



COMPREHENSIVE DEVELOPMENT PLAN

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1.0 INTRODUCTION

The Comprehensive Development Plan (the Plan) describes the Resort Municipality of Whistler's overall goals and strategy for the development and management of the community and the resort.

The Plan articulates the basic goals for the kind of community and resort that Whistler should be. It also summarizes and coordinates major municipal policies and initiatives in guiding and regulating development, protecting the natural environment, providing services, maintaining a high quality of life in the community, and continuing to offer a high quality resort experience.

This Comprehensive Development Plan is a Council policy statement, not a bylaw, however, the Plan contains policies that will influence the content of municipal bylaws, such as the Official Community Plan and the Zoning Bylaw, and will influence a wide variety of other municipal initiatives such as capital expenditures planning, parks and recreation planning, services and transportation planning, and others.

This Plan is intended to guide the resort and the community through the next 5 years or so, which is expected to be a critical period in the evolution of Whistler. To understand why this is so and to understand the underlying reasons for much of the content of this version of the Comprehensive Development Plan, it is necessary to consider the recent development history of the community and the resort.

The first phase of planning and development of Whistler as a resort, in the late 1970s and early 1980s, was characterized by the encouragement of rapid growth. To achieve the goal of creating a high quality resort of international stature, significant developments were approved in order to facilitate the expansion of ski facilities, to reach the critical mass needed to have an impact in the marketplace, minimize taxation effects, support a wide range of resort amenities, and recover the large public investments in infrastructure.

By the mid 1980s, Whistler was firmly established as a major ski resort. While there was satisfaction with what had been achieved, there was a recognition that new challenges had to be addressed. Rapid and continuing growth raised questions about the appropriate overall size of the resort, the quality of the environment, and the ability of infrastructure systems to meet expected loads. Success in the winter season had not been matched by visitation in the rest of the year; achieving success as an all-season resort required more major amenities, but

the only way to secure these amenities in the short term was to approve additional private development or make large public expenditures. Employment and population growth were creating a growing community with a labour force vital to the resort's operation, but the housing and servicing needs of this community were not being adequately addressed. Perhaps most vexing, a large amount of development had been approved, but only about half had been built. Whistler was committed to doubling its size, without a good understanding of the effects of this inevitable expansion on the environment, the community or even the viability of the resort.

In 1987 and 1988 a comprehensive community planning process addressed these concerns and considered two main alternatives for the next several years. One alternative proposed no additional major residential rezonings until a much greater proportion of the already approved development was completed, so that the impact of the committed growth could be measured before deciding whether further growth was acceptable. This approach would have been the most cautious, but it meant that the additional facilities (primarily golf and tennis) that were deemed necessary for all-season resort success would probably not be developed. The second alternative, which was chosen, allowed additional rezonings, up to a specified number of units, in exchange for the provisions of new major summer resort facilities. The 1988 Plan also encouraged the construction of employee housing.

Following adoption of the 1988 Plan, Whistler approved several rezonings for major projects that, when completed, will provide the desired summer recreation facilities. As a result, the total amount of development already committed in Whistler is up to about 52,600 bed units (see Appendix 1) of which about 30,000 were built as of late 1992. At currently forecasted rates of development, by about 2002 the community will have reached approximately 45,000 bed-units, which is 85% of committed capacity (see Appendix 2). More significantly, all committed single family, duplex, and multifamily capacity will have been built out; only commercial accommodation capacity will remain.

Since 1988, non-winter visitation has increased in part due to growing use of outdoor recreation facilities such as hiking and cycling trails and to more emphasis on cultural and conference events.

Whistler is now very firmly positioned as a renowned ski resort and a popular summer resort. It will continue to improve in many respects, as the amenities and facilities associated with committed projects are constructed. With these achievements in place, the Municipal Council has concentrated more on providing community facilities to meet the needs of the growing resident population. A

new arena has been built, an aquatic centre and health care centre are under construction, and funding has been approved for a new high school.

