



ALUC AGENDA

ADVISORY LAND USE COMMISSION

Agenda for the Advisory Land Use Commission Meeting of the Village of Pemberton to be held Monday November 30, 2020 at 5:00 pm via ZOOM Webinar ID: 829 9950 9419

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ADVISORY LAND USE PLANNING COMMISSION MINUTES

Minutes for the Advisory Land Use Planning Commission of the Village of Pemberton held Monday, April 27, 2020 at 5:30 pm by ZOOM Webinar.

IN ATTENDANCE:

Kevin Clark
Allison Twiss
Kirsten McLeod
Mark Barsevskis
Kristina Salin

REGRETS:

Richard Nott

STAFF IN ATTENDANCE:

Lisa Pedrini, Manager of Development Services
Cameron Chalmers, Contract Planner
Elysia Harvey, Legislative Assisant (Meeting Coordinator)
Gwendolyn Kennedy, Building & Planning Clerk (minutes)

PUBLIC IN ATTENDANCE:

4

1. ORIENTATION

2. CALL TO ORDER

At 5:33 p.m. the meeting was called to order.

3. APPOINTMENT OF CHAIR

Moved/Seconded

THAT Kevin Clark be appointed Chair of the Advisory Land Use Planning Commission.
CARRIED

Kevin Clark took over as Chair of the meeting.

4. APPROVAL OF AGENDA

Moved/Seconded

THAT the agenda be approved as circulated.
CARRIED

5. ADOPTION OF MINUTES

Moved/Seconded

THAT the minutes of Advisory Land Use Planning Commission meeting held October 28, 2019 be adopted as circulated.

CARRIED

6. ZONING BYLAW TEXT AMENDMENT – RESIDENTIAL TOWNHOUSE AMENITY 1 (RTA-1) AMENDMENT

Cameron Chalmers, Village Contract Planner, summarized the application for a zoning bylaw text amendment that would permit duplex building forms within Elevate at Sunstone and any future multi-family buildings in the RTA-1 zone.

The RTA-1 zone was created specifically to implement the Sunstone project and permits the development of single-detached small lots and multi-family townhouse development, which, under Zoning Bylaw No. 832, 2018, is defined as buildings of three or more dwelling units. The application would enable the construction of duplex units within multi-family complexes, but would not permit the subdivision of land to create duplex lots. No changes are proposed to other existing regulations applicable to this zone.

Should the application succeed, the applicant would submit a revised development permit application that would propose approximately 45 units, primarily in the form of duplex units. Mr. Chalmers referred Commission members to the illustrative concepts presented in Appendix C of the report.

Staff has reviewed the application and noted that the slightly reduced density and gentler building forms proposed conform with the character of the existing Sunstone project and with the Hillside Development Guidelines.

Commission members requested clarification on market demand for the duplex form, the potential impact on affordability, conformity with the overall community plan, lot coverage and spacing between buildings. The question of whether this zone would be used elsewhere in the community was raised.

Cam McIvor, representing the applicant Sunstone Ridge Developments Ltd., provided additional information on the zoning amendment request, explaining that uptake of Elevate townhouse units has been limited due to the high cost of construction, and that the interior units of the four and sixplex buildings have not been selling. A change to duplex units would eliminate the less saleable middle units and would reduce up-front construction costs for each building, allowing for a more affordable, phased approach to the development.

Mr. McIvor noted that the impact on density and lot coverage for the project is minor and would result in a reduction from 19 units per hectare to 16.4 units per hectare. Furthermore, the duplex form will allow for a substantial increase in parking, up to four stalls per unit.

Mr. McIvor pointed out that while the duplex form will necessarily result in a higher price per unit, Elevate was intended to satisfy the middle and upper sectors of the market.

Commission members spoke in favour of the text amendment, but noted that as the change to duplex units would alter the landscaping, the new landscape plan should be reviewed.

Moved/Seconded

THAT the Advisory Land Use Commission recommends that Council proceed with the amendment proposed to the Residential Townhouse Amenity 1, Sunstone (RTA-1) Zone to incorporate duplex buildings as permitted uses in multi-family developments, subject to consideration of the revised landscape plan.

CARRIED

7. NEXT MEETING

The next meeting will be scheduled for the fourth Monday of the month as needed.

8. ADJOURNMENT

At 6:42 p.m. the meeting was adjourned.

Kevin Clark, Chair

Date: November 30, 2020

To: Advisory Land Use Commission

From: Lisa Pedrini, Manager of Development Services

Subject: Official Community Plan (OCP) and Zoning Bylaw Amendment – École de la Vallée

PURPOSE

The purpose of this report is for the Advisory Land Use Commission to consider and make recommendations to Council regarding a major OCP amendment and rezoning proposed for a portion of the Tiyata Development lands, to facilitate development of a Francophone public school.

BACKGROUND

Craig Burns, Agent on behalf of the landowner 1193317 BC Ltd. (Bruce van Mook) has made an application from Conseil scolaire francophone de la C.B. (School District #93) to the Village of Pemberton for amendments to the Village's Official Community Plan (OCP) and Zoning Bylaw to facilitate the development of a Francophone public school - École de la Vallée. The subject property is known as the portion of the Tiyata development that fronts Highway 99. The subject lands are depicted in **Appendix A**.

The application's intent is to amend the OCP to permit this institutional use within the Tiyata Special Planning Area Designation and to amend the Zoning Bylaw No. 832, 2018 to permit a school/community space aimed at francophone education. As the application involves an amendment to the OCP, Council's consideration under Section 475 of the *Local Government Act* which addresses Council's requirements for early and ongoing consultation is triggered. On Tuesday October 20, 2020, Council made the following resolution with respect to early and ongoing consultation opportunities:

Moved/Seconded

THAT Council has considered the obligations under Section 475 of the *Local Government Act* with respect to the Official Community Plan amendment application by on Lot 3, DL 203, LLD, Plan 12807 and requests that the Applicant organize, advertise, and host at least one (1) public information meeting prior to consideration of First and Second reading of the forthcoming OCP amending bylaw.

THAT Council has considered Section 475 of the *Local Government Act* and directs Staff to consult with the following organizations before consideration of First and Second Reading to the forthcoming OCP amending bylaw:

- *Lil'wat Nation*
- *Ministry of Transportation and Infrastructure*

- *Ministry of Education*
- *Squamish Lillooet Regional District*
- *Pemberton Valley Dyking District*
- *CN Rail*
- *School District No. 48 – Sea to Sky*
- *Pemberton and District Chamber of Commerce*
- *TELUS*
- *BC Hydro*

CARRIED

The applicants will hold a virtual Public Information Meeting on Thursday, November 12, 2020 at 5:00pm. Referral agency responses that were received by the date this report was written, are summarized below.

DISCUSSION & COMMENTS

The purpose of this report is for the ALUC to provide direction to Council with respect to the land use change. This report is intended to demonstrate the relative merits of the proposal and a request for direction based on the rationale and referral comments to date. The consultation process will run parallel with the Staff and agency review and the OCP amendment and rezoning bylaws will be brought forward for substantive consideration in due course.

SITE DESCRIPTION

The subject property is legally described as Lot 3, DL 203, LLD, Plan 1287 except that part which lies to the east of the east boundary of Plan Crown Grant 253 (PID: 009-378-740), presently with no civic address. The subject lands are depicted below in **Figure 1** below and **Appendix A**.

The site is an undeveloped lot on the northwest side of Highway 99, south of Signal Hill Elementary and Pemberton Portage Road. The property is bordered by Pemberton Creek to the West and Southwest, Tiyata at Pemberton residential lands to the North and a vacant property to the East. The property measures 10.13 acres and is encumbered by a BC Hydro right of way.

The land is located within the centre of the Village of Pemberton. Other than the close proximity with Pemberton Creek and the dike, the land has no significant physical features. The land is within the Lillooet River flood plain and the Pemberton Creek flood protection area. The western portion of the site is treed, and the eastern portion is a gravel-covered clearing, informally accessible from Highway 99.



Figure 1: Subject Property

According to the Executive Summary of a Soils Report from 2017 prepared for Tiyata Developments Inc. by PGL Environmental Consultants, fill from unknown sources has been stored in the area. Stockpiles of fill, construction debris and roadway asphalt were observed. According to the soil investigation, stockpiled soil was sampled and tested for potential contaminants and no soil contamination was identified.

BRIEF DESCRIPTION OF THE PROPOSAL

The proposal is to construct a school/community hub aimed at francophone education. The proposed school would serve students in kindergarten to grade 12 (K-12), be three (3) storeys, and 6,946 sq. m floor area. It is proposed to accommodate approximately 390 students and incorporate much-needed childcare spaces for infant/toddler and preschool-aged programming. The school will feature a French-first language program, intended for children whose parents are part of the Francophone minority. There will be stringent admissions criteria for both the school and daycare.

A conceptual site plan for the lands is shown below in **Figure 2** and is attached as **Appendix B**.

