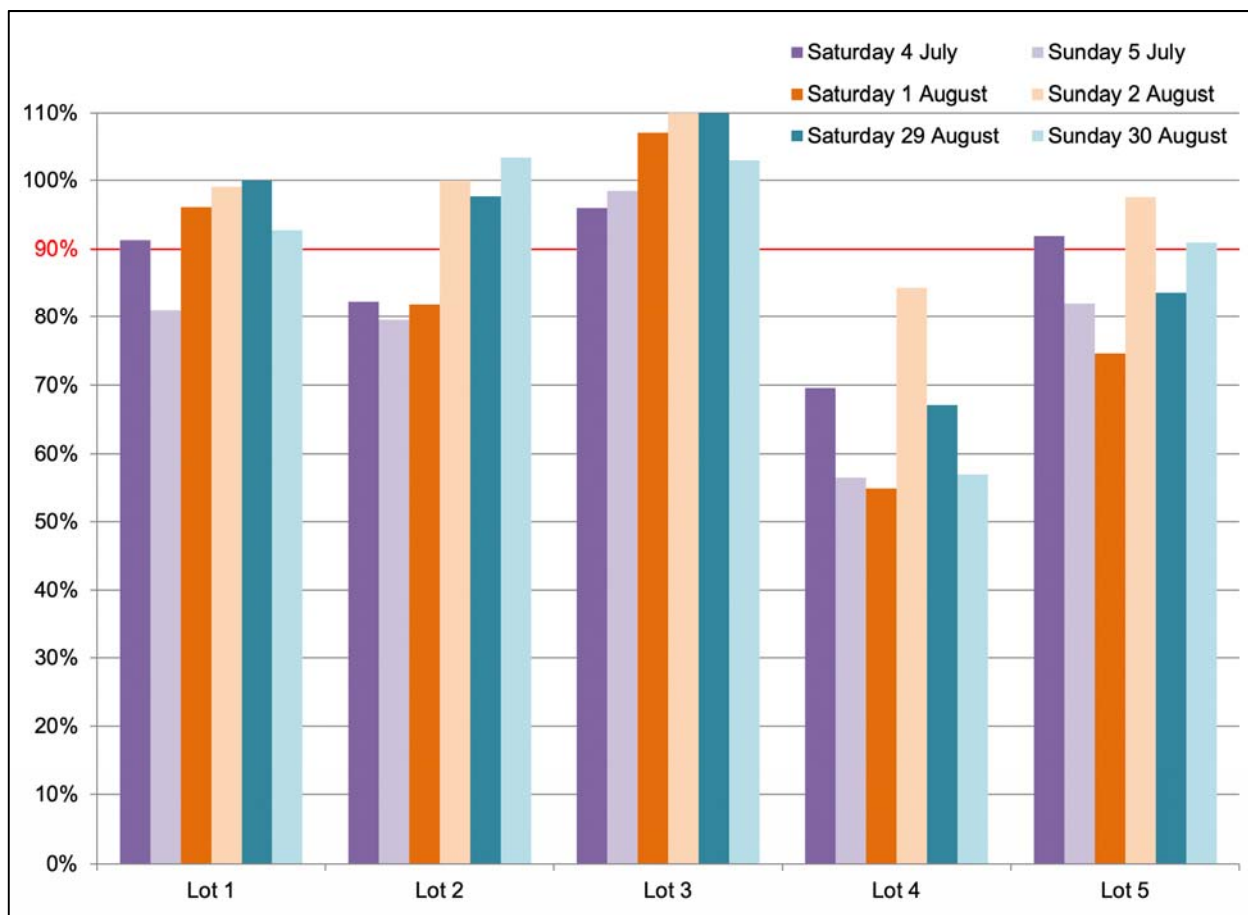


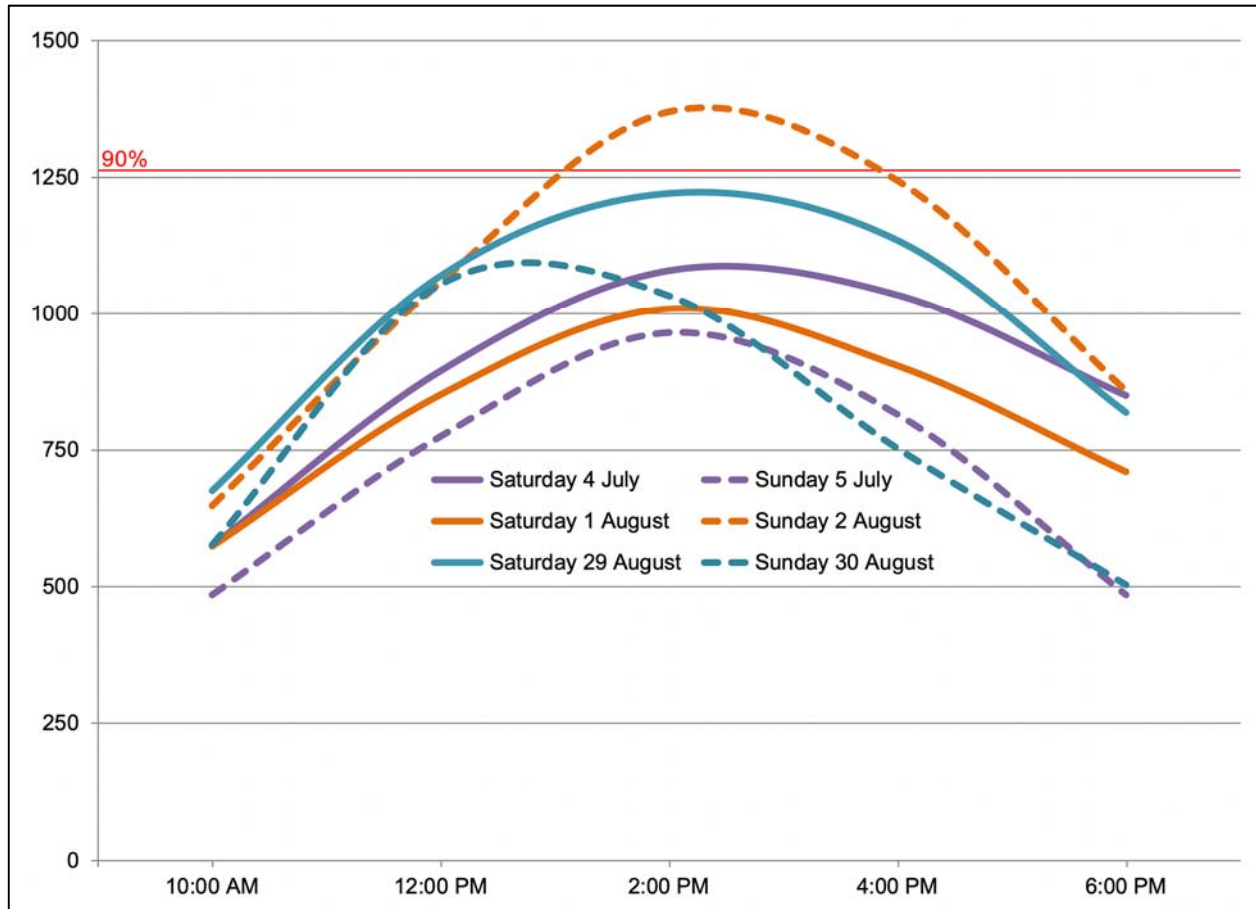
Figure 2.16 illustrates occupancies in the Day Lots by time of day. The significant difference in summer 2020 as compared with previous summers is that there were fewer vehicles in the Day Lots at the beginning and ends of the day. Figure 2.17 compares the total numbers of vehicles in Lots 1 through 5 on the BC Day long weekend. On Sunday 2 August 2020, although the peak occupancy reached 98% at midday, it was only 46% at 10 am and had decreased to 63% at 6 pm. On the same Sunday in 2019, the occupancy was 86% at 10 am and 84% at 6 pm. This indicates that many people parking in the Day Lots this summer arrived later and did not remain in the Village in the evenings, and likely reflects a higher proportion of day visitors in summer 2020.

Figure 2.18 and Figure 2.19 illustrate average peak occupancies in Day Lots 1 through 5 and Creekside by lot and by day of the week for summer 2020 (from Thursday 23 July through to Tuesday 15 September, the last day that parking prices were in effect in Lots 4 and 5). Key results include:

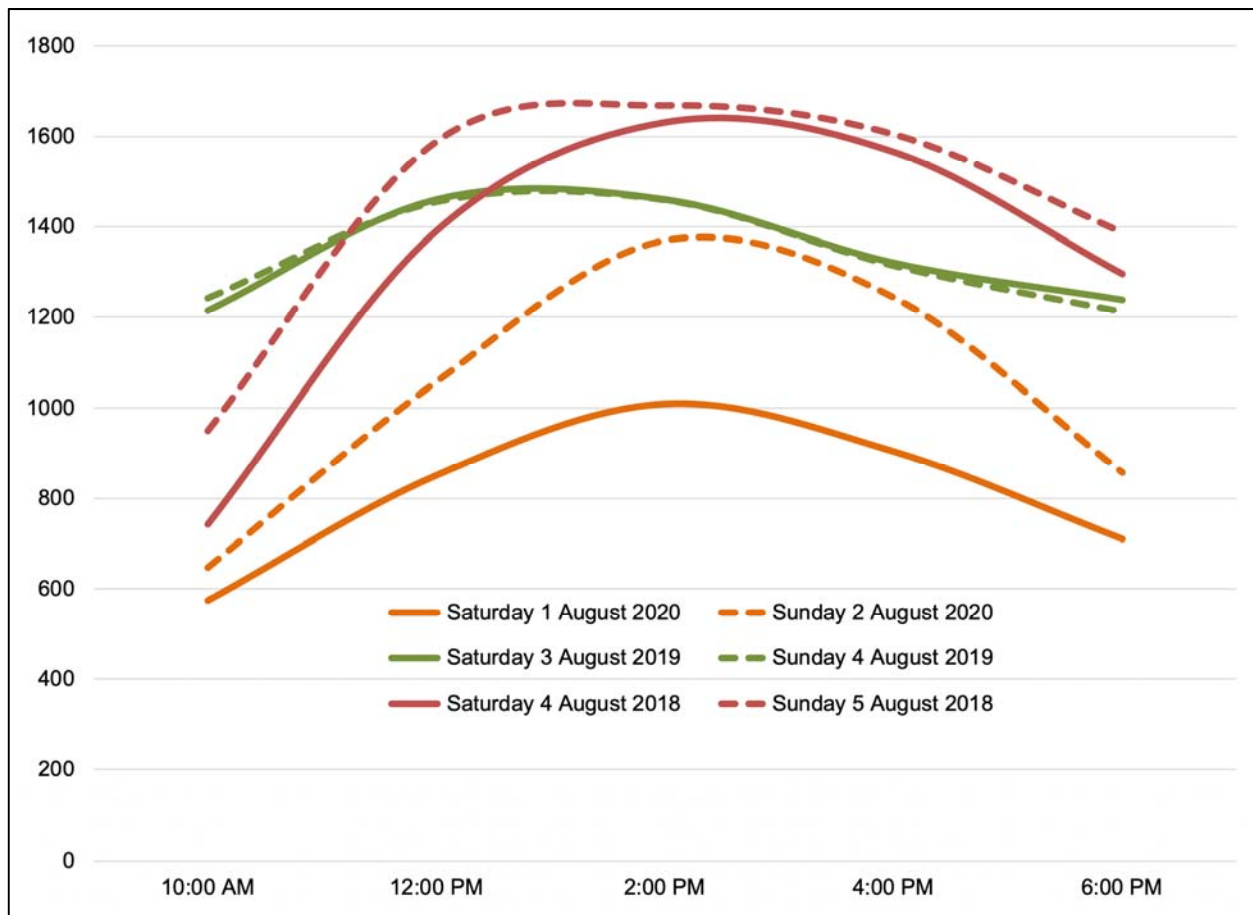
- Seasonal average peak occupancies in Day Lots 1 through 5 ranged from 45% to 76%, and averaged 14% at Creekside.

- The demand for parking in the summer does not vary as much throughout the week as in the winter. The summer weekday average occupancy was 41%, and the weekend average occupancy was 58%.

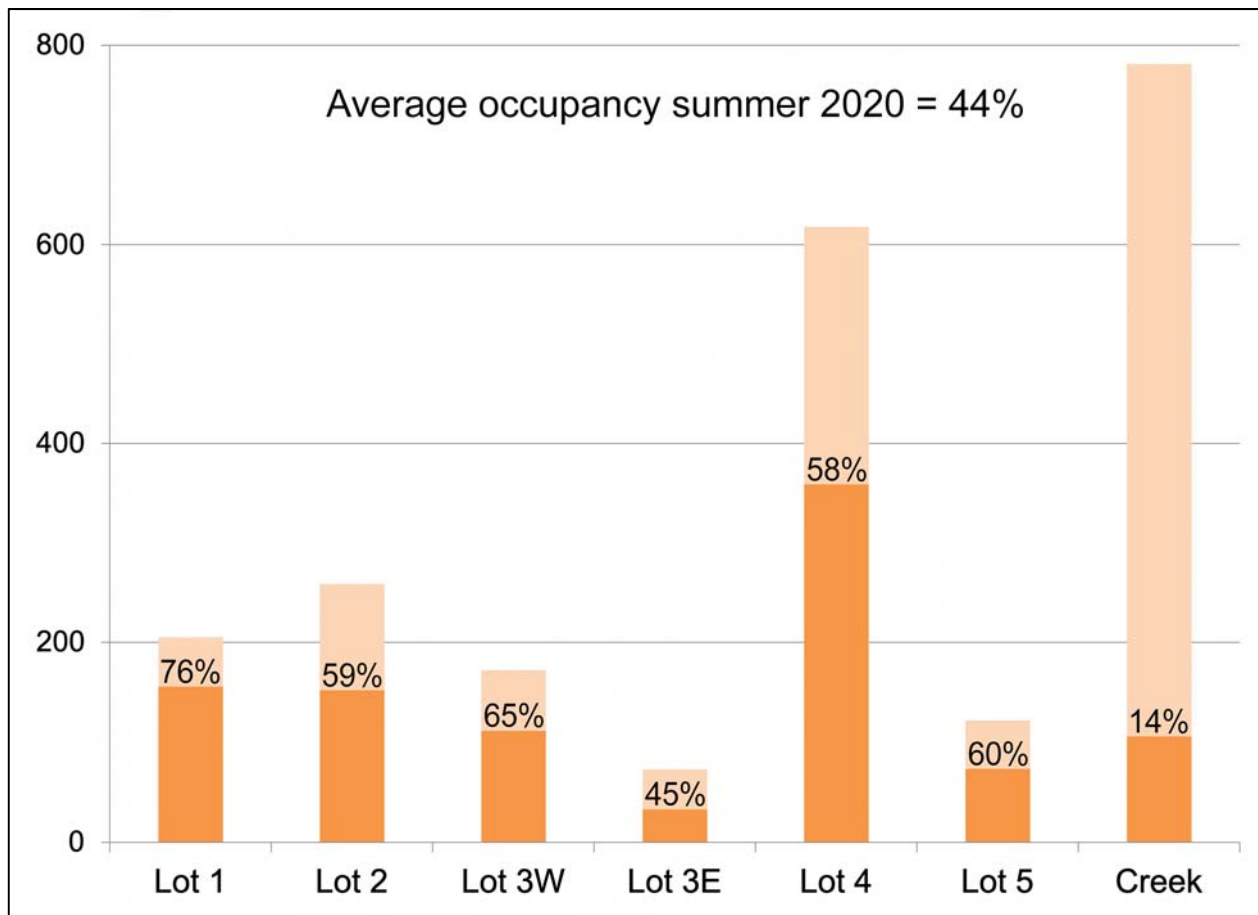
**Figure 2.16 – Day Lots 1–5 parking occupancy by time of day, summer 2020**



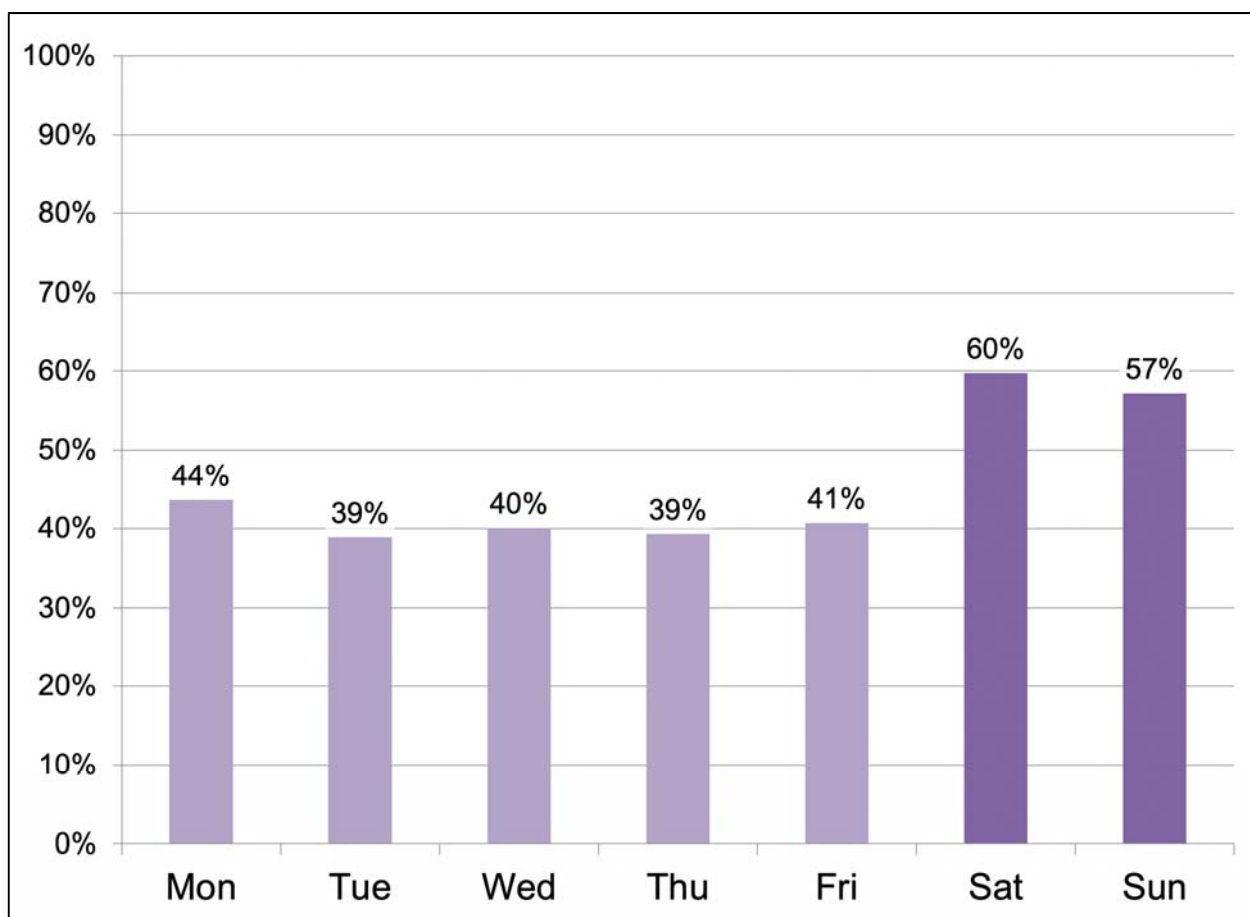
**Figure 2.17 – Day Lots 1–5 total occupancy, BC Day long weekend, 2018 to 2020**



**Figure 2.18 – Day Lot season average peak occupancies by lot, summer 2020**



**Figure 2.19 – Day Lot season average peak occupancies by day, summer 2020**



A key factor affecting occupancy is the numbers of parking passes sold for the Day Lots, which are summarized in Table 2.7 and Table 2.8. In previous summers a significant number of 1-month general parking passes were purchased, up to 500 passes in one month, representing two-thirds of the number of parking stalls in Lots 1 through 3. In summer 2020, the number of general parking passes was much lower, averaging 100 passes per month, likely as a result of the COVID-19 pandemic as well as the removal in March of the option to buy parking passes at ticket machines in Day Lots 1 through 3.

A large number of parking passes were purchased in summer 2020 for Lots 4 and 5, for employees, residents and carpools, over 500 passes in July. This number is consistent with the previous summer when there were more than 500 parking passes sold for Lots 4 and 5 in June and July 2019. There is a total of 740 parking stalls in Lots 4 and 5, and the number of parking passes in use amounts to two-thirds of the capacity of these lots.

A parking pass creates an incentive that is counter to the municipality's objective of shifting trips to other modes. For someone who drives to work five days a week and purchases a \$60 pass, the average daily cost of parking is only \$3, less than a third of the day rate for parking in Lots 1, 2 and 3. More importantly, once someone has bought a parking pass they are incentivized to drive

and park as much as possible to get their money's worth, and are less likely to consider transit or other modes.

