



REGULAR MEETING OF MUNICIPAL COUNCIL
AGENDA

Tuesday, March 2, 2021, 5:30 p.m.

Remote Meeting

To attend via Zoom go to www.whistler.ca/CouncilMeetings

1. CALL TO ORDER

2. ADOPTION OF AGENDA

That Council adopt the Regular Council Meeting Agenda of March 2, 2021.

3. ADOPTION OF MINUTES

That Council adopt the Special Council Meeting Minutes of February 16, 2021; and

That Council adopt the Regular Council Meeting Minutes of February 16, 2021.

4. PRESENTATIONS AND DELEGATIONS

4.1. Smart Whistler - Bigger Moves for Whistler's Big Moves Targets

A presentation by Brendan and Amanda Ladner of Smart Whistler, regarding Bigger Moves for Whistler's Big Moves Targets.

5. PUBLIC QUESTION AND ANSWER PERIOD

6. MAYOR'S REPORT

7. ADMINISTRATIVE REPORTS

7.1. Electric Vehicle Charging Station User Fee Strategy Report No. 21-021 File No. 5290

A presentation by municipal staff.

That Council approve the charging of user fees at RMOW owned and operated public Electric Vehicle (EV) charging stations according to the phased implementation outlined in the 2021 Whistler Electric Vehicle Charging Station User Fee Strategy, attached as Appendix "A" to this Administrative Report to Council No. 21-021.

8. MINUTES OF COMMITTEES AND COMMISSIONS

8.1. Forest and Wildland Advisory Committee

That Council receive the Regular Meeting Minutes of the Forest and Wildland Advisory Committee of January 13, 2021.

8.2. Recreation Leisure Advisory Committee

That Council receive the Regular Meeting Minutes of the Recreation Leisure Advisory Committee of January 14, 2021.

9. BYLAWS FOR ADOPTION

9.1. Zoning Amendment Bylaw (Retaining Walls) No. 2033, 2020

That Council adopt “Zoning Amendment Bylaw (Retaining Walls) No. 2033, 2020”.

10. OTHER BUSINESS

10.1. Licence Inspector Appointments

That Council appoint Evangeline Cannon MacAllister as a Licence Inspector pursuant to section 154 of the *Community Charter*, to perform the functions and duties specified in the “Business Licence and Regulation Bylaw No. 2253, 2019”.

That Council appoint Charlotte Burford as a Licence Inspector pursuant to section 154 of the *Community Charter*, to perform the functions and duties specified in the “Business Licence and Regulation Bylaw No. 2253, 2019”.

11. CORRESPONDENCE

11.1. RZ1157 5298 Alta Lake Road File No. RZ1157

Correspondence from the following individuals regarding RZ1157 5298 Alta Lake Road:

- T. Rickli;
- Rita Rice & Mitchell Sulkers;
- Chris Sherry;
- Jim Young;
- Nigel and Rieko Bennett;
- Patrick Smyth;
- Alkarim Tejani and Shelina Lalani;
- Elizabeth Chaplin;
- Karen Flavelle;
- Kirk Fyffe;
- Miriam Bougie;
- Rex McLennan;
- Sylvia and John Taylor;
- Craig Koszman;
- Donna and Doug Baird;
- Michael and Janet Jean;
- Alastair Miller;
- Blair Russel;
- Jennifer Munro;
- Kari Koskela;
- Keith Lambert;
- Sherry Baker;
- Anne Townley;

- Bruce Gunn;
- Barb Kentwell;
- Callum Beveridge;
- Chris Owens;
- Ernestine Chan;
- Hans Willi;
- Janet Nietvelt;
- Leslie Turcotte;
- Riccarda Willi;
- Barbara Fulton and Dennis Farrell;
- Gary Cadman;
- Jocelyn MacNiel;
- Jacqueline Tattrie;
- Kim Clarke;
- Lennox McNeely;
- Maureen Peatfield;
- Nigel Parish;
- The Roza Family;
- Shalissa Forestell;
- Sally Quinn;
- Terry & Linda Holland;
- Alan Burns;
- Brian Eby;
- Hana Turner;
- Joanna Srebniak;
- Jennifer White;
- Scott, Grace, and Mei-Lin Redenbach;
- William Caulfield;
- Brian Southam;
- D. Browning; and
- James Turner.

11.2. Cannabis Retail in Whistler File No. 3009

Correspondence from Aimee Todd regarding citizen and guest legal access to recreational cannabis.

11.3. Letter of Support for The Corporation of The City of Vernon for Free Prescription Contraception File No. 3009

Correspondence from Diane Langman, Chair, Regional District of Kootenay Boundary, regarding a Letter of Support for The Corporation of The City of Vernon for free prescription contraception.

11.4. Provincial Wage Subsidy Program File No. 3009

Correspondence from Natalie Szewczyk, WorkBC, regarding the Provincial Wage Subsidy Program.

11.5. Light-Up Requests

a. Light Up Request Slovenia Independence File No. 3009.1

Correspondence from Dr. Margaret Rudolf, Slovenian Consul, requesting that the Fitzsimmons Bridge be lit white, red, and blue on June 25, 2021.

b. Light Up Request World Parkinson's Day File No. 3009.1

Correspondence from Laura Halas, Parkinson Society British Columbia, requesting that the Fitzsimmons Bridge be lit teal and magenta on April 11, 2021.

12. TERMINATION

That Council terminate the Regular Council Meeting of March 2, 2021.



**SPECIAL MEETING OF MUNICIPAL COUNCIL
MINUTES**

Tuesday, February 16, 2021, 8:45 a.m.

Remote Meeting

To attend via Zoom go to www.whistler.ca/CouncilMeetings

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

ABSENT: Councillor J. Ford

STAFF PRESENT: Chief Administrative Officer, V. Cullen
General Manager of Corporate and Community Services, T. Battiston
General Manager of Resort Experience, J. Gresley-Jones
General Manager of Infrastructure Services, J. Hallisey
Director of Human Resources, D. Wood
Manager of Communications, G. Robinson
Municipal Clerk, B. Browning
Deputy Municipal Clerk, A. Banman
Council Coordinator, M. Miklea
Legislative Services Administrative Assistant, L. Wyn-Griffiths

1. CALL TO ORDER

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

2. ADOPTION OF AGENDA

Moved By Councillor C. Jewett

Seconded By Councillor R. Forsyth

That Council adopt the Special Council Meeting Agenda of February 16, 2021.

CARRIED

3. OTHER BUSINESS

3.1 Whistler 2020 Development Corp. Removal and Appointment of Director

Moved By Councillor D. Jackson

Seconded By Councillor A. De Jong

That Council of the Resort Municipality of Whistler in open meeting assembled and in its capacity as sole shareholder of Whistler 2020 Development Corp., hereby resolve as a special resolution to pass, in writing, the Consent Resolutions of the Shareholders attached as Appendix A to this Special Council Meeting Package of February 16, 2021.

CARRIED

4. TERMINATION

Moved By Councillor C. Jewett

Seconded By Councillor A. De Jong

That the Special Council Meeting of February 16, 2021 be terminated.

CARRIED

Mayor, J. Crompton

Municipal Clerk, B. Browning

**REGULAR MEETING OF MUNICIPAL COUNCIL
MINUTES**

Tuesday, February 16, 2021, 5:30 p.m.

Remote Meeting

To attend via Zoom go to www.whistler.ca/CouncilMeetings

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

STAFF PRESENT: Chief Administrative Officer, V. Cullen
General Manager of Corporate and Community Services, T. Battiston
General Manager of Infrastructure Services, J. Hallisey
General Manager of Resort Experience, J. Gresley-Jones
Technical Director of Planning, M. Kirkegaard
Manager of Communications, G. Robinson
Manager Environmental Stewardship, H. Beresford
Municipal Clerk, B. Browning
Deputy Municipal Clerk, A. Banman
Planner, J. Chapman
Planning Analyst, L. Clarke
Planner, C. Sloan
Climate Action Coordinator, L. Burhenne
Council Coordinator, M. Miklea
Legislative Services Administrative Assistant, L. Wyn-Griffiths

1. CALL TO ORDER

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

2. ADOPTION OF AGENDA

Moved By Councillor R. Forsyth
Seconded By Councillor C. Jewett

That Council adopt the Regular Council Meeting Agenda of February 16, 2021.

CARRIED

3. ADOPTION OF MINUTES

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

That Council adopt the Regular Council Meeting Minutes of February 2, 2021.

CARRIED

4. PUBLIC QUESTION AND ANSWER PERIOD

Questions were asked during the Meeting via Zoom.

Cheryl Green, 5205 Jordan Lane

5298 Alta Lake Road has existing development rights, what are these existing development rights and what is the starting point for the proposed rezoning?

Manager of Planning, M. Laidlaw advised there have been several tables shared in Council Meetings however Municipal Staff do not break down the specific usages of the area. Staff have been looking at the existing zoning which permits 4600 square meters.

C. Green noted it appears only 1900 square meters is allocated for tourist accommodation. There is a Bylaw that speaks to tourist accommodation calculations which shouldn't include the area for restaurants, spas, and so forth. There are all these extras in the tourist accommodation calculation within the current proposal that are contrary to the bylaw. It appears there is less employee housing being applied to the development and has Council carefully looked at that number?

Mayor J. Crompton advised that staff are indeed looking deeply at it and are preparing thorough reports that Council has considered and will consider all the feedback and submissions at the Public Hearing.

Dawn Titus, 8440 Bear Paw Trail

In the past the 5298 Alta Lake Road rezoning proposal has been heavily attended and thus would Council consider postponing the Public Hearing for a future date when people can attend in-person or have access to the visuals in a way that would allow them to truly have a good understanding of what is being proposed?

Mayor J. Crompton advised currently there is no reason to postpone the Public Hearing as there has been much work done at the Provincial and Municipal levels, and Council is committed to provide thorough opportunities for public engagement and public comment. They are confident that these opportunities have reflected Council's desire for strong public engagement.

D. Titus agreed that public engagement is important. Asked regarding a criteria or minimum number which Council would consider to indicate if that was an opportunity for real public engagement, given how many pieces or correspondence have been submitted for this rezoning proposal.

Mayor J. Crompton advised Council is hopeful that the public will attend the Public Hearing. At this point there is no minimum number but Council hopes there are no barriers to attending the Public Hearing.

D. Titus asked if the link on the whistler.ca/planning page has available all the visuals and graphics with regard to the proposed development.

Mayor J. Crompton advised those documents are there.

Alistair Cray, 2728 Cheakamus Way

A. Cray had a question regarding the rezoning at Bear Paw Trail, agenda item 7.3. Will existing liquor licenses be taken into consideration or impacted by the proposed rezoning.

Technical Director of Planning, M. Kirkegaard advised the rezoning will not consider liquor licensing as it is separate from the zoning.

Jared Areshenkoff, 4821 Spearhead Drive

Question regarding the UBCM Active Transportation Grant which Council had passed a Resolution on February 2 to endorse the grant application. J. Areshenkoff asked if this will be an infrastructure grant or an active transportation grant, as the difference in the amount of money awarded can be substantial. Additionally, where will staff expect the moneys to go and if they considered community and stakeholder engagement.

GM Infrastructure Services, J. Hallisey, advised the UBCM Active Transportation grant will be put to work to develop a Dedicated Active Transportation Plan, as currently the municipality has several plans and documents but this project will unify those under a singular document. This specific document will enable the municipality to apply for further and larger grants, including engaging consultants for research and data collection.

Mayor J. Crompton advised this preliminary work is necessary to open up the door to more substantial grants.

One question was submitted in advance of the Meeting by email.

Written in by Richard Durrans, 5200 Jordan Lane

Questions were copied from an email written by R. Durrans.

First question is if Council is aware that the RMOW Planning Department said that the existing TA zoning rights are for 1900 square meters and that this number is consistent with Zoning bylaw 614?

Mayor J. Crompton advised that yes Council is aware of both numbers.

Second question is that if this is the developers starting point, why is the council prepared to more than double this density so that now the developer has the rights to build TA zoning 4203 square meters. The developer is getting an additional 2300 square meters of TA zoning while delivering only an additional 1200 square meters of employee housing. How is this almost 2:1 ratio consistent with the Private Developers guidelines that provides for "limited market housing to make a project viable"? To put this in perspective, this 2300 square meters is the equivalent of 12 additional townhomes.

Mayor J. Crompton advised Council is aware of this information and it is being considered, the interpretation of which the Mayor will leave to Council once all public submissions have been received. There is one week until the Public Hearing and Council will continue receive information which will inform the decision.

5. MAYOR'S REPORT

Condolences

On behalf of Council and the Resort Municipality of Whistler, Mayor J. Crompton would like to share condolences with the family and friends of Rolf Frowein.

On behalf of Council and the Resort Municipality of Whistler, Mayor J. Crompton would like to share condolences with the family and friends of Lorry Eldon Talbot.

On behalf of Council and the Resort Municipality of Whistler, Mayor J. Crompton would like to share condolences with the family and friends of the two individuals who passed away in two separate avalanches this past weekend.

Yesterday was Family Day

Mayor J. Crompton hopes everyone was able to enjoy some time, either in person or virtually, with their loved ones.

The RMOW offered discounts for skating at Meadow Park Sports Centre and Whistler Olympic Plaza, and snowshoeing and cross country skiing at Lost Lake Nordic Trails.

The Canada West Ski Area Association has collaborated on a new website, www.skibcstrong.ca, focusing on safety protocols for residents and staff in BC ski towns.

Mayor J. Crompton invites everyone to be the reason we keep our season by not giving COVID-19 any opportunities to spread in our community.

Last week, Whistler's new case numbers were lower than the previous week, which is a great start though there is still a long way to go.

Housemates and family members can have different levels of comfort and understanding with COVID-19 and the restrictions. Take the time to sit down together and talk about the importance of respecting each other and the importance of following and understanding local health orders.

The first episode in season two of the Whistler Podcast launched last week.

Mayor J. Crompton was joined by Mountain FM DJ Cole Stefiuk as a collaborative community voice discussing the Sea to Sky corridor Mayors, Squamish mayor Karen Elliott and Pemberton Mayor Mike Richman. Discussed was COVID-19, housing developments, growth and planning in our respective communities.

You can find the episode at whistler.ca/whistlerpodcast.

If you have any comments, questions, or suggestions for the Whistler Podcast, please reach out to Mayor J. Crompton and let him know what you want to hear on your local community podcast.

Earlier this month, communities of the Sea-to-Sky welcomed Inspector Robert Dykstra as the new Officer-in-Charge of the Sea-to-Sky detachment. On behalf of the Whistler community, welcome to Sgt. Dykstra and his family. We look forward to continuing our work with the RCMP on local issues and policing.

Councillor Jewett's Arts Update

Whistler and WCSS have partnered with Arts Whistler in a campaign to raise awareness and funds for Mental Health.

Artist Aurora Moore has designed a pin to show your support. Individuals and businesses are asked to go to ArtsWhistler.com to order "Reach Out" pins. I've already placed my order and added a donation. Reach out to WCSS Outreach are there with no cost confidential support.

Picturing Pemberton Art Exhibit now on at MYAC.

"Teeny Tiny Art Show" is coming. Artists are asked to have their submissions complete by the end of this month.

"Hear and Now" local music performances are online every Thursday. This week it's the Railtown Prophets.

Tonight the TNT features Erin Sherriff, one of the artists that has work in the Audain collection. The talk starts at 8:00, you can register at Audainartmuseum.com

The SLCC "Brings Home the Bannock" every Friday. Preorder for take out or delivery. I highly recommend the rhubarb custard filled bannock.

Currently, the SLCC is closed until later this month.

We live work and play on the unceded territories of the Squamish and Lil'wat Nations. Learn more about land acknowledgements at SLCC.ca

At the Whistler Museum "Land of Thundering Snow" avalanche exhibit continues.

Tomorrow evening at 7:00 Dean Nelson looks back on almost 30 years of Whistler Pride.

Have you been attending all these virtual events that our local cultural institutions have been putting on? They are all struggling during Covid too. If you've had a membership in the past please consider renewing it.

Councillor De Jong's Update

Family Day had a green lining, on February 15th has been declared Plastic Pollution Awareness Day.

6. INFORMATION REPORTS

6.1 Community Energy and Climate Action Plan Report – Q4, 2020 No. 21-115 File No. A05001

A presentation by Climate Action Coordinator, L. Burhenne.

Moved By Councillor A. De Jong

Seconded By Councillor R. Forsyth

That Information Report No. 21-115 regarding quarterly progress on implementing the 2016 Community Energy and Climate Action Plan (CECAP) be received.

CARRIED

7. ADMINISTRATIVE REPORTS

7.1 DVP01203 - 9595 Emerald Place - Side Yard Setback Variance No. 21-016 File No. DVP01203

Moved By Councillor D. Jackson

Seconded By Councillor C. Jewett

That Council approve the issuance of Development Variance Permit DVP01203 for the development located at 9595 Emerald Place to:

1. Vary the north side setback from 3.0 metres to 2.44 metres for roof support posts;
2. Vary the north side setback from 3.0 metres to 1.73 metres for roof overhang;
3. Vary the north side setback from 3.0 metres to 2.72 metres for stair slab; and
4. Vary the north side setback from 3.0 metres to 2.44 metres for deck footing.

All as illustrated on the Survey Plan 2113-03955-00-V-01-R2, prepared by McElhanney Associates Land Surveying Ltd. dated June 16, 2020, attached as Appendix "B" to Administrative Report to Council No. 21-015.

CARRIED

7.2 Public Hearing Summary And Third Reading For Zoning Amendment Bylaw (Retaining Walls) NO. 2033, 2020 No. 21-017 File No. RZ001065

Moved By Councillor D. Jackson

Seconded By Councillor C. Jewett

That Council consider giving third reading to "Zoning Amendment Bylaw (Retaining Walls) No. 2033, 2020".