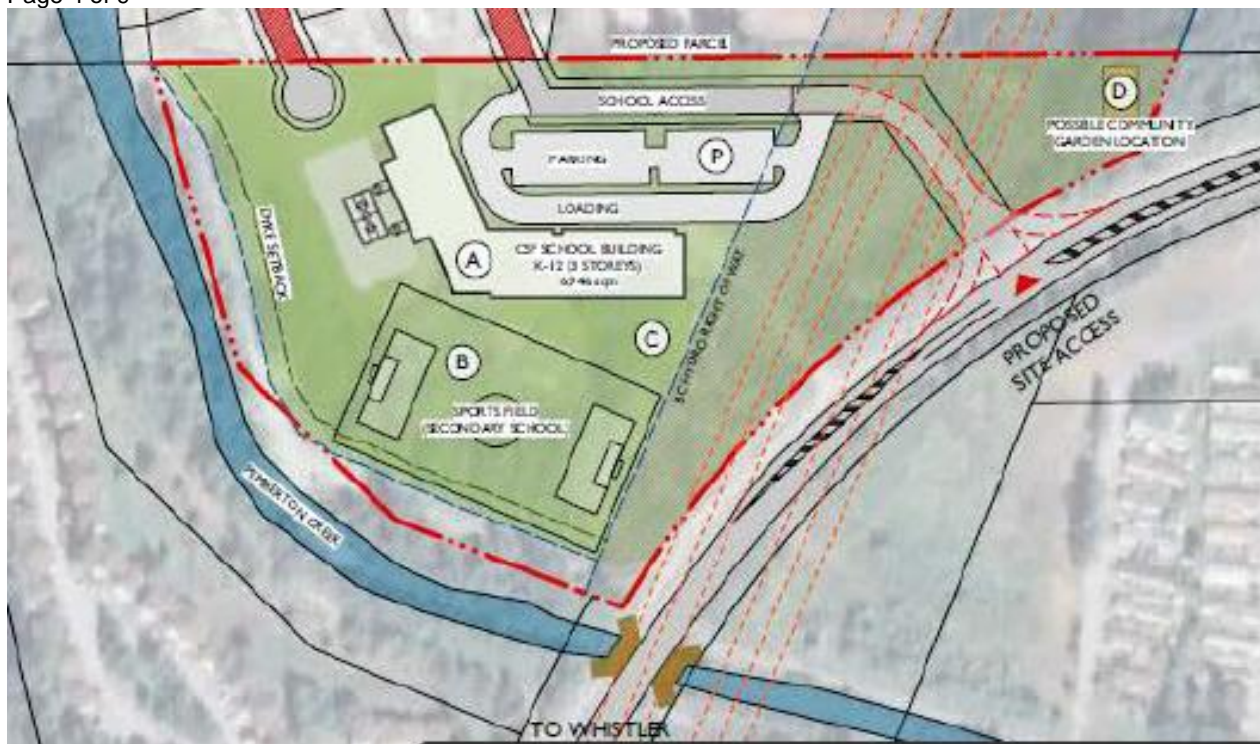


Figure 2 – Conceptual Site Plan

Building a separate school for École de la Vallée will provide functional, attractive and sufficient space (capacity) for eligible students and will free up two classrooms and gym space at the Pemberton Community Centre. It will also allow the program to release their current annual lease with School District No. 48 for four (4) portable classrooms located to the rear of Signal Hill Elementary in Pemberton. The new school will feature a full size playing field, parking and potential space for a community garden.

Access and Circulation

The Conceptual Site Plan below prepared by WEB Engineering Ltd. (**Figure 3**) indicates a proposed site access off Highway 99 allowing full movement to vehicles turning right or left. The Ministry of Transportation and Infrastructure (MOTI) will need to authorize an access (driveway) permit in this location (see preliminary referral comments from MOTI in a further section of this report).

Parking and loading have been provided based on a proposed school size of 6,946 sq. m floor area.

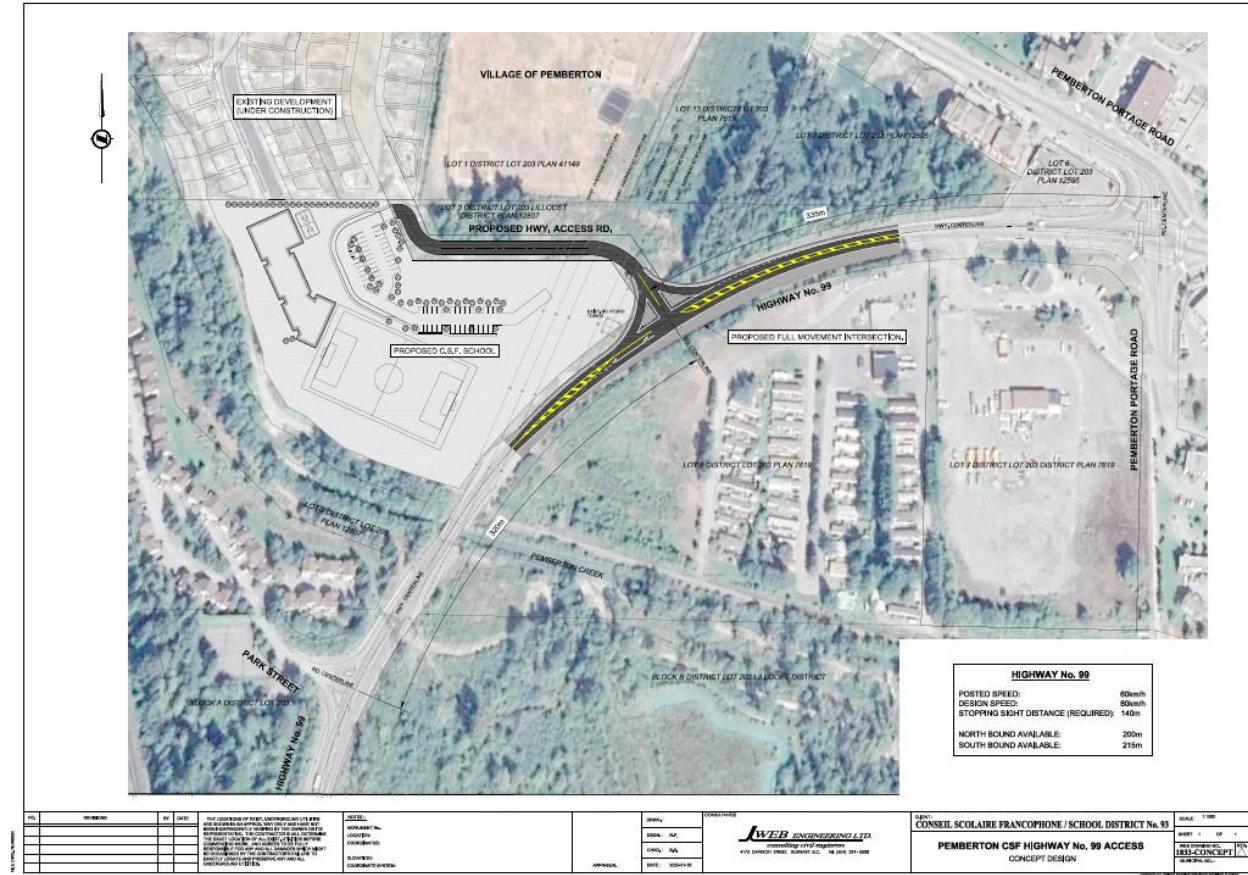


Figure 3 – Highway Access Concept Plan

Please note, access and internal circulation are still under design. The above drawing shows the utilization of landscaping to screen and separate land uses between the Tiyata development and the school use but this is simply an early conceptual design. Staff will review the Tiyata Boulevard Easement to determine road ends in this vicinity. Emergency Access through the secondary road in Tiyata may be required which would require at least one gate on the Strata Road, but a paved connection would not necessarily need to be provided. The Village may seek another alternative based on comments from the Village’s Fire Chief.

Community Amenity Contributions

The Village adopted a Community Amenity Contribution Policy on September 1, 2020 which outlines a framework for defining, establishing and securing Community Amenity Contributions through the rezoning process. The Policy applies to all rezoning applications for residential or mixed-use development that propose an increase in density, development opportunity, or any other zoning change that will increase the land value of land subject to the application.

As part of the initial land use negotiations that took place before the Village received this application, Council was requested to discharge Covenant LB387063 from the subject property to facilitate an alternate approach to development of the lands. Covenant LB387063 was registered as a Section 219 no-build restrictive covenant on May 21, 2010 as part of the approvals of the initial development concept on the lands currently being developed as the Tiyata development. The agreement between the Village of Pemberton and Thuro Logging Ltd. was

essentially a means to ensure the lands were developed in accordance with the development scheme identified in the covenant and for the developer to perform certain acts contemporaneously with the development of the land.