**Table 2.7 – Parking passes sold in summer 2020**

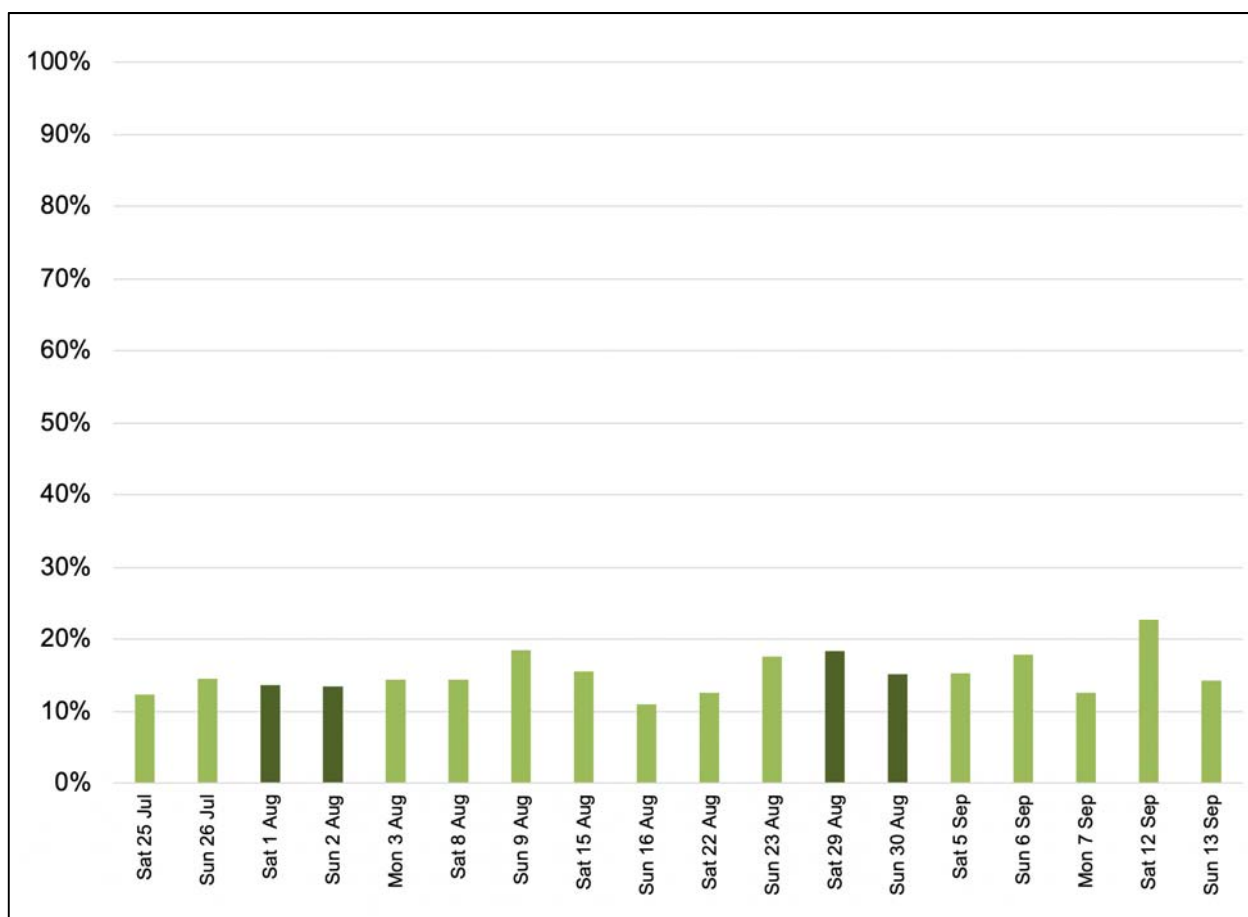
	<b>Lots 1–3</b>	<b>Lots 4–5</b>		<b>Totals</b>
	<b>General Parking</b>	<b>Carpool</b>	<b>Employees/Residents</b>	
	709 stalls	740 stalls		1,449 stalls
July	97	20	526	643
August	103	16	343	462
<b>Totals Averages</b>	<b>200 100/mo</b>	<b>36 18/mo</b>	<b>869 435/mo</b>	<b>1,105 553/mo</b>

**Table 2.8 – Summer parking pass sales, 2018 to 2020**

	<b>Lots 1–3</b>			<b>Lots 4–5</b>		
	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>
June	n/a	429	356	n/a	541	153
July	97*	500	406	546	554	168
August	103*	449	351	359	449	112
<i>* New rate of \$60/month, only available for purchase on-line or in-person at Municipal Hall</i>						

Free parking is available in the parkade at Whistler Creekside, where there are 703 stalls for day parking on levels P1 and P2 (levels P3 and P4 are closed during the summer), plus 78 stalls on the top surface level for day parking for overheight vehicles (there are also 101 surface stalls for 15-minute, 1-hour and 2-hour parking). Figure 2.20 shows peak parking occupancies at Creekside for day parking stalls (levels P1 and P2 plus overheight parking) on weekends and holidays. The four days that parking surveys were undertaken in the Village are indicated in dark green. Figure 2.20 indicates that there is still considerable parking capacity available at Creekside during the summer. The Transportation Action Plan has been effective in shifting the demand for free parking from the Village Day Lots to Whistler Creekside (and Base 2) during the winter. Additional actions should be considered to replicate this effect in the summer.

**Figure 2.20 – Creekside peak parking occupancies, summer 2020**



## 2.4.2 Village Results

This section presents the results of the parking surveys in the Village, including parking lots and street parking operated by the municipality, and publicly-accessible parking in hotels and other private lots.

### 2.4.2.1 Municipal Parking in the Village

There was a total of 377 parking stalls available in municipal lots and street parking in the Village during summer 2020 (excluding accessible parking). This includes underground parking at the Conference Centre and Library, but does not include parking at Marketplace, which is privately-operated. It also does not include the 25 parking stalls on Blackcomb Way in the Upper Village.

Figure 2.21 provides a comparison of peak parking occupancies in the Village in summer 2020 compared to the previous four years. In summer 2020 the maximum occupancy of Village parking lots remained below the target 85% on all six survey days. This is a reduction from the previous summer when the peak occupancy reached 92%, and is a result of the COVID-19 pandemic. Overall, since the Transportation Action Plan was first implemented in 2017, parking availability in Village lots has been at or below the 85% target on most days and at most times.

**Figure 2.21 – Village peak parking occupancies, summer 2020 vs. 2016–2019**

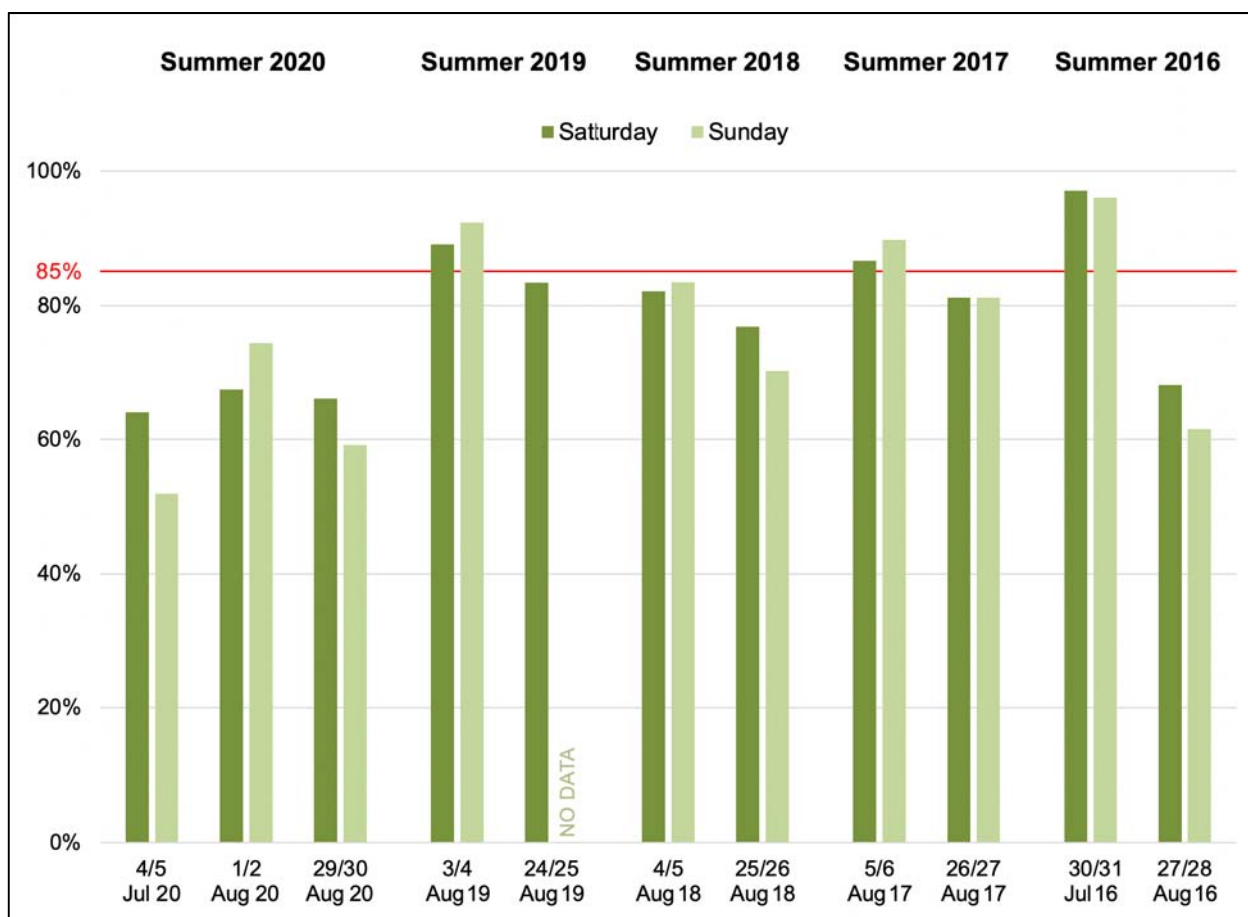
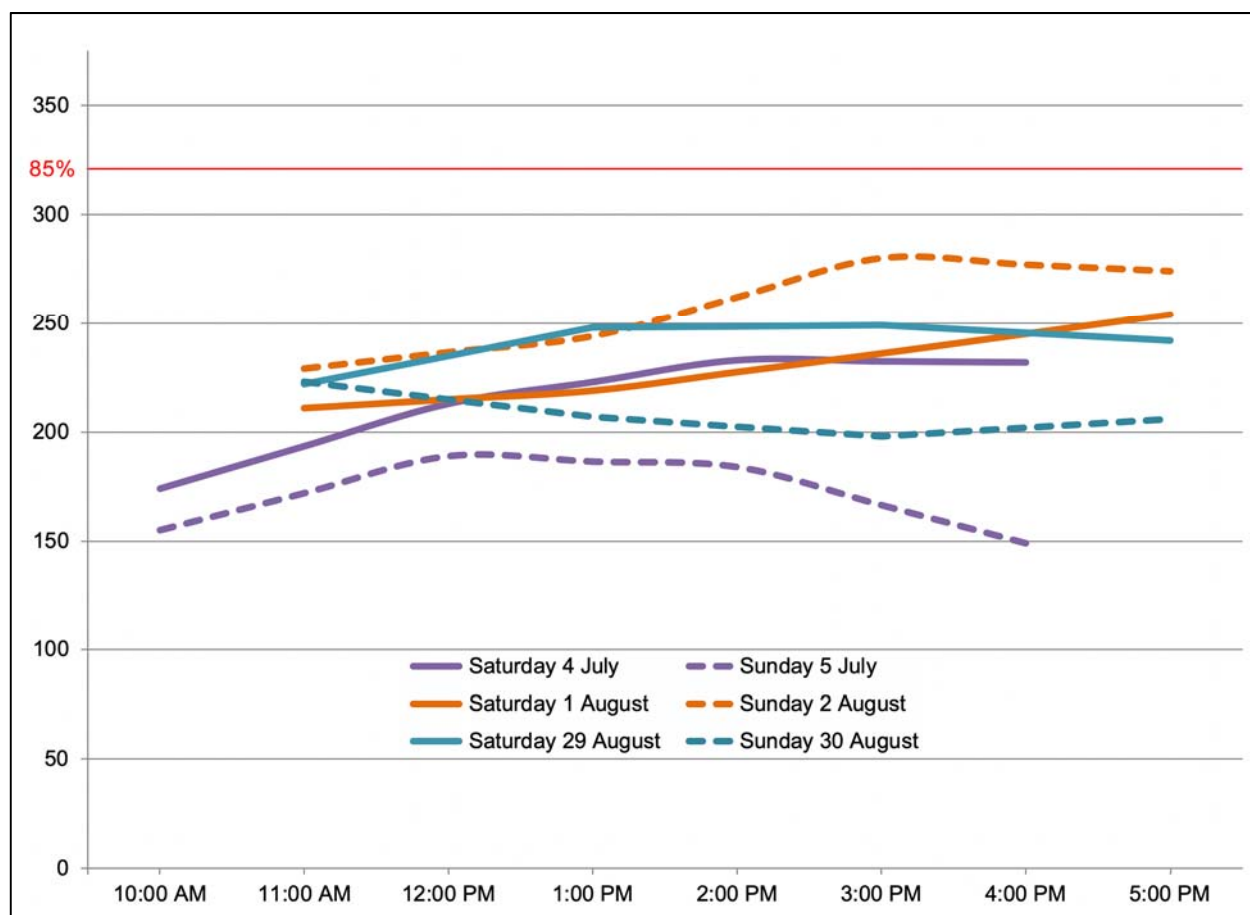


Figure 2.22 illustrates the total occupancy in all Village municipal lots on the six survey days, and Table 2.9 summarizes peak occupancies by location on each day. The overall parking occupancy did not exceed the 85% target on any of the survey days, and only exceeded the 85% target in a few locations for short periods of time. This means that at most times and in most locations it would not have been difficult to find an available parking space in the Village.

**Figure 2.22 – Village municipal lot parking occupancy by time of day, summer 2020**



**Table 2.9 – Village municipal lot peak parking occupancies, summer 2020**

		Sat 4 Jul	Sun 5 Jul	Sat 1 Aug	Sun 2 Aug	Sat 29 Aug	Sun 30 Aug
Main Street		76%	76%	77%	88%	86%	92%
Library		76%	82%	94%	100%	82%	76%
Municipal hall		43%	43%	25%	36%	43%	36%
Conference Centre	Surface	66%	44%	51%	73%	69%	69%
	Underground	63%	51%	79%	77%	73%	56%
Gateway Loop		15%	31%	46%	92%	43%	46%
Visitor centre/credit union		100%	100%	83%	100%	82%	100%
Village Green		113%	75%	100%	100%	100%	100%
Sundial		100%	100%	100%	100%	100%	100%
<b>All Village municipal lots</b>		<b>64%</b>	<b>52%</b>	<b>67%</b>	<b>74%</b>	<b>66%</b>	<b>59%</b>

The parking counting system in the underground parking below the Conference Centre displays the number of available parking stalls. The system incorporates a vehicle counter on the ramp between levels P1 and P2, and a second counter on the ramp between level P3 and the bottom level

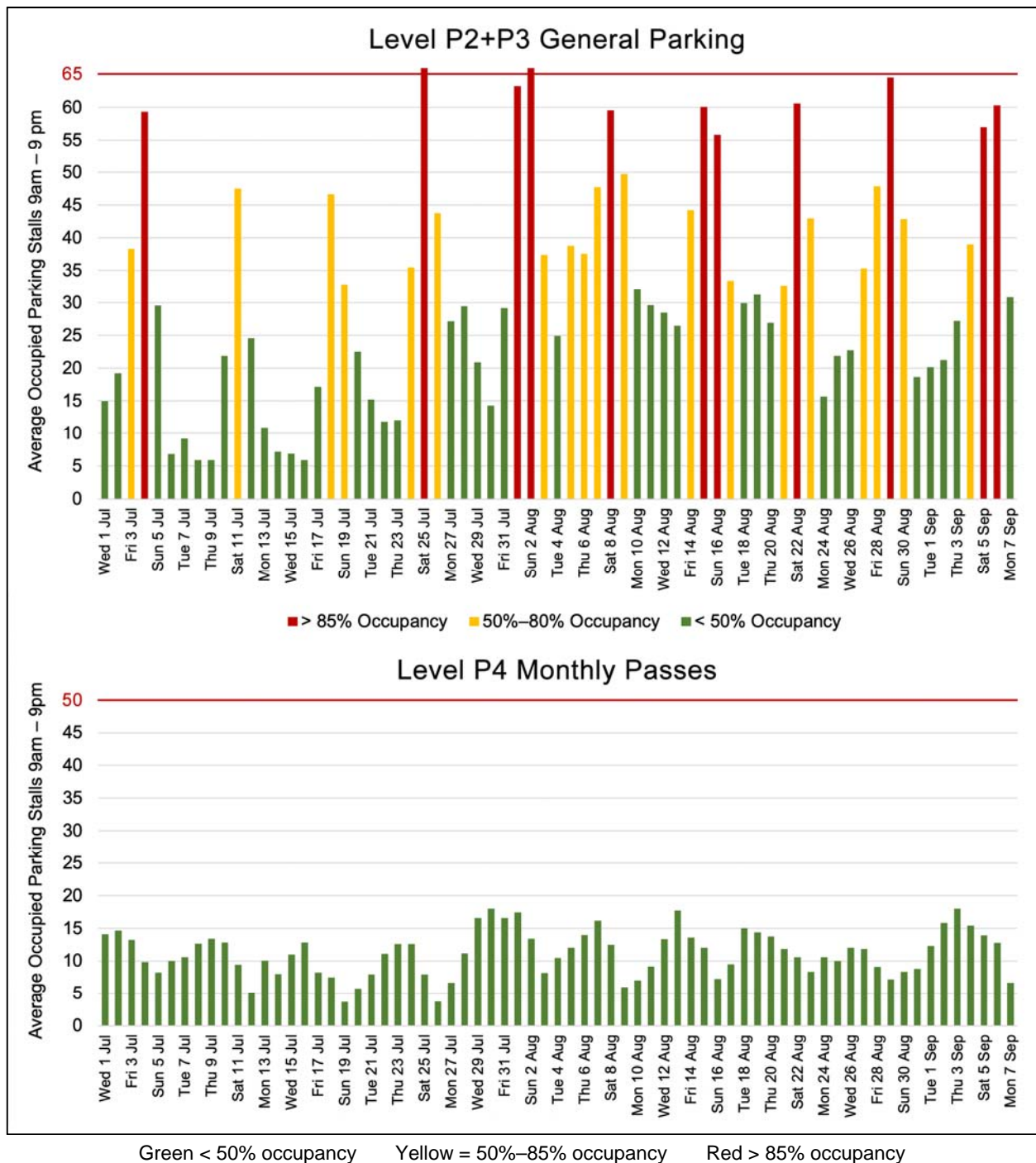
P4, which is reserved for monthly passes. The system counts and displays the total number of vehicles parked on levels P2 and P3, and separately counts vehicles parked on level P4. Although parking stalls on level P1 are not counted, at times when there are few parking stalls available on levels P2 and P3 there are likely few or no stalls available on level P1, and therefore there is no need to include them in the displayed count of available stalls. Not counting level P1 simplifies the equipment requirements and reduces the potential for miscalculations.

Figure 2.23 illustrates average occupancies from 9:00 am to 9:00 pm each day from Canada Day 1 July through to Labour Day 7 September. The total capacity of levels P2 and P3 is 65 vehicles, and the capacity of level P4 is 50 vehicles. The green, yellow and red colours indicate days when the average occupancy was less than 50% occupied (green), 50% to 80% occupied (yellow) or over the target 85% occupancy (red). Key results include:

- From late July through Labour Day, the parking demand on levels P2 and P3 (general parking) in summer 2020 was consistent with summer 2019. The demand is highest on Fridays, Saturdays and Sundays. Levels 2 and 3 were 100% occupied from 9:00 am to 9:00 pm on Saturday 25 July and the Sunday of the BC Day long weekend (2 August).
- The occupancy on level 4 (which is reserved for monthly passes) averaged only 22% over the summer. The low level of demand among pass-holders is a result of the COVID-19 pandemic.

Although the COVID-19 pandemic exaggerated the imbalance between occupancies on levels P2 and P3 and level P4, an imbalance was also observed in winter 2019-20 and summer 2019. This imbalance suggests that reserving level P4 for monthly passes results in under-utilization of the 50 parking stalls on the bottom level. The municipality should consider opening part of level P4 to general parking, or could consider eliminating parking passes for the Conference Centre.