CARRIED

7.3 RZ1164 – 8200 Bear Paw Trail – Rainbow Plaza Rezoning No. 21-018 File No. RZ1164

Moved By Councillor R. Forsyth

Seconded By Councillor J. Ford

That Council consider giving first and second readings to "Zoning Amendment Bylaw (8200 Bear Paw Trail) No. 2297, 2020"; and further

That Council authorize staff to schedule a Public Hearing for "Zoning Amendment Bylaw (8200 Bear Paw Trail) No. 2297, 2020".

CARRIED

7.4 RZ1165 - Cheakamus Crossing Phase 2 - Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020 Summary Report of Public Hearing and Third Reading Consideration No. 21-019 File No. RZ1165

Moved By Councillor J. Ford

Seconded By Councillor C. Jewett

That Council consider giving third reading to "RZ1165 – Cheakamus Crossing Phase 2 – Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020".

CARRIED

7.5 COVID-19 Resilience Infrastructure Stream - Wildfire Funding Application (Nesters Hill) No. 21-020 File No. 8337

Moved By Councillor D. Jackson

Seconded By Councillor A. De Jong

That Council support the application for grant funding application for the Nesters Hill wildfire fuel reduction project through the Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream; and

That Council support the project and commit to fund any associated ineligible costs and cost overruns through the 2021 wildfire program budget.

CARRIED

8. BYLAWS FOR FIRST AND SECOND READINGS

8.1 Zoning Amendment Bylaw (8200 Bear Paw Trail) No. 2297, 2020

Moved By Councillor J. Ford

Seconded By Councillor C. Jewett

That "Zoning Amendment Bylaw (8200 Bear Paw Trail) No. 2297, 2020" be given first and second readings.

CARRIED

9. BYLAWS FOR THIRD READING

9.1 RZ1165 Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020

Moved By Councillor J. Grills

Seconded By Councillor C. Jewett

That "RZ1165 Zoning Amendment Bylaw (Cheakamus Crossing Phase 2 Parcelization) No. 2298, 2020" be given third reading.

CARRIED

9.2 RZ1065 Zoning Amendment Bylaw (Retaining Walls) No. 2033, 2020

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

That “RZ1065 Zoning Amendment Bylaw (Retaining Walls) No. 2033, 2020” be given third reading.

CARRIED

10. OTHER BUSINESS

10.1 Notification of Forest and Wildland Advisory Committee Appointments

Mayor J. Crompton announced the appointment of Jared Areshenkoff as the one new Forest and Wildland Advisory Committee member and extension of the terms of the three Forest and Wildland Advisory Committee members Derek Bonin, Colin Rankin, and Trevor Burton for one year.

11. CORRESPONDENCE

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

Moved By Councillor C. Jewett

Seconded By Councillor D. Jackson

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 be received and referred to staff:

- Dr. Brian Gilvary and Joanne Louise Gilvary;
- Carolyn Hill;
- S. Jane Justice;
- Diane Hanna;
- Roger McCarthy and Michael Blaxland;
- Veronica Ross;
- Russell and Gillian Smith;
- James McLaren;
- Elisa McLaren;
- Brenna King and Robert Haliburton;
- Fran Sloan-Sainas;
- Margaret King;
- David Krasny;
- Judi Hess;

- Michael Joy;
- Sharon Mitchell; and
- Winnie Wiggs.

CARRIED

11.2 Constitutional Rights Law Centre Correspondence File No. 3009

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

That correspondence including the added late correspondence from Wolfgang Lindemann regarding Constitutional Rights Law Centre be received and referred to staff.

CARRIED

11.3 Sidewalk Inventory File No. 3009

Moved By Councillor C. Jewett
Seconded By Councillor D. Jackson

That correspondence from the Peter Ladner regarding sidewalk improvements be received and referred to staff.

CARRIED

11.4 Alta Lake Vessel Operation Restriction Regulation File No. 3009

Moved By Councillor C. Jewett
Seconded By Councillor A. De Jong

That correspondence from the Jean Clarke regarding Alta Lake Vessel Operation Restriction Regulation be received and referred to staff.

CARRIED

11.5 COVID-19 File No. 3009

Moved By Councillor D. Jackson
Seconded By Councillor R. Forsyth

That correspondence from the Philip Johnson regarding COVID-19 be received and referred to staff.

CARRIED

11.6 Highly Affected Sectors Credit Availability Program File No. 3009

Moved By Councillor C. Jewett
Seconded By Councillor J. Grills

That correspondence from the MP Patrick Weiler regarding launch of the Highly Affected Sectors Credit Availability Program be received and referred to staff.

CARRIED

11.7 Re-Zoning Proposal (Cheakamus Crossing Parcelization) File No. RZ1165

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

That correspondence from Scott, Grace, and Mei Lin Redenbach regarding "Zoning Amendment Bylaw (Cheakamus Crossing Parcelization) No. 2298, 2020" be referred to staff.

CARRIED

11.8 LGMA Call for Resolutions and Nominations File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor J. Grills

That correspondence from Shannon Story regarding LGMA Call for Resolutions and Nominations be received and referred to staff.

CARRIED

11.9 Provincial Tree Planting Program and COVID-19 Protocols File No. 3009

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

That correspondence from Katherine Lawrence regarding Provincial Tree Planting Program and COVID-19 Protocols be received and referred to staff.

CARRIED

11.10 EPIC Vail Passes File No. 3009

Moved By Councillor R. Forsyth

Seconded By Councillor C. Jewett

That correspondence from Angela and David Claydon regarding EPIC Vail Passes be received and referred to staff.

CARRIED

11.11 Future Planning Post-COVID-19 File No. 3009

Moved By Councillor C. Jewett

Seconded By Councillor D. Jackson

That correspondence from John and Karen Wood regarding Future Planning Post-COVID-19 be received and referred to staff.

CARRIED

11.12 PACE BC File No. 3009

Moved By Councillor A. De Jong

Seconded By Councillor C. Jewett

That correspondence from Will Cole-Hamilton regarding PACE BC be received and referred to staff.

CARRIED

11.13 Light-up Requests

a. HHT Canada THH File No. 3009.1

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

That correspondence from Carol Derksen, HHT Canada THH, requesting that on June 23, 2021 the Fitzsimmons Bridge be lit red and blue in support of Global HHT Recognition Day be received, referred and lit.

CARRIED

b. Amyloidosis Awareness Month File No. 3009.1

Moved By Councillor C. Jewett

Seconded By Councillor J. Ford

That correspondence from Kathi Luis, Special Projects Director, Amyloidosis Foundation, requesting that on March 6, 2021 the Fitzsimmons Bridge be lit red in support of Amyloidosis Awareness Month be received, referred, and lit.

CARRIED

12. TERMINATION

Moved By Councillor J. Grills

Seconded By Councillor C. Jewett

That the Regular Council Meeting of February 16, 2021 be terminated at 7:37 p.m.

CARRIED

Mayor, J. Crompton

Municipal Clerk, B. Browning



REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: March 2, 2021
FROM: RESORT EXPERIENCE
SUBJECT: ELECTRIC VEHICLE CHARGING STATION USER FEE STRATEGY

REPORT: 21-021
FILE: 5290

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

RECOMMENDATION

That Council approve the charging of user fees at RMOW owned and operated public Electric Vehicle (EV) charging stations according to the phased implementation outlined in the 2021 Whistler Electric Vehicle Charging Station User Fee Strategy, attached as Appendix “A” to this Administrative Report to Council No. 21-021.

REFERENCES

Appendix “A” – 2021 Whistler Electric Vehicle Charging Station User Fee Strategy
Appendix “B” – Electric Vehicle Charging Station User Fee - Cost revenue analysis

PURPOSE OF REPORT

The purpose of this Report is to share the 2021 Whistler Electric Vehicle Charging Station User Fee Strategy, to provide Council with background information and the rationale behind electric vehicle (EV) charging station user fees in Whistler, and to provide a cost recovery analysis for the operational and replacement cost related to RMOW owned EV charging stations.

DISCUSSION

Background

On December 15, 2020, the Resort Municipality of Whistler (RMOW) Council adopted Whistler’s 2020 Climate Action Big Moves Strategy and new GHG emission reduction target of reducing Whistler’s greenhouse gas emissions by 50 per cent below 2007 levels. Whistler’s ability to meet this GHG reduction target is dependent on reducing GHG emissions from passenger vehicles. Previous Big Moves impact estimations show that a coordinated approach to putting more zero-emission vehicles on the road has the ability to reduce community-based emissions by more than any other single source.

Whistler has recently installed and commissioned 22 new Level 2 EV charging stations in the Day Lots as a first step to address the main barrier to broad electric vehicle (EV) adoption: reliable and convenient charging where people live, work, and visit. Currently, the RMOW provides use of all municipally operated public EV charging stations free of charge. This was an effective approach to

encouraging early EV adoption in Whistler; however, free EV charging can lead to a situation where the stations are not being used efficiently due to a lack of turnover and can cause unfair distribution of access to charging services.

On November 3rd, 2020, RMOW Council directed staff to submit an application to the CleanBC Communities Fund to fund 73.3 per cent of the proposed Sea to Sky Electric Vehicle Network Expansion project. In addition, Council directed staff to evaluate options to implement EV charging station user fees with the goal to recover the cost for the stations' operation as well as future replacement of equipment.

The 2021 Whistler Electric Vehicle Charging Station User Fee Strategy has the goal to continually support EV adoption in Whistler while incentivizing home charging, increasing turn over, and recovering municipal operation costs at the same time. The focus hereby is to create a simple and clear fee structure that allows for future rate adjustments based on reliable EV charging data. To achieve this goal, the EV charging station user fees will be implemented in a phased approach as outlined below.

Phase 1, spring 2021 - EV charging station outside of day lots:

Guided by the main goal to reduce GHG emissions and support EV adoption, Phase 1 will focus on implementing a user fee at RMOW EV charging stations outside of the day lots. EV chargers outside of day-lots serve a user who is primarily needing a top-up and will do so while running errands, getting a coffee or going to a restaurant. Charging while grocery shopping or other short-term activities is unlikely to be changed as a result of a charging fee. This is applicable to both local use and visitor use. A low user fee in phase 1 will still encourage turnover and encourage home charging whenever possible. An introductory fee for Level 2 Charging is proposed at \$1.00/hr. Note that fees associated with DC Fast Charging stations are not outlined as the RMOW does not yet own or operate one of these stations.

This hourly fee is slightly higher than the electricity cost for EV charging at home but low enough to support EV adoption for residents, commuters, or visitors that have no home charging option or are in need of a top up. In addition, this fee will cover the electricity cost and additional service fees that incur for the RMOW.

Phase 2, winter 2021/2022– Mirroring fees from other communities and implementing fees in day lots:

In a second phase, the goal is to increase turn over at all public EV charging stations and to further incentivize home charging when possible. With the projected growth in EV adoption in Vancouver and the Sea to Sky region, it is anticipated that the demand for charging will increase. Regional visitors will be seeking charging options for return trips and more commuters will charge during their workday. Therefore, turnover will likely need to be encouraged in the day lots while still ensuring that EV usage remains a cost effective and viable option for both commuters and visitors.

The implementation and amount of the EV charging station user fee at the day lots will depend on more reliable long-term EV charging usage data. As a starting point, a fee of \$1.00/hr is considered with a cost ceiling of \$5.00 per day to make the use of the day lot charging stations economical even when parking for a full day. The EV charging station user fees outside of the day lots are proposed to increase to mirror the user fee structure of nearby communities. As a starting point, a fee of \$2.00/hr will be implemented.

Phase 3, summer 2022 – long-term strategy with sensitivity around commuter workforce and evolving EV use uptake:

In a third phase, a long term strategy for Whistler's commuting workforce and passenger vehicle visitors will be developed. Sensitivity around the charging behaviour and requirements for commuters will be the focus of this phase with the goal to keep EV commuting a more cost effective option than commuting with an internal combustion engine vehicle, even when there is no home charging option available. This final long-term strategy will be based on EV charger usage data from phase 1 and 2 and EV adoption projections in the region. In addition, all user fee adjustments at the charging station in the day lots will be discussed with the Day Lot Operating Committee (DLOC) and aligned with day lot parking rate changes.

To facilitate informed and data-driven decisions about hourly fee adjustments at each station, it is important that the RMOW establishes indicators that help monitor station data consistently over time. The City of Vancouver recommends to track the *Average Daily Utilization* at the electric vehicle charging stations as an indicator for price adjustments. The *Average Daily Utilization* is the percentage of time that the EV charging station is occupied during daytime hours averaged over three months. If it drops under 40 per cent, the user fee can be reduced; if it goes over 75 per cent, the user fee can be increased.

The timeline to implement the user EV charging station user fee phases is proposed as follows:

Milestone	Date Completed
Phase 1 fee implementation	April/May 2021
Community and stakeholder engagement	Summer 2021
Phase 2 fee implementation	December 2021/January 2022
Community and stakeholder engagement	Summer 2022
Phase 3	Summer 2022 – depending on charger demand and usage

POLICY CONSIDERATIONS

Official Community Plan

Community Vision

Whistler's vision is to be a place where the community thrives, nature is protected, and guests are inspired. This implementation of a fair and equitable EV charging station user fee aims to remove the barriers for the community and guests to shift to lower carbon transportation and help to achieve Whistler's climate goals. Therefore, this project is in alignment with Whistler's vision.

Goals, Objectives and Policies

The goal of this strategy is to implement a user fee that is fair and equitable for the following three user groups: 1. Whistler residents, 2. Commuter workforce, 3. Visitors. This strategy aligned with the following goals, objectives, and policies of Whistler's Official Community Plan's (OCP's).

10.2. Goal - Substantially reduce GHG emissions from vehicle and transportation

10.2.3. Objective – Increase integration of lower-impact technologies for community mobility

10.2.3.1. Policy – Integrate support for electric vehicle charging infrastructure into relevant municipal development policies, including electric vehicle-readiness requirements for parking areas and garages in new, or significant redevelopment, projects.

11.3. Goal - Minimize GHG emissions created by the transportation system

11.3.1. Objective – Support new technologies that reduce GHG emissions.

11.3.1.1 Policy – Support innovative technological advances in transportation that reduce GHG emissions and are appropriate to Whistler's climate.

11.3.1.3 Policy - Support technology that promotes more efficient transportation choices.

Other Relevant Policies

The Climate Action Big Moves Strategy Big Move 2, “Decarbonize Passenger and Commercial Transport” has set the target that by 2030, 50 per cent of all vehicle kilometers in Whistler will be by zero emission vehicles. This directly supports the need to scale up EV infrastructure for visitors and residents while incentivizing home charging and increasing turn-over at the same time.

BUDGET CONSIDERATIONS

Currently, the Resort Municipality of Whistler (RMOW) provides use of all municipally operated public electric vehicle charging stations free of charge. Imposing a user fee for EV charging will ensure more efficient use of the stations in order to maximize the number of EV drivers accessing the stations. All proposed user fees, i.e. \$1/hr and \$2/hr for Level 2 charging, is estimated to recover the cost of energy as well as operating and maintenance costs for the stations where the fee was implemented. A fee of \$2/hr for Level 2 charging is estimated to additionally cover the cost of future installations and replacement (e.g. charging units, electrical upgrades, permits etc.). A detailed cost-revenue analysis for the proposed user fee implementation can be found in Appendix “B”.

COMMUNITY ENGAGEMENT AND CONSULTATION

The engagement that has been implemented so far is outlined below. Further engagement activities to evaluate the success of the strategy is planned for after implementing each phase.

- Individual meetings with internal RMOW staff were held with the goal to develop a first strategy draft and a consistent rationale for the strategy. The draft was presented to SMT for input and review.
- Day Lot Operating Committee (DLOC): The strategy draft was presented at a DLOC meeting with the goal to gather expert advice and address potential challenges and the technical feasibility of implementing an EV charging station user fee. A user fee implementation was generally welcome and a cost ceiling of \$5/day was proposed. The technical challenge of having 2 payment systems was raised.
- Transportation Advisory Group (TAG): The draft strategy was shared with all TAG members via email with a request for feedback. A total of 5 comments were received in response with all of them in support of implementing a charging a fee for EV use of public infrastructure. Other feedback included support simple cost per hour fee and some comments were that the pricing structure was very low and should be at least \$2/hour or more for all locations in Phase 1.

According to the feedback received, the “issue for EV users (especially visitors) is not the cost of charging but access to top-up charging so they can get to their next destination”. Collecting user data was seen as important for future decision making and it was pointed out that enforcement and violation monitoring will be needed.

SUMMARY

The 2021 Whistler Electric Vehicle Charging Station User Fee Strategy has the goal to continually support EV adoption in Whistler while incentivizing home charging, increasing turn over, and recovering municipal operation costs at the same time.

Respectfully submitted,

Luisa Burhenne
CLIMATE ACTION COORDINATOR

For
Jessie Gresley-Jones
GENERAL MANAGER OF RESORT EXPERIENCE

Appendix A – 2021 Whistler Electric Vehicle Charging Station User Fee Strategy

Background

On December 15, 2020, the RMOW Council adopted Whistler's 2020 Climate Action Big Moves Strategy and new GHG emission reduction target of reducing Whistler's greenhouse gas emissions by 50 per cent below 2007 levels. The new strategy focuses on climate change mitigation priorities that will accelerate climate action in Whistler and achieve significant GHG emission reductions while recognizing the importance of equity and inclusion of all Whistler residents, commuter workforce and visitors.

Personal vehicle transport is Whistler's largest source of greenhouse gas (GHG) emissions, accounting for 70,827 tonnes of carbon dioxide equivalent (CO₂e) in 2019 (54 per cent of Whistler's community wide emissions) and is the main reason the community is off-track to achieving its climate targets. Whistler's ability to meet its long-term GHG reduction targets is thus very much dependent meeting emissions targets from passenger vehicles. Previous Big Moves impact estimations show that a coordinated approach to putting more zero-emission vehicles on the road has the ability to reduce community-based emissions by more than any other single source.

