

## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** December 15, 2020  
**REPORT:** 20-127  
**FROM:** Resort Experience  
**FILE:** RZ1165, BYLAW 2298  
**SUBJECT:** RZ1165 – CHEAKAMUS CROSSING PHASE 2 – ZONING AMENDMENT BYLAW (CHEAKAMUS CROSSING PHASE 2 PARCELIZATION) NO. 2298, 2020, FIRST AND SECOND READING

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

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

### RECOMMENDATION

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

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

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

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

## REFERENCES

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

## PURPOSE OF REPORT

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

## DISCUSSION

### Background

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

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

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

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

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

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

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

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

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

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

### **Proposed Rezoning Parcelization Plans**

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

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

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

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

#### Master Plan and Parcel Concepts Description

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

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

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

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

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



Development Density

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

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

Key Plan Parcel Area	Housing Form	Parcel Area (m <sup>2</sup> )	Max. Density (FSR)	Max. Density (GFA - m <sup>2</sup> )	Max. Bldg. Height (Metres)	Max. Bldg. Height (Storeys)	Max. Bldg. Size (m <sup>2</sup> )
Area A	Apt.	10,982	0.8	8,800	13.7	4-stepped	4,683
Area B/C	Apt., TH	9,778	0.5	4,900	10.7	Three	3,500
Area D1	Apt.	10,203	0.6	6,150	13.7	4-stepped	3,500
Area D2	TH	8,505	0.5	4,300	10.7	Three	N/A
Area D3	SF, Duplex	16,435	0.3	5,250	8	Three	350
Area E	TH, SF, Duplex	74,679	0.17	12,450	10.7, 8	Three	N/A

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

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

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

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

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

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

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

#### Riparian and Streamside Protection Areas

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

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

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

#### Unique and Distinctive Features

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

### Potential Housing Units and Mix

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

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

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

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

### Parking

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

### **Advisory Design Panel Review**

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

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

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

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

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

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

### **Proposed Zoning Amendment Bylaw**

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

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

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

### **OTHER POLICY CONSIDERATIONS**

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

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

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

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

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

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

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

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

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

### Bed Unit Allocation

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

### **BUDGET CONSIDERATIONS**

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

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

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

## **COMMUNITY ENGAGEMENT AND CONSULTATION**

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

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

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

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

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

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

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

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

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

## **SUMMARY**

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

Respectfully submitted,

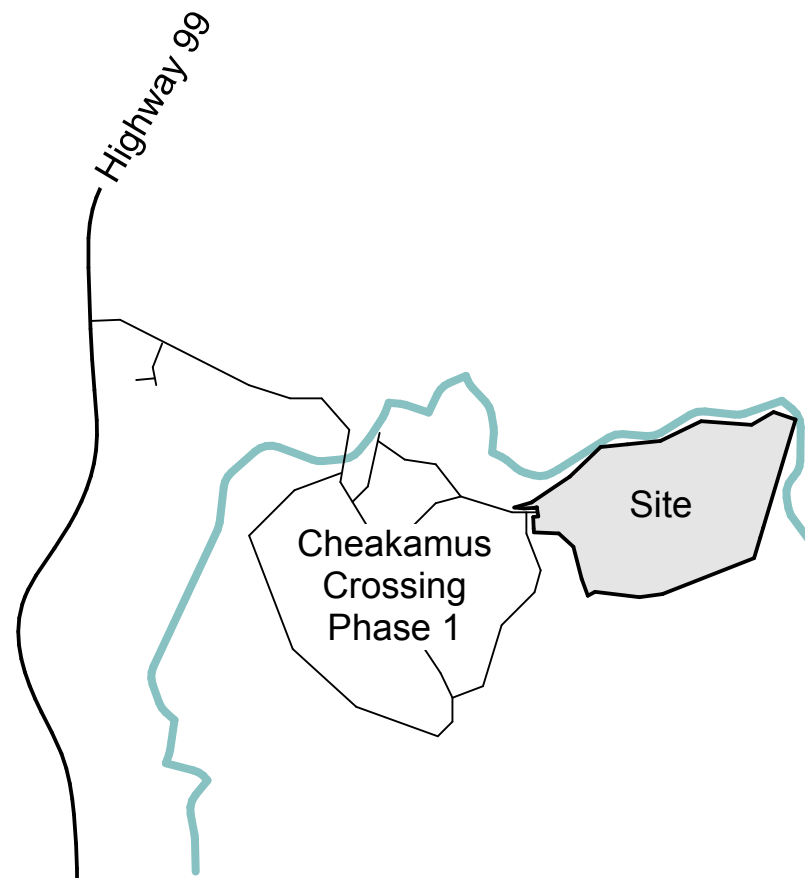
Mike Kirkegaard  
DIRECTOR OF PLANNING

for  
Jessie Gresley-Jones  
GENERAL MANAGER OF RESORT EXPERIENCE



# SITE CONTEXT

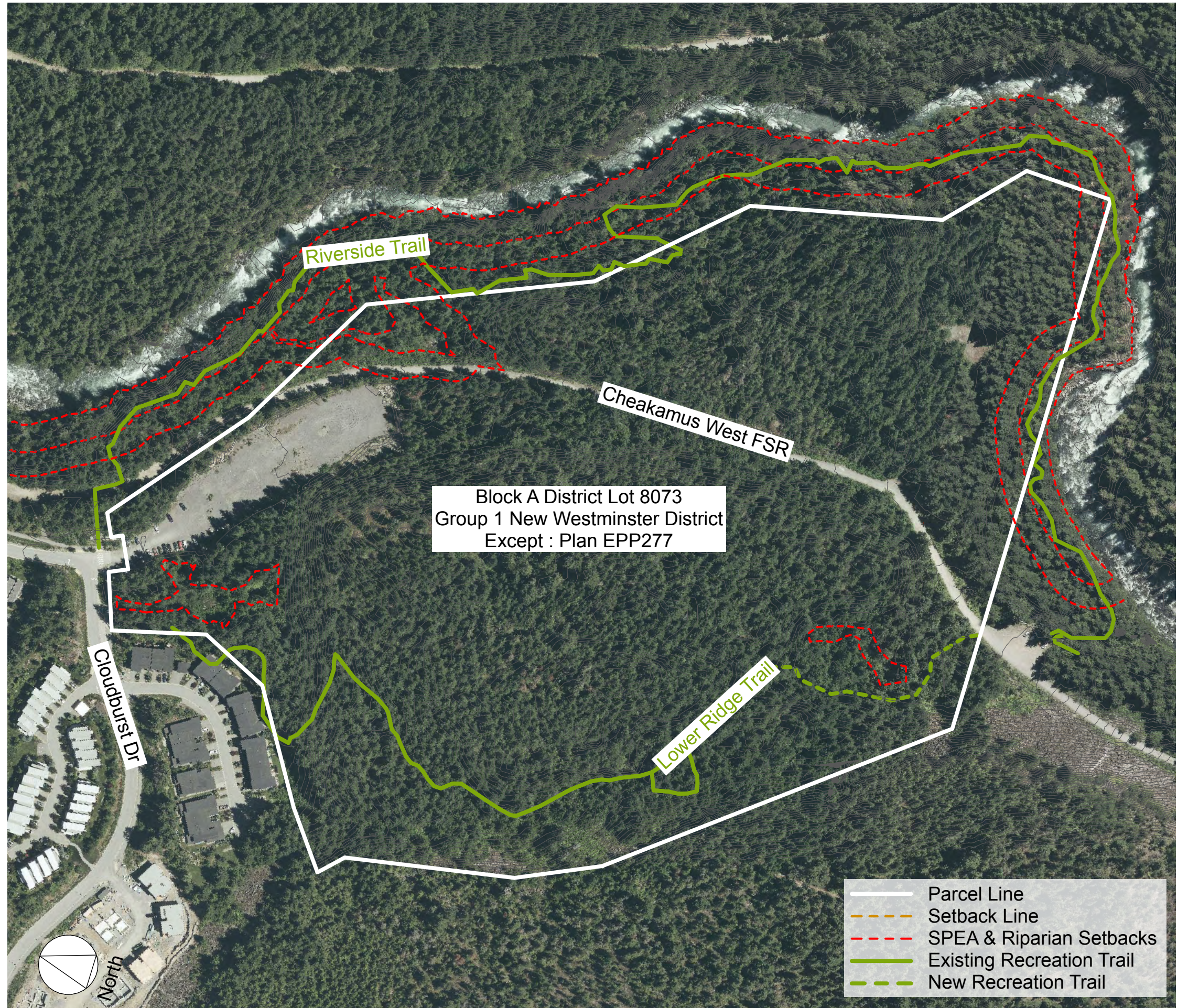
Total Parcel Area 154,913m<sup>2</sup>  
Existing Zoning UR1  
Zone Max. GFA 41,850m<sup>2</sup>





# EXISTING SITE

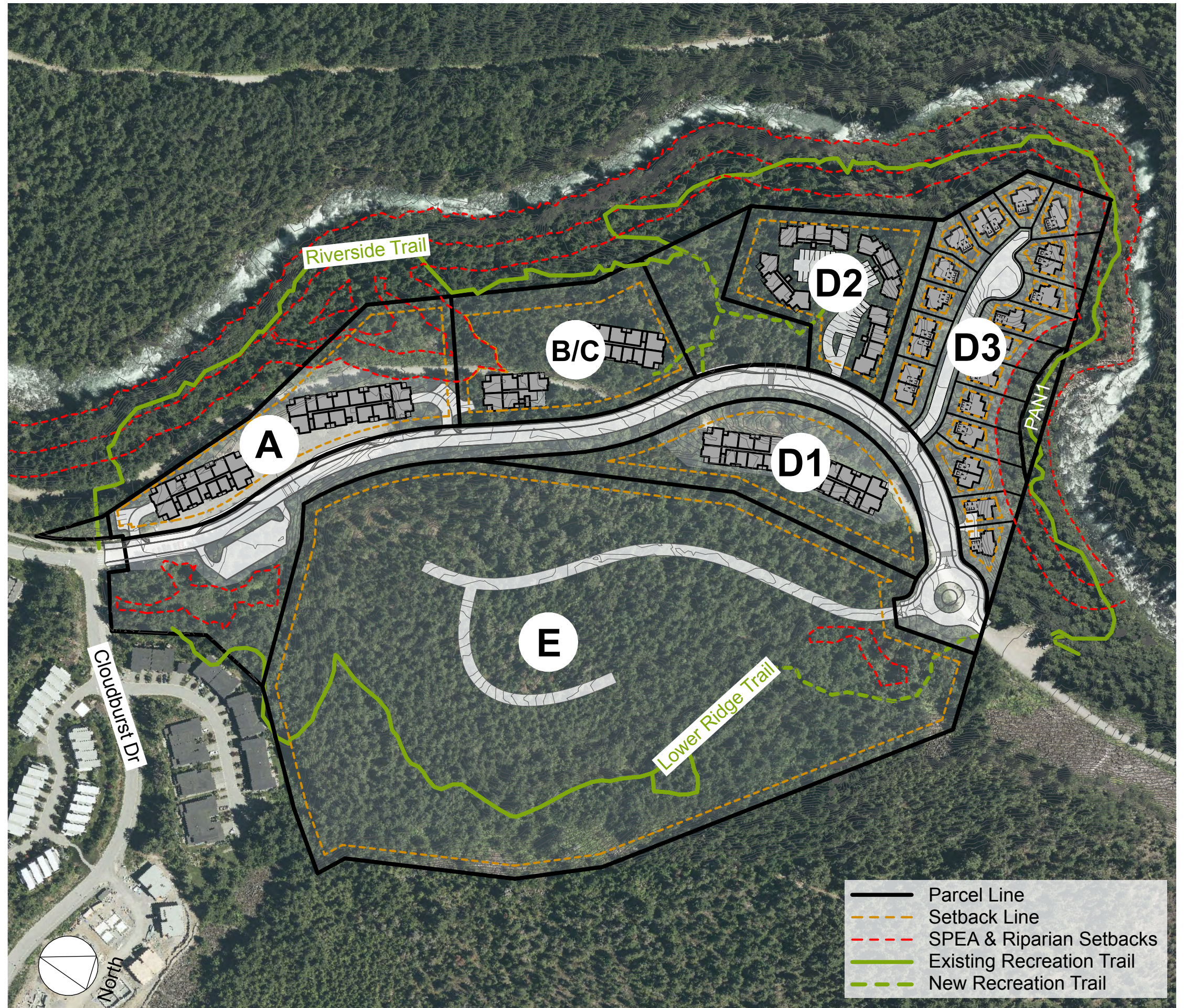
Total Parcel Area 154,913m<sup>2</sup>  
Existing Zoning UR1  
Zone Max. GFA 41,850m<sup>2</sup>