**Figure 2.23 – Conference Centre underground parking occupancy, summer 2020**

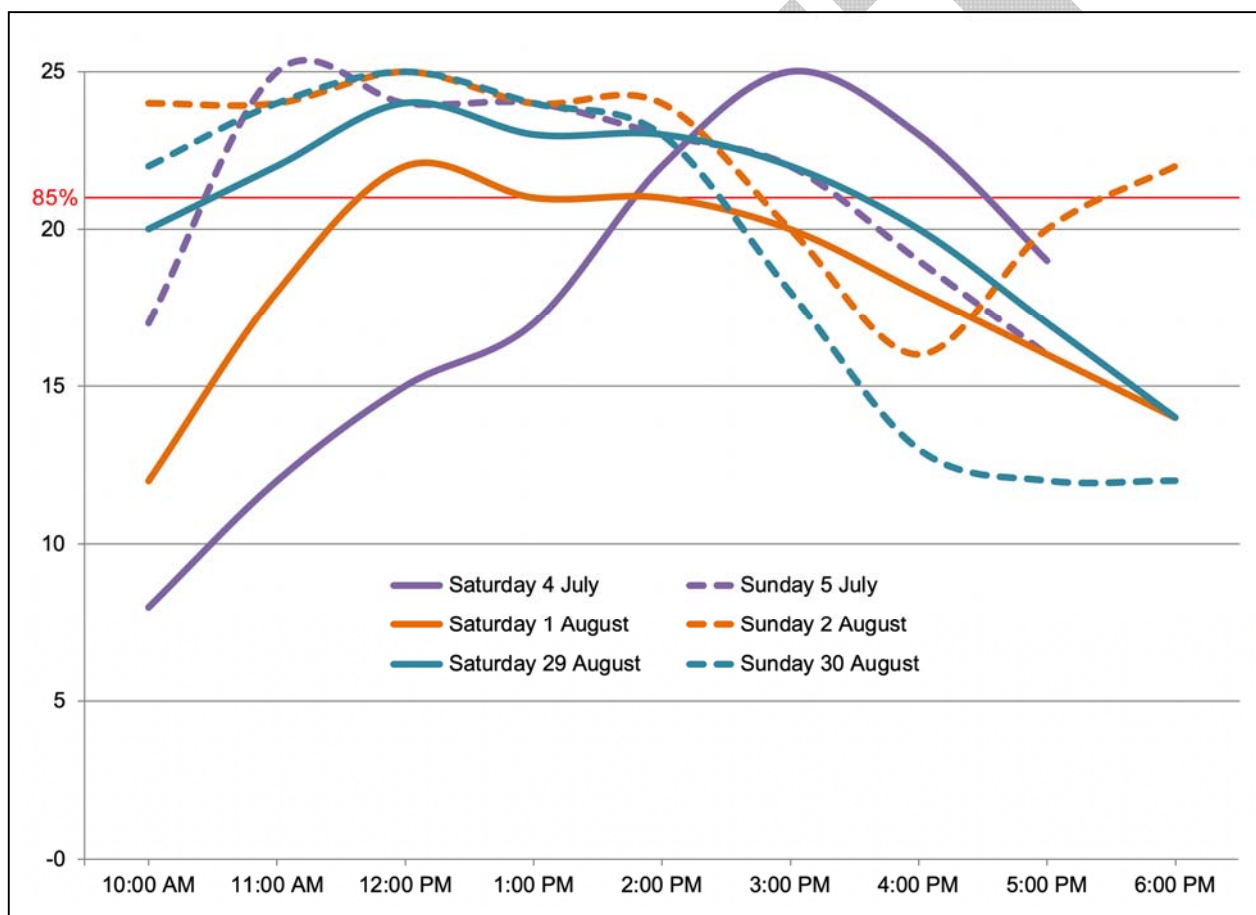


### 2.4.2.2 Street Parking on Blackcomb Way

There are 25 parking stalls on Blackcomb Way in the Upper Village, with a time limit of two hours, priced at \$2 per hour, the same rate as in the Village. Figure 2.24 illustrates occupancies on the six survey days in summer 2020. The occupancy exceeded the 85% target much of the time, and reached 100% on four of the six surveys days.

These high occupancies are in part due to vehicles parked for more than the two-hour limit. Last summer, 33% of the time parking stalls were occupied by vehicles parked overtime, with an average duration for overtime parkers of 3 hours and 16 minutes, and a maximum of more than 6 hours (parking duration data were not collected this summer).

**Figure 2.24 – Blackcomb Way parking occupancy, summer 2020**



### 2.4.2.3 Private Lots in the Village

Approximately 1,100 parking stalls were surveyed in private parking lots with publicly-accessible parking:

- Hotels – Pan Pacific Village Centre/Peak Lodge and Westin (683 stalls total).
- The Brewhouse lot (48 stalls).

- The Town Plaza lot (92 stalls).
- Marketplace parking lot (276 stalls)

Prices in most private parking lots are significantly higher than in municipal parking lots, up to \$4.25 per hour and up to \$42.50 for 24 hours. The exception is the Pan Pacific Village Centre/Peak Lodge lot where parking costs \$11 per 12-hour day, which is only \$1.00 more than Day Lots 1 through 3, and \$6 more than Lots 4 and 5. Parking at Marketplace is limited to two hours, and is free for the first hour and \$3.00 for the second hour.

Significant results of the parking surveys regarding private parking lots include:

- Daytime parking occupancies in hotels ranged from 27% to 95%. The highest occupancies were observed on Saturday 1 August (the BC Day long weekend) and Saturday 29 August.
- Occupancy in the Town Plaza and Brewhouse lots ranged from 15% to 80%. Not only is parking in both these lots more expensive than in municipal lots, the lots are not well signed nor prominently identified, and as a result they may be overlooked by many motorists.

## 3 Other Transportation Actions

This section presents the results of other actions implemented as part of the Transportation Action Plan, including free transit service on summer weekends and holiday Mondays, a free bicycle valet parking service, carpool parking passes and parking for commercial buses. Additional parking in neighbourhoods and locations near popular trailheads and parks is also examined.

### 3.1 Transit

This section discusses transit ridership, pass-ups and the new high school transit pass program.

#### 3.1.1 Ridership

Table 3.1 summarizes transit ridership for fiscal years 2018-19 and 2019-20. Transit ridership increased 3% overall in 2019-20, with all of the increase due to fare-paying rides.

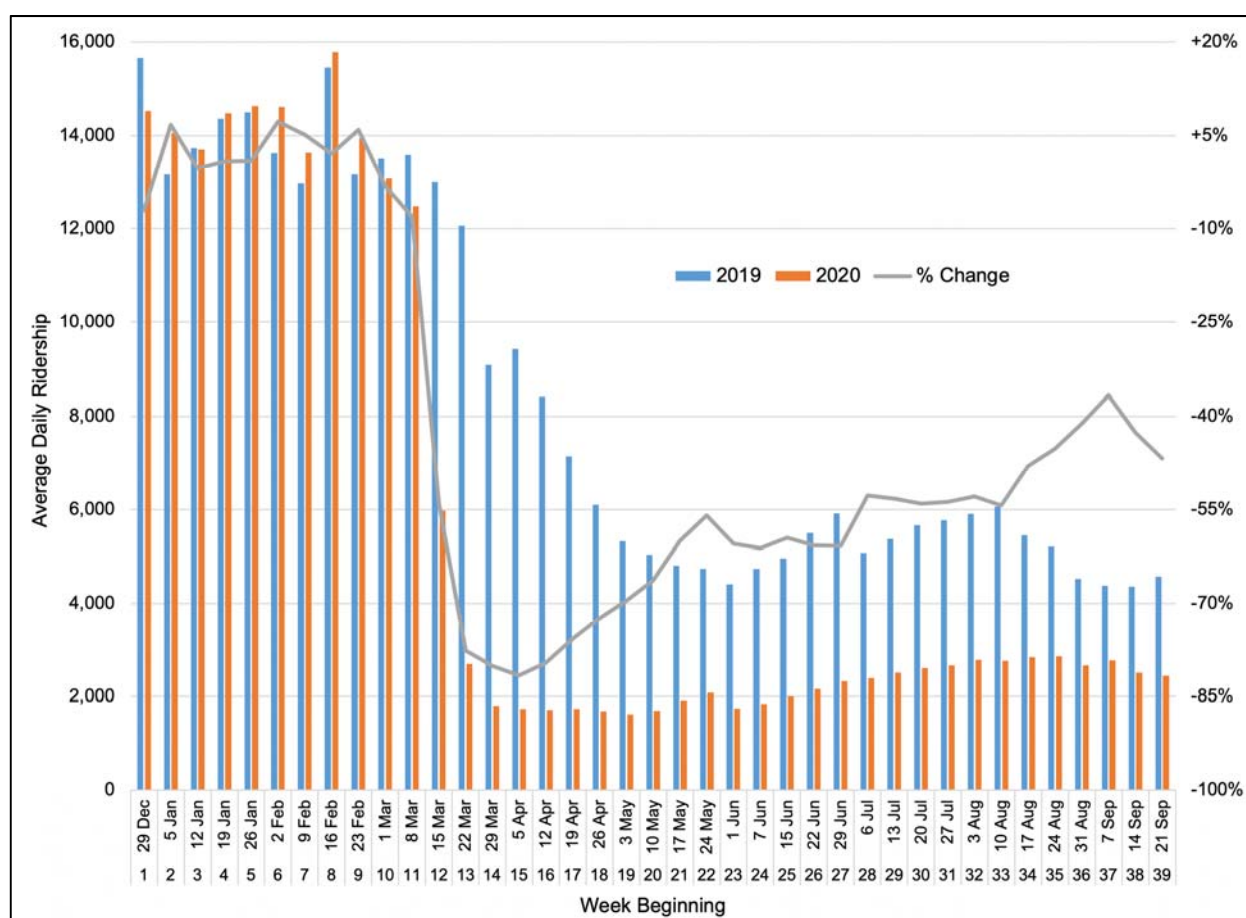
**Table 3.1 – Transit ridership April 2018 to March 2020**

	<b>April 2019 – March 2020</b>	<b>April 2018 – March 2019</b>
Time period	12 months	12 months
Paid rides	1,867,000	1,751,000
Free rides	1,323,000	1,337,000
Total rides	3,190,000	3,088,000
Avg. monthly rides	266,000/mo	257,000/mo
Average rides per day	8,740/day	8,460/day

The COVID-19 pandemic began in mid-March. Figure 3.1 compares average daily transit ridership in 2019 and 2020 to the end of September (the midpoint of the fiscal year). Ridership for the first half of the 2020-21 fiscal year was only 40% of the previous year. During the first weeks of the pandemic from 20 March through 31 May 2020, transit was free with rear door boarding only, and the maximum bus capacity was reduced to 20 passengers (compared to the normal capacity of 70 passengers). During this period, transit ridership was only 20% to 45% of ridership during the same time period in 2019. Transit fares and front door boarding were reinstated on 1 June 2020 (passes purchased prior to the COVID-19 pandemic were extended for up to 73 days) and the maximum bus capacity was increased to 40 passengers. Face coverings were encouraged during the spring and summer, and were mandated on 24 August. Ridership was higher after 1 June, but remained well below previous years, ranging from 40% to 60% of 2019 ridership.

Transit service on all bus routes was free in the summer on peak days (Saturdays, Sundays and holiday Mondays) from 1 July through to Labour Day on 7 September 2020. Transit service is free at all times on route 5 (the Upper Village shuttle) and route 8 (the Lost Lake shuttle), so in practice the peak day free transit service only affects routes 6, 7 and 10 through 32.

**Figure 3.1 – Transit ridership 2019 vs 2020**



The peak day free transit service began with a pilot project in summer 2016, when transit was free on six Saturdays from the BC Day long weekend through to Labour Day. In 2017 the peak day free service was expanded to Saturdays, Sundays and holiday Mondays from Canada Day through Labour Day. In 2018 the free service was extended two weeks earlier and two weeks later, to coincide with changes to the dates when parking charges were in effect in Lots 4 and 5, and the free bike valet service was provided at the farmers' market on Sundays. In 2019 the service period was shortened to remove the two weekends after Labour Day. In 2020 the free transit services was planned to begin on 15 June, but was delayed to 1 July due to the COVID-19 pandemic.

Table 3.2 summarizes average daily ridership in summer 2016 through 2020 (Canada Day through Labour Day), on Saturdays, Sundays and holiday Mondays when transit was free, and on weekdays when fares were paid. The most significant result prior to 2020 is the increase in ridership on Saturdays, from just over 3,000 rides per day in the first part of summer 2016 before free transit was introduced, to an average of 5,400 rides per day in summer 2019, 2018 and 2017, amounting to an increase of 77%. Sunday ridership similarly increased from 3,000 rides per day in 2016 and 2017 to an average of 4,750 rides per day on free Sundays. It is also interesting to note that average weekday paid ridership was 9% higher in 2017 than in 2016, 6% higher in 2018 than in 2017, and

10% higher in 2019 than in 2018, suggesting that some people trying the free service on weekends continued to use transit on weekdays as well.

Ridership on the free transit service in summer 2020 was less than half of previous years, due primarily to the COVID-19 pandemic but also because extra service was not added in 2020 to provide 15-minute service from 7:00 am to 7:00 pm, and the free service was not widely advertised. There were also no scheduled events in the Village in summer 2020 as there were in previous years, and major events such as Crankworx were cancelled. Weekday paid ridership was also less than half of the weekday ridership in previous years.

**Table 3.2 – Average daily summer ridership on transit routes with weekday fares**

	Summer 2020		Summer 2019		Summer 2018		Summer 2017		Summer 2016	
	Pay	Free <sup>1</sup>	Pay	Free <sup>1</sup>	Pay	Free <sup>1</sup>	Pay	Free <sup>1</sup>	Pay	Free <sup>1</sup>
Saturday		<b>2,050</b>	3,850 <sup>2</sup>	<b>5,360</b>	3,470 <sup>2</sup>	<b>5,400</b>	3,470 <sup>2</sup>	<b>5,390</b>	3,070	<b>4,680</b>
Sunday		<b>1,940</b>	4,090 <sup>2</sup>	<b>4,840</b>	3,350 <sup>2</sup>	<b>4,780</b>	3,020 <sup>2</sup>	<b>4,650</b>	2,970	–
Holiday		<b>1,660</b>		<b>3,960</b>		<b>3,580</b>		<b>3,930</b>	2,060	–
Weekday	1,770		3,970		3,610		3,390		3,110	
1: Canada Day through Labour Day      2: Average June ridership prior to free weekends										

### 3.1.2 Pass-Ups

“Pass-ups” occur when a bus “passes up” people waiting at the bus stop. Pass-ups were a problem in previous summers due to the popularity of the free transit service and the overall increase in transit ridership. Pass-ups also occurred in summer 2020, but to a lesser extent. Table 3.3 compares pass-ups in summers 2020, 2019 and 2018. Key results include:

- 87% of pass-ups in summer 2020 occurred because the bus was full and no additional passengers could board, and the remaining 13% of pass-ups involved cyclists who were left behind because the bike rack on the bus was already full.
- There were half the number of pass-ups in summer 2020 due to buses being full than in 2019. Transit ridership from May through September was 54% less in 2020 than in 2019, however, indicating a similar rate of pass-ups (0.30 pass-ups per 1,000 passengers in 2020 vs. 0.27 in 2019).
- There were more pass-ups in previous years due to bike racks being full than in summer 2020, likely due to the greater number of bicycles carried on buses in previous years (a total of 8,950 bicycles were carried on buses from 1 May to 30 September 2020 as compared to 12,700 bicycles during the same period in 2019 and 10,950 bicycles in 2018). This result reflects lower transit ridership in summer 2020 due to the COVID-19 pandemic and cancellation of events such as Crankworx, which was a significant contributor to numbers of pass-ups in previous years.

**Table 3.3 – Transit passenger pass-ups summer 2020 vs. 2019 and 2018**

	2020			2019			2018		
	Bike Rack Full	Bus Full	Total	Bike Rack Full	Bus Full	Total	Bike Rack Full	Bus Full	Total
May	3	2	5	15	37	52	28	134	162
June	0	6	6	17	7	24	8	0	8
July	10	87	97	16	96	112	16	6	22
August	3	0	3	60	57	117	21	245	266
September	0	15	15	6	17	23	12	18	30
<b>Totals</b>	<b>16</b>	<b>110</b>	<b>126</b>	<b>114</b>	<b>214</b>	<b>328</b>	<b>85</b>	<b>403</b>	<b>488</b>

### 3.1.3 High School Transit Pass

The High School Bus Pass Pilot Program began in January 2020. The main goals of the pilot program are to reduce “parent chauffeur” trips within Whistler, thereby reducing highway congestion and GHG emissions, and improve affordability for families in Whistler. The program provides free access to transit for students in grades 8 through 12.

Phase 1 of the program operated from 6 January through to 30 September 2020, and Phase 2 began in late September and will continue to 15 October 2021. The program includes 500 students at Whistler Secondary School and the Waldorf School. Surveys were conducted of pass users in March 2020 prior to the COVID-19 pandemic, and in September and October 2020 when schools had resumed. The key findings of the surveys include:

- Students live in all neighbourhoods throughout Whistler, with the highest numbers in Alpine Meadows (19% of students), Rainbow Estates (9%) and Cheakamus Crossing (9%). Approximately 6% of students live in Pemberton.
- Prior to Phase 1 of the program, only 12% of students bought a bus pass, and more than half (52%) paid with cash.
- Almost two-thirds (63%) of students used transit at least once a week prior to the free bus pass program, and 15% used transit 5 days per week. In Phase 2 of the program, almost three-quarters (74%) of students reported using transit at least once a week, and 20% reported using transit 5 days per week.
- In Phase 2, 58% of students reported using transit more as a result of the High School Bus Pass Pilot Program. Less than 1% reported using transit less, and 3% reported that they stopped using transit due to the COVID-19 pandemic.

Table 3.4 summarizes monthly transit rides with high school bus passes, from January through October (data for April and May are not included in the table as transit was free during these months). Average daily ridership during Phase 1 (from mid-January when all passes had been distributed through to mid-March when the COVID-19 pandemic began) was approximately 180 rides per day. During the first six weeks of the new school year in September and October, average

daily ridership was approximately 145 rides per day, equivalent to 80% of the pre-pandemic ridership level.

**Table 3.4 – High School Bus Pass Pilot Program ridership**

		<b>Average Daily Rides*</b>	<b>Notes</b>
Phase 1	January 2020	117	Passes distributed by mid-January
	February 2020	183	
	March 2020	175	Pandemic began in mid-March
	June 2020	92	No in-person school in June
	July 2020	141	
	August 2020	177	
Phase 2	September 2020	160	In-person school resumed
	October 2020	138	
* Excludes free transit days, weekends and holidays 1 July through 7 September			

## 3.2 Secure Bicycle Parking

Recognizing that concerns regarding bicycle theft are a significant deterrent to cycling, the municipality offered secure bicycle parking:

- A free bicycle valet parking service during the summer to encourage people to travel to the Village by bicycle. This was a continuation of the service first offered in 2017.
- A secure bicycle enclosure in the parking area below the Library with capacity for 30 bicycles.

The bicycle valet service operates like a coat check service. As shown in Figure 3.2, a secure fenced area is provided for bicycle storage, and is always supervised by at least one attendant. To minimize the risk of transmitting COVID-19, attendants spray all bicycles with disinfectant when they are checked in. Cyclists are issued numbered tickets that they later use to reclaim their bicycles, which are identified with corresponding tags as shown in Figure 3.3.

In previous summers the bicycle valet service operated in three locations; in Olympic Plaza on Saturdays, at the farmers market on Sundays, and at Crankworx. In summer 2020 the bike valet was in Olympic Plaza on Saturdays and Sundays, as the farmers market relocated to the Squamish Lil'wat Cultural Centre due to COVID-19 and there was not sufficient space for the bike valet, and Crankworx was cancelled. Signs were posted in the Village promoting the bike valet, as shown in Figure 3.4, and many users commented that they learned of the bike valet service from the signs.

**Figure 3.2 – Bicycle valet attendants, summer 2020**



**Figure 3.2 – Bicycle valet tagged bicycles, summer 2020**



**Figure 3.4 – Bicycle valet signs in the Village, summer 2020**



Table 3.5 summarizes the numbers of bicycles checked in at the bike valet in summer 2017 through summer 2020, and the residences of people who used the bicycle valet service. Significant results include:

- The bike valet operated on 21 days during summer 2020. A total of almost 1,400 bicycles were checked in, an average of 67 bicycles per day. This average is a lower than in 2017 and 2019, but slightly higher than in 2018.
- The highest demand occurred on Saturday 5 September on the Labour Day long weekend, when 127 bicycles were checked in. The Saturday of the Labour Day weekend was also the busiest day in 2019, when 211 bicycles were checked in.
- Demand for the bike valet correlated with the weather. Rain reduced demand as expected, but temperature also had an effect, with demand highest on days with temperatures between 18 and 26 degrees, and lower on days that were colder or warmer.
- Almost two-thirds of persons using the bike valet in summer 2020 were from Greater Vancouver, while 30% were from Whistler. This represents a reversal from previous years when almost half of users were from Whistler. Less than 7% of users were from elsewhere in B.C. and none were from elsewhere in Canada or the world. These results for summer 2020 reflect a higher number of day visitors and the effects of COVID-19 travel restrictions, and are supported by anecdotal reports of more local visitors and more families.

**Table 3.5 – Bike valet statistics, 2017 to 2020**

	2020	2019	2018	2017
Days	21	28	25	16
Bicycles	1,396	2,610	1,556	1,385
Bicycles per day	67/day	93/day	62/day	87/day
e-Bikes	6%	9%	n/a	n/a
Whistler	30.3%	49.4%	50.5%	38.6%
Pemberton	0.2%	0.6%	0.5%	0.4%
Squamish	0.2%	2.0%	0.7%	1.2%
Metro Vancouver	63.0%	27.2%	23.3%	39.6%
Other British Columbia	6.3%	4.4%	4.7%	2.6%
Other Canada	0%	2.2%	2.3%	2.3%
United States	0%	9.8%	10.2%	8.4%
Elsewhere in the world	0%	4.4%	7.8%	6.9%

### 3.3 Accessible Parking

There is a total of 50 accessible parking stalls in municipal parking lots in the Village and in Day Lots 1 through 5.

Table 3.3.6 and Table 3.3.7 summarizes the number of accessible stalls in each location, and the maximum occupancies observed on the survey days in winter and summer (three accessible stalls on Sundial Crescent that are not pay parking are not included in Table 3.4). It is important to note that the totals indicated in italics and bold reflect the maximum number of vehicles observed parked in accessible stalls in the Village and in the Day Lots at the same time, and are not the sum of the numbers above, as the maximum numbers of vehicles in each location were observed at different times.