The main barrier to broad EV adoption is reliable and convenient charging where people live, work, and visit. Many households do not have access to charging at home or at work. In addition, Whistler receives approximately three million overnight and non-overnight visitors each year and tourism related GHG emissions in the Sea to Sky corridor are estimated significantly higher than the total community emissions. Therefore, Whistler can have an outsized impact in reducing GHG emissions beyond municipal borders by enabling publicly available electric vehicle infrastructure.

Whistler has recently installed and commissioned 22 new Level 2 EV chargers in the Day Lots which were added to the previously existing four Level 2 chargers. On November 3rd, 2020, the RMOW Council directed staff to submit an application to the CleanBC Communities Fund to fund 73.3 per cent of the proposed Sea to Sky Electric Vehicle Network Expansion project. In addition, Council directed staff to evaluate options to implement EV charger user fees to recover the cost for EV charger operations as well as future replacement of equipment.

Currently, the Resort Municipality of Whistler (RMOW) provides use of all municipally operated public electric vehicle charging stations free of charge. This was an effective approach to encouraging early EV adoption in Whistler; however, free EV charging can lead to a situation where the stations are not being used efficiently due to a lack of turnover and can cause unfair distribution of access to charging services. Imposing a user fee for EV charging has been done by many nearby communities to ensure more efficient use of the stations in order to maximize the number of EV drivers accessing the stations. Therefore, we are proposing to implement a user fee that is fair and equitable for Whistler's residents, commuter workforce and visitors. The user fees are intended to recover the cost of energy, operating

and maintenance costs, as well as future installations and replacement (e.g. charging units, electrical upgrades, permits etc.).

Overview

Strategic Rational

The goal of this strategy is to implement a user fee that is fair and equitable for the following three user groups: 1. Whistler residents, 2. Commuter workforce, 3. Visitors.

The following rationale has been applied when proposing user fee rates for RMOW EV chargers:

- **Support EV adoption:** The main goal of providing public EV charging is to encourage EV adoption and use. The public EV charging stations in Whistler are not intended to replace home charging, but instead to provide increased opportunities for residents, commuters, and visitors. To achieve this goal, fees for EV charging (not including the local parking rate) needs to be significantly lower than the equivalent fossil fuel costs for driving an average internal combustion engine (ICE) vehicle.
- **Increase turnover:** In order to support EV adoption as well as to encourage home charging, public EV charging needs to be more affordable than driving an internal combustion engine (ICE) vehicle but more expensive than residential electricity rates. Based on the current usage analysis of the RMOW public EV chargers, there is currently no evidence for a need to accelerate turnover beyond an hourly charge. This might change based on future EV adoption projections.
- **Simple and clear fee structure:** The price per hour will be continuous while vehicles are connected; For DC Fast Charge stations, this will be presented as a price-per-minute; The fees are structured as an 'add-on' to parking fees in a given lot
- **Flexibility to change the rates for future adjustments**

Electric Vehicle Charging Stations owned and operated by the RMOW

The RMOW currently owns and operates nineteen Level 2 charging stations that can accommodate a total of 35 vehicles at the same time. In addition, a grant proposal was submitted for 16 new dual-port Level 2 chargers, accommodating a total of 28 additional vehicles, and 8 Direct Current Fast Chargers (DCFCs).

Fifteen of the nineteen currently operated EV charging stations are used to analyze the current demand, charging session length, and number of sessions. These chargers were chosen because their locations are representative of the planned EV chargers network expansion and they are operated by ChargePoint, a third party vendor that provides user fee collection services and user data collection to the RMOW. Three month of usage data has been collected as shown in the table below. Note that the EV charger user data below is the only data available at this point. The data might not be representative of future projected EV charger usage due to the Covid 19 restrictions during that time and the chargers being newly implemented.

Table 1: EV charger usage data from October to December 2020, of newly installed chargers

Station Name	# of stations	Average session length (h:mm)	Total sessions Oct – Dec 2020	Average sessions per station per month	Total energy usage Oct – Dec 2020 (kWh)	Average energy per session in kWh
Municipal Hall	1	2:29	284	95	2,709	9.5
Lot A	2	1:00	290	48	1,401	4.8
Lot 1	4	3:22	719	60	7,282	10.1
Lot 2	4	3:30	276	23	3,351	12.1
Lot 4	4	3:48	685	57	9,784	14.3
Total/Average	15	3:06	2,254	57	24,527	10.9

Possible Fee structures approaches

Two general fee structures for EV charger user fees have been considered, i.e. time based fees and energy based fees. Their respective advantages and challenges are outlined below:

Time-based (\$ / hour)

Charging fees based on the length of time a station is occupied. The advantage is that time based fees encourage turnover and optimize access through improved availability so that charging stations are used by those who need them for EV charging and not simply as parking spaces. Hourly fees are simple to understand, and would mirror existing rate structures for parking meters. In addition, hourly rates can be easily adjusted based on demand and maintenance and operations cost can be factored into developing the hourly fee. The challenge of time based fees is that they have no relation to the amount of electricity received, which some users have objected to.

Energy-based (\$/ kWh)

Charging fees based on the energy (per kWh) received. An argument could be made that this would be more equitable between different models of vehicles with different on-board charging speeds, since users would only pay for energy received regardless of the length of time they charge. The challenge however is that this rate structure does not encourage turnover, may hamper the ability for users to determine wait times, and the ability for enforcement staff to manage these systems becomes increasingly complex.

The RMOW would be permitted to sell electricity through RMOW owned and operated EV charging stations for a user fee without attracting public utility regulation under the British Columbia Utilities Commission Act. The definition of “public utility” under the Utilities Commission Act excludes municipalities. However, operating fees under a kWh pricing model are not currently permitted under the *Electricity and Gas Inspection Act*¹, which is federal legislation that ensures accuracy in the trade of electricity and gas bought and sold on the basis of measurement. Before the RMOW would be permitted to operate a utility meter that involves the re-selling of electricity on units of energy, *Measurement Canada* must receive an application for certification from manufacturers of these meters; undertake a “type approval” assessment; develop regulations for the device; verify and certify each meter through on-site installation to

¹ Electricity and Gas Inspection Act: <https://laws-lois.justice.gc.ca/eng/acts/e-4/index.htm>

ensure that the meter used on site is the same as the type approved meter; ensure each meter is calibrated to standards; and obtain evidence from the site owner that there are measures in place to protect the meter against tampering.

Installing an approved meter is anticipated to require additional staff time and cost.

In addition to the time and energy based fee structure, a monthly membership fee for unlimited charging at certain EV charging stations would be possible. This would support mainly the EV adoption of Whistler's commuting workforce. No regional examples for this pricing structure could be found and practical details of this pricing structure would need to be analyzed in a next phase.

Regional Best Practice Examples

During staff's research and analysis of fees, closer attention was paid to fees imposed by municipalities rather than private station owners for consistency and clarity. City of Vancouver and City of North Vancouver's pricing models are considered by staff to be best practice due to having fees implemented for a longer period of time. Most municipalities have implemented similar fees. Below is a list of best practice examples that have been used to inform this analysis.

Municipality	Fee
City of Vancouver ²	Level 2 – \$2/hour
	DC Fast Charger – \$16/hour
City of North Vancouver ³	Level 2 – \$2/hour
	Level 2 Power sharing – \$1/hour
	DC Fast Charger – \$16/hour
City of Burnaby ⁴	Level 2 – \$2/hour 6am-10pm \$1/hour 10pm-6am
City of Coquitlam ⁵	Level 2 – \$1/hour for the first 2 hours \$5/hour thereafter
City of Richmond ⁶	Level 2 – \$2/hour for the first 2 hours \$5/hour thereafter
	DC Fast Charger – \$8/hour (25kW) \$16/hour (50kW)
City or Port Moody ⁷	Level 2 – \$0.5 - \$2/hour for the first 2 hours (depending on location) \$5/hour thereafter
	DC Fast Charger – \$12/hour

Best practice research indicates that time-based fees have been effective in ensuring that stations are used fairly and efficiently, and that fees are clear. Typical Level 2 charging rates vary from \$1-\$2 per hour. As an example, if an EV is plugged in to a Level 2 station for the average term of four hours, as seen in most Municipally-owned parking lots, the maximum a user would be charged is \$8 based on the current

² City of Vancouver EV Charging Fees: <https://vancouver.ca/streets-transportation/electric-vehicles.aspx>

³ City of North Vancouver EV Charging Fees: <https://www.cnv.org/city-services/streets-and-transportation/sustainable-transportation/electric-vehicles/where-to-charge-your-electric-vehicle>

⁴ City of Burnaby EV Charging Fees: <https://www.burnaby.ca/City-Services/Policies--Projects---Initiatives/Environment/Environmental-Sustainability-Strategy/ESS-and-CEEP-In-Action/Electric-Vehicles-in-Burnaby.html>

⁵ 4 City of Coquitlam EV Charging Fees: https://coquitlam.ca.granicus.com/MetaViewer.php?view_id=2&clip_id=1420&meta_id=28515

⁶ City of Richmond EV Charging Fees: <https://www.richmond.ca/sustainability/energysrvs/electricvehiclecharge.htm>

⁷ City of Port Moody EV Charging Fees: <https://www.portmoody.ca/en/recreation-parks-and-environment/electric-vehicle-charging-stations.aspx>

rate. The average electricity cost per session is estimated to be around \$1.09 per session (see Table 2) which would be the cost for charging at home. To encourage turnover and maintain a consistent simple user experience, industry experts recommend an hourly usage charge for all public charging stations, resulting in public charging fees being higher than the cost of charging at home. This ensures better access to the infrastructure so that it can be used by more people and those who need a battery charge the most, while still providing EV drivers with the opportunity to receive a sufficient top-up charge when needed.

Due to the novelty of EV charging fees, the lack of long-term data, and the quickly changing market, it is expected that regular fee adjustments will take place until an equilibrium of fees and usage is reached. As such, it is important that the RMOW establish indicators to ensure that station data is being monitored consistently over time to inform data-driven decisions.

Financials

All public charging stations have fixed and variable operating costs as well as the anticipated cost of unit replacement. The fixed operating costs include scheduled maintenance, repairs, and manual snow shoveling around the stations. In addition, a fixed network connection fee is charged by a third-party operator, currently ChargePoint, in order to collect data, remotely monitor the stations, and collect payments. Variable operations costs include costs for electricity and a transaction fee per session which is 10% of the revenue collected. BC Hydro electricity rates of 10 cents per kWh were assumed. This is a simplified assumption as BC Hydro rates usually include not only the cost of electricity but also transaction charges from network providers, and demand charges.

A preliminary cost-revenue analysis was conducted for Level 2 and DC Fast chargers for the following rates:

- Level 2 Charging: \$1.00/hr
- Level 2 Charging: \$2.00/hr
- DC Fast Charging: \$16/hr

The analysis shows that operational costs for Level 2 chargers are recovered through all evaluated user fees. The payback time for a Level 2 charger unit replacement is assumed to be 5 years at \$2/hr. For a DCFC unit replacement the payback time is estimated to be 10 years.

It is important to note that the current cost revenue analyses are based on EV charger user data from October to December 2020, which is the only data available this point. This data might not be representative of future projected EV charger usage due to Covid 19 restrictions and the chargers being newly installed.

Proposed 3 phase fee implementation for RMOW EV chargers

The introduction of EV charger user fees in Whistler will follow the strategic rationale outlined above and is guided by the examples of other municipalities. A phased approach to the user fee implementation was chosen to ensure the long-term success and to help to overcome potential resistance to change by EV drivers. A phased approach will allow staff to gather more data on EV charger usage and lessons learned in phase 1 to inform decisions in phase 2 and 3.

Phase 1 – EV chargers outside of day lots:

Guided by the main goal to reduce GHG emissions and support EV adoption, Phase 1 will focus on implementing a user fee at RMOW EV chargers outside of the day lots. EV chargers outside of day-lots serve a user who is primarily needing a top-up and will do so while running errands, getting a coffee or going to a restaurant. Charging while grocery shopping or other short-term opportunities is unlikely to be changed as a result of a charging fee. This is applicable to both local use and visitor use. A low user fee in phase 1 will still encourage turnover and encouraging home charging whenever possible. An introductory fee is being proposed as follows:

- Level 2 Charging: \$1.00/hr.
- No DC Fast Charging is currently owned and operated by the RMOW

This hourly fee is slightly higher than the electricity cost for EV charging at home but low enough to support EV adoption for residents, commuters, or visitors that have no home charging option or are in need of a top up. In addition, this fee will still cover the electricity cost and additional service fees that incur for the RMOW.

Phase 2 – Mirroring fees from other communities and implementing fees in day lots:

In a second phase, the goal is to increase turn over at all public EV charging stations and to further incentivize home charging when possible. With the projected growth in EV adoption in Vancouver and the Sea to Sky region, it is anticipated that the demand for charging will increase. Regional visitors will be seeking charging options for return trips and more commuters will charge during their workday. Therefore, home charging and turnover will likely need to be encouraged in the day lots as well while still ensuring that EV usage remains a cost effective and viable option for both commuters and visitors.

The implementation and amount of the EV charger user fee at the day lots will depend on more reliable long-term EV charger usage data. As a starting point, a fee of \$1.00/hr is being considered with a cost ceiling of \$5.00 per day to make the use of the day lot chargers economic even when parking for a full day. The EV charger user fees outside of the day lots are anticipated to increase to mirror the user fee structure of nearby communities. As a starting point, a fee of \$2.00/hr will be implemented.

The preliminary cost-revenue analysis for a Level 2 EV fee of \$2/hr and a DC Fast charger fee of \$16/hr shows that mirroring the user fee structure from nearby communities will cover all operating costs of existing and planned EV charging infrastructure. It is also expected that a 5 or 10 year return-on-investment is possible for the replacement cost of each Level 2 or DC Fast charger, respectively. Note that significant grant funding has already been received for the currently installed EV charger and further grant opportunities are being expected to help meet the Federal and Provincial Government's climate and zero-emissions vehicle targets. This grant funding is expected to significantly help the cost recovery and shorten the payback time of equipment replacement.

Phase 3 – long-term strategy with sensitivity around commuter workforce and evolving EV use uptake:

In a third phase, a long term strategy for Whistler's commuting workforce and passenger vehicle visitors will be developed. Sensitivity around the charging behaviour and requirements for commuters will be the focus of this phase with the goal to keep EV commuting a more cost effective option than commuting with an internal combustion engine vehicle, even when there is no home charging option available. This final long-term strategy will be based on EV charger usage data from phase 1 and 2 and EV adoption projections in the region.

To facilitate informed and data-driven decisions about hourly fee adjustments at each station, it is important that the RMOW establishes indicators that help monitor station data consistently over time.

The City of Vancouver recommends to track the *Average Daily Utilization* at the electric vehicle charging stations as indicator for price adjustments. The *Average Daily Utilization* is the percentage of time that the EV charging station is occupied on daily basis averaged over three month. If it drops under 40%, the user fee can be reduced; if it goes over 75%, the user fee can be increased. Long term solutions for commuters could include unlimited charging based on a monthly fee in combination with the monthly parking pass.

Schedule

Milestone	Date Completed
Finalizing user fee planning	Feb 2021
Collect feedback from TAG and Day Lot Operating Committee	February 2021
Presentation to Council	March 2, 2021
Phase 1 fee implementation	April/May 2021
Community engagement or survey	Summer 2021
Phase 2 fee implementation	December 2021/January 2022
Community engagement or survey	Summer 2022
Phase 3	Summer 2022 – depending on charger demand and usage data

Appendix B - Electric Vehicle Charging Station Cost Revenue Analysis

Estimated operational and unit replacement costs

The following fixed and variable operating costs as well as the anticipated cost of unit replacement were considered for the purpose of this analysis. The fixed operating costs include scheduled maintenance, repairs, and manual snow shoveling around the stations. In addition, a fixed network connection fee is charged by a third-party operator, currently ChargePoint, in order to collect data, remotely monitor the stations, and collect payments. Variable operations costs include costs for electricity and a transaction fee per session which is 10% of the revenue collected. BC Hydro electricity rates of 10 cents per kWh were assumed. This is a simplified assumption as BC Hydro rates usually include not only the cost of electricity but also transaction charges from network providers, and demand charges.

The tables below outline the estimated annual operations and maintenance costs for Level 2 and DCFC EV infrastructure in Whistler.