# MASTER PLAN

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

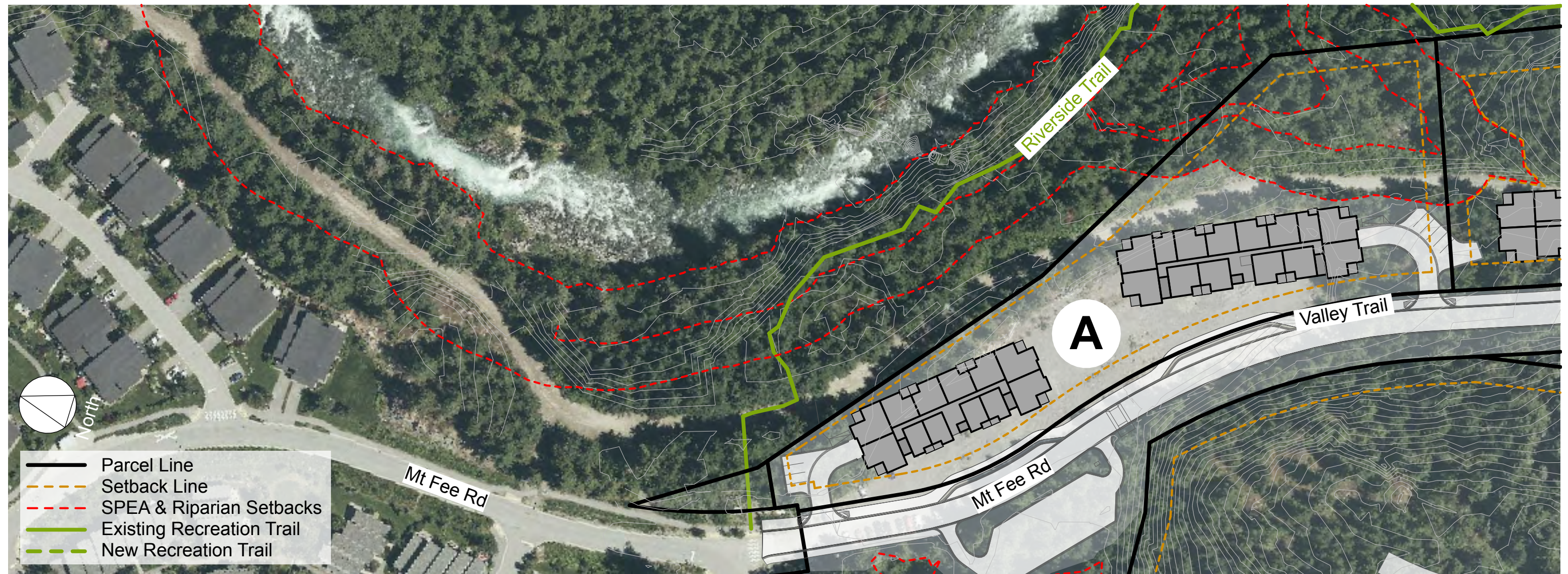
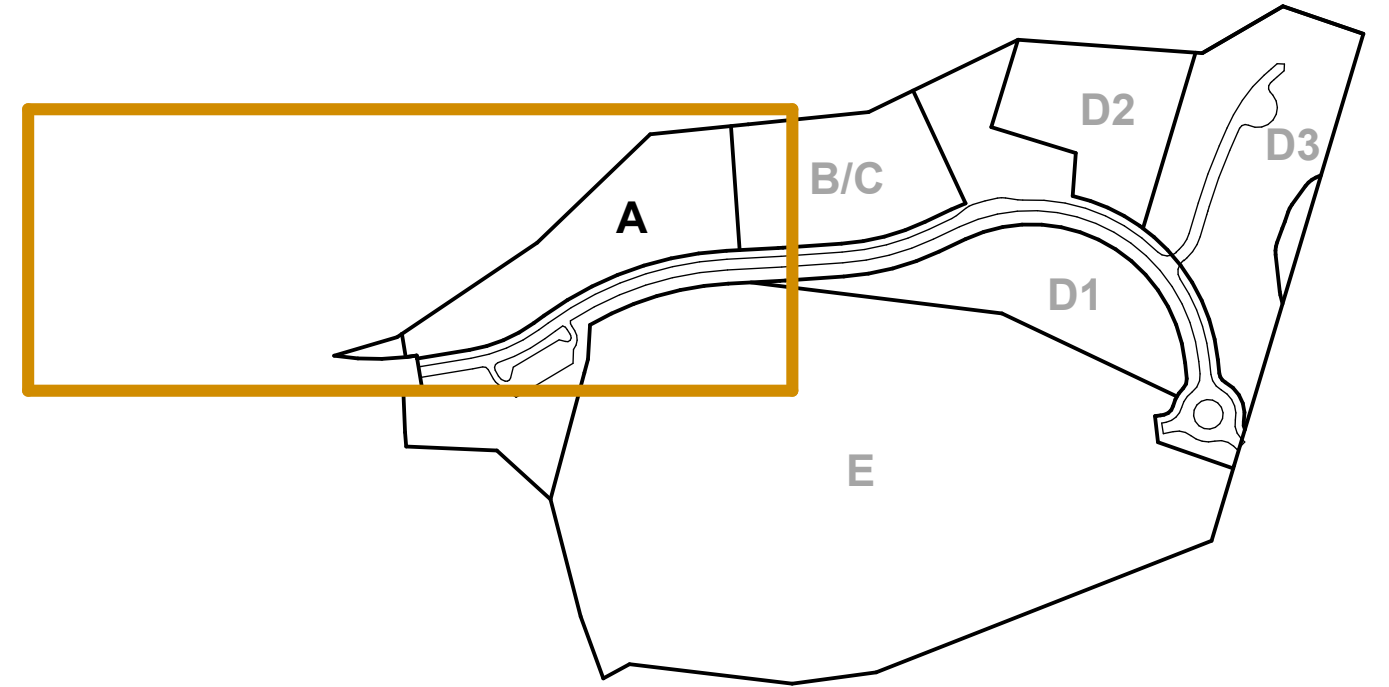
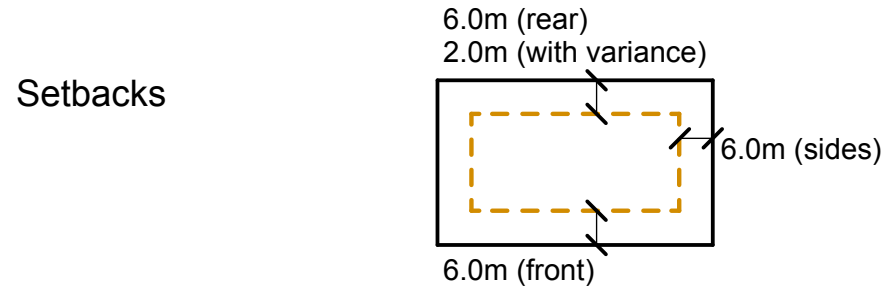




# PARCEL A

Parcel Area 10,982m<sup>2</sup> (including 2,923m<sup>2</sup> SPEA)  
 Floor Space Ratio 0.80  
 Max. GFA 8,407m<sup>2</sup>

Suitable Building Types	Max. Unit Size	Max. Height
Apartment Building	100m <sup>2</sup>	18.0m
Underground Parking		



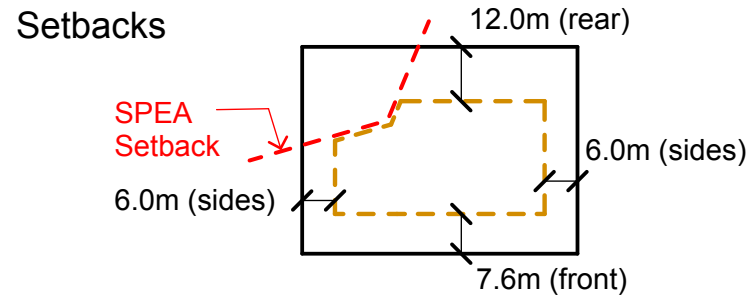
- Parcel Line
- Setback Line
- SPEA & Riparian Setbacks
- Existing Recreation Trail
- New Recreation Trail



# PARCEL B/C

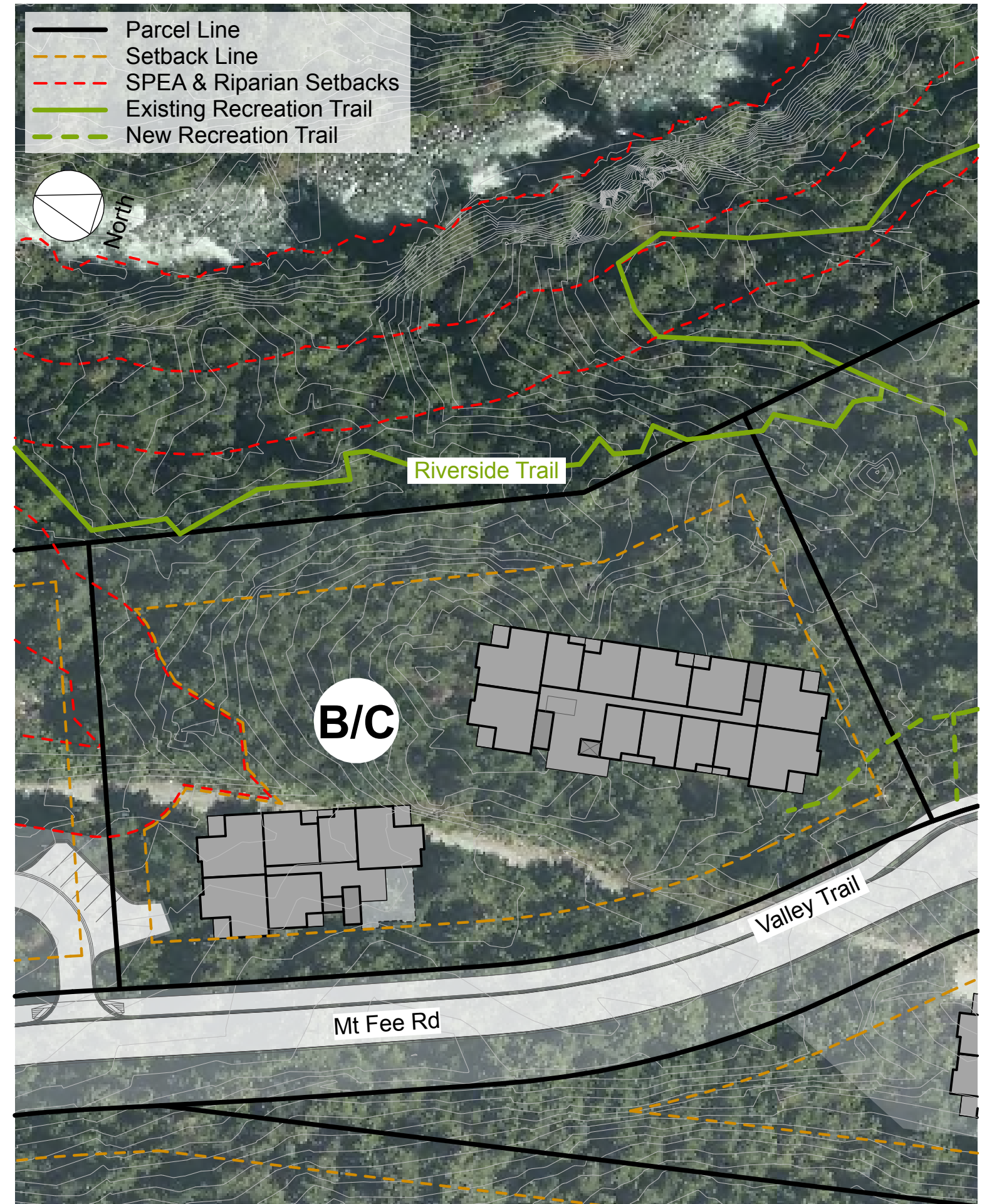
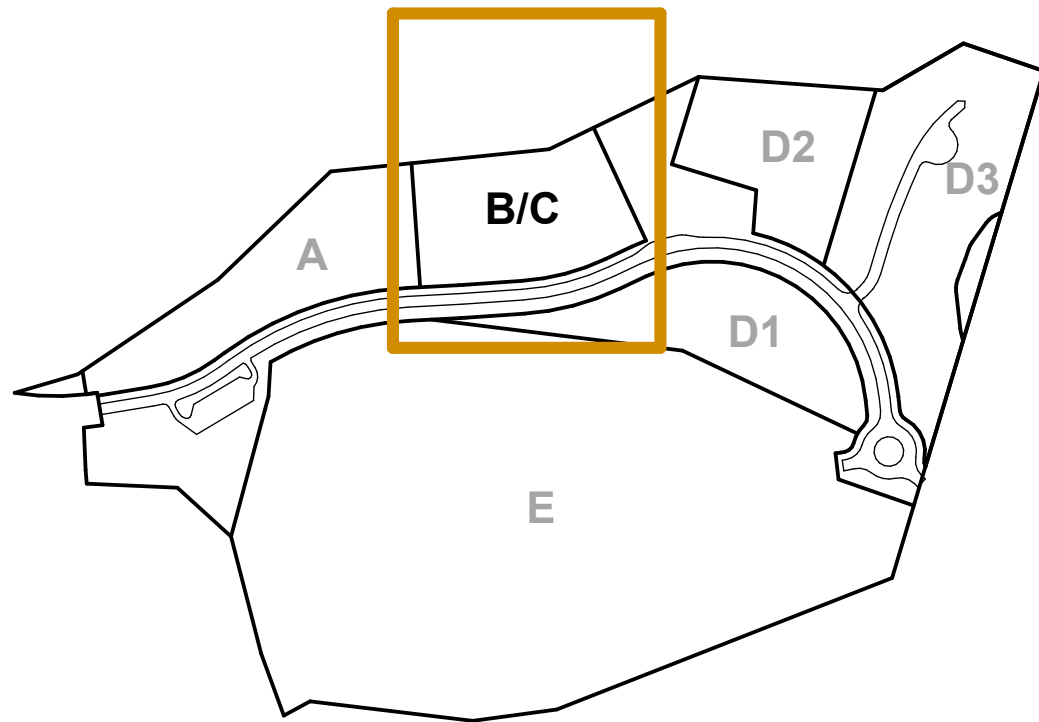
Parcel Area 9,778m<sup>2</sup> (including 601m<sup>2</sup> SPEA)  
 Floor Space Ratio 0.50  
 Max. GFA 4,889m<sup>2</sup> (less SPEA percentage)  
 Min. Parcel Size 2,875m<sup>2</sup>