Since the covenant was registered, the first three (3) phases of the Tiyata project have been developed under the CD-5 Comprehensive Development Zone 5 (Tiyata at Pemberton). The Owner had recently entered into an agreement of purchase and sale with a not-for-profit entity (CSF) that sought to develop a portion of the lands for non-residential purposes. That Covenant secured amenities in the form of a pedestrian bridge crossing, the dike trail, a community garden and a transfer of land for affordable housing (as per the OCP direction contained in Section 6.1.7 Tiyata Community Amenities).

As was stated in the Staff report presented April 21, 2020, through a future rezoning application, the Village would be in a position to secure additional amenities or developer obligations. At this point, the proposal includes a site for a community garden and incorporates much-needed childcare spaces for infant/toddler and preschool-aged programming, although they are only intended for children whose parents are part of the Francophone minority. [There will be stringent admissions criteria for both the school and daycare.]

Negotiations on an acceptable and fair, albeit voluntary community amenity contribution package have not taken place, but will need to be agreed upon before the Village Council can consider Third Reading. Amenities will be secured through the registration of a Land Use Agreement (Section 219 No Build Covenant).

Servicing / Off-site Improvements

Servicing to the property would come from Village of Pemberton water and sanitary systems. Capacity for water and sanitary would need to be modelled by ISL, the Village's Engineering Consultant. Proposed storm water management will also be assessed by ISL, with input from the Pemberton Valley Diking District.

Off-site improvements will be determined via a review of the Village's Subdivision and Development Control Bylaw and will be secured through a Servicing Agreement. Development Cost Charges are applicable for Institutional development.

COMPLIANCE WITH GENERAL POLICY DIRECTIONS

The subject parcel is currently designated Residential in the Village's OCP and zoned Comprehensive Development 5 (Tiyata at Pemberton).

This request to facilitate the development of a francophone public school on the property can be achieved by amending OCP Bylaw No. 654, 2011 to revise and insert additional permissive wording into Section 6.1 Special Planning Area (Tiyata) to accommodate a public school site. The companion rezoning application would amend the CD-5 Zone, in particular Part 18.5 zone boundary drawing to accommodate a public use area and add applicable regulations such as setbacks, maximum height, and site coverage similar to the Public P-1 Zone, which permits Schools. Together, the amendments would enable the development of a 6,950 m² public francophone school, with auxiliary parking, playing fields and community garden. Proposed draft OCP amendment and Zoning Bylaw amendments will be brought forward to Council in due course.

The proposal is generally consistent with the goals and objectives of the Official Community Plan. Accordingly, the proposed amendment to the OCP aligns with the Residential Land Use. The Residential Designation means local neighbourhoods including single family and multifamily uses together with complementing parks, open spaces and **civic spaces** (a school being a civic use).

The amendment is also compliant with other general OCP directives. Specifically:

- Section 6.1.2 Neighbourhood Vision – *“The vision for the Tiyata at Pemberton Neighbourhood is to create a sustainable development that offers compact housing catering to a range of incomes and ages. The residents will have easy access to places of work, shopping and community amenities.”*
- Section 6.1.3 *“The Neighbourhood will have two main community gathering points; one within the school(s)/community garden in the centre of the neighbourhood and the other at a public park located along Pemberton Creek”,* and
- Section 6.1.8 Tiyata Sustainability Initiatives - *Opportunities for employment (long term).*

Furthermore, the addition of another public school at this location will be in character with other surrounding civic uses –Signal Hill Elementary, future Agricultural Park (Community Garden) and Park n’ Ride, the Pemberton Community Centre and the Creekside Tennis Courts.

REFERRAL COMMENTS

Ministry of Education

The Ministry of Education has submitted a response in favour of the amendments in the form of correspondence attached as **Appendix C**.

Ministry of Transportation

The Ministry of Transportation and Infrastructure has responded with preliminary approval (**Appendix D**) subject to the following conditions:

Although the Ministry’s preference is to limit or eliminate private access off of Highway 99 through Pemberton, as it is a Controlled Access Highway, we recognize the challenges with this parcel in that it currently does not have frontage on a secondary road right of way and there is limited opportunities to establish alternative access. The applicant will need to address and consider the following

- *An Access to a Controlled Access Highway permit is required for direct access to Highway 99.*
- *Presently, the ministry supports a right in/right out access to Highway 99. This present support should not be construed as pre-approval for a full movement access. A full movement access will require further analysis and review.*
- *The proponent will need to consider the costs of potential improvements to the highway to support an access.*
- *Access approval may need to consider access to adjacent lands (e.g. through public road dedication or easements).*
- *Consideration should be made for active transportation and pedestrian accommodation.*

Pemberton Valley Diking District

The Pemberton Valley Diking District (PVDD) has submitted a response in favour of the amendments in the form of correspondence attached as **Appendix E**.

Lillooet Nation

The Lillooet Nation has not yet provided response to this application.

Squamish-Lillooet Regional District

The SLRD has responded that their interests are unaffected by this application.

BC Hydro

BC Hydro has begun its review of the referral and has asked for clarification as to where Transmission Tower 64-03 of Circuit 2L001 is located in relation to the proposed access road and the distance between the tower and the closest edge of the access road. The applicants are preparing a response to this request, which will include conducting a more detailed survey later in the process.

Village Fire and Rescue

The Fire Chief has provided the following response to this application:

In review of the referral package and the proposed Highway access road layout designed by WEB Engineering, concerns about fire department access for both Tiyata and the French School are noted.

The original submission drawing showed a turnaround in Tiyata and the WEB Engineering drawing no longer shows this. As per Building Code requirements stated below road allowances are required. Also as per the Approved Fire Apparatus turn around (**Appendix F**) by the International Fire Code, access and turn arounds need to be met.

Need confirmation whether the [gated] access from Tiyata through to the French School will be included as the WEB Engineering drawing does not indicate this clearly. The French school parking does not seem to be a drive through as indicated in the first drawing, and the building seems to be further away from the road or driveway where there are requirements for this as well.

Hydrant locations will also have to be looked at closely.

Attached as **Appendix G** is a document the Fire Chief created regarding lane access.

BC Building Code

9.10.20.3. Fire Department Access to Buildings 1) Access for fire department equipment shall be provided to each building by means of a street, private roadway or yard. (See Notes A-9.10.20.3.(1) and A-3.2.5.6.(1).) 2) Where access to a building as required in Sentence (1) is provided by means of a roadway or yard, the design and location of such roadway or yard shall take into account connection with public thoroughfares, weight of firefighting equipment, width of

roadway, radius of curves, overhead clearance, location of fire hydrants, location of fire department connections and vehicular parking.

3.2.5.6. Access Route Design 1) A portion of a roadway or yard provided as a required access route for fire department use shall a) have a clear width not less than 6 m, unless it can be shown that lesser widths are satisfactory, b) have a centre-line radius not less than 12 m, c) have an overhead clearance not less than 5 m, d) have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m, e) be designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions, f) have turnaround facilities for any dead-end portion of the access route more than 90 m long, and g) be connected with a public thoroughfare. (See Note A-3.2.5.6.(1).) 2) For buildings conforming to Article 3.2.2.50. or 3.2.2.58., no portion of the access route described in Sentence 3.2.2. 10.(3) shall be more than 20 m below the uppermost floor level.

A-3.2.5.6.(1) Fire Department Access Route. The design and construction of fire department access routes involves the consideration of many variables, some of which are specified in the requirements in the Code. All these variables should be considered in relation to the type and size of fire department vehicles available in the municipality or area where the building will be constructed. It is appropriate, therefore, that the local fire department be consulted prior to the design and construction of access routes.

Once this is reviewed we can have a further discussion. This is one area that is a big problem in Pemberton, Fire Department access that definitely needs to be addressed.

Village Engineering Consultant (ISL)

The Village Engineer (ISL) has not yet provided response to this application.

Other Village of Pemberton Internal Referrals

The Village's Operations, Recreation and Corporate Departments have provided referral responses noting support for the amendments. Questions regarding the traffic circulation, road maintenance, the need for adequate parking and increased traffic on Highway 99 were raised. A Traffic Impact Study will be required to be submitted by the applicants.