Table 1: Estimated fixed operational and maintenance cost

Fixed operational cost item	Cost per charging /year	Total per charging station per/ month
Data acquisition to monitor usage	\$ 300	\$ 25
Maintenance and repairs	\$ 300	\$ 25
Snow hand shovelling	\$ 200	\$ 17
Total annual fixed operating cost	\$ 800	\$ 67

Table 2: Estimated variable operational cost

Variable operational cost item	Cost per unit
Electricity cost	\$ 0.1 per kWh
Transaction fees	10 per cent of revenues

Table 3: Estimated unit replacement cost

Capital cost of charger replacement	Cost per unit
Level 2 charger unit	\$ 9,000
Level 2 unit installation	\$ 2,000
DCFC charger unit	\$ 55,000
DCFC unit installation	\$ 10,000

Estimated monthly revenues per Level 2 EV charging station that charges a user fee of \$1/hour

Level 2 chargers – Fees of \$1/hr

Item	per station*	per session	per station per month
# of sessions			57
changing time (h)		3	171
Average energy usage (kWh)		10.9	621.3
Capital cost for charger replacement			
charger unit	\$ 9,000		
installation	\$ 2,000		
Fixed operational costs			
Data acquisition to monitor usage			\$ 25
Maintenance and repairs			\$ 25
snow hand shovelling			\$ 17
Variable operational costs	per hour	per session	per station per month
Electricity cost (0.1\$/kWh)	\$ 0.36	\$ 1.09	\$ 62
Total operating cost per station per month			\$ 129
User fee revenue per station per month	\$ 1	\$ 3	\$ 171
Transaction fees (10% of revenue)	\$ 0.10	\$ 0.30	\$ 17.10
Net revenue RMOW	\$ 0.90	\$ 2.70	\$ 153.90
Net revenue over operating per month			\$ 25
Annual revenue over operating			\$ 301

*One station includes 2 ports and 2 parking stalls

Estimated monthly revenues per Level 2 EV charging station that charges a user fee of \$2/hour

Level 2 chargers – Fee of \$2/hr

Item	per station*	per session	per station per month
# of sessions			57
changing time (h)		3	171
Average energy usage (kWh)		10.9	621.3
Capital cost for charger replacement			
charger unit	\$ 9,000		
installation	\$ 2,000		
Fixed operational costs			
Data acquisition to monitor usage			\$ 25
Maintenance and repairs			\$ 25
snow hand shovelling			\$ 17

Variable operational costs	per hour	per session	per station per month
<i>Electricity cost (0.1\$/kWh)</i>	\$ 0.36	\$ 1.09	\$ 62
Total operating cost per station per month			\$ 129
User fee revenue per station per month	\$ 2	\$ 6	\$ 342
<i>Transaction fees (10% of revenue)</i>	\$ 0.20	\$ 0.60	\$ 34.20
Net revenue RMOW	\$ 1.80	\$ 5.40	\$ 307.80
Net revenue over operating per month			\$ 179
Annual revenue over operating			\$ 2,148
<i>simple payback years for Level 2 charger replacement</i>			5

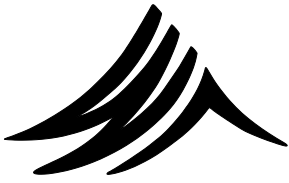
*One station includes 2 ports and 2 parking stalls

Estimated monthly revenues per DCFC EV charging station that charges a user fee of \$16/hour

DC Fast Charger

Item	per station*	per session	per station per month
<i># of sessions</i>			125
<i>charging time (h)</i>		0.5	62.5
<i>Average energy usage (kWh)</i>		25	3,125
Capital cost for charger replacement			
<i>charger unit</i>	\$ 55,000		
<i>installation</i>	\$ 10,000		
Fixed operational costs			
<i>Data acquisition to monitor usage</i>			\$ 25
<i>Maintenance and repairs</i>			\$ 25
<i>snow hand shovelling</i>			\$ 17
Variable operational costs			
<i>Electricity cost (0.1\$/kWh)</i>		\$ 2.50	\$ 313
<i>Transaction fee (\$0.5/session)</i>		\$ 0.50	\$ 62.50
Total operating cost per station per month			\$ 442
User fee revenue	\$ 16/hr	\$ 8/session	\$ 1000
Net revenue over operating per month			\$ 558
Annual revenue over operating per station			\$ 6,700
<i>Simple payback years per DC Fast Charger replacement</i>			10

*One station includes 1 ports and 1 parking stall



WHISTLER

MINUTES

REGULAR MEETING OF FOREST AND WILDLAND ADVISORY COMMITTEE WEDNESDAY, JANUARY 13, 2021, STARTING AT 3:00 P.M.

Remote Meeting
Held via Zoom

PRESENT	Mtgs. YTD (1)
Councilor, A. DeJong	1
Member at Large, M. Tardif, Chair	1
Member at Large, D. Bonin, Co-Chair	1
Member at Large, C. Rankin	1
Member at Large, R. Millikin	1
Member at Large, D. Raymond	1
Member at Large, J. Hammons	1
WORCA, S. Kemp	1
AWARE, C. Ruddy	1
RMOW Manager of Environmental Stewardship, H. Beresford	1
Recording Secretary, O. Carroll	1

REGRETS	
Member at Large, T. Burton	1

Meeting called to order at 3:02pm

ADOPTION OF AGENDA

Moved by R. Millikin
Seconded by A. DeJong

That Forest and Wildland Advisory Committee adopt the Regular Committee
Agenda of January 13, 2021.

CARRIED

ADOPTION OF MINUTES

Moved by A. DeJong
Seconded by M. Tardif

That Forest and Wildland Advisory Committee adopt the Regular Committee
Minutes of December 9, 2020.

CARRIED

PRESENTATIONS/DELEGATIONS

Election	<p>Committee nominated and voted in favour of electing M. Tardif as Chair and C. Rankin as Co-Chair for 2021.</p> <p>Moved by D. Bonin Seconded by J. Hammons</p> <p>That M. Tardif be elected as Chair of Forest and Wildland Advisory Committee for 2021, and C. Rankin be elected as Co-Chair.</p> <p style="text-align: right;">CARRIED</p>
Update	<p>Council:</p> <ul style="list-style-type: none">• Discussed Covid updates and Whistler visitors.• Council unanimously voted for a 1.08% increase to property tax values in 2021. <p>AWARE:</p> <ul style="list-style-type: none">• Recently held a webinar in collaboration with Coast to Cascade Grizzly Bear Initiative. The session was very well attended with 400+ attendees. The recording is available on AWARE's website. <p><i>C. Rankin joins meeting at 3:14pm</i></p> <ul style="list-style-type: none">• In the process of drafting strategic plan for 2021-2023. <p>WORCA:</p> <ul style="list-style-type: none">• Hired Nicole Koshure as WORCA Trail Administrator. Her employment will be phased in the coming months. Nicole will be attending FWAC meetings moving forward.• Completed strategic plan review for 2021-2024. No massive changes from previous strategic plan; still includes the four pillars: Trails, Youth, Events, Capacity. Copy of plan is available on WORCA website. <p>RMOW:</p> <ul style="list-style-type: none">• Updating 2011 Community Wildfire Protection Plan (CWPP) to new Community Wildfire Resiliency Plan. Planning a spring workshop to review CWPP and begin developing the updated plan and Wildfire Monitoring Plan.• RMOW is applying for provincial funding for 2021 wildfire thinning projects. This would provide up to 100% funding.• FireSmart will continue working on private properties, thinning and chipping. <p>Trails Planning Working Group:</p> <ul style="list-style-type: none">• Spring meeting has not yet been scheduled.

Cheakamus Community Forest (CCF):

- Wildfire thinning work on Cheakamus Lake Road started before Christmas and anticipate to finish by end of February.
- Plans to update CCF website with most relevant and up-to-date information.

OTHER BUSINESS

**Cheakamus
Community Forest**

Committee discusses the importance of community engagement and demonstrating the value of our community forest to the community.

Suggestions for improving communications between CCF and public:

- Two annual field trips for public.
- Improve CCF website and keep updated.
- Sponsor Zoom 'Education Series' forums on specific topics, issues, or aspects of the community forest.
- Connect with schools; inspire children. Reach out to Whistler Secondary School Outdoor Recreation class.
- Summarize CCF annual report in local paper; enough content to write a series on CCF benefits and education.
- Make CCF profit and loss statement available on website.
- Identify formal ways of giving back to the community, such as bursaries.
- Community involvement in monitoring CCF objectives.
- More community transparency on CCF decisions.

**FWAC Terms of
Reference**

Committee discusses the current FWAC Terms of References and suggestions for updates to sections.

Purpose:

- Committee discussed Recreation Leisure Advisory Committee, Trails Planning Working Group and FWAC overlap while also ensuring communication between the three.
- Discussion on separating recreation from FWAC purpose. Committee agrees FWAC should include all values, including recreation.

C. Ruddy joins at 4:06pm

Sub-Committees:

- Committee discusses being able to bring priority issues directly to Council; to be reported by sub-committee. This was not supported in the past by Council.

Communications:

- Create a brief annual report for Council with key issues recognized by FWAC throughout the year. Subcommittee to compile brief report.
- Space this report from CCF annual report; aim for spring.
- Opportunity to present report to Council.
- ACTION: Staff to update Terms of Reference and distribute to FWAC for further comment.

CCF Harvesting Plan Comments Committee discusses comments/issues with proposed CCF 2021 Harvest Plan to pass feedback to CCF Board.

- FWAC reviewed 2021 CCF harvesting plans at November and December FWAC meetings
- Some concern expressed with lack of harvesting in CCF although occurring elsewhere in district.
- No harvesting, no benefit. Need to make explicit the benefits to the community.
- Discuss Old Growth Strategic Provincial document at future meeting and how this aligns with CCF operations.
- Suggest planting hardwoods (preferably red alder) in open areas and landings to enhance biodiversity and resistance to wildfire.
- CCF needs to communicate to public on Soo Valley/16 Mile FSR harvesting plans. Implications for user groups, habitat, climate.
- Brew – burnt area from 1919. From a carbon standpoint, this would be a good area to harvest.
- H. Beresford to circulate summary document to FWAC before sending to CCF.

Ministerial Order No. M192 Local Government Meetings & Bylaw Process (COVID-19)

That pursuant to Ministerial Order No. M192, the RMOW is excluding in-person public attendance at the open committee meetings of the Forest and Wildland Advisory Committee on the basis that full public attendance in a manner consistent with public health orders and recommendations cannot be accommodated at this time and the RMOW is ensuring openness, transparency, accessibility and accountability at this meeting by the following means:

- Providing draft agendas and minutes on the RMOW's website;
- Providing clear communication to Council, staff and members of the public on the ways people can hear, or see and hear, committee meetings; and
- Including the Zoom meeting links for all regular committee meetings on the individual committee webpages and the committee meeting agendas.

Moved by J. Hammons
 Seconded by D. Raymond

CARRIED

Future Resolutions

- Address wildfire program
- Address CCF overall planning framework

UPCOMING AGENDA

- Coordination with other committees and working groups (RLAC, TPWG, FWAC) - February
- 2021 FWAC Priorities - February
- Provincial Old Growth Strategy - March

MOTION TO TERMINATE

Moved by M. Tardif
Seconded by D. Bonin

That the Forest and Wildland Advisory Committee Meeting of January 13, 2021
be terminated at 4:59 p.m.

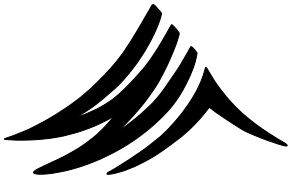
CARRIED

A handwritten signature in black ink, reading "Melaine Tardif", written over a horizontal line.

Chair, M. Tardif

A handwritten signature in black ink, reading "O. Carroll", written over a horizontal line.

Recording Secretary, O. Carroll



WHISTLER

MINUTES

REGULAR MEETING OF RECREATION LEISURE ADVISORY COMMITTEE THURSDAY, JANUARY 14, 2021, STARTING AT 3:30 P.M.

Remote Meeting
Held via Zoom

PRESENT	Mtgs. YTD (1)
Councilor, R. Forsyth	1
Member at Large, Chair, J. Chuback	1
Member at Large, A. Ross	1
Member at Large, K. Paterson	1
Member at Large, B. Calladine	1
Member at Large, C. Kaipio	1
Member at Large, C. MacKenzie	1
Member at Large, L. Harnish	1
Member at Large, D. Clark	1
Member at Large, T. Nepomuceno	1
Whistler Sports Legacies representative, Co-Chair, R. Soane	1
Tourism Whistler representative, M. Kunza	1
Manager, Resort Parks Planning, RMOW, M. Pardoe	1
Recreation Manager, RMOW, R. Weetman	1
Parks Planning Technician, Resort Parks Planning, RMOW, C. Eccles	1
Recording Secretary, O. Carroll	1
REGRETS	
Sea to Sky School District 48 representative, I. Currie	1
GUESTS	
Manager of Resort Experience, J. Gresley-Jones	
Manager of Corporate & Community Services, T. Battiston	
Parks & Trails Supervisor, L. Russell	
Whistler Sports Academy Founder, J. Grant	
Whistler Tennis Association Representative, B. Cherniavsky	
Whistler Tennis Association Representative, J. Konig	

ADOPTION OF AGENDA

Moved by R. Forsyth
Seconded by T. Nepomuceno

That Recreation Leisure Advisory Committee adopt the Regular Committee
Agenda of January 18, 2021.

CARRIED

ADOPTION OF MINUTES

Moved by R. Soane
Seconded by R. Forsyth

That Recreation Leisure Advisory Committee adopt the Regular Committee Minutes of December 10, 2020.

CARRIED

PRESENTATIONS/DELEGATIONS

General Manager of
Resort Experience &
General Manager of
Corporate &
Community Services

Jessie Gresley-Jones, General Manager of Resort Experience started his role in November 2020 and provided the Committee a brief introduction of his background, of which most recently included community planning development, planning, urban design and development engineering for the City of Vancouver.

A. Ross joins meeting at 3:39pm.
B. Calladine joins meeting at 4:41pm.

Ted Battiston, General Manager of Corporate & Community Services has been working in his role for three years and has held various roles with the RMOW since 2004 including work in community sustainability, energy and emissions/reductions; and corporate, economic and environmental services. Ted also is a very active member of various recreation clubs and organizations in Whistler.

Ministerial Order No.
M192

Local Government Meetings & Bylaw Process (COVID-19)

That pursuant to Ministerial Order No. M192, the RMOW is excluding in-person public attendance at the open committee meetings of the Recreation Leisure Advisory Committee on the basis that full public attendance in a manner consistent with public health orders and recommendations cannot be accommodated at this time and the RMOW is ensuring openness, transparency, accessibility and accountability at this meeting by the following means:

- Providing draft agendas and minutes on the RMOW's website;
- Providing clear communication to Council, staff and members of the public on the ways people can hear, or see and hear, committee meetings; and
- Including the Zoom meeting links for all regular committee meetings on the individual committee webpages and the committee meeting agendas.

Moved by R. Soane
Seconded by R. Forsyth

CARRIED

J. Grant joined meeting at 4:00pm.

Recreation User
Group List

C. Eccles presents document listing clubs and organizations that use RMOW indoor and outdoor facilities. List mainly comprised of clubs and organizations that book facilities. Committee would like a more extensive list of all user groups in Whistler as well as contact information for each group. This will be useful should a topic arise at the Committee or be presented by Staff that Committee members wish to discuss directly with the user group. Staff will circulate user list to Committee to further populate with user groups. Staff will work on contacting user groups for permission to include contact information in recreation user list.

Whistler Tennis
Association
Introduction &
General Discussion

B. Cherniavsky, Whistler Tennis Association President, provided a presentation to the Committee regarding updates to Whistler Tennis Association (WTA). WTA still has concerns over the condition of the privately owned indoor tennis structure and current facility in general. WTA thanked RLAC for continued support in expressing these same concerns and for their recent recommendation to council asking for support in requiring timely operational and safety improvements. However, it was noted that the original tennis facility included a total of 10 courts, three of which were loaned to VANOC during the 2010 Olympics and were inoperative upon return. WTA would like RLAC to include all 10 courts in future resolutions and recommendations. Committee asked Staff for more information on the history of the agreements of these three courts being used by VANOC.

WTA's AGM was held in the fall; strategic planning committee was also formed. WTA hopes to present to RLAC once their strategic plan has been formulated. B. Cherniavsky emphasised the importance of tennis in Whistler and BC which has been outlined in detail in a 2019 report created by WTA, "Future of Tennis in Whistler". B. Cherniavsky to provide a digital copy of report to circulate to Committee.

J. Grant, Founder of Whistler Sports Academy and WTA Board member, which now operates the Whistler Racket Club located at the aforementioned private facility. J. Grant provided a presentation on the importance of tennis in Whistler, as well as his relationship with developer contacts at Beedie, and his visions for the facility. During informal conversations, Beedie has expressed interest to J. Grant in bringing more to the facility and creating a supportive community environment. J. Grant proposed the facility should reintroduce food and beverage to attract people to the club for social and community events, as well as tennis. J. Grant believes this vision is in line with Beedie's hopes for the facility.

Meredith left meeting at 4:49pm.

J. Grant wants to show to Beedie with the success of their operations that the community needs the facility. J. Grant feels that Beedie cares and understands the vision as Beedie management are frequent visitors and second homeowners of Whistler.

B.Cherniavsky emphasises the importance of coming together in a formal manner to discuss the strategic plan of the WTA and to present this to RLAC for further support, but this needs to be initiated and finalised first over the coming months.

Staff to follow up on the history of the additional 3 courts of the racket club. Committee looks forward to hearing back from the WTA regarding their strategic plan; WTA hopes to present this by summer of 2021.

J. Grant, J. Konig, and B. Cherniavsky leave meeting at 5:03pm.

Lost Lake Park
Snowmaking & Micro
Hydro Initiative

L. Russell, RMOW Parks and Trails Supervisor, provided a presentation on a grant dependent project of installing snowmaking and micro hydro power in Lost Lake Park. The Tourism Dependent Communities Grant was submitted in November 2020 for a proposed budget of \$915,859. The grant was established to assist tourism dependent communities and to support economic development and recovering following Covid-19.

The proposed project provides many benefits to the community including an enhanced and extended Lost Lake Cross Country product; enhanced resort experience; support of businesses and jobs in the community; an investment in clean energy and green power; removing the park's potable water irrigation demand from the municipal water supply system; wildfire fighting capabilities and the opportunity to sell excess power back to BC Hydro with an estimated 20 year project pay back. Future phases could extend the snowmaking and water supply system to other areas of the popular park.

If a partial grant is approved around the RMOW will have to consider supporting the remaining amount, which would require a budget amendment.

C. Mackenzie moved **that** the Recreation Leisure Advisory Committee support the entirety of the project and support a budget amendment by Council to make up any shortfall between the grant received and the monies needed for the completion of the initial startup phase.

Seconded by B. Calladine.

CARRIED

L. Russell left meeting at 5:31pm

RLAC Work Plan
Priorities

Committee to consider RLAC priorities to be adopted in the next committee meeting as the RLAC work plan. Some options to consider would include Parks Master Plan, capital projects, recreation user groups, tennis options, trail strategy, and sports court strategy.

OTHER BUSINESS

There were no items of Other Business.

