

Date: January 16, 2018

To: Nikki Gilmore, Chief Administrative Officer

From: Lisa Pedrini, Senior Planner

Subject: Major Development Permit Application (DPA008)
Development Variance Permit Application (DVP118)
1422, 1426, 1430 Portage Road (Crestline)

PURPOSE

The purpose of this report is to present to Council, for their consideration, an application for a Major Development Permit (DP Area No. 2 – Land Constraints [Floodplain] and DP Area No. 6 – Form and Character of Multi-family and/or Commercial Development) as well as consideration of a Development Variance Permit (DVP) to vary site coverage and front lot line set back to facilitate a multi-family residential development on Portage Road.

BACKGROUND

In the fall of 2016, Staff met with the interested developers of this project on several occasions to facilitate a design that met the Village's requirements and addressed the various site constraints in advance of a formal DP application. One encumbrance in particular was the seven (7) outstanding parking spaces from the adjacent Portage Station development registered as a covenant on Lot 3. The applicants were challenged to design a project that accommodated the project's required parking spaces in addition to the covenanted spaces and also met their desired unit count. The applicants were advised of the Village's payment in lieu of parking provision; as a result Staff negotiated with the applicants to accommodate the seven (7) spaces within the future Agricultural Park's twenty-three (23) space public parking lot proposed on Lot 13, which is adjacent to Crestline, to be built at the applicant's cost.

On January 31, 2017, the Village received an application for a Major Development Permit from Andrea Scott, Agent for Pemberton Landing GP Ltd. The application was originally for five (5) buildings accommodating thirty-five (35) units of stacked residential townhomes on three (3) stories with underground parking. The development was designed to feature locally produced passive house construction and as such required three (3) separate variances including site coverage, height and lot line setbacks on three (3) sides (front, rear and east interior) to accommodate its original design. The application also necessitated an application to the Ministry of Transportation and Infrastructure (MOTI) to accommodate the front lot line variance along Portage Road.

The application was referred internally and to the Village's Advisory Design Review Commission (ADRC). The ADRC first reviewed the application on April 4, 2017 at which time they passed the following recommendation:

Moved/Seconded

THAT the Advisory Design Review Commission support the application subject to the following:

- *Clarification of Passive Certification*
- *Shadow Study*
- *Traffic Study*
- *Fire Department Concerns*
- *Loading & Moving Concerns*
- *Garbage Collection Concerns*
- *Confirmation of Storage for all Units*
- *Bike Parking Strategy*
- *Snow Storage*
- *Revised Landscape Plan*
- *Lighting Scheme*
- *Any other concerns as per Staff;*

AND THAT the above additional information be presented to the ADRC for further review prior to the report to Council;

AND THAT the Commission request full colour presentation boards in the future to assist in the Commission's review of the Application.

CARRIED

Minutes of this meeting are attached as **Appendix A**.

The proposal was revised to address the above noted concerns and re-presented to the ADRC on September 27, 2017. Following their extensive review of this iteration, the ADRC passed the following recommendations:

Moved/Seconded

THAT the Advisory Design Review Commission recommends to Council that Council do not support the application as presented.

CARRIED

OPPOSED: One member

Subsequently at that same meeting further discussion regarding the project resumed which prompted the following recommendation:

Moved/Seconded

THAT the previous recommendation be rescinded and;

THAT the Advisory Design Review Commission recommends to Council that Council do not support the application as presented based on concern with:

- *The multiple number of variances requested;*
- *The massing of the development which in their opinion does not reflect the scale & character of the area.*

CARRIED

OPPOSED: One member

Minutes from this meeting are attached as **Appendix B**.

Staff met again with the proponents on October 13, 2017 to discuss the comments from the ADRC and the last iteration of the application; subsequently, a revised application was received on November 22, 2017. Significant changes were made to the entire site design to

respond to the concerns of the ADRC. The revised version was again referred internally to Staff, MOTI and the ADRC. This report summarizes all applicable comments received.

DEVELOPMENT PROPOSAL

The following provides an overview of the development proposal:

- a) **Location:** The subject property comprises three (3) lots located at 1422, 1426, and 1430 Portage Road, legally described as Lots 1, 2, and 3, DL 203, LLD, Plan 12595. The site measures 2,864 m² (30,830 sq. ft.) and is currently vacant. It sits opposite the Pemberton Community Centre, immediately west of Portage Station and east of Lot 13.
- b) **Development:** The proposal is to develop two (2) three (3) storey buildings each containing eighteen (18) residential units for a total of thirty-six (36) residential units and one (1) level of underground parking. No commercial space is contemplated.

