

**VILLAGE OF PEMBERTON
-COMMITTEE OF THE WHOLE MEETING AGENDA-**

Agenda for the **Committee of the Whole** of Council of the Village of Pemberton to be held Tuesday, August 31, 2021, at 4:00 p.m. via electronic means through a ZOOM Webinar. This is Meeting No. 217.

"This meeting is being recorded as authorized by the [Village of Pemberton Video Recording & Broadcasting of Electronically Held Council, Committee, and Board Meetings](#)"

*** All Council and Staff will be attending the meeting electronically. Instructions to view the meeting can be found [here](#) . Link to the Zoom Webinar: <https://us02web.zoom.us/j/86588012777>**

Item of Business	Page No.
1. CALL 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. APPROVAL OF AGENDA	1
Recommendation: THAT the Agenda be approved as presented.	
3. ADOPTION OF MINUTES	2
a) Committee of the Whole Meeting No. 216, June 1, 2021	
Recommendation: THAT the minutes of the Committee of the Whole Meeting No. 216, held Tuesday, June 1, 2021, be approved as circulated.	
4. Request for Direction – LiveShare Co-Living Proposal, 7340 Crabapple Court	4
Following the Staff report, the applicants will present to the Committee and answer any questions.	
Recommendation: THAT the Committee of the Whole provide direction to Staff on which option to proceed with.	
5. ADJOURNMENT	

**VILLAGE OF PEMBERTON
-COMMITTEE OF THE WHOLE MEETING MINUTES-**

Minutes for the **Committee of the Whole** of Council of the Village of Pemberton held Tuesday, June 1, 2021, at 3:30 p.m. via electronic means through a ZOOM Webinar. This is Meeting No. 216.

ATTENDING: Mayor Mike Richman
Councillor Ted Craddock
Councillor Leah Noble
Councillor Amica Antonelli
Councillor Ryan Zant

STAFF: Nikki Gilmore, Chief Administrative Officer
Sheena Fraser, Manager of Corporate & Legislative Services
Vinka Hutchinson, Communications & Grant Coordinator
Gwendolyn Kennedy, Legislative Assistant

PUBLIC: 0

MEDIA: 0

Please Note: This meeting was held electronically, and all members of Council, Staff and Public attended through electronic means. A recording of the meeting was made available to the public & media.

1. CALL TO ORDER

At 3:32 p.m. Mayor Richman called the June 1, 2021 Committee of Whole 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. APPROVAL OF AGENDA

Moved/Seconded
THAT the agenda be approved as circulated.
CARRIED

3. ADOPTION OF MINUTES

a) Committee of the Whole Meeting No. 215, Tuesday, April 27, 2021

Moved/Seconded
THAT the minutes of Committee of the Whole Meeting No. 215, held Tuesday, April 27, 2021, be adopted as circulated.
CARRIED

5. UBCM Convention and Minister Meetings

Gwendolyn Kennedy, Legislative Assistant, presented a summary of the procedure for requesting meetings with the premier, cabinet ministers, and staff of provincial ministries, agencies, commissions, and corporations, emphasizing the need for clarity and succinctness. The Committee supported joining the meeting planned by the Squamish-Lillooet Regional District regarding old growth forests and forestry recreation sites and suggested a joint Minister meeting with the District of Squamish to discuss daycare issues as follow up to the jointly submitted resolution to UBCM.

CAO Gilmore noted that, should Kevin Clark, Operations and Maintenance Manager, Pemberton Valley Dyking District (PVDD) consider it would be beneficial, Staff will present a Minister meeting request regarding two issues, the ability of the PVDD to apply for funding for dike upgrades as an Improvement District, and the requirements of the Seismic Design Guidelines.

Councillor Craddock noted that he will be unavailable during the 2021 convention and requested that Councillor Antonelli attend the Municipal Insurance Association AGM in his place on September 13th.

Mayor Richman noted that the Squamish-Lillooet Regional District has planned to request a Minister meeting regarding old growth forests, forestry recreation sites, and parks, and he will propose to the SLRD that the Village join this meeting.

Moved/Seconded

THAT the Staff contact District of Squamish Staff to discuss a joint meeting regarding daycare.

CARRIED

Moved/Seconded

THAT the Committee of the Whole supports Mayor Richman and Councillors Noble and Antonelli attending the 2021 UBCM Convention on behalf of the Village of Pemberton.

CARRIED

6. ADJOURNMENT

Moved/Seconded

THAT the Committee of Whole be adjourned at 3:48 p.m.

CARRIED

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

Date: August 31, 2021

To: Nikki Gilmore, Chief Administrative Officer

From: Cameron Chalmers, RPP, MCIP, Consulting Planner

Subject: Request for Direction – LiveShare Co-Living Proposal, 7340 Crabapple Court

PURPOSE

The purpose of this report is to request direction from Committee of the Whole with respect to a Development Permit (DP) application that requests significant parking variances at 7340 Crabapple Court. The Committee of the Whole direction will inform the approach Staff takes to review and process the application.