NEXT MEETING

Thursday, February 11th at 3:30pm

MOTION TO TERMINATE

Moved by C. Kaipio

Seconded by B. Calladine

That the Recreation Leisure Advisory Committee Meeting of January 14, 2021 be terminated at 5:38 p.m.

CARRIED



Chair, J. Chuback



Recording Secretary, O. Carroll

RESORT MUNICIPALITY OF WHISTLER

ZONING AMENDMENT BYLAW (RETAINING WALLS) NO. 2033, 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, and regulate the siting, size and dimensions of buildings and other structures within the zones;

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 (Retaining Walls) No. 2033, 2020”.
2. “Zoning and Parking Bylaw No. 303, 2015” is amended in Part 5, section 7, subsection 1 by:

- (a) Deleting clause (d) and replacing it with the following

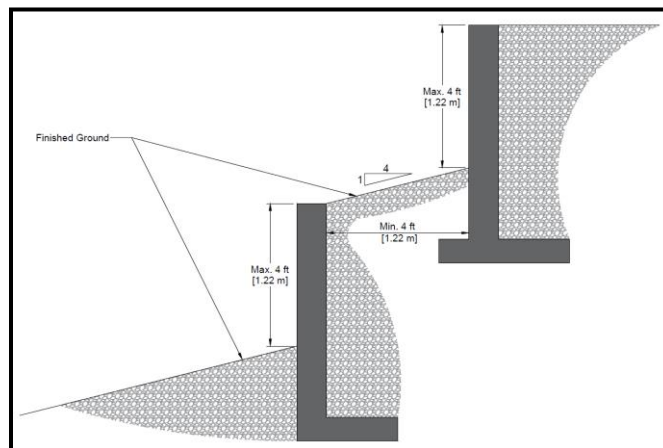
“landscape features including planters, stairs, walkways, decks and decorative walls, but not including retaining walls, provided that no part of any such features is greater than 1 metre in height above any point of the level of finished ground, and that all such features are set back at least 1 metre from any side parcel line and at least 2 metres from front and rear parcel lines.”

- (b) Adding a new clause (e), as follows:

“retaining walls, provided that: (i) no part of any retaining wall is greater than 1.22 metres in height above the adjacent level of finished ground; (ii) all retaining walls are setback at least 2 metres from any parcel line that abuts a highway; (iii) where there are two or more retaining walls within the same setback area, each retaining wall is separated from any other retaining wall by a horizontal distance of at least 1.22 metres; and, (iv) the maximum slope of finished ground between retaining walls is not more than 1:4 (1 rise:4 run), as shown in Figure 5-C”; and,

- (c) Inserting the following diagram immediately after the new clause (e):

Figure 5-C: Retaining Walls



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 20th day of October, 2020.

Pursuant to Section 464 of the *Local Government Act*, a Public Hearing was held this 17th day of November, 2020.

GIVEN THIRD READING this 16th day of February, 2021.

Approved by the Minister of Transportation and Infrastructure this 23rd day of February, 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 (Retaining
Walls) No. 2033, 2020".

To: The Mayor + Council / Whistler B.C. FAX Feb 15/21

To be read before the Meeting on Feb 23/21 Re: Hillman Property Development

After attending a meeting a while back + couldn't stay til the end + ask a few questions? What environment company is doing the study? Is it "Cascade"?

I lived on Rita Lake for 5 years from 81-86 - til we built our house in Alpine Mds. [redacted] was a dear friend, as being our closest neighbor thru the woods. I also attended the meeting re: the 10-15? small cabins that were being put forth at that time! and thought it then (what a wonderful spot for a community of small houses) BUT THE PROPOSAL DENIED BY COUNCIL. He then

I am all for employee housing, as we have had tenants in our Suite since '86 [redacted]

There is a cross wired to a tree near the tracks -

(2)

The house (it's a heritage site) should remain in place. Back in '68, it was the only place locals & weekenders could party. I was at ~~there~~ there. The TYROL SKI & MT. CLUB, very close, I being a member there beginning (sp) in '66 when it was built; could wander down the tracks to a "local" party (getaway FROM THE YODELING) HA! HA!

I believe the railway has quite a distance of easement between the Lake & the "Hillman" property, so those trees etc. should not be touched by development (re - Riparian impacts from run-off - erosion etc.

When we moved to Alpine North, our neighborhood banded together to form S.P.C.L. Society for Preserving Crown Land. After much back & forth with RMOW & 2010 land exchange with First Nations - that 300 acres (?) is now slated for future housing for employees living in Whistler. It may be far into the future, But the blueberries, walk-paths - sliding area for kids on sleds - remains today! Thanks to the vote from our Council at the time I think a "DAYCARE FACILITY" should be placed at the top (greenspace for future) Kind Regards W. Rickett
houses (near Road) 8300 Valley Dr

Rita Rice & Mitchell Sulkers

#30-5151 Nita Lake Drive, Whistler, B.C., V8E1J6

Dear Mayor and Council:

Re: 5298 Alta Lake Road, Whistler, BC Proposed Development

We are writing to express our concerns with the rezoning development at 5298 Alta Lake Road, specifically traffic impacts. We are however, in favour of WHA housing as we have lived in existing WHA housing since 2007 at Nita Lake Drive.

We have personally experienced heavy traffic and congestion on these roads during peak season weekdays, most weekends throughout the year, and during school holidays. Increased traffic will create safety concerns for the families living in the area, particularly in the areas without sidewalks (which is everywhere in the winter months).

We are a two car household and use our vehicles to drive to and from the village and the ski hill (winter) and lakes (summer). We also use our vehicles to access recreation on our days off, and grocery shop weekly, at a minimum. We have witnessed nightly rental guests in our neighborhood drive in and out an average of 6 times a day. Particularly in the winter, when snowbanks obscure views, there are multiple near misses as people unfamiliar with the road speed past the parking entrance for 5151 Nita Lake Drive or pull out without stopping at the entrance of Nita Lake Drive and Alta Lake Road.

We propose that the developer of 5298 Alta Lake Road pave the original access to the Hillman Site from Alta Lake Road on the north end of the property, to use as an access and egress from the development. The access from Nita Lake Drive should not be used by the developer or the residents of the new development, as the drastic increase in traffic will negatively impact the existing narrow road.

Further, as the road leads to a proposed park at Nita Lake, which will attract more visitors, we are concerned about sufficient parking and increased traffic pressures. As an example, the traffic increased dramatically this past summer 2020 on Alta Lake Road (referred to as Westside Road) where Rainbow Park was full every day causing traffic and parking issues that at times extended to the Chaplinville entrance to the south and past the Rainbow Lake trailhead to the north. Many people also use the shoulder of Nita Lake Drive for parking when they access the mountain bike trails for Sproatt and Flank.

As there are no bus services or free shuttles (similar to Lost Lake) to the Westside Road, people will use their cars to access the proposed park. A one way in/out road could be a solution if the developer paves the north end. In winter, the Westside Road traffic increases especially on the weekends for people who are returning to the city who try to beat the highway traffic going south on Highway 99. Two weeks ago, we took 10 minutes to count southbound traffic past Nita Lake Residences. There were 100 vehicles southbound in 10 minutes!

On several occasions during the winter, traffic comes to a standstill on the Westside Road, especially after a snowstorm, where, as residents, we are forced to wait for tow trucks to remove the summer tire club from Cardiac Hill so we can access our homes.

Given that the Westside Road is clearly quite far down the priority list for winter clearing during storms, some thought must also be given to the extra residents who will at times be unable to leave their homes or return home due to the condition of Cardiac Hill in particular.

If a second entrance/exit is established at the north end near the Tyrol parking lot, this would take some of the pressure off, as people would have the option of heading north on the Westside Road when the current single entrance is blocked by the summer tire club...

Sincerely, Rita Rice & Mitchell Sulkers

February 17th, 2021

Mayor and Council

Resort Municipality of Whistler

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020 as part of the Public Hearing process.

I am against this Zoning Amendment for the following reasons:

1. Nita Lake Drive is not an appropriate access point in relation to the amount of proposed density. Access to this site needs to be in relation to the civic address, from Alta Lake Road.
2. The proposed FSR far exceeds the existing zoning when properly calculated by excluding the gifted future housing area lands. The RMOW is getting very little in return from the developer for this up zoning as the future housing lands are not economically feasible for development given the slopes and terrain.
3. There is no clear visitor parking on the proposed plan, any development of such nature requires visitor parking to further prevent congestion and over parking as we currently see on Nita Lake Drive.

Yours truly,

Chris Sherry

5229 Jordan Lane

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020 as part of the Public Hearing process.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. **All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake.** Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and **protect the forested appearance of the lakeshore.**
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) **Traffic, Traffic, Traffic. The entrance proposed for this new development is THROUGH the existing Nita Lake project. As you can see from the picture attached, the entry road is narrow and dangerous already. If you double the traffic flow on this entry road it raises the chances of a car and/or pedestrian accident to unacceptable levels. The road winds as it enters and is very narrow. Looking at the picture during the winter, you can see we lose the sidewalk to snow on the one side and excess cars park on the other side leaving a ONE Lane wide road for both cars going in two directions plus pedestrians walking in two directions. It is ALREADY unsafe, with the cars and people from both developments using this road it is an accident waiting to happen.**
- 5) **Separate Entry . Please ask the developers of this proposed development to enter from the north side near the Tyrol building.**

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance. And adding a separate entry would reduce safety risks significantly.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely, Jim Young
5237 Jordan Lane ,
Whistler, BC



Entry road off the West Side Road into Nita Lake Estates. And the proposed entry for this new development.

One lane on a blind curve available for twoway car traffic and all pedestrians. Totally unsafe.

Dear Mayor and Council,

We are writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

We spend a lot of quiet time at Nita lake, we even do cold ice plunges off the dock in the winters and in the summer after long hikes or bike rides lounge on the docks and meditate. The lake is our tranquil spot for R&R and it is very special for us and many of our neighbours and friends at Creekside.

We are against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

We respectfully request that you vote against the zoning amendment.

Yours truly,

Nigel and Rieko Bennett
#5-2250 Nordic Dr. V8E 0P4
Whistler

Marius Miklea

From: [REDACTED]
Sent: Wednesday, February 17, 2021 9:50 AM
To: corporate
Subject: re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

Dear Council,

I am opposed to the current form of the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I request that you vote against the amendment.

Regards,

Patrick Smyth
Address on file



Please consider the environment before printing this email.

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Name Alkarim Tejani & Shelina Lalani
Address: 5233 Jordan lane

I would also add to the above letter composed by the neighbourhood that this is in my opinion is not the right scale and development for this site. It is right for the right area and modified could be appropriate for this site.

I will use a more extreme example to illustrate my point. I don't know if you have rented a room in the many hotels in the village itself for yourself for a few nights or extra guests that needed to be accommodated visiting you. You would be woken up many times during the night with people

screaming and coming back home to their rooms at all hours. You can hear them in the room from outside on the plazas. They have no “investment” in their neighbours and are more concerned about their own world and night or weekend out. I don’t suggest behaviour from this new development would be that extreme but more on that side of the scale, not appropriate for the site unless modified

Thank you for your time in hearing our input

Dear Mayor and Council

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

While we are not against developing this property and we fully agree that Employee Housing is urgently needed, we are very concerned that this rezoning, as it is currently proposed, is not in the best interests of the Whistler community. The council and community can do a lot better to provide an excellent development.

Two key points that need to be addressed:

- 1) The developer is getting a particularly good deal at the expense of the Whistler Community. The developer is getting a substantial increase in density for providing a few Employee Houses. The Private Developer Guidelines clearly state the conditions for developers to deliver Employee Housing. These conditions are not being met. Why is this developer being treated differently (even after taking into account their existing zoning rights)?
- 2) It is particularly important that we develop our lake side sites to take care of our natural beauty and the outdoor spaces that we all love in Whistler. Nita Lake in particular is one of the prettiest sites in Whistler, so that the Council have a substantial responsibility to ensure we get this right. This property is described in the current zoning as "site sensitive"; so why is a Clearcut with a significant increase in density thought of as the right way to proceed. We do not want Rainbow south on the side of our Lakes. If we don't protect our Lakes in Whistler, what happens to the rest of our community?

The Council have a responsibility to the Community to fully and in public address and debate both of these issues. The rezoning needs to be significantly revised in order to provide a better deal for the Whistler community. Let us take our time to get this right.

Thank you for your consid

Your sincerely,

Name Elizabeth Chaplin
Address Box 1418 Whistler BC V0N 1B0

Marius Miklela

From: Karen Flavelle
Sent: Thursday, February 18, 2021 5:19 PM
To: corporate
Subject: Nita Lake Development

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Karen Flavelle
2301 Boulder Ridge, Creekside

Please Note: The information contained in this email is confidential, may be legally privileged and intended only for the named addressee. Any distribution, use or copying of this email or the information it contains by anyone other than the intended is unauthorized. If you have received this email in error, please delete it from your system and kindly inform me of the error. Purdys Chocolatier

From: Kirk Fyffe

Sent: Thursday, February 18, 2021 12:31 PM

To: Jack Crompton; Arthur De Jong; Cathy Jewett; Duane Jackson; Jen Ford; John Grills; Ralph Forsyth

Cc: Erin Marriner

Subject: Comment on Re-Zoning Proposal RZ1157 and Zoning Amendment Bylaw No 2283, 2020 (5298 Alta Lake Road)

Dear Mayor and Council,

I am writing to strongly oppose the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw No 2283, 2020 (5298 Alta Lake Rd).

Municipal councils of Whistler over the years seem to have adopted an approach to development planning primarily driven by objectives to “solve” the largely self-inflicted crises of employee housing, and “affordable housing” (yet undefined), mitigate traffic congestion, increase tourist accommodation, all while reducing the carbon footprint. Objectives not only in conflict, but also achievable without compromising arguably the most important objective of all – preservation of the community’s natural aesthetic beauty, not least of which are its few valuable pristine lakeshores and vistas. To create a sustainable future anchored on this core value requires other objectives be achieved within that context.

Just ask any Swiss or Austrian whose small alpine villages have been protected for centuries from any development that would adversely impact their inherent natural beauty. Grindelwald has a population of about 4,000 which is only marginally higher than a century ago. It is one of dozens of villages that inspire admiration from their citizens and visiting tourists for enduring beauty and a sustainability culture.

Our community jewel, Nita Lake, with already significant development around it will be tarnished forever if this development is permitted to proceed. The narrowly focused employee housing and tourism objectives may be served, as will lining the pockets of the developer, but a more important objective to preserve for generations to come a unique natural resource – the lake with its views, its quiet, pristine ambiance - would be sacrificed.

One need only look at the appalling destruction of the westward views over Green Lake by a housing development a few years back that began by clear cutting the entire hillside and ended with the construction of dozens of unsightly “box-like” homes, and a large gas station. A developer makes a good profit, the supply of housing is increased – but Green Lake vistas are destroyed. Is that how Whistler should measure progress ?

I urge the Mayor and Council to act in the broader best interests of the community by taking a step back and consider protecting Nita lake rather than exploiting it. We need to recognize that Whistler has reached, if not exceeded, its population and development limits and exceeding these have become the root cause of many of our other problems. The last thing Whistler needs is more tourist accommodations to exacerbate the problems created by an implied “growth for growths sake” strategy. There are other viable employee and low-cost housing solutions that can be developed if the Council devotes their energy and resources into innovative planning that does not destroy our natural lakeside surroundings.

I respectfully request that you vote against the zoning amendment and consider instead a plan to implement a moratorium on any increased development around Nita Lake.

Kirk Fyffe
#14 2324 Taluswood Place
Whistler B.C.
V8E0R1

Marius Miklea

From: Rex McLennan [REDACTED]
Sent: Thursday, February 18, 2021 10:43 AM
To: corporate
Subject: Letter to Mayor and Council on Re-Zoning Proposal RZ1157 and Zoning Amendment Bylaw No 2283, 2020 (5298 Alta Lake Road)

The Mayor and Council,
Resort Municipality of Whistler,
Whistler, BC

Dear Mayor and Council,

I am writing to strongly oppose the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw No 2283, 2020 (5298 Alta Lake Rd).

Municipal councils of Whistler over the years seem to have adopted an approach to development planning primarily driven by objectives to “solve” the largely self-inflicted crises of employee housing, and “affordable housing” (yet undefined), mitigate traffic congestion, increase tourist accommodation, all while reducing the carbon footprint. Objectives not only in conflict, but also achievable without compromising arguably the most important objective of all – preservation of the community’s natural aesthetic beauty, not least of which are its few valuable pristine lakeshores and vistas. To create a sustainable future anchored on this core value requires other objectives be achieved within that context.

Just ask any Swiss or Austrian whose small alpine villages have been protected for centuries from any development that would adversely impact their inherent natural beauty. Grindelwald has a population of about 4,000 which is only marginally higher than a century ago. It is one of dozens of villages that inspire admiration from their citizens and visiting tourists for enduring beauty and a sustainability culture.

Our community jewel, Nita Lake, with already significant development around it will be tarnished forever if this development is permitted to proceed. The narrowly focused employee housing and tourism objectives may be served, as will lining the pockets of the developer, but a more important objective to preserve for generations to come a unique natural resource – the lake with its views, its quiet, pristine ambiance - would be sacrificed.

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I urge the Mayor and Council to act in the broader best interests of the community by taking a step back and consider protecting Nita lake rather than exploiting it. We need to recognize that Whistler has reached, if not exceeded, its population and development limits and exceeding these have become the root cause of many of our other problems. The last thing Whistler needs is more tourist accommodations to exacerbate the problems created by an implied “growth for growths sake” strategy. There are other viable employee and low-cost housing solutions that can be developed if the Council devotes their energy and resources into innovative planning that does not destroy our natural lakeside surroundings.

I respectfully request that you vote against the zoning amendment and consider instead a plan to implement a moratorium on any increased development around Nita Lake.

