

**VILLAGE OF PEMBERTON
-REGULAR COUNCIL MEETING AGENDA-**

Agenda for the **Regular Meeting** of Council of the Village of Pemberton to be held Tuesday, August 30, 2022 at 5:30pm in Council Chambers located at 7400 Prospect Street and via electronic means by ZOOM webinar. This is Meeting No. 1566.

This meeting is being recorded as authorized by the [Video Recording & Broadcasting of Open Meetings Policy](#).

Instructions for public participation at the meeting remotely by ZOOM webinar can be found [here](#). Link to the Zoom Webinar: <https://us02web.zoom.us/j/84313025117>

Item of Business	Page No.
1. CALL TO ORDER REGULAR MEETING	
In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.	
2. ADOPTION OF AGENDA	
Recommendation: THAT Council adopts the agenda as presented.	
3. RISE WITH REPORT FROM IN CAMERA	
4. APPROVAL OF MINUTES	
a) Regular Council Meeting No. 1565, Tuesday, July 12, 2022	5
Recommendation: THAT Council approves the minutes of Regular Council Meeting No. 1565, held Tuesday, July 12, 2022, as circulated.	
5. BUSINESS ARISING FROM THE PREVIOUS REGULAR COUNCIL MEETING	
6. BUSINESS ARISING FROM THE COMMITTEE OF THE WHOLE	
7. COMMITTEE MINUTES - FOR INFORMATION	
8. DELEGATIONS	
9. STAFF REPORTS	
a) Office of the Chief Administrative Officer	
i. Verbal Report	
Recommendation: THAT Council receives the Chief Administrative Officer's verbal report.	
10. BYLAWS	
a) Bylaws for First and Second Readings	
i. Zoning Amendment (Comprehensive Development Zone 6 - SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022	15

Recommendation One : THAT Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 be given first and second readings.

Recommendation Two: THAT Council set Monday, September 19, 2022 at 6:30 p.m. as the date and time of the Public Hearing for Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 to be held in Village of Pemberton Council Chambers or in accordance with the Village's digital meeting policy.

Recommendation Three: THAT the following obligations be completed as prerequisites to adoption of Zoning Amendment Comprehensive Development Zone – 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 (SSCS Harrow Road Affordable Housing):

- i. that the Applicant prepare and submit in a registrable form the discharge of Restrictive Covenant 24620;
- ii. that the Applicant prepare a revised Flood Hazard Management Study to establish the Flood Construction Elevation (FCL) and any necessary flood mitigation measures, and prepare and submit an amended Flood Hazard Restrictive Covenant in a registerable form to the satisfaction of the Village;
- iii. that the Owner prepare and submit to the satisfaction of the Village a new Statutory Right of Way and accompanying survey plan for the Village's pump station infrastructure; and
- iv. that the Owner enter into a Housing Agreement, by bylaw pursuant to section 483 of the *Local Government Act*.

b) Bylaws for Adoption

- i. **Village of Pemberton Business Licence Bylaw No. 855, 2019, Amendment (Special Event Vendors) Bylaw No. 934, 2022**

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Recommendation: THAT Council adopts Village of Pemberton Business Licence Bylaw No. 855, 2019, Amendment (Special Event Vendors) Bylaw No. 934, 2022

- ii. **Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Business Licence Fees) Bylaw No. 935, 2022**

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Recommendation: THAT Council adopts Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Business Licence Fees) Bylaw No. 935, 2022

11. MAYOR'S Report

12. COUNCILLORS' Reports

13. CORRESPONDENCE

a) Correspondence for Action

- i. **Melany Helmer, Director of Strategic Initiatives, Squamish-Lillooet Regional District, dated July 27, 2022, presenting for Council approval, Pemberton Refuse Disposal Local Service Conversion & Establishment By-law No. 568, 1994, Amendment Bylaw No. 1780-2022.**

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Recommendation: THAT Council gives participating area approval by consenting on behalf of the electors of the Village of Pemberton, to the adoption, by the Squamish-Lillooet Regional District, of proposed SLRD Bylaw No. 1780-2022, cited

as the “Pemberton Refuse Disposal Local Service Conversion & Establishment By-law No. 568, 1994, Amendment Bylaw No. 1780-2022.

ii. Correspondence regarding the LiveShare development proposed for 7340 Crabapple Court

- (1) Deborah and Richard Dube, Village residents, dated August 7, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 95
- (2) Eve Gallant, Village resident, dated August 8, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 96
- (3) Brenda Williams, Village resident, dated August 8, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 97
- (4) Danya and Greg Konrad, Village residents, dated August 10, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 98
- (5) Gordon Pilling, Village resident and president of Orion strata council, dated August 10, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 100
- (6) Siobhan Pilling, Village resident, dated August 10, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 101
- (7) Dan Elgar, Village resident, dated August 17, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 102
- (8) John Adams, Village resident, dated August 20, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 103
- (9) M.J. Mullin, Village resident, dated August 20, 2022, expressing concerns regarding the LiveShare development proposed for 7340 Crabapple Court. 104

Recommendation: THAT Council refers the correspondence from the residents who have provided comment respecting the LiveShare development proposed for 7340 Crabapple Court to staff for incorporation into the development proposal review process.

b) Correspondence for Information

- i. Patrick Weiler, Member of Parliament, West Vancouver-Sunshine Coast-Sea to Sky Country, dated July 20, 2022, announcing that the Government of Canada is accepting applications for new projects through the Small Projects Stream of the Natural Infrastructure Fund. 106
- ii. Brenda Lasnier, Village resident, dated July 20, 2022, in support of the proposed Harrow Road affordable housing project. 107
- iii. Tyler Brown, Chair, Regional District of Nanaimo, dated July 22, 2022, seeking support for the Regional District of Nanaimo’s UBCM resolution urging UBCM 108

to work with the Ministry of Municipal Affairs and local governments in a collective endeavour to modernize the *Local Government Act*.

- iv. Patrick Weiler, Member of Parliament, West Vancouver-Sunshine Coast-Sea to Sky Country, dated August 3, 2022, announcing the launch of public consultations that will inform the design and implementation of Permanent Public Transit funding in Canada.

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Recommendation: THAT Council receives the correspondence for information.

14. DECISION ON LATE BUSINESS

15. LATE BUSINESS

16. NOTICE OF MOTION

17. QUESTION PERIOD

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18. IN CAMERA

Recommendation: THAT the meeting is closed to the public in accordance with the *Community Charter* Section 90 (1) (l) discussions with municipal officers respecting municipal objectives.

19. RISE WITH REPORT

20. ADJOURNMENT OF REGULAR COUNCIL MEETING

**VILLAGE OF PEMBERTON
-REGULAR COUNCIL MEETING MINUTES-**

Meeting #: 1565
Date: Tuesday, July 12, 2022, 1:00pm and 5:30pm
Location: Council Chambers & Zoom Webinar, 7400 Prospect Street

COUNCILLORS: Mayor Mike Richman
Councillor Leah Noble*
Councillor Ryan Zant*
Councillor Ted Craddock

REGRETS: Councillor Amica Antonelli

STAFF: Elizabeth Tracy, Chief Administrative Officer
Sheena Fraser, Manager of Corporate and Legislative Services
Gwendolyn Kennedy, Legislative Assistant
Tom Csimá, Manager of Operations and Projects
Christine Burns, Manager of Recreation Services
Cameron Adams, Acting Fire Chief
Scott McRae, Manager of Development Services
Emily White, HR Coordinator

PUBLIC: 1
MEDIA 1

**Denotes electronic attendance*

A recording of the meeting was made available to the media and public.

1. CALL TO ORDER

At 1:00pm Mayor Richman called the meeting to order.

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

2. IN CAMERA

Moved/Seconded

THAT the meeting is closed to the public in accordance with the *Community Charter* section 90 (1) (k) negotiations and related discussions that in the view of Council could reasonably be expected to harm the interests of the municipality if held in public.

CARRIED

At 1:00pm Council moved in camera.

3. RECESS REGULAR MEETING

At 2:27pm the regular meeting was recessed.

4. RECONVENE REGULAR MEETING

At 5:30pm Mayor Richman reconvened the regular meeting.

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

5. **ADOPTION OF AGENDA**

Moved/Seconded

THAT Council adopts the agenda as presented.

CARRIED

6. **RISE WITH REPORT FROM IN CAMERA**

6.1. Council rose with report on the following resolution from In Camera Meeting No. 1561, held May 17, 2022:

Village of Pemberton Bursary Award

Moved/Seconded

THAT Reimi Shishido be awarded the 2022 Village Bursary Award, in the amount of \$3,000, to be allocated from the Community Enhancement Fund.

CARRIED

6.2. Council rose with report on the following resolution from In Camera Meeting No. 1564, held June 21, 2022:

Official Community Plan Review Contract Award

Moved/Seconded

THAT Urban Systems be awarded the contract to facilitate the 2022-2024 Official Community Plan Review;

AND THAT Staff be directed to prepare a contract for services based on the response to RFP No. 2022.01, received on June 3, 2022 from Urban Systems, for execution by the Chief Administrative Officer.

CARRIED

7. **APPROVAL OF MINUTES**

7.1 **Regular Council Meeting No. 1564, Tuesday, June 21, 2022**

Moved/Seconded

THAT Council approves the minutes of Regular Council Meeting No. 1564, held Tuesday, June 21, 2022, as circulated.

CARRIED

8. BUSINESS ARISING FROM THE PREVIOUS REGULAR COUNCIL MEETING

9. BUSINESS ARISING FROM THE COMMITTEE OF THE WHOLE

9.1 Recommendations from Committee of the Whole Meeting No. 231, Tuesday, June 21, 2022

a. LiveShare Co-Living Proposal - 7340 Crabapple Court - Development Variance Permit Direction

Moved/Seconded

THAT Staff be directed to assist in negotiating a shared parking covenant amendment with the adjacent commercial tenures, prepare a final parking variance strategy, and establish a means to secure the proposed transportation innovations for the proposed development of 7340 Crabapple Court, which includes a proposed parking variance, for future consideration by Council.

CARRIED

b. Bullying, Harassment and Discrimination Policy Update

Moved/Seconded

THAT an annual review of the Bullying, Harassment and Discrimination Policy take place at a Committee of the Whole meeting to be held in the spring.

CARRIED

10. COMMITTEE MINUTES - FOR INFORMATION

11. DELEGATIONS

12. STAFF REPORTS

12.1 Office of the Chief Administrative Officer

a. Verbal Report

CAO Tracy acknowledged the work of staff in the preparation of the reports to be presented this evening.

Moved/Seconded

THAT Council receives the Chief Administrative Officer's verbal report.

CARRIED

b. Office of the CAO 2022 Second Quarter Strategic Priorities Report

Moved/Seconded

THAT Council receives the Office of the CAO 2022 Second Quarter Strategic Priorities Update Report.

CARRIED

Emily White, HR Coordinator, joined the meeting at 5:40pm.

c. Bullying, Harassment and Discrimination Policy Review and Update

Moved/Seconded

THAT Council approves the Bullying, Harassment and Discrimination Policy (PER-006) as presented;

AND THAT the annual review of this policy for 2022 be concluded.

CARRIED

Ms. White left the meeting at 5:42pm.

12.2 Corporate and Legislative Services

a. Corporate and Legislative Services 2022 Second Quarter Administration Update

Moved/Seconded

THAT Council receives the Corporate and Legislative Services 2022 Second Quarter Administration Update for information.

CARRIED

b. 2022 Second Quarter Regular Council Meeting Outstanding Resolutions Update

Moved/Seconded

THAT Council receives the 2022 Second Quarter Regular Council Meeting Outstanding Resolutions Update for information.

CARRIED

Scott McRae, Manager of Development Services, joined the meeting at 5:46pm.

12.3 Development Services

a. Development Services 2022 Second Quarter Report

Moved/Seconded

THAT Council receives the Development Services 2022 Second Quarter Report for information.

CARRIED

Mr. McRae left the meeting at 5:50pm.

Tom Csima, Manager of Operations and Projects joined the meeting at 5:51pm.

12.4 Operations

a. Operations 2022 Second Quarter Report

Moved/Seconded

THAT Council receives the Operations 2022 Second Quarter Report for information.

CARRIED

b. 2021 Drinking Water System Annual Report

Moved/Seconded

THAT Council receives the 2021 Drinking Water System Annual Report for information.

CARRIED

Mr. Csima left the meeting at 6:20pm.

Christine Burns, Manager of Recreation Services, joined the meeting at 6:20pm.

12.5 Recreation Services

a. Recreation Services 2022 Second Quarter Report

Mayor Richman thanked Ms. Burns and Recreation Services staff for hosting a successful for Canada Day event for the community.

Moved/Seconded

THAT Council receives the Recreation Services 2022 Second Quarter Report for information.

CARRIED

Ms. Burns left the meeting at 6:28pm.

Acting Fire Chief Adams joined the meeting at 6:28pm.

12.6 Pemberton Fire Rescue

a. Pemberton Fire Rescue 2022 Second Quarter Report

Moved/Seconded

THAT Council receives the Pemberton Fire Rescue 2022 Second Quarter Report for information.

CARRIED

Acting Fire Chief Adams left the meeting at 6:32pm.

13. BYLAWS

13.1 Bylaws for First, Second, and Third Readings

- a. **Business Licence Bylaw Amendment (Special Event Vendors) Bylaw No. 934, 2022**

Moved/Seconded

THAT Council gives first, second, and third readings to Village of Pemberton Business Licence Bylaw No. 855, 2019, Amendment (Special Event Vendor Licence) Bylaw No. 934, 2022.

CARRIED

- b. **Fees and Charges Bylaw Amendment (Business Licence Fees) Bylaw No. 935, 2022**

Moved/Seconded

THAT Council gives first, second, and third readings to Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Business Licence Fees) Bylaw No. 935, 2022.

CARRIED

13.2 Bylaws for Adoption

- a. **Village of Pemberton Parks and Public Spaces Use Bylaw No. 797, 2016, Amendment (Public Spaces Definition) Bylaw No. 932, 2022**

Moved/Seconded

THAT Council adopts Village of Pemberton Parks and Public Spaces Use Bylaw No. 797, 2016, Amendment (Public Spaces Definition) Bylaw No. 932, 2022.

CARRIED

- b. **Village of Pemberton Parking and Traffic Control Bylaw No. 840, 2018, Amendment (Public Parking Lot) Bylaw No. 933, 2022.**

Moved/Seconded

THAT Council adopts Village of Pemberton Parking and Traffic Control Bylaw No. 840, 2018, Amendment (Public Parking Lot) Bylaw No. 933, 2022.

CARRIED

14. MAYOR'S Report

Mayor Richman reported on Squamish-Lillooet Regional District Board Meetings held in June:

- Director of Marketing, Cariboo Chilcotin Coast Tourism Marketing Association, requested support for renewal of the MRDT for Areas A and B.

- There was discussion regarding special event applications and temporary use permits in the Upper Squamish Valley area. Staff are considering policy and zoning regulations.
- There was agreement to provide amenity funds to Birkenhead Lake estates area for a water trailer.
- All Pemberton Valley Utilities and Services Committee recommendations were endorsed.
- There was discussion regarding the Lil'wat Nation Main Street development and the Furry Creek development OCP and zoning amendments
- The Statement Of Financial Information report was approved.
- More information was provided regarding the affordable housing lots at Wedgewoods. A motion was passed directing staff to work with the developer to provide 10 more non-market lots.

Mayor Richman attended the Sea to Sky Regional Hospital District Board meeting where funding requests from VCH were discussed and were denied.

Mayor Richman attended a presentation regarding the proposal for the 2030 Olympic Games and suggested that the proponents present to Council.

Mayor Richman commented on the success of the Canada Day event.

15. COUNCILLORS' Reports

Councillor Craddock attended the Community Wildfire Resiliency Plan Committee meeting on July 5th.

Councillor Craddock reminded Councillors and the public of the Pemberton Valley Dyking District AGM to be held on Thursday at 7pm at the Pemberton and District Community Centre.

Councillors Zant and Noble did not report.

16. CORRESPONDENCE

16.1 Correspondence for Action

- a. **Brenda McLeod, Area C resident, dated July 4, 2022, expressing safety concerns regarding the Friendship Trail along Highway 99.**

Moved/Seconded

THAT Council directs Staff to forward the correspondence to the Squamish-Lillooet Regional District.

CARRIED

16.2 Correspondence for Information

- a. **Laurey-Anne Roodenburg, President, Union of British Columbia Municipalities (UBCM), dated May 24, 2022, confirming that the Village's two resolutions endorsed at the 2022 Lower Mainland Local Government**

Association Spring Convention will be included in the UBCM Resolutions Book for the 2022 UBCM Convention in September.

- b. Stephen Covey and Cyrus Reporter, CN Rail, dated June 15, 2022, regarding Rail Safety Week, September 19th to 25th.**
- c. William Beamish, Mayor, Town of Gibsons, dated June 16, 2022, seeking support of a resolution that will be coming before the Union of British Columbia Municipalities at the 2022 Convention, requesting that the Province establish a funding model for community-based hospice societies.**
- d. Anna Barford, Canada Shipping Campaigner, Stand.earth, dated June 17, 2022, seeking support for a resolution that will be coming before the Union of British Columbia Municipalities at the 2022 Convention, addressing acidic wastewater discharge in all waters off British Columbia.**
- e. Jonathan X. Cote, Mayor, City of New Westminster, dated June 21, 2022, seeking support for a resolution that will be coming before the Union of British Columbia Municipalities at the 2022 Convention regarding the funding of public libraries.**
- f. Tara Faganello, Assistant Deputy Minister, Ministry of Municipal Affairs, dated June 28, 2022, presenting information in follow-up to the May 2022 regional meetings that provided an update from BC Wildfire Service.**
- g. Gina Ciccone, Village resident, dated June 28, 2022, in support of the proposed Harrow Road affordable housing project.**
- h. Nigel Protter, Village resident, dated June 28, 2022, in support of the proposed Harrow Road affordable housing project.**
- i. Ryan Dyrbye, Vice President Operations, Frontier Street Pharmacy, dated June 29, 2022, in support of the proposed Harrow Road affordable housing project.**
- j. Laurey-Anne Roodenburg, President, Union of British Columbia Municipalities (UBCM), dated July 4, 2022, confirming that the Village's resolution regarding crown land application wait times, submitted directly to UBCM, will be included in the UBCM Resolutions Book for the 2022 UBCM Convention in September.**
- k. Patrick Weiler, Member of Parliament, West Vancouver-Sunshine Coast-Sea to Sky Country, dated June 30, 2022, announcing a new two-year Wine Sector Support Program that will provide wineries with the tools they need to stay innovative and competitive.**

- I. **Chris Ankeny, Village resident and business owner, dated July 5, 2022, in support of the proposed Harrow Road affordable housing project.**
- m. **Patrick Weiler, Member of Parliament, West Vancouver-Sunshine Coast-Sea to Sky Country, dated July 5, 2022, providing information regarding the launch of the Age Well at Home Initiative and the two program streams now open for applications.**

Moved/Seconded

THAT Council receives the correspondence for information.

CARRIED

17. DECISION ON LATE BUSINESS

18. LATE BUSINESS

19. NOTICE OF MOTION

20. QUESTION PERIOD

There were no questions from the gallery.

21. IN CAMERA

Moved/Seconded

THAT the meeting is closed to the public in accordance with the *Community Charter* Section 90 (1) (k) negotiations and related discussions that in the view of Council could reasonably be expected to harm the interest of the municipality if they were held in public.

CARRIED

At 6:59pm Council moved in camera.

22. RISE WITH REPORT

At 7:07pm Council rose without report.

23. ADJOURNMENT OF REGULAR COUNCIL MEETING

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

At 7:07pm the meeting was adjourned.

Mike Richman, Mayor

Sheena Fraser, Corporate Officer

DRAFT

Date: Tuesday, August 30, 2022

To: Elizabeth Tracy, Chief Administrative Officer

From: Mark Barsevskis, RPP, MCIP Consulting Planner
Scott McRae Manager, Development Services

Subject: Zoning Amendment Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 – First and Second Reading

PURPOSE

The purpose of this report is to present to Council Zoning Amendment Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 for First and Second Reading, which is attached as **Appendix A**. The amending bylaw has been prepared for Council's consideration in response to an application by Sea to Sky Community Services who proposes to change the zoning of the subject lands from Commercial Tourism (C-2) to Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing). This report also asks Council to consider setting a date for public hearing and establishes a list of prior to adoption obligations.

BACKGROUND

Sea to Sky Community Services (SSCS) has made an application to the Village of Pemberton to amend the zoning bylaw to change the zoning of the subject lands from Commercial Tourism (C-2) to Comprehensive Development Zone 6 (SSCS Harrow Rd Affordable Housing).

If approved, the proposed amendment would be site specific to the subject lands. The subject lands are Lot 2 District Lot 203 Lillooet District Plan KAP56640 (PID: 023-384-018).

a) Committee of the Whole

The Committee of the Whole met in-person and virtually on May 17, 2022 (Meeting No. 299). Staff presented a report outlining the key elements of the application for the Committee to review the SSCS Affordable Housing on Harrow Rd Rezoning (OR136) and Development Permit (DP93) applications. At the meeting the following resolution was passed:

Moved/Seconded

THAT *The Committee of the Whole recommends to Council that Staff be directed to continue with the processing of the application by Station One Architects on lands located at Lot 2 District Lot 203 Lillooet District Plan KAP56640 (PID: 023-384-018), substantially in the form submitted in the application submission;*

AND THAT subject to a complete and thorough application process, the proposed application be brought to Council for consideration of first reading to amending the zoning bylaw.

CARRIED

Moved/Seconded

THAT the Committee recommends to Council that the regular council meeting schedule be amended by the addition of a regular meeting on Tuesday, August 30th.

CARRIED

The recommendations from the Committee of the Whole were subsequently presented to Council at their Regular Meeting No. 1561 held later that day. In this regard, Council supported the recommendations and passed resolutions to that effect.

DISCUSSION & COMMENTS

In March, 2022, the Village of Pemberton received an application for a Zoning Bylaw amendment (OR136) and an application for a Development Permit (DP93) from Sea to Sky Community Services (SSCS) to permit the development of a mixed-use affordable housing building, located at Lot 2 District Lot 203 Lillooet District Plan KAP5640 as identified in **Appendix B**.

The five (5) storey mixed-use building would include:

- Two (2) commercial units and community service space on the ground floor (GFA 836 m²)
- Modern contemporary architectural style and character
- Sixty-three (63) residential units on the 2nd to 5th floors
 - 30% Market Rentals (moderate income households)
 - 50% Rent Geared to Income (Tenants pay 30% of gross household income)
 - 20% “Deep Subsidy” (targeted to those on Income Assistance or OAS/GIS)

The subject property is located within the Village’s Official Community Plan (OCP) as Gateway and is zoned Commercial Tourism (C-2) in the Zoning Bylaw.

The drawings and technical studies submitted in support of the initial application are available at the following link: <https://www.pemberton.ca/public/download/fTheiles/211210>. The application includes a Tree Management Plan, site servicing plan, preliminary geotechnical report, energy step code report, public engagement (pre-application) “What we heard report”, survey plan, and a transportation review.

Major Development Permit Application

For this proposed development to occur a zoning bylaw amendment (rezoning) must be applied for and approved by Council prior to a Major Development Permit Application being approved. As noted above, an application for a Major Development Permit (DP 93) was also submitted to the Village in March 2022. The Major Development Permit (DP 93) will be brought to Council if the rezoning application is approved.

Advisory Land Use Commission and Advisory Design Review Commission

The Village's Advisory Land Use Commission (ALUC) met on July 20, 2022 to review the SSCS Affordable Housing Rezoning (OR136) application. At the meeting the ALUC provided the following recommendations as per the resolution below:

Moved/Seconded

THAT the Advisory Land Use Commission recommends that Council support proposed rezoning application OR#136 – SSCS Affordable Housing, subject to the following recommendations:

- *Surface parking design should integrate green features and improve its general environmental sustainability.*
- *Parking requirements should be re-evaluated to consider local examples/studies.*
- *Applicant should be required to flag any significant trees being removed as part of the site development and note efforts to retain.*
- *The visual design of the site should reflect the intention of the Gateway, including the design of the fence between the building and the highway.*
- *The rezoning should retain the current permitted Commercial C-2 uses and should not become more permissive.*
- *The rezoning retains the ability to achieve the existing permitted density through the future development of the remainder of the site.*
- *The ALUC encourages the applicant to consider future childcare use through the development permit.*
- *Consideration that the application is consistent with the Village's transportation plans and plans around multi-use pathways and the connectivity within the community.*
- *Applicant works with MOTI to address the increase in vehicle and pedestrian traffic at the intersection of Harrow Road and Hwy 99.*

CARRIED

The Advisory Design Review Committee (ADRC) met on July 21st, 2022 to review the Development Permit Application, which is not subject to this report nor under consideration at this time. However, the Committee did provide recommendations and those will be further reviewed when the Development Permit application is brought forward for consideration by Council later should the rezoning be approved.

In response to the ALUC resolution, and the feedback received from the ADRC, the applicant revised the parking design and demand study, updated the landscape plan to identify various trees which will be retained based on recommendations from the arborist, adjusted various aspects of the building façade and the fencing design, and added a multi-use pathway along the frontage in accordance with the Cycling Network Plan. The updated application documents are attached as **Appendix C**.

Environment Considerations / Site Servicing / Fire Protection

All materials used and construction performed on this project are to be in accordance with the Village of Pemberton Subdivision and Development Control Servicing Standards Bylaw No. 677, 2011. Roadworks, sanitary, storm sewer, and watermain materials must conform to MMCD Master Municipal Specifications.

As noted above, the applicant has revised the landscape drawings to note various trees to be retained based on recommendations from the arborist report.

The applicant has also integrated green features into the surface parking lot design. The parking lot has been augmented with designed green islands. The entrance to the parking lot has planting beds designed to break up the continuous hard surfaces. Some small car parking stall sizes were re-allocated as to introduce a green island centrally in the parking lot.

Additionally, the developer is proposing an on-site pedestrian and cyclist pathway along Highway 99 which aligns with the Village of Pemberton's Cycling Network plan.

Pemberton Fire Rescue has reviewed the plans and provided comments, including ensuring proper NFPA 1 fire flows for the building. After a thorough review, it has been confirmed that the Village's existing firefighting apparatus will be sufficient to service the building upon completion.

Traffic / Parking

Vehicle access to the development will be on the east side of the property along Harrow Road. To determine whether the proposed number of residential, visitor, and retail parking stalls is an adequate supply for potential demand, a parking supply analysis was conducted. The report concluded that the property would effectively accommodate the expected parking demand. Additionally, all parking for the development will remain on-site.

In response to the ALUC recommendation stating "*Parking requirements should be re-evaluated to consider local data and studies from comparable municipalities*" the applicant provided examples of similar projects in smaller municipalities, demonstrating projects of this type are frequently granted significant parking variances based on the anticipated vehicle ownership rates of the expected occupants. The applicant also requested comment from the professional transportation engineers who completed the initial study. The engineer's comments highlight how resident and commercial parking demand normally peaks at different times of the day, and that the absence of local data is not considered to be a significant impact to the recommendations of the study based on the analysis approach.

The proposed CD-6 zone establishes the follow parking criteria if an affordable housing development is proposed.

STALL TYPE	REQUIRED
Standard Parking Stalls	.75 STALLS PER 1BED <i>AFFORDABLE MARKET RENTAL</i> DWELLING UNIT 1.4 STALLS PER 2BED <i>AFFORDABLE MARKET RENTAL</i> DWELLING UNIT 1.75 STALLS PER 3BED <i>AFFORDABLE MARKET RENTAL</i> DWELLING UNIT .5 STALLS PER 1BED <i>RENT GEARED TO INCOME</i> DWELLING UNIT 1.1 STALLS PER 2BED <i>RENT GEARED TO INCOME</i> DWELLING UNIT 1.2 STALLS PER 3BED <i>RENT GEARED TO INCOME</i> DWELLING UNIT 0 STALLS PER 1BED <i>DEEP SUBSIDY/SHELTER</i> DU X 16 DWELLING UNIT 0 STALLS PER 2BED <i>DEEP SUBSIDY/SHELTER</i> DU X 16 DWELLING UNIT 0 STALLS PER 3BED <i>DEEP SUBSIDY/SHELTER</i> DU X 16 DWELLING UNIT
Visitor Parking Stalls	0.06 STALLS PER DWELLING UNIT
Neighbourhood Commercial Use Parking Stalls	0.027 STALLS PER 1M2 X 714 M2 OF NEIGHBOURHOOD COMMERCIAL SPACE 0.0357 STALLS PER 1M2 X 129 M2 OF MARKET COMMERCIAL RETAIL
Disability Parking Stalls	MINIMUM 3 PER BUILDING

Proposed Comprehensive Development (CD) Zone

The subject property is zoned Commercial, Tourism (C-2). The application proposes to change the zoning of the subject lands from Commercial Tourism (C-2) to Comprehensive Development Zone 6 (SSCS Harrow Rd Affordable Housing). The CD-6 zone establishes specific zoning regulations for permitted uses, building regulations and parking requirements that reflect the proposal.

The following is an assessment of the proposal in the context of the Zoning Bylaw No. 832, 2018 requirements:

Regulations	C-2 Zone (existing zoning)	CD Zone (proposed zoning)
Maximum Lot Coverage	50%	50%
Minimum Front Setback	7.5 m	7.5 m
Minimum Rear Setback	3 m	3 m
Minimum Interior Side Setback	3 m	3 m
Minimum Exterior Side Setback	4.5 m	4.5 m
Maximum Building Height, Principal	10.5 m	19 m
Parking Spaces	N/A	79
Bicycle Parking	N/A	15
Maximum Density	1.5 FAR	1.5 FAR

Central to the CD-6 zone is a new definition of *Community Services, Non-Profit* which will be added to the general definitions in the Zoning Bylaw as a new permitted use. The CD-6 zone contemplates that development may proceed as a *Community Services, Non-Profit* use, or as a C-2 use, but not both. Development under the C-2 zoning regulations has been added as a permitted use if the project does not proceed following rezoning, as the uses proposed in the CD-6 *Community Services, Non-Profit* use are not commercially viable land uses. The CD-6 zone includes provisions for building height whereby only a proposal contemplating a *Community Services, Non-Profit* use may exceed the building height proscribed in the C-2 zone. However once development proceeds under either of the two permitted uses, that use cannot be combined with the other principal permitted use on the site.

As the proposal does not meet the current C-2 Zone designation in regard to the proposed maximum building height (19m) and residential permitted principal uses (*Dwelling, Apartment*) a new Comprehensive Development (CD) zone is being proposed and can be found in **Appendix A**.

STAFF COMMENTS

Staff has reviewed the application and note that although the proposed building height of 19m is 8.5m greater than the existing C-2 zoning, this will allow for much needed affordable housing within the community.

The project aligns with the Village’s *Age-Friendly Affordable Housing Action Plan (2019)* and satisfies the following goals as outlined in the plan:

Village of Pemberton Age-Friendly Affordable Housing Action Plan Goals	Project Alignment
1) Prioritize affordable housing	The Village is accepting and prioritizing the application for a rezoning and Development Permit.
2) Encourage housing design to meet changing household needs and allow seniors to age-in-place.	The Project includes a diverse array of unit types to meet different household needs. This includes, 31 one-bedroom units, 24 two-bedroom units, and 8 three-bedroom units. 87% of the units are adaptable and 13% are accessible. All 1-bedroom units will be targeted toward Seniors and will be designed and operated accordingly.
3) Focus on addressing housing needs for low to moderate income households	Units will be set at affordable rates set by BC Housing and eligibility will be based on household income.
4) Foster collaborative partnerships to address housing issues and related social infrastructures	SSCS is partnering with BC Housing through the Community Housing Fund and with the Village of Pemberton to make the project viable.

Accordingly, Staff is prepared to support the zoning bylaw amendment and bring the corresponding amendment bylaw forward for Council consideration.

Public Hearing

Staff recommend the public hearing be scheduled for Monday, September 19 at 6:30pm. This is advantageous as it allows the public hearing to occur at a more accessible time in the evening and will not delay other council proceedings scheduled at the Regular Council Meeting to be held on Tuesday, September 20th at 5:30pm. The public hearing will be held in a hybrid format allowing residents to attend both virtually and in-person.

If the proposed date of Monday, September 19th is supported, notification of the public hearing will be posted on the Village's website, in the eNEWS, on the Village's Facebook page and in the Pique Newsmagazine to meet the legislated requirements.

Prior to Adoption Obligations

Staff also recommend the following obligations be secured by resolution as prior-to-adoption requirements:

1. Discharge of Restrictive Covenant 24260 in its entirety. This restrictive covenant is an historic covenant that establishes supplementary land development considerations for development of the land in a form similar to The Glen. As this type of development is no longer being contemplated, discharge of the covenant is appropriate.
2. New flood study with new Flood Construction Level (FCL) and restrictions. This obligation would replace the current flood covenant with one that reflects contemporary flood construction considerations and updated and modifications
3. New Statutory Right of Way for the lift station in the specification and location of engineering's choosing.
4. Completion of a Housing Agreement bylaw. The proposal and the CD-6 zone is premised on a range of affordable housing typologies secured by way of a housing agreement.

COMMUNICATIONS

This report and request for Council consideration of First and Second Readings does not require communication beyond appearing on a regular agenda of Council.

Should Council send the proposed bylaw to public hearing, the hearing will be advertised in accordance with Section 465 of the *Local Government Act*. Notice to the Public will be issued by way of an advertisement in two (2) consecutive issues of the Pique Newsmagazine, not less than three (3) days prior and not more than ten (10) days before the public hearing.

Should Council choose to waive the public hearing in accordance to Section 464(2) of the *Local Government Act*, the notice to waive a public hearing must be advertised pursuant to Section 467 of the *Local Government Act*. While this approach is not recommended it is presented as an option for Council to consider should they so wish.

LEGAL CONSIDERATIONS

The processing of a Zoning Amendment application is regulated by various sections contained in the *Local Government Act* – Part 26 and by the Village’s Development Procedures Bylaw 725, 2013, as amended from time to time.

IMPACT ON BUDGET & STAFFING

Staff time is covered by the application fees and recoverable from the applicant in accordance with the Village of Pemberton’s Fees and Charges Bylaw 905, 2021. Consulting fees are cost recoverable in accordance with the same bylaw. This project is eligible for fee waiver in accordance with the above bylaw and the Village’s Fee Waiver for Eligible Developments Policy. The Village has received a formal request for fee waiver from the applicant which will come forward at a future meeting.

INTERDEPARTMENTAL IMPACT & APPROVAL

There are no interdepartmental impact or approvals required.

COMMUNITY CLIMATE ACTION PLAN

This zoning bylaw amendment has no impact on the Community Climate Action Plan (CCAP) strategies, however, if the zoning amendment application is approved then the next step in the land development process is the Major Development Permit application which will have an impact on the CCAP strategies.

- *Shift Beyond the Car*
 - *The proposed application will have a multi-use trail through the site. This is to be completed at the Major Development Permit stage after a rezoning is granted.*
- *Step Up New Buildings*
 - *The proposed application will have a building that meets BC Energy Sept Code 4 standards. This is to be completed at the Major Development Permit stage after a rezoning is granted.*

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

This item is not anticipated to have a significant impact on the wider region.

ALTERNATIVE OPTIONS

Option One:

THAT Zoning Amendment (Comprehensive Development Zone 6 SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 be given First and Second Reading.

THAT Council set Monday, September 19, 2022 at 6:30 p.m. as the date and time of the Public Hearing for Zoning Amendment (Comprehensive Development Zone 6 - SCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 to be held in Village of Pemberton Council Chambers or in accordance with the Village’s digital meeting policy.

THAT the following obligations be completed as prerequisites to adoption of Zoning Amendment Comprehensive Development Zone – 6 (SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 (SSCS Harrow Road Affordable Housing):

- i. that the Applicant prepare and submit in a registrable form the discharge of Restrictive Covenant 24620;
- ii. that the Applicant prepare a revised Flood Hazard Management Study to establish the Flood Construction Elevation (FCL) and any necessary flood mitigation measures, and prepare and submit an amended Flood Hazard Restrictive Covenant in a registerable form to the satisfaction of the Village;
- iii. that the Owner prepare and submit to the satisfaction of the Village a new Statutory Right of Way and accompanying survey plan for the Village’s pump station infrastructure; and
- iv. that the Owner enter into a Housing Agreement, by bylaw pursuant to section 483 of the *Local Government Act*.

Option Two:

THAT Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 be referred back to staff to address the following concerns:

- {...}

RECOMMENDATIONS

Option One:

THAT Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 be given first and second readings.

THAT Council set Monday, September 19, 2022 at 6:30 p.m. as the date and time of the Public Hearing for Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022 to be held in Village of Pemberton Council Chambers or in accordance with the Village’s digital meeting policy.

THAT the following obligations be completed as prerequisites to adoption of Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022:

- i. that the Applicant prepare and submit in a registrable form the discharge of Restrictive Covenant 24620;
- ii. that the Applicant prepare a revised Flood Hazard Management Study to establish the Flood Construction Elevation (FCL) and any necessary flood mitigation measures, and prepare and submit an amended Flood Hazard Restrictive Covenant in a registerable form to the satisfaction of the Village;
- iii. that the Owner prepare and submit to the satisfaction of the Village a new Statutory Right of Way and accompanying survey plan for the Village’s pump station infrastructure; and
- iv. that the Owner enter into a Housing Agreement, by bylaw pursuant to section 483 of the *Local Government Act*.

ATTACHMENTS:

Appendix A: Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022

Appendix B: Location map of subject property

Appendix C: Revised Submission in response to ALUC/ADRC resolutions

Prepared by:	Mark Barsevskis, RPP, MCIP, Consulting Planner
Manager Approval:	Scott McRae, Manager of Development Services
CAO Approval by:	Elizabeth Tracy, Chief Administrative Officer

THE VILLAGE OF PEMBERTON
BYLAW NO. 936, 2022

A bylaw to amend the Village of Pemberton Zoning Bylaw No. 832, 2018

The Council of the Village of Pemberton in open meeting assembled **ENACTS AS FOLLOWS:**

CITATION

1. This Bylaw may be cited for all purposes as “Zoning Amendment (Comprehensive Development Zone 6 - SSCS Harrow Road Affordable Housing) Bylaw No. 936, 2022.”

APPLICATION

2. Village of Pemberton Zoning Bylaw No. 832, 2018 is amended by:

- 2(1) Adding the following definition of *Community Services, Non-profit* in alphabetical order to Part 3: Definitions:

Community Services, Non-Profit means the use of land or buildings that provide community facilities or services delivered by non-profit entities for the betterment of the community. It specifically includes business offices, professional offices and services, child care centre, artisan, assembly, community care facility, and emergency shelter uses delivered by a registered non-profit agency. Apartment dwelling units provided as affordable housing, social housing, or other supportive housing are permitted.

- 2(2) Amending Schedule “A” Zoning Map by rezoning the lands identified in Schedule “A” of this amending bylaw from Tourism Commercial (C-2) to Comprehensive Development Zone 6 (CD-6).

- 2(3) Adding the following Comprehensive Development zone as section 18.6 Comprehensive Development Zone 6 (SSCS Harrow Road Affordable Housing):

18.6 Comprehensive Development Zone 6 (CD-6) (SSCS Harrow Rd Affordable Housing)

The intent of this zone is to accommodate mixed use development anchored by non-profit community services and affordable housing and accessory market housing, office, and commercial uses or tourism commercial uses.

18.6.1. Permitted Principal Uses

- (a) *Community Services, Non-profit*
 - (b) *Uses Permitted in the Tourism Commercial (C-2) Zone*

18.6.2. Permitted Accessory Uses

- (a) *Home Occupation*
- (b) *Convenience Store*
- (c) *Office, Business*
- (d) *Personal Service*
- (e) *Restaurant*
- (f) *Café*
- (g) *Retail, Recreation and Leisure*

18.6.3 Conditions of Use

- (a) In the CD-6 zone, *Community Services, Non-Profit* and Uses permitted in the Tourism Commercial (C-2) zone are listed as Permitted Principal Uses. Within all lands zoned CD-6, the principal use may be either *Community Services, Non-profit* or Uses Permitted in the Tourism Commercial (C-2) zone, but not both.
- (b) In the CD-6 zone, *Community Services, Non-Profit* uses are permitted only in mixed-use buildings.
- (c) In the CD-6 zone, all residential dwellings in the *Community Services, Non-Profit* use shall:
 - i. Not be located on the first floor of a mixed-use building;
 - ii. be restricted to rental dwellings only; and
 - iii. be subject to a housing agreement.
- (d) In the CD-6 zone, not greater than 20% of the retail, commercial, and business and professional office area under the *Community Services, Non-Profit* use may be occupied by a for-profit enterprise, and are accessory to the *Community Services, Non-Profit* use.