Location		Number of Stalls	Maximum Occupancy					
			Sat 4 Jul	Sun 5 Jul	Sat 1 Aug	Sun 2 Aug	Sat 29 Aug	Sun 30 Aug
Conference Centre (surface)		4	0	0	0	1	1	0
Visitor Centre		1	1	1	0	1	1	0
Village Green		1	0	0	0	0	1	0
Sundial (pay parking stalls only)		2	1	0	1	1	2	0
Main Street		3	1	1	1	1	2	3
Library		2	0	0	0	0	0	0
Municipal Hall		2	0	0	0	0	0	0
<i>Village accessible parking</i>		<i>15</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>2</i>	<i>6</i>	<i>3</i>
Day Lots	Lot 1	5	1	2	1	2	2	0
	Lot 2	9	2	1	0	2	2	2
	Lot 3 West	10	1	0	2	1	2	1

	Lot 4	6	1	0	1	1	2	1
	Lot 5	3	0	0	0	0	0	0
<i>Day Lot accessible parking</i>		33	5	2	3	5	6	2
<b>All accessible parking</b>		<b>48</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>5</b>

Figure 3.2 and Figure 3.3 illustrates the number of vehicles parked in accessible stalls in the Village and the Day lots over the course of each survey day in winter and summer 2020. During winter, the peak demand for accessible parking amounted to 43% of the 15 stalls in the Village, and 18% of the 34 stalls in the Day Lots. Results were similar in the summer, when the peak demand was 40% of the 15 stalls in the Village, and 18% of the 33 stalls in the Day Lots

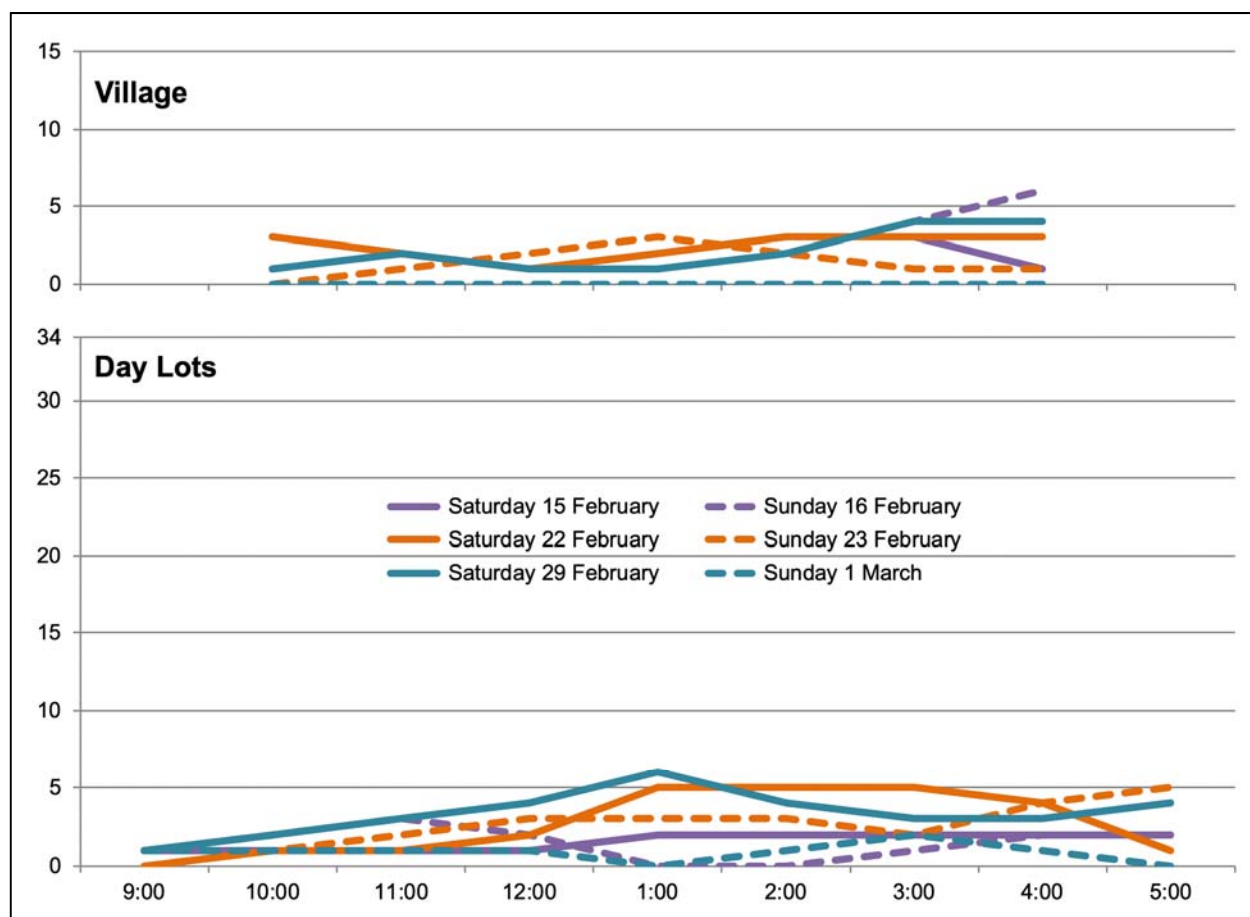
**Table 3.3.6 – Accessible parking, peak occupancies, winter 2020**

Location		Number of Stalls	Maximum Occupancy					
			Sat 15 Feb	Sun 16 Feb	Sat 22 Feb	Sun 23 Feb	Sat 29 Feb	Sun 1 Mar
Conference Centre (surface)		4	0	2	2	0	2	0
Visitor Centre		1	0	0	1	1	0	0
Village Green		1	1	1	1	1	1	0
Sundial (pay parking stalls only)		2	2	2	1	1	0	0
Main Street		3	1	2	2	1	1	0
Library		2	1	0	0	0	1	0
Municipal Hall		2	1	0	0	0	0	0
<i>Village accessible parking</i>		<i>15</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>4</i>	<i>0</i>
Day Lots	Lot 1	5	2	1	2	3	4	0
	Lot 2	9	0	1	3	1	1	1
	Lot 3 West	10	0	1	1	2	0	2
	Lot 4	6	0	0	0	0	2	0
	Lot 5	4	0	0	0	0	1	0
<i>Day Lot accessible parking</i>		<i>34</i>	<i>2</i>	<i>3</i>	<i>5</i>	<i>5</i>	<i>6</i>	<i>2</i>
<b>All accessible parking</b>		<b>49</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>2</b>

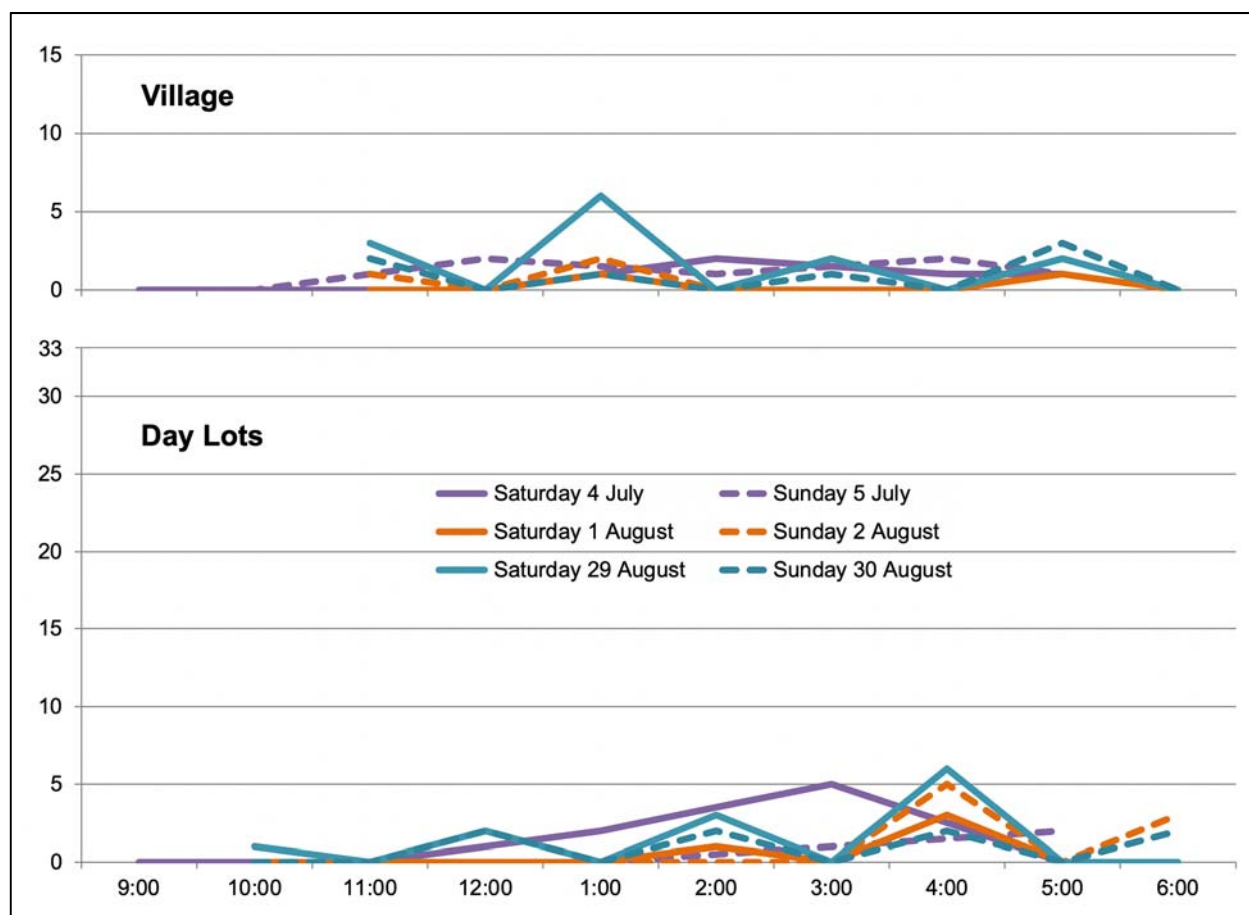
**Table 3.3.7 – Accessible parking, peak occupancies, summer 2020**

Location		Number of Stalls	Maximum Occupancy					
			Sat 4 Jul	Sun 5 Jul	Sat 1 Aug	Sun 2 Aug	Sat 29 Aug	Sun 30 Aug
Conference Centre (surface)		4	0	0	0	1	1	0
Visitor Centre		1	1	1	0	1	1	0
Village Green		1	0	0	0	0	1	0
Sundial (pay parking stalls only)		2	1	0	1	1	2	0
Main Street		3	1	1	1	1	2	3
Library		2	0	0	0	0	0	0
Municipal Hall		2	0	0	0	0	0	0
<i>Village accessible parking</i>		<i>15</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>2</i>	<i>6</i>	<i>3</i>
Day Lots	Lot 1	5	1	2	1	2	2	0
	Lot 2	9	2	1	0	2	2	2
	Lot 3 West	10	1	0	2	1	2	1
	Lot 4	6	1	0	1	1	2	1
	Lot 5	3	0	0	0	0	0	0
<i>Day Lot accessible parking</i>		<i>33</i>	<i>5</i>	<i>2</i>	<i>3</i>	<i>5</i>	<i>6</i>	<i>2</i>
<b>All accessible parking</b>		<b>48</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>5</b>

**Figure 3.2 – Accessible parking occupancy, winter 2020**



**Figure 3.3 – Accessible parking occupancy, summer 2020**



### 3.4 Motorcycle Parking

Designated parking for motorcycles is provided in the following three locations:

- Conference Centre surface parking lot
- Day Lot 3 East
- Day Lot 4

Table 3.3.8 summarizes observed numbers of motorcycles in the designated parking areas during summer 2020. The designated motorcycle parking at the Conference Centre was well-used, with a maximum occupancy of 5 to 7 motorcycles on five of the six dates, amounting to approximately two-thirds of the capacity of this parking area. In contrast, the motorcycle parking area in Lot 3 East and Lot 4 was not as well used, remaining empty much of the time and with maximums of only three and four motorcycles, respectively.

**Table 3.3.8 – Motorcycle parking occupancy, summer 2020**

<b>Location</b>	<b>Date</b>	<b>9:00 am 10:00 am</b>	<b>11:00 am 12:00 pm</b>	<b>1:00 pm 2:00 pm</b>	<b>3:00 pm 4:00 pm</b>	<b>5:00 pm 6:00 pm</b>
Conference Centre	Saturday 4 July	4	0	0	6	n/a
	Sunday 5 July	2	6	5	4	
	Saturday 1 August	n/a	0	0	0	0
	Sunday 2 August		1	7	4	0
	Saturday 22 August	n/a	1	3	5	6
	Sunday 23 August		4	6	4	3
Day Lot 3 East	Saturday 4 July	0	0	0	0	0
	Sunday 5 July	0	0	0	0	0
	Saturday 1 August	0	0	2	0	0
	Sunday 2 August	0	0	0	0	0
	Saturday 22 August	0	0	0	3	0
	Sunday 23 August	0	0	1	0	0
Day Lot 4	Saturday 4 July	0	0	0	0	0
	Sunday 5 July	0	0	2	0	0
	Saturday 1 August	0	2	3	0	1
	Sunday 2 August	0	0	0	0	1
	Saturday 22 August	2	4	0	0	0
	Sunday 23 August	1	0	0	0	0

### 3.5 Carpool Parking Passes

Carpool parking passes are valid in Day Lots 4 and 5, and allow residents and employees to attach up to five license plates to a single pass (only one vehicle can be used at a time). The intent in introducing the passes was to encourage carpooling and reduce traffic and parking demand in the Village.

There are two types of carpools using the program:

- “Conventional” carpools, with different vehicles registered in different households. In a “conventional” carpool, the driver stops at one or more locations along the way to pick up other members of the carpool.
- “Convenience” carpools, with different vehicles all registered to the same household. “Convenience” carpoolers are not constrained to using the same vehicle every day, and can use different vehicles as desired. Examples of “convenience” carpools include a husband and wife, roommates, and in some cases one person who owns multiple vehicles. Approximately 90% of carpool passes are “convenience” carpools with all vehicles in the same household.

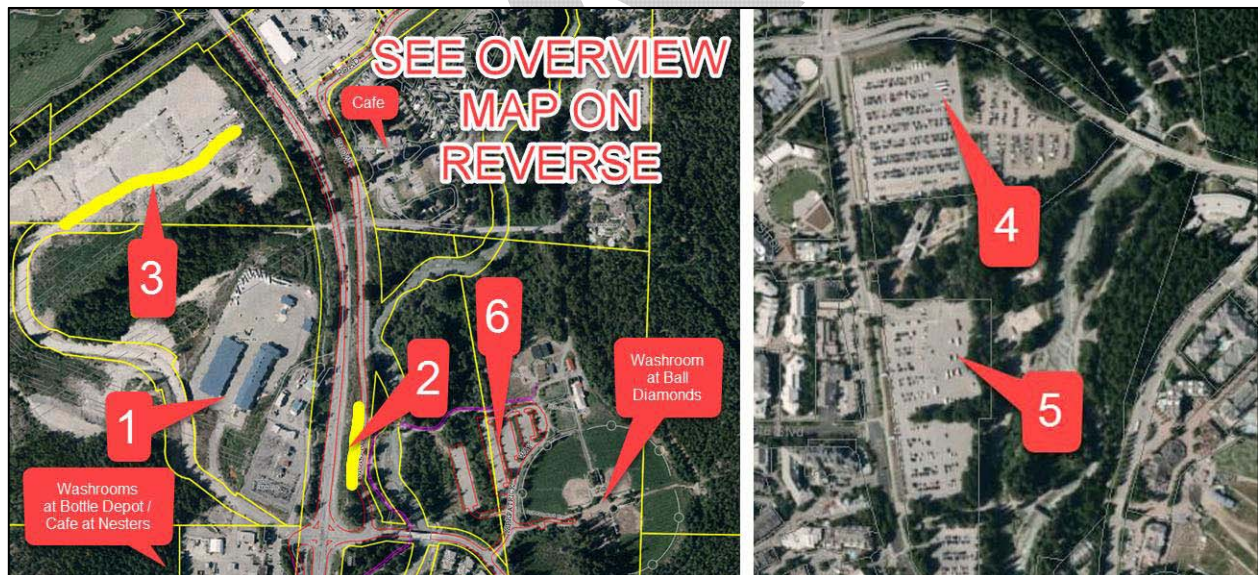
There were 128 carpool passes sold in December 2019, January and February 2020, an average of 43 passes per month. This is a reduction from the previous winter, when there was an average of 62 passes per month sold in December 2018 through February 2019. Only 36 carpool passes were sold in July and August 2020, an average of 18 passes per month, also a reduction from the previous summer when there was an average of 29 passes per month sold in July and August 2019.

## 3.6 Commercial Buses

Parking for commercial buses is available in six locations, illustrated in Figure 3.4:

1. The BC Transit yard on Nesters Road. This is a secure facility, for which an annual contract with BC Transit is required, and an associated cost to use the facility.
2. Mons Road. Bus parking is permitted on the shoulder on the west side of the road in designated areas only, and overnight parking is permitted for free.
3. Nesters Road. Bus parking is permitted on the shoulder on the east side of the road in the Nesters Crossing industrial area, and overnight parking is permitted for free.
4. Day Lot 4. Parking for full-size buses (35 or more seats) is permitted in the designated “bus parking area.” Pay parking is in effect during summer and winter at \$5 per hour to a maximum of \$25, and overnight parking is permitted.
5. Day Lot 3 East. Parking for minibuses (under 35 seats) is available on request during the winter only. Pay parking is in effect at \$5 per hour to a maximum of \$20 per day. Overnight parking is prohibited.
6. Spruce Grove Park. On busy event weekends, buses are directed to park in Lot 4 at Spruce Grove Park, and in Lot 3.

**Figure 3.4 – Commercial bus parking locations**



The designated bus parking area in Lot 4 has a capacity of up to 14 buses. During winter 2019-20 the average number of buses in Lot 4 during the daytime was 5 buses. The maximum of 14 buses was observed on only 8 of the 108 days of the winter season (which ended early on 14 March).

During the COVID-19 pandemic in summer 2020 there were almost no buses in Lot 4. A maximum of 2 buses was observed in Lot 4 on three days over the summer season.

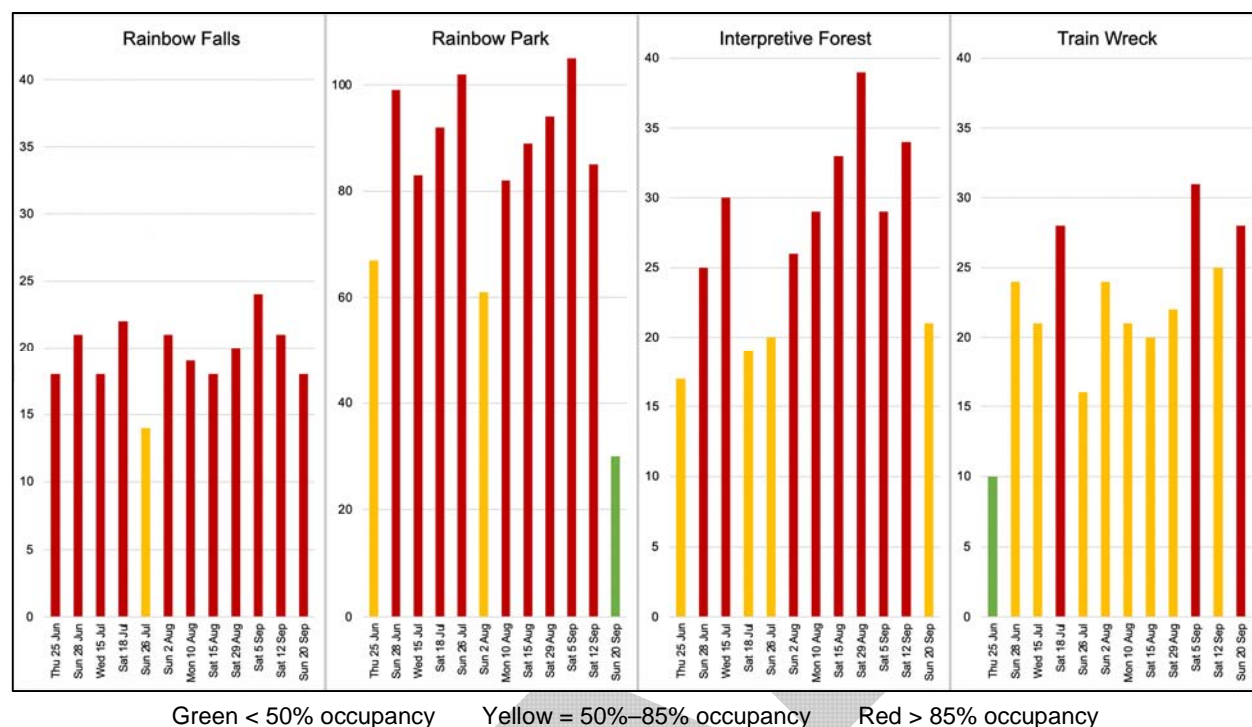
### 3.7 Parking at Parks and Trailheads

Another transportation issue in the summer is parking activity at popular parks and trailheads, some of which are in residential neighbourhoods. To measure the extent of the issue, parking surveys were conducted at 14 trailheads, two parks and the playing fields at Meadow Park (the main parking lot at the Meadow Park Sports Centre was not surveyed). Surveys were undertaken at midday and in early afternoons on 12 weekdays and weekends from late June through mid-September 2020. It is important to note that the numbers of vehicles observed in each location does not necessarily represent the peak parking demand, which may have occurred at a different time than the survey.