During the next few years, the Municipality intends to continue its efforts to improve the community, because an attractive, stable, and healthy community is essential to the long-term viability of the resort. The Municipality will also focus on the essential task of maintaining environmental quality to protect the viability of the resort rather than securing more large commitments for resort amenities and development. Perhaps most importantly, the Municipality intends to take the time to choose a long-term vision for the future and work carefully to achieve it. These are the aims of the Comprehensive Development Plan for the Resort Municipality of Whistler.

2.0 GOALS FOR THE COMMUNITY AND THE RESORT

The Comprehensive Development Plan is founded on seven main goals for the future of the resort and the community. These goals are in many ways similar to those of the 1988 Plan, but they have been refined to reflect the aspirations for the 1990s.

- 2.1 **To provide a high quality of life for those who live in Whistler and to provide a high calibre experience for those who visit and use the resort, by balancing the environmental, economic, and social needs of the community and the resort.**

This goal is the foundation of the Plan, recognizing the equal importance of quality of community and quality of resort to the long term viability of Whistler. The resort is the economic base of the community; the community provides the stable labour force, the support services, and the wider array of amenities and facilities available to visitors that enable the resort to function successfully. Providing a high quality of life requires attention to, and balance among, environmental, social, and economic components of the resort and community: maintaining the quality of the environment, providing community services and housing, and encouraging the strengthening and diversification of the economy.

- 2.2 **To maintain the high quality of the natural and built environments.**

The outstanding quality of the natural environment, in and surrounding the resort, is key to Whistler's success as a community and resort. The Plan therefore, places high priority on avoiding any erosion of this quality, by identifying and protecting important natural areas, and by recognizing the importance of the attractive relationship between developed areas, heritage sites, open space, and natural areas.

As well, the Plan acknowledges that high standards of architectural and urban design, and appropriate design standards for landscaping and public works are part of maintaining the unique character of this mountain resort.

- 2.3 **To continue to improve the community, recognizing that this is an important aspect of enhancing the resort.**

It is not constructive to place too much emphasis on the differences between "resort" and "community". Whistler is a resort community and it is necessary to balance efforts to improve the resort and efforts to improve the community. Nonetheless, it is fair to say that some aspects of the municipal policy (such as

the approval of additional accommodation capacity) in the 1980s emphasized the provision of more resort-oriented facilities over the provision of community-oriented facilities. Having achieved a critical mass of all-season facilities, the Municipality has shifted the emphasis of municipal policy toward providing community facilities and addressing the housing needs of residents. This emphasis will continue as the Municipality seeks to strengthen the local community and, in so doing, improve the resort.

- 2.4 **To expand and diversify the local economy by continuing to increase visitation to the resort and by allowing other kinds of economic activity that are compatible with the resort.**

The Plan recognizes the continuing importance of tourism and particularly skiing as the economic mainstay of Whistler, but also recognizes the need to increase non-winter visitation and diversify the economy.

The Plan supports the continued expansion of all facets of tourism, which will continue to be mainly based on outdoor recreation. The Plan encourages increased attention to indoor recreation, conventions, arts and culture, and education as sources of visitation that can make more use of existing facilities in non-peak time.

The Plan recognizes that new computer and communications technology will enable more people to live and work in Whistler, adding employment and income.

The Plan also encourages the limited growth in Whistler of other sectors of the economy, subject always to being compatible with the resort and to not causing any negative environmental impacts. This economic diversification has three main purposes: to provide a wider range of employment opportunities for residents, to attract a wider array of businesses providing goods and services that meet the needs of residents and the resort industry, and to achieve a broader economic base.

