



PUBLIC HEARING OF MUNICIPAL COUNCIL
AGENDA

Tuesday, January 26, 2021, 5:30 p.m.

Remote Meeting

For information on how to participate: <https://www.whistler.ca/municipal-gov/council/public-hearings>

1. Public Hearing - Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020

This meeting is being held electronically in accordance with Local Government Meetings and Bylaw Process (COVID-19) Order No. 3 (Ministerial Order M192/ 2020).

The Public Hearing can be accessed via online video or phone conferencing:

<https://whistler.zoom.us/s/67733256546>

Phone: +1-778-907-2071 or +1-647-374-4685

Webinar ID is: 677 3325 6546

2. Call to Order

This Public Hearing is convened pursuant to section 464 of the *Local Government Act* to allow the public to make representations to Council respecting matters contained in "Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020" (the "proposed Bylaw").

Everyone present shall be given a reasonable opportunity to be heard or to present written submissions respecting matters contained in the proposed Bylaw. No one will be discouraged or prevented from making their views known. However, it is important that remarks be restricted to matters contained in the proposed Bylaw.

When speaking, please commence your remarks by clearly stating your name and address.

Members of Council may ask questions following presentations; however, the function of Council at a Public Hearing is to listen rather than to debate the merits of the proposed Bylaw.

3. Purpose of "Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020"

As stated in the Notice of Public Hearing, the purpose of "Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020" is to rezone Block A, District Lot 8073, Group 1, New Westminster District, Except Plan EPP277 Parcel Identifier: 026-772-213.

4. Presentation

A presentation by municipal staff regarding the proposed Bylaw.

5. Submissions

Submissions by any persons concerning the proposed Bylaw.

6. Correspondence

7. Motion to Closed the Public Hearing

That the Public Hearing for "Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020" be closed.

PUBLIC HEARING DOCUMENT INDEX

Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020		
Document Type	Date	Details
Public Hearing Document Index		
Notice of Public Hearing		Notice of Public Hearing (Scheduled January 26, 2021)
Notice of Public Information and Input Opportunity		Notice of Public Information and Input Opportunity
Proposed Bylaw		Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020
Council Report 20-089	20-09-15	Administrative Report to Council: Cheakamus Crossing Phase 2 -Upper lands Parcelization
Council Report 20-127	20-12-15	Administrative Report to Council: Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 First and Second Reading
Council Report 21-006	21-01-19	Information Report To Council: Previous Correspondence to Council
Presentation Slides	20-09-15	Presentation slides for report to Council
Presentation Slides	20-12-15	Presentation slides for report to Council
Council Minutes	20-09-15	Minutes of the Regular Meeting of Council of September 15, 2020
Council Minutes	20-12-15	Minutes of the Regular Meeting of Council of December 15, 2020
Council Minutes	21-01-19	Draft Minutes of the Regular Meeting of Council of January 19, 2021
Correspondence	13-Sep-20	Susan Wood

Correspondence	29-Sep-20	Rosie Blaser
Correspondence	30-Sep-20	Tobi Henderson
Correspondence	12-Nov-20	Margo Pallot
Correspondence	25-Jan-21	Jack McCutchan
Correspondence	25-Jan-21	Nick Gottlieb
Correspondence	25-Jan-21	Philip Middleton
Correspondence	26-Jan-21	Tony Twort
Correspondence	26-Jan-21	David Reid
Correspondence	26-Jan-21	Scott Redenbach

RESORT MUNICIPALITY OF WHISTLER

**ZONING AMENDMENT BYLAW (CHEAKAMUS CROSSING PHASE 2 PARCELIZATION) No.
2298, 2020
A BYLAW TO AMEND THE WHISTLER ZONING AND PARKING BYLAW NO. 303, 2015**

WHEREAS Council may, in a zoning bylaw pursuant to Section 479 of the Local Government Act, divide all or part of the area of the Municipality into zones, name each zone and establish the boundaries of the zones, regulate the use of land, buildings and structures within the zones, and require the provision of parking spaces for uses, buildings and structures;

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

1. This Bylaw may be cited for all purposes as the “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020”.
2. “Zoning and Parking Bylaw No. 303, 2015” is amended by:
 - 2.1. Changing the zoning designation of the land labelled PAN1 on Schedule 1 from UR1 to PAN1; and,
 - 2.2. Replacing all of the regulations for the UR1 zone with the regulations attached to this amending bylaw as Schedule 2, and by renaming the UR1 zone to RM-CD2.
3. If any section or phrase of this Bylaw is for any reason held to be invalid by a decision of any court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of this Bylaw.

GIVEN FIRST and SECOND READINGS this 15th day of December, 2020.

Public Hearing held or waived

Given THIRD READING this _____ day of _____, 2021.

ADOPTED by Council this ____ day of _____, 2021.

Jack Crompton,
Mayor

Brooke Browning, Municipal Clerk

I HEREBY CERTIFY that this is a true copy
of “Zoning Amendment Bylaw (Cheakamus
Crossing Phase 2 Parcelization) No. 2298,
2020”.

Brooke Browning,
Municipal Clerk

SCHEDULE 1 to Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020



SCHEDULE 2 to Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020

67. RM-CD2 Zone (Residential Multiple - Comprehensive Development Two)

Intent

- (1) The intent of the RM-CD2 zone is to permit the comprehensive development of an extension of the Cheakamus Crossing neighbourhood that provides a variety of residential uses and housing forms, complements the surrounding neighbourhood context and supports the housing needs of the Whistler resort community.

Permitted Uses

- (2) The permitted uses for each of the Areas shown in the Key Plan for this zone are:

Key Plan Area	Permitted Uses
All areas indicated on the Key Plan.	Park and playground, auxiliary uses and structures, auxiliary buildings in all Areas except that auxiliary buildings are not permitted in Area D3.
Area A	Apartments for employee housing.
Area B/C	Apartments for employee housing, townhouses for employee housing, daycare.
Area D1	Apartments for employee housing, daycare.
Area D2	Townhouses for employee housing.
Area D3	Detached dwellings, duplex dwellings, detached dwellings for employee housing, duplex dwellings for employee housing, auxiliary residential dwelling unit provided it is contained in a detached dwelling or detached dwelling for employee housing.
Area E	Townhouses for employee housing, duplex dwellings for employee housing, detached dwellings for employee housing, townhouses, duplex dwellings, detached dwellings, auxiliary residential dwelling unit provided it is contained in a detached dwelling.

- (3) In this zone, apartments may contain townhouse dwelling units within the same building.

Density

- (4) The total maximum gross floor area for all buildings in the RM-CD2 zone is 41,850 square metres.

- (5) The total maximum gross floor area for all buildings within each of the Areas shown in the Key Plan for this zone is the lesser of the maximum gross floor area or the maximum floor space ratio specified for each Area:

Key Plan Area	Maximum Gross Floor Area	Maximum Floor Space Ratio
Area A	8,800 square metres	0.80
Area B/C	4,900 square metres	0.50 except for the purpose of calculating the floor space ratio any area located within a <i>Streamside Protection Enhancement Area</i> as defined under the <i>BC Riparian Areas Protection Regulation</i> is excluded from the total parcel area.
Area D1	6,150 square metres	0.60
Area D2	4,300 square metres	0.50
Area D3	5,250 square metres	0.3
Area E	12,450 square metres	0.17
Total All Areas	41,850 square metres	N/A

- (6) The maximum number of dwelling units in Area D3 is 23.
- (7) The minimum parcel area for a detached dwelling is 500 square metres.
- (8) The minimum parcel area for a duplex dwelling is 695 square metres.
- (9) The maximum gross floor area for a detached dwelling is 325 square metres or a floor space ratio of 0.35, whichever figure is lower.
- (10) The maximum gross floor area for an auxiliary residential dwelling unit contained in a detached dwelling is 90 square metres.
- (11) The maximum gross floor area for a duplex dwelling is 350 square metres or a floor space ratio of 0.4, whichever figure is lower.
- (12) The maximum gross floor area for a dwelling unit in a duplex dwelling is 175 square metres.
- (13) The maximum gross floor area for an apartment dwelling unit in Area B/C is 100 square metres.
- (14) The maximum gross floor area for a townhouse dwelling unit in Area B/C is 175 square metres.
- (15) The maximum gross floor area for an apartment or a townhouse dwelling unit in Area D1 is 140 square metres.

- (16) The maximum gross floor area for a townhouse dwelling unit in Area D2 is 175 square metres.
- (17) The maximum gross floor area for a townhouse dwelling unit in Area E is 175 square metres.
- (18) The maximum permitted floor area for auxiliary parking use contained in a principal building is:

Use	Maximum enclosed parking area
Detached dwellings	55 square metres per dwelling unit
Duplex dwellings	50 square metres per dwelling unit
Townhouses	40 square metres per dwelling unit

Building Height

- (19) The maximum permitted height of a building for each Area shown in the Key Plan for this zone is the lesser of the maximum building height in metres and the maximum number of storeys in a building specified for each Area:

Key Plan Area	Maximum Building Height	Maximum Number of Storeys
Area A	13.7 metres	Four storeys where the fourth storey must be stepped with a total step back area that is no less than 20 percent of the total area within the outside of the outermost walls of the building at the ground floor.
Area B/C	10.7 metres	Three storeys.
Area D1	13.7 metres	Four storeys where the fourth storey must be stepped with a total step back area that is no less than 20 percent of the total area within the outside of the outermost walls of the building at the ground floor.
Area D2	10.7 metres	Three storeys.
Area D3	8.0 metres	Three storeys.
Area E	8.0 metres for detached and duplex dwellings and 10.7 metres for townhouses.	Three storeys.

- (20) Underground parking levels for apartments and townhouses are not counted as a storey.

Site Coverage

- (21) The maximum site coverage is 35 percent for detached dwellings, 35 percent for duplex dwellings and 20 percent for townhouses and apartments.
- (22) Any underground parking building or structure that is wholly located below surrounding grade is excluded from the determination of the projected area of all buildings and structures on the site for the calculation of site coverage.

Minimum Frontages

- (1) The minimum parcel frontage for townhouse development is 20 metres and for detached dwellings and duplex dwellings is 18 metres. If Area D3 is subdivided in accordance with the plan shown in Schedule 1 then the minimum frontage does not apply.

Setbacks and Siting

- (23) The minimum setbacks for any building or structure located within each Area shown on the Key Plan for the zone are:

Key Plan Area	Minimum Setbacks
Area A	6.0 metres from any parcel line
Area B/C	7.6 metres front setback 12.0 metres rear setback 6.0 metres side setback
Area D1	7.6 metres front setback 9.0 metres rear setback 6.0 metres side setback
Area D2	7.6 metres front setback 7.6 metres rear setback 6.0 metres side setback except 7.6 metres side setback for property line between Area D2 and D3.
Area D3	6.0 metres front setback 6.0 metres rear setback 6.0 metres from the 30 metre riparian assessment area boundary shown on Schedule 1. 3.0 metres side setback
Area E	For detached dwellings and duplex dwellings the setbacks are 6.0 metres for front and rear and 3.0 metres for side. For townhouses the minimum setback is 6.0 metres from any parcel line.

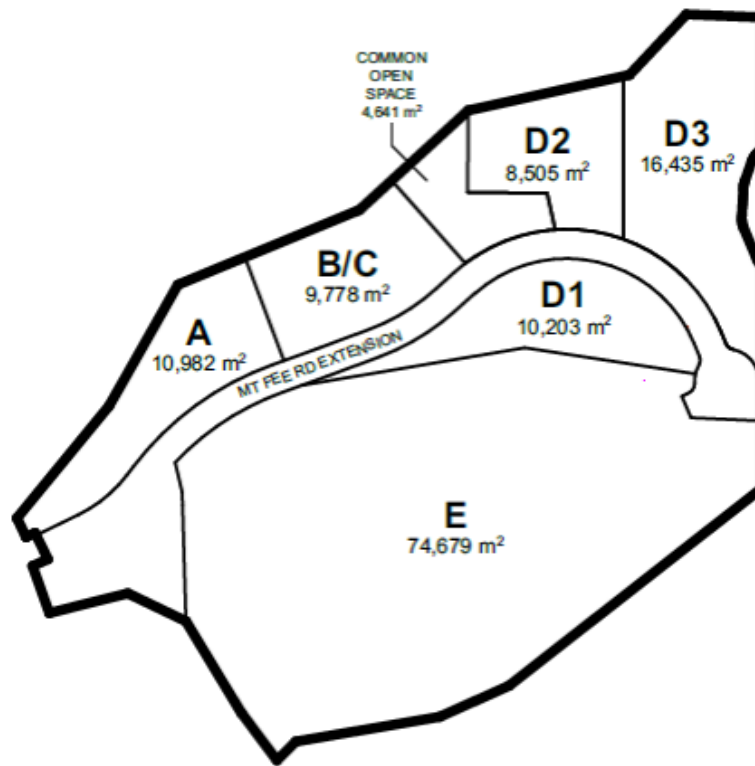
- (25) The minimum permitted separation between any buildings in the RM2-CD2 zone is six metres.

Parking and Loading

- (26) Off-street parking and loading spaces shall be provided and maintained in accordance with the regulations contained in Part 6 of this Bylaw.
- (27) For apartments, all required parking spaces must be provided within an underground parking structure connected to the apartment building, and no surface parking shall be provided except for short term convenience parking, and the maximum number of stalls for this purpose shall be 10 percent of the total number of dwelling units on the site.

Other Regulations

- (28) Except for the Permitted Uses specified in (3) for each Key Plan Area, all regulations in this zone that reference detached dwellings, duplex dwellings, townhouses and apartments apply equally to detached dwellings for employee housing, duplex dwellings for employee housing, townhouses for employee housing and apartments for employee housing.
- (29) Land within the RM-CD2 zone shall not be initially subdivided except in accordance with the Key Plan for this zone, subject to such minor adjustments in parcel boundaries as the approving officer may consider appropriate. No further subdivision of any Key Plan Area is permitted unless the Density regulations for that Area are made applicable to the individual parcels created, either by means of amendment of this Bylaw or by means of a covenant registered under s.219 of the Land Title Act, such that the Density limits set out in Sections (4) and (5) cannot be exceeded for each Area.
- (30) The maximum size of any apartment building in Area B/C or D1 is 3,500 square metres of gross floor area.
- (31) A landscape buffer shall be provided and maintained for Area D1 located between the Area boundary with Mount Fee Road and any building, within which at least 50 percent of the area is retained or naturalized forest landscape.
- (32) A landscape buffer shall be provided and maintained in the Area D2 side setback that is adjacent to Area D3 that is landscaped with a variety of conifers and deciduous trees reflective of the naturalized forest landscape.
- (33) Naturalized landscaping shall be provided and maintained within the front setback for Parcels B/C and D2 equal to a minimum of 30 percent of the setback area.
- (34) Any references to an Area in this zone relate to the Area as identified in the Key Plan for this zone.
- (35) Key Plan for the RM-CD2 Zone:



NOTICE OF PUBLIC HEARING

TUESDAY, JANUARY 26, 2021 – 5:30 P.M.

This Public Hearing will be held electronically pursuant to Local Government Meetings and Bylaw Process (COVID-19) Order No. 3 (Ministerial Order M192/2020).

If the Government of British Columbia lifts the Provincial State of Emergency currently in place before January 26, 2021, this Public Hearing will be held at the following location:

MAURY YOUNG ARTS CENTRE
Franz Wilhelmsen Theatre, 4335 Blackcomb Way, Whistler, BC

ZONING AMENDMENT BYLAW (CHEAKAMUS CROSSING PHASE 2 PARCELIZATION) NO. 2298, 2020

SUBJECT LANDS: The parcel that is the subject of the proposed Bylaw is 1340/1360 Mount Fee Road, Whistler, legally described as Block A, District Lot 8073 Group 1 New Westminster District, Except Plan EPP277, PID 026-772-213. The parcel is identified as “subject property” on the map attached to this notice.

PURPOSE:

In general terms, the purpose of the proposed Bylaw is to replace the UR1 Zone (Urban Reserve 1) designation for the subject lands with RM-CD2 Zone (Residential Multiple – Comprehensive Development Two) and PAN1 Zone (Protected Area Network One) designations, and to assign the existing permitted residential uses and total permitted density to specifically identified sub-areas within the new RM-CD2 zone. The proposed bylaw also adds specific regulations for building heights, size and siting, as well as landscape requirements. Daycare is added as a permitted use.

INSPECTION OF DOCUMENTS:

A copy of the proposed Bylaw and relevant background documentation along with written submissions received may be inspected at the Reception Desk of Municipal Hall at 4325 Blackcomb Way, Whistler, BC, during regular office hours of 8:00 a.m. to 4:30 p.m., Monday to Friday (statutory holidays excluded) from January 14, 2021 to and including January 26, 2021.

A copy of the proposed Bylaw and relevant background documentation along with written submissions received may also be viewed online on the Resort Municipality of Whistler (RMOW) website at:

whistler.ca/RZ001165

PUBLIC PARTICIPATION:

All persons who believe that their interest in property is affected by the proposed Bylaw will be afforded a reasonable opportunity to be heard by Council at the Public Hearing. All persons can: 1) submit written comments to Council; and/or 2) make oral representations LIVE via online video or phone conferencing. (Your image will not be broadcast to Council or the public.)

1. Submit Written Comments to Council

Written comments must be addressed to “Mayor and Council”, and include your name and mailing address. Until 3:30 p.m. on January 26, 2021, written submissions will be received at the following:



Email: corporate@whistler.ca
Fax: 604-935-8109
Hard Copy: Resort Municipality of Whistler
Legislative Services Department
4325 Blackcomb Way
Whistler BC V8E 0X5

Written submissions will also be accepted on January 26, 2021 between 3:30 p.m. and the time when the motion to close the Public Hearing is made. During this timeframe, written comments must be submitted by email to: corporate@whistler.ca

All submissions will form part of the Public Hearing record and will be added to the Public Hearing Package as they are received. The Public Hearing Package will be available on the RMOW website at: whistler.ca/RZ001165

2. Participate LIVE via Online Video or Phone Conferencing

The live Public Hearing will take place January 26, 2021 at 5:30 p.m. via online video and phone conferencing. The Public Hearing will be conducted using Zoom and can be accessed via either online video or phone conferencing. No registration is required.

If you wish to make oral representations to Council on the proposed Bylaw by online video or by phone, please use the Public Hearing web link or one of the phone numbers (including Webinar ID) provided below.

- The web link for the Public Hearing online video option is: <https://whistler.zoom.us/j/67733256546>
- The phone numbers to access the Public Hearing phone conferencing option are as follows:

+1-778-907-2071 +1-647-374-4685
- The Webinar ID is: **677 3325 6546**

Instructions for Participating via Zoom Online Video or Phone Conferencing

- **Online video:** It is possible to access the Public Hearing on a computer, tablet or smartphone using the web link above. Your camera will not be available, but your microphone will need to be enabled. To indicate that you wish to make an oral representation, click on the 'raise hand' feature. The moderator will allow each person to speak in turn. When it is your turn to speak, your microphone will be unmuted and you will be asked to provide your name and address for the public record. Please be patient as there may be others in the queue before you.
- **Phone conferencing:** To access the Public Hearing by phone, use one of the phone numbers above along with the Webinar ID as prompted. To indicate that you wish to make an oral representation, use the 'raise hand' feature by dialing [*9]. When it is your turn to speak, the moderator will announce the last three digits of your phone number, and your line will be unmuted. You will be asked to provide your name and address for the public record. Please be patient as there may be others in the queue before you.



After the conclusion of this Public Hearing, Council cannot receive representations from the public on the proposed Bylaw.

General information on participating in the RMOW's electronic public hearings is available here:
<https://www.whistler.ca/municipal-gov/council/public-hearings>

Members of the public can also view the Live Stream of the Public Hearing at:
<https://www.whistler.ca/municipal-gov/council/meeting-agendas-and-minutes>

**ZONING AMENDMENT BYLAW (CHEAKAMUS CROSSING PHASE 2 PARCELIZATION) NO. 2298,
2020**

Map showing Subject Lands



Subject Property



THE RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way
Whistler, BC Canada V0N 1B4
www.whistler.ca

TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

**NOTICE OF ONLINE PUBLIC INFORMATION AND INPUT OPPORTUNITY
REGARDING REZONING APPLICATION RZ1165**

CHEAKAMUS CROSSING PHASE 2 – “UPPER LANDS” PARCELIZATION PLAN

**A PROPOSAL TO REZONE BLOCK A, DISTRICT LOT 8073, GROUP 1,
NEW WESTMINSTER DISTRICT, EXCEPT PLAN EPP277
PARCEL IDENTIFIER: 026-772-213**

The Resort Municipality of Whistler invites interested members of the public to participate in an online public information and input opportunity for this rezoning application. In-person public open houses have currently been paused during the COVID-19 pandemic.

RZ1165 proposes to amend the UR1 (Urban Reserve 1) Zone to reduce the minimum parcel area to enable subdivision generally in accordance with the parcelization sketch plan below, and to allocate existing permitted density and uses to the subdivided parcels, or if the land is not subdivided, to the corresponding areas within the zone. Building setbacks will be established for each parcel within the zone. No changes in permitted uses, building height or total gross floor area for the zone is proposed, except that daycare is proposed to be added as a permitted use.

The UR1 zone currently authorizes a range of market and employee housing types, including apartments, townhouses, duplexes, detached dwellings and live work units, as well as park and playground, to a total maximum density of 41,850 square metres.

The purpose of this online public information and input opportunity is to provide the public with information about Rezoning Application RZ1165, and the opportunity to provide input in the form of written comments, prior to Council's further consideration of the application.

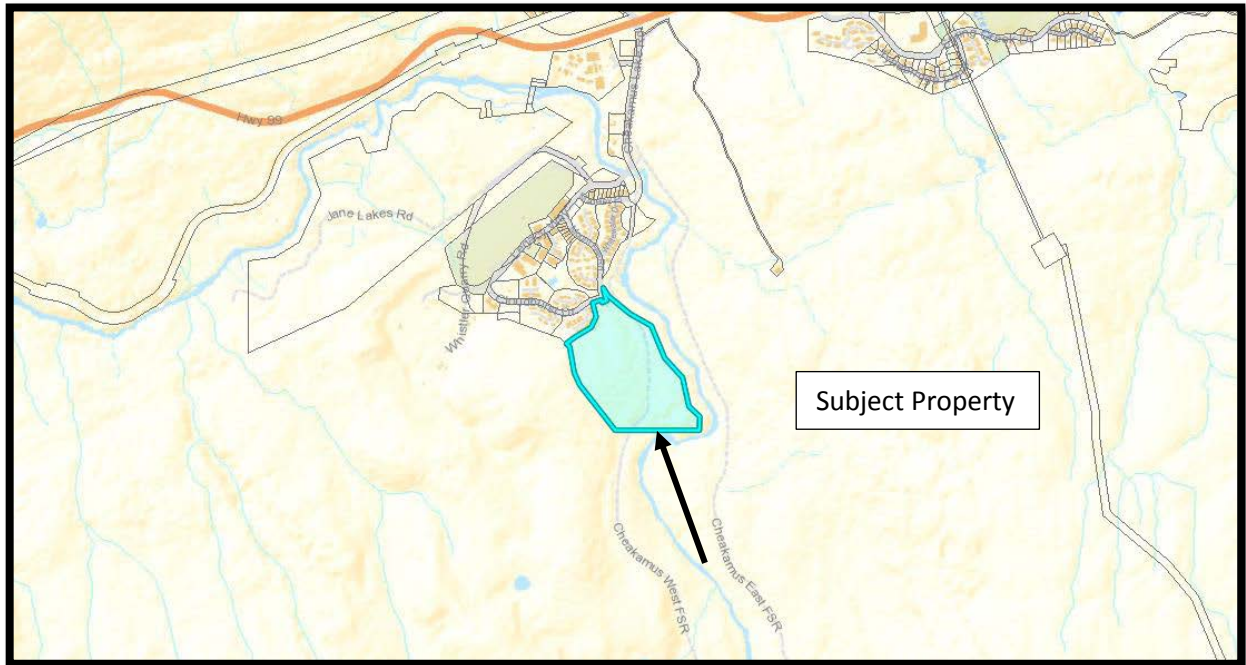
For information on Rezoning Application RZ1165, refer to the RMOW website www.whistler.ca/RZ1165 or contact the Planning Department at planning@whistler.ca.

To provide input on the application members of the public are asked to provide written comments. Your name(s) and residence address (or business address if applicable) must be included. Please note that your comments will form part of the public record for this rezoning application. Comments can be submitted via email to planning@whistler.ca or by mail to the RMOW at 4325 Blackcomb Way, Whistler BC V8E 0X5 c/o the Planning Department.

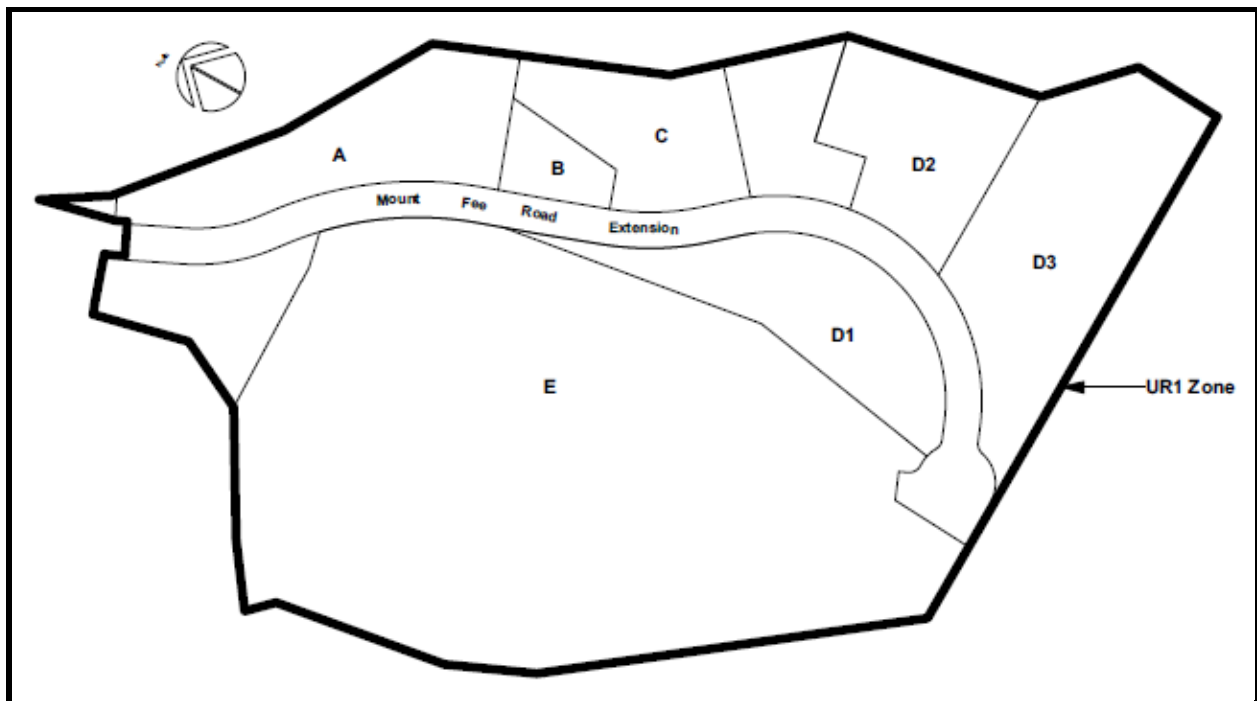
To ensure the consideration of your input, your written comments must be received before 9:00 am November 2, 2020.

Rezoning Application RZ1165 – Cheakamus Crossing “Upper Lands”

LOCATION MAP – “UPPER LANDS”



PARCELIZATION SKETCH PLAN



NEWS WHISTLER

Pandemic hasn't dampened demand for WHA housing

CONSTRUCTION OF CHEAKAMUS RENTAL BUILDING FIVE MONTHS AHEAD OF SCHEDULE

BY BRANDON BARRETT

THE WHISTLER Housing Authority (WHA) has continued to see strong demand for beds to rental and ownership inventory throughout the pandemic, with "very high turnover" in units, confirmed the organization's general manager.

"The rental continues to be strong for housing," said WHA GM Mark Duda. "We'll have to wait and see what the state looks like, but we're just continuing to move forward with the housing that will be needed for the workforce."

As of August, the WHA's ownership rental unit at 408 Broadview, while the rental unit was in L27.

Affordable housing has been a pressing issue in the most recent back years, but the economic reality of COVID-19 has

only added urgency to the situation for Whistler's established workforce, with the RMOW wanting the development of additional employee rental housing in one of its top "recovery objectives," according to Mayor Jack Langford.

More than 100 additional employee beds were added to Whistler's inventory this summer when the six-unit rental building at 408 Broadview Drive in Cheakamus Crossing was completed, anticipated for February 2021, five months ahead of schedule.

"We're excited with it," Duda said of the building. "At the beginning of COVID, we were looking for the fact that the construction that might get shut down. We had a whole site shutdown plan in place if we needed it, if it was mandated by the government, but fortunately it didn't."

"We were able to keep moving along really quickly," he added. "It will be a great addition to the workforce that we need."



NEW BUILDING is a design concept for the housing employee rental building project at 408 Broadview Drive in Cheakamus Crossing. Construction is expected to start in February, the month ahead of schedule.

development will feature a mix of one-, two- and three-bedroom apartments, an underground parking lot and its own storage. The WHA is also studying the launch of a new online portal for applications to the rental unit.

The portal will also give the WHA a more holistic view of rental demand in real time, as previously, rental numbers had to either call, email or stop by the office in person to check on their rental status or inquire about preferred properties.

"It will be more efficient for us and we will get more information to better be able to plan for new projects," Duda said. All existing WHA rental unit members will be given access to the online application portal directly.



The Whistler Farmers' Market Seeks Board of Director Applicants

The Whistler Farmers' Market (WFM) Board of Directors is calling for local community members to join the WFM board. Seeking engaged, passionate and skilled leaders and innovators to have an active role in representing the organization's membership and shaping the future of the Market.

The WFM Board of Directors is committed to emerging and supporting the vision, mission and development of the organization within our community and beyond.

The following experience and expertise would benefit the organization:

- Accounting and experience as a Board Treasurer
- Administration and experience as a Board Secretary
- Fundraising and financial development
- Board governance experience
- Committee experience and working with craft jurists
- Strategic thinking and/or policy
- Marketing and social media

Visit whistlerfarmersmarket.org/bom for application details. Applications open September 26, 2020 and close 12 PM on October 10, 2020.

22 OCTOBER 1, 2020

HELP STOP THE SPREAD



Please consider wearing a mask when it's difficult to maintain physical distancing.

Wearing a mask does not replace other important protocols such as distancing and hand washing and most importantly, staying home if you have any symptoms of illness, but should be considered in places where physical distancing is challenging, such as Whistler Village.

Please visit www.whistler.ca/covid19 for the latest updates from the RMOW.



NEWS WHISTLER

LGBT+ market should be top of mind for tourism businesses

RESEARCH SHOWS MARKET IS TYPICALLY ONE OF FIRST TO BOUNCE BACK FOLLOWING ECONOMIC DOWNTURN

BY BRANDON BARRETT

CANADA'S LGBT+ Chamber of Commerce is trying to get the message out that the new online LGBT+ travel market should be top of mind for businesses looking to bounce back during the pandemic—and it has one of Whistler's tourism diversity advocates helping spread the word.

"It's a great time for our partners to make sure they have all the training in place and use this opportunity to make sure their product is unique and welcoming to everybody—and they'll stand to benefit," said LGBT+ travel consultant Dean Nelson, formerly of the Whistler Pride & Ski Festival, who is one of the program's facilitators.

Working with Tourism BC Canada, Nelson and the LGBT+ chamber, with support from the Canadian government, have launched free online diversity and inclusion workshops and LGBT+ travel ready seminars for tourism operators and their staff, making them eligible for a destination audit and new accreditation program that would publicly recognize their efforts.

"Diversity inclusion training is really a key to success in the current and changing" said Dale McInnes, CEO of Canada's LGBT+ Chamber of Commerce. "From our research, we know that in addition to the threat of lost being a factor for travel and access to more cultural activities, the tourism industry for LGBT+ travellers is ready."

Nelson said the digital training is a way for tourism operators, destination marketing organizations and other travel partners to stay up to date on the right approach towards attracting the LGBT+ market, particularly for international visitors looking to Canada as a more welcoming, inclusive travel destination.

"We're really fortunate in Canada that, for the most part, most of our communities from coast to coast to coast are pretty accepting, but this is giving the tools to some of our travel partners that might not be aware of that language," he said. "Just being more aware of having more inclusive language opens it up for people to feel more welcome and more accepted. It might not be a big deal for Canadians, but for our international visitors coming to Canada, all of a sudden Canada becomes a very destination for people to explore because they feel they can be themselves in this beautiful country."

New national research has also shown the LGBT+ market is poised to travel



SHARING PRIDE: The Whistler Pride & Ski Festival is back to its largest event since 2018, the month ahead of schedule.

agets, with 90 per cent of Canada's LGBT+ respondents pulled indicating their intent to travel domestically this year. Pre-pandemic, the LGBT+ market spent an average of \$1,800 a trip, roughly seven times the Canadian average.

"I know from working with Whistler Pride over the years and some of our gay partner partners, the boys and the girls, they spend a lot of money," Nelson explained. "Our travel folks are doing way more travel than they have in previous decades so well because they feel safe enough to actually go out and be part of that community."

"The LGBT+ community has a lot of spending power and we know that they like to go out and enjoy life to the fullest because we've worked hard to get them."

The LGBT+ market also tends to be deeply rooted, McInnes said, with their research showing it is "one of the first to bounce back" after an economic downturn. Nelson added that it's time for businesses and organizations across Canada to "walk the talk" when it comes to inclusivity—and the chamber's training and accreditation program is one method way to get these intentions into practice. "Putting a rainbow sticker isn't good enough anymore. You really need to walk the talk, show up and be there," he said. Canada's LGBT+ Chamber of Commerce is hosting two online diversity and inclusion workshops for Western Canada on Oct. 1 and 20. Visit gilex.org for details.

NOTICE OF ONLINE PUBLIC INFORMATION AND INPUT OPPORTUNITY REGARDING REZONING APPLICATION RZ1165

CHEAKAMUS CROSSING PHASE 2 - "UPPER LANDS" PARCELIZATION PLAN
A PROPOSAL TO REZONE BLOCK A, DISTRICT LOT 8074, GROUP 1,
NEW WESTMINSTER DISTRICT, ZONING PLAN PP0277
PARCELS IDENTIFIER: 026-772-243

The Resort Municipality of Whistler invites interested members of the public to participate in an online public information and input opportunity for this rezoning application. In-person public open houses have currently been paused during the COVID-19 pandemic.

RZ1165 proposes to amend the U01 (Urban Resort) Zone to reduce the minimum parcel size to enable subdivision generally in accordance with the Parcelization Sketch (see below), and to allocate zoning permitted density and uses to the subdivided parcels, or if the land is not subdivided, to the corresponding zone within the zone. R1165 will be established for each parcel within the zone. No changes to permitted uses, building height or total gross floor area for the zone is proposed, except that diagrams is proposed to be added as a permitted use.

The U01 zone currently addresses a range of market and employee housing types, including apartments, townhouses, duplexes, detached dwellings and two-unit units, as well as park and playground, to a total maximum density of 41,850 square metres.

The purpose of this online public information and input opportunity is to provide the public with information about Rezoning Application RZ1165, and the opportunity to provide input in the form of written comments, prior to Council's further consideration of the application.

For information on Rezoning Application RZ1165, visit the RMOW website www.whistler.ca/026772243 or contact the Planning Department at planning@whistler.ca.

To provide input on the application members of the public are asked to provide written comments. Your email and residence address for business address if applicable must be included. Please note that your comments will form part of the public record for this rezoning application. Comments can be submitted via email to planning@whistler.ca or by mail to the RMOW at 8555 Cheakamus Way, Whistler BC V2E 0G0 c/o the Planning Department.

To ensure the consideration of your input, your written comments must be received before 5:00 pm on November 2, 2020.

Rezoning Application RZ1165 - Cheakamus Crossing "Upper Lands"

LOCATION MAP - "UPPER LANDS"



PARCELIZATION SKETCH PLAN



Resort Municipality of Whistler
whistler.ca

OCTOBER 1, 2020 23


Alta Vista Services Upgrade
Public Information session
Date: Wednesday, October 21
Time: 3:30 - 5 p.m.

Phase 2 of the Alta Vista services upgrade project will commence in spring 2021. Scope of work includes: upgrades to the sewer, water, storm, road and valley trail system.

Please join our Zoom meeting for a short presentation and Q&A by the design team about Phase 2 of the Alta Vista services upgrades. See our website link below for more information.

Join Zoom Meeting at link below:
<https://whistler.zoom.us/j/63399325522>
(link is external)
Meeting ID: 633 9932 5522

Whistler.ca/AltaVistaUpgrades

The Whistler logo, featuring a stylized mountain peak and the word "WHISTLER" in a bold, sans-serif font.

Resort Municipality of Whistler
whistler.ca

[illegible][illegible]



EARLY BIRD
SEASONAL SNOW REMOVAL
DEAL

Starting From
ONLY \$90*

*Sign up your neighbor
as a new client and each
receive a \$100 discount.
Enquire about our early morning service.

DON'T GET STUCK
Book your Winter snow removal now!

ALL TIME SNOW
Snow Removal • Salting

Tel: 604-907-8222 | office@alltimesnow.ca
alltimesnow.ca



Admission by Donation

Come experience
Whistler's
unique
history.

**Whistler
Museum**
open year-round

Fri-Tues: 11am-5pm, Thurs 11am-9pm
Closed Wednesdays
4333 Main Street, 604 932 2019
www.whistlermuseum.org



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: September 15, 2020
FROM: Resort Experience
SUBJECT: RZ1165 – CHEAKAMUS CROSSING PHASE 2 – UPPER LANDS PARCELIZATION PLAN

REPORT: 20-089
FILE: RZ1165, 7743.01

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council endorse further review and processing of RZ1165; and

That Council direct staff to commence preparation of a zoning amendment bylaw for Council consideration, that provides for the parcelization of the lands within the UR1 Zone, and a corresponding allocation of the existing permitted density and uses by parcel, along with establishment of building setbacks within each parcel and the addition of daycare as a permitted use; and further

That Council direct staff to conduct a public information and input opportunity prior to bringing forward a proposed zoning amendment bylaw for Council consideration of first and second reading.

REFERENCES

Owner: Whistler 2020 Development Corporation
Location: 1340/1360 Mount Fee Road
Legal Descriptions: BLOCK A, DISTRICT LOT 8073 GROUP 1 NEW WESTMINSTER DISTRICT, EXCEPT PLAN EPP277, PID 026-772-213
Current Zoning: UR1 (Urban Reserve One) Zone
Appendices: “A” – Location Map
“B” – Rezoning Application Summary
“C” – UR1 Zone Regulations
Council Reports: Information Report to Council No. 18-087, June 19, 2018, Mayor’s Task Force on Resident Housing – Cheakamus Crossing Expansion Update (Not attached)

PURPOSE OF REPORT

This report presents a rezoning application from the Whistler 2020 Development Corporation for the rezoning of lands referred to as the Cheakamus Crossing Upper Lands, to facilitate the phased development of the lands to support meeting the resort community’s employee housing needs.

The proposed rezoning seeks to amend the UR1 (Urban Reserve 1) Zone to reduce the minimum parcel area to enable future subdivision of the lands and to allocate the existing permitted density and

uses in the zone, to corresponding parcel areas. The proposed rezoning would also establish the building setbacks for each parcel area within the zone, as well as add daycare as a permitted use.

The report recommends Council endorse further review and processing of the proposed rezoning, and directs staff to commence preparation of a zoning amendment bylaw for Council consideration, subject to conducting a public information and input opportunity prior to presenting the bylaw to Council for consideration of first and second reading.

DISCUSSION

Background

The subject lands, referred to as the Cheakamus Crossing “Upper Lands”, are shown on the Location Map in Appendix “A”. The lands are a portion of the “Lower Cheakamus Community Land Bank Site” granted to the RMOW under the *Community Land Bank Agreement (October 21, 2005)*, as a lasting legacy of the 2010 Winter Olympic and Paralympic Games for providing needed affordable employee housing. The applicant for the proposed rezoning, the Whistler 2020 Development Corporation, has beneficial interest to the lands to undertake their development for this purpose.