COMMUNICATIONS

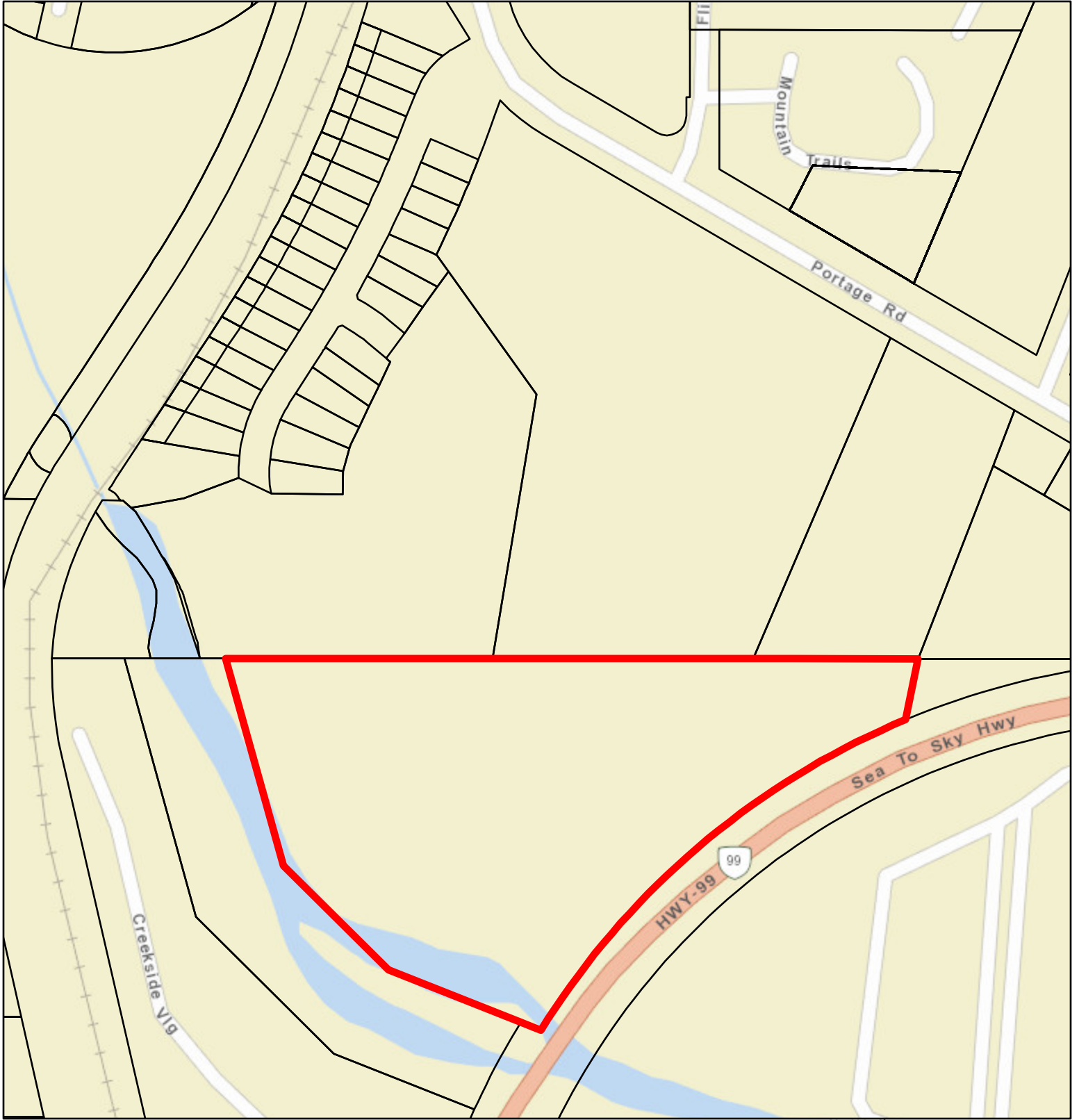
Staff have undertaken a referral of the submission to the standard list of referral agencies for comment and have required the applicants hold a public information meeting (November 12, 2020) at their cost before the consideration of First and Second Reading. Staff may be able to present preliminary results of the public information meeting at the ALUC meeting, if desired.

Attachments:

- A. *Location Map*
- B. *Concept Plan*
- C. *Ministry of Education Support Letter*
- D. *Ministry of Transportation and Infrastructure Preliminary Approval*
- E. *PVDD Correspondence*
- F. *Fire Apparatus Turn-around*
- G. *Lane Access*

Location Map


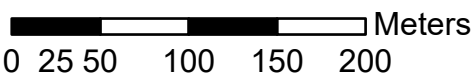
APPENDIX A



Legend

 Subject Property

Lot 3 DL 203 LLD Plan 1287



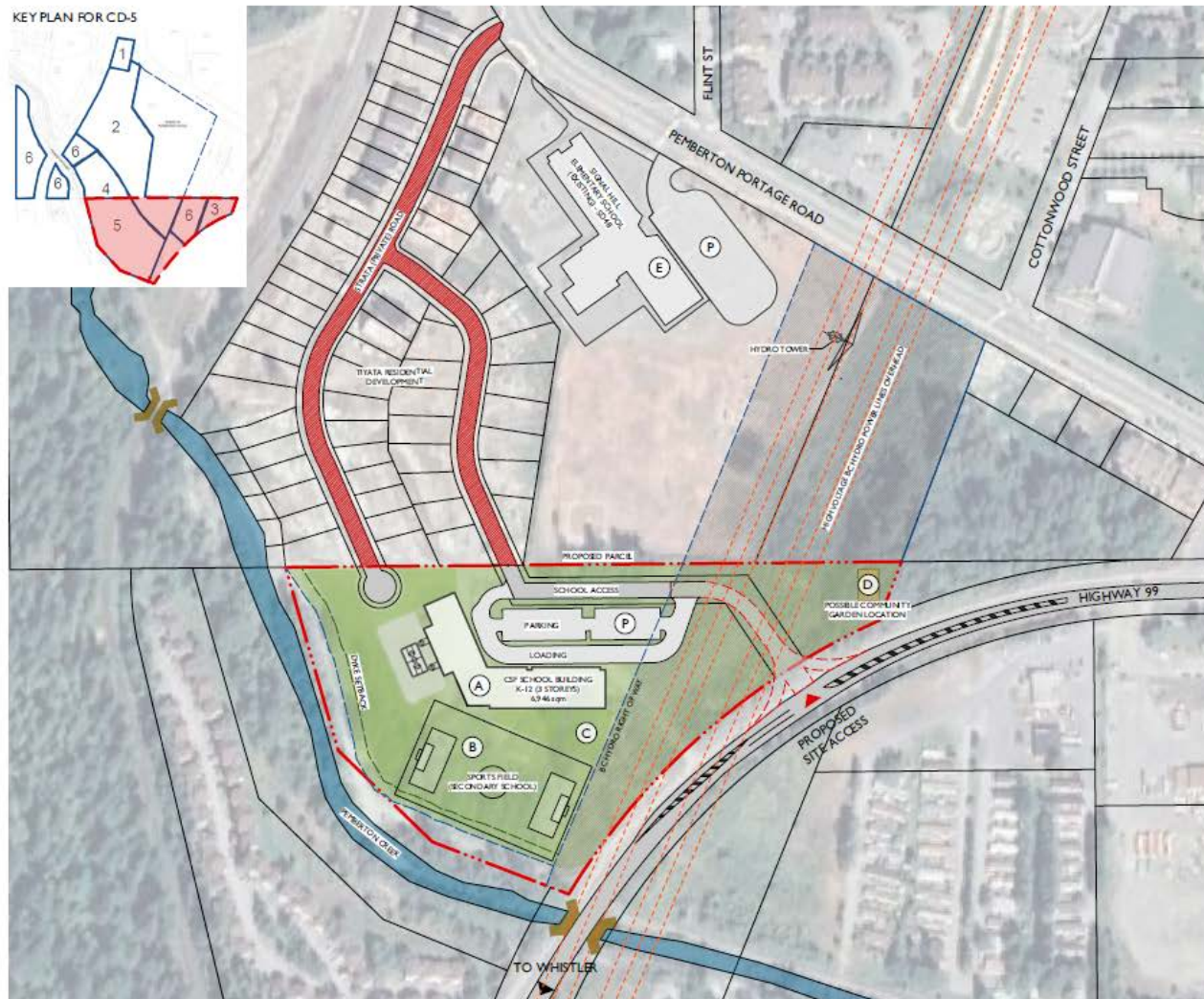
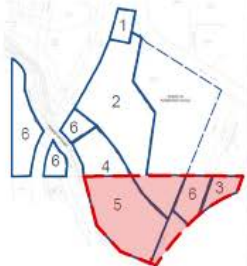
Village of Pemberton
Advisory Land Use Commission Meeting
November 30, 2020
Date: 2020 / 10 / 27 14

VILLAGE OF PEMBERTON

Appendix B

CSF Pemberton
2020-10-09

KEY PLAN FOR CD-5



PROPERTY INFORMATION	
SITE AREA:	10.13 acres
LEGAL:	Lot 3 District Lot 203 Lillooet District Plan 12807
OWNER:	1193317 B.C. LTD.
EASEMENTS / SROW:	BC Hydro Plans CG246, CG253, CG657, BC413
AGENT:	Craig Burns, Principle Architecture

SCHOOL FACILITY REQUIREMENTS	
CSF (SD 93) K-12 SCHOOL:	390 students 40K 200E 150S
CHILDCARE:	12 Infant/Toddler + 25 Preschool Age
TOTAL FLOOR AREA:	3 storeys, 6,946 sq m floor area
MINIMUM PLAY FIELD SIZE:	60m x 100m
BUS LOADING:	CSF School Bus Program, loading on site
VEHICLE PARKING:	per Village of Pemberton Bylaw 832, 2018