Of the 17 survey locations, the data indicate that parking capacity is a recurring issue at four locations, where the number of parked vehicles frequently exceeded the target of 85% occupancy. These locations are illustrated in Figure 3.5 and are described below:

- The Rainbow Falls trailhead (also known as the 21 Mile/Rainbow Lake trail). The parking area on the north side of Alta Lake Road at 21 Mile Creek has a capacity of 20 vehicles. Occupancy exceeded the 85% target on all 12 survey days. Additional vehicles were parked in the lot to the east on the south side of Alta Lake Road, where the occupancy only exceeded 85% on one day. Additional vehicles were sometimes parked nearby on the shoulders of Alta Lake Road east of the trailhead, and in the Whistler Cemetery.
- Rainbow Park. The parking lot was filled to capacity on 9 of the 12 survey days, and on 5 days exceeded 100% capacity due to vehicles parked in locations within the lot not designated for parking. Overflow parking occurred on the shoulders on Alta Lake Road north and south of Rainbow Park, except on the BC Day long weekend when temporary parking restrictions on Alta Lake Road appeared to redirect overflow parking into the residential area to the south (these parking restrictions were later reduced in scope and limited to the section of Alta Lake Road near Rainbow Park).

**Figure 3.5 – Parking occupancies at parks and trailheads, summer 2020**



- The Whistler Interpretive Forest main parking lot on Cheakamus Lake Road east of Highway 99. The paved parking lot has a capacity of 29 vehicles, and occupancy exceeded 85% on 8 of the 12 survey days, and on 4 of those days exceeded 100% due to vehicles parked in the unpaved area at the end of the lot, despite it being signed as “no parking.” Additional vehicles were sometimes parked nearby on the shoulders of Cheakamus Lake Road.
- The Sea to Sky Trail/Train Wreck trailhead in Cheakamus Crossing. The parking lot was doubled in size this year to 30 vehicles, yet occupancy exceeded the 85% target on 3 of the 12 survey days. Overflow parking occurred frequently on the shoulders of Whistler Quarry Road and Jane Lakes FSR.

There were no significant issues at trailheads in residential areas in summer 2020. Reported issues on Mountainview Drive were addressed in 2019 with signage and outreach. Surveys conducted in summer 2020 indicate that parking problems have been reduced as a result. This is consistent with findings from Bylaw Services’ regular patrols and a reduced number of complaints.

## 4 Conclusions and Recommendations

The Transportation Action Plan has made a significant difference in parking demand and congestion, and on winter and summer weekends it is now possible to find a parking space in the Village without difficulty. Increasing transit ridership and the popularity of the bike valet service demonstrate that the Action Plan has encouraged residents and visitors to travel by transit and bicycle instead of by automobile.

This success has been tempered by recent increases in parking occupancy in the Day Lots, where prior to the COVID-19 pandemic the parking occupancy on weekends in winter and summer consistently exceeded the 90% target. When the pandemic ends, the parking demand is likely to return to pre-pandemic levels and exceed the 90% occupancy target.

Parking is not the only transportation issue. Highway congestion remains a significant challenge, and the pandemic has reduced transit ridership by 50%. These remaining issues can be addressed by further actions undertaken through the Transportation Action Plan.

This section summarizes key conclusions from summer and winter 2020, and provides recommendations regarding further actions that could be undertaken in 2021 or later to achieve the objectives of the Transportation Action Plan.

### 4.1 Conclusions

#### Winter 2019-20:

- Highway congestion at peak times is the primary transportation problem
- Parking availability is a secondary issue
- Parking availability targets were achieved in the Village lots
- Parking availability targets were not achieved most days in the Day Lots, due to the popularity of monthly parking passes, particularly in Lots 1–3
- An increase in regional traffic to/from Whistler has been offset by reductions in local traffic on Highway 99 within Whistler
- The new high school bus pass was well-received, with an average of 180 rides per day.

#### Summer 2020:

- Parking was less of a problem in the Village due to the COVID-19 pandemic
- Parking availability targets were achieved in the Village on all days, and in the Day Lots on most days
- The Creekside parkade remains underutilized
- Parking congestion is primarily an issue at Rainbow Park, the Interpretive Forest, and the Rainbow Falls and Train Wreck trailheads
- Transit ridership declined due to the pandemic
- Route 10 ridership increased in proportion to service increases
- The free bike valet continues to be a popular and valued service

## 4.2 Recommendations

Key recommendations to improve parking availability and address parking management issues in 2021 and beyond, based on the conclusions highlighted above, include:

- **Parking prices:** The municipality should increase prices in the Day Lots to \$12/day and \$6/day in winter 2020-21 (as was originally planned for summer 2020).
- **Parking passes:** The municipality should substantially increase the prices of parking passes to address availability problems in the Day Lots. Relative to the costs of hourly and daily parking, general parking passes (Lots 1–3) should be priced at more than \$100 per month and employee/resident passes (Lots 4 and 5) should be priced at more than \$50 per month. In addition, the municipality should investigate other pass options that would encourage employees and residents to use other transportation modes on peak days (Fridays through Sundays and holidays) rather than driving and parking.
- **Conference Centre:** The municipality should undertake a pilot program allowing general parking on weekends in half of the parking stalls on the bottom level P4 at the Conference Centre. Currently, level P4 is less than half full almost all the time on weekends in the summer and winter, while the occupancy on other levels often exceeds the 85% target. This pilot program would increase the available parking at the Conference Centre during peak times.
- **Parking enforcement** is an essential component of a successful parking management program. Without adequate enforcement, it is more difficult to achieve the targets of 10% or 15% availability. In particular, increased enforcement (more personnel, more frequent patrols and enhanced technologies) is needed to discourage overtime parking in high-demand lots in the Village and on Blackcomb Way, at high-demand times (particularly weekends), and to mitigate potential neighbourhood parking complaints.
- **Creekside:** To encourage more people to park at Whistler Creekside during the summer and make use of the free transit service to the Village, additional means of providing information regarding parking and free transit options at Creekside should be considered, including online information and signs on Highway 99 northbound.
- **Information:** To make better use of under-utilized facilities and avoid congestion in high-demand areas, more information about parking should be provided, for motorists in the Village looking for parking, and for visitors before they travel to Whistler. Such information includes (but is not limited to) signs directing motorists to parking, printed and electronic maps of parking lots with information about prices and time limits, and expanded search, information and other features in the municipality's website parking app. The municipality, Tourism Whistler and the Chamber of Commerce should also work with private parking operators to include all publicly available parking and keep information up to date.

Recommendations regarding other transportation services and facilities include:

- **Free transit:** The success of the peak day free transit service on weekends and holiday Mondays demonstrates that it is a key component of the Transportation Action Plan, and should be continued in summer 2021 and beyond. The municipality should expand free transit to Fridays (as was originally planned for summer 2020) to capture all weekend users (consistent

with the winter definition of weekends) and to other popular holiday weekends at other times of the year, such as Victoria Day and Thanksgiving. Additional means of advertising and promoting the free transit service should be considered, including signs on the outside of the buses and at major bus stops.

- **Route 10 express service.** Increases in service on the Route 10 express bus in fall 2020 resulted in proportionate increases in ridership, indicating the potential for more ridership with further service increases. The municipality should continue to improve the frequencies and hours of service, and should improve access to and amenities at Route 10 bus stops, including accessible shelters, pathways and lighting.
- **Increased summer transit service.** To address capacity problems that result in full buses leaving riders behind at bus stops, and to encourage more people to use transit, the frequency of service should be increased on weekends and event days during the summer, particularly on bus routes operating between Whistler Creekside and Whistler Village.
- **High school bus pass.** The pass program has increased transit ridership among high school students, and should be continued beyond the current end date in October 2021. The municipality should also consider ways to expand the program to include Whistler residents who attend school elsewhere (passes would be used when students are home from school on holidays and during the summer).
- **Bicycle valet parking:** The bicycle valet parking service provides secure bicycle parking, and is popular and well-used. To avoid confusion and enhance the appeal of the bike valet, the municipality should expand the bike valet hours to match the days and times when free transit service is provided (including Fridays and other popular holiday weekends if free transit is expanded to these days). The municipality should consider integrating the bike valet with the Village Host program to reduce the number of attendants needed to operate the bike valet, which would allow for extended days and hours on the same budget. Where arrangements can be made with event operators, the service should also be offered at special events.
- **Secure bicycle parking:** In addition to the bicycle valet parking service, there is a need for secure bicycle parking that is available to employees and others in the Village on a daily basis, during the daytime and in the evening. The municipality should promote the new bicycle enclosure at the Library, and implement other types of secure parking facilities, including partnering with the private sector to build or convert automobile parking stalls to secure bike parking facilities for their staff, customers and guests.
- **Parking at parks and trailheads:** The municipality should consider options to manage parking at Rainbow Park, the Interpretive Forest, and the Rainbow Falls and Train Wreck trailheads.



**PRESENTED:** November 17, 2020 **REPORT:** 20-117  
**FROM:** Corporate and Community Services **FILE:** 0519  
**SUBJECT:** COUNCIL MEETINGS DURING THE COVID-19 PANDEMIC

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

- Providing draft agendas and minutes on the RMOW's website;
- Providing clear communication to Council, staff and members of the public on the ways people can hear, or see and hear, Regular Council meetings;
- In addition to our regular avenues for receiving Council correspondence, providing the opportunity for members of the public to email in questions for Public Q&A up to 4:00 p.m. on the Council meeting day;
- Providing for members of the public to "attend" meetings via Zoom webinar and participate in Public Q&A via their phone or computer;
- Continued livestreaming of Regular Council meetings; and
- Providing videos of Regular Council meetings as available on the RMOW's new interactive website for viewing on an on demand basis;

**That** Council direct staff to continue to hold Public Hearings by electronic means with electronic participation by Councillors, staff and the public.

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Appendix “A” – COVID-19 Work Safe Capacity Layout for MYAC Theatre

Appendix “B” – 2021 Council Meeting Cost Projections

## PURPOSE OF REPORT

This report responds to Council’s direction for staff to investigate the feasibility of returning to in-person Regular Council meetings. This report provides Council with three options to consider for moving forward with Regular Council meetings consistent with current public health guidance during the COVID-19 pandemic.

## DISCUSSION

### Background

A Provincial State of Emergency, declared by the Minister of Public Safety and Solicitor General, is still in effect and is expected to continue for the foreseeable future.

Recently, the number of people being infected with COVID-19 in B.C. has been surging upward and health officials are making changes designed to reduce the spread of the disease. On November 5, 2020, B.C. hit a record high of 425 confirmed new cases of COVID-19. This was followed by 589 new cases on November 6, 567 new cases on November 7, and 998 over November 8 and 9. The total number of active cases as at November 10 was 4,891 (its highest total to date). On November 7, Dr. Bonnie Henry announced new restrictions for the Vancouver Coastal Health region and asked businesses “to review their COVID-19 safety plans to ensure every step is being taken to protect everyone”. The order is in effect from Saturday night to Monday, November 23 and focuses on limiting social gatherings, reducing travel, restricting indoor group exercises and strengthening workplace safety plans.

This week also saw Canada’s top public health doctor, Dr. Tam, recommend the use of 3-layer non-medical masks to improve the level of protection that can be provided by non-medical masks or face coverings. Following this recommendation, the Public Health Agency of Canada updated its guidance mentioning the risk of transmission from aerosols for the first time. According to Linsey Marr, one of the top aerosol scientists in the world, “the big difference now is that ventilation is important – distancing alone is not enough.”

The Provincial Health Officer (“PHO”) Order on Gatherings and Events restricts the number of people in attendance at an event. The gathering of more than 50 patrons at a place for the purpose of an event is currently prohibited. This applies to a Council meeting place. All associated WorkSafe Guidelines for office work environments also remain in place.

Young, Anderson Barristers & Solicitors issued a bulletin on June 19, 2020 addressing the latest Ministerial Order on local government meeting requirements:

On June 17, 2020, the Minister of Public Safety and Solicitor General made Local Government Meetings and Bylaw Process (COVID-19) Order No. 3 (M192) under section 10 of the *Emergency Program Act*. Under Order M192:

- Local government bodies are only permitted to exclude public attendance at an open meeting if, despite using “best efforts”, the local government body is unable to accommodate public attendance in a manner consistent with *Public Health Act* requirements and recommendations.
- Where a local government body holds an open meeting at which the council, board or body

members attend electronically, the local government body must make “best efforts” to have facilities to allow the public to hear or watch the meeting.

- Public hearings may continue to be held by means of electronic or other communication facilities as permitted by the previous Order M139. The new Order M192 does not introduce any requirement to use “best efforts” to allow in-person attendance at a public hearing.

With respect to excluding public attendance at open Council meetings, the Order states that a local government body “must use best efforts to allow members of the public to attend an open meeting of the council or body in a manner that is consistent with any applicable requirements or recommendations made under the *Public Health Act*”. Additionally, it is important to note that a local government body “is not required to allow members of the public to attend a meeting if, despite the best efforts of the council or body, the attendance of members of the public cannot be accommodated at a meeting that would otherwise be held in accordance with the applicable requirements or recommendations under the *Public Health Act*”. The Order also specifically speaks to electronic meetings and continues to allow local government bodies to conduct meetings by means of electronic communication facilities even if some local government body members would be ‘able’ to attend the meeting in person. Where the local government body holds an electronic meeting, it “must use best efforts to use electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public”.

On June 23, 2020, RMOW Council passed a resolution to conduct meetings electronically in accordance with the requirements of Order M192. In addition, on September 1, 2020, Council passed the following resolution:

**That** Council direct staff to postpone the September 15 restart of in-person meetings, until which time staff are in a position to provide technology and resources to support both in-person and online meetings.

Since this resolution, a team of RMOW staff, including representation from Legislative Services, Information Technology and Human Resources, have been working closely with Maury Young Arts Centre (“MYAC”) staff to develop an overview of the options for supporting both in-person and electronic Council meetings. The recent change in caseloads, and the associated public health response, highlights that the COVID-19 landscape has evolved since this matter was last brought before Council, and staff have taken this into account in the assessment of the different options. Staff have also assessed the legal and health requirements, including the goals of Order M192 to ensure openness, transparency, accessibility and accountability in respect of Council meetings, the need to keep contacts to a minimum, the physical meeting location, and the procedures for RMOW Council meetings.

## Options

The three primary options considered within this report are as follows:

1. In-person only meetings
2. Hybrid (in-person and electronic) meetings
3. Electronic/Online only meetings

More operational details for each option are presented below including an overview of the application of

relevant COVID-19 safety protocols, an overview of technical and audio/visual requirements, a summary of forecast costs, as well as the relationship of each option with respect to relevant public health orders.

### **Option One: In-person meetings without the use of any electronic technologies**

#### Operational description

This option can best be described as being very similar to the pre-COVID meeting format, with the added layer of COVID-19 health protocols. The physical meeting location would be MYAC. This option does not have an electronic meeting element and does not provide for the ability to participate remotely.

An occupancy plan for MYAC has been developed by RMOW staff and spatial areas are determined using the WorkSafe Guidelines. Spatial requirements dictate that there can only be 23 people in the Theatre and 13 in the Gallery at any one time.

All members of Council and senior staff would be seated on the stage in the Theatre. Desks would be spaced out in accordance with the physical distancing requirements and plexi-glass barriers may need to be installed at each desk and at the presentation podium. Staff note that the following persons may be in attendance at any one time during a Council meeting:

- Seven members of Council;
- Eight senior RMOW staff members (Chief Administrative Officer, Corporate Officer, Council Coordinator, GM Resort Experience, GM Corporate and Community Services, GM Infrastructure Services, Director of Planning and Director of Finance);
- One RMOW staff “greeter” ensuring safe access and flow of people into and out of the Theatre;
- Two RMOW staff presenters (one presenter and one supporting senior staff member);
- One member of the media; and
- One member of the public or a delegation representative at the podium.

This totals 20, and given the spatial requirements setting out a maximum of 23 people in the Theatre at any one time, staff note that only three members of the public could be seated in the Theatre during the meeting. This allows for staff presenters, members of the public and delegations to rotate into the Theatre (one at a time) to either present or ask a question of Council. The Gallery space would be set up as an overflow area for 10 members of the public to hear and watch the Council meeting via an additional TV monitor.

Livestreaming and recorded videos of Council meetings would be provided via whistler.ca. The public would have the ability to email in questions to Council up to 4:00 p.m. on the Council meeting day. During the Public Q&A portion of the meeting, in addition to the public within the theatre, one member of the public (from the Gallery) at a time would have the ability to enter the Theatre and ask a question of Council from the podium.

A final RMOW WorkSafe Guideline and Risk Assessment would need to be completed for this option; prior to implementation however, staff have identified the following preliminary mitigative measures:

- One RMOW staff greeter at the entry to MYAC to explain safety protocols, collect contact information for the purposes of contact tracing, ask screening questions (and restrict access to persons experiencing COVID-like symptoms, those who have travelled out of country in the

previous 14 days and those who have been directed to isolate by a health provider).

- A second RMOW staff greeter in the Gallery to monitor and control distancing and to provide information on seating configurations. This role will also provide assistance with the coordination of staff presenters and members of the public as they enter the Theatre.
- A third RMOW staff greeter in the Theatre to monitor and control distancing, provide information on seating configurations, coordinate staff and public as they enter the Theatre, disinfect the podium after each speaker and manage the exit out of the Theatre.
- MYAC and RMOW staff are currently working on the configuration of furniture to allow for proper physical distancing between Council members and staff members; this includes the potential installation of plexi-glass barriers between each desk and at the podium.
- Signage and wayfinding in place to provide a clear message to public on wayfinding and messaging such as the use of masks and distancing requirements.
- Masks must be worn at all times.
- Safety protocols include the requirement to stay home if sick and proper hand washing/sanitizing.
- Cleaning and disinfection will be elevated to meet WorkSafe Guidelines and will include a full facility disinfection prior to Council and a full clean post Council. This additional effort extends to public spaces and washrooms, backstage and exit routes.
- No sharing of printed materials.
- Continue to encourage members of the public to watch the livestream and submit questions for the Public Q&A via email instead of attending in-person.
- Could require members of the public to request to attend in-person in advance of the meeting (preregister online one week in advance of the meeting).
- No mingling with the public before/after meetings.

#### Strengths of this option

This option demonstrates a compliant interpretation of the use of “best efforts” under M192 to allow in-person attendance at a Council meeting. No additional technical equipment or development is required to execute this option.

#### Challenges and risks associated with this option

One challenge with this option is that, because it does not provide for remote or electronic participation, if a Council member or staff member is unable to attend the meeting in-person (due to the need to isolate, for example) they would not be able to participate. For staff, there is the ability to designate an acting staff member, and the Mayor may call on the Acting Mayor; however, Council members would be absent and this may affect quorum.

Moreover, having a large number of attendees (staff, Council and members of the public) at the meeting place increases the risk of transmission of the virus. Given the recent recognition by Canada's Public Health Agency of aerosol transmission of the virus, the duration of gatherings and ventilation capabilities are of great importance. Due to the length of Council meetings (often three to four hours or

more) the duration of this type of gathering is a potential concern. The ventilation capabilities of the Theatre would also need to be further explored as there are no opening windows. If an exposure event occurs at a Council meeting, there is the potential that all staff and members of Council (and their families) may be required to self-isolate for 14 days in response to the exposure, resulting in the possible disruption of key municipal operations.

Furthermore, the limited capacity for members of the public to attend a meeting in-person may not justify the increased mutual risk to staff, Council and members of the public. As highlighted above, the number of new cases is increasing and staff, Councilor's and members of the public may be reluctant to attend in-person meetings thereby moving away from the objectives of Order M192. Refusal to return to an 'unsafe workplace' is a serious and formal WorkSafe process guided by a fixed regulatory context and response protocol. If triggered by a refusal, a series of investigation steps, responses, filings and processes must be followed by law, and will consume a significant amount of our in-house health and safety capacity during an already high pressure, high volume workload period.

Staff also note that the need to wear masks during the Council meeting may pose challenges to some viewers of Council meetings from an accessibility perspective. Staff have begun exploring the implementation of a closed captioning system either through Zoom or eSCRIBE. Initial feedback on both options suggests that this service would be relatively expensive and potentially difficult to implement.

#### Associated costs for this option

The costs associated with this option are not insignificant. It is staff's current understanding that Plexi-glass barriers may need to be purchased and installed at the Council and staff tables and at the podium, this is estimated at \$7,000 (based on 14 barriers at \$500 each). Moreover, the rental and incremental staffing costs per Council meeting would be approximately \$2,100 (based on a four hour meeting); over the course of 2021 this would amount to approximately \$48,000. This is more than double the cost originally budgeted for Council meetings in the 2021 budget. The increased cost per Council meeting is due to the additional RMOW staff "greeters", additional MYAC staff time and technical equipment, and enhanced sanitization measures. Please see the cost tables at the end of this report and Appendix "B" for a more detailed breakdown.