The Upper Lands are located at the southeast end of the existing Cheakamus Crossing neighbourhood, adjacent to the Cheakamus River and accessed via upper Mt. Fee Road. In the initial Master Planning of the Athlete’s Village and conversion to the permanent Cheakamus Crossing neighbourhood, the Upper Lands were identified as the Phase 2 development area. The Phase 1 development area, which essentially represents the currently existing neighbourhood, is nearing buildout with only one remaining employee housing parcel to be developed. This parcel, located 1315 Cloudburst Drive, is zoned and currently proceeding through development approvals for additional employee housing.

The Upper Lands comprise approximately 15.5 hectares of land area, whereas the existing neighbourhood (excluding Bayly Park) has an area of approximately 28 hectares. Combined these two areas represent a total area of 43.5 hectares. The land bank granted by the Province also includes 51.3 hectares of additional land area, referred to as the Cheakamus Crossing “Lower Lands”.

The initial zoning for the Cheakamus Crossing neighbourhood was adopted on June 18, 2007, under Zoning Amendment Bylaw No. 1734. The initial zone, LCCD-1, was a blanket zone applying to the 43.5 hectares of land representing the Phase 1 and Phase 2 (Upper Lands) development areas. This zoning established uses and maximum permitted densities for a Neighbourhood Core and Residential Area, and provided for the 2010 Games Athlete’s Village overlay. Subsequently, all of the lands within this zone were given parcel-specific zoning through Zoning Amendment Bylaw No. 1937, which was adopted on October 10, 2010. Under this bylaw, the Upper Lands were zoned UR1 (Urban Reserve One) zone, for future Phase 2 development. The URI zone was established with a range of residential uses for various housing types, along with an allocation of the maximum density that had been permitted under the LCCD-1 zone.

Further to the initiatives launched under the Mayor’s Task Force on Resident Housing (established October 2016), to address a critical shortfall of employee housing, the RMOW initiated Master Planning for Phase 2 of the Cheakamus Crossing neighbourhood in July 2017. Brent Harley & Associates was engaged to prepare a land development suitability analysis and preliminary development concepts for the remaining land bank lands, including both the Upper Lands and the Lower Lands. Lands in both areas were evaluated for future development taking into consideration the existing developed neighbourhood, surrounding planning influences, land suitability and Whistler’s housing needs. The report that was completed, *Cheakamus Crossing Development Master Planning – Second Phase – Site Analysis and Preliminary Concepts, May 2018*, was presented to Council in Information Report to Council - Mayor’s Task Force on Resident Housing – Cheakamus Crossing Expansion Update, Report No. 18-087, June 19, 2018. This work was further refined by IBI Group, on behalf of the Whistler 2020

Development Corporation (WDC), to determine the potential development program and buildout potential of the respective lands. Further due diligence work was completed regarding various technical considerations. This work and plans for the next phase of the Cheakamus Crossing neighbourhood were presented at a public open house held on October 1, 2018.

Subsequently, the initial development site and “catalyst” project were determined and planning focused on design development for this initial project. This project, referred to as “Parcel A” of the Upper Lands, and the adjacent Mt. Fee Road extension, are now before Council for development permit approval under DP1760. Along with the detailed design development for this project, the WDC carried forward with development of plans for parcelization of the complete Upper Lands, similar to the process conducted for the Phase 1 lands. This parcelization plan is the subject of the current rezoning application, whereby, individual parcel areas within the existing UR1 zone are proposed to be identified for specific housing types, with allocations of the total existing density for the zone assigned to each parcel area. This parcelization will facilitate the future subdivision and phased development of individual parcels to meet the employee housing needs of the resort community consistent with the OCP.

Proposed Rezoning

The proposed rezoning is described in the Rezoning Application Summary, presented in Appendix “B”. A copy of the current zone regulations for the UR1 zone is provided in Appendix “C”. The intent of the zone is to: “...provide an area reserved for multifamily residential development for employee housing and associated uses.”

The existing zoning permits employee restricted and market residential uses in apartments, detached dwellings, duplexes, townhouses and live work units, as well as park and playground and auxiliary buildings and uses. The proposed rezoning does not propose any change in permitted uses, except to add daycare as a permitted use, should this use be considered a feasible opportunity for integration with future residential developments to be located within the Upper Lands.

The maximum permitted density for the zone, is a maximum gross floor area of 41,850 square metres, for all buildings in the zone. The zone currently has a minimum parcel size area of 15.49 hectares. This equates to an overall floor space ratio for the lands of 0.27. The proposed rezoning would amend the minimum parcel size to allow the parcelization and subdivision of the lands.

The zoning also specifies the maximum sizes for the various building/units types, maximum building heights, and building setbacks. No changes are proposed to the maximum sizes or heights. Parcel specific setbacks are proposed for each of the future parcels based on the building type and location.

No other changes to the existing zoning are proposed.

OTHER POLICY CONSIDERATIONS

Zoning and Parking Bylaw No. 303, 2015

An analysis of the current and proposed zoning is provided above and is further described in the Rezoning Application Summary provided in Appendix “B”.

Official Community Plan Bylaw No. 2199, 2018

The proposed rezoning is consistent with the policies of the Official Community Plan (OCP).

The subject lands are designated as Residential – Reserve in Schedule A of the Official Community Plan. Residential – Reserve lands are: “Lands available for employee housing with a variety of housing forms and densities. These lands may be developed as needed to meet the municipality’s housing needs. Limited market residential and convenience commercial uses primarily oriented to meet the needs of the surrounding neighbourhood are included.”

The policies contained in Chapter 5 Land Use and Development, Residential Accommodation, provide further guidance for this designation and the development of these lands. The overarching goal, Goal 5.1, is to: Meet Whistler's long-term housing needs consistent with the growth management policies and land use designations in the OCP. The associated objectives (5.1.1 and 5.1.2) address the designation of lands for various forms of residential development to meet Whistler's diverse housing needs, and the on-going commitment to house at least 75 percent of Whistler's workforce within the resort community in livable, appropriate and affordable housing.

Select policies that specifically pertain to the lands and proposed parcelization for future phased development are as follows:

- 5.1.1.2 Policy Maximize utilization of Residential Reserve lands for employee housing and phased development as required to support Whistler's employee housing needs.
- 5.1.2.4 Policy Pursue development of Residential Reserve lands in Cheakamus Crossing within the next five years, as one of the primary opportunities for new employee housing.

The parcelization plan and allocation of proposed density and uses is also consistent with Goal 5.3 to: Promote a diversity of housing forms, tenures, residential uses and densities to support the resort community's housing needs.

The lands are designated within the Municipal Water System Service Area, Municipal Sewer System Service Area, and Area B – District Energy Expansion Area.

Development of the lands is subject to development permit approval requirements and consistency with guidelines for the following OCP development permit area designations:

- Multi-family Residential - Form and Character
- Protection of Riparian Ecosystems
- Protection of Sensitive Ecosystems
- Wildfire Protection

The proposed rezoning does not propose to increase the accommodation bed unit capacity, alter the Whistler Urban Development Containment Area, or alter the Whistler Land Use Map and Designations.

The proposed rezoning also does not propose additional development or a change in land uses beyond what is currently permitted under the UR1 zone, except for the addition of daycare as a permitted use. The OCP provides for this use to be located anywhere within the municipality, subject to municipal zoning requirements and the policies of the OCP.

Further review of the rezoning application will be conducted against the policies of the OCP, subsequent to Council direction for further review and processing.

BUDGET CONSIDERATIONS

The proposed rezoning application is subject to rezoning application fees and cost recovery for staff processing and associated direct costs.

COMMUNITY ENGAGEMENT AND CONSULTATION

An information sign describing RZ1165 is posted on the site. There have been no inquiries from the public to date.

The Phase 2 development of the Cheakamus Crossing Upper Lands has been one of the key initiatives communicated through the engagements conducted as part of the Mayor's Task Force on Resident Housing (2016-2018). As described above a Public Open House was conducted specifically for the Master Planning of the Phase 2 development on October 1, 2018.

As this stage, the WDC has now completed detailed design development for the Parcel "A" project, and the overall Master Plan concept and parcelization plan for the Upper Lands. Staff recommends that prior to consideration of a bylaw for the proposed rezoning, a further public information and input opportunity be conducted. Given the current COVID-19 situation, it is recommended that this follow the format recently adopted by the RMOW for online and virtual community engagement for significant rezonings.

The proposed rezoning will also be subject to a statutory public hearing.

SUMMARY

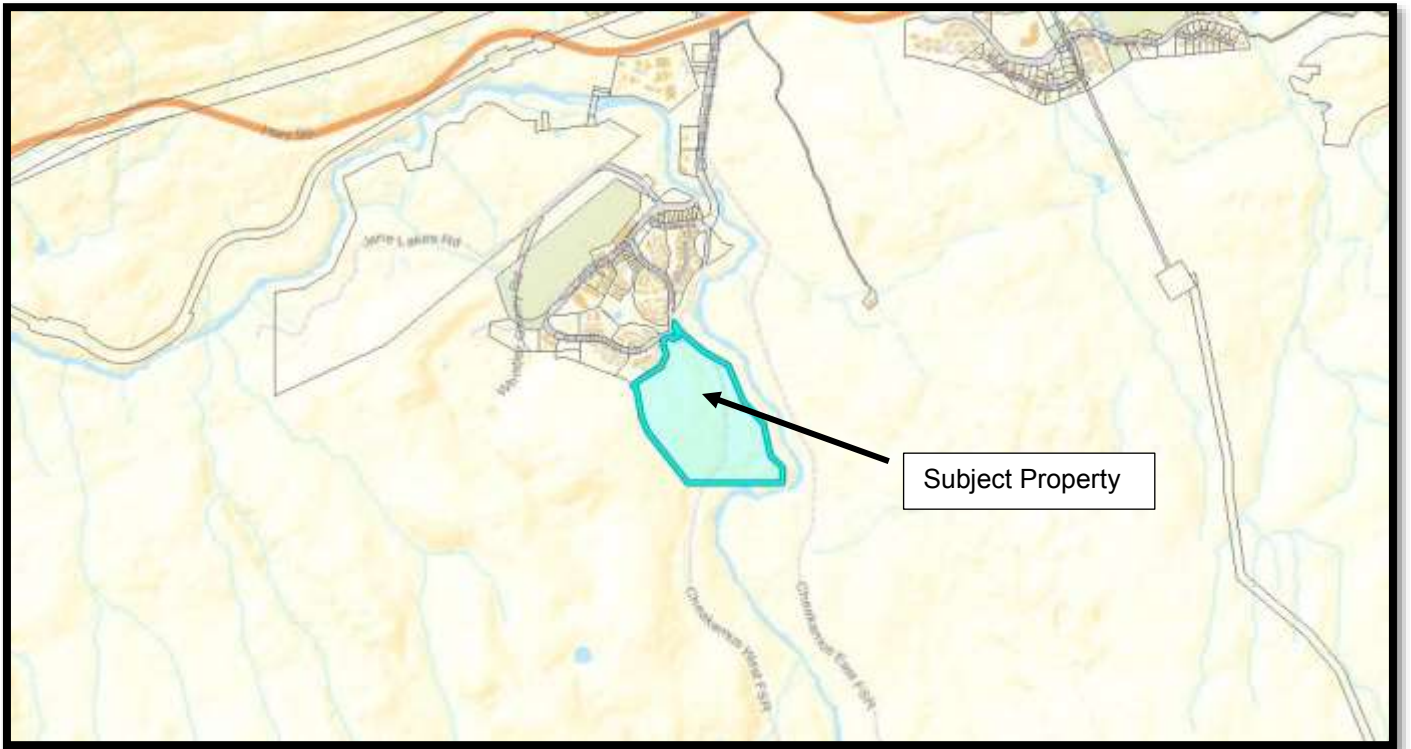
RZ1165 proposes to amend the existing minimum parcel size for the UR1 zone to facilitate the future subdivision and phased development of the Cheakamus Crossing Upper Lands, with an allocation of the existing permitted density and uses to corresponding parcels to be established within the zone. In addition the proposal is to establish building setbacks for each parcel and to add daycare as a permitted use. The report recommends that Council endorse further consideration of the proposed rezoning and directs staff to conduct a public information and input opportunity prior to Council consideration of a zoning amendment bylaw.

Respectfully submitted,

Mike Kirkegaard
DIRECTOR OF PLANNING

for
Toni Metcalf
INTERIM GENERAL MANAGER OF RESORT EXPERIENCE

APPENDIX "A" LOCATION MAP





Rezoning Application for Cheakamus Crossing Phase II

Parcel Legal Description

BLOCK A DISTRICT LOT 8073 NEW WESTMINSTER DISTRICT GROUP 1, EXCEPT PLAN EPP277

Location and Context

Cheakamus Crossing is located on the south side of the Highway 99 approximately 8km south of Whistler Village. The Cheakamus Crossing Phase II lands, also called the 'Upper Lands', are located at the southeast end of the Cheakamus Crossing neighbourhood adjacent to the Cheakamus River and accessed via upper Mt. Fee Road.

Historical Planning and Analyses

A number of planning processes and technical analyses have preceded this report, and information about them can be referenced in these documents:

- Cheakamus Crossing Development - Second Phase – Technical Memo, Sept 2018, KWL
- Preliminary Geotechnical Investigation Report – Cheakamus Crossing Phase 2, August 2018, GeoPacif Consultants Ltd.
- Cheakamus Crossing Development Master Planning – Second Phase – Site Analysis and Preliminary Concepts, May 2018, BHA
- Cheakamus Area Legacy Neighbourhood Design Guidelines, March 2007

Development Objectives

The objectives of the proposed development are to:

- Meet the current and future housing needs of the community through a diversity of housing types (including a range of options for rental and ownership) and density comparable to and compatible with the existing Cheakamus Crossing neighbourhood
- Maximize the resident restricted housing opportunity, while considering limited market housing
- Protect as much of the site as possible and undertaking the development in an environmentally sensitive manner.
- Optimize livability with an offering of unit types that meets the residents' needs and expectations. This includes providing adequate secured storage and appropriate parking.

Access to the Property

Cheakamus Crossing is accessible from Highway 99 via a paved 8m wide vehicular access along Cheakamus Lake Road across the Walter Zebrowski Bridge over the Cheakamus River. Connections to the neighbourhood are also available via the Valley Trail and other pedestrian trails and bicycle trails as well as Forest Service Roads (FSRs) leading to and from the neighbourhood providing access to the forest and recreation lands beyond.

Vehicle access to the Cheakamus Crossing Phase II parcel from the bridge is along Legacy Way then via Mt. Fee Road uphill towards the intersection of Cloudburst Drive.

It is understood that the single lane West Side Main FSR Bridge will be maintained for emergency egress as well as access to the Cheakamus River parking lots and House Rock recreation areas. It is also the intention that the bulk of the construction service traffic will be routed across this bridge and along the FSR until such time as the Mt. Fee Road extension has been completed.

Adjacent Amenities and Services

Services within the existing Cheakamus Crossing neighbourhood include a daycare, café, convenience store and professional services. Cheakamus Crossing has significant recreation amenities within and around Bayly Park (600m away), including a turf field, tennis courts, outdoor basketball and hockey surfaces, BMX track, children playground and sand volleyball courts.

The adjacent neighbourhood of Function Junction (1.5km away) provides commercial and retail amenities with a wide range of offerings including: restaurants, micro-breweries, cafes, bakery, coffee shops, distillery, gyms, hardware stores, garden centre, home decor, art gallery, office supply, pet store, and professional services. Additionally, play fields, a playground and a community school is located in nearby Spring Creek (2.5 km away).

Adjacent Industrial and Resource Land Uses

The neighbourhood is surrounded by the Cheakamus Community Forest, which is an active logging operation; however, no logging is proposed to occur within 1km of the neighbourhood with the exception of ongoing fuel reduction/thinning. Most areas adjacent to the neighbourhood are protected forest lands.

Future logging truck and industrial use access is planned for a route through the Whistler Aggregates gravel pit and along the Basalt Valley Forest Service Road (FSR). This route is partially complete, and completion would be aligned with future logging schedules. The creation of the Mt. Fee Road extension would facilitate decommissioning the current West Side Main FSR that bisects the site. Beyond the south boundary of the parcel, the FSR will be maintained, ultimately linking the Basalt Valley FSR and providing access to the recreation and industrial areas beyond.

The existing gravel pit and open quarry located to the west of Cheakamus Crossing remains in operation. Operating licences have been extended to 2027 as outlined in the ten year renewal of the licence of occupation for Whistler Aggregates in September 2017. The asphalt plant is also located within this licence area.

Existing Conditions

Recreation trails surround and bisect the 15.49 hectare parcel. The West Side Main Forest Service Road intersects the eastern portion of the parcel. The site is undulating and well-treed, with the exception of a cleared and leveled area at the north end of the site that is currently used for neighbourhood parking.

Existing Land Use and Zoning

Within the existing neighbourhood of Cheakamus Crossing, there are a mix of land uses including residential, mixed use, commercial, recreation, and short term accommodation at the Athletes' Lodge and Hostel with more remote portions of industrial lands. The Cheakamus Phase II lands are zoned as

Urban Reserve 1 (UR1); permitted uses include a mix of residential options as well as park and playgrounds.

Proposed Rezoning Overview

The intention of the proposal is not to change the current land uses permitted within the UR1 zone; rather, this application is being submitted primarily to allow for smaller parcels than the minimum currently allowed within the zone, and secondarily to modify setbacks to better suit the different types of housing proposed.

The proposed rezoning would enable the Phase II parcel to be subdivided into seven smaller parcels. In keeping with the names used in previous site plans, the parcels are named A, B, C, D1, D2, D3 and E. They are in sequential order, starting at the site access point at the top of Mt. Fee Road and continuing southward to the cul-de-sac, with Parcel E as the final parcel on the western flank.

The entire site will be accessed via the proposed 600m long municipal roadway extending from upper Mt. Fee Road to a cul-de-sac/round-about at the southern end of the property. The Parcels A through D3 are predominately located on eastern/river side of the roadway with the exception of Parcel D1 on the west side of the road.

An extensive iterative and detailed design process has resulted in the proposed subdivision layout. Robust and thorough site planning, civil servicing design, earthwork analysis, constructability review, architectural design, site access considerations and building massing supported by extensive 3D modelling and view analyses for the entire parcel has resulted in what we believe to be a highly desirable and extremely viable solution that will help to meet the current and future needs of the community.

A summary of the parcel sizes and the current proposed use is outlined below.

Parcel	Size	Primary Housing Type
A	10,982 sqm	Apartment (3-4 storey)
B	2,332 sqm	Townhome (2 storey)
C	7,445 sqm	Apartment (3 storey)
D1	10,203 sqm	Apartment (2-4 storey)
D2	9,782 sqm	Townhome (2 storey)
D3	16,753 sqm	Duplex and Detached (Market)
E	74,679 sqm	Reserve lands for future
Road and Park Dedication	remainder	Road and park dedication and ancillary uses

Table 1. Summary of parcel sizes

Density mix and unit types

The proposed Phase II development has been designed to accommodate a diverse mix of resident restricted housing, supported with market housing as was done in the first phase of Cheakamus Crossing.

The number and type of units will be adjusted as needed over time to best suit community needs as they evolve over the course of the phased development. Since the commencement of the project, the mix of units has already been adjusted to suit the emerging demands of Whistler residents as identified

by the Whistler Housing Authority needs assessment. This assessment will continue to influence the mix of unit types over time.

The following table presents the current anticipated mix of unit type by parcel and provides a reasonable guideline for civil servicing design criteria and future planning. This is subject to change based on a number of external factors that may influence housing demand.

Unit Type	Parcel A	B	Parcel C	Parcel D1	Parcel D2	area/unit
1 bedroom	24		15	32	16	585 sqft
2 bedroom	48		9	33	8	835 sqft
2 bedroom (corner)	20	4	8	8	10	855 sqft
3 bedroom (corner)	8	4	4	4	12	1055 sqft
Total	100	8	36	77	46	
Summary of unit mix by type: 1 bedroom (33%) 2 bedroom (55%) 3 bedroom (12%)						

Table 2. Anticipated mix of unit type by parcel

Development Phasing

In addition to preliminary design for each of the parcels, detailed architectural design and site planning has been completed for Parcel A. Parcel A would result in two apartment buildings with a combined total of 100 units, comprised of a mix of one-, two- and three-bedroom units. Vehicle parking will be predominantly underground with some surface parking for over-height vehicles. Parcel A is at the north end of the site and can be easily accessed with nominal earthworks; as such, it is the most logical parcel to develop first.

While subsequent phases of development are subject to change based on funding and market demand, it is anticipated that the second phase of development would be Parcel D3. The location of this parcel is well separated from Parcel A and could proceed easily without impacting other construction underway. Furthermore, it would provide additional area for storage and processing of materials (e.g. aggregates) required in other areas of the project. Market detached and duplex lots are proposed for this parcel to address WDC debt to the RMOW and provide equity for Phase II infrastructure and rental buildings.

The third phase of development would likely be Parcel B, which is a small, accessible parcel that would likely have its initial site works completed in parallel with Parcel A in order to provide crew parking and materials storage.

The table below outlines the anticipated phases of development that will be adjusted as needed to accommodate market conditions and housing demand.

Phase	Parcel	Housing Type	Units (approx.)
1	A	Apartment	100
2	D3	Detached/Duplex	17-40
3	B	Townhome	8
4	C	Apartment	36
5	D1	Apartment	77
6	D2	Townhome	26
7	E	TBC	TBC

Table 3. Likely Phases of Development

Proposed Changes to the Existing Zoning

Item	Current zoning	Proposed zoning
Permitted uses	Residential, Parks and Playgrounds	No change
Maximum permitted gross floor area of all buildings	41,850 sqm	No change
Maximum permitted size for a detached dwelling	325 sqm	No change
Minimum permitted size for a detached dwelling	46.5 sqm	No change
Auxiliary residential dwelling unit gross floor area	Maximum 90 sqm Minimum 32.5 sqm	Maximum as allowed under current BC Building Code Minimum – no change
Maximum permitted size for any other dwelling	175 sqm	209 sqm
Maximum permitted floor area for auxiliary parking use contained in a principal or auxiliary dwelling or structure	Detached dwelling: 55 sqm per parcel Duplexes: 50 sqm per dwelling unit Townhouses: 40 sqm per dwelling unit	60 sqm for detached dwellings No change for other uses
Maximum permitted height	Apartments: 18.0m Detached Dwellings: 8.0m Duplexes: 8.2m Live Work Units: 12.0m Townhouses: 10.7m	No change
Minimum permitted parcel area	15.49 hectares	500 sqm
Setbacks	For all uses: Front setback 6.0m Rear setback 6.0m Side setback 6.0m	Apartment: Front 6.0m, Rear 2.0m, Side 6.0m Multi-family: Front 6.0m, Rear 3.0m, Side 6.0m Single Family and Duplex: Front 5.0m, Rear 3.0m , Side 3.0m
Parking	As outlined in accordance to Part 6 of the zoning bylaw except that Duplexes provide 1.5 spaces for dwelling unit and Townhouse and Apartment need only provide 75% of the parking spaces required under Part 6 of the Zoning bylaw	Duplexes provide 2 spaces for dwelling unit Townhouse and Apartment to provide – no change
Maximum Occupancy per Bedroom	Two	No change

Table 4. Changes proposed as part of this rezoning application.

Environmental Consideration

Riparian areas are located along the Cheakamus River and border the south and eastern edge of the Phase II site. The 30m riparian setbacks will be maintained throughout this zone and many areas exceed 40m. Some wetland pockets and associated riparian areas exist within the parcel; applicable setbacks will be maintained and monitored by Qualified Environmental Professionals. It has been proposed that building envelopes setbacks are an additional 3m from the 30m riparian area setback.

Parks and Preservation Areas

The Phase II parcel is surrounded almost entirely by Crown land and mature forests. Riverside trails along the south and east flanks of the property provide good connectivity to wild spaces beyond the parcel. In addition to the preservation areas identified as Cheakamus River riparian zone and the wetland zones in Parcel A and Parcel E, a centralized natural preservation area mid-way along the Mt. Fee Road extension between Parcel C and D2 will provide forested connectivity to the vegetated area adjacent to the Cheakamus River. This centralized preservation area will provide a forested element at the heart of the parcel and provide wildlife and trail connectivity throughout the life of the project rather than just at completion of construction when all parcels are connected to the adjacent trail network.

Each parcel will have localized landscape areas specific to the needs and scale of the development, and that meet municipal permit guidelines. Parcel D2 has potential for a pocket park that would provide enhanced and accessible green space to support play and social connections.

Trail connectivity

The Riverside Trail will be maintained in its entirety with some minor realignments proposed in areas where necessary. Trail connections linking the proposed neighbourhood development phases are proposed to ensure ease of access to the Riverside Trail from within each developed parcel.

The Ridge Shortcut Trail from the Westside parking lot will be realigned to suit the development of the upper Parcel E at a suitable time in the future.

The Lower Ridge Trail would remain undisturbed, and suitable trail connectivity to Parcel E will be developed in concert with the subdivision layout at that time.

The Valley Trail will be extended from the intersection of Mt. Fee Road and Cloudburst Drive along the entire length of the new Mt. Fee Road extension to the round-about at the south end of the parcel, providing safe and easy access to the trail from the entire development. The Valley Trail will be lit by standard Valley Trail lighting.

Roadway and Traffic Calming Considerations

The extension of the Mt. Fee Road will be built to municipal road standards and will accommodate two single lanes of traffic for a total travel width of 7m. This width is in concert with the road widths of lower Mt. Fee Road and Cloudburst Drive, both of which have a 7m width. The roadway proposed will be approximately 600m in length, and will terminate in a round-about/cul-de-sac at the southern end of the property. The roadway will provide access to lands beyond via the gravel FSR and also provide access to the final portion of the property (Parcel E).

As is the case throughout the rest of the Cheakamus Crossing, there will be no road-side parking. Pull-ins and lay-bys will be suitably located road-side in front of apartment buildings or on the individual parcels. These lay-bys will accommodate short-term stopping for pick-ups and drop-offs, as well as areas for temporary parking of moving vans, couriers, postal delivery workers and utility meter readers.

Crosswalks locations and street lighting provisions have been identified on detailed civil engineering plans to provide safe pedestrian movements at anticipated points of interaction with vehicles.

Snow Clearing Considerations

The 7m wide roadway has been designed to accommodate municipal snow clearing equipment with provision for vehicle turn around at the end of the Mt. Fee Road extension. The west side of the new road will have a standard ditch to accommodate snow storage and snow melt. Additional snow storage and snow plough push-zones have been accommodated near the surface parking area opposite Parcel A. No excess snow is to be stored within the centre of the cul-de-sac at the top of the Mt. Fee Road extension; doing so would impede visibility to pedestrians and oncoming traffic. The centre of the round-about would be planted with low-lying vegetation, allowing for natural levels of snow to accumulate while still maintaining good visibility. Snow management for each parcel will be planned for and handled on each site.

Locations of above-ground infrastructure such as fire hydrants, street lights, signage and Valley Trail lights will be suitably located to avoid damage from snow clearing equipment.

Valley Trail and sidewalk municipal design standards will be implemented throughout the subdivision to enable snow clearing by municipal equipment.

Transit Planning

Current transit access to Cheakamus Crossing is provided by a loop up Cloudburst Drive and down Mt. Fee Road. Access to transit for Parcel A and Parcel B can be accommodated by the existing transit route. The walk to the existing bus stop located at the top of Cloudburst Drive would be approximately 200m.

Transit access for the other Phase II parcels could be accommodated by furthering the transit route up the Mt. Fee Road extension. This up and back route would increase the transit route by 1.2km. Two transit stops have been identified and proposed along the new route; one stop near the end of the road above Parcel D1, and one adjacent to the forest parkland between Parcel C and D2. The latter should be considered for a shelter as it will likely see the most users.

The additional transit stops would not only provide service to Phase II residents, but also to recreation users in the area, including improved transit access to Loggers Lake.

The school bus service that already existing within Cheakamus Crossing could also extend its route up the Mt. Fee Road extension to better serve children living in the new homes.

Forest Service Roads

The existing West Side Main Forest Service Road that parallels the Cheakamus River and bisects the site will be maintained during the course of construction for public access and utility service providers. Upon completion of the new Mt. Fee Road extension, the portion of the Forest Service Road that runs through the Phase II Lands (at approximately the intersection of Mt. Fee Road and Cloudburst Drive) will be decommissioned.

Access to the Forest Service Road and the gravel parking area just beyond the site will be maintained via the new Mt. Fee Road extension.

Fire Protection

Municipal fire protection will be serviced by existing and proposed hydrants along the extension of Mt. Fee Road. The new housing will continue to be serviced by the Spring Creek fire hall located 2.5 km away.

Wildfire and Fire Smart Considerations

Wildfire and associated interface areas remain a considerable risk to the municipality and residential areas. As part of the ongoing fuel thinning practices, fuel reduction operations are planned along the Cheakamus Lake FSR and the area immediately to the southwest of Cheakamus Crossing.

Surface parking and Vehicle Charging Stations

A 19-stall asphalt surface parking area opposite Parcel A is proposed to provide over-height vehicle parking and additional parking for residents and visitors to the area. Consideration for conversion to pay parking for these stalls would be accommodated by providing power and a designated area for a parking kiosk. Additionally, electric vehicle charging stations have been planned for and could be accommodated in this parking lot should the municipality choose to include these at a future date.

The gravel parking lot located at the end of the Mt. Fee Road extension on Crown land will be maintained and will provide seasonal parking for recreational users.

Sanitary Sewer

A sewer main will be extended to the Phase II parcel and connected to the sanitary collection network at the top of Mt. Fee Road. A 200mm diameter sewer main is proposed for the length of the new Mt. Fee Road extension to service the subsequent parcels.

Water Supply

The Phase II lands are serviced from the municipal water reservoir on the west shoulder of Whistler Mountain above Cheakamus Crossing. This storage is sufficient to supply fire flows (197 L/s) for up to 2.5 hours. Currently, the site is supplied by a 200mm diameter water main located at the end of Mt. Fee Road. This water main will provide sufficient supply for domestic water and fire protection for Parcel A and potentially Parcel B.

Other parcels will require high pressure water supply which can be achieved by extending the 300mm diameter water main terminated near the cul-de-sac at the end of Madeley Place. The extension of this line is proposed to follow along the West Side Main Forest Service Road to the Phase II lands. Preliminary engineering design for this waterline extension has been completed.

Gas/Hydro/Telephone/Internet

BC Hydro and TELUS/Shaw service connections are available immediately adjacent to the Phase II parcel at the intersection of Mt. Fee Road and Cloudburst Drive. It is understood that there is sufficient capacity within the system for the proposed development. The FortisBC gas supply line would need to be extended from its current termination on Cloudburst Drive approximately 40m from the intersection. The extension of this line has been approved and there is sufficient capacity within the gas system to

meet future demands of the development. Currently, the gas line is proposed to extend the entire length of the road extension and to also provide future connection to Parcel E.

District Energy System

The current District Energy System (DES) employed throughout the existing Cheakamus Crossing neighbourhood will be expanded to include the Phase II area of development. Each parcel will be provided with a DES service connection to the property line, with optional connectivity to the DES infrastructure.

The current DES system has sufficient heat capability to provide more thermal energy, but as energy demands are increased, upgrades to the gas-fired boilers or the heat exchangers may be required. Similarly, as demands increase, an additional circulation pump(s) may be required at the DES energy building.

Expansion of the DES into this Phase II area should not require any upgrades to the existing piping infrastructure within the current neighbourhood. However, in order to accommodate development higher in elevation than the existing system, the operating pressure of the DES loop system would need to be increased. Furthermore, vertical development (greater than 15m to 20m) beyond the current high-point of the loop at intersection of Mt. Fee Road and Cloudburst Drive, may require the installation of a booster pump station and/or pressure reducing station in order to extend the DES loop to the higher development areas. A booster pump station could be accommodated north of the surface parking area opposite Parcel A.

It is understood that the impacts of additional demands on the DES system are under review by consultants retained by the Municipality and further recommendations will follow upon completion of their assessment.

Stormwater

The stormwater design for Phase II builds on the original design for the Cheakamus neighbourhood. The design envisioned a portion of Phase II development would drain directly into the Cheakamus River and a portion would drain towards the central pond located behind the Whistler Athletes' Centre.

The existing downstream drainage system has the capacity to receive the flows from Parcel A. This includes capacity for peak flow conveyance to the central pond and downstream of the pond, as well as detention capacity in the pond and water quality treatment in the pond.

The drainage systems for other upland catchment areas will discharge directly into the river and will require further review in parallel with the detailed designs for the parcels.

Due to high costs of construction and maintenance for the rain garden style of stormwater management employed throughout the rest of Cheakamus Crossing, more traditional forms of stormwater management (e.g. roadside ditch) are proposed for the Phase II site.

Groundwater Considerations

The static ground water table was not encountered during geotechnical investigations and it is expected to be below development grades. Perched groundwater levels are expected to be very seasonal with generally higher levels following sustained precipitation. Perched groundwater conditions may be encountered within the existing fill materials where permeable soils exist over less permeable soils or bedrock.

Geotechnical Considerations

Overall, the site is considered very low risk with respect to geotechnical hazards. Given the dense soil and rock conditions found on site and the average slope angle (1.6H:1V to 1.8H:1V) it is expected that the risk of slope instability would be low.

Based on site investigations, competent native soils can be found at relatively shallow depths. Some localized blasting or chipping may be required to excavate below grade structures where bedrock exists.

It is expected that structures will be founded on conventional pad and strip footings bearing on native dense sand, gravel or bedrock.

Hydrology and Flood Hazard Considerations

The proposed development area is substantially set back (30m or more) from the river. While there is potential for erosion in the riparian areas, the erosion risk to the proposed development is minimal given the substantial setbacks and the extensive bedrock conditions.

The 200-year clear-water flood (including 1.3m freeboard) is well contained by the natural topography of the Cheakamus River along the entire site. Due to the depth of the river channel, the site is not subject to risk of flooding from the Cheakamus River as indicated in consultant reports. The Flood Hazard Area Land Use Management Guidelines published by the Province establish the designated flood as the 200 year period event. Consultants have evaluated the flood hazard on the basis of this standard and have prepared a plan to mitigate the hazards to the proposed development. Applying this standard with due consideration of the conditions and mitigation of the risks, the land may be used safely for the intended purpose. Minimum building elevations have been established to mitigate flood hazard risk.

Cross sections of the river at intervals adjacent to the site were surveyed in 2007 and 2019. These cross sections have been compared and the variation over time is negligible. Differences observed are largely due to the more detailed surveying completed in 2019 (particularly through the water column) compared to 2007. The upland river banks are very similar, suggesting negligible change to existing conditions.

Canada Post and Community Mailbox Considerations

Currently, postal boxes are proposed for each of the buildings within the lobby area or within the strata parcel. However, in the event that Canada Post requires provision for community mailboxes or at a centralized area, an area has been designated just north of the surface parking area at the entrance to the neighbourhood opposite Parcel A. This location would provide convenient access for residents and centralized mail delivery.

Market Housing

In order to offset the costs of the Phase II development, some market housing will be required as part of the proposed development. Allowance for market housing is currently permitted within the zoning bylaw and this would remain unchanged.

67. UR1 Zone (Urban Reserve 1) (Bylaw No. 1937)**Intent**

- (1) The intent of this zone is to provide an area reserved for multifamily residential development for employee housing and associated uses.

Permitted Uses

- (2) The following uses are permitted and all other uses are prohibited:
- (a) Apartments
 - (b) Apartments for employee housing
 - (c) Auxiliary buildings and uses
 - (d) Auxiliary residential dwelling unit provided it is contained in a detached dwelling.
 - (e) Detached Dwellings
 - (f) Duplexes
 - (g) Duplexes for employee housing
 - (h) Live work units
 - (i) Live work units for employee housing
 - (j) Park and playground
 - (k) Townhouses
 - (l) Townhouses for employee housing

Density

- (3) The maximum permitted gross floor area of all buildings in the zone is 41,850 square metres.
- (4) The maximum permitted size for a detached dwelling is 325 square metres.
- (5) The minimum permitted size for a detached dwelling is 46.5 square metres.
- (6) An auxiliary residential dwelling unit shall contain a gross floor area no greater than 90 square metres and no less than 32.5 square metres.
- (7) The maximum permitted size for any other dwelling unit is 175 square metres.

- (8) The maximum permitted floor area for auxiliary parking use contained in a principal or auxiliary building or structure is shown in the accompanying table:

Use	Maximum Enclosed Parking Area
Detached Dwellings	55 square metres per parcel
Duplexes	50 square metres per dwelling unit
Townhouses	40 square metres per dwelling unit

Height

- (9) The maximum permitted height of a principal use building is shown in the accompanying table:

Use	Maximum Building Height
Apartments	18.0 m
Detached Dwellings	8.0 m
Duplexes	8.2 m
Live Work Units	12.0 m
Townhouses	10.7 m

Parcel and Site Area

- (10) The minimum permitted parcel area is 15.49 hectares.

Setbacks and Siting

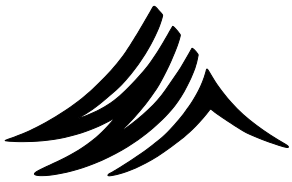
- (11) No building shall be located within 6 metres of any parcel line.
- (12) The minimum permitted separation between buildings is 4 metres.

Off-Street Parking and Loading

- (13) Off-street parking and loading spaces shall be provided and maintained in accordance with the regulations contained in Part 6 of this Bylaw except that, in relation to duplex dwellings, the owner must provide at least 1.5 spaces per dwelling unit; and in relation to townhouse and apartment dwellings, the owner need only provide 75 percent of the number of parking spaces that would normally be required under Part 6.

Other Regulations

- (14) The maximum occupancy is two persons per bedroom.



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: December 15, 2020
FROM: Resort Experience
SUBJECT: RZ1165 – CHEAKAMUS CROSSING PHASE 2 – ZONING AMENDMENT BYLAW
(CHEAKAMUS CROSSING PHASE 2 PARCELIZATION) NO. 2298, 2020, FIRST
AND SECOND READING

REPORT: 20-127
FILE: RZ1165, BYLAW 2298

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council consider giving first and second readings to Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020; and

That Council authorize staff to schedule a Public Hearing for “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020; and

That prior to Council consideration of adoption of “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, the following conditions are to be addressed to the satisfaction of the General Manager of Resort Experience:

1. Secure dedication of the area designated as Common Open Space to the Municipality for park and open space use in conjunction with the initial subdivision of the Upper Lands consistent with the proposed RM-CD2 zone.
2. Submission of a plan for the Common Open Space area that includes neighbourhood park, passive recreation and trail improvements, and secure completion of proposed improvements within one year of any subdivision that creates individual parcels within Area D3.
3. Secure completion of the Mount Fee Road Valley Trail extension consistent with the approved development permit drawings for Development Permit 1760.
4. Secure development of two public bus shelters along Mount Fee Road as approved under Development Permit 1760.
5. Registration of an environmental protection covenant to restrict the use and development of any land within 30 metres of the Cheakamus River or within any SPEA or wetland area that is delineated on the lands.
6. Secure dedication of the lands to be zoned PAN1 to the Municipality or to the Crown.
7. Secure recreation trails identified on the parcelization plans and associated trail improvements, to municipal standards.
8. Registration of updated Housing Agreements in favour of the Municipality, securing employee occupancy restrictions for employee housing parcels at time of first subdivision.
9. Secure green building commitments that reflect progressive municipal policy objectives.
10. Secure preservation of significant and unique natural features that contribute to the mountain character and landscape.

REFERENCES

Owner:	Whistler 2020 Development Corporation (WDC)
Location:	1340/1360 Mount Fee Road
Legal Descriptions:	BLOCK A, DISTRICT LOT 8073 GROUP 1 NEW WESTMINSTER DISTRICT, EXCEPT PLAN EPP277, PID 026-772-213
Current Zoning:	UR1 (Urban Reserve One) Zone
Proposed Zoning:	RM-CD2 Zone (Residential Multiple - Comprehensive Development Two Zone) PAN1 Zone (Protected Area Network One Zone)
	Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 (Not attached, provided in Council meeting package)
Appendices:	“A” – Parcelization Plans “B” – Neighbourhood Park Concept Narrative “C” – Rezoning Application – Proposed Density Summary, November 23, 2020 “D” – Typical floor plan unit layouts “E” – Advisory Design Panel Review “F” – Rezoning Criteria Summary Evaluation “G” – Public Correspondence
Council Reports:	Administrative Report to Council No. 20-089, September 15, 2015, RZ1165 – Cheakamus Crossing Phase 2 – Upper Lands Parcelization Plan (Not attached) Administrative Report to Council No. 20-088, September 15, 2015, DP1760 – 1340/1360 Mount Fee Rd - Cheakamus Crossing Phase 2 Development – Parcel “A” Employee Housing and Road Extension (Not attached)

PURPOSE OF REPORT

This report presents Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 (the “proposed Bylaw”) for Council consideration of first and second readings, along with conditions to be addressed prior to any Council consideration of adoption of the proposed Bylaw. The report also requests that Council authorize staff to schedule a Public Hearing to provide members of the public with the opportunity to make representations to Council on the proposed Bylaw for Council consideration, consistent with the *Local Government Act*.