Suitable Building Types	Max. Unit Size	Max. Height	Max. Building GFA
Townhouse	175m <sup>2</sup>	10.7m	-
Apartment Building	100m <sup>2</sup>	10.7m	3,500m <sup>2</sup>
Daycare Potential	-	-	-
Underground Parking			



## PARCEL B/C TWO-BUILDING TEST EXAMPLE

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



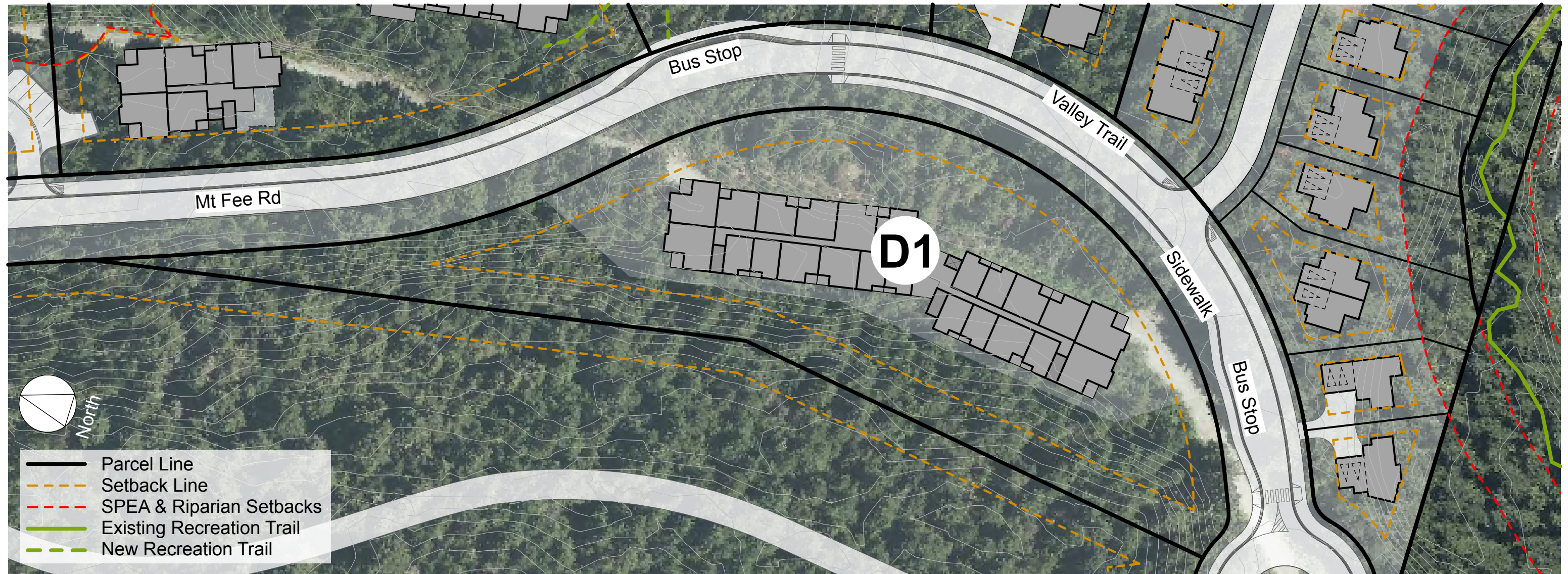
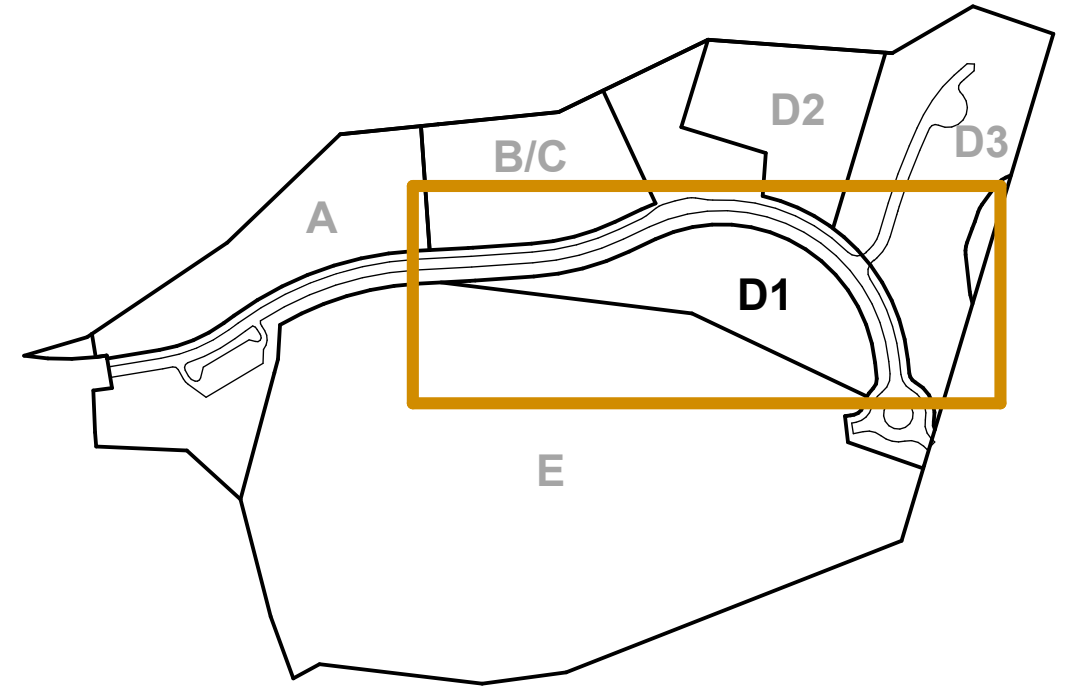
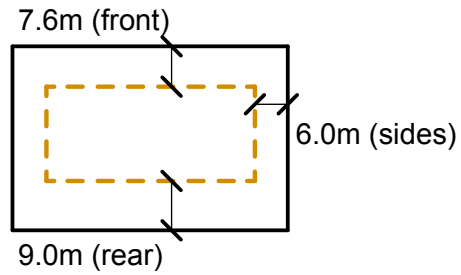


# PARCEL D1

Parcel Area 10,203m<sup>2</sup>  
 Floor Space Ratio 0.60  
 Max. GFA 6,122m<sup>2</sup>  
 Max. Building Size 3,500m<sup>2</sup>

Suitable Building Types	Max. Unit Size	Max. Height
Apartment Building	140m <sup>2</sup>	13.5m (stepped roofs/max. 4 stories)
Daycare Potential	-	-
Underground Parking		

## Setbacks



- Parcel Line
- Setback Line
- SPEA & Riparian Setbacks
- Existing Recreation Trail
- New Recreation Trail

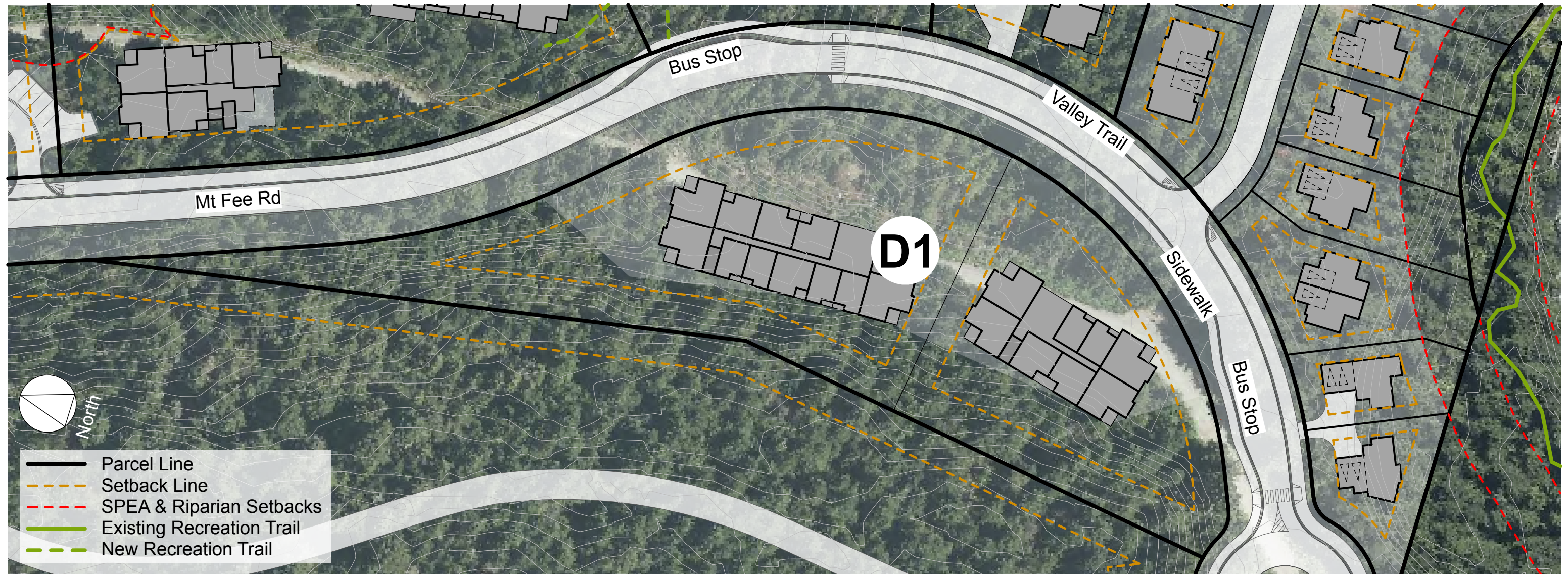
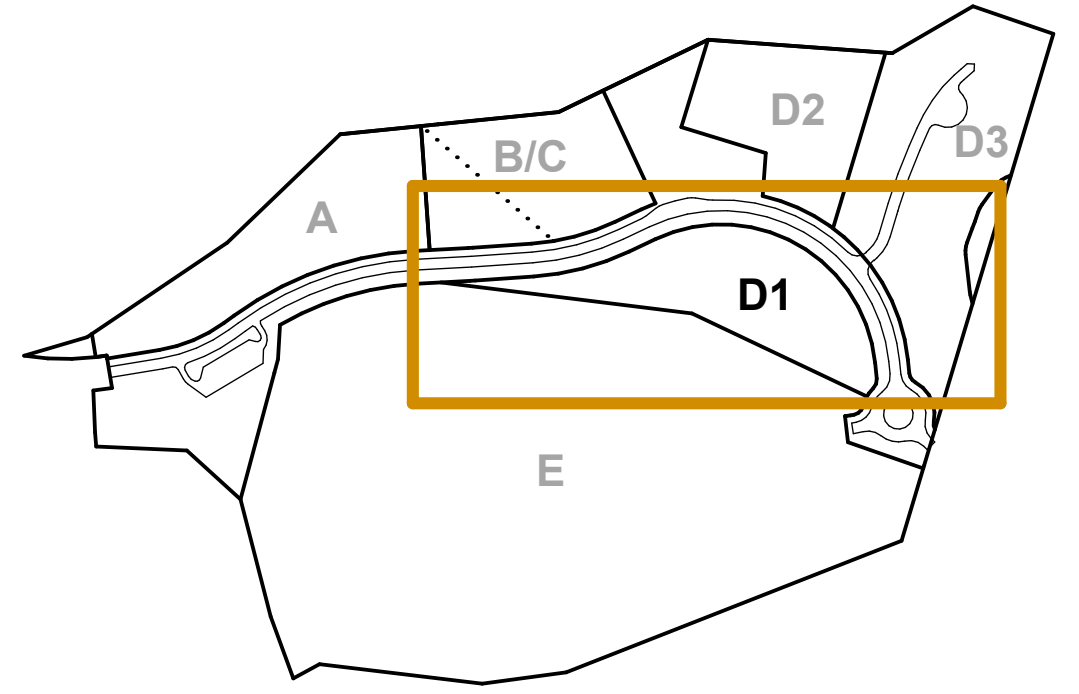
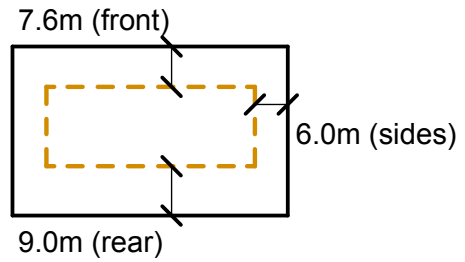