BACKGROUND

Staff are in receipt of a new DP application at 7340 Crabapple Court. The application proposes to introduce a new form of “co-living” housing to the community. The proposal includes a new building consisting of 64 micro-suite dwelling units, each approximately 300 square feet, which the proponent states will rent for approximately \$900 per month. The micro-suites will provide basic sleeping quarters, kitchenettes and washroom facilities and the building features a communal kitchen, dining, lounge, laundry and office facilities in a co-operative living environment. The initial drawing submission is available on the Village website at the following link: <https://www.pemberton.ca/public/download/files/191758>



Under the Village of Pemberton Zoning Bylaw No. 832, 2018, the project would be required to provide one (1) parking stall per unit for a total of 64 parking stalls, assuming the project qualifies for an affordable housing reduction.

In addition to the 64 stalls required under the Bylaw, the subject lands are subject to a restrictive covenant obligation to provide an additional 14 surface stalls to service the neighbouring mixed-use building known as the Gateway. The restrictive covenant results from an historic approval for two buildings, of which only the first one was built. It did not provide adequate parking, abdicating 14 parking stalls to the second building, which is now being reconsidered as the LiveShare co-living project.

The application as submitted elects to provide the covenant required parking and proposes to provide 14 surface parking stalls for the benefit of the neighbouring Gateway property. The application then proposes to provide a total of 25 parking stalls directly benefitting the proposed LiveShare Co-Living project. Of these 25 stalls, the Applicant proposes to use two (2) for visitor parking and two (2) for a dedicated car co-op. The proposed parking arrangement results in a deficiency of 39 parking stalls as per the Zoning Bylaw.

Given the significance of the variance being sought by the Applicants, Staff feel compelled to engage Council at this early stage of the application process to seek guidance specifically on the proposed parking arrangement. Staff have not undertaken a broader analysis of the proposal and are not in a position to make recommendations on the proposal overall, but have rather elected to start with the parking variance request, as it is a significant deviation from the Bylaw standard for parking.

DISCUSSION & COMMENTS

Reduced parking standards are an important means of promoting and securing affordable housing options. Parking is a significant cost-centre for any housing project and Pemberton, like many municipalities, incentivizes affordable housing through reducing parking requirements. The current Zoning Bylaw reduces parking in affordable housing projects by 0.25 stalls per unit, effectively eliminating the visitor parking requirement. Several urban municipalities have significantly lower parking standards for affordable housing projects, some as low as zero-parking.

However, Pemberton is distinguishable from urban municipalities as it is still necessarily auto-dependent given its location, employment patterns and recreation/lifestyle preferences. It is also under-served by public transportation options. The challenge confronting Staff in the initial processing of this application is the degree to which an affordable housing proposal of 64 units with 25 parking stalls can function without unduly impacting the neighbourhood.

In response to the initial Staff concerns, the Applicants have prepared a Memorandum to the Village outlining a proposed strategy to address the limited parking. It is attached as **Appendix A** and suggests that the clientele the proposal is targeting typically do not own cars, and then outlines several mobility options for future residents as follows:

- *LiveShare Van*: A dedicated 30+ passenger shuttle with daily service to Whistler on weekdays for residents working and/or playing in Whistler. On weekends, the shuttle will provide service to Vancouver, Squamish, and other destinations. It will be privately owned and managed.

- *Cycling*: A focus on cycling with dedicated bike storage and 10 bicycles owned and managed by the co-operative.
- *Car Share*: LiveShare is offering to provide two (2) vehicles as co-op cars for residents and the public, which will be owned and managed by LiveShare.
- *LiveShare App*: Residents of the building will have access to an app that will enable residents to coordinate rides with each other in a co-operative manner. Those that have cars will be able to offer rides, for compensation if they choose, to other residents of the building.

The proposal represents an innovative attempt to provide mobility by means other than personal automobiles. Substantial thought has been given to providing a range of transportation options that seek to address the employment, recreation and day-to-day transportation needs of prospective residents. Staff sees merit in the proposed approach, particularly given the likely profile of building residents (younger, single, employee style housing).

Staff are however concerned with the magnitude of the variance in a location that has limited alternative parking. The immediate area is approaching build-out, and given the success of some of the commercial businesses in the area, is experiencing parking pressures already. There are limited options for parking, and street parking is regulated by the Village, allowing for two hour parking during the day.

Accordingly, Staff are compelled to seek direction early in this application specific to the parking proposal, before expending additional Staff and Applicant resources. The basic question Staff are seeking guidance on is whether there is openness to continue processing the application based on the proposed parking variances. Should the Committee of the Whole direct additional processing, Staff will determine the most appropriate means to present the proposed variance and complete processing the development application for future Council consideration. The direction to proceed with the application does not in any way fetter Council's decision-making authority when it considers the application in the future. Should the Committee of the Whole not concur with the proposed variances, it would be appropriate to refer the application back to Staff. Both options are available to the Committee of the Whole as recommendations to Council.