TOTAL USEABLE AREA	5.90 acres
PROPOSED PARCEL	10.13 acres
BC HYDRO RIGHT OF WAY	3.18 acres
DYKE SETBACK	1.3 acres
HIGH VOLTAGE BC HYDRO TRANSMISSION LINES (OVERHEAD)	
STRATA (PRIVATE) ROAD	
PUBLIC ROAD	
POTENTIAL SITE ACCESS ROAD + CROSSING	
(A)	CSF SCHOOL BUILDING K-12 (3 STOREYS)
(B)	SPORTS FIELD (SECONDARY SCHOOL)
(C)	OUTDOOR PLAY AREA + LANDSCAPE
(D)	POSSIBLE COMMUNITY GARDEN LOCATION
(E)	SIGNAL HILL ELEMENTARY SCHOOL (EXISTING) - SD48
(P)	PARKING

Site Plan
Scale: 1:2500

Site Plan - Rezoning A0



DEVELOPMENT SERVICES PRELIMINARY BYLAW COMMUNICATION

Your File #: OR131 – École de la Vallée (CSF)
MoTI File #: 2020-05459
Date: Nov/09/2020

Village of Pemberton
7400 Propsect Street
PO Box 100
Pemberton, British Columbia V0N 2L0
Canada

Attention: Lisa Pedrini, Manager Development Services

Re: Proposed OCP and Zoning Amendment Bylaw for:
PID: 009378740
Lot 3 DL 303 LLD Plan 1287

Thank you for the opportunity to comment on the above noted proposal. Preliminary Approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the Transportation Act, subject to the following conditions:

Access to Highway 99:

Although the Ministry's preference is to limit or eliminate private accesses off of Highway 99 through Pemberton, as it is a Controlled Access Highway, we recognize the challenges with this parcel in that it currently does not have frontage on a secondary road right of way and there is limited opportunities to establish alternative access. The applicant will need to address and consider the following:

- An Access to a Controlled Access Highway permit is required for direct access to Highway 99.
Presently, the ministry supports a right in/right out access to Highway 99. This present support should not be construed as pre-approval for a full movement access. A full movement access will require further analysis and review.
The proponent will need to consider the costs of potential improvements to the highway to support an access.
Access approval may need to consider access to adjacent lands (e.g. through public road dedication or easements).

Active Transportation:

Consideration should be made for active transportation and pedestrian accommodation.

Local District Address
Squamish Area Office
101-42000 Loggers Lane
Squamish, British Columbia V8B 0H3
Canada
Phone: () - Fax: (604) 898-4376

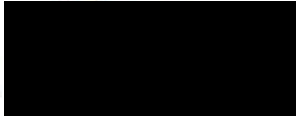
Setback:

All structures are to be located at least 4.5 metres back from the highway right-of-way.

Storm Water Management:

No storm drainage shall be directed into Ministry of Transportation and Infrastructure systems. This would include, but is not limited to, collection/run-off of the internal road system. All storm water is to be directed to a municipally maintained storm system.

If you have any questions please feel free to call Kattia Woloshyniuk at (236) 468-1926.
Yours truly,



Kattia Woloshyniuk
A/ Senior Development Officer



November 5, 2020

Ref: 241091

Lisa Pedrini, Manager of Development Services
Village of Pemberton
Email: lpedrini@pemberton.ca

Dear Ms. Pedrini:

Re: OR#131 – École de la Vallée OCP and Zoning Bylaw Amendment

I am writing in response to the Village of Pemberton's consultation process related to parties affected by Craig Burns' application on behalf of the Conseil scolaire francophone de la Colombie-Britannique (CSF) to amend the Official Community Plan (OCP), as required by section 475 of the *Local Government Act*. Thank you for including the Ministry of Education in the consultation process. The Ministry is very supportive of the proposed amendment and CSF's plan to develop a new school.

The Province has an ongoing constitutional obligation to work with the CSF to help identify priorities and to make best efforts to meet the CSF's current and future needs for schools in certain communities. In June 2020, the Supreme Court of Canada (SCC) confirmed this requirement, as well as the Province's obligations to address historic infringements of minority language rights under section 23 of the *Charter of Rights and Freedoms* (Charter). Specifically, the decision increases the scope and urgency of how the Province is expected to address the capital needs of the CSF in several communities, including the Village of Pemberton.

The Ministry cannot, by itself, take the steps that are necessary to comply with the Province's obligation under the SCC judgment. The Ministry requires the assistance and cooperation of many other ministries and public bodies to help fulfil the Province's constitutional obligations. For several years now, the Ministry and CSF have been pursuing the acquisition of a school site in the Village of Pemberton. The proposed amendment to the OCP would facilitate rezoning of the property from residential to civic and institutional, so that the CSF can begin the process of planning for a new school.

Funding for the site acquisition is supported in the Ministry's capital plan. If the CSF can acquire the site, they can then begin the two-stage process of concept plan and business case development to secure funding for construction of a school. The size of the school and grade configuration will be confirmed in consultation with the Ministry during the planning and development process. I encourage the Village of Pemberton to stay engaged in the project and continue to support the CSF through the development process.

If you require further information, or have any questions regarding our interest in this property, please contact Mora Cunningham, Regional Director, Capital Management Branch, by email at Mora.Cunningham@gov.bc.ca, or by phone at (250) 812-6750.

Thank you for your consideration.

Sincerely,



Joel Palmer
Executive Director, Capital Management Branch

pc: Reg Bawa, Assistant Deputy Minister, Resource Management Division
Lucie Pineau, Secretary Treasurer, School District No. 93 – CSF
Craig Burns, Principle Architecture, Agent for the landowner
Nikki Gilmore, Chief Administrative Officer, Village of Pemberton
Capital Management Branch, Ministry of Education

Pemberton Valley Dyking District
1381 Aster Street
Pemberton B.C. V0N2L0



To: Lisa Pedrini
Manager, Development Services

RE: OR131 – École de la Vallée (CSF)

Thank you for the opportunity to comment on the below referral.

The proposed location is in the path of the Pemberton Creek Alluvial Fan (NHC 2001). This property is protected by the Pemberton Creek Dike which is a provincially regulated dike. The PVDD has maintained this dike since it was built and has performed improvements on this section with the most recent being a Rip Rap installation in 2011.

In the (NHC 2018) Floodplain Mapping study this dike was listed as a Fair condition dike.

The proposed location is above the 200 year flood level as modeled by NHC. This is in the context of a Lillooet river dominant flow event. In the context of a Pemberton Creek the peak flows as reported in past studies may not return a large flood risk and the risk of debris flow hazards as outlined in (Bauman 2000)

Uncontrollable Risks and Information:

- BCR / CN Rail bridge – Debris flow creating restriction
- MOTI Hwy 99 Bridge – Low deck height and Debris flow creating restriction
- Large avalanche in the upper Pemberton Creek reaches. (Glacier, Deposition and Waterfall) (NHC 2001) (Clague 1995), (LaCas 1995) (Bauman 2000)
- Bauman 2009 – Signal Hill Geotechnical Report

Literature above does not constitute any technical comment on risks by a professional, only provides history and context for the reader. The documents cited are for information purposes and it is up to the developer to perform the due diligence required.