# PARCEL D1 (Alternative)

Parcel Area 10,203m<sup>2</sup>  
 Floor Space Ratio 0.60  
 Max. GFA 6,122m<sup>2</sup>  
 Min. Parcel Size 4,000m<sup>2</sup>  
 Max. Building Size 3,500m<sup>2</sup>

Suitable Building Types	Max. Unit Size	Max. Height
Apartment Building	140m <sup>2</sup>	13.5m (stepped roofs/max. 4 stories)
Daycare Potential	-	-
Underground Parking		

## Setbacks

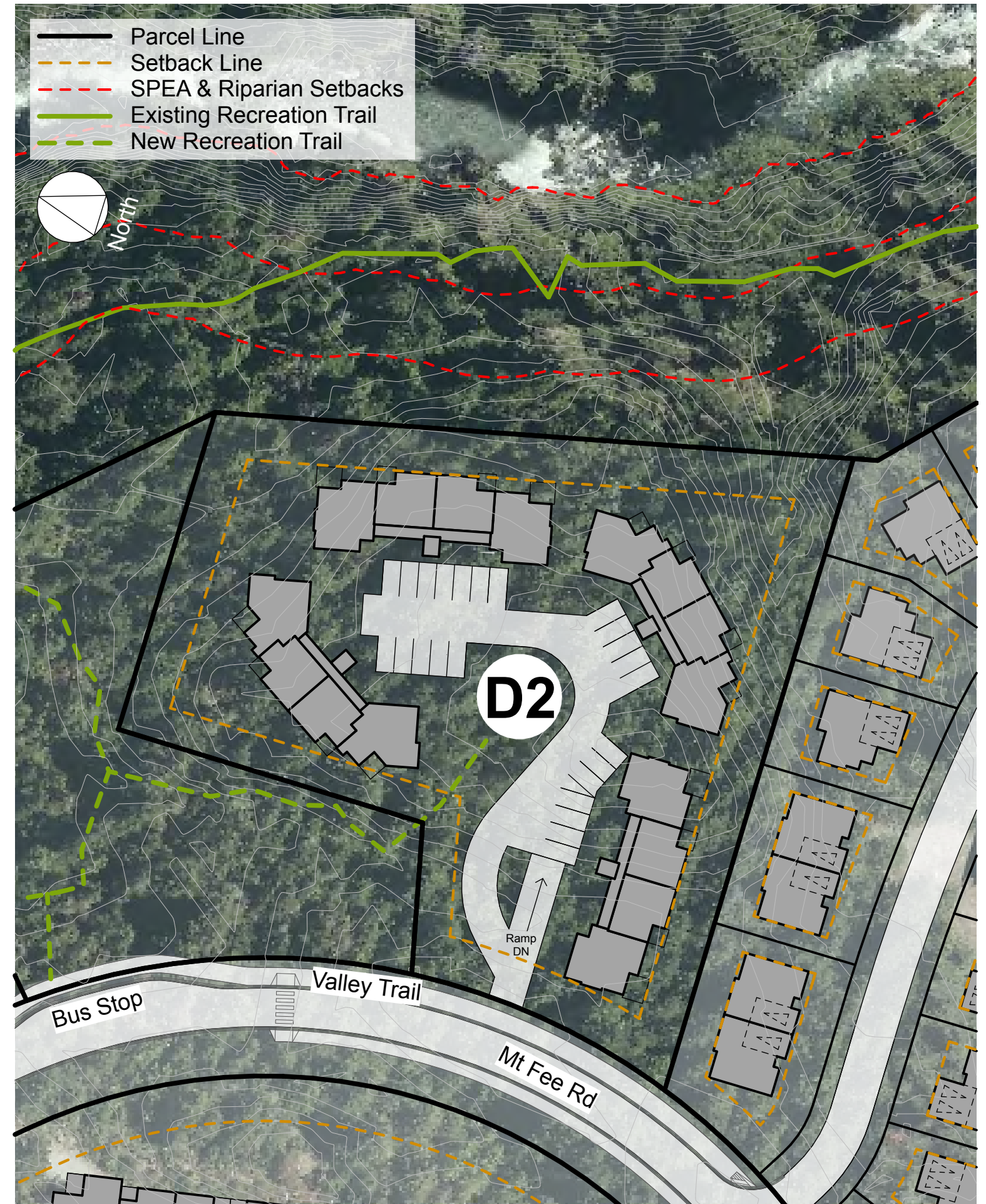
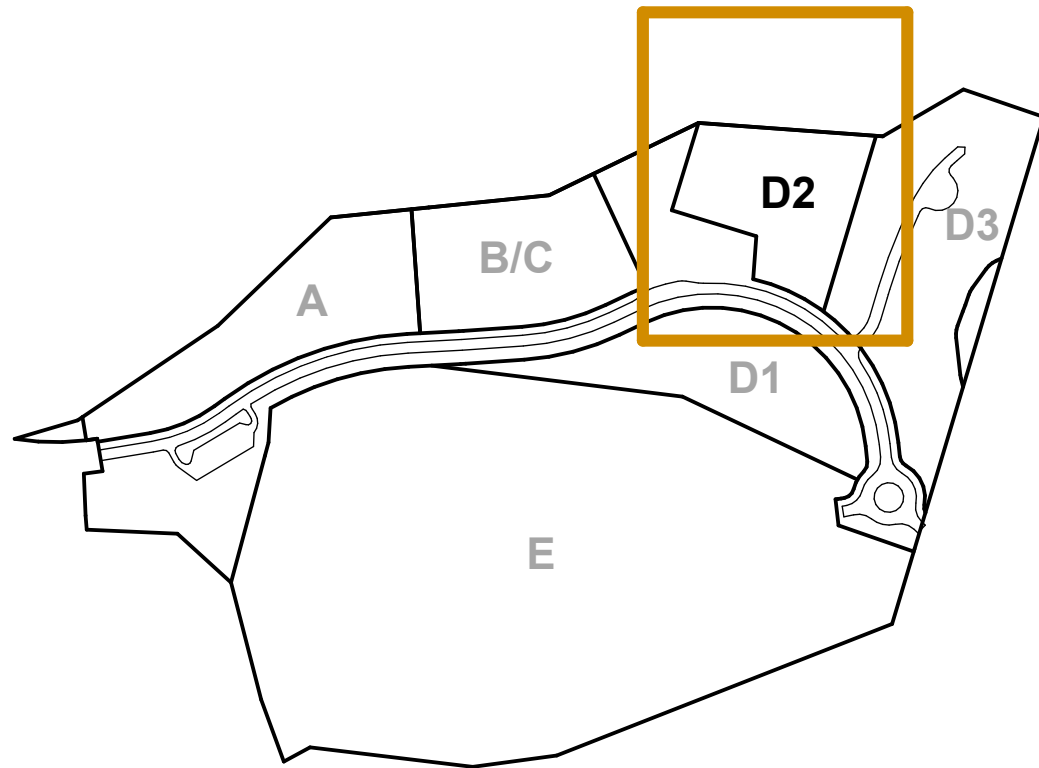
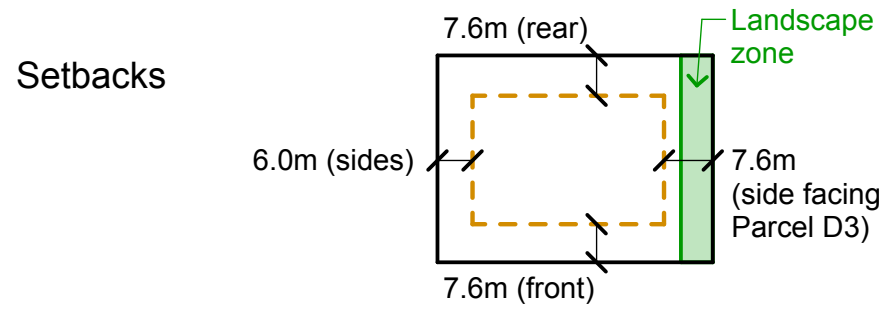




# PARCEL D2

Parcel Area 8,505m<sup>2</sup>  
 Floor Space Ratio 0.50  
 Max. GFA 4,252m<sup>2</sup>

Suitable Building Types	Max. Unit Size	Max. Height
Townhouse	140m <sup>2</sup>	10.7m
Underground Parking		



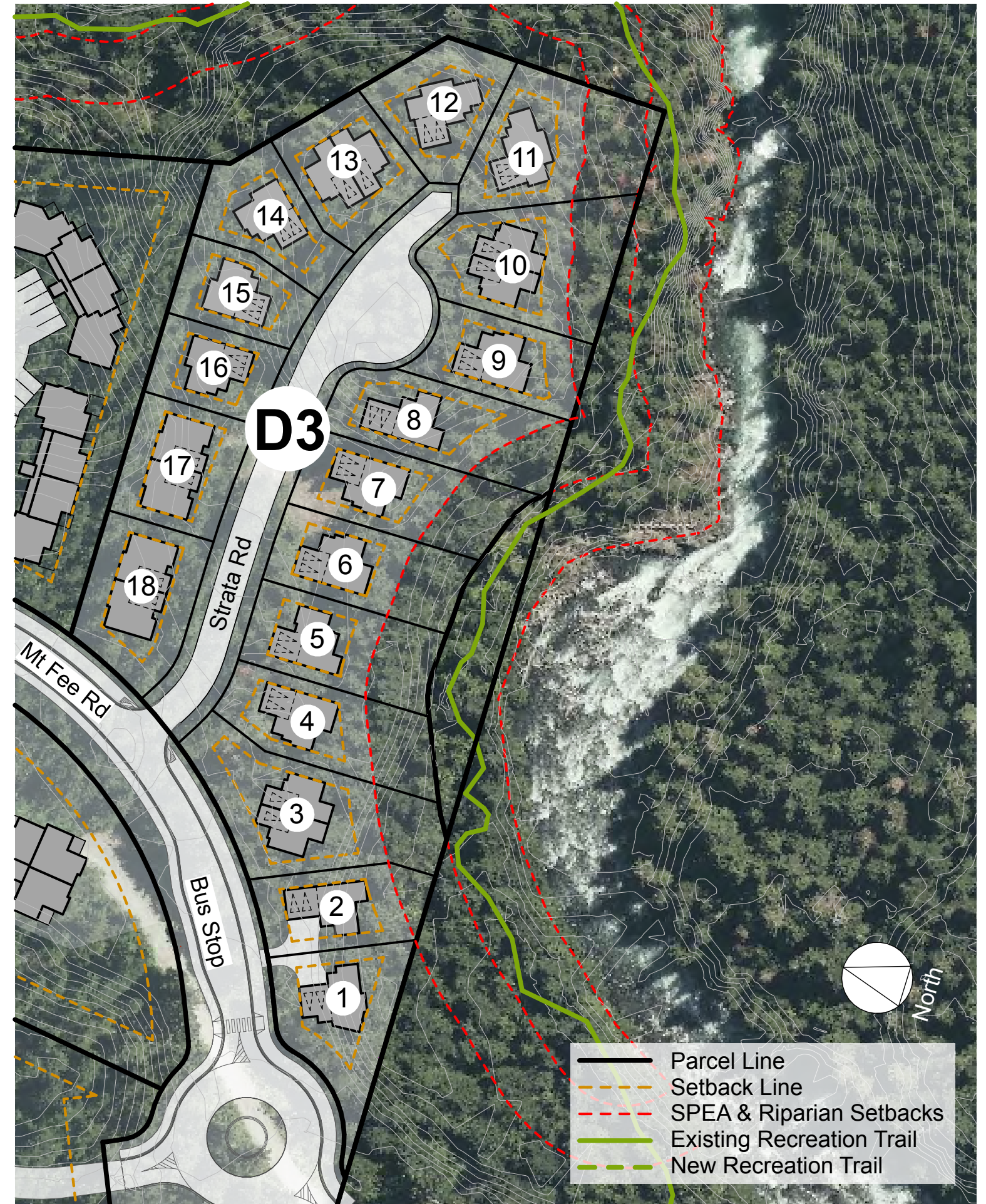
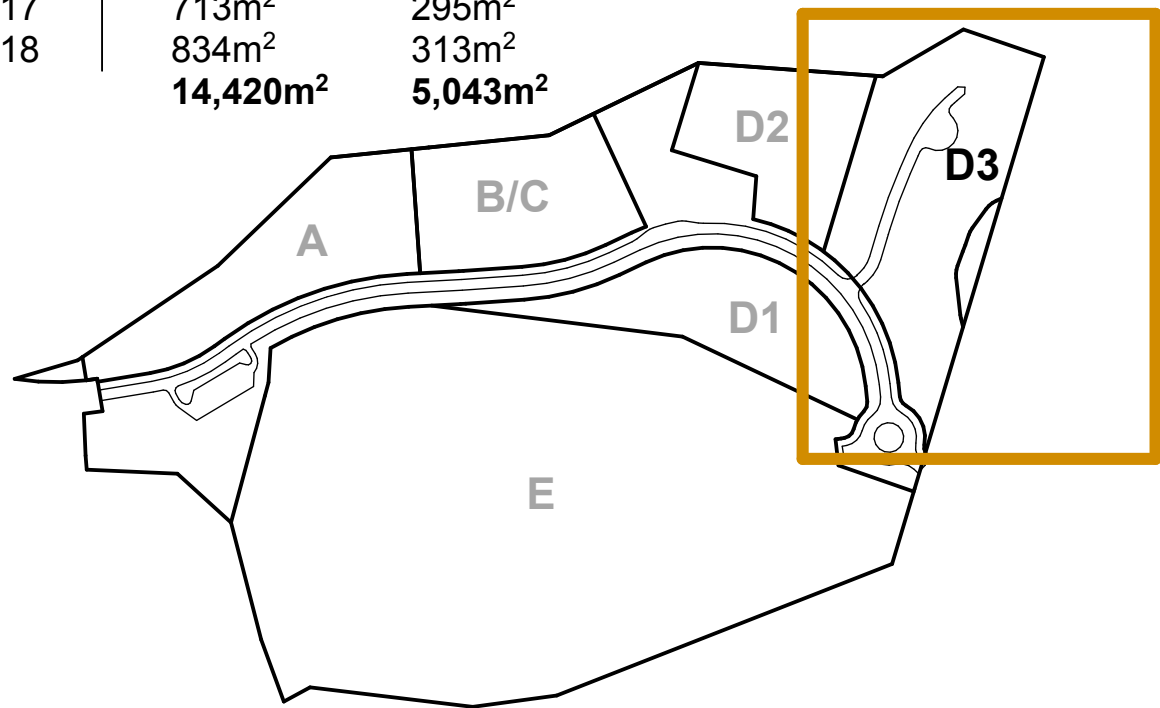
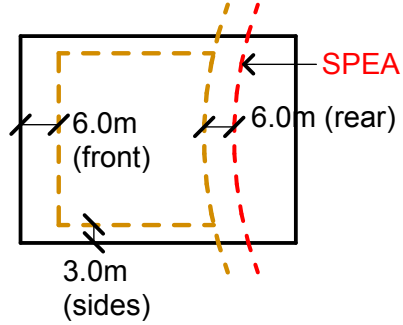
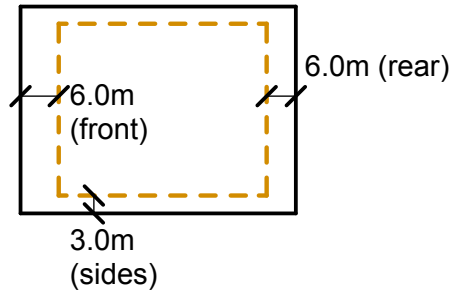