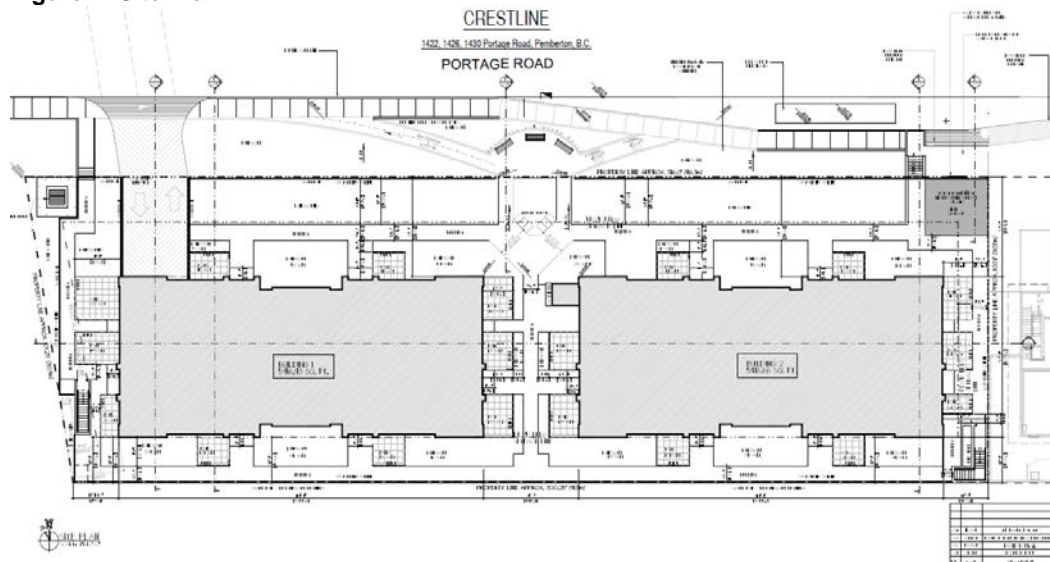


The development features one (1), two (2) and three (3) storey stacked townhouses.

Depending on the location within the building, each townhouse has one (1), two (2) or three (3) bedrooms. The majority of the units have private roof top decks that are incorporated into the roof structure. There are twenty (20) ground floor units with backyards with patios and fences for privacy. There are sixteen (16) units with doors on the ground floor that enter directly into a private set of stairs to access the 2nd floor, two (2) level units. The proposal drawings are attached as **Appendix C**.

- c) **Site Plan:** The site plan below indicates the footprint of the two (2) buildings, two (2) exterior stairwells and elevator from the underground parking, and the pop-up roof of the garbage enclosure. The total area of site coverage equals 1164.4 m² (12, 534 sq. ft.).

Figure 1: Site Plan



- d) **Built Character:** The built character of the site will be mountain modern featuring two separate but identical architecturally designed rectangular structures with articulated bump-outs, post and beam features, and windows on all four sides. A large gable feature at the center of each of the buildings faces Portage Road. A rock material serves as the base, with a combination of vertical siding and cedar shingles topped off with an exposed roof truss under the sweeping gable roof.

Figure 2: Artist's Rendering of the Front Elevation Looking West (above) and East (below)