Rex J McLennan
Unit 1 – 2324 Taluswood Pl
Whistler, B.C. V0N 1B2

February 17, 2021

To Mayor and Council,
Re: Zoning amendment Bylaw 5298 Alta Lake Road

I am writing in response to the above-mentioned zoning amendment.

My family has lived at the Nita Lake Residences since 2007. In that period of time, we, along with our neighbours have experienced first-hand the increase traffic volume on Alta Lake Road living in a unit that backs onto the road.

I will echo the statements made in other letters addressed to you on this subject that Alta Lake Road has become a main local road and the junction of Nita Lake Drive and Alta Lake road is precarious. The condition of the road and lack of a road shoulder on the hill from the flats below Old Gravel Road to Stonebridge have contributed to unexpected outcomes. Environmental conditions, at times coupled with ill equipped vehicles or drivers unfamiliar with this particular stretch of the road, cause accidents as well as notable worry to residents who are commuting to and from home.

In the winter months, I have watched or driven behind dozens of vehicles unable to drive up Alta Lake Road towards Nita Lake Drive and beyond towards Stonebridge. I have witnessed or come upon other vehicles who have slid into the ditch traveling southbound, including my children's school bus, loaded with kids on their morning commute. There are days where the school bus is unable to stop at Nita Lake Drive due to the slope, driving further north to drop the children off. Elementary school kids then walk south along Alta Lake road, unaccompanied, to get home.

We have experienced the glow of brake lights coming into our home from the steady stream of traffic heading south on weekends after a day of skiing. In the summer months, we have experienced a steady line of vehicles parking along Alta Lake Road to access the alpine bike trail network and all things that come with people setting up or returning from their day's excursion. I have listened to bears get struck by southbound traffic unable to stop due to the down sloping grade and obscured vision. I have equally watched countless cyclists ride in the centre of the road at high speeds travelling southbound because of the road conditions.

My concerns with increasing traffic at this junction is there will be an increased likelihood of additional incidents because with additional housing come additional vehicles. This will be further exacerbated because a percentage of those additional vehicles will be unfamiliar with the road.

Several of the letters have described the challenges with Nita Lake Drive, including the lack of sufficient parking for Nita Lake Residences. With the current proposal, in the event of an emergency, first responders would only have one access point from Nita Lake Drive to any of the residences. Taking into consideration the challenges with Alta Lake Road, having a second entrance from the north would provide first responders with an alternate route. As density increases, it is a prudent piece to consider.

I ask you to support the idea of an entrance from the north, where Alta Lake Road is flatter and the shoulder is wider where the variables can be better managed.

On the topic of pedestrian access to Creekside, when we first moved to Nita Lake Residences, there was a public transit route along Alta Lake Road. This allowed us to be a single vehicle household. When the route was cancelled after we had children, our only option to get children to daycare or daily programs ourselves to work and complete our weekly shopping in a time sensitive manner meant using our vehicle.

Walking or cycling to Creekside is a regular recreational activity for us, which often includes picking up a few items. The distance and slope we need to walk or cycle with equipment and supplies, on a section of trail that is not always maintained are barriers to making this part of our day to day. It is less of a concern when the snow has melted, though there is a weight limit to what can be carried uphill from Creekside.

5-10 years ago I was not shy to push a stroller with a toddler and groceries along this route, and resorted at times to having to dismantle the stroller and carry it in parts to get past the unmaintained trail. I also tried using a toboggan in the hopes of being more efficient. These efforts were the equivalent of a high output cardio workout.

The reality is that the residents of our neighbourhood continue to use their vehicles regularly because we have no other reasonable options. I believe that this will carry on unless you reintroduce a regular transit route that services resident needs.

Finally, on employee housing, we are in a position to directly benefit from this proposed development.

and we are not trusting that this development has the community's employee interest at heart. We are questioning how affordable it will be once built.

I sincerely appreciate the time and effort that has been put into this proposal. I ask that Mayor and Council ensure the proposal meets Whistler's community goals and give as much forethought to the future as it does to meeting current employee housing needs.

Respectfully,



Miriam Bougie
9-5151 Nita Lake Drive
Whistler, B.C.
V8E 1J6

Marius Miklea

From: Sylvia Taylor [REDACTED]
Sent: Thursday, February 18, 2021 3:23 PM
To: corporate
Subject: Nita Lake is a treasure

Hello,

I am writing to express my opposition to any development around Nita Lake.

It's a lovely small lake and has the charms of making locals and visitors alike feel the peace and beauty of a resort town.

The unique undeveloped shore lines should be protected at all costs.

The profit of a few will not benefit any future generations.

Green space is Whistler.

Don't do it!

Thank you,

Sylvia and John Taylor

8461 Matterhorn Dr,

Whistler
[REDACTED]

Sent from my iPhone

Mayor and Council

4325 Blackcomb Way- Whistler, B.C.

By e-mail to- corporate@whistler.ca

I can imagine Mayor and council patting themselves on the back for all the employee housing created during their term in office. Whistler has always had an employee housing problem- and developers have consistently used that to their advantage.

I always knew that the site would be developed but really hoped for more. The staff report shows that the developer will gain 2300m2 of market housing, hardly a small increase- and not two units as stated by the developer in a letter to the newspaper. Whistler has an over-tourism and a global warming problem. Whistler does not need more market housing.

These buildings will be there a long time and the energy consumption of these buildings is significant. The proposed energy standard for this development is only level 3, the lowest possible level permitted by code. Surrounding municipalities demand higher standards(lower energy consumption). RMOW has dragged their feet on environmental issues including building energy use. Council should demand an increase in the energy standards of these buildings.

Council's job is to create the best Whistler possible-not rubber stamp inferior proposals like this one. While there is some additional employee housing created, this rezoning benefits the developer much more than the community of Whistler.

I would support the proposal if the additional 2300m2 gifted to the developer was constructed as employee housing.

It should be rejected in its current format.

Sincerely,

Craig Koszman #44- 5151 Nita Lake drive

Whistler, B.C.

February 19, 2021

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Donna & Doug Baird
2050 Lake Placid Road
Whistler, BC
V0N 1B2

Corporate@Whistler.ca

Feb. 19, 2021

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

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We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Michael & Janet Jean
8373 Mountain View Drive
Whistler BC V8E 0G3

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

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The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against this zoning amendment until some of the concerns are further address.

Yours sincerely,

Alastair Miller

Name Alastair Miller

Address 1 – 2109 Nordic Dr

Whistler BC

Marius Miklela

From: Blair Russel [REDACTED]
Sent: Friday, February 19, 2021 5:39 PM
To: corporate
Subject: re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

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- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets: lakefront and forests. The current proposal before Council will result in irreversible damage to Nita Lake views, forests, and natural habitat. It will be remembered by future generations as a tragedy.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Blair Russel
2304 Boulder Ridge
Whistler BC, V0N 1B2

--

Blair Russel, [REDACTED]

Marius Miklela

From: Jennifer Munro [REDACTED]
Sent: Saturday, February 20, 2021 11:19 AM
To: corporate
Subject: re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020. I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
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We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high. I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Jennifer Munro
2304 Boulder Ridge
Whistler, BC

Marius Miklea

From: kari koskela [REDACTED]
Sent: Saturday, February 20, 2021 5:14 PM
To: corporate
Cc: [REDACTED]
Subject: Nita Lake re-zoning proposal

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Kari Koskela
5-2247 Sapporo Dr
Whistler, BC, V8B 0B5

Sent from my iPhone

Keith & Lindsay Lambert

2016 Nita Lane

Whistler, BC.,

V8E 0A6

[REDACTED]

[REDACTED]

February 20, 2021

Mayor & Council

Resort Municipality of Whistler

4325 Blackcomb Way

Whistler, BC

Dear Mayor & Council Members,

Development at 5298 Alta Lake Road on Nita Lake RZ 001157

We write to you again voicing our objections to this development.

As community members we are concerned about the dubious value in any municipality plan which incentivizes building of employee housing in return for oversized development so developers can profit. It is a quid pro quo, cozy arrangement between municipality and developer. In return for building 21 employee homes a developer, in this case, gets to build 22 market town homes which will sell for over \$2 million each. Does this make any sense for our community and what does it do to our neighbourhoods? Is it good for existing resident taxpayers? The EH contribution is relatively minor but the impact to neighbouring residents and on the small Nita Lake is huge. You look at the upset and fury at the Garibaldi EH proposal and others and one asks is any community in Whistler safe? Other than maybe Stonebridge & Kadenwood, we'd say no.

What have the poor people on the eastern lake side and Nita Lake Estates done to deserve this? Consider what will become of their views and way of life. This will not be good for them. The planners

and council have clearly bent over backwards justifying this while turning a blind eye to concerns in allowing this development and access to 5298 Alta Lake Road through Nita Lake Drive, is particularly bad. It should at least be required to have its own road access. The traffic light situation at Hwy 99 & Alta Lake Road has not been sensibly or objectively considered from adding this much more traffic to the problem. Would you please at least accommodate the requests of our neighbours in approving this rezoning? To be less impactful, can't the development be scaled back?

As for boasting to us the virtues of tree preservation and the "riparian zone" protection of the unsightly development, dream on we say. That the development needs to be hidden from view by the trees proves how bad it is. Now that the CN rail line is shut down, these trees will be rapidly thinned out one way or another leaving an unattractive waterfront development for all to see while owners of these units will gain coveted lake front views.

The lack of overall planning for our precious few lakes has been sad to see. 20 years ago Nita Lake surrounds, all zoned residential, could have been developed into something really special, but it turned the wrong way. We have on it an oversized 80 room hotel with a checkered past from the day it was proposed, very nice homes in the Nita Lake Estates and Chateau du Lac offering the only green space to the entire lake, coming is the oversized town home development of 43 homes and heaven knows what the next developer and RMOW will do to us when Tyrol Lodge comes up! We have ended up with a mixed bag, hodgepodge neighbourhood, nothing flows, no consistency, a planning consequence of the cozy relationship of each individual developer eventually getting what it wants in return for EH and other amenities for RMOW approval. This is not community planning.

We expect more foresight from our community lawmakers in developing our precious lake fronts.

Thank you for your consideration.

Sincerely,

Keith & Lindsay Lambert

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against this zoning amendment until some of the concerns are further address.


Yours sincerely,

Sherry Baker

Name Sherry Baker

Address 2 – 2109 Nordic Dr

Whistler BC

Anne Townley
8344 Ski Jump Rise
Whistler, B.C. V8E 0G8


February 22, 2021

Mayor and Council
Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, B.C. V8E 0X5

Re: Rezoning application RZ001157

Dear Mayor and Council,

I first sent a letter of support for this rezoning in October 2019. I am resending a modified version of that letter as I am still in support of the rezoning. The current application is much better than the original application and I applaud all parties involved in arriving at the current proposal.

At first glance I was not supportive of the above rezoning application because I do not think Whistler needs more tourist accommodation, especially in that location. However, once I learned more about the proposal and realized that most of the zoning and bed units for the proposal are already attached to the parcel, including the TA zoning, I've moderated my opinion and welcome the employee housing community that this proposal envisions.

I live below the Red Sky townhomes in Baxter Creek and so can imagine what the market townhomes will look like and have no objections to the design.

I've lived in Rainbow for over ten years and understand the need that local families have for townhomes. They allow space for growing families that want to continue living in and contributing to this great community. Families that don't want to be forced out of town because they have no space for their children. Families that can only stay because of the opportunity that WHA offers.

There appears to be a lot of negative comments from the residents of Nita Lake Estates. That is unfortunate, as I remember the controversy around their development, especially the large estate lots that were created. They are now able to enjoy their own 'piece of Whistler' as many other community residents aspire to.

The current rezoning proposal 001157 is infinitely better than what the developer is allowed to build and I encourage Council to support the rezoning so we can see more employees and families find stability and suitable home.

Your truly,
Anne Townley

Marius Miklea

From: Tyrol Vice President <vp@tyrolskiclub.com>
Sent: Friday, February 19, 2021 6:41 PM
To: corporate
Subject: Rezoning Application RZ1157, the Hillman Lodge development, 5298 Alta Lake Road, Whistler BC

Dear Mayor Crompton and Members of Council

My name is Bruce Gunn.
I live at 1015 Condor Place, Squamish, BC.
I am the Vice President of the Tyrol Ski and Mountain Club.

We have operated the Tyrol Lodge at 5302 Alta Lake Road for the last 55 years and plan to continue doing so for many more.
Our 5 acre property is located immediately North of the Hillman property.

We support Rezoning Application RZ1157, the Hillman Lodge development, because it will provide much needed employee housing, add park space along Nita Lake and extend the Valley Trail through the Hillman property to the South end of our property. We understand that it is the municipality's goal to extend the Valley Trail all the way around Nita lake. We propose 2 options that could help make that happen and are directly related to the Hillman development.

The Tyrol property has road access across a right of way from Alta Lake Road in the summer only but not in the winter because the roadway is too steep. We have looked at building a road down to our property from Alta Lake Road but found that the cost is prohibitive. We have provided a detailed cost review to the Planning Department that is available to you. The other alternative is to provide road access through the Hillman property, along the existing roadway. If and when the Hillman property is subdivided for the development, the province and the municipality, under the BC Land Titles Act, may consider providing access to the "Lands Beyond," that being the Tyrol property. There are 2 ways this could be done.

Option One

From our 5 acre property, we would provide a parcel of land to the municipality for park or employee housing and would allow the Valley Trail to be extended through our property. In return, we would be allowed single lane road access through the Hillman property, including shared use of the bridge that is proposed for the Valley Trail to cross the Gebhart Creek.

Option Two

We would subdivide and rezone our 5 acre property and use 2 acres to create 2 lots to sell for market housing and build 2 units of employee housing and park space. We would also provide Valley Trail access through our property. The sale of the lots would provide funds for a road to municipal standards and additional bridge costs. As a non profit, member funded society, we do not have the financial resources to do this without being able to sell the lots.

In both options, even though the Valley Trail would end at the edge of our property, people would be able to continue hiking or mountain biking along existing walkways all the way around Nita Lake.

We ask that you consider this in your review of the Hillman development and welcome the opportunity to discuss it with the planning department.

Sincerely,

Bruce Gunn
Vice President,
Tyrol Ski and Mountain Club

Marius Miklea

From: Barb Kentwell [REDACTED]
Sent: Sunday, February 21, 2021 12:34 PM
To: corporate
Subject: Nita Lake Development

I couldn't download the prepared letter for the proposed development on Nita Lake. I am vehemently OPPOSED to any development on this location.

Barb Kentwell
#126-3309 Ptarmigan Place
Whistler, BC
V8E 0V6

259 Watkins Rd
Wangi Wangi
NSW 2267
AUSTRALIA
[REDACTED]

Mayor and Council

Re: Rezoning Proposal RZ1157

My Partner [REDACTED] and I commenced skiing late in life and had our first ski adventure together in 2001 at Mount Perisher in Australia. We were later kindly invited by some Canadian friends who have a home in Whistler to come and try Whistler in 2003. Since then we have travelled to the Northern Hemisphere, without exception, every year to ski. This has included trips to Europe, US, Japan and other Canadian resorts, all of which are wonderful. But we have travelled to Whistler from our home in Australia nearly every year since our first visit in 2003. In some years we have visited Whistler more than once and on every occasion our visit has lasted at least a week and often 10 days or longer. We have also brought other family members with us on a number of occasions. In the case of [REDACTED] she has accompanied us 3 times and in the process achieved her CSIA Level 1 certification and subsequently returned to be employed by Whistler ski school for 2 years.

We are extremely disappointed that due to Covid travel restrictions we are not able to visit Whistler in the 2020/21 season, as we had a plan in progress to bring a total of 8 children, grandchildren and their partners for a special family holiday. Those plans are currently on hold but may still eventuate in 2022, if the world cooperates.

We first visited Whistler as very novice skiers and have long enjoyed what Whistler/Blackcomb has been able to offer: a first-class skiing experience.

The Natural beauty of the West coast of Canada is simply amazing with views and vistas that are so different to the Australian wilderness experience. Whistler gives us the opportunity to combine these natural wonders with our love of skiing in a town that offers a little bit of everything that one could ask for when on holiday and it is these things that bring us back year after year. The skiing in Whistler is great but not everyone wants to ski every day. Whistler offers other wilderness experiences that you can enjoy, or you can just enjoy the view. These are also the reasons that we encourage our skier and non-skier friends to include Whistler in their travel itineraries.

Over the years, however, we have noticed significant changes to Whistler and an ever-increasing scale of development. We are fortunate to have many friends in Whistler who have helped us to find attractive alternatives to the main village for our stays. Nita Lake Lodge has become our favourite place to stay over the past few years, where we always enjoy the wonderful outlook over lake and trees. Being able to enjoy the views across the lake on one of those non-skiing days, or indeed after skiing, is exquisite.

When we were in Whistler in February 2020, we were told of the proposed development on the west side of Nita Lake. This news was very disappointing and we found it difficult to believe that the municipality could even consider such destruction of this wonderful location. We have visited numerous European countries and in our travels it is our experience that forests and lakes are preserved for all to enjoy. Developers in Whistler, however, appear unconcerned with taking care of the lakes, vistas and green spaces that draw international tourists like ourselves. Nita Lake is very small and will be overwhelmed by over development. I cannot imagine that the development of the Western shore of Nita Lake could be anything short of disastrous for the environment of the lake and I believe that it will severely detract from the ambiance of the location.

If the proposed development were to proceed, and the vista from Nita Lake Lodge became one of cleared land and yet more townhouses, I seriously doubt that Nita Lake Lodge would hold the appeal to us that it currently does. If this environmental destruction were to eventuate, I have to think that we would be forced to consider other ski destinations, and I doubt that we will be alone. It would truly be a shame if Whistler ceased to be the wonderful place we fell in love with all those years ago.

As dedicated fans of Whistler, we urge you in the strongest terms to vote against the proposed rezoning and help preserve the character of Nita Lake.