DISCUSSION

Background

Rezoning application RZ1165 is an application from the Whistler 2020 Development Corporation, a 100% municipally owned corporation, for the rezoning of lands referred to as the Cheakamus Crossing “Upper Lands” to enable the phased development of the lands to support meeting the resort community’s employee housing needs. The proposed rezoning allocates existing permitted housing uses and development density under the current zoning for the lands (Urban Reserve One – UR1 zone) to individual parcel areas for future development. The proposed zoning also seeks to tailor the zoning parameters for each of the parcel areas to achieve a successful extension of the existing Cheakamus Crossing neighbourhood that provides a variety of housing types, optimizes the provision of employee

housing, addresses livability and affordability, and complements the existing neighbourhood and surrounding natural context.

The proposed rezoning application was presented to Council for initial consideration on September 15, 2020. The Administrative Report to Council (report No. 20-089) provided an overview of the proposed rezoning, and included background information and context on the history of the lands including the granting of the lands to the municipality for employee housing, their current zoning, the status of the lands in relation to the buildout of the existing Cheakamus Crossing neighbourhood and the employee housing initiatives endorsed through the 2017 Mayor's Task Force on Resident Housing, as well as a description of master planning work that was completed for the lands, and applicable Official Community Plan designations and policies.

The recommendations of the September 15, 2020 report for further review and processing of the rezoning application were adopted by Council. Council passed the following resolutions:

“That Council endorse further review and processing of RZ1165; and

That Council direct staff to commence preparation of a zoning amendment bylaw for Council consideration, that provides for the parcelization of the lands within the UR1 Zone, and a corresponding allocation of the existing permitted density and uses by parcel, along with establishment of building setbacks within each parcel and the addition of daycare as a permitted use; and further

That Council direct staff to conduct a public information and input opportunity prior to bringing forward a proposed zoning amendment bylaw for Council consideration of first and second reading.”

Consistent with these resolutions, staff commenced further review and processing of the proposed rezoning, conducted a public information and input opportunity, and have prepared Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 for Council consideration of first and second readings.

Further review and processing of the proposed rezoning has included staff inter-departmental referrals and reviews, site visits, review and analysis of parcelization plans and site development concepts prepared by the applicant, comparative analyses of zoning parameters for similar developments within the municipality, and two reviews by the municipal Advisory Design Panel. The public information and input opportunity was conducted consistent with the approach described in the September 15, 2020 administrative report to Council (report No. 20-089).

The following provides further details on the proposed Bylaw that has been prepared for Council consideration of first and second reading, and the activities that have been conducted, as well as a further evaluation of the proposed Bylaw relative to applicable municipal policies. Proposed conditions of any Council consideration of adoption are also presented in greater detail.

Proposed Rezoning Parcelization Plans

As directed by Council, staff has prepared Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 for Council consideration. The proposed bylaw has been developed through a process that has involved the preparation and evaluation of individual parcelization plans and site development concepts for subareas of the Upper Lands that have been delineated based on site topography, land suitability, environmental sensitivity and urban design considerations.

The parcelization plans that have been prepared are presented in Appendix “A”. As shown on the Master Plan, eight distinct parcel areas are delineated and are comprised of six development parcels, a common parcel area dedicated for neighbourhood park and open space use, and a common parcel area for the Mount Fee Road extension that includes a public surface parking area at the entry to the

new neighbourhood area. The six development parcels are referenced as Areas A, B/C, D1, D2, D3 and E, with parcels in alphabetical order extending south from the existing Cheakamus Crossing neighbourhood along the Mount Fee Road extension.

The plan for each parcel area provides an aerial photo overlay with site contours, conceptual site development plan, proposed uses and form of development, maximum density allocated to the site, building setbacks, building heights, existing and proposed recreation trails, and riparian and streamside protection and enhancement areas. The parcelization plans are the basis for the proposed zoning which would replace the existing UR1 zoning.

Master Plan and Parcel Concepts Description

Each of the development parcels and the common open space and park area are accessed from the Mount Fee Road extension which is a collector road that forms the spine of the new neighbourhood area and is the direct connection to the existing neighbourhood. The Mount Fee Road right of way provides for an extension of the Valley Trail to municipal standards, connecting to each of the parcels. The road is also designed for an extension of bus service to the new development parcels with two bus stops each with a bus shelter for weather protection, and a roundabout at the terminus of the road extension for bus turnaround. Existing trails and new trail connections to the Riverside Trail and the Lower Ridge Trail are integrated within the overall Master Plan. A well-sized common open space area, which will feature a neighbourhood park and naturalized open space, is centrally located between the development parcels and provides a trail connection to the Riverside Trail which runs along the Cheakamus River.

The parcels have been laid out relative to site topography and the placement of the Mount Fee Road extension to address road grades, steep mountain terrain and solar orientation. The road extension has been placed at the bottom of the escarpment of the mountainside that occupies the western portion of the Upper Lands and approximately 50 percent of the total land area. The escarpment runs roughly midway through the Upper Lands in a north-south direction. Parcels A, B/C, Common Open Space, D2 and D3 are all west-facing, located on the eastern side of the roadway, away from the escarpment and between the roadway and the Cheakamus River. Locating these development sites away from the escarpment and the base of the mountainside provides improved solar access for these parcels, as well as proximity and connections to the Cheakamus River and the Riverside Trail.

Parcel D1 is situated further along on the western side of the roadway, extending past Parcel B/C and across from Parcels D2 and D3. Parcel D1 becomes visible traveling south along the roadway as it rounds the base of the mountain slope to the right and levels out onto a flatter area that includes a portion of the existing Forest Service Road and provides the development site for the parcel. Parcel D3 located across from D1, is situated along the Cheakamus River as it bends on an east-west axis away from Mount Fee Road. This Parcel, planned as a subdivision with single family detached and duplex dwellings has its own strata road accessing individual parcels in a proposed bare land strata subdivision.

A roundabout is located just past Parcels D1 and D3 at the terminus of the Mount Fee Road extension where it hits the most southerly boundary of the Upper Lands. From this roundabout a future spur road will make a right turn and climbs up the mountainside at a grade of up to 7 percent in a south to north direction across contours accessing a series of benches that run above and parallel to the Mount Fee Road extension. This Parcel E area has more limited potential, suited for slope sensitive and smaller footprint development opportunities, that requires further resolution. The roundabout also links through to a continuation of the existing Forest Service Road accessing Crown lands beyond, and provides the bus turnaround and opportunity for vehicles to double-back through the new neighbourhood area to the existing Cheakamus Crossing neighbourhood and out to Highway 99.

There is potential for a daycare use to be integrated within the development concepts for either Parcel B/C or D1, and this has been provided for in the proposed zoning.

Development Density

Overall, the density of development and size of buildings decreases in intensity, massing and scale as one moves through the new neighbourhood area from Parcel A along the Mount Fee Road extension and up the Cheakamus River corridor. This has been a principle urban design direction for the neighbourhood planning, established with input from the Municipal Advisory Design Panel. The design seeks to optimize land utilization, delivery of employee housing and building efficiency, with development that fits and is complementary to the surrounding natural context.

Development density is expressed both as a maximum gross floor area of all buildings for each parcel area as well as a floor space ratio (defined as the total gross floor area on the parcel divided by the parcel site area). Building sizes are specified in terms of maximum building height in metres, number of storeys, and maximum building gross floor areas. The zoning parameters for development density and building sizes are summarized as follows:

Key Plan Parcel Area	Housing Form	Parcel Area (m²)	Max. Density (FSR)	Max. Density (GFA - m²)	Max. Bldg. Height (Metres)	Max. Bldg. Height (Storeys)	Max. Bldg. Size (m²)
Area A	Apt.	10,982	0.8	8,800	13.7	4-stepped	4,683
Area B/C	Apt., TH	9,778	0.5	4,900	10.7	Three	3,500
Area D1	Apt.	10,203	0.6	6,150	13.7	4-stepped	3,500
Area D2	TH	8,505	0.5	4,300	10.7	Three	N/A
Area D3	SF, Duplex	16,435	0.3	5,250	8	Three	350
Area E	TH, SF, Duplex	74,679	0.17	12,450	10.7, 8	Three	N/A

The floor space ratios for the development parcels transition from 0.80 (square metres of total building gross floor area per square metre of site area) on Parcel A, to 0.50 for Parcel B/C, 0.60 for Parcel D1, 0.50 for Parcel D2, 0.3 for D3 and 0.17 for Parcel E. The tallest buildings are on Parcel A and D1 with four-storey apartments, where the fourth floor of the buildings are stepped back to reduce the appearance of the building mass. Maximum building sizes are specified for the three parcels identified for apartment development. The buildings on Parcel A approved by DP001760 are shown at 3,725 square metres for Building A and 4,683 square metres for Building B. Apartment buildings on Parcels B/C and D1 are proposed to be limited to a maximum size of 3,500 square metres.

For comparison, the “Podium” building located at 1025 Legacy Way at the terminus of Mount Fee Road in the existing Cheakamus Crossing neighbourhood has a floor space ratio of 1.15 with a building of 3,338 square metres (gross floor area) on a 2,890 square metre parcel. The new Whistler Housing Authority employee housing building at 1330 Cloudburst Drive has a floor space ratio of 0.63 with a 3,200 square metre building on a 5,134 square metre parcel. Employee townhouse developments such as the Nita Lake Residences and the Terrace in Cheakamus Crossing have floor space ratios of approximately 0.44 and 0.40. The floor space ratio for the potential townhouse development on Parcel D2 is slightly higher at 0.50, achieved in part by provision of underground parking.

The proposed zoning also specifies maximum site coverage ratios for all buildings on each parcel with 20 percent specified for townhouses and apartments and 35 percent for detached dwellings and duplexes. The ratios are comparable to existing developments within the municipality for the same forms of development, and accommodate the parcel development concepts, as well as enable the retention and integration of natural features within the retained open space. These site coverage ratios provide opportunity for naturalized landscape and also relate in part to specified building setbacks.

Building setbacks have been established to be responsive to integrating the future developments within the forested landscape, with expanded setbacks for:

- naturalized landscape buffers along Mount Fee Road frontages
- separation and buffering to protect the Cheakamus River corridor and Riverside trail experience
- separation between development parcels and individual buildings.

For Parcel E, the development density that has been ascribed is not based on a defined development concept for this area. The potential for this area and the preferred development concept is yet to be determined. The allocation represents the residual density leftover when the density for Parcels A, B/C, D1, D2 and D3 is subtracted from the existing maximum permitted for the Upper Lands under the existing UR1 zone. The maximum density for the Upper Lands under the UR1 zone is 41,850 square metres. Parcels A through D3 have a combined allocation of 29,400 square metres based on the development concepts prepared for each of these parcels. Thus the allocated density to Parcel E is 12,450 square metres.

Given the steep terrain on Parcel E and limited suitability for more intensive development, Parcel E is designated for townhouses and duplex and single family detached dwellings. Recognizing the site constraints, it is likely that development on Parcel E may not utilize the full potential allocated. This potential scenario is discussed further under the OCP Policy Considerations section of this report in relation to the allocation of bed units for the Upper Lands within the municipality's bed unit capacity limit.

Riparian and Streamside Protection Areas

Riparian Area Protection Regulation setbacks have been delineated through the environmental review completed by the WDC Qualified Environmental Professional (QEP), Cascade Environmental Resources Group. The parcel plans delineate Streamside Protection and Enhancement Areas (SPEAs) located on Parcels A, B/C, D3, E and the Common Area that is to be dedicated as part of the Mount Fee Road extension at the entry to the new neighbourhood area. The 30 metre setback from the Cheakamus River, which extends onto portions of a number of the lots in the proposed D3 subdivision is also delineated.

An important objective has been to preserve the character and quality of the Cheakamus River corridor from both an environmental perspective, as well as an aesthetic perspective in relation to the recreation user experience. The proposed zoning and future subdivision would designate the 15 metre SPEA adjacent to D3 as a Protected Area Network One zone, and remove this area from the adjacent lots within the proposed subdivision. This would enable this area, which also includes a portion of the Riverside Trail, to be transferred to the Municipality or to revert to the Crown. Portions of the 30 metre riparian corridor that are shown to be located on a number of the lots within the proposed subdivision are proposed to be protected by environmental protection covenants registered on these properties. For additional buffering, the proposed zoning requires a further six metre building setback from the 30 metre riparian setback to provide room for developed rear yard space and avoid encroachment into the riparian setback area. The other wetland and SPEA areas are also recommended to be protected by covenant.

At the time of development, development permit requirements and guidelines for protection of riparian ecosystems and protection of sensitive ecosystems will also apply as was completed for the Parcel A and Mount Fee Road extension development approved by DP1760. The development permit approvals provide the opportunity to register site specific environmental monitoring plans and adherence to Provincial Riparian Area Protection Regulations during construction. The environmental protection covenants provide for protection in perpetuity and link to the municipality's environmental protection bylaws for enforcement.

Unique and Distinctive Features

The natural context and landscape within the Upper Lands, and adjacent to the Cheakamus River is spectacular and contains a number of unique and distinctive natural features, identified through site reconnaissance. Preservation of unique and distinctive natural features contribute to Whistler's mountain character and sense of place. It is recommended that valued features, which include unique topography, significant stands of trees, boulders and rock formations, be identified through further investigation and secured through the rezoning process and subsequent development permit approvals.

Potential Housing Units and Mix

Overall, the development parcels provide for a diversity of housing forms with a mix of apartments, townhouses, and duplex and detached dwellings, with opportunities for both ownership and rental housing. A variety of unit sizes, and number of bedrooms, for a diversity of household sizes and living arrangements is also accommodated.

As shown in the applicant proposed density summary provided in Appendix "B", the development concept plans as envisioned have the potential for a total of approximately 295 dwelling units, excluding Parcel E. This is comprised of 100 apartment units in two buildings on Parcel A, 54 apartment units in two buildings on Parcel B/C, 74 apartment units in two connected buildings on D1, 44 townhouses on D2 and 23 single family and duplex units on D3.

The WDC considers the apartment developments as best-suited for employee rental housing, the townhouses for employee ownership housing, and the Parcel D3 subdivision for market housing. The market housing on D3 is proposed as part of the WDC business plan to financially offset the cost of infrastructure for the new neighbourhood area including the Mount Fee Road extension and necessary utilities as well as contribute to employee housing on Parcel A, and potential to retire some or all of the outstanding debt to the municipality associated with the existing Cheakamus Crossing neighbourhood.

Typical floor plans and unit layouts that were utilized for the development concepts provide a range of unit types and sizes for the employee housing developments, with one bedroom units representing 27 percent of total, two bedroom units 57 percent and three bedroom units 15 percent. This allocation of units is based on analysis of the current WHA waitlist. Typical floor plans utilized for the development concept templates are provided in Appendix "C". These have been designed for livability and efficiency.

Parking

The parcel development concepts have also considered onsite vehicle parking requirements and have provided for the standard number of spaces typically required under the municipality's zoning bylaw for each type of development. A 25 percent reduction to the parking standard, such as that permitted for employee housing developments in the existing Cheakamus Crossing neighbourhood and in Rainbow, and under the existing UR1 zone, is not proposed.

Advisory Design Panel Review

The Municipal Advisory Design Panel (ADP) conducted two reviews the proposed rezoning, the first on October 21, 2020 and the second on November 4, 2020. The minutes from these meetings are attached for reference as Appendix "E".

At its first review the Panel provided detailed comments for further tailoring the parcel plans and zoning parameters. Staff worked with the applicant to respond to the Panel's comments and the applicant prepared a revised submission for the Panel's second review. At its second review meeting the Panel passed the following resolution recommending support for the overall parcelization master plan as follows:

That the Advisory Design Panel asks the applicant to be cognizant that where there are apartment developments, there should be building articulations in the actual façade of the building, including stepping the building height as per Parcel A at the ends of the buildings.

Where Panel have asked for a landscape buffer along the road, there needs to be flexibility for perforations for access points and other considerations such as sidewalks and common open space areas. There is now a discernible transition in building typology and height as one moves up the road from Parcel A. Panel is generally supportive of the parcelization plans, the layout of the lots, the proposed building forms, the setbacks and the building heights. Panel notes that there may be an opportunity on individual parcels, such as B/C to consider additional density with design guidelines that may be incorporated in the zoning to address the breaking down of the massing and the provision of adequate landscaping to reflect the forested character.

As shown in the draft meeting minutes separate resolutions were made in support of each of the individual Parcel plans.

In response to the Panel's comments further work was done to refine the proposed development concepts with an increase in the density for Parcel B/C from an fsr of 0.4 to 0.5 and corresponding increase in maximum gross floor area from 3,900 square metres to 4,900 square metres. The stepping of the larger apartment buildings and recommendations for naturalized landscaping have also been integrated within the proposed zoning bylaw.

Proposed Zoning Amendment Bylaw

Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 proposes to replace the current UR1 (Urban Reserve One) Zone regulations that apply to the Upper Lands with two zone areas. The majority of the lands will be zoned RM-CD2 (Residential Multiple Comprehensive Development Two) Zone and a small area located within the SPEA of the Cheakamus River adjacent to Parcel D3 will be zoned PAN1 (Protected Areas Network One) Zone. The areas subject to each of these zones is shown in Schedule 1 of the proposed bylaw.

The proposed RM-CD2 zoning regulations mirror the parcelization plans described above. The zoning provides for the subdivision of the Upper Lands into the delineated parcel areas and establishes the permitted uses, density, building height, site coverage, minimum frontages, setbacks and siting, parking and loading and other regulations that apply to each of the parcel areas in the zone. The parcel areas are shown on the Key Plan to the zone, which match the parcelization plans shown in Appendix "A" and described above. The zoning represents a tailoring of these zoning parameters for each site, narrowing down from the generally permitted uses, density and zoning parameters under the existing UR1 zoning.

The proposed bylaw, Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, is presented for Council consideration of first and second reading.

OTHER POLICY CONSIDERATIONS

Zoning and Parking Bylaw No. 303, 2015

The new RM-CD2 zone and PAN1 zone will replace the existing UR1 (Urban Reserve One) zoning for the lands. The RM-CD2 zone is a custom zone that is unique and tailored to the proposed developments for the Upper Lands. The parking standards and general regulations of the zoning bylaw will also apply to the lands.

Official Community Plan Bylaw No. 2199, 2018

The Administrative Report to Council presented on September 15, 2020 (report No. 20-089) provided an initial review of the proposed rezoning relative to the policies of the Official Community Plan. This review showed that the proposed rezoning is consistent with the principal growth management policies of the OCP, including the Whistler Urban Development Containment Area, the Whistler Land Use Map and Designations and the Bed Unit Capacity limit. The report also referenced other higher level land use

policies pertaining to the lands and Whistler's employee housing goals, and the specific policy to "Pursue development of Residential Reserve lands in Cheakamus Crossing within the next five years, as one of the primary opportunities for new employee housing" (Policy 5.1.2.4).

The review also identified that the lands are located within the municipality's service areas for water, sewer and fire service, and within the District Energy expansion area.

Additionally, this review identified that any proposed developments on the lands are subject to development permit approval and consistency with the designations and guidelines in the OCP established for Multi-family Residential - Form and Character, Protection of Riparian Ecosystems, Protection of Sensitive Ecosystems and Wildfire Protection. It is noted that on September 15, 2020 Council approved development permit DP1760 for the Parcel A development and Mount Fee Road extension (refer to: Administrative Report to Council No. 20-088, September 15, 2015, DP1760 – 1340/1360 Mount Fee Rd - Cheakamus Crossing Phase 2 Development – Parcel "A" Employee Housing and Road Extension).

Overall the initial review determined that the proposed rezoning was consistent with the principal policies of the OCP and did not require an OCP amendment. The report to Council noted that a further evaluation of the proposed rezoning would be completed at the next stage of review and processing, which is the current stage.

The OCP, under Objective 4.1.6, provides a summary list of criteria to be used to evaluate all proposed amendments to the OCP and zoning bylaw for the purposes of allowing development or a change in land use. An evaluation of the proposed rezoning against these criteria is summarized in Appendix. It is important to recognize however, that the proposed rezoning does not seek additional development or a change in land use beyond that currently permitted for the land under the existing UR1 zone regulations, except for the addition of daycare as a potential use, which is consistent with the OCP.

Bed Unit Allocation

The Municipal bed unit inventory has an allocation of 1,540 bed units for the Upper Lands. This allocation was an estimate of the development potential for the lands based on the total maximum gross floor area permitted for all development in the UR1 zone (41,850 square metres), the range of permitted housing types, and the pattern of development that had been completed and zoned for the initial Athlete's Village and Phase 1 Cheakamus Crossing neighbourhood. Applying the OCP bed unit calculations to the current proposed parcel development concepts and zoning, Parcels A, B/C, D1, D2 and D3 have potential for a total of 295 dwelling units and 902 bed units. This provides a residual allocation of 638 bed units for potential Parcel E development, which is yet to be determined and will require further site planning and definition of employee housing needs and development objectives. Should the Parcel E development not fully utilize this allocation, there would be a remaining residual allocation of bed units that have been recognized within the OCP bed unit capacity limit. This residual could be considered for other employee housing projects that may be undertaken on other remaining Community Land Bank lands owned by the Municipality, through a future rezoning process.

BUDGET CONSIDERATIONS

The proposed rezoning application is subject to rezoning application fees and cost recovery for staff processing and associated direct costs. Through the development of the lands there will be further processing and application fees for development permits and building permits, as well as municipal works and services cost charges levied under existing municipal bylaws for water, sewer, transportation and recreation to fund Municipal infrastructure.

Costs for all onsite infrastructure, and park and trail improvements are to be paid by the development. Mechanisms for securing these items are recommended as conditions of rezoning adoption and are to be further developed.

The phased development of the Upper Lands will result in additional municipal infrastructure assets with on-going municipal service requirements and associated operating costs such as snow clearing, parks maintenance and transit service. These additional costs should be recognized and considered at the time of development through the municipality's annual budgeting and five-year financial planning processes. The future development will also generate off-setting property tax revenues and potential other user fees and revenues.

COMMUNITY ENGAGEMENT AND CONSULTATION

The September 15, 2020 Council report provided a summary community engagement that had been conducted related to the master planning for the next phases of the Cheakamus Crossing neighbourhood. At a higher level, engagement has occurred through the development of the municipality's updated OCP, the Mayor's Task Force on Resident Housing, annual Community Forums and updates to Council at regular meetings of Council. A public open house was conducted on October 1, 2018 to provide information and receive input from the public on Cheakamus Crossing Phase 2 neighbourhood master planning and Parcel A development plans completed in 2017 and 2018.

A part of its September 15, 2020 resolution in support of further review and processing of the proposed rezoning, Council directed staff to conduct a public information and input opportunity consistent with the process and format that had been adapted in response to COVID and commonly applied to other private sector employee housing rezonings before the municipality for consideration.

An information sign describing RZ1165 consistent with municipal procedures was posted on the site at the time of the rezoning application. Materials specific to the rezoning that have come before Council are posted to the municipal website, including the September 15, 2020 Council report and link to the staff presentation that made to Council on this report.

The public information and input opportunity was advertised in two consecutive editions of the Pique newspaper on October 1st and October 8, 2020. The notice identified where materials on the proposed rezoning could be accessed on the municipal website, contacts for further information, and information on how to submit any questions or comments, with a one month comment period.

The municipality has received just one piece of correspondence with comments on the proposed rezoning and one additional enquiry with questions related to the timing and availability of the proposed single family lots on the D3 Parcel for an interested purchaser.

The correspondence received with comments on the proposed rezoning is included as Appendix "G". The submission indicated that originally the RMOW had 4 objectives for Cheakamus Crossing and expressed a concern that it appears that these guidelines are not being adequately considered with the extension of the new phase of development into the community forest. The objectives were identified as: 1. Walkable, pedestrian oriented; 2) Responds to the natural setting; 3) Mix of housing types; and 4) Environmentally designed. The submission expressed a particular concern for items 2) and 4) and emphasized that historically Whistler has taken a "green" approach to new projects and preserving the natural landscape, suggested that this appears to not being taken seriously. However, the submission was interested in additional information and a presentation on the proposed development, to better form an opinion, as well as information regarding a public hearing for the proposed rezoning.

Staff agrees that the objectives identified are valid objectives, and have sought to address these items through the rezoning review process as described in this report. Details pertaining to each of these items are contained in the body of the report and are not repeated here. This report will be presented to

Council at Council's regular meeting on December 15, 2020 and members of the public will have the opportunity to review this report and access this presentation through the municipal website. As a technical point of clarification, the lands that are the subject of the rezoning were previously part of the community forest, but were transferred by the Crown to the municipality in fee simple for development of employee housing, and the lands are not located within the boundaries of the Community Forest of Whistler.

This report requests that Council authorize staff to schedule a Public Hearing for "Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020. Public notice of the hearing will be advertised in the local newspaper and will be conducted consistent with statutory requirements. Given Provincial COVID health orders, it is expected that this hearing will be conducted virtually with members of the public provided the opportunity for both written and oral submissions before Council.

SUMMARY

RZ1165 proposes to replace the existing UR1 zoning for the Cheakamus Crossing Upper lands with a new comprehensive development zone (RM-CD2) and PAN1 zone that facilitates the future subdivision and phased development of the Cheakamus Crossing Upper Lands as an integrated extension of the successful Cheakamus Crossing neighbourhood. The zoning represents an allocation of the existing permitted density and uses under the UR1 zone, and tailoring of zoning parameters for individual development parcels based on conceptual development plans that have been developed for each parcel. The development of the plans has carefully considered the multiple objectives and policies of the municipality as expressed in the Official Community Plan. The proposed zoning amendment, Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, is presented to Council for consideration of first and second reading. The report also request that Council authorize a public hearing and identifies a number of conditions to address prior to any consideration of adoption of the proposed bylaw.

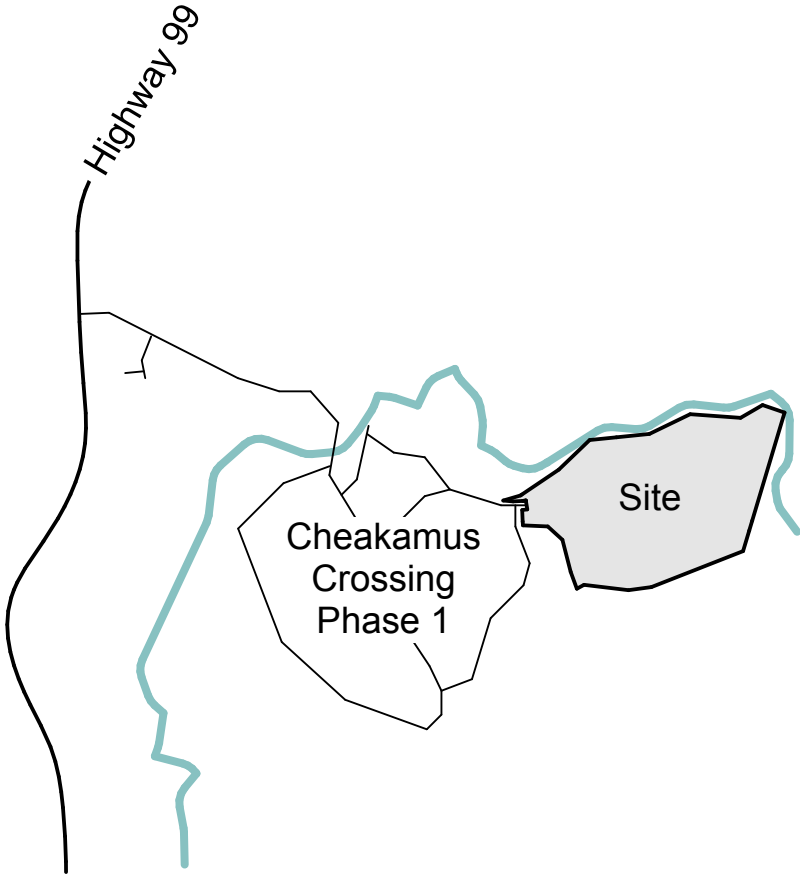
Respectfully submitted,

Mike Kirkegaard
DIRECTOR OF PLANNING

for
Jessie Gresley-Jones
GENERAL MANAGER OF RESORT EXPERIENCE

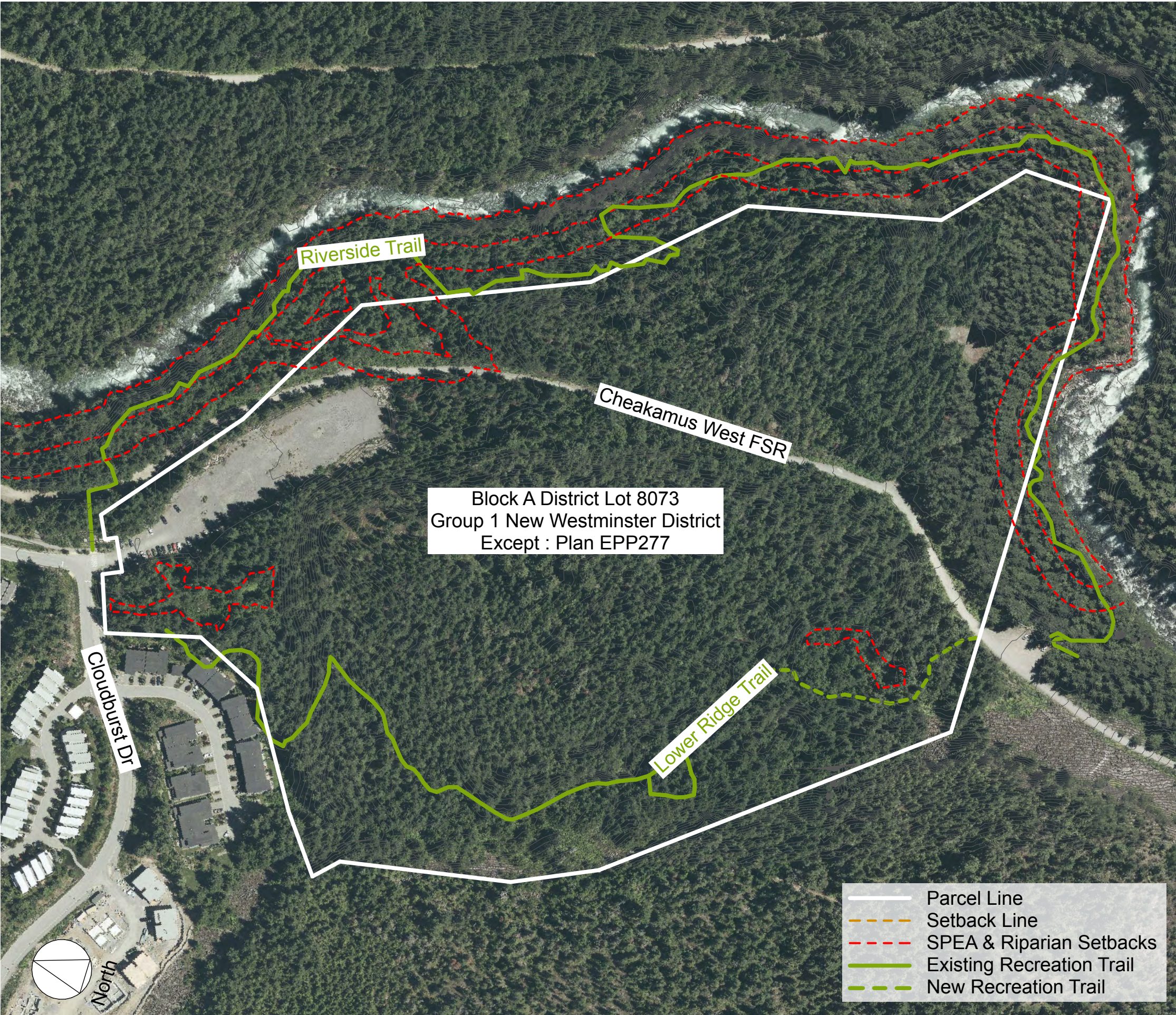
SITE CONTEXT

Total Parcel Area	154,913m ²
Existing Zoning	UR1
Zone Max. GFA	41,850m ²



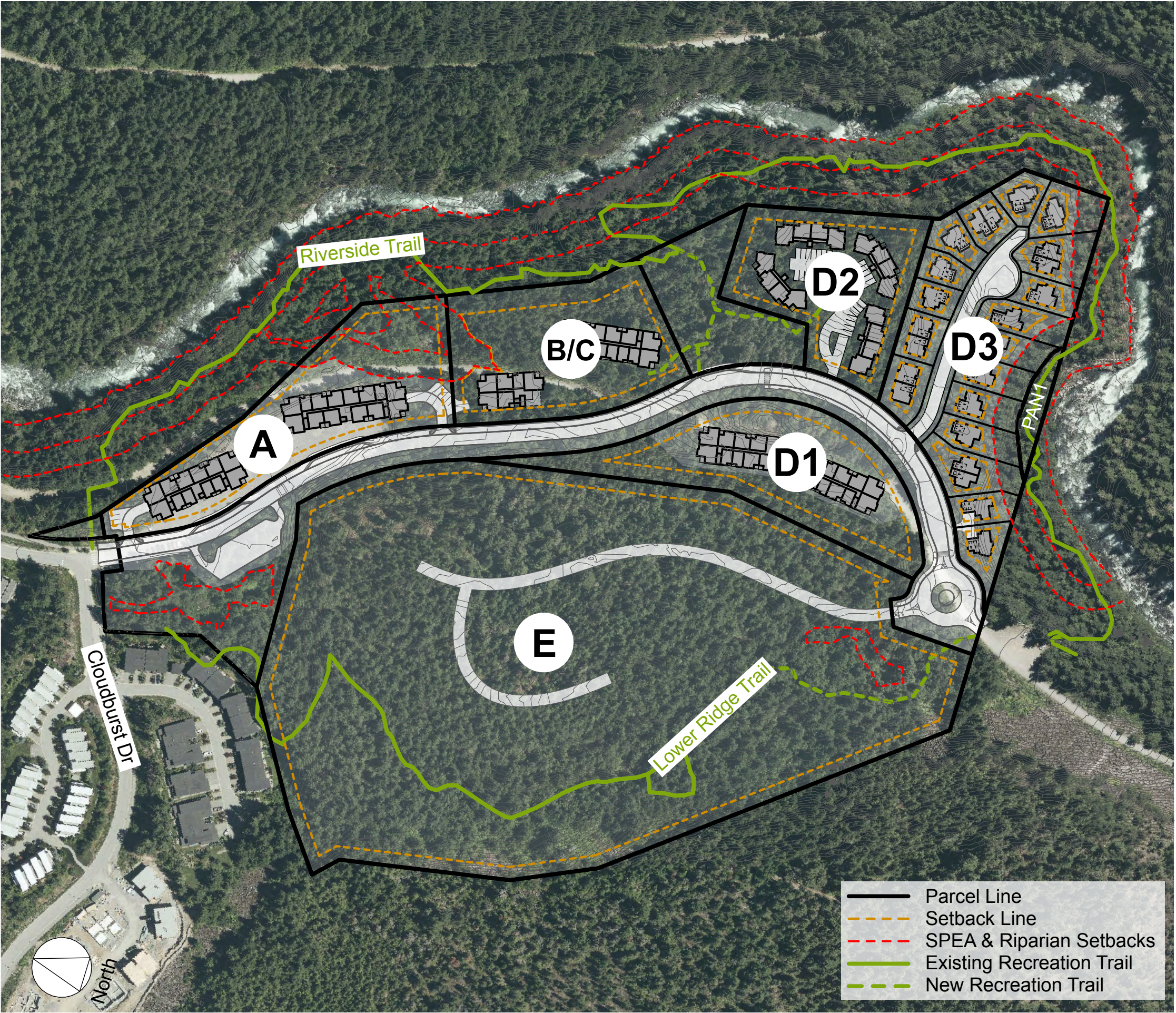
EXISTING SITE

Total Parcel Area154,913m²
Existing ZoningUR1
Zone Max. GFA41,850m²



MASTER PLAN

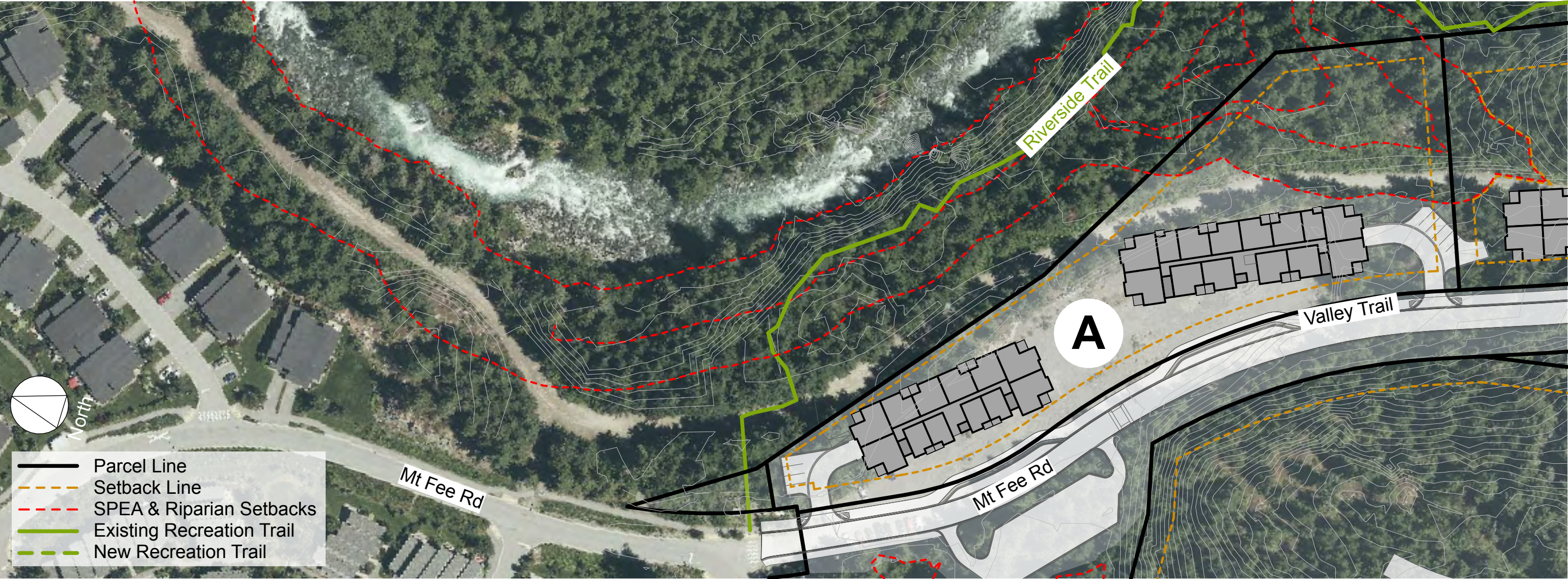
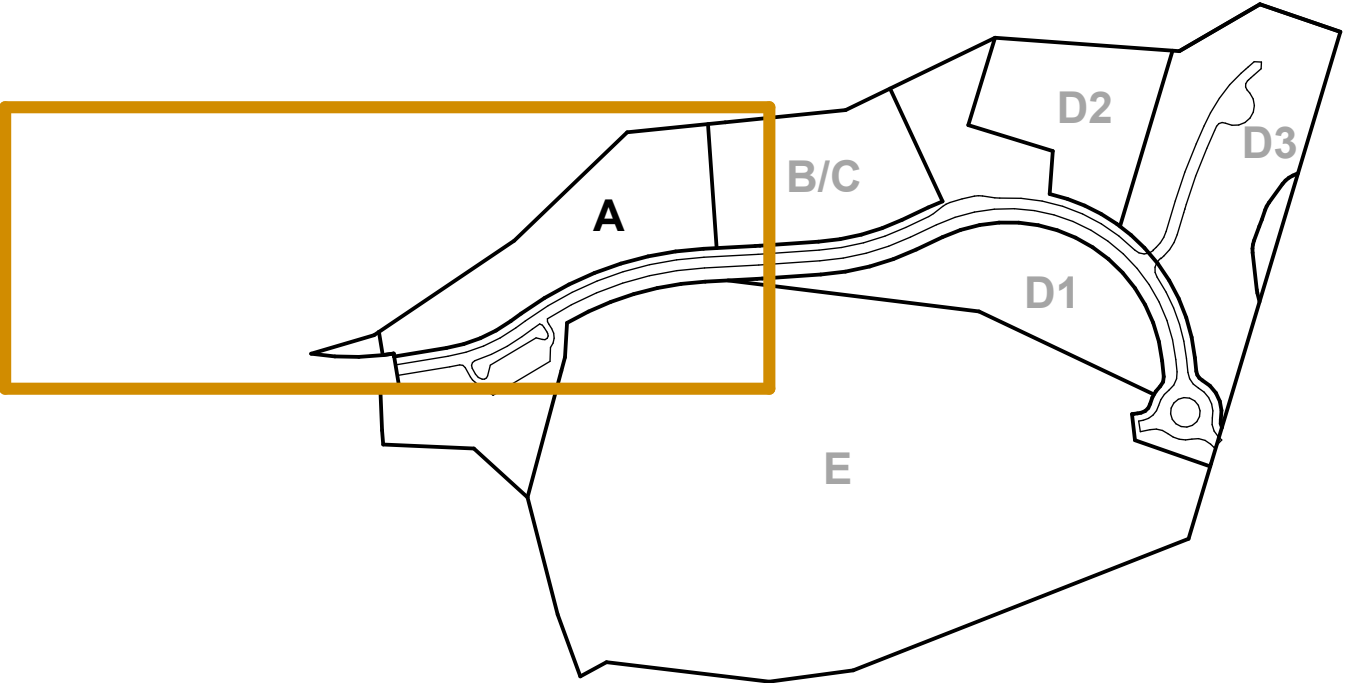
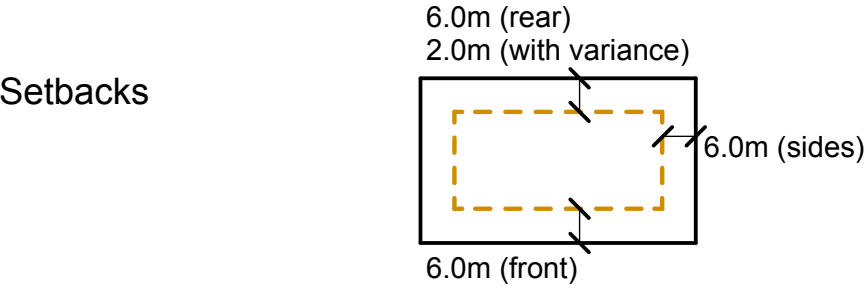
Lot	Area
Parcel A	10,982m ²
Parcel B/C	9,778m ²
Parcel D1	10,203m ²
Parcel D2	8,505m ²
Parcel D3	16,435m ²
Parcel E (Residual)	74,679m ²
Common Area (Park)	4,641m ²
Common Area (Road)	18,922m ²
Zone: PAN1 Allocation	768m ²
Total Area	154,913m ²