VIEW OF NORTH WEST ELEVATION

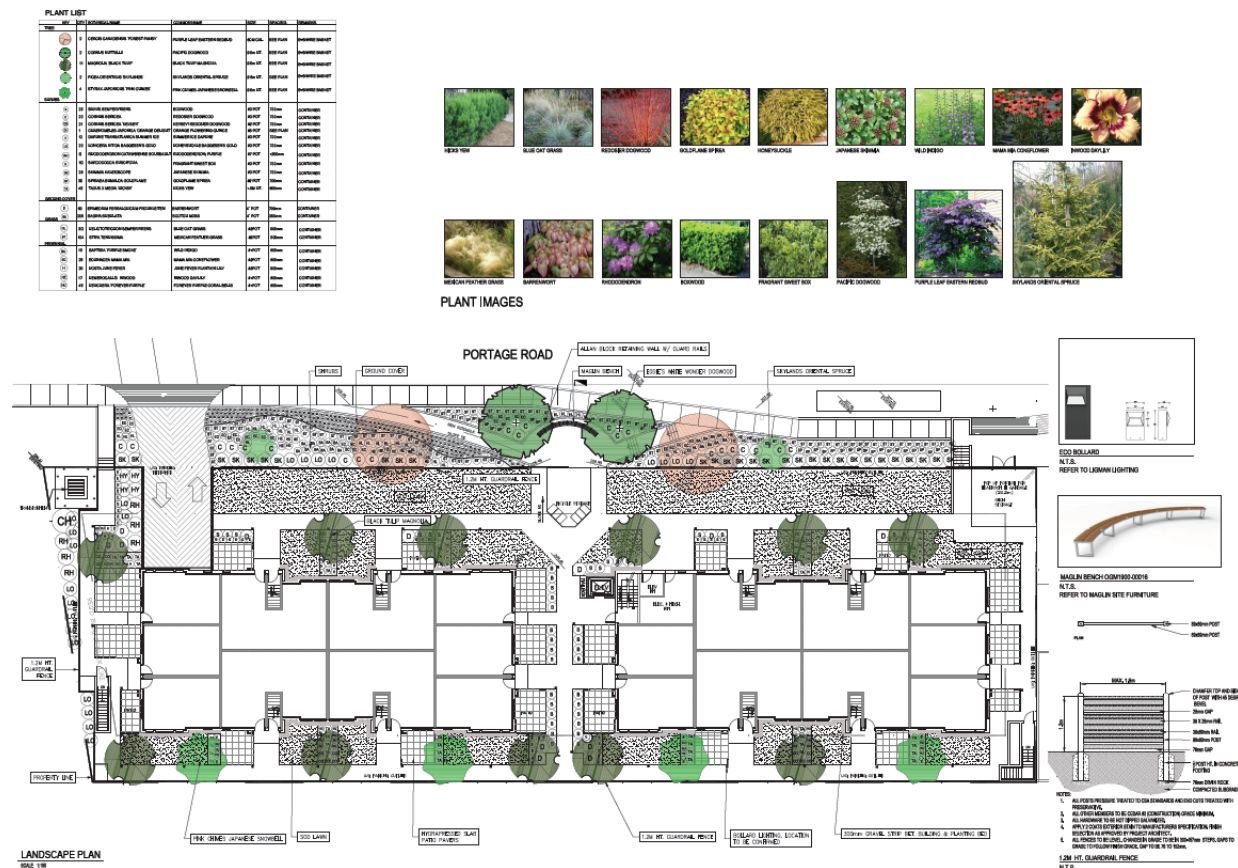
- e) **Construction Materials:** The proposal states that exterior materials, finishes and detailing feature natural materials like decorative maple stained wood braces and columns, grey cultured stone veneer columns, and charcoal, silver grey and brick red Hardie board trim and siding.

- f) **Sustainability Features:** This project is intended to be built with Passive House standards and will be fabricated in the BC Passive House plant located in Pemberton.



g) **Streetscape Improvements & Landscaping:** The application demonstrates extensive landscaping features with trees, shrubs, plantings and outdoor public seating. The landscaping plan is attached as **Appendix D**.

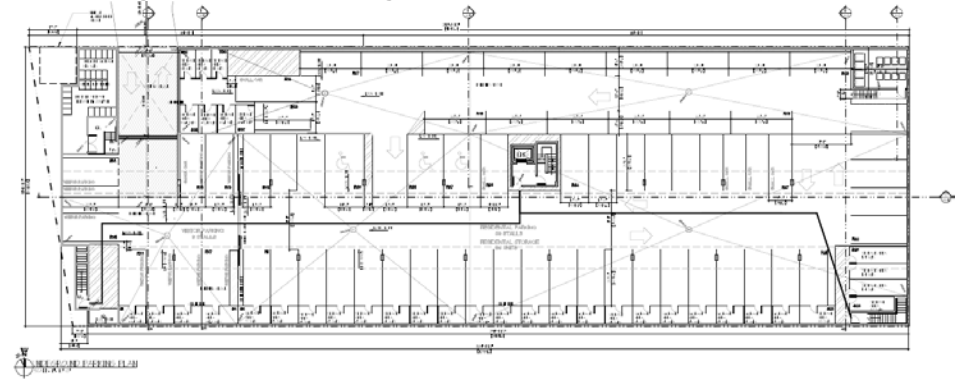
Figure 3: Landscape Plan



h) **Access & Parking:** Access to the site will be off Portage Road at Cottonwood Street and lead into an underground parking garage containing sixty-eight (68) parking spaces, a bicycle storage area and thirty-six (36) individual storage areas. Vehicular circulation through the underground garage allows for ingress and egress via a single entrance. There will be no vehicular parking or circulation at grade.