### **Option Two: Hybrid (In-person and electronic)**

#### Operational description

The key element of the hybrid option is the ability to choose how to participate. The physical meeting location would be MYAC and the meeting would also be held electronically via Zoom. There are two alternatives associated with this option.

Option 2(a) would allow for all Councillors, staff and members of the public to be able to attend in-person or remotely via Zoom. Option 2(b) would allow for Councillors and necessary staff to attend either in-person or remotely via Zoom, but other staff and members of the public only allowed to participate remotely via Zoom.

Councillors and staff would sign into the Zoom meeting with their own computer (either from home or at their desk in the Theatre).

The operational requirements as set out in Option 1 would apply here as well. However, with Option 2(b) some of these requirements would not be necessary as the public would not be attending in-person. This would relieve the need for all three RMOW "Greeters" (please note that staff would need

to confirm with MYAC the new number of greeters required, but assume it would be just one), there would also no longer be the need to rent the TV monitor in the Gallery. Both alternatives of this option however would also require another additional staff member to operate the Zoom meeting and another to moderate the Public Q&A on Zoom webinar. It should also be noted that the element of choice in how to attend the meeting will require staff to keep an accurate count of the total number of people in the Theatre and Gallery at any one time, as this will likely be different for each meeting. As compared to Option One, this option requires two additional staff members to operate the Zoom meeting, and if all members of Council, essential staff, presenters, and media chose to attend in-person, only one member of the public would be able to sit in the Theatre. With Option 2(a), the Gallery would also be available to accommodate an overflow of up to 10 members of the public similar to Option One.

With Option 2(a), the public's ability to view and participate in the meeting would be the same as set out in Option One with the addition of the ability to ask questions during the Public Q&A portion of the meeting via Zoom webinar. With Option 2(b), the public's participation would be as set out in Option Three.

An RMOW WorkSafe Guideline and Risk Assessment would need to be completed prior to implementing this option (similar to Option One). The mitigative measures identified in Option 1 would also be required for this option.

#### Strengths of this option

The main benefit of this option is the ability to choose how to participate in the meeting. Option 2(a) also demonstrates another compliant interpretation of the requirement to use of "best efforts" under M192 to allow in-person public attendance at a Council meeting.

#### Challenges and risks associated with this option

In addition to all of challenges and risks identified in Option One, this option also introduces the technical risk of successfully running the hybrid meeting. In order to mitigate this risk, staff note that adequate testing would need to be performed. Staff also note that the development, installation and testing required to establish this hybrid meeting format requires more resources than RMOW IT and MYAC technician staff are able to provide, so an external contractor would need to be retained to complete this work. As this is new work for everyone involved, a contingency of 50 per cent has been added to all hourly rates associated with development, installation and testing. Costs associated with this testing are outlined in the cost tables at the bottom of this report. Moreover, the time required to complete the technical requirements of setup and testing for this option is difficult to establish. Staff estimate a minimum of three weeks for procuring technical equipment, development and installation, likely followed by a few weeks for testing. This timeframe would be subject to challenges and learnings encountered along the way and any changes in public health orders affecting or restricting access to the meeting and testing space. Alternative 2(b) may reduce the health risk associated with having the public attend in-person, but this also moves us away from the goals of Order M192, while still encountering the risks and challenges set out above.

#### Associated costs for this option

As noted above, this option will require a technical testing and development phase to achieve a fully vetted hybrid meeting format. It also requires additional technical and structural supplies, facility rental, as well as the highest level of additional staff involvement. It is the highest cost option, and while the

current draft budget for 2021 contemplates MYAC's new room rental fees (approximately \$20,000), it does not provide for these additional expenditures.

Meeting costs for Option 2(a) are estimated at approximately \$2,400 per meeting, which equates to \$54,500 per year. The purchase of additional technical and structural equipment is currently estimated at \$13,400. The cost to develop and test the hybrid meeting format is estimated at \$7,720; this amount includes fees from a private contractor as well as MYAC technicians' staff time. This amounts to a total cost of approximately \$75,600 if continued over the year. Please see the cost tables at the end of this report and Appendix "B" for a more detailed breakdown. For Option 2(b), equipment and testing and development costs would remain the same as for Option 2(a). The cost per meeting associated with Option 2(b) would be less than Option 2(a) because this format would likely only require one RMOW "Greeter" and there would not be the need to rent the TV monitor for the overflow area in the Gallery. This would amount to savings of approximately \$450 per meeting, or approximately \$10,300 over the year.

### **Option Three: Electronic/Online only**

#### Operational description

The RMOW has been holding electronic/online meetings using Zoom since April 7, 2020. Members of Council and staff all log on to the Zoom meeting via their own computers. Staff present a PowerPoint presentation to accompany the video and audio recording of the Council meeting on RMOW's live streaming service. The livestream as well as recorded video of Council meetings are available on [whistler.ca](http://whistler.ca).

Public input is being provided through our regular channels for receiving Council correspondence, as well as the ability to email questions up to 4:00 p.m. on the day of the Council meeting. More recently, at the October 6, 2020 Council meeting, Council meetings moved over to the Zoom 'webinar' format, which allows members of the public to participate in the meeting as "attendees" and ask questions during the Public Q&A via phone or Zoom. Delegations are also possible through Zoom. To manage the Public Q&A, an additional staff member is needed to act as the Zoom moderator for this portion of the meeting.

#### Strengths of this option

By comparing the number of outbound clicks to view both live and recent Council meetings on [whistler.ca](http://whistler.ca), from June 2019 to June 2020, RMOW staff have recognized a significant increase in online viewing of Council meetings. There are 8- 10 times as many people watching Council meetings online now than in 2019 and this represents approximately 30 to 50 more people per meeting. Looking back to pre-pandemic meetings, rarely would there have been 30 members of the public attend in-person. While anecdotal in nature, these findings do support the conclusion that total participation and viewership has increased during the pandemic. With the recent launch of the new interactive software (eSCRIBE), Council meeting information, including the viewing of Council meetings, will be further improved and will help advance our shared commitment to an open, transparent and accessible government.

The Public Q&A portion of the electronic meeting is also seeing increasing uptake from the community. At the last Council meeting on November 3, there were eight questions asked of Council through the Zoom webinar platform.

Finally, and perhaps most importantly, this option is also the safest option from a public health

perspective. As noted in the discussion of Options One and Two above, even with mitigative measures in place, having participants attend the meeting in-person introduces an elevated risk of exposure. In accordance with Dr. Bonnie Henry's guidance to minimize contact where possible, and our current RMOW COVID-19 Exposure and Safety Plans, this option prioritizes avoiding unnecessary contact between staff and/or members of the public as the primary strategy and most effective control for limiting potential exposure to the virus.

#### Challenges and risks associated with this option

Most notably, this option does not allow for members of the public to attend a meeting in-person. However, the Zoom webinar option allows members of the public to ask questions to Council in real time.

There is the continued risk of technical challenges and connectivity issues that may arise during an electronic meeting. Staff and Council members are continuing to get more comfortable with this new format but short connectivity issues are likely to continue. Finally, not all members of the public are familiar with online meetings or the Zoom application and this may be a deterrent to their participation.

#### Associated costs for this option

As compared to the other two options, this option presents significant cost reductions. This is due to not needing a physical meeting location, or the additional staff required to safely hold the meeting, not needing to purchase any additional technical or structural equipment, and not needing to develop and test the hybrid meeting format.

Moving to electronic meetings since April 7, 2020 and for the remainder of this year will result in cost reductions of approximately \$11,000. It is also worth noting that even without taking any additional COVID-19 precautions into account, the room rental rate at MYAC is set to double in price for 2021, making the difference in meeting costs even more pronounced. Given the current economic climate and the strain on municipal revenues, this is a notable strength of this option.

The only additional cost associated with this option versus historic practice is the one additional RMOW staff member currently required as the moderator for the Public Q&A portion of the meeting.

### **Cost Tables**

#### **Technical and structural equipment**

	<b>OPTION 1 (In-person)</b>	<b>OPTION 2(a) or 2(b) (Hybrid)</b>	<b>OPTION 3 (Electronic)</b>
NDI Encoder*	N/A	\$2,000	N/A
2 Laptops	N/A	\$3,900	N/A
Cabling & accessories	N/A	\$500	N/A
Plexi-glass barriers	\$7,000	\$7,000	N/A
<b>TOTALS</b>	<b>\$7,000</b>	<b>\$13,400</b>	<b>\$0</b>

\*An NDI Encoder is a device that supports the input and output of multiple streams of audio and video

*simultaneously*

### Testing and development costs

	<b>OPTION 2(a) or 2(b) (Hybrid)</b>
Contactor technician to build & install	\$800
Contractor technician to test	\$400
Contractor technician for first Council meeting	\$400
2 MYAC technicians for build, install & test	\$960
2 MYAC technicians for testing with RMOW (x2 tests)	\$320
1 MYAC Zoom operator for testing (x2 tests)	\$320
MYAC facility rental for testing (x2 tests)	\$2,920
RMOW IT staff for building & testing	24 hours of staff time
<b>TOTALS</b>	\$6,120
<b>TOTALS</b> (with 50% contingency added to hourly rates)	<b>\$7,720</b>

*\*Testing and development costs do not apply to Options 1 or 3*

### Cost per Council meeting

	<b>OPTION 1 (In-person)</b>	<b>OPTION 2 (a) (Hybrid)</b>	<b>OPTION 2(b) (Hybrid w/o public)</b>	<b>OPTION 3 (Electronic)</b>
<b>Total Cost per Council meeting*</b>	\$2,103	\$2,370	\$1,921	\$106

*\*Based on a four hour meeting*

*\*\*For a further breakdown of Council meeting costs please see Appendix "B"*

### Total annual cost

	<b>OPTION 1 (In-person)</b>	<b>OPTION 2(a) (Hybrid)</b>	<b>OPTION 2(b) (Hybrid w/o public)</b>	<b>OPTION 3 (Electronic)</b>
Council meetings*	\$48,369	\$54,510	\$44,183	\$2,438
Equipment	\$7,000	\$13,400	\$13,400	N/A
Testing & development	N/A	\$7,720	\$7,720	N/A

<b>TOTALS</b>	<b>\$55,369</b>	<b>\$75,630</b>	<b>\$65,303</b>	<b>\$2,438</b>
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*\*Based on 23, four hour long Council meetings*

## **Public Hearings**

Public hearings may continue to be held by means of electronic or other communication facilities as permitted by the previous Order M139. The new Order M192 does not introduce any requirement to use “best efforts” to allow in-person attendance at a public hearing. Section 465(2) of the *Local Government Act* affords anyone who believes their interest in property is affected by a bylaw considered at a public hearing must be afforded a reasonable opportunity to be heard by Council. If a public hearing is of strong interest to the community, it is likely that the number of public wishing to attend would be high, and may exceed the PHO Order respecting the number of persons permitted at a gathering. Moreover, under the law relating to public hearings, Council may not limit the number of speakers who appear at a public hearing. This context places Council and staff in a very difficult position of needing to limit the number of persons in the meeting place, but also not being able to limit the number of speakers under the law.

If switched to an in-person approach, this would result in needing to manage a queue outside of the building and needing to ensure that all those in the line would also have the opportunity to hear all submissions being made during the public hearing (in order to ensure that every person has the same opportunity to participate). If a public hearing is of great interest to the community, and many members of the public wish to attend the hearing, this greatly increases the risk given the higher numbers and associated longer duration of the meeting. Given that the number of speakers cannot be limited for a public hearing, staff recommend the continued use of the solely electronic meeting format for public hearings. The RMOW's previous electronic public hearing has demonstrated that this format works well with high levels of public engagement.

## **Committee of the Whole Meetings**

As noted in the staff report of September 1, 2020, staff are not able to transition to in-person sessions for Committee of the Whole meetings that are typically hosted in the Flute Room at Municipal Hall. WorkSafe guidelines and municipally-developed COVID Safety Plans for Municipal Hall limit the occupancy of the Flute room to five people or fewer. This limitation is not expected to change until Phase Four of the Provincial Restart Plan and until such time, staff recommend the continued use of the electronic meeting format for Committee of the Whole Meetings. It was beyond the scope of this report to consider the physical, COVID safety, livestreaming and access constraints associated with potential alternate locations for Committee of the Whole meetings.

## **Closed Meetings**

Closed Council meetings are also typically held in Flute Room and we are faced with the same occupancy limits as noted directly above. Furthermore, the goal of Order M192 is to ensure openness, transparency, accessibility and accountability in respect of meetings of Council that are open to the public. Given that closed meetings are not open to the public and that meetings hosted in Flute cannot be held in accordance with PHO orders, staff recommend the continued use of the electronic meeting

format for closed Council meetings.

## **ANALYSIS**

Through the discussion and consideration of each of the options above, staff have taken into account the goals of providing meaningful public access, public health and safety as well as fiscal considerations. Given the thorough assessment of these objectives, staff continue to recommend Option Three: Electronic meetings as achieving the best balance of these outcomes.

Given the public health orders and recommendations, staff recognize that it is challenging to achieve significant in-person public attendance at Council meetings. To balance this restriction against our commitment to ensuring openness, transparency, accessibility and accountability, the RMOW is currently providing various avenues for viewing and participating in Council meetings. The public engagement numbers support staff's conclusion that current efforts through the use of electronic communication facilities is working well, and effectively allowing members of the public to watch and hear, and participate in, open meetings of Council.

Moreover, the recent increase in cases within local health authorities, combined with new understandings of aerosol transmission of the virus, further elevate the known health risk associated with conducting meetings in-person at this time. Addressing aerosol transmission requires many measures; distancing, masks and ventilation all help, but none of these controls eliminates the risk entirely. Given the duration of Council meetings, and the need to ensure compliance with Public Health orders and guidance, staff support the continued use of the electronic/online meeting format until the COVID-safety landscape improves, and provincial public health guidance is meaningfully altered.

Staff also highlight the significant difference in costs associated with the options. Option Three is the least costly option.

## **POLICY CONSIDERATIONS**

### **Official Community Plan**

The report recommendation is aligned with OCP Policy 8.11.1.4 to foster a community culture that prioritizes prevention and holistic care as the approach to combatting illness, as well as Goal 8.7 to ensure that Whistler is a safe and secure resort community.

Conversely, the report recommendation, and the broad reality of the pandemic response itself, does not advance toward OCP Objective 8.3.1 to support community's initiatives that aim to create greater social connectedness, and to provide opportunities for residents to connect with each other during municipal initiatives, event and activities.

### **Other Relevant Policies**

Relevant policy at the Provincial level is noted in the discussion section above. Most notably, this report includes consideration of Ministerial Order M192 in relation to each of the options. Continuation of electronic meetings as per current practice is consistent with this Order and is aligned with WorkSafe guidance for reducing the transmission of the COVID-19 virus, as well as the municipal COVID-19 Safety Plan, and the RMOW COVID-19 Exposure Plan.

## **BUDGET CONSIDERATIONS**

An overview of costs associated with each option is presented in the discussion above. The draft 2021 budget currently allocates approximately \$20,000 for Council meetings (up from \$11,000 in 2020). This budget is based on MYAC facility rental fees that do not include extra staffing or sanitization requirements to meet COVID-19 health and safety guidelines. Additional budget would be required for both Options One and Two.

## **COMMUNITY ENGAGEMENT AND CONSULTATION**

N/A

## **SUMMARY**

In summary, staff have undertaken Council's request to investigate the feasibility of returning to in-person Council meetings. As identified in this report there are significant challenges with a return to in-person meetings at this time. Most notably, the health risks associated with in-person meetings may not be justified given a viable alternative exists. Our current RMOW COVID-19 Exposure and Safety Plans, developed in accordance with WorkSafe BC guidance, prioritize avoiding unnecessary contact between staff and/or members of the public as our primary strategy and most effective control for limiting exposure. As requested by Dr. Bonnie Henry this past weekend, we have a responsibility "to ensure every step is being taken to protect everyone". With this in mind, staff recommend the continuation of Option Three: Electronic meetings and support stating a renewed commitment to meeting the requirements under M192. In addition, staff are proposing to return to Council with an updated report to reconsider this issue in four months' time. Finally, staff are also recommending the continued use of electronic meetings for Public Hearings.

Respectfully submitted,

Brooke Browning  
MUNICIPAL CLERK

for  
Ted Battiston  
GENERAL MANAGER OF CORPORATE AND COMMUNITY SERVICES



## WHISTLER COUNCIL MEETINGS 2021 Meeting Cost Projections

MYAC facility rental per Council Meeting*	\$ 1,460.00	\$ 1,460.00	\$ 1,460.00
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		# OT hrs	# OT hrs	# OT hrs
	Rate	3	4	5
<u>Scenario 1: In-Person</u>				
RMOW Staff "Greeter #1"	\$ 27.00	160.50	214.50	268.50
RMOW Staff "Greeter #2"	\$ 27.00	160.50	214.50	268.50
RMOW Staff "Greeter #3"	\$ 27.00	160.50	214.50	268.50
		\$ 481.50	\$ 643.50	\$ 805.50

<b>Total per meeting cost for in-person meetings</b>	<b>\$ 1,941.50</b>	<b>\$ 2,103.50</b>	<b>\$ 2,265.50</b>
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		# OT hrs	# OT hrs	# OT hrs
	Rate	3	4	5
<u>Scenario 2: Hybrid**</u>				
RMOW Staff "Greeter #1"	\$ 27.00	160.50	214.50	268.50
RMOW Staff "Greeter #2"	\$ 27.00	160.50	214.50	268.50
RMOW Staff "Greeter #3"	\$ 27.00	160.50	214.50	268.50
RMOW Staff - Moderator for Public Q&A***	\$ 27.00	66.00	106.50	
MYAC Zoom Webinar Operator****	\$ 40.00	160.00	160.00	200.00
		\$708	\$910	\$1,006

<b>Total per meeting cost for hybrid meetings</b>	<b>\$ 2,167.50</b>	<b>\$ 2,370.00</b>	<b>\$ 2,465.50</b>
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		# OT hrs	# OT hrs
	Rate	1	2
<u>Scenario 3: Electronic only</u>			
RMOW Staff - Moderator for Public Q&A	\$ 27.00	66.00	106.50

<b>Total per meeting cost for electronic meetings</b>	<b>\$ 66.00</b>	<b>\$ 106.50</b>
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NOTES:

\*Based on 2021 room charge rate, includes sanitization and staffing requirements

\*\*Option 2(b) cost per 4 hr meeting would be \$1,921 (due to deletion of TV screen rental and Greeters #2 & #3)

\*\*\*Only included 1 and 2 OT hrs

\*\*\*\* 4 hr min



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** November 17, 2020

**REPORT:** 20-118

**FROM:** Corporate and Community Services

**FILE:** Vault

**SUBJECT:** EMERALD DREAMS CONSERVATION CO. LTD. – 2020 ANNUAL FILING

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

**That** the Council of the Resort Municipality of Whistler (the “Municipality”) in open meeting assembled, hereby resolves that the Municipality, as sole shareholder of Emerald Dreams Conservation Co. Ltd. (the “Company”), pass the consent resolutions of the sole shareholder of the Company; a copy of which is attached as Appendix “A” to this Administrative Report No. 20-118, and that the Mayor and Municipal Clerk execute and deliver the attached resolutions on behalf of the Municipality.

### REFERENCES

Appendix “A” - 2020 Shareholder’s Resolutions

Appendix “B” - 2020 Directors’ Resolutions

Appendix “C” - Financial Statements, ending December 31, 2019

### PURPOSE OF REPORT

The purpose of this Report is to seek Council’s approval of the annual Shareholder’s Resolutions of the Company and for the Mayor and Municipal Clerk to sign the Shareholder Resolutions of the Company to confirm approval.

### DISCUSSION

The Company is a wholly-owned corporation of the Municipality and is the trustee of the Emerald Forest Trust; a trust formed pursuant to a Trust Settlement Agreement dated November 16, 1999.

The Emerald Forest Trust was formed to manage the ownership of the Emerald Forest Lands. The Emerald Forest is a tract of forest northwest of the Whistler Village which has been preserved as parkland through a third party conservation covenant with the Land Conservancy of British Columbia.

On September 20, 2016, Council adopted the “Taxation Exemption for Philanthropic Purposes Bylaw No. 2125, 2016” designating the Emerald Forest Lands (Lot A and Lot B) as exempt from property taxes for five years under section 224 of the *Community Charter*. If Council wishes to consider a further tax exemption bylaw for these lands, this will need to be approved prior to October 31, 2021. This will be brought forward for Council consideration in 2021.

The Directors of the Corporation have approved the 2019 Financial Statements, attached as Appendix "C" and the Directors' Consent Resolutions, attached as Appendix "B". The Directors' Resolutions resolve that Virginia Cullen is appointed as President of the Company, and Carlee Price is appointed as Secretary of the Company, and that any two Directors are authorized to sign the 2019 financial statements.

The Shareholder's resolutions, attached as Appendix "A" resolve that:

- 1) the financial statements of the Company for the fiscal year ended December 31, 2019 be accepted,
- 2) that Virginia Cullen, Louis Edward Battiston, and Carlee Price, be elected Directors of the Company to hold office until the next Annual General Meeting, or until sooner ceasing to hold office,
- 3) that the appointment of the auditor of the Company for the current fiscal year be waived, and
- 4) that the shareholder waives the holding of the Annual General Meeting and consents in writing to all resolutions which will constitute the proceedings in lieu of the 2020 Annual General Meeting of the Company.