PARCEL A

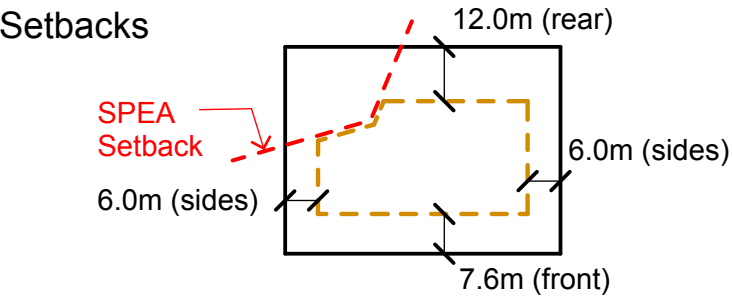
Parcel Area 10,982m² (including 2,923m² SPEA)
Floor Space Ratio 0.80
Max. GFA 8,407m²

Suitable Building Types	Max. Unit Size	Max. Height
Apartment Building	100m ²	18.0m
Underground Parking		



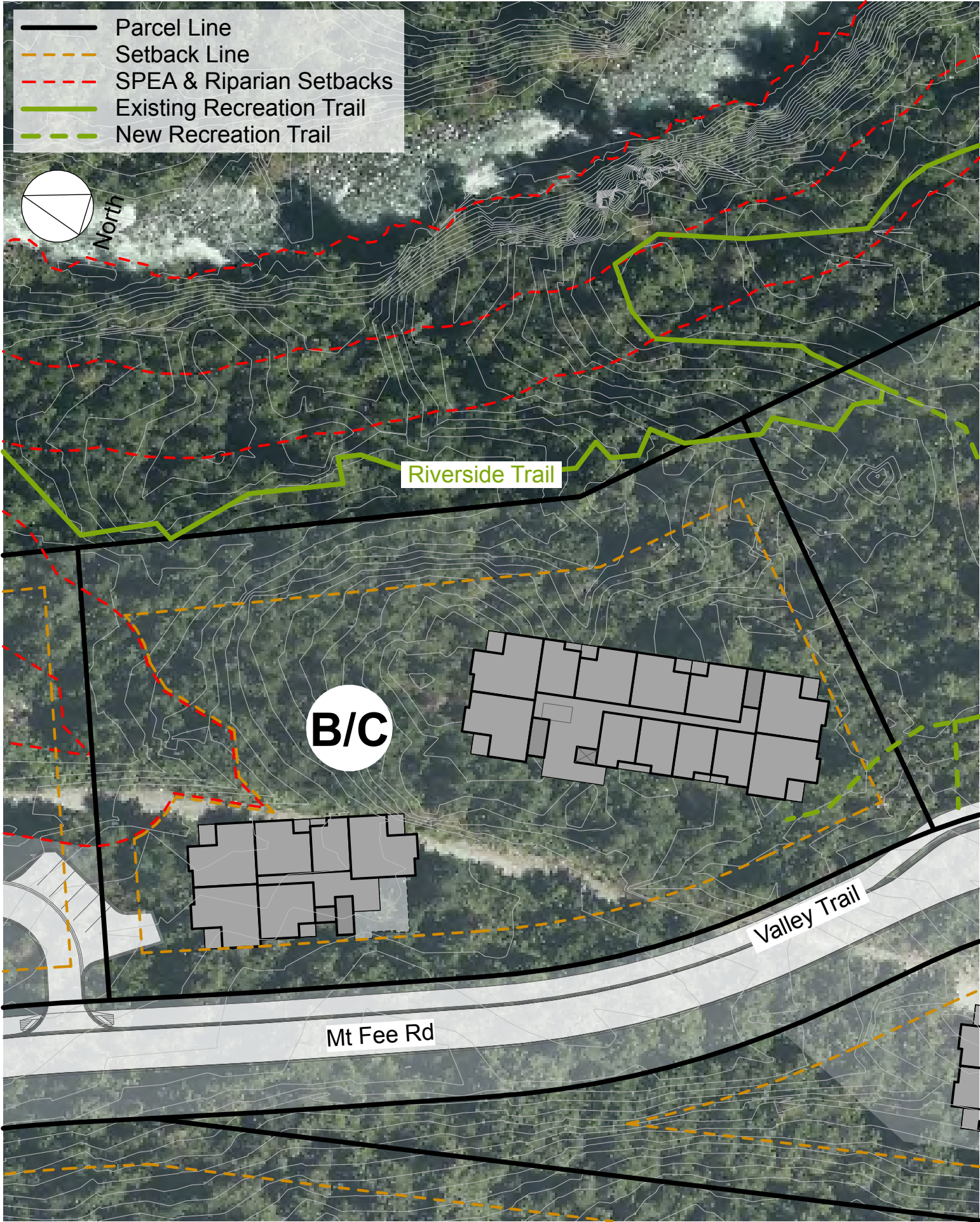
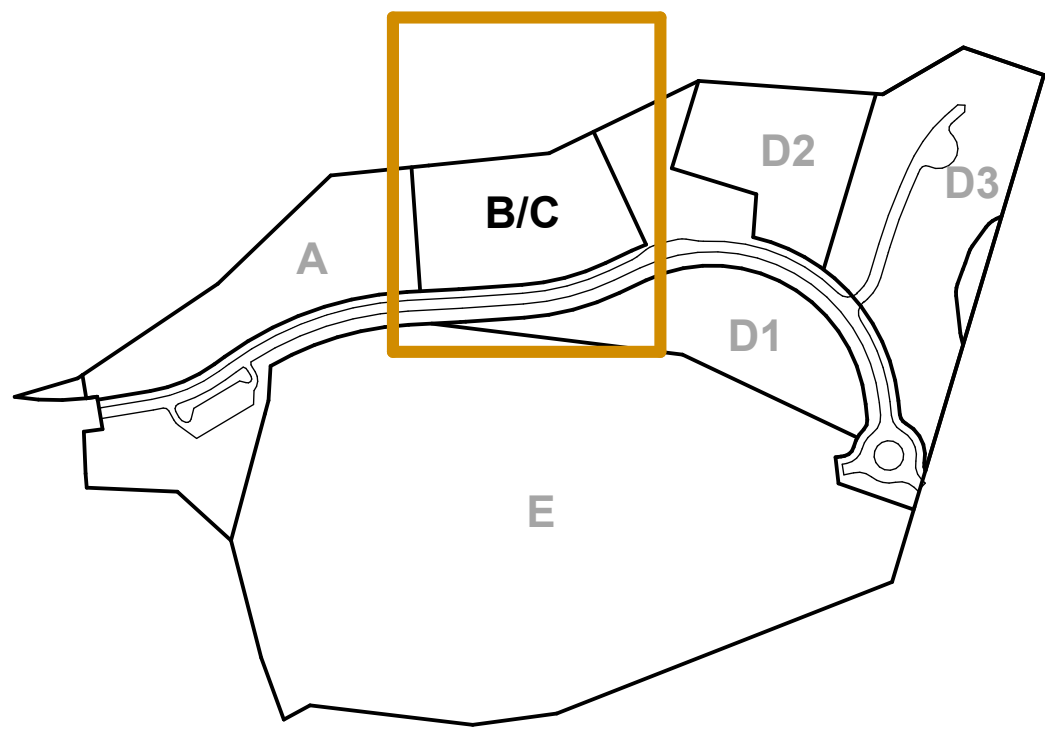
PARCEL B/C

Parcel Area	9,778m ² (including 601m ² SPEA)		
Floor Space Ratio	0.50		
Max. GFA	4,889m ² (less SPEA percentage)		
Min. Parcel Size	2,875m ²		
Suitable Building Types	Max. Unit Size	Max. Height	Max. Building GFA
Townhouse	175m ²	10.7m	-
Apartment Building	100m ²	10.7m	3,500m ²
Daycare Potential	-	-	-
Underground Parking			



PARCEL B/C TWO-BUILDING TEST EXAMPLE

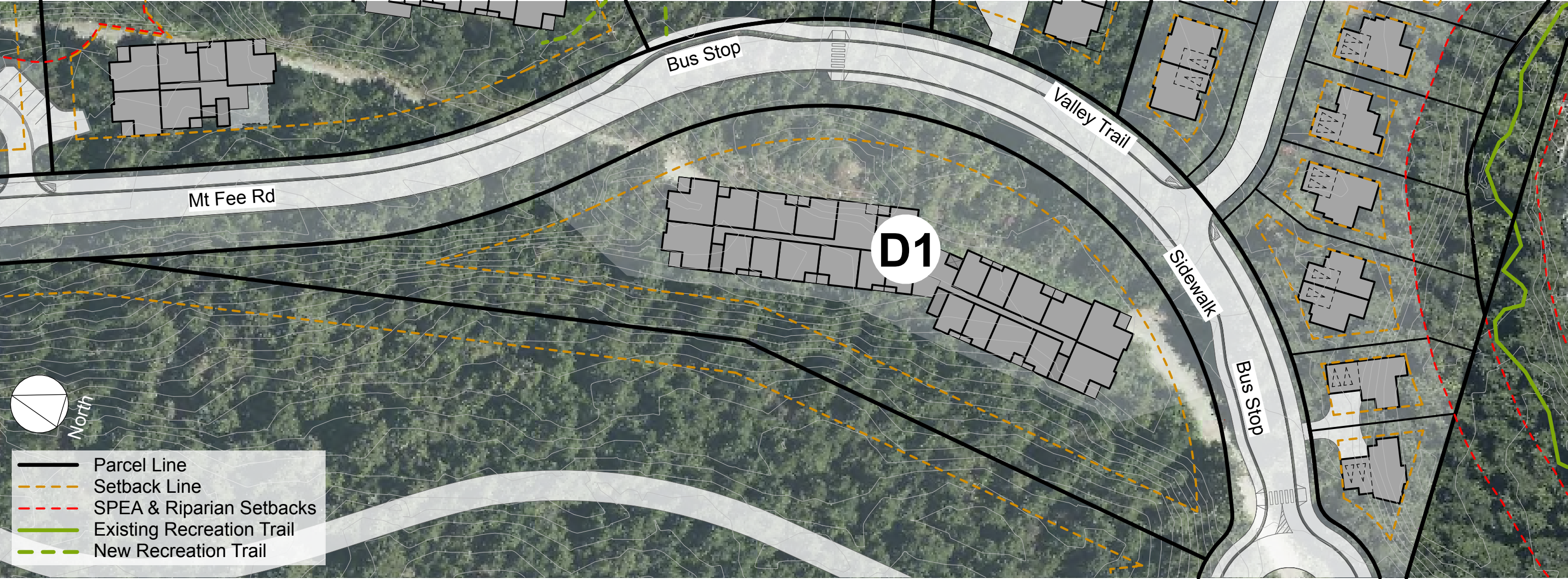
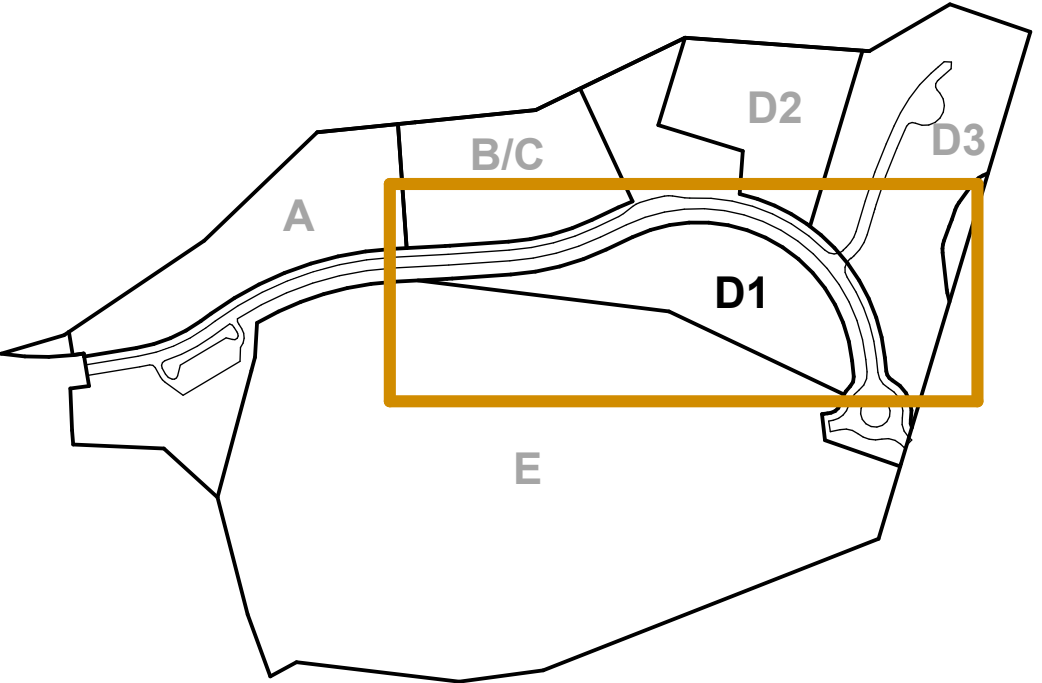
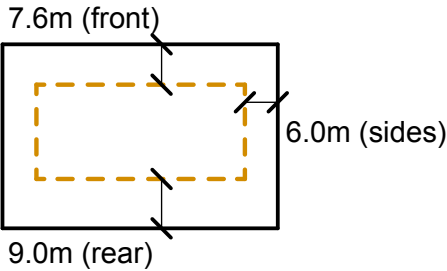
	B	C	B+C
UNIT MIX	3 Story	3 Story	3-4 Story
1 Bed		15	15
2 Bed	6	15	21
2 Bed Cnr		8	8
3 Bed Cnr	6	4	10
TOTAL	12	42	54
Net Rent/Sale Area SqFt	12,516	32,360	44,876
Gross SqFt for GFA Calculation	14,725	38,071	52,795
GFA, Schematics SqM	1,368	3,537	4,905
Site Area, SqM	2,750	7,028	9,778
FSR, Based on Schematics	0.50	0.50	0.50
Zoning FSR	0.50	0.50	0.50
Max GFA by Zoning	1,375	3,514	4,889



PARCEL D1

Parcel Area	10,203m ²	
Floor Space Ratio	0.60	
Max. GFA	6,122m ²	
Max. Building Size	3,500m ²	
Suitable Building Types	Max. Unit Size	Max. Height
Apartment Building	140m ²	13.5m (stepped roofs/max. 4 stories)
Daycare Potential	-	-
Underground Parking		

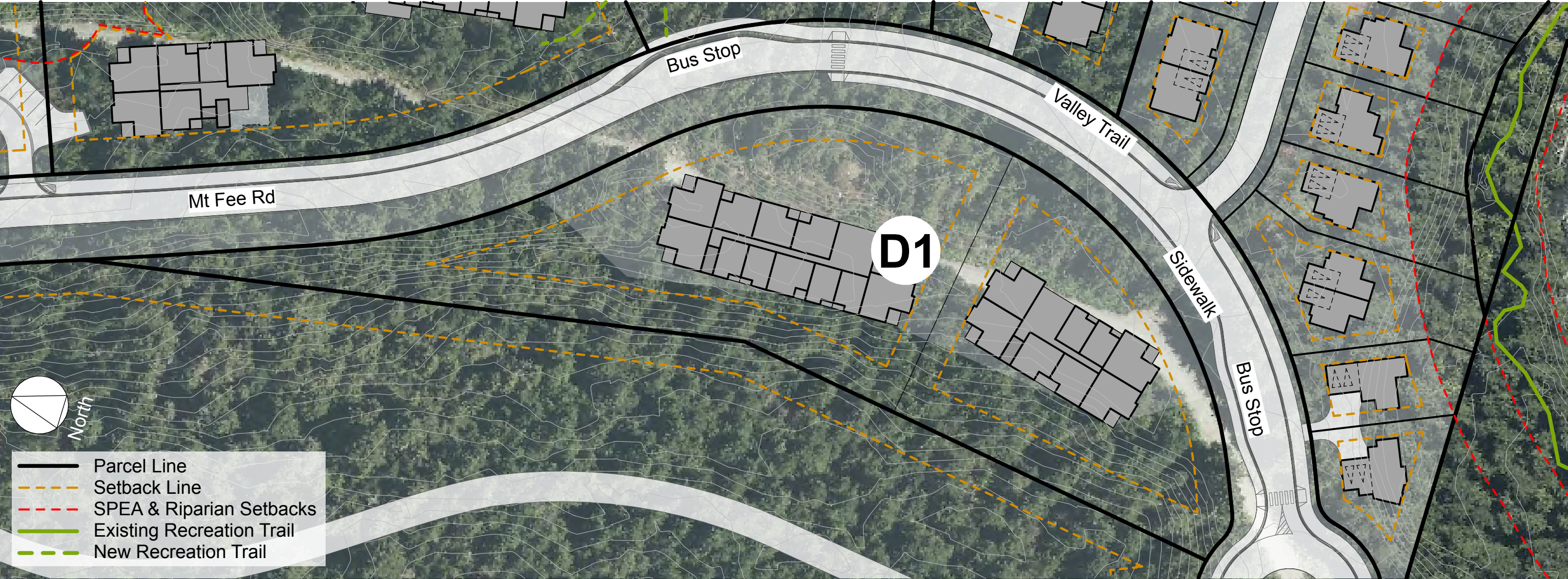
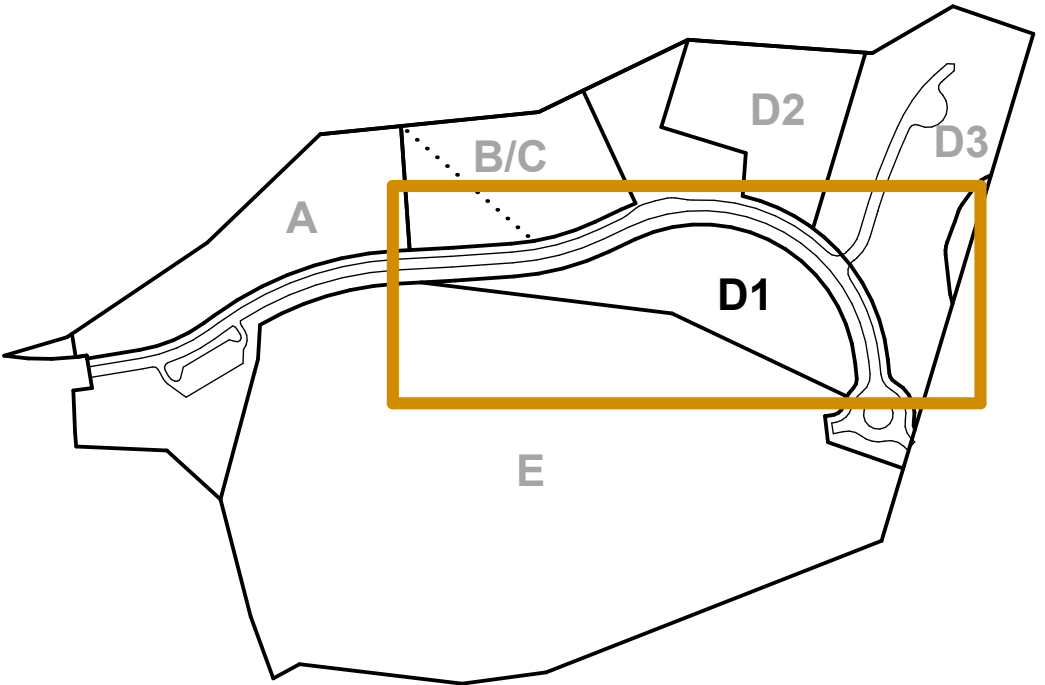
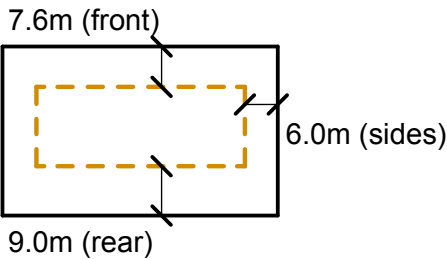
Setbacks



PARCEL D1 (Alternative)

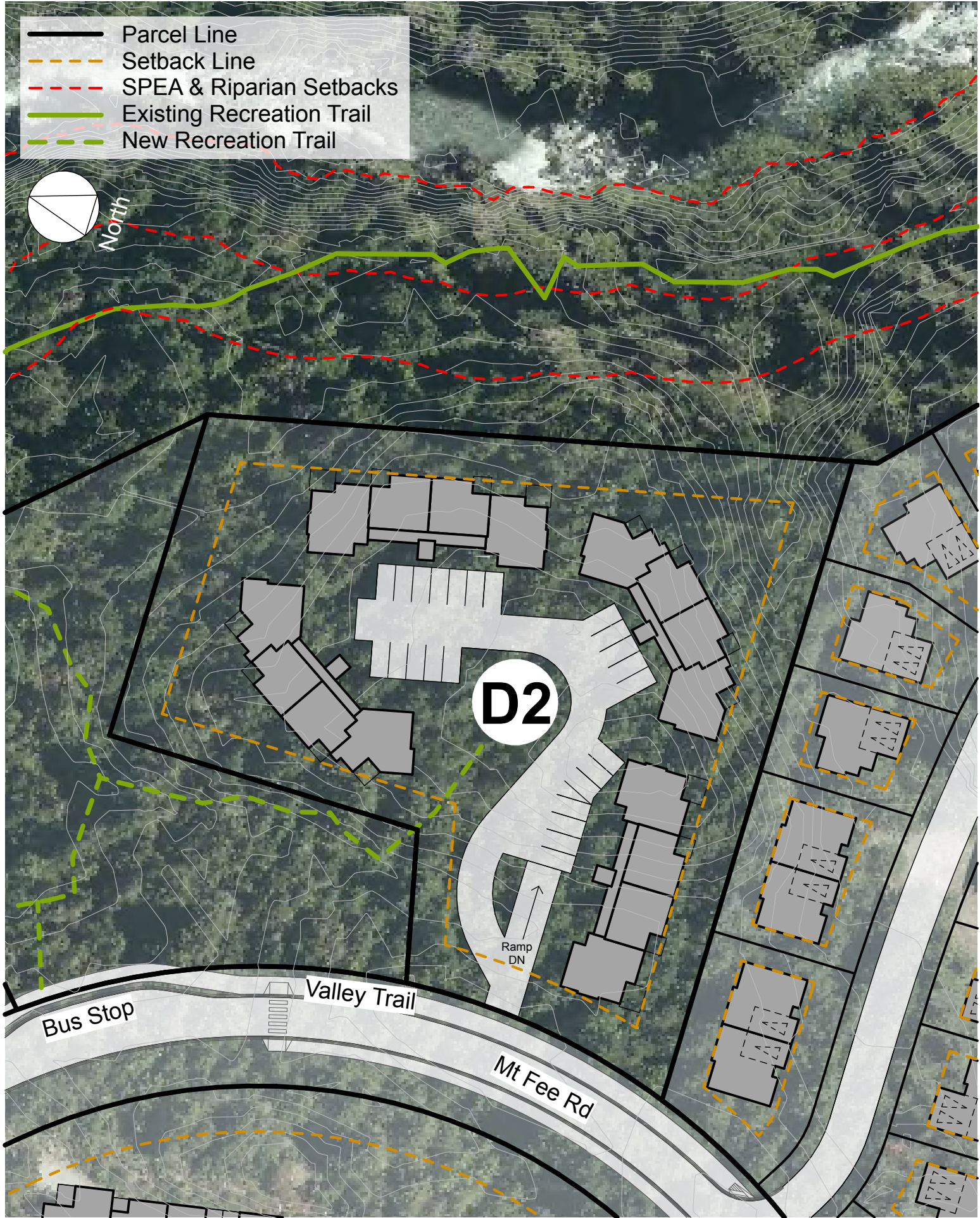
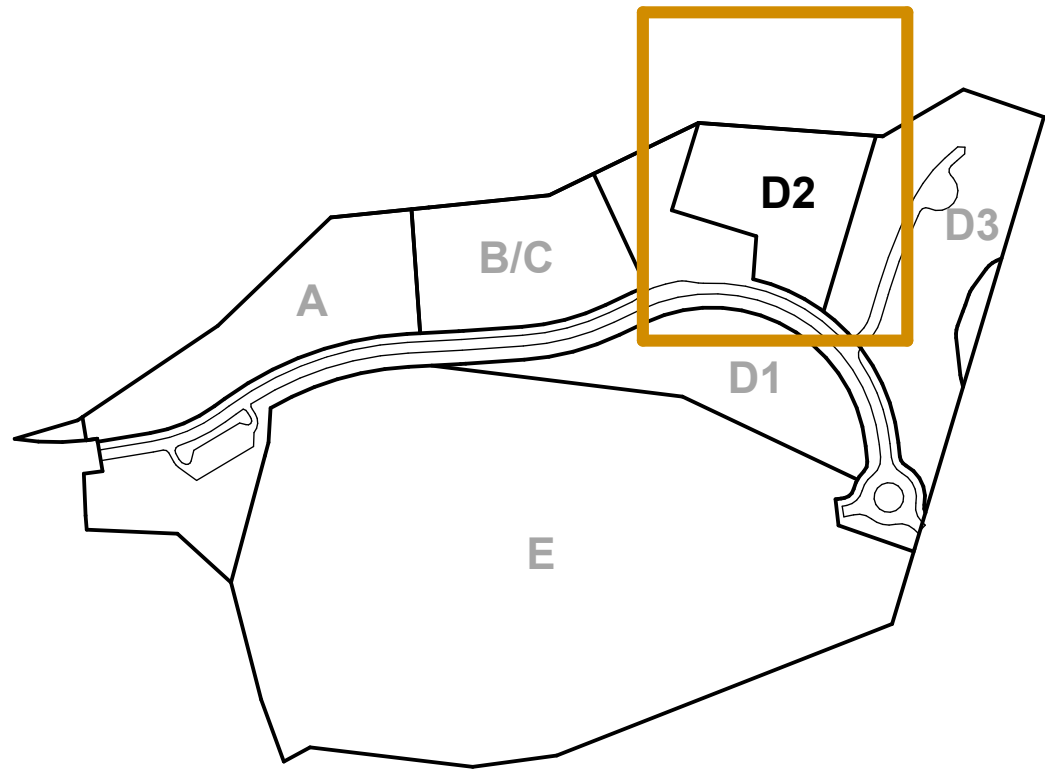
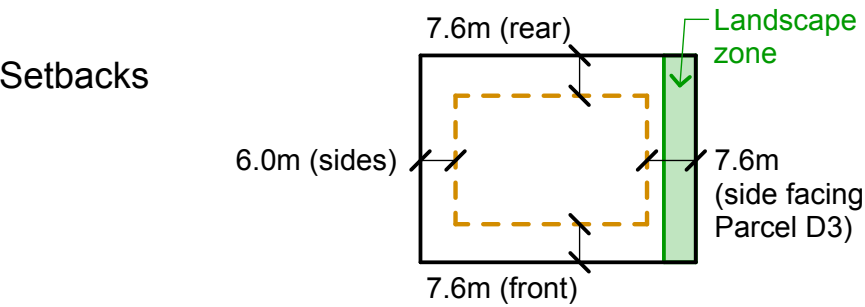
Parcel Area	10,203m ²	
Floor Space Ratio	0.60	
Max. GFA	6,122m ²	
Min. Parcel Size	4,000m ²	
Max. Building Size	3,500m ²	
Suitable Building Types	Max. Unit Size	Max. Height
Apartment Building	140m ²	13.5m (stepped roofs/max. 4 stories)
Daycare Potential	-	-
Underground Parking		

Setbacks



PARCEL D2

Parcel Area	8,505m ²	
Floor Space Ratio	0.50	
Max. GFA	4,252m ²	
Suitable Building Types	Max. Unit Size	Max. Height
Townhouse	140m ²	10.7m
Underground Parking		

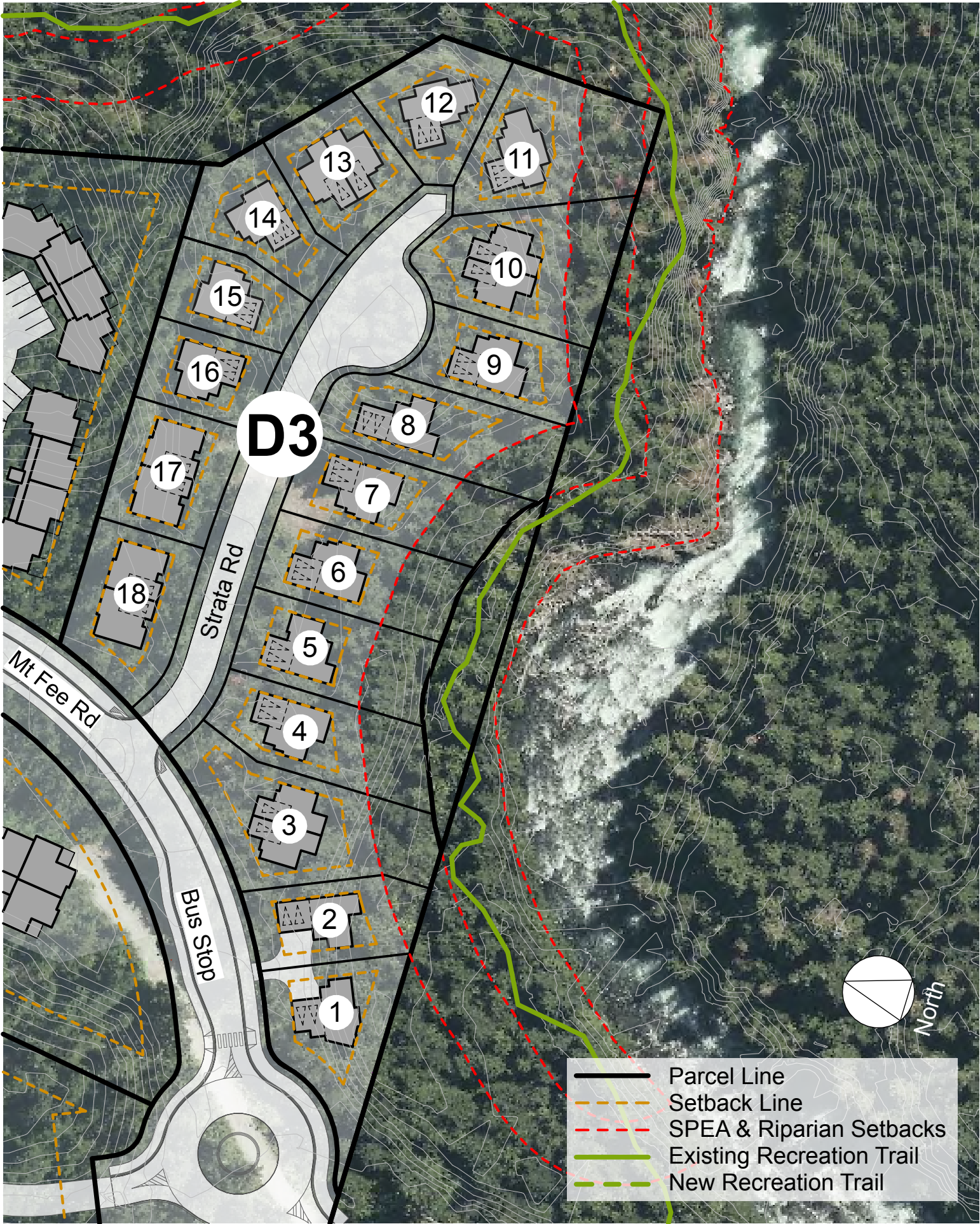
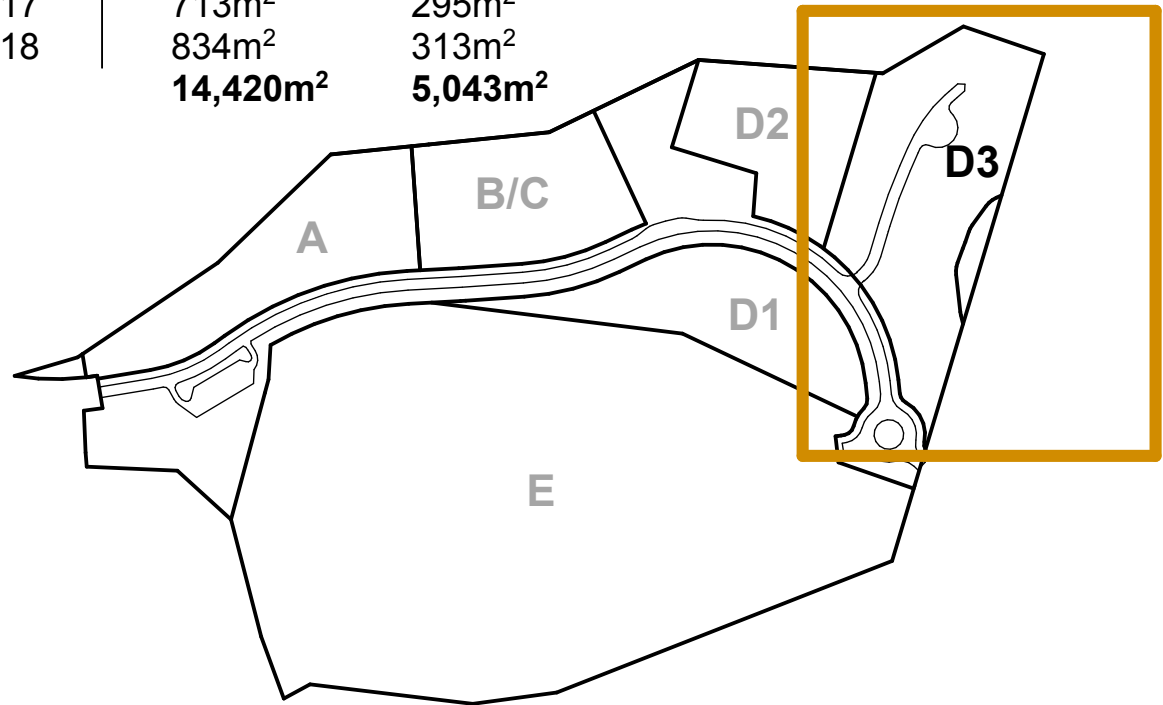
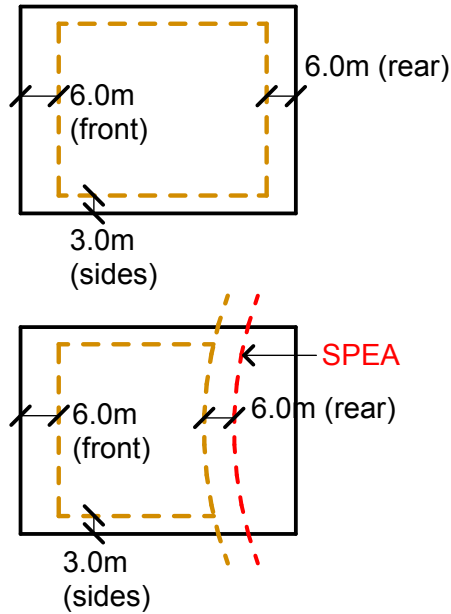


PARCEL D3

Parcel Area 16,435m²
Floor Space Ratio 0.35
Max. GFA 5,732m²

Suitable Building Types	Max. Unit Size	Max. Height
Single Family Dwelling	325m ²	8.0m
Duplex	175m ²	8.0m

Lot	Lot Area	Env. Area
1	842m ²	292m ²
2	669m ²	237m ²
3	1,222m ²	472m ²
4	862m ²	252m ²
5	822m ²	220m ²
6	791m ²	213m ²
7	866m ²	246m ²
8	936m ²	319m ²
9	659m ²	250m ²
10	1,107m ²	364m ²
11	1,056m ²	296m ²
12	675m ²	296m ²
13	700m ²	313m ²
14	633m ²	257m ²
15	521m ²	213m ²
16	512m ²	195m ²
17	713m ²	295m ²
18	834m ²	313m ²
	14,420m²	5,043m²