# PARCEL D3

Parcel Area 16,435m<sup>2</sup>  
 Floor Space Ratio 0.35  
 Max. GFA 5,732m<sup>2</sup>

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

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

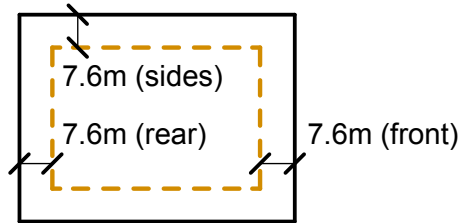




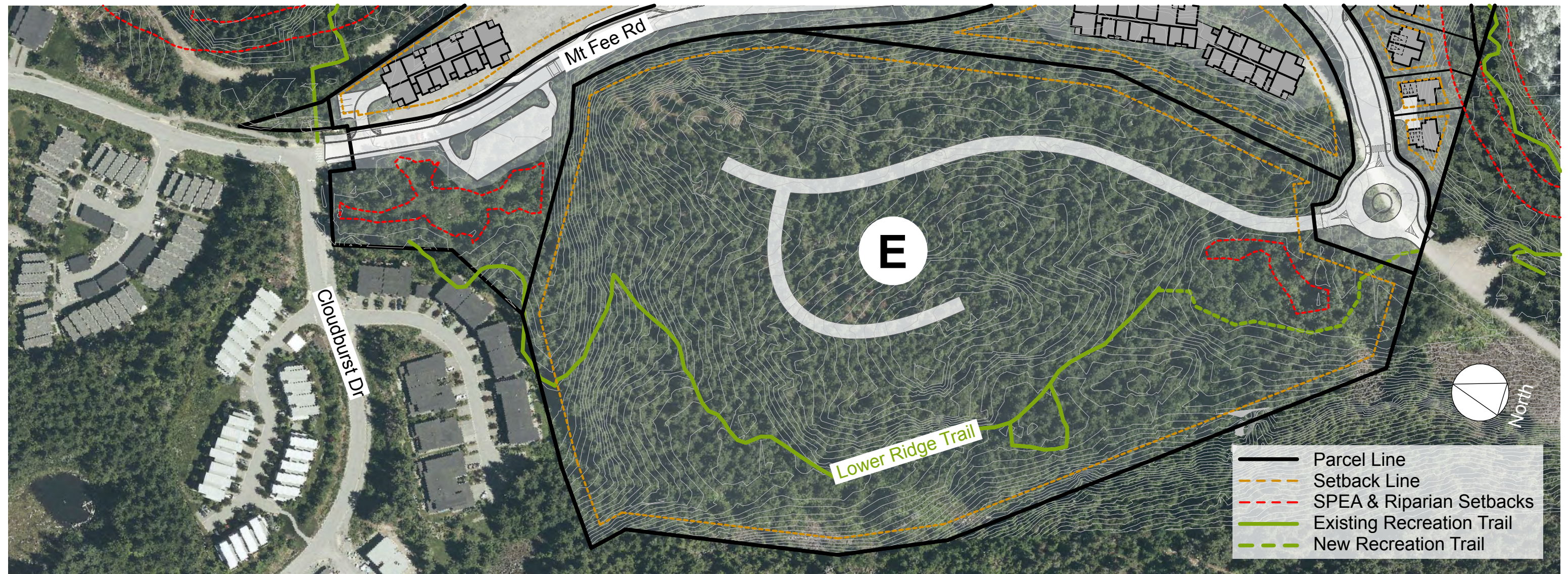
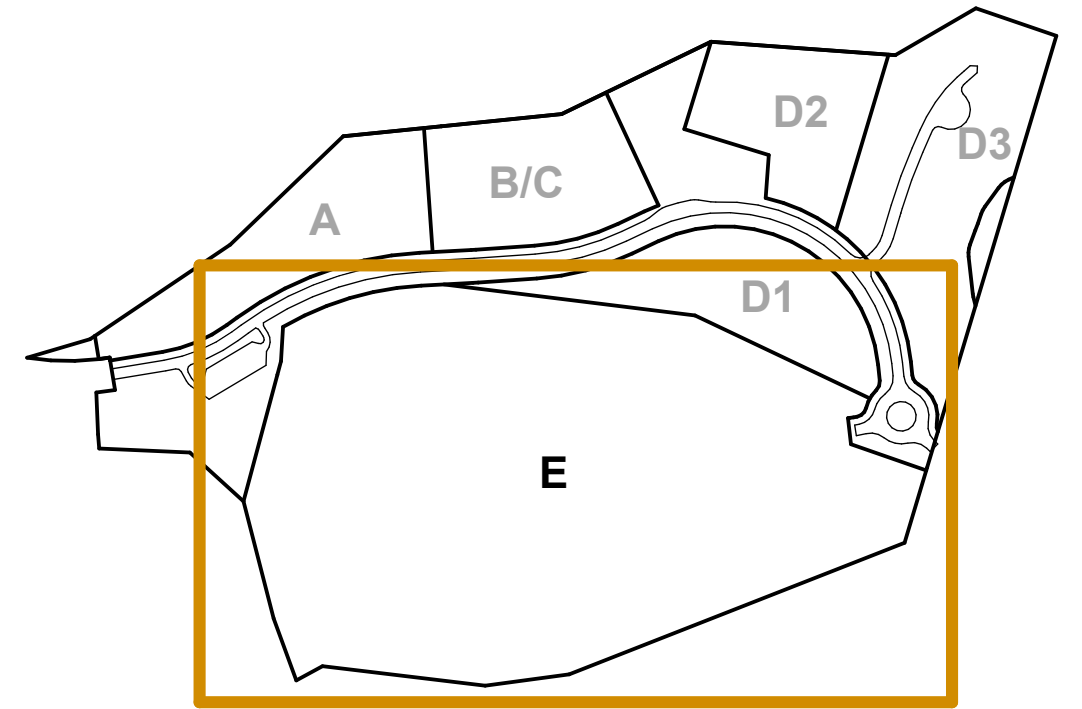
# PARCEL E

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

## Setbacks



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

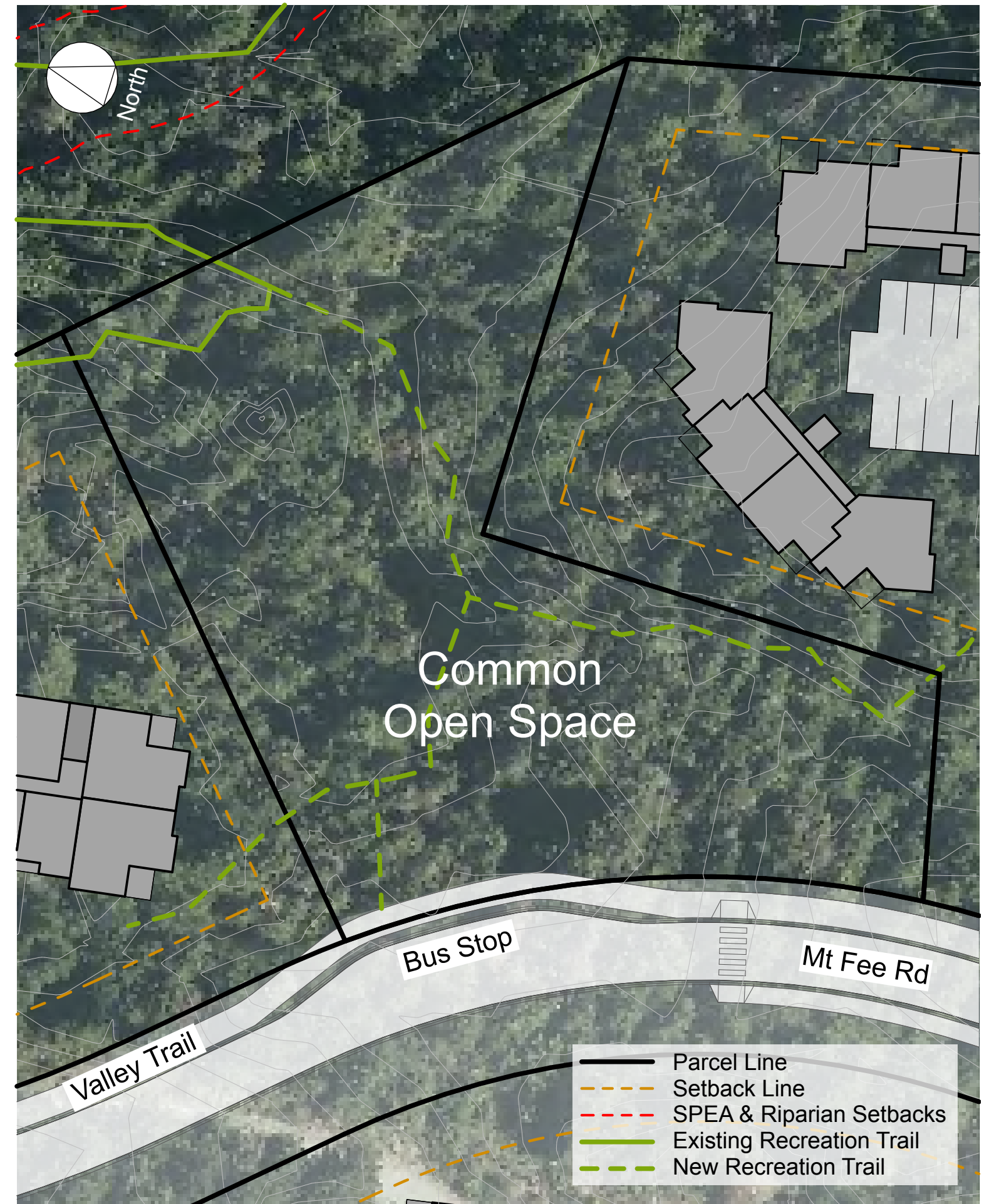
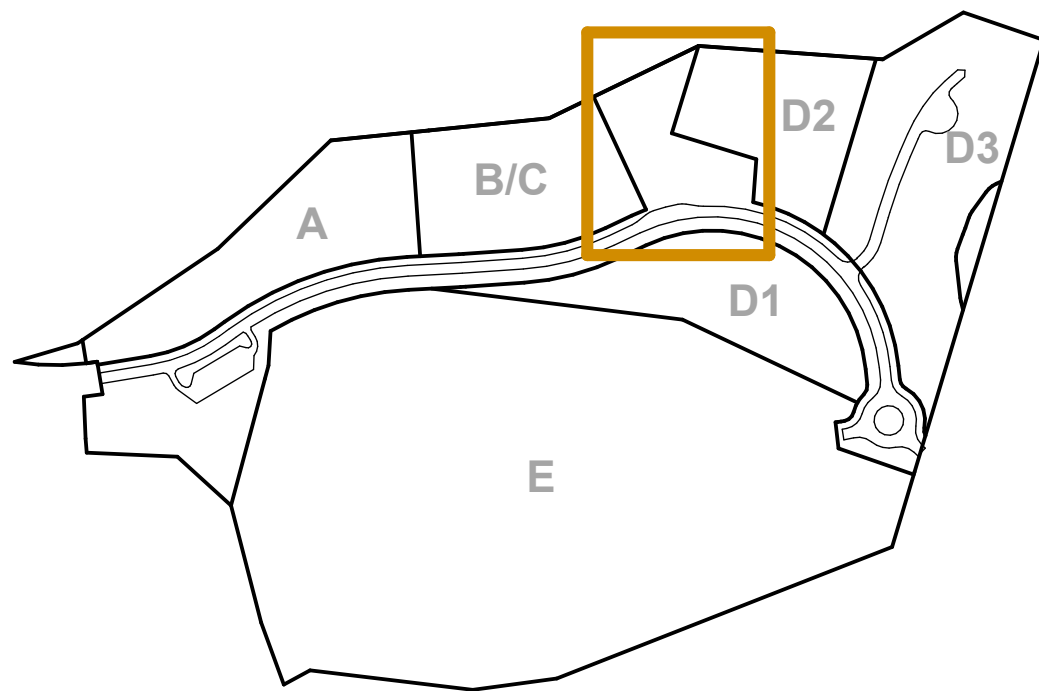