## **POLICY CONSIDERATIONS**

The Shareholder and Director Resolutions attached to this Report speak to the following legislation: Section 182 of the *Business Corporations Act*, the Company may consent in writing to all of the business required at the annual general meeting of the Company, and section 203 of the *Business Corporations Act*, the company may consent in writing to waive the appointment of an auditor.

## **BUDGET CONSIDERATIONS**

There are minimal costs incurred for the annual filings (less than \$300). All costs are included within the existing Legislative Services Department budget.

## **SUMMARY**

This Report seeks Council's approval of the Shareholder's Resolutions of the Company attached as Appendix "A", and for the Mayor and Municipal Clerk to sign the annual Shareholder's Resolutions of the company to confirm approval.

Respectfully submitted,

Pauline Lysaght  
LEGISLATIVE AND PRIVACY COORDINATOR

For  
Brooke Browning  
MUNICIPAL CLERK

for  
Ted Battiston  
GENERAL MANAGER OF CORPORATE AND COMMUNITY SERVICES

**EMERALD DREAMS CONSERVATION CO. LTD.**

("Company")

**SHAREHOLDER'S RESOLUTIONS**

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

RESOLVED that:

1. the financial statements of the Company for the financial year ended December 31, 2019 be accepted;
2. VIRGINIA CULLEN, CARLEE PRICE and LOUIS EDWARD BATTISTON, having consented in writing to act as directors of the Company, be elected directors of the Company, to hold office until the next annual general meeting of the Company or until sooner ceasing to hold office; and
3. the appointment of an auditor for the Company for the current financial year be waived.

Pursuant to Section 182 of the *Business Corporations Act*, THE RESORT MUNICIPALITY OF WHISTLER, being the only shareholder of the Company entitled to attend and vote at the annual general meeting, waives the holding of the annual general meeting and consents in writing to all of the foregoing resolutions, which constitute proceedings in lieu of the 2020 Annual General Meeting of the Company as evidenced by its execution of these resolutions below.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

**RESORT MUNICIPALITY OF WHISTLER**

by its authorized signatories:

\_\_\_\_\_  
Mayor: Jack Crompton

\_\_\_\_\_  
Municipal Clerk: Brooke Browning

**EMERALD DREAMS CONSERVATION CO. LTD.**

("Company")

**DIRECTORS' RESOLUTIONS**

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

**RESOLVED THAT:**

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


Virginia Cullen - President

Carlee Price - Secretary

2. the financial statements of the Company for the financial year ended December 31, 2019 be approved and that any two directors of the Company be authorized to sign the balance sheet included in the financial statements as evidence of such approval.

DATED this 10 day of Nov., 2020.

  
\_\_\_\_\_  
VIRGINIA CULLEN

  
\_\_\_\_\_  
CARLEE PRICE

  
\_\_\_\_\_  
LOUIS EDWARD BATTISTON

**Emerald Dreams Conservation Co. Ltd.**  
**Financial Statements**  
**For the period ended December 31, 2019**  
(Unaudited)

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**Financial Statements**

Balance Sheet

2

Emerald Dreams Conservation Co. Ltd.  
**Balance Sheet**  
(Unaudited)

December 31	2019	2018
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**Assets**

**Current**

Cash	\$ 1	\$ 1
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**Shareholder's Equity**

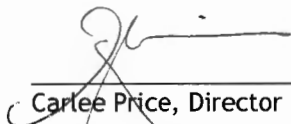
Share capital

Authorized

10,000 Common shares of no par value

Issued

1 Common share	\$ 1	\$ 1
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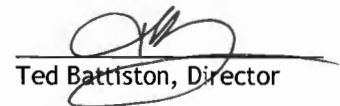


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Carlee Price, Director

11/05/2020

Date:



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Ted Battiston, Director

NOV 5, 2020

Date:



# WHISTLER

## MINUTES

**REGULAR MEETING OF  
TRANSIT MANAGEMENT ADVISORY COMMITTEE (TMAC)  
MONDAY, SEPTEMBER 28, 2020, STARTING AT 10:30 A.M.**  
**Meeting held electronically by Zoom**

### **PRESENT:**

Council Representative and Chair, J. Ford  
RMOW General Manager Infrastructure Services, J. Hallisey  
Whistler Transit Ltd. Manager, J.C. Gomez  
RMOW Transportation Demand Management (TDM) Coordinator, E. DalSanto  
Recording Secretary, D. Taveira

### **GUESTS:**

Whistler Transit Ltd., C. Hoffman

### **REGRETS:**

BC Transit, Senior Manager Government Relations, R. Ringma  
BC Transit, Senior Planner, B. Bullivant

### **ADOPTION OF AGENDA**

Moved by J. Hallisey  
Seconded by J.C. Gomez

**That** Transit Management Advisory Committee (TMAC) adopt the TMAC Workshop Agenda of September 28, 2020

**CARRIED**

BC Provincial Election  
Effect to Transit

As a crown corporation, BC Transit staff cannot participate in this TMAC meeting due to the Election Protocol from the Province of BC.

- BC Transit is in "caretaker" mode
- BC Transit (and the operating company) will be pausing all public communications, marketing, and social media activity until after the election.
- The exception is for health and safety information and operational information such as route detours, service changes and service interruptions.

### **PRESENTATIONS/DELEGATIONS**

COVID 19 Transit  
Update

Whistler Transit Ltd. Manager, J.C. Gomez gave a verbal update on the current state of transit ridership.

- Large increase of people using masks about 10% of riders not using masks since the August 24<sup>th</sup> implementation of mandatory masks policy

## MINUTES

Regular Meeting of Transit Management Advisory Committee

September 28, 2020

Page 2

- Drivers are feeling more comfortable now that full driver doors have been installed on all Whistler buses as opposed to the temporary driver screens.
- Drivers are generally happier and not getting worn down due to lower ridership, less traffic, and the ability to stay on schedule as there are fewer people in the resort

A presentation by RMOW TDM Coordinator, E. DalSanto regarding weekly transit ridership 2019 vs 2020, fares and budgets related to COVID19 in Whistler. Key points are:

- Transit Ridership is currently at about 50% of 2019 weekly average ridership
- The majority of rides are from pass holders (monthly, 6-month, 12-month and Highschool Transit Pass)
- Overall farebox revenue is down from last year due to lower ridership and rear door loading from the end of March to May 31, 2020
- Service levels have been cut to reduce costs and better match current ridership levels
- On September 8, 2020, a service change was implemented where more route 10-Valley Express was added by removing routes 32, 20X and some 20's and 30's mid-day.
- According to BC Transit ridership analysis by route and time of day:
  - Route 10 performance increased greatly in daily ridership from summer to fall, but only slightly in terms of per service hour
    - Due to doubling of trip frequency
  - Route 20, Route 30 performance dropped slightly in avg daily ridership, but increased in ridership per service hour
    - Most likely can be attributed to drop in trip frequency
  - Route 5, Route 6, Route 7, Route 25 all remain very low in avg daily ridership
  - Time of day ridership analysis shows a gradual return to normal morning and evening peaks, although much less significant than normal for Whistler
  - Busiest Route 10 trips are:
    - Northbound at 7:57am
    - Southbound at 2:09pm and 3:19pm

### Summer Transportation Action Results

A presentation by RMOW TDM Coordinator, E. DalSanto regarding overall highway traffic, summer ridership and free transit.

- Summer Ridership Update including Free Transit: ridership week over week comparison was increasing up to 60% and now back down to 50% ridership
- The RMOW maintained Free weekend and holiday transit for summer 2020 but suspended adding the extra buses to increase the service from 30 minutes to 15 minutes for those days. There was an increase in ridership but not as high as in other years.

- Whistler Transit System may have to reassess our service level due to this change from the School Board going forward.
- Potential solution is now being discussed with SD48 which would provide a solution using Whistler Transit System to the end of the school year to provide one PM trip from Spring Creek to Cheakamus Crossing.
- BC Transit and Whistler Transit Ltd. are working out the operational details to reach a positive solution for this 2020/21 school year.
- SD48 is in the process of gathering more information from affected families.

**ACTION:** Circulate the revised draft Engagement Strategy and survey to TMAC.

**ACTION:** Consider adding questions about public transit vs school buses in the TFAP survey.

Winter 2020/2021  
Transit Schedule

A presentation by RMOW TDM Coordinator, E. DalSanto regarding the draft winter 2020/21 Transit Schedule.

- The upcoming Winter Transit schedule is still in draft. Working to make minor changes to last year's schedule by adding additional Route #10 services in the morning and mid-day.
- The Route 10 will have fewer trips than the fall schedule but is supplemented by route 20X and 32s

A presentation by C. Hoffman from Whistler Transit Ltd.

- The difference this winter compared to last is the reduced capacity on the buses.
- The normal capacity is 70 passengers but due to the COVID19 restrictions the maximum capacity allowed is 40 passengers.

TMAC discussed the ability within the existing budget to add more service during peak times should we have a lot of pass up's as we begin the winter season. There is budget to add extra service. However the limitation will be that the entire fleet of buses is already in use during peak times.

**ACTION:** TMAC is requesting information from BC Transit regarding maximum capacity for winter, and would trigger an increase to 49 passengers?

**ACTION:** TMAC is requesting that proactive solutions be employed to solve this issue. Some examples are:

- a strong communication campaign – What's your best Option?
- NextRide.
- Allowing workers priority boarding

## MINUTES

Regular Meeting of Transit Management Advisory Committee

September 28, 2020

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- The pattern remains the same as previous years where Saturday is the busiest day, Sunday the second busiest day, weekdays the third busiest day and then holiday Monday's were the quietest days
- Lower overall ridership due to having no events this summer.
- Spring/Summer Ridership (April 1<sup>st</sup> to Sept. 7<sup>th</sup>)- Average daily ridership on daily routes results:
  - Route 20 busiest and Route 30 second busiest
- Pass up's results during Spring/Summer Ridership:
  - 126 pass up's in 2020, 328 in 2019, 488 in 2018
  - In 2020 87% of these passup were due to the bus being full and only 13% were related to bike racks being full
  - In 2019 65% of these passup were due to the bus being full and 45% were related to bike racks being full
  - This is related to a lower passenger capacity on the buses and the fact that the bike park only opened in July.
- Bike Rack deployments on the bus.
  - 8,950 bicycles were carried on the buses from May to September 2020
  - 12,700 bicycles were carried during the same period in 2019

Whistler High school  
Transit Pass

A presentation by RMOW TDM Coordinator, Emma DalSanto regarding Whistler High School Transit Passes.

- The RMOW is re-issuing the High school transit passes for the Fall through Whistler Secondary School and the Waldorf School
- Phase one passes expire on September 30<sup>th</sup> so we are working on October passes
- We have received a lot of positive feedback from families as kids are using transit more than in the past due to free transit passes
- We will have the Survey Data from the students in the near future

Whistler Transit  
Future Action Plan  
(TFAP)

Review and Discussion of revised Transit Future Action Plan Process (TFAP) and Timelines including implementation by RMOW TDM Coordinator, E. DalSanto

- Fall 2020 new timeline for an updated TFAP Engagement Strategy has been moved to start in November after the election
- Survey questions have been added regarding COVID19 and to assess the September 8<sup>th</sup> service change where we added more Route 10 by removing midday trips on route #20 and #30's
- BC Transit is planning on doing an on-line engagement first 2 weeks of November 2020 to propose changes necessary for Winter 2020/2021.
- Draft survey – Pre-COVID19 regular questions were being asked to riders, these are now being revised by BC Transit to ensure they add a COVID19 lens to these questions and questions about Route 10

TMAC discussed how to best gather information about School District (SD) 48's student transportation policy effects on the Whistler Transit System.

- Issue - SD48 has removed the Cheakamus Crossing student bus route to Spring Creek School.

- Transit Infrastructure      A presentation by RMOW TDM Coordinator, E. DaISanto regarding Updates, Review and Discussion of preliminary designs
- Emerald Layby: Work has begun which includes currently clearing shrubbery and creating space for a bus pullout. RMOW Roads crews will relocate the bus shelter next spring and a second layby space will be created where the current bus stop is currently located.
  - Village Gate Boulevard Bus Shelter retrofit: A consultant has been hired to develop a plan to make the bus shelter wheelchair accessible. The proposal is to enlarge the shelter with an accessible wing. The consultant is also looking at the cost to remove the steps in the existing bus shelter making it flush with the sidewalk level and gutters. Currently pricing this out to ensure it meets next year's budget. This design may need to go to ADP in the future.
    - TMAC likes the design of the addition but is cautioning removing the step from the existing shelter as it keeps snow and ice out of the shelter.
- ACTION:** Confirm preference with RMOW snow clearing crew.
- The RMOW will continue to work with the Ministry of Transportation and Infrastructure on Route #10 potential bus stop improvements. The current priorities are:
    - Alta Vista Southbound
    - Bayshores to Whistler Road Transit Priority improvements
    - Whistler Village stops

## OTHER BUSINESS

### Halloween in Tapley's Park and Spook free Shuttle

RMOW staff have reached out the Tapley's Halloween Committee regarding 2020 Halloween and is currently helping them get clarification from Vancouver Coastal Health on Halloween. It is unlikely that VCH will approve the Tapley's event as it has been done in the past.

- The RMOW and BC Transit will most likely decline providing the Park and Spook Shuttle service during Halloween this year because of COVID19.
- The RMOW draft 2021 transit budget includes the Park and Spook Shuttle for 2021.

**ACTION:** RMOW staff work with the Tapley's Halloween Committee to communicate that we encourage the dispersal of Halloween to your home neighbourhood for this year.

Next Meeting                      Set for October 27, 2020

**MOTION TO TERMINATE**


Moved by J. Hallisey  
Seconded by C. Hoffman

**That** the Transit Management Advisory Committee Meeting of September 28, 2020 be terminated at 11:50 a.m.

**CARRIED**

A handwritten signature in dark ink, appearing to read "J. Ford", written over a horizontal line.

Chair, J. Ford

A handwritten signature in dark ink, appearing to read "D. Taveira", written over a horizontal line.

Recording Secretary, D. Taveira

**RESORT MUNICIPALITY OF WHISTLER  
LIQUOR LICENCE APPLICATION PROCESSING FEE AMENDMENT BYLAW (TEMPORARY EXPANDED  
SERVICE AREAS) NO. 2302, 2020**

**A BYLAW TO AMEND THE RESORT MUNICIPALITY OF WHISTLER  
LIQUOR LICENCE APPLICATION PROCESSING FEE BYLAW NO. 2224, 2019**

---

**WHEREAS** the Council of the Resort Municipality of Whistler may, by bylaw, impose fees on the applicant for the issue or amendment of a licence under the *Liquor Control and Licensing Act* to recover the costs incurred by the local government in assessing the application;

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

1. This Bylaw may be cited for all purposes as the “Liquor Licence Application Processing Fee Amendment Bylaw (Temporary Expanded Service Areas) No. 2302, 2020”.
2. “Liquor Licence Application Processing Fee Bylaw No. 2224, 2019” is amended by deleting section 9 and replacing it with a new section 9 as follows:

“Despite the above application fees, the fee for an application for a temporary expanded service area in accordance with the Liquor Control and Licensing Regulation shall be waived.”

GIVEN FIRST, SECOND, and THIRD READINGS this 3 day of November, 2020.

ADOPTED by Council this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Jack Crompton,  
Mayor

\_\_\_\_\_  
Brooke Browning,  
Municipal Clerk

I HEREBY CERTIFY that this is a true copy of  
“Liquor Licence Application Processing Fee  
Amendment Bylaw (Temporary Expanded  
Service Areas) No.2302, 2020”.

\_\_\_\_\_

**RESORT MUNICIPALITY OF WHISTLER  
LAND USE PROCEDURES AND FEES AMENDMENT BYLAW  
(TEMPORARY OUTDOOR PATIO RENEWALS) NO. 2301, 2020**

**A BYLAW TO AMEND THE RESORT MUNICIPALITY OF WHISTLER  
LAND USE PROCEDURES AND FEES BYLAW NO. 2019, 2012**

---

**WHEREAS** the Council of the Resort Municipality of Whistler may, by bylaw, impose application fees for an application to initiate the issuance of a permit under Part 14 of the *Local Government Act* or to use municipal property;

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

1. This Bylaw may be cited for all purposes as the “Land Use Procedures and Fees Amendment Bylaw (Temporary Outdoor Patio Renewals) No. 2301, 2020”.
2. “Land Use Procedures and Fees Bylaw No. 2019, 2012” is amended as follows:
  - a) Schedule A is amended by adding the following in numerical order:
    14. outdoor patio licence (renewal on same terms and conditions, except terms and conditions relating to fee, term and snow removal) \$0
    15. approval of outdoor patio on statutory right of way (renewal on same terms and conditions, except terms and conditions relating to fee, term and snow removal) \$0

GIVEN FIRST, SECOND, and THIRD READINGS this 3 day of November, 2020.

ADOPTED by Council this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Jack Crompton,  
Mayor

\_\_\_\_\_  
Brooke Browning,  
Municipal Clerk

I HEREBY CERTIFY that this is a true copy of  
“Land Use Procedures and Fees Amendment  
Bylaw (Temporary Outdoor Patio Renewals)  
No.2301, 2020”.

\_\_\_\_\_

RESORT MUNICIPALITY OF WHISTLER

COUNCIL PROCEDURE AMENDMENT BYLAW (COTW CHAIR) NO. 2300, 2020

A BYLAW TO AMEND COUNCIL PROCEDURE BYLAW NO. 2207, 2018

---

**WHEREAS** the Council deems it necessary and appropriate to allow Council Members other than the Mayor to act as the Chair of Committee of the Whole meetings from time to time;

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

1. This Bylaw may be cited for all purposes as the "Council Procedure Amendment Bylaw (COTW Chair) No. 2300, 2020".
2. Council Procedure Bylaw No. 2207, 2018 is amended by replacing section 6.3. a) with:
  - 6.3. a) i. The Mayor may preside in a Committee of the Whole meeting as the Chair;
  - ii. the Mayor may appoint the Acting Mayor or another Member to preside as the Chair of a Committee of the Whole meeting, even if the Mayor is present; and
  - iii. if the Mayor is absent, the Acting Mayor must preside in the meeting as the Chair, unless another Member is appointed to chair the meeting.

GIVEN FIRST, SECOND, and THIRD READINGS this 3 day of November, 2020.

NOTICE given in accordance with sections 94 and 124(3) of the *Community Charter* on this 5 day of November, 2020 and this 12 day of November, 2020

ADOPTED by Council this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Jack Crompton,  
Mayor

\_\_\_\_\_  
Brooke Browning,  
Municipal Clerk

I HEREBY CERTIFY that this is a true copy  
of "Council Procedure Amendment Bylaw  
(COTW Chair) No. 2300, 2020".

\_\_\_\_\_

October 31, 2020

Via email: corporate@whistler.ca

To Mayor and Council

cc: Chief Administrative Officer

Resort Municipality of Whistler  
Whistler, BC

**Re: Alta Lake Road Sewer Extension (Petition)**

Staff provided an update on the Alta Lake Road Sewer Extension (Sewer) Project on October 8, 2020.

Subsequent conversations with neighbours confirmed that:

- most everyone would like to see the project proceed now,
- but everyone is of the opinion that the original cost sharing arrangement under the Petition is unfair to the owners as it fails to take into account the significant use of the sewer by RMOW in the future to service the Parks properties.

The cost of the Sewer project to the owners has been the overriding issue since the original Sewer project was proposed many years ago.

Competing financial and other interests of the various parties benefiting from the Sewer have led to a difficult situation for staff.

The tensions of these competing interests could be mitigated with RMOW, on behalf of Parks, recognizing the use by Parks and contributing more to the initial build of the Sewer so as to reduce some of the burden on the owners. The current burden is onerous and out of line with what other owners have paid in the past for similar projects.

It is clear that RMOW intends to make significant use of the Sewer to deal with the increasingly large use of Rainbow Park by visitors and the increasing use of the old hostel lands by the community. This large increase in use also impacts the local residents in our neighbourhood in myriad other ways.

The Petition appears to cap the allocation of design and construction cost to owners at \$900,000 or (900k/33) \$27,273 per parcel not including the RMOW parcels. In addition, the owners face additional substantial costs to connect to the Sewer, and also RMOW connection fees of \$3,811, easily bringing the cost per parcel to be in excess of \$45,000.

I respectfully ask Mayor and Council to reduce a portion of the cost burden on the 33 Alta Lake parcel owner's share of the \$900,000 capital cost (Capital Cost) to recognize the future use of the Sewer by RMOW Parks.

My suggestion to accomplish this cost burden reduction would be to consider a formula that includes a recognition of Parks lands along Alta Lake such that additional parcels are allocated to the Youth Hostel lands, Rainbow park and the other RMOW properties resulting in an allocation of the Capital Cost allotment being shared by the 33 parcels and a reasonable number of parcels for the RMOW lands. Consider for example 12 additional parcels. Thus, reducing Owners allocation of Capital Cost to \$20,000.

In addition, consideration should be given to waiving the RMOW connection fee which has been done in the past under similar projects.

The Petition wording is unclear as to the actual maximum cost per parcel under the current allocation of design and construction costs for each of the 33 parcels petitioned; would you also please confirm that the current maximum cost for the 33 parcels is capped at \$900,000 and owners can in fact pay their one time share of that Capital Cost being (under the current formula) \$27,273.

I trust that you find this request to be reasonable and look forward to receiving your considered reply.