18.6.4 Density Regulations

a) Maximum Density:	1.5 FAR
---------------------	---------

18.6.5. Lot Regulations

a) Minimum Lot Size:	900 m ²
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APPENDIX A

18.6.6 Siting Regulations

a) Maximum <i>Lot Coverage</i> :	50%
b) Minimum <i>Front Setback</i> :	7.5 m
c) Minimum <i>Rear Setback</i> :	3 m
d) Minimum <i>Interior Side Setback</i> :	3 m
e) Minimum <i>Exterior Side Setback</i> :	4.5 m

18.6.7. Maximum Height of Buildings

- (a) The maximum building height of the *Principal Building* and *Accessory Buildings* shall not exceed the heights in the following table:

	Principal Building Height	Accessory Building Height
Height	10.5m	4.6m

- (b) Notwithstanding section 18.6.5(a), the maximum height of a principal building may be increased from 10.5m to 19m for *Community Services, Non-profit* principal buildings if the owner enters into a Housing Agreement with the Village of Pemberton to provide affordable housing. The Housing Agreement must be approved and registered pursuant to section 483 of the *Local Government Act*.

18.6.8. Off-Street Parking and Loading

- (a) Off-street parking and loading shall be provided in accordance with the requirements of Part 8 of the Village of Pemberton Zoning Bylaw No. 832, 2018 this Bylaw.
- (b) Notwithstanding the parking requirements in Part 8 of the Zoning Bylaw the off-street parking requirements for the *Community Services, Non-Profit* use in the CD-6 zone shall provided as follows:

APPENDIX A

STALL TYPE	REQUIRED
Standard Parking Stalls	<p>.75 STALLS PER 1BED <i>AFFORDABLE MARKET RENTAL DWELLING UNIT</i></p> <p>1.4 STALLS PER 2BED <i>AFFORDABLE MARKET RENTAL DWELLING UNIT</i></p> <p>1.75 STALLS PER 3BED <i>AFFODABLE MARKET RENTAL DWELLING UNIT</i></p> <p>.5 STALLS PER 1BED <i>RENT GEARED TO INCOME DWELLING UNIT</i></p> <p>1.1 STALLS PER 2BED <i>RENT GEARED TO INCOME DWELLING UNIT</i></p> <p>1.2 STALLS PER 3BED <i>RENT GEARED TO INCOME DWELLING UNIT</i></p> <p>0 STALLS PER 1BED <i>DEEP SUBSIDY/SHELTER DU X 16 DWELLING UNIT</i></p> <p>0 STALLS PER 2BED <i>DEEP SUBSIDY/SHELTER DU X 16 DWELLING UNIT</i></p> <p>0 STALLS PER 3BED <i>DEEP SUBSIDY/SHELTER DU X 16 DWELLING UNIT</i></p>
Visitor Parking Stalls	0.06 STALLS PER DWELLING UNIT
Neighbourhood Commercial Use Parking Stalls	<p>0.027 STALLS PER 1M2 X 714 M2 OF NEIGHBOURHOOD COMMERCIAL SPACE</p> <p>0.0357 STALLS PER 1M2 X 129 M2 OF MARKET COMMERCIAL RETAIL</p>
Disability Parking Stalls	MINIMUM 3 PER BUILDING

(c)

In the CD-6 Zone, the following definitions apply to parking requirement calculations for dwelling unit and tenure types established in a Housing Agreement as follows:

- i. *Affordable Market Dwelling Unit* means rental dwelling units provided for moderate income households and secured by a Housing Agreement.
- ii. *Rent Geared to Income Dwelling Unit* means a rental dwelling unit intended to limit rents to 30% of gross household income and secured by a Housing Agreement.
- iii. *Deep Subsidy Dwelling Unit* means a rental dwelling unit targeted to residents on income assistance and secured by a Housing Agreement.

APPENDIX A

READ A FIRST TIME this 30th day of August, 2022.

READ A SECOND TIME this 30th day of August, 2022.

NOTICE OF PUBLIC HEARING was **PUBLISHED IN THE PIQUE NEWSMAGAZINE** on _____ and on _____.

READ A THIRD TIME this _____ day of _____, 2021.

MINISTRY OF TRANSPORTATION AND INFRASTRUCUTRE APPROVAL OF THE BYLAW was granted on _____, 2022

ADOPTED this _____ day of _____, 2020.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

DRAFT

station one architects

alvin bartel, architect aibc
justin dyck, architect aibc

August 18th, 2022

VIA ELECTRONIC DELIVERY

Attn: Scott McRae

Village of Pemberton
PO Box 100, 7400 Prospect
Pemberton, V0N 2L0

Re: 5. Rezoning OR 133 – SCS Affordable Housing on Harrow Road, Lot 2 District Lot 203, Lillooet
District Plan KAP 5664 – ADRC and ALUC Resolutions
20123

Dear Mr. McRae,

We are pleased to submit this letter outlining the various design adjustments made to our April rezoning and development permit application at Lot 2, Harrow Road. Please refer to Summary of changes:

1. Integrated green features at surface parking:
 - Broke up the parking lot with designed green islands; this did elongate the parking lot by a car stall length.
 - Entrance has designed planting beds to break up the continuous hard surfaces.
 - Some small car parking stall sizes were allocated as to introduce a green island centrally in the parking lot.
2. Sea to Sky Community Services and the Transportation Engineer have each provided memos included in this re-submission in regard to the parking rationale for the project.
3. Landscape drawings have noted various trees to be retained based on recommendations from the arborist report.
4. Gateway site design:
 - The fence is now a spilt rail fence along the south edge to delineate the property but still provide an openness to community.
 - Trail pathway maintained along highway and site.
 - Green buffer between highway and building.
5. Trail pathway is shown with asphalt material.
6. Building balconies are now frosted glazing, tempered material.
7. 20% of parking stalls are allocated to have rough ins for EV stations (16 stalls).
8. Additional snow storage on west side is designated.



CHILLIWACK
9355 YOUNG ROAD
CHILLIWACK BC V2P 4S3

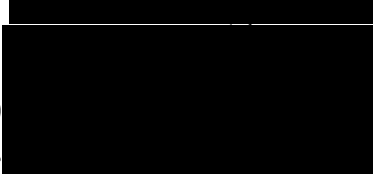
ABBOTSFORD
203-2190 W RAILWAY ST
ABBOTSFORD BC V2S 2E2 604 793 9445

Village of Pemberton
Regular Council Meeting No. 1566
Tuesday, August 30, 2022
31 of 128

Conclusions

Thank you for taking the time to review the proposed variances and summary of design changes of this application. Please contact us if you have any questions about this application.

Regards,



Chelsea Mueller
Architect AIBC
Station One Architects



Village of Pemberton
 7400 Prospect St.
 Pemberton, BC
 V0N 2L0

Attn: Scott McRae, Manager of Development Services, Village of Pemberton

Harrow Road Affordable Housing Project
Sea to Sky Community Services Response to ALUC Parking Recommendation

We are writing in response to the Advisory Land Use Commission’s (ALUC) resolution at their meeting on July 20, 2022 stating:

“Parking should be re-evaluated to consider local data/studies from comparable municipalities.”

In consideration of the resolution provided by the ALUC, SSCS revisited the proposed parking supply for the Project. This review consisted of re-engaging the transportation engineer to determine if local data from comparable municipalities could be integrated into their rationale. Bunt & Associates has provided a memo attached to this letter in regard to this matter.

In addition to re-engaging the transportation engineer, SSCS also reached out to our network of below-market housing providers operating in small municipalities to understand how much parking is supplied for similar projects. The results of our inquiry are outlined below and demonstrate that other housing providers are delivering a comparable parking ratio for below-market housing projects in smaller, car-oriented municipalities like Pemberton.

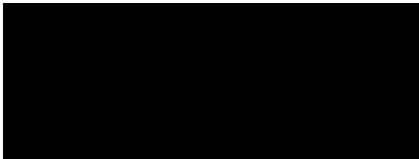
Project	Harrow Rd. Affordable Housing	253 First Ave North Affordable Housing	571 Shaw Rd. Affordable Housing	Spadina Ave. Affordable Housing
Municipality	Pemberton	Williams Lake	Sechelt	Chilliwack
Owner	Sea to Sky Community Services	Association of Community Living	Sunshine Coast Affordable Housing Society	Cheam View United Church
Residential stalls	51 (proposed)	31	28	36 (proposed)
Affordable Units	63	39	40	74
Parking Ratio	.80	.79	.70	.49
Notes	- Proposing 4 more stalls than Traffic Engineer’s recommendation	- BC Housing CHF project - Parking variance of 47 stalls approved by Council in 2018	- Approved by Council in 2020	- BC Housing CHF project - Rezoning application pending approval



It should also be noted that the project is first and foremost aiming to support residents who live and work in Pemberton. While we are providing 80% of units with a parking stall for those who require a car, many residents will be participating in the local workforce and have an alternative means of commuting locally, whether it be walking, biking, or carpooling to the nearby town centre. SCS also offers the Better at Home program, whereby local volunteers offer rides to seniors who do not have a car and cannot drive.

In summary, SCS feels confident that the parking ratio provided will be adequate for the project considering the rationale from Bunt & Associates, the case studies of similar projects, and the demographic targeted for the units.

We are happy to discuss our parking rationale further if desired.



Sincerely,
Jessie Abraham
Housing & Development
Sea to Sky Community Services
Ph: 604-892-5796
E: jessie.abraham@sscs.ca



August 19, 2022
04-22-0441

Devon Harlos
Development Coordinator
CPA Development Consultants Inc.
100-283 East 11th Avenue
Vancouver, BC
V5T 2C4

VIA E-MAIL: devon@cpadevelopment.ca

Dear Devon:

**Re: Pemberton Affordable Housing Development (Lot 2 Harrow Road)
Parking Rate Response Letter**

As requested, Bunt & Associates Engineering Ltd. (Bunt) has prepared the following parking response letter for the proposed affordable housing development at Lot 2 Harrow Road in Pemberton, BC. This letter responds to the recent feedback provided by the Village of Pemberton (VoP) related to the proposed off-street parking rates included in Bunt's Transportation Review report, dated March 18, 2022. Specifically, VoP commented "*parking should be re-evaluated to consider local data/studies from comparable municipalities*".

The purpose of this letter is to provide a brief summary of the proposed parking supply in comparison to the Bylaw requirement, reiterate the rationale behind the rates, and respond to the City's recent comment.

Proposed Development

The proposed development includes 63 rental units, including 30% (18) affordable market rental units and 70% (45) non-market rental units (including 32 'Rent Geared to Income' units and 13 Shelter units). Furthermore, all 1-bedroom units are planned to be targeted toward Seniors and will be designed and operated accordingly. In addition, the development will include 7,685 sq.ft. (714 sq.m.) of Sea to Sky Community Services (SSCS) programming space and 1,386 sq.ft. (129 sq.m.) of general market retail space.

Parking Supply

The required parking supply for the development is 113 spaces, including 89 residential (73 resident, 16 visitor), 19 SSCS programming, and 5 retail spaces based on the Zoning Bylaw. While the Developer plans to meet the Bylaw requirement for the SSCS programming space and commercial retail space, to better

meet the anticipated residential parking demand, the Developer proposes to provide 55 residential spaces, consisting of 51 resident and 4 visitor spaces. This proposed supply would fall 35 spaces short of the total parking requirement, translating to a required 31% variance from the overall parking supply requirement.

To supplement the visitor parking, the SSCS programming space parking is also planned to be shared with residential visitors on weekday evenings and all-day weekends, while the market retail parking is proposed to be shared with residential visitors on weekday evenings and weekend evenings.

Parking Rationale Key Factors

The reduced parking rates are being proposed to better reflect the anticipated demand for the residential component of the development. While it is acknowledged that VoP allows a 0.25 space per unit reduction to the regular Apartment parking rate for affordable purchased or rental housing, it is Bunt's opinion that the reduced Bylaw rates would still overstate the actual demand. This is based on the fact that the reduced Bylaw rates still do not take into account the following key factors which influence parking demand:

- **Subsidy level of non-market housing:** Studies have shown a strong relationship between the income levels of residents and expected vehicle ownership. In other words, as income decreases, auto ownership and use decrease. This intuitively makes sense, as many of the residents in a non-market housing development simply do not have the financial resources necessary to pay for a private vehicle, insurance, gas, and maintenance. As such, while VoP's reduced parking rate is considered to be appropriate for the affordable market rental units, there are no further reductions available for the deeper subsidy level units, i.e., RGI units and Shelter units. For this reason, the VoP's parking rate is expected to overstate the vehicle ownership and subsequent parking demand for these deeper subsidized units where resident incomes would be lower.
- **Effect of age:** As the age of a resident increases, the likelihood of that resident owning a vehicle and actively driving decreases. As noted previously, all 1-bedroom units will be targeted toward Seniors and will be designed and operated accordingly. Furthermore, to support Seniors to not require owning a vehicle, the site is located within 800m (~10-minute walk) of several amenities such as restaurants, parks, and a community centre, and has a bus stop serviced by the 100 Pemberton Local bus route located immediately southwest of the site (although service frequency is limited). In addition, SSCS operates a "Better at Home Program" which operates within Pemberton and the surrounding area which offers transportation services to Seniors to attend appointments, pick up medications or groceries, and/or perform other necessary errands. As the Bylaw rates for Apartment use do not take into account the effect of age, the parking demand associated with these 1-bedroom units would likely be overstated. While Bunt did propose an explicit "Seniors Housing" rate for these units, the fact that Seniors would be occupying these units supports the general notion of a lower parking rate for the site.
- **Time-of-Day parking demand:** The proposed reduced visitor parking supply combined with a shared parking arrangement with the commercial parking takes advantage of the fact that the parking demand for these uses tends to peak at different times of the day and on different days. For example,

visitor parking tends to peak both during the daytime on weekends and in the early evening on weekdays. Generally speaking, the parking demand for the SSCS programming space is expected to be highest during the weekday daytime, but be lowest or non-existent during the weekday evenings and weekends. Furthermore, the commercial retail parking demand is expected to be highest during the daytime on both weekdays and weekends, but lower or non-existent during the evenings when the retail stores are closed. By sharing the non-residential parking with residential visitors during off-peak times for these commercial and community uses, peak visitor demand will be accommodated without needing to construct excessive parking that may sit vacant at most times of the day. For this reason, the overall visitor parking supply can be reduced when combined with a shared parking arrangement as proposed.

Parking Summary

When reviewing Bunt’s study, it is acknowledged that VoP has concerns with the proposed reduced parking rates as Bunt’s study does not provide supportive data collected specifically in Pemberton and/or from comparable small municipalities.

Although this type of data was not available for Bunt’s study, it is important to acknowledge that when recommending the resident parking rates, Bunt did not directly use rates observed in other locations, but rather used the VoP’s Bylaw rates as a starting point for the affordable market rental units, and then applied general adjustments to these rates for the deeper subsidy unit types only (i.e., RGI and Shelter units) to account for the factors noted above. A summary of Bunt’s recommended parking rates by unit type and the proposed supply for the development is included in **Table 1**.

Table 1: Recommended Resident Parking Rates by Income Level and Size

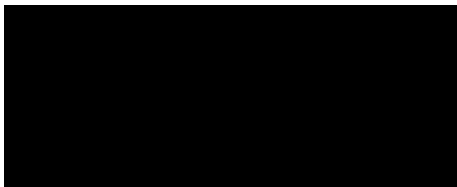
DESCRIPTION	QTY (DWELLING UNITS (DU))	RECOMMENDED RATE (SPACES/DU)	RECOMMENDED (SPACES)	PROPOSED (SPACES)	DIFFERENCE (SPACES)	COMMENTS
AFFORDABLE MARKET RENTAL						
1 Bedroom	9	0.75	7			VoP Bylaw rates for Affordable/Rental Apartment use
2 Bedroom	7	1.50	11			
3 Bedroom	2	1.75	3			
Sub-Total	18	-	21			
RENT GEARED TO INCOME						
1 Bedroom	16	0.50	8			VoP Bylaw rates are adjusted based on industry data on relative vehicle ownership levels for different housing subsidy levels
2 Bedroom	12	1.05	13			
3 Bedroom	4	1.23	5			
Sub-Total	32	-	26			
DEEP SUBSIDY/SHELTER						
1 Bedroom	6	0	0			Assumes Shelter Unit residents will not own private vehicles due to financial constraints
2 Bedroom	5	0	0			
3 Bedroom	2	0	0			
Sub-Total	13	0	0			
OVERALL						
1 Bedroom	31	0.48	15			Resultant parking rates when totaling the parking supply for each unit type
2 Bedroom	24	0.96	23			
3 Bedroom	8	1.00	8			
RESIDENT TOTAL	63	0.75	47	51	+4	-

While the adjustments were informed by general industry studies and data from non-Pemberton locations, the factors that were accounted for are not considered to be location-specific. For example, the ability for a Shelter unit resident in Pemberton to afford to purchase, maintain, and insure a vehicle is not considered to be significantly different than a Shelter unit resident living in a different municipality, regardless of accessibility to transit or other amenities. Similarly, the likelihood and/or ability for a Senior to be able to own and operate a vehicle is likely not significantly different in Pemberton compared to other locations, assuming that some base level of supportive services are available to allow that Senior to not need to own a private vehicle (e.g., the SSCS “Better at Home Program”, amenities within walking distance, etc.).

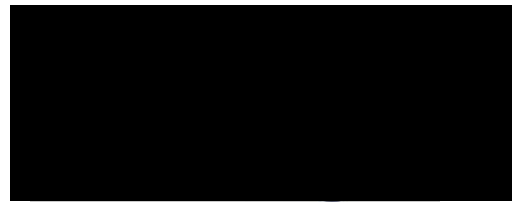
For these reasons, it is Bunt’s opinion that the recommended parking rates in the Transportation Review report (dated March 18, 2022) are appropriate for the proposed development and that the absence of local data is not considered to impact the recommendations of the study based on the analysis approach.

We trust that this information will be of assistance. Please do not hesitate to contact us should you have any questions or comments.

Yours truly,
Bunt & Associates



James Lee, P.Eng., MBA, PMP
Associate, Senior Transportation Engineer



Christephen Cheng, P.Eng., M.Eng.
Principal, Senior Transportation Engineer



- 0.1 INTRODUCTION
- 0.2 SITE CONTEXT PLAN

- 1.0 SITE PLAN

- 2.0 SUMMARY - WHAT WE HEARD
- 2.1 BUILDING HEIGHT
- 2.2 GREEN BUFFER & PUBLIC SPACE
- 2.3 PARKING
- 2.4 FIRE TRUCK ACCESS
- 2.5 STORMWATER MANAGEMENT

- 3.0 LEVEL 1 FLOOR PLAN
- 3.1 LEVEL 2 FLOOR PLAN
- 3.2 LEVEL 3-5 FLOOR PLAN
- 3.3 ENLARGED UNIT PLANS
- 3.4 ENLARGED UNIT PLANS

- 5.0 EXTERIOR ELEVATIONS
- 5.1 EXTERIOR ELEVATIONS
- 5.2 EXTERIOR MATERIAL
- 5.3 SHADOW STUDY
- 5.4 SITE SECTION
- 5.5 SITE SECTION
- 5.6 RENDERINGS

HARROW ROAD AFFORDABLE HOUSING

COVER SHEET

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

604 793 9445
soarchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2

Village of Pemberton
Development Services
7400 Prospect Street
Pemberton, BC V0N2L0

Re: Harrow Road Affordable Housing –Rezoning and Development Permit – Lot 2 District Lot 203 Lillooet District Plan KAP 56640 rezoning application for Sea to Sky Community Services Affordable Housing Project at Harrow Rd. and Pemberton Portage Rd.

Introduction

This letter is to support the Rezoning, and Development Permit Applications for a new five-storey mixed-use affordable housing building, located at Lot 2 District Lot 203 Lillooet District Plan KAP56640. The property is currently zoned as Tourism Commercial (C-2) and has a Gateway land use designation within the OCP.

This affordable housing project is owned and operated by Sea To Sky Community Services (SSCS). SSCS is a charitable organization established in 1978 whose mission is to provide high quality programs throughout the Sea To Sky Corridor that enhance the lives of residents at every age and stage of life. The organization offers early childcare development and education, social supports, mental health services, and affordable housing for low to moderate earners. The organization is looking to expand its housing services to Pemberton and is pleased to present an application for a new 5-storey, 63-unit affordable rental building on the corner of Harrow Rd. and Highway 99.

The proposed building includes 9,000 square feet of commercial space on the 1st floor with residential on floors 2-5. The ground floor commercial space will consist of two market commercial units and approximately 7,000 square feet of community service space to be programmed by SSCS. The project is being funded by BC Housing's Community Housing Fund and will offer units at affordable rates that are geared to seniors, people with disabilities, and low-income individuals and families.

SSCS believes that it is critically important to involve the Pemberton community in the proposed project. In advance of this submission, the organization underwent a community engagement process which consisted of an online survey and two virtual public information sessions to solicit feedback on the draft design (see What We Heard Report attached). Specific areas of focus in the engagement included opportunities for outdoor space and amenities, ground floor commercial space uses, and overall pros and cons of the project. In total, 684 people participated in the process and the submission package outlines the ways in which their feedback has been incorporated into the design.

Height Rationale

The project is requesting an increase in height to allow for a 5-storey building and a change of permissible uses to allow for mixed-use affordable rental housing with commercial and community service space on the ground floor. The subject site is currently zoned as Commercial, Tourism (C-2) which allows for tourism related uses such as a hotel, gas station, or drive through business, with a maximum height of 10.5 metres (3-storeys) and FSR of 1.5. The primary driver for the proposed height increase is a Flood Construction Level (FCL) of 209.25 metres and the inability to provide residential space below the FCL. The project team explored a 4-storey option with residential on the ground floor that would provide the same number of units, however due to the FCL constraints, the site would require 2.75 metres of fill to meet the FCL, resulting in a 4-storey building that differs in height from a 5-storey building by less than 5 feet (1.5 metres). A 5-storey option allows the project to deliver 63 units of housing plus commercial and community service space with only a nominal difference in height from a 4-storey option.

Inclusion of Ground Floor Commercial Space

The Ground Floor Commercial Space is critical to the project and the agency's success, and will support the needs of the community. Currently SSCS Pemberton office and programming space is running over capacity; the agency has new service opportunities that are limited due to facility space. A long-term relationship with the agency's current landlord has ended and SSCS no longer receives donations or funds to cover the operating costs, which has created a future risk to programming; the proposed project provides a timely opportunity to relocate SSCS offices, services, and programs. SSCS serves a large proportion of the Pemberton population: they have served over 40% of the population of Pemberton and the numbers are increasing on average by 8% year or year – SSCS is a critical front-line function and needs to keep pace with demand for social services. The proposed project both allows the agency to meet these critical social needs and establish a secure home of supports for those who need SSCS the most.

Supporting Analysis

Pemberton's Age-Friendly Housing Needs Assessment conducted in 2019 identified housing gaps in the Village for vulnerable residents (Village of Pemberton, Age-Friendly Housing Needs Assessment, 2019). The report concluded that there is a need in the Village for more accessible housing to enable independent living for seniors and persons with disabilities. The Report also identified a need for market rental housing based on feedback from stakeholders that many households are struggling to secure affordable and suitable rental accommodation in the Village. In addition to the Needs Assessment, the Village conducted the Affordable Housing Options Survey in January 2021 to gauge community perceptions about changes to housing form, density, and neighbourhood character that could enhance the ability to deliver affordable housing in Pemberton (Village of Pemberton, Affordable Housing Options Survey, 2021). The results of the survey showed that 93% of respondents believe that there is either a *significant* or *very significant* lack of affordable housing in Pemberton. 72% either *definitely agree* or *somewhat agree* that the Village should consider allowing an increase from 2-storeys to 3-storeys or higher for projects that are non-market. Furthermore, 81% of respondents either *definitely agree* or *somewhat agree* that an apartment building housing type are a good fit for Pemberton to provide more housing options.

The Age-Friendly Housing Needs Assessment and the Housing Options Survey demonstrate the need for affordable Housing in the Village and, based on the survey, present general community support for introducing new forms of housing to address this demand.

Supporting Policy

Based on the identified need for housing, the Village developed the Age-Friendly Affordable Housing Action Plan (Village of Pemberton, Age-Friendly Affordable Housing Action Plan, 2019). The proposed project aims to address the undersupply of affordable housing as identified in the Plan and supports the Plan's four goals as outlined below.

VILLAGE OF PEMBERTON AGE-FRIENDLY AFFORDABLE HOUSING ACTION PLAN GOALS	PROJECT ALIGNMENT
1. Prioritize affordable housing	The Village is accepting and prioritizing the application for a rezoning and DP.
2. Encourage housing design to meet changing household needs and allow seniors to age-in-place.	The Project includes a diverse array of unit types to meet different household needs. This includes, 31 one-bedroom units, 24 two-bedroom units, and 8 three-bedroom units. 87% of the units are adaptable and 13% are accessible.
3. Focus on addressing housing needs for low to moderate income households	Units will be set at affordable rates set by BC Housing and eligibility will be based on household income.
4. Foster collaborative partnerships to address housing issues and related social infrastructures	SSCS is partnering with BC Housing through the Community Housing Fund and with the Village of Pemberton to make the project viable.

The Plan also identifies the housing gaps in Pemberton and outlines six population groups who are particularly affected by the housing issues in the village: low-income seniors, moderate-income seniors, low-income households, moderate-income households, persons with disabilities, and persons experiencing homelessness or at-risk of homelessness. The design of the proposed project and its rental model can accommodate the needs of all six of these vulnerable groups through the provision of fully accessible units and rental rates that target low to moderate income individuals and which are secured by covenant to ensure long-term affordability.

Design

The design of the project is influenced by the principles in Village of Pemberton's Official Community Plan, the results of the Housing Options Survey, and SSCS's pre-application community engagement. The site features a green buffer of trees living around the north, east, and south edges, allowing the building to blend with the surrounding nature while also shielding residents from the busy highway. The building is located on the southeast corner of the lot, providing enough space between the neighbouring houses and the building while also taking advantage of the available outdoor space for amenities and parking spaces.

With a welcoming main entrance highlighted by a large canopy, the building was designed with accessibility in mind. Tucked away on Harrow Road, the main entrance is accessible by those driving, biking, or walking. The site design also connects to the existing trail along Arn Canal and a nearby bus stop, allowing for cyclists and pedestrians to access the site from the east. The sidewalk leads to the building

entrance and public spaces, allowing for visitors and residents to approach the building as pedestrians or cyclists. The building and surrounding spaces are designed to follow Crime Prevention Through Environmental Design principles, such as the addition of large windows to allowing a connection with the outside environment while also providing an opportunity for natural surveillance of the public spaces located to the west of the building.

The building's aesthetic form is simple and functional, with facades comprised of several textures and natural tones. The colours are in harmony with local area, displaying hues of white, grey, and wood tones. Exterior wall undulation reveals an inset of wood tone both at the ground level and on the balconies. These elements combined provide a greater sense of human scale. Materials are chosen to be durable for the longevity of the project and to withstand the local climate.

Land use designation is Gateway per the Official Community Plan. Situated along Highway 99, the project presents a strong sense of arrival to Pemberton. This proposed design meets the requirements and OCP designation design criteria.

The Flood Construction Level (FCL) was determined by Frontera Geotechnical to be 209.25m for the site, while the current grade is approximately 206.0m throughout the site. The project proposes Main Building Elevation (MBE) to be 207.5m, leaving the ground floor for more public spaces and storage areas, and protecting residential units, mechanical, and electrical rooms on the second floor and above. The project is therefore requesting an exemption to allow for commercial and amenity space below the FCL. This exemption is supported by Frontera Geotechnical's Flood Hazard Report, provided that the project follows the design requirements outlined in the Report. Stormwater management is a key component in the design. Retention tanks will be installed underground to allow for proper drainage on the site. The landscape buffer to the north is a rain garden, which will also filter stormwater while also providing visual separation. The surface parking lot is designed to support the residents, users, and visitors. It allows for firetruck access and a loading dock. Snow storage is placed around the site to accommodate for heavy snowfall during the winter months.

As BC Housing is one of the main partners of this development, this design aligns with the BC Housing Design Guidelines and Construction Standards 2019. Within these standards, it is required that the location of this project must meet sustainable and energy targets of Step Code 4, BCBC. The main goals of the BC Housing standards are to incorporate longevity, durability, sustainability, and cost-effective principles into housing projects.

Conclusion

The project team is pleased to propose a project that will help address the housing issues identified by the Village and that will respond to the Village's Age-Friendly Affordable Housing Plan. We are therefore requesting a Rezoning to allow for the proposed use and density which is required to make the project viable.

This proposal is cohesive with the surrounding nature, providing age-friendly outdoor amenity spaces, affordable housing, offices, and commercial spaces for the community. It demonstrates that the site and landscape consider safety of the residents, respect for neighbouring properties, and stormwater management. Additionally, it interweaves the pedestrians and cyclists with site, utilizing local trails by providing stronger connection points and creating pedestrian and cyclist friendly paths.

Thank you for taking the time to review this application. Please contact us if you have any questions. We are looking forward to further engaging with the community on the project and are committed to working with the Village of Pemberton through the process.

Regards,



Justin Dyck
Station One Architects

INTRODUCTION

HARROW ROAD AFFORDABLE HOUSING

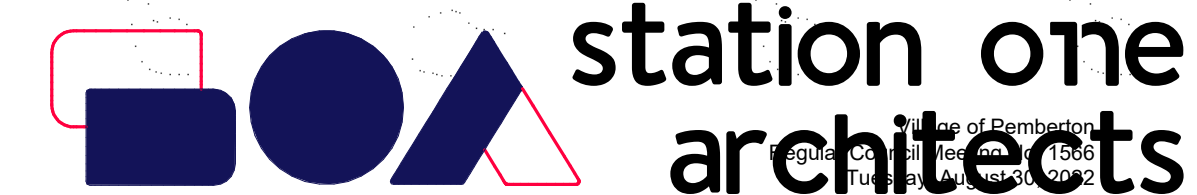
LOT 2 HARROW ROAD, PEMBERTON

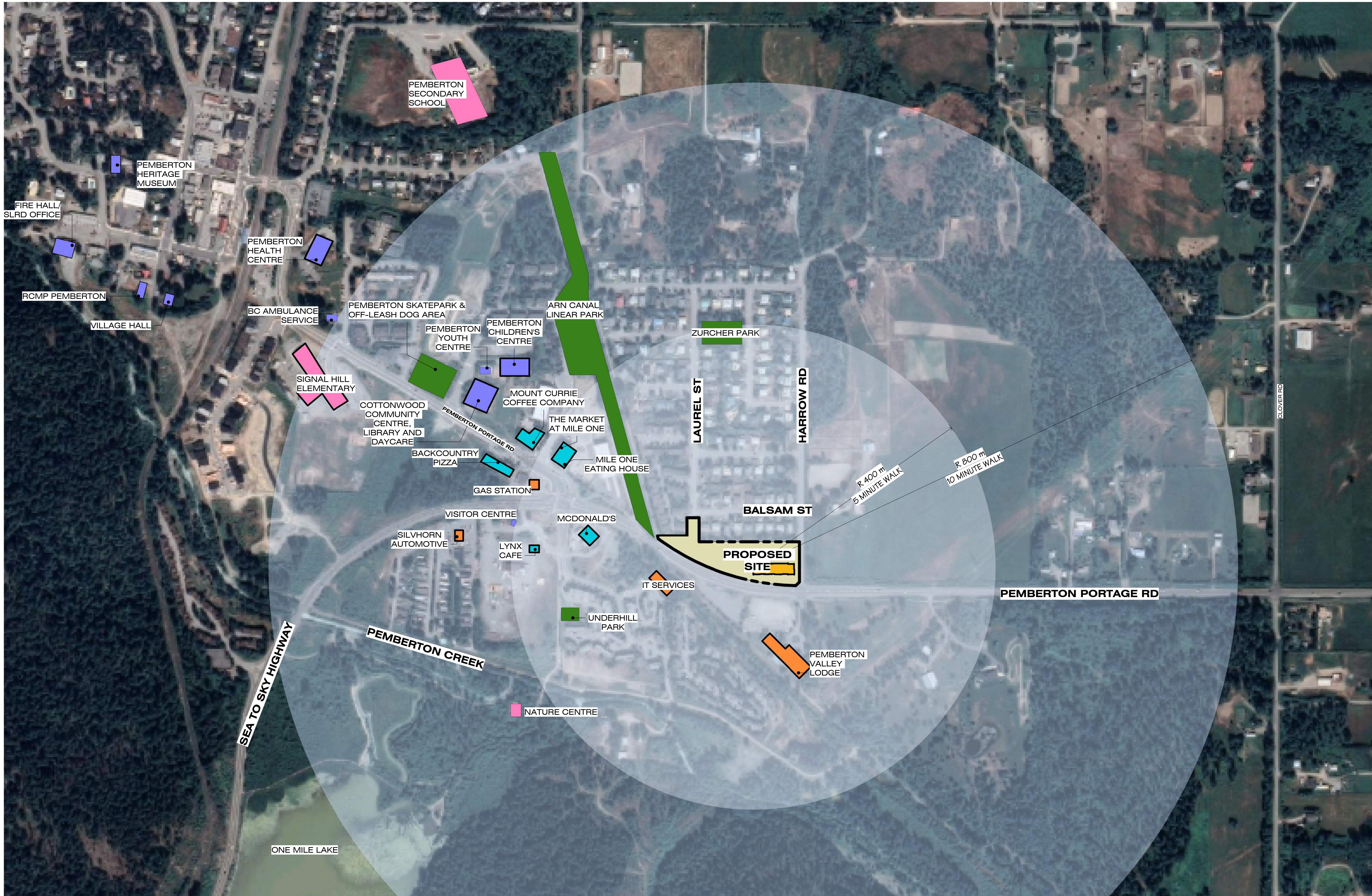
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JOB NO. 20123

604 793 9445
soarchitects.com

Chilliwack
9355 Young Rd
V2P 4S3

Abbotsford
203-2190 W. Railway St
V2S 2E2





SITE CONTEXT	
■	FOOD (GROCERY, CAFE, RESTAURANT)
■	EDUCATION (SCHOOLS, CLASSES)
■	COMMUNITY USE (LIBRARY, CENTRE)
■	BUSINESS
■	PROPOSED BUILDING
■	VILLAGE PARK



SITE CONTEXT PLAN

HARROW ROAD AFFORDABLE HOUSING

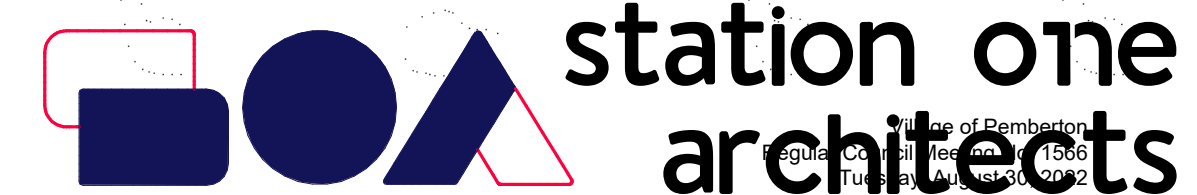
LOT 2 HARROW ROAD, PEMBERTON

SCALE As indicated
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PROJECT DATA

CIVIC ADDRESS: LOT 2 DISTRICT LOT 203 LILLOOET DISTRICT PLAN KAP56640
LEGAL DESCRIPTION: LOT 2 DISTRICT LOT 203 LILLOOET DISTRICT PLAN KAP56640
STANDARD: VILLAGE OF PEMBERTON
SITE AREA GROSS: 12,326M² (132,678 SQFT / 1.23 HA)

ZONING BYLAW REVIEW

NEW ZONE: SPECIAL ZONE
15.2) ZONE INTENT: SPECIAL ZONE
15.2.5) LOT SIZE REGULATIONS:
PROPOSED: 12,326M² (132,678 SQFT)
15.2.6) BUILDING REGULATIONS:
PROPOSED: 9.5%
MINIMUM SETBACKS:
FLL PROPOSED: 7.5M
ELL PROPOSED: 4.5M
ILL PROPOSED: 41M
RLL PROPOSED: N/A
PROPOSED BUILDING HEIGHT: 19 M
OFF-STREET PARKING BYLAW REVIEW - SECTION 8 - PARKING REQUIREMENTS:
STANDARD STALLS:
TOTAL PROPOSED: .75 STALLS PER 1BED AFFORDABLE MARKET RENTAL DU X 9 DU = 7 STALLS
 1.4 STALLS PER 2BED AFFORDABLE MARKET RENTAL DU X 7 DU = 10 STALLS
 1.75 STALLS PER 3BED AFFORDABLE MARKET RENTAL DU X 2 DU = 4 STALLS
 .5 STALLS PER 1BED RENT GEARED TO INCOME DU X 16 DU = 8 STALLS
 1.1 STALLS PER 2BED RENT GEARED TO INCOME DU X 12 DU = 13 STALLS
 1.2 STALLS PER 3BED RENT GEARED TO INCOME DU X 4 DU = 5 STALLS
 0 STALLS PER 1BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
 0 STALLS PER 2BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
 0 STALLS PER 3BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
TOTAL PROPOSED: 47 STALLS
TOTAL PROVIDED: 51 STALLS
VISITOR PARKING STALLS:
TOTAL PROPOSED: 0.06 STALLS PER DU X 63 DU = 4 STALLS
TOTAL PROVIDED: 4 STALLS (TO BE SHARED WITH COMMERCIAL)
NEIGHBOURHOOD COMMERCIAL USE PARKING STALLS:
TOTAL PROPOSED: 0.027 STALLS PER 1M² X 714 M² OF SSCS PROGRAMMING SPACE = 19 STALLS
 0.0357 STALLS PER 1M² X 129 M² OF MARKET COMMERCIAL RETAIL = 5 STALLS
TOTAL PROVIDED: 24 STALLS
TOTAL PARKING PROVIDED: 79 STALLS
DISABILITY PARKING STALLS REQUIRED:
TOTAL REQUIRED: 51-80 REQUIRED PARKING STALLS: 3 PARKING STALLS
TOTAL PROVIDED: 6 STALLS
PARKING SPACE SIZE:
REQUIRED WIDTH: 3.05M
REQUIRED WIDTH (ACC): 4.0M
REQUIRED LENGTH: 6.10M
REQUIRED SMALL VEHICLE LENGTH: 4.6M
DRIVE AISLE WIDTH: 6.4M
8.11) SMALL VEHICLE PARKING:
 (b) 33% OF REQUIRED PARKING REDUCED TO 4.6M IN LENGTH
8.7)
 (a) WHERE A MULTIPLE FAMILY BUILDING IS SUBJECT TO A HOUSING AGREEMENT FOR THE PROVISION OF AFFORDABLE PURCHASED OR RENTAL HOUSING, THE PARKING RATIOS MAY BE REDUCED BY 0.25 STALLS PER UNIT
8.1)
 (g) ALL MULTIPLE UNIT RESIDENTIAL AND MIXED-USE RESIDENTIAL AND COMMERCIAL DEVELOPMENT SHALL PROVIDE BICYCLE PARKING AT A RATE OF 20% OF THE REQUIRED VEHICLE PARKING.
 75 STALLS X 20% = 15 BICYCLE PARKING 60 INDOOR AND 6 OUTDOOR BICYCLE STALLS PROVIDED.