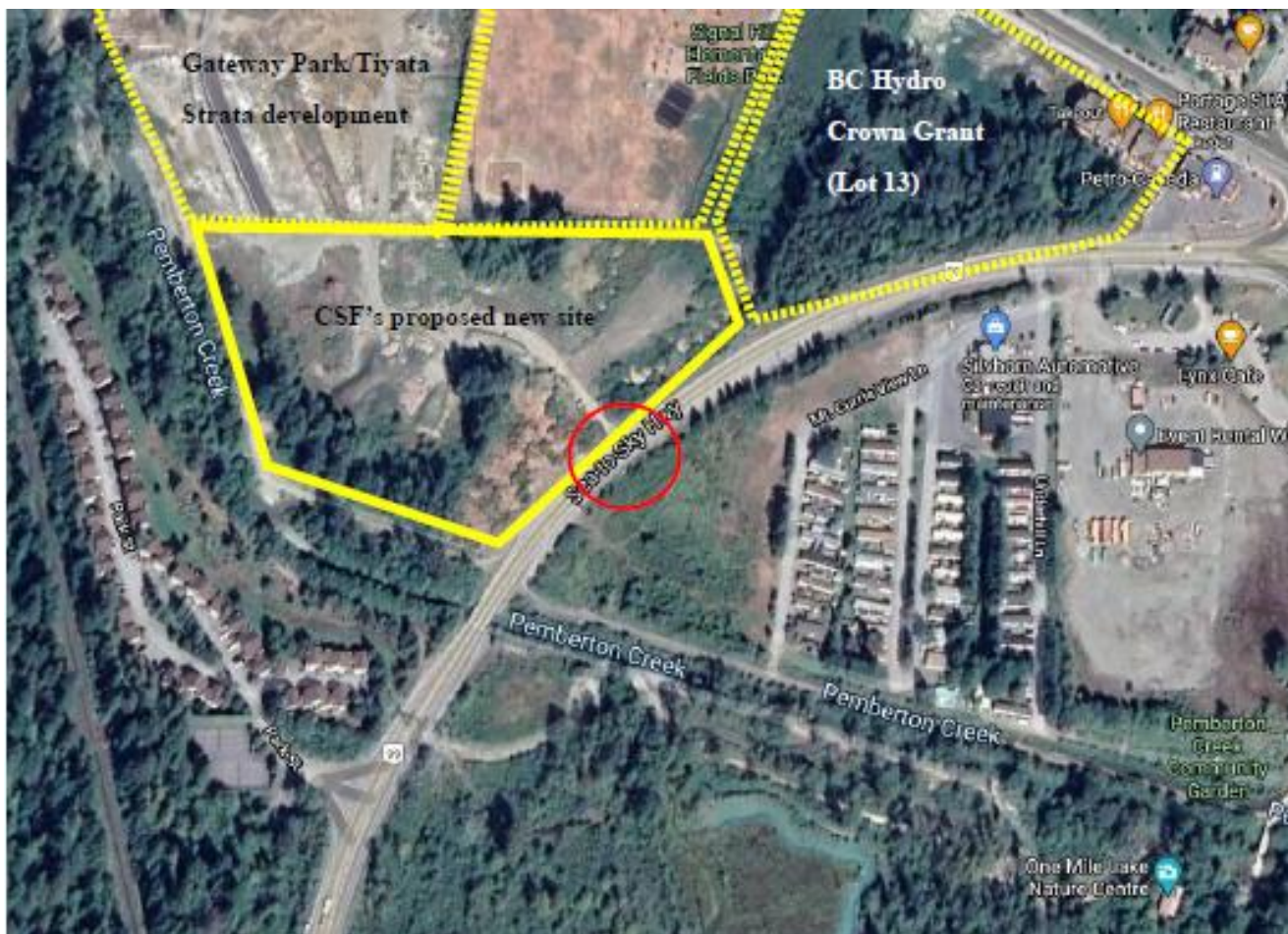
The PVDD request further consultation through the design process. This to ensure that proper site planning for drainage and access for diking purposes are maintained. Set back from the dike will be scrutinized as any encumbrance of dike maintenance cannot be planned. The preferred area of construction would be the North West corner of the property to give diking authority free and clear access to the dike from the dike crest as well as the site grade. Site drainage requirements may be an issue due to elevation. The PVDD would prefer that no drainage pass through the dike which would require a DMA approval.



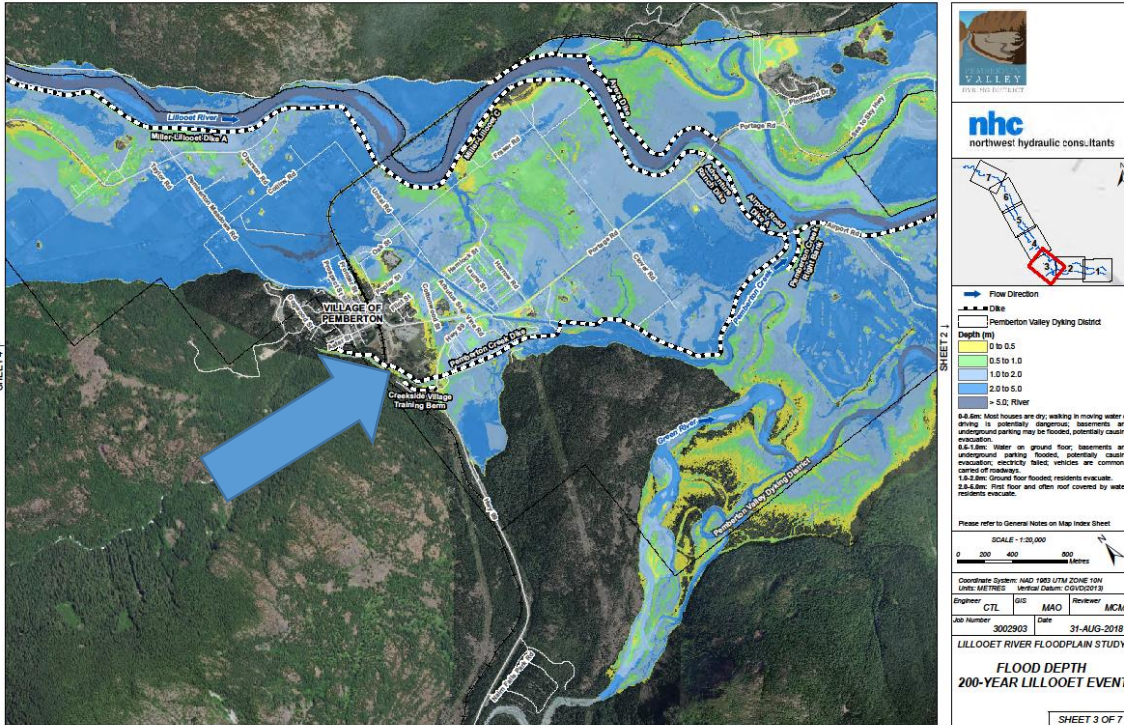
PO BOX 235 1381 Aster St, Pemberton, BC V0N 2L0 phone: (604) 894-6632 fax: (604) 894-5271 trustees@pvdd.ca www.pvdd.ca

PEMBERTON VALLEY DYKING DISTRICT

Subject Property:



Area during a 200 year Lillooet event



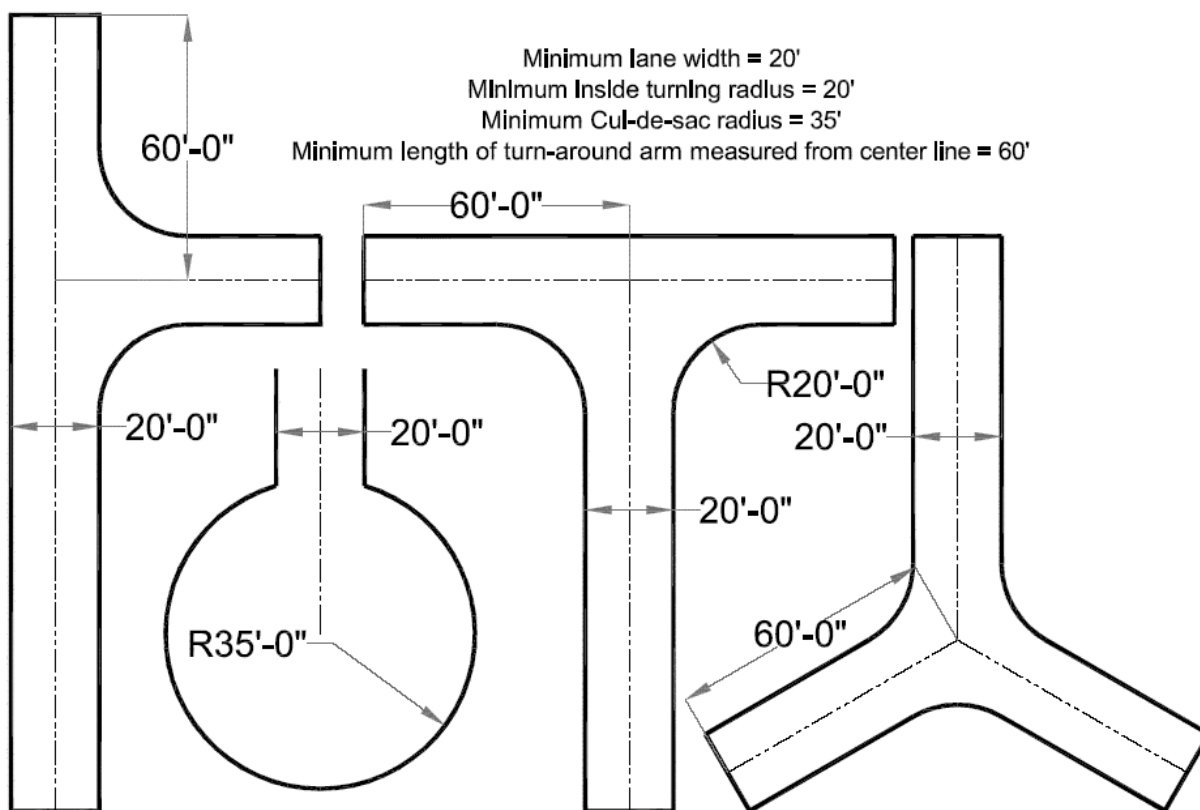
Kevin Clark
 Operations and Maintenance Manger
 Pemberton Valley Dyking District
 [Redacted]
 Email: kclark@pvdd.ca

Approved Fire Apparatus Turn-Around Minimum Dimensions

NOTES:

1. For hammer-head and "T" configurations, measurements are from the face of the curb to the centerline of fire lane width. Where the fire lane exceeds 20 feet in width, measurement is from the end of the turnaround arm to 10 feet across the fire lane.
2. For "Y" configurations, measurements are from the face of the curb at the end of the turn-around arm to the point of intersection as measured along the centerlines of the arms.
3. For cul-de-sac configurations, radius measurement is from the face of the curb to the center of the cul-de-sac.
4. A 30-foot paved radius cul-de-sac may be approved provided that notes and details are proposed indicating that rolled curb and attached thickened sidewalks will be installed. Fire apparatus will need to mount the curb therefore all posts, poles, signs or mailboxes shall be mounted behind the sidewalk. Sidewalks shall be engineered to support Pemberton Fire Rescue's heaviest fire apparatus. Fire apparatus heaviest weight totals 62,000 pounds with a maximum of 24,000 pounds per axle.
5. Approved Fire Lane signage shall be installed or, if required by the Village of Pemberton approved 'NO PARKING ANY TIME' signs shall be installed
6. Turn-around provisions required by the Fire Department shall be no more than 200 feet from the end of the fire apparatus access lane.