# COMMON OPEN SPACE

Common Area  
Uses

4,641m<sup>2</sup>  
Forested Area (3,441m<sup>2</sup>)  
Neighbourhood Park (1,200m<sup>2</sup>)



# Appendix B

## Neighbourhood Park Concept Narrative

### **Cheakamus Phase 2 Park**

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

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

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

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

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

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

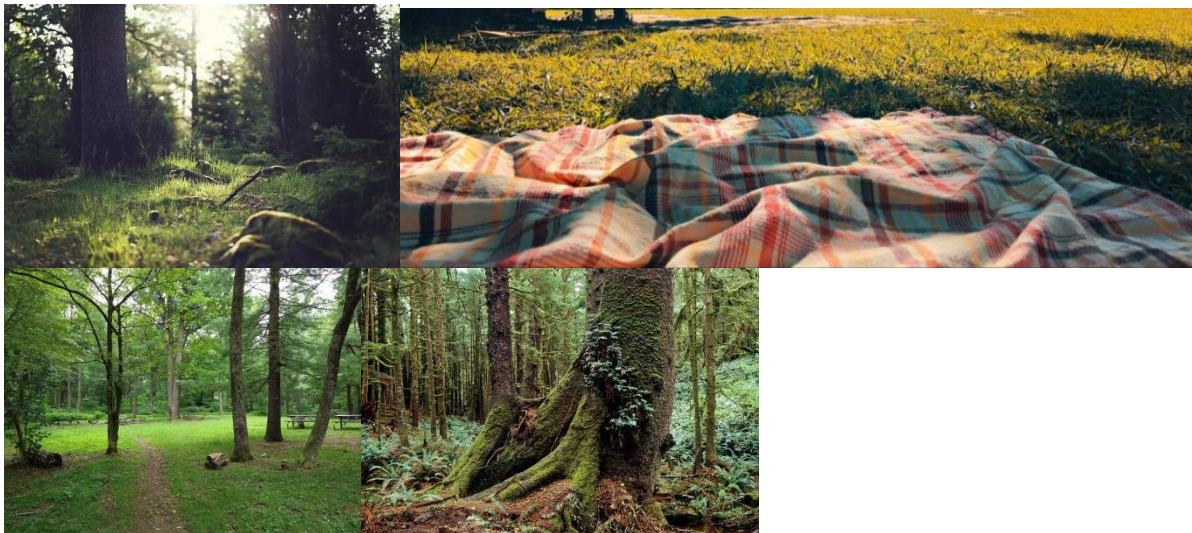


Views from the surrounding development will be into the upper story of the forest and the park will provide a buffer between the developments.

**Potential Design Inspiration**



**NATURAL PLAY**





RELAXED ACTIVITIES/FOREST BATHING



WINTER ACTIVITIES



TRAIL CONNECTIVITY



NATURAL TERRACING

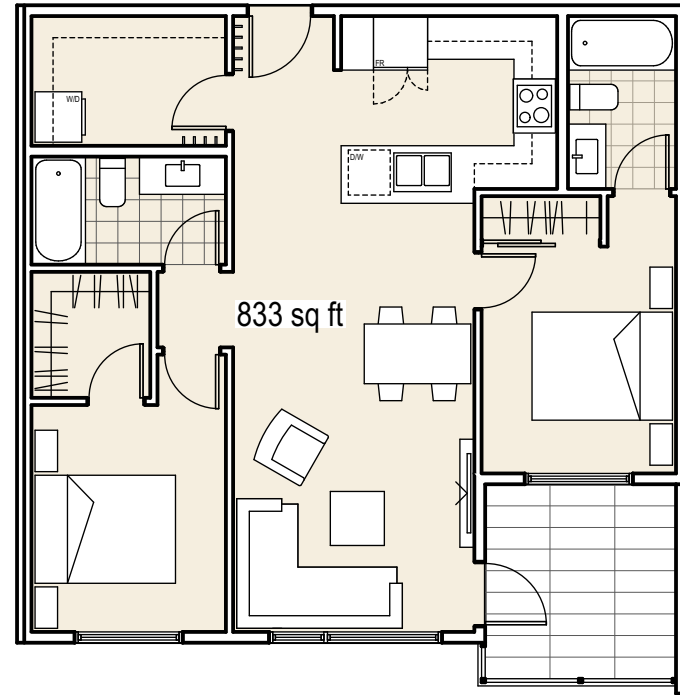
**REZONING APPLICATION - PROPOSED DENSITY SUMMARY, DECEMBER 7, 2020**