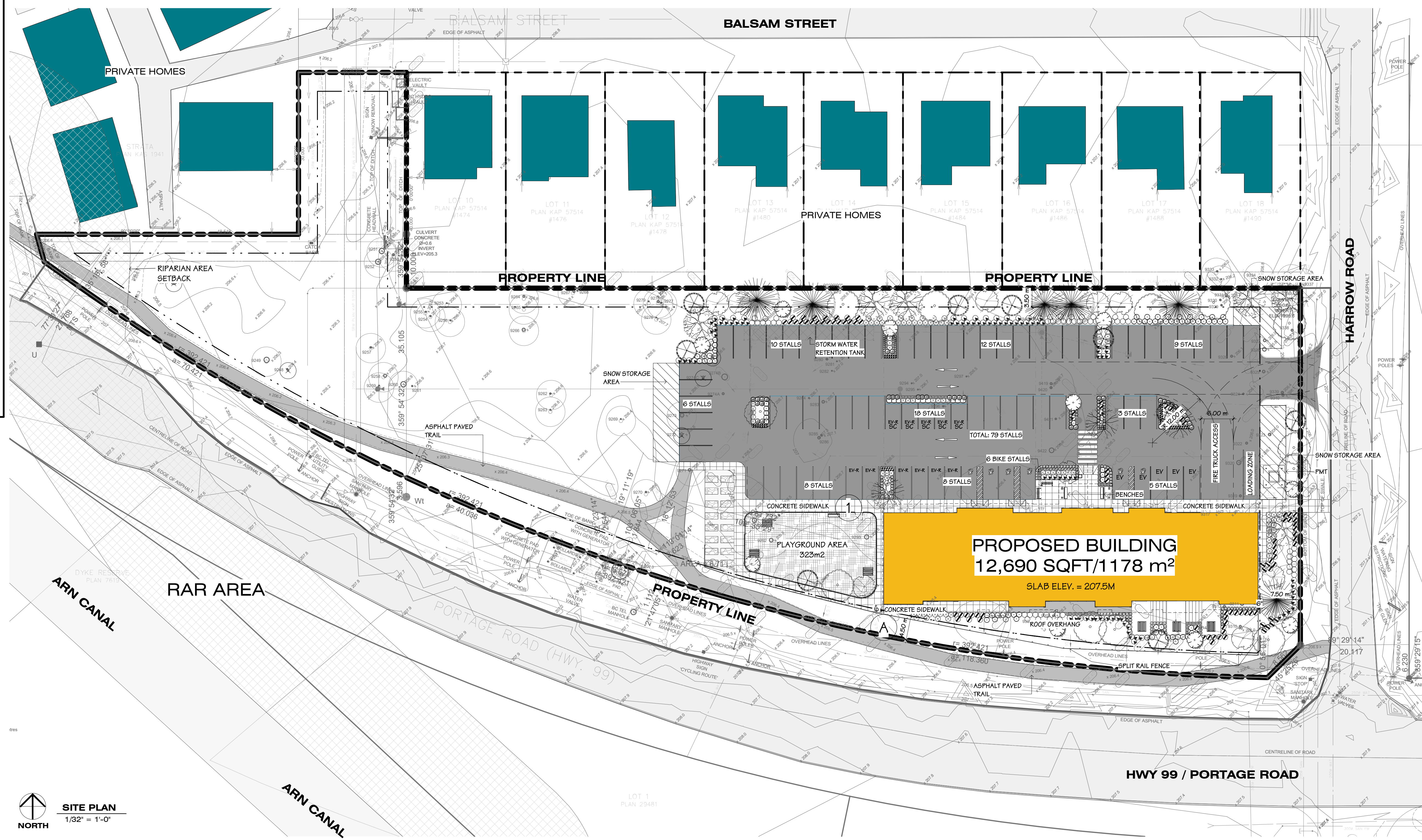
UNIT SYNOPSIS

UNIT TYPE	BEDROOMS	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR	TOTAL	AREA
A	1 BED (ADAP)	4	4	4	4	16	538 SF
B	1 BED (ADAP)	0	1	1	1	3	552 SF
C	1 BED (ADAP)	1	1	1	1	4	569 SF
D	1 BED (ACC)	2	2	2	2	8	581 SF
E	2 BED (ADAP)	2	2	2	2	8	757 SF
F	2 BED (ADAP)	1	1	1	1	4	760 SF
G	2 BED (ADAP)	2	2	2	2	8	755 SF
H	2 BED (ADAP)	1	1	1	1	4	752 SF
K	3 BED (ADAP)	2	2	2	2	8	914 SF
TOTAL						63	

ADAP = ADAPTABLE UNITS % OF TOTAL ADAPTABLE UNITS = 87%
 ACC = ACCESSIBLE UNITS % OF TOTAL ACCESSIBLE UNITS = 13%

SITE SYMBOL LEGEND

1	GRID REFERENCE	MISC. SYMBOLS	PATTERNED AREAS
Room name	ROOM MARKER	HB HOSE BIB	NEW PARKING AREA
101	ROOM NAME	RWL RAIN WATER LEADER	NEW ASPHALT TRAIL
101	ROOM NUMBER	GB GAS BIB	EXISTING ROADS
10	SECTION MARKER	EV-R EV ROUGH-IN	PROPOSED BUILDING
101	SECTION NUMBER	C.B. CATCH BASIN. SEE CIVIL	NEIGHBOURING BUILDINGS
101	SHEET NUMBER	L.D. LAWN DRAIN. SEE CIVIL	PLAYGROUND
00	DETAIL MARKER	LT LIGHT FIXTURE. SEE ELECTRICAL	SNOW STORAGE AREA
101	DETAIL NUMBER		RIPARIAN AREA SETBACK
101	SHEET NUMBER		NEW SIDEWALK
	PROPERTY LINE		
	SETBACK LINE		
		X-X FENCE	



SITE PLAN
 1/32" = 1'-0"
 NORTH

SUMMARY - WHAT WE HEARD

WHAT WE HEARD	RESPONSE	REF. PAGE
Concerns about there being sufficient parking for future residents and visitors and the possibility of overflow parking in the neighbourhood.	An independent traffic engineer has provided a parking recommendation specific to the building use and tenure. The recommendation takes into consideration the proximity of the building to amenities and the target population for the units. The project is providing 4 more stalls than the engineer's recommendation. SSCS also offers the Better at Home program for seniors and those with disabilities who cannot drive. The program provides transportation to attend appointments, pick up meds and groceries. Additionally, commercial stalls will be shared with visitors in an effort to keep parked cars off the streets.	2.3
Concerns about visual overlook from the building to the single-family homes on Balsam.	The building and parking lot have been shifted to the south and the landscaped buffer along the north edge of the site has been expanded.	2.2
Concerns around stormwater mitigation and the risk of flooding in the Glen posed by the building.	The civil engineer has recommended a stormwater retention design which will capture stormwater on site and help redirect runoff from entering neighbouring properties or into an overwhelmed city drainage system in a heavy rain event.	2.5
Concerns about the safety of pedestrians in accessing the town centre from the building as there are not extensive transit options in Pemberton.	The project is proposing an off-site path along Hwy 99 for pedestrians and cyclists that aligns with the Village's future transportation infrastructure plans.	1.0 SITE PLAN
Concerns about the safety of children due to proximity to the Highway.	A fence will be installed around the building to provide a barrier from the building to the Highway.	2.2
Concerns about fire truck access.	The parking lot is designed to accommodate fire truck access and exit as per BC Building Code.	2.4
Pemberton's tallest building is 4 storeys, why does this building have to be 5 storeys?	A residential building with 4 storeys would have to be built up higher with 2.75 metres of soil in order to meet the flood construction level. By incorporating commercial space on the ground floor, it acts as a flood buffer, and the residential portion can be elevated above the flood construction level without large amounts of soil. This means that a 5 storey mixed-use building is only 4'-9" (1.4m) taller than a 4storey residential building.	2.1
The building footprint should be spread out so that it's shorter in height.	By building up instead of wide, we will provide ample outdoor space for residents and ensure construction and operating costs are manageable and sustainable. Building up also means we can maximize the number of affordable housing units we are proposing; this is a unique opportunity for a small community to add much needed affordable rentals. Currently there are only 30 non-market rental units in all of Pemberton, this project will more than triple the number of affordable rentals available to families, seniors and people with disabilities.	1.0 SITE PLAN 2.2 3.0-3.2 FLOOR PLANS
This location is so far from the town centre, why build it here?	SSCS and the Village of Pemberton worked hard to find a site that is convenient and financially and operationally feasible. Due to a lack of municipal land, the partners worked together to assess private properties for sale. The property was chosen based on lot size, location, and cost. The proposed site is within a 10 minute walk (800 metres) of the elementary school, community centre, and commercial and retail services, and will be well connected by a multi-use path. SSCS programs offer some transportation services and as a social service agency will advocate for local and regional transit services	0.2 CONTEXT MAP
Buildings in the flood plain have to mitigate against flood hazards. Why is commercial allowed on the ground floor?	A flood hazard assessment has been conducted by a qualified professional recommending that commercial (non-habitable) space on the ground floor will be safe if proper design measures are taken, including: all mechanical and electrical systems are located on the second or higher storey and foundation construction meets the minimum required level, among others. The building design has incorporated all recommendations and will be applying for an exemption for the commercial space based on this professional report.	2.1 3.0-3.2 FLOOR PLANS
Why is it important for SSCS to relocate their space here?	SSCS's relationship with a long-term landlord and donor ended in 2021, and the future of the agency's existing lease is insecure. In addition, Pemberton and Area is rapidly growing and demand for social services is increasing by over 8% year over year. There is a need to expand our existing service space in order to meet the community's growing demand.	3.0-3.2 FLOOR PLANS
Desire for a community garden on the site. (53% of survey respondents identified a Community Garden as a moderate to high priority for the development).	The project is providing a community garden for residents to the west of the building.	2.2
Desire for green space (74% of survey respondents indicated that green space is a high priority or very high priority for the development).	The landscape design includes a green buffer on the north edge of the site and a green space to the south of the building to soften the edge between the highway and the residences.	2.2
Desire for child care space (60% of survey respondents identified child care as a high priority or very high priority for the development).	While the program for the ground floor community space has not yet been determined, the project is requesting child care as a permitted use in the rezoning.	1.0 SITE PLAN 3.0 LEVEL 1 FLOOR PLAN
Desire for a Playground (43% of survey respondents identified a playground as a high priority or very high priority for the development).	The design includes a children's playground to the west of the building.	2.2



SUMMARY - WHAT WE HEARD

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

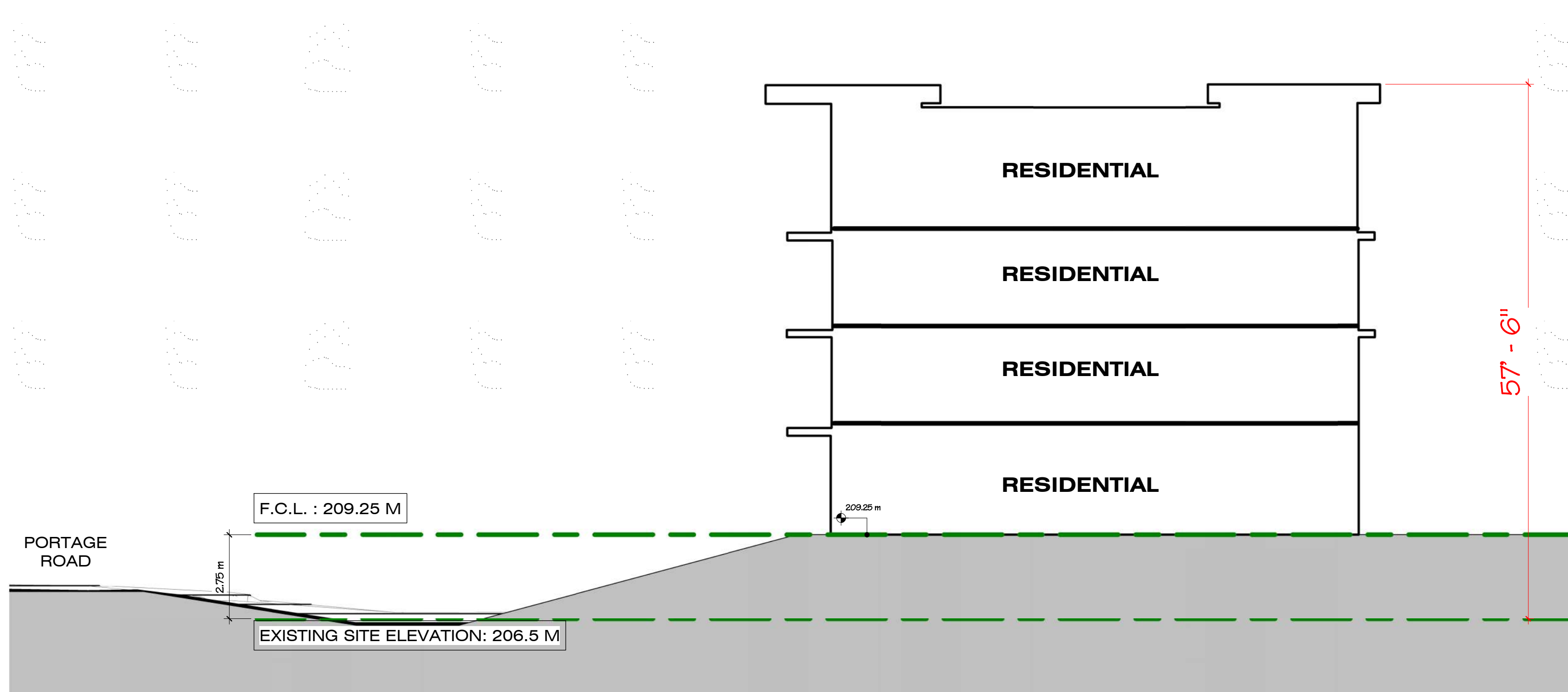
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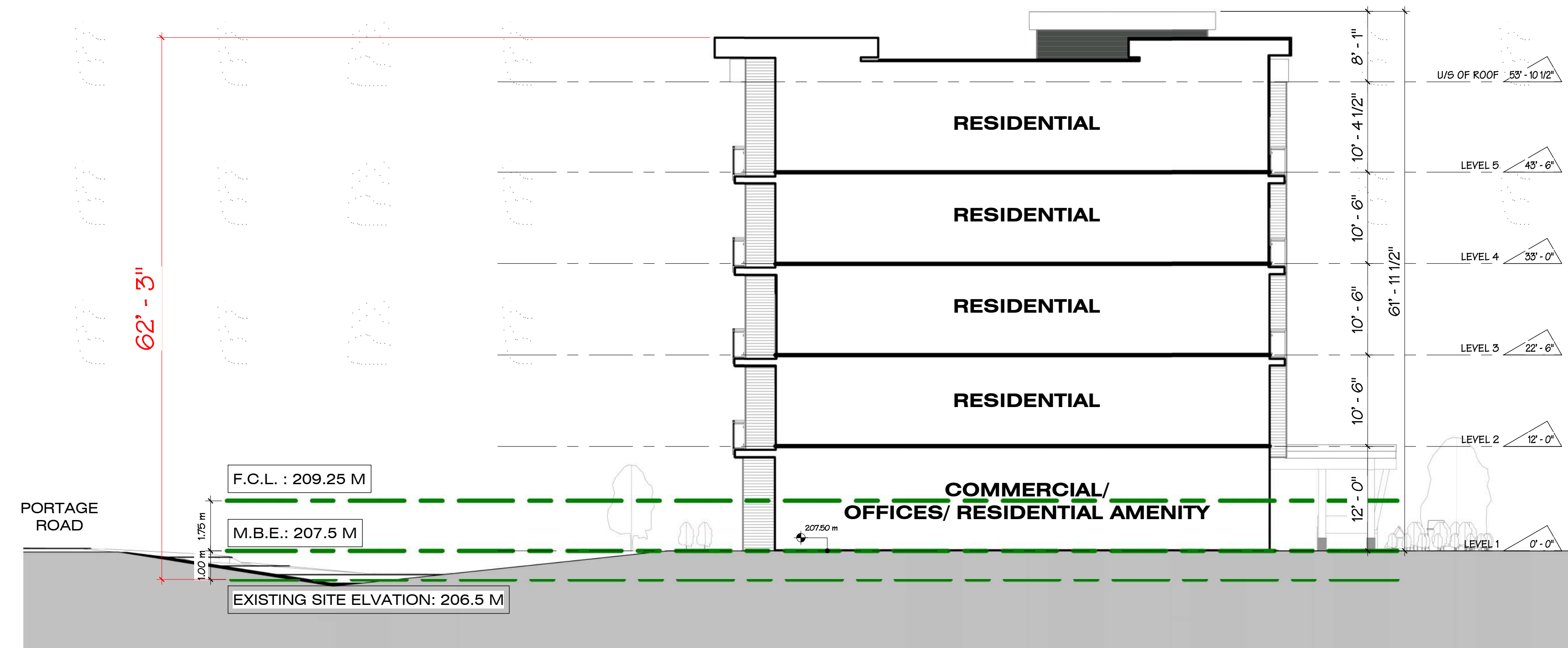
Chilliwack
9355 Young Rd.

Abbotsford
203-2190 W. Railway St.

WHAT WE HEARD: WHY NOT A 4-STOREY BUILDING? DIFFERENCE BETWEEN TOTAL BUILDING HEIGHT IS 4'-9".

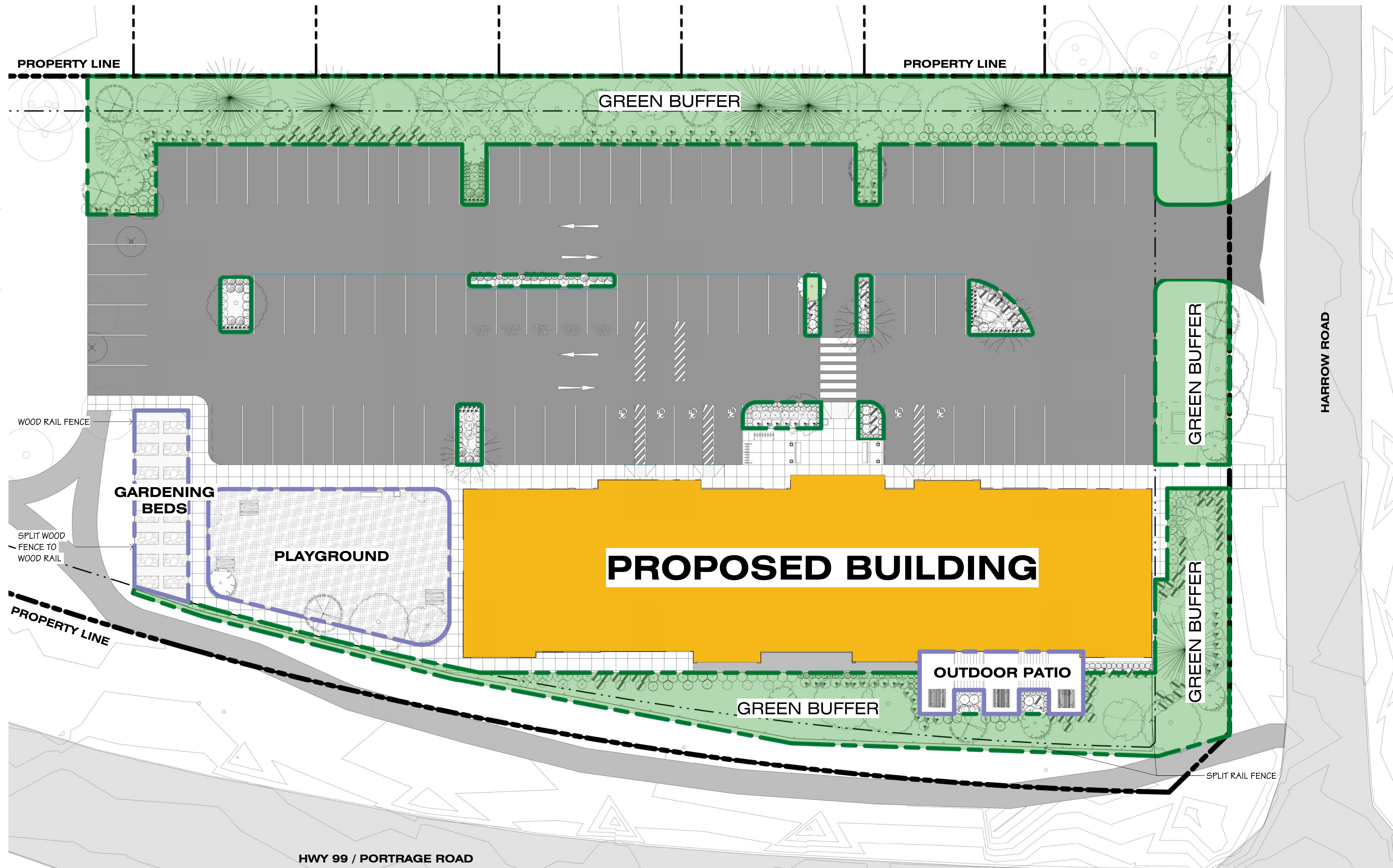


4 STOREYS
1" = 10'-0"

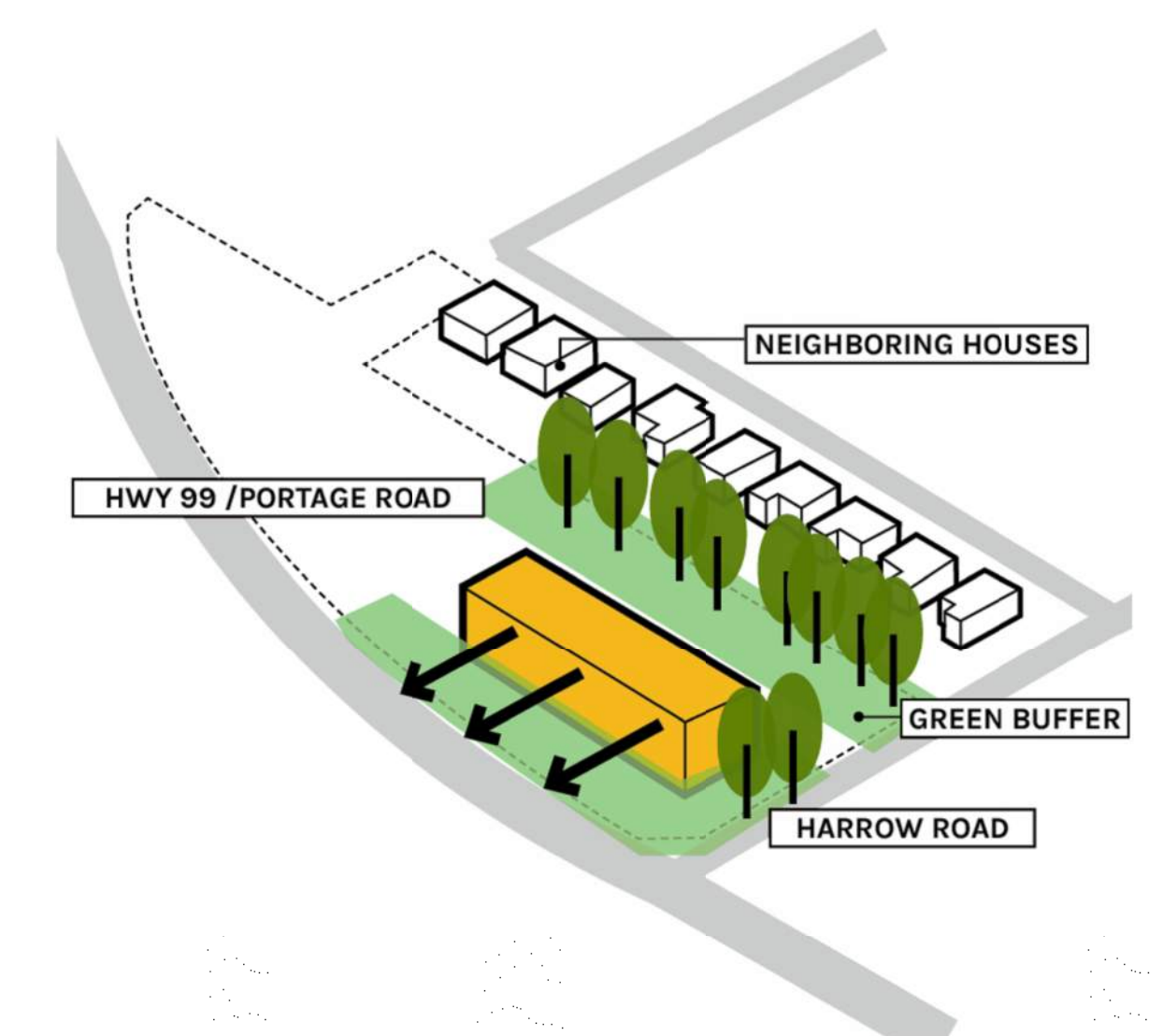


5 STOREYS
1" = 10'-0"

WHAT WE HEARD: CONCERNS REGARDING SEPARATION BETWEEN NEIGHBOURHOOD, HWY, AND SITE



LINETYPE LEGEND	
	GREEN BUFFER
	OUTDOOR AMENITIES
	PROPERTY LINE
	SETBACK



GREEN BUFFER & PUBLIC SPACE

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

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WHAT WE HEARD: CONCERNS REGARDING PARKING

AN INDEPENDENT TRAFFIC ENGINEER HAS PROVIDED A PARKING RECOMMENDATION SPECIFIC TO THE BUILDING USE AND TENURE. THE RECOMMENDATION TAKES INTO CONSIDERATION THE PROXIMITY OF THE BUILDING TO AMENITIES AND THE TARGET POPULATION FOR THE UNITS. THE PROJECT IS PROVIDING 3 MORE STALLS THAN THE ENGINEER'S RECOMMENDATION.

SSCS ALSO OFFERS THE BETTER AT HOME PROGRAM FOR SENIORS AND THOSE WITH DISABILITIES WHO CANNOT DRIVE. THE PROGRAM PROVIDES TRANSPORTATION TO ATTEND APPOINTMENTS, PICK UP MEDS AND GROCERIES.

THE FOLLOWING IS A BREAKDOWN OF PARKING STALLS:

OFF-STREET PARKING BYLAW REVIEW - SECTION 8 - PARKING REQUIREMENTS:

STANDARD STALLS:

TOTAL PROPOSED:

.75 STALLS PER 1BED AFFORDABLE MARKET RENTAL DU X 9 DU = 7 STALLS
 1.4 STALLS PER 2BED AFFORDABLE MARKET RENTAL DU X 7 DU = 10 STALLS
 1.75 STALLS PER 3BED AFFODABLE MARKET RENTAL DU X 2 DU = 4 STALLS

.5 STALLS PER 1BED RENT GEARED TO INCOME DU X 16 DU = 8 STALLS
 1.1 STALLS PER 2BED RENT GEARED TO INCOME DU X 12 DU = 13 STALLS
 1.2 STALLS PER 3BED RENT GEARED TO INCOME DU X 4 DU = 5 STALLS

0 STALLS PER 1BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
 0 STALLS PER 2BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS
 0 STALLS PER 3BED DEEP SUBSIDY/SHELTER DU X 16 DU = 0 STALLS

TOTAL PROPOSED:

47 STALLS

TOTAL PROVIDED:

51 STALLS

VISITOR PARKING STALLS:

TOTAL PROPOSED:

0.06 STALLS PER DU X 63 DU = 4 STALLS

TOTAL PROVIDED:

4 STALLS (TO BE SHARED WITH COMMERCIAL)

NEIGHBOURHOOD COMMERCIAL USE PARKING STALLS:

TOTAL PROPOSED:

0.027 STALLS PER 1M2 X 714 M2 OF SSCS PROGRAMMING SPACE = 19 STALLS
 0.0357 STALLS PER 1M2 X 129 M2 OF MARKET COMMERCIAL RETAIL = 5 STALLS

TOTAL PROVIDED:

24 STALLS

TOTAL PARKING PROVIDED:

79 STALLS

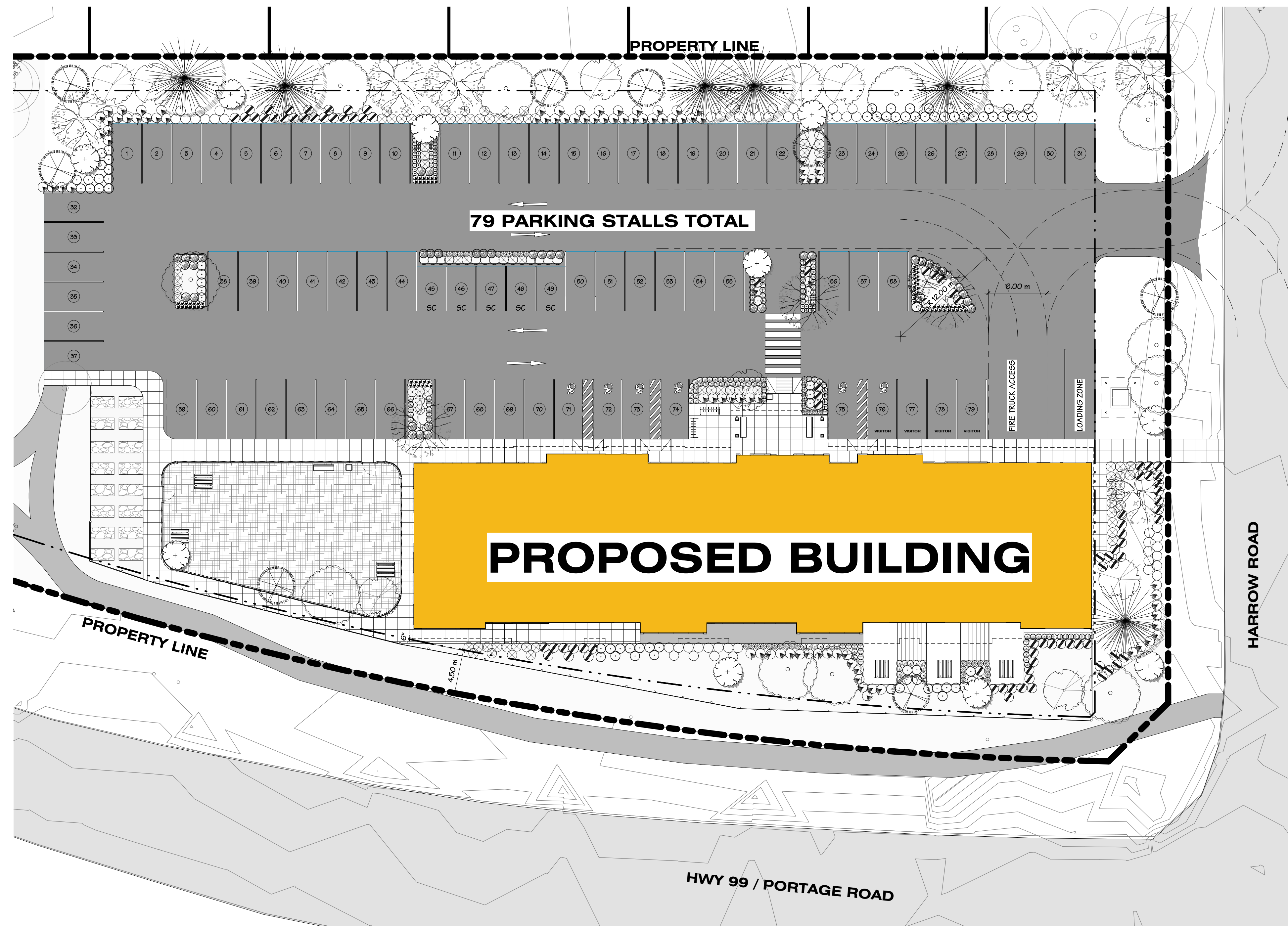
SMALL CAR PARKING STALLS:

TOTAL ALLOWED:

.33 SMALL CAR STALLS PER 1 REGULAR PARKING STALL X 79 STALLS = 26 STALLS

TOTAL PROVIDED:

5 STALLS



PARKING

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

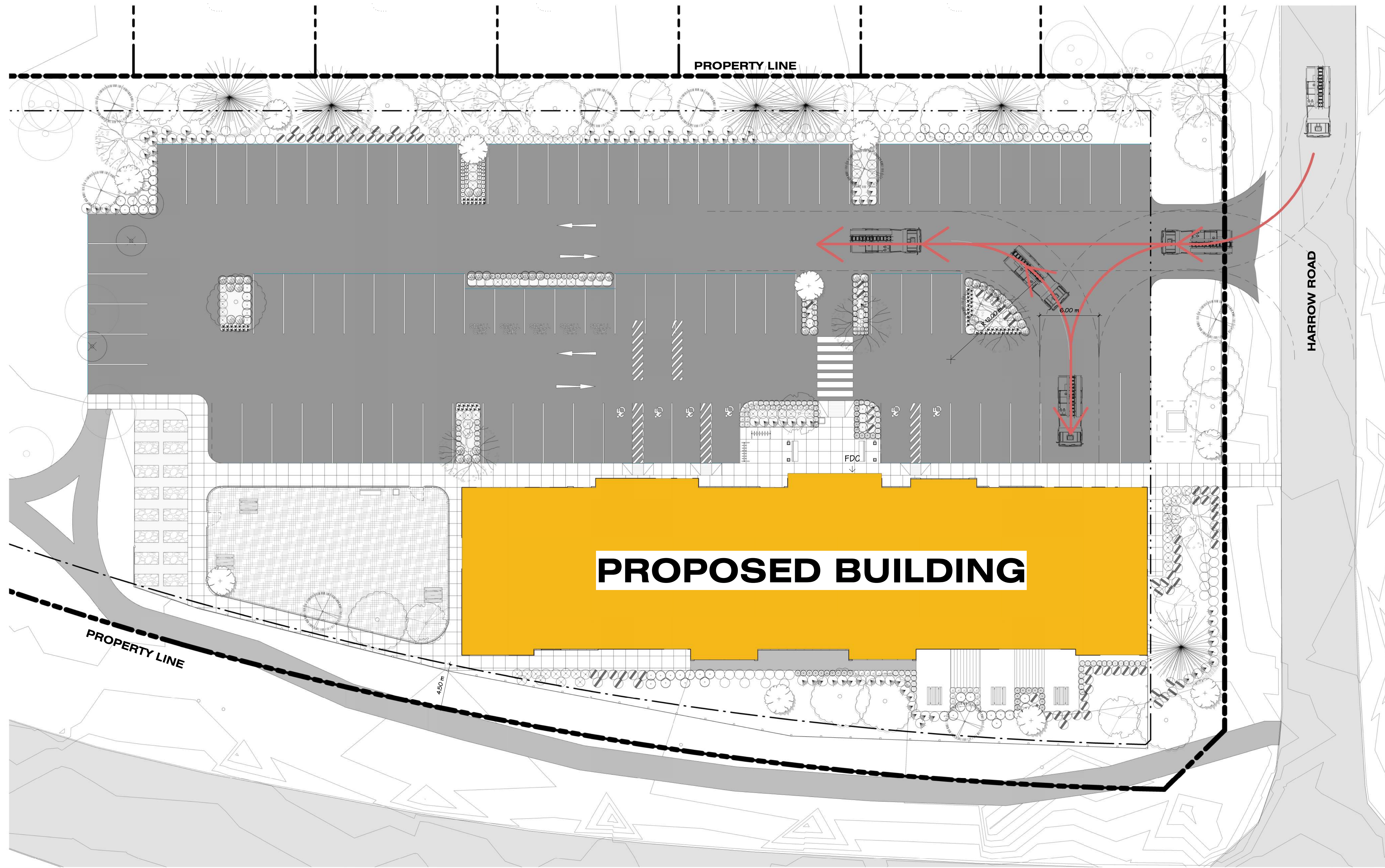
SCALE 3/64" = 1'-0"
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WHAT WE HEARD: WILL FIRE TRUCKS BE ABLE TO ACCESS THE BUILDING?



THE FOLLOWING DEMONSTRATES THAT PARKING LOT DESIGN IS SUFFICIENT FOR FIRE TRUCK ACCESS.

FIRE TRUCK ACCESS

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

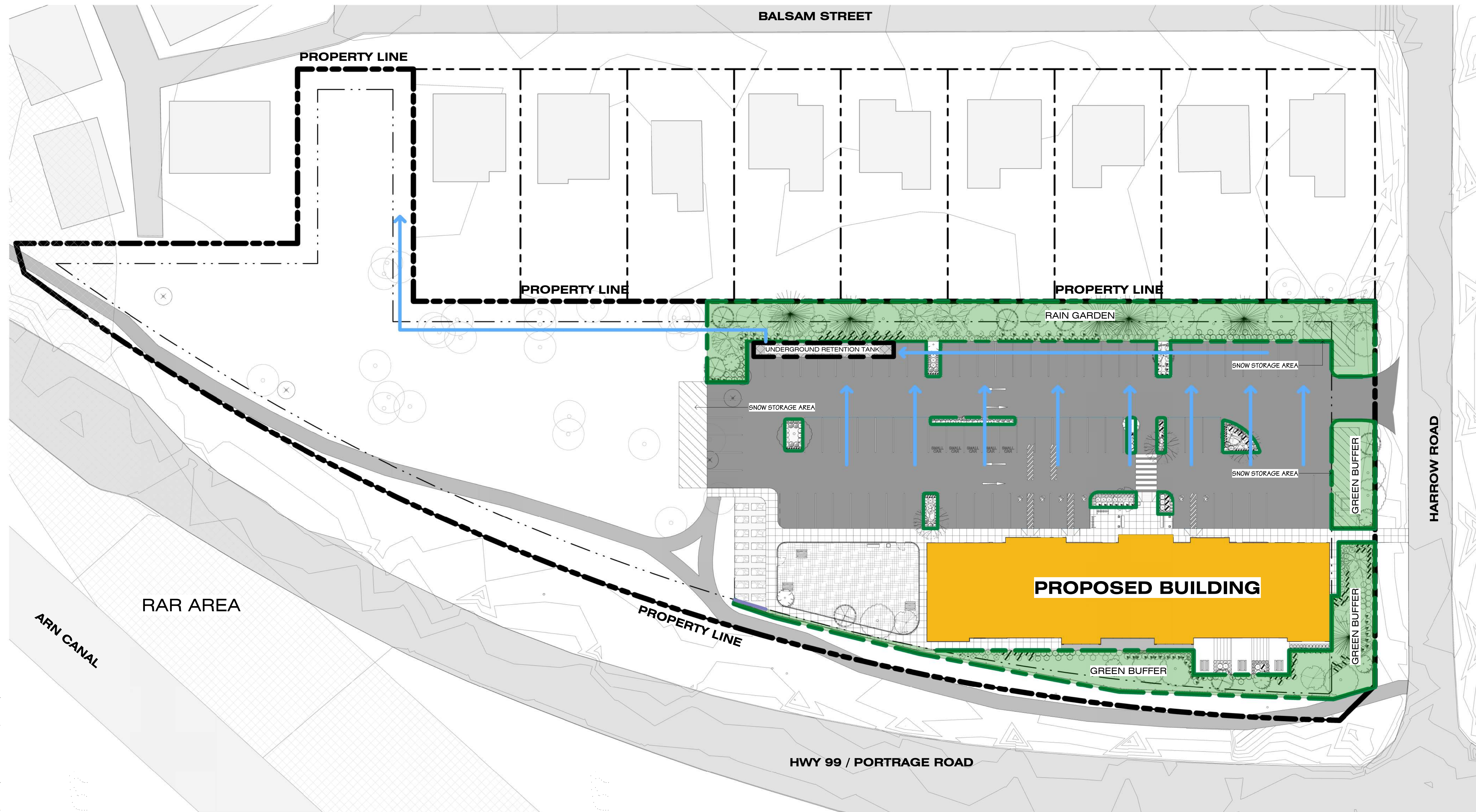
SCALE 1:200
JOB NO. 20123

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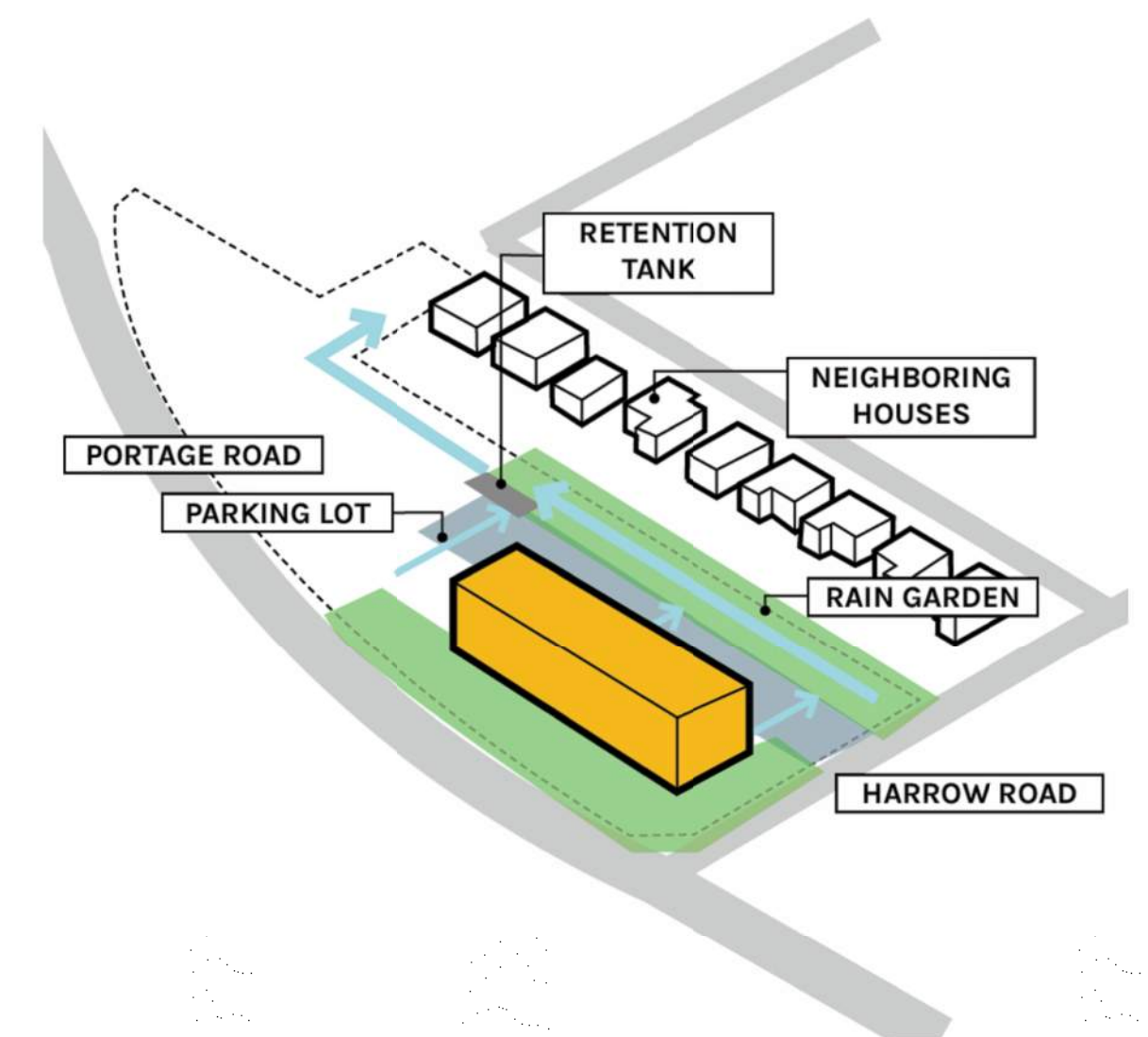
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WHAT WE HEARD: STORMWATER MANAGEMENT