Code Reference: 2003 International Fire Code section 503.2.4



Minimum lane width is 20' measured curb face to curb face.
 Minimum inside turning radius is 20'.
 Minimum drivable cul-de-sac radius is 35'.
 Minimum length of turn-around arm is 60' measured from the center line of the perpendicular fire lane to the curb face.

Emergency Access

Fire department access roadways which are wide enough to permit fire apparatus to operate and to pass; physical, topographical, or architectural obstructions; and whether access roads are within minimum building access distance requirements are all items that would be considered during a field observation of a site for emergency access.

Fire department access is determined by local codes or ordinances to specify width of roads.

Private driveways or parking lots may consist of either a thin skin of asphalt over the top of gravel or a thin slab of concrete.

Obstructions to fire department access include burglar bars, ornamental walls, and false fronts.

EMERGENCY VEHICLE ACCESS DESIGN REQUIREMENTS FOR:

Part 3 Building

Part 9 Building

BUILDING REQUIRED TO FACE

- 1 Street
 - Building face having the principal entrance (between 3m minimum and 15m maximum from building face to road edge)
- 2 Streets
 - 50% of building perimeter including principal entrance face
- 3 Streets
 - 75% of building perimeter including principal entrance face

Access Route Design

- Maximum length of access route from hydrant to principal entrance of building – 90m (296 ft)
- Have a centre line radius not less than 13 m (42 ft. 6")
- Have an overhead clearance not less than 5 m (16 ft. 4")
- Have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m
- Be designed to support 39,010 kg (86,000 lbs.) Gvw surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions and be maintained snow and ice free and perimeter defined
- Have turnaround facilities for any dead-end portion of the access route more than 90 m long
- Be connected with a public thoroughfare
- PFR required width 7.3m (24 ft.)
- Signage - fire truck access lanes to be posted
- Fire lane - no parking and outline marked if required

Fire Apparatus Access

Fire Department Access
OSHA

Fire Apparatus Access

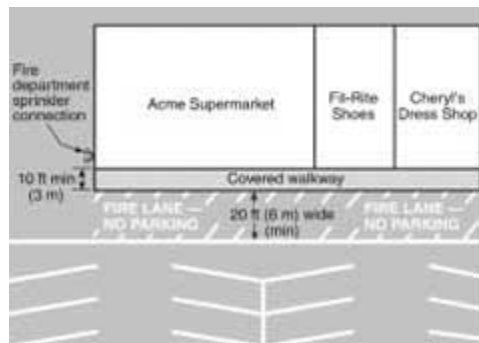
Properly positioning fire apparatus can be critical at a fire scene. In particular, placing aerial apparatus is critical for positioning of the aerial ladder or elevating platform, which is mounted on top of these vehicles (Figure 2.1). Pumper apparatus also need to get close enough to the building to facilitate hose line use. The location of other specialized apparatus, or small vehicles, such as chief's cars or ambulances, should only be of particular concern to the designer of unusual facilities. For instance, a sports arena may need to be designed for entry of ambulances but not fire apparatus.

Many structures are situated on public streets that provide fire fighting access. Others, which are set back from public streets, have private fire apparatus access lanes or "fire lanes," for short. These enable fire apparatus to approach the building and operate effectively (Figure 2.2). Fire lanes can be dedicated to fire service use, or can serve ordinary vehicular traffic as well.

There are many considerations for both public roads and fire lanes: clear width, clear height, length, turn radius, arrangement, distance from the building, and paving materials. In all cases, the most stringent practicable dimensions should be considered for design, since future apparatus purchases or mutual aid apparatus from other jurisdictions may exceed the specifications required in a given jurisdiction at any given time.



(Fig. 2.1) Good aerial apparatus access at an apartment fire. This fire lane is wide enough to allow passing even when aerial outriggers are extended, and it is located a proper distance from the building to facilitate aerial operations.



(Fig. 2.2) Fire lane dimensions, reprinted with permission from the NFPA 2003 Uniform Fire Code Handbook, © 2003, National Fire Protection Association, Quincy, MA.

Extent of Access

Minimum building access for fire apparatus is a function of the access road reaching to within a certain distance of all portions of the building's first floor exterior walls. This limit in NFPA 1 and the IFC is 150 feet for buildings without a complete sprinkler system. For fully sprinklered buildings, NFPA 1 permits

this distance to be increased to 450 feet; the IFC leaves this decision up to the discretion of the code official. Further, NFPA 1 requires that the road extend to within 50 feet of an exterior door providing interior access.

The distance from the building to a road or fire lane is sometimes referred to as “setback distance.” NFPA 1141 has additional guidelines for access locations versus building location, with variations depending upon building size, height, sprinkler protection, and separation from other buildings.

Perimeter Access

The options available for attacking a fire increase as more of a building’s perimeter becomes accessible to fire apparatus (Figure 2.3). A concept, known as “frontage increase,” appears in the IBC and NFPA 5000. If a structure has more than a certain percentage of its perimeter accessible to fire apparatus, these codes allow the maximum size of the building to be increased. Ideally, the full perimeter would be accessible.

During renovations, designers should use particular caution to ensure that the perimeter access continues to meet the NFPA requirements of fire and building codes. The original building site may have been based on a frontage increase. Changing the amount of perimeter access can result in noncompliant building size.



(Fig. 2.3) A combination of two public roads and two private fire lanes provides full perimeter access to this building.

Number of Fire Lanes

A single access route is a basic requirement in both NFPA 1 and the IFC. However, both codes allow the code official or AHJ to require additional access routes due to various factors that could inhibit access (such as terrain, climate, or vehicle congestion). NFPA 1141 requires two access routes for buildings over two stories or 30 feet in height. Multiple fire lanes should be as far removed from one another as practicable.

Turnarounds

Long, dead-end fire lanes or roads should provide a means for fire apparatus to turn around. Both NFPA 1 and the IFC require turnaround space for dead-ends that are more than 150 feet long. There are a number of configurations that facilitate turning maneuvers. These include, “T-turn,” “Y-turn,” and round cul-de-sac style arrangements (Figures 2.4 and 2.5 for NFPA diagrams). NFPA 1141 requires a 120-foot turnaround at the end of dead-ends more than 300 feet long. Turnaround diagrams also can be found in Appendix D of the IFC.

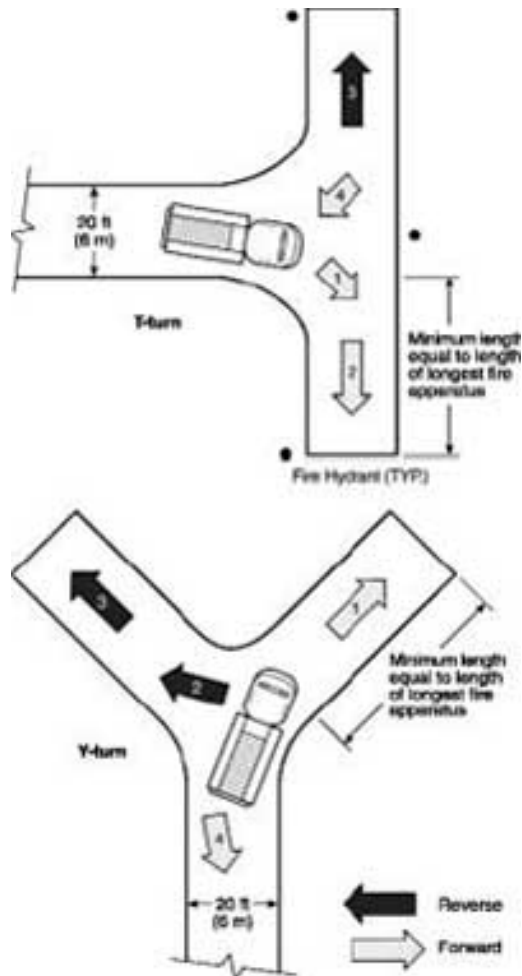
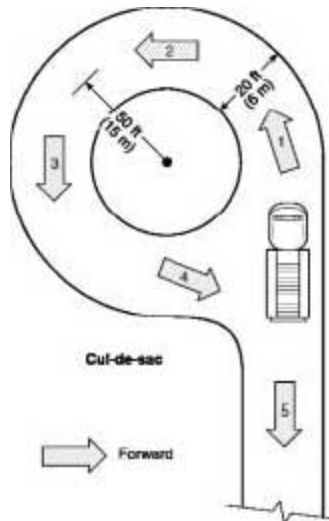


Fig. 2.4) Fire apparatus “Y-” and “T-turnarounds.” Reprinted with permission from NFPA 2003 Uniform Fire Reprinted with permission from NFPA 2003 Uniform Fire Code Handbook, © 2003, National Fire Protection Code Handbook, © 2003, National Fire Protection Association, Quincy, MA. Association, Quincy, MA.