Parcel Line

Setback Line

SPEA & Riparian Setbacks

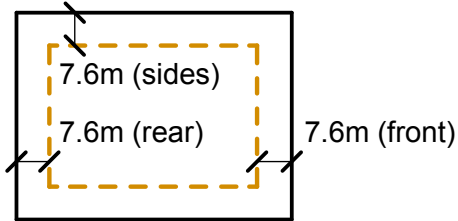
Existing Recreation Trail

New Recreation Trail

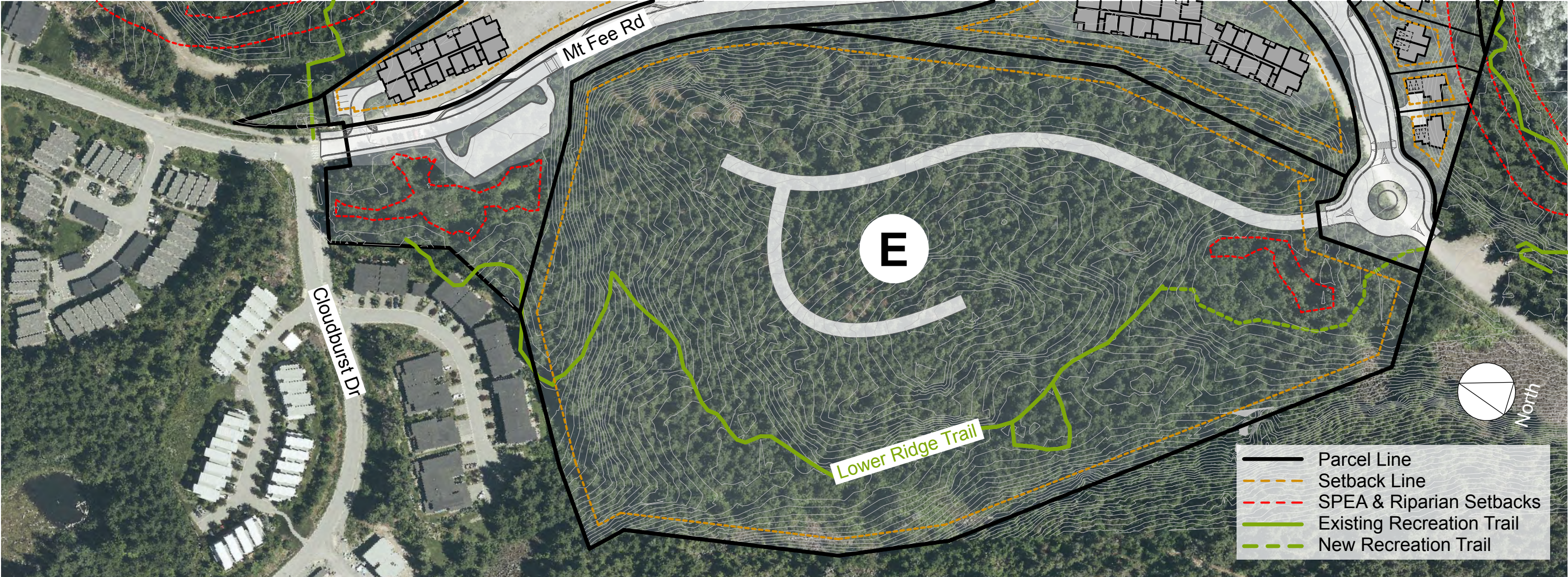
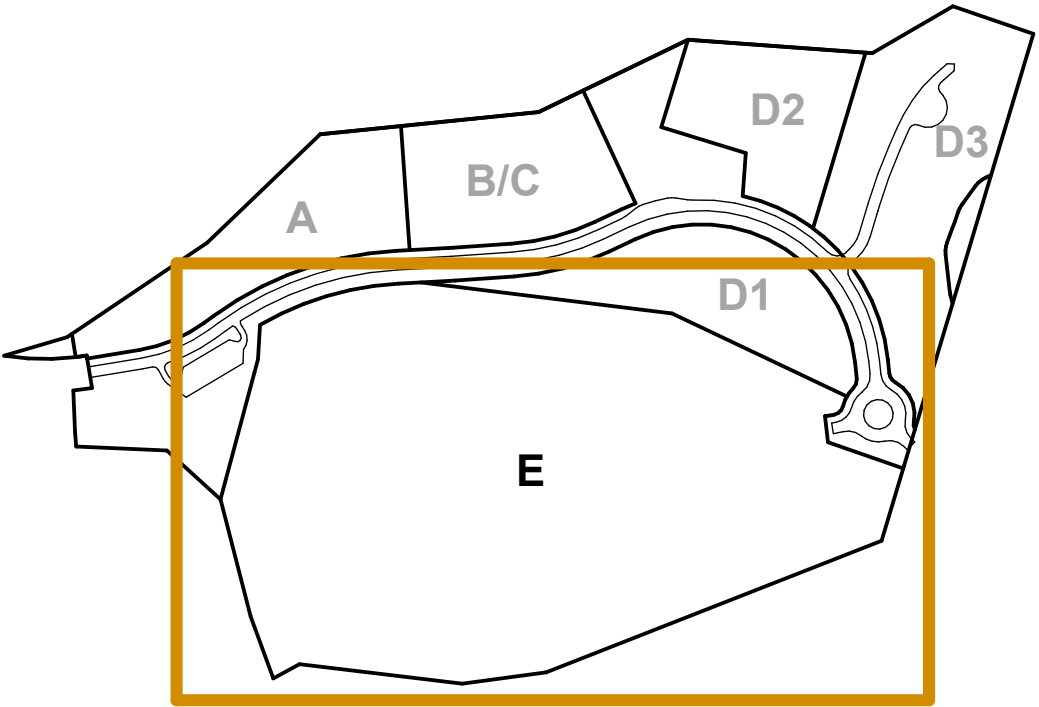
PARCEL E

Parcel Area	74,679m ² (Residual)	
Floor Space Ratio	TBD	
Max. GFA	12,450m ² (Residual)	
Suitable Building Types	Max. Unit Size	Max. Height
Single Family Dwelling	325m ²	8.0m
Duplex	175m ²	8.0m
Townhouse	175m ²	10.7m

Setbacks



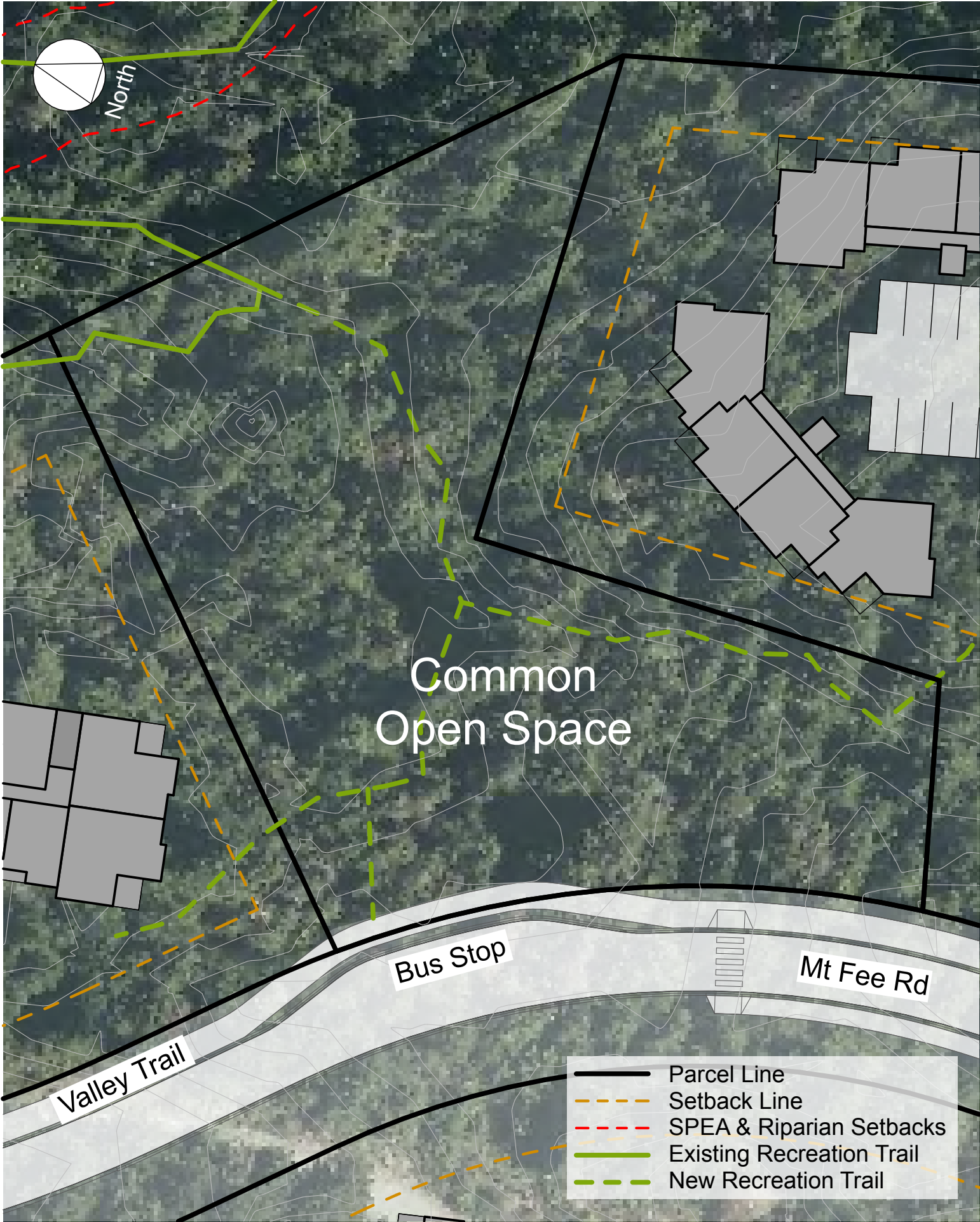
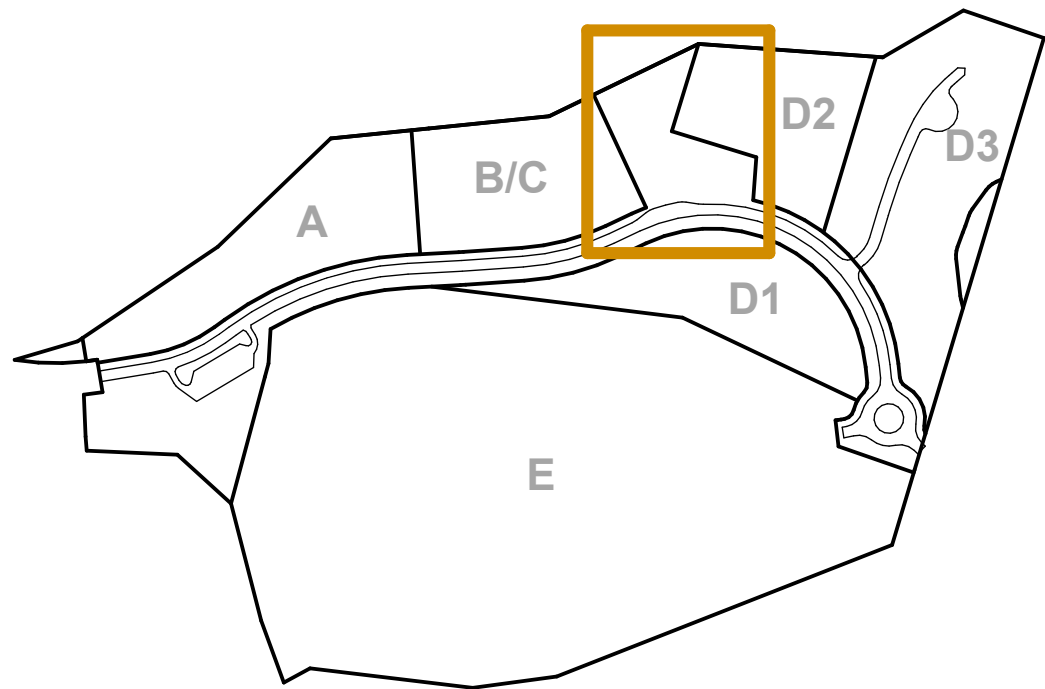
Parcel	Area
Total Parcel Area	154,913m ²
Parcel A	10,982m ²
Parcel B/C	9,778m ²
Parcel D1	10,203m ²
Parcel D2	8,505m ²
Parcel D3	16,435m ²
Common Area (Park)	4,641m ²
Common Area (Road)	18,922m ²
Zone: PAN1 allocation	768m ²
Parcel E	74,679m² (Residual)



COMMON OPEN SPACE

Common Area
Uses

4,641m²
Forested Area (3,441m²)
Neighbourhood Park (1,200m²)



Appendix B

Neighbourhood Park Concept Narrative

Cheakamus Phase 2 Park

The Cheakamus Forest Park is a naturalized area in Phase 2 of the Cheakamus Crossing Neighbourhood expansion. The park is located between lots B/C and D2 and across the road from Lot D1. The park is intended to offer an area for play, exercise and immersion in nature, functioning as well as a node on the trail network. The west side of the park runs along Mt Fee Road and can be easily accessed at road level. Immediately adjacent to the road, the natural terrain could offer an open area with a level space in a clearing by thinning and removing the scrubby understory trees. This will provide light and space for playing catch, or sitting in the sun, picnicking and other relaxed activities.

As the terrain naturally rises and falls, terracing may be used to create visual interest as well as allowing for the division of space or 'outdoor rooms' within the park. These different spaces could allow for more singular or solitary play or gathering of small group. Open spaces, trails and natural draws could allow for different sized groups or pass-through activities for those on the trail system.

An existing trail network will continue to run through the park and connect it to the existing Riverside Trail and throughout the Cheakamus Crossing neighbourhood.

Venturing toward the established forest from Mt. Fee Road, the park offers natural obstacles, downed trees and large rock features that create a magical play land. The trees are covered with moss and grandfather's beard and with just the right amount of thinning; the additional light will shed a numinous glow at different times of the day and season, creating a living landscape that will change depending on the elements. Selective thinning of trees creates openness in the forest while continuing to allow for sheltered play among the trees, rocks and understory.

Running along the back of the parcel, there is a natural drainage that in the winter time could be a lazy sledding slope similar to the one already found in Cheakamus Crossing that has proven to be well utilized, popular and a safe winter activity. The sloping track leads in and out of what feels to be the oldest and most established area of the parcel, with signature old growth trees and would be the 'natural play' spot, with downed trees and a singular large boulder.

The farthest parts of the park will be retained a natural forest, with the only improvements being continued connectivity via single track or double track trail, connection into the neighbourhood and the existing and recently upgraded Riverside Trail system.

Views from the surrounding development will be into the upper story of the forest and the park will provide a buffer between the developments.

Potential Design Inspiration



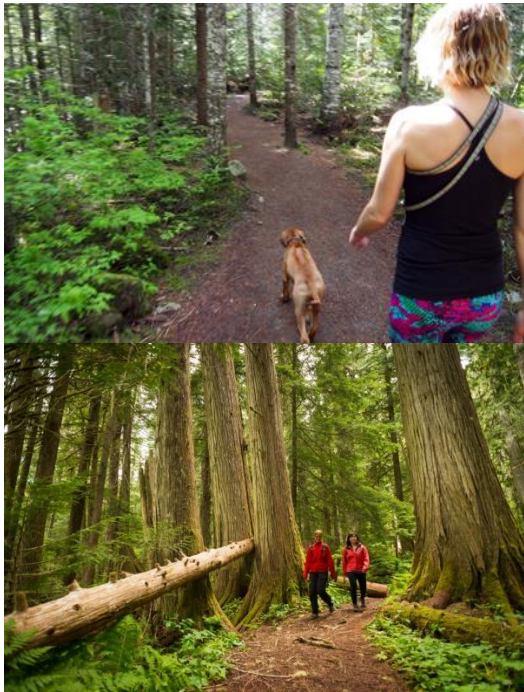
NATURAL PLAY



RELAXED ACTIVITIES/FOREST BATHING



WINTER ACTIVITIES



TRAIL CONNECTIVITY



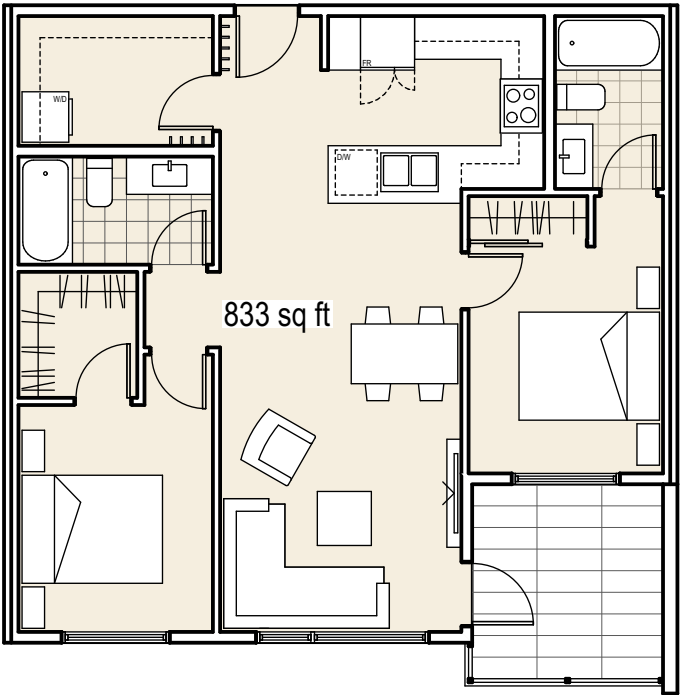
NATURAL TERRACING

REZONING APPLICATION - PROPOSED DENSITY SUMMARY, DECEMBER 7, 2020

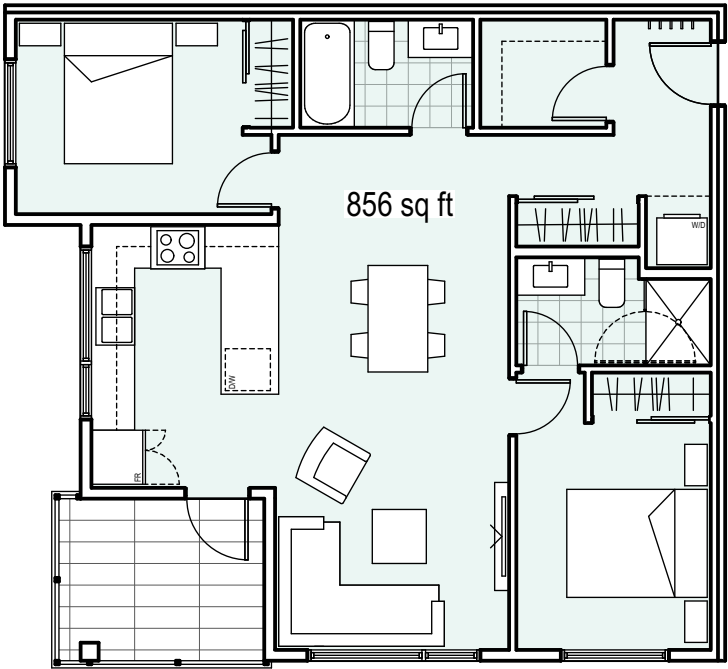
PARCEL				A	B	C	D1	D2	D3	E
				3-4 Story	2-3 Story	3-4 Story	2-4 Story	2-3 Story	Market	Unknown
UNIT MIX	TOTAL	Empl%	BU's							
1 Bed	74	27%	148	24	6	14	30			
2 Bed	115	57%	345	48	3	12	30	22		
2 Bed Cnr	41		123	20	3	8	10			
3 Bed Cnr	42	15%	148	8	4	4	4	22		
SF & Duplex Units	23		138						23	
TOTAL	295		902	100	16	38	74	44	23	
Net Rent/Sale Area SqFt				79,660	12,800	29,270	55,370	45,386	53,787	
GFA, Schematics SqM				8,363	4,495		5,916	4,217	4,997	13,863
Site Area, SqM (Excl Public Space)				10,982	9,778		10,203	8,505	16,435	74,679
FSR, Based on Schematics				0.76	0.46		0.58	0.50	0.30	0.19
Market BU % 15%										
Employee Units 272										
Zoning FSR				0.80	0.50		0.60	0.50	0.32	
Max GFA by %				8,786	4,889		6,122	4,253	5,249	12,552
Max GFA by Zoning				8,800	4,900		6,150	4,300	5,250	12,450

PARCEL A, B/C & D1

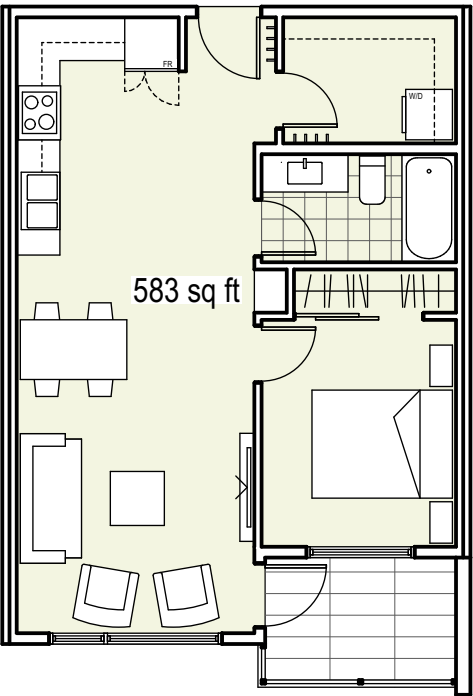
Unit Plans



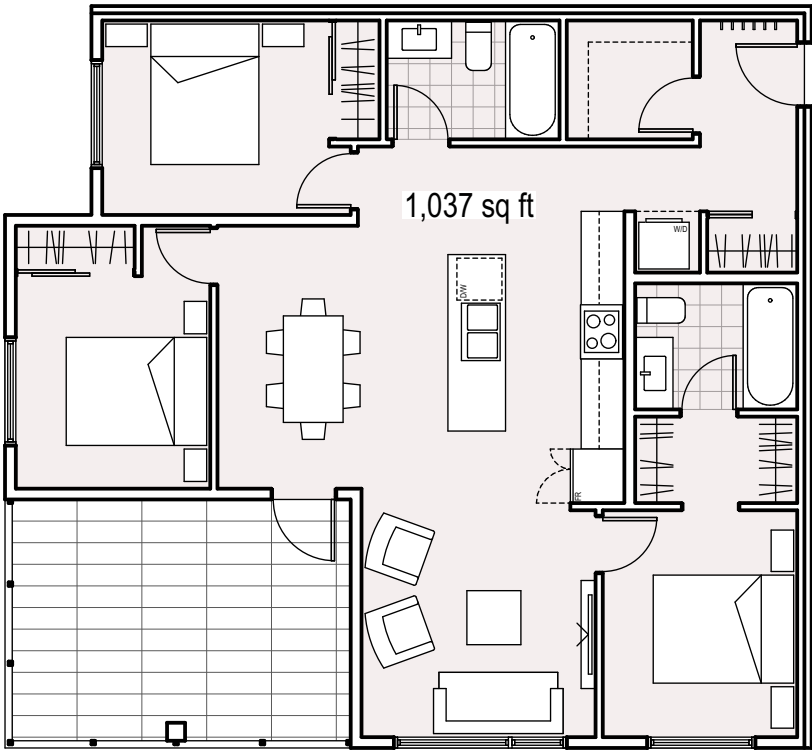
Unit Type A
833 sqft



Unit Type B
856 sqft



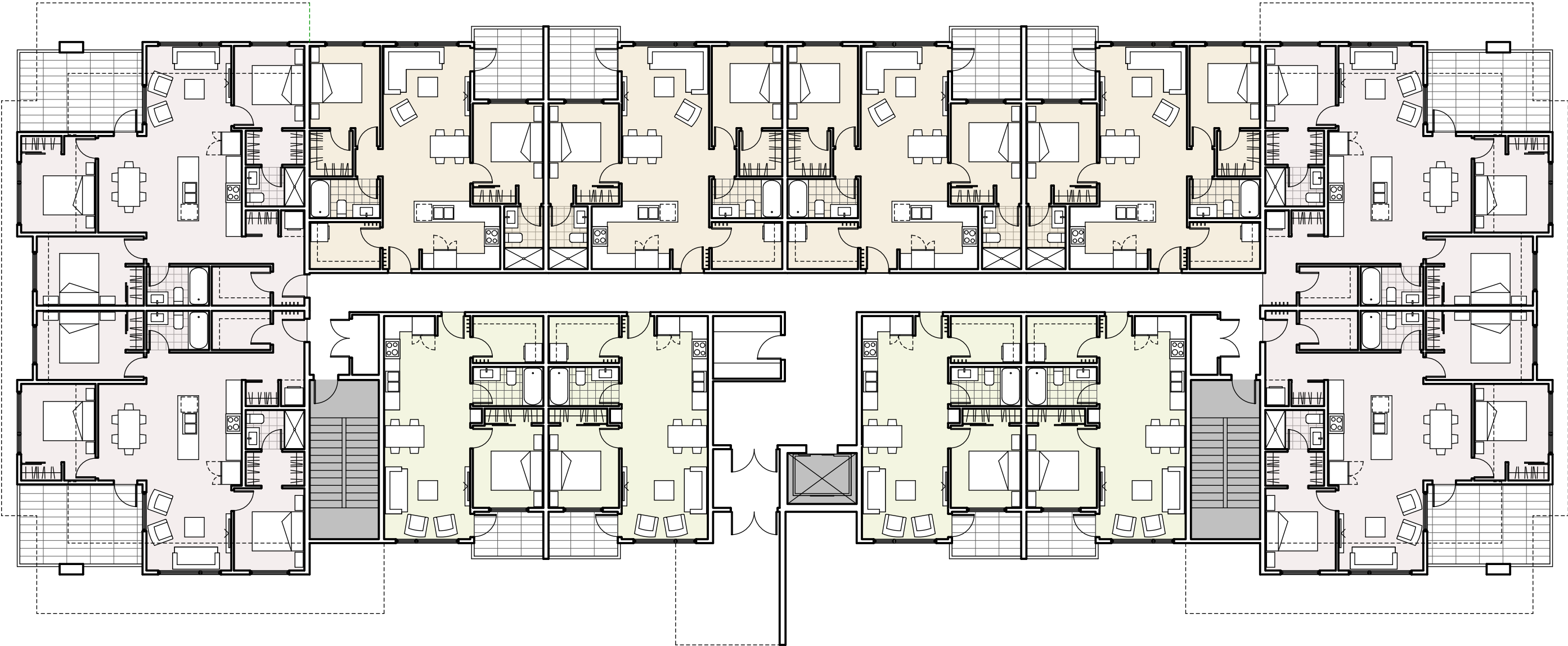
Unit Type C
583 sqft



Unit Type D
1,037 sqft

PARCEL A, B/C & D1

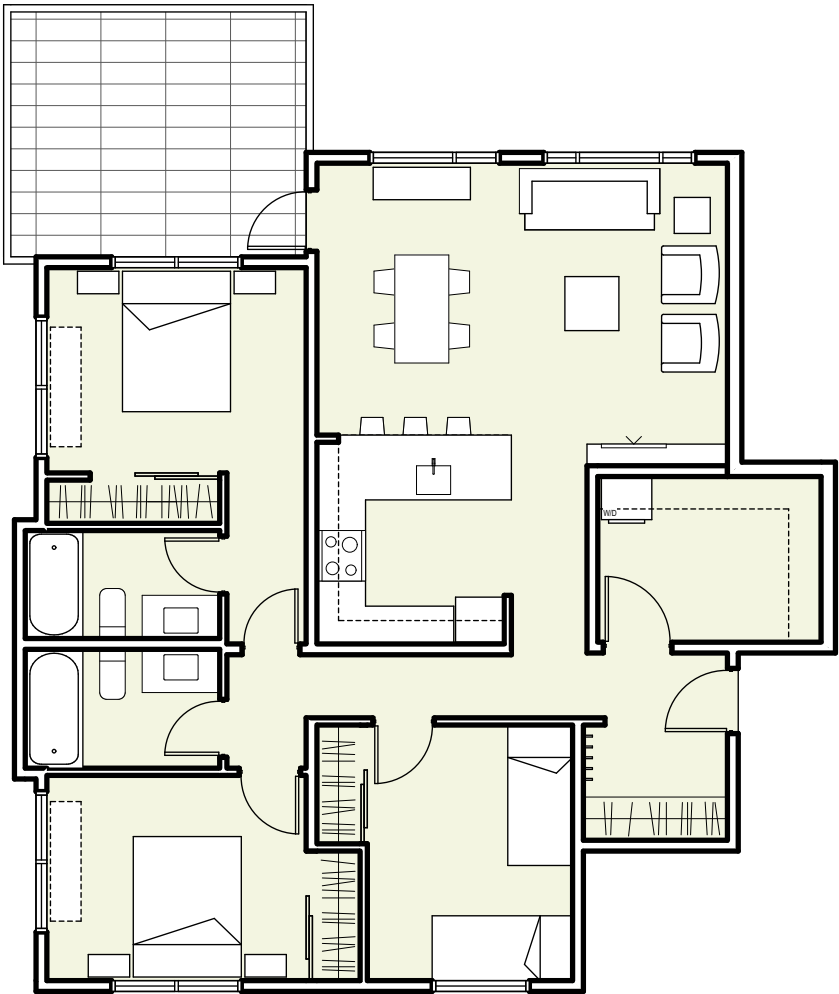
Example Apartment Building Layout



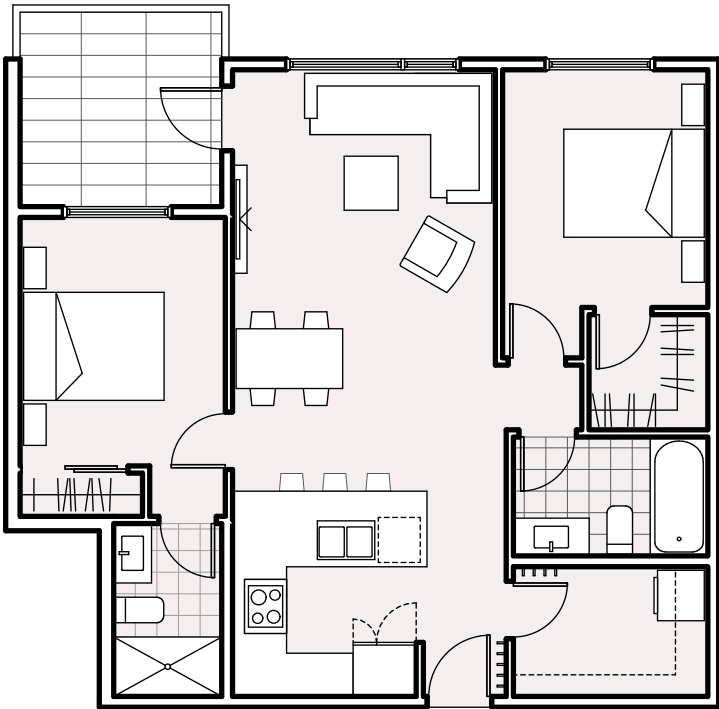
NOT TO SCALE

PARCEL D2

Unit Plans



Unit Type A
1,200 sqft



Unit Type B
872 sqft



Unit Type C
1,214 sqft

PARCEL D2

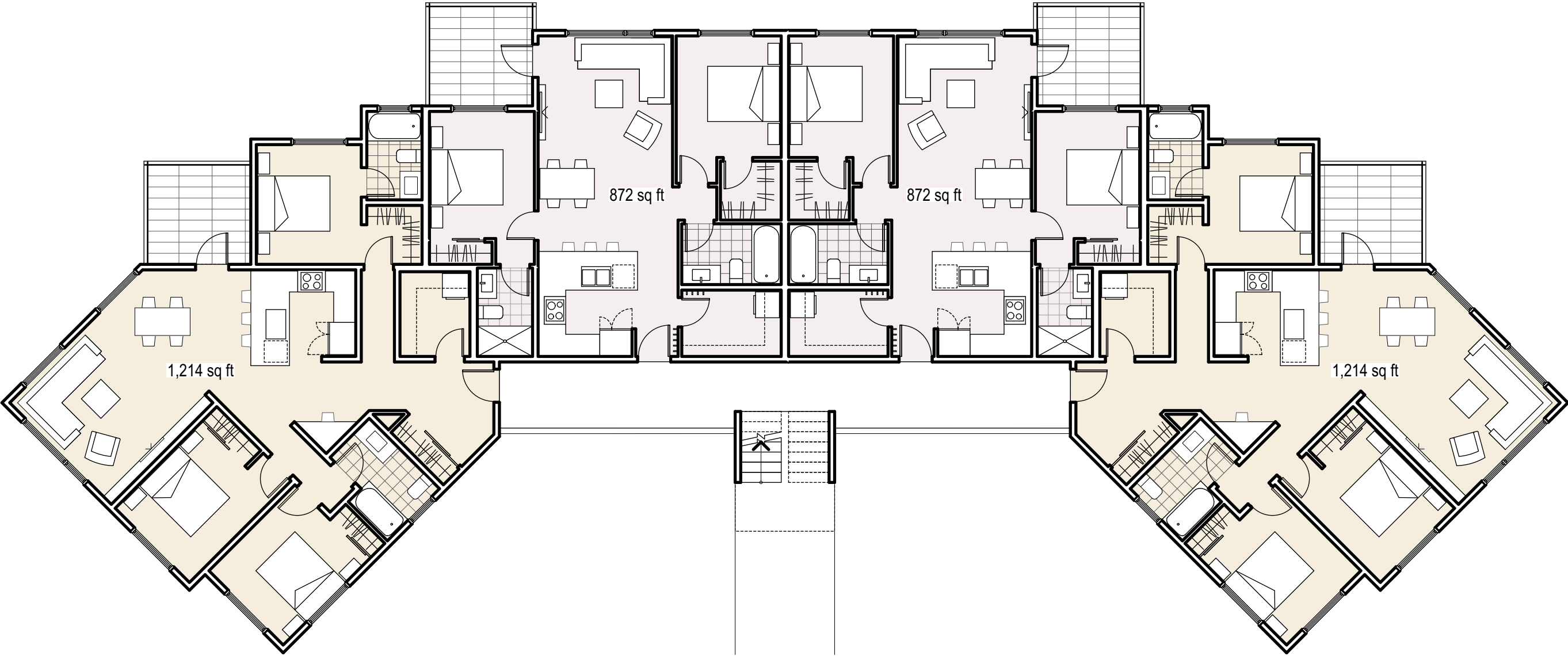
4Plex - Plan A



NOT TO SCALE

PARCEL D2

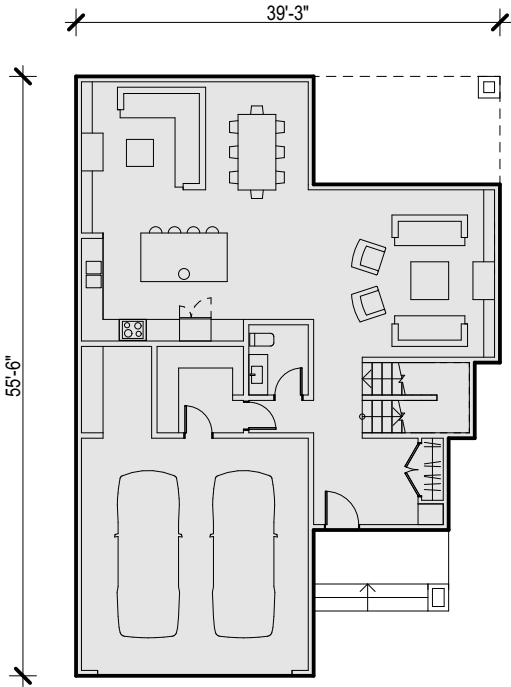
4Plex - Plan B



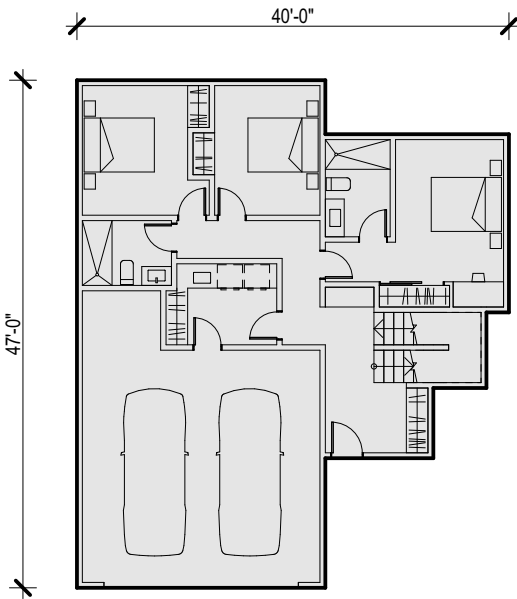
NOT TO SCALE

PARCEL D3

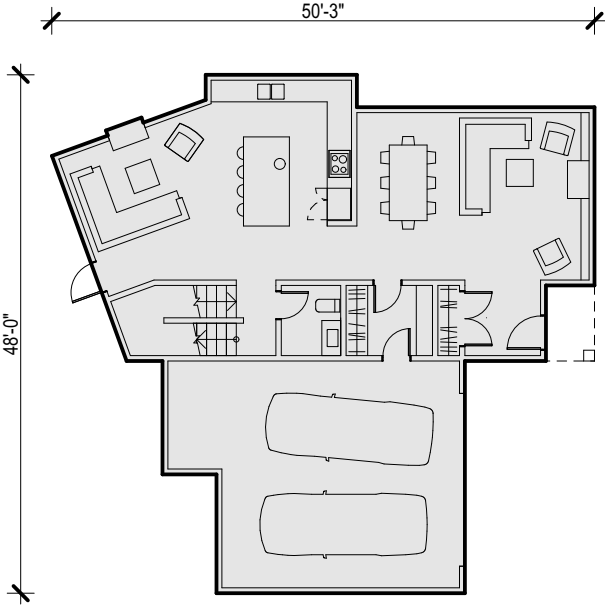
Duplex & Single Family Home Plans



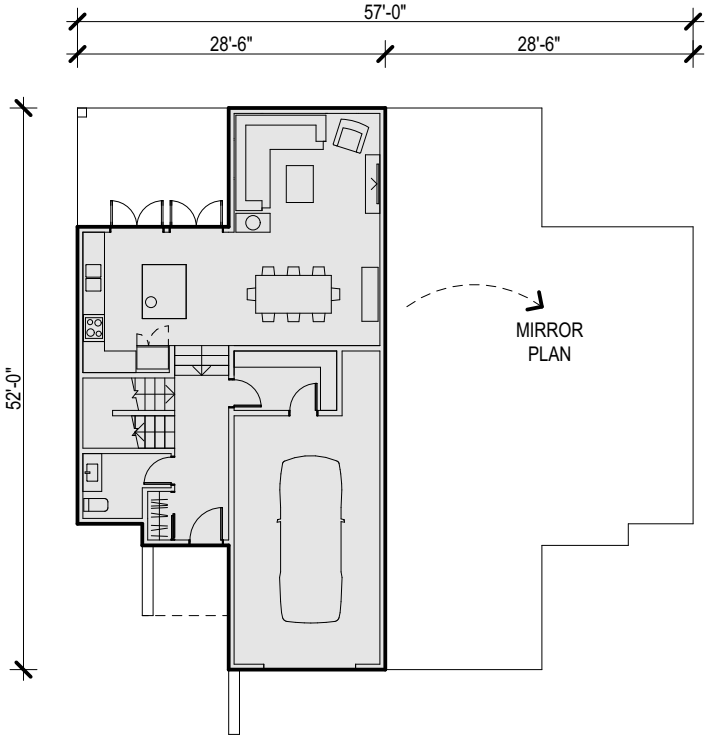
Single Family Home 1 | SF.1



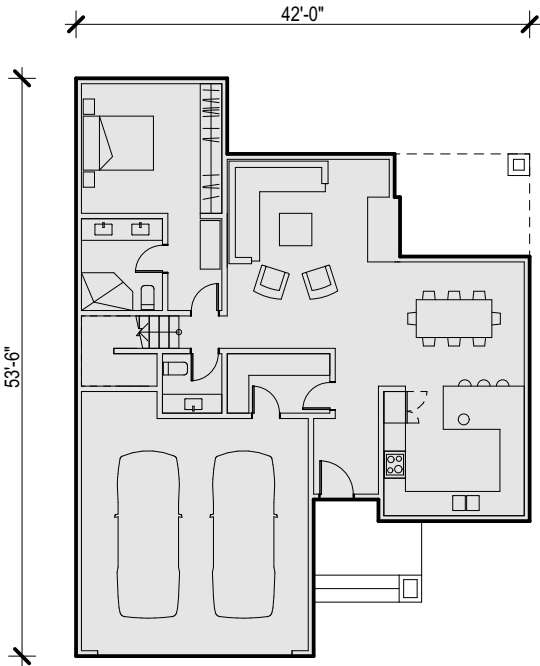
Single Family Home 3 | SF.3



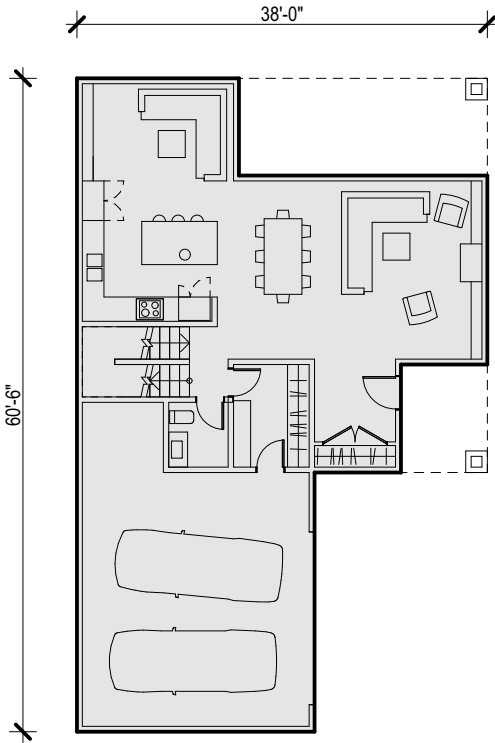
Single Family Home 5 | SF.5



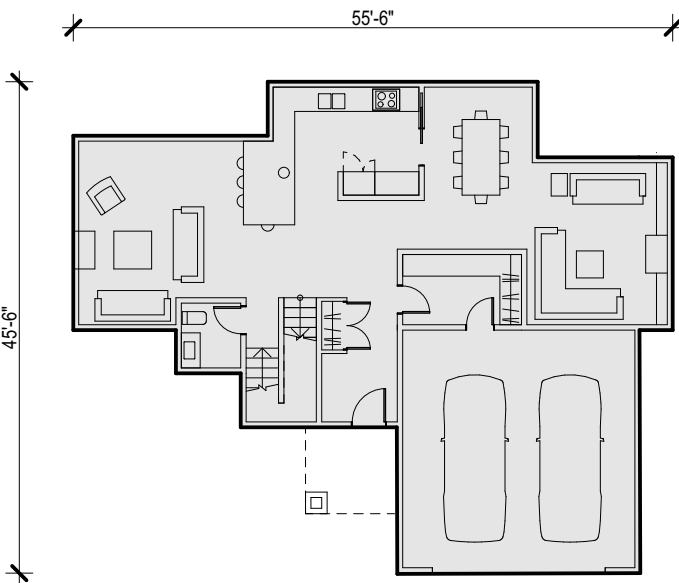
Duplex 1 | DU.1



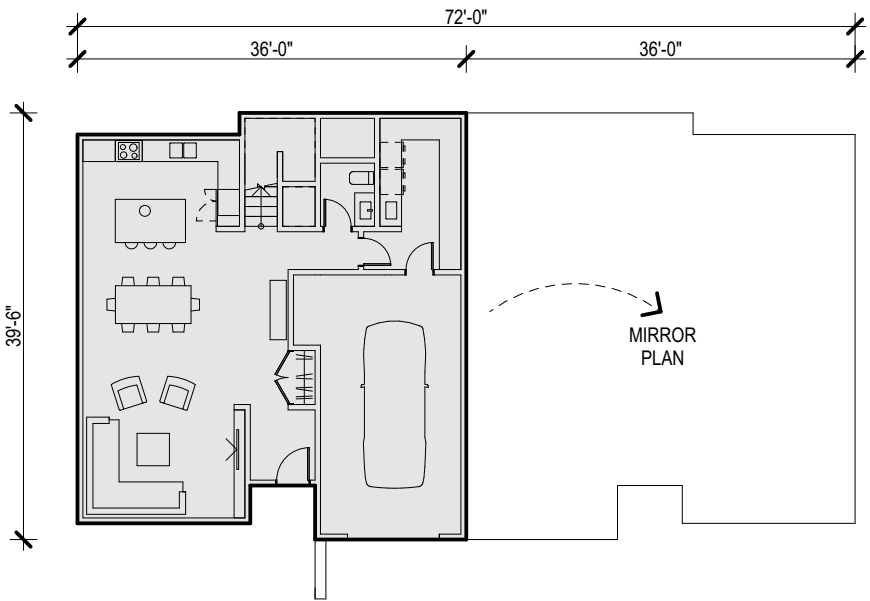
Single Family Home 2 | SF.2



Single Family Home 4 | SF.4



Single Family Home 6 | SF.6



Duplex 2 | DU.2



WHISTLER

MINUTES **REGULAR MEETING OF ADVISORY DESIGN PANEL** **WEDNESDAY, OCTOBER 21, 2020, STARTING AT 12:05 P.M.**

Via Teleconference Zoom

PRESENT:

Member at Large, Pat Wotherspoon
Architect AIBC, Peter Lang
Architect AIBC, Derek Fleming
Member at Large, Kerr Lammie
MBCSLA , Grant Brumpton
UDI, Brian Martin
Director of Planning, Mike Kirkegaard
Councilor, Duane Jackson
Recording Secretary, Karen Olineck

REGRETS:

Architect AIBC, John Saliken
MBCSLA , Paul DuPont

ADOPTION OF AGENDA

Moved by Peter Lang
Seconded by Derek Fleming

That Advisory Design Panel adopt the Regular Advisory Design Panel agenda of October 21, 2020.