LINETYPE LEGEND	
	GREEN BUFFER
	STORMWATER
	PROPERTY LINE
	SETBACK



STORMWATER MANAGEMENT

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

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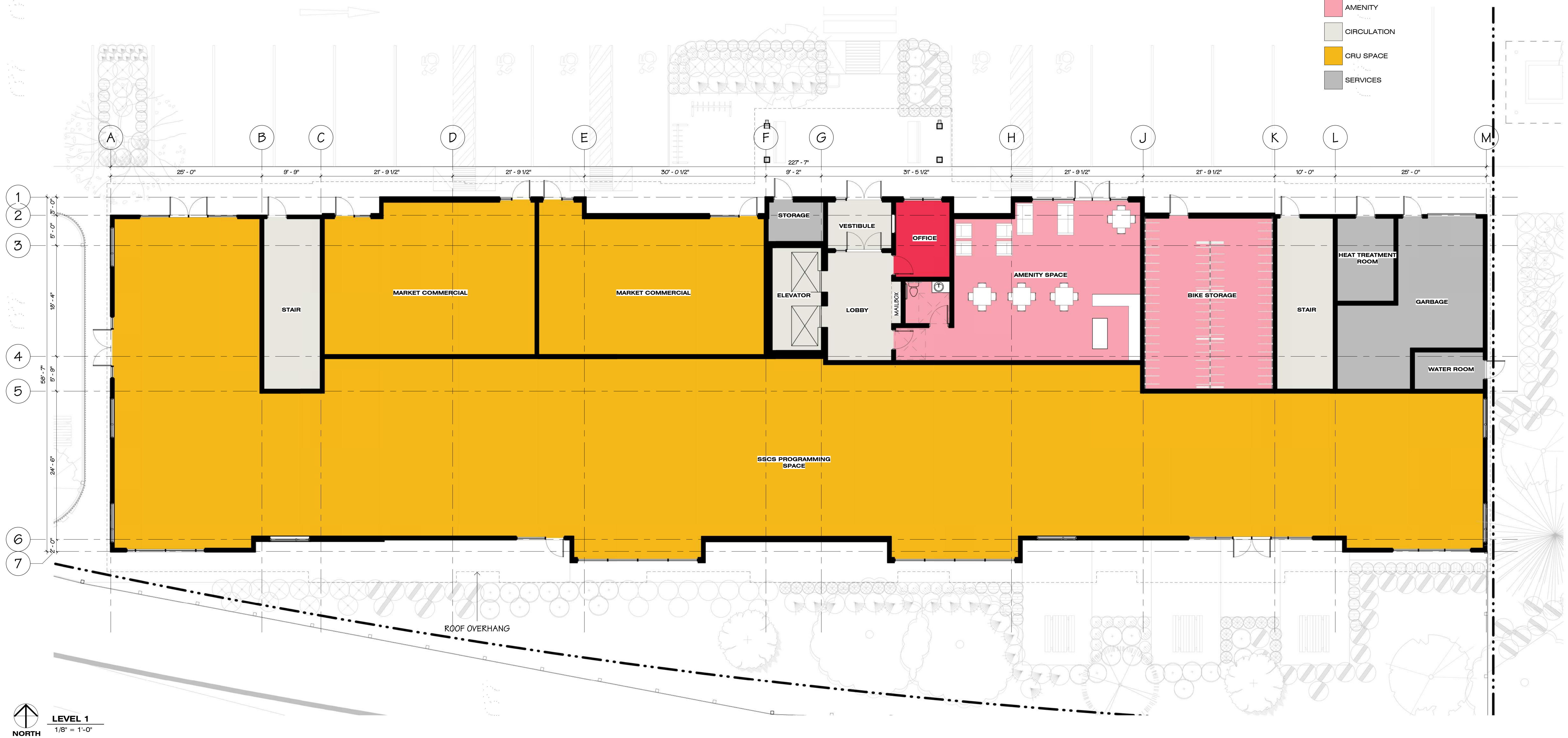
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SYMBOL LEGEND

1	GRID REFERENCE
ROOM MARKER	ROOM NAME
ROOM NAME	ROOM NAME

USE LEGEND

- ADMINISTRATION
- AMENITY
- CIRCULATION
- CRU SPACE
- SERVICES



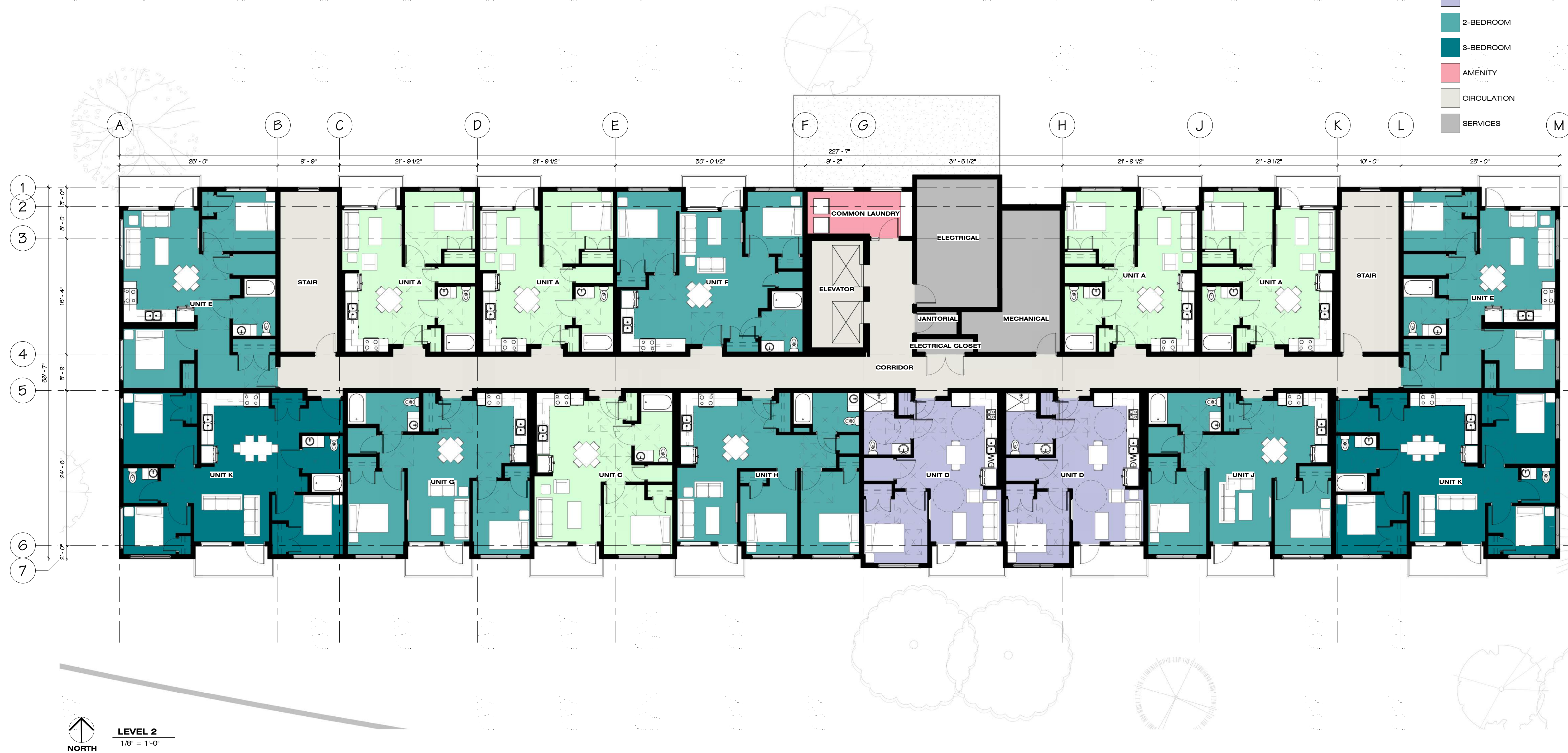
LEVEL 1
 NORTH
 1/8" = 1'-0"

SYMBOL LEGEND

1	GRID REFERENCE
	ROOM MARKER
ROOM NAME	ROOM NAME

USE LEGEND

- 1-BEDROOM
- 1-BEDROOM ACC.
- 2-BEDROOM
- 3-BEDROOM
- AMENITY
- CIRCULATION
- SERVICES



LEVEL 2
1/8" = 1'-0"
NORTH

LEVEL 2 FLOOR PLAN
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

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SYMBOL LEGEND	
①	GRID REFERENCE
□	ROOM MARKER
ROOM NAME	ROOM NAME

USE LEGEND

- 1-BEDROOM
- 1-BEDROOM ACC.
- 2-BEDROOM
- 3-BEDROOM
- AMENITY
- CIRCULATION
- SERVICES



LEVEL 3
1/8" = 1'-0"
NORTH

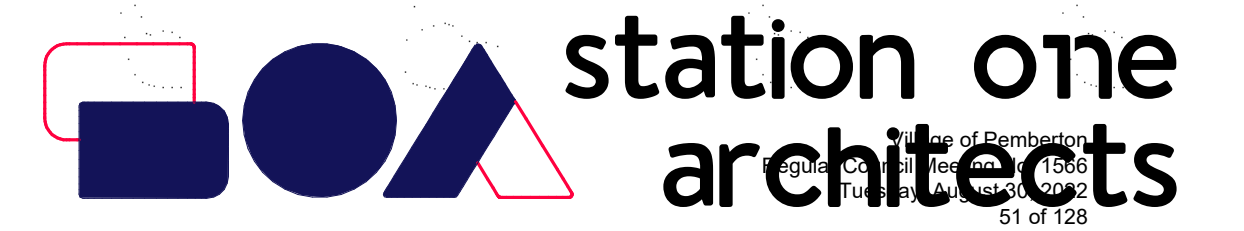
LEVEL 3-5 FLOOR PLAN
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

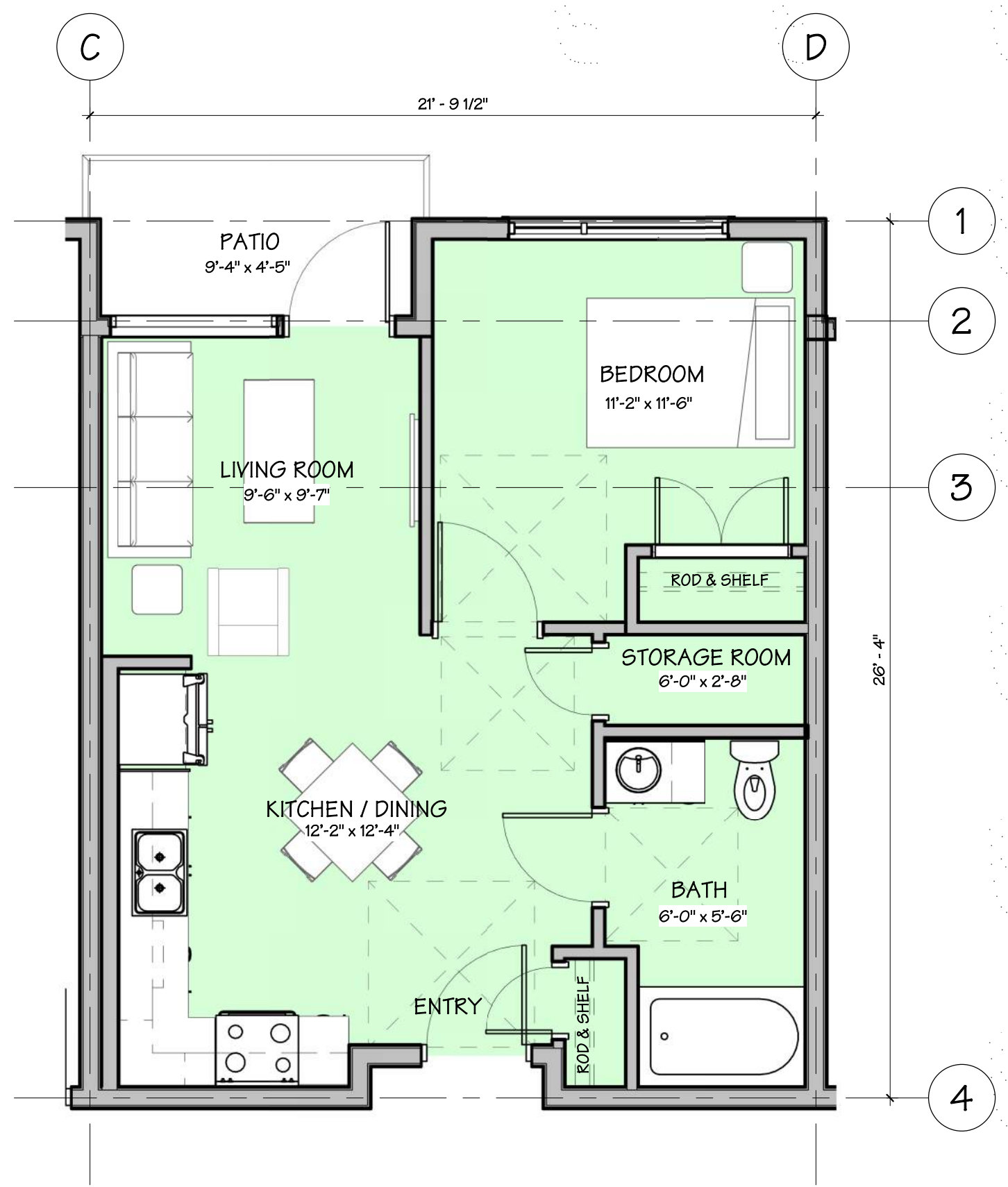
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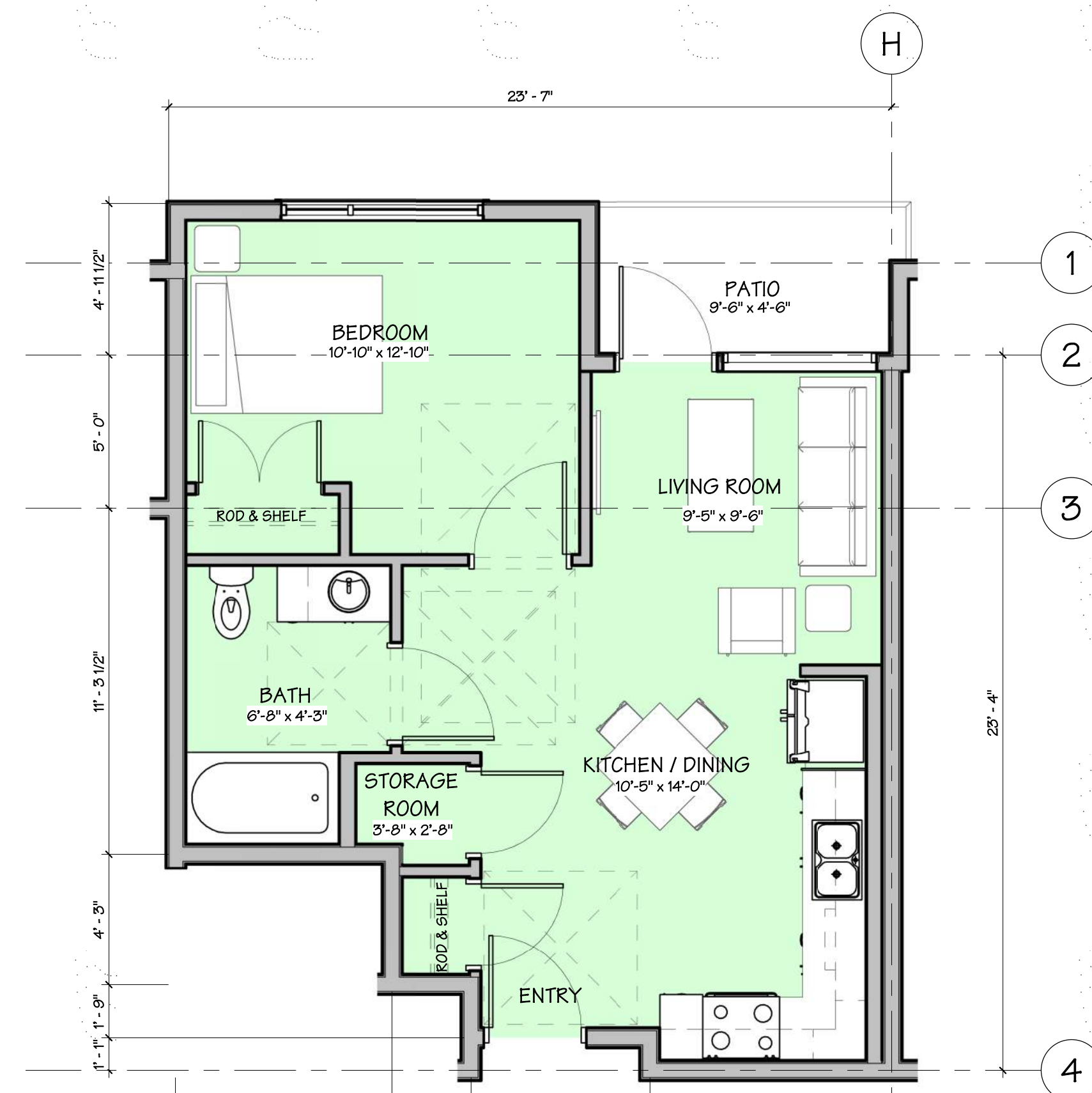
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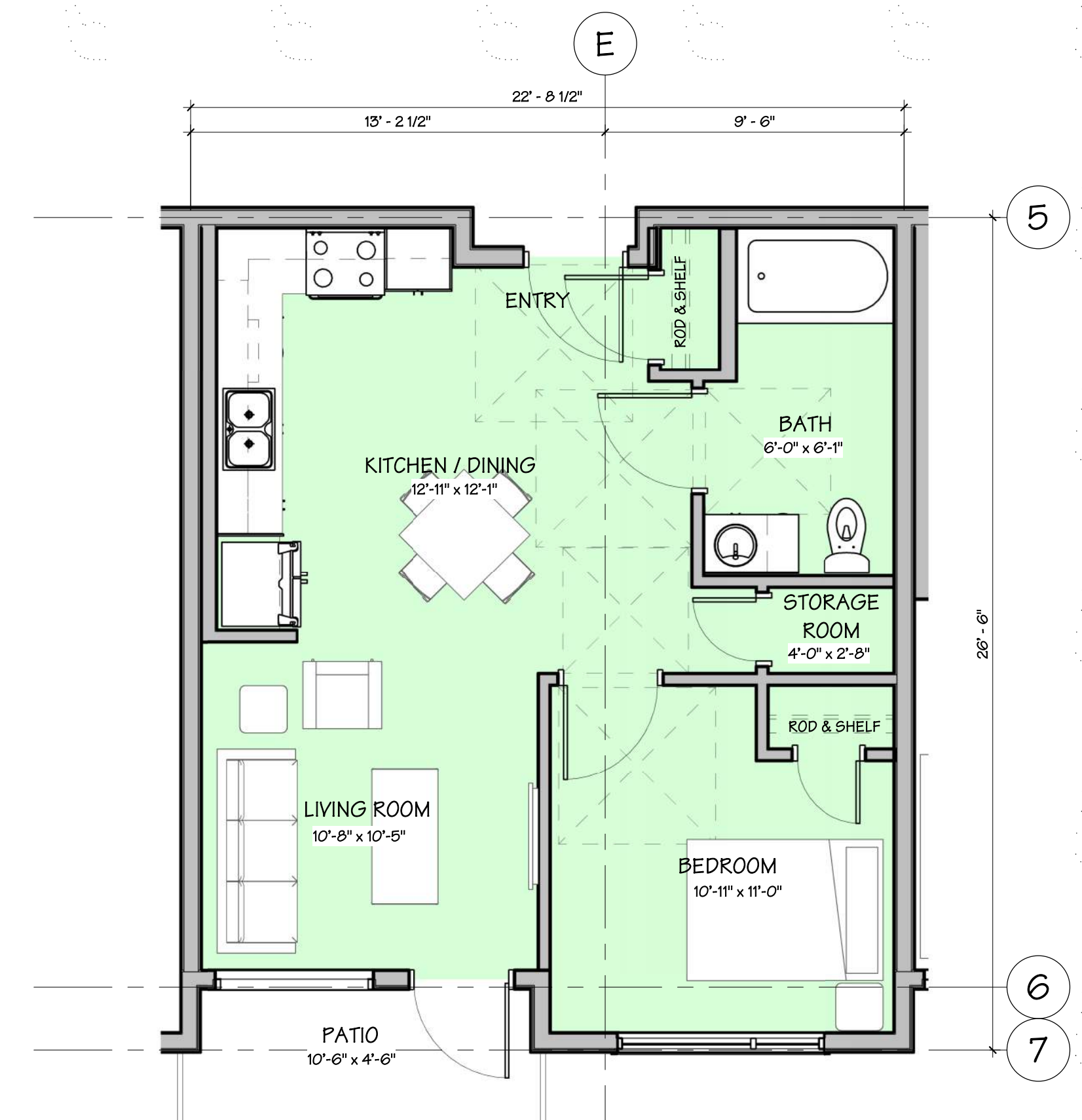




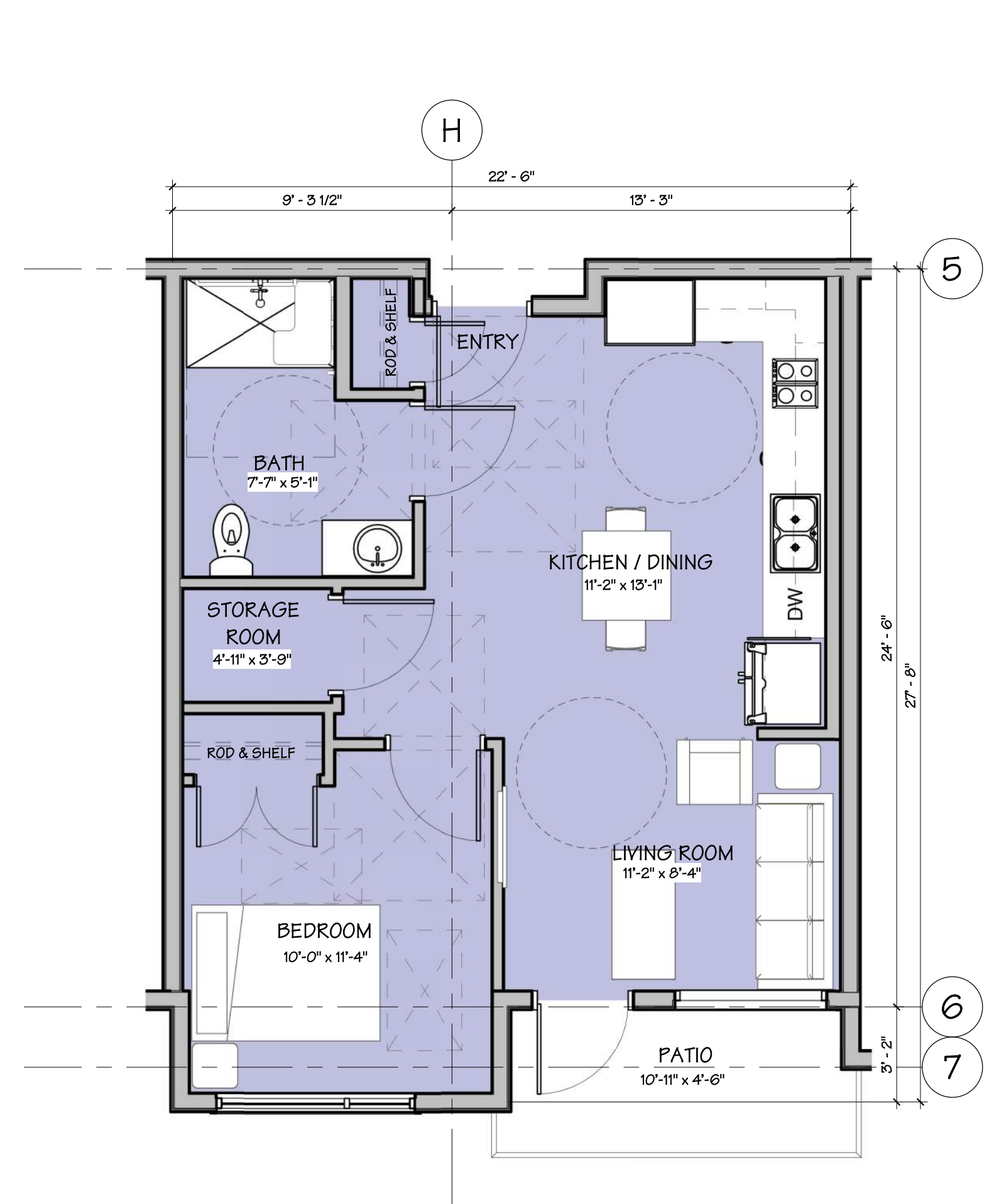
UNIT A
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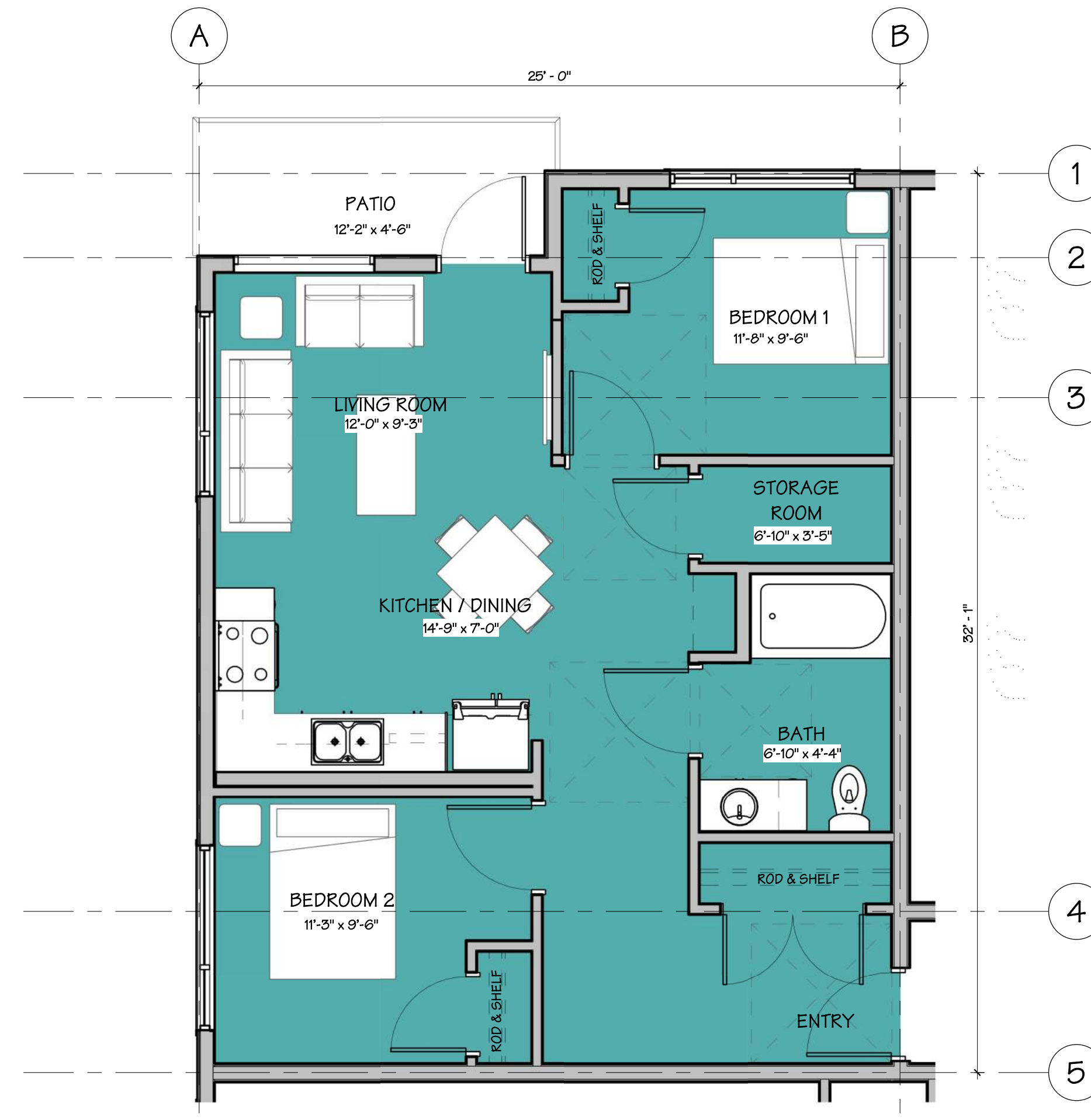
UNIT B
1/4" = 1'-0"



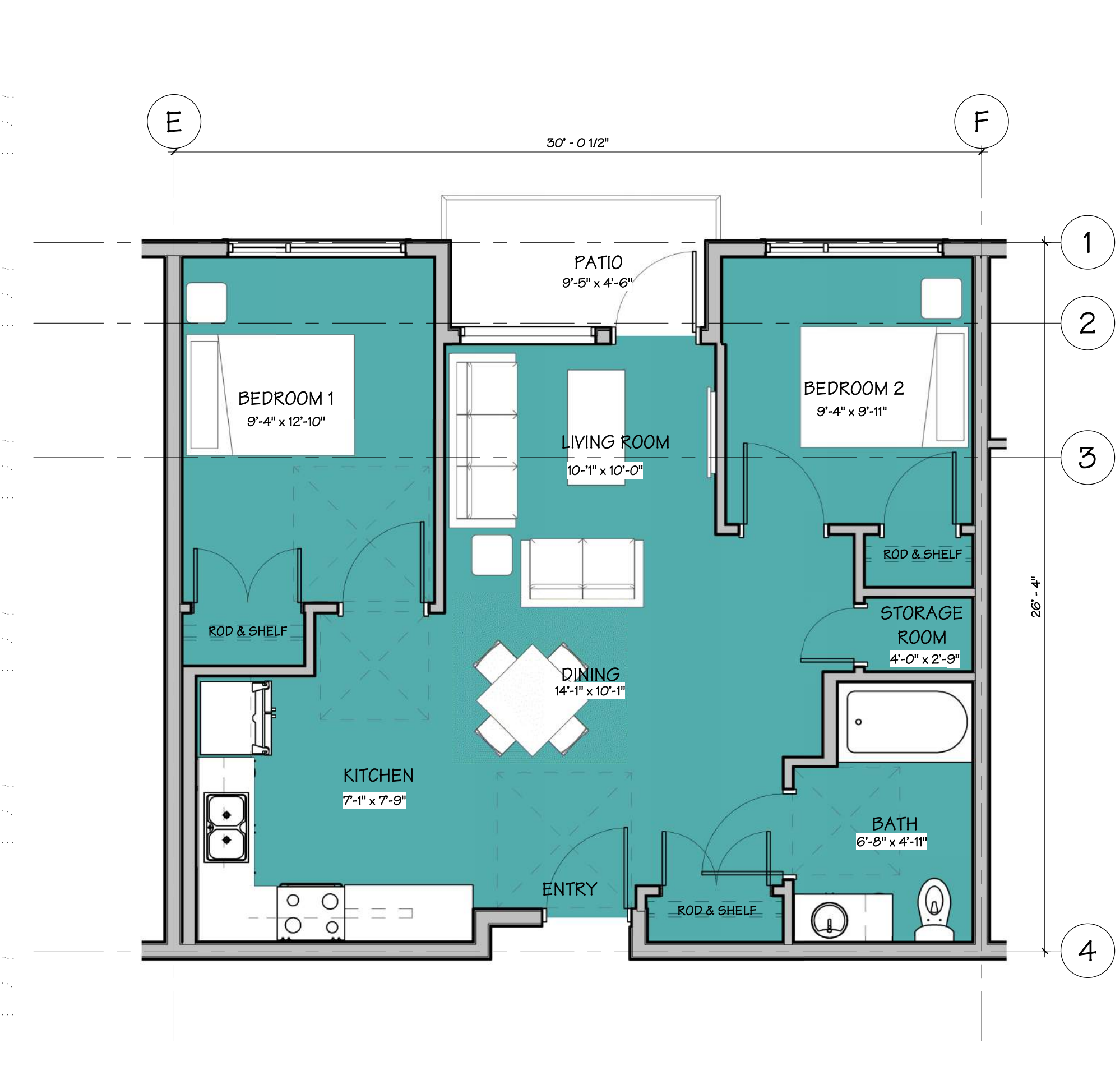
UNIT C
1/4" = 1'-0"



UNIT D
1/4" = 1'-0"



UNIT E
1/4" = 1'-0"



UNIT F
1/4" = 1'-0"

ENLARGED UNIT PLANS

HARROW ROAD AFFORDABLE HOUSING

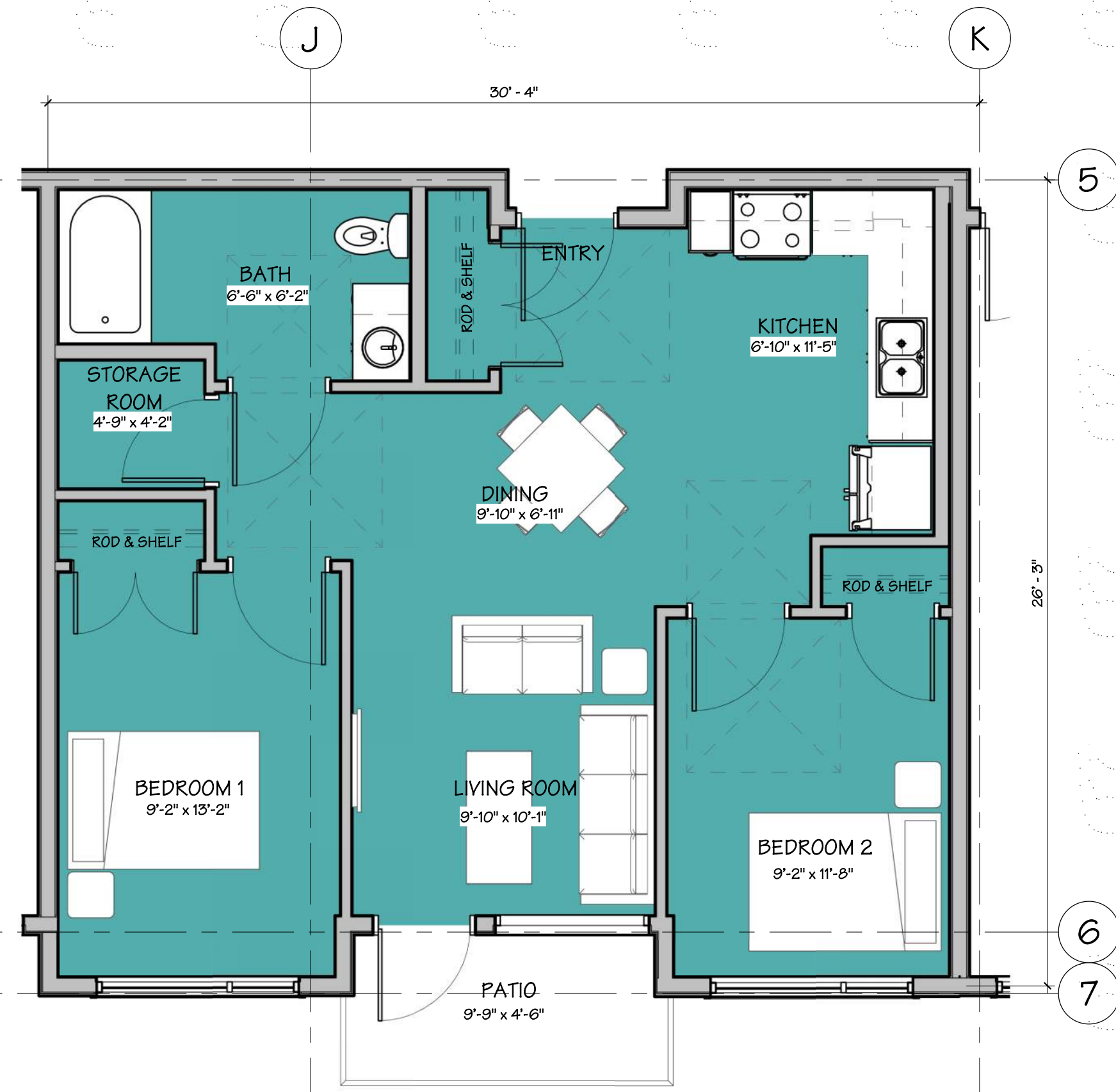
LOT 2 HARROW ROAD, PEMBERTON

SCALE 1/4" = 1'-0"
JOB NO. 20123

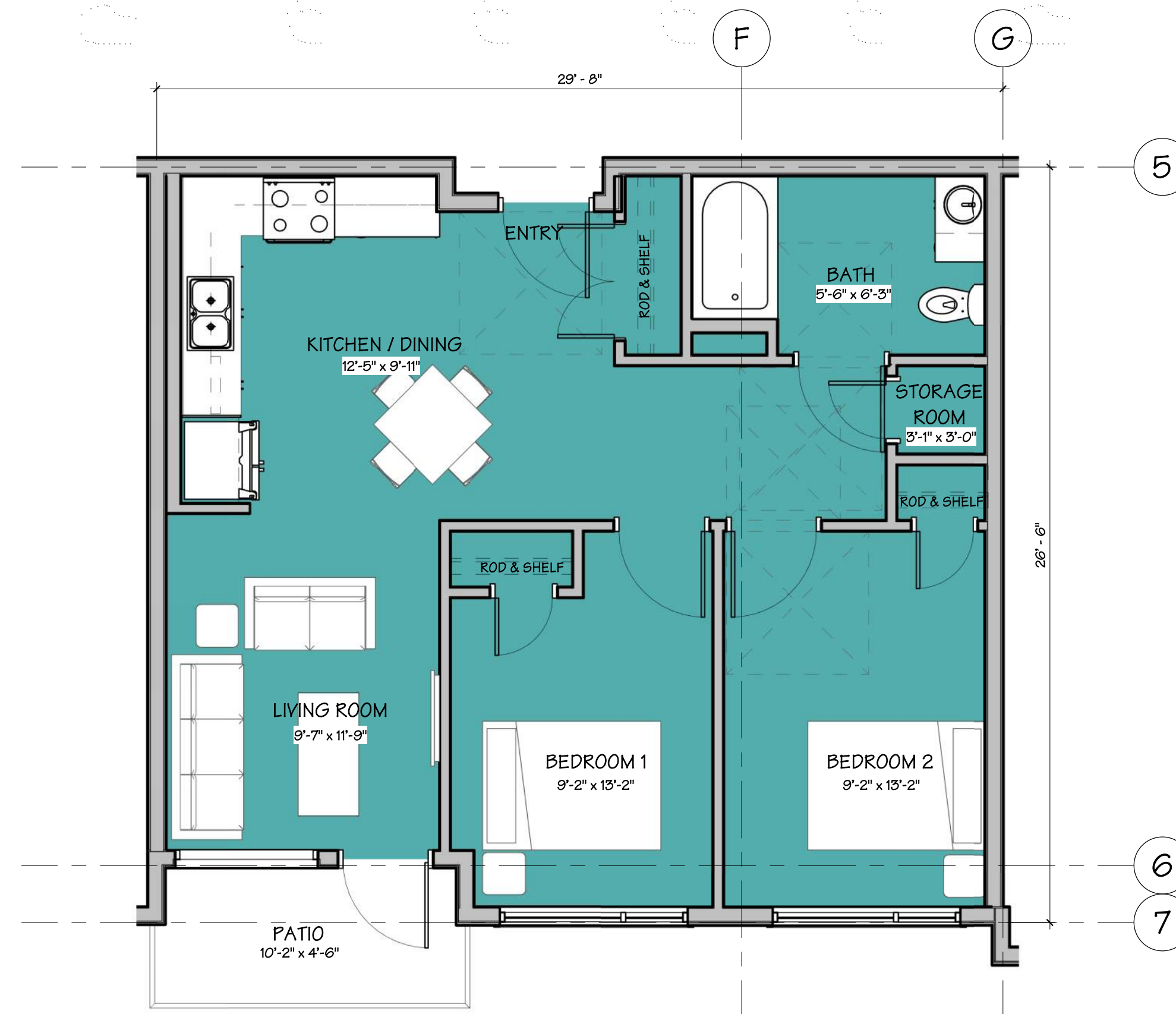
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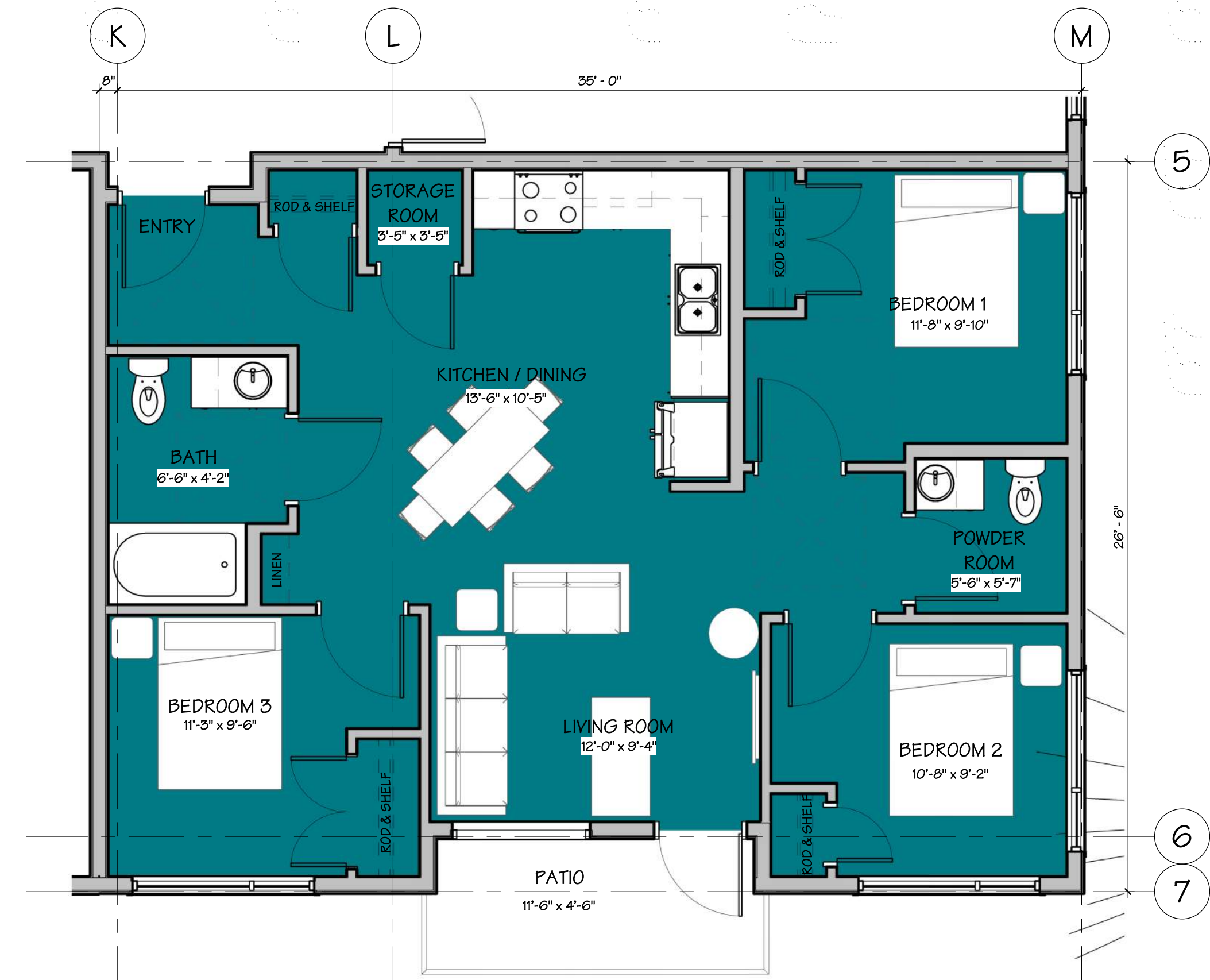
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UNIT G
1/4" = 1'-0"