- 2.5 **To adopt an approach to growth management and development planning that is consistent with the other goals for the resort and the community.**

Whistler already has a large committed capacity of bed units, of which about 60% are built. Within this committed capacity, there are approvals outstanding for affordable housing, additional golf course development, major tournament playing facilities, and tennis facilities that will enhance the resort and community. There appears to be little need, at the present time, to approve additional rezonings that

would increase this capacity, except in extraordinary circumstances that clearly benefit the community and the resort, that are supported by the community, and that have no unacceptable impacts on the environment, the community, and the resort. - The Municipality will use an extensive monitoring system and regular community meetings to determine what, if any, amount or kind of additional development should be considered or given priority. When the opportunity or need for additional development is identified, the Municipality will make it known that rezoning or development proposals will be considered.

2.6 To plan for the long-term development of the resort and the region.

The Comprehensive Development Plan provides the foundation for a longer term planning process for Whistler, by creating a several-year window of limited approvals and by initiating a resort and community monitoring system. This opportunity should be used to address long-term fundamental questions about the future of Whistler, such as:

- the ultimate size of the community and resort;
- the regional relationship between the resort and other existing and potential development areas;
- long-range transportation planning; and
- the continued provision of a range of housing types for residents and employees.

2.7 To take a more active role in planning for the future of the region surrounding Whistler.

Whistler's planning efforts have been almost entirely focused inward on the task of developing a quality, viable, year round resort. During the last 15 years, there have been few regional-scale issues large enough to shift Whistler's attention away from its internal priorities. However, this situation is changing. During the 1990s, there will be several important regional issues that will affect Whistler, perhaps positively or negatively, including:

- the future of Callaghan;
- long range regional transportation planning, including upgrading Highway 99 or alternative highway access;

- other developments in the Highway 99 corridor;
- environmental protection of the Cheakamus River, Squamish River and Green River watersheds and Howe Sound; and
- development of regional wastewater and solid waste/recycling management plans in cooperation with other local governments and the federal and provincial governments.

This changing context requires Whistler to be a proactive participant in regional and provincial planning for land use, development, and transportation.

3.0 GROWTH MANAGEMENT STRATEGY

Having committed to a significant increase in resort size, there is concern in Whistler about the changes that will occur as the community grows to this level from its current size. At present, there appears to be little need to increase the accommodation capacity, as the resort already has commitments for additional golf and other recreational facilities and has considerable remaining approved capacity for all types of units (single family, multifamily, and commercial accommodation).

Current forecasts indicate that the next 10 years will see the development of most of the remaining capacity, even in a low growth scenario. By 2002, total development is likely to be in the range of 45,000 bed-units, with the only remaining capacity to be in commercial accommodation.

Whistler has an opportunity to analyze the effects of growth on the natural environment, the community, and the resort without constraining the rate of development or hampering Whistler's ability to respond to market opportunities. It is imperative to make good use of this "breathing room" afforded by the next five years or so to address comprehensively questions about the long range future of the resort: Should or can the resort be larger than the already committed number of bed units? What servicing investments will be required for any further development (given that there is not a comprehensive servicing plan for development above the present commitments)? Should the Callaghan area be developed and, if so, what form of development is most appropriate and what is the optimal relationship between Callaghan and Whistler? These questions were interesting but not urgent during the 1980s, when Whistler concentrated on achieving critical mass and the threshold of 40,000 or 50,000 bed units was in the distant future. During the 1990s these questions take on increased importance: the approved limit is in sight and, as it is neared, transportation, resort development, land use, and infrastructure planning and expenditures will increasingly require a clear vision for the long term future.

There are two primary reasons for not confronting these questions directly during the current comprehensive planning process: first, not enough is known about the effects of growth on Whistler; and second, addressing the long term future of Whistler will be a major undertaking on the part of the municipality, the mountain companies, provincial agencies, and the community. Much effort will be needed to build stronger links between the planning processes of the municipality, the provincial agencies with jurisdiction in the area, and the two mountain companies, which continue to plan for ski development and associated

commercial and residential development. This Comprehensive Development Plan proposes policies that will set this longer term process in motion while providing sound resort and community development guidance for the next few years.

To this end, the Comprehensive Development Plan includes the following policies regarding the management of growth.

POLICIES

- 3.1 The total number of approved/committed bed units will not be increased¹ during the next several years, except under extraordinary circumstances.