CARRIED

ADOPTION OF MINUTES

Moved by Derek Fleming
Seconded by Brian Martin

That Advisory Design Panel adopt the Regular Advisory Design Panel minutes of August 19, 2020.

CARRIED

PRESENTATIONS/DELEGATIONS

RZ 001165
1st Review
1340 Mount Fee Road

The applicant Councilor Duane Jackson, entered the meeting at 12:05 p.m.

Mike Kirkegaard, Director of Planning, introduced the project and presented a summary of the staff report to the ADP on this project. This included a history of the 2010 Games Community Land Bank grant and the “Upper Lands”, the UR1 zoning that is in place for these lands, the master planning process that been conducted, the current zoning process to provide for parcelization and phased development of the Upper lands, the zoning approach and the request for ADP review.

The Master Planning process for the remaining undeveloped CLB lands led to prioritizing the Upper Lands for the next phase of the Cheakamus Crossing neighbourhood, as the existing neighbourhood is essentially built out with recently completed and approved projects. The CLB agreement mandates the use of the lands for affordable employee housing with an allowance for limited market development to financially support this mandate. The Upper Lands have existing zoning that permits certain development potential, with a maximum gross floor area of development and a range of housing types that was determined and put in place for the Upper Lands at the time of the initial Athlete’s Village development. Traffic studies and road layouts that accommodated the development potential for the Upper Lands were also done at that time. At this point, the proposed rezoning is to develop a parcelization plan for the upper lands and an allocation of the permitted density across the lands in various forms of housing that would meet different segments of the employee demographic for long term potential. The objective is to have ready to go parcels that can be phased over time to meet the community’s housing needs. There currently is a long waitlist through the Whistler Housing Authority for both ownership and rental housing and there is still a recognized need for additional employee housing despite the Covid situation. Council and the community continue to identify provision of additional employee housing as a priority.

The Whistler 2010 Development Corporation (WDC), an independent corporation of the RMOW, has beneficial ownership of these lands, and are responsible for the development of the lands for the purposes of employee housing. The WDC along with their team has now prepared a parcelization plan including logical subdivisions of those lands. The identified potential development concepts for each of those parcels and different suitable development types for the identified parcels are being presented for review.

The plans and this process are the basis for zoning parameters to be incorporated in the updated zoning for the lands, which will specify maximum density potential, housing types, building heights, setbacks, and other zoning regulations for each parcel.

Staff is seeking Panel's review and comments on the overall layout of the planned development and the allocation of density and housing types and how it complements the existing neighborhood and the natural topography and

landscape. Staff is also seeking Panel's review and comments on the individual parcel plans. Overall, the zoning process is not seeking to change the maximum density allocated to lands and no additional density is proposed beyond what is currently permitted. The materials for review included context plans, individual parcel plans and 3d modelling of potential development.

Duane Jackson, on behalf of the WDC, made the applicant presentation, and provided the following overview:

1. This project has been to the Advisory Design Panel previously and we are now identifying potential parcelization of the lands.
2. The project team has created models and templates to test out the land use, scale and contours and access.
3. This was an exercise in seeing how to optimize the density in a productive way and provide diversity of housing types and use the available land and future lands once the existing Forest Service Road is decommissioned.
4. There was a lot of productive comments from panel last year with respect to Parcel A and the two buildings and as a result, we were able to slightly improve the shift in the second building, the offset and the distance between the two buildings.
5. One of the biggest constraints for development of the Upper lands is the existing forest service road which is located right behind the proposed Parcel A building. The second impact on Parcel A is the Streamside Protection Enhancement Area for the existing wetland that also determines the closest proximity to the SE corner of building B. That dictates the optimum location of building B and the ramp that get downs to the mezzanine.
6. To achieve parking, we needed two levels of parking on building B and lower level of building A.
7. Panel suggestion at the last year's meeting was to push the building as far out at the back as possible to create more landscape opportunities and reintroduce the forest. Planning supported this suggestion and as part of the approved Development Permit, approved the 2 metre setback from the NE corner of building A.
8. The Parcel A development and Mount Fee Road extension have received conditional development permit approval and provided the road layout and access points to the further parcels.
9. The Forest Service Road is a challenge and is not in the control of the WDC, however, plans and agreements are being put in place for its decommissioning. The FSR is for recreational and industrial use and during the process of this development, it has to stay open and be maintained for emergency access for BC hydro to Black Tusk and all the recreational users and for industrial logging through the construction phase of the Parcel A development.
10. The assumptions about the road (Mt. Fee Road extension) is that it will be a public road with public transit and a full valley trail that will eventually connect to the core of Cheakamus Crossing Phase One. The road is tied to the contours of the existing topography to reduce the cuts and fills.
11. The potential site called D1 is disturbed site with portions of the existing FSR, which given its context adjacent to a hillside is a good site for an apartment type development of three to four stories.
12. The other portion that is created between the new road and the FSR is the smaller infill site B which is left over after the FSR is abandoned. The site

will provide an opportunities to change scale and rhythm from the larger Parcel A buildings to a smaller residential scale as development transitions further up Mt. Fee Road extension.

13. One of biggest challenges WDC has that affects the community, is the cost of infrastructure and offsite work that compounds the cost of this road which is somewhere between four and five million dollars. The more density that can be attached to that infrastructure, the greater the efficiencies for creating affordable housing.
14. For Parcel C there is an existing knoll that does not have any substantial vegetation on it, and it is identified as an ideal site because it is high up, gets a lot of sun and does not disturb the existing trail network and is separated from the road. There also exists a tree buffer between the neighbouring parcels. That parcel is considered for potential for a medium size development.
15. The upper zones of D2 and D3 is a planted forest and is seen as an opportunity to partner with WDC and harvest this in various phases to take advantage of the fact that there has been quite a bit of effort to establishing this planted zone.
16. The most extreme part of the upper lands which is parcel E, is a complex land area because there are lots of little ridges and gullies and some extreme contours, which is not ideally suited to affordable housing.
17. Not much time has been spent on parcel E other than to recognize the natural access points and the wetland that constrains the road orientation. Some established trails that are difficult to move and some steep cliffs, as well as achieving road grades of no more than 8 percent limit the development area and road network on this parcel.
18. WDC has reviewed the proposed developments looked at this from a civil engineering point of view; all of the servicing design and drainage needed to be designed into this cul de sac for fire access, bus, hydro, trucks, has been considered
19. The challenge for WDC, the RMOW and WHA is how to fund this project. Previously, WDC built the Athlete's Village and we were fortunate enough to have millions of dollars in subsidies and contributions at that time. We no longer have these contributions and subsidies and so we are now looking for ways to cover the cost of development and recover debt.
20. In order to do so, the portion of site identified as D3 will be allocated for market sales. This will be open to Whistler residents for the first period of time and we anticipate doing this immediately after the rezoning process to try to presell those lots, which will assist with funding the infrastructure. The subdivision will be a compact 17 lot mixed single family and duplex development.
21. The D2 site is recognized as development for ownership for residents, to respond to the robust Whistler Housing Authority waitlist for both ownership and rental.
22. The D2 parcel is relatively easy to develop and would be ideal for family ownership. We looked at a combination of two and three bedroom stacked townhouse units and underground parking with additional parking at grade.
23. The D2 is constrained by the market parcel on the easterly property line and the very steep drainage ravine to the SE. There is a gentle open forest that will be left as green zone. The rocky knoll that was planted as a forest, is seen as an opportunity to provide the least amount of disturbance as there

is a need to get up to the living level which also provides at grade access to the townhouses.

24. The biggest challenge for D2 is blasting for the central underground parking which will only be for the parking and will allow all the other buildings to be built on rock, reducing the necessary disturbance.
25. We have anticipated public transit. There is a bus stop at the corner of Mount Fee and Cloudburst. In consultation with BC transit, this is the logical route for transit to come up and turn around in a pullout zone that allows transit to reset their schedule without disturbing the neighbourhood.
26. There is significant traffic that accesses Loggers Lake and staff would prefer that this was not a parking lot and that vehicles park in some organized recreational parking lots near the highway and that people bus, walk or ride to the amenities.
27. There may be opportunity for bigger density on the D1 site and opportunity to add lower floor because of the contours. This site is considered appropriate for a three to four storey apartment development.

Panel offers the following comments.

Site Context and Circulation, including accessibility

1. Panel generally supports the parcelization and efforts made to address the topography and site constraints such as the Forest Service Road, housing type and density.
2. Consider access and location of the surface parking for parcels C and D1 by pushing off to the sides or tuck behind the buildings so parking is not between the buildings and the road way.
3. Panel noted that the garage entrance from D2 to D3 seem to work against the over goal of maximizing the market value of D3 and ask the applicant to reconsider.

Building Massing, Architecture Form and Character

1. Panel asked the applicant to consider tailoring the zoning to each parcel and have a clear vision of what it is the applicant wants to achieve.
2. Panel noted that the proposed development of apartment buildings on D2 with its close proximity to D3 could pose a problem given the proposed setbacks for D3. Consider appropriate setbacks and zoning for parcels D2 and D3.
3. Panel also noted that building height of 18 meters to be excessive and ask the applicant to reconsider the building height. Panel suggests that the scale of development should match the guidelines and parcel specific zoning in order to achieve the height and massing desired.
4. Panels suggests combining parcels B and C and move some density to loosen up D2 which can be an advantage to the overall scheme.

Hard and Soft Landscaping

1. Panel ask applicant to consider increasing the landscape buffer between D2 to D3 to create more of a livable situation.
2. Consider more developed space and playground and have it connect to Riverside Trail and maintain the natural wilderness character of the River Side Trail.

3. Find opportunities to integrate more landscape into the development with the forest and existing natural landscape.

Moved by Peter Lang
Seconded by Derek Fleming

That the Advisory Design Panel commends the applicant on the work done to date and generally supports the proposed parcelization and density allocation across the parcels and recommends that the applicant consider the following comments: a scale transition of building height, form and character as one moves up the street; consideration of combining parcels B and C; clarity on units types and building heights in each of the parcels; address concerns about the interface between parcels D2 and D3 including building heights, consideration of landscape buffer and appropriate setback between the parcels and reconsideration of access from parcel D3 to D2; further consideration of daycare size and location; achieving a sensitive context to the forest setting and that the draft Bylaw be brought back to panel for review prior to the public hearing.

Moved by Peter Lang
Seconded by Brian Martin

CARRIED

OTHER BUSINESS

Panel to convene special meeting on November 4th at 1:00 p.m. to review Bylaw for RZ001165 prior to the public hearing.

The applicant left the meeting 2:34 p.m.

TERMINATION

Moved by Derek Fleming
Seconded by Peter Lang

That the ADP Committee Meeting of October 21, 2020 be terminated at 2:34 p.m.

CARRIED



WHISTLER

MINUTES

REGULAR MEETING OF ADVISORY DESIGN PANEL
WEDNESDAY, NOVEMBER 4, 2020, STARTING AT 1:00 P.M.

Via Teleconference Zoom

PRESENT:

Member at Large, Pat Wotherspoon
Architect AIBC, Peter Lang
Architect AIBC, Derek Fleming
Architect AIBC, John Saliken
UDI, Brian Martin
Director of Planning, Mike Kirkegaard
Councilor, Duane Jackson
Recording Secretary, Karen Olineck

REGRETS:

MBCSLA, Paul DuPont
Member at Large, Kerr Lammie
MBCSLA, Grant Brumpton

ADOPTION OF AGENDA

Moved by Peter Lang
Seconded by Derek Fleming

That Advisory Design Panel adopt the Regular Advisory Design Panel agenda of November 4, 2020.

CARRIED

ADOPTION OF MINUTES

Moved by Derek Fleming
Seconded by Brian Martin

That Advisory Design Panel adopt the Regular Advisory Design Panel minutes of October 21, 2020.

CARRIED

PRESENTATIONS/DELEGATIONS

RZ 001165
2nd Review
1340 Mount Fee Road
Cheakamus Crossing
Neighbourhood Phase 2
“Upper Lands” Rezoning
Parcelization Plans

Mike Kirkegaard, Technical Director of Planning, presented the staff report and described the work that has been undertaken subsequent to the ADP’s first review of the proposed rezoning parcelization plans. The applicant has worked with staff to develop revised plans that address previous comments from the Panel and staff, and have taken into consideration other comparable developments within Whistler, including their zoning parameters.

Revisions to the plans have largely focused on further refining and tailoring the zoning parameters for each parcel area, with the overall direction of integrating the future neighbourhood development within the surrounding forested setting, and transitioning the massing and scale of development to a lower density and finer grain as the new neighbourhood extension moves further up Mount Fee Road away from Parcel A and the existing neighbourhood.

Mr. Kirkegaard then presented the requested format for ADP review, first focusing on the overall parcelization plan and then on the individual plans and illustrative development concepts for each parcel area. He then introduced each of the plans followed by ADP questions, comments and recommendations. Duane Jackson representing the applicant, Whistler 2020 Development Corporation, responded to questions and provided additional details regarding the parcelization plans, site conditions and design rationale.

Overall Parcelization Plan

Staff presentation:

1. Overall there is a transitioning of the scale of the development from the Parcel A apartment development, reflected in the housing forms, building sizes, densities, heights, and siting, moving further up Mount Fee Road.
2. For Parcel B/C, the idea is to do an apartment type building with opportunity for a second smaller building that is setback from the existing Streamside Protection Enhancement Area (SPEA) that could be a smaller apartment, townhouses or a daycare. The proposed Floor Space Ratio (FSR) of 0.4 reflects constraints on usable site area for the SPEA and topography with steep slopes.
3. Parcel D1 on the the side of Mt. Fee Road, located against the steep hillside, is planned for two apartment buildings that are smaller in size than the Parcel A buildings, with an FSR of 0.6.
4. Parcel D2 is planned as a townhouse site with an FSR of 0.5.
5. Parcel D3 is planned for market single family and duplex dwellings with an overall floor space ratio of 0.35.

ADP Review Recommendation

That the Advisory Design Panel asks the applicant to be cognizant that where there are apartment developments, there should be building articulations in the actual façade of the building, including stepping the building height as per Parcel A at the ends of the buildings. Where Panel have asked for a landscape buffer along the road, there needs to be flexibility for perforations for access points and other considerations such as sidewalks and common open space areas. There is now a discernible transition in building typology and height as one moves up the road from Parcel A. Panel is generally supportive of the parcelization plans, the layout of the lots, the proposed building forms, the setbacks and the building heights. Panel notes that there may be an opportunity on individual parcels, such as B/C to consider additional density with design guidelines that may be incorporated in the zoning to address the breaking down of the massing and the provision of adequate landscaping to reflect the forested character.

Moved by Peter Lang
Seconded by Derek Fleming

CARRIED

Area Parcelization Plans

Staff presented revisions to each Area plan as follows:

Parcel B-C

1. Building setbacks have been increased on the front and rear of the Parcel to avoid a suburban type streetscape along Mt. Fee Road, similar to the design for Parcel A, with the buildings set back to provide room for naturalized landscape opportunities to reinforce the forested setting, and to increase the buffer on the rear to the Riverside Trail. The front setback has been increased from 6 metres to 7.6 metres and the rear from 6 metres to 12 metres. A setback of 6 metres to the SPEA has also been added.
2. The building heights have been reduced from 18 meters to 10.7 metres, indicative of three-storey apartments or townhouses.
3. For this site, the apartment units have been identified as having a maximum size of 100 square metres, as opposed to larger 175 square metre units as permitted as the maximum under existing zoning.
4. The recommended overall FSR has remained at 0.4. This was based on a comparison with other townhouse and apartment projects in Cheakamus Crossing and around the municipality, their site conditions and what was considered to be successful. Comparable projects were in the range of 0.4 for townhouses and 0.6 for apartment developments. The 0.4 was determined to be suitable given the impact of the SPEA being offset by provision of underground parking.

Parcel D1

1. This continues to be a proposed apartment development with two buildings that may be connected with a common entry. Setbacks have been increased from 6 metres to 7.6 metres.

2. There have not been a lot of changes to this site except that setbacks have been increased from 6 meters to 7.6 metres at the front along Mt. Fee Road, and from 6 metres to 9 metres at the rear.
3. Building height has been decreased from 18 metres to 13.5 metres to accommodate four-storey buildings with stepped roofs at the third level.
4. Maximum apartment unit size was decreased from 175 to 140 square metres for this site.

Parcel D2

1. There have been a number of changes so that the scale of the proposed townhouse development better fits the site and adjacent context. The setback to the adjacent single family and duplex dwellings on D3 has been increased from 4 metres to 7.6 metres allowing for a significant landscape buffer between the two sites. The rear setback has been increased from 4 metres to 7.6 metres, the side setback adjacent to the common open space area has been increased from 4.0 to 6.0 metres and the front setback has been increased from 6 to 7.6 metres.
2. Overall, the maximum density has decreased from of 0.6 (typical of apartments) to 0.5, with common underground parking.
3. Maximum building height has been reduced from 18 metres to 10.7 metres, allowing for 3-storeys above ground.
4. Maximum unit sizes have been specified at 140 square metres. Apartment has been removed as a potential housing form so as to help create diversity of form and housing opportunities in the neighbourhood extension and reinforce the transitioning of scale.

Parcel D3

1. For this site staff have worked closely with the applicant to protect the quality and character of the Riverside Trail and the riparian setbacks from the Cheakamus River.
2. Rear setbacks to the SPEA and Riparian setbacks have been increased from 3 metres to 5 metres, however, staff is recommending a further increase to 6 metres. This is achievable by decreasing the strata access road width by one metre, which is still consistent with RMOW engineering standards for strata roads.
3. Staff have discussed the possibility of having part of this lot dedicated to the municipality to serve as a nature conservation area for the trail and the trail setback.
4. The underground parking access easement between D2 and D3 has been removed as recommended by the ADP, as it detracts from the quality of this market development, was not functional, and also allowed for an additional lot.
5. Lots 1, 2 and 3 have been reconfigured to remove two access points from Mt. Fee Road with a single driveway access now between lots 1 and 2, and with lot 3 accessed from the strata road. This helped address safety concerns associated with these access points.

Parcel E

1. This area is less defined and is recommended as appropriate for duplex, single family or townhomes. Apartments have been removed as a potential use given their larger footprint and taller urban form which is not considered to be well-suited for this ridge-top area. Development in this area is expected to be smaller scale and integrated within the landscape.
2. Setbacks have been increased from 6 metres to 7.6 metres, and building heights have been adjusted to 8 metres for single family and duplex dwellings and 10.7 metres for townhouses.

Park Open Space

This open space area is approximately 1.2 acres with about 1200 square metres identified as a flat park like area and the remainder retained as a forested character, with trail access to the Riverside Trail.

ADP Review and Recommendation

Parcel B/C

Panel offers the following comments on Parcel B/C

Site Context and Circulation, including accessibility

1. Panel is in general support of the site plan and noted that the scale of the site lends itself to apartment development.

Building Massing, Architecture Form and Character

1. Panel generally supports the changes made to this site; consider flexibility in the zoning to support more density.
2. Panel noted that there may be an opportunity to increase the floor area through an L shape plan and make the building form more useful.

Moved by Peter Lang
Seconded by Derek Fleming

That the Advisory Design Panel supports providing flexibility within the zoning for more density with the removal of the Forest Service Road, and more building height with articulation and stepping down from three storeys to two storeys at the ends of the buildings. Panel supports the FSR that was assigned but if there is an opportunity for the usable site area to increase, then there is an opportunity for the FSR to have a corresponding increase and that should be captured in the the zoning.

CARRIED

Parcel D1

Panel offers the following comments on Parcel D1

Site Context and Circulation, including accessibility

1. Panel in agreement that this site is suitable for apartment development.

Building Massing, Architectural Form and Character

1. Consider integrating into the zoning stepping of the building mass from three storeys to four storeys.
2. Panel notes that there is ample room on the side yards to provide for stepping the building, particularly the end that is facing the single family and duplex residences in area D3.

Hard and Soft Landscaping

1. Panel recommends landscape buffer provisions be included in the zoning to ensure the site and building reflect the forested character of the area, and soften building scale.

Moved by Brian Martin
Seconded by Peter Lang

That the Advisory Design Panel supports the apartment development concept for site D1 subject to the provision of building articulation; consider stepping from four storeys to three storeys at the ends, especially where it faces the lower density residential development in area D3. Provide a landscape buffer along Mount Fee Road with flexibility for access and other common space considerations.

Parcel D2

Panel offers the following comments on Parcel D2

Site Context and Circulation, including accessibility

1. Panel supports the proposal on site D2 as the proposed development is a significant improvement from the previous one.

Building Massing, Architectural Form and Character

1. Panel notes that the new proposal for this site is less crowded and the housing typology is well suited for this site.

Moved by Peter Lang
Seconded by Brian Martin

That the Advisory Design Panel supports the townhouse development and the applicant is commended for the improvements to the massing, setbacks, and neighborliness to site **D3**.

Parcel D3

Panel offers the following comments on Parcel D3

Site Context and Circulation, including accessibility

1. Panel welcomes changes to this site plan, including the increase in setbacks and supports the configuration as presented.

Building Massing, Architectural Form and Character

1. Panel in supports the form and character as presented and notes a significant improvement from the previous scheme.

Moved by Derek Fleming
Seconded by Brian Martin

That the Advisory Design Panel is pleased with the improvement to the siting and massing on Parcel D3, including increased setbacks and supports the development as proposed.

Parcel E

Panel offers the following comments on Parcel E

Building Massing, Architectural Form and Character

1. Panel supports the residual density, the building height and setbacks on Parcel E.

Moved by Peter Lang
Seconded by Derek Fleming

That the Advisory Design Panel supports the basic allocation of floor area, setbacks, building typology and uses on Parcel E.

Common Open Space

Panel offers the following comments on Park Open Space

Site Context and Circulation, including accessibility

1. Panel supports the concept and location of the park open space especially its' central location and close proximity to trails.

Moved by Peter Lang
Seconded by Derek Fleming

That the Advisory Design commends the applicant on the location of the proposed space as being central to the community. Panel supports the trail-way connections that are being provided as well as the programming of the space for playground and forested areas which meet the goal of bringing the forest into the community. Panel requests that detailed design for the open space come back for panel review when completed.

OTHER BUSINESS

TERMINATION

Moved by Derek Fleming
Seconded by Peter Lang

APPENDIX "F"

REZONING CRITERIA EVALUATION SUMMARY

The following provide a summary of the evaluation of the proposed rezoning against the rezoning evaluation criteria contained in Policy 4.1.6.4 of the Official Community Plan.

- (a) the project must be capable of being served by municipal water, sewer and fire protection services, or by an alternate means satisfactory to the municipality;
 - As noted above in the body of the report, the Upper Lands are located within the designated municipal water, sewer and fire protection services areas. The applicant civil engineer, Webster Engineering, has developed complete servicing plans consistent with municipal standards for subdivision approval. These have been reviewed by Infrastructure Services and no concerns have been identified. The civil engineering drawings for services to be located within the Mount Fee Road extension were also reviewed and approved as part of DP1760. All municipal systems have been reviewed and are capable of serving the full potential development for the Upper Lands. For the District Energy System, detailed engineering analysis is currently being completed to evaluate hydraulic capacity and the need for a booster pump station. There is capacity to serve Parcel A and there may be capacity to serve Parcels B/C, D1, D2 and D3. Development of Parcel E would require the pump station. A location has been identified for the pump station near Parcel A, and design and installation would be completed by the WDC in advance of the development of further parcels that may require the additional hydraulic capacity.
- (b) the project must be accessible via the local road system, or by an alternate means satisfactory to the municipality;
 - The project can be accessed directly via the local road system from Mount Fee Road or from Cloudburst Drive to Mount Fee Road. The extension of Mount Fee Road connecting the Upper Lands development parcels has been designed to municipal standards and has been approved under Development Permit 1760.
- (c) the project must comply with all applicable policies of the OCP; and
 - Applicable policies of the OCP continue to be addressed through the rezoning process and proposed conditions of zoning adoption, as well as through future development permit approval requirements. No issues have been identified where the project cannot comply with all applicable policies.
- (d) all proposed developments and changes in land use must be evaluated to the satisfaction of the municipality to assess impacts on:
 - i. balanced resort and community capacity;

Potential future development of the lands under the existing and proposed zoning is accounted for within the approved accommodation bed unit capacity of the resort community. There is a recognized shortage of employee housing capacity and the OCP identifies the development of the Residential Reserve lands in Cheakamus Crossing as one of the primary opportunities for new employee housing to pursue. The proposed rezoning and parcelization plans facilitate the phased development of employee housing in balance with community needs determined through on-going research and monitoring.

- ii. overall patterns of development of the community and resort;

The location of the Cheakamus Crossing neighbourhood was determined through a community engagement process conducted as part of the Whistler 2020 strategic community planning initiative and the planning process for Whistler's venues for the 2010 Olympic and Paralympic Winter Games. Two locations were under consideration for the Athletes Village, which would be converted to resident housing after the Games -- Cheakamus Crossing and the Callaghan Valley. The Cheakamus Crossing site was selected as it better adhered to smart growth principles, located adjacent Whistler's existing urban development area and connecting to existing infrastructure. The Cheakamus Crossing lands were granted to the Municipality as part of the Community Land Bank granted by the Province for employee housing as a legacy of the Games. Cheakamus Crossing is now a primary location for resident housing in the community, with complementary recreation and park amenities. The Upper Lands represent a planned expansion of the neighbourhood. The neighbourhood is connected to businesses in Function Junction and Whistler Creek and Whistler Village by the Valley Trail and local transit. The development of the Upper Lands will further contribute to the critical mass of the neighbourhood needed to support neighbourhood-serving commercial and food and beverage uses located within the neighbourhood. Planning for these uses within the existing neighbourhood area and Cheakamus "Lower Lands" is included within the Planning Department 2020 Work Program. These uses are not considered appropriate or economically supportable for inclusion in the Upper Lands developments.

- iii. the character of Whistler's forested mountain environment, including preservation of green buffers, views, scenery and distinctive natural features;

These considerations have been addressed through the proposed parcelization plans, site development concepts and proposed zoning parameters as described in the body of this report. The report recommends that specific distinctive natural features be further identified for preservation as a condition of rezoning adoption.

- iv. Whistler's sensitive ecosystems and biodiversity;

An assessment of the Upper Lands for sensitive ecosystems and biodiversity has been completed by the WDC QEP Cascade Environmental Resources Group. Sensitive ecosystems and riparian areas have been identified and delineated. Provincial *Riparian Area Protection Regulations* and Municipal Development Permit Approval requirements for Protection of Riparian Ecosystems and Protection of Sensitive Ecosystems apply. The report recommends that these areas be further secured through a registered covenant for environmental protection.

- v. scale, character and quality of development;

The scale and character of the future development are largely addressed by the proposed zoning parameters as described in the body of this report. The character and quality of development is subject to Municipal Development Permit requirements for the form and character of development, and review by the Municipal Advisory Design Panel.

- vi. compatibility with the surrounding area or neighbourhood;

The compatibility of the future development with the surrounding area and existing Cheakamus Crossing neighbourhood has been a primary consideration and is addressed through the parcelization plans and proposed zoning parameters as

described in the body of this report. Detailed design addressing the form and character of future developments and landscaping and compatibility with the surrounding area and neighbourhood is conducted at the time of development permit, along with Advisory Design Panel review.

Proposed construction management plans have been developed for Parcel A and the Mount Fee Road Extension development that seek to minimize disturbance to the existing Cheakamus Crossing neighbourhood. Staging areas have been identified for site clearing and preparation and construction activities, located away from the existing neighbourhood and in lower visibility areas. Heavier construction activities will utilize the existing Forest Service Road for access and avoid the local road network.

vii. quality of life of Whistler's residents;

The ability to obtain secure, affordable and livable housing is highly important to the quality of life of Whistler's residents. The proposed rezoning will enable the subdivision and phased development of employee housing that contributes to the quality of life of Whistler's residents.

viii. quality of experience for Whistler's visitors;

The value of an engaged and satisfied workforce that can live locally and benefit from the Whistler experience is recognized as important to delivering a high quality visitor experience. The future employee housing developments will provide opportunities for community members working in Whistler to reside in Whistler and support the visitor experience. The parcelization plans and zoning parameters have also recognized and sought to preserve the high quality recreation values and user experience for the Riverside Trail and the Cheakamus River corridor.

ix. geotechnical, flood and wildfire hazard;

Geotechnical and flood control engineering assessments have been previously completed and no significant concerns that would preclude the proposed developments have been identified. The master plan for on-site storm water management has been completed and no issues have been identified through the preliminary subdivision review process. Further site specific assessment and designs for individual developments are completed at the time of building permit application. The lands are located within an area designated as a Development Permit Area for Wildfire Protection. Future developments will require development approval consistent with the applicable guidelines.

x. archaeological, heritage and cultural resources;

An archeological survey of the subject site was previously completed as part of the original zoning of the lands. No sites of interest were identified.

xi. traffic congestion and safety, including traffic volumes and patterns on Highway 99 and the local road system;

The proposed rezoning represents an allocation of existing permitted uses and density to individual development parcels for future development. There are no incremental traffic impacts directly resulting from the proposed rezoning. There will be increased traffic volumes associated with the future development. Potential impacts on traffic congestion and safety on Highway 99 will in part be mitigated by the provision of transit service and by the Valley Trail connection. The potential for neighbourhood-serving convenience retail, services and amenities to be located

within the Cheakamus Crossing neighbourhood and Function Junction will be supported by the additional development. The existing local road system for the Cheakamus Crossing neighbourhood was designed and has capacity for the proposed development. A proposed construction management plan has been developed including use of the Forest Service Road for construction activity access to avoid impacts on the local road system in the existing neighbourhood.

xii. local economy;

The proposed rezoning will enable the subdivision and phased development of the lands for the provision of employee housing for the local workforce and help to address the resort community's shortage of employee housing. A secure supply of employee housing supports the local economy.

xiii. municipal finance;

Considerations related to municipal finance are addressed in the Budget Considerations section of this report. Project financing for the Parcel A and Mount Fee Road Extension is being addressed separately within the 2021 year of the draft RMOW 2021-2025 Five Year Financial Plan that will be considered by Council.

xiv. social, health, recreation, education and emergency facilities and services;

The proposed rezoning represents an allocation of existing permitted uses and density to individual development parcels for future development. There are no incremental impacts on these areas resulting from the proposed rezoning. The potential development associated with the existing zoning is considered and will continue to be considered in planning for these services.

xv. employee housing; and

The proposed rezoning will enable the subdivision and phased development of the lands for employee housing, with a limited amount of market housing proposed to financially support the development of affordable employee housing.

xvi. community energy and GHG emissions, water supply and conservation and solid waste.

The proposed rezoning represents an allocation of existing permitted uses and density to individual development parcels for future development. There are no incremental impacts on these areas resulting from the proposed rezoning. The potential future development will adhere to the Municipality's policies and initiatives that relate to mitigating impacts on these areas. Future buildings are recommended to meet or exceed the Municipality's progressive Step Code requirements. Developments will be connected to the Cheakamus Crossing District Energy System. Transit service and Valley Trail extension support GHG emission reduction. Naturalized landscape is recommended to reduce associated demands on water supply. Future development will provide required facilities to address recycling and solid waste diversion.

Appendix "G"

Public Correspondence

From: [Marg Pallot](#)
To: [Planning](#)
Subject: Cheakamus Crossing development at Mount Fee Rd and Cloudburst Drive
Date: Thursday, November 12, 2020 2:20:38 PM

To Whom it may concern at the Planning Dept,
I have had a preliminary look at the proposed development and extension of Mount Fee Road. It appears there will be a more extensive development than originally expressed for this community forest area.

I realize the 2 buildings set to begin construction is imminent and approval is in place. I am more concerned about the further development of that area.

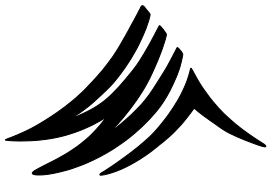
Originally, the RMOW had 4 objectives for Cheakamus Crossing:

1. Walkable, pedestrian oriented
2. Responds to the natural setting
3. Mix of housing types
4. Environmentally designed.

There are concerns that these guidelines, especially #2 and #4, are not being considered with the extension into the community forest. Whistler has always taken a "green" approach to new projects but preserving the natural landscape does not appear to be taken seriously.

Because I have not seen a formal presentation on this development I may be premature in this assumption but hope you intend to unveil the full plans to the public in the near future. Do you have hearings planned? If so, when and how would this occur? Lastly, will input be seriously considered?

Regards,
Marg Pallot



WHISTLER

REPORT | INFORMATION REPORT TO COUNCIL

PRESENTED: January 19, 2021

REPORT: 21-006

FROM: Resort Experience

FILE: RZ001165, BYLAW 2298

SUBJECT: RZ001165 – CHEAKAMUS CROSSING PHASE 2 – PREVIOUS
CORRESPONDENCE FROM THE PUBLIC

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council receive this report with clarification on previous correspondence received from the public on RZ001165.

REFERENCES

Owner: Whistler 2020 Development Corporation (WDC)

Location: 1340/1360 Mount Fee Road

Legal Descriptions: BLOCK A, DISTRICT LOT 8073 GROUP 1 NEW WESTMINSTER DISTRICT,
EXCEPT PLAN EPP277, PID 026-772-213

Current Zoning: UR1 (Urban Reserve One) Zone

Proposed Zoning: RM-CD2 Zone (Residential Multiple - Comprehensive Development Two Zone)
PAN1 Zone (Protected Area Network One Zone)

Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No.
2298, 2020 (given first and second reading December 15, 2020)

Appendices: "A" – RZ001165 Previous Public Correspondence Received by Council

Council Reports: Administrative Report to Council No. 20-127, December 15, 2020, RZ001165 –
Cheakamus Crossing Phase 2 – Zoning Amendment Bylaw (Cheakamus
Crossing Phase 2 Parcelization) No. 2298, 2020, First and Second Reading (Not
attached)

PURPOSE OF THE REPORT

This report presents public correspondence previously received by Mayor and Council with comments regarding RZ001165 that was not referenced in the body of Report No. 20-127.

DISCUSSION

On December 15, 2020, staff presented Administrative Report to Council No. 20-127, and Council passed a resolution approving the report recommendations. The recommendations were for Council to consider giving first and second readings to Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 (the “proposed Bylaw”), to authorize staff to schedule a public hearing for the proposed Bylaw, and to require a number of conditions to be met prior to Council consideration of adoption of the proposed Bylaw. Council also passed a resolution giving first and second reading to the proposed Bylaw.

In the Community Engagement and Consultation section of Report No. 20-127, staff described the public information and input opportunity that had been conducted for RZ001165 consistent with the process and format previously presented to Council on September 15, 2020. In this, staff stated that just one piece of correspondence had been received with comments on the proposed rezoning, along with one additional enquiry related to the timing and availability of proposed single family lots.

However, there were three pieces of correspondence that had previously been received by Mayor and Council that were not referenced in the body of the December 15, 2020 report (Report No. 20-127). This correspondence is included in this Report as Appendix “A”. The correspondence, dated September 13, 2020, September 29, 2020 and September 30, 2020, was received by Council in its regular Council meeting package on October 6, 2020.

This correspondence is part of the rezoning application file and is to be included in the public hearing package for public information and Council consideration.

Previous Correspondence Topics

The previous correspondence addressed three primary topics: traffic and road capacity, neighbourhood growth and housing tenure.

1. **Traffic and Road Capacity:** Two of the pieces of correspondence expressed concerns over additional traffic and the design capacity of Mount Fee Road and Legacy Way. This was addressed in Appendix “F” – Rezoning Criteria Summary Evaluation.
2. **Neighbourhood Growth:** One comment noted the addition of recent developments in the neighbourhood, and expressed concern about overcrowding in the neighbourhood, along with a request to understand what steps Mayor and Council have taken to investigate employee housing in other Whistler neighbourhoods. Phase 1 and Phase 2 of the Cheakamus Crossing neighbourhood are master planned developments that seek to optimize the development of employee housing on the Cheakamus Crossing land bank lands. These lands were granted to the RMOW from the Province for this purpose and need to meet the objectives of neighbourhood livability, affordability and sensitivity to the natural context. This is described in detail in the December 15, 2020 report to Council (Report No. 20-127). In addition to Cheakamus Crossing, the municipality has a number of rezoning applications under considerations for employee housing in other Whistler neighbourhoods. These additional housing projects are in response to the Private Sector Employee Housing Initiative, an outcome of the Mayor’s Task Force on Resident Housing.
3. **Housing Tenure:** The third piece of correspondence expressed that the municipality should make the new employee housing available for purchase and not rental, indicating concerns that community members in long term rental situations pay significant rents and are not able to achieve any equity and ownership opportunity. The December 15, 2020 report to Council indicates that several different scenarios of rental to ownership options are being considered for the Parcel A project. In addition, 44 townhouses for purchase as employee ownership housing is planned for Parcel Area D2. The WDC considers the apartment developments, planned for Parcel A, B/C, and D1, as best-suited for employee rental housing. However, the proposed

zoning for Cheakamus Crossing Phase 2, under Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, does not dictate whether the permitted housing types for each parcel area must be rental or for purchase ownership housing. This provides flexibility for meeting the diverse employee housing needs of the resort community.

POLICY CONSIDERATIONS

Refer to previous reports to Council, No. 20-089 and No. 20-127.

BUDGET CONSIDERATIONS

Refer to previous reports to Council, No. 20-089 and No. 20-127

COMMUNITY ENGAGEMENT AND CONSULTATION

Refer to previous reports to Council, No. 20-089 and No. 20-127.