UNIT H
1/4" = 1'-0"



UNIT K
1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE	
1	BRICK, MUTUAL MATERIALS, COAL CREEK
2	FIBRE CEMENT PANEL SMOOTH FINISH, JAMES HARDIE, WHITE
3	FIBRE CEMENT PANEL SMOOTH FINISH, JAMES HARDIE, CHARCOAL
4	FIBRE CEMENT LAP SIDING, JAMES HARDIE, DARK GRAY
5	FIBRE CEMENT LAP SIDING, JAMES HARDIE, GRAY
6	FIBRE CEMENT BOARD AND BATTEN, JAMES HARDIE, WHITE
7	FIBRE CEMENT BOARD AND BATTEN, JAMES HARDIE, GRAY
8	FIBRE CEMENT LAP SIDING, JAMES HARDIE CEDAR MILL FINISH, WOOD LOOK
9	GLULAM STAINED
10	ARCHITECTURAL CONCRETE, PAINTED
11	FROSTED GLAZING BALCONY GUARDRAIL, BLACK ALUMINUM FRAME



EAST ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATIONS
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

SCALE 1/8" = 1'-0"
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EXTERIOR FINISH SCHEDULE

- 1 BRICK, MUTUAL MATERIALS, COAL CREEK
- 2 FIBRE CEMENT PANEL SMOOTH FINISH, JAMES HARDIE, WHITE
- 3 FIBRE CEMENT PANEL SMOOTH FINISH, JAMES HARDIE, CHARCOAL
- 4 FIBRE CEMENT LAP SIDING, JAMES HARDIE, DARK GRAY
- 5 FIBRE CEMENT LAP SIDING, JAMES HARDIE, GRAY
- 6 FIBRE CEMENT BOARD AND BATTEN, JAMES HARDIE, WHITE
- 7 FIBRE CEMENT BOARD AND BATTEN, JAMES HARDIE, GRAY
- 8 FIBRE CEMENT LAP SIDING, JAMES HARDIE CEDAR MILL FINISH, WOOD LOOK
- 9 LULLAM STAINED
- 10 ARCHITECTURAL CONCRETE, PAINTED
- 11 FROSTED GLAZING BALCONY GUARDRAIL, BLACK ALUMINUM FRAME



WEST ELEVATION
1/8" = 1'-0"



SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATIONS
HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

SCALE 1/8" = 1'-0"
JOB NO. 20123

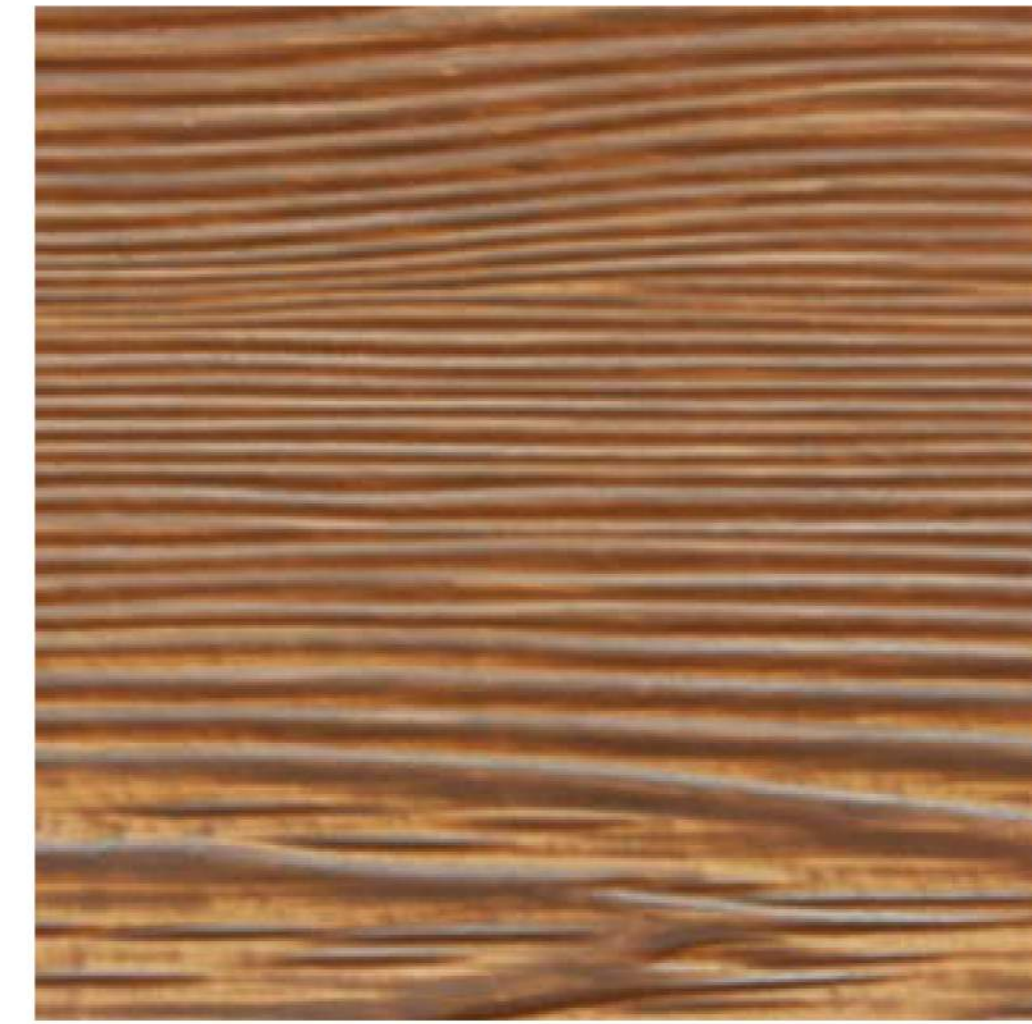
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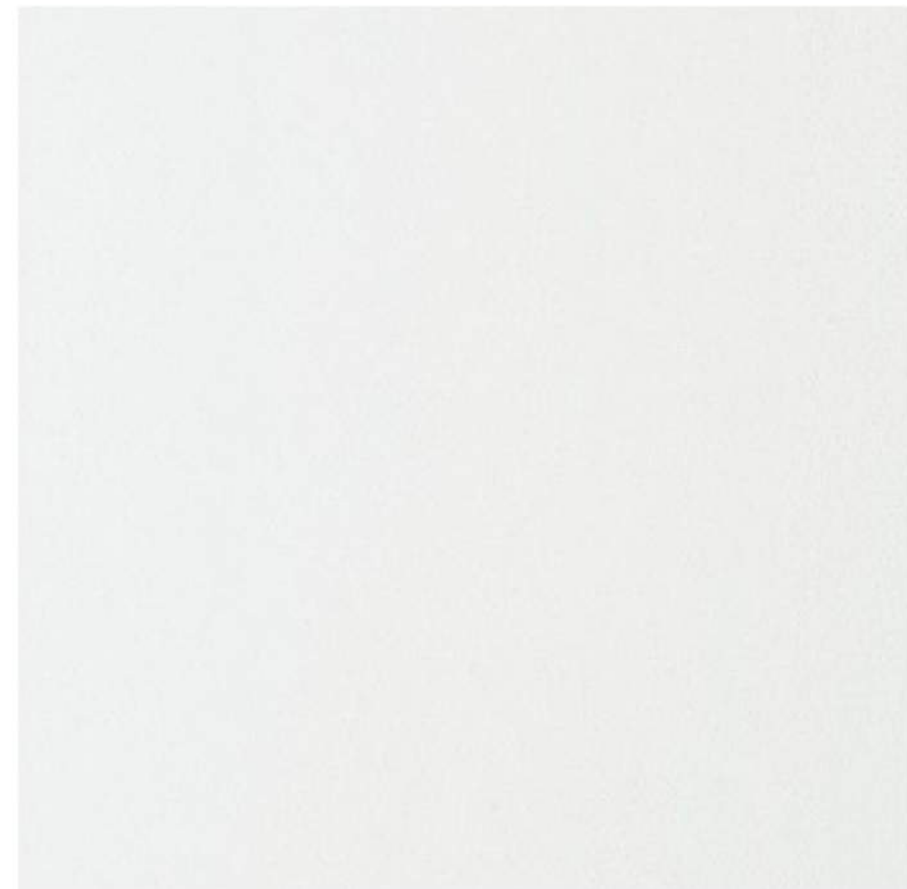
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1 BRICK | MUTUAL MATERIALS | COAL CREEK



2 LAP SIDING | JAMES HARDIE WOODTONE | SUMMER WHEAT



ARCTIC WHITE | SMOOTH FINISH



IRON GREY | SMOOTH FINISH

3 FIBER CEMENT PANEL SMOOTH FINISH | JAMES HARDIE | ARCTIC WHITE, IRON GREY



PEARL GREY | SELECT CEDAR MILL



IRON GREY | SELECT CEDAR MILL

4 LAP SIDING | JAMES HARDIE | PEARL GREY, IRON GREY



IRON GREY | SMOOTH FINISH



5 BOARD AND BATTEN | JAMES HARDIE | ARCTIC WHITE, IRON GREY



ARCTIC WHITE | SMOOTH FINISH



EXTERIOR MATERIAL

HARROW ROAD AFFORDABLE HOUSING

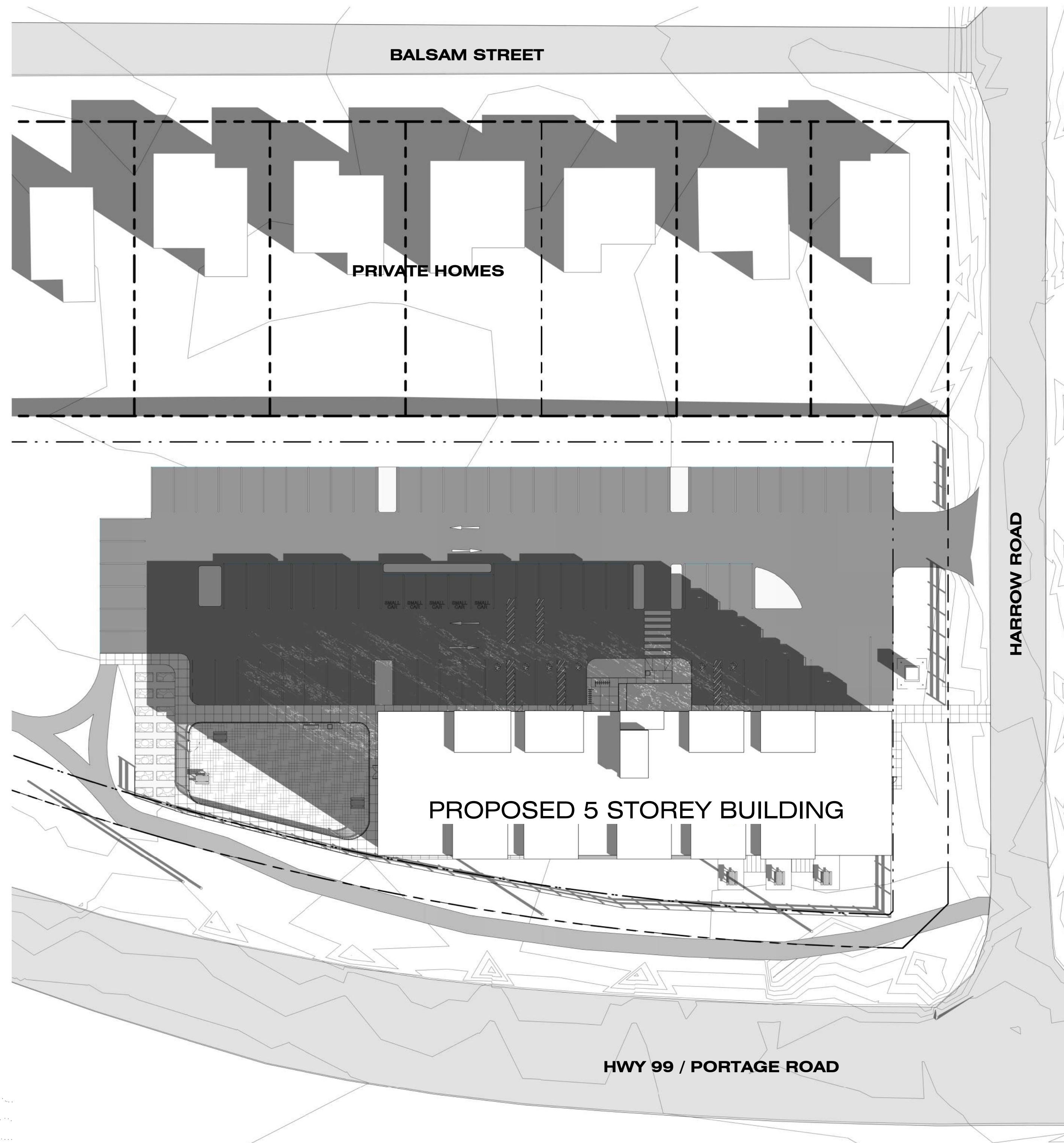
LOT 2 HARROW ROAD, PEMBERTON

SCALE
JOB NO. 20123

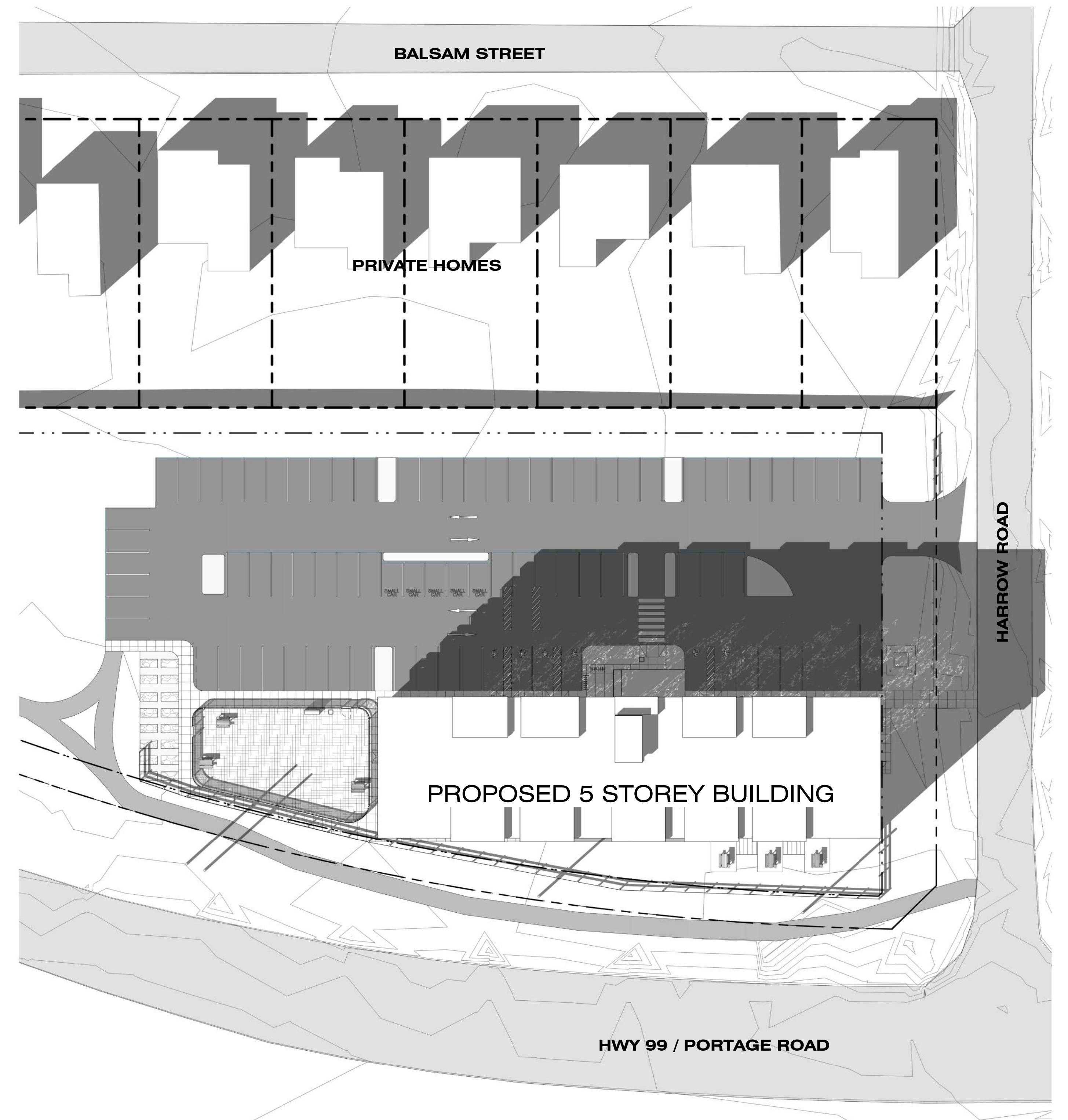
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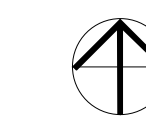
Chilliwack
9355 Young Rd
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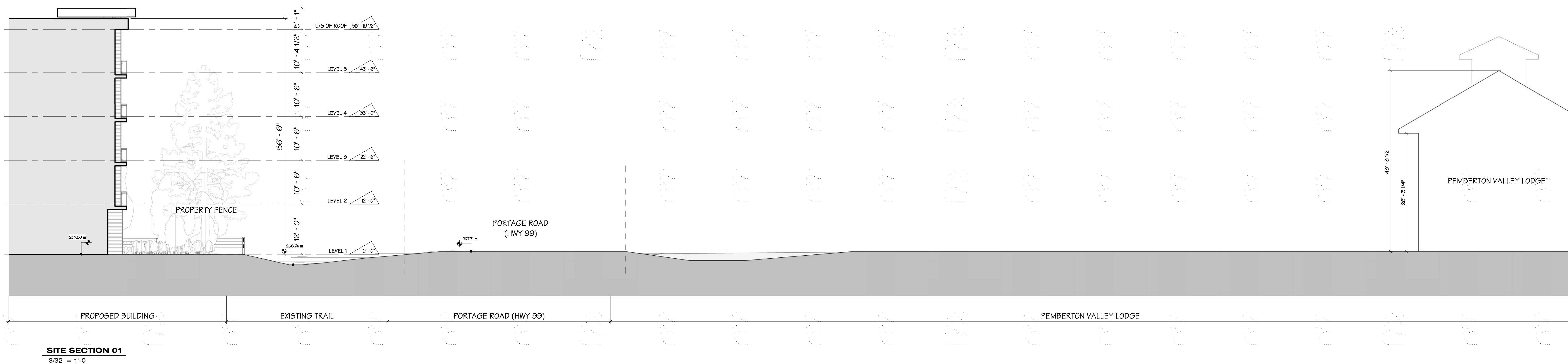
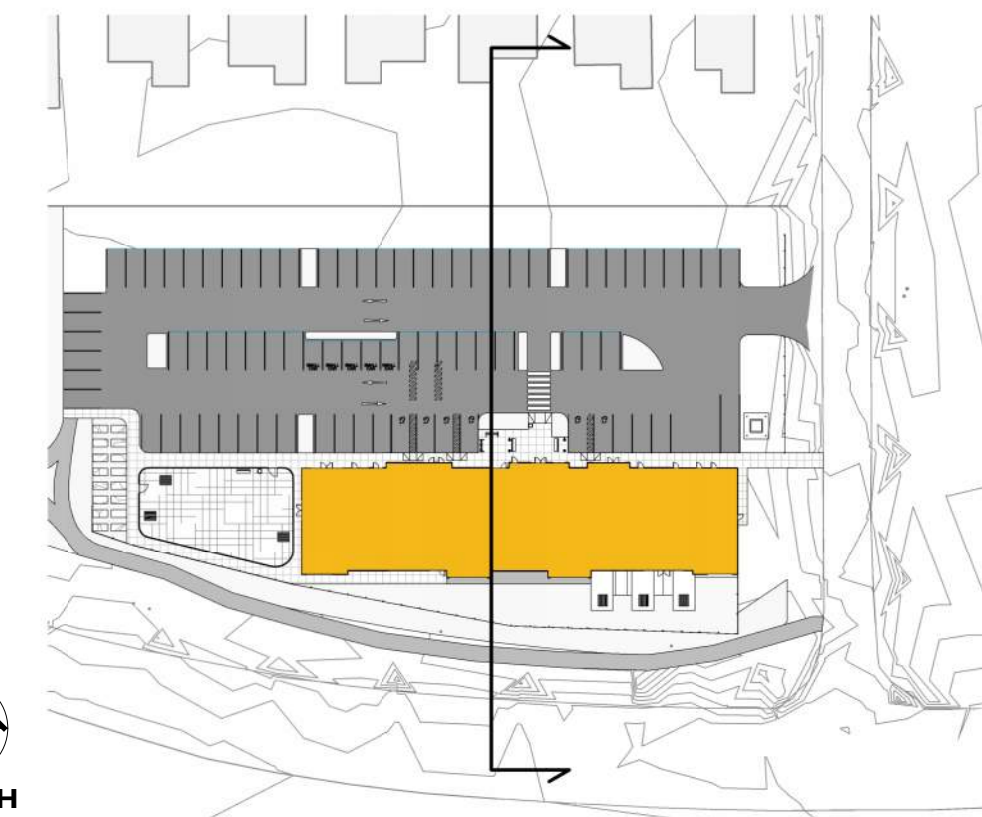
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SHADOW STUDY, 9AM MARCH 21 / SEPTEMBER 21
 1/32" = 1'-0"




SHADOW STUDY, 3PM MARCH 21 / SEPTEMBER 21
 1/32" = 1'-0"



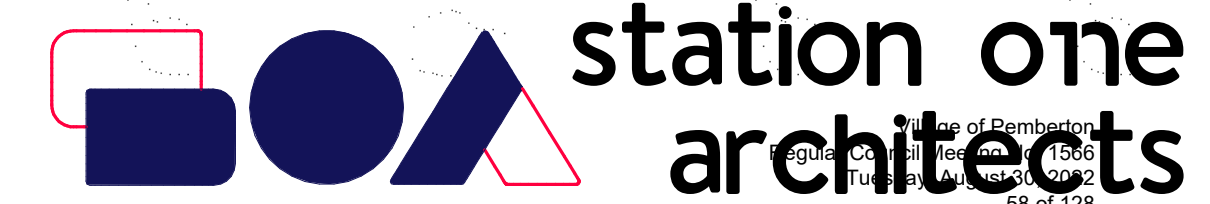
SITE SECTION
HARROW ROAD AFFORDABLE HOUSING
 LOT 2 HARROW ROAD, PEMBERTON

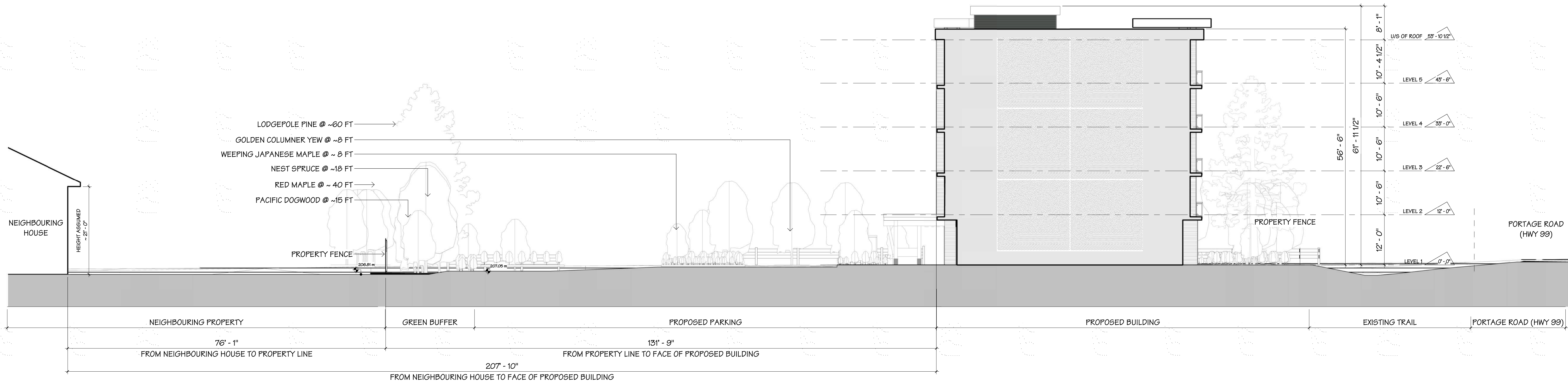
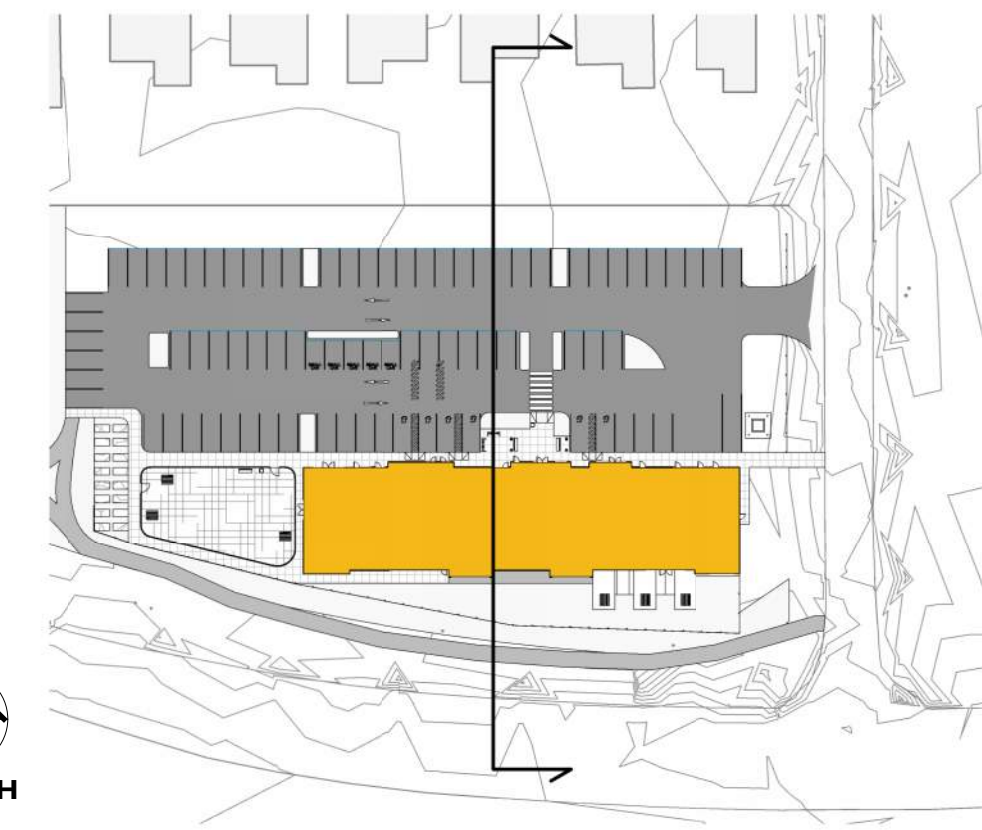
SCALE As indicated
 JOB NO. 20123

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SITE SECTION 02
3/32" = 1'-0"

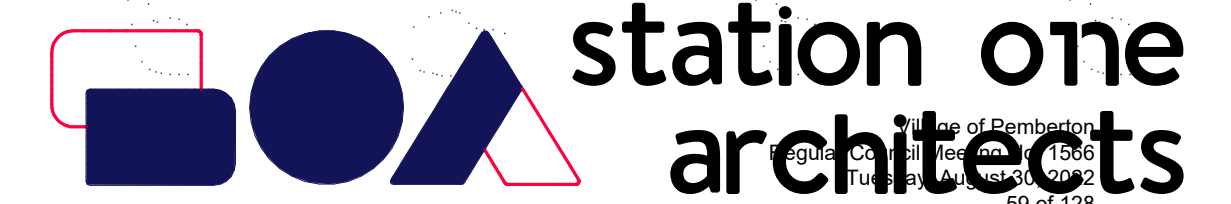
SITE SECTION
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

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EXTERIOR ELEVATION LOOKING FROM PROPERTY TO THE NORTH



VIEW FROM HARROW ROAD



VIEW FROM PORTAGE ROAD



VIEW OF FRONT ENTRANCE

RENDERINGS

HARROW ROAD AFFORDABLE HOUSING

LOT 2 HARROW ROAD, PEMBERTON

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OVERALL LANDSCAPE PLAN
1 : 400
NORTH

LANDSCAPE DRAWING LIST

- L1.0 OVERALL LANDSCAPE PLAN
- L1.1 TREE MANAGEMENT PLAN
- L2.0 OVERALL PLANTING PLAN
- L3.0 LANDSCAPE DETAILS

LANDSCAPE GENERAL NOTES

1. THE CONTRACTOR TO CONFIRM UNITS AND MEASUREMENTS
2. PREVENT DAMAGE TO ALL LANDSCAPING , BUILDINGS , STRUCTURES AND UNDERGROUND AND/OR OVERHEAD UTILITIES. MAKE GOOD ALL DAMAGE TO SATISFACTION OF OWNER.
3. PRIOR TO CLEARING, VERIFY LIMITS OF CLEARING WITH OWNER.
4. DISPOSE OF CLEARED AND GRUBBED MATERIALS AS WORK PROGRESSES AND DO NOT ACCUMULATE.
5. LEAVE GROUND SURFACE IN CONDITION SUITABLE FOR IMMEDIATE GRADING OPERATIONS.
6. CONTROL DUST AT ALL TIMES FOR DURATION OF CONTRACT.
7. PROVIDE HOARDING IF NECESSARY AND PROTECT PUBLIC AND PRIVATE PROPERTY FROM INJURY OR DAMAGE.
8. PROVIDE TEMPORARY DRAINAGE AND PUMPING IF NECESSARY AND DO NOT DISCHARGE WATER CONTAINING SUSPENDED MATERIALS INTO WATERCOURSES OR DRAINAGE SYSTEM.
9. MAINTAIN EXISTING CONDITIONS FOR PARKING AND TRAFFIC AROUND THE SITE THROUGHOUT CONSTRUCTION, TAKE MEASURES TO RE-ROUTE TRAFFIC OR WARN VISITORS TO THE SITE THAT HEAVY EQUIPMENT AND WORK CREWS ARE OPERATING.
10. AREA AND VEGETATION DISTURBED DUE TO GRADING AND EXCAVATING SHALL BE REHABILITATED SATISFACTORY TO THE OWNER AND NEIGHBOURS.

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DRAWING NAME
OVERALL LANDSCAPE PLAN

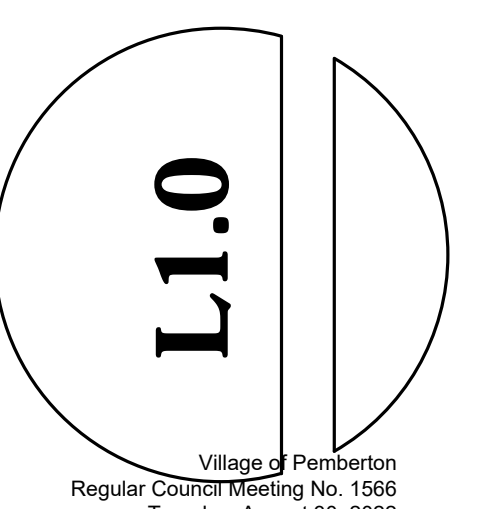
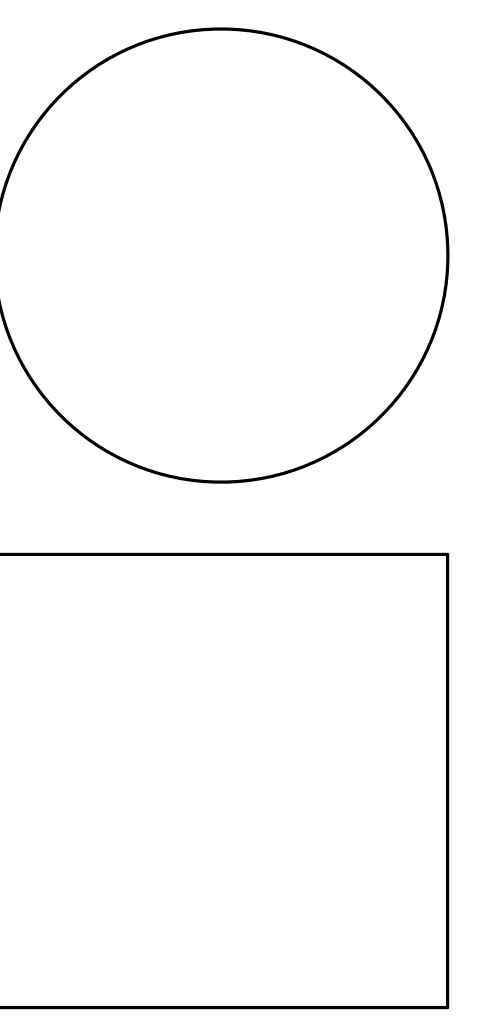
JOB NO.	20123
SCALE	As indicated
DATE	

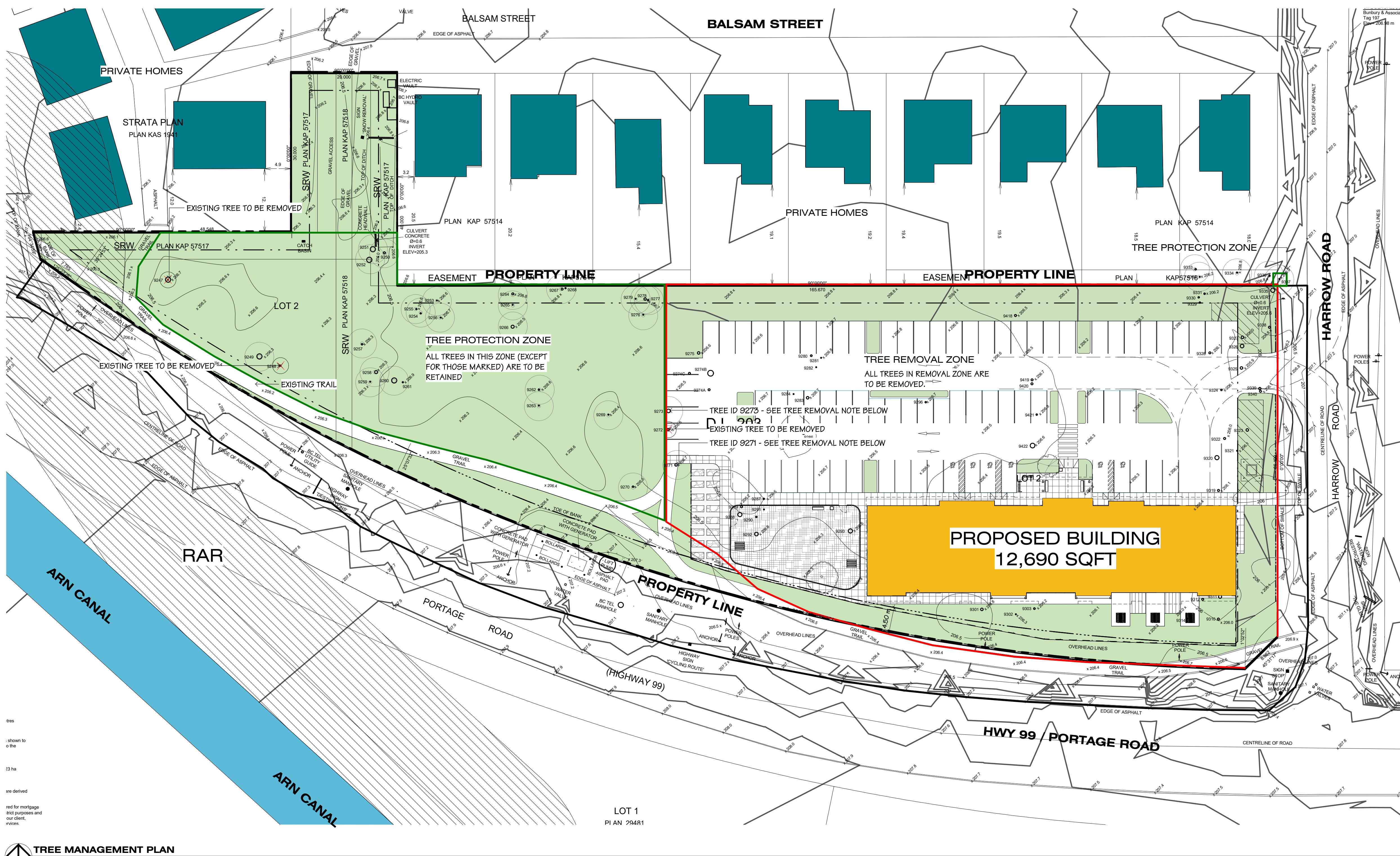
Issue Date

REVISIONS

NO.	DATE	DESCRIPTION
1	10.03.2022	ISSUED FOR DP
2	08.12.2022	RE-ISSUED FOR DP

DRAWING NAME
HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON





TREE MANAGEMENT PLAN
1 : 400

TREE MANAGEMENT NOTES
THE FOLLOWING NOTES ARE REFERENCED FROM SILVERBACK TREEWORKS LTD'S ARBORIST REPORT, DATED MARCH 19, 2022:

Total trees on property over 20cm DBH	Trees proposed to be removed due to being within development footprint	Trees proposed to be removed due to being in poor condition	Trees to be retained
97	68	3	26

- 4. Tree Management Plan**
- 4.1. Street Trees**
- The survey (Figure 2) identified one street tree, a Cottonwood (Tag ID 9337) present within the vicinity of the project (Table 1). The tree is in fair condition and is located in the northwest corner between Harrow Road and the neighbouring northwestern property (Figure 4). The tree is on municipal land and must not be harmed during construction.
- Arborist recommendations:** Retain with the following management practices:
- The TPZ must be well marked and have a tree protection barrier placed 1.2m from the base of the tree to the south, east and north. Orange plastic fencing is recommended as the barrier for its high visibility and size. No material storage or construction equipment storage should occur within the TPZ of the tree. The barrier should be at least 1.4m in height and re-enforced to last throughout the construction time frame.
- 4.2. Neighbour Trees**
- The survey (Figure 2) identified four trees located on the neighbouring northwestern property, 1490 Balsam Street (Table 1). The trees are identified as 9333, 9332, 9334, and 9336 (Figure 4). All trees with the exception of 9332 are in fair condition. The trees are adjacent to the development where the proposed carpark is to be built.
- Arborist recommendations:** Retain with the following management practices:
- Restrict both foot and mechanized traffic over the TPZ of trees. TPZ sizes are contained in Table 1 and Figure 4. The property line fence is sufficient to act as a barrier for the development and to avoid impacting the trees. If a fence is not present then a barrier must be constructed along the property line. Orange plastic fencing is recommended as the barrier for its high visibility and size. The barrier should be at least 1.4m in height and re-enforced to last throughout the construction time frame.