Whistler does not need additional rezonings in the near future to provide additional residential development because there is a large already-approved capacity for additional bed units. Whistler does not at present need additional rezonings to attract additional resort facilities, because there are already approvals in place for new projects that include significant recreational amenities.

Proposed OCP amendments or rezonings that would increase the bed-unit capacity or significantly increase the commercial, service commercial, or light industrial floor space capacity of the Municipality will only be considered if the proposed development:

- a) provides clear and substantial benefits to the community and the resort;
- b) is, in the opinion of Council, generally supported by the community;
- c) will not cause unacceptable impacts on the community, resort, or environment; and
- d) meets all applicable policies and criteria in the OCP and will comply with all applicable bylaws or regulations.

To help provide the direction that is needed to evaluate (a), (b), and (c) above - that is, to help determine if there is a need or opportunity to consider certain kinds of development - the Municipality will use the following procedure:

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not including minor changes that result from small parcel subdivisions or "housekeeping" rezonings. However, the Municipality will review existing minimum lot sizes to ensure that small sub-divisions are consistent with the overall objectives for the quality of the resort and reflect the high standards imposed on new development.

- each year, the findings of the community and resort monitoring program (see policy 3.2 below) will be evaluated and reviewed.
- each year, coinciding with the annual review of the monitoring program, council will convene a community meeting to discuss the results of the monitoring program, to discuss perceptions about the status of the community of the resort, and to ascertain whether there are kinds or amounts of additional development that are appropriate, necessary, or in the best interests of the community and resort.
- if opportunities or needs for additional capacity are identified, the Municipality will indicate that it is prepared to receive and consider applications for appropriate OCP amendments or rezonings. The Municipality will encourage interested developers to submit applications in a specific timeframe, so that wherever possible the applications received can be compared.
- the Municipality will identify which, if any, applications are most consistent with the aims of the CDP and OCP, are most in conformity with (a) through (d) above and are most consistent with the results of the monitoring program. These applications may be considered further by the Municipality via the normal process for OCP amendments and rezonings.

As of the adoption date of the Comprehensive Development Plan, the Municipality sees no need for increasing the bed-unit capacity of the resort. At this time, however, the Municipality notes that projects that provide commercial accommodation in conjunction with significant community or resort facilities/amenities or that provide a type and price of housing aimed at a resident target market (such as seniors or employees) are the most likely to be regarded as providing community or resort benefits.

3.2 The Municipality will implement a community and resort monitoring system immediately, to assess the impacts of additional development and visitation in Whistler. The monitoring system will be designed to:

- analyze historic changes in the resort and community, using available information;
- gauge the changes that occur in the community and resort as development occurs and visitation increases; and

- analyze these changes to increase the ability to predict the likely affects of future increases in development capacity.

More detail on the monitoring system is contained in Section 11.0.

- 3.3 The Official Community Plan will prescribe detailed procedures and criteria, including an environmental assessment process to evaluate individual proposals with the intent of avoiding adverse environmental and community impacts and ensuring conformity with the CDP and OCP.
- 3.4 Any new significant development approval will contain provisions that will cause the approval to lapse if development is not completed within a specified timeframe.
- 3.5 The Municipality will try to work with the landowners of already committed development to ensure that the ultimate form of development is consistent with the current goals for the resort and community and current planning/development policies and regulations.
- 3.6 The Municipality will strive to ensure that the two mountain companies and provincial agencies involved in the area are advised of the Municipality's policies for the resort and the community, so that planning can be coordinated. The Municipality will also try to build cooperative planning relationships with the mountain companies and the provincial government, particularly to address issues such as transportation and infrastructure planning, the future size and image of the resort, and future development areas surrounding Whistler.
- 3.7 As the monitoring system improves the ability to forecast the effects of growth, the Municipality will allocate additional resources to longer term planning for Whistler. This long term planning process will address issues such as the future size and character of the resort and community, the role of Callaghan and other potential recreation areas in the future of the resort, and long range transportation planning.