Yours Sincerely,
Chris Owens

February 21, 2021

Dear Whistler Mayor and Council,

I have just learnt about the proposed re-zoning RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020. I was surprised at the extent of the proposal. Does Whistler really need another significant development such as this? Why are we continually expanding the municipality? Bigger is not always better. Continued development brings many additional problems – pressure on the environment, municipal services and traffic to name a few.

Perhaps now is the time to sit back and ask what is best for Whistler and its current residents. I doubt that many would say that this is the correct path to follow. While I support affordable employee housing, the proposed 20 units as part of this development are inadequate compared to what others are offering.

In particular, I am against this Zoning Amendment for the following reasons:

- 1) Given the employee housing crisis in Whistler, especially during the pandemic which will have a lasting impact on our lives, the limited employee housing being built in exchange for this rezoning is totally inadequate and not commensurate with the huge number of market townhomes proposed. A reset needs to take place on this and we need to make sure that adequate employee housing is the number 1 priority.
- 2) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return. It is time to stop being pro development and focus on what is the best for the Whistler community as a whole not just what benefits developers whose sole purpose is to make a financial return.
- 3) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road. Traffic is dreadful and Creekside is definitely a bottle neck. Adding to this serves no purpose and I strongly oppose it.
- 4) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents. Destroying this beautiful area is not warranted. Is this what we want Whistler visitors to think that we don't care about our amazing natural environments.

- 5) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.

We (the community and its elected officials) need to create a better balance between delivering employee housing, protecting the natural appearance of this site, and allowing the developer a modest profit. Reducing the density of the proposal would go a long way to balancing these competing objectives. Cancelling it completely would be the preferred outcome.

I respectfully request that you whole heartedly vote against the zoning amendment.

Yours sincerely,



Callum Beveridge
3318 Panorama Ridge
Brio
Whistler

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Ernestine Chan
202-2050 Lake Placid Road, Whistler BC

North Vancouver, February 21std, 2021

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Hans P Willi
9-215 E 4th Street
North Vancouver, BC
V7L 1J1



Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Paul and Janet Nietvelt
12-2250 Nordic Drive

Mayor and Council,
Resort Municipality of Whistler,
4325 Blackcomb Way,
Whistler, BC V8E 0X5

February 21, 2021

Dear Mayor and Council,

I am writing to voice my concerns regarding the development proposal at 5298 Alta Lake Road.

My family and I have enjoyed the Whistler Valley for more than 40 years. For the last 25 years we have been property owners at 1200 Alta Lake Road. We have spent many quiet moments over the years fishing, walking and cycling along the shoreline of Nita Lake.

The last few years we have seen dramatic traffic increases in our community, including on Alta Lake Road and especially noteworthy at the junction of Highway 99.

My concerns with this project are:

- 1) the environmental impact of this development on the land and the pressure on such a small lake.
- 2) the increased density of the site will lead to traffic volume increase on Alta Lake Road. The challenging road access to Nita Lake Drive on a steep downhill curve will lead to further traffic incidents.

We need more employee housing and I am not opposed to development. However, this project will greatly increase traffic and housing density on a beautiful parcel of land, adjacent to a small pristine valley lake. We need to carefully manage our natural resources if we are to preserve what makes Whistler special.

Yours sincerely,
Leslie Turcotte

1200 Alta Lake Road
Unit#28
Whistler, BC V8E 0H4



Vancouver, February 21std, 2021

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:


- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Riccarda Willi
790-999 Canada Place
Vancouver, BC
V6C 3E1


Hello Mayor Compton and Council members: We are twenty year owners of property across the lake from this proposed development; we are at Whistler Mountain Ventures, otherwise known as Alpine 68. We have watched the development of Nita Lake over many years, and while it has been steady, this is the first time that such a large townhouse project with such a significant footprint has been proposed. We are in full agreement with the objections and concerns in the attached letter. Whistler deserves to have a superior balance of housing and environmental protection, and this proposal gives inadequate weight and protection to the lakeshore and the surrounding natural lands. We also consider that the proposed staff housing component is not a good solution to the ongoing problem, as there is currently no adequate transit for the staff. Please consider this email as a signed copy of the attached document.

Barbara Fulton and Dennis Farrell
Unit #9- Alpine 68
2010 Nita Lane, Whistler, B.C.
[REDACTED]

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020 as part of the Public Hearing process.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Name

Address

Marius Miklea

From: Gary Cadman [REDACTED]
Sent: Monday, February 22, 2021 5:27 PM
To: corporate
Subject: Re-zoning proposal RZ1157 - 5298 Alta Lake Road

Dear Mayor and Council,

I am writing to you regarding the and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Gary Cadman & Patricia Browne
C17 – 2050 Lake Placid Road.
Whistler, BC

--

Gary Cadman
The Cadman Group

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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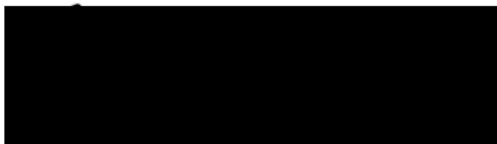
The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Name Jocelyn MacNiel

Address #7-2010 Nita Lane, Whistler, V8E 0A6.



Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Name

Address

Brian & Jacqueline Tetter
2017 Keen Crescent
Whistler BC



Dear Mayor and Council,

I am writing in against the re-zoning proposal RZ1157. The developer would have you believe that if you are against the development, that you are against any type of additional employee housing in Whistler. I am completely for housing more employees of Whistler, but not at the cost of this proposal or its impact on Nita Lake.

The lake itself has become increasingly overused since the construction of Nita Lake Lodge and the general rise of summer tourists. On any given summer weekend, the Valley Trail surrounding the lake can be seen with a steady stream of plastic floating devices heading towards the small spit with 2 picnic tables and no services. On the Lodge side of the lake, weekends bring a constant barrage of wedding guests, drones, patio bands and fireworks. The thought of developing a park behind railroad tracks on the non-developed side of the lake to add even more volume of people to the water is not sustainable or ecologically sound.

For the sake of just a few housing units, we are also allowing another neighborhood of weekender McMansions, another batch of additional nightly rentals and really just a few employee units that could easily be added with infill housing. Please do not allow yet another developer to profit from changing the density of our not so tiny town and negatively impacting the environment while doing it.

Thanks for your consideration,

Kim Clarke
2418 Dave Murray Place
Whistler, BC V8E0M4

Marius Miklea

From: Lennox McNeely [REDACTED]
Sent: Monday, February 22, 2021 7:00 PM
To: corporate; [REDACTED] Lennox McNeely
Subject: Proposed Alta lake development

Mayor and Council

February 22, 2020

I would like to make four points regarding the proposed development.

In Australia they do not allow residential developments within 100 meters of Power lines as it is inconclusive whether such power lines contribute to child leukemia--are we risking this condition on children as the development appears to be adjacent to substantial Hydro Lines, reference arpansa.com.au.

Nita Lake is free of the Duck Itch. An increase in swimming will contribute to the Duck Itch becoming endemic in Alta Lake. This is because when women who are on "the pill" urinate in a lake they will alter the male tadpoles to become hermaphrodites --the tadpole population will decline and the tadpoles feed on duck waste---the duck waster produces the itch prevalent in Alta and Lost Lake.

The Wedgewood proposal for employee housing was rejected on the expected contribution to highway congestion. I have lived in Emerald for 20 years and have never run into the problem inherent south of the village. So this development will contribute much more to the bottleneck south of the village we all know about. If residents head north to avoid the traffic jam then the drive will to the village will be close to the distance that Wedgewood is from the village.

Whistler could develop the site of the current Whistler Golf Club driving range to likely to provide a couple of hundred employee housing units --the driving range could be moved to the top of such building or to the golf course by shortening the par 5 number 3 hole to a par 4 or building on top of the site used for employee parking and the course's utility machinery.

lennox mcneely
9325 Autumn Place, Whistler V8E 0G5
[REDACTED]



February 22, 2021

Resort Municipality of Whistler
4325 Blackcomb Way
Whistler, BC
V8E 0X5

Dear Mayor and Council;

Re: RZ001157 5298 Alta Lake Road

With regard to the lands at 5298 Alta Lake Road, Tourism Whistler understands that this property is currently zoned for tourism accommodation, however, it does not have the Resort Land designation.

As part of this rezoning Tourism Whistler requests that Resort Land designation be applied to the tourist accommodation zoned properties as part of this development. We believe that these lands qualify for this designation under the Resort Municipality of Whistler Council Policy G-12 section 1.3.

Sincerely,

A handwritten signature in black ink that reads "Maureen Peatfield".

Maureen Peatfield, CPA, CMA
Vice President, Finance and Operations



COUNCIL POLICY

POLICY NUMBER: G-12

DATE OF RESOLUTION: APRIL 3, 1995

Re-Affirmed on

RESORT LANDS DESIGNATION

- 1.0 The following lands which should be required to be designated as Resort Lands, and maintain membership in the Whistler Resort Association:
 - 1.1 lands in the commercial core areas such as Village, Village Expansion and Whistler Creek Base area;
 - 1.2 development outside of the commercial core areas which is zoned for commercial uses including office, retail, restaurant, licence premises, and personal service;
 - 1.3 lands outside of the commercial core areas which are developed for tourist accommodation purposes, including any development which has a Section 215 Rental Pool Covenant registered against title; and
 - 1.4 lands developed for pension use.
2. The following lands are recommended to be exempted from mandatory requirement for Resort Lands designation:
 - 2.1 all residential housing either under lease agreement or housing agreement with the Municipality;
 - 2.2 bed and breakfast rezoning which are voluntary members of the Whistler Resort Association;
 - 2.3 all residential development outside of the core areas, and areas outlined in Schedule "B" of the Resort Municipality of Whistler Act which are zoned for residential purposes under "Zoning and Parking Bylaw No. 303, 1983"; and

- 2.4 all lands within a commercial service station zone, a commercial heliport zone, a commercial float plane zone, an industrial service zone, a light industrial zone, an industrial processing zone, a leisure park zone, a leisure recreation zone primarily permitting hostel use, or any like zone.

Certified Correct:

Brenda Sims, Municipal Clerk

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020 as part of the Public Hearing process.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Nigel Parish
#36-2010 Nita Lane
Whistler

Marius Miklea

From: ingrid abbott [REDACTED]
Sent: Monday, February 22, 2021 9:24 AM
To: corporate
Subject: Nita Lake Development/ 5298 Alta Lake Road

Dear Mayor and Council,

I am writing with regards to the re-zoning proposal **RZ1157, and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.**

I am against this Zoning Amendment for the following reasons:

1. This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
2. The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
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I respectfully request that you vote against the zoning amendment.

Your sincerely,

The Roza family
2112 Drew Drive
Whistler, V8E 0B3

[REDACTED]

Tony Roza
Hannelore Roza

Mark Roza,
Ingrid Roza

Caelin Roza
Maya Roza
Etienne Roza

Marius Miklea

From: Shalissa Forestell [REDACTED]
Sent: Monday, February 22, 2021 11:00 PM
To: corporate
Subject: Against the Nita Lake re-zoning proposal

Dear Mr Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- the wildlife and ecosystem of Nita Lake, will be ever affected and disrupted by this development;
- this will cause a significant increase in traffic and safety concerns for Alta Lake road (Nita Lake Dr. will need a significant amount of construction/redevelopment to allow for the traffic that this development will create);
- clearcutting will completely change the serenity and landscape around Nita Lake, an area that for years has been so tranquil and home to plenty of wildlife;
- we as a community need to know how the developer plans to give back to the environment AND the community, as he profits immensely from this;

All year round I walk/bike/run the Valley Trail that surrounds Nita Lake, and I have always appreciated such a beautiful, natural landscape. It saddens me to imagine that a massive development will be zoned for building in this area, and in turn the Nita Lake community (including its wildlife) will endure years of construction, noise, and pollution, with little to no real benefit to the community; 50% WHA units doesn't make up for the disturbance this development will cause to the ecosystem and wildlife.

I have so many questions regarding the placement of this development, and why it is even being considered in this area... besides the obvious, mountain views, lake view, lucious forest landscape, etc. Considering the lack of infrastructure to support 43 townhomes (a 275% increase!), it's a bit of a shock as to why this land is being proposed as a place to build. The Whistler/Nita Lake community deserves better than this.

I hope that you, Mr Mayor, and Council hear the voice of the community that does not support this re-zoning proposal, and do the right thing. I respectfully request that you vote against the zoning amendment.

Yours (concerned) sincerely,

Shalissa Forestell

Hillcrest Dr, Alta Vista
Whistler

February 22, 2021

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I have written to Council previously (Re: 5298 Alta Lake Road-RZ1157 – Development Proposal by Empire Club Development Corp. - Nov. 13, 2019), stating my opposition to the proposal. I join with a large number of Whistler home owners in saying that it has still not been brought to a reasonable solution. I think the following points are something that Council should consider before going ahead with the proposal as it has been presented.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
- 2) The impact of this development on the environment needs to be more carefully managed. Council should extract binding assurances now to preserve the trees and protect the forested appearance of the lakeshore.
- 3) The limited employee housing being built in exchange for this rezoning is inadequate and not commensurate with the huge number of market townhomes proposed.
- 4) The current proposal does not provide enough for the Whistler Community in exchange for what the developer is receiving in return.
- 5) More development means more traffic woes on local roads and the intersection of Highway 99 and Alta Lake Road.

We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,



Name: Sally Quinn



Whistler home: 2309 Boulder Ridge, Whistler, BC

Marius Miklea

From: Linda Holland [REDACTED]
Sent: Monday, February 22, 2021 1:55 PM
To: corporate
Cc: Terry Holland
Subject: Proposed Nita Lake Development

February 22, 2021

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Terry & Linda Holland
2020 Karen Crescent
Whistler, BC

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Name

Address Alan Burns

citizen for over 30 years at
2309 Boulder Ridge

Marius Miklea

From: Brian Eby [REDACTED]
Sent: Tuesday, February 23, 2021 5:14 PM
To: corporate
Subject: RZ1157

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am concerned about the impact this project will have on the appearance of Nita Lake and the surrounding area. The beauty of our surroundings is a major reason we live here.

While I am not against development I should say that as long as the bottle necks along highway 99 past function remain unaddressed I am concerned about adding to our traffic issues with additional development.

Thanks for your consideration on this matter

Brian Eby
2437 Los Lenas Place

Marius Miklela

From: Hana Turner [REDACTED]
Sent: Tuesday, February 23, 2021 10:41 PM
To: corporate
Subject: Nita Lake Development Concerns

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Hana Turner

8601 Drifter Way
V0N 1B8

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Joanna Srebniak
7-2007 Karen Cresc
Whistler, BC, V8E 0B3

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020 as part of the Public Hearing process.

I am against this Zoning Amendment for the following reasons:

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I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Jennifer White
9607 Emerald Place
Whistler, BC V8E 0G5



Marius Miklea

From: Scott Redenbach [REDACTED]
Sent: Tuesday, February 23, 2021 1:09 PM
To: corporate
Subject: re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

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

Dear Mayor and Council

We are against this Zoning Amendment as the development does not conform to the Whistler OCP.

The three of us use Nita Lake, the Valley trail in between Alpha Lake/Nita Lake, Alta Lake road to access Rainbow park multiple times a week, during winter and summer. We are very familiar with the area and the issues that have already been created by the poor planning and construction of the current Nita Lake Development (accessed by Alta Lake Road) and the Nita Lake Lodge.

Here are our main issues with this rezoning:

- Increasing the density on the property
- Insufficient parking and access to the development (Alta Lake Road already has major issues of congestion and illegal parking from the current Nita Lake development. Alta Lake Road has no sidewalks or a proper shoulder, the road already has problems with cyclists, pedestrians, dogs, is very winding, and unforgiving.)
- Lack of bus route along Alta Lake road and access to transit within a reasonable walking distance
- The distance from the railway line and density will increase the amount of people crossing and walking down the railway tracks. (This is already a huge issue with people traveling along and crossing the rail line all along the area from Alta Lake Road to Nita Lake)

- [REDACTED]
- [REDACTED]

Please take our concerns seriously and do not approve this rezoning application in its current form.

Thank you

Scott, Grace, and Mei-Lin Redenbach

Marius Miklea

From: Planning
Sent: Tuesday, February 23, 2021 1:22 PM
To: Marius Miklea
Subject: FW: RZ1157 – 5298 Alta Lake Road Rezoning

From: William Caulfield [REDACTED]
Sent: Tuesday, February 23, 2021 12:44 PM
To: Planning
Subject: RZ1157 – 5298 Alta Lake Road Rezoning

Please distribute the below to Mayor and Council, and acknowledge receipt.
Thank you very much.

William Caulfield.

Dear Mayor and Council,

Regarding the proposal:

I wish you to reject it.

Please reduce the density and give back most of the developer's offsets.

The "previous development footprint" (PRE) although taking 72% of the land did not have the **extreme built density** of the "proposed development footprint" (PRO) utilizing 43% of the land.

PRE does not allow the construction of **walls of built form** as in PRO.

Even if the built properties of PRE have views of the Lake, and thus are visible from the Lake, there will be space between them. These spaces, even if only grassed or shrubbed, rather than tree-ed will provide visual relief.

The offered offsets in PRO are not sufficient to ameliorate the impact of PRO.

The eastern green area below the power lines is not useful as a park.

Retention of Toad Hall and a barn is not necessary. (Will the municipality be responsible for maintenance repair and security?)

(The Rainbow cabins provide a sufficient link to Whistler's history.

The Valley Trail does not need a significant setback above it.)

However the land is developed, adequate parking space is necessary.

Multiple small units require more parking than a smaller number of larger units.

Employee/WHA housing is good to have and I do not object to it ... but ?fewer units, given the need for parking and the lack of a regular and frequent transit service on Alta Lake Road.

Thank you.

William Caulfield
Owner
2107 Drew Drive
Whistler.