The main pedestrian access to the development is raised from the existing street level and is accessed through a set of stairs and a wheelchair accessible ramp.

Figure 4: Underground Level - Parking Plan



- i) **Water and Sanitary Sewer Servicing:** The Development will be serviced by Municipal water and sewer.
- j) **Geotechnical / Flood Construction:** The site is subject to periodic flooding and all habitable spaces are required to be constructed above the two hundred (200) year flood construction level. A Flood Covenant, supported by a professionally prepared geotechnical report, must be registered on site prior to the issuance of a building permit.

DISCUSSION AND REFERRAL COMMENTS

1) Development Services

Land Use - The subject land is currently designated "Portage Road" in the Official Community Plan Bylaw No. 654, 2011. Residential uses are provided for in the "Portage Road" Land Use designation.

Zoning – The following is an assessment of the proposal in the context of the Zoning Bylaw No. 466, 2001 "Portage Road Commercial (C-3)" requirements:

- a) Townhouses and Stacked Townhouses area a **permitted land use** in the C-3 zone, as per Zoning Amendment Bylaw No. 612, 2008. Both uses in the C-3 Zone must have a minimum lot size of 900 m² and a minimum lot width of 25 m.
- b) The proposal would comply with the 10.5 meter **maximum height** restriction based upon a calculation of average finished grade. The midpoint of the top gable is at 9.4m (30'-10.75") above the grade that has been lowered to 209.55m.
- c) The building would comply with the rear, west interior and east interior lot line **setback** requirements. It does not comply with the front lot line setback. A variance from four and a half (4.5) m to zero (0) m along the full frontage is required to accommodate the first floor parking level.
- d) The building covers 40.7% of the lot and therefore does not comply with the 40% **maximum lot coverage** requirement. A variance of 0.7% has been requested.
- e) Based upon the requirement of 1.25 off-street parking spaces per each one (1) bedroom *townhouse* unit, 1.75 parking spaces per each two (2) bedroom *townhouse* unit, and 0.25 parking space per *townhouse* unit for visitors, a total of sixty-six (66) **residential parking spaces** would be required. The project is providing sixty-eight (68) underground parking spaces.

Variance Request(s): The project requires two (2) variances; one slight variation from the permitted lot coverage (0.7%) and a variation from the front lot line setback as noted above.

- 1) The variance for site coverage is due to the additional thickness of the passively constructed walls. Staff recommends that Council support the site

coverage variance request from 40% to 40.7% based on the benefits¹ passive house construction provides to residents and the environment.

- 2) A second variance was requested from the front yard setback for the 6 m (20') portion of the garbage/recycling area pop-up only; however, the development's first level is the partially below ground parkade which is indicated at the property line. The first level is considered a structure and therefore Staff is advising that the variance from 4.5 m to 0 m must be for the entire front lot line distance given that the first floor will sit above the natural grade.

A rationale for the front lot line setback variance request was provided by the applicants on January 11, 2018, as follows:

"We are proposing a front lot set back variance for this project based on several factors. The largest factor is the difference in grade from the street to the Village of Pemberton's Minimum Building Elevation requirement for flood plain. This requires us to have the main floor slab of the buildings approx. 1.8m on average higher than the road.

As an amenity to the residents of this development we have proposed an underground parking structure. With the difference in grade this parking structure is exposed above the grade of the road. Although we have taken extensive efforts to mitigate the structure it remains in the 4.5m Setback required by the Village of Pemberton".

Given the building constraints on the site due to the flood construction level, the size of the site and its location, staff recommends that Council also support the front lot line setback.

A Draft Development Variance Permit incorporating the requests has been prepared and is attached as **Appendix E**.

Development Permit (DP) Guidelines - The OCP designates the subject property as Development Permit Area No. 6 – Multi-family and/or Commercial Development - in an effort to fulfill the following:

- Create livable and attractive neighbourhoods,
- Provide visual and physical cohesiveness that reflect our small town character.

Given this DP Area designation, the application must be reviewed in accordance with the Guidelines stated under Section 7.4.4.2. The following table compares the DP Guidelines with the proposal.

<u>DP Area No. 6 Guidelines</u>	<u>Compliance/ Mitigation</u>
<u>Siting</u> – site design should minimize direct visual intrusion to surrounding homes. Privacy can be achieved through inseting balconies, decks and patios, screening and / or off-setting windows.	Yes, the site plan has been designed to create visual interest while also providing each unit with exterior private space.