4.0 REGIONAL PLANNING, DEVELOPMENT, AND TRANSPORTATION

During much of Whistler's evolution to date, development in the region between Greater Vancouver and Lillooet was confined to Whistler and the communities of Squamish and Pemberton. The combination of continued population growth and housing price increases in the Vancouver area, and increase awareness of recreational and tourism opportunities in the Highway 99 corridor has resulted in dramatically increased activity of development, particularly in the area between Lions Bay and Squamish. In addition, lands which are currently just outside Whistler's boundaries, such as the Callaghan Valley, are the subject of development interest, fuelled partly by the provincial government's move to solicit proposals for the development of this area.

While development interest was formerly confined to a few nodes in the region, there is now widespread interest and several proposals or prospects, including:

- proposals for development of residential and recreational projects at Furry Creek (approved), Porteau, and Britannia;
- interest in developing the Brohm Ridge area near Squamish;
- interest in golf course and residential development on Crown Land in Squamish; and
- the Callaghan area, which has potential for many different kinds of development, resource and recreation use.

Growth in Vancouver and the success of Whistler have drawn greater attention to this outstanding region, which has translated to tremendous demand for residential, recreational and tourism development. With the region's great opportunities come great risks, particularly the risk that development decisions do not optimize the region's benefits and create impacts that impair the long term potential.

Recognizing this concern, there are planning initiatives now under way to provide clearer direction for the future of the region. The Squamish Lillooet Regional District has prepared an Official Community Plan for the area generally between Whistler and Lions Bay (there already is a plan of the area from Whistler to Pemberton), Squamish is thinking about future recreation and tourism potential, and the provincial government is initiating a major resource planning process that will lead to policies about the future use of Crown Lands areas such as

Callaghan, Brohm Ridge and other areas with tourism/recreation potential in the Highway 99 corridor. A good example of a local initiative is the Sea to Sky Mountain Bike Trail.

Whistler has tended to play a reactive role in broader regional issues, preferring to focus on the central task of resort and community building. Increasingly, though, development prospects in the region have the potential to affect Whistler. In response, it is important for Whistler to become more involved in resource use, development, transportation, service corridors, and other planning processes in the surrounding area.

Whistler must become proactive in regional planning, especially regarding specific lands or issues which may impact Whistler, and should seek greater cooperation with the Regional District and other municipalities. In particular, Whistler must have a very strong role in deciding the future of Callaghan to ensure that this area is planned and developed in a way that is environmentally sensitive and consistent with the desired long range vision for the overall resort or recreation area that Callaghan/Whistler might one day become. Even if the appropriate future for Callaghan is very limited use, Whistler has a stake in its future.

Whistler must also participate in efforts to find regional solutions to maintaining high environmental quality in the region, and to integrate policies within the local and regional governments.

POLICIES

- 4.1 The Municipality will seek to expand its boundaries to take in the Callaghan Valley, Rainbow and Sproat Mountains, and lands at the base of Wedge Mountain to ensure these adjacent lands are subject to Whistler's planning policies.

In the case of Callaghan, the actual boundary of the proposed extension will depend on detailed environmental analysis and discussions with the provincial government. If the proposed expansions occur, the policies of the Comprehensive Development Plan would be in effect in the new areas and the Official Community Plan would be amended to include the areas. The Municipality would work closely with the provincial and regional governments to plan the future of these lands. Any expansions would be intended to exert greater municipal control over land use, not necessarily to encourage or initiate development.

- 4.2 The Municipality will take as active a role as possible in the planning process initiated during 1992 by the provincial government to develop a land use and resource strategy for Crown Lands in the Highway 99 corridor.

Terms of reference for this strategy are still being developed, but the Municipality understands that the strategy will be spearheaded by the Crown Lands branch of the Ministry of Environment, Lands and Parks and it will likely encompass at least the Crown Lands in the corridor between Whistler and Squamish. The Municipality will seek representation on the steering committee for the strategy and will participate actively in the development of land use and resource policies.