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

- 1) This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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We need to create a better balance between delivering Employee Housing, protecting the natural appearance of this site, and allowing the developer a reasonable profit. Reducing the density of the proposal would go a long way to achieving this better balance.

The citizens of Whistler deserve a rezoning process that will get us the best deal and will protect our most precious assets, holding any lakeside developments to the highest standards. Under the proposal currently before Council the cost to Whistler and the irreversible damage to Nita Lake are both too high.

I respectfully request that you vote against the zoning amendment.

Yours sincerely,

Brian Southam
Unit owner
Alpine 68,
2010 Nita Lane

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

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I respectfully request that you vote against the zoning amendment.

Yours sincerely.

Name D Browning

Address

206 8300 Bear Paw Trail Whistler V8E1M3

Marius Miklea

From: James Turner [REDACTED]
Sent: Wednesday, February 24, 2021 9:53 AM
To: corporate
Subject: Nita re-zoning proposal RZ1157

Dear Mayor and Council,

I am writing to you regarding the re-zoning proposal RZ1157 and the Zoning Amendment Bylaw (5298 Alta Lake Road) No. 2283, 2020.

I am against this Zoning Amendment for the following reasons:

1. This appears to be a very high density development on lakeside property that will undoubtedly result in clearcutting of significant trees. There will be even more tree loss with the development of the proposed park and WHA parcel. All of this will be visible from the valley trail and mountain and ruin the appearance of Nita Lake. Council should be doing everything possible to preserve our lakesides for future Whistler residents.
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I respectfully request that you vote against the zoning amendment.

Yours sincerely,

James Turner
8611 Drifter Way
Whistler BC

Marius Miklea

From: Aimee Todd [REDACTED]
Sent: Sunday, February 14, 2021 3:11 PM
To: corporate; Jack Crompton
Cc: Jaclynn Pehota
Subject: Cannabis Retail in Whistler

Dear Mayor & Council,

I am writing in response to a local news item in the February 11th edition of the Pique News Magazine, regarding Whistler's slow response to providing citizens and guests legal access to recreational cannabis. Specifically, Mayor Compton was quoted "Non-medical cannabis retail and licencing is in the Resort Municipality of Whistler's current work plan, and is identified for consideration in 2021. But a lot depends on resources available.". (https://www.piquenewsmagazine.com/local-news/cannabis-retail-on-whistlers-2021-work-planresources-permitting-3372031?fbclid=IwAR300_ZIEwUCIHv_Kt9gMTvUULbRXHZtYgVLSQk5OPU_K19qDGuIH3PrK2w)

As an owner of a legal shop in Squamish, I am excited by the likelihood that Whistler will have a store in 2021 based on your answer that it depends largely on "resources available" because help is available. Much of the work to get Whistler cannabis ready is already done. The RMOW can get educated quickly and easily now that two years of data exists.

You can look to your Sea to Sky neighbours- Squamish and Pemberton have first hand experience. Squamish, in particular, has been a leader in the province on keeping themselves educated and forward thinking. In fact they are in the process of modernizing their bylaws around cannabis to eliminate redundancies and conflicts with BC's official guidelines.

ACCRES (Association of Canadian Cannabis Retailers) is a rich source of information as their mandate is to protect and expand the private cannabis retail sector in Canada. They can educate you on things like independently owned vs. government run shops, and provide data to fuel educated decisions. For example, you may not know the devastating effect government stores have had in some BC communities or the number of shops a municipality should consider and why.

Feel free to contact me, I will be happy to answer any questions or steer you in a better direction. By the time all the free resources are exhausted, the RMOW may find themselves with a surplus!

Best,
Aimee Todd-Mussett
Owner/Operator
Sky High Cannabis Ltd.
PO Box 2568 St. Mn.
Squamish, BC V8B 0B7
info@skyhighcannabis.ca
604-262-2839

February 4, 2021

Premier John Horgan
PO Box 9041, Stn Prov Govt
Victoria, BC V8W 9E1

Adrian Dix, Minister of Health
PO Box 9050, Stn Prov Govt
Victoria, BC V8W 9E2

Selina Robinson, Minister of Finance
email: Fin.Minister@gov.bc.ca

Katrine Conroy, MLA Kootenay West
email: Katrine.conroy.mla@leg.bc.ca

Re: Letter of Support for The Corporation of The City of Vernon

The Regional District of Kootenay Boundary, at their Regular Meeting held on Wednesday, January 13, 2021, passed the following resolution:

05-21

WHEREAS cost is a significant barrier to people accessing contraception, particularly to people with low incomes, youth, and people from marginalized communities; and

WHEREAS providing free prescription contraception has been shown to improve health outcomes for parents and infants by reducing the risks associated with unintended pregnancy, and is likely to reduce direct medical costs on the provincial health system; and

WHEREAS contraceptive methods such as condoms or vasectomies are available at low cost, no cost, or are covered by BC's Medical Services Plan, whereas all contraceptive methods for people with uteruses (such as birth control pills, intrauterine devices or hormone injections) have high up-front costs, making access to contraception unequal and gendered;

THEREFORE BE IT RESOLVED

THAT the Regional District of Kootenay Boundary Board of Directors write to the Provincial Minister of Finance, the Provincial Minister of Health, the Premier of BC and the local MLA supporting universal no-cost access to all prescription contraception available in BC under the Medical Services Plan; and

THAT this letter be forwarded to all BC municipalities asking to write their support as well.

Carried."

Thank you for your consideration.

Yours truly,



Diane Langman, Chair

Main

202 – 843 Rossland Avenue
Trail, BC V1R 4S8
T: 250.368.9148
T/F: 1.800.355.7352
F: 250.368.3990

Grand Forks

2140 Central Avenue
Grand Forks, BC V0H 1H0
T: 250.442.2708
T/F: 1.877.520.7352
F: 250.442.2688

rdkb.com

File: 0410-31

November 30, 2020



THE CORPORATION OF THE CITY OF VERNON

3400 - 30TH STREET VERNON, BRITISH COLUMBIA V1T 5E6
TELEPHONE (250) 545-1361 FAX (250) 545-4048

Premier John Horgan
Box 9041, STN PROV GOVT
Victoria, BC V8W 9E1

Selina Robinson, Minister of Finance
email: Fin.Minister@gov.bc.ca

OFFICE OF THE MAYOR

Adrian Dix, Minister of Health
PO Box 9050 ST PROV GOVT
Victoria, BC V8W 9E2

Harwinder Sandhu, MLA Vernon-Monashee
email: harwinder.sandhu@bcndp.ca

Council, at their Regular meeting held on Tuesday, October 13, 2020, passed the following resolution:

"WHEREAS cost is a significant barrier to people accessing contraception, particularly to people with low incomes, youth, and people from marginalized communities; and

WHEREAS providing free prescription contraception has been shown to improve health outcomes for parents and infants by reducing the risks associated with unintended pregnancy, and is likely to reduce direct medical costs on the provincial health system; and

WHEREAS contraceptive methods such as condoms or vasectomies are available at low cost, no cost, or are covered by BC's Medical Services Plan, whereas all contraceptive methods for people with uteruses (such as birth control pills, intrauterine devices, or hormone injections) have high up-front costs, making access to contraception unequal and gendered;

THEREFORE BE IT RESOLVED

THAT the City of Vernon write to the Provincial Minister of Finance, the Provincial Minister of Health, the Premier of BC, and the local MLA supporting universal no-cost access to all prescription contraception available in BC under the Medical Services Plan; and

THAT this letter be forwarded to all BC municipalities asking to write their support as well

CARRIED."

Thank you for your consideration.

Yours truly,

Victor I. Cumming
Mayor

Copy: Mayor & Council
W. Pearce, CAO
BC Municipalities

Marius Miklea

From: Natalie Szewczyk <Natalie.Szewczyk@opendoorgroup.org>
Sent: Monday, February 22, 2021 4:09 PM
Subject: Provincial Wage Subsidy Program & Other WorkBC Programs
Attachments: WorkBC Wage Subsidy Infographic - Sea to Sky.png; Wage Subsidy Webinar Poster - Sea to Sky.png

Dear Mayor and Council

My Name is Natalie and I am the Program Manager for the sea to sky WorkBC Employment Services centre in our region. I am writing to the mayor and council with the hopes you may share and advocate for employment related services that are offered through WorkBC which are part of the Ministry of Social Development and Poverty Reduction. In efforts to share vital information not only to job seekers, but for local employers. Recently, WorkBC has expanded a federally funded program of Wage Subsidy that normally required Employment Insurance attachment of an eligible criteria of a job seeker. This EI related Wage Subsidy program is geared towards prospective employers as an incentive to hire an individual who may lack some skills and/or education, where in turn the employer would have a portion of the new employees' wages subsidized for a period of time. In November of 2020, the BC Government, expanded the eligibility of this program considerably to address the labour demands that have been created during COVID. We are happy to share that most of the eligibility criteria as been amended to best support individual seeking employment and employers looking to hire new or rehire previously laid off staff.

As the regional employment service centre for the sea to sky area, we are working closely with the provincial government and provincial training institutions to offer more training opportunities to residents in the sea to sky area (Squamish to Mount Currie) – most importantly help people access services to gain employment. In addition to this, we are also members of some of the local economic groups who are also advocating for similar resources in our communities. There are a number of services that are available to support these initiatives with funding to be accessed. At this time, many of these initiatives are dedicated to COVID recovery efforts to help the labour force in our area, however have existed prior to COVID. Services such as:

- [Wage Subsidy](#)
- [Project Based Labour Market Training](#)
- [Job Creation Partnerships](#)

We are seeking to partner with our local municipalities to help champion and spread the word regarding these services to our community of residents and also business. We feel there are resources that can truly help communities regain some stability in the current labour market as well as growth in other areas of the economy. As the most tangible service currently available and in active demand is our Wage Subsidy service. This service can help local employers and also job seekers fill the vacancies that are so desperately needed in many areas which make our communities rich and vibrant. Below is information that may be of interest and we are happy to further discuss how we can better support our communities access the funding, support and resources which WorkBC can offer. We truly believe in cultivating community driven relationships and leveraging the support and advocacy of our local municipal government.

Please feel free to reach out to us if you have any questions or would like to further discuss how we can further assist.

Upcoming Event - Monthly Employer Information Sessions:

4th Wednesday of every Month at 3pm – see attached poster. Next session Wednesday Feb 24th

Key highlights about the program:

WAGE SUBSIDY

The WorkBC Wage Subsidy program covers a part of employee wages so employers can hire job seekers and provide work opportunities. Both unemployed individuals and employers in B.C. can benefit from WorkBC Wage Subsidy.

To learn more, please visit: <https://www.workbc.ca/Employment-Services/Wage-Subsidy.aspx>

Or contact your Sea to Sky WorkBC Centre at 604-639-1743 | centre-squamish@workbc.ca

Best regards,

Natalie Szewczyk | Program Manager

WorkBC Employment Services Centre – Squamish | Whistler | Pemberton | Mt. Currie

T: 604.639.1743

F: 604-898-1670

A: 302 - 37989 Cleveland Ave, Squamish, BC V8B 0A8

	www.workbc.ca	 
Operating on the traditional, ancestral and unceded territory of the Skwxwú7mesh (Squamish), St'át'imc and Lil'wat Nations.	 This program is funded by the Government of Canada and the Province of British Columbia. Ce programme est financé par le gouvernement du Canada et la province de la Colombie-Britannique	

What is a Wage Subsidy?

A Guide for Employers to Understand WorkBC's Wage Subsidy Program

What does it do?

The program provides funding to an eligible employer to subsidize a Client's wage as an incentive to hire and provide work experience and on-the-job training to an eligible Client or individual who has been identified as needing work experience, and to hire new or recall laid off employees.



How can you access it?



A wage subsidy can be accessed through two separate avenues:

- 1) An eligible WorkBC client is identified by the employer as an appropriate candidate for a position
- 2) An employer identifies a potential candidate and refers them to WorkBC for a subsidy

How much are you eligible for?

The duration of a wage subsidy can not exceed 24 weeks and the percentage subsidized decreases every 8 weeks. The amount of starting subsidy falls under two categories:

- 1) All WorkBC clients - 50%
- 2) Youth and clients with a disability - 75%



What do I need to be an eligible employer?



You must be:

- A registered business in BC (including WorkSafe BC registration)
- Offering a full-time position
- Offering Insurable Employment
- Offering a position based primarily in BC
- Paying reasonable and competitive wages

Interested in learning more?

Contact WorkBC Sea to Sky's Employer Engagement Manager, Sean Miles at:
Telephone: 604-334-6372 ext 2514
E-mail: sean.miles@opendoorgroup.org





ARE YOU AN EMPLOYER INTERESTED IN THE WORKBC WAGE SUBSIDY PROGRAM?

Sea to Sky WorkBC is hosting a monthly webinar for employers on the WorkBC Wage Subsidy Program!

Attend one of our sessions to learn more about WorkBC services for employers and how to specifically access the Wage Subsidy program.

**DATE/TIME: THE 4TH WEDNESDAY OF
EVERY MONTH • 3 PM
SEE EVENTBRITE FOR MORE DETAILS
AND TO REGISTER:
<http://bit.ly/workbcwagesub>**



Marius Miklea

From: Margaret Rudolf [REDACTED]
Sent: Thursday, February 11, 2021 6:21 PM
To: corporate
Subject: Protocol request for illuminating Fitzsimmons Bridge June 25, 2021
Attachments: landmarklightingrequestform.pdf

Categories: Red Category

Hello - please find my request to illuminate this bridge on June 25, 2021, to honour Slovenia's 30 years of independence. There are a number of Slovenians living in Whistler and it would be nice to provide recognition.

My request form is attached, but I could not insert the date (today, Feb. 11) and I could not insert colours of the flag - they are white, red and blue, and for the weekend of June 25, 2021.

Thank you
Margaret
[REDACTED]

--

Margaret M. Rudolf, Ph.D

Honorary Consul for Slovenia
FOR CONSULAR INQUIRIES, CONTACT SloveniaConsulBC@gmail.com

Leave a message at the Vancouver tel: 778-279-0277
[REDACTED]



Landmark Lighting Request Form

Please complete the form and scan/email to corporate@whistler.ca along with your cover letter addressed "To Mayor and Council" with information regarding your campaign or cause.

We will contact you to confirm the status of your request.

Contact Name	Dr. Margaret Rudolf
Organization	Honorary Consul for Slovenia in British Columbia
Business Address	5361 Montiverdi Pl
City/Province/Postal Code	West Vancouver
Business Phone Number	[REDACTED]
Business Email	[REDACTED]
Website Address	
Brief description of the event associated with your request - 75 words or less <i>(Information here will be used for communications and the sign on the bridge. RMOW will edit copy if necessary.)</i>	on June 25, 2021, Slovenia celebrates 30 years of Independence, and in July, initiates the Presidency of the EU. The 3 colours of the Slovenian flag are white, red and blue and the illumination is done to honour this country's accomplishments.
Optional: Social Media Campaign Title (include hashtags)	
Landmark Choice	<input type="checkbox"/> Fitzsimmons Covered Bridge
Date of Event	June 25
Colour Request	Red White & Blue

Signature: _____ [REDACTED]

Date: _____

This application does not guarantee that your event lighting request will be approved or your date is available.

Marius Miklea

From: Laura Halas <lhalas@parkinson.bc.ca>
Sent: Thursday, February 11, 2021 3:58 PM
To: corporate
Subject: Landmark Lights - World Parkinson's Day
Attachments: landmarklightingrequestform.pdf

Categories: Red Category

Hi there,

Please see attached for Parkinson Society BC's application to illuminate the Fitzsimmons Creek Bridge.

I look forward to hearing from you, thank you.

Warm Regards,

Laura Halas

Marketing & Communications Coordinator

Parkinson Society British Columbia

600 - 890 West Pender Street | Vancouver, BC V6C 1J9

604-662-3240 ext. 229 | 1-800-668-3330 | www.parkinson.bc.ca

Connect with us!



STAY CONNECTED TO THE PARKINSON'S COMMUNITY

Renew your membership with Parkinson Society
British Columbia and continue to be part of our
friendly, caring, and supportive community.

RENEW TODAY

| [Education Events](#) | [Support Services](#) | [Educational Resources](#) | [COVID-19 Resources](#) |

Parkinson Society BC staff are now working remotely until further notice.

We remain committed to serving the Parkinson's community, and have made many of our programs and services available online.

Information provided by Parkinson Society British Columbia is intended to be used for general information only and should not replace consultation with healthcare professionals. Please speak with a qualified healthcare professional before making medical decisions.



Landmark Lighting Request Form

Please complete the form and scan/email to corporate@whistler.ca along with your cover letter addressed "To Mayor and Council" with information regarding your campaign or cause.

We will contact you to confirm the status of your request.

Contact Name	Laura Halas
Organization	Parkinson Society British Columbia
Business Address	600 - 890 West Pender Street
City/Province/Postal Code	Vancouver, British Columbia, V6C 1J9
Business Phone Number	604-662-3240
Business Email	lhalas@parkinson.bc.ca
Website Address	www.parkinson.bc.ca/awareness
Brief description of the event associated with your request - 75 words or less <i>(Information here will be used for communications and the sign on the bridge. RMOW will edit copy if necessary.)</i>	In recognition of World Parkinson's Day this April 11, PSBC is partnering with landmarks and facilities across the province to light up for Parkinson's awareness. We would like to invite Whistler to show its support for over 13,000 British Columbians living with Parkinson's, and help spread the message that no one is alone in their journey with this disease.
Optional: Social Media Campaign Title (include hashtags)	#MoreThanATremor
Landmark Choice	<input type="checkbox"/> Fitzsimmons Covered Bridge
Date of Event	April 11, 2021
Colour Request	Teal & Magenta

Signature: Laura Halas

Date: February 11, 2021

This application does not guarantee that your event lighting request will be approved or your date is available.