

**From:** Les Lawther [REDACTED]  
**Sent:** Sunday, June 07, 2020 5:16 PM  
**To:** corporate <corporate@whistler.ca>  
**Cc:** Jack Crompton <jcrompton@whistler.ca>  
**Subject:** Asphalt Contract

Dear Mayor and Council:

I am unclear as to why this issue is up for consideration yet again. It seems that the residents of Cheakamus Crossing are once again being thrown under the bus in the name of economics. Given that the plans for even further expansion of accommodation in the Cheakamus Crossing location, there is a clear disconnect between the message Whistler sends out to the world and the practices of the municipality. On the one hand we say we are leading in green initiatives whereas on the other hand we sanction the continued operation of an asphalt plant and gravel pit on the boundaries of an expanding employee housing area – a combination which research has clearly shown to be hazardous to the health of neighbouring residents.

We understand the operation of the pit and plant fall under provincial jurisdiction but this does not mean we as a municipality have to support by giving local contracts to the facility. And yes, trucking the asphalt from Squamish is not environmentally ideal either, but it is a less dangerous option than having it made within spitting range of 1000+ residents, many of whom are children. Almost all our supplies come from the Lower Mainland and beyond ... there are more laundry trucks that go up and down the highway on a daily basis than there are asphalt trucks.

If Squamish is not viable, there are other options for making the asphalt (the equipment is mobile and could be located elsewhere in the Corridor, for a start) onsite as is evidenced by the large asphalt making equipment often seen on highways such as the Hope Princeton or the Coquihalla or Hwy 1.

History is simply repeating itself as evidenced by the following letter sent to Council in 2009. We would ask that we learn from history and expand the accommodation opportunities in Cheakamus Crossing under clear and green skies.

Thank you for your time and due consideration of our request not to place asphalt contracts with the facility located in Cheakamus Crossing.

On Sun, Nov 15, 2009 at 9:03 PM, [REDACTED] wrote:

November 15, 2009

Dear Mayor and Council:

For many years, the Municipality of Whistler's sustainability strategy has focused on our unique economic, environmental and ecological attributes (Whistler 2020) in the Sea to Sky Corridor.

The Municipality, along with its residents and businesses, has invested millions of dollars to build eco-tourism and attract environmentally friendly businesses to the area. The Whistler 2020 Development Corporation embraced

this strategy in planning and constructing the 2010 Olympic Athlete's Village located on the banks of the Cheakamus River.

The proposed rezoning of lands adjacent to the Athlete's Village puts this huge investment at risk in a community that more than 2.2 million people visit and enjoy annually. And more specifically, it puts the new residents of the Cheakamus Crossing development at high risk.

Asphalt plants release toxic air emissions, sickening odors and heavy dust into the surrounding airshed. The plants use waste oil to heat sand and gravel, and then mix the aggregate with liquid asphalt from refineries. Pollution from these plants includes volatile organic compounds and sulfur dioxide. These compounds can impact our developmental and reproductive organs as well as the central nervous system. Some organics are suspected or known to cause cancer. Children are especially susceptible to hazardous air pollutants which can lead to cancer, respiratory illnesses and other diseases. (Source: California EPA Office of Environmental Health Hazard Assessment and Blue Ridge Environmental Defence League, as attached)

In Kevin Creery's Staff Report dated November 03, 2009, it is noted that "... the presence and use of this facility were contained within the disclosure statements provided to purchasers of units within the Cheakamus Crossing neighborhood." Mr. Creery does not cite the entire applicable section in the Disclosure Statement which goes on to clearly state that the RMOW is in discussions with the operator of the plant to relocate the operation.

*Disclosure Statement, Page 20, Section 7.4 (c): The Development is adjacent to an operational asphalt and gravel facility which may create associated noise, dust, odours and activity. The Municipality is currently discussing the possibility of relocating the asphalt operation with the owner of the asphalt and gravel facility.*

At this time we would like to ask for an update on the discussions for the relocation of Whistler Aggregate's gravel and asphalt plant as an asphalt plant does not make a good neighbour for residential developments or schools. An asphalt plant certainly does not enhance the sustainability of Cheakamus Crossing – a leading edge green and sustainable community that has incorporated LEED principles into every stage of its development.

Please note that we are not against asphalt companies, but we are against asphalt companies operating so close to neighbourhoods and schools. Since there is no lack of 'basalt pits' in the Sea to Sky corridor for the relocation of this operation, we would anticipate that the Mayor and Council will not approve the rezoning application before them, and will successfully complete their cited discussions to relocate the asphalt operation prior to the occupancy date of Cheakamus Crossing purchasers. As proud, long time residents of Whistler we want the sign on Hwy 99 at Function Junction to say, "Welcome to The Resort Municipality of Whistler, a green, sustainable place to live, work and visit," *not* "Welcome, please ignore the toxic air emissions, sickening odors and heavy dust created by our asphalt plant". The cost of approving the rezoning application seems extraordinarily high; the cost of not approving it simply that we pay a little more to truck in our asphalt when needed

Sent from [Mail](#) for Windows 10

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