(Fig. 2.5) Fire apparatus cul-de-sac turnaround. Reprinted with permission from NFPA 2003 Uniform Fire Code Handbook, © 2003, National Fire Protection Association, Quincy, MA.

Clear Width

The basic clear width requirement for apparatus access in the IFC and NFPA 1 is 20 feet. NFPA 1141 calls for one-way fire lanes that are 16 feet wide; however, this applies to roads that do not abut buildings. A clear width of 20 feet will allow most aerial apparatus to extend the outriggers necessary to support the aerial ladder or elevating platform while in operation (Figures 1.2 and 2.1). However, some recently manufactured aerial apparatus require 24 feet of clear width for outrigger extension.

Lanes wide enough for apparatus to pass one another will facilitate developing and expanding operations. NFPA 1141 contains a 24-foot clear width requirement for two-way fire lanes. Appendix D of the IBC calls for a 26-foot clear width at fire hydrant locations, extending for a distance of 20 feet in both directions, as well as a 26-foot width in the vicinity of buildings that are 30 feet or more in height (for aerial operations). NFPA 1141 also contains guidance on access in parking lots.

Rolled or rounded curbs adjacent to properly designed sidewalks can effectively increase access width. These allow apparatus to easily negotiate curbs.

Height

The basic requirement for clear height of fire lanes in the IFC, NFPA 1 and NFPA 1141 is 13 feet 6 inches. Some modern aerial apparatus may require 14 feet of clearance. Potential for accumulation of snow and ice should be factored into height requirements. The NFPA 1 handbook recommends at least 14 feet in colder climates. Newer aerial apparatus may also require additional height. Finally, avoid overhead wires or other obstructions when determining fire lane locations.

Building Proximity

In areas with aerial apparatus that may respond to an emergency, the road or fire lane should be positioned at a distance from the building that will accommodate aerial ladder operation. Access too close or too far from the building will limit aerial ladder use. Where a fire lane is parallel to a building that is more than 30 feet high, Appendix D of the IFC calls for the near edge of the lane to be between 15 and 30 feet away from the building.

Turn Radius

The IFC and NFPA 1 leave turn radius requirements to the code official and AHJ. However, NFPA 1141 requires a minimum inside turn radius of 25 feet and a minimum outside radius for turns of 50 feet. The cul-de-sac depicted in Figure 2.5 shows an effective inside turn radius of 40 feet. Further, NFPA 1141 requires 2-foot curb cuts on either side of a fire lane where it connects to a road.

Grade

NFPA 1 sets a maximum grade (slope) of 5 percent for fire lanes. NFPA 1141 specifies a 10 percent maximum, as well as a 0.5 percent minimum to prevent pooling of water. However, some manufacturers have lower limits for specific apparatus. When aerial apparatus is set up for operation, the vehicle body must be leveled with the outriggers. The least grade possible would allow for the most rapid setup.

Loads

All access roads or lanes should be built to withstand the loads presented by modern, heavy fire apparatus as well as potential weather conditions. Paved surfaces, bridges, and other elevated surfaces (such as piers or boardwalks) should be designed to handle the weight of all apparatus that may use them. The IFC Appendix D has a load design requirement of 75,000 pounds. U.S. Department of Transportation standards dictate requirements for both load and frequency. The IFC references the Standard Specification for Highway Bridges from the American Association of State Highway Transportation Officials (AASHTO).

Materials

All-weather paved access is the best surface. Some jurisdictions permit the use of paver blocks or subsurface construction for fire lanes (Figure 2.6). These permit an area to be partially or fully landscaped, while being strong enough to allow fire apparatus to negotiate the area. However, these materials do have inherent limitations. Unless their perimeter is clearly marked, it is easy to drive off the edge. Also, in regions subject to snow accumulation, areas with paver blocks and subsurface construction cannot be plowed effectively (Figure 2.7).



(Fig. 2.6) Paver blocks were chosen instead of paving for this access road. The aesthetic benefits are minimal, and the road cannot be plowed effectively.



(Fig. 2.7) The same paver block access lane as shown in figure 2.6, but covered with snow. Access is blocked by a mound of snow plowed from the adjacent parking lot.

Gates, Barricades and Security Measures

Security concerns may impact fire service access. Gates (manual, electric, or radio controlled), bollards, pop-up barricades, and other perimeter controls can delay fire service operations. On the other hand, these access control measures can assist in keeping vehicular traffic away from fire lanes (Figures 2.8 through 2.10). During the design phase of a project, careful coordination between those responsible for security and fire protection can help resolve both concerns. In addition, proper gate size, location, and swing can facilitate fire service access. Wooden bollards are designed with cuts near their bases to allow access when apparatus bump them and break them. However, this results in delays while they are broken and cleared from the path of the apparatus, and may also cause damage.



(Fig. 2.8) Manual gates cause inherent delays because personnel must dismount to unlock them or cut through chains. However, they can also help keep the fire access lane clear by preventing vehicle parking.



(Fig. 2.9) The delays caused by electronic gates can be minimized by providing the fire department with access cards or remove access controls.



(Fig. 2.10) Pop-up barricades such as these are appearing more frequently due to security concerns. Unless security forces are constantly present to operate them, however, the fire department should be provided with a means to do so.

Speed Control Measures

Speed bumps or humps can impact fire apparatus access. Due to their suspension, these vehicles must come to a nearly complete stop to pass over these bumps, delaying arrival to a fire scene. Some special speed bump designs allow for fire apparatus to straddle bumps, while passenger vehicles cannot do so. Dips should also be avoided so that long wheel-base vehicles do not hit bottom and damage undercarriage components and overhanging equipment.

Marking



Fire lane signage is important, both for the public and enforcement officials (Figure 2.8). Examples include signs, curb painting, or curb stenciling. A jurisdiction's requirements must be followed exactly to ensure that no-parking provisions are legally enforceable. Speed bumps should be conspicuously painted, and signs indicating their location should be posted in climates subject to accumulation of snow and ice. Load limits should be posted conspicuously on both ends of bridges or elevated surfaces.

Considerations – Fire Apparatus Access Fire Lane Sign

- Extent of Access: Within 150 feet of the farthest exterior point; can be farther in sprinklered buildings.
- Perimeter Access: As many sides of the building and as much of the perimeter as possible; take advantage of frontage increases.
- Number of Fire Lanes: More than one when dictated by code official or AHJ.
- Turnarounds: Provided for on all dead-ends more than 150 feet long.
- Clear Width (excluding parking): Minimum 20 feet; preferably, 24 feet to allow passing and 26 feet in the vicinity of fire hydrants or points of aerial access.

- Clear Height: Minimum 13 feet 6 inches; higher where subject to accumulations of snow and ice.
- Obstructions: Avoid overhead wires and other obstructions.
- Proximity to Buildings for Aerial Operations: If parallel to buildings more than 30 feet high, locate near edge 15-30 feet away.
- Turn Radius: Minimum 25 feet inside and 50 feet outside.
- Curb Cut: If provided, extend 2 feet beyond on each side of intersecting fire lane.
- Grade (slope): Maximum 5 percent; least grade possible for aerial operation areas.
- Load: Access routes, both on grade and elevated, designed for the largest possible apparatus load.
- Materials: Design access routes for all-weather use.
- Security Measures: To minimize delays, specify that keys, electronic access cards, or remote access controls are provided to the fire department.
- Barricades: Use non-destructive gates or posts rather than breakaway bollards.
- Gate Size: At least 2 feet wider than fire lanes.
- Gate Location: At least 30 feet from public right-of-way.
- Gate Swing: Away from direction of fire apparatus travel.
- Speed Bumps: Avoid them, or design them for fire apparatus.
- Signage: Provide for no-parking areas, and for load limits.
- Special Apparatus: May require more stringent criteria than above.

Ladder deployment obstructions between the fire truck and the building to be considered.

Example:

- Trees
- Telephone poles and lamp standards
- Overhead wires
- Roof overhangs
- Max 70-degree climbing angle for ladders

HYDRANT LOCATION

- Maximum unobstructed distance from the fire department connection to a hydrant - 45 m (148 ft)
- Maximum unobstructed firefighter path of travel from the vehicle to the building - 45 m (148 ft)