- The following mitigation measures are to be incorporated for construction:
- Prior to construction, protect retained trees in the western portion of the subject property by establishing a TPZ that borders the proposed wood fence along the western carpark and urban agriculture boxes in a north to south direction as depicted in Figure 4. Restrict both foot and mechanized traffic over the TPZs of the trees by using protective fencing around the area. The TPZ must be well marked and be sufficient enough to deter all foot traffic during the entire duration of the development project. Orange plastic fencing is recommended as the barrier for its high visibility and size. No material storage or construction equipment storage should occur within the TPZ of the trees. The barrier should be at least 1.4m in height and re-enforced to last throughout the construction time frame.
 - Any proposed work within the TPZ for construction of the connector trail located within the western portion of the subject property, is limited to hand excavation that is no deeper than 30cm in depth from the original ground elevation. If during hand excavation critical roots greater than 2.5cm in diameter are discovered, then the supervising arborist will direct work to be halted until appropriate mitigation is enacted.
 - Where the connector trail or other landscape hardscape features are proposed through the TPZ of any retained trees identified in this section, then action should be taken to dispense the load and protect the roots where incision occurs. Minimize soil compaction and mechanical root damage by avoiding excavation for the proposed path and use permeable or semi permeable surfacing. These should be developed in consultation with a certified arborist.

FOR THE COMPLETE REPORT, PLEASE REFER TO ABOVE MENTIONED ARBORIST REPORT.

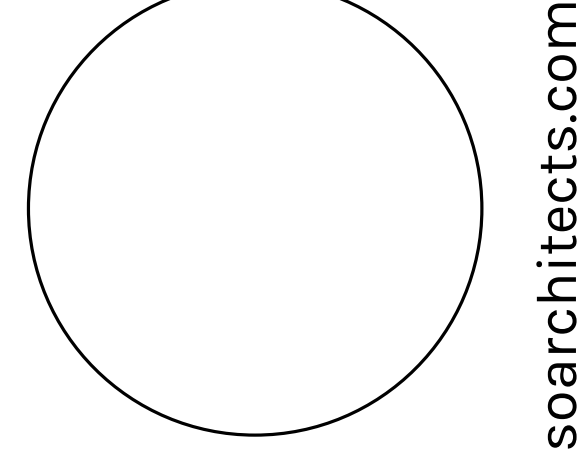
TREE REMOVAL NOTE

TREE ID 9271 AND 9273

REMOVAL STATUS TO BE DETERMINED.

IN ARBORIST REPORT DATED MARCH 19, 2022, THE ABOVE MENTIONED TREES WERE TO BE RETAINED. SINCE THE REPORT, THE PARKING LOT HAS SHIFTED SLIGHTLY TO THE WEST, THEREFORE THE TREES ARE WITHIN THE EXPANDED DEVELOPMENT ZONE.

ARBORIST TO CONFIRM REMOVAL OF TREES.



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HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

REVISIONS

NO.	DATE	DESCRIPTION	RE-ISSUED FOR DP
2	08.12.2022		

DRAWING NAME

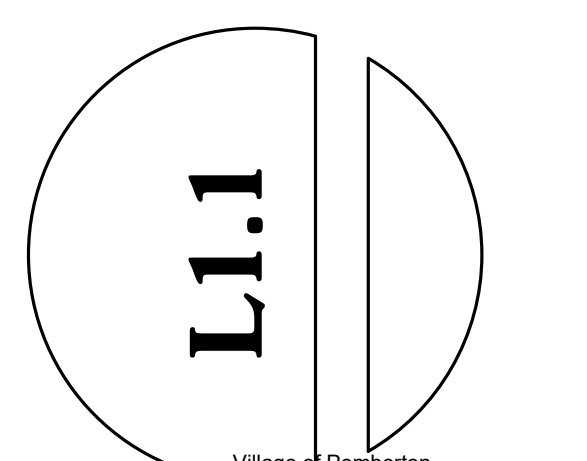
TREE MANAGEMENT PLAN

JOB NO. 20123

SCALE As indicated

DATE Issue Date

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PLANTING PLAN
1 : 200
NORTH

PLANTING SCHEDULE - TREES						
TYPE	QUANTITY	LATIN NAME	COMMON NAME	SIZE	ROOTS	REMARKS
"B"	10	ACER PALMATUM	JAPANESE MAPLE	6cm CAL.		1.8M STAND.
"A"	9	ACER RUBRUM	RED MAPLE	6cm CAL.		
"A"	9	CORNUS NUTTALLII	PACIFIC DOGWOOD	6cm CAL.		1.8M STAND.
	6	PICEA GLAUCA	WHITE SPRUCE			3M STAND.
	9	PINUS UNCINATA	MOUNTAIN PINE			3M STAND.
	12	TAXUS BEVIFOLIA	WESTERN YEW			3M STAND.

PLANTING SCHEDULE - SHRUBS						
TYPE	QUANTITY	LATIN NAME	COMMON NAME	SIZE	ROOTS	REMARKS
	89	AZALEA JAPONICA	EVERGREEN AZALEA			
"B"	78	CORNUS SERICEA FLAVIRAMEA	YELLOWTWIG DOGWOOD			
	91	PHILADELPHUS LEWISII	MOCK ORANGE			
	82	PHYSOCARPUS OPULIFOLIUS DIABLO	NINEBARK			
	67	ROSA NUTKANA	NOOTKA ROSE			

PLANTING SCHEDULE - PERENNIAL						
TYPE	QUANTITY	LATIN NAME	COMMON NAME	SIZE	ROOTS	REMARKS
PERENNIALS	60	ASTILBE X ARDENSII	'ELIZABETH BLOOM' ASTILBE	450mm O.C.		
	42	CHRYSANTHEMUM X SUPERBUM	SEDGWICK SHASTA DAISY	900mm O.C.		
	73	COREOPSIS VERTICILLATA 'GOLDEN SHOWERS' / GOLDEN SHOWERS TICKSEED	'ELIZABETH BLOOM' ASTILBE	450mm O.C.		
	43	ECHINACEA PURPUREA	PURPLE CONEFLOWER	450mm O.C.		
	94	HOSTA 'GINKO CRAIG'	GINKO CRAIG HOSTA	500mm O.C.		
	41	SEDUM SPECTABILIS 'AUTUMN JOY'	AUTUMN JOY STONECROP	450mm O.C.		

station one architects

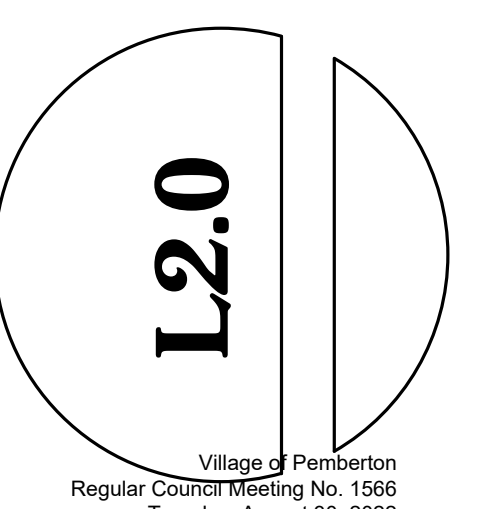
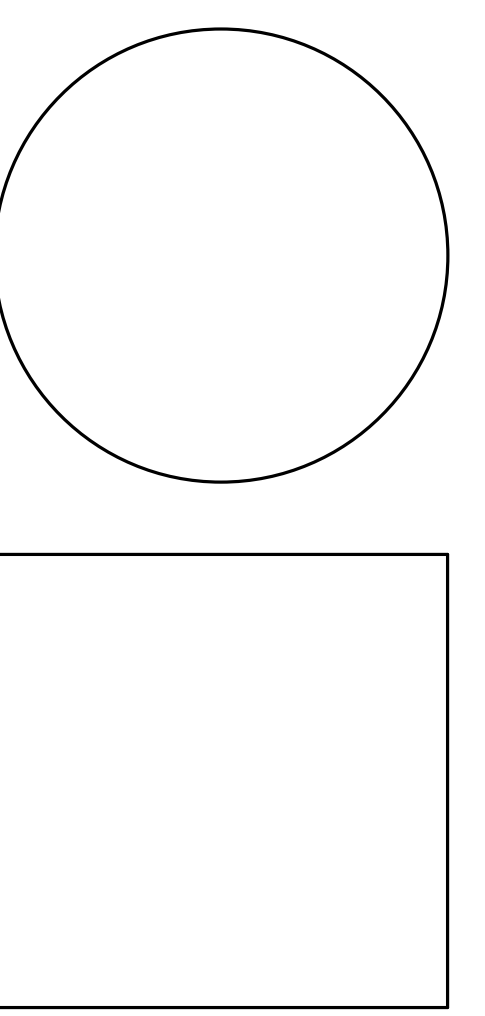
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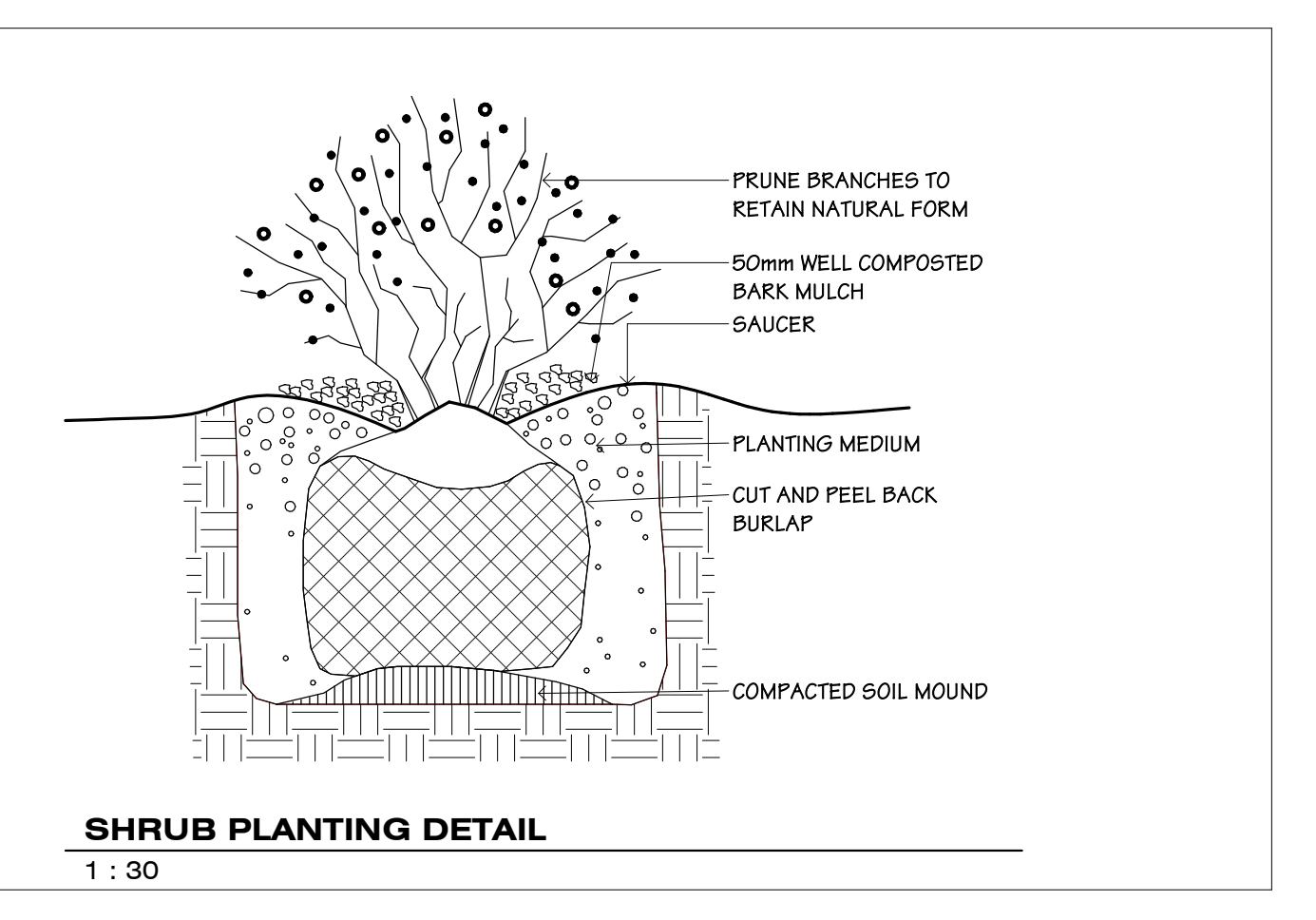
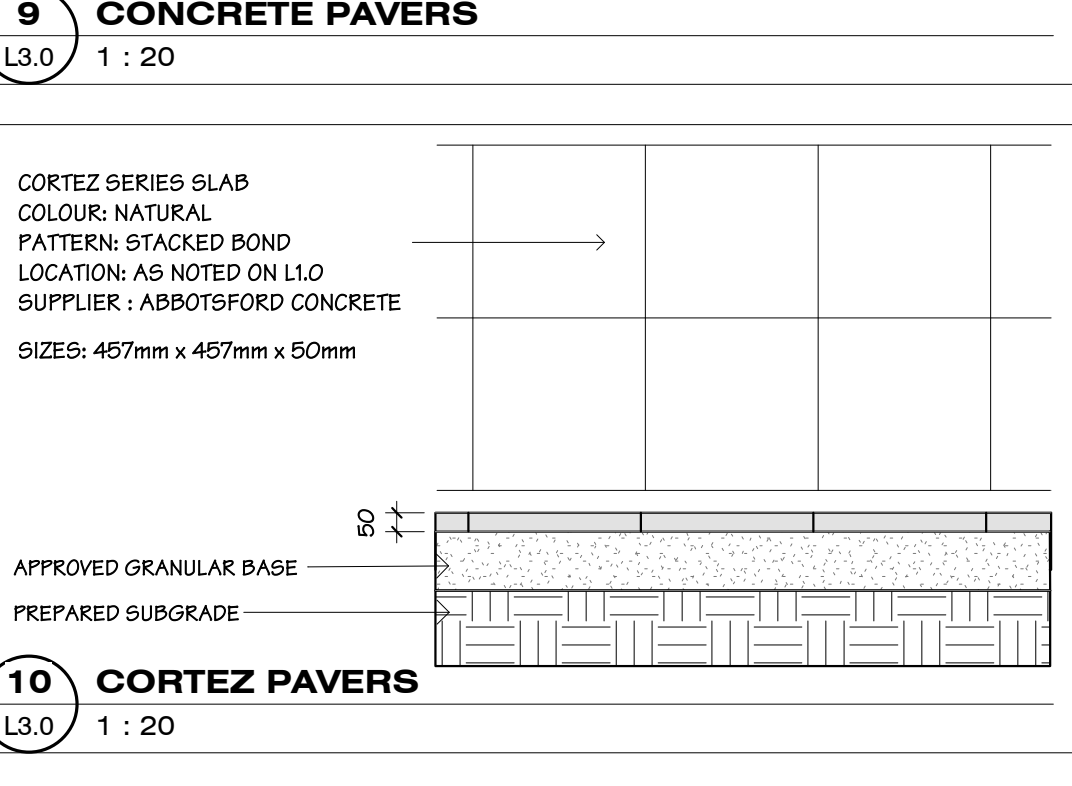
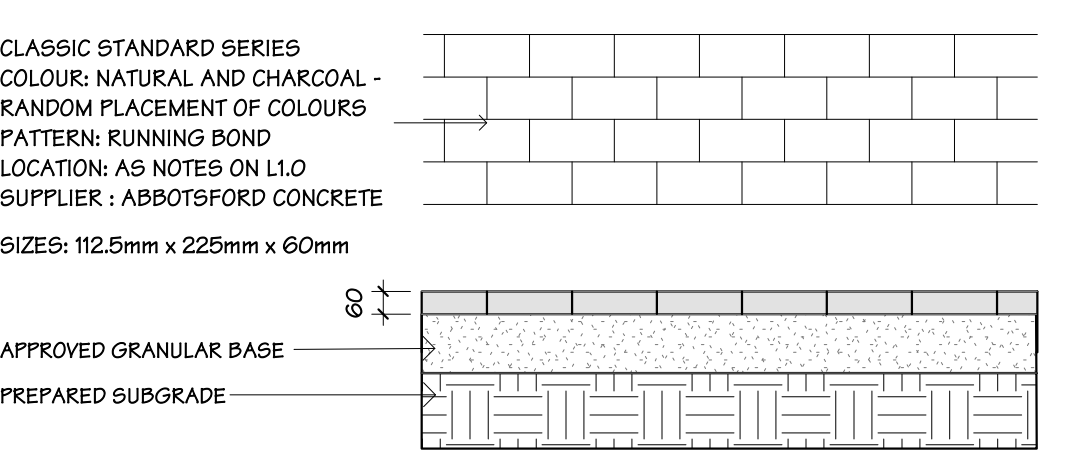
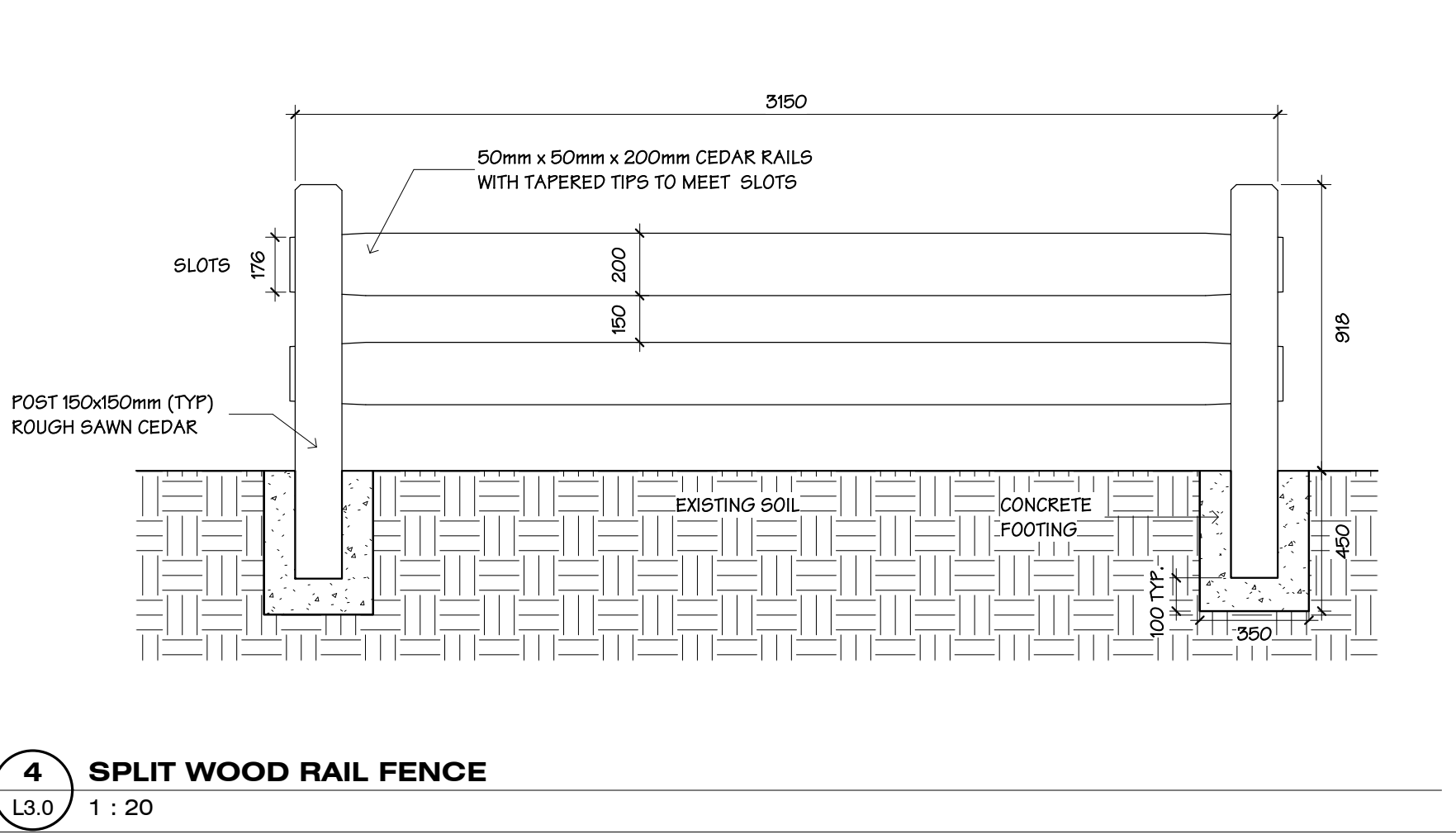
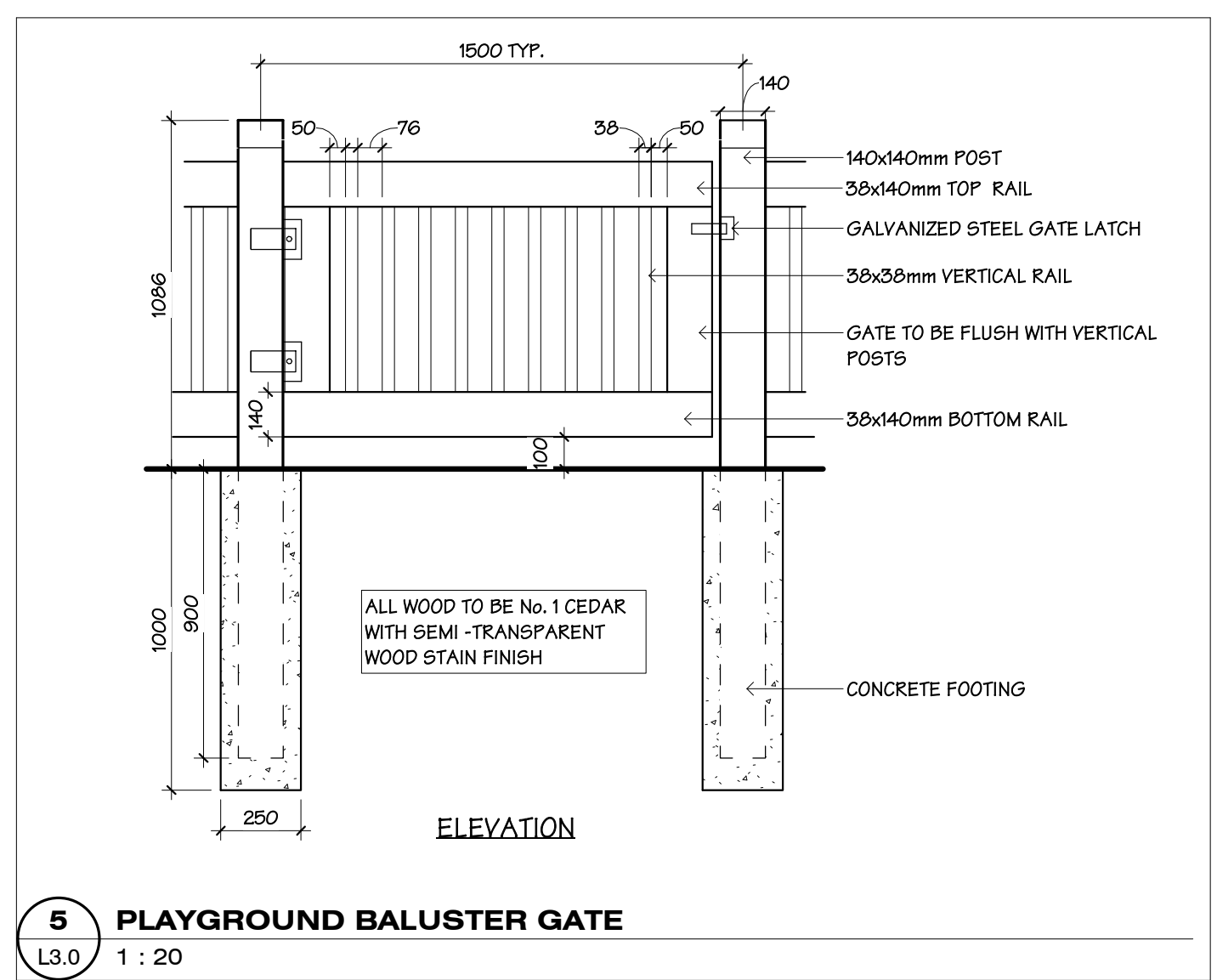
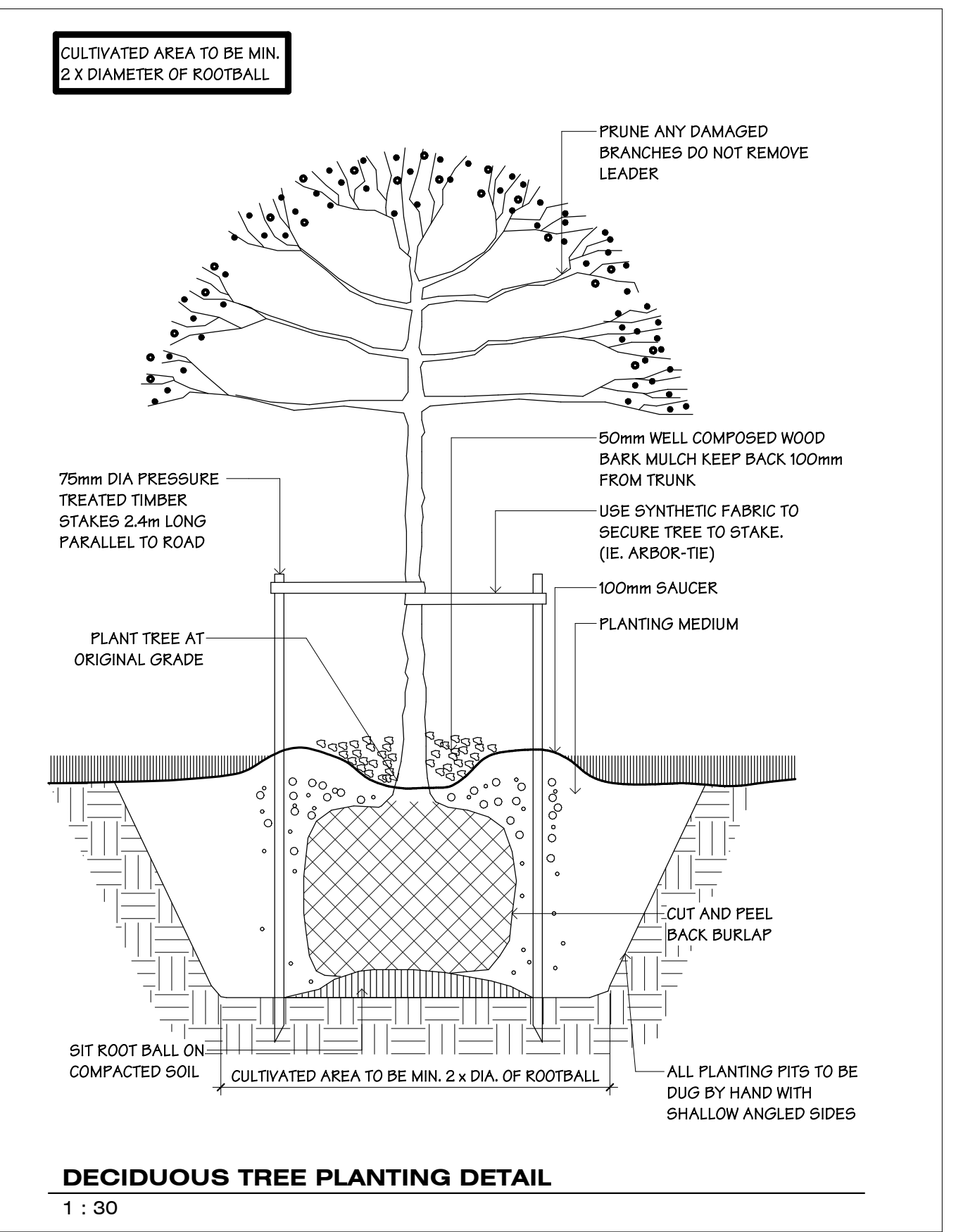
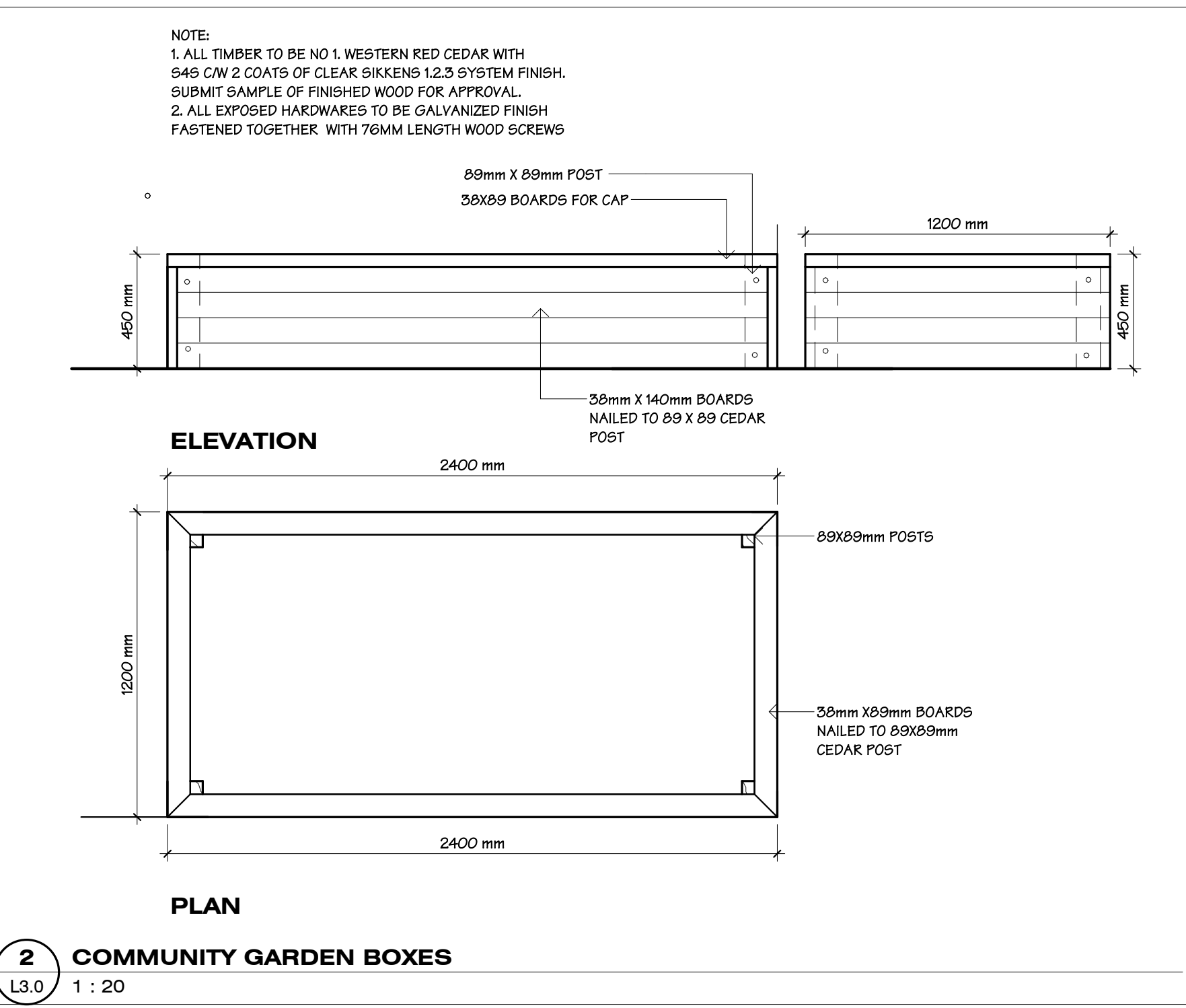
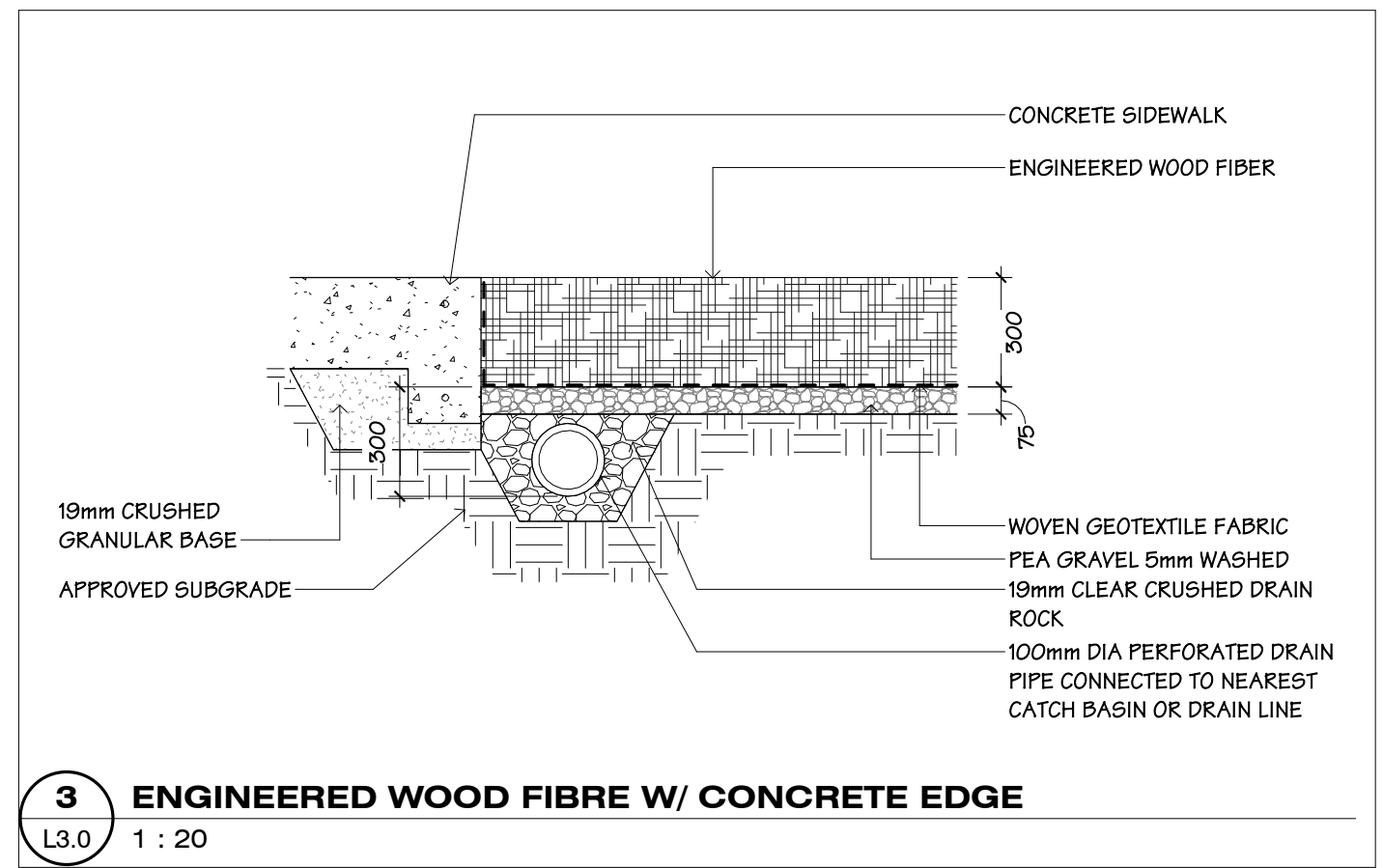
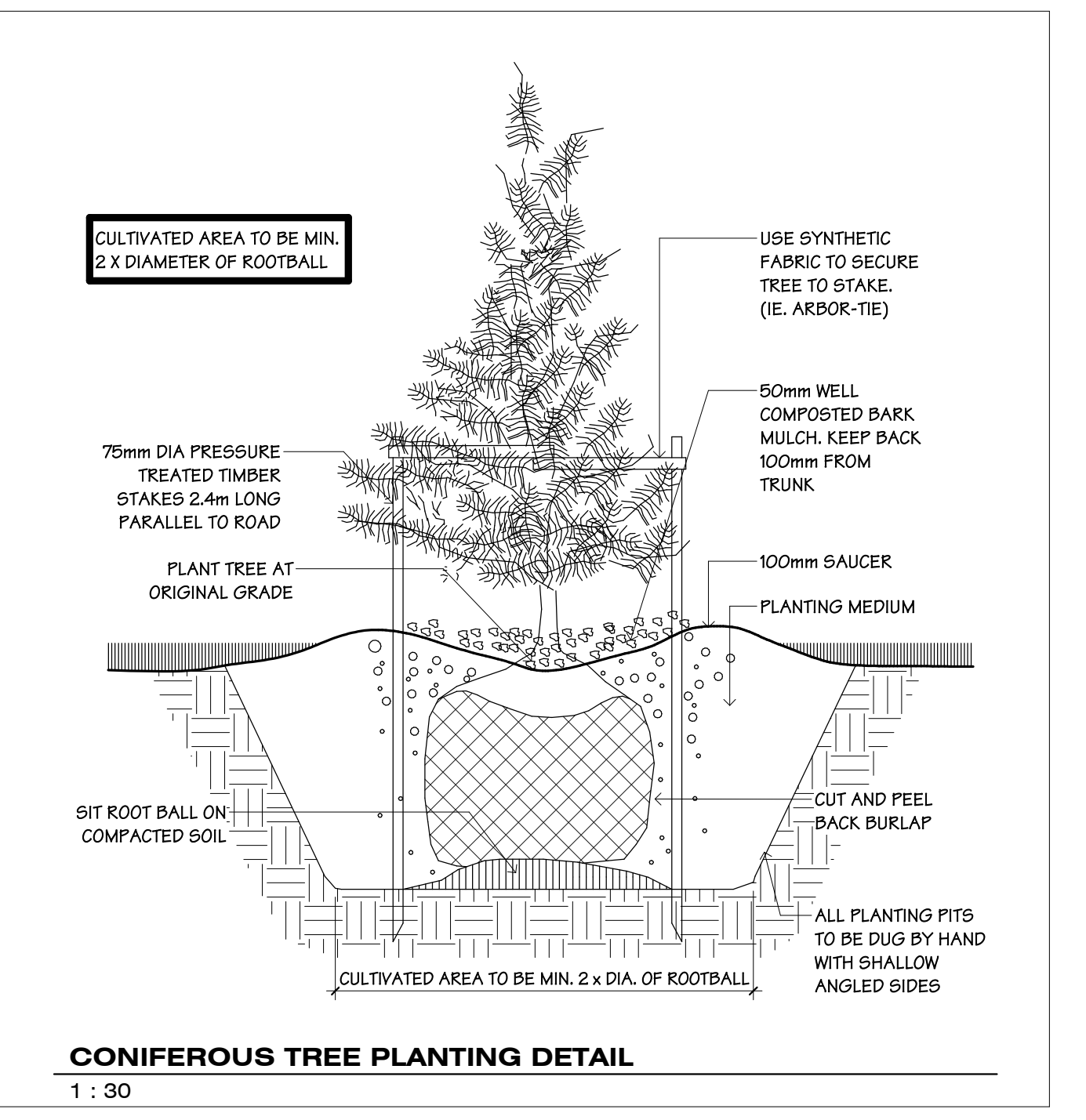
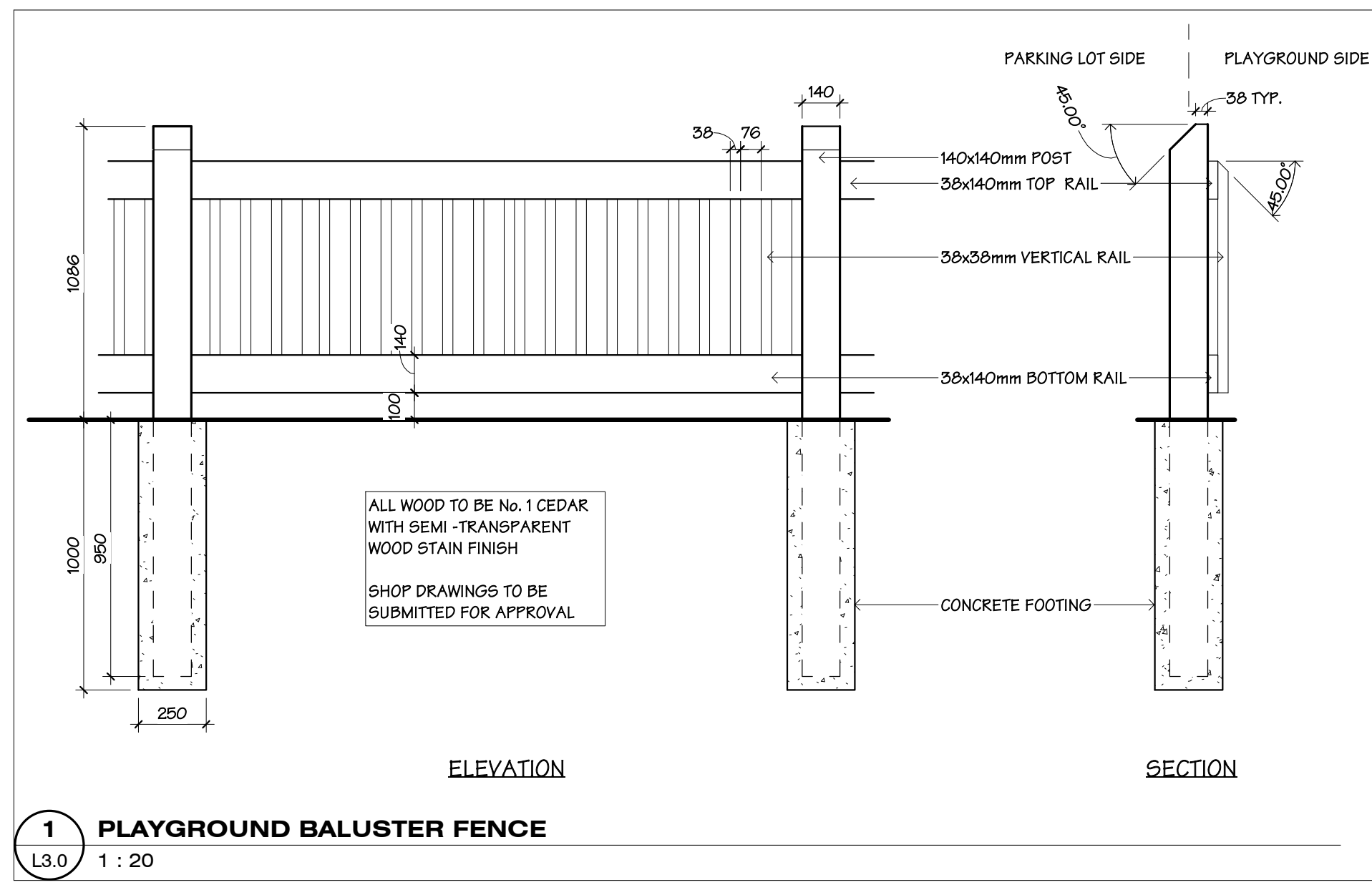
DRAWING NAME: **OVERALL PLANTING PLAN**

REVISIONS	NO.	DATE	DESCRIPTION
	1	10.03.2022	ISSUED FOR DP
	2	08.12.2022	RE-ISSUED FOR DP

JOB NO. 20123
SCALE 1 : 200
DATE

DRAWING NAME: **HARROW ROAD AFFORDABLE HOUSING**
LOT 2 HARROW ROAD, PEMBERTON





station one architects 604 793 9445 Chilliwack 9355 Young Rd V2P 4S3 Abbotsford 203-2190 W. Railway St V2S 2E2

HARROW ROAD AFFORDABLE HOUSING
LOT 2 HARROW ROAD, PEMBERTON

DRAWING NAME: LANDSCAPE DETAILS

REVISIONS:

NO.	DATE	DESCRIPTION
1	10.03.2022	ISSUED FOR DP
2	08.12.2022	RE-ISSUED FOR DP

JOB NO. 20123
SCALE: As indicated
DATE: Issue Date

L3.0

Village of Pemberton
Regular Council Meeting No. 1566
Tuesday, August 30, 2022
64 of 128

TREE MANAGEMENT PLAN

LOT 2 HARROW RD.
PEMBERTON, BC

CPA DEVELOPMENT CONSULTANTS

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SILVERBACK
TREETWORKS LTD



Version 3.0

August 22, 2022

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1. Property Location

One lot comprises the property Lot 2, Harrow Rd., Pemberton, B.C.as presented in Figure 1.