¹ Benefits of passive house construction include energy efficiency, resident comfort, healthier and quieter indoor environment, affordability and versatility. <https://blog.passivehouse-international.org/benefits-passive-house-buildings/>

	<p>There are no residential uses abutting the West or East sides of the buildings.</p>
<p>Building form - should break up larger buildings into smaller units or clusters while ensuring that intensive residential developments reflect the scale and character of the area.</p> <p>Also provide sufficient and secured exterior storage areas for each unit.</p>	<p>Yes, there are two buildings that reflect the scale and character of the adjacent developments.</p> <p>External storage is proposed underground for each unit. Bike parking is provided both above grade and underground.</p>
<p>Open Spaces - should be designed to accommodate the appropriate passive and/or passive recreational activities of the neighbourhood and:</p> <ul style="list-style-type: none"> - Provide private outdoor open space for all units (i.e., patio, porch, deck, balcony, yard, etc.). - Consider fences only if they positively contribute to the attractiveness of the neighbourhood and will be durable over time. 	<p>Yes, private outdoor spaces have been provided for each unit either through roof top decks or small (approximately 100 sq. ft.) patios.</p> <p>Fences are proposed to delineate the at grade patios. A guard rail is proposed for the rear property line because of the grade difference.</p>
<p>Circulation and Parking – the accommodation of internal and external vehicular circulation, parking and servicing is an important consideration in the functioning and accessibility of a development.</p> <ul style="list-style-type: none"> - Situate residential parking areas, garages and driveways as a minor component of the site when viewed from the street. - Fully screen from public view all exterior services including utility installations, garbage and recycling containers, preferably with a durable fenced enclosure and landscaping. 	<p>Yes, parking will not be visible from the street as it has been accommodated completely within the underground parking level.</p> <p>Garbage and recycling containers are also enclosed within the underground parking level.</p> <p>Visitor parking is accommodated underground.</p>
<p>Streetscape Improvements and Landscaping should provide amenities for residents and the surrounding neighbourhood.</p> <ul style="list-style-type: none"> - Install landscaping along all property lines, except where there is an access point - Provide irrigation for all landscaped yards and open areas (excluding areas undisturbed in their natural state). - Utilize landscaping to provide definition for pedestrian corridors and defining private or semi-private spaces. - Accommodate grading on individual properties, minimizing cut and fills and discouraging retaining walls. <p>Incorporate landscaped areas within parking lots to break up large paved areas. The landscaping can also be used in the winter for storage areas.</p>	<p>Yes. A professionally developed Landscaping Plan with irrigation has been provided. A cost estimate is required.</p> <p>The landscaping design helps define public and private spaces.</p> <p>There is no above-ground parking proposed.</p> <p>Landscaped areas are doubling as snow storage areas.</p>

Staff has considered the proposed development permit application and landscaping improvements to the property, and recommends conditional support for the development permit subject to:

- The provision of a cost estimate of landscaping works and a security deposit (in the form of an Irrevocable Letter of Credit or equivalent) to complete the works. The landscaping plan should conform to the Village's Plant List and FireSmart principles;
- Any proposed future building signs must conform to the Village of Pemberton Sign Bylaw, as amended from time to time.

2) Public Works / Engineering

Public Works and the Village's engineering consultant (ISL Engineering) did a preliminary review of the application. Their comments are indicated in a letter dated December 4, 2017, attached as **Appendix F**.

Staff Comments: Staff will ensure all engineering recommendations are completed. However, with respect to the requirement for a Traffic Impact Study, Staff defers to the Ministry of Transportation and Infrastructure's thresholds which have indicated that the development does not trigger a Traffic Impact Study, as it does not generate one hundred (100) vehicle trips in the peak hour (see MOTI comments below).

3) Fire Chief

The application was reviewed by the Village Fire Chief and the following concerns were communicated on November 30, 2017:

- Access to building will be on the street restricting traffic or causing the street to be blocked off in case of an incident causing further safety concerns for fire department personnel.

Staff Comments: Staff feels that this is an operational issue that should not hinder the issuance of the DP. The applicants have provided a vehicle pull-out in front of the building that could accommodate fire/rescue vehicles. As well, Portage Road contains three lanes and is most likely wide enough to accommodate fire/rescue vehicles and alternating traffic during an emergency. The same comment would also apply to Portage Station and there have been no major issues to date. In addition, the Village is able to open up a temporary detour through the Glen if necessary.