- 4.3 The Municipality will monitor community planning and development approvals in the unincorporated areas between Pemberton and Lions Bay and will advocate comprehensive planning and a careful approach to development in this region.

Development along the Highway 99 corridor will have an effect on the overall visual environment, natural resources, highway traffic volumes, and other factors that directly or indirectly affect the tourism and recreation potential of the whole corridor, including Whistler.

- 4.4 The Municipality will develop a policy regarding long range regional transportation planning and will be an active participant in decisions about the future of Highway 99 and about the issue of alternative highway access to Whistler.

The Municipality supports continued efforts to upgrade Highway 99, between Vancouver and Whistler, provided that upgrading is consistent with the Highway's role as a scenic, mountain highway and, within the Municipality, as an important component of the local road system. The impact on Highway 99 traffic volumes should be a major consideration in the review of any development proposals in the corridor between Whistler and Lions Bay.

- 4.5 The Municipality will continue to support regional recreation resources such as the recently planned Sea to Sky Mountain Bike Trail.

Coordinated regional recreation planning will become increasingly important as use by Lower Mainland residents increases.

- 4.6 The Municipality will assist in establishing a coordinated approach to planning in the region by working with the Squamish Lillooet Regional District and other municipalities in the Regional District.

- 4.7 The Municipality will continue to object to the installation of new major electric transmission line corridors through or adjacent to the Municipality.

5.0 INFRASTRUCTURE STRATEGY

5.1 LOCAL TRANSPORTATION

The ability to travel conveniently to and within Whistler is vital to the resort's success and livability. Recognizing that automobiles will remain the principal mode of travel to the resort for the foreseeable future, continuing improvements to the regional and local network are necessary.

The Comprehensive Development Plan, therefore, advocates continued efforts to upgrade Highway 99, particularly if development occurs in other parts of the corridor. However, the Municipality strongly believes that the upgrading of Highway 99 must be governed by two principles:

- first, Highway 99 (particularly from Vancouver to Whistler) is a scenic, mountain highway that is an important element in the visitor's experience. The quality of the experience and safety should be the key design criteria and these should not be compromised by striving to achieve maximum speed or capacity. This may mean that capacity is lower than demand at some peak times, but it is likely (and desirable) that this condition may lead to peak-spreading as traveller's adapt their plans. This approach is consistent with Whistler's aim to emphasize improving access for resort visitors over improving access for day skiers or weekend visitation by recreation home occupants.
- second, Highway 99 within the Municipality is regarded by the community as an important element in the local road network. While it is desirable to create alternative routes that will take some of the local traffic off of Highway 99, the highway will continue to be the backbone of the local road network. Any upgrading or changes on the Highway should recognize and facilitate local use.

The Comprehensive Development Plan advocates increasing emphasis on alternative modes of transportation to Whistler (such as train and bus) and within Whistler (such as transit and bicycle).

POLICIES

- 5.1.1 The Municipality will include in its Official Community Plan a road plan that will emphasize:
- creating alternative routes for local traffic in order to reduce local use of Highway 99, provided that new network roads should avoid going through existing subdivisions and should not have negative effects on existing neighbourhoods;
 - upgrading Highway 99 within the Municipality, provided that the Highway's role as an important local road is maintained;
 - minimizing negative circulation impacts of new development projects on existing subdivisions; and
 - improving the short and long term transportation infrastructure without compromising the livability and attractiveness of the community and resort.

The locations of local roads and the construction standards for local roads should be consistent with the overall goals for quality of life, quality of environment, and resort image in Whistler. Road layouts and standards should reflect the special mountain resort character of Whistler and respect existing neighbourhoods. Typical municipal standards are not necessarily appropriate because these can involve too much emphasis on wide paving widths (which are visually inappropriate) and too much emphasis on traffic efficiency over quality of the community and resort environment.

- 5.1.2 The Municipality generally supports continued upgrading of Highway 99, particularly between Vancouver and Whistler. However, the Municipality views Highway 99 as a scenic, mountain highway and advocates emphasizing safety and the quality of the experience of the drive over speed and efficiency as criteria for highway design.
- 5.1.3 The Municipality will ensure that on-site parking requirements for residential developments, commercial and industrial developments, and major visitor attractions and facilities are adequate. This may require a review of current parking standards.

- 5.1.4 The Municipality will attempt to implement as many as possible of the recommendations for transportation improvements included in the 1991 Whistler Transportation Study and the 1992 Comprehensive Transportation Study. These improvements concentrate on improving transit to make service more efficient (such as bus lanes) and convenient and on reducing the use of private automobiles at peak times in peak locations (such as the use of satellite parking lots with shuttle service).
- 5.1.5 The Municipality will continue to implement bike routes and bike lanes throughout the valley, particularly in the Highway 99 corridor. The Municipality also supports continued extension and improvement of pedestrian routes and walking trails.
- 5.1.6 The Municipality strongly supports increased use of public transit within the Municipality. The Municipality also supports the idea of public transit or shuttle bus service between Whistler and Squamish and between Whistler and Pemberton, as these communities play an increasing role in housing people who come to Whistler for work, recreation, or other purposes. The Municipality's support for any specific proposal will depend on the fiscal impacts on the Municipality.
- 5.1.7 The Municipality will encourage the expansion and improvement of rail service for visitors to Whistler and other parts of the region.
- 5.1.8 The Municipality will work toward identifying sites and developing concept plans for transportation centres that will act as a hub for bus, transit, and shuttle service.
- 5.1.9 The Municipality supports the efforts of Pemberton to upgrade its airport and will assist Pemberton as appropriate in its efforts to gain senior government assistance for this facility.
- 5.1.10 The Municipality will encourage the centralization of helicopter movements at the Whistler Municipal Heliport.
- 5.1.11 The Municipality will consolidate and regulate float plane activity at Green Lake.

5.2 MUNICIPAL SERVICES

The Municipality will ensure that adequate water supply and wastewater collection, wastewater treatment, landfill capacity, and storm drainage works are provided to service approved development. Existing services planning provides for expansion to accommodate the committed bed units. To go beyond this level, comprehensive, long-range services planning will be needed.

POLICIES

- 5.2.1 The water supply system will be monitored carefully to maintain a high standard of water quality and ensure that supply is increased to accommodate new development.
- 5.2.2 The Municipality will, to the fullest extent within its jurisdiction, control development in, and access to, the watershed for the municipal water supply, in order to safeguard water quality. The Municipality will seek the cooperation of all applicable government agencies in controlling access to and activity in the watershed.
- 5.2.3 The wastewater collection and treatment system will be expanded as necessary to meet all the requirements of the Ministry of the Environment and to accommodate new development.
- 5.2.4 The Municipality will develop a plan and a funding proposal to extend wastewater collection to the presently unserved areas of Emerald Estates and the west side of Alta Lake.
- 5.2.5 Any significant changes or expansions to the water and sewer systems must avoid any reductions in the quality of existing lake and river systems.
- 5.2.6 The Municipality will explore and implement appropriate ways to reduce total water consumption and total wastewater volume.
- 5.2.7 The approval of additional development will be conditional on the availability of municipal services.
- 5.2.8 The Municipality will monitor the capacity of the landfill and provide additional capacity as required. The Municipality will also explore ways of reducing the volume of solid waste in the community as part of its Municipal Environmental strategy (see Policy 7.2).

- 5.2.9 The Municipality recognizes that comprehensive and long-range services planning will be necessary if the development capacity of the Municipality is expanded significantly beyond the current approved/committed total number of bed units.

6.0 FACILITIES, SERVICES AND COMMUNITY RESOURCE STRATEGY

6.1 PARKS AND RECREATION

The development of a high quality park system and trail system is of great importance to the community and the resort, to provide outdoor recreation, attractive open spaces, and conservation areas.