Figure 1. An aerial image of the site.



2. Scope and Purpose

This report is provided to you as a means of addressing the Village of Pemberton requirements for tree inventory and management plan in the permit application process associated with the proposed development at Lot 2 Harrow Rd. The purpose of this report is to provide a tree inventory for all trees on the property and in close proximity to the proposed development (Table 1). Tree management recommendations for the development will be described. This information is intended to assist permitting officers, landscape architects, engineers and project managers during the planning and implementation of this project.

The site survey is described in Figure 2 that includes identified trees highlighted in green. The proposed development will have 63 housing units for community members and ground floor commercial space and community services. Associated parking and playground area are also proposed (Figure 3).

Figure 2. Site survey at Lot 2 Harrow Rd., Pemberton B.C.

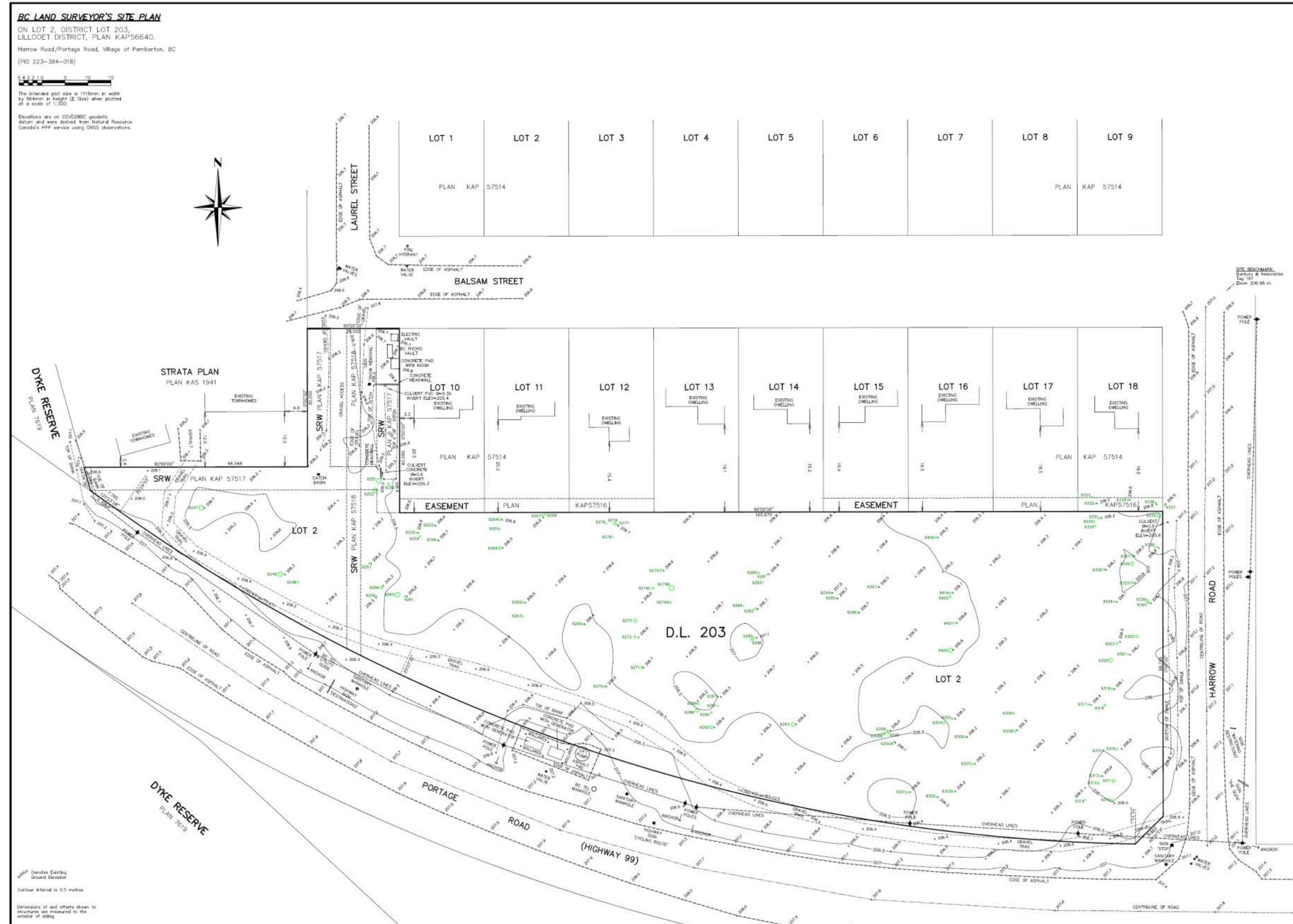
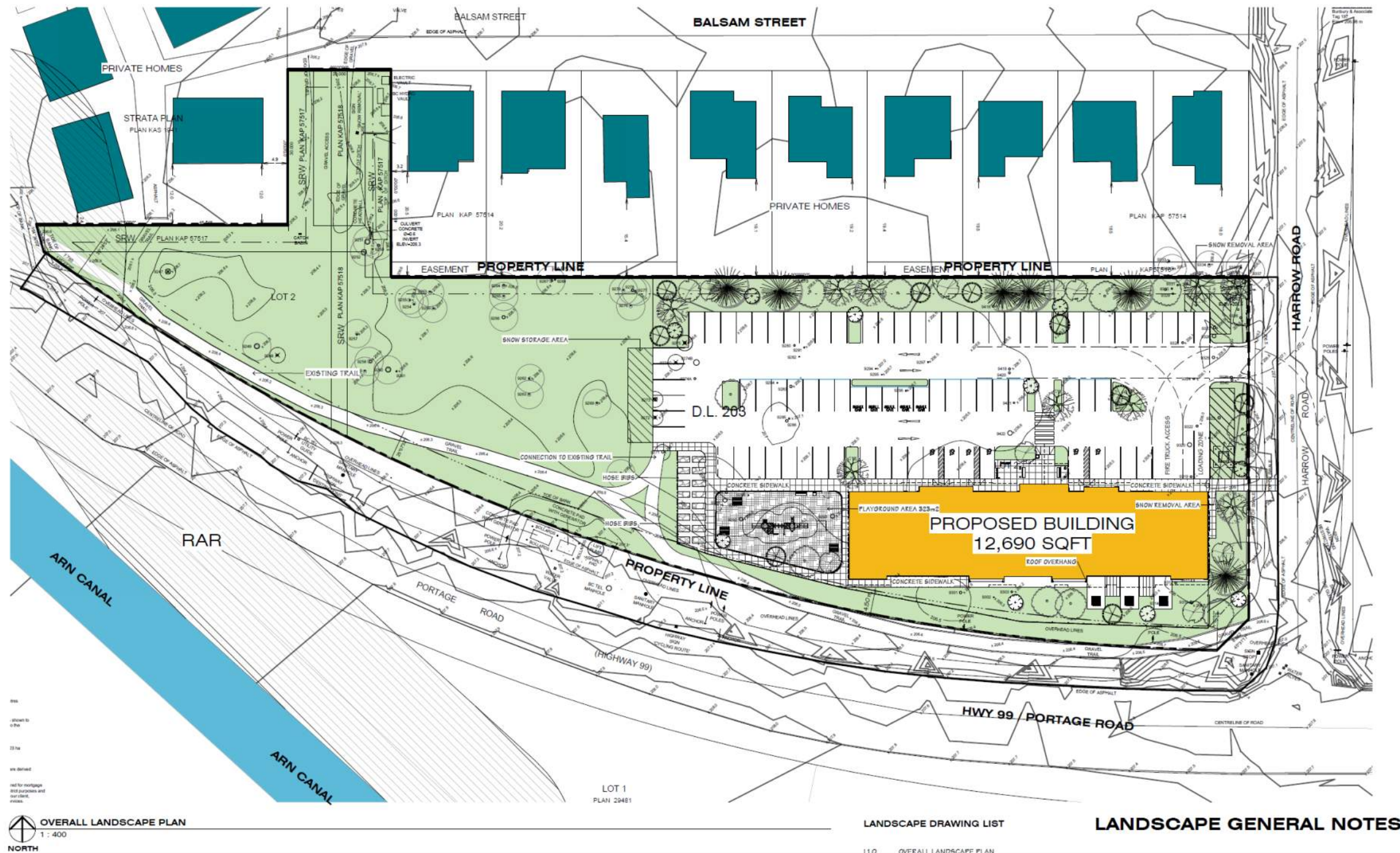


Figure 3. Proposed development at Lot 2 Harrow Rd., Pemberton B.C.



3. Site Assessment and Tree Inventory

A site visit was completed on February 28, 2022. Highway 99 borders the property, to the south. Harrow Road borders the west and private residential properties border the north of the subject property. The lot was undeveloped at time of survey.

The property is generally level and sparsely forested with juvenile mixed species forest composed of 40% Black cottonwood (*Populus trichocarpa*), 35% Pine (*Pinus spp.*) and 25% Douglas fir (*Pseudotsuga menziesii*). At time of site visit, snow was present on the ground, such that observations of tree bases and surface roots was not always possible.

In accordance with the Village of Pemberton Site Alteration Bylaw No. 822, 2017, trees with 10cm diameter at breast height (DBH) measured 1.4m above ground, were identified. In total, 102 trees were identified during the survey. Four trees were identified on neighbouring northwestern property, 1490 Balsam Street. One street tree was identified between Harrow Road and the subject property. Ninety-seven trees were located on the subject property, Lot 2 Harrow Road. Table 1 provides a description of all identified trees.

A tree protection zone (TPZ) is an arborist defined area around each tree intended to protect roots and soil within the critical root zone during development in order to ensure the health and stability for long term retention. The actual TPZ may be defined using many factors including the health and age of a tree, species and any existing factors that may have restricted root and / or canopy development.

Condition classifications included in Table 1 adhere to the following overall health and structure rating:

- Good - Tree is in good condition with no significant structural weakness or health concerns, considering the location, site conditions and species.
- Fair - Tree has noted health and / or minor structural weaknesses. Management strategies such as pruning, and modifications are reasonable to improve the health and / or condition of the tree.
- Poor - Tree is in serious decline and has multiple very definable health and / or structural weaknesses.
- Dead / Dying - Tree was found to be dead and/or dying and/or has sever defects

Table 1. Tree inventory and description of all trees on and in close proximity to the development.

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
9247	Cottonwood (<i>Populus trichocarpa</i>)	100	12	poor	extensive stem damage/rot	Remove due to poor condition
9248	Cottonwood (<i>Populus trichocarpa</i>)	30	11	poor	numerous cankers, extensive restoration	Remove due to poor condition
9249	Douglas fir (<i>Pseudotsuga menziesii</i>) x2	100	13	fair	numerous cankers, extensive restoration	Retain
9250	Cottonwood (<i>Populus trichocarpa</i>)	40	12	fair	numerous cankers, extensive restoration	Retain
9251	Cottonwood (<i>Populus trichocarpa</i>) x3	100	14	fair	numerous cankers, extensive restoration	Retain
9252	Cottonwood (<i>Populus trichocarpa</i>) x3	100	12	fair	numerous cankers, extensive restoration	Retain
9253	Cottonwood (<i>Populus trichocarpa</i>)	20	10	fair	some cankers on lower stem	Retain
9254	Cottonwood (<i>Populus trichocarpa</i>)	25	12	fair	some cankers on lower stem	Retain
9255	Cottonwood (<i>Populus trichocarpa</i>)	25	12	fair	some cankers on lower stem	Retain
9256	Cottonwood (<i>Populus trichocarpa</i>)	20	10	fair	some cankers on lower stem	Retain
9257	Cottonwood (<i>Populus trichocarpa</i>)	30	13	fair	some cankers on lower stem	Retain
9258	Cottonwood (<i>Populus trichocarpa</i>) x2	60	13	fair	some cankers on lower stem	Retain
9259	Cottonwood (<i>Populus trichocarpa</i>)	20	>	fair	some cankers on lower stem	Retain
9260	Cottonwood (<i>Populus trichocarpa</i>)	100	21	fair	no cankers present	Retain
9261	Pine (<i>Pinus spp</i>)	25	8	fair		Retain
9262	Cottonwood (<i>Populus trichocarpa</i>)	30	12	fair	some cankers on lower stem	Retain
9263	Cottonwood (<i>Populus trichocarpa</i>)	20	>	fair	some cankers on lower stem	Retain
9264	Douglas fir (<i>Pseudotsuga menziesii</i>) x2	40	15	fair	some cankers on lower stem	Retain
9265	Cottonwood (<i>Populus trichocarpa</i>)	20	14	fair	some cankers on lower stem	Retain
9266	Cottonwood (<i>Populus trichocarpa</i>) x4	60	14	fair	some cankers on lower stem	Retain
9267	Pine (<i>Pinus spp</i>) x2	40	8	fair	some cankers on lower stem	Retain
9268	Pine (<i>Pinus spp</i>)	25	8	fair	some cankers on lower stem	Retain
9269	Cottonwood (<i>Populus trichocarpa</i>)	20	7	fair	some cankers on lower stem	Retain
9270	Cottonwood (<i>Populus trichocarpa</i>) x3	30	6	fair	some cankers on lower stem	Retain
9271	Cottonwood (<i>Populus trichocarpa</i>)	50	11	poor	large cankers and stem swelling	Within development footprint, recommended for removal
9272	Cottonwood (<i>Populus trichocarpa</i>)	50	9	poor	canker and stem swelling and dead top	Within development footprint, recommended for removal
9273	Douglas fir (<i>Pseudotsuga menziesii</i>)	70	20	fair		Within development

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
						footprint, recommended for removal
9274A	Douglas fir (<i>Pseudotsuga menziesii</i>)	40	16	fair		Within development footprint, recommended for removal
9274B	Cottonwood (<i>Populus trichocarpa</i>)	110	17	poor	stem damage and badly attached top	Within development footprint, recommended for removal
9274C	Cottonwood (<i>Populus trichocarpa</i>)	40	16	poor	large wounds/swelling	Within development footprint, recommended for removal
9275	Cottonwood (<i>Populus trichocarpa</i>)	50	16	fair	some cankers/swelling	Within development footprint, recommended for removal
9276	Cottonwood (<i>Populus trichocarpa</i>)	20	9	fair	some cankers/swelling	Retain
9277	Cottonwood (<i>Populus trichocarpa</i>)	30	16	fair	some cankers/swelling	Retain
9278	Cottonwood (<i>Populus trichocarpa</i>)	45	17	fair	some cankers/swelling	Retain
9279	Douglas fir (<i>Pseudotsuga menziesii</i>)	20	5	fair	some cankers present	Retain
9280	Cottonwood (<i>Populus trichocarpa</i>)	35	12	fair	some cankers present	Within development footprint, recommended for removal
9281	Cottonwood (<i>Populus trichocarpa</i>)	20	10	fair	some cankers present	Within development footprint, recommended for removal
9282	Pine (<i>Pinus spp</i>)	20	9	fair	some cankers present	Within development footprint, recommended for removal
9283	Cottonwood (<i>Populus trichocarpa</i>)	50	10	poor	2 large tops badly attached	Within development footprint, recommended for removal
9284	Cottonwood (<i>Populus trichocarpa</i>)	20	8	fair	some cankers present	Within development footprint, recommended for removal
9285	Cottonwood (<i>Populus trichocarpa</i>)	30	9	poor	dead, significant rot	Within development footprint, recommended for removal
9286	Cottonwood (<i>Populus trichocarpa</i>)	50	10	poor	numerous large dead limbs, stem damage, badly attached	Within development footprint, recommended for removal

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
9287	Cottonwood (<i>Populus trichocarpa</i>)	30	9	poor	extensive swelling - poorly attached top	Within development footprint, recommended for removal
9288	Cottonwood (<i>Populus trichocarpa</i>) x2	80	8	poor	extensive swelling - poorly attached top	Within development footprint, recommended for removal
9289	Cottonwood (<i>Populus trichocarpa</i>)	40	5	poor	stem damage, swelling and rot	Within development footprint, recommended for removal
9290	Cottonwood (<i>Populus trichocarpa</i>)	30	8	poor	stem damage, swelling and rot	Within development footprint, recommended for removal
9291	Pine (<i>Pinus spp</i>)	20	6	fair		Within development footprint, recommended for removal
9292	Cottonwood (<i>Populus trichocarpa</i>) x2	70	12	fair	some cankers/swelling present	Within development footprint, recommended for removal
9293	Cottonwood (<i>Populus trichocarpa</i>) x2	80	12	fair	some cankers/swelling present	Within development footprint, recommended for removal
9294	Pine (<i>Pinus spp</i>)	20	9	fair		Within development footprint, recommended for removal
9295	Pine (<i>Pinus spp</i>)	20	8	fair		Within development footprint, recommended for removal
9296	Pine (<i>Pinus spp</i>)	20	8	fair		Within development footprint, recommended for removal
9297	Cottonwood (<i>Populus trichocarpa</i>)	30	10	fair		Within development footprint, recommended for removal
9298	Pine (<i>Pinus spp</i>)	20	11	fair		Within development footprint, recommended for removal
9299	Pine (<i>Pinus spp</i>)	20	11	fair		Within development footprint, recommended for removal

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
9300A	Pine (<i>Pinus spp</i>)	20	11	fair		Within development footprint, recommended for removal
9300B	Pine (<i>Pinus spp</i>)	30	10	fair		Within development footprint, recommended for removal
9301	Douglas fir (<i>Pseudotsuga menziesii</i>)	50	13	fair		Within development footprint, recommended for removal
9302	Douglas fir (<i>Pseudotsuga menziesii</i>)	20	9	fair		Within development footprint, recommended for removal
9303	Pine (<i>Pinus spp</i>)	35	9	fair		Within development footprint, recommended for removal
9304	Cottonwood (<i>Populus trichocarpa</i>)	50	14	fair		Within development footprint, recommended for removal
9305	Pine (<i>Pinus spp</i>)	30	13	fair		Within development footprint, recommended for removal
9306	Douglas fir (<i>Pseudotsuga menziesii</i>)	30	12	fair		Within development footprint, recommended for removal
9307	Pine (<i>Pinus spp</i>)	40	9	fair		Within development footprint, recommended for removal
9308	Cottonwood (<i>Populus trichocarpa</i>)	50	13	poor	extensive stem damage and rot	Within development footprint, recommended for removal
9309	Douglas fir (<i>Pseudotsuga menziesii</i>)	40	15	fair		Within development footprint, recommended for removal
9310	Pine (<i>Pinus spp</i>)	40	10	fair		Within development footprint, recommended for removal
9311	Pine (<i>Pinus spp</i>)	60	12	fair		Within development footprint, recommended for removal

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
9312	Cottonwood (<i>Populus trichocarpa</i>)	40	16	fair	some swelling and cankers	Within development footprint, recommended for removal
9313	Cottonwood (<i>Populus trichocarpa</i>)	30	15	fair	some swelling and cankers	Within development footprint, recommended for removal
9314A	Douglas fir (<i>Pseudotsuga menziesii</i>)	20	6	fair		Within development footprint, recommended for removal
9315	Pine (<i>Pinus spp</i>)	20	9	fair		Within development footprint, recommended for removal
9316	Pine (<i>Pinus spp</i>)	25	9	fair		Within development footprint, recommended for removal
9317	Douglas fir (<i>Pseudotsuga menziesii</i>)	30	12	fair		Within development footprint, recommended for removal
9318	Cottonwood (<i>Populus trichocarpa</i>)	40	12	poor	swelling/stem damage/badly attached tops	Remove due to poor condition
9319	Cottonwood (<i>Populus trichocarpa</i>)	40	10	poor	swelling/stem damage/badly attached tops	Within development footprint, recommended for removal
9320	Cottonwood (<i>Populus trichocarpa</i>) x2	80	10	poor	dead	Within development footprint, recommended for removal
9321	Pine (<i>Pinus spp</i>)	20	10	fair		Within development footprint, recommended for removal
9322	Pine (<i>Pinus spp</i>)	40	15	fair		Within development footprint, recommended for removal
9323	Cottonwood (<i>Populus trichocarpa</i>)	50	14	fair	some swelling/rot/poorly attached tops	Within development footprint, recommended for removal
9324	Pine (<i>Pinus spp</i>)	30	13	fair		Within development footprint, recommended for removal
9325	Cottonwood (<i>Populus trichocarpa</i>)	50	16	poor	swelling/cankers dead tops and large dead limbs	Remove due to poor condition

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
9326	Cottonwood (<i>Populus trichocarpa</i>)	70	14	poor	swelling/cankers dead tops and large dead limbs	Within development footprint, recommended for removal
9327	Cottonwood (<i>Populus trichocarpa</i>)	50	16	fair	swelling/cankers dead tops and large dead limbs	Within development footprint, recommended for removal
9328	Pine (<i>Pinus spp</i>)	40	13	fair		Within development footprint, recommended for removal
9329	Cottonwood (<i>Populus trichocarpa</i>)	30	14	fair	some cankers/swelling	Within development footprint, recommended for removal
9330	Cottonwood (<i>Populus trichocarpa</i>)	30	>	poor	dead	Within development footprint, recommended for removal
9331	Pine (<i>Pinus spp</i>)	30	12	fair		Within development footprint, recommended for removal
9332	Pine (<i>Pinus spp</i>)	20	10	poor	neighbour tree, 1490 Balsam Street, dead	Retain
9333	Pine (<i>Pinus spp</i>)	30	11	fair	neighbour tree, 1490 Balsam Street,	Retain
9334	Cottonwood (<i>Populus trichocarpa</i>)	25	10	fair	neighbour tree 1490 Balsam Street,	Retain
9335	Cottonwood (<i>Populus trichocarpa</i>)	80	16	poor	significant dead tops/poorly attached and stem damage	Remove
9336	Cottonwood (<i>Populus trichocarpa</i>)	25	11	fair	neighbour tree, 1490 Balsam Street, some cankers on lower stem,	Retain
9337	Cottonwood (<i>Populus trichocarpa</i>)	20	10	fair	street tree	Retain
9338	Cottonwood (<i>Populus trichocarpa</i>)	40	12	poor	swelling/cankers/poorly attached top	Remove due to poor condition
9339	Cottonwood (<i>Populus trichocarpa</i>)	45	14	poor		Within development footprint, recommended for removal
9340	Cottonwood (<i>Populus trichocarpa</i>)	40	>	poor	dead, numerous fruiting bodies	Within development footprint, recommended for removal
9418	Pine (<i>Pinus spp</i>)	40		fair		Within development footprint, recommended for removal
9419	Pine (<i>Pinus spp</i>)	40		fair		Within development footprint, recommended for removal

Tree Number	Species	DBH (cm)	Height (m)	Condition	Comments	Treatment
9420	Pine (<i>Pinus spp</i>)	40		fair		Within development footprint, recommended for removal
9421	Pine (<i>Pinus spp</i>)	30		fair		Within development footprint, recommended for removal
9422	Pine (<i>Pinus spp</i>)	90		fair		Within development footprint, recommended for removal

4. Tree Management Plan

4.1. Street Trees

The survey (Figure 2) identified, one street tree, a Cottonwood (Tag ID 9337) present within the vicinity of the project (Table 1). The tree is in fair condition and is located in the northwest corner between Harrow Road and the neighbouring northwestern property (Figure 4). The tree is on municipal land and must not be harmed during construction.

Arborist recommendations: Retain with the following management practices:

- The TPZ must be well marked and have a tree protection barrier placed 1.2m from the base of the tree to the south, east and north. Orange plastic fencing is recommended as the barrier for its high visibility and size. No material storage or construction equipment storage should occur within the TPZ of the tree. The barrier should be at least 1.4m in height and re-enforced to last throughout the construction time frame.

4.2. Neighbour Trees

The survey (Figure 2) identified four trees located on the neighbouring northwestern property, 1490 Balsam Street (Table 1). The trees are identified as 9333, 9332, 9334, and 9336 (Figure 4). All trees with the exception of 9332 are in fair condition. The trees are adjacent to the development where the proposed carpark is to be built.

Arborist recommendations: Retain with the following management practices:

- Restrict both foot and mechanized traffic over the TPZ of trees. TPZ sizes are contained in Table 1 and Figure 4. The property line fence is sufficient to act as a barrier for the development and to avoid impacting the trees. If a fence is not present then a barrier must be constructed along the property line. Orange plastic fencing is recommended as the barrier for its high visibility and size. The barrier should be at least 1.4m in height and re-enforced to last throughout the construction time frame.

4.3. Property Trees

The survey identified a total of 97 property trees (Figure 2) on the project site. Of those, 70 trees are recommended for removal because they are within the development footprint. The remainder are outside of the development footprint. Of the remaining trees, 25 trees are recommended for retention because they are in fair condition and 2 trees are in poor condition and subsequently recommended for removal. A number of Cottonwood trees in poor condition were identified to have suffered borer infestation, possibly Cottonwood Borer (*Plectrodera scalator*). The majority of these trees were within the development footprint and are requested for removal.

Arborist recommendations: Subject to receiving permission from the Village of Pemberton, remove 68 trees because they are within the development footprint as depicted in Figure 4. Subject to receiving permission from the Village of Pemberton, remove a further 2 poorly rated trees due to being assessed in poor condition (Figure 4). A summary is provided in Table 2.

Table 2. Property tree management

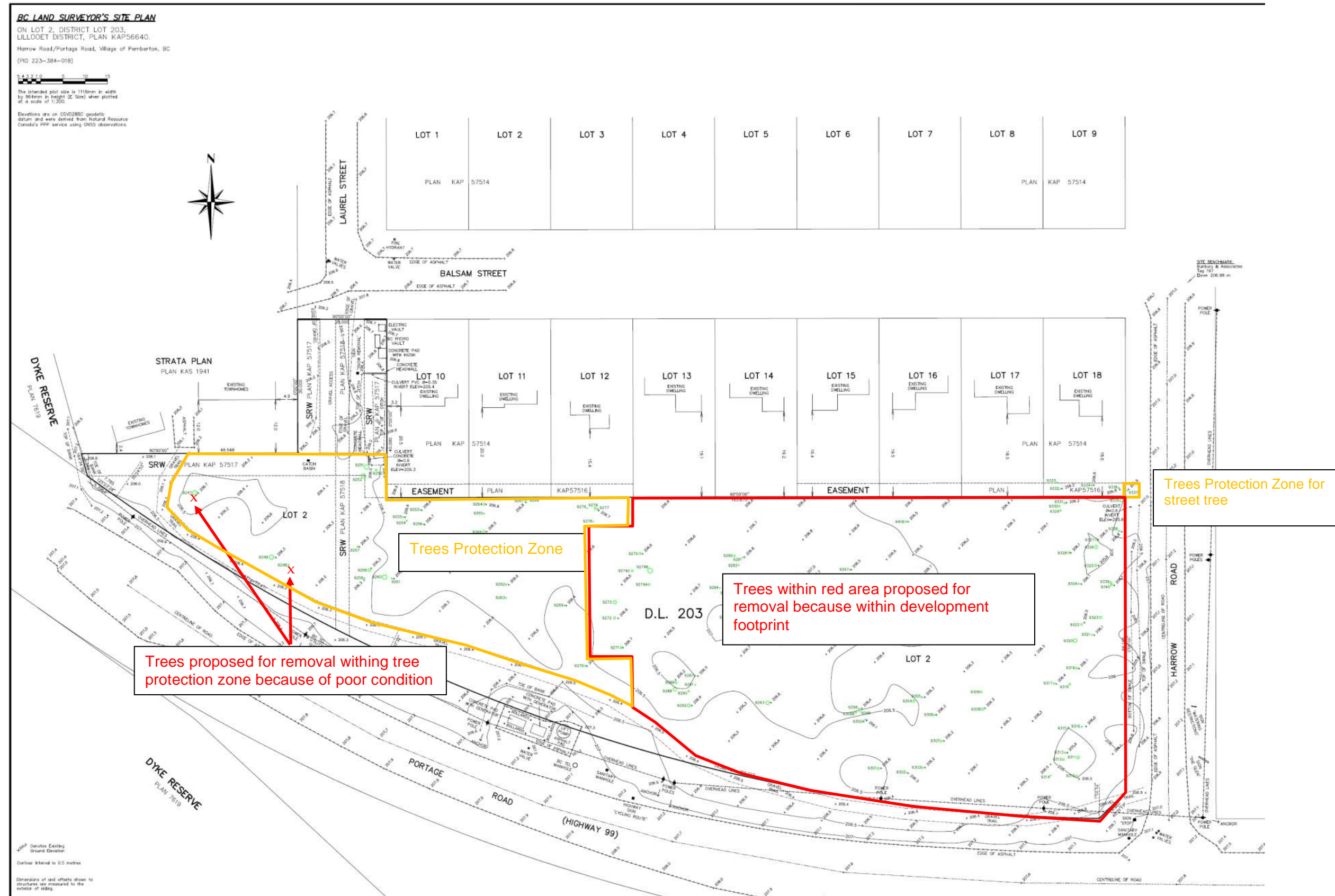
Total trees on property over 20cm Dbh	Trees proposed to be removed due to being within development footprint.	Trees proposed to be removed due to being in poor condition	Trees to be retained
97	70	2	25

The following mitigation measures are to be incorporated for construction.

- Prior to construction, protect retained trees in the western portion of the subject property by establishing a TPZ that borders the proposed wood fence along the western carpark and urban agriculture boxes in a north to south direction as depicted in Figure 4. Restrict both foot and mechanized traffic over the TPZs of the trees by using protective fencing around the area. The TPZ must be well marked and be sufficient enough to deter all foot traffic during the entire duration of the development project. Orange plastic fencing is recommended as the barrier for its high visibility and size. No material storage or construction equipment storage should occur within the TPZ of the trees. The barrier should be at least 1.4m in height and re-enforced to last throughout the construction time frame.
- Any proposed work within the TPZ for construction of the connector trail located within the western portion of the subject property, is limited to hand excavation that is no deeper than 30cm in depth from the original ground elevation. If during hand excavation critical roots greater than 2.5cm in diameter are discovered, then the supervising arborist will direct work to be halted until appropriate mitigation is enacted.
- Where the connector trail or other landscape hardscape features are proposed through the TPZ of any retained trees identified in this section, then action should be taken to disperse the load and protect the roots where incursion occurs. Minimize soil compaction and mechanical root damage by avoiding excavation for the proposed path and use permeable or semi permeable surfacing. These should be developed in consultation with a certified arborist.

- Retained trees that require pruning for development should be pruned by a certified arborist in accordance with Best Management Practices ANSI A300.

Figure 4. Tree protection zone(s) and trees recommended for removal



5. Testing and Analysis:

The assessment completed on the trees defined within this report, consisted of a visual and physical inspection from the ground and was based upon the principals of Visual Tree Assessments. No invasive tests, such as using a resistograph or increment borer, were used during the testing for this report.

6. Assumptions and Limiting Conditions:

- The information contained in this report covers only those items that were examined and reflect the condition of these items at the time of inspection. The inspection is limited to visual examination of accessible components without dissection, excavation or probing. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees or property in question may not arise in the future.
- The opinions in this Report are given based upon observations made using generally accepted professional judgment, however, because trees and plants are living organisms and subject to change, damage and disease, the results, observations, recommendations, and analysis as set out in this Report are valid only as at the date any such testing, observations and analysis took place. No guarantee, warranty, representation or opinion is offered or made by Silverback Treeworks Ltd. as to the length of the validity of the results, observations, recommendations and analysis contained within this Report.
- Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the appraiser/company can neither guarantee nor be responsible for the accuracy of information provided by others.
- All tree work is to be completed under the supervision of an ISA Certified Arborist and in compliance with ISA, BC Hydro and WCB standards.
- Alteration of any part of this report invalidates the entire report.
- Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.
- Silverback Treeworks Ltd shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
- Silverback Treeworks Ltd, its officers, employees and agents make no warranty, express or implied representation or otherwise, in respect of this report or its contents.

- Silverback Treeworks Ltd, its officers, employees and agents are exempted, excluded and absolved from all liability for damage for injury, howsoever caused, to any person in connection with or arising out of the use by that person for any purpose of this report or its contents.
- Silverback Treeworks Ltd accepts no responsibility of liability for any loss, damage, expense, fine, penalty or other harm that any person may sustain as a result of the information in, or anything done or omitted pursuant to, this document. Owners are solely responsible for assessing, managing and protecting themselves and their properties from wildfire hazards. For more information visit <http://www.firesmartcanada.ca>

7. CLOSURE

If there are any questions regarding any of the recommendations provided within this report, please feel free to contact me at any time.

Sincerely:



August 22, 2022

Andrew Hooper
Project Arborist
ISA Certification Number PN# 6307A

Date

Sincerely:



August 22, 2022

Marek Holin, RPBio
Consulting Arborist
ISA Certification Number PN# 9070A

Date

Appendix 1 Digital Photo Record





VILLAGE OF PEMBERTON
BYLAW No. 934, 2022

A bylaw to amend Village of Pemberton Business Licence Bylaw No. 855, 2019

The Council of the Village of Pemberton in open meeting assembled **ENACTS AS FOLLOWS:**

CITATION

1. This Bylaw may be cited for all purposes as “Village of Pemberton Business Licence Amendment (Special Event Vendor Licence) Bylaw No. 934, 2022.”

APPLICATION

2. Village of Pemberton Business Licence Bylaw No. 855, 2019, is amended by:

2(1) In section 2.1:

- a) striking out the definition of food truck and inserting in its place the following new definition:

Food truck means the use of a licensed vehicle, kiosk, or cart equipped with facilities for the preparation, cooking and serving of food to consumers from a temporary location, subject to the regulations in the Village of Pemberton Zoning Bylaw.

- b) inserting the following new definitions in alphabetical order:

Home occupation means the use of a residential dwelling unit by the primary occupant of the residential unit for a licensed commercial occupation, profession or craft that is contained entirely within the permitted residential use and conducted in accordance with the regulations set out in the Village of Pemberton Zoning Bylaw.

Mobile commercial vendor means a vendor, holding a *valid business licence*, that offers for sale from a *mobile store*, goods, other than food items for immediate consumption, otherwise permitted to be sold in the zone in which the *mobile store* is located.

Mobile food vendor means a vendor, holding a *valid business licence*, that offers for sale food, confectionary, or beverage from a *food truck*.

Mobile store means a stationary vehicle, cart, temporary stall, or kiosk that is not part of a permanent use on the lot and is used for the sale of goods

Public space means:

- (a) a park or parkland, *public space*, highway, or any real property or interest therein within the *Village* or held by the *Village*;
- (b) land held under any lease of the foreshore and land covered by water granted to the Village by Her Majesty the Queen; or
- (c) the forest inside the *Village* boundary

held or used for pleasure, recreation, or community uses of the public, whether or not the land is identified by signage or any other device.

- c) striking out the definition of temporary mobile commercial vendor.
- d) Striking out the definition of trades contractor and inserting in its place the following new definition:

Trade Contractor means a *home occupation business* that provides a service in a trade designated by the Industry Training Authority BC as a red seal trade or skilled trade, performed by a certified tradesperson or a registered apprentice under the supervision of a certified tradesperson.

2(2) Striking out section 4.4 and inserting in its place the following:

- 4.4. The *Licence Inspector* may require confirmation of approval, in a form satisfactory to the *Licence Inspector*, from the Ministry of Health, R.C.M.P., Pemberton Fire Rescue, or an external agency respecting a *business licence* application.
 - 4.4.1 If the *Licence Inspector* requires confirmation of approval from Pemberton Fire Rescue or an external agency respecting a *business licence* application, the *Licence Inspector* must not issue a business licence until such approval has been received.
 - 4.4.2 A *business licence* holder shall immediately notify the *Licence Inspector* of any suspension or cancellation of an approval.
 - 4.4.3 The *Licence Inspector* may suspend a *business licence* pending reinstatement of approvals.

2(3) Inserting new sections 8.4 as follows:

- 8.4. If a person holding a *short-term vacation rental* or *bed and breakfast business licence* sells the *business premises* or ceases to maintain the *business premises* as their principal residence:
 - a) the licence holder must inform the *Licence Inspector* of the change of ownership or the change to the principal residence within seven (7) days of the change occurring; and
 - b) the *business licence* shall be deemed to be canceled effective the date of the change.

2(4) Inserting a new section 8.5 as follows:

- 8.5. The powers, conditions, requirements, and procedures relating to the granting or refusal of a *business licence* apply to an application for a change to a *business licence*.