- Access to the rear of the building is non-existent. With all shrubs, patios, fencing and patio furniture will be hazards and access to the upper floors from the outside will be hazardous.

Staff Comments: Staff feels that this too is an operational issue that should not hinder the issuance of the DP. Fire Department Staff could identify these concerns to the strata, once created, with recommendations on how to mitigate and could follow up with annual inspections, if necessary.

- Need to indicate the location for the fire department connection as cannot be found on drawings.

Staff Comments: Building Permit review will ensure a fire department connection is indicated and the location is reviewed by the Fire Chief.

- The only fire hydrants shown are across the street in case of incident main road will have to be blocked.

Staff Comments: The applicants have indicated the location of a new fire hydrant to be installed near the north east corner of the development shown on their revised site plan submitted November 22, 2017.

- All plants and shrubs being used should meet the FireSmart landscaping requirements posing less of a hazard.

Staff Comments: This will be listed as a condition of DP issuance.

- A list of items will need to be identified that will be allowed in underground storages units. If any type of fuel is stored (which is not allowed) all storage units will require ventilation to outside air so there is no buildup of hazardous fumes. Ventilation fans will be required.

Staff Comments: A covenant will be registered on title to ensure and limit the uses of storage; annual site and building fire inspections can ensure compliance. Building Permit review will address ventilation concerns.

4) Ministry of Transportation and Infrastructure (MOTI)

Jim Hegan, Squamish Area Development & Operations Technician, reviewed the revised design and offered the following comments on December 13, 2017:

- **Traffic** – The development does not trigger a Traffic Impact Study, as it does not generate 100 vehicle trips in the peak hour. MOTI will eventually require a more detailed submission from the developer with Highway technical information so that it can be referred to their District Engineer for review and approval.

Staff Comments: MOTI's approval will be a condition of DP issuance.

- **Garbage/ Recycling Area** - MOTI has concerns about the location of the Garbage/Recycle area at the northeast corner of the property. If this site requires a service vehicle to access within the proposed loading bay, it may be in conflict with the access to/from the neighboring property.

Staff Comments: The applicant is aware of this concern and will work with MOTI to mitigate the potential conflict in sightlines. Approval from MOTI will be a condition of DP issuance.

- **Pedestrian Infrastructure & Landscaping** – MOTI acknowledges that the building structure has been moved further away from the road right-of-way, and would like to see the proposed pedestrian access and seating area moved back as well in order to reduce encroachment into MOTI's setback.

Staff Comments: The applicant has been informed of MOTI's wishes and is willing to adjust the site plan to suit. Staff will ensure that this request is

accommodated while still meeting the intent of the landscaping plan accepted by the ADRC.

- **Access** - The plan indicates three (3) pedestrian accesses; two (2) stairs and one (1) ramp and could illuminate one (1) set of stairs. The area on road right-of-way between the development and the back of municipal sidewalk could still be landscaped, under permit. Reducing the infrastructure will also reduce the possible hardship should the Ministry's future needs impact this area.

Staff Comments: The applicant requires a permit from MOTI to place pedestrian access structures within their right of way setback. Approval from MOTI will be a condition of DP Issuance.

- **Structure Setback** – MOTI understands that the VOP's structure setback is 4.5 metres from property line, which is the same as the Ministry's. MOTI has advised that when within incorporated territory, the Municipality must first approve the request for variance before the Ministry will consider the application.

Staff Comments: Staff is recommending that the Village support the front lot line set back variance and if approved by Council, the applicants are aware they require a similar variance from MOTI. Approval of the variance from MOTI will be a condition of DP Issuance.

5) Advisory Design Review Commission (ADRC)

At a meeting held December 4, 2017, Staff presented the significantly revised application to the ADRC. Representatives from Crestline were present to answer questions. Andrea Scott, Agent and Architect, provided an overview of the revised design plans for the Crestline Development noting the following changes:

- The number of buildings on the site have been reduced to two (2) from five (5) and old design/new design comparisons were presented.
- The height of the building has been reduced while maintaining the Flood Construction Level requirements and it is now the same height as Portage Station next door.
- The buildings have been pushed back considerably from the front setback, but they will still require a Variance from both the Ministry of Transportation & Infrastructure and the Village of Pemberton.
- The new renderings provided a better view of what the building will look like from both the east and west side directions.