The Discussion section of this report presents three additional pieces of correspondence, included as Appendix “A”, that had previously been received by Mayor and Council but had not been included in the previous reports to Council on this rezoning application, RZ001165.

All correspondence from the public that has been received regarding the proposed rezoning, RZ001165, is to be included in the public hearing package for the proposed zoning amendment bylaw, Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020.

SUMMARY

This report addresses three pieces of correspondence from the public for RZ001165 that had been received by Mayor and Council but had not been referenced in the previous reports to Council on this rezoning application, RZ001165. The previous report to Council, No. 20-127, referenced only correspondence that had been received subsequent to the Public Information and Input opportunity that was conducted. All correspondence from the public regarding RZ001165 will be included in the public hearing package for the proposed zoning amendment bylaw, Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020.

Respectfully submitted,

Mike Kirkegaard
DIRECTOR OF PLANNING
for
Jessie Gresley-Jones
GENERAL MANAGER OF RESORT EXPERIENCE

Nikki Cooper

From: Susie Wood [REDACTED]
Sent: Sunday, September 13, 2020 9:02 PM
To: corporate
Subject: Cheakamus Crossing Phase 2

Dear Mayor and Council,

I am concerned about additional traffic which will be generated by the rezoning of Phase 2 (RZ001165) and the new application for a development permit (DP001760). My thoughts are that the RMOW needs to slow down the entire Phase 2 and have more community input. This is a residential area and the entire atmosphere of it will change with that much additional traffic. DP001760 alone will have 138 parking stalls. That means at least that many more vehicles will be traveling up and down Mount Fee daily. How many more will be added with the full expansion?

I strongly believe the RMOW needs to invest in another new access road to this area. It is not in the best interests of the existing neighbourhood and residents living here to make Mount Fee a major route into this new area. It affects our livability and safety.

Please note that I have already submitted a Traffic Calming Request for our street as there is already an existing problem with speeding on Mount Fee Road.

Regards,

Susie Wood
[REDACTED]
1209 Mount Fee Road
[REDACTED]

Sent from my Samsung Galaxy Tab S2

From: [Rosie Blaser](#)
To: [corporate](#)
Subject: Re: Road Access - Cheakamus Crossing and Mount Fee Road
Date: Tuesday, September 29, 2020 9:50:57 PM

1217 Mount Fee Road,
Whistler, BC
V8E 0A4

Dear Mayor and Council,

I understand that there is a proposed development in Cheakamus Crossing Phase 2 (RZ001165) at the top of Mount Fee Road and Cloudburst. It appears as though the development is quite large and it is going to be a project that will approximately double the size of Cheakamus. This will have a significant increase in cars, trucks and construction vehicles during construction. I completely support the addition of more affordable family and rental housing in Whistler. However, we have had several large projects built in Cheakamus in the last couple of years. I would like to understand what steps Mayor and Council have taken to investigate employee housing in other Whistler neighbourhoods. I am concerned about overcrowding in this neighbourhood.

My other concern is in regards to the traffic on Legacy Way and Mount Fee road. This is a narrow road that was only designed for a limited amount of traffic. I am very concerned that we will have large trucks and construction workers going back and forth during construction and then we will have a significant amount of extra traffic when the development is completed. What steps will Mayor and Council take to ensure that the excess traffic will be safe for the current residents? I think that the muni should create a new access to Cheakamus Crossing for this new development. Is it possible to create a bridge with a direct connection to this new area from the other side of Cheakamus Creek? I don't think that Legacy and Mt. Fee were designed for the amount of traffic that would be using it if there was no other access. It will greatly effect the safety of the residents here. There are a lot of kids and dogs that walk on the sidewalks and cross the roads here. Can you please let me know if the planning department has investigated an alternative route to access Cheakamus?

Best regards,

Rosie Blaser



Nikki Cooper

From: Tobi Henderson [REDACTED]
Sent: Wednesday, September 30, 2020 10:17 AM
To: corporate
Subject: new Cheakamus housing

Mayor and Council,

I am writing to encourage you to make the new apartments in Cheakamus for purchase and not for rent.

The people moving into these units have been on the waitlist for both purchase and rental for a long time and deserve to be able to buy something. They are here for the long run and not just seasonal workers. I feel bad for my friend who lives in Chiyakmesh with his family. He has lived there for 10 years since it opened and he has been paying rent the whole time and will continue to pay rent. After 15 years he will have nothing to show. Whereas I, across the street, will own my own place. This seems criminal for a community housing development. What happens to the rent collected after the building is paid off? I've been told it goes into new buildings, but peoples' new mortgages should pay for a new building. Especially when the land has been given for free. We don't need fancy new state of the art buildings, we just need affordable housing for locals, like the other Olympic legacy buildings.

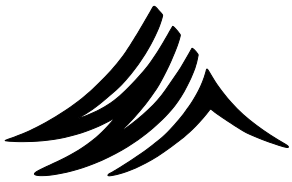
If rents were cheap it would make more sense but they aren't. My WHA 2bdrm apartment mortgage is \$1100/month. This is way less than the rent being charged to my friends in the new passive house for a one bedroom unit. I couldn't afford the rent they are paying, for a smaller unit! For the rent they are paying, they could afford a mortgage on a much bigger place, that they would eventually own, or at least for the unit they are occupying.

Rents are so high that any hopes of maintaining the down payment they have ready for a future WHA purchase go out the window and these families are stuck renting forever. They are giving their money away instead of making a future for themselves, which is what the WHA should be all about. We don't need more rental, we need more ownership, especially with the state of the economy right now.

If you're worried about rental availability in the valley, there will still be lots of rental units on the market as the people moving into these buildings will free up spaces in the valley.

Many of the people moving into these units will live there forever. How would you feel meeting someone who has been paying rent in Cheakamus for 10 years? Would you feel okay about that? Let's give them the chance to own what they put their money into.

Thank you,
Tobi Henderson
204-1040 Legacy Way
Whistler, BC
V8E 0J8
[REDACTED]



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: January 19, 2021
FROM: INFRASTRUCTURE SERVICES
SUBJECT: WHISTLER TRANSIT SYSTEM ANNUAL OPERATING AGREEMENT
- EFFECTIVE APRIL 1, 2020

REPORT: 21-007
FILE: 534

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council approve the “2020-2021 Whistler Transit System Annual Operating Agreement – Effective April 1, 2020” for the period April 1, 2020 through March 31, 2021 attached as Appendix “A” to Administrative Report to Council No. 21-007; and,

That Council authorize staff to work with BC Transit to seek transit service expansion hours for 2021 and 2022.

REFERENCES

Appendix “A” – Whistler Annual Operating Agreement Effective April 1, 2020
Appendix “B” – Term Sheet

PURPOSE OF REPORT

The purpose of this Report is to present and seek Council approval for the attached *2020-2021 Annual Operating Agreement* between British Columbia (BC) Transit, and the Resort Municipality of Whistler (RMOW) for the operation of the Whistler Transit System from April 1, 2020 to March 31, 2021.

DISCUSSION

Background

The Whistler Transit System is operated under agreements between BC Transit and the RMOW, and a separate agreement between BC Transit and the contracted operating company, Whistler Transit Ltd. (a wholly owned subsidiary of Pacific Western Transportation) through the BC Transit Regional Transit Systems program. The Whistler Transit System Annual Operating Agreement (AOA) formalizes the contract between BC Transit and the local government from April 1 through March 31 annually. It establishes the projected budget for the local Whistler Transit System, as summarized in Appendix “B”, as well as defines hours of operation, revenues, costs, leasing payments, and BC Transit’s financial contribution for the defined term.

RZ1165 - Cheakamus Crossing Phase 2 Upper Lands Parcelization Plan

Council Presentation

September 15, 2020

RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way
Whistler, British Columbia
Canada VON 1B4
www.whistler.ca

TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

Purpose

Present Rezoning Application RZ1160:

- amend the UR1 (Urban Reserve 1) Zone to reduce minimum parcel area to enable future subdivision of Cheakamus Crossing Phase 2 “Upper Lands”
- facilitate phased development of the lands to support meeting the resort community’s housing needs
- allocate existing permitted density and uses in the zone to corresponding parcel areas, establish building setbacks for each parcel and add daycare as permitted use.

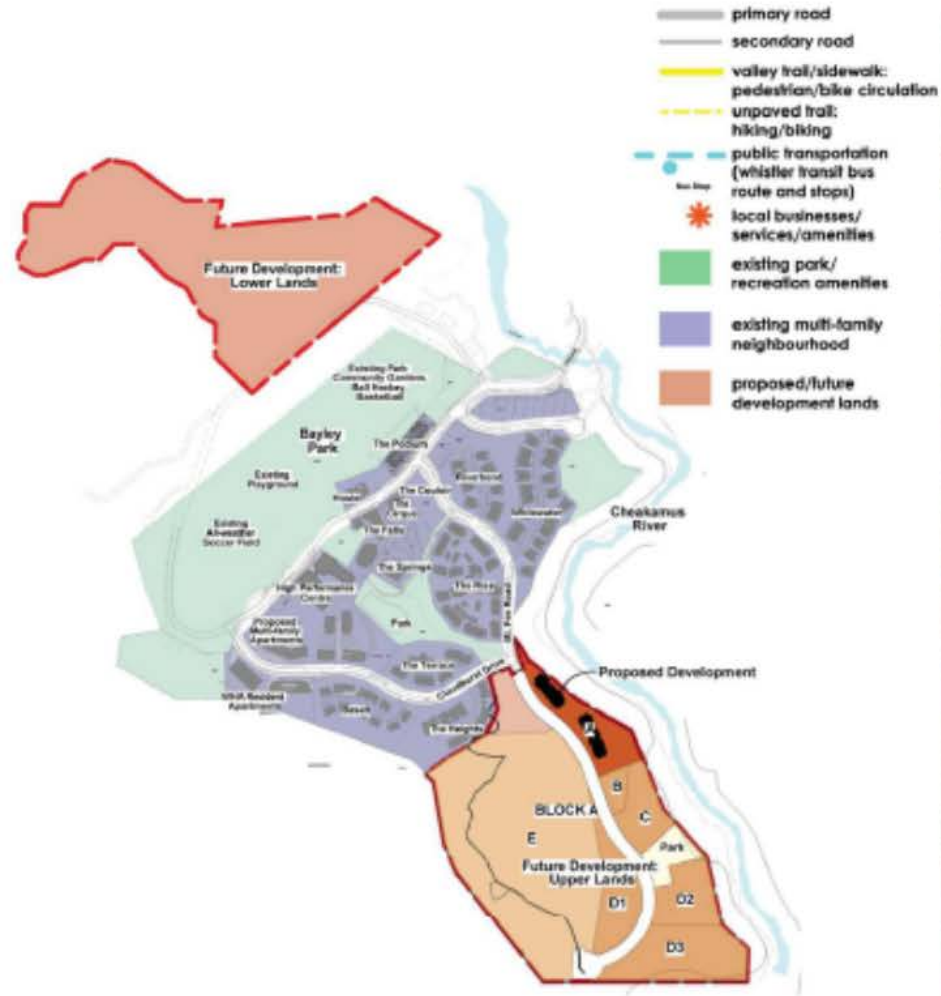
Request Council endorse further review and processing of the proposed rezoning:

- direct staff to commence preparation of a zoning amendment bylaw for Council consideration
- conduct a public information and input opportunity prior to presenting the bylaw to Council for consideration of first and second reading.

REFERENCE

- Owner/Applicant: Whistler 2020 Development Corporation
- Location: 1340/1360 Mount Fee Road
- Legal: Block A District Lot 8073 Group 1 New Westminster District, Except: Plan EPP277
- Zoning: UR1 (Urban Reserve 1) Zone

Site Location and Context



site context:
existing neighbourhood, cheakamus crossing



site context:
existing roads/trails & amenities

Site Context– Zoning



Existing Site – Aerial Overlay



Background

- Portion of “Lower Cheakamus Community Land Bank Site” granted to RMOW as lasting legacy of 2010 Winter Games for affordable employee housing
- Lands zoned for development June 2007 (LCCD-1 Zone) – applied to both existing neighbourhood area and Upper Lands
- Parcel specific zoning adopted October 2010 – Upper Lands zoned UR1
 - Intent: “provide an area reserved for multifamily residential development for employee housing and associated uses”
 - Assigned a maximum permitted density of 41,850 square metres of GFA and minimum parcel area of 15.49 hectares
 - Permitted uses include employee restricted and market residential uses in apartments, detached dwellings, duplexes, townhouses and live work units, park and playground and auxiliary buildings and uses

Background

- Cheakamus Crossing Phase 1 reaching buildout
- Mayor's Task Force on Resident Housing (est. October 2016) identified Phase 2 of Cheakamus Crossing as priority initiative for addressing housing needs
- Master Planning for Phase 2 conducted in 2017 and 2018 – Open House held October 1, 2018
- Further due diligence and parcelization planning conducted during 2019 and 2020
- Rezoning supported by policies in new RMOW OCP adopted June 23, 2020.

Proposed Rezoning

- The proposed rezoning and various considerations relative to the phased development of the Upper Lands is presented in Appendix “B” of the Council report
- Rezoning would allocate a portion of the overall UR1 zone permitted density, and potential forms of housing development to identified parcels
 - Seven development parcels identified
 - Provides for a diversity of housing types and tenancy – flexibility for employee rental and owner-occupied, limited market
 - Parcel specific setbacks between parcels to be established
 - No change proposed to maximum building heights, dwelling unit sizes or parking requirements
 - Add daycare as potential use for integration

OCP Consistency

- Lands designated as Residential – Reserve on Schedule A: Whistler Land Use Map:
 - “Lands available for employee housing with a variety of housing forms and densities. These lands may be developed as needed to meet the municipality’s housing needs. Limited market residential and convenience commercial uses primarily oriented to meet the needs of the surrounding neighbourhood are included.”
- Rezoning and phased development of upper lands supports housing goals and objectives:
 - Meet Whistler’s long-term housing needs and house at least 75% of Whistler’s workforce in the community
- Specific policies:
 - 5.1.1.2 Policy Maximize utilization of Residential Reserve lands for employee housing and phased development as required to support Whistler’s employee housing needs.
 - 5.1.2.4 Policy Pursue development of Residential Reserve lands in Cheakamus Crossing within the next five years, as one of the primary opportunities for new employee housing.

OCP Consistency

- Proposed rezoning Does Not:
 - Propose to increase the accommodation bed unit capacity, alter the Whistler Urban Development Containment Area, or alter the Whistler Land Use Map and Designations.
 - Propose additional development or a change in land uses beyond what is currently permitted under the UR1 zone, except for addition of daycare which may be located anywhere within the municipality subject to zoning
- Lands are designated within the Municipal Water System Service Area, Municipal Sewer System Service Area, and Area B – District Energy Expansion Area.
- Development of lands is subject to development permit approvals for:
 - Multi-family Residential - Form and Character
 - Protection of Riparian Ecosystems
 - Protection of Sensitive Ecosystems
 - Wildfire Protection

OCP Consistency

- Proposed rezoning is consistent with the OCP
- Proposed rezoning subject to further review and processing relative to OCP policies, subject to direction from Council

Community Engagement

- A rezoning application sign is posted on the property consistent with municipal requirements.
- No inquiries or correspondence has been received.
- A public Open House was held October 2019.
- A public information and input opportunity is recommended prior to Council consideration of a zoning amendment bylaw
- Rezoning is subject to Statutory Public Hearing requirements

Recommendation

That Council endorse further review and processing of RZ1165; and

That Council direct staff to commence preparation of a zoning amendment bylaw for Council consideration, that provides for the parcelization of the lands within the UR1 Zone, and a corresponding allocation of the existing permitted density and uses by parcel, along with establishment of building setbacks within each parcel and the addition of daycare as a permitted use; and further

That Council direct staff to conduct a public information and input opportunity prior to bringing forward a proposed zoning amendment bylaw for Council consideration of first and second reading.

RZ1165 - Cheakamus Crossing Phase 2 Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, First and Second Reading

Council Presentation

December 15, 2020

RESORT MUNICIPALITY OF WHISTLER

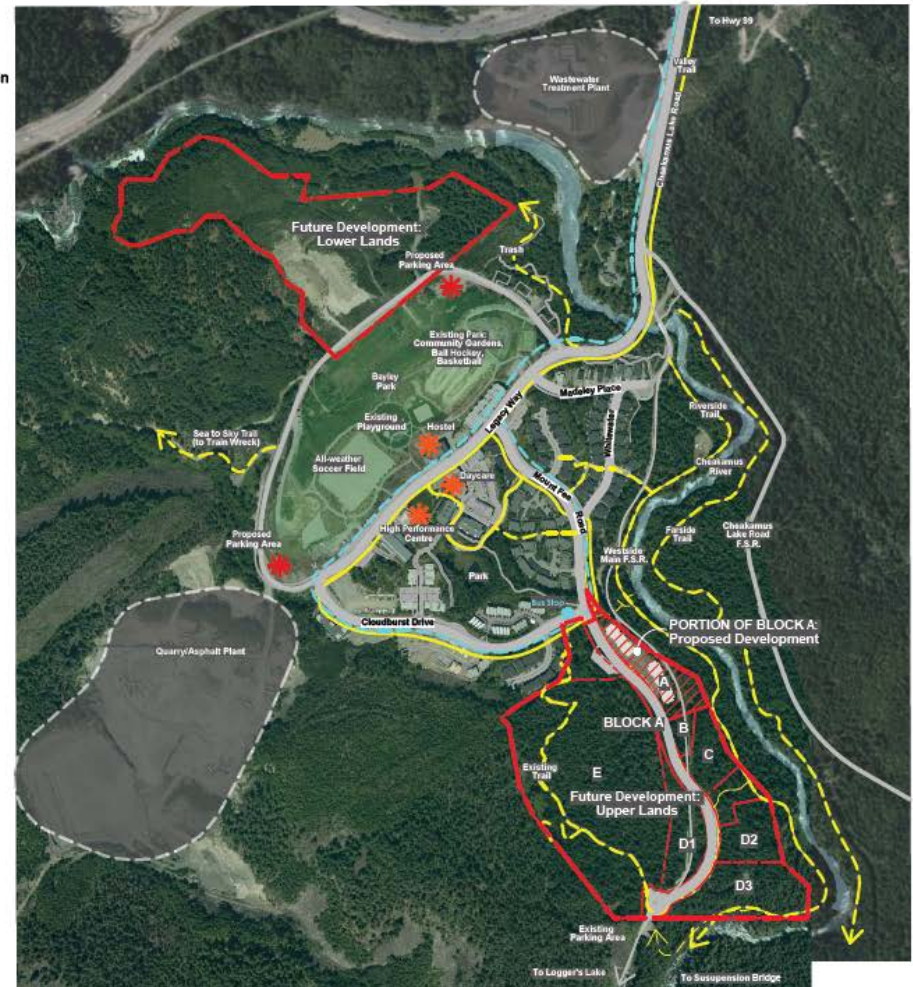
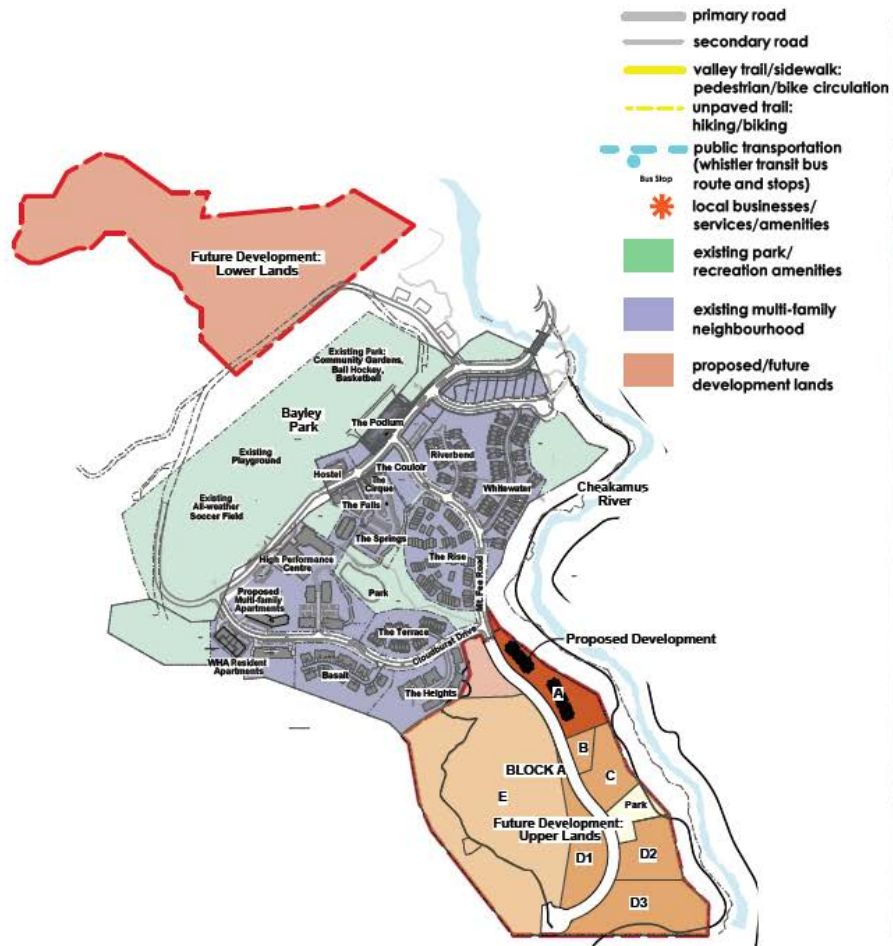
4325 Blackcomb Way
Whistler, British Columbia
Canada VON 1B4
www.whistler.ca

TEL 604 932 5535
TF 1 866 932 5535
FAX 604 935 8109

Purpose

- Present Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 for consideration of 1st and 2nd readings.
- Request Council authorization to schedule a Public Hearing for the proposed Bylaw
- Identify conditions to address prior to any Council consideration of adoption of the proposed Bylaw

site context:
existing neighbourhood, cheakamus crossing

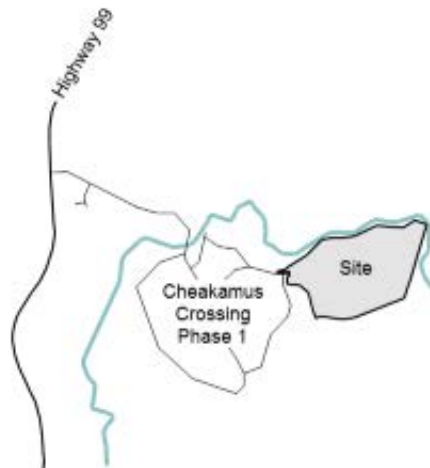


site context:
existing roads/trails & amenities

Site Context

SITE CONTEXT

Total Parcel Area	154,913m ²
Existing Zoning	UR1
Zone Max. GFA	41,850m ²



Nature of Proposed Bylaw

- Replaces existing UR1 (Urban Reserve 1) zone regulations with new RM-CD2 (Residential Multiple Comprehensive Development Two) Zone and PAN1 (Protected Area Network One) Zone
- Does not change existing permitted uses or maximum density of development, except incorporates daycare as a permitted use
 - ✓ Permitted uses – employee and market housing (detached dwelling, duplex, townhouse, apartments), parks and playground
 - ✓ Maximum permitted density of development is 41,850 square metres
- Creates parcelization plan and enables subdivision of lands for phased development of development parcels
 - ✓ Amends minimum parcel size

Zoning Amendment Bylaw

- Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 establishes the regulations that apply to each of the parcel areas:
 - ✓ permitted uses
 - ✓ density
 - ✓ building height
 - ✓ site coverage
 - ✓ minimum frontages, setbacks and siting
 - ✓ parking and loading and other regulations that apply to each of the parcel areas in the zone.
- Represents a tailoring of zoning parameters for each area, narrowing down from generally permitted uses, density and zoning parameters under existing UR1 zoning
- Regulations for each area reflect site development concepts

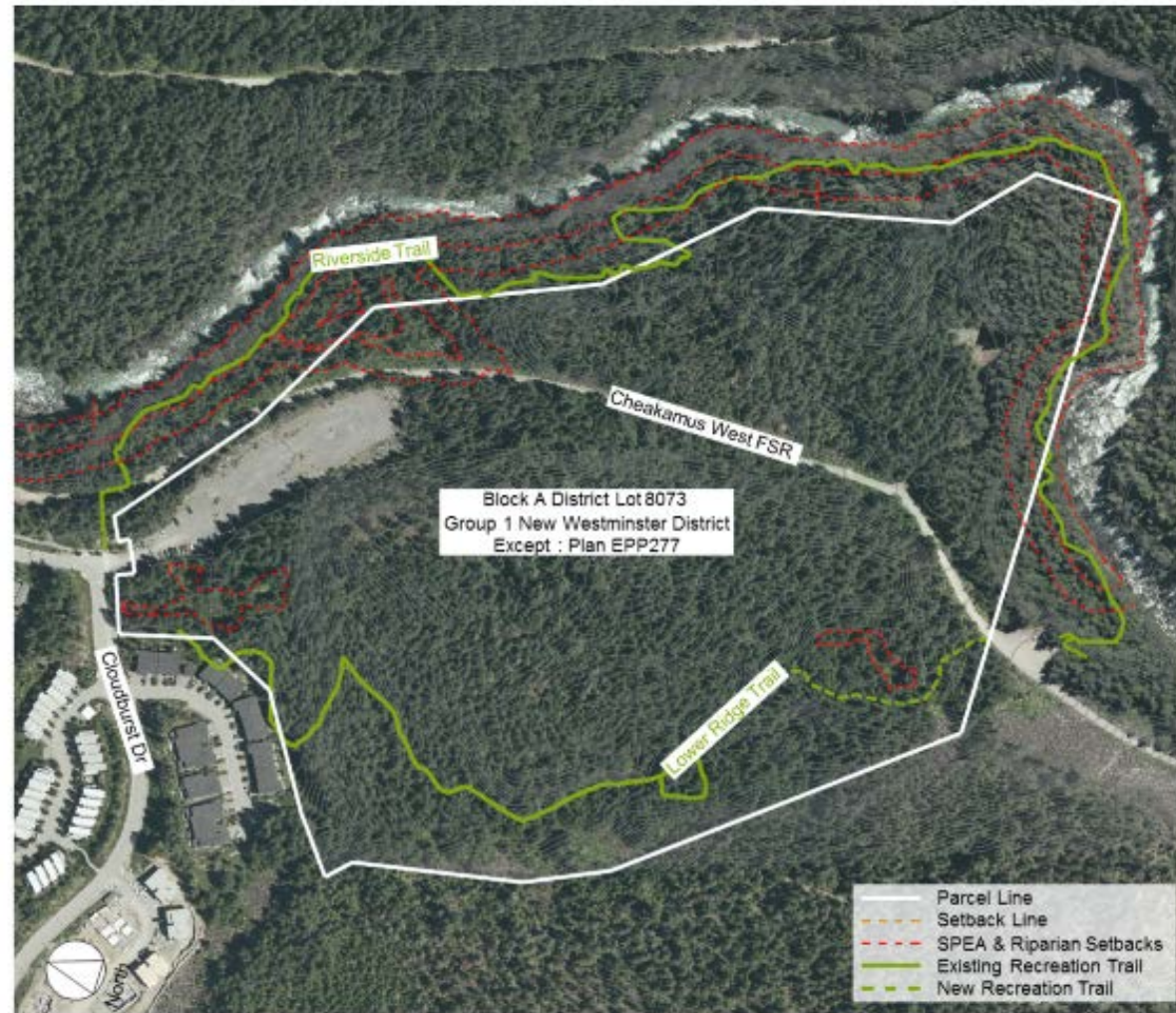
Official Community Plan Review

- Consistent with principal growth management policies of the OCP:
 - ✓ Whistler Urban Development Containment Area
 - ✓ Whistler Land Use Map and Designations
 - ✓ Bed Unit Capacity limit – 1,540 bed units allocated
- Future developments are subject to Development Permit requirements for:
 - ✓ Multi-family Residential - Form and Character
 - ✓ Protection of Riparian Ecosystems
 - ✓ Protection of Sensitive Ecosystems
 - ✓ Wildfire Protection
- Consistent with zoning evaluation criteria

Site Development Objectives

Achieve a successful extension of the existing Cheakamus Crossing neighbourhood that:

- ✓ provides a variety of housing types and opportunities,
- ✓ optimizes provision of employee housing,
- ✓ addresses livability and affordability, and
- ✓ complements the existing neighbourhood and surrounding natural context.



Site Responsive Design Approach

The parcelization plan and site development concepts were delineated based on:

- ✓ site topography,
- ✓ land suitability,
- ✓ environmental sensitivity and
- ✓ urban design considerations



Site Responsive Design Approach

The features of the site informed:

- ✓ The location of the road
- ✓ location of buildings
- ✓ building types and sizes
- ✓ setback and landscape areas
- ✓ protected areas
- ✓ park and open space
- ✓ trail connections



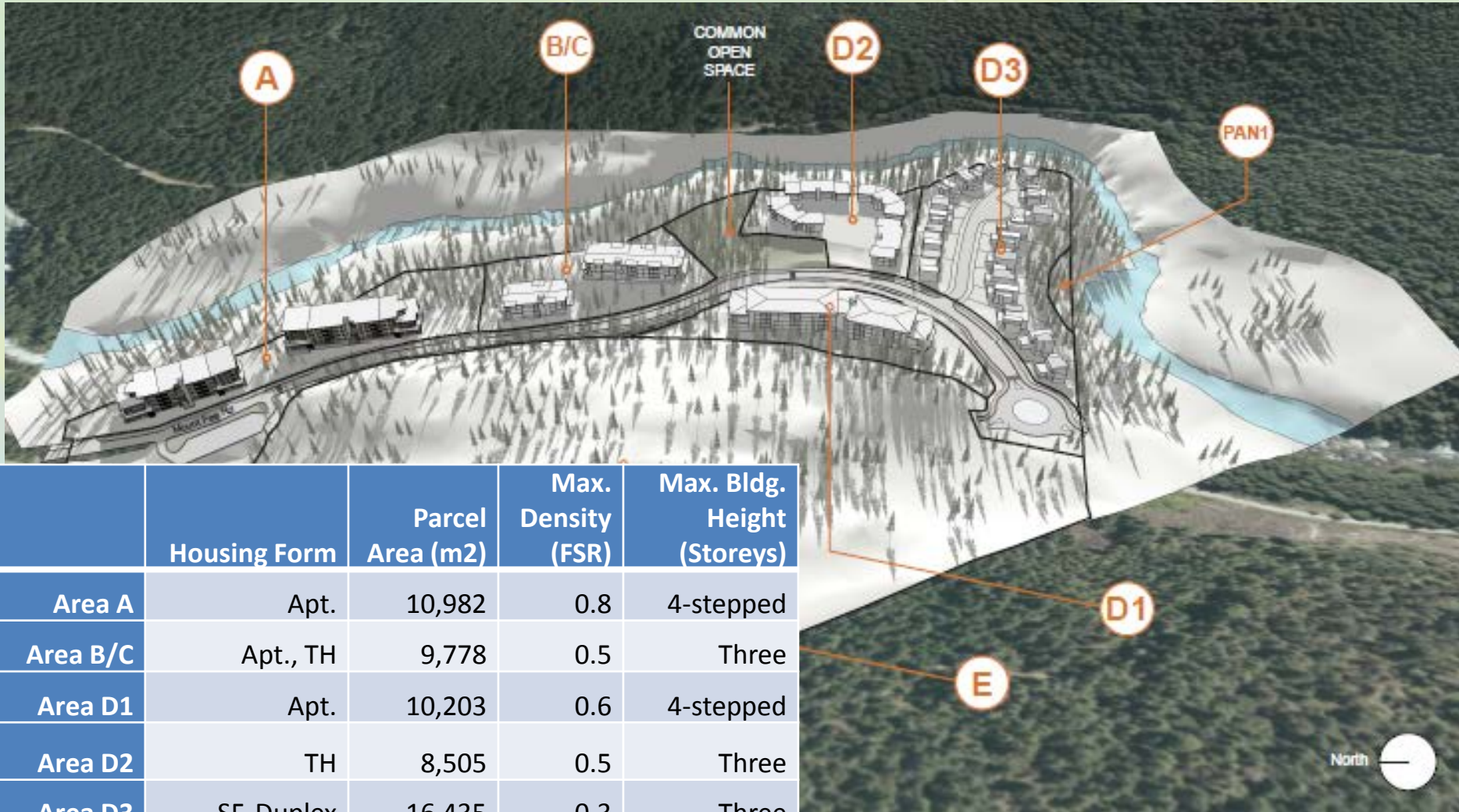
3-D Images – Master Plan

Building setbacks established to integrate future developments within forested landscape and includes expanded setbacks for:

- ✓ naturalized landscape buffers along Mount Fee Road frontages
- ✓ separation and buffering to protect the Cheakamus River corridor and Riverside trail experience
- ✓ separation between development parcels and individual buildings.



3-D Images – Master Plan



	Housing Form	Parcel Area (m2)	Max. Density (FSR)	Max. Bldg. Height (Storeys)
Area A	Apt.	10,982	0.8	4-stepped
Area B/C	Apt., TH	9,778	0.5	Three
Area D1	Apt.	10,203	0.6	4-stepped
Area D2	TH	8,505	0.5	Three
Area D3	SF, Duplex	16,435	0.3	Three
Area E	TH, SF, Duplex	74,679	0.17	Three

3-D Image – Parcel A

PARCEL A

Building Massing

A

Suitable Building Types:
- Apartment Building
- Underground Parking



North

3-D Image – Parcel D3

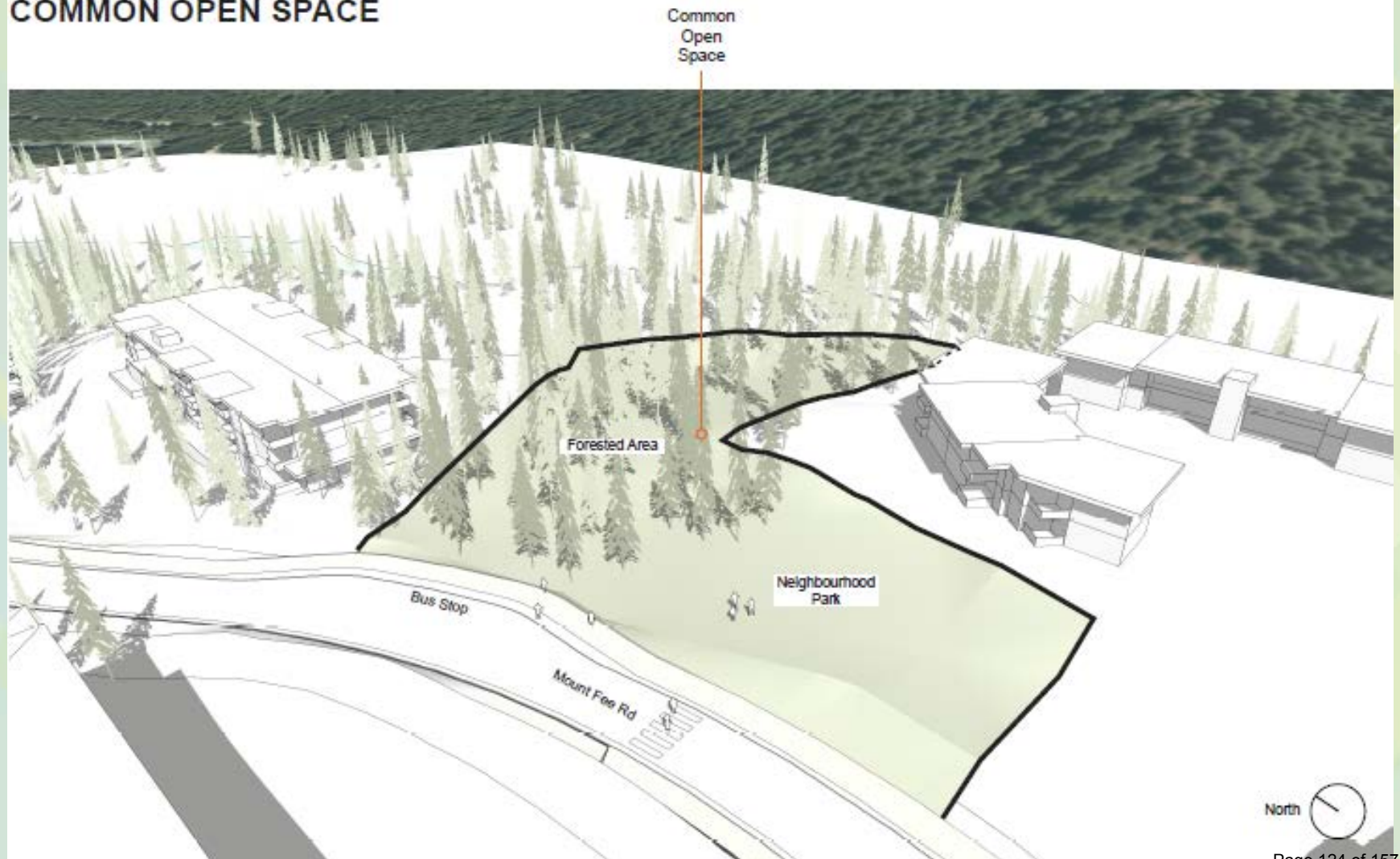
PARCEL D3

Building Massing



3-D Image – Common Open Space

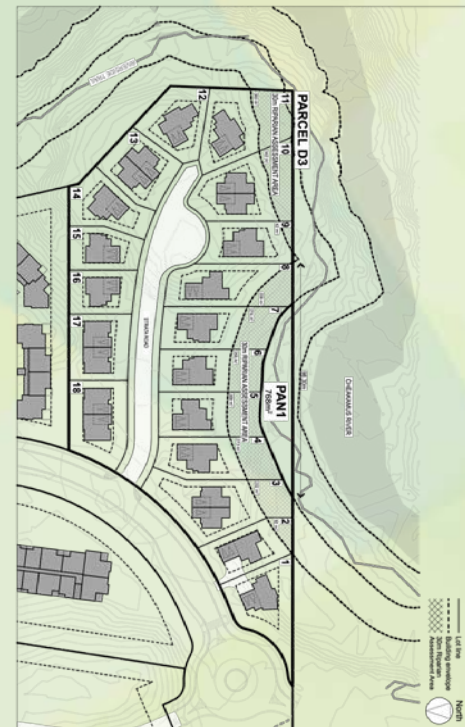
COMMON OPEN SPACE



Riparian and Streamside Protection

- Riparian and Streamside Protection and Enhancement Area (SPEAs) delineated through the environmental review conducted by the WDC Qualified Environmental Professional (QEP)

- ✓ Protected by *Provincial Riparian Area Protection Regulation* assessment requirements
- ✓ Subject to OCP Development Permit requirements
- ✓ Requirements for environmental monitoring plan and environmental protection covenants
- ✓ Cheakamus River corridor setbacks – Parcel D3, PAN1 zoning for 15 metre SPEA – land dedication; 30 metre riparian setback plus 6 metre building setback



Unique and Distinctive Natural Features

- Natural landscape contains unique and distinctive natural features that contribute to Whistler's mountain character and sense of place.
- Report recommends that valued features be further identified and documented for protection through the rezoning process and subsequent development permit approvals.

Potential Housing Units and Mix

			A	B/C	D1	D2	D3	E
Unit Mix	Total	%						Unkown
1 Bed	71	24%	24	15	32			
2 Bed	124	42%	48	21	33	22		
2 Bed Cnr	36	12%	20	8	8			
3 Bed Cnr	44	15%	8	10	4	22		
LOT SALES	23	8%					23	
TOTAL	295	100%	100	54	74	44	23	

A variety of unit sizes and number of bedrooms provides for a diversity of household sizes and living arrangements.

- ✓ 92% of units committed for employee restricted rental and ownership housing
- ✓ 295 total dwelling units compares with 573 units in existing Cheakamus Crossing neighbourhood – Parcel E potential is limited

Advisory Design Panel Review

- Two reviews were conducted by the municipal ADP: October 21, 2020 and November 4, 2020
- The ADP passed a recommendation in support, providing the following on urban design objectives:
 - ✓ *“there is now a discernible transition in building typology and height as one moves up the road from Parcel A.”* and
 - ✓ *“Panel is generally supportive of the parcelization plans, the layout of the lots, the proposed building forms, the setbacks and the building heights.”*
 - ✓ The Panel provided some specific suggestions for stepping of building height for apartment buildings, landscape buffers and a recommendation to consider additional density for Parcel B/C which have been addressed in the proposed zoning bylaw.