Respectfully,

David Ashby

[REDACTED]

5626 Alta Lake Road

## Lucy Wyn-Griffiths

---

**From:** Connie Griffiths [REDACTED]  
**Sent:** Monday, November 09, 2020 2:53 PM  
**To:** corporate  
**Subject:** Alta Lake Road Sewer Project

Gentlemen,

We are in agreement with the Petition dated October 31, 2020 that our neighbour, [REDACTED], has forwarded to the Mayor and Council concerning the costs of the Alta Lake Road Sewer Project.

We respectfully ask Mayor and Council to reduce a portion of the cost burden on the 33 Alta Lake parcel owner's share of the \$900,000 capital cost (Capital Cost) to recognize the future use of the Sewer by RMOW Parks.

Additionally, instead of an large, up-front, lump sum payment, we would also like to request a payment option similar to the Scotia Creek #538 Water Frontage lien which was applied to our annual Property Taxes and paid down on an annual basis. This Lien expired in 2012 and the annual payment of approximately \$350 was attached to our Property Tax Notice for many years. This arrangement for the sewer project would substantially reduce our financial burden as senior citizens and long-term residents.

Thank you for your consideration.

Sincerely,  
Bob and Connie Griffiths  
5634 Alta Lake Road  
[REDACTED]

Sent from [Mail](#) for Windows 10

## Lucy Wyn-Griffiths

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**From:** Erin Marriner  
**Sent:** Tuesday, November 03, 2020 11:53 AM  
**To:** Jack Crompton; corporate  
**Subject:** FW: E-mail from the Provincial Director of Child Welfare and the Provincial Director of Adoption

**From:** MCF Info MCF:EX [<mailto:MCF.Info@gov.bc.ca>]  
**Sent:** Monday, November 02, 2020 9:14 AM  
**To:** info <[info@whistler.ca](mailto:info@whistler.ca)>  
**Subject:** E-mail from the Provincial Director of Child Welfare and the Provincial Director of Adoption

**VIA E-MAIL**  
Ref: 254717

His Worship Mayor Jack Crompton  
Resort Municipality of Whistler  
E-mail: [info@whistler.ca](mailto:info@whistler.ca)

Dear Mayor Crompton:

As the Provincial Director of Child Welfare and the Provincial Director of Adoption, we are honoured to once again acknowledge November as Adoption Awareness month. This month of recognition encourages us to reflect on those families in our province who have opened their hearts and lives through adoption. This November is like no other as we face the challenges of a global pandemic – however, the need for adoptive families for children and youth waiting in foster care remains and the work to find those families continues.

Our wish is that growing up in a permanent and loving home is a reality for all children and youth in British Columbia. Unfortunately, there are hundreds of children and youth in foster care still hoping to find a family to call their own. Adoption can provide some of the most vulnerable young people in our communities with families who will provide support and guidance to grow into adulthood and future citizens.

Celebrating November as Adoption Awareness month is not the only way your community can support adoptive parents and those who might choose to adopt in the future. Even in these times of COVID-19 precautions, you can organize an online information session for prospective parents in your community or a virtual celebration for those who are already adoptive parents. You can explore the variety of virtual adoption awareness events happening around our province in November here: <https://www.bcadoption.com/aam>. If you would like more guidance or information on how to champion and raise awareness about adoption, please connect with Ministry of Children and Family Development (MCFD) staff at [MCF.AdoptionsBranch@gov.bc.ca](mailto:MCF.AdoptionsBranch@gov.bc.ca).

An important resource for all those involved in adoptions in British Columbia is [The Adoptive Families Association of British Columbia](#), which has been a support for adoptive families in British Columbia for over forty years. You may wish to [connect with the association](#) to learn more about your community's involvement in virtual adoption events, their contact information, as well as contact information for the licensed adoption agencies in British Columbia and more.

[Adopt BC Kids](#) is an online portal that allows citizens of BC to complete an adoption application 24 hours a day, seven days a week. We encourage you to take the time to explore this resource and provide it to any community members who are interested in adopting a child in foster care.

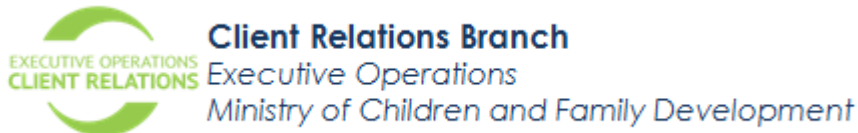
On behalf of MCFD, thank you for leading your communities and supporting both those who have opened their homes and hearts and those who might do so in the future. With your help and support, more children and youth will find their forever homes.

Sincerely,

Cory Heavener  
Provincial Director of Child Welfare

Rena Bacy  
Provincial Director of Adoption

*Sent on behalf of the Provincial Directors by:*



**From:** Dan Wilson [REDACTED]  
**Sent:** Tuesday, November 3, 2020 11:43 AM  
**To:** Paul Beswetherick; Jack Crompton  
**Subject:** Lakeside Park Concession

Dear Mayor, Council & Staff,

I am aware of a petition circulating against the operation of commercial concession at Lakeside Park and in Alta Vista. While I believe some of the concerns and annoyances of a busy park are affecting the neighbourhood, I do not believe it is related to the current commercial concession.

I have lived in Alta Vista for over 13 years and walk through and use the park many days of the week. I've also been a park user for 25 and worked at the previous concession when the park was smaller and less of an attraction. A concession has operated there for many years and this is not an additional use leading to park challenges.

The concessionaire is a guardian to the beach park in the summer season and as part of their contract, picking up garbage, cleaning washrooms and reminding users of bylaws. This duty could be enhanced if needed.

In reality the lack of a concession would lead to even more disorderly behaviour. Areas of improvement to address neighbourhood concerns by the RMOW may include:

- Better street signage restriction to the cul de sac in front of the park, as many disregard the signage and use that area for drop-off and pick up.
- Better signage and speed restriction approaching the neighbourhood to direct traffic to the parking & loading area and avoid the neighbourhood, a 30km speed limit in Alta Vista and summer speed humps could help.
- Bylaw enforcement extended from 4pm to 11pm in summer (parking, park parties and house parties)
  - Better speed control systems for the Valley Trail and a “Commuter” routing on Lakecrest Lane to avoid the through riders.

Additional costs could be paid for by park user fees for parking in the lot on busy days and better enforcement of no-parking on neighbourhood streets.

Dan Wilson  
3-3065 Hillcrest Dr.  
Alta Vista

**From:** [REDACTED]  
**To:** [corporate](#)  
**Subject:** To Mayor and Council  
**Date:** Tuesday, November 03, 2020 9:54:18 AM

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To Whistler Mayor and Council,

From Brendan Ladner, 131-6117 Eagle Dr, Whistler BC, V8E 0E1

I watched with great interest as you discussed the transportation report submitted by McElhanney Ltd. To see a report like this printed in 2020, as we face this climate crisis is truly heartbreaking. But then again, there is some data in there that could be used for good in the future.

I understand that Whistler was built as a semi-rural community according 1950s planning practices. Sadly as we are facing climate change head-on. It is time to change the course for RMOW.

Cllr DeJong asked several good questions:

1-how far into the future should we be looking?

Answer, just look at the present, but outside of Whistler. Biking and E-bikes have exploded all over the world. Please, just look at the Netherlands and elsewhere to what they do. Working on Whistler home-grown plans, based on the framework of the 1950s that everyone is so accustomed to, will continue to get us nowhere in our quest to lower CO2 emissions.

We have to make it faster and more convenient to take transit, or bike, or walk – or we should expect nobody to get out of their cars. That means it making the car route longer, and the other routes faster will immediately get us towards an objective.

2- Cllr DeJong also commented about how transportation will shape our climate response here in Whistler.

3-Cllr DeJong asked about a W Georgia style alternating lane system. MS DelSanto explained that the report effectively rules it out because of obstructed access to our neighbourhoods, because Hwy 99 is Main St Whistler.

I think it would be OK to insist that all cars may only turn right off the Hwy. Eg: to get to Nordic, you would drive to creekside, Uturn and then turn right into Nordic. Yes this makes it more difficult for cars – which the Netherlands and elsewhere have shown is very persuasive to get people out of their cars.

As for a response to the climate crisis, council unanimously passed a plan whereby two of the top four “priorities” do not improve transit or active transportation.

Cllr Forsyth was correct to ask why don't we only pursue transportation projects that improve transit? I ask, why didn't you then propose an amendment to the plan presented to prevent items like the left-turn lane at Emerald from being spent on?

Cllr Jewitt mentioned that we continue to build employee housing at Cheakamus, (the furthest place from employment we could be building, connected by only a single-lane highway). So stop building employee housing there! Just because it costs the least, does not make it good policy.

Modern Urbanists agree that all new housing should Build it within a 15 minute walk of where we expect people to work.

As a regular bike commuter here in Whistler, I am amazed at how few people commute by bike, and how uncomfortable it is. I would think that as we prepare to make some BIG MOVES in such an active community, active transportation would be at the forefront – it wasn't even mentioned in the survey!

From the time I first moved here in 2005, until 2020, the RMOW has engaged in what I describe as an "anti-climate" action plan: more sprawl, more single-family homes, more monster homes, larger personal automobiles, staff housing as far from jobs as possible, no uptick in active transportation, very little infill housing, the list goes on.

Since I cannot join the TAG I will propose a few other quick hot takes for you:

Speed Limits, they don't need to be lowered, they need to be enforced. This can be done with cameras, no more police! Much safer for police, much safer for all road users and could generate revenue for RMOW.

As someone who is forced by poor design to jwalk from Whistler Cay to the Village, it would appear most cars there drive over 60kmh. In Europe speed cameras have save thousands of lives per year.

Put barriers on the HWY 99 shoulders and let active transportation roll. We had a few glorious months after the Olympics where we could quickly and safely commute when the extra lanes were off-limits to cars. If bikes could get quickly from Creekside (or Cheakmus for that matter) on the Hwy, but protected, I'm sure the induced demand would present itself. This is because ebikes are so accessible these days.

User-Pay for all roads: want to drive 1.2km to drop your kids off at school, that'll be \$5, maybe only \$1 on a rainy day.

Close the right turn bays at all the "pork-Chop" pedestrian islands. This will massively improve safety and feeling for active transportation users. Cars can still turn right on red, but they will no longer be approaching the intersection while accelerating at over 50kmh. We can symbolically plant trees in that space to show our commitment to climate action.

I sincerely hope that this council will look to take a stronger and more active role in promoting active transportation and reducing our carbon footprint. Our citizens will not choose to do better, they will choose the easiest route, and it is the responsibility of gov't to build that for us.

Please Help!

Brendan Ladner



## Lucy Wyn-Griffiths

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**From:** Ford, Karen [REDACTED]  
**Sent:** Wednesday, November 04, 2020 8:44 PM  
**To:** corporate; Arthur De Jong; Cathy Jewett; Duane Jackson; Jen Ford; John Grills; Ralph Forsyth  
**Subject:** FW: White Gold Underground Hydro Project

To Mayor and Council,

This article is circulating amongst White Gold residents against the hydro underground project,  
<https://www.bchydro.com/news/conservation/2019/pros-cons-underground-power-lines.html>

I understand from the November 3<sup>rd</sup> council meeting that residents who will be negatively impacted from undergrounding of hydro lines may be able to resort to selling their homes, deferring their taxes and/or applying for a bank loan to cover the costs mentioned during the meeting and all the other costs you all could not quantify but what about the facts that BC HYDRO points out about the very real problems associated with bringing utility lines underground?

Please send out to all WG residents a complete and TRANSPARENT information package about the project and include the details you obviously all have access to that we were not given. This needs to be reconsider and re-voted on.

I will forward this article to the Pique and other reporting outlets in the hopes that other Whistler residents will be better informed about large expensive projects that could potentially be pushed through in other Whistler neighbourhoods and that will be catastrophic for some. Hopefully by preventing others from feeling blind-sided, I can save another from the stressful worry that I have been experiencing wondering if I will be able to afford to stay in the town I live and work in.

Sincerely,  
Karen Ford

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## Lucy Wyn-Griffiths

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**From:** Hugh Oswald [REDACTED]  
**Sent:** Wednesday, November 04, 2020 1:58 PM  
**To:** [REDACTED]  
**Cc:** corporate; Duane Jackson; Jen Ford; John Grills; Ralph Forsyth; Cathy Jewett; Arthur De Jong  
**Subject:** Re: White Gold Buried Powerlines - NO

Dear Nonorable Mayor and Council.

I agree with the letter below and also support NO for the buried Powerlines.

I hope you read my letter I sent in 3 month ago outling this.

Hugh Oswald  
7248 Fitzsimmons Road  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**To:** corporate@whistler.ca  
**Cc:** djackson@whistler.ca, jford@whistler.ca, jgrills@whistler.ca, rforsyth@whistler.ca, cjewett@whistler.ca, adejong@whistler.ca  
**Sent:** Wednesday, November 4, 2020 11:58:37 AM  
**Subject:** Re: White Gold Buried Powerlines - YES Vote Rescinded

Honorable Mayor and Council,

Regarding the White Gold Buried Powerlines Project:

Although I originally voted Yes for this initiative, in light of new information and discussions with other members of my community, I want you to know I no longer support this process and wish to rescind my vote and make it a "NO"! Given the modified scale of this project and its impact on us home owners - I am not in favour of this.

I also want to advise you that I did not receive an email notice from RMOW advising me that I could rescind my vote.

RMOW White Gold Project staffers should be aware there is a "No" campaign that is growing by the minute. I heard council has suggested: *"we should be happy as it will increase property values"*. That is a appalling comment. My property value is already too high and our family is having trouble paying the taxes. This is "family cabin" that was purchased by my parents in 1969, not as an investment property, but a family home to share for generations. We have no interest in increasing its value further than it is. It is not a "for profit" property, it is our home.

We are bewildered as a neighbourhood by the way this seems to be driven forward by council without enough input from the homeowners affected, who deserve better representation by you all.

I look forward to your reply

[REDACTED]



## Lucy Wyn-Griffiths

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**From:** Rob Third [REDACTED]  
**Sent:** Wednesday, November 04, 2020 11:59 AM  
**To:** corporate  
**Cc:** Duane Jackson; Jen Ford; John Grills; Ralph Forsyth; Cathy Jewett; Arthur De Jong  
**Subject:** Re: White Gold Buried Powerlines - YES Vote Rescinded

**Importance:** High

**Honorable Mayor and Council,**

Regarding the White Gold Buried Powerlines Project:

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It is not a "for profit" property, it is our home.

We are bewildered as a neighbourhood by the way this seems to be driven forward by council without enough input from the homeowners affected, who deserve better representation by you all.

I look forward to your reply

**Rob Third & Family**  
7237 Fitzsimmons Road (South)  
[REDACTED]

## Lucy Wyn-Griffiths

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**From:** Monique Wilberg [REDACTED]  
**Sent:** Wednesday, November 04, 2020 11:13 AM  
**To:** corporate  
**Cc:** Arthur De Jong; Cathy Jewett; Duane Jackson; Jen Ford; John Grills; Ralph Forsyth  
**Subject:** White Gold Vote Rescind

Honorable Mayor and Council,

Monique Wilberg - 7245 Fitzsimmons Road South

I participated in last night's council meeting and did want to make a comment, and while the ZOOM 'assistant' said "the host will be advised that you have raised your hand", I was not acknowledged.

With respect to process, I write to advise you that I did not receive an email notice from RMOW advising me that I could rescind my vote. Or, perhaps it went into my SPAM. Given the magnitude of this decision, its impact on community members, and RMOW White Gold Project staff's awareness of a No campaign building, do you not think this process could have been handled more appropriately? Is an email really the correct form to communicate with affected residents. So many conflicts of interest here.

We are baffled as a community.

Monique Wilberg



*Patrick Weiler*

Member of Parliament  
West Vancouver-Sunshine Coast-Sea to Sky Country

November 9, 2020

Dear Friends & Neighbours,

Our Government knows that fast, reliable and affordable high-speed internet is a necessity, not a luxury, for all Canadians, including those living in rural and remote communities. The COVID-19 pandemic has only further highlighted the importance of connectivity, and accelerated the need to connect all Canadians. We also know that Canada's economic recovery depends on connectivity in every household across the country as families need it for work, education, access to health services and to remain connected with loved ones.

I am therefore proud to relay today that our Government has launched the **Universal Broadband Fund**, which will help connect 98% of Canadian households to high-speed internet by 2026. The newly launched UBF will comprise of the following streams to help all Canadians get connected:

1. **Rapid Response Stream:** This supports smaller projects that can be implemented quickly with the help of a streamlined application process. Applications are being assessed through a rolling intake process – final deadline for this stream will be on **January 15, 2021**.
2. **Large, High-Impact Projects:** This stream will fund transformative projects in size and scope which support a business case that can involve the Canada Infrastructure Bank. In conjunction with low-cost loans through the CIB, this stream will provide grants to further support the business case of a strong project. Application deadline for this stream is **February 15, 2021**.
3. **Mobile Projects:** This stream targets mobile network projects that primarily benefit Indigenous communities, including the deployment of mobile coverage within an Indigenous community or on roads that lead to Indigenous communities. Application deadline for this stream is **February 15, 2021**.
4. **Core Universal Broadband Fund:** The remaining UBF projects will support any project, including backbone and last-mile, which connect Canadian households to minimum speeds of 50/10mbps.

As part of this announcement, our Government is also committing \$600 million to secure low-earth-orbit satellite capacity through Telesat in order to provide high-speed internet to the most rural and remote parts of Canada.

*Constituency Ottawa*

6367 Bruce Street West Vancouver British Columbia V7W 2G5 Tel.: 604-913-2660   Fax.: 604-913-2664	Suite 282, Confederation Building 229 Wellington Street, Ottawa Ontario K1A 0A6 Tel.: 613-947-4617   Fax.: 613-847-4620
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These historic investments will help bridge the long-standing urban-rural digital divide here in our community and across the country, helping in particular to close the connectivity gap which currently exists in certain areas of the Sunshine Coast and the Sea to Sky Corridor.

With the UBF, we are on track to meet our goal to connect 98% of households by 2026 and every Canadian to high speed internet by 2030.

**For more information on the Universal Broadband Fund and application details, [please visit this webpage](#).**

We stand ready to support your application in any way that we can, so please do not hesitate to reach out with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to be 'P. Weiler', with a stylized, flowing script.

Patrick Weiler, MP

*West Vancouver-Sunshine Coast-Sea to Sky Country*



*Patrick Weiler*

Member of Parliament  
West Vancouver-Sunshine Coast-Sea to Sky Country

November 10, 2020

Dear Friends & Neighbours,

COVID-19 has presented significant challenges to communities across Canada, and particularly for Canadians facing food insecurity. It has highlighted the importance of local food organizations, the need to continue to support them, and the crucial services Canadians rely upon to be safe and healthy.

To that end, the Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food, announced that **Food Banks Canada has launched the \$2.3 million Rural and Northern Capacity Fund**. This initiative is being funded under the first round of the \$200 million Emergency Food Security Fund, and will help address food insecurity in communities or regions that are currently underserved. Organizations in rural and northern areas can receive funding to develop or improve infrastructure that helps get food to vulnerable people. This includes supporting the purchase, transportation and distribution of food, hiring additional staff and undertaking small-scale construction projects.

Food Banks Canada is now accepting applications for funding from community or charitable organizations, Indigenous groups and not-for-profit co-operatives. The funding will target the gaps in food security services in rural and northern communities in relation to the previous funding allocated under the Emergency Food Security Fund.

The initial Emergency Food Security Fund was launched in April and provided \$100 million to help improve access to food for people experiencing food insecurity in Canada because of COVID-19. To date, the funding has offered support to more than 1,800 individual projects in communities across Canada, which is estimated to have helped serve over two million Canadians with six million meals.

**For more information, please visit [this webpage](#) and the [FoodBanks Canada website](#).**

All eligible organizations are encouraged to apply. As always, we are ready to support your application in any way that we can so please do not hesitate to reach out with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to be "P. Weiler".

Patrick Weiler, MP  
*West Vancouver-Sunshine Coast-Sea to Sky Country*



*Patrick Weiler*

Member of Parliament  
West Vancouver-Sunshine Coast-Sea to Sky Country

November 10, 2020

Dear Friends & Neighbours,

The early learning and child care sector is evolving in increasingly complex and challenging environments. Identifying innovative practices and solutions that better meet the needs of children and families is necessary to improving early learning and child care practices for the benefit of Canadian families.

Our Government is committed to promoting and investing in innovative projects that help Canadian children get the best start in life and have a fair chance to succeed. To that end, last week we launched the [Early Learning and Child Care Innovation Program Call for Proposals](#) in order to find new and innovative ways to support early learning and child care across Canada with a priority for projects that address the needs of families through the next phase of recovery from the pandemic.

Canadian not-for-profit organizations, provincial and territorial entities, municipalities and Indigenous organizations are encouraged to apply. Consideration will also be given to projects that also address affordability, flexibility, accessibility and inclusivity. Project proposals can be local, regional or national in scope and must target early learning and child care for children under six.

**For more information about the Early Learning and Child Care Innovation Program and to apply, [please visit this webpage](#). The deadline to submit a proposal is December 3, 2020 at 11:00 am PST.**

My office stands ready to support your application in any way that we can, so please feel free to contact us with any questions or concerns.

Sincerely,

Patrick Weiler, MP  
*West Vancouver-Sunshine Coast-Sea to Sky Country*