Figure 5: Site Plan Comparison between New Design and Old Design

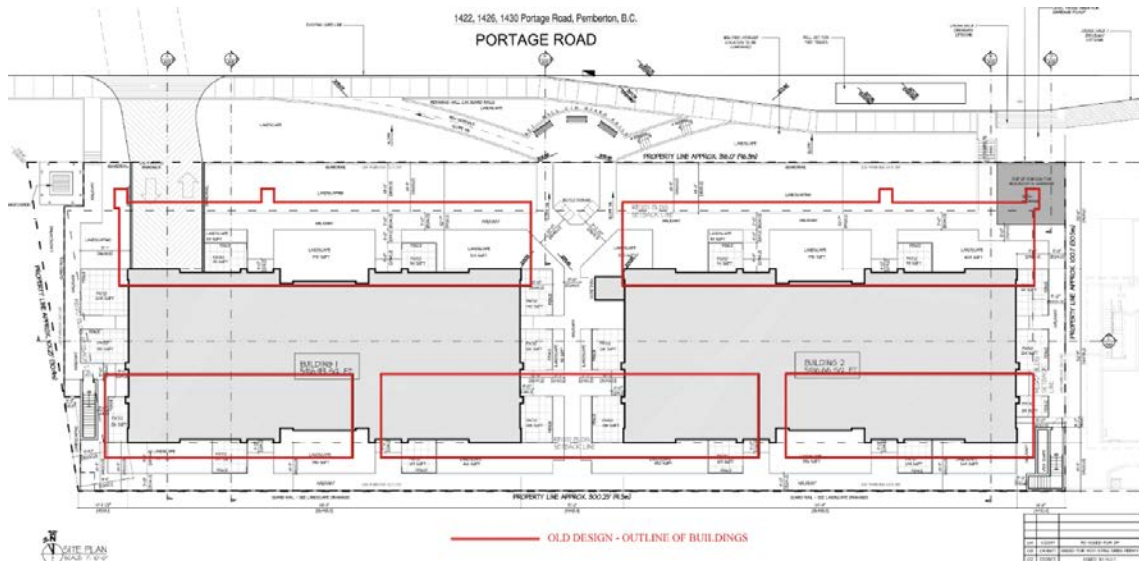


Figure 6: Streetscape Elevation Comparison between New Design and Old Design



Figure 7: Artist's Rendering Comparison between New Design and Old Design



Discussion among the ADRC took place respecting the need to establish landscaping or screening to hide the pad-mounted transformer (PMT) located in the north/west corner of the property. The proponents advised that they are waiting referral comments from BC Hydro with respect to options for screening and/or landscaping. It is the intention that the PMT will be hidden from view.

The ADRC also suggested enhancement of the space between Portage Station (concrete wall) and Crestline on the east side of the building. The proponents advised that they would look at addressing this through their landscaping plan. They were also advised to address accessibility concerns with respect to the bench (seating area) located at the front of the property by adding back and arm rests.

The ADRC Chair thanked the proponents for taking into consideration the concerns and comments provided by the ADRC at their earlier meetings and addressing the issues of massing and improvements to the building and landscape design.

Moved/Seconded

THAT the Crestline Development Permit Application be supported;

AND THAT consideration be given to incorporating the following into the design/landscape plan:

- *Screening of the PMT (north/west corner),*
- *Creeping evergreen plantings in the north/east side of the building to cover the pop up garbage enclosure,*
- *Adding accessibility components (back and arm rests) to the bench located at the front of the property along the walkway.*

CARRIED

COMMUNICATIONS

A Development Permit application requires that a Project Information Sign be placed on the site as per Schedule “G” of the Village’s *Development Procedures Bylaw No. 725, 2013*, which is in place.

DEVELOPMENT PERMIT DPA008
DEVELOPMENT VARIANCE PERMIT DVPA118
Village of **PEMBERTON** Lots 1-3, DL 203, Plan 12595, LLD 1422, 1426, 1430 Portage Road

Andrea Scott, Agent for Pemberton Landing GP Ltd., has applied for permission to develop this site for multi-family residential use.

	Variances Requested		
	C-3 Zone	Required	Proposed Variance
Land Use: 2 Buildings/36 stacked townhomes			
Gross Floor Area: 37,052.36 sq.ft./3,442.27 sq.m	Max. Lot Coverage	40%	40.7% +0.7%
Parking Spaces: 68 (underground)	Min. Front Setback	4.5 m	0 m* +4.5 m
Architectural Character: Mountain Modern			
Sustainability Feature: Passive House			

WANT MORE INFO? Contact Lisa Pedrini, Senior Planner
Phone: 604.894.6135 x234
Email: lpedrini@pemberton.ca

www.pemberton.ca

A Development Variance Permit requires that the Village prepare public notification in the form of a letter mailed to adjacent property owners within a 100 m radius of the subject property notifying them of Council’s intention to consider a variance request, as per Section 7.5 of

Development Procedures Bylaw No. 725, 2013 and the *Local Government Act*. Notification was mailed out January 2, 2018.