Budget Considerations

- Future development is subject to fees and cost recovery for development permits, building permit fees, and works and services cost charges for water, sewer, transportation and recreation to fund Municipal infrastructure
- Costs for all onsite infrastructure, and park and trail improvements to be paid by the development.
- New neighbourhood area will result in additional municipal infrastructure assets with on-going service requirements and associated operating costs such as snow clearing, parks maintenance and transit service. Future development will also generate off-setting property tax revenues and potential other user fees and revenues.
 - ✓ Recognize and consider at the time of development through the municipality's annual budgeting and five-year financial planning processes.

Community Engagement

- Engagement related to Phase 2 of the Cheakamus Crossing neighbourhood has occurred through the municipality's updated OCP, the Mayor's Task Force on Resident Housing, annual Community Forums and updates to Council at regular meetings of Council.
- A public Open House for Phase 2 Master Planning and Parcel A development was held October 2019.
- A rezoning application sign for the current rezoning is posted on the property consistent with municipal requirements.
- A public information and input opportunity was conducted consistent with Council direction for rezonings - advertised in two consecutive editions of the Pique newspaper on October 1st and October 8, 2020.
- Rezoning application materials are posted on the municipal website.
- One piece of correspondence has been received and is included in Council package
 - ✓ Highlights neighbourhood objectives 1. Walkable, pedestrian oriented; 2) Responds to the natural setting; 3) Mix of housing types; and 4) Environmentally designed. Expresses concerns that Whistler's "green" approach and preserving natural landscape may not be taken seriously.
- Rezoning is subject to Statutory Public Hearing requirements – Council report requests authorization to schedule public hearing on proposed bylaw

Recommendation

That Council consider giving first and second readings to Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020; and

That Council authorize staff to schedule a Public Hearing for “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020; and

That prior to Council consideration of adoption of “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, the following conditions are to be addressed to the satisfaction of the General Manager of Resort Experience:

1. Secure dedication of the area designated as Common Open Space to the Municipality for park and open space use in conjunction with the initial subdivision of the Upper Lands consistent with the proposed RM-CD2 zone.
2. Submission of a plan for the Common Open Space area that includes neighbourhood park, passive recreation and trail improvements, and secure completion of proposed improvements within one year of any subdivision that creates individual parcels within Area D3.
3. Secure completion of the Mount Fee Road Valley Trail extension consistent with the approved development permit drawings for Development Permit 1760.
4. Secure development of two public bus shelters along Mount Fee Road as approved under Development Permit 1760.
5. Registration of an environmental protection covenant to restrict the use and development of any land within 30 metres of the Cheakamus River or within any SPEA or wetland area that is delineated on the lands.
6. Secure dedication of the lands to be zoned PAN1 to the Municipality or to the Crown.
7. Secure recreation trails identified on the parcelization plans and associated trail improvements, to municipal standards.
8. Registration of updated Housing Agreements in favour of the Municipality, securing employee occupancy restrictions for employee housing parcels at time of first subdivision.
9. Secure green building commitments that reflect progressive municipal policy objectives.
10. Secure preservation of significant and unique natural features that contribute to the mountain character and landscape.

That Council vary the rear parcel line building setback from six metres to two metres for minor building and landscape encroachments as specified on drawing A-1.15, to achieve the building siting and design objectives; and

That Council direct staff to advise the applicant that, prior to issuance of the development permit, the following terms and conditions must be completed to the satisfaction of the General Manager of Resort Experience:

1. Confirmation from the Province of British Columbia that the "Site Profile" applicable to the subject lands has been accepted and no further actions are required;
2. Confirmation from the Province of British Columbia that the Riparian Areas Protection Regulation (RAPR) detailed assessment report and associated protection measures, prepared by Cascade Environmental Group, dated September 3, 2020, has been accepted;
3. Submission of a detailed landscape plan for the Mount Fee Road Extension and at the intersection of Mount Fee Road and Cloudburst Drive;
4. Provision of a letter of credit, or other approved security, in the amount of 135 per cent of the costs of the hard and soft landscape works as security for the construction and maintenance of these works;
5. Provision of an environmental monitoring plan with details for environmental monitoring during construction;
6. Completion of a final *FireSmart® Assessment* to confirm a "Low" to "Moderate" hazard rating, and proposed plans to address any assessment report recommendations;
7. Resolution of the detailed items specified in Appendix "D";
8. Submission of a final set of Development Permit drawings that incorporate any revisions that result from addressing the conditions specified in this recommendation for Development Permit issuance; and further

That Council authorize the Mayor and Municipal Clerk to execute the required documents in conjunction with this development permit.

CARRIED

**7.5 RZ1165 – Cheakamus Crossing Phase 2 - Upper Lands Parcelization Plan
Report No. 20-089 File No. RZ1165, 7743.01**

Moved By Councillor J. Ford

Seconded By Councillor R. Forsyth

That Council endorse further review and processing of RZ1165; and

That Council direct staff to commence preparation of a zoning amendment bylaw for Council consideration, that provides for the parcelization of the lands within the UR1 Zone, and a corresponding allocation of the existing permitted density and uses by parcel, along with establishment of building setbacks within each parcel and the addition of daycare as a permitted use; and further

That Council direct staff to conduct a public information and input opportunity prior to bringing forward a proposed zoning amendment bylaw for Council consideration of first and second reading.

CARRIED

7.6 RZ1157 – 5298 Alta Lake Road Rezoning / OCP Amendment Report No. 20-087 File No. RZ1157

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

That Council authorize staff to prepare an Official Community Plan amendment bylaw for RZ1157 to amend OCP Schedule “A” (“Land Use Map”) for the lands at 5298 Alta Lake Road to reference market residential and parkland uses along with the currently referenced tourist accommodation and employee housing uses and to delete the references to potential commercial uses as described in Report 20-087.

CARRIED

7.7 GEOPARK ICIP CCR Intake 2 Grant Application Report No. 20-090 File No. CPD20-01

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

That Council authorize staff to submit an application to Intake 2 of the *Community, Culture, and Recreation* (“CCR”) component of the Canada-British Columbia *Investing in Canada Infrastructure Program* (“ICIP”) for a grant to create additional outdoor recreational space to – and adjacent to – four sites of geological significance (“geosites”) in Whistler; and further

That Council authorize a budget allocation over five years (2021-2025) for a total of \$229,385 in addition to the existing \$180,000 in RMI funds already budgeted during 2021-24 for geosite infrastructure and interpretation thereby enabling the Resort Municipality of Whistler (“RMOW”) to submit an application to ICIP CCR Intake 2 for a grant of \$1,125,615 to construct a new trail from the Sea to Sky Trail near Train Wreck to a geosite adjacent to Cheakamus Crossing and on to Loggers Lake forming a loop, plus viewing platforms, lawn areas (where feasible), and interpretation at four geosites in Whistler: Cheakamus Crossing lava escarpment, Loggers Lake volcanic crater, Cal-Cheak North basalt eskers, Cal-Cheak South lava-glacier-bedrock contact gorge.

CARRIED

T. Battiston left the Meeting at 8:18 p.m.

**8.1 7413 Ambassador Crescent Floor Proofing Exemption Report No. 20-125
File No. SEC00030**

Moved By Councillor C. Jewett

Seconded By Councillor D. Jackson

That Council grant an exemption in accordance with Section 524 of the Local Government Act – “Requirements in Relation to Flood Plain Areas,” to permit habitable use of the existing basement level below the required flood control elevation specified in “Zoning and Parking Bylaw No. 303, 2015” as shown in Architectural Plans A-01, A-02, A-03, A-04 dated December 4, 2020 and A-05, A-06 dated December 20, 2017 prepared by Progressive Concept Design, attached as Appendix “B” to Administrative Report No. 20-125 and subject to registration of a Section 219 covenant indemnifying the Municipality and attaching the geotechnical report prepared by EXP Services Inc., dated December 9, 2020, confirming that the building location and design are safe for the intended residential use.

CARRIED

8.2 Climate Action Big Moves Strategy Report No. 20-126 File No. 5290

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

That Council adopt the 2020 Climate Action Big Moves Strategy, attached as Appendix “A” to this Administrative Report to Council No. 20-126, to align with the RMOW corporate and community-wide efforts needed to achieve significant GHG emissions reductions; and

That Council adopt the target of reducing Whistler’s greenhouse gas emissions by 50 per cent below 2007 levels by 2030.

CARRIED

**8.3 RZ1165 - Cheakamus Crossing Phase 2 - Zoning Amendment Bylaw
(Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, First and
Second Reading Report No. 20-127 File No. RZ1165**

Moved By Councillor R. Forsyth

Seconded By Councillor J. Grills

That Council consider giving first and second readings to Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020; and

That Council authorize staff to schedule a Public Hearing for “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020; and

That prior to Council consideration of adoption of “Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020, the following

conditions are to be addressed to the satisfaction of the General Manager of Resort Experience:

1. Secure dedication of the area designated as Common Open Space to the Municipality for park and open space use in conjunction with the initial subdivision of the Upper Lands consistent with the proposed RM-CD2 zone.
2. Submission of a plan for the Common Open Space area that includes neighbourhood park, passive recreation and trail improvements, and secure completion of proposed improvements within one year of any subdivision that creates individual parcels within Area D3.
3. Secure completion of the Mount Fee Road Valley Trail extension consistent with the approved development permit drawings for Development Permit 1760.
4. Secure development of two public bus shelters along Mount Fee Road as approved under Development Permit 1760.
5. Registration of an environmental protection covenant to restrict the use and development of any land within 30 metres of the Cheakamus River or within any SPEA or wetland area that is delineated on the lands.
6. Secure dedication of the lands to be zoned PAN1 to the Municipality or to the Crown.
7. Secure recreation trails identified on the parcelization plans and associated trail improvements, to municipal standards.
8. Registration of updated Housing Agreements in favour of the Municipality, securing employee occupancy restrictions for employee housing parcels at time of first subdivision.
9. Secure green building commitments that reflect progressive municipal policy objectives.
10. Secure preservation of significant and unique natural features that contribute to the mountain character and landscape.

CARRIED

**8.4 ~~Solid Waste Program Update and Tipping Fee Increase Report No. 20-128~~
~~File No. 605~~**

Moved By Councillor C. Jewett

Seconded By Councillor A. De Jong

That Council receive this Solid Waste Program Update report; and

That Council consider giving first, second and third readings to "Solid Waste Amendment Bylaw (Tipping Fees) No. 2305, 2020".

CARRIED

8.5 2021 Budget Guidelines Report No. 20-129 File No. 4530

Moved By Councillor R. Forsyth

Seconded By Councillor J. Ford

That Council direct the Director of Finance to prepare the "Five-Year Financial Plan 2021-2025 Bylaw" based on these proposed guidelines:

1. To implement a 1.08 per cent increase to property value taxes in 2021;
2. To implement a 0 per cent increase to sewer parcel taxes and user fees in 2021;
3. To implement a 0 per cent increase to solid waste parcel taxes and fees in 2021;
4. To implement a 0 per cent increase to water parcel taxes and user fees in 2021; and
5. To include the project amounts as described in Appendix "A" and attached to Administrative Report to Council No. 20-129.

CARRIED

9. BYLAWS FOR FIRST AND SECOND READINGS

9.1 Zoning Amendment Bylaw (Cheakamus Crossing Parcelization) No. 2298, 2020

Moved By Councillor J. Ford

Seconded By Councillor C. Jewett

That "Zoning Amendment Bylaw (Cheakamus Crossing Parcelization) No. 2298, 2020" be given first and second readings.

CARRIED

10. BYLAWS FOR FIRST, SECOND AND THIRD READINGS

10.1 Solid Waste Amendment Bylaw No. 2305, 2020

Moved By Councillor C. Jewett

Seconded By Councillor A. De Jong

That "Solid Waste Amendment Bylaw No. 2305, 2020" be given first, second and third readings.

CARRIED

11. BYLAWS FOR ADOPTION

11.1 Zoning Amendment Bylaw (8104 McKeevers Place) No. 2292, 2020

CARRIED

10.5 Re-Zoning Proposal (5298 Alta Lake Road) File No. RZ1157

Moved By Councillor R. Forsyth

Seconded By Councillor C. Jewett

That correspondence from the following individuals, regarding Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020 and Official Community Plan Amendment Bylaw (5298 Alta Lake Road) No. 2289, 2020:

- Keith and Heather Jones;
- Gloria Eden;
- Greg Williamson;
- Karen Flavelle and Jamie McTavish;
- Abhishek Francis; and
- Paul Wood.

CARRIED

10.6 Light Up Request - BC211 File No. 3009

Moved By Councillor J. Ford

Seconded By Councillor R. Forsyth

That correspondence from Genny Krikorian, BC211 in partnership with United Way Canada, requesting that on February 11, 2021 the Fitzsimmons Bridge be lit red in support of BC211 be received, and the bridge lit.

CARRIED

10.7 Light Up Request - Provincial Eating Disorder Awareness Week File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

That correspondence from Elivra Chan, Family Services North Shore, requesting that from February 1- February 5, 2021 the Fitzsimmons Bridge be lit purple in support of Provincial Eating Disorder Awareness Week be received, and the bridge lit.

CARRIED

10.8 Light Up Request - International Epilepsy Day File No. 3009

Moved By Councillor R. Forsyth

Seconded By Councillor D. Jackson

That correspondence from Kim Davison, Executive Director, BC Epilepsy Society, requesting that on February 8, 2021 the Fitzsimmons Bridge be lit purple in support of International Epilepsy Day be received, and the bridge lit.

From: [Marg Pallot](#)
To: [Planning](#)
Subject: Cheakamus Crossing development at Mount Fee Rd and Cloudburst Drive
Date: Thursday, November 12, 2020 2:20:38 PM

To Whom it may concern at the Planning Dept,
I have had a preliminary look at the proposed development and extension of Mount Fee Road. It appears there will be a more extensive development than originally expressed for this community forest area.

I realize the 2 buildings set to begin construction is imminent and approval is in place. I am more concerned about the further development of that area.

Originally, the RMOW had 4 objectives for Cheakamus Crossing:

1. Walkable, pedestrian oriented
2. Responds to the natural setting
3. Mix of housing types
4. Environmentally designed.

There are concerns that these guidelines, especially #2 and #4, are not being considered with the extension into the community forest. Whistler has always taken a "green" approach to new projects but preserving the natural landscape does not appear to be taken seriously.

Because I have not seen a formal presentation on this development I may be premature in this assumption but hope you intend to unveil the full plans to the public in the near future. Do you have hearings planned? If so, when and how would this occur? Lastly, will input be seriously considered?

Regards,
Marg Pallot

Nikki Cooper

From: Susie Wood [REDACTED]
Sent: Sunday, September 13, 2020 9:02 PM
To: corporate
Subject: Cheakamus Crossing Phase 2

Dear Mayor and Council,

I am concerned about additional traffic which will be generated by the rezoning of Phase 2 (RZ001165) and the new application for a development permit (DP001760). My thoughts are that the RMOW needs to slow down the entire Phase 2 and have more community input. This is a residential area and the entire atmosphere of it will change with that much additional traffic. DP001760 alone will have 138 parking stalls. That means at least that many more vehicles will be traveling up and down Mount Fee daily. How many more will be added with the full expansion?

I strongly believe the RMOW needs to invest in another new access road to this area. It is not in the best interests of the existing neighbourhood and residents living here to make Mount Fee a major route into this new area. It affects our livability and safety.

Please note that I have already submitted a Traffic Calming Request for our street as there is already an existing problem with speeding on Mount Fee Road.

Regards,

Susie Wood
[REDACTED]

1209 Mount Fee Road
[REDACTED]

Sent from my Samsung Galaxy Tab S2

From: [Rosie Blaser](#)
To: [corporate](#)
Subject: Re: Road Access - Cheakamus Crossing and Mount Fee Road
Date: Tuesday, September 29, 2020 9:50:57 PM

1217 Mount Fee Road,
Whistler, BC
V8E 0A4

Dear Mayor and Council,

I understand that there is a proposed development in Cheakamus Crossing Phase 2 (RZ001165) at the top of Mount Fee Road and Cloudburst. It appears as though the development is quite large and it is going to be a project that will approximately double the size of Cheakamus. This will have a significant increase in cars, trucks and construction vehicles during construction. I completely support the addition of more affordable family and rental housing in Whistler. However, we have had several large projects built in Cheakamus in the last couple of years. I would like to understand what steps Mayor and Council have taken to investigate employee housing in other Whistler neighbourhoods. I am concerned about overcrowding in this neighbourhood.

My other concern is in regards to the traffic on Legacy Way and Mount Fee road. This is a narrow road that was only designed for a limited amount of traffic. I am very concerned that we will have large trucks and construction workers going back and forth during construction and then we will have a significant amount of extra traffic when the development is completed. What steps will Mayor and Council take to ensure that the excess traffic will be safe for the current residents? I think that the muni should create a new access to Cheakamus Crossing for this new development. Is it possible to create a bridge with a direct connection to this new area from the other side of Cheakamus Creek? I don't think that Legacy and Mt. Fee were designed for the amount of traffic that would be using it if there was no other access. It will greatly effect the safety of the residents here. There are a lot of kids and dogs that walk on the sidewalks and cross the roads here. Can you please let me know if the planning department has investigated an alternative route to access Cheakamus?

Best regards,

Rosie Blaser



Nikki Cooper

From: Tobi Henderson [REDACTED]
Sent: Wednesday, September 30, 2020 10:17 AM
To: corporate
Subject: new Cheakamus housing

Mayor and Council,

I am writing to encourage you to make the new apartments in Cheakamus for purchase and not for rent.

The people moving into these units have been on the waitlist for both purchase and rental for a long time and deserve to be able to buy something. They are here for the long run and not just seasonal workers. I feel bad for my friend who lives in Chiyakmesh with his family. He has lived there for 10 years since it opened and he has been paying rent the whole time and will continue to pay rent. After 15 years he will have nothing to show. Whereas I, across the street, will own my own place. This seems criminal for a community housing development. What happens to the rent collected after the building is paid off? I've been told it goes into new buildings, but peoples' new mortgages should pay for a new building. Especially when the land has been given for free. We don't need fancy new state of the art buildings, we just need affordable housing for locals, like the other Olympic legacy buildings.

If rents were cheap it would make more sense but they aren't. My WHA 2bdrm apartment mortgage is \$1100/month. This is way less than the rent being charged to my friends in the new passive house for a one bedroom unit. I couldn't afford the rent they are paying, for a smaller unit! For the rent they are paying, they could afford a mortgage on a much bigger place, that they would eventually own, or at least for the unit they are occupying.

Rents are so high that any hopes of maintaining the down payment they have ready for a future WHA purchase go out the window and these families are stuck renting forever. They are giving their money away instead of making a future for themselves, which is what the WHA should be all about. We don't need more rental, we need more ownership, especially with the state of the economy right now.

If you're worried about rental availability in the valley, there will still be lots of rental units on the market as the people moving into these buildings will free up spaces in the valley.

Many of the people moving into these units will live there forever. How would you feel meeting someone who has been paying rent in Cheakamus for 10 years? Would you feel okay about that? Let's give them the chance to own what they put their money into.

Thank you,
Tobi Henderson
204-1040 Legacy Way
Whistler, BC
V8E 0J8
[REDACTED]

Marius Mikle

From: Jack McCutchan [REDACTED]
Sent: Monday, January 25, 2021 10:35 PM
To: corporate
Subject: Re: RZ001165 - Public Hearing for Zoning Amendment Bylaw No. 2298

To Mayor and Council,

I'm writing in support of continued access for kayakers to the Upper Cheakamus River above Cheakamus Crossing.

Kayaking on this river was a major influence in my first arrival in the Sea-to-Sky, and now years on is still a big part of my life here. This kind of access to outdoor recreation is the biggest factor in choosing to work and pursue permanent residence here, and I hope that this value is understood during development of the area.

I support the position of BC Whitewater, in that I see no issue as long as access to the FSR is maintained on the south side of the river, and that the solution doesn't cause conflict between visitors and local residents.

All the best,

Jack McCutchan
2024 Maple Drive, Squamish V8B 0X3
[REDACTED]

Marius Miklea

From: Nick Gottlieb <nick.gottlieb@bcwhitewater.org>
Sent: Monday, January 25, 2021 10:26 AM
To: corporate
Subject: Regarding RZ001165 - Public Hearing for Zoning Amendment Bylaw No. 2298

Dear Mayor and Council:

[BC Whitewater](#) is a provincial organization that represents the interests of whitewater paddlers in British Columbia. We're focused primarily on protecting public access and free-flowing rivers.

We are reaching out because, as I'm sure you are aware, the section known as the [Upper Cheakamus](#) is one of BC's flagship whitewater reaches. More than one of our board members came to live in this area specifically because of the Upper Cheakamus and thousands of paddlers have come from all over the world to paddle it over the years. There's also a rich history of paddling on the Cheakamus that predates development in this area by a number of decades.

Having reviewed the plans for Phase 2 of the Cheakamus Crossing development, we are happy to see that continued access to the FSR is a priority and are writing both to emphasize how important that is to the whitewater community and to make some suggestions about how Whistler might mitigate some of the concerns that existing Cheakamus Crossing residents have expressed over the years.

While there is a road on the east side of the Cheakamus, at this time, it is not a suitable entry point for paddlers. First, the river isn't as close to the road in the vicinity of our put-in location and there's neither parking nor a trail. Second, even with the addition of a parking lot and a trail, the reach begins with a ten foot waterfall that many paddlers typically start below. The existing river left (west) access makes access and safety easy. We're open to the idea of a new paddlers' put-in on river right at some point in the future, but until that is explored and developed, east side access isn't feasible and we will continue to need access to the existing west side put-in.

As far as we can tell, the current plan for FSR access from House Rock -- our exit point from the river for the Upper Cheakamus run -- involves routing traffic back across the two bridges and up Mount Fee Road through the existing Cheakamus Crossing development. This is more than acceptable for our community as long as there is a firm commitment to maintaining FSR access, but we'd like to suggest an alternative that might be more appealing to the existing Cheakamus Crossing residents.



From our perspective, it appears as though the FSR could be connected into the new phase of Cheakamus Crossing at the junction of Mount Fee Road and Cloudburst Drive, allowing paddlers and other users of the FSR to drive straight from House Rock to the upper FSR without having to travel through the lower parts of the Cheakamus Crossing development.

We would also like to be kept apprised of the construction schedule and if any FSR closures will be scheduled in the spring and summer so we can communicate them to our constituents.

We deeply appreciate that the municipality respects our community's longstanding use of this area and look forward to being involved in any ongoing conversations about how best to preserve access and minimize user conflict in this area.

Thank you for your consideration,

Nick Gottlieb
nick.gottlieb@bcwhitewater.org
www.bcwhitewater.org

Nick Gottlieb
 1037 Tobermory Way
 Garibaldi Highlands, BC V0N 1T0

From: Philip Middleton [REDACTED]
Sent: Monday, January 25, 2021 7:50 PM
To: corporate
Subject: Cheakamus Crossing Public Hearing - written submission

Dear Mayor and Council,

As a local kayaker, I am writing to express what I believe may be some issues associated with the next phase of development at Cheakamus Crossing.

To me, the development itself is not an issue; more so the impact of the additional traffic through the local community and how that will affect relationships between recreational users and the residents.

The Cheakamus River features world-class whitewater that has been enjoyed since 1972. Since the opening of Cheakamus Crossing in 2010, overall relationships between the new residents and kayakers have been very good, with only a small number of each party showing frustration towards one another. One of the main concerns from residents is the speed of traffic up the Westside Main FSR. As a kayaking community, we try to respect all users and have been actively encouraging all kayakers to keep their speed down (as well as reminding kayakers not camp in the area and to be respectful).

With the next phase of Cheakamus Crossing, it is perfectly understandable that there will be additional traffic through the Phase 1 area, as that was always to be expected. However, in addition to the residential traffic, all kayakers and Logger's Lake users will be forced to go through the entire neighbourhood due to the deactivation of the lower / middle part of the Westside Main. My worry here is that it will cause conflict between recreational users and residents and possibly cause sour relationships and threats to river access in the future.

As a possible solution, looking on the map for the next phase of the development, it seems possible to turn the Mount Fee / Cloudburst corner into a 4 way intersection, rather than a 3 way as suggested in the plans. By adding a short section of new road to the East / North East, Mount Fee Road could join with the Westside Main approximately 30 metres away. As kayakers exit the river at House Rock Day Use Area, this would allow them to travel directly from House Rock to the Mount Fee / Cloudburst intersection, bypassing the existing Cheakamus Crossing development before continuing up through the new development. This would alleviate existing Cheakamus residents of all kayaker and Logger's Lake traffic, and only the new phase would see those users on the road.

As an alternative option, there has been talk amongst kayakers about using the Cheakamus Lake FSR for access to the start of the river section. At the present moment, this is not a viable option due to much steeper terrain down to the river and, more importantly, the safety hazard associated with not being able to access the left side of the river at the commonly paddled waterfall. Access from the right side of the river does not allow proper safety measures to be taken due to the terrain. This could, however, be overcome by installing a suspension bridge, similar to the one near the train wreck, that would allow kayakers access to the existing trail network and safe viewpoints on the left side of the river. As a bonus, this could be incorporated into possible extension of the riverside trails in the future. We do understand, however that this would be a major undertaking and is not a likely option in the foreseeable future.

Thank you for taking these points and thoughts into consideration, and please don't hesitate to contact me should you have any questions or require clarification.

Sincerely

Phil Middleton

PO Box 1197
Pemberton, BC

V0N 2L0



Marius Mikle

From: TONY TWORT [REDACTED]
Sent: Tuesday, January 26, 2021 11:29 AM
To: corporate
Subject: Notice of Public Meeting Jan 26th

Good Morning

What is the point of the meeting when land had already been cleared nearly to the total proposed

Can you please explain why clearing was started before this public hearing

I appreciate that housing is required but not to the detriment of this area

Anthony Twort and Hazel Boyd

#3 1245 Mount Fee road Whistler V8E 0T2

[REDACTED] [REDACTED]

Marius Mikle

From: Petra-David [REDACTED]
Sent: Tuesday, January 26, 2021 1:57 PM
To: corporate
Subject: Re: Regarding RZ001165 - Kayaker concerns.

David Michael Reid
40232 Skyline drive
Garibaldi Highlands
V0N1T0

On Mon., Jan. 25, 2021, 6:41 p.m. [REDACTED] wrote:
To Mayor and Council.

Hello everyone, my name is David Reid and I have been kayaking the Upper Cheakamus River since 1994. The Cheakamus River is an exceptional piece of whitewater. It is rare to have a world-class river, adjacent to a town, with easy access. It is truly one of the unsung recreational gems within Whistler.

Whistler built the wonderful community of Cheakamus crossing in the area. Lately, there have been a number of residents who are not very fond of kayakers. This has manifested in rocks being stacked on the FSR road to the put in, as well as people standing in the middle of the road. The kayakers have made many efforts, to ensure we are welcomed in the area. We do not drive fast, and we also pick up trash from the house rock area.

I think it would be prudent to consider some alternative options for future development. Here are some possible recommendations.

1) ensure that kayakers are acknowledged as stakeholders in the area with a right to access the river.

Address kayakers and residents' concerns, and ensure that a mutually beneficial agreement and road plan works for both groups. consider a new put-in on the north side of the river, that uses the road to Cheakamus lake. This would effectively eliminate local residents concerns

Sincerely David Reid

Marius Miklea

From: Scott Redenbach [REDACTED]
Sent: Tuesday, January 26, 2021 2:30 PM
To: corporate
Subject: To Mayor and Council RE: RZ001165 - Public Hearing for Zoning Amendment Bylaw No. 2298

Scott, Grace, and Mei-Lin Redenbach
12-1375 Cloudburst Drive
Whistler, BC

We are very concerned with the clearing and construction already being completed before the Zoning Amendment has been approved.

Jack Crompton has made some comments on the Cheakamus Community FaceBook page, that show no study or consideration of the many traffic issues the area is already experiencing. It is totally unacceptable for the FSR road leading to loggers lake to be closed and the traffic rerouted to go through the Cheakamus Crossing neighborhood. The area is already over capacity, we can see up to 10 cars parking illegally on the street in front of the bus stop on Cloudburst Drive, during the busy summer months. The entire area has seen tourists flocking to the area, the parking lots at the Train Wreck trailhead, and Interpretive Forest trailhead are completely full daily in the summer months. Tour busses drop full loads of people off at the Interpretive forest lot in the summer. This winter the interpretive forest lot has been completely full almost daily.

If the FSR road is blocked and the traffic rerouted through the Cheakamus Crossing neighborhood, we will have all kinds of negative issues. The Mayor and Council need to do some fact finding, as to what the level of traffic is on the FSR road, before blocking the access and rerouting it through the neighborhood. Loggers Lake, Ridge Line Trail, and the Kayak Put-in have all become very popular locations. I am a very active White Water Kayaker, and use the FSR almost daily in the summer, there is way too much traffic on this road to reroute it through the neighborhood, without all kinds of negative issues.

Please take our considerations into advisement.
Scott, Grace, and Mei-Lin Redenbach

Marius Miklea

From: Ashley Nagy Ouellette [REDACTED]
Sent: Tuesday, January 26, 2021 6:16 PM
To: corporate
Subject: Cheakamus public hearing

- Dear Mayor and Council

I was wondering if there was any consideration as to access to Loggers Lake as this area will be much more populated and already is over populated on summer days. Has there been any consideration into make it a public park?

- Ashley Ouellette
- 13-1375 Cloudburst Dr Whistler

--

-ashley-

January 26th 2021

FAO: RMOW Mayor and Council,

**Re: Zoning Amendment Bylaw (CHEAKAMUS CROSSING PHASE 2 PARCELIZATION) NO. 2298, 2020 -
AWARE Public Hearing Submission**

The Association of Whistler Area Residents for the Environment (AWARE) has participated in previous open houses and information sessions in relation to expansion of Cheakamus Crossing.

We were pleased to see previous recommendations from staff (Report No. 20-127 File No. RZ1165) to secure dedication of the lands to be zoned PAN1 and to register the environmental protection covenant to restrict the use and development of any land within 30 metres of the Cheakamus River, Streamside Protection and Enhancement Areas (SPEA), and wetland pockets as identified in the plans.

We would also like to recognise the bylaw adoption condition to 'Secure green building commitments that reflect progressive municipal policy objectives'. We understand the RMOW Green Building standards are soon to be updated which will provide an opportunity to further align building policy and practices with the recently developed Climate Action Big Moves Strategy.

Community GHG emissions for 2019 were estimated to total 131,166 tCO₂e, which is a 4% increase compared to 2018. This is 37% above our current community target levels. Understanding the urgency with which we (and global society in general) need to act to reverse rising GHG trends means we collectively need to capitalise on every opportunity to reduce emissions.

With the Big Moves Strategy providing clarity on priority climate actions for the community we believe all decisions relating to new or existing buildings, provide an opportunity for this Council to set direction which will have lasting impact for the lifetime of these buildings.

In line with this we would like to request that Council provide direction that prohibits any natural gas infrastructure be developed in relation to the Cheakamus Crossing Phase 2. Below we outline the rationale for this request.

Why We Should Move Away From Natural Gas

It is clear that natural gas installation in new, existing or renovated buildings embeds that fuel use into those properties, potentially for the full lifetime of a building (estimated at 50 years). Natural gas and related infrastructure has been significantly subsidised in an effort to move people away from propane. We recognise that commercial natural gas use is significantly greater than residential use (25% of

Whistler's 2019 estimated GHG emissions are commercial emissions versus 10% residential) and is primarily used for space heating and water heating. The 2019 Whistler Energy Consumption and GHG Trends Report highlighted that:

Natural gas connections [in Whistler] have increased due to declining costs, with residential connections up by 25% and commercial consumption up by 21% in the past 5 years, creating a barrier to long-term progress.

This statement from the Dec 15th 2020 report to Council (Report No. 20-126 File No. 5290) illustrates that current market conditions do not align to support climate goals. Therefore, if our community is to achieve its climate targets we need to act on every opportunity to reduce GHG emissions. To do this we need Council directives that ensure the community designs out natural gas as much as possible.

We believe these types of directives would be defensible in the community based on but not limited to the following rationale:

- ✓ There is an increasing understanding in society that we need to move away from high GHG intensity fuels.
- ✓ We can build understanding that subsidy programs have reduced consumer costs related to natural gas and that as these subsidies are expected to decline
- ✓ Building on the above point we should also anticipate that the shift to pricing models that are reflective of carbon intensity (i.e. Carbon Taxes) are projected to increase significantly over time to move us collectively away from carbon intensive fuel sources.
- ✓ Electricity is an easily available alternative that has a significantly lower carbon intensity and therefore we can expect to see be more cost effective than natural gas long-term.
- ✓ While not specific to this zoning amendment we know most commercial spaces have dual systems that allow them to stitch between natural gas and electricity based on cost.
- ✓ At the household scale Statistics Canada¹ reports the average Household Total Energy Consumption (all energy types) in BC for 2013-2015 to be 80.3GJ. If we cross reference that energy going in to a property with emission going out based on
 - 80.6 GJ via Natural Gas generates 4.022 tCO₂e, whereas
 - 80.6 GJ via Electricity generates 0.239 tCO₂e

With the above in mind, we hope you will take this and future opportunities to move our community away from natural gas.

Sincerely,



Claire Ruddy | Executive Director | AWARE

¹<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=2510006001&pickMembers%5B0%5D=2.1&cubeTimeFrame.startYear>

Marius Miklea

From: Dan Wilson [REDACTED]
Sent: Tuesday, January 26, 2021 6:08 PM
To: corporate
Subject: Cheakamus Mt. Fee Public Hearing

> Dear Mayor and Council,

>

> Congratulations on taking a step forward toward securing space for more housing for Whistler residents. At a large scale This will be a project to be proud of in the future.

>

> That said I have a few comments that I think will improve the project and help to achieve some of other Whistler's goals.

>

> 1. Please ensure that parcel D3 and the lots within that parcel have an even greater set back from the river and strong controls to prevent encroachment toward that valued Recreation and environmental space.

>

> 2. Please consider reducing the maximum square footage of units to ensure even greater affordability for the duplex, townhouse and market lots. Council should also ensure that the only floor area exemptions relate to improving the energy performance and reduction in greenhouse gases for the buildings.

>

> 3. There should be absolutely no extension of the natural gas pipeline into this developed area. After transportation our largest source of greenhouse gas emissions are from buildings and even if these new buildings are built to a high step code the use of natural gas throughout the lifetime of the building will negate much of that benefit. Big Moves don't include extending pipelines. I'd like to see Council and Mayor exude the same leadership against this gas pipeline as they did with the northern gateway pipeline years ago.

>

> 4. An earlier staff presentation from 2020 indicated there was a report forthcoming on unique features in the area. If that report has been completed it should be shared and these unique feature should be protected before anymore clearing.

>

> 5. The furthest parcels in this development a will be about 1.5 km from the commercial area in the community and 2.5 km from Function Junction which includes crossing the highway. You are about to approve a car dependent development there's no two ways about it. Effort should be made to increase the amount of commercial amenities within the community which will soon be swelling to 3000 people. It will also be very important to increase transit frequency even further and Improve bus jumping lanes on the highway.

>

> 6. I know staff and Council are busy with many projects and especially the housing file. I hope the development phasing of this site will take into account all the other proposals in the community and only take place once many of these other proposals (many in better locations for transit, walking etc) are developed. This includes the efforts to add density to existing single-family lots while adding and protecting resident housing.

>

> Thank you all for your time and your commitment to improving Whistler.

>

> Regards

> Dan Wilson

> 3-3065 Hillcrest Dr.

> Whistler

>
>
> Sent from my iPhone

To whom it may concern,

I have been a resident and owner since Cheakamus opened in 2010. Please see below my thoughts on existing and future developments in Cheakamus.

#1 More WHA properties for purchase and make WHA rental prices more affordable.

#2 Increase parking availability in the neighborhood and new housing developments, as there is no on street parking permitted (more signage needed) as we can receive a onslaught of visitors which may not be aware as there is only 1 sign at the entrance of Cheakamus.

#3 We will have a problematic traffic bottleneck on Legacy way. We also need speed bumps/more stop signs as some vehicles race down Legacy Way and Mt.Fee rd which will only worsen with increased traffic.

#4 With a neighborhood of this size with all the beautiful trails/park having only currently 2 public garbage cans that are in the same area is very frustrating, (🗑️) is left in the neighborhood and on trails. It would be ideal if there were also dog dispenser bags available in the upper area of Cheakamus, as the path can become quite soiled due to people not picking up after their dogs.

#5 It would be great to possibly look into getting a pedestrian barrier on the bridge entering Cheakamus as I have experienced and heard of many near misses in the winter season of vehicles sliding on the bridge turn when icy/slippery while exiting Cheakamus and nearly hitting pedestrians.

I really take pride/ownership in living/raising my family in Cheakamus and want to encourage positive community growth while maintaining the beautiful nature around us.

Kindest regards,
Jeremie Bellmore
#23-1375 Cloudburst Dr,
The Terrace,
Whistler BC,
V8E 0S1

Marius Mikle

From: Tobi Henderson [REDACTED]
Sent: Tuesday, January 26, 2021 5:52 PM
To: Lucy Wyn-Griffiths
Subject: Cheakamus crossing

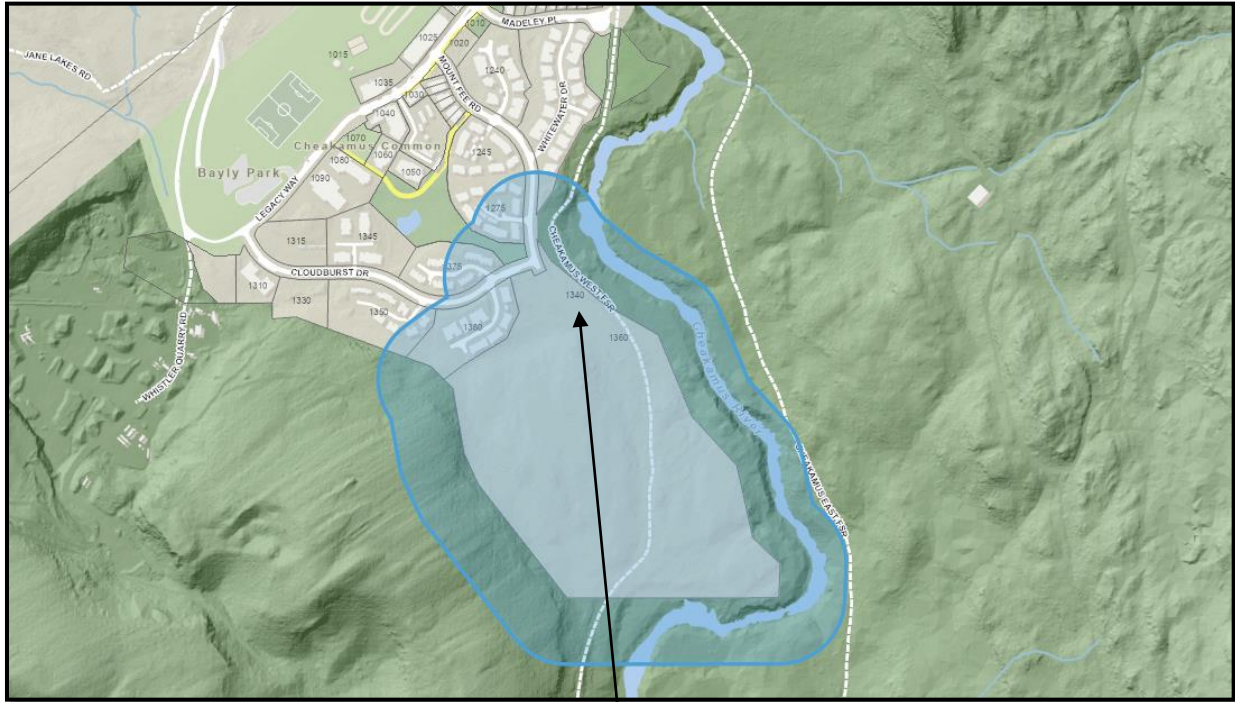
Hi there,

For D3 parcel the map shows duplexes and single family homes but in the presentation it looks like those will be lots for sale. How does the purchase of a bare land lot work for those on the employee housing waitlist and the subsequent building of a home on the lot. Can you comment on what the minimum mortgage pre-approval would be for these lots?

Further to Mayor Crompton's point about this being a venue to ask questions as well as provide opinion, I would like to see single family homes and duplexes built on parcel D3 for waitlist people to purchase outright rather than have to build home themselves.

Thank you,
Tobi Henderson
204-1040 legacy way
Whistler
V8E 0J8

**Notice Delivery Map
Public Hearing No. 2298
1340 Mount Fee Road**



Subject Property