COMMUNICATIONS

This project/issue/process does not require a communications element.

LEGAL CONSIDERATIONS

There are no legal, legislative or regulatory considerations at this time.

IMPACT ON BUDGET & STAFFING

This report has been prepared in response to a complete Development application, including fees to cover this initial processing.

INTERDEPARTMENTAL IMPACT & APPROVAL

Should Council direct further processing of the application, other departments will be consulted.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

A review of this application has no impact on other jurisdictions.

ALTERNATIVE OPTIONS

Option One: THAT the Committee of the Whole recommends to Council that Staff be directed to continue processing the application for the proposed development of 7340 Crabapple Court, which includes a proposed variance from 64 to 25 stalls, for future consideration by Council.

Option Two: THAT Committee of the Whole recommends to Council that the application for the proposed development of 7340 Crabapple Court be referred back to Staff as the requested parking variance is not supported in principle by the Committee of the Whole.

Option Three: Another option as presented by the Committee of the Whole.

RECOMMENDATIONS

THAT the Committee of the Whole provide direction to Staff on which option to proceed with.

ATTACHMENTS:

Appendix A: Applicant Memorandum – Parking Relaxation Mitigation Strategy, dated July 22, 2021

Prepared by:	Cameron Chalmers, RPP, MCIP, Consulting Planner
Manager Approval:	Lisa Pedrini, Manager of Development Services
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer

MEMORANDUM

TO: The Village of Pemberton City Planning Staff

FROM: LiveShare Co-living
DATE: July 22nd, 2021
SUBJECT: Parking Relaxation Mitigation Strategy for the development application for the LiveShare Co-Living project 7340 Crabapple Court, Pemberton B.C

LiveShare Co-Living proposes a secured rental co-living project at 7340 Crabapple Court, Pemberton, B.C. The project consists of 64 micro-suites with shared amenities. We anticipate offering the micro-suites to rent for \$900 a month, which meets the Village of Pemberton's affordability criteria.

To develop this innovative, affordable co-living project in Pemberton, we require a parking relaxation. The site already must provide 14 surface stalls to the adjacent property (Mile One), which we have included in our submission set, along with one level of underground parking, with 21 resident stalls and 4 visitor stalls (two for co-op Cars). We will also provide a surface parking stall for our 30 passenger van for a total of 25 underground stalls, one surface van stall and 14 surface stalls for the neighbour.

Our parking reduction is critical to our business model, which offers affordable, secure rental to residents of Pemberton as a priority. Our target demographic typically does not own cars, and so the parking is unused even if built. What our residents do require is a curated transportation management plan, which includes several items to offset less parking, namely:

LiveShare Van:

We will purchase a 30+ passenger van for the building, which our resident community manager will drive and manage. Our shuttle service is for both residents of the LiveShare community and Pemberton (for a small fee) and will offer daily service to Whistler. Weekend service will include Vancouver, Squamish and unique "adventure" destinations. This "LiveShare Van" dramatically reduces the need for onsite parking and provides a valuable service to the community.

Bike Share:

LiveShare has a dedicated bike storage room for resident bikes. We will also have surface bike racks dedicated to bike-sharing, and we will provide ten bicycles as shared bikes for the residents. These bikes will be available to get around Pemberton and will reduce short-distance car trips.

Community Car Share Program:

LiveShare will create a community car share program. We will launch the co-op with two dedicated stalls and two compact AWD cars. These co-op cars will be available for the residents or LiveShare and Pemberton year-round and are booked through our webpage and mobile app. Similar programs in small B.C. communities are <https://www.carsharecoop.ca/> and <http://www.onesky.ca/go2carshare>

LiveShare Community App:

LiveShare is a community. We are creating a mobile app for residents to use to link all community members together as one community. This app provides many benefits, including coordinating dinners together, hikes and most importantly, ride-sharing. Those members who do have cars and park them underground will have a rideshare feature on our app that will allow members to post a ride

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time for a group ride. Like sharing an Uber, the driver will be compensated by those who catch a ride (unless the driver posts the ride as free), and LiveShare will stipulate the per km charge. Sharing is core to the LiveShare model and helps create a greener, healthier, more economical and happier lifestyle for our community members.

Our transportation management plan will mitigate any issues related to the reduced parking on site. Our target community member doesn't typically own a car, and for those who do, we will offer a marketplace for internal ride share. This marketplace, along with the provision of a Van (and driver), two dedicated cars, and a bike share, will allow us to manage our reduced parking ratio. As an added benefit, we are meeting some of the objectives of the B.C. climate action plan through this transportation management plan.

We hope you are as excited as we are about creating B.C.'s first secured rental co-living project in Pemberton.

Regards,



Thomas J. McEwan