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

# PARCEL A, B/C & D1

## Unit Plans

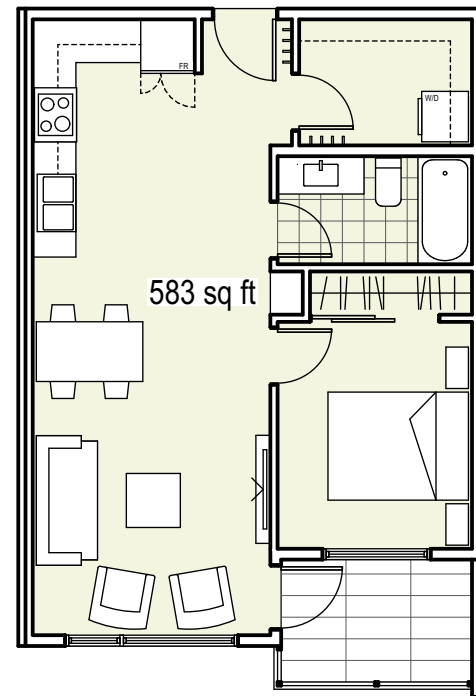
## Appendix D



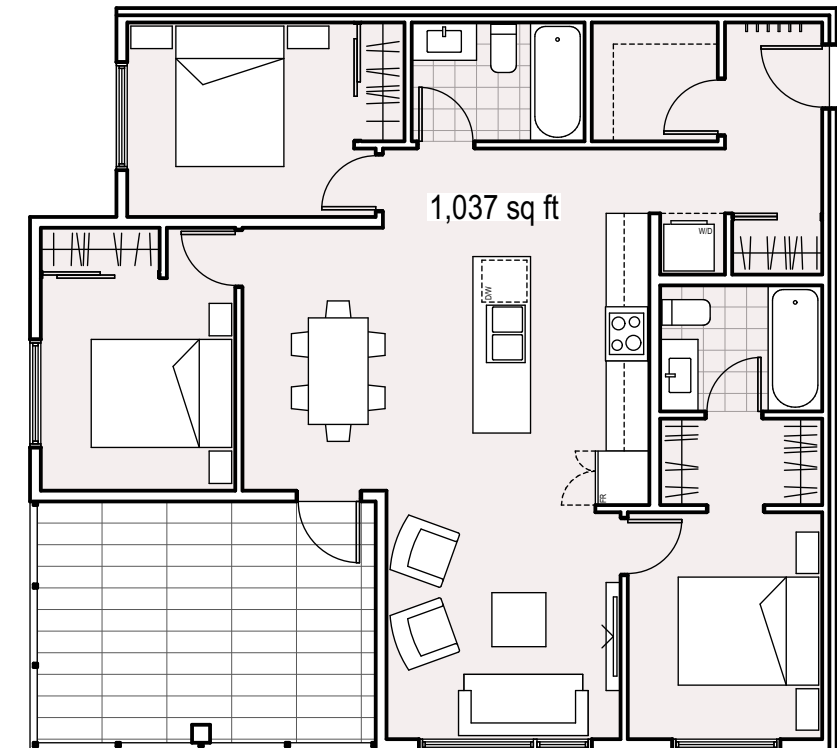
**Unit Type A**  
833 sqft



**Unit Type B**  
856 sqft



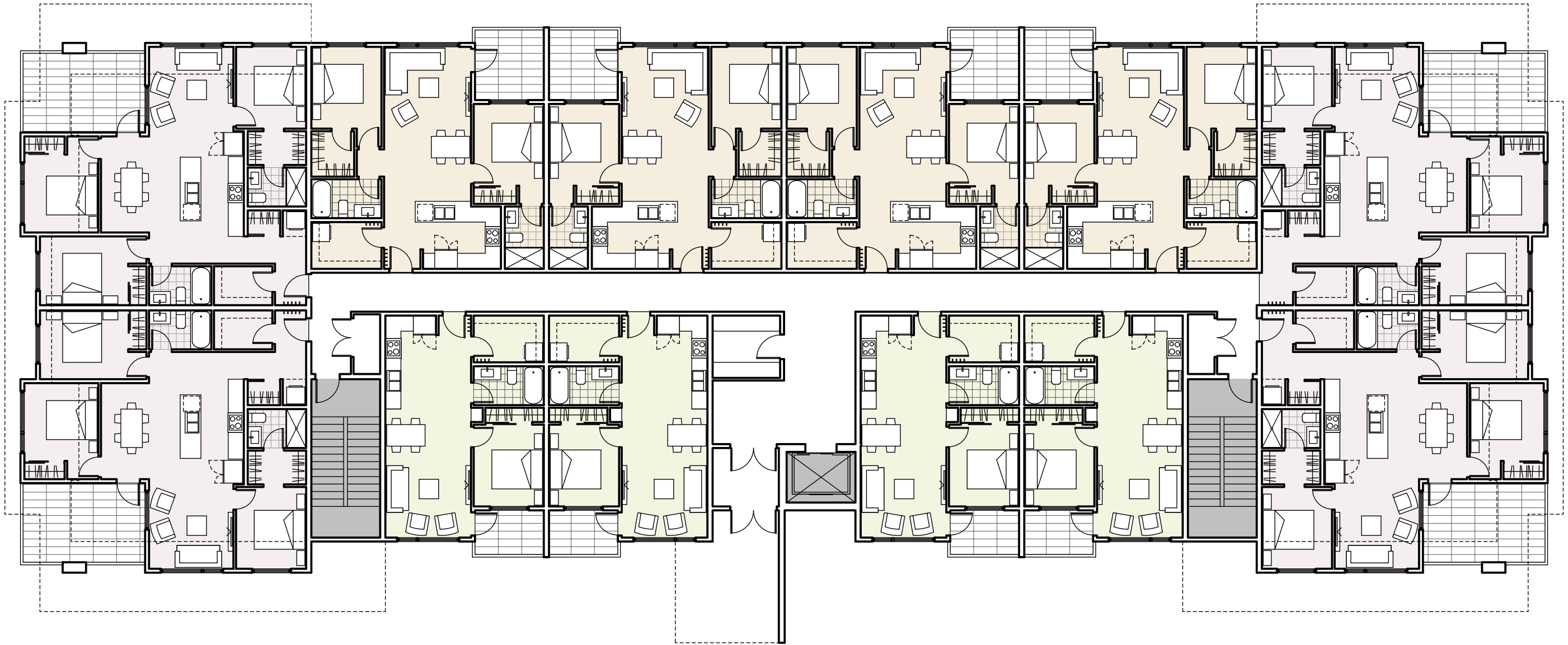
**Unit Type C**  
583 sqft



**Unit Type D**  
1,037 sqft

# PARCEL A, B/C & D1

Example Apartment Building Layout

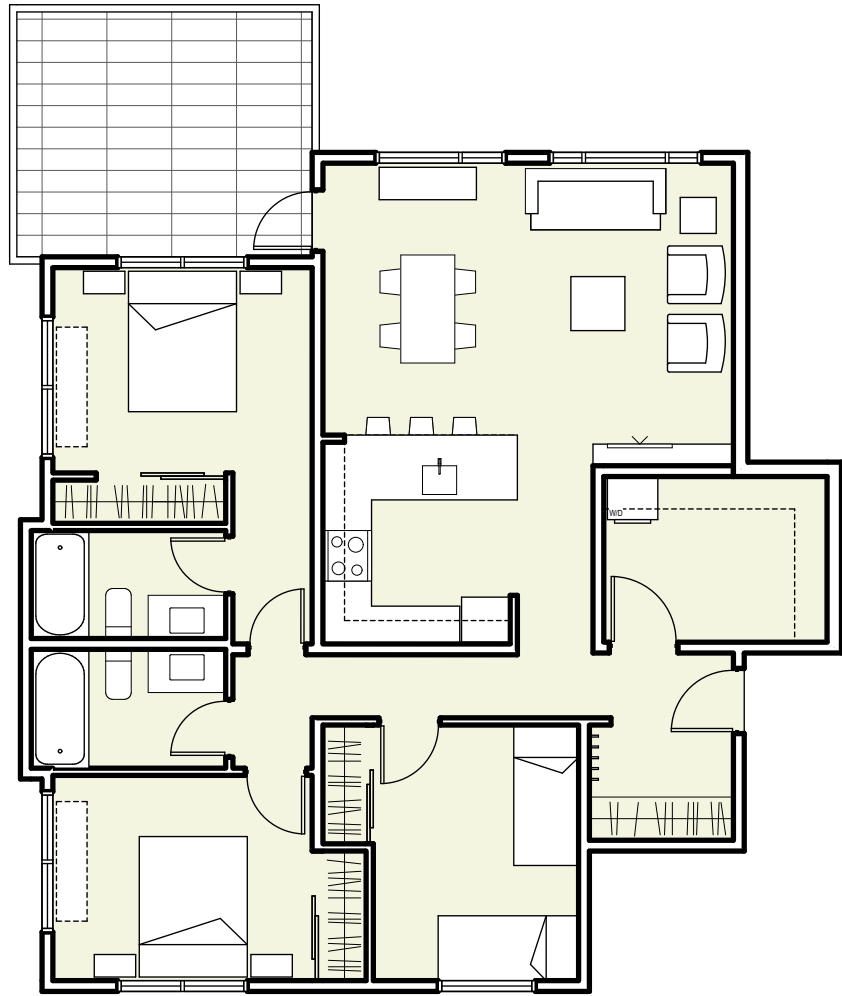


NOT TO SCALE

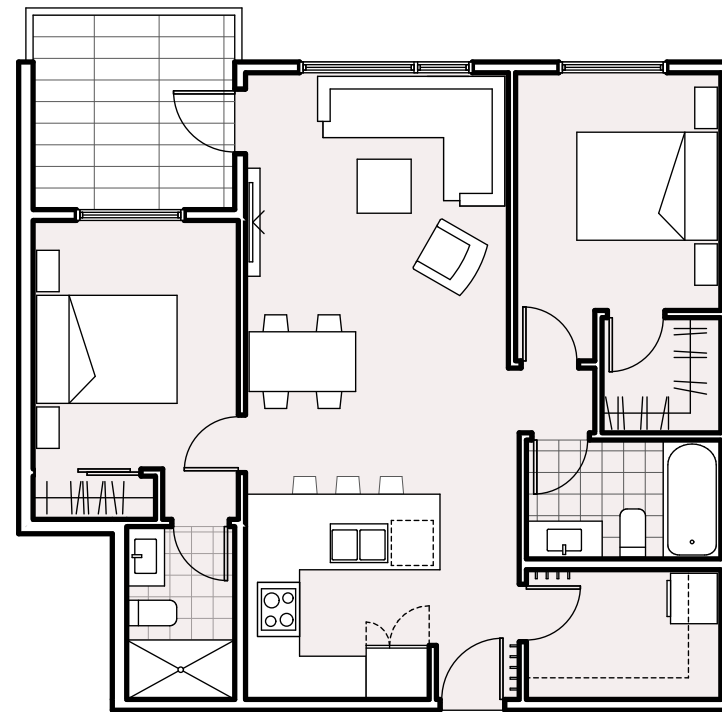


# PARCEL D2

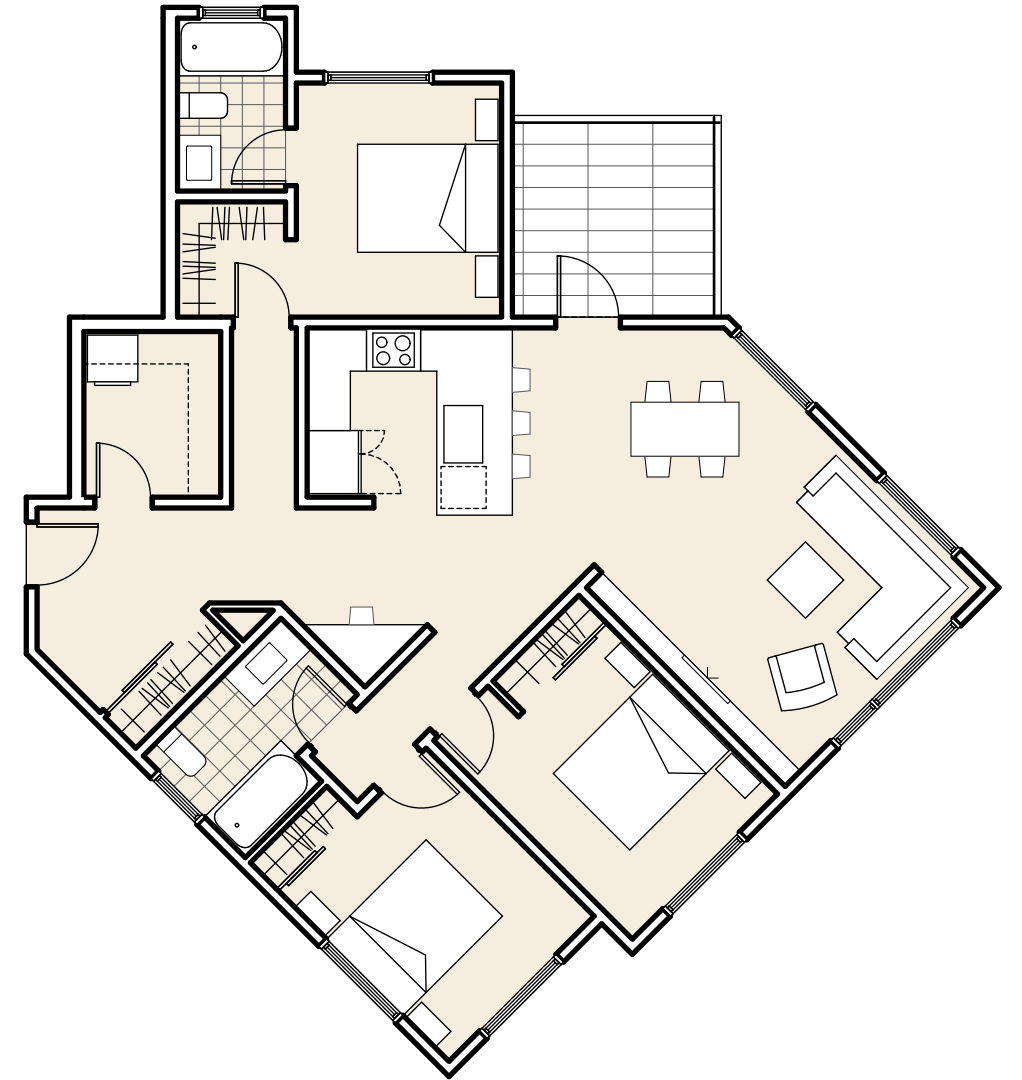
## Unit Plans



**Unit Type A**  
1,200 sqft



**Unit Type B**  
872 sqft



**Unit Type C**  
1,214 sqft

# PARCEL D2

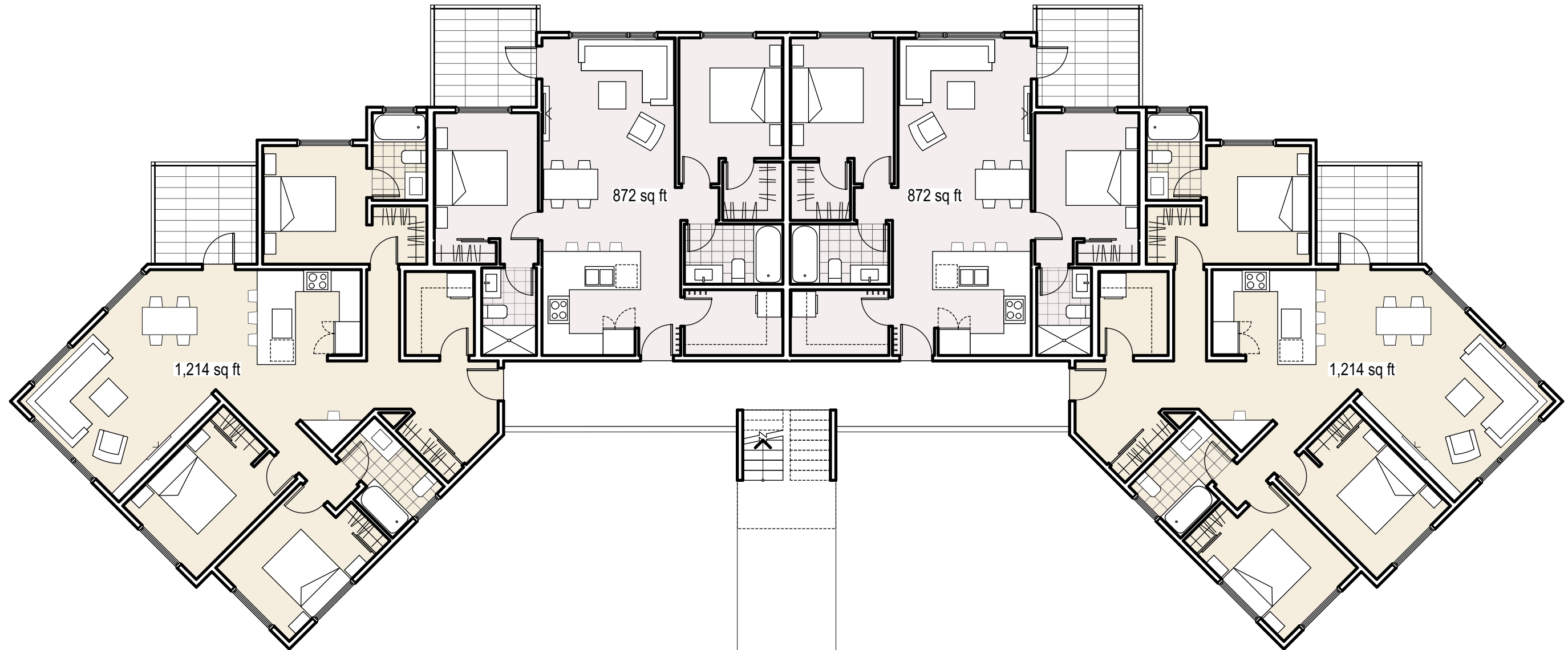
4Plex - Plan A



NOT TO SCALE

# PARCEL D2

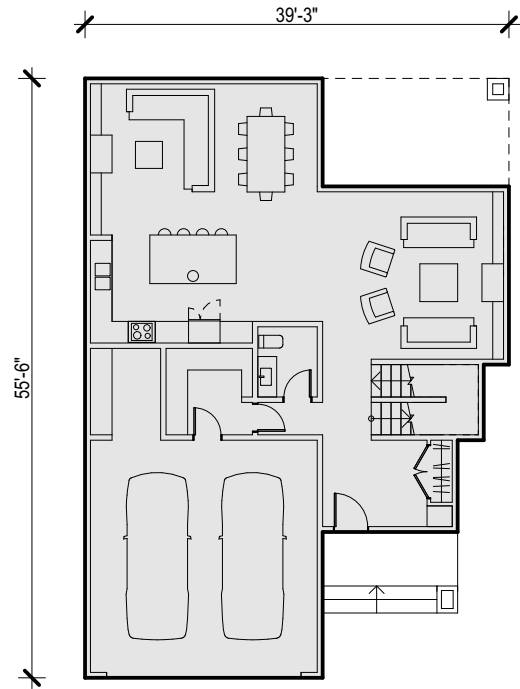
4Plex - Plan B



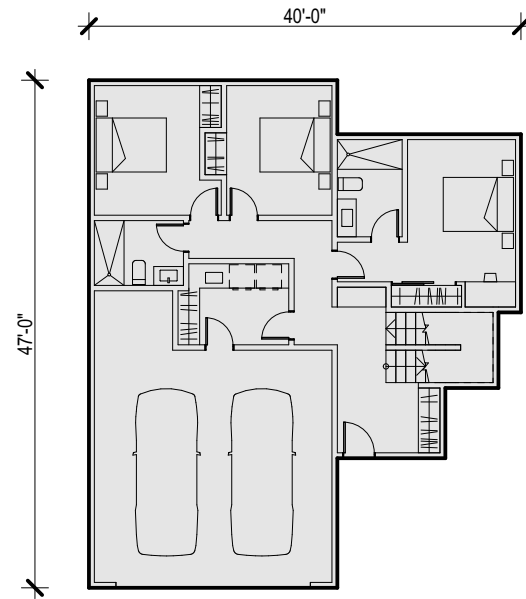
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# PARCEL D3

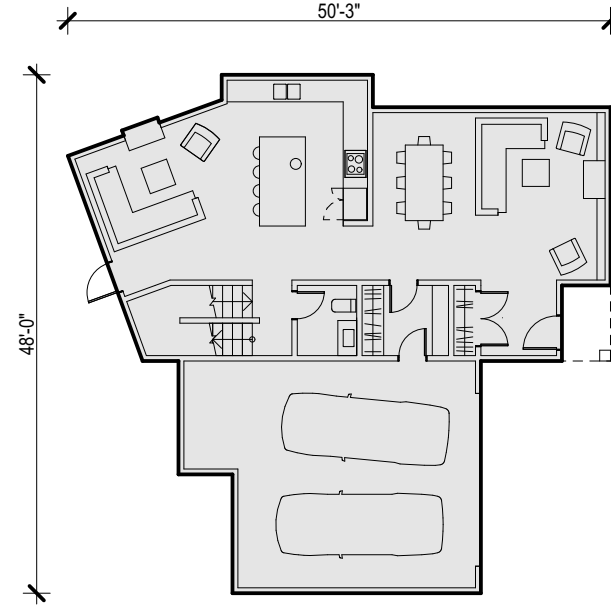
## Duplex & Single Family Home Plans



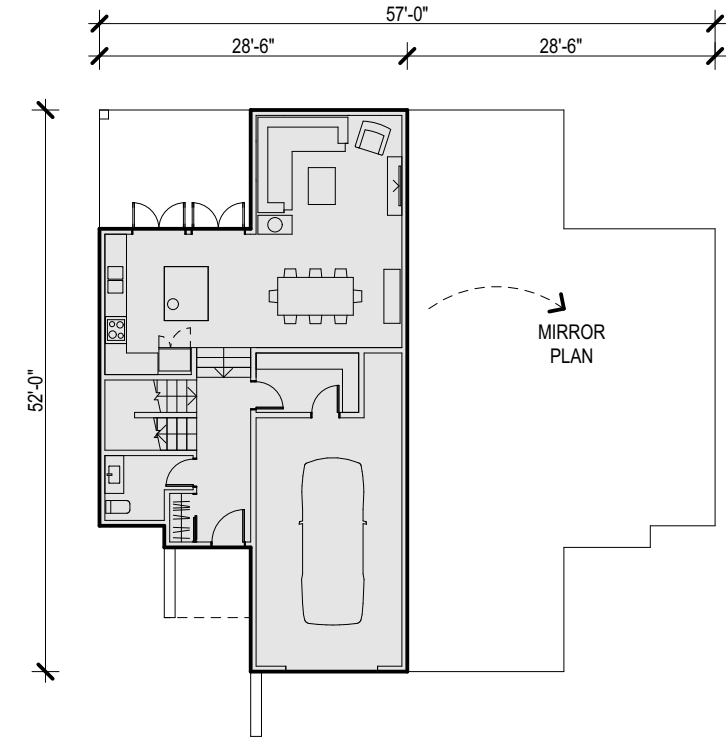
Single Family Home 1 | SF.1



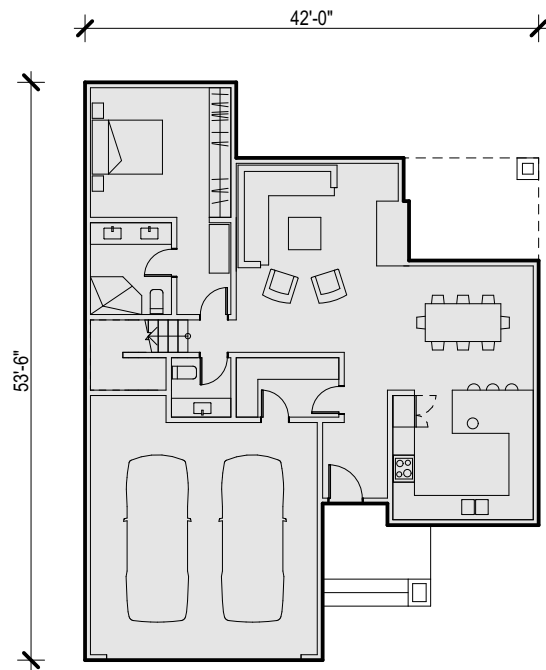
Single Family Home 3 | SF.3



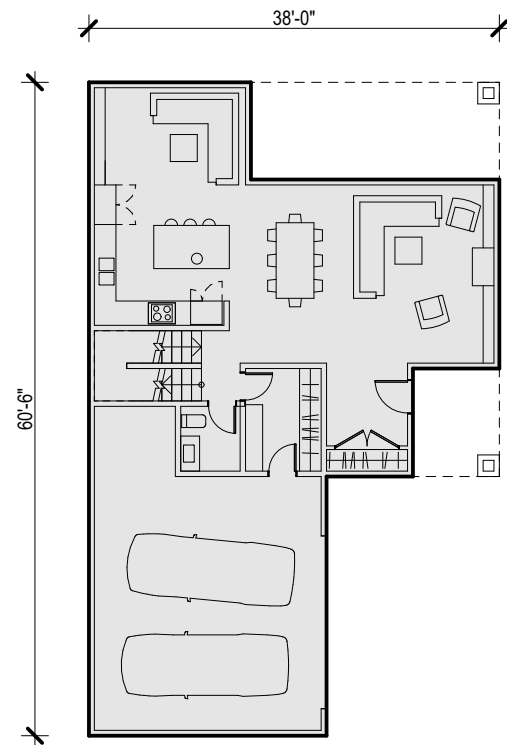
Single Family Home 5 | SF.5



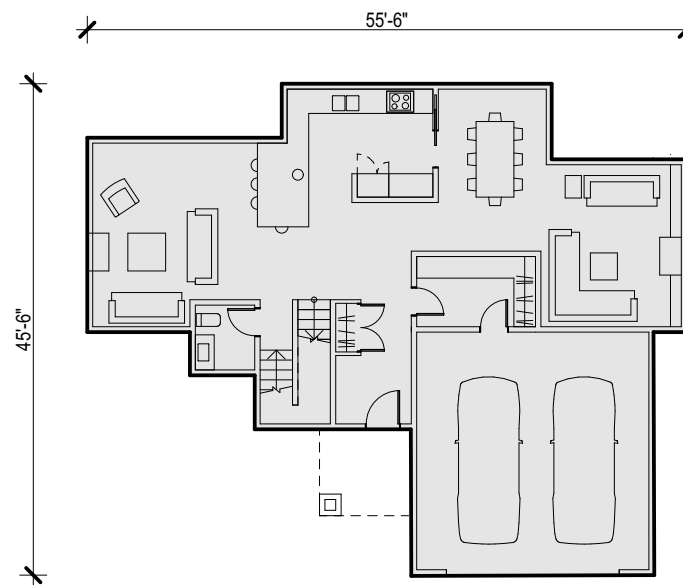
Duplex 1 | DU.1



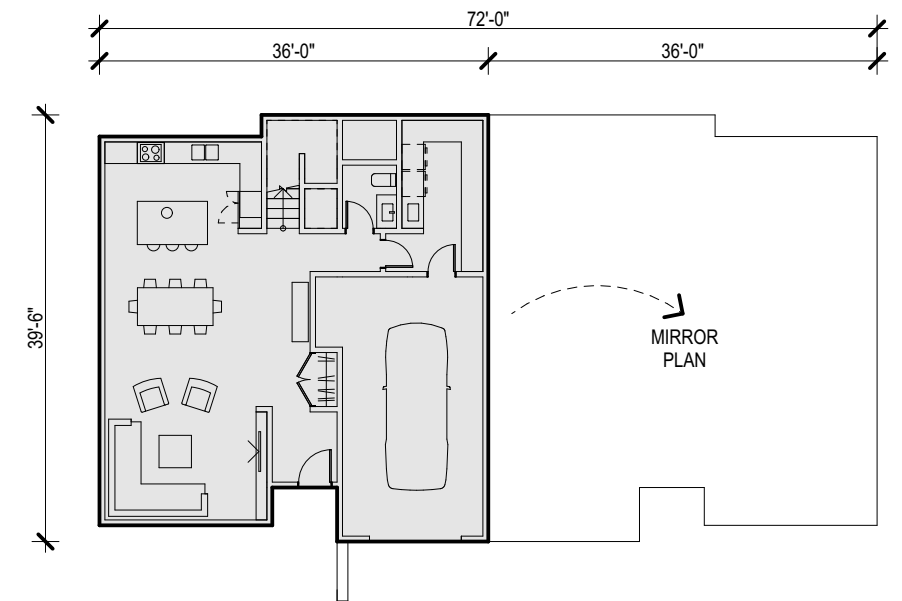
Single Family Home 2 | SF.2



Single Family Home 4 | SF.4



Single Family Home 6 | SF.6



Duplex 2 | DU.2



# WHISTLER

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

**Via Teleconference Zoom**

**PRESENT:**

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

**REGRETS:**

Architect AIBC, John Saliken  
MBCSLA , Paul DuPont

**ADOPTION OF AGENDA**

Moved by Peter Lang  
Seconded by Derek Fleming

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

**CARRIED**

**ADOPTION OF MINUTES**

Moved by Derek Fleming  
Seconded by Brian Martin

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

**CARRIED**

## PRESENTATIONS/DELEGATIONS

RZ 001165  
1<sup>st</sup> Review  
1340 Mount Fee Road

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

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

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

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

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

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

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

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

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

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



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

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

Panel offers the following comments.

#### **Site Context and Circulation, including accessibility**

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

#### **Building Massing, Architecture Form and Character**

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

#### **Hard and Soft Landscaping**

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

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

Moved by Peter Lang  
Seconded by Derek Fleming

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

Moved by Peter Lang  
Seconded by Brian Martin

CARRIED

## **OTHER BUSINESS**

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

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

## **TERMINATION**

Moved by Derek Fleming  
Seconded by Peter Lang

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

CARRIED



# WHISTLER

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

Via Teleconference Zoom

### PRESENT:

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

### REGRETS:

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

### ADOPTION OF AGENDA

Moved by Peter Lang  
Seconded by Derek Fleming

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

CARRIED

### ADOPTION OF MINUTES

Moved by Derek Fleming  
Seconded by Brian Martin

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

CARRIED

## PRESENTATIONS/DELEGATIONS

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

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

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

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

### Overall Parcelization Plan

Staff presentation:

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

### **ADP Review Recommendation**

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

Moved by Peter Lang  
Seconded by Derek Fleming

CARRIED

### **Area Parcelization Plans**

Staff presented revisions to each Area plan as follows:

#### **Parcel B-C**

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

#### **Parcel D1**

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



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

### **Parcel D2**

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

### **Parcel D3**

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

### **Parcel E**

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

### **Park Open Space**

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

### **ADP Review and Recommendation**

#### **Parcel B/C**

Panel offers the following comments on Parcel B/C

#### **Site Context and Circulation, including accessibility**

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

#### **Building Massing, Architecture Form and Character**

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

Moved by Peter Lang  
Seconded by Derek Fleming

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

CARRIED

#### **Parcel D1**

Panel offers the following comments on Parcel D1

#### **Site Context and Circulation, including accessibility**

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

### **Building Massing, Architectural Form and Character**

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

### **Hard and Soft Landscaping**

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

Moved by Brian Martin  
Seconded by Peter Lang

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

### **Parcel D2**

Panel offers the following comments on Parcel D2

#### **Site Context and Circulation, including accessibility**

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

#### **Building Massing, Architectural Form and Character**

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

Moved by Peter Lang  
Seconded by Brian Martin

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

### **Parcel D3**

Panel offers the following comments on Parcel D3

#### **Site Context and Circulation, including accessibility**

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

### **Building Massing, Architectural Form and Character**

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

Moved by Derek Fleming  
Seconded by Brian Martin

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

### **Parcel E**

Panel offers the following comments on Parcel E

### **Building Massing, Architectural Form and Character**

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

Moved by Peter Lang  
Seconded by Derek Fleming

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

### **Common Open Space**

Panel offers the following comments on Park Open Space

### **Site Context and Circulation, including accessibility**

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

Moved by Peter Lang  
Seconded by Derek Fleming

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

### **OTHER BUSINESS**

### **TERMINATION**

Moved by Derek Fleming  
Seconded by Peter Lang

## APPENDIX "F"

### REZONING CRITERIA EVALUATION SUMMARY

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

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

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

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

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

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

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

- iv. Whistler's sensitive ecosystems and biodiversity;

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

- v. scale, character and quality of development;

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

- vi. compatibility with the surrounding area or neighbourhood;

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



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

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

vii. quality of life of Whistler's residents;

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

viii. quality of experience for Whistler's visitors;

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

ix. geotechnical, flood and wildfire hazard;

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

x. archaeological, heritage and cultural resources;

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

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

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

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

xii. local economy;

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

xiii. municipal finance;

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

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

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

xv. employee housing; and

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

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

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

# Appendix "G"

## Public Correspondence

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

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

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

Originally, the RMOW had 4 objectives for Cheakamus Crossing:

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

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

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

Regards,  
Marg Pallot