POLICIES

- 6.1.1 The Municipality will, within its resources, develop and maintain a parks and trail system, recreation areas, and recreation facilities in accordance with a Parks and Recreation Master Plan.
- 6.1.2 The Municipality will place high priority on completing the "Grand Loop", improving and extending the Valley Trail (which is becoming congested), and providing bike lanes within the Highway 99 right of way through the Municipality (in part to reduce congestion on the Valley Trail).
- 6.1.3 The Municipality will meet the recreational demands of a growing resort and community by:
- encouraging the expansion of trail systems to include a greater diversity and variety of experiences by expanding into areas beyond the municipal boundaries;
 - recognizing the Whistler Resort Recreation Proposal as the new direction in the Whistler Local Resource Use Plan area;
 - integrating historical and cultural elements into the parks system;
 - continuing to establish a network of major parks;
 - continuing to establish neighbourhood parks to satisfy residents' needs in each subdivision where possible; and
 - continuing to protect, preserve and monitor important natural habitat areas.

- 6.1.4 The Municipality recognizes Whistler's limited land base and the need to accommodate Whistler's recreational and environmental demands through the expansion of Whistler's park system, and will work toward the acquisition or use of Crown Lands and other lands as necessary for park and trail use.
- 6.1.5 The Municipality will take an active role in planning for the future of the existing and potential recreational opportunities in the region surrounding Whistler, through the LRUP and other agreements.
- 6.1.6 The Municipality will continue to maintain a high standard of park construction and maintenance throughout the Whistler park system.
- 6.1.7 The Municipality will develop and maintain, in a cooperative relationship with the resort and community, an appropriate level of leisure services that is fully integrated into the current and future parks and recreation system, and that considers the interests and needs of all residents, guests and surrounding communities.
- 6.1.8 The Municipality will continue to protect and monitor the use of and impacts on areas that are environmentally sensitive.

6.2 **COMMUNITY RECREATIONAL AND CULTURAL FACILITIES**

Whistler has enjoyed significant improvement and expansion of the facilities that draw visitors to the resort, including lift capacity, golf, conference facilities, and parks and recreation improvements. Development approval policy over the past several years has ensured that additional facilities will be provided when approved projects proceed, including golf and tennis facilities. Most of these facilities are also available to residents and they make a large contribution to the quality of life in Whistler. However, Whistler lacks some of the facilities that are necessary for a complete community with a stable population.

Analysis of community facilities requirements indicates that the following facilities are desired by the community or needed by expected growth in the number of permanent residents over the next ten years or so:

Recreation Facilities (not in order of priority)

- Aquatic centre (which is under construction)
- Curling rink
- Playing fields
- Indoor racquet sports (some are under construction)

Cultural Facilities (not in order of priority)

- Library and archives
- Performing arts centre
- Local community centres
- Other centres for special needs

In addition to these recreation and cultural facilities, the community also requires education, health, safety and municipal facilities that will require capital expenditures.

Some of the needed recreational and cultural facilities are as important to the resort as they are to the community. Some are essential and some could be characterized as desirable but not necessary, but there are two points that all of these facilities have in common:

- generally, these are kinds of facilities that one would expect to find in a complete community that is not near enough to a larger centre for convenient use of the facilities that might be found there. If one of the aims of the community is to achieve stability, to have families choose to make a home in Whistler instead of living in the area for a few years and then moving on, it is necessary to provide the kinds of facilities listed above.
- these facilities are not likely to be provided by the private sector as part of development projects. Whistler has been able to achieve expansion of resort facilities because the private sector has provided facilities in exchange for development rights. If no additional major rezonings are to be approved, for the time being there is no incentive for private sector provision of new facilities. In any case, some community facilities such as those above are of little interest to the private sector because they do not enhance a development project in the way a golf course or other amenity does.

Recreation works and service charges plus the municipal share of the hotel tax can, over time, generate revenue to pay for new community facilities. It is necessary to select priorities for new facilities and to provide them commensurate with the receipt of revenues.