2(5) Striking out section 10.8 and inserting in its place the following:

- 10.8 Despite Section 10.7, where a person holds a *mobile food vendor* or *mobile commercial vendor business licence* for more than one *food truck* or *mobile store*, the auxiliary business fee does not apply.

2(6) Striking out Part 14 and inserting the following in its place:

PART 14: MOBILE COMMERCIAL VENDORS AND MOBILE FOOD VENDORS

Application Requirements

- 14.1. A separate *business licence* is required for each *food truck* or *mobile store* operated by a *mobile food vendor* or *mobile commercial vendor*.
- 14.2. An applicant for a *mobile food vendor* or *mobile commercial vendor business licence* must provide the *Licence Inspector* with
- a) proof of insurance for the *food truck* or *mobile store*;
 - b) proof of approval by Pemberton Fire Rescue; and
 - c) information as to how the business will comply with the following *Village* bylaws:
 - i. Wildlife Attractants Bylaw
 - ii. Sign Bylaw; and
 - iii. Noise Regulation Bylaw
- 14.3. An applicant for a *mobile food vendor business licence* must provide the *Licence Inspector* with:
- a) proof of approval by the Vancouver Coastal Health;
 - b) written permission to use washroom facilities on the property or on an adjacent property;
- 14.4. An applicant for a *mobile food vendor* or *mobile commercial vendor business licence* to operate on a *public space* must provide the *Licence Inspector* with a copy of the permit, contract, or agreement with the *Village* authorizing the business to operate on the *public space*.
- 14.5. An applicant for a *mobile food vendor* or *mobile commercial vendor business licence* to operate on private property must provide the *Licence Inspector* with written permission from the owner of the property, allowing the *food truck* or *mobile store* to operate on the property.

Operational Requirements

- 14.6 A *mobile food vendor* or *mobile commercial vendor* must:
- a) provide a garbage container at the location of the *food truck* or *mobile store*;

- b) pick up all garbage and debris resulting from their operation within 100 meters of their location;
- c) not operate within six (6) metres of a fire hydrant;
- d) not impede pedestrian or motor vehicle traffic; and
- e) ensure that the *food truck* or *mobile store* is
 - i. is fully self-contained with no service connection other than electrical service being required; and
 - ii. is kept in good repair.

Limit to Number of Business Licences

14.7. A maximum of five (5) *mobile food vendor* or *mobile commercial vendor business licences* will be issued in a calendar year.

2(7) Striking out section 15.1.

2(8) Inserting new sections 15.2, 15.3, and 15.4 as follows:

15.2. *A trade contractor business* is a type of *home occupation business* and is subject to the application and operational requirements of a *home occupation business*.

15.3. A person applying for a *home occupation business licence* must provide the *Licence Inspector* with written authorization from the homeowner to carry on the *business* on the *premises*.

15.4. A person holding a *home occupation business licence* is subject to the operational requirements of a *home occupation business* set out in Zoning Bylaw No. 832, 2018.

2(9) Striking out section 17.3 and inserting in its place the following:

17.3..1. A vendor participating in a *special event* must:

- a) hold a *business licence* valid for the duration of the *special event*, or
- b) obtain a *special event vendor business licence* prior to participating in the event as a vendor.

17.3..2. A vendor participating in a *special event* must:

- a) comply with the operational requirements of a *mobile food vendor* or a *mobile commercial vendor* set out in this bylaw, as applicable; and
- b) comply with all *Village* bylaws and policies.

2(10) Deleting Schedule A.

READ A FIRST TIME this 12th day of July, 2022.

READ A SECOND TIME this 12th day of July, 2022.

READ A THIRD TIME this 12th day of July, 2022.

ADOPTED this 30th day of August, 2022.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

**VILLAGE OF PEMBERTON
BYLAW No. 935, 2022**

A bylaw to amend Village of Pemberton Fees and Charges Bylaw No. 905, 2021

The Council of the Village of Pemberton in open meeting assembled **ENACTS AS FOLLOWS:**

CITATION

1. This Bylaw may be cited for all purposes as “Village of Pemberton Fees and Charges Bylaw No. 905, 2021, Amendment (Business Licence Fees) Bylaw No. 935, 2022.”

APPLICATION

2. Village of Pemberton Fees and Charges Bylaw No. 905, 2021, is amended by:
 - 2(1) Replacing Schedule F, Business Licence, with a new Schedule F.

SCHEDULE

3. Schedule F is attached to and forms part of this Bylaw.

READ A FIRST TIME this 12th day of July, 2022.

READ A SECOND TIME this 12th day of July, 2022.

READ A THIRD TIME this 12th day of July, 2022.

ADOPTED this 30th day of August, 2022.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

SCHEDULE F – BUSINESS LICENCE

1. The following fees and charges apply to business licences and services:

FEE DESCRIPTION	AS OF JANUARY 1, 2022	AS OF JANUARY 1, 2023
INSPECTION OF PREMISES		
ADDITIONAL INSPECTION, FIRE CHIEF	\$100.00	\$100.00
ADDITIONAL INSPECTION, BUILDING OFFICIAL	\$100.00	\$100.00
TRANSFER OR CHANGE AT THE REQUEST OF THE BUSINESS		
TRANSFER OR CHANGE FEE	\$25.00	\$25.00
BUSINESS LICENCE FEES		
ADMINISTRATION FEE (APPLICATION WITHDRAWN OR REFUSED)	\$25.00	\$25.00
INSPECTION FEE (APPLICATION WITHDRAWN OR REFUSED)	\$100.00	\$100.00
BUSINESS LICENCE FEE, RESIDENT AND NON-RESIDENT	\$150.00	\$150.00
BUSINESS SPECIFIC FEES (PART NOTED)		
CANNABIS PRODUCTION FACILITY, STANDARD	\$2,500.00	\$150.00
CANNABIS PRODUCTION FACILITY, MICRO	\$1,250.00	\$150.00
CANNABIS RETAIL STORE	\$2,500.00	\$150.00
COMMUNITY EVENT	\$75.00	\$75.00
FARMERS' MARKET	\$300.00	\$300.00
HOME OCCUPATION	\$150.00	\$150.00
MOBILE COMMERCIAL VENDOR OR MOBILE FOOD VENDOR	\$300.00	\$300.00
SHORT-TERM VACATION RENTAL	\$300.00	\$300.00
SPECIAL EVENT	\$100.00	\$100.00
TRADE CONTRACTOR	\$150.00	\$150.00
SPECIAL EVENT VENDOR	\$50.00	\$50.00
VENDING MACHINE	\$150.00	\$150.00
FEE REDUCTION FOR APPLICATIONS RECEIVED BETWEEN OCTOBER 1ST AND DECEMBER 31ST		
ALL BUSINESSES	-50%	-50%
NON-REFUNDABLE APPLICATION PROCESSING FEE		
CANNABIS RETAIL STORE	\$1000.00 + COSTS	\$1,000.00 + COSTS
CANNABIS PRODUCTION FACILITY	\$1,000.00	\$1,000.00
AUXILIARY BUSINESS		
FEE FOR BUSINESS THAT IS AUXILIARY TO AN EXISTING BUSINESS	\$50.00	\$50.00
BUSINESS LICENCE LATE PAYMENT FEE		
ALL BUSINESSES	+25%	+25%



Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371
TF. 800-298-7753
F. 604-894-6526

BY EMAIL ONLY: etracy@pemberton.ca
sfraser@pemberton.ca

July 27, 2022

Elizabeth Tracy, Chief Administrative Officer
Sheena Fraser, Corporate Officer
Village of Pemberton
Box 100, 7400 Prospect Street,
Pemberton, BC V0N 2L0

Re: Pemberton Refuse Disposal Local Service Conversion & Establishment By-law No. 568, 1994, Amendment Bylaw No. 1780-2022

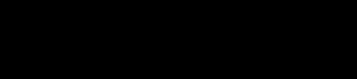
Please find enclosed a copy of Bylaw No. 1780, cited as “Pemberton Refuse Disposal Local Service Conversion & Establishment By-law No. 568, 1994, Amendment Bylaw No. 1780-2022”, (“the Bylaw”) at third reading. The SLRD is enacting this bylaw to change the maximum requisition limit for the service area in order to accommodate the higher costs associated with increased service levels, higher contracted services costs and debt repayment. Further information can be found in the staff report at this link: [8FC805E9753C42C18323723AB08A049F-RFDPembertonRefuseAmendment1780_atts.pdf \(civicweb.net\)](https://www.civicweb.net/8FC805E9753C42C18323723AB08A049F-RFDPembertonRefuseAmendment1780_atts.pdf).

Please place the bylaw before Mayor and Council of the Village of Pemberton for consideration of approving adoption of this bylaw amendment. After receiving the completed Consent Form attached, the bylaw will be forwarded to the Inspector of Municipalities for approval.

Should you have any questions, or require further information, please do not hesitate to contact me.

Thank you for your attention to this matter.

Yours sincerely,


Melany A. Helmer
Director of Strategic Initiatives
mhelmer@slrd.bc.ca

SQUAMISH-LILLOOET REGIONAL DISTRICT
BYLAW NO. 1780-2022

A bylaw to amend Pemberton Refuse Disposal Local Service Conversion & Establishment By-law No. 568-1994.

WHEREAS:

- A. The Regional Board of the Squamish-Lillooet Regional District has adopted *Pemberton Refuse Disposal Local Service Conversion & Establishment Bylaw No. 568, 1994*;
- B. A regional district may, by bylaw amend a service under section 349 of the *Local Government Act*;
- C. Pursuant to Section 346 of the *Local Government Act*, the Council of the Village of Pemberton has consented, by resolution, to the adoption of this bylaw;
- D. pursuant to Section 347 (2) of the *Local Government Act*, the Director of Electoral Area C has consented, in writing, to the adoption of this bylaw;
- E. The approval of the Inspector of Municipalities has been obtained under section 342 of the *Local Government Act*.

NOW THEREFORE, the Regional Board of the Squamish-Lillooet Regional District, in open meeting assembled, enacts as follows:

- 1) The section 4. of Bylaw 568 commencing with “The maximum amount...” shall be deleted in its entirety and replaced with the following:
 - 4.1 The maximum amount that may be requisitioned annually for the service shall be \$750,000.00 or \$0.34360/\$1,000.00 of net taxable values, whichever is greater.
- 2) This bylaw may be cited as “Pemberton Refuse Disposal Local Service Conversion & Establishment By-law No. 568, 1994, Amendment Bylaw No. 1780-2022”.

READ A FIRST TIME this 27th day of July, 2022.
READ A SECOND TIME this 27th day of July, 2022.
READ A THIRD TIME this 27th day of July, 2022.

Consent of the Electoral Area C Director obtained this 27th day of July, 2022.
Consent of the Council of the Village of Pemberton obtained this ___ day of _____, 2022.

APPROVED BY THE INSPECTOR OF MUNICIOPALITIES THIS ___ day of _____, 202_.

RECONSIDERED, FINALLY PASSED AND ADOPTED THIS ___ day of _____ 202_.

Jen Ford, Chair

Kristen Clark, Corporate Officer

From: **Deborah Dube**

Date: Sun, Aug 7, 2022 at 8:36 PM

Subject: Opposition to proposed building at 7340 Crabapple Court, Pemberton

To Village of Pemberton Council and all concerned parties -

As owners and residents at 7330 Arbutus St., the Gateway Suites, Pemberton, we wish to express our opposition to the proposed Liveshare development at 7340 Crabapple Court, to be built in the parking lot beside the Gateway Suites.

- Parking - The article in the Pique published on July 3, 2022 expresses the concerns of Mayor Mike Richman and Councillor Ted Craddock related to the parking issue. If there will be .47 or 30 stalls for a 64 unit building, one cannot assume that no other residents in the building will have cars and require parking. As Mr. Craddock stated there are already parking pressures in this area with very limited if not non-existent overnight street parking.
- Population density - constructing a 64 unit building in the space beside the Gateway Suites which is currently an unpaved parking lot, would add to the congestion that already exists, with Gateway, Orion, Radius, and the new 30 unit Mountainside townhouse development which is under construction and to be ready for occupancy in mid-2023. The proposed build would add exponentially to the traffic congestion that already exists. The proposed Liveshare building should be located elsewhere where there is more land, rather than wedged in between the existing buildings, if it is to be built in Pemberton at all
- The current unpaved parking lot should be paved and continued to be used for overflow from the Gateway Suites building, including the commercial businesses who have customers needing places to park, and from Orion
- Infrastructure - Will the infracture in the Village support an additional 64 units in this area, given the 30 unit Mountainside townhouse complex under construction? Has this been studied?
- Transportation - If the theory of the developer is that the residents of the 64 unit building will be commuting to Whistler daily for work and not everyone will need cars, will BC Transit increase the bus service for these commuters and at times that are conducive to a variety of work schedules?
- Building property management - Will there be an on-site building superintendent for 24 hour oversight to ensure safety and security in the building and surrounding area, and to monitor the parking to the designated spaces?
- Based on the number of units and the height of the building will the current view of the surrounding mountains be obstructed for the residents of the Gateway Suites and Orion? The magnificent views are one of the attractions that lead many of us to purchase property in this area
- Wheelchair Accessibility - Is there an elevator in the building and are any of the 64 units accessible for residents in wheelchairs such as wheel-in showers?

Thank you for bringing our concerns and opposition to this project forward.

Sincerely, Deborah & Richard Dube

From: Eve Gallant

Date: August 8, 2022 at 8:54:17 AM PDT

To: [REDACTED]

Subject: Parking issue - new build between Gateway and Orion

"To Mayor and Council,

My name is Eve Gallant, and I am an owner and strata council member who resides at the Orion here in Pemberton. I wanted to take a few moments to write you this letter to voice my concerns regarding the proposed development slated for 7340 Crabapple Court. Please know that I am fully in favor for affordable housing options for residents, though I have many concerns with this proposed development.

Parking is a very real issue at the Orion, as more and more owners and tenants are wanting/needing more vehicles (we have even conducted a survey about this very item). And, we have people who don't even live at the Orion, who continue to park in the Orion's parking lot.

Pemberton has many residents who commute to Whistler daily for work, and the bus schedules as they currently are, don't work for many residents. Many residents continue to require their own transportation, and I expect that to continue, even if more busses, or shuttles (which were proposed by the builder), were added. In addition, many residents simply want their own transportation for their work and leisure travel.

The proposed parking stalls for the new development would fall very, very short in my opinion. Residents and owners would simply find other places to park, and where would we be then, collectively speaking in general? There is already another new development of town homes being built in the immediate area, and I would guess that they too will have some parking issues once completed for owners and tenants.

With regard to the developer's assurance that they will provide solutions which include a shuttle, I am not convinced that these assurances would translate to real world long-term solutions. Without much more available parking, those assurances do not address the overwhelming amount of residents who will simply want their own transportation.

In addition, I am very concerned with the serious water consumption issues we faced this past summer here in Pemberton. How could considering adding yet another development assist with that issue? We were at critical consumption levels from all that I read this summer. This is a very real problem which needs addressing, in my opinion, before even considering adding more development projects in the Pemberton area. I am sure it is a top of mind issue for your council as well.

Parking issues have only gotten to be more of a challenge here in Pemberton and once the new townhomes behind Orion, there will already be more issues; without this proposed new build.

Thank you very much in advance for your time and for your consideration.

Eve

To the Mayor & Council of the Village of Pemberton - I am agreeable to have my letter on the Open Agenda.

Regarding the New Rental Apartment between the Orion Condos & the Gateway Village Suites:

If this Development goes thru, it is going to be like another Whistler Staff-Housing Project, and heaven forbid a Hostel type scenario.

Someone tried to develop a building like this a few years ago, where the new Townhomes are and the Council declined it. So why are they letting this go thru?

We need residents that can contribute to the Pemberton Community to make it a better place to live and not create problems that we can't deal with.

Also, the Density of people and cars in this area would be unbelievable! This is Pemberton not downtown Vancouver!

A smaller rental complex with adequate parking on site and the Plan is changed to a normal Rental Building instead of having a Plan as mentioned above. Lots of Seniors could benefit from this kind of Development too.

The Developers are also saying the residents won't need their own transportation, as they can use public transit. WHAT PUBLIC TRANSIT? That means alot of people would be hitchhiking on Hwy 99.

My thoughts,
Brenda Williams
Orion Condos

From: Danya Konrad

Sent: August 10, 2022 3:10 PM

To: VoP Admin <admin@pemberton.ca>

Subject: Opposition to the Proposed LiveShar Co-living Project located at 7340 Crabapple Court

To the mayor and city council of the Village of Pemberton,

As owners and future residents of the Mountainside community, located at 7360 Crabapple Court in Pemberton, we have concerns about the proposed new 64-unit communal style build located between Gateway Village Suites and the Orion building. Below is a list of conceived issues surrounding the build.

-Crowded location: With very limited allowed parking space available in the immediate vicinity, residential parking is at the forefront of concern. The area is already crowded, with parking being further limited with restrictions posted on surrounding streets. Residents and visitors to the Orion building, Gateway Suites, customers of business within the Gateway building, along with residents and visitors of other surrounding buildings compete daily for available parking space in the area, often using the vacant lot of the purposed build as a supplementary parking location. Limited allowed parking space, removal of the vacant lot with the new build, and addition of a minimum of 64 new residents in the already crowded location adds to the parking crisis exponentially. I also wonder what this means for allocated visitor parking in the nearby builds. For example, the new Mountainside build has no driveways and very limited visitor parking space. I foresee the strain of available parking with the purposed new build overflowing to the surrounding communities, with available visitor parking being used by non-residents, adding to the challenge, stress, and community (strata, bylaw?) patrolling/enforcement of designated parking space. Additionally, turning from Arbutus Street onto Pemberton Portage Road, left or right, can be a challenge in the current state of the location, sometimes waiting 5 minutes or more to make a left-hand turn. The addition of a 64-unit build will only further add to the problem, especially during peak hours. What does the city purpose to address this issue?

-Addressing current local housing crisis: Discussing the purposed new build with long-time local Pemberton families, the concern, and fear really, was that their son and/or daughter will not be able to afford a place of residence in this town. When asked if their son and/or daughter would live in this dorm-style build, the response was a firm no. This has me questioning what housing crisis the new build actually helps to solve. Other suggestions from local community members were that it would support seasonal workers and adventurers coming out for months at a time to ski, snowboard, mountain bike, etc. Inviting transient residents into the community ultimately only adds to the current housing crisis, and is not a supportive solution for families currently living in the Pemberton community. As a supportive, strong community, we need to focus on solutions that put local families first prior to inviting new residents. I am also concerned with the very viable likelihood of an increase in crime associated with more transient visitors. We have witnessed recently an increase in theft seemingly associated with the presence of new visitors to the community, and I can only conceive the increase of such incidence with a more transient residential build like that proposed.

-Fit for location: the idea of a dorm-like, communal style build in the centre of multiple family dwelling builds creates concerns around the type of "socializing" and noise pollution in the immediate vicinity. Late night noise pollution is already a problem with the community park and splash park. The residents of a single room, dorm-style proposal would be more inclined to a carousel atmosphere. Such a build ultimately disrupts the current structure of the immediate community, further adding stress and strain to residents already residing in the area, or future residents, like myself, planning on raising a family there long-term. If the proposal is for a more "industrial" style building, then the location of the proposal should move to the Industrial Park.

-Communal disease plan: With the world currently in a global pandemic for the past 2.5 years, a build like this goes against precautions to limit disease spread. It seems ludicrous that a communal-style build is being purposed amidst the global pandemic. From my profession as a teacher, I know firsthand how quickly a communal disease can spread in highly populated shared spaces that promote interactions among an increased variety of individuals, with or without mandates in place. My concern is how this proposal of a communal build will protect the health and keep it's residents, as well as surrounding communities, safe.

Your attention to the above stated concerns is much appreciated. If you would like to discuss this email in further detail, please do not hesitate to contact me via email or by phone [REDACTED].

Kindly,
Danya and Greg

From: Gordon Pilling
Sent: August 10, 2022 1:03 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Re: Development between Orion and gateway.

I'm an owner at Orion and I am also the president of the strata council.

I'll just get right to it.. it's a terrible idea and the developers are absolutely clueless to the real world issues that will be caused if this goes through.

Parking is the biggest issue by far. Orion has 1.5 spots per unit with every single unit having a guaranteed parking space either in our garage or in the carport outside. We also use a first come first serve parking pass system for owners with more than one vehicle. Even with all of this in place, it has still been a constant issue and a regular topic of discussion at every strata meeting since Orion opened.

What these developers have proposed is a joke. There is absolutely no room for any additional parking anywhere near Crabapple court. They have not realized or accounted for the fact that there will be no driveways at the new mountainside townhouse complex next door to Orion meaning that those who don't use their garages for parking or can't fit a larger truck in their garage will be parking off site.

Pemberton does NOT need a whistler staff housing style building. Recommending that renters in the proposed building park on the street in the glen over the arn canal is a hilarious "solution". They very clearly don't care about the issues this will cause and only care about stuffing as many people as possible into a tiny building to maximize their profits. It's common sense to understand that there WILL be too many cars, bikes, trucks, and sleds for that building and relying on a "shuttle service" just shows how ignorant they are.

Myself and my family and many others moved to Pemberton to escape the constant noise and commotion in whistler. Jamming a small college style dorm room building with communal living spaces and apparently a roof top patio will bring nothing but noise and issues to our quiet street. Pemberton needs affordable housing, not short-term party rentals.

I bought in Orion knowing full well that the gravel lot dividing gateway and Orion would be developed eventually and I have no problems with that. But this idea is just very poorly thought out with zero consideration to the surrounding residents.

Let me know if I can be of any help or if you want me to attend any meetings regarding this. I have no problem sharing my thoughts directly to those in charge.

You can contact me at this email or call me at [REDACTED] if needed. Thanks very much for organizing this.

Gordon Pilling.

From: Siobhan Pilling
Sent: August 10, 2022 11:24 AM
To: VoP Admin <admin@pemberton.ca>
Subject: Concerns over 64 unit proposed development

Dear Mayor & Council,

I am writing to you to voice my concerns for the proposed LiveShare development at 7340 Crabapple Court. I am an owner in the Orion building which neighbours the proposed lot. Some of my main concerns are congestion and parking. It is already a high-density area with the neighbouring complexes (Orion, Gateway, Mountainside, Woodbridge and Radius) with very limited parking. I noticed that there are only 41 proposed parking spaces for 64 units. 14 of these are shared with Gateway so it's really only 27 assigned spots. With Pemberton having very limited transit, most residents rely on having a vehicle. Where will the rest of these vehicles park? What about units that will have 2 occupants with 2 vehicles? At Orion, we have at least 1 spot per unit and in some cases 2 with ample visitor parking. Even with our parking plan, there are still not enough spots. Orion residents frequently need to park off site when there is no available parking. With the mountainside development only having a couple visitor spots, I know this issue on Crabapple court will only get worse. There simply isn't enough space for another development with this number of units with not enough parking. Another issue that a lot of neighbouring complexes face is that a lot of people own oversized trucks which do not fit in underground parking stalls. This adds to the street parking issues.

I am also concerned about the clientele a project like this will attract. The proposal of micro units with shared spaces sounds like a college residence or hostel. I don't want to live next to a building similar to WB staff housing. We moved away from Whistler to get away from the noise and congestion. As of now, our neighbourhood is quiet and very family friendly and I worry that adding this many residents in such a small proximity will create noise and party issues.

Thanks for listening to my concerns and I hope they provide insight into the current issues we currently face on Crabapple Court. I really hope this project does not go ahead until these issues have been resolved. I understand that affordable housing is needed but I don't believe this is a good option. I believe this location will only further our congestion issues and create new issues regarding noise and parties.

Kind Regards,

Siobhan Pilling

From: Dan Elgar [REDACTED]
Sent: August 17, 2022 2:25 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Re: Concerns over new development beside gateway building

Dear mr mayor and council

My name is Dan I own unit [REDACTED] in the Orion and also on the strata council there.

I sent my concerns to the village last year on behalf of our strata council; and only receive a response stating they will discuss it their next meeting and not heard anything more.

I am strongly oppose to this development it's insane the oversight the village council has put into the this whole area in general and especially with this new development.

There already isn't enough parking. The commercial spaces in gateway don't technically have any parking of their own. How can you open a business up in a town like pemberton and have no parking for the patrons.

Orion has had nothing but parking issues since we took possession in March 2020. Now with mountain side nearing completion we will see 33 new townhouses we are going to see a huge increase in vehicles. (33 townhouses are going in a very tight space to start, assuming there is at least 2 working adults in each home that's 66 more vehicles parking and living in the neighbourhood) and only 2 visitor spots for all those units.

The new development is not a functional proposition, 64 or 66 mirco units with only 25 parking spaces just doesn't work and it won't work. I'm all for affordable housing in the sea to sky we need it desperately but thinking all those people are going to rely a bus that runs on limited times during the day and not into the evening is insane. Most of these tenants will be commuting to whistler for work. we don't have the bus system to support this type of development. Not to mention the bus strike that just happen.

I know the developers has mention a private shuttle of some kind but how long will that last? Is that really the best way to solve that issue?

The bottom line is that is development won't work in pemberton. In an urban environment with reliable transit it makes sense. We just don't have the infrastructure to support a building like this

Thank you
Dan Elgar

Sent from my iPhone

From: Johnny Adams [REDACTED]
Sent: August 20, 2022 11:10 AM
To: VoP Admin <admin@pemberton.ca>
Subject: New 64 unit between Gateway and Orion

Mayor and Council- Please read out this letter, open agenda, at Council meeting.

Thanks for the opportunity to voice my concerns -Myself and every other resident at Orion that I have spoken with is completely against a building going up beside us in the dirt lot! Not only will it upset our small town beautiful life during construction it also could physically hurt our building as its way too close and my Lawyer says we would have a case against such a greedy, potentially building damaging (ground settling) move!

Its also just way too close- myself and every single person that lives here moved here because we wanted to get away from being a sardine in a can, city living - having a big building blocking our views and causing even more congestion and affronting our privacy is the worst plan ever and myself and I am positive, many, many other tenants will do everything we can (legally) to stop this ridiculous and greedy idea!

Also theres already not enough parking - please consider keeping this lot as parking for the already restricted amount of parking for local busines and residents of our beautiful town.

I believe the whole reason why we elect people to help govern our town is to protect the residents interests so please uphold this commitment you have made to us by respecting our wishes and concerns for a quality life in the most beautiful town in the world!

Thank you very much for your help- I understand that theres a lot to contend with (no pun intended) and we the people appreciate your attention to this extremely important matter.

Sincerely,
John Adams

(Owner of [REDACTED] Orion)

From: M.J. Mullin [REDACTED]
Sent: August 20, 2022 1:56 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Proposed development at 7340 Crabapple Court

To Pemberton Mayor and Council,

I agree to have this letter on the open agenda.

My name is M.J. Mullin, and I own and live in a unit at Orion on Crabapple Court. I am writing this letter to voice concerns re: the proposed development at 7340 Crabapple Court.

I want to begin by adding my voice to some of the concerns over parking availability. My partner is on the strata council at Orion, so I can tell you that parking is almost certainly the biggest ongoing challenge here, and it is far from solved. While I agree with, and support, Mayor Richman's desire to build a more walkable community, I believe our parking challenges at Orion attest to the fact that we, despite being primarily a young to middle aged demographic, are not there yet. I would argue that proceeding with the proposed development, before other amenities and assets are in place to make the community more walkable, will only exacerbate the parking problem which has been front and center and unsolved for quite some time now. Pemberton is a growing community and more people, young or not, will bring more cars.

With respect to the proposed development at 7340 Crabapple Court, I would argue that 25 + 14 parking stalls falls far short of what will be, or become, necessary. In my view, it would be naive to think that, once those 39 stalls are occupied by the first 39 or so residents, that the remaining 25 residents will just say "I guess I can't have a car". Pemberton is largely a bedroom community, with residents living here but working and playing in Whistler and surrounding areas. People here have cars, need cars, and want cars. Building a complex that attempts to dissuade people from having a car won't, in my opinion, have that desired effect. It will only necessitate their getting more creative with parking their cars, at a considerable inconvenience to surrounding neighbourhoods.

With regard to the developer's assurance that they will provide solutions which include a shuttle, will those solutions, schedules, etc. be developed through close consultation with the residents who need the solutions? If not, if they are instead developed by the developer because the developer and others feel their proposed solutions "should" help, then the entire notion is misguided and is likely to fail.

Additionally, I would add that, with water restrictions becoming the norm during most Pemberton summers, and with the summer of 2021 having put very concerning strain on our municipal water resources, I will suggest that building a large new development will only stress our water supply even further.

I believe this development should not proceed under the current terms of the proposal.

Thank you for your time and for your consideration.

M.J. Mullin



Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

July 20, 2022

Dear Friends & Neighbours,

Last week, the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities, announced that the Government of Canada is **accepting applications for new projects through the Small Projects Stream of the Natural Infrastructure Fund (NIF)**.

The \$200 million NIF supports building community awareness of the value of natural infrastructure. It will bring noticeable benefits to communities across Canada by improving access to nature, providing cleaner air and water, protecting and preserving biodiversity and wildlife habitats and mitigating carbon emissions.

This funding program is key to the Government of Canada's ongoing efforts to build a healthier and more inclusive future for everyone. Investing in natural infrastructure will reduce emissions, create good jobs and address climate-related challenges that communities are facing across the country.

Municipalities, local governments, provinces or territories, public sector bodies, Indigenous organizations, not-for-profit, and for-profit organizations in partnership with other eligible applicants outside the private sector, can apply for up to one million dollars in federal funding to restore and enhance natural infrastructure like urban forests, street trees, wetlands, living dykes, bioswales, and naturalized coastal restoration.

Applications must be submitted by 12:00pm PST on September 27, 2022. For more information, please [visit the application guide here](#).

As always, if you have any questions, please do not hesitate to reach out to our office. We are happy to support your application in any way that we can.

Sincerely,



Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country

July 20, 2022

Village of Pemberton - Website Submission: Write to Mayor & Council - pemberton.ca

Website Submission: Write to Mayor & Council - pemberton.ca

Form Submission Info

First Name: Brenda

Last Name: Lasnier

Street Address: [REDACTED]

PO Box:

Town/City: Pemberton

Province: BC

Postal Code: V0n2l0

Phone Number: [REDACTED]

Email: [REDACTED]

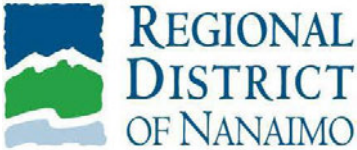
Please attach any related documents (if applicable):

Message to Mayor & Council: Hi Mike,

I'm writing to show my support for the Harrow Housing Project. I understand there are parking issues but housing far out ways parking.

Thanks

Village of Pemberton



July 22, 2022

Dear B.C. Chairs and Mayors:

I write to seek your support for the Regional District of Nanaimo's UBCM resolution urging UBCM to work with the Ministry of Municipal Affairs and local governments in a collective endeavour to modernize the *Local Government Act*.

Regional districts are limited in their legislative authority in comparison with municipalities in several key areas such as business licensing authority, subdivision approval, regulation of fireworks discharge, parking enforcement, tree management, and taxation and funding models.

Further, social, political and economic environments that local governments operate within continue to evolve in areas such as climate change, environmental stewardship and a recognition of the importance of First Nations' meaningful participation in regional governance. These realities should be reflected in updated legislation. Inclusive governance, a goal identified in the Province's Action Plan under the *Declaration of the Rights of Indigenous Peoples Act*, is an important aspect of legislative reform and will inform any re-envisioning of the *Local Government Act*.

This initiative is also of interest to municipal officials, including to those who look to level the playing field with their rural neighbours, as many aspects of municipal operations are contained in the *Local Government Act*. The planning framework, shared by regional districts and municipalities, is within the *Local Government Act* and needs updating.

In June 2021, the Regional District of Nanaimo, with Don Lidstone, Q.C., hosted a virtual half-day session with regional district Chairs and CAOs across BC to explore the possibility of mobilizing a collaborative effort to modernize the legislation. Participants expressed an interest in proceeding with the initiative, pending approval of their Boards.

On April 1, 2022, the Chairs of the Regional District of Nanaimo and Alberni-Clayoquot Regional District, together with Don Lidstone, hosted a workshop on this topic at the AVICC Convention which was attended by elected officials from regional districts and municipalities and generated robust discussion. The slide presentation used at that session is attached for reference.

The Regional District of Nanaimo resolution, endorsed at the April AVICC Convention and included in the 2022 UBCM resolutions book, proposes action on this matter as follows:

WHEREAS regional districts are limited in their legislative authority in comparison with municipalities in several key areas such as business licensing authority, subdivision approval, regulation of fireworks discharge, parking enforcement, tree management, and taxation and funding models;

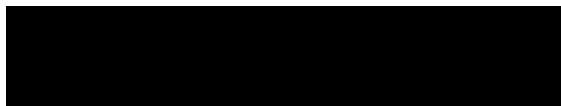
AND WHEREAS the social, political and economic environments that local governments operate within continue to evolve in areas such as climate change, environmental stewardship and a recognition of the importance of First Nations' participation in regional governance, and these realities should be reflected in updated legislation;

THEREFORE BE IT RESOLVED THAT UBCM be urged to work with the Ministry of Municipal Affairs and regional districts to further a legislative reform initiative for the purpose of comprehensively reviewing and modernizing the Local Government Act.

In addition, the RDN has requested a meeting with Minister Cullen, to be arranged jointly with Chair John Jack of the Alberni-Clayoquot Regional District, to discuss this initiative further at the upcoming UBCM Convention.

We welcome your support of the UBCM resolution and look forward to achieving forward momentum and interjurisdictional collaboration for this important initiative.

Sincerely,



Tyler Brown, Chair
Regional District of Nanaimo

Legislative Reform Initiative: Continuing the Discussion

2022 AVICC Annual Convention

April 1, 2022

9:00 -11:00

Agenda

- 9:00-9:10 Welcome and Introductions
- 9:10-9:30 Legislative Reform Initiative: Context and Background
- 9:30-10:25 Discussion: Ideas for Legislative Change
- 10:25-10:45 Discussion: Process to Achieve this Objective
- 10:45-10:55 Discussion: Next Steps to Continue Momentum
- 10:55-11:00 Conclusion/Wrap Up

Panel

- **Tyler Brown**, Chair, Regional District of Nanaimo; Member of Council, City of Nanaimo
- **John Jack**, Chair, Alberni-Clayoquot Regional District; Member of Council, Huu-ay-aht First Nation
- **Douglas Holmes**, Chief Administrative Officer, Regional District of Nanaimo
- **Don Lidstone**, Q.C., Managing Partner, Lidstone & Company

The Challenge

- Limits on legislative authority no longer supported by policy rationales
- Demographics/population growth/increased development/sparsely populated areas
- Business licensing, subdivisions, fireworks, parking, tree management
- Is such a distinction between authority of regional districts and municipalities still supportable?
- Revenue generation, models of taxation, funding for services – lack of flexibility in current paradigm

The Challenge (continued)

- Establishing services to optimize scale, cost distribution, fair participation
- Urban/rural friction
- Social, political, economic values have shifted significantly since legislation was drafted.

Purpose of Today's Workshop

- Continue the conversation
- Hear from local government partners about aspects of the legislation in need of reform
- Confirm support for this important initiative
- Focus forward momentum and collaboration

Summary of Issues

- *Community Charter* replaced *Municipal Act* in 2003; excellent example of municipal legislation in Canada
- *Local Government Act* created 1966, based on 1849 legislation. Not overhauled in early 2000s as planned.

Summary of Issues Continued

- Challenges with *LGA*:
 - a) convoluted language
 - b) anachronistic provisions
 - c) inflexible
 - d) restrictions on taxation/revenue generation
 - e) complexities in service establishment
 - f) lacks provisions to allow RDs to regulate, prohibit and impose requirements by bylaw without provincial approval
- Social/environmental values have changed since *LGA* was drafted, including:
 - a) First Nations inclusive governance/reconciliation
 - b) climate change
 - c) environmental stewardship

Some Themes from Session with Regional District Chairs and CAOs on June 25, 2021

- First Nations must be invited to be part of this modernizing exercise
- UBCM involvement in this initiative is of great value
- A new legislative scheme should contemplate seven generations into the future; establish a framework responsive to future societal changes

Themes from Discussion June 25, 2021, continued

- “Be careful what you wish for”: More authority requires more resources
- Ensure core task of modernizing RD legislation is not sidetracked by other issues
- RDs need more flexibility with revenue sources.
Municipalities have authority to use fees to shape behaviour.

Themes from Discussion June 25, 2021, continued

- Community amenity contributions should be addressed as part of this initiative
- Consultation with Boards, First Nations, stakeholders, developers, owners, citizens, and the Province is key
- MFA could be part of “blue ribbon panel” or a separate technical advisory group

Legislative Reform Ideas Roundtable Discussion

- What kind of legislative reform do you envision?
- How would things improve?

Outline of Process Proposed at June 25, 2021, Session

- 1) Establish a Committee of Board Chairs/CAOs to oversee legislation review process
- 2) Develop “blue ribbon panel”: 3 - 4 experts to identify problems, solutions, consequences. Provide an economic, social, environmental analysis for proposed solutions.
 - a) Panel comprised of elected officials, administrators, and a consultant
 - b) Panel reports to a “parliament” of elected officials/CAOs for guidance
 - c) Process subject to a non-disclosure agreement

Outline of Proposed Process Continued

- 3) Conduct thorough consultation with affected RDs and municipalities
- 4) Invite treaty and non-treaty First Nations as partners in the process
- 5) Based on outcomes from “blue ribbon panel,” Board Chairs produce detailed draft Regional District Charter with accompanying commentary of approximately 15 pages

Outline of Proposed Process Continued

- 6) Identify and consult stakeholder groups including elected officials, administration, LGMA, and MFA. Symposiums could also be conducted for stakeholders to submit ideas and establish a consensus.
- 7) Develop plan to identify milestones of the process to reform legislation.

Outline of Proposed Process Continued

- 8) Establish buy-in from the Premier and Minister of Municipal Affairs
- 9) Engage in the legislative drafting process. Provincial legislative counsel would ultimately present a draft bill to the Legislative Assembly.
- 10) Aim for spring of 2024

Continuing the Momentum

- Where do we go from here?
- Ideas for next steps



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

August 3, 2022

Dear Friends & Neighbours,

Last week, the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities, announced the launch of **public consultations that will inform the design and implementation of Permanent Public Transit funding in Canada.**

In February 2021, the Government of Canada announced an investment of \$14.9 billion over eight years in reliable, fast, affordable, and clean public transit. This funding included \$3 billion per year in permanent, predictable federal public transit funding, which will be available to support transit solutions beginning in 2026/27. Permanent public transit funding provides cities and communities with the predictable transit funding they need to plan for the future, and is part of our plan to create one million jobs, fight climate change, and build a more sustainable and resilient economy.

By engaging and consulting with the public, the Government of Canada is ensuring that permanent public transit funding delivers the greatest benefits to Canadians. Feedback gathered during the consultations will inform the Government of Canada’s approach to upgrading and expanding public transit and active transportation networks in rural, urban, and Indigenous communities across Canada.

Feedback will inform a long-term transit investment strategy that aims to build complete, sustainable and inclusive communities and unlock opportunities to address other challenges, including housing affordability. As both Budget 2022 and the Emissions Reduction Plan make clear, we need to link our transit investments to land-use and zoning challenges to ensure they perform effectively to create complete communities and to tackle housing affordability.

The public consultation and engagement period is open from July 29, 2022 to September 30, 2022. I encourage anyone who is interested to participate. For more information and to make your submission, [please visit this webpage.](#)

As always, if you have any questions, please do not hesitate to reach out to our office.

Sincerely,



Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country

Constituency Ottawa

6367 Bruce Street Suite 282, Confederation Building
West Vancouver 229 Wellington Street, Ottawa Village of Pemberton
British Columbia V7W 2G5 Ontario K1A 0A6 Regular Council Meeting No. 1566
Tel.: 604-913-2660 | Fax.: 604-913-2664 Tel.: 613-947-4617 | Fax.: 613-847-4620 Tuesday, August 30, 2022
127 of 128

OPEN QUESTION PERIOD POLICY

THAT the following guidelines for the Open Question Period held at the conclusion of the Regular Council Meetings:

- 1) The Open Question Period will commence after the adjournment of the Regular Council Meeting;
- 2) A maximum of 15 minutes for the questions from the Press and Public will be permitted, subject to curtailment at the discretion of the Chair if other business necessitates;
- 3) Only questions directly related to business discussed during the Council Meeting are allowed;
- 4) Questions may be asked of any Council Member;
- 5) Questions must be truly questions and not statements of opinions or policy by the questioner;
- 6) Not more than two (2) separate subjects per questioner will be allowed;
- 7) Questions from each member of the attending Press will be allowed preference prior to proceeding to the public;
- 8) The Chair will recognize the questioner and will direct questions to the Councillor whom he/she feels is best able to reply;
- 9) More than one Councillor may reply if he/she feels there is something to contribute.

*Approved by Council at Meeting No. 920
Held November 2, 1999*

*Amended by Council at Meeting No. 1405
Held September 15, 2015*