To date, the Village has not received any responses from adjacent land owners.

LEGAL CONSIDERATIONS

Development Permits are issued by resolution of Council as per Section 490 of the *Local Government Act RS2015 (LGA)*. The processing of a Development Permit application is regulated by Sections 490 – 491 of the *LGA* and by the *Village's Development Procedures Bylaw 725, 2013*, as amended from time to time.

Development Variance Permits are issued by resolution of Council as per Section 498 of the *Local Government Act RS2015 (LGA)*. The processing of a Development Variance Permit application is regulated by Sections 498 – 499 of the *LGA* and by the *Village's Development Procedures Bylaw 725, 2013*, as amended from time to time.

IMPACT ON BUDGET & STAFFING

All costs associated with the processing of this application, including Staff time, are recoverable through the application fees as per the Village of Pemberton *Development Procedures Bylaw 725, 2013*, as amended from time to time.

INTERDEPARTMENTAL IMPACT & APPROVAL

There are no interdepartmental impacts or approvals required respecting the processing of this application as it is a function of the Operations and Development Services Department.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

A review of this application does not have an impact on the region or neighbouring jurisdictions.

OPTIONS FOR CONSIDERATION

Option One: That Council approves the Development Permit application, subject to the stated conditions, and approves the requested variances.

This is the preferred option.

Option Two: That Council approves the Development Permit subject to the stated conditions but does not approve the requested variances.

The applicants have been diligently trying to address the Village's DP and zoning requirements for over a year and in the process, at the ADRC's request, presented numerous iterations for review. This final revision has resulted in a reduction to the number and severity of the variances requested and is felt to more aptly meet the form and character guidelines and complement neighbouring developments.

Not supporting the variances would require the applicants to undertake an overhaul of the design, creating more delay and cost to the project.

Option Three: That Council neither approves the Development Permit nor the requested variances.

This option is not supported for the reasons noted above.

POTENTIAL GOVERNANCE CONSIDERATIONS

Review and consideration of the Crestline Development Permit and Development Variance Permit Application meets with:

Strategic Priority No. Three: Excellence in Service through the continuation of delivering quality municipal services by processing development applications efficiently.

RECOMMENDATIONS

DEVELOPMENT PERMIT APPLICATION (DPA-008)

THAT the Development Permit Application No. 008 (1422, 1426, 1430 Portage Road) be approved subject to the following conditions:

- That a formal grading plan with engineered retaining wall design be submitted to the satisfaction of the Village Engineer;
- That a formal stormwater management plan be submitted to the satisfaction of the Village Engineer;
- That the remainder of comments contained in the ISL letter dated December 4, 2017, (excluding the requirement for a Traffic Impact Study) be addressed to the satisfaction of Village Staff;
- That all permits and approvals required from the Ministry of Transportation and Infrastructure are obtained to the Ministry's satisfaction;
- That the Fire Chief's concerns with respect to the location of the fire department connection and appropriate FireSmart landscaping are addressed to the satisfaction of Village Staff;
- That a flood level covenant be registered on title to dictate the elevation of residential development and restrict the items that can be stored in the underground storage units;
- That an estimate of landscaping works and security deposit (in the form of an Irrevocable Letter of Credit or equivalent) to complete the works be submitted; and
- That any proposed future building signs receive a Sign Permit in conformance to the Village of Pemberton Sign Bylaw.

DEVELOPMENT VARIANCE PERMIT (DVP-118)

THAT Council approves the Development Variance Permit No. 118 (1422, 1426, 1420 Portage Road) to vary the site coverage from 40% to 40.7% and to vary the front lot line setback for the underground parking level from 4.5m to 0m.

Attachments:

- Appendix A: ADRC Meeting Minutes, April 4, 2017
- Appendix B: ADRC Meeting Minutes, September 27, 2017
- Appendix C: Development Proposal Drawings
- Appendix D: Landscaping Plan
- Appendix E: Draft DVP No. 118
- Appendix F: ISL Comments, December 4, 2017
- Appendix G: ADRC Meeting Minutes, December 4, 2017

Submitted by:	Lisa Pedrini, Village Senior Planner
Manager Approval by:	Tim Harris, Manager of Operations